



# TOMBALL COMPREHENSIVE PLAN

ADOPTED OCTOBER 7, 2019





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PREPARED FOR



BY

HALFF ASSOCIATES, INC.



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## **ACKNOWLEDGMENTS**

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The following individuals are recognized for their substantial contributions to the preparation of this Comprehensive Plan:

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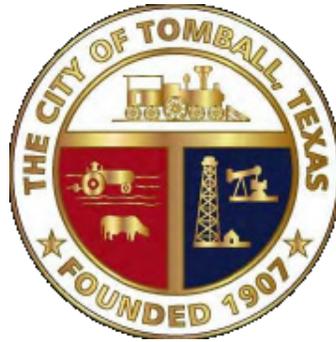
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# CHAPTER 1: INTRODUCTION





## INTRODUCTION

In 2009, the City of Tomball adopted its first comprehensive plan, Vision 2030, which has successfully guided the growth and character of the City for nearly ten years. Today, recent projects such as the completion of the Tomball Tollway and the Grand Parkway necessitate a plan update to ensure the community can proactively respond to changing conditions and reevaluate its vision for the future.

Tomball, once isolated, is now even more connected and in the path of the ever-increasing suburban sprawl of the Houston metropolitan area. How Tomball responds to these development pressures will shape the City well into the future. Addressing these concerns through integrated community planning will help guide the City through the uncertainty that the future brings.

This introductory chapter gives context to what a comprehensive plan is, the scope of the plan's authority, and the process in which the plan was formulated.

## COMPREHENSIVE PLANNING PURPOSE

A city's comprehensive plan (also known as a master plan) serves as a blueprint to guide a community's future development and redevelopment based on an established vision. The plan considers existing issues and future needs to determine actions that the community should pursue over time to realize that vision. This plan of action is a proactive approach to allow a city to manage growth, rather than accommodate it in a reactionary manner.

A city's planning process is important because the resulting plan document provides a community-approved vision that elected officials and City staff can refer to when making decisions in the future. Proactive community planning also helps to direct limited municipal funds more efficiently and can create more predictability in the development process.

Community elements considered in this plan include land use, mobility, community facilities and services, and livability. The resulting plan is representative of input from residents and stakeholders, and includes achievable actions to be enacted by the City.



**At the Depot, a commemorative statue of Ken Walden, a depot agent beloved by all, exemplifies the City's connection to local history and character.**

## PLANNING AUTHORITY

This plan is meant to serve as a guiding document for the future of the City. One of the primary purposes is to guide land use decision-making that provides predictability for both residents and businesses. It also serves as a policy document for considering future updates to the City's regulations. Unlike some other states, the development of a comprehensive plan in Texas is not required; rather, it is permitted by Chapter 213, *Municipal Comprehensive Plans*, of the Texas Local Government Code for the "purpose of promoting sound development." Most Texas communities develop comprehensive plans to have a policy document that guides future development in their city or town.

### LOCAL AUTHORITY

As identified in Article X, *Municipal Planning*, of the Tomball City Charter, a Planning and Zoning Commission is a recommending body appointed by the City Council to advise the Council on a series of development topics. One of their duties is to recommend extensions and additions to the City's Master Plan (i.e., the comprehensive plan) for the physical development of the City. The Planning and Zoning Commission will hold a public hearing and provide a recommendation to the City Council regarding this plan and the community's vision for the future.

## PLANNING AREA

The planning area for this plan is comprised of Tomball's current City limit boundary and its extraterritorial jurisdiction (ETJ) (see *Figure 1.1, Planning Area*, on the next page). The ETJ includes the unincorporated land adjacent to the City that is subject to a limited application of land development regulations. The incorporated portion of the planning area measures 12.4 square miles in size, while the ETJ portion of the planning area is 9.2 square miles.

Recommendations found within this plan will vary in degree of applicability between the incorporated City limits and the ETJ, but both areas will be subject to the considerations of long-range planning guidance associated with the Major Thoroughfare Plan and Future Land Use Plan. The Future Land Use Plan will provide pertinent guidance during the review and consideration

of potential zoning and annexation actions, while the subdivision of land will need to consider how it relates to the Major Thoroughfare Plan.

## PLANNING TIMEFRAME

A comprehensive plan is not intended to be a static document. While it is intended to be the community's long-term vision for the future, it still requires periodic updating; particularly when changing conditions (e.g., the construction of the Grand Parkway) necessitates a re-evaluation of how the community wants to move forward. As such, this planning effort should be viewed as an update and refinement of Tomball's previous comprehensive plan, Vision 2030.

Annual minor updates will keep the plan current with changes that may have occurred over the previous year and will discuss priorities for the subsequent year's Implementation Action Plan. A more in-depth evaluation is undertaken around the five-year point to ensure these strategies are still effectively leading the City towards the long-term vision. At the 10-year point, a comprehensive update should be undertaken to reassess the community's vision for the future. The timeframe for this plan is a period of 20 years.

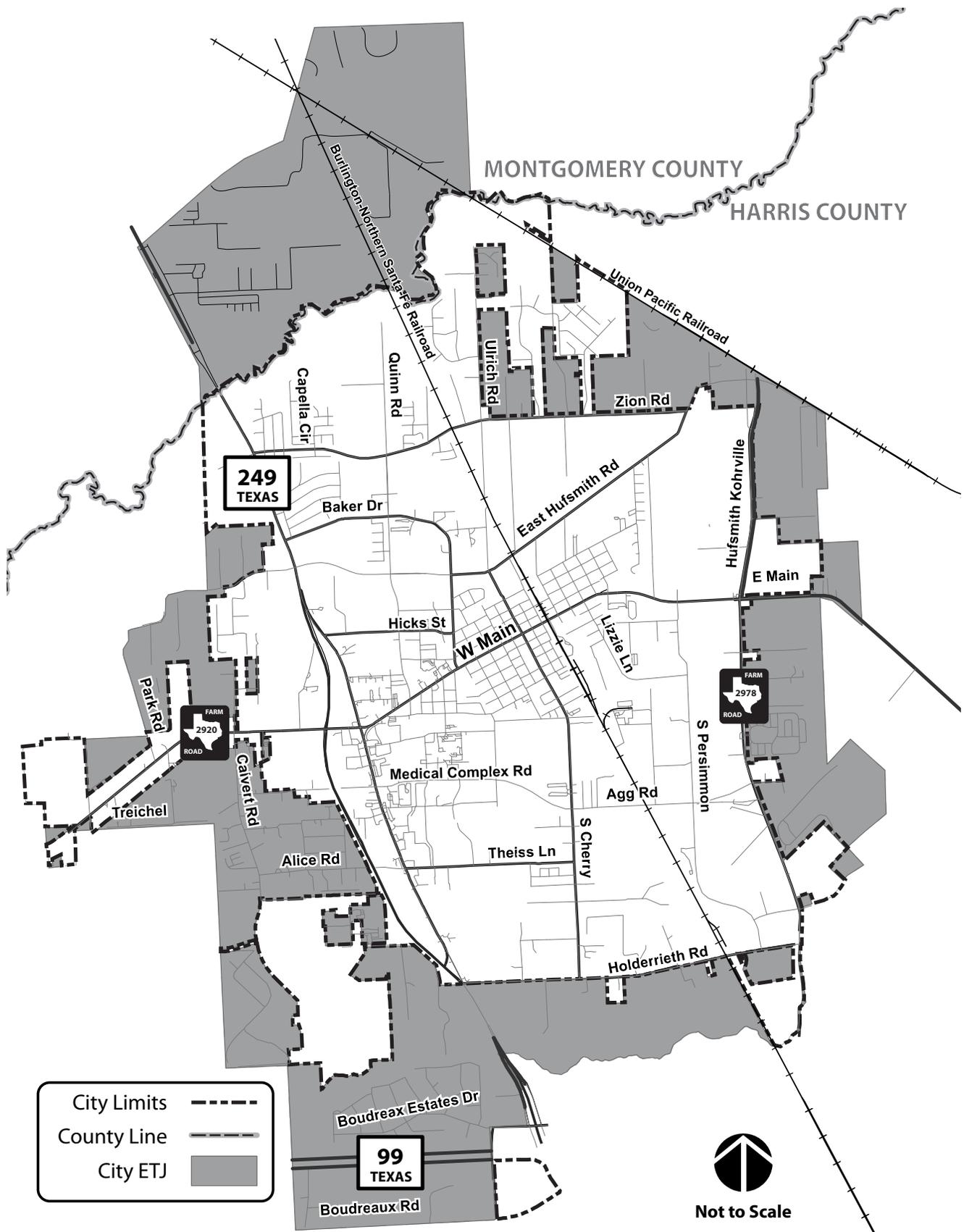
## PLAN APPLICATION

The Tomball Comprehensive Plan is a policy document that articulates a vision, outlines goals and objectives, and recommends specific actions for implementation. It ensures that new development and redevelopment of land, roads, parks, utilities, and public facilities are well-planned and occur in a manner that achieves the desired vision of the community.

For a comprehensive plan to be successful, consistent action is required to implement the plan recommendations. This plan is ultimately a guiding document to City leaders and staff regarding the day-to-day decisions on policy, development, and spending priorities. General actions that carry out the goals and objectives of this plan include:

- Changes to the regulatory tools used (e.g., the City's zoning, subdivision, and other development related ordinances);

Figure 1.1, Planning Area



## Tomball Comprehensive Plan

- Capital improvement investments (e.g., streets; water, wastewater, gas, and drainage infrastructure; sidewalks; parks and trails; and public facilities);
- Additional planning efforts and studies that will further clarify needs and specify recommendations and actions (e.g., more detailed special area plans such as drainage plans or park master plans);
- Interdepartmental and intra-agency efforts regarding programs and projects that advance the goals and objectives of the Tomball Comprehensive Plan;
- Partnerships with outside entities (e.g., private land owners, business owners and developers; and other stakeholders or interest groups);
- Securing funding resources such as public and private grants to supplement the City's general budget.

In order to accomplish the goals and objectives of the Tomball Comprehensive Plan and to realize the vision, this document should be consistently referred to by land owners, developers, government entities, City departments, and public officials during the decision-making that will impact the future of the community.



The location of Tomball City Hall in Old Town Tomball ensures that the City's core governmental operations remain in the heart of the city.

Figure 1.2, Planning Process



## PLANNING PROCESS

The process for developing the Tomball Comprehensive Plan is a phased approach that builds upon itself (see Figure 1.2, *Planning Process*). Each individual phase includes opportunities for community engagement that provide the necessary feedback to ensure the plan is accountable to the general public. The three phases include the following:

### PHASE 1: PLAN FOUNDATION

The first phase of the planning process includes the examination of background planning information and efforts for public input on the issues facing the City. The results of this phase becomes the “plan foundation” for the subsequent vision setting exercises and help shape the subsequent identification of goals and recommendations.

### PHASE 2: CITY-WIDE VISION

The second phase of the planning process determines the long-term citywide vision for the future. This includes establishing the guiding vision statement, goals, and recommendations which shape the City’s future character of development. This phase also provides the framework for the City’s Future Land Use Plan, Major Thoroughfare Plan, and the policy directions which are embodied throughout this plan.

### PHASE 3: IMPLEMENTATION

The third and final phase of the planning process includes the refinement of the plan recommendations, the establishment of the Implementation Action Plan, and plan adoption. The City Council’s ultimate approval of the plan provides both the community and City staff with the policy guidance needed to move towards effective implementation.

## **SUCCESSSES OF THE PREVIOUS PLAN**

Recognizing the accomplishments of the previous comprehensive planning efforts help highlight the City's on-going and long-term efforts regarding successful plan implementation. The following list includes highlights of actions from the Vision 2030 Comprehensive Plan that have been initiated and, in many cases, already been completed. These actions are arranged based upon the previous plan's organizational framework.

### LAND USE AND DEVELOPMENT

- Evaluated and implemented options for maintaining public facilities and services, and community standards to ensure that new development financially contributes its fair share of the cost.
- Maintained and strengthened effective buffering policies between land uses to ensure compatibility.
- Partnered with the development community to provide a wide variety of housing products that are compatible with existing neighborhoods and meet existing and future residential needs.
- Protected existing downtown neighborhoods from incompatible land uses.
- Encouraged the rehabilitation or replacement of dilapidated housing units and buildings, discouraging further deterioration and where necessary, sought to remove unsafe structures.
- Developed the Depot/Open Space plaza into "The Downtown Destination," including developing an active multi-use event and gathering space, a public park in the heart of downtown, and a cultural platform to celebrate the history and traditions of Tomball.
- Developed a combination of clearly visible and accessible public open-lot, on-street parking, and retail loading options that are properly scaled to the downtown environment, including providing clear pedestrian access to adjacent streetscapes.

### CIRCULATION

- Coordinated and partnered with regional organizations including municipalities, counties, regional organizations, and the State of Texas.
- Developed and implemented an access management program.

### ECONOMIC OPPORTUNITY

- Encouraged the development of businesses in close proximity to the medical campus that can serve the large number of employees and patient visitors in the area.
- Encouraged the development of businesses in close proximity to Lone Star College campuses that promote and support education and training opportunities.
- Worked closely with the Greater Tomball Area Chamber of Commerce (GTACC) to support and attract local businesses.
- Invested in the maintenance and development of the community's infrastructure to support and attract businesses.
- Maintained timely permitting and review processes and enforced codes and ordinances to protect property investment.
- Supported the development of a mix of retail and entertainment options.

### PARKS AND RECREATION

- Developed recreational trails to improve access and movement within all park facilities.
- Worked with Harris County to increase recreational opportunities and access by examining ways to connect such facilities through the City's trail system.
- Encouraged tree plantings on private property to add to the City's urban forest.

## GROWTH CAPACITY

- Through the capital improvements plan and annual budget process, developed and implemented maintenance schedules for wells, booster pumps, storage facilities, and water delivery lines.
- Ensured that system expansions to support new growth or annexations of the ETJ area do not jeopardize existing development.
- Periodically reviewed rates and fees to ensure adequate revenues for long-term system sustainability.
- Used the Comprehensive Plan as a guide to determine priorities for future expansion of the water system.
- Maintained policies that regulate water system expansion and used water system extensions as economic development incentives.
- Ensured adequate capacity for wastewater collection and treatment to accommodate future growth.
- Developed and maintained an up to date Drainage Master Plan that reflects the Comprehensive Plan.

## PLAN COMPONENTS

The Tomball Comprehensive Plan is arranged into six chapters. These chapters are intended to mirror the process in which the plan was developed. The plan begins with an overall introduction and orientation to the process and concludes with the steps that outline the City's strategic directions for implementation.

### CHAPTER 1: INTRODUCTION

The first chapter discusses the importance of the Comprehensive Plan and outlines the planning process. It also provides references to some of the accomplishments of the previous planning effort.

### CHAPTER 2: EXISTING CONDITIONS

The second chapter presents a community profile of Tomball, including the regional and historic context, a demographic snapshot, and existing conditions related to land use, mobility, utilities, community facilities, and livability.

### CHAPTER 3: COMMUNITY INPUT

The third chapter describes the community engagement process and presents the results of the various input methods, including stakeholder meetings, advisory committee meetings, the public survey, the public open house, and meetings with the elected and appointed officials.

### CHAPTER 4: COMMUNITY VISION

The fourth chapter presents the overall vision and supporting goals that guide the plan and identifies the character elements that will guide future development.

### CHAPTER 5: FUTURE DIRECTIONS

The fifth chapter analyzes existing conditions and makes recommendations for growth and capacity, future land use and development, mobility, community facilities and services, and community livability.

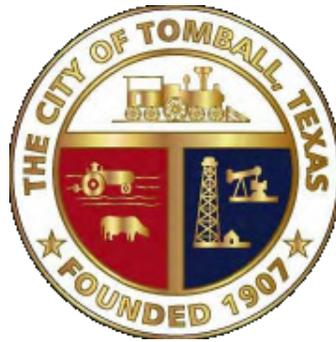
### CHAPTER 6: PLAN IMPLEMENTATION

The sixth chapter details the specific strategies for implementation, recommended phasing, and responsible parties in order to achieve the overall plan vision.

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# CHAPTER 2: EXISTING CONDITIONS





## INTRODUCTION

In any planning process, it is first necessary to understand the existing conditions, or baseline, of the community. In this regard, the “baseline” highlