TEMPLE MEDICAL EDUCATIONAL DISTRICT

DESIGN GUIDELINES

City of Temple

TBG

TABLE OF CONTENTS

CLIENT: City of Temple

- Mayor Bill Jones
- City Manager- David Blackburn
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PARTNERS:

- Scott & White Memorial Hospital
- Temple College
- Central Texas Veterans Healthcare System
- City of Temple
- Temple Health and Bioscience District
- Keep Temple Beautiful
- Texas A&M Health Science Center of Medicine
- Temple Independent School System
- Texas Department of Transportation
- City of Temple Planning and Zoning Committee
- Temple Economic Development Corporation

CONSULTANT:

- TBG Partners

I.INTRODUCTION

A. Purpose

The Temple Medical Education District (TMED) is to facilitate the redevelopment and revitalization of both residential and commercial neighborhoods surrounding the campuses of Scott & White Memorial Hospital,The Central Texas Veterans Health Care System, Temple College and the Texas A&M Health Science Center College of Medicine. This redevelopment effort is to insure the long term economic vitality of this critical are of Temple. In addition to being a major gateway into Temple, it is widely recognized that this section of our city has vast promise as a center of economic development. Therefore, it is in the community's best interest that a concentrated effort be made, through the creation of TMED, to bring redevelopment and revitalization to the area to complement to ongoing economic surge occurring on the combvined camoused of these institutions.

Scott and White Hospital

B. Vision

To be a catalyst and facilitator for the redevelopment of a geographically defined area (TMED) in order to protect and enhance the existing campuses, as well as encourage and entice private sector investment. The concept to creat a "university village" will include student and employee housing, retail, dining, medical education, improved public education, medical services, hike & bike trails, transportation services and the necessary infrastructure to promote the investment of private sector funds to improve the overall TMED area.

TMED Boundaries

C. Orientation

TMED is situated at the preferred gateway into Temple. Minutes from Downtown, TMED is the threshold of the public open space fabric with the downtown landscape. With immediate access to downtown, TMED offers a unique spatial configuration of gateway and place while broadly providing visual and physical integration to the downtown Temple landscape.

Bordered by Avenue M on the north side, the TMED will have a western boundary of South 31st Street, to include the property owned by Scott & White touching 31st. Street to the west, Loop 363 to the south with its eastern boundary, the railroad tracks located behind the VA complex but including the VA lake property east of the railroad.

The area includes the campuses of Temple College, the Central Texas Veterans Healthcare System Temple campus, the Scott & White main campus as well as the Temple campus of the Texas A&M Health Science Center College of Medicine, plus several tracts owned by the city of Temple and Travis Middle School ownded by the Temple Independent School System.

D. Placemaking

Successful placemaking is achieved through the understanding and appreciation of sense of place, unified elements and distinct detail within the framework of the development. There is an emphasis on beauty, aesthetics and human comfort. These elements create the form, structure, individuality and distinctiveness in Lakeshore, where there is an emphasis on human comfort and aesthetics.

Sense of place integrates old and new; existing and proposed into a unique character rich and distinct and memorable place.

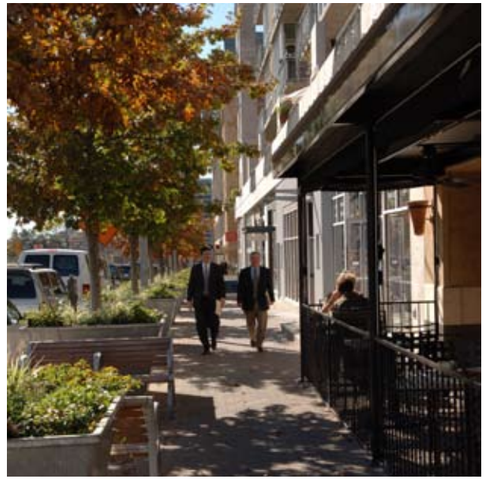
UNIFIED ELEMENTS

The unspoken appreciation of place is evident in the spaces we return to regularly to regain the feeling of comfort, enjoyment or seclusion. One of the underlying elements that helps create these successful places are Unifiers. Unifiers are elements such as street lighting and trees that together create the form and space of the streetscape, pedestrian connectors and shared open space. There is a comforting repetition and organizational datum of these elements. These elements create a common repetition and language that reinforces edges, separation and limits of pedestrian spaces.

Repetition in the streetscape

Unifying elements of the district

TMED District character, a balance of unifers and diverse details




Engaging and detailed streetscapes


Unified and diverse architecture that embraces the streetscape

DISTINCT DETAIL

Distinct details are the distinct elements we encounter within the spaces shaped by unifiers. Distinct details such as furniture and paving materials enrich a streetscape through levels of texture, pattern and articulation. They form a palette of common elements that are the necessary diversity within the organized streetscapes. These elements provide the texture and unique quality that makes subtilely distinctive environments within the overall district.

When unified elements and diverse details are intuitively taken together, they create a rich environment that promotes a high quality of life.

E. Purpose of Development Plan

The purpose of this design plan is to assist the City of Temple and owners to create the unique environment for TMED by providing criteria that will coordinate the character and quality of the entire district. This coordination creates identity, a sense of place and an enhanced value that will attract and retain a vibrant mixed use environment. It is a result of detailed attention to the form and the feel of local buildings and landscape design that anchors a project in its local and regional environmental setting and symbolic placement and design of Community. These development plans assist in communicating the city's intent in implementing this vision of TMED.

The design criteria set out in this booklet provides the parameters for the site design, landscape, building design, streetscape, lighting, and site furniture. They are created to construct the early phases of development in a manner that establishes a pattern and character for the long-term evolution of the project.

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II. ARCHITECTURAL REVIEW PROCESS

A. Background

All or portions of the TMED district (the "District") are subject to the terms and provisions of the City of Temple, recorded or to be recorded in the Official Public Records of Bell County, Texas.

B. Process

INTENT

It is the intent that a developer or builder who wishes to develop under this Overlay District will be processed in an expeditious manner with administrative approvals where allowed by this Plan.

A Consolidated Review Committee (CRC) shall be established to provide guidance of interpretation of the Overlay Code and make recommendations on issues that may arise. It is not intended to meet and review every administrative or legislative application that comes forward within the District.The CRC shall be appointed by the City Manager, and be comprised of the Director of Community Development, the City Engineer, (2) representatives of the largest property owners in the District and one at-large property owner within the District recommended by the CRC.

The City Manager and the City's Planning Department, in coordination with the U.D.O. (Urban Design Officer), shall develop a process to facilitate a Consolidated Review Committee comprised of the Urban Design Officer, City Representatives and Owner Representatives. The UDO shall coordinate with the CRC and have staff administrative jurisdiction over any processes authorized under this Code. The CRC shall expedite its reviews and advance the permitting process by undertaking any action consistent with this code, State law, and the City Charter to facilitate the permitting process under this Code.

An Urban Design Officer (UDO) shall serve as a technical advisor to the Director of Community Development and the CRC, and must have demonstrated experience with mixed use pedestrian oriented development.The UDO will be appointed by the CRC, and the cost ofthe UDO's services will be born by development fees paid to the City within TMED. The U.D.O. shall be assigned to advise on the use of this Code and to aid in the design of the neighborhoods and buildings based on this Code. A temporary Urban Design Officer from his or her staff may be appointed until a Consolidated Review Committee is established and an Urban Design Officer is appointed by the City Manager.

C. Architectural Design Review and Approval

The goal of the Review is to ensure that all proposed improvements implement the vision for TMED. Creation of character is essential to the success of the District.
The design and development review process is a three-step process as outline below:

- Concept Review
- Final Review
- Final Inspection


Community transect of density & diverse architecture

CONCEPT REVIEW

All developers and contractors shall submit preliminary or conceptual drawings and specifications or other information to the U.D.O. prior to the Final Review. Concept Review is provided for the convenience of contractors in order that they may receive conceptual approval of development plans prior to preparing and submitting detailed plans and specifications. The U.D.O. shall review the information at a regular scheduled meeting and indicate its approval, disapproval or recommendations as to the plan. A conceptual approval given by the U.D.O. shall not constitute approval for the commencement of construction, but only approval of the conceptual information being reviewed.

Note: The U.D.O. may require a revised concept review or additional information to proceeding to Final Review

FINAL REVIEW

No construction or structural improvement, no clearing, filling, landscaping, or other site improvements, and no alteration or addition to any existing structure or site improvement shall be made on any property until the plans and specifications showing the proposed design, nature, shape, size, color materials and location of same shall have been submitted to and shall have received final approval by the U.D.O. Contractors requesting final approval of an improvement shall submit sufficient exhibits to demonstrate compliance with the Design Standards and Guidelines. Construction must commence within six (6) months from date of final approval or final approval is void. If final approval is granted subjects to conditions, the conditions shall be satisfied within sixty (60) days of issuance or final approval shall be void.

- Construction Agreement - The applicant shall enter into the "Construction Agreement" with the U.D.O. upon receiving final approval from the U.D.O.

FINAL INSPECTION

The U.D.O. shall monitor the activities and progress of the applicant and employees closely throughout the construction phase. This monitoring includes both the construction activity and conformance with the Code. Unless otherwise approved by the U.D.O., construction must be completed within xx (xx) months of signing the Construction Agreement. The U.D.O. shall have the right to enter and inspect any property at any reasonable time before, during or after the completion of work for which approval is required. Following the pouring of the foundation, the applicant shall submit a survey of the foundation to the U.D.O.. Upon completion of construction, the applicant shall give written notice to the U.D.O. using the transmittal form provided by the U.D.O.. Attached to the notice shall be a final survey and a copy of the Certificate of Occupancy for the completed construction work. Upon final inspection of the work by the Declarant and provided that such inspection determines that the work was constructed in substantial compliance with the plans and specifications submitted for final approval, the Declarant shall return the Performance Deposit as provided for in the Application.

- Conduct - All applicants shall be held responsible for the acts of their employees, subcontractors, suppliers and any other person or parties involved in construction of the work.
- Appeal - If an application is denied, an approval is subject to conditions that an applicant feels are harsh or unwarranted or if there are disputes to any other matter related to actions of the U.D.O. , the applicant may request a hearing before the ARB. At the hearing, the applicant shall be allowed to present its position on the matter and make requests or recommendations as to an alternative action. After the hearing, the ARB will review the information presented and notify the applicant of its final decision. The decision of the ARB regarding the matter shall be final.

D. Submission and Approval of Plans and Specifications

Submitted plans and specifications shall include but not be limited to the following:

a. Site Plan:

1" = 10' to 1" = 40' scale. Show building footprint and layout of all hardscape features.

b. Lot Plan

1" = 20' scale.

c. c. Floor Plans

¼" = 1' – 0" scale: Include plans for all levels, partial plans of all options and all alternate elevations, and square footages for each (including square footages for each level and any variations in square footage that occur when options or alternate elevations are taken into account).

d. Roof Plans

1/8" = 1' – 0" scale: Show roof pitch and direction.

e. Exterior Elevations

1/4" = 1' – 0" scale: Indicate all elevations all exterior materials, roof slopes, plate heights and overall building height above finished grade.

f. Materials Sample Board

Provide true color photographic samples or actual samples of proposed exterior materials and colors.

g. Landscape Plan

1" = 40' scale: Show building relationship to site, parking, landscape and hardscape. Identify all landscape and hardscape materials. Show existing trees 8" or above diameter breast height (DBH) and note any trees to be removed. Refer to Section VI, Landscape Design, for specific requirements.

Three copies of plans and specifications documents shall be delivered together with any required review fees to the U.D.O. at the offices of the City:

III. SITE DESIGN

A. Existing Opportunities

OPEN SPACE

Natural open space, corridors, V.A. pond and park, and a central park provide a network of connected elements that reinforce the definition of a walkable community and its proximity to Scott and White Hospital and Temple College. Open spaces should be located and scaled to encourage a diversity of uses and gathering opportunities. Connectivity should reinforce the sense of place from streetscape to plaza to park to the natural open space.

TREES

As the character of a place and local distinctiveness is about our relationship to places, TMED is about an urban development and medical/educational district. The character of the District is encompassed by it's existing urban context,related uses, and broad tree canopies. It is these mature and majestic trees that are such a unique element within the landscape. It is imperative that these trees be considered at the beginning of the design.

B. Framework Plan

The overall framework of the plan shall be based on the transect which will then establsih the architectural and site planning form of the district. The framework will establish the following: (1) Primary street patterns (2) Connectivity within the District (3) Sub-district areas (4) Public open space adn plazas (5) Regional Hike and bike corridors TMED shall be designed with special attention to the creation of an attractive, safe and functional urban environment. Buildings and open space connection shall be organized to create and/or strengthen view corridors and to major open spaces, schools, large employment centers. Building layout shall contribute to the creation of a pedestrian environment and a cohesive urban context. Building location and massing should relate to nearby buildings and to the urban context with off-street parking areas located to the side and rear of the site. Buildings shall be aligned to establish framework for outdoor spaces including parks, plazas, and walkways.

Development of the property should manage the quantity and quality of water on-site to the maximum extent possible to minimize the effect of stormwater runoff impacts. When modifying drainage, preference should be given to sheet flow rather than concentrated flow. Provide swales and temporary on-site areas so that rainwater and roof run-off can be absorbed on-site.

Facing Scott and White Hospital

Veterans Affairs Memorial

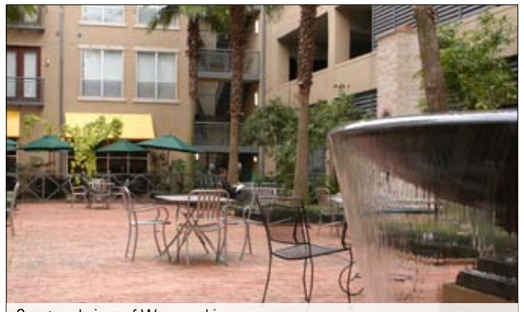
C. Parking

PARKING REQUIREMENTS

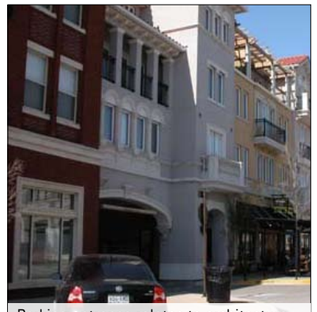
The ground level of all structured parking garages shall be separated from streets by pedestrian oriented uses, including residential or commercial space. All portions of garages facing streets shall be designed such that no ramped portions are discernable from adjacent property. Internal lights within the garage shall be screened from outside view with a horizontal spandrel. Structure parking with access to streets shall have an architecturally finished façade at the access point, complimentary to the surrounding buildings. The design of structured parking facilities shall be integrated with the primary use building or compatible in material, color and design. All surface parking lots shall be separated from the Community Streets by residential uses. No portion of a surface parking lot shall be permitted adjacent to Community Streets.

