

EAST DOWNS

Neighborhood District



TISD Board Presentation

July 13, 2026

PURPOSE

The City of Temple is dedicated to fostering cohesive, distinct, vibrant, safe, and attractive neighborhoods where citizens feel a sense of pride and engagement with their community. These objectives will be accomplished through the work of the City's Neighborhood Team.

Through a process of collaboration and communication, the City's Neighborhood Team will strive to ensure continued improvements to Temple's neighborhoods, as well as access to a wide variety of housing types that are safe, accessible, and affordable.

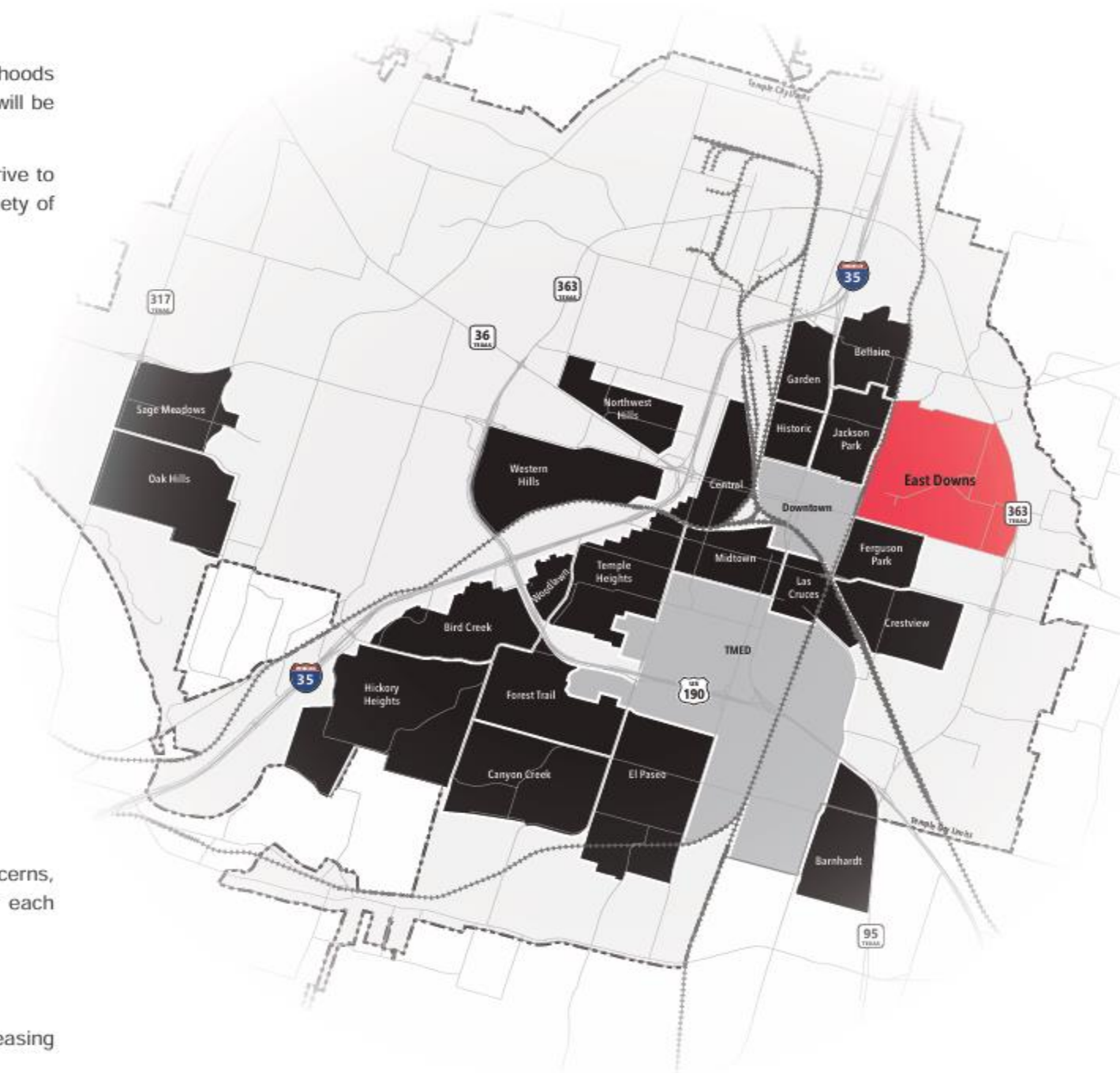


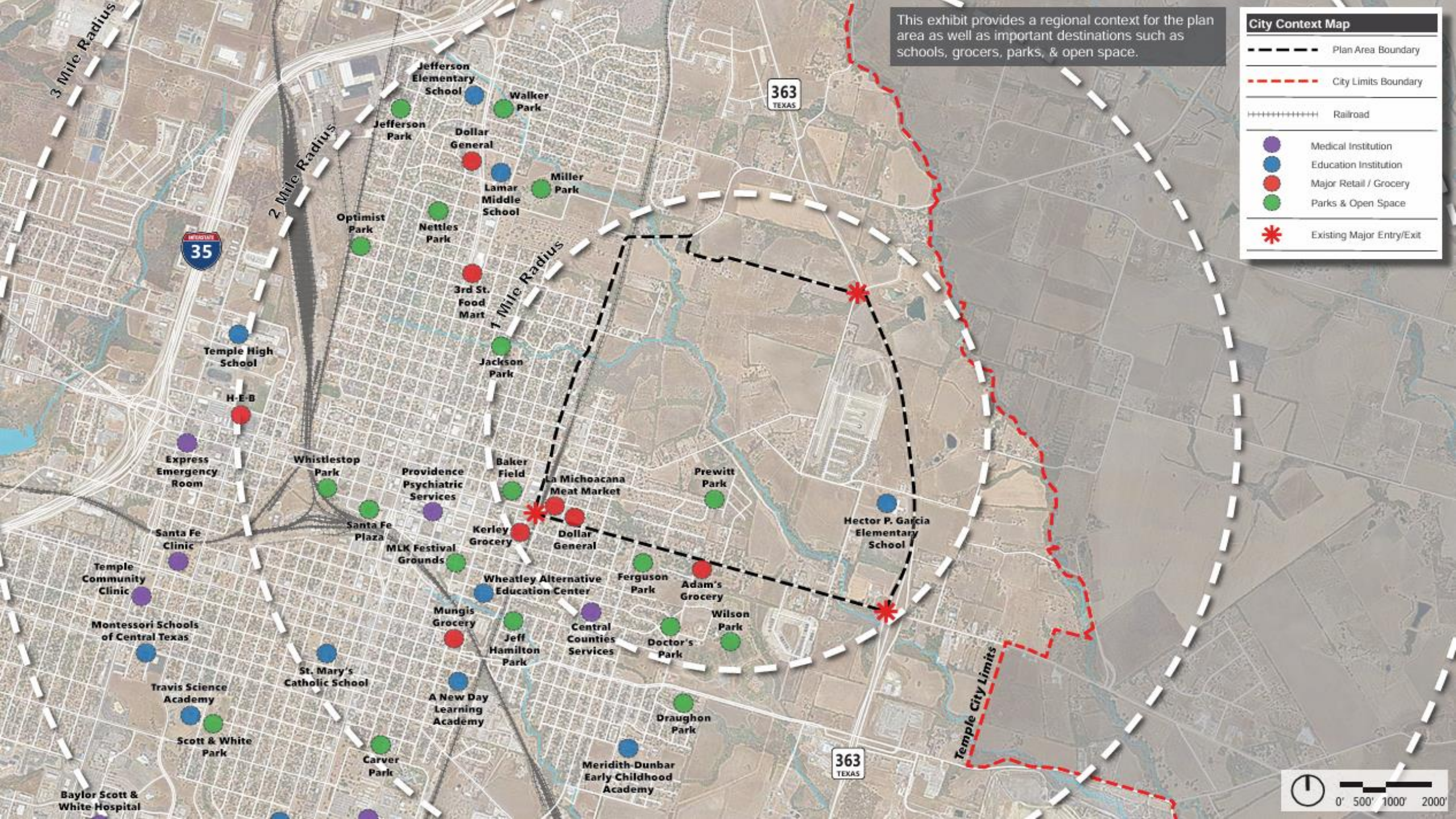
MISSION

Working alongside residents in each neighborhood, our mission is to identify neighborhood concerns, values, visions, and goals. Through this process, the City will develop long-range plans for each Neighborhood Planning District to include:

- City led Capital Improvement Projects
- Private Investment & Economic Development Opportunities
- Community Development Block Grant Projects

A strong emphasis will be placed on improving the quality of life in each neighborhood while increasing access to affordable housing.





This exhibit provides a regional context for the plan area as well as important destinations such as schools, grocers, parks, & open space.

City Context Map

Plan Area Boundary

City Limits Boundary

Railroad

Medical Institution

Education Institution

Major Retail / Grocery

Parks & Open Space

Existing Major Entry/Exit



Bellaire

Shell Ave.

1st St.
Main St.
2nd St.
4th St.
6th St.

Jackson Park

Lamar Ave.

King Ave.

Jackson Park

Nugent Ave.

Munroe Ave.

Irvin Ave.

Houston Ave.

Garfield Ave.

French Ave.

E. Downs Ave.

Calhoun Ave.

Barton Ave.

Adams Ave.

Downtown

10th St.

4th St.

6th St.

8th St.

10th St.

12th St.

Ferguson Park

Park

14th St.

Shell Ave.

Hillcrest Rd.

18th St.

20th St.

Elm Ave.

Calhoun Ave.

Barton Ave.

Fowler Rd.

French Ave.

Prewitt Park

36th St.

42nd St.

Chia Ct.

Cilantro Rd.

Wasabi Rd.

Coriander Rd.

50th St.

Hector P. Garcia
Elementary
School

Lavendusky Dr.

Adams Ave.

Friendship Ln.

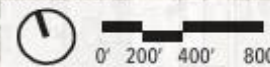
This exhibit shows the plan area boundaries and important points of interest.

Plan Area

- Jackson Park
- Ferguson Park
- Downtown
- Bellaire

Plan Area

Temple City Limits



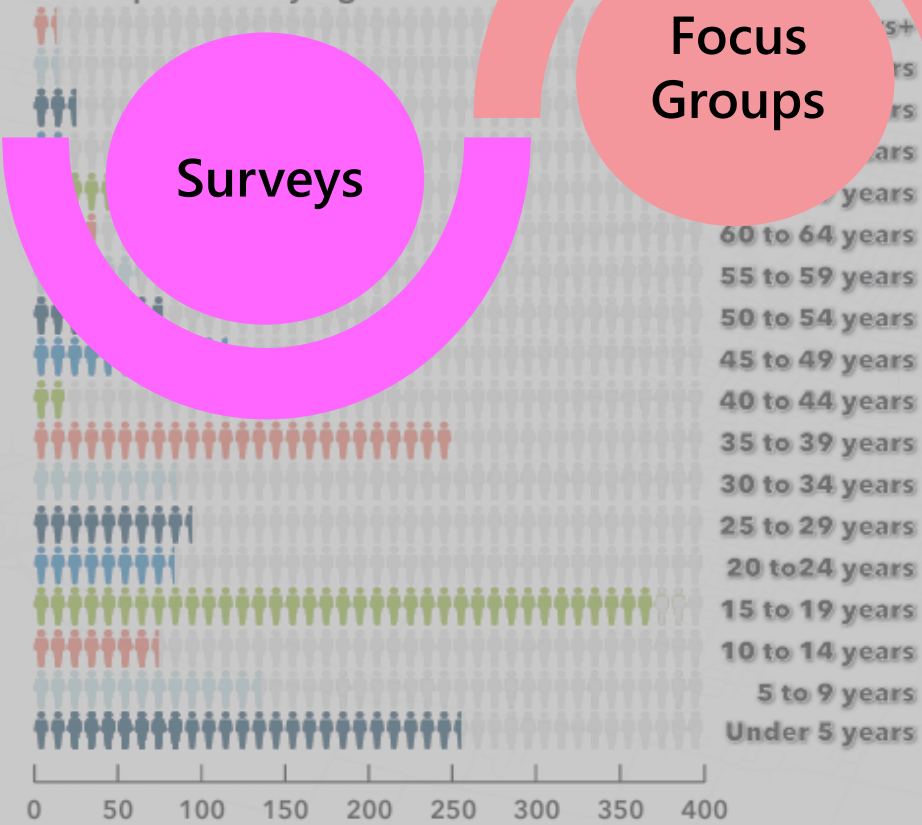
DEMOGRAPHIC PROFILE

A look into the demographics helps to frame the characteristics of the plan area's population. This information guides recommendations for policies and changes to the built environment. This information is derived from the American Community Survey 2017-2021 5-year using Esri's Community Analyst software that aggregates multiple block groups that make up the plan area. This gives us the most accurate information for the defined area and helps tell the story of the plan area demographics.

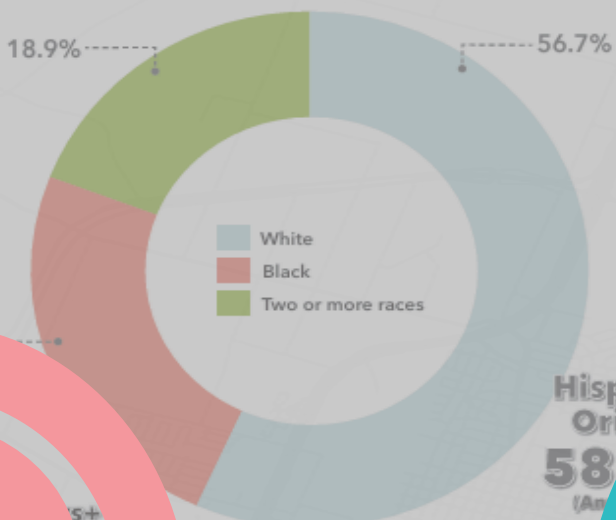
Total Population

1,832

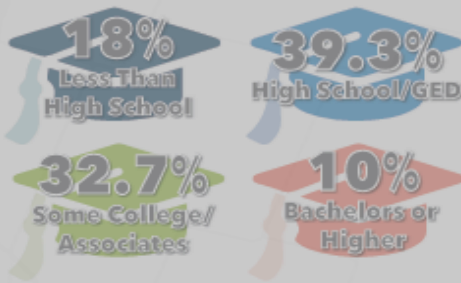
Population by Age Cohort



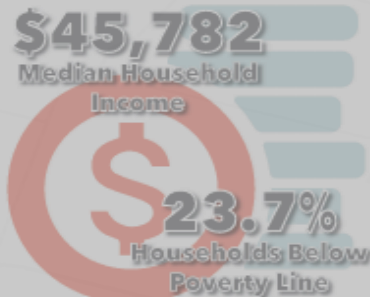
Race and Ethnicity



Educational Attainment



Financial Characteristics



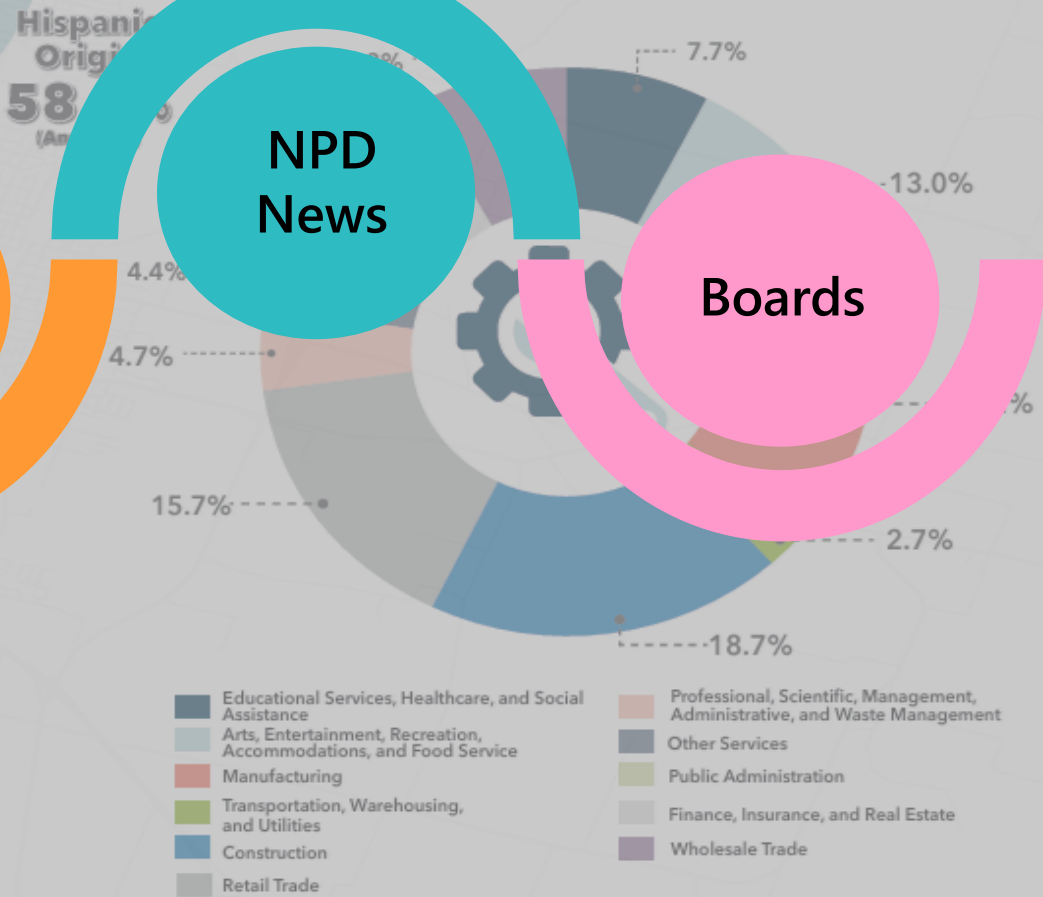
Focus Groups

External Planning Team

NPD News

Boards

Employment of Residents by Industry

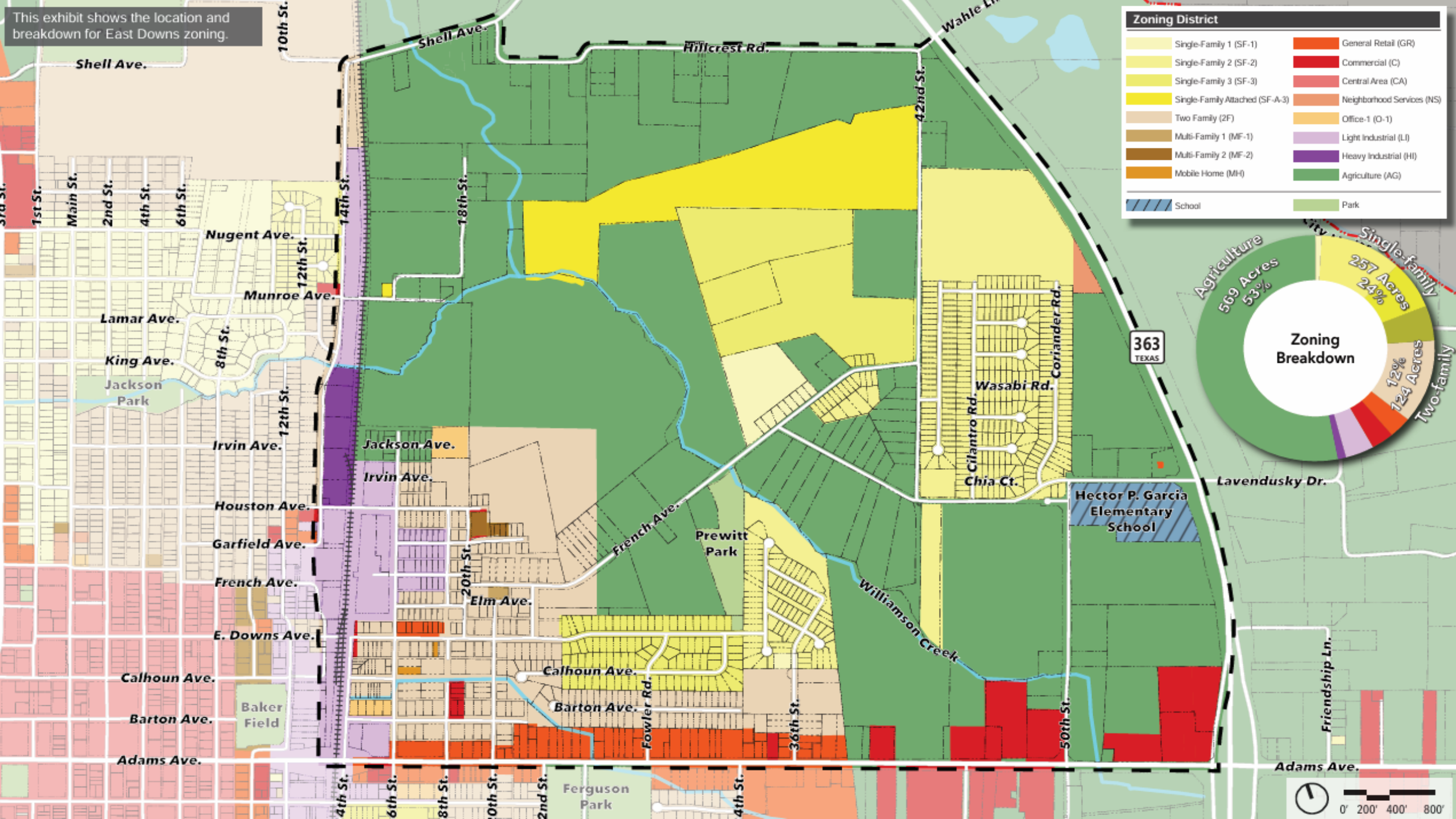


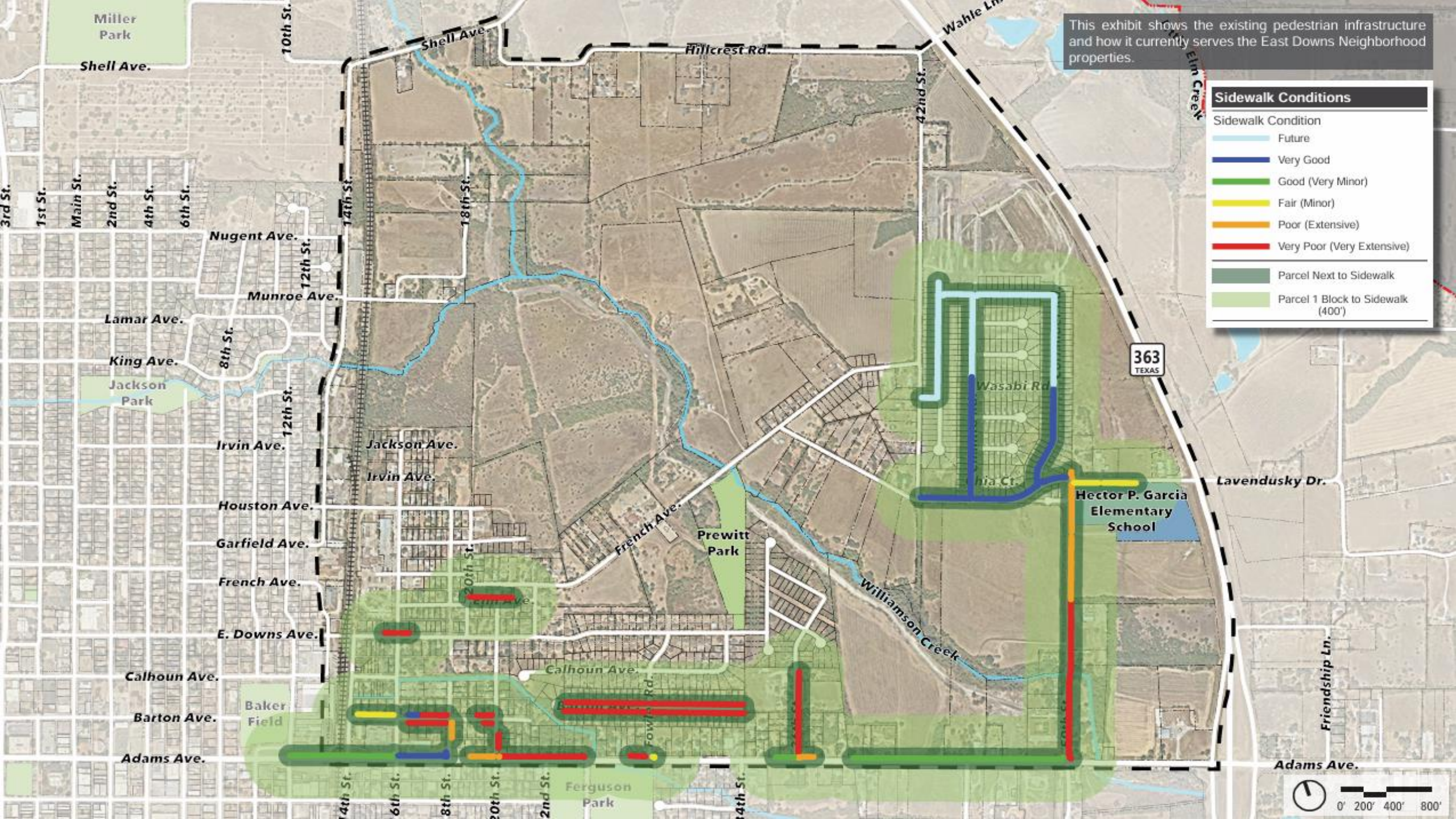
Average Household Size



Employment in the field of Agriculture and Mining were not reported.

This exhibit shows the location and breakdown for East Downs zoning.





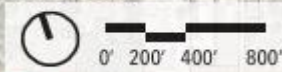
This exhibit shows the existing pedestrian infrastructure and how it currently serves the East Downs Neighborhood properties.

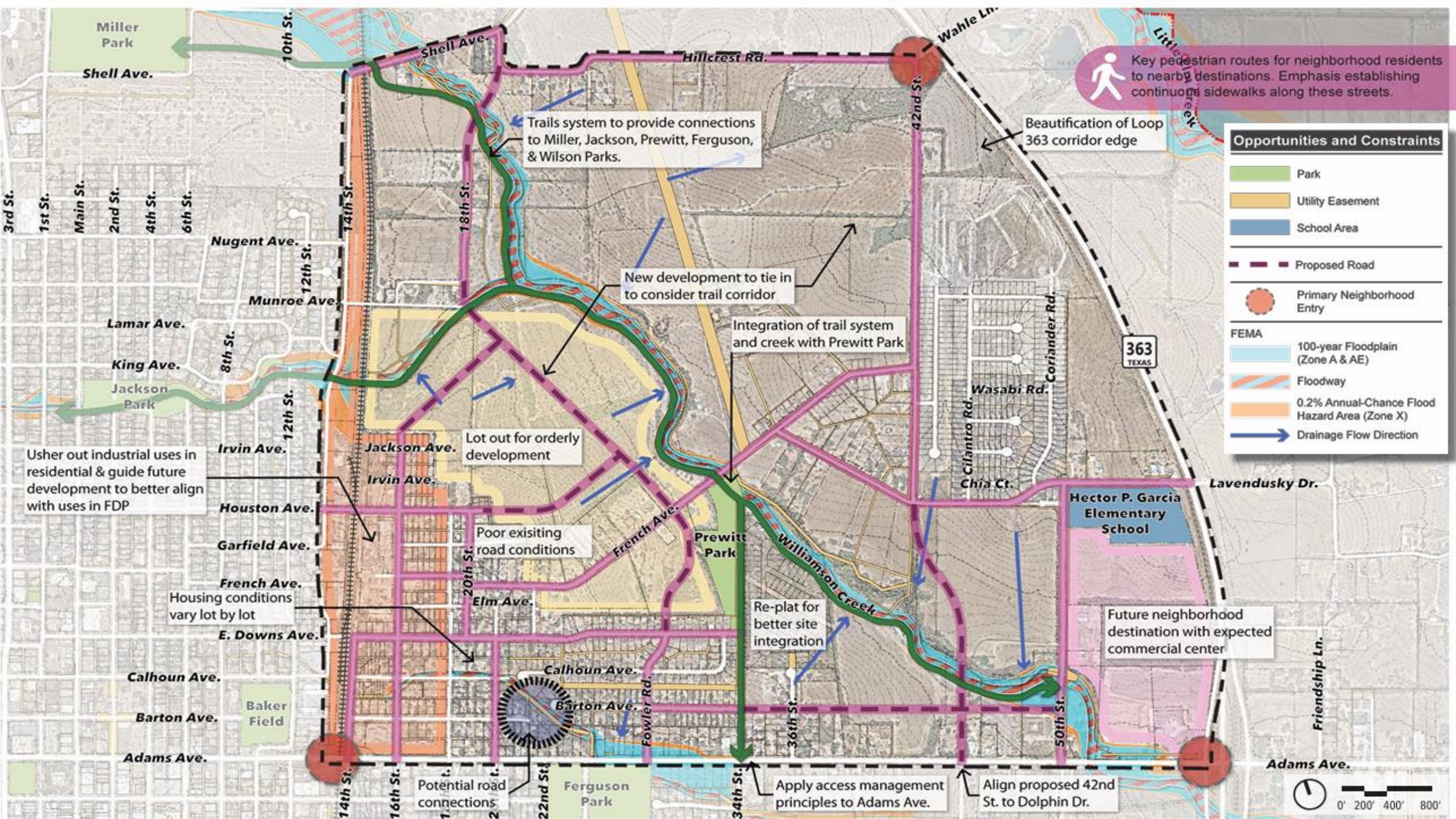
Sidewalk Conditions

Sidewalk Condition

- Future
- Very Good
- Good (Very Minor)
- Fair (Minor)
- Poor (Extensive)
- Very Poor (Very Extensive)

- Parcel Next to Sidewalk
- Parcel 1 Block to Sidewalk (400')





AFTER



BEFORE



SUPPLEMENTAL IMAGES



24th and Adams Intersection Crossing

Adams Avenue is a major arterial with significant vehicular traffic acting as a barrier between the East Downs Neighborhood and Ferguson Park. Ferguson Park is a destination that is walkable for many of the residents in the East Downs Neighborhood, and, as such, a safe pedestrian crossing is warranted along Adams Avenue. This analysis sketch shows how that crossing may take shape.

Overall Takeaways:

- Landscaping, striping, and signage should be included in the intersection enhancement to communicate to vehicles the presence of pedestrians
- A pedestrian refuge should be incorporated into any crossing of Adams Avenue
- A Hawk Beacon or other pedestrian-activated signalization should be incorporated into the pedestrian crossing

AFTER



BEFORE



Prewitt Park Trail

Adding a trail facility along the overhead utility corridor will help improve access to the park, as the Prewitt Park boundary extends north to French Avenue. This trail should be laid out to provide access to the future linear park and trail along Williamson Creek. This trail facility may be part of an inner park trail that creates a loop for users to exercise.



SUPPLEMENTAL IMAGES

Overall Takeaways:

- Trail width should be set at 8' to appropriately accommodate trail usage
- Tree plantings should complement the trail. Tree plantings may need to be set back further to avoid conflict with overhead utilities
- Wayfinding signage, mile markers, benches/seating, pedestrian lighting, crosswalks, and waste receptacles should all be included as supplemental elements to support the trail facility
- A mowing strip should be on both sides of the trail paving to make sure the trail surface is highly visible and clear of debris

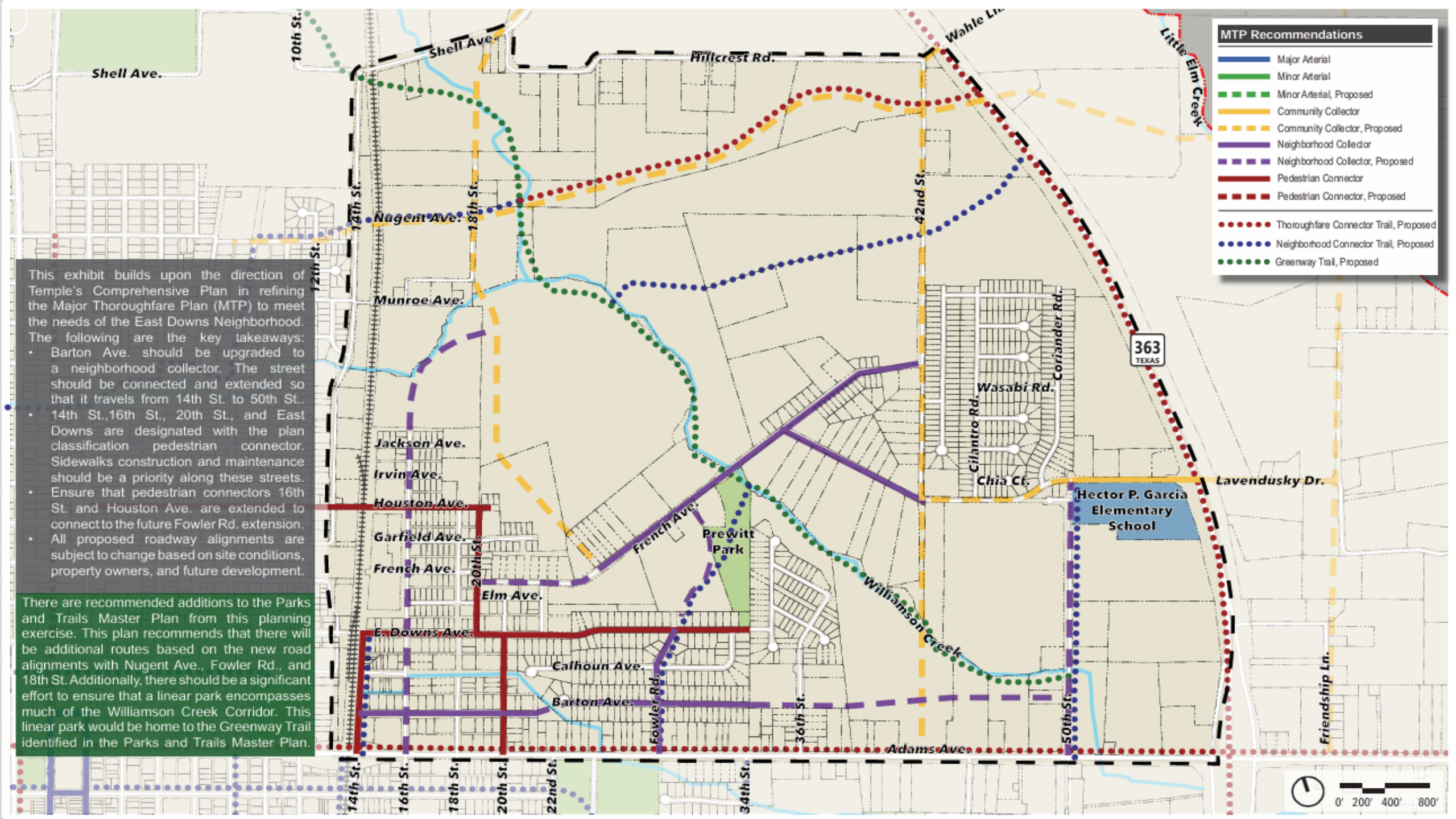
This exhibit builds upon the direction of Temple's Comprehensive Plan in refining the Major Thoroughfare Plan (MTP) to meet the needs of the East Downs Neighborhood. The following are the key takeaways:

- Barton Ave. should be upgraded to a neighborhood collector. The street should be connected and extended so that it travels from 14th St. to 50th St.
- 14th St., 16th St., 20th St., and East Downs are designated with the plan classification pedestrian connector. Sidewalks construction and maintenance should be a priority along these streets.
- Ensure that pedestrian connectors 16th St. and Houston Ave. are extended to connect to the future Fowler Rd. extension.
- All proposed roadway alignments are subject to change based on site conditions, property owners, and future development.

There are recommended additions to the Parks and Trails Master Plan from this planning exercise. This plan recommends that there will be additional routes based on the new road alignments with Nugent Ave., Fowler Rd., and 18th St. Additionally, there should be a significant effort to ensure that a linear park encompasses much of the Williamson Creek Corridor. This linear park would be home to the Greenway Trail identified in the Parks and Trails Master Plan.

MTP Recommendations

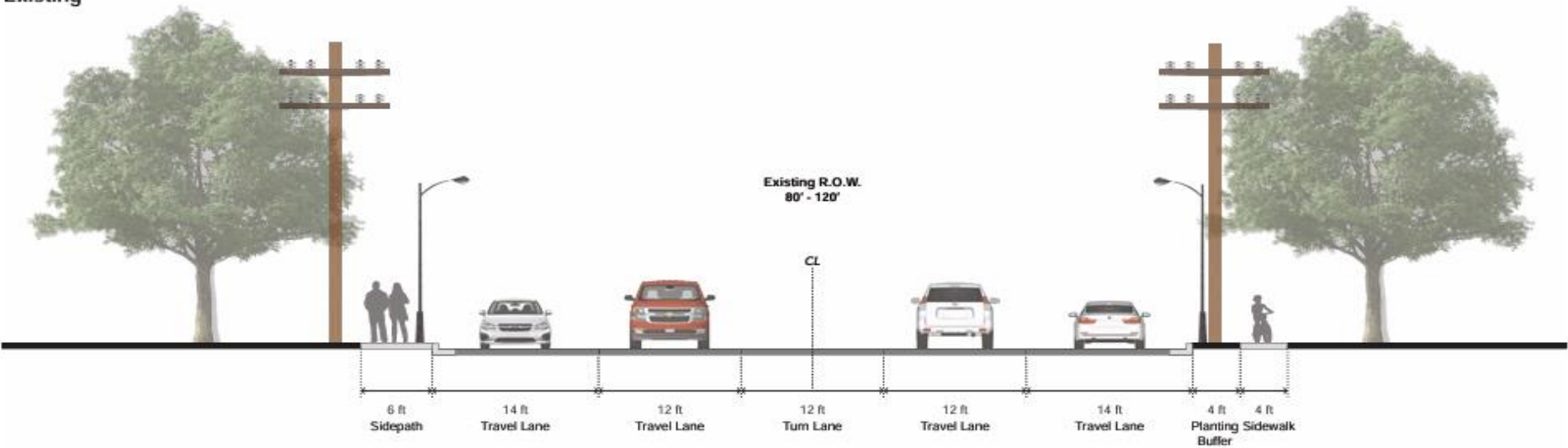
	Major Arterial
	Minor Arterial
	Minor Arterial, Proposed
	Community Collector
	Community Collector, Proposed
	Neighborhood Collector
	Neighborhood Collector, Proposed
	Pedestrian Connector
	Pedestrian Connector, Proposed
	Thoroughfare Connector Trail, Proposed
	Neighborhood Connector Trail, Proposed
	Greenway Trail, Proposed



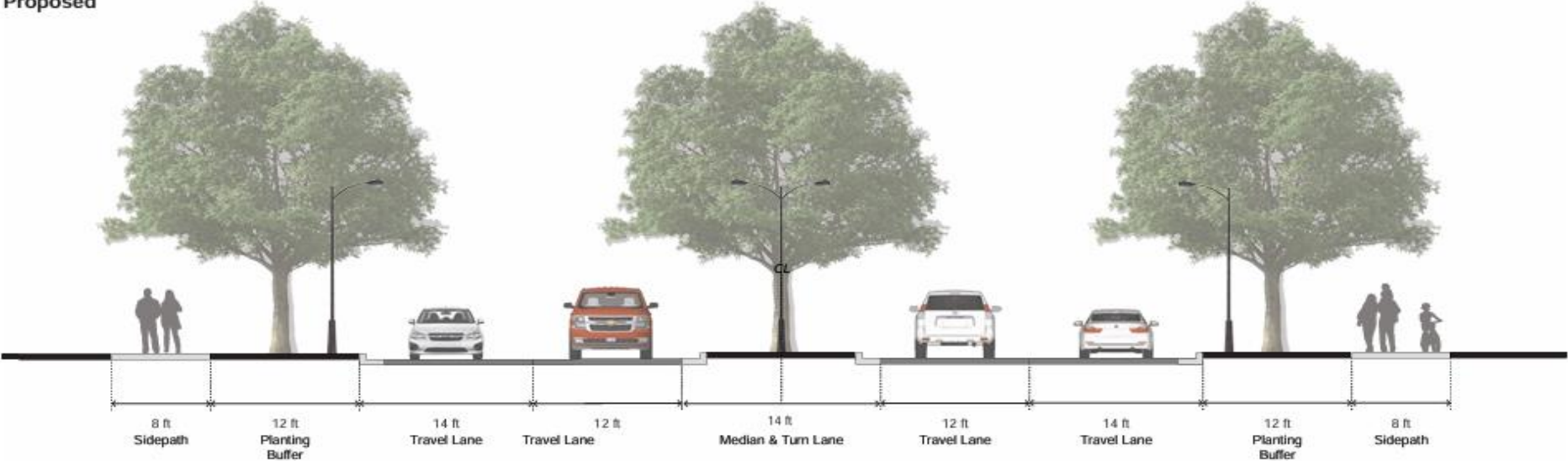
ADAMS AVENUE

Adams Avenue is a major arterial on the southernmost boundary of the plan area. This is a TxDOT facility with four travel lanes and one turn lane. This street provides connections to I-35, Downtown, and H.K. Dodgen Loop. The City's focus should be on implementing access management principles to better control traffic flow and reduce conflict points. The City should also prioritize constructing pedestrian infrastructure in the form of side-paths along the corridor.

Existing



Proposed



Key Characteristics:

- Total of 4 travel lanes to accommodate traffic
- 14 ft tree-lined median that doubles as a turn lane where applicable
- To ensure a safe pedestrian environment, 8 ft side-paths with a 12 ft landscape buffer are recommended



CHARACTER IMAGERY



NUGENT AVENUE

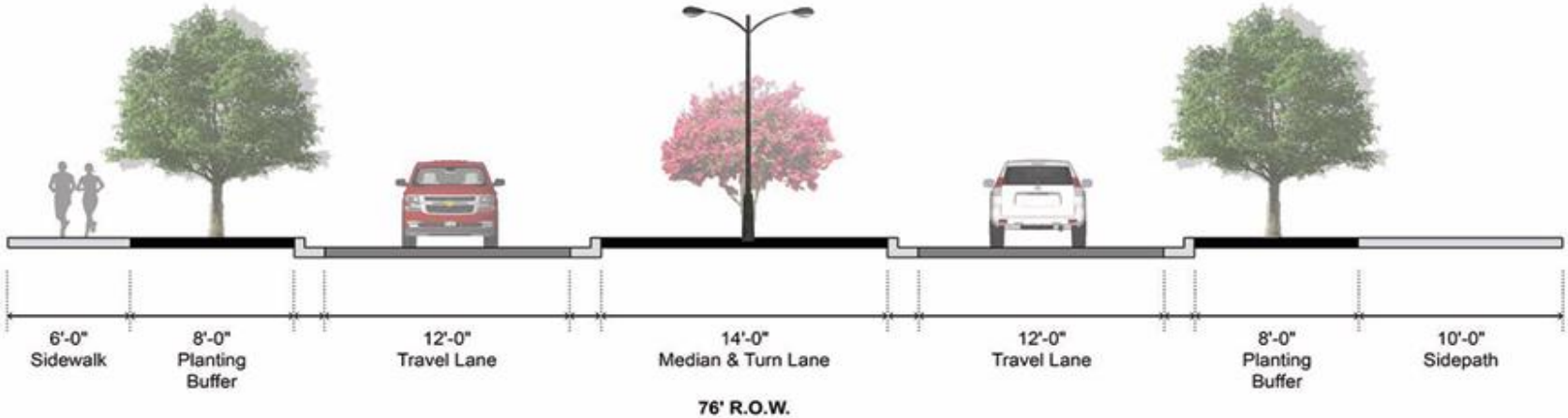
Nugent Avenue is an important, proposed community collector that extends across the railroad, connecting East Downs and Jackson Park with H.K. Dodgen Loop. Community Collectors function as key corridors that connect arterial streets with local and minor collector roads, accommodating moderate traffic volumes while providing access to surrounding neighborhoods and community destinations. Streets in this classification must balance efficient vehicular movement with a safe and comfortable pedestrian environment.

Key Characteristics:

- Two 12 ft travel lanes
- 14 ft tree-lined median that doubles as a turn lane where applicable
- Continuous 6 ft sidewalks and 10 ft sidepaths buffered from traffic by 8 ft landscape buffers



Proposed



CHARACTER IMAGERY



PEDESTRIAN CONNECTOR

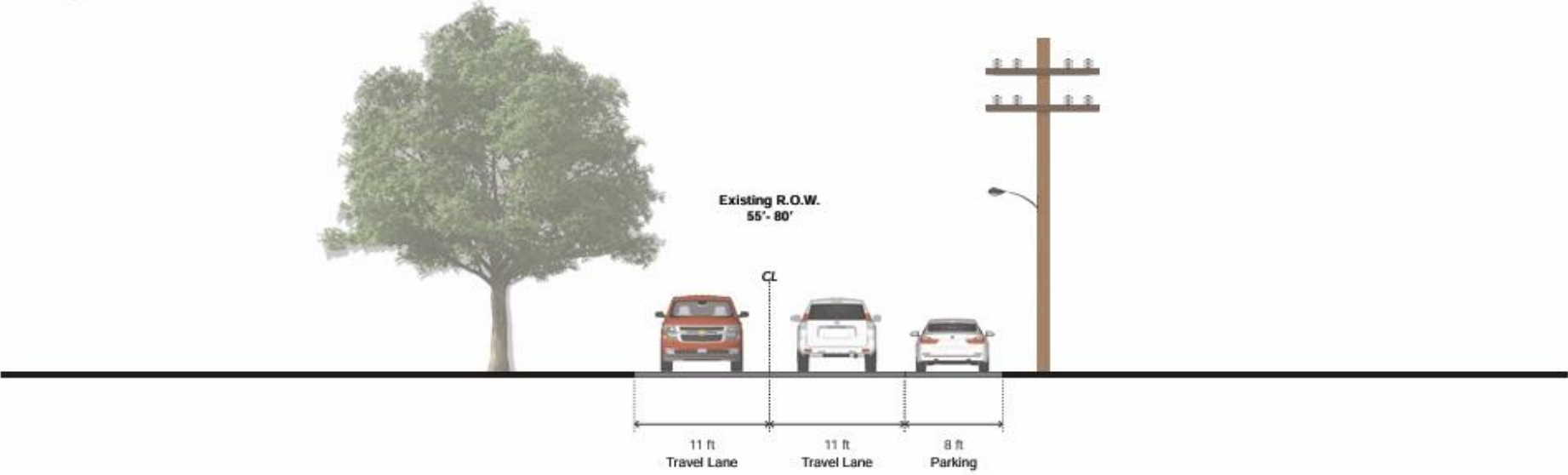
The pedestrian connectors are a network of roads running through the neighborhood's residential core. These roads connect users to the arterial and collector streets within the plan area. Pedestrian safety can be improved by placing a sidewalk on one side of the road as well as adding a landscape buffer to separate pedestrians from traffic. To improve vehicle traffic, widen the travel lanes from 11 ft to 12 ft. Parking should be limited to one side of the road to limit conflict within the travel lanes.

Key Characteristics:

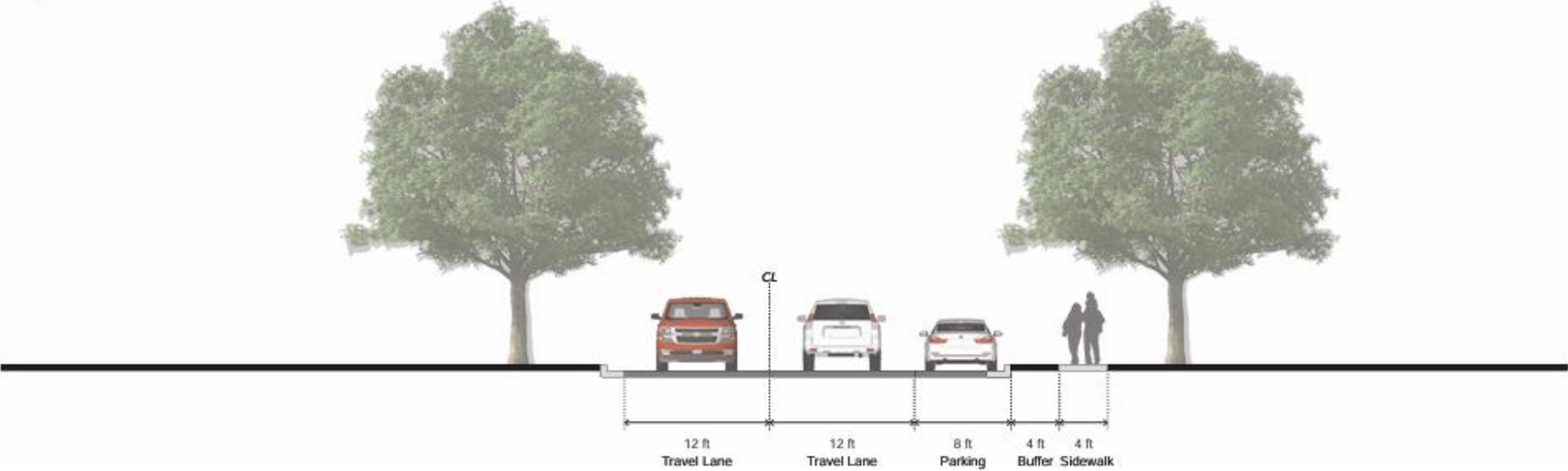
- Widen travel lanes by 1 ft
- Bury overhead utilities to improve the aesthetic of the streetscape
- Construct a sidewalk on one side of the road
- Include a 4 ft landscape buffer to provide more protection to pedestrians
- Limit parking to one side



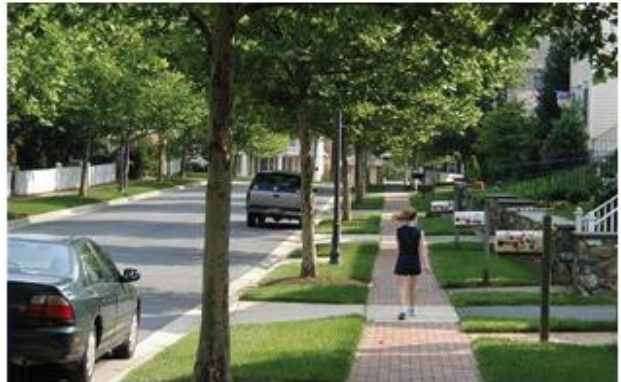
Existing



Proposed



CHARACTER IMAGERY



- Neighborhood Conservation
- New Neighborhood
- Neighborhood Mixed Use
- Commercial Edge
- School Campus
- Linear Park

363
TEXAS

Neighborhood Mixed Use. The character and land use of this area is currently industrial. While these businesses are well known and established, they do have an impact on the adjacent residences. Housing conditions in both the Jackson Park and East Downs Neighborhoods are worse off the closer they are to these uses. A long-term transition toward something that is more complementary to the nearby residential should be considered, which may still include employment or residential.

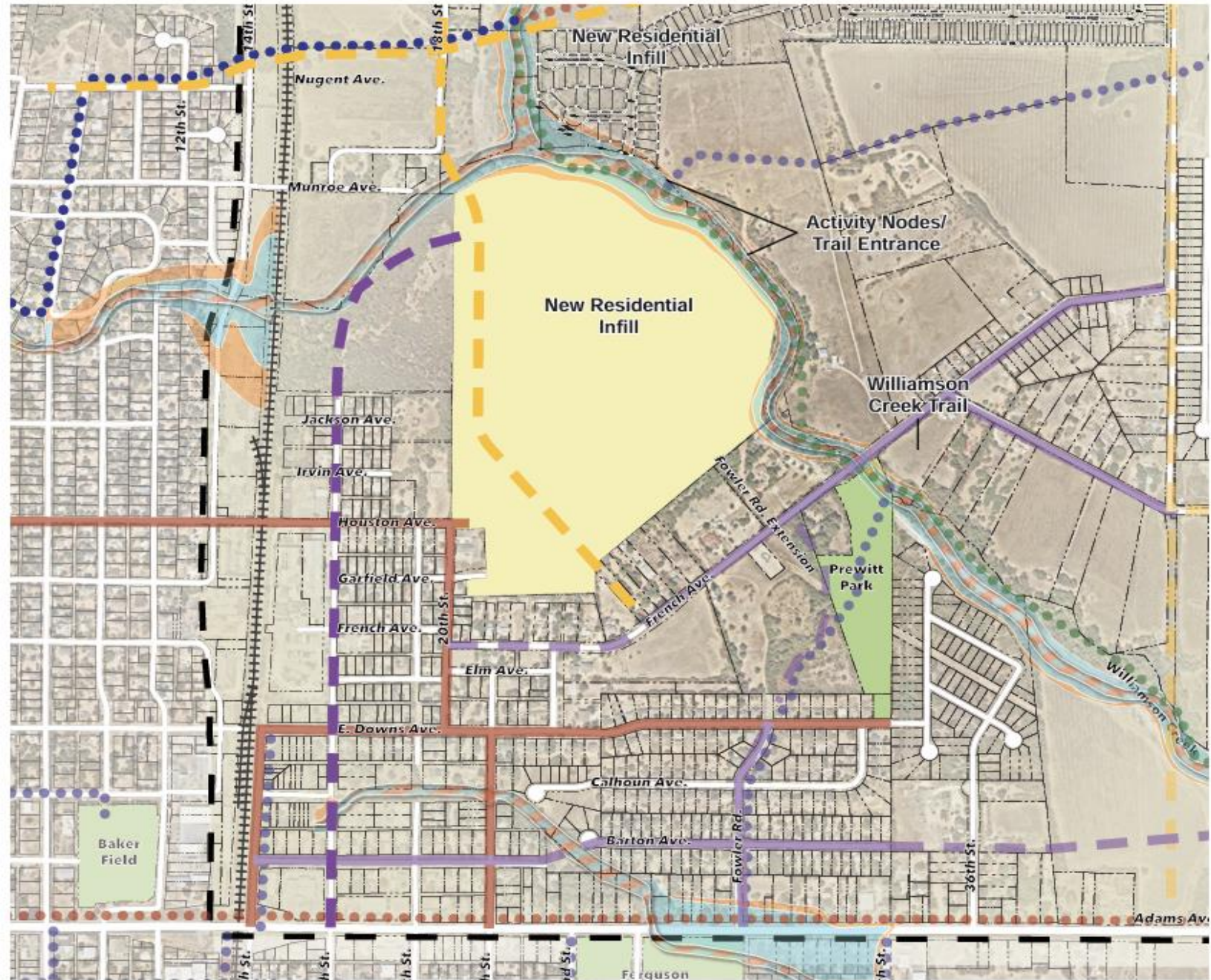
**Hector P. Garcia
Elementary
School**



NEIGHBORHOOD CONSERVATION

Neighborhood Conservation

The Neighborhood Conservation Area is a generational neighborhood on the edge of downtown Temple and Williamson Creek. With quaint housing, the existing residential development in this area consists of one-story, single-family houses. The area has limited walkability with scarce pedestrian facilities. These houses sit on smaller lots arranged in a grid-like structure with traditional block sizing and alleyways totaling 240' in total depth on average.



NEIGHBORHOOD CONSERVATION



Lot Summaries

- Front loaded
- 60' corner lot
- Carriage home with 2-car garage
- Front loaded
- Detached, rear garage
- Garage encroachment onto rear and side setbacks
- 50' single-family lot
- Front setback reduced to 15' due to detached garage
- 50' single-family lot
- 5' porch encroachment into front setback
- 50' single-family lot
- Carriage home with 3-car garage

Non-Conforming Lots

In order to allow for infill and redevelopment that is conducive to the existing environment, the City of Temple may make exceptions or allow for variances based on existing lot constraints that do not conform with updated lot standards. Each lot may face a different set of circumstances and redevelopment should be discussed with appropriate City Staff to determine a path forward.

NEW NEIGHBORHOOD

The New Neighborhood's characteristics are both rural and new single-family residential development. Long-standing residential properties are built on large acreage lots and within an agricultural backdrop of pastures and fields. These properties reflect elements of rural farm and ranch life typically found on the outskirts of town, a character that residents value.

Rural and Agricultural Land



Integrated Open Spaces

New development should embrace the rural nature of the plan area's east side. Open space connections to Williams Creek Linear Trail should be a priority for new residential developments. Opportunities for natural and undevelopable land, such as land within the floodplain contributing to open space, whether, passive and aesthetic or programmed and active can contribute to maintaining a rural character.

Embraced Agricultural Uses

This area includes properties actively used for agricultural purposes, such as farming and livestock. These uses draw many residents looking for a more rural lifestyle. Efforts to maintain current agricultural lands may be incentivized through regulatory means. Additional agricultural efforts, such as community gardens, may contribute to the agrarian character of the plan area.

Incoming Single-Family Development



On the east of East Downs, a single-family neighborhood is under construction. The subdivision features single-family housing with attached garages and two-car driveways. The subdivision has a large percentage of its housing situated on cul-de-sacs with limited connectivity to the surrounding areas. Privacy fences border the edges of the development with homes oriented inward, giving a sense of self-containment and lack of connection to the plan area.

Integrated Road Network

Public roadways and pedestrian connections can connect multiple developments and provide a more cohesive neighborhood feel. Cul-de-sacs and dead-end streets create internalized endpoints and limit the opportunity for community-wide connections. Efforts should be made to ensure streets engage with other developments where possible. These connections enable additional route opportunities and create a contiguous neighborhood feel.

Land Conservation Strategies

Conservation development, sometimes called Open Space Neighborhoods, harmonizes with the landscape and environmental conditions. These neighborhoods are built on a smaller footprint within a tract of land while still managing the development density allowable. Having subdivisions that follow this design method saves on the cost of infrastructure, increases home values, and provides for a greater sense of community while preserving open space and protecting environmentally sensitive areas. These neighborhoods still include amenities such as sidewalks, parks, and vehicle parking.

For neighborhoods of this manner, incentives for protecting the open space can be provided. These may include height allowances, mixed housing types, reduced lot sizes, reduced setbacks, or higher impervious cover limits. Options for negotiating things such as affordable housing can be a factor when these neighborhoods are in the early stages of development.

Cluster Development Examples



Conservation Development Example



NEIGHBORHOOD MIXED-USE



Proximity

This mixed-use area sits at the intersection of several key East Downs Plan Area elements. H.K. Dodgen Loop and Adams Ave. provide ample vehicular traffic, allowing for a viable commercial node and a gateway into downtown. Additionally, the linear park allows off-street connectivity for the surrounding neighborhood to this commercial hub. The mixed-use hub also provides diverse residential housing in a Hector P. Garcia Elementary neighborhood. This promotes different needs for higher-density housing, live-work opportunities, and service industries.

Connectivity

A new cross-section of 50th St. provides on-street parking and a walkable setting with a new side-path on the east side. This allows connections to both the linear park trail and the elementary school. Additionally, the continuation of 42nd St. to Adams Ave. allows more frontage for commercial viability and provides connections for the extension of Barton Ave. A side-path along the loop will provide additional pedestrian connectivity for future developments to the mixed-use node.

Multi-Family Housing

The proximity to the H. K. Dodgen Loop and Hector P. Garcia Elementary School provides opportunity for higher-density housing, such as apartments and townhomes. Consolidating density towards the edge of the plan area mitigates traffic issues within the neighborhood.



Commercial Development

Commercial and retail developments will front East Adams Ave. and act as a gateway along the H. K. Dodgen Loop.



Neighborhood

Residential developments should be built in a way that interfaces with the elementary school. By facing homes towards the school it creates a sense of community and safety for the students. These homes should be alley-loaded and configured in a way that reduces conflict with the school traffic.



Varying Intensities

The designation of mixed-use land allows for a variety of commercial developments, and several types of housing increase the plan area's housing opportunity while enhancing housing choice. The intensity of commercial use is highest at the corners of the major arterials and slowly transitions out to residential uses neighboring the elementary school. The inner sections surrounding the elementary school will become varying densities of residential use allowing housing opportunities for teachers and families with students.

COMMERCIAL EDGE



Extension of Barton Ave.

Connecting Barton Ave. will remove two dead-end streets in the plan area. A continuous road will minimize the need for both vehicles and pedestrians to traverse the neighborhood on Adams Ave.

Cross Access for Parking

In response to management strategies, cross-access easements for unified parking will help minimize curb cuts along Adams Ave. and allow unified development opportunities.

22nd St. Connection

The extension enables this connection of Barton Ave. by continuing 22nd St. to Barton Ave. and development opportunities are increased from the new frontage.

Mitigate Flooding

Redevelopment should improve the existing floodplain issues. Strategic upstream detention, re-engineered channels, and new road designs should work in harmony to allow development and mitigate flooding.



Commercial Edge



Slip Street / Parking Behind Building



Floodplain Management

LINEAR PARK

Linear Park

The Linear Park, which encapsulates the Williamson Creek drainage corridor, bisects the plan area diagonally from Northwest to Southeast. The extensive length of the park supports uninterrupted multi-use trails that connect across East Downs, while maximizing the use of otherwise undevelopable land within the drainage corridor. The park allows for the maximization of the undevelopable space within the drainage corridor. This park will provide a trail system that has far-reaching connections to the surrounding neighborhoods and parks in Temple.

The integrated trail system enables the linear park to seamlessly connect with surrounding residential developments throughout East Downs. Strategic access nodes link local pedestrian infrastructure to the proposed trail network, enhancing connectivity and accessibility between neighborhoods and open spaces.

Key Characteristics

- Integrated trail system
- Maximize Williamson Creek's potential
- Connectivity to surrounding parks
- Accessibility to residential developments
- Additional pedestrian route to school

Regional Connectivity

The Linear Park is planned to integrate into the trail system that connects along Williamson Creek into Hillcrest Cemetery, Miller, Jackson, Prewitt, Ferguson, Wilson, and Baker Parks. Additionally, the park connects to the commercial edge district.

Accessibility

The Linear Park will have many access points across the plan area via the integrated trail system. The integrated trail system will connect neighborhoods, housing developments within East Downs, and major thoroughfares providing meaningful connection throughout.



NEIGHBORHOOD IDENTIFICATION

The East Downs neighborhood is characterized by Williamson Creek and the surrounding pasture land. These central elements that contribute to how residents feel about the character of East Downs should be preserved. The branding of East Downs should contain these elements of rolling grass lands and creeks.

PRIMARY LOGO COLOR

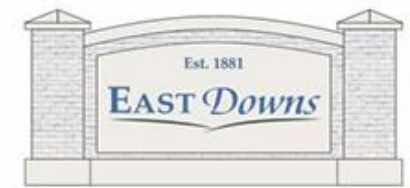


FONTS

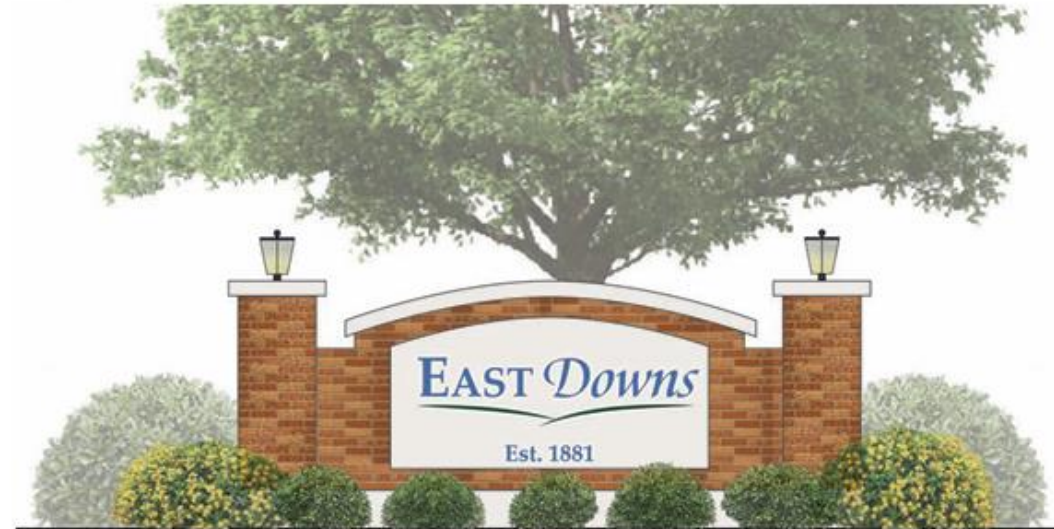
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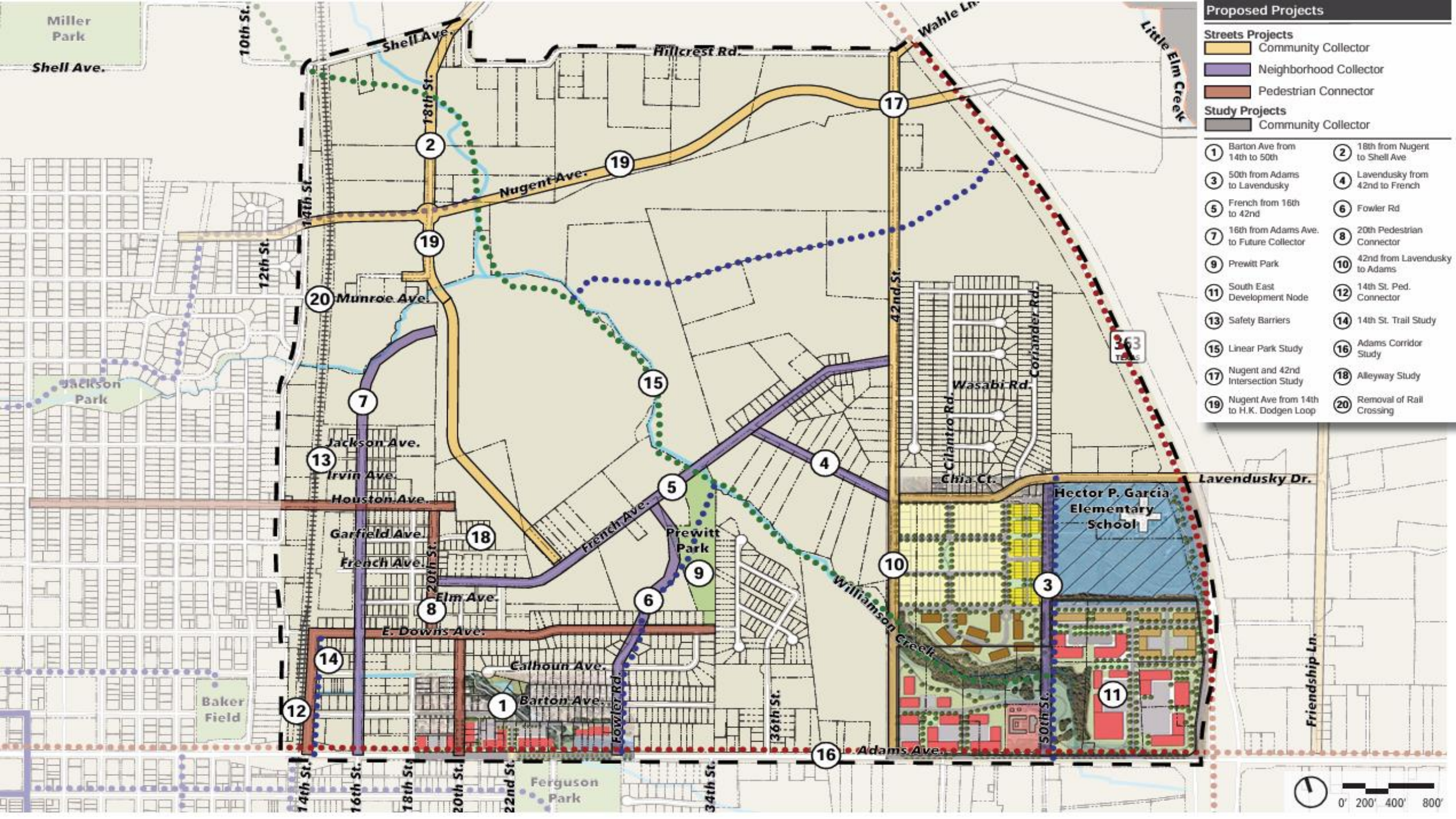


STREET SIGN TOPPERS



NEIGHBORHOOD MONUMENT

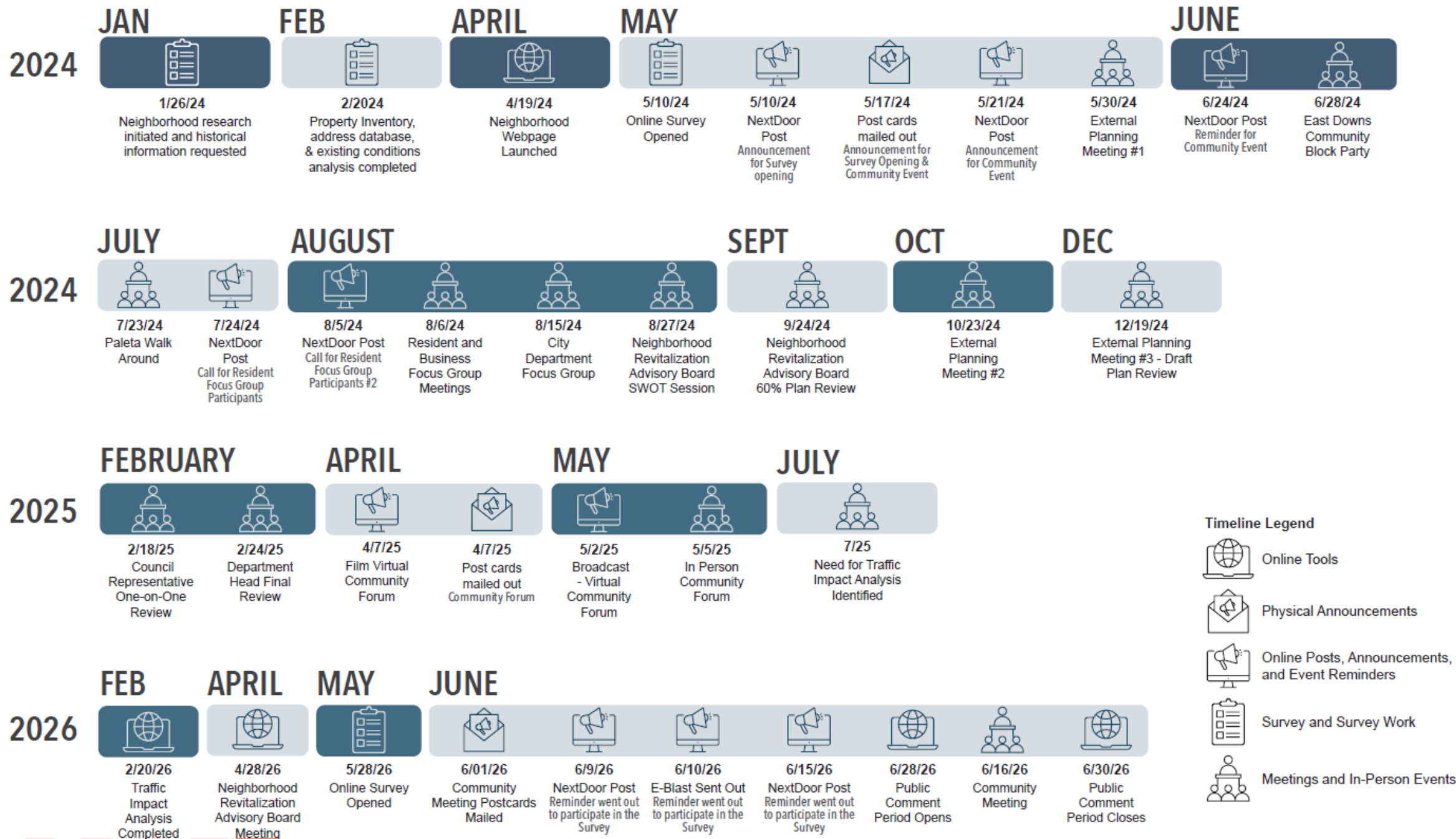
An elongated blade sign should be used for the entry monument to maintain the quiet, understated character of East Downs. The placement of the monumentation will be at the intersection of Fowler Road and E Adams Avenue, where it will be replacing the existing blade sign. With East Downs being located along a major arterial road, the signage creates a distinct point of entry along Adams Avenue and the primary entry point at Fowler. Other monument opportunities should be located along the Loop and the new Nugent Avenue Crossing.



A white pop-up tent is set up on a grassy area in a park. Under the tent, a table is covered with a white cloth featuring a black and white line drawing of a city skyline. Overlaid on the drawing is the text 'LOVE where you LIVE' in a mix of fonts, with a red heart for the 'O' in 'LOVE'. To the left of the table, a map of a city is displayed on an easel. The map has a small logo in the top right corner that says 'Tempe' with a star. In the background, there is a red canopy, a playground with blue and yellow equipment, and trees. The text 'QUESTIONS? COMMENTS.' is overlaid in large, bold, pink and teal letters across the center of the image.

**QUESTIONS?
COMMENTS.**

PUBLIC ENGAGEMENT TIMELINE

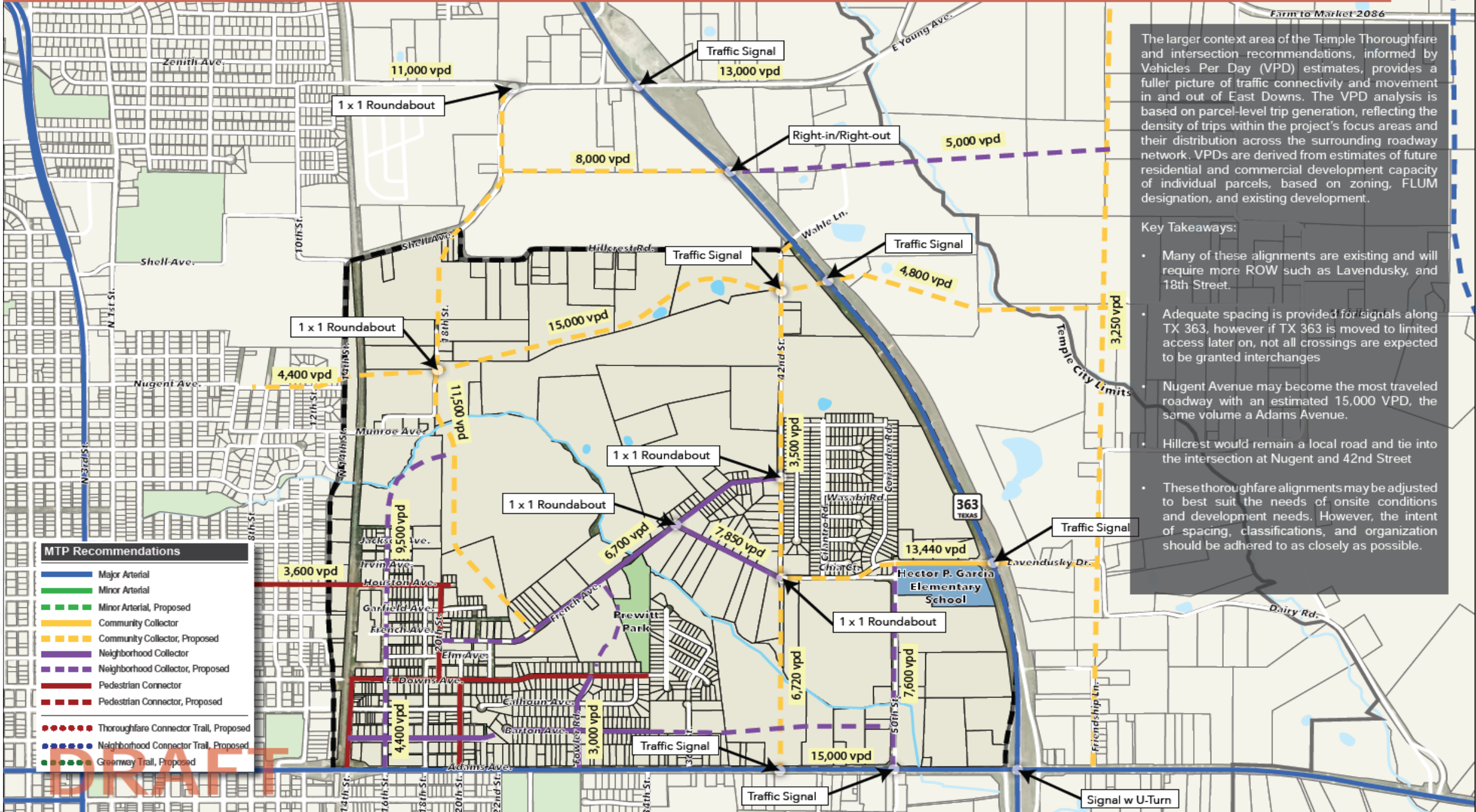


Timeline Legend

-  Online Tools
-  Physical Announcements
-  Online Posts, Announcements, and Event Reminders
-  Survey and Survey Work
-  Meetings and In-Person Events

EAST DOWNS TRAFFIC ANALYSIS

Farm to Market 2086



The larger context area of the Temple Thoroughfare and intersection recommendations, informed by Vehicles Per Day (VPD) estimates, provides a fuller picture of traffic connectivity and movement in and out of East Downs. The VPD analysis is based on parcel-level trip generation, reflecting the density of trips within the project's focus areas and their distribution across the surrounding roadway network. VPDs are derived from estimates of future residential and commercial development capacity of individual parcels, based on zoning, FLUM designation, and existing development.

Key Takeaways:

- Many of these alignments are existing and will require more ROW such as Lavendusk, and 18th Street.
- Adequate spacing is provided for signals along TX 363, however if TX 363 is moved to limited access later on, not all crossings are expected to be granted interchanges
- Nugent Avenue may become the most traveled roadway with an estimated 15,000 VPD, the same volume a Adams Avenue.
- Hillcrest would remain a local road and tie into the intersection at Nugent and 42nd Street
- These thoroughfare alignments may be adjusted to best suit the needs of onsite conditions and development needs. However, the intent of spacing, classifications, and organization should be adhered to as closely as possible.

THOROUGHFARE & INTERSECTION RECOMMENDATIONS

At a broader scale, the traffic analysis on page 41, illustrates the regional role of the East Downs neighborhood and the importance of cross-connectivity across the rail line, where limited crossings concentrate traffic onto a small number of routes. Nugent Avenue functions as the primary community collector providing neighborhood access across the rail line, while East Adams Avenue serves as a major arterial accommodating higher regional traffic volumes. East Young Avenue transitions in function at the railroad, operating as a community collector on the east side and a neighborhood collector on the west. Together, these corridors connect East Downs to the larger Temple network.

EAST / WEST CONNECTIVITY

Establishing Nugent Avenue as a continuous east-west connection is critical to improving mobility, restoring connectivity lost with the closure of Shell Drive, and supporting anticipated growth within the East Downs Plan Area. As new development occurs, Nugent Avenue will provide a direct link between the eastern and western portions of the plan area while improving access to Loop 363 and strengthening the overall transportation network. The crossing design, whether at-grade or grade-separated, should be evaluated based on cost, right-of-way impacts, and long-term transportation benefits.

Limitations of Existing Railroad Crossings:

Hillcrest Rd

1. Lack of connectivity to N 3rd Street
2. Existing intersection of Shell Ave and Hillcrest Rd presents safety challenges
3. Jog in Hillcrest Rd creates an unsafe route for the volume of future traffic
4. Existing intersection with the Loop presents safety challenges

Munroe Ave

5. Jog in Munroe Ave creates unsafe route for the volume of future traffic
6. The railroad crossing is in poor condition
7. Floodplain/River crossing would be required in addition to road intersection correction required for Munroe Ave and proposed 18th Street extension

Houston Ave

8. Jog creates indirect route for proper E-W connection of Houston Ave
9. Floodplain/River crossing would be required in addition to road intersection correction required for Houston Ave & proposed 18th Street extension

EAST DOWNS EAST-WEST CONNECTIVITY ANALYSIS

The Nugent Avenue extension is shown conceptually to preserve a future east-west connection necessary to support neighborhood connectivity, mobility, and emergency access within the East Downs area. The alignment shown in the Neighborhood Plan is intended to guide future transportation planning and does not represent a final design or construction project. Should the project advance in the future, additional engineering analysis, environmental evaluation, and public engagement should be conducted to inform the final design and implementation approach. Future design efforts should consider context-sensitive solutions that balance transportation needs with adjacent neighborhood character, safety, access, landscaping, pedestrian and bicycle accommodations, and other measures intended to minimize impacts to surrounding properties and residents.