STRUCTURED PARKING

Underground or parking within a building is highly encouraged, as well as shared parking accessible from two or more buildings. Structured parking shall be designed to minimize the ground level view of automobiles below their hood lines. Pedestrian entrances to parking garages shall be directly accessed by a sidewalk or paseo, or through an internal building vestibule. Sloping deck conditions shall not dominate a garage's façade from a street frontage. The following are examples of the three acceptable parking/building configurations.



Courtyard view of Wrap parking



Parking entrance relates to architecture

Exposed side of wrap parking

Tuck under parking; exposed side

Wrap exposed side

Mid-block entry for Wrap parking

PODIUM

The Podium Style of parking enables parking either at grade or partially below-grade (but not fully underground) with residential units above. Often the highest parking garage level and the first residential unit are buffered by uses such as gyms or residential storage space.

WRAP

In those areas expected to be highly frequented by pedestrian traffic, parking structures should be placed as not to disrupt pedestrian activity (the wrap structure enables residents convenient parking while offering street continuity). This keeps the area active at street level and maintains visual interest.

TUCK-UNDER

Parking structures should be located off the paseo with garage access into the rear of the residences. These garages may allow for tandem parking in single garage units.

Podium style structured parking

Wrap style structured parking

Tuck-under with access from paseo

D. Service Areas

Loading and service areas must be located at the side or rear of buildings, away from sStreets. The following elements shall be screened from Community Streets: garbage collection areas; maintenance facilities; ground mounted utility equipment (including meter boxes, transformers and irrigation controllers); storage areas; air conditioning chillers (unless roof mounted); storage tanks; maintenance equipment; and loading docks. Service areas shall be located in Paseos, or alleys or service lanes within the confines of the development site. They shall be designed to be out of predominant view, to allow continuity of the pedestrian environment, and for trucks to maneuver within the boundaries of the property, rather than within public rights-of-way.

SCREENING

Acceptable screening methods for trash bin areas include: solid walls that have native stone, brick or CMU covered with stucco. Trash enclosures must have solid metal doors. Screen walls must be buffered with trees, shrubs, or vines. Ground-mounted mechanical equipment must be screened with walls or plantings of shrubs or trees. Equipment that generates noise must be screened with solid walls. All walls and screens shall be designed to be complementary with the architecture of the adjacent buildings. Vegetation screening shall comply with minimum landscape requirements.


Example of screened garbage collection


Climbing vegetation on screen walls


Bamboo screens meter but still allows access

IV. BUILDING DESIGN

A. Building Orientation

All primary buildings (excluding parking garages and other accessory buildings) visible from a Private Street or a public street adjacent to boundary of the District shall be oriented towards such street so as to create an engaging, pedestrian friendly streetscape condition; enhance pedestrian safety by creating “eyes on the street”; and contribute to a sense of place and neighborhood activity promoted within the Community.

Buildings should have a clear architectural relationship with one another, employing common building materials or architectonic elements which create visual diversity and interest. Buildings should be designed with “four-sided” architecture that emphasizes the volumetric features of the structure. Exceptions will be made for positions of buildings that are not publicly visible.

B. Building Type

The intent for this project is a variety of mixed use and single family detached housing options. Residential buildings may range from single family, town homes with walk-up porches and rear loaded tuck under parking to four story residential with structured parking wrapped by residential units up to mid-rise podium product that may have courtyards or green roofs on the top level of parking.

The principle architectural idea for the TMED project is diversity of style and product with a consistent quality. Materials and styles may vary between and within blocks with the most attention paid to the scale and materials on the first floor level and at entrances and intersections.


Building facade character


Proportioned scale and massing


Building facade character


Varied building facade articulation


Building facade character


Building facade character

DETACHED SINGLE FAMILY

Single family homes are suitable for families as well as single professionals and older adults. Critical architectural elements are: common front yards, front porches, friending building scale to the street, simple material palettes, and proper articulation to create shadow lines and a sense of depth.

TOWNHOME

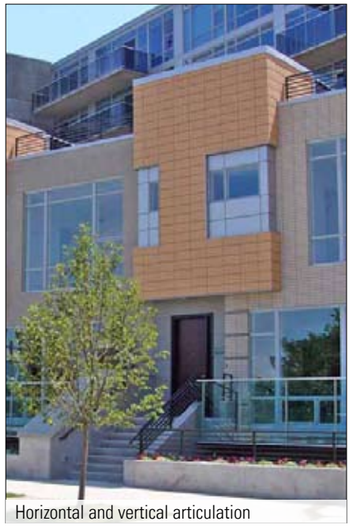
Townhomes are fee-simple attached housing, suitable for families as well as single professional and older adults. Critical architectural elements for town homes would be elements that are consistent with an urban residential character. These elements would be vertical oriented operable windows, stoops or porches large enough for sitting and meeting neighbors, covered entries window boxes or planters that allow residences to personalize outdoor space and an orientation of the main entrances towards the "street" or a common green area.

WRAP

Residential product such as a 3 to 4 story wrap style building should be more urban in character as well. Main building entrances should address the "street". Some individual units may open directly to the street with a porch or stoop similar to those used in the town homes. Parking garages should always be screened from streets with well marked and appropriately articulated entrance and exits for vehicles. The locations of garages entrances shall be coordinated with pedestrian sidewalks and building entrances creating a safe point of interaction between autos and pedestrians.

PODIUM/MIXED USE

Mid rise product, or any residential built with integrated parking in a podium type of construction should also have the same urban character and be sensitive to the heights of adjacent structures both on and off site. The ground floor along public ways or streets should always have habitable spaces or the opportunity to create retail or office space at street level. As in wrap style construction the locations and "design" of garage entries shall be carefully considered and integrated into the fabric of the district.



Horizontal and vertical articulation

Detached Single Family

Building facade articulation

C. Building Façades

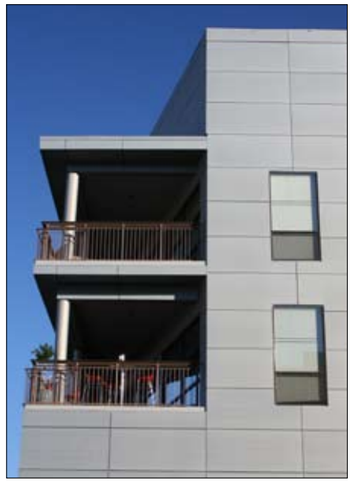
MATERIALS

A diversity of treatments and architectural approaches is encouraged, within a common vocabulary of well-scaled and public-spirited buildings. Exterior façades shall incorporate a minimum of two basic building materials, in addition to glass and metal. All cladding materials shall be of a high quality, durable material, including but not limited to quarried stone, pre-cast architectural concrete, clay face brick, stucco, finished metal panels, and Hardi-Plank (or similar cementuous materials). No single building material of any one color should cover more than seventy percent (70%) of any building elevation. Wood and simulated wood shall be painted.

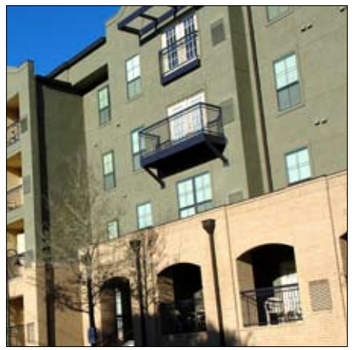
ARTICULATION

Building articulation shall be enhanced at the corner of each block. Articulation at the corners shall be shown in the vertical elevation and detailing. Walls shall show an articulated base course and a cornice on all facades. The building façade shall include a horizontal banding above the first story. Elements such as pilasters, cornices, string courses, window sills, lintels, and rustication add detail to a building's façade and are highly encouraged. Brick, cast stone, ornamental metal, stucco and concrete may be used for such elements.

- Facades should not exceed 30 horizontal feet and 12 vertical feet without two of the following elements:
  - A change in plane, such as an offset, reveal or projecting rib. Such plane projections or recesses may include but are not limited to columns, planters, arches and voids;
  - Architectural details such as raised bands and cornices;
  - Change in color and texture; and/or
  - Awnings and/or balconies.
- The ground floor of a building facade facing a street should have at least two of the following elements for at least sixty percent (60%) of the length of the façade:
  - Covered walkways, open colonnades, or similar shade protection devices;
  - Awnings, associated with windows or doors;
  - Residential or building entrances;
  - Arcades, or other roof treatment, such as awnings or secondary roofs, to provide shade and facade interest; and/or
  - Windows or glazing.



Balconies and railings



V. STREETSCAPE DESIGN

The internal vehicular circulation routes within the District are intended to convey vehicular and pedestrian traffic within the District, provide on-street parking and create an engaging streetscape which encourages pedestrian use and community interaction. The Private Streets should promote an active street environment for residents and visitors and accommodate smooth traffic flows while reducing potential hazards.

Each Owner shall incorporate the required streetscape conditions described herein within their development plans and shall construct all necessary improvements such that the final condition of the Private Streets is in accordance with this plan. An Owner's obligation with regard to constructing streetscape improvements shall be limited to the portions of Private Streets that are immediately adjacent to their property. The streetscape improvements shall be constructed concurrently with the site development permit plans for each property.

A. Required Streetscape Elements

The following design elements are required on all Private and Public Streets.

FIRELANE DESIGNATION

All Private Streets shall include a fire lane with a minimum width of 25 feet. Firelane shall be delineated by approved paving. Red painting is not permitted. All pavement markings required to indicate fire lanes shall be constructed of a durable, permanent material and not painted.

Firelane with decorative concrete firelane markings

Concrete firelane marker

On-street parking

ON-STREET PARKING

Private and Public Streets shall include on-street parallel parking spaces in accordance with the street type. On-street parking shall consist of materials that are either consistent with the fire lane or decorative paving approved by the U.D.O. On-street parking spaces shall be designed with a dimension of 22 feet length by 7 feet width, unless otherwise required by the City of Temple. Parking areas shall generally consist of groups of 3-5 parking spaces separated by landscape areas that have a minimum dimension of twenty five feet length, measured parallel with the street. Marking of individual parking spaces is not required. Wherever possible, on-street parking should mirror the condition on the opposite side of the street. Angled or head-in parking is not permitted, unless otherwise approved by U.D.O.

PLANTER STRIP

All Private and Public Streets shall have landscaped planter strips located adjacent to the street curb in accordance with the street type and landscaping requirements described within this plan. The planter strip need not be continuous; walks and landing areas should be provided at regular intervals to provide pedestrian access from the street and should be located on a site specific basis. Planter strips shall be constructed to ensure that required landscape planting and street trees are provided appropriate growing conditions, with adequate drainage and soil type. A permanent irrigation system shall be installed to provide adequate care for the landscape materials. Landscape materials and irrigation water shall be contained within the planter strip.

STREET TREES

Where applicable, existing trees should be incorporated into the street character. Street trees shall be installed within planter strips along both sides of all streets in accordance with the street type. Whenever feasible, tree species and spacing should be matched on both sides of the street for spatial continuity and uniform canopy cover. High-canopied shade trees that grow to at least a height of 40 feet at maturity shall be used for street tree plantings. Tree species which suffer from excessive limb drop, heavy fruit or nut crops, invasive root systems or allergen production are discouraged. Tree spacing shall be varied to minimize conflicts with utility meters and sight lines. Exact spacing and location of street trees shall be evaluated on a site-specific basis, subject to approval by the U.D.O. In locations where healthy and mature shade trees currently exist, the requirements for new trees may be waived or modified by the U.D.O. A minimum 8 feet vertical clearance should be maintained above the street.

Street Tree Character

Street tree character

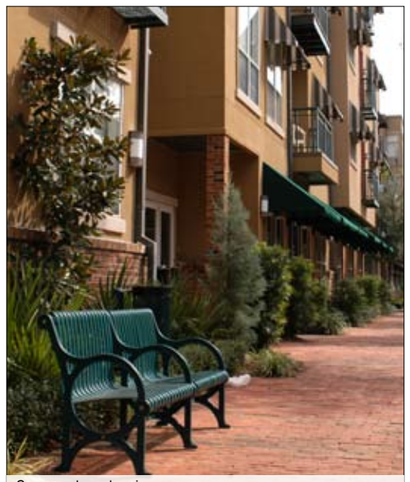
SIDEWALKS

Sidewalks shall be provided on both sides of Private Streets in accordance with the street type in order to promote pedestrian use and ensure connectivity within the District. Sidewalks shall be located within the Owner's lot and shall be conveyed by easement. Sidewalks shall be constructed using regional materials of reinforced concrete or decorative paving; including clay pavers, stone and or stained or colored concrete. Sidewalk connections to the street and the building shall respond to site-specific circulation needs and shall be constructed of materials consistent with the sidewalk. Awnings, canopies, upper story balconies, street trees and building signs may encroach over the sidewalk, provided a minimum of 8 feet vertical clearance is maintained. Curb ramps shall be provided at all intersections with streets; shall extend in the same direction as the sidewalk; and shall be installed with detectable warning pavers. Curb ramps, crosswalks.

Decorative sidewalk paving

STREET EDGE ZONE

The street edge zone, defined as the area located between the sidewalk and building face on an Owner's lot, should be lushly landscaped in layered heights between building openings. Entrances into residential units shall be raised above the sidewalk grade by a minimum of 12 inches. Residential units should not extend an outdoor space into the street edge zone unless accessed by the sidewalk. Site furniture, including chairs, benches, tables, umbrellas and receptacles, may be located in the street edge zone, provided the area is kept clean and tidy at all times. Freestanding decorative barriers a maximum of 32 inches in height, including planter boxes and wrought iron fencing, may separate the sidewalk from the outdoor spaces, provided the sidewalk remains unobstructed.



Street edge planting

TREE GRATES

To help integrate trees into the urban hardscape, 4'x4' iron tree grates shall be installed where pedestrian circulation interacts with street tree plantings.

IronSmith Market Street tree grate.

APPROVED STREET FURNITURE

Street furniture, including benches, trash and recycling receptacles, shall be provided along all street sidewalks for greater pedestrian comfort and convenience. Landscape Forms outdoor furniture and accessories have been selected for TMED because of their commitment to environmentally sustainable processes, producing products that are also recyclable, and implementing energy efficient systems. Their products are made of recycled materials and wood from managed forests (including wood with FSC Chain of Custody Certification). Landscape Forms products are designed and engineered to live long, useful lives in outdoor spaces without the use of cleaning chemicals to maintain the finish. Refer below for imagery of required Landscape Forms benchs. Color selection must be approved by the U.D.O.

Landscapeforms® Town Square™ series

Landscapeforms® Plainwell series bench

Landscapeforms® Plainwell series bench

Landscapeforms® Town Square™ series bench

Landscapeforms® Scarborough series bench

Landscapeforms® Scarborough™ series

APPROVED LITTER / ASH RECEPTACLES

A litter and/or recycling receptacle shall be located in close proximity to each bench and placed at appropriate locations that do not restrict pedestrian circulation. Refer below for imagery of required Landscape Forms Litter and Ash Receptacles. Refer to each street type for site furniture location and frequency.

Landscapeforms® 35 Pitch

Landscapeforms® Plainwell™

Landscapeforms® Plainwell™

Landscapeforms® Chase Park®

BIKE RACKS

Landscapeforms® ring® Series bicycle racks shall be installed at convenient locations near building entrances outside pedestrian circulation routes. Two bicycle racks shall be required for every 50 parking spaces.

Landscapeforms® Bola® bike rack

Landscapeforms® Ring® bike rack

Landscapeforms® Ring® bike rack installed

B. Street Framework Plan

- A hierarchy of street types has been developed for all Streets. This hierarchy is reflected in the Street Framework Plan, and is defined by the street types set forth in this section. Refer to page 26 for the street framework plan at the back of this document.

C. Type A Street- First Street New Development Condition

The Type A First Street is a memorial street section that provides vehicular and pedestrian access through the District, connecting TMED to downtown Temple. The final condition of a Type A Street shall be in conformance with the street section included in Figure "1a".

ON-STREET PARKING

On-street parking shall be provided on both sides of the street including the median.

PLANTER STRIP

Because of the urban condition no planter strips will be required for this street. Street trees with a minimum diameter of 4 caliper inches with an average spacing of one tree for every 30 feet of street frontage shall be placed in the grates along the curb.

SIDEWALK

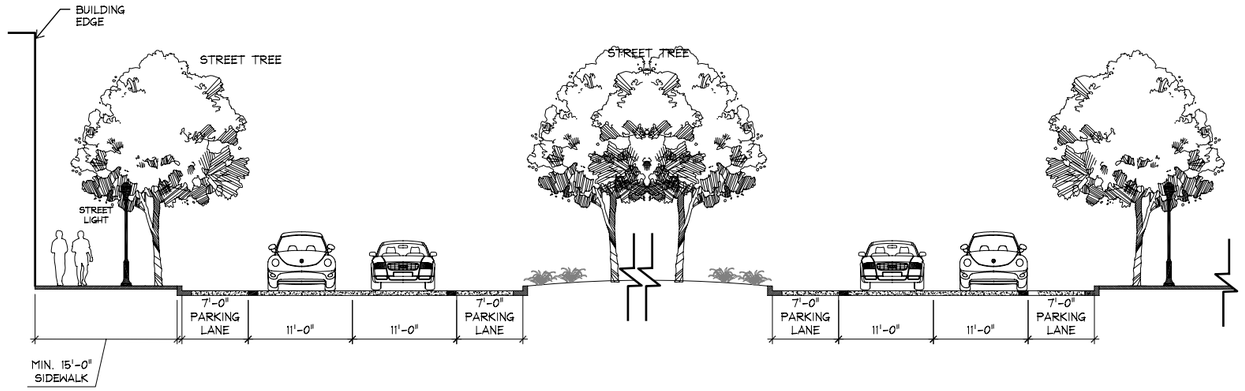
Sidewalks shall be a minimum of 15 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection. At a minimum, decorative paving shall be required at sidewalk intersections, curb ramps and mid-block sections.

SITE FURNITURE

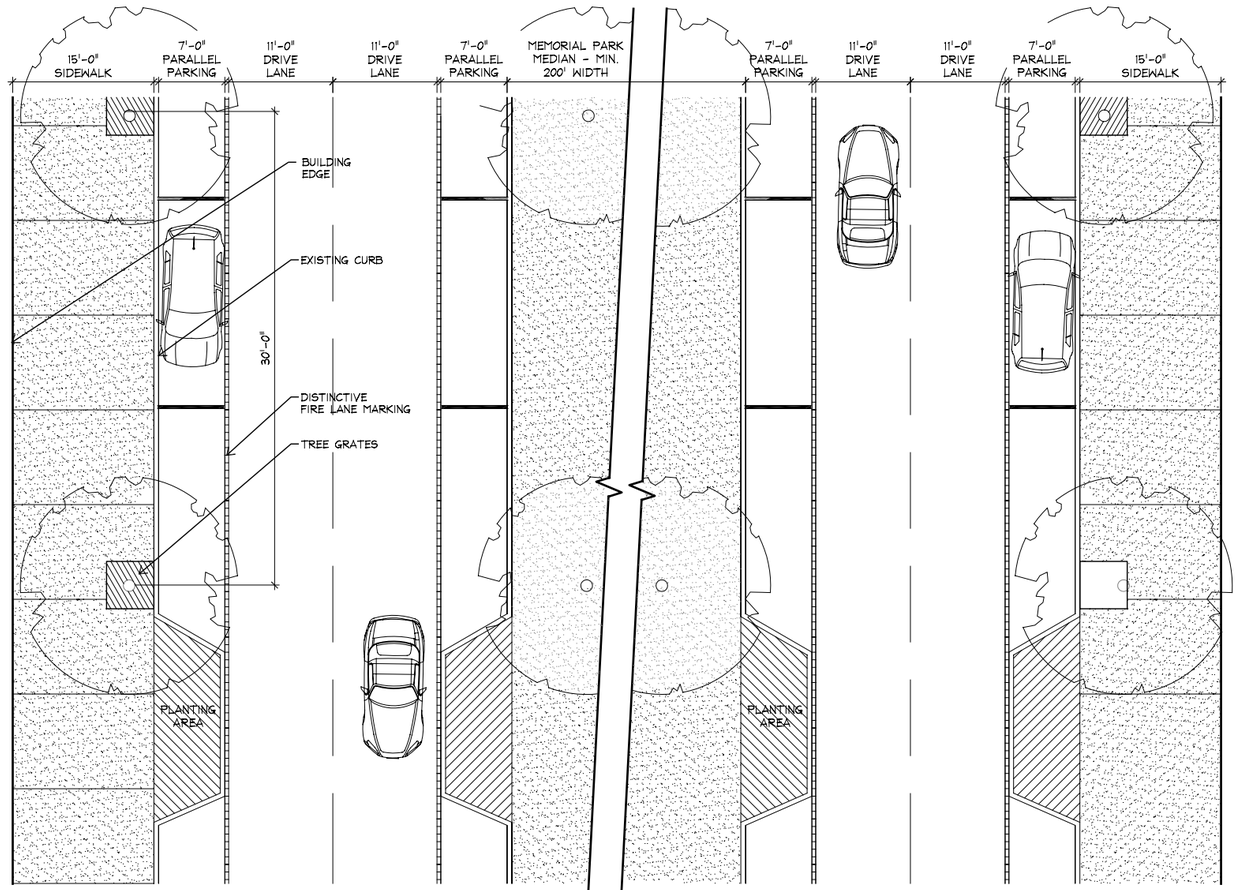
A set of two park benches and a trash or recycling receptacle shall be provided at an average spacing of one set for every 200 feet of street frontage, on both sides of the street.

Proposed First Street and Memorial Median.

FIGURE 1A TYPE A1 STREETSCAPE



- **Type A1 Street Section**



- **Type A1 Street Plan**

A. Type A2 Street- First Street Existing Use Condition

The Type A First Street is a memorial street section that provides vehicular and pedestrian access through the District, connecting TMED to downtown Temple. The final existing use condition of a Type A Street shall be in conformance with the street section included in Figure "1b".

ON-STREET PARKING

No on-street parking shall be required adjacent to the existing property line. On-street parking may be provided at the First Street median.

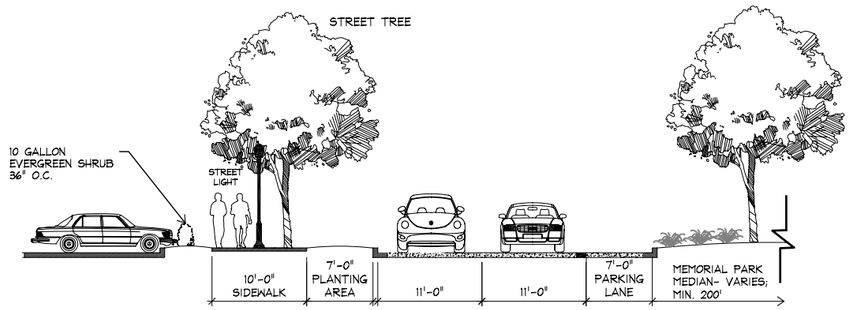
PLANTER STRIP

A 7'-0" planting strip between the back of curb and edge of sidewalk will serve as a buffer while allowing for future parallel parking if new development replaces the current land use. Trees will be placed in tree grates to maintain alignment & growth consistency with those in the First Sreet New Development Condition (see figure 1a). Street trees with a minimum diameter of 4 caliper inches with an average spacing of one tree for every 30 feet of street frontage shall be placed in the grates along the edge of the sidewalk. Additionally a 5' planting buffer will be required between the edge of walk and existing property line. This buffer shall be planted with min. 10 gallon evergreen shrubs 36" on center. The evergreen shrubs shall reach a minimum height of 36" by the end of the first year or first full growing season. Shrub species selection should not exceed approximately 60" in height at maturity.

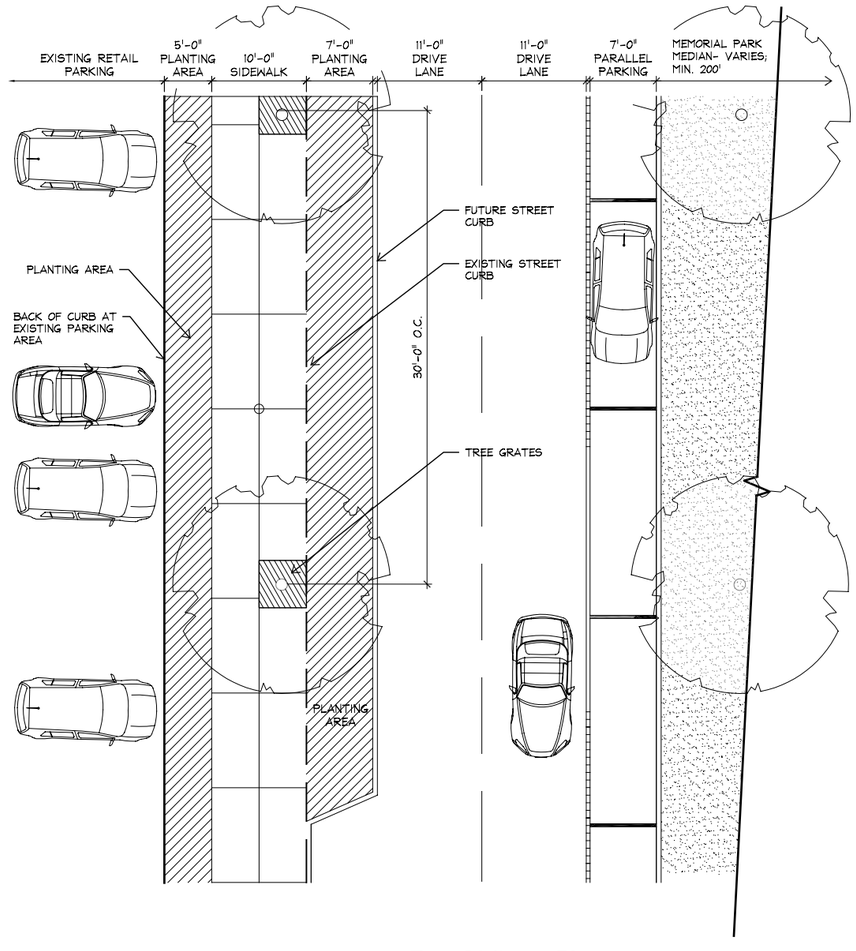
SIDEWALK

Sidewalks shall be a minimum of 10 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection. At a minimum, decorative paving shall be required at sidewalk intersections, curb ramps and mid-block sections.

FIGURE 1B TYPE A2 STREETSCAPE



- **Type A2 Street Section**



- **Type A2 Street Plan**

D. Type B Street-Ave. R

Type B Street is an urban street section that provides vehicular and pedestrian access throught the District from 1st. Street to 31st Street. The final condition of a Type B Street shall be in conformance with the street section included in Figure "2". This section is based on creativity, better vehicular and pedestrian circulation going from major employment centers.

ON-STREET PARKING

On-street parking shall not be provided on both sides of the street.

PLANTER STRIP

Planter strips shall be a minimum of 7 feet in width. Planter strips shall include street trees with a minimum diameter of 3 caliper inches with an average spacing of one tree for every 30 feet of street frontage.

SIDEWALK

Sidewalks shall be a minimum of 6 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection. Decorative paving is encouraged, particularly at sidewalk intersections, curb ramps and mid-block sections.

SITE FURNITURE

A set of two park benches and a trash or recycling receptacle shall be provided at an average spacing of one set for every 300 feet of street frontage, on both sides of the street.

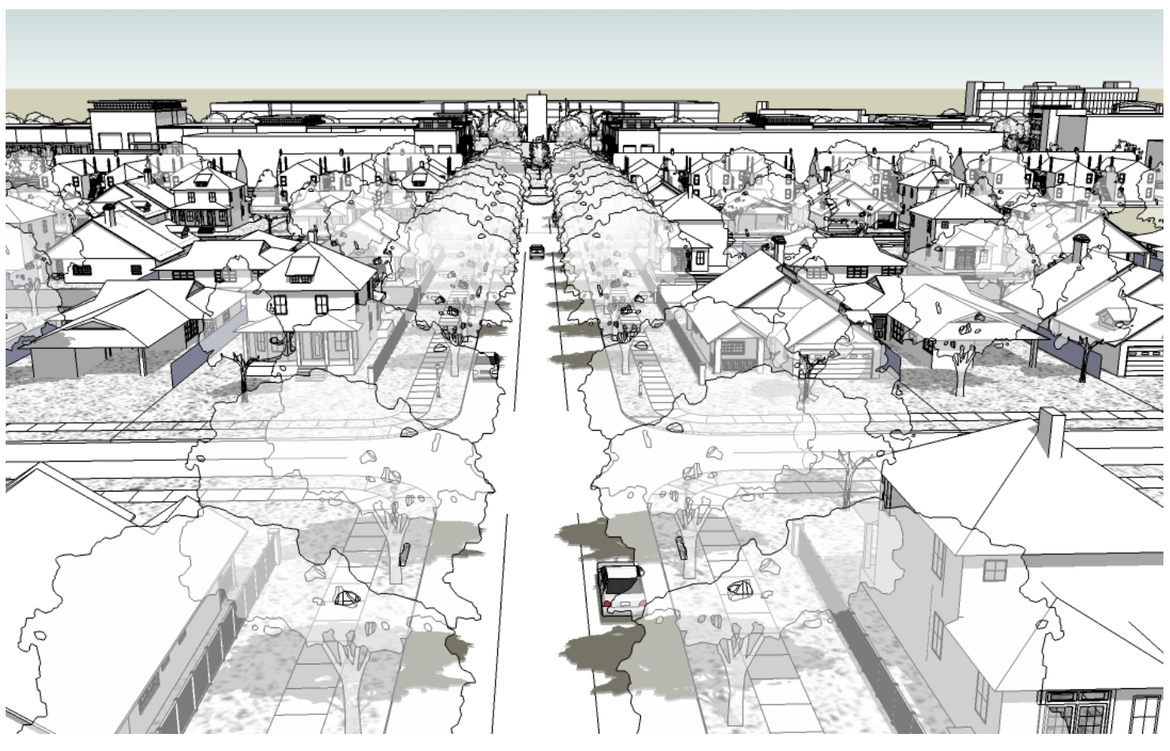
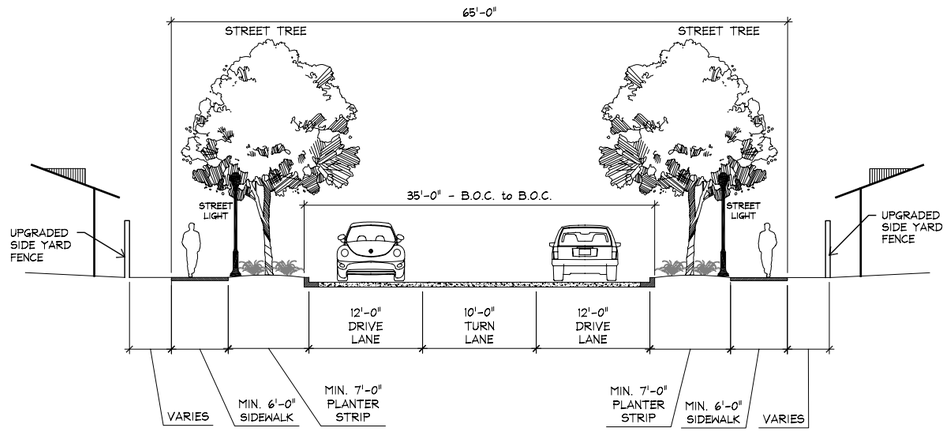
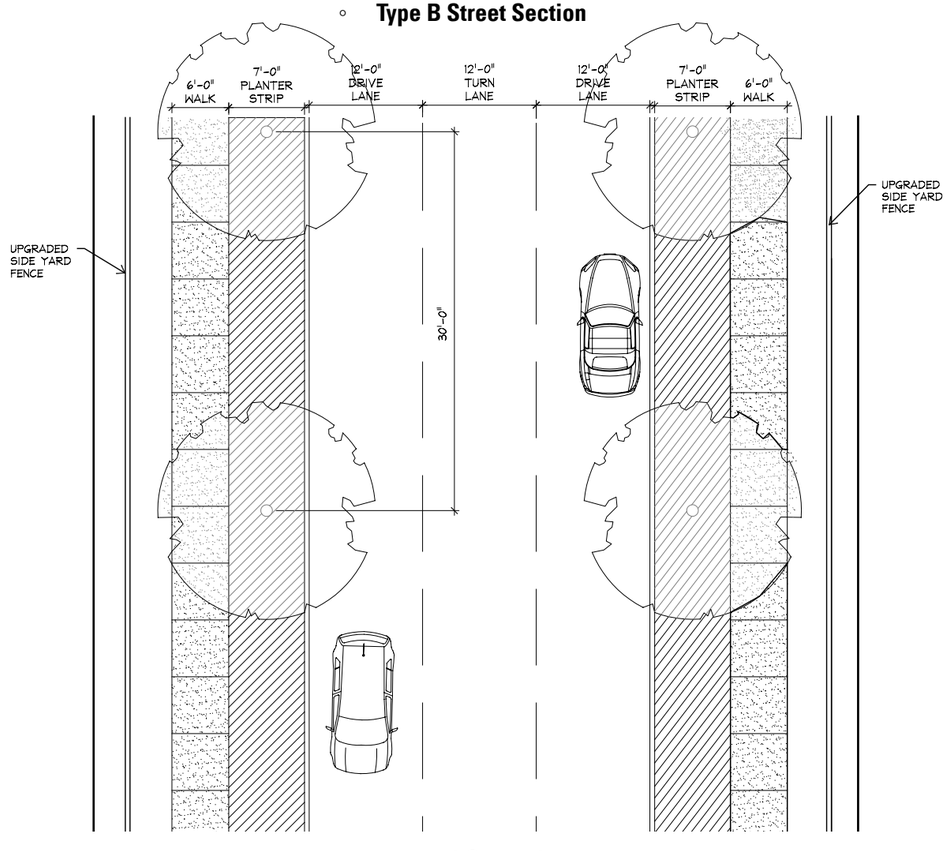


FIGURE 2 TYPE B STREETSCAPE-AVE. R



Type B Street Section



Type B Street Plan

E. Type C Street-Urban Street Section

A Type C Street is an urban street section that provides vehicular and pedestrian access within the Community. The final condition of a Type C Street shall be in conformance with the street section included in Figure "3". Alternate street section details are subject to approval by the Declarant.

ON-STREET PARKING

On-street parking shall be provided on both sides of the street.

PLANTER STRIP

Planter strips shall be a minimum of 8 feet in width. Planter strips shall include street trees with a minimum diameter of 3 caliper inches with an average spacing of one tree for every 40 feet of street frontage.

SIDEWALK

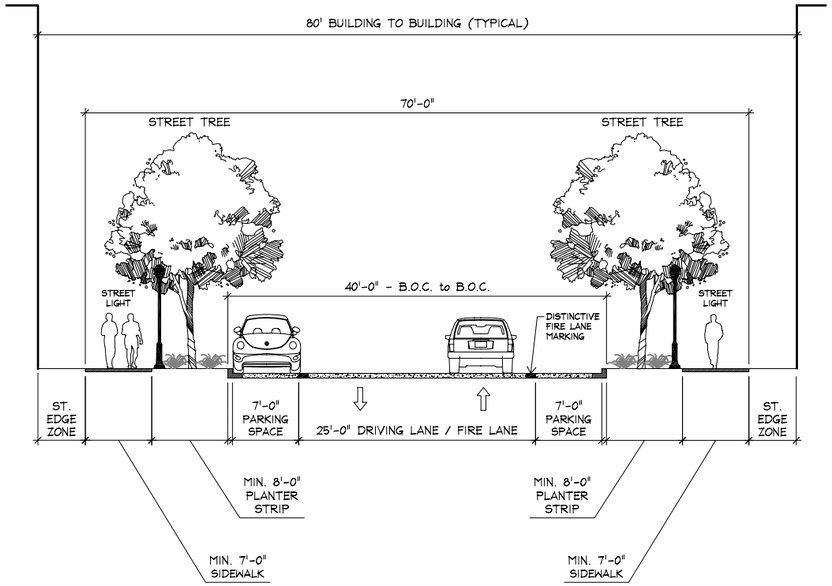
Sidewalks shall be a minimum of 7 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection. Decorative paving is encouraged, particularly at sidewalk intersections, curb ramps and mid-block sections.

SITE FURNITURE

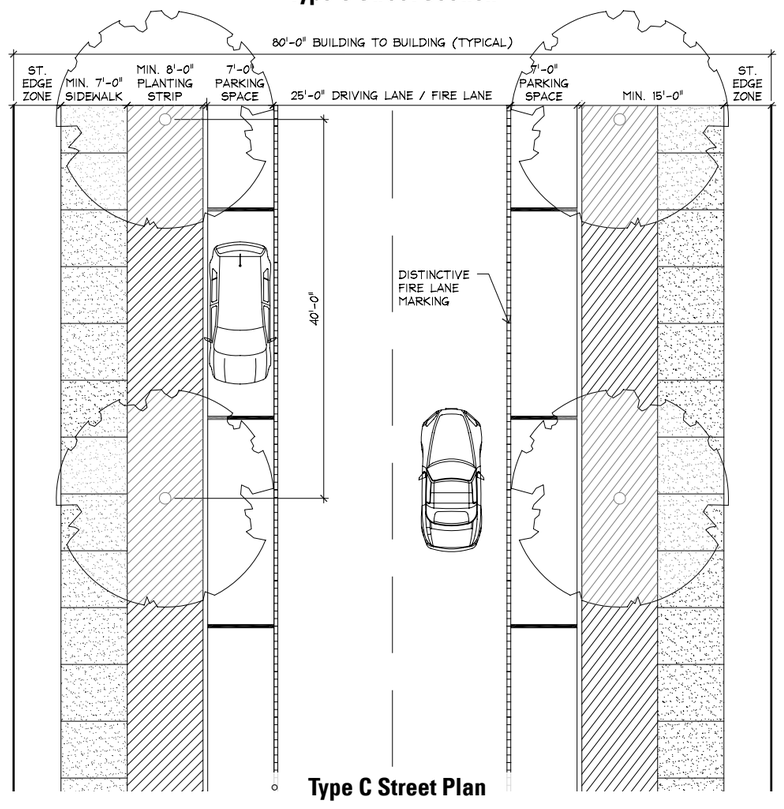
A set of two park benches and a trash or recycling receptacle shall be provided at an average spacing of one set for every 300 feet of street frontage, on both sides of the street.

Type A Street character

FIGURE 3 TYPE C STREETSCAPE-URBAN STREET



Type C Street Section



Type C Street Plan

F. Type D-Paseo

Paseo serves as a fire lane or alley, providing low-speed vehicular access to the rear or side of building sites. The final condition of a Paseo shall be in conformance with the street section included in Figure "4". Alternate Paseo section details are subject to approval by the U.D.O.

MATERIALS

At a minimum, the paving surface of a Paseo shall include a decorative paving material for the full driveway return from the Private Street. Decorative materials are encouraged for the entirety of the paved condition. Acceptable decorative materials include brick pavers, stone or stained concrete.

LANDSCAPE REQUIREMENTS

All structures adjacent to the Paseo shall include planting pockets that allow vines to climb exterior walls. Narrow and high-branched trees and shrubs are encouraged where not in conflict with utilities, trash pickup and other service needs.

PEDESTRIAN CIRCULATION

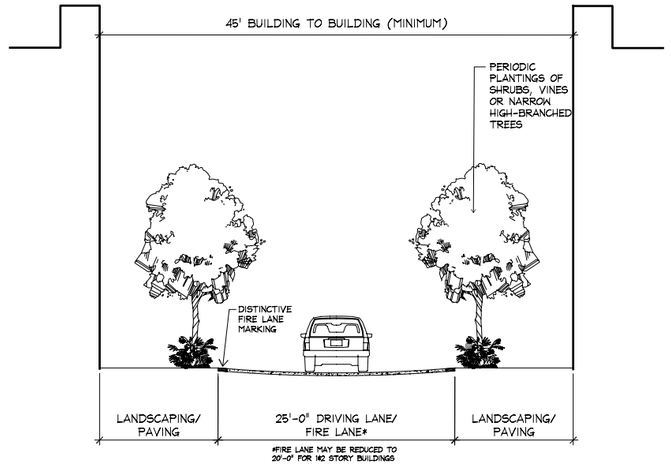
The design of Paseos shall accommodate pedestrian circulation, with bollards or other acceptable barriers provided between a designated vehicular route and the pedestrian path.

SERVICE LOCATIONS

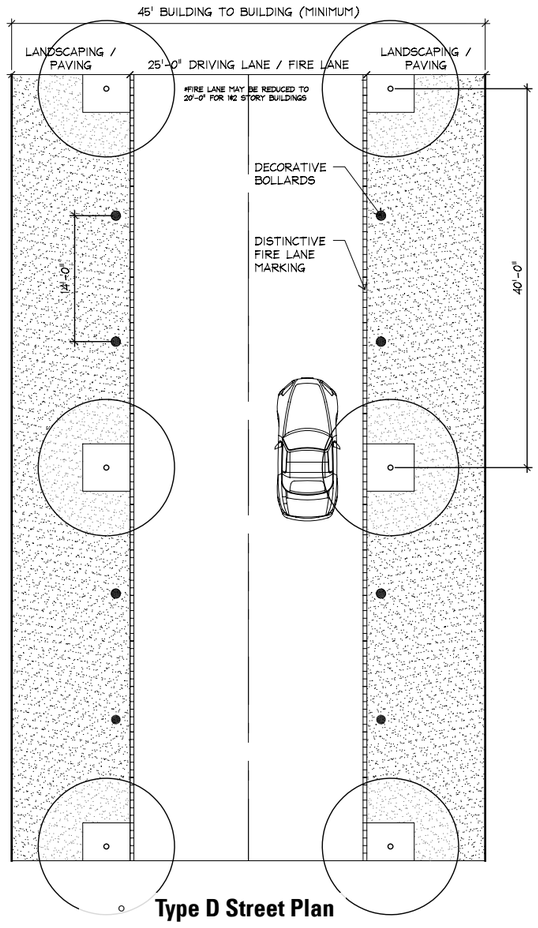
Garbage collection and disposal and other building service facilities shall be accessed from Paseos or other service corridors whenever possible or practical.

Paseo character

FIGURE 4 TYPE D STREETSCAPE- PASEO



Type D Street Section



Type D Street Plan

G. Type E-Residential Boulevard

Residential boulevards act as the main vehicular and pedestrians ways that tie single family residential communities together. They are intended to be located at all major entries of residential communities. The final condition of a Type E Residential Street shall be in conformance with the street section included in Figure "5"

ON-STREET PARKING

On-street parking shall be provided on both sides of the street.

PLANTER STRIP

Planter strips shall be a minimum of 10 feet in width. Planter strips shall include street trees with a minimum diameter of 3 caliper inches with an average spacing of one tree for every 30 feet of street frontage.

SIDEWALK

Sidewalks shall be a minimum of 6 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection.

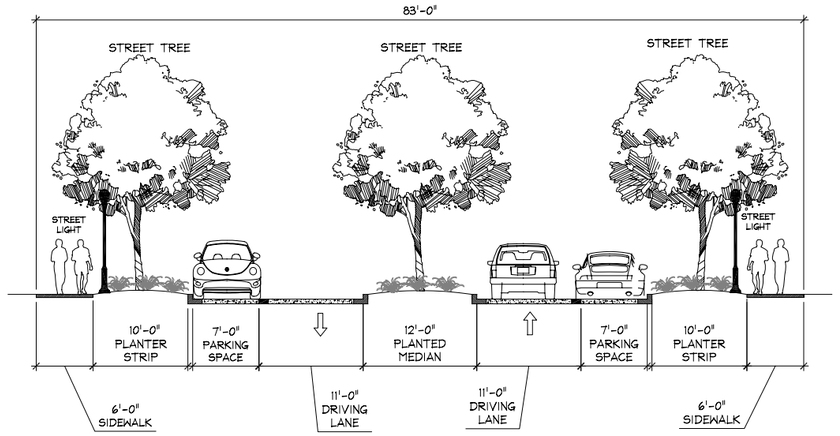
SITE FURNITURE

A set of two park benches and a trash or recycling receptacle shall be provided at an average spacing of one set for every 400 feet of street frontage, on both sides of the street.

Residential Boulevard character

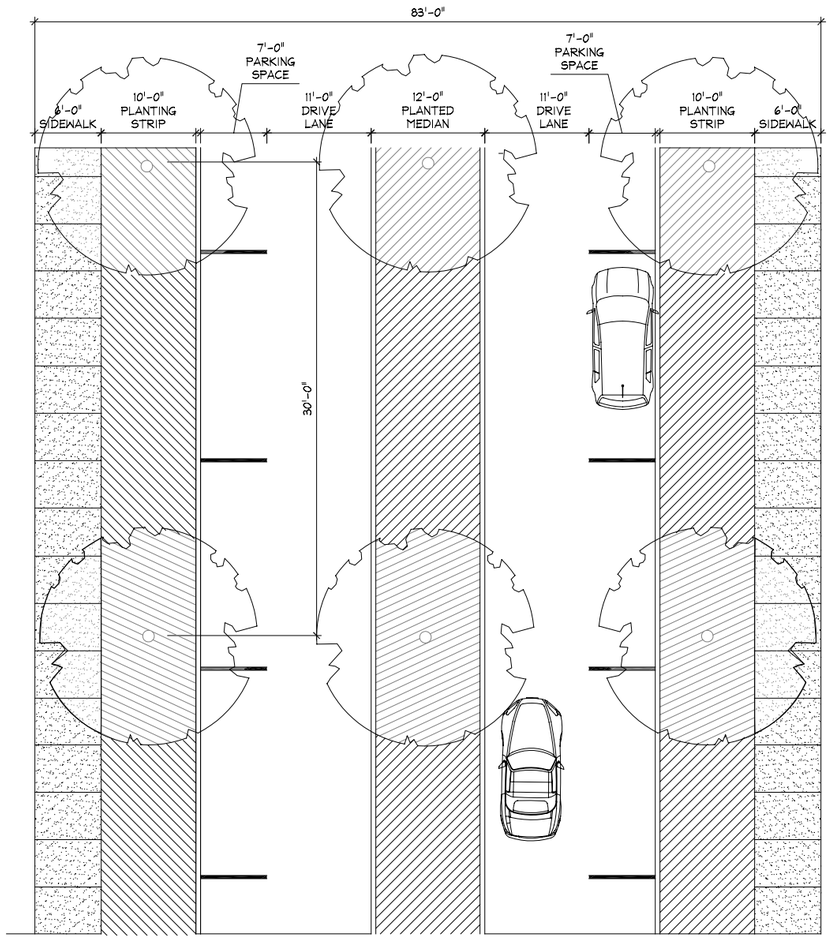
Residential Boulevard character

FIGURE 5 TYPE E-RESIDENTIAL BOULEVARD



- **Type E Street Section**

STREET TYPE 'E'
PLAN



H. Type F-Residential Collector

Residential collectors shall be used to help facilitate traffic through the residential areas. They are used to tie developments together and promote connectivity to vehicular and pedestrian. The final condition of a Residential Collector Street shall be in conformance with the street section included in Figure "6"

ON-STREET PARKING

On-street parking shall be provided on both sides of the street.

PLANTER STRIP

Planter strips shall be a minimum of 7 feet in width. Planter strips shall include street trees with a minimum diameter of 3 caliper inches with an average spacing of one tree for every 30 feet of street frontage.

SIDEWALK

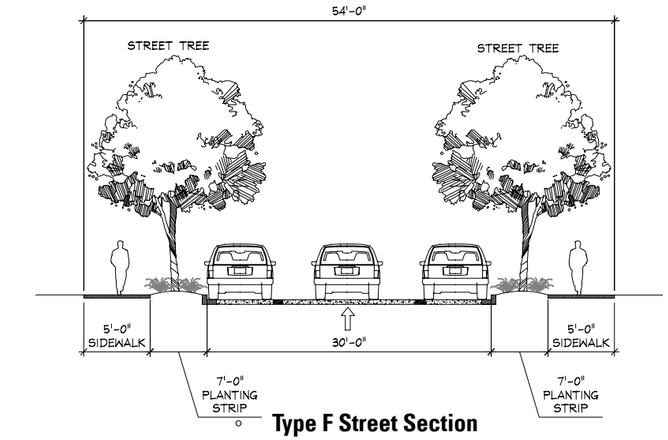
Sidewalks shall be a minimum of 5 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection.

SITE FURNITURE

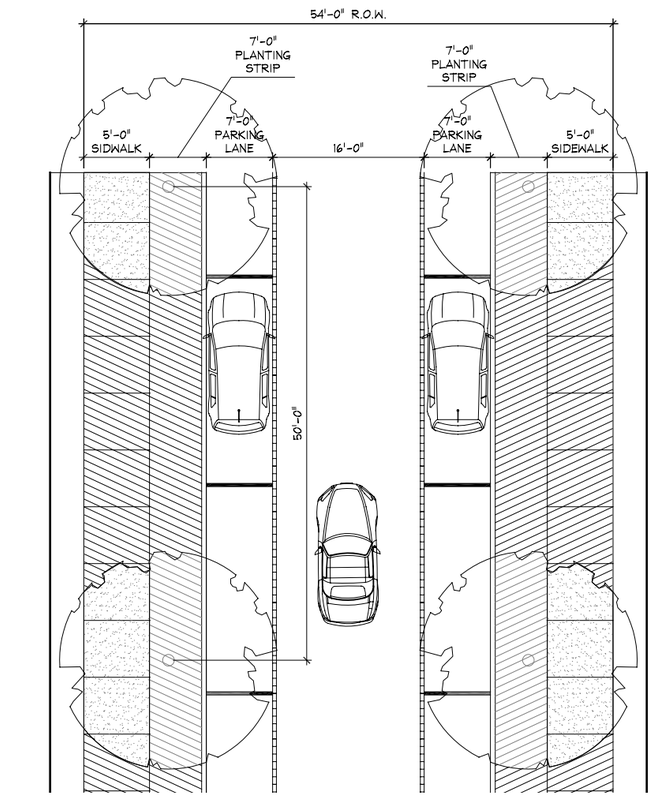
A set of two park benches and a trash or recycling receptacle shall be provided at an average spacing of one set for every 400 feet of street frontage, on both sides of the street.

Residential Collector

FIGURE 6 TYPE F -RESIDENTIAL COLLECTOR



Type F Street Section



Type F Street Plan

I. Type G-Residential Local

Residential local streets will act as the majority of all streets within a single family district. All streets will be laid out in a connected grid fashion to foster walkability. The final condition of a Residential Local Street shall be in conformance with the street section included in Figure "7"

ON-STREET PARKING

On-street parking shall be provided on both sides of the street.

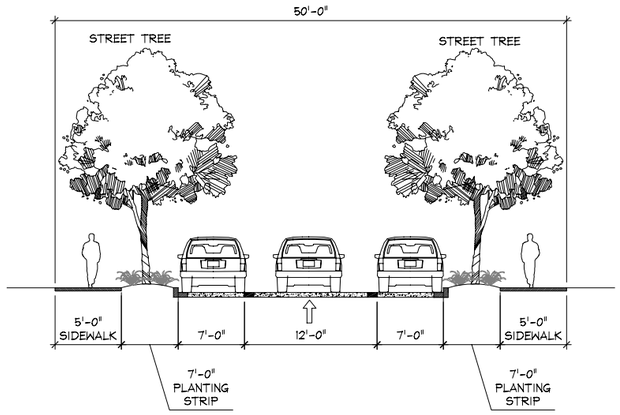
PLANTER STRIP

Planter strips shall be a minimum of 7 feet in width. Planter strips shall include street trees with a minimum diameter of 3caliper inches with an average spacing of one tree for every 30 feet of street frontage.

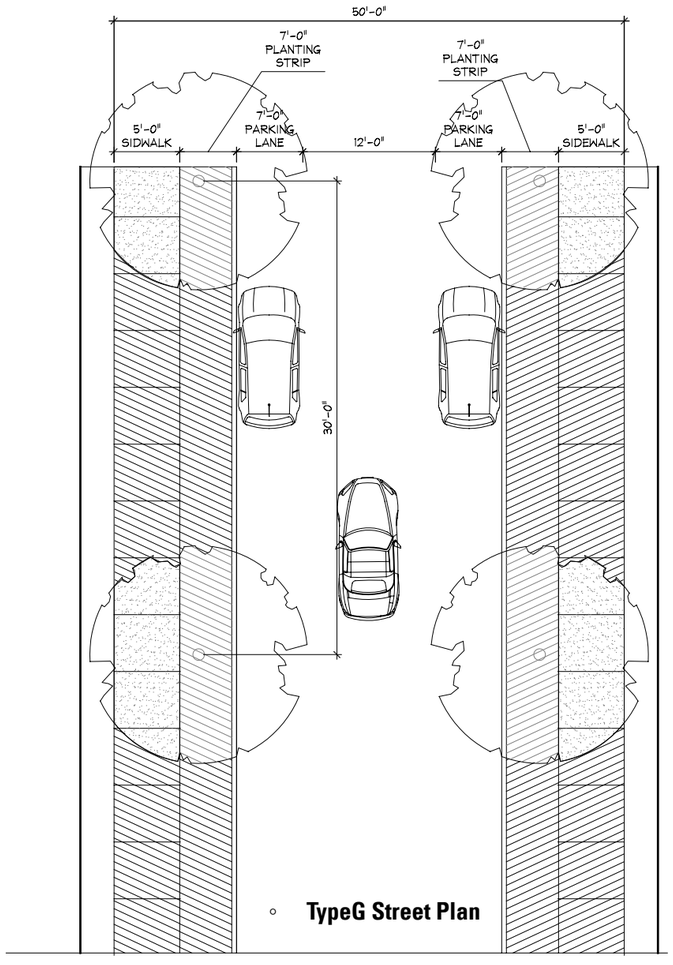
SIDEWALK

Sidewalks shall be a minimum of 5 feet wide, provide for continuous pedestrian movement along the street and facilitate crossings at each vehicular intersection.

FIGURE 7 TYPE G -RESIDENTIAL LOCAL



Type G Street Section



TypeG Street Plan

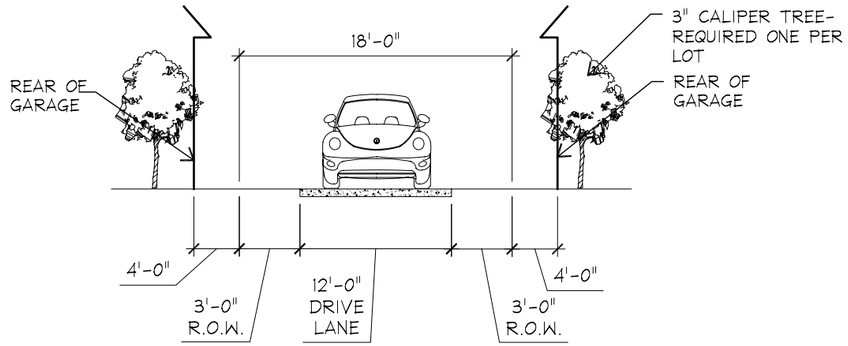
J. Type H-Residential Alley

Residential alleys will be required on all single families unless graphic unconditions dictate. Alleys are intended to help create pedestrian friendly streetscape with the avsence of front loaded garages. The final condition of a Residential Alley shall be in conformance with the street section included in Figure "8"

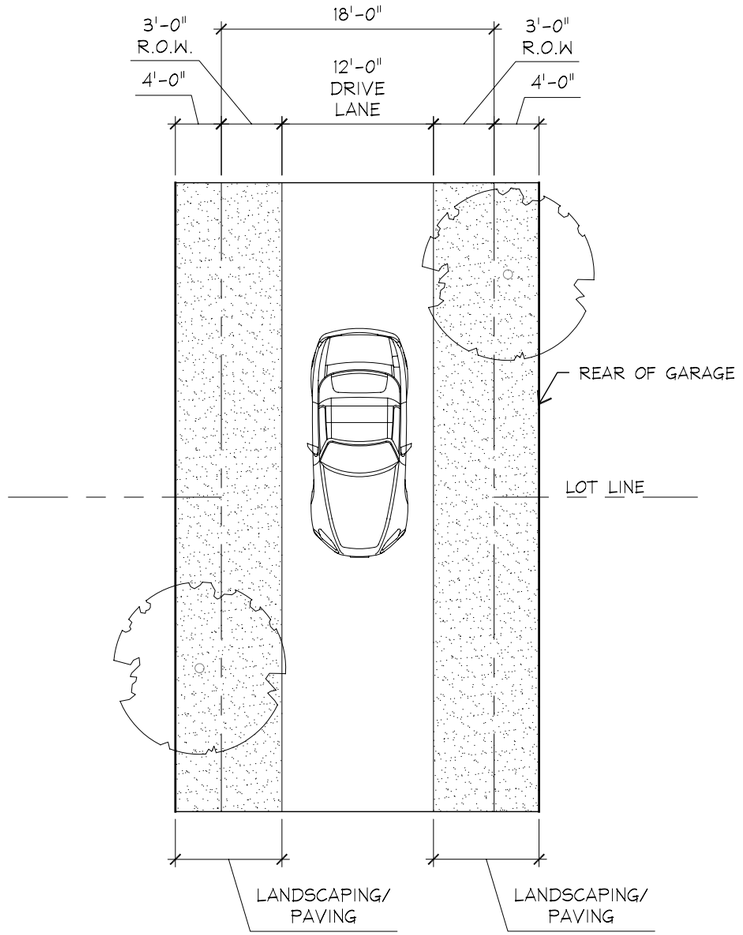
ON-STREET PARKING

On-street parking shall be provided on both sides of the street.

FIGURE 8 TYPE H -RESIDENTIAL ALLEY



- **Type H Street Section**



- **Type H Street Plan**

VI. LANDSCAPE DESIGN

SITE LANDSCAPE

The landscape design shall provide a suitable setting for the development architecture and also create a unified urban look, define outdoor spaces, buffer from sound and weather, screen from views and accentuate building elements and vistas. The plantings should be designed in such a way that repetition and texture are accentuated. Plant species should be chosen specifically for their sun exposure requirements, water use, mature plant size and seasonal attributes. A landscape compliance plan shall be provided with the submittal of all site plans.

PRIVATE STREETS LANDSCAPE

Landscape planter strips and parkway are provided along all streets between the back of curb and sidewalk. These planter strips shall include street tree plantings as well as shrub, perennial and groundcover plantings. These plantings should be designed as large groupings or mass plantings of a single species with a minimum length of 15' and at least fill 50% of the entire width of the planter strip. Species selection should also include long blooming perennials and hardy grasses, shrubs and groundcovers.

STREET EDGE LANDSCAPE

Landscape planter areas are provided between the sidewalk and building face. Plantings shall enhance and soften the building edge for adjacent spaces and provide shade where appropriate. These planter areas are to be designed with plant material that compliments the architectural style and scale of the building. The use of layering plant sizes and textures will give depth to the planters areas. Since these areas are experienced in a more pedestrian scale, the plantings may be varied and garden-like and planted in small groupings. Accent, specimen and annual plantings can be used at building entries and to highlight architectural features. Varied textures, sizes and colors are encouraged to enhance the pedestrian experience.

SITE ENTRY LANDSCAPE

All monument or project signage shall have landscape planting to enhance the sign. The planting shall be complementary to the scale of the sign and should engage the surrounding landscape. At least 50% of the species selection in this planting should be evergreen plants. Species selection should also include long blooming perennials and hardy grasses, shrubs and groundcovers. Accent, specimen and annual plantings can be used for highlighting sign details.

PARKS LANDSCAPE

Private open space in the form of a Community Park of no less than 20,000 square feet shall be provided in the District and made available to the general public. Parks shall include plazas and/or gathering spaces, natural or built shade elements, landscape planting, sidewalks and site furnishings. The Community Park shall be privately owned and maintained.

The landscape planting in the parks will be admired and experienced by all users. The design of the planting can be a variety of styles from formal alles' of trees to informal, native butterfly gardens. Planting areas can be large mass plantings or highly detailed gardens. The landscape should compliment the design theme and use of the park. New tree plantings should be included in the design if the existing trees do not provide enough shade and structure. The plantings should provide visual interest for the users. Existing trees are encouraged to be saved within parks.


Streetscape with clay pavers


Example of repetition in a mass planting


Example of large groupings of plants

A. Plant Materials

The principles of Xeriscape are required for the landscape planting. They include planning and design, creating practical turf areas, selection of low water plants (native and adapted), use of soil amendments (mainly organic), use of mulches, efficient irrigation and appropriate maintenance. Efforts should be made to preserve all healthy existing trees. All plant material shall conform to the American Standard for Nursery Stock. All shrub bed areas and newly planted trees shall have four (4) inches of mulch. Invasive plants shall NOT be planted within the Community. All landscape areas shall be maintained in a quality manner at all times.

B. Irrigation

Highly efficient, water conserving irrigation systems, including automated rain sensors and programmable irrigation controllers, are required; Rainbird or Hunter irrigation are the approved manufacturers. Sub-surface irrigation, including drip irrigation, and irrigation systems that utilize harvested rain water and A/C condensate (non-potable systems) are highly encouraged. An automatic underground irrigation system shall be installed for all landscaped areas of the building site as well as the area within the Private Streets landscape planter strips. This system shall be maintained to prevent water runoff onto pavement (including Private Streets and sidewalks). Irrigation controller and other irrigation equipment shall be located away from public view and access. Maintenance of all irrigation systems within or adjacent to a lot shall be the responsibility of the Owner.


Parks landscape


Parks landscape


Parks landscape


Parks landscape

C. Hardscapes

PAVING MATERIALS

Paving materials shall be consistent and well designed throughout TMED. Attention shall be applied to plazas, community parks, courtyards and primary pedestrian areas.

Standard pedestrian sidewalks shall be steel reinforced concrete. Reinforcing shall be re-bar not welded wire mesh. Slabs shall be designed to a minimum of 4" thick in pedestrian only areas. Vehicular areas shall conform to civil engineering tolerances. Concrete walks shall have a wood float finish. Broom finishes, picture frames and stamped concrete are not acceptible.

Timber expansion joints are not acceptible. Expansion and control joints shall be designed and located per best practice to prevent cracking.

Colored concrete is encouraged and shall match and compliment the architecture. Porous concrete in pedestrian areas is highly encouraged.

ACCESSIBLE RAMPS

All Ramps should be designed with the ADA detectable warning paver. All ramps should be designed to meet the current TAS requirements by TDLR. All crosswalks and ADA ramps should be installed with clay pavers.

CURB AND MEDIAN CUTS

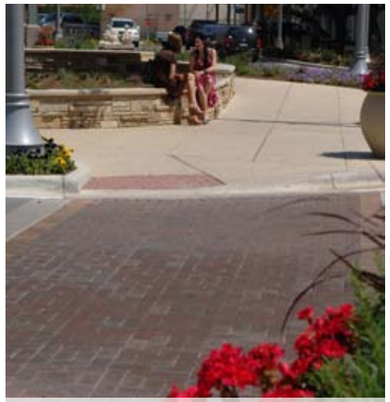
Curb cuts along District Streets shall be minimized. No single lot shall be permitted more than two (2) curb cuts, unless otherwise approved by U.D.O. Vehicular entrances to projects or garages on opposite sides of a Private Street shall either be aligned or offset by a minimum of 50 feet. In areas where a median exists, Owners shall design their access such that no median cut is required.

Patterned concrete sidewalk

Concrete sidewalk

Pervious / permeable paving

Metal and wood fencing with acceptable proportions



Crosswalk with clay paver and ADA ramp.

Metal wall with plants installed in middle gap

VII. LIGHTING

A. Site Lighting

Quality, durable site lighting shall be provided along all streets, sidewalks, parking lots, steps/ramps, plazas and other areas of high pedestrian use. Light fixtures shall be spaced in a manner to provide soft and uniform illumination for a given area or corridor. Lighting shall follow a system of hierarchy or priority to establish which elements or areas will have the most emphasis in regard to lighting intensity and color. High design areas such as building facades, entries and walkways shall receive the highest priority. Illumination shall be limited to the site and shall not cause glare or visual disturbance to adjacent properties. Vertical flood lighting is not permitted without written authorization from the U.D.O.

TMED shall encourage for all lighting to conserve energy consumption, enhance security and safety of streets, preserve the beauty of the night time environment and to restore the heritage of the dark sky through quality outdoor lighting. Fixtures shall be dark sky compliant. Fixture colors shall be black.

Site lighting is a unifier for TMED. Hence a uniform family of light has been selected to ensure consistency and rhythm throughout the district. Sternberg has been selected as a USA manufactured and constructed quality durable line of lights. Special consideration has been given to longevity, ease of maintenance and energy efficiency.

In addition Hydrel has been selected for landscape and accent lighting, including ingrade sign and flood lights. Hydrel has a proven record of quality, durability and longevity.

Building lighting shall consist of fully-shielded and full cut-off light fixtures mounted on or near the building. Building facade lighting may only be used to highlight specific architectural features.

Accent, flagpole and sign lighting can either be achieved by precision linear or ingrade fixtures. Refer to Figure 10, *Approved Hydrel Landscape Lighting*.

Pedestrian areas shall be illuminated with bollards, low pedestrian pole mounted fixtures and or wall scones. Refer to Figure9, *Approved Sternberg Site Lighting*.

Landscape lighting shall be a low-level illumination with tones and colors that enhance the look of the plant material. Fixtures and light source shall be concealed. Directional luminaires may be used to illuminate landscape, signage and flags. Such luminaires shall be installed and aimed so that they illuminate only the specific object or area and do not shine directly onto neighboring properties, roadways, or distribute excessive light skyward. Refer to Figure 8, *Approved Hydrel Landscape Lighting*.

B. Street Lighting

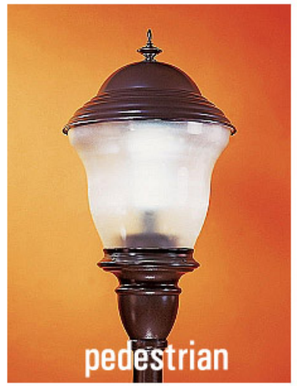
Street lights should enhance architectural character, nighttime visibility and pedestrian use of the sidewalk. The approved Sternberg family series of pole mounted, pedestrian-scale and vehicular lighting shall be installed on all street types in the planter strip between the sidewalk and curb, unless otherwise required by the City of Temple or the utility provider. Depending on spacing and use, light poles will be 12'-15' for pedestrian illumination and 20' for vehicular illumination. Street lighting shall be located at all intersections of Private Streets, with intermediate lighting on blocks that exceed 250 feet, and located with a regular spacing. Street light color shall be consistent and at a brightness level to provide safety and security while adhering to established dark sky principles. Wherever possible, street light locations should mirror on the opposite sides of the street. It is encouraged that building lighting be integrated into the lighting for the streets.

C. Lighting Family

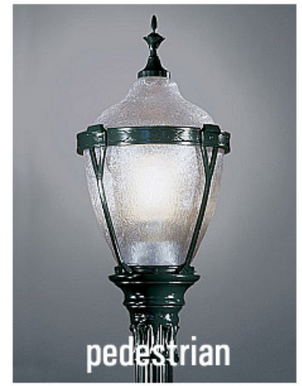
The following sample of lighting was selected for its design consistency and hierarchy of scale applications. Each product group is presented with light sources, poles and mounting heights that have been matched to the scale and intended use of the luminaires.

FIGURE 9 STERNBERG STREET LIGHTING

Euro LED-E450 sg



Euro Solid Top-E480



Elm Street B780

Omega F-1521

New Jersey 1917

Monrovia 8400

Birmingham 7701 lb

Denver 4401 lb

Barrington 5200

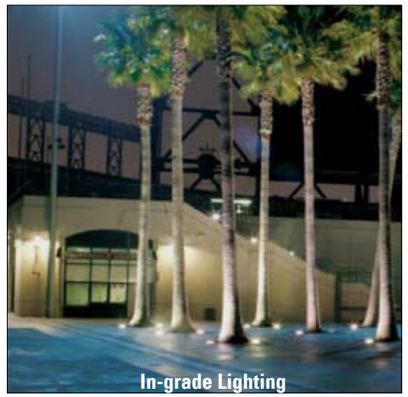
Modular In-Grade Luminaire Single Lens LED
Multi-purpose units designed for flush mounting in a variety of substrates or materials. Used to uplight architectural and landscape features with internal glare control and filtering. The M9700 has a small footprint with a cylinder configuration.
M9710/9730 Series


M9700 In-grade Light

Accent Light
4620 is designed with either knuckle or yoke base and sealed die-cast aluminum construction with an offset swivel for balance. Includes an integral electronic transformer for the versatile MR-16 lamps. This fixture also accommodates PAR20 metal halide and quartz halogen lamps. Used for architectural and landscape applications to 30'.
4620

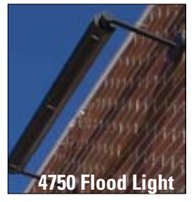

4620 Accent Light

Flood Light
The 4750 Series features a architectural style that offers 5 unique optical distribution patterns with glare control accessories for precision floodlighting, sign lighting or wall washing. Offers both symmetric and asymmetric beam pattern solutions in one housing design.
4750 Series


In-grade Lighting


Accent Lighting


4750 Flood Light


4750 Flood Light

Modular In-Grade Luminaire Single Lens LED
Multi-purpose units designed for flush mounting in a variety of substrates or materials. Used to uplight architectural and landscape features. At just 9" in diameter, the M9400 is the smallest in-grade modular fixture accepting color corrected metal halide lamps.
M9410/M9430 Series


M9400 In-grade Light

Accent Light
4630 is designed with either knuckle or yoke base and sealed die-cast aluminum construction with an offset swivel for balance. This luminaire, which incorporates a crown tempered glass lens and stainless steel fasteners, meets many demanding requirements for landscape and architectural applications and accepts PAR-30 lamps for ranges to 40'.
4630


4630 Accent Light


4750 Flood Light

VIII. ATTACHED EXHIBITS

- Framework Plan
- Descriptive Framework Plan
- Transect Plan
- Open Space Plan
- Street Heirarchy
- Signage and Monumentation Plan

TEMPLE MEDICAL EDUCATIONAL DISTRICT

- SINGLE FAMILY
- TOWNHOME
- RETAIL
- MUNICIPAL
- MIXED USE
- ASSISTED LIVING
- OFFICE
- TEMPLE ISD
- MEDICAL CAMPUS
- TEMPLE COLLEGE

W Avenue M

W Avenue R

S 31st Street

S 5th Street

S 1st Street

S MLK Drive

SCOTT & WHITE HOSPITAL

VA HOSPITAL

TEMPLE COLLEGE

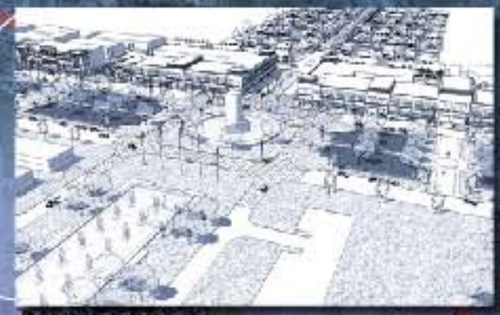
SW H K Dodgen

FRAMEWORK PLAN

City of Temple

TBG

TEMPLE MEDICAL EDUCATIONAL DISTRICT



SCOTT & WHITE HOSPITAL

VA HOSPITAL

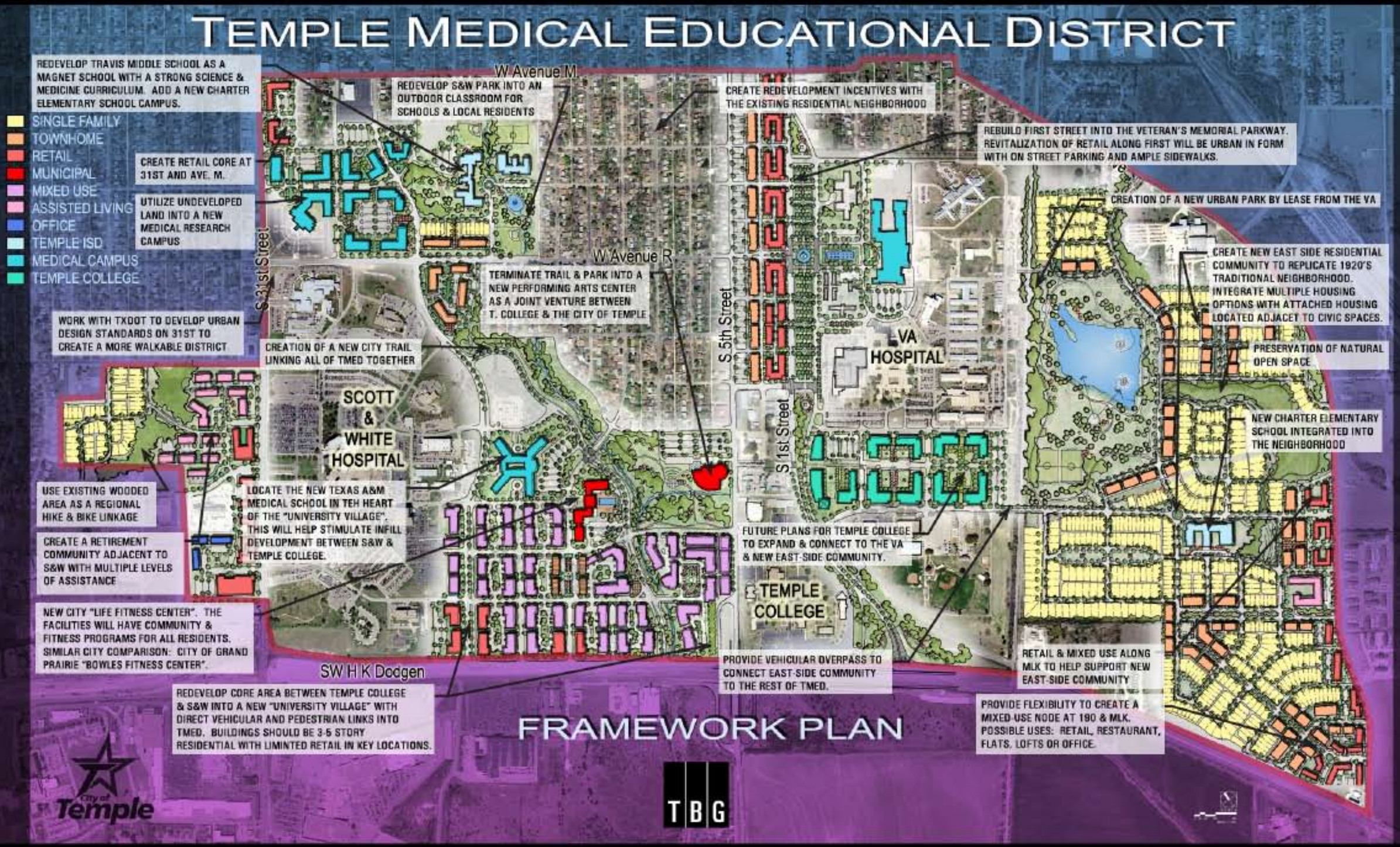
TEMPLE COLLEGE

SITE VISUALIZATION PLAN

City of Temple

TBG

TEMPLE MEDICAL EDUCATIONAL DISTRICT

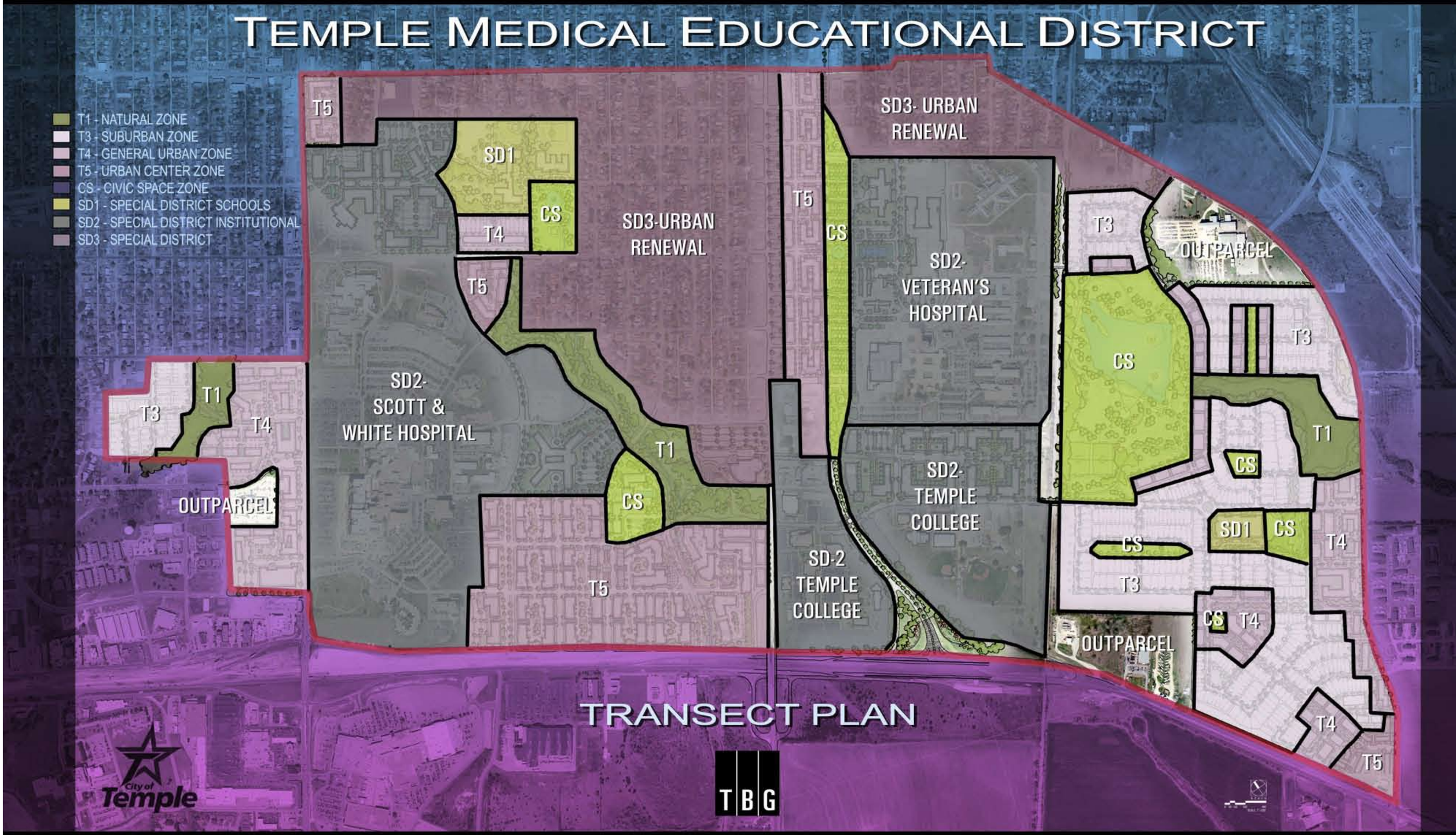


FRAMEWORK PLAN

City of Temple

TBG

TEMPLE MEDICAL EDUCATIONAL DISTRICT



TEMPLE MEDICAL EDUCATIONAL DISTRICT

OPEN SPACE & CITY PARKS
10' HIKE & BIKE TRAIL
10' URBAN TRAIL

CONNECT 10' MIN. WALK TO DOWNTOWN

REDUCE SIZE BUT ENHANCE THE EXISTING S&W PARK INTO AN ENVIRONMENTAL OUTDOOR CLASSROOM

10' URBAN TRAIL CONNECTS T.M.E.D. EAST TO WEST

RECONFIGURE S&W PARKING LOT TO ENHANCE EAST & WEST CONNECTION

T.M.E.D. LINEAR TRAIL LINK. CREATION OF NATURAL PARK W/ TRAILS & PLAYGROUNDS

SCOTT & WHITE HOSPITAL

UTILIZE EXISTING NATURAL OPEN SPACE TO CONNECT TO THE WEST SIDE OF TEMPLE

CONNECT 10' MIN. WALK TO DOWNTOWN

CREATE 1ST STREET VETERAN'S MEMORIAL PARKWAY THAT ALSO SERVES AS A GATEWAY TO DOWNTOWN TEMPLE. THE PARKWAY SHOULD BE SEEN AS AN ECONOMIC STIMULUS WITHIN T.M.E.D.

VA HOSPITAL

POSSIBLE LAND LEASE TO CREATE NEW CITY PARK THAT IS INTEGRATED INTO NEW URBAN COMMUNITY

UTILIZE EXISTING NATURAL AREA

TEMPLE COLLEGE

MAKE CONNECTION OVER S.H. 190 TO SOUTH TEMPLE

REQUIRE URBAN TRAIL THAT CONNECTS V.A., TEMPLE COLLEGE AND SCOTT & WHITE TO NEW UNIVERSITY VILLAGE

OPEN SPACE PLAN

City of Temple

TBG

TEMPLE MEDICAL EDUCATIONAL DISTRICT

- TYPE A - FIRST STREET
- TYPE B - AVE. R
- TYPE C - URBAN STREET
- TYPE D - PASEO
- TYPE E - RESIDENTIAL BOULEVARD
- TYPE F - RESIDENTIAL COLLECTOR
- TYPE G - RESIDENTIAL LOCAL
- TYPE H - RESIDENTIAL ALLEY

W Avenue M

W Avenue R

S 31st Street

S 5th Street

S 1st Street

S MLK Drive

SCOTT & WHITE HOSPITAL

VA HOSPITAL

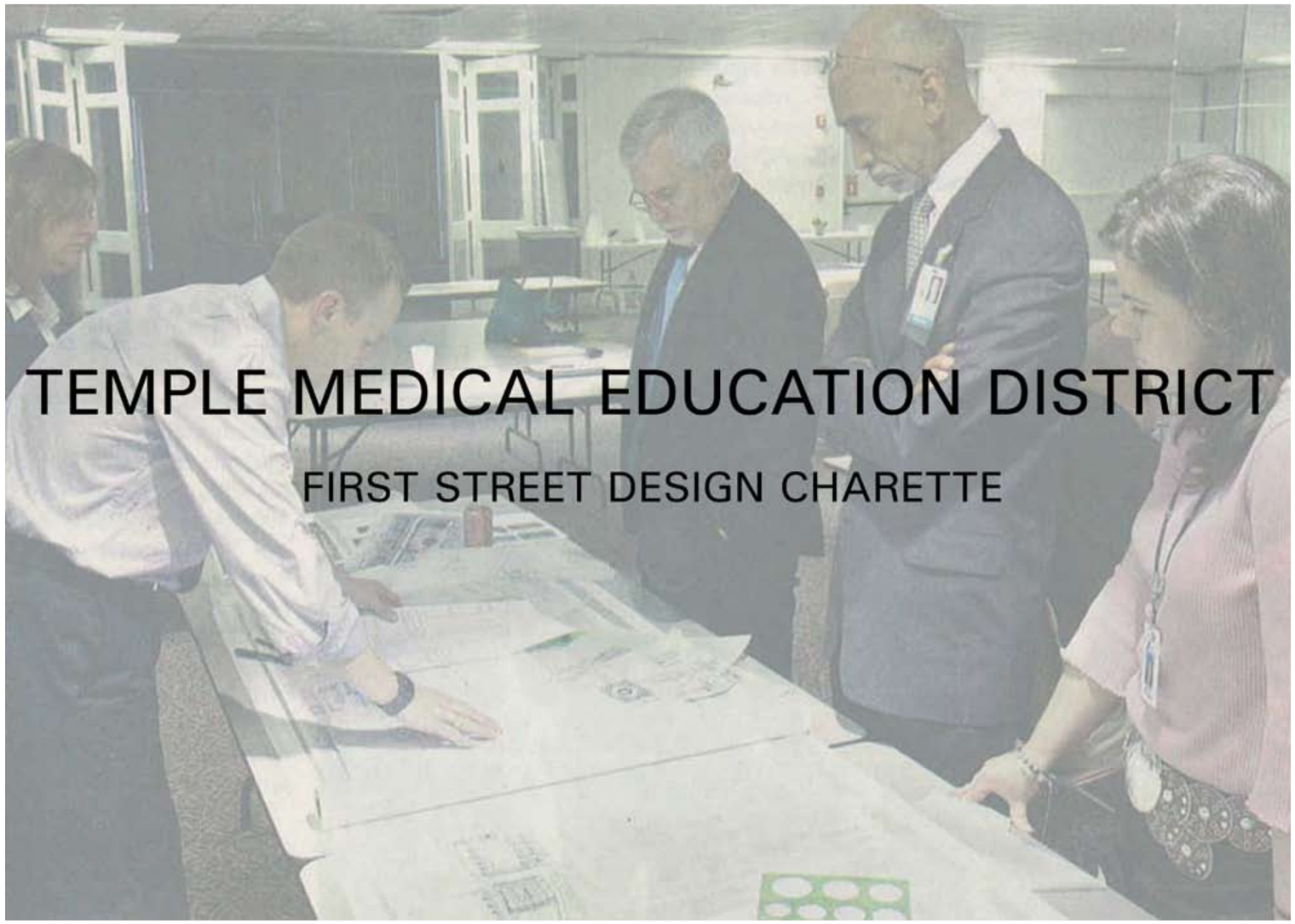
TEMPLE COLLEGE

SW H K Dodgen

STREET HEIRARCHY

City of Temple

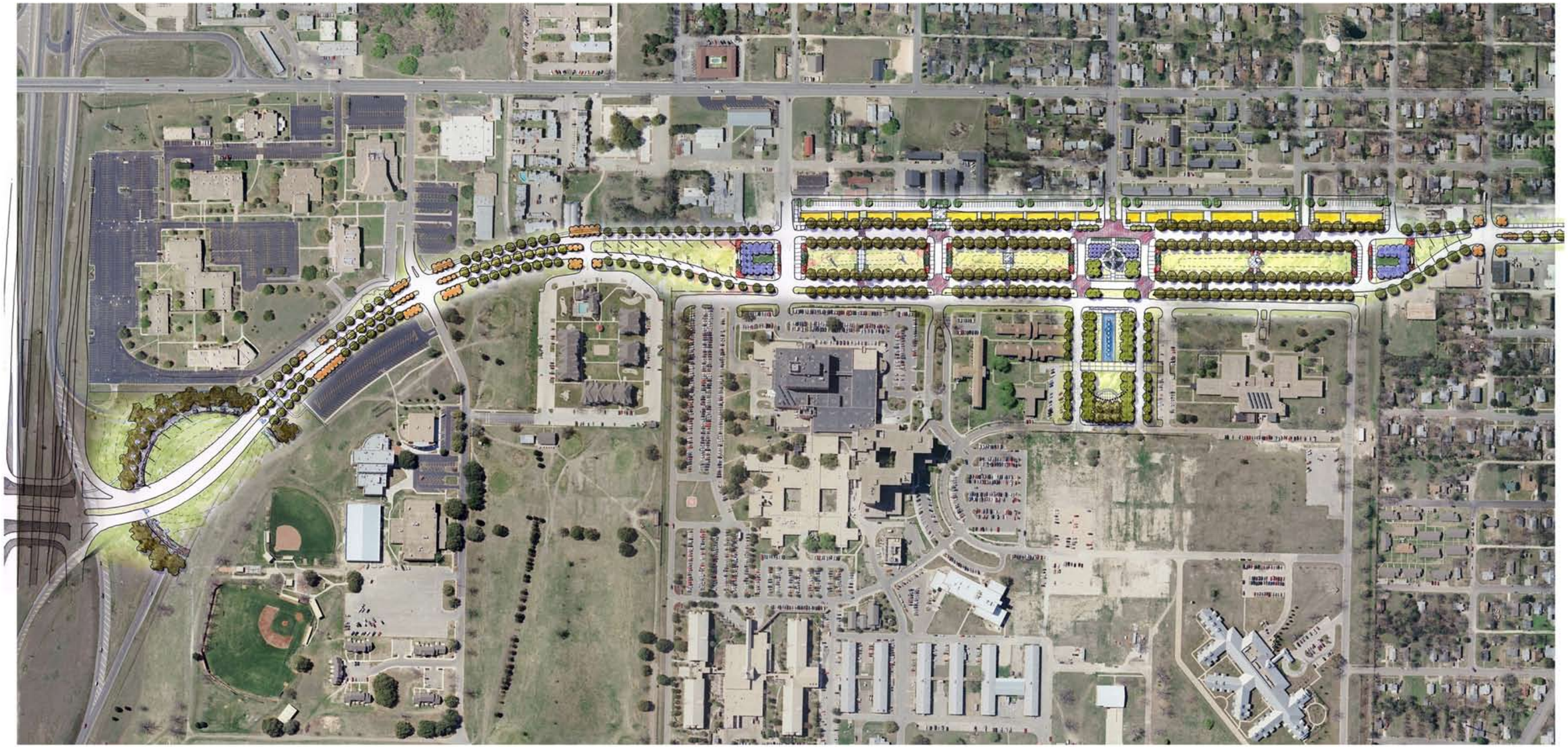
TBG



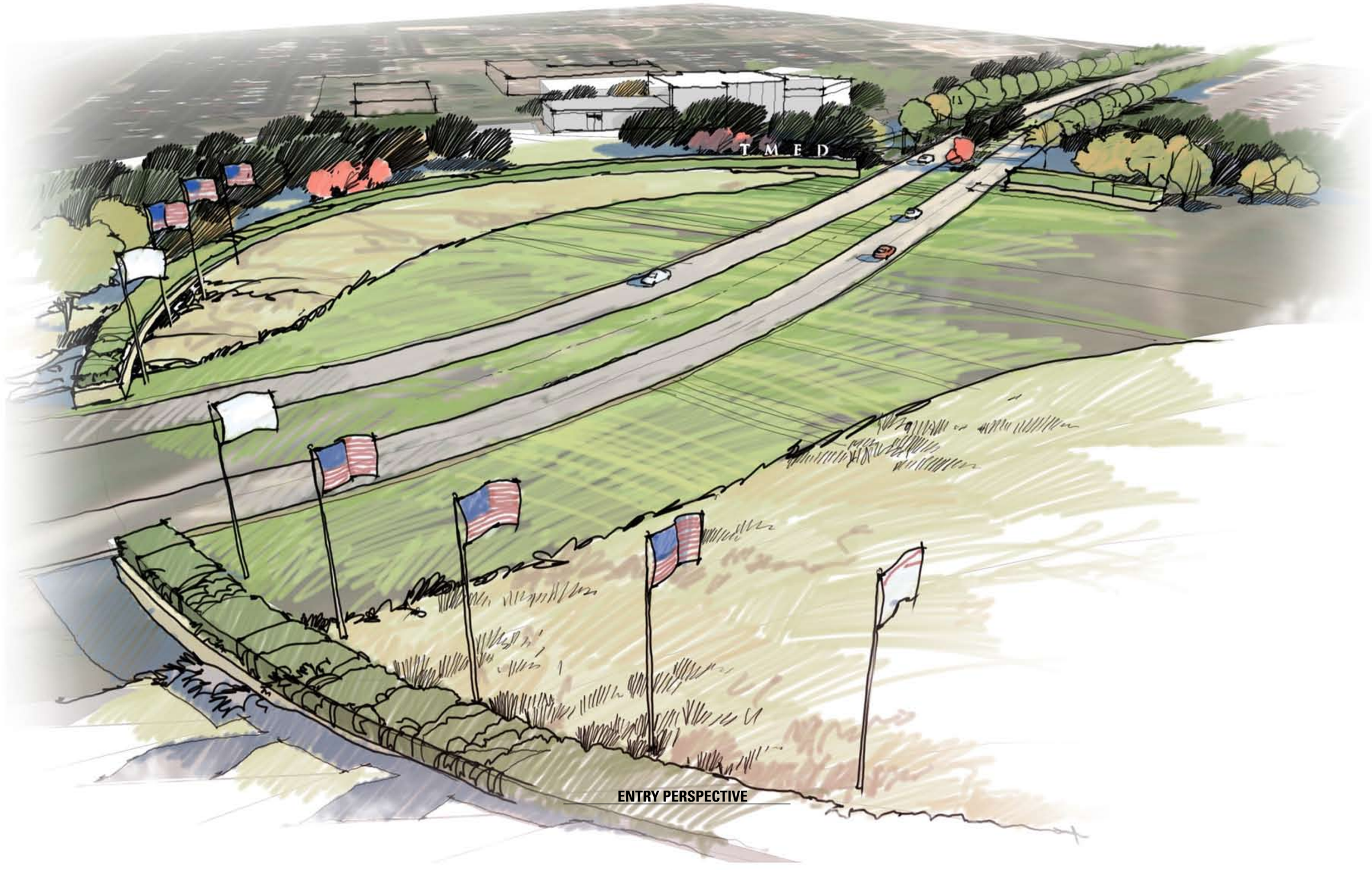
TEMPLE MEDICAL EDUCATION DISTRICT

FIRST STREET DESIGN CHARETTE

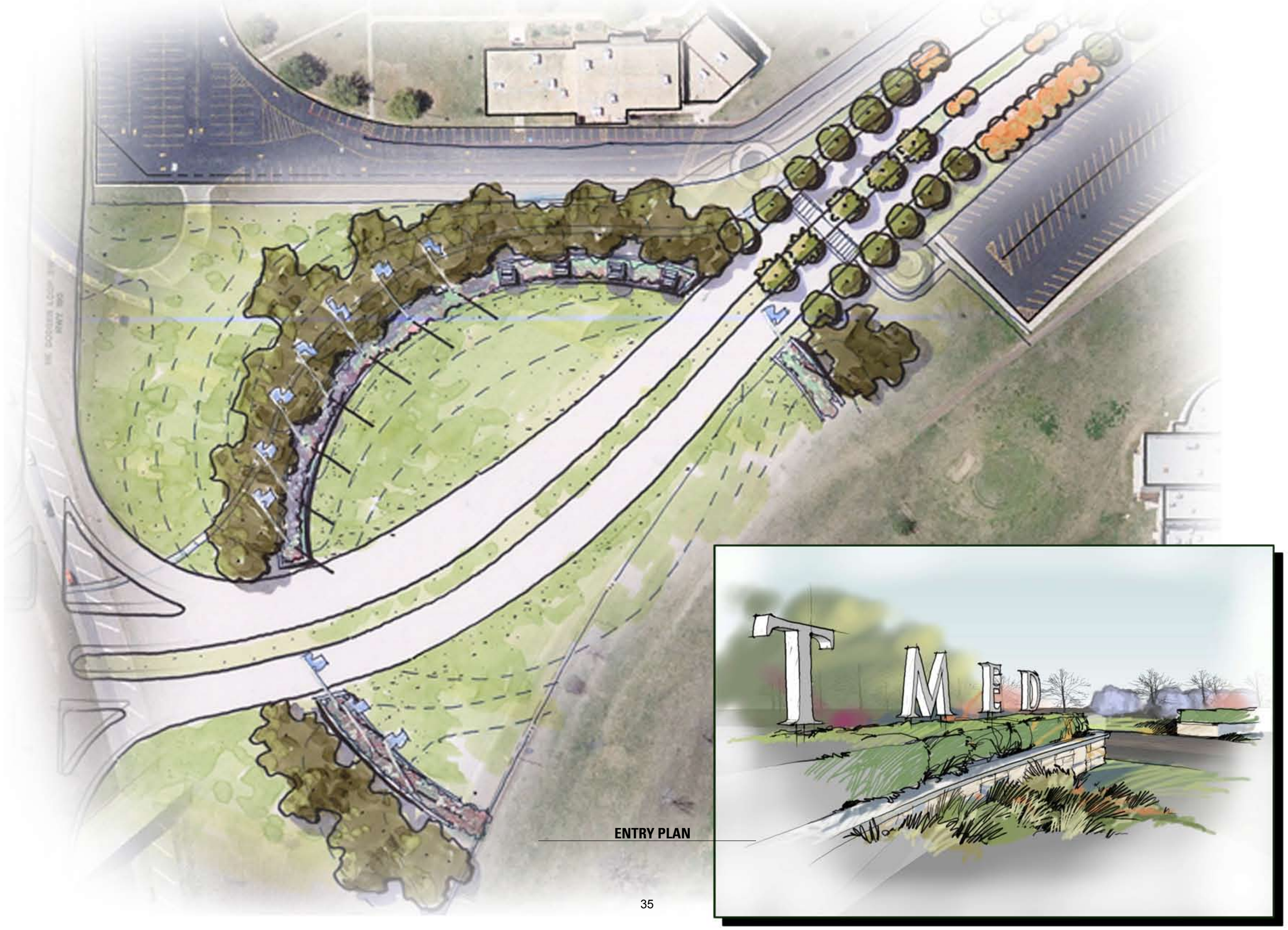
NOVEMBER, 2008



OVERALL MASTERPLAN

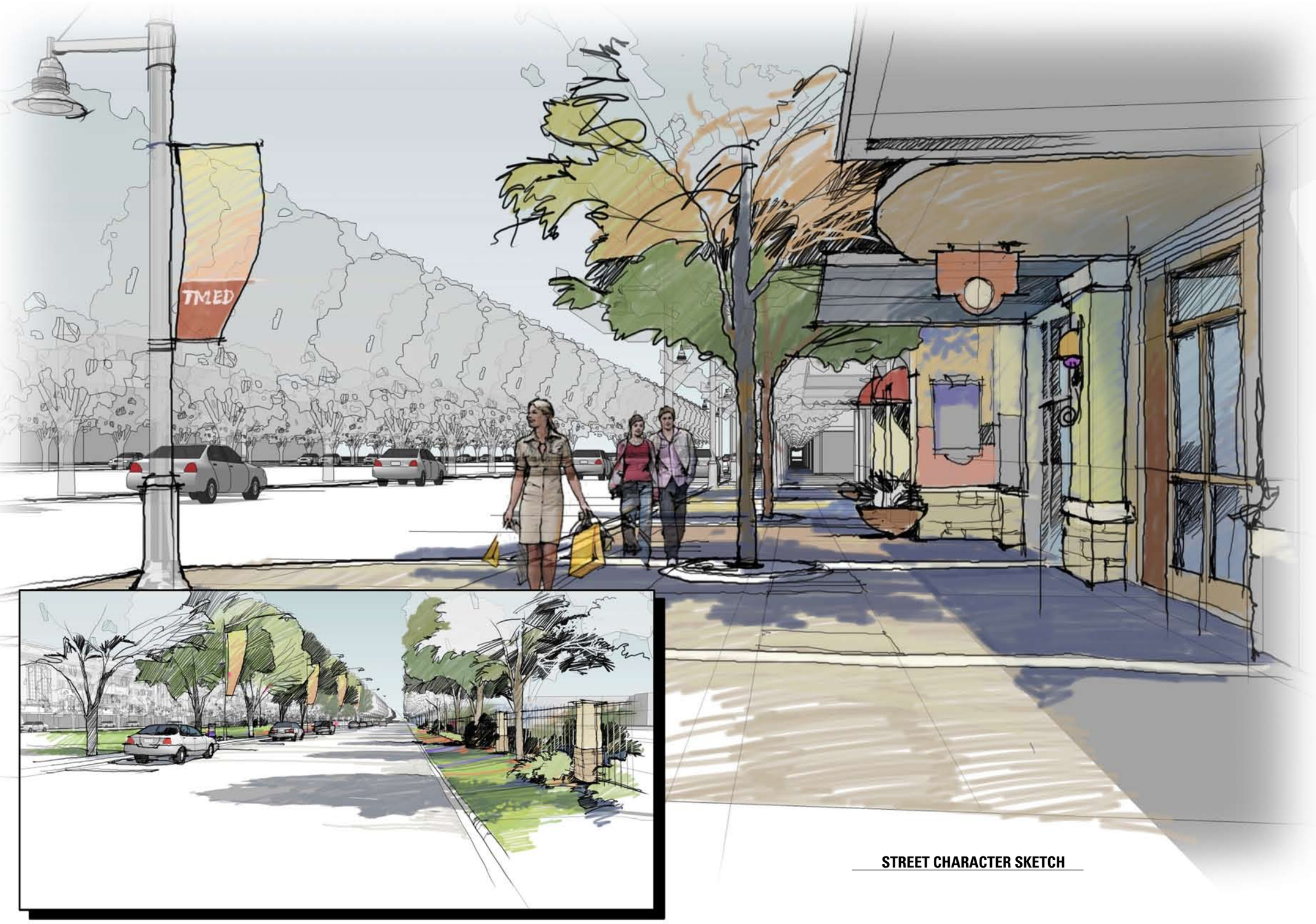


ENTRY PERSPECTIVE



ENTRY PLAN

V.A. MEMORIAL PARK



STREET CHARACTER SKETCH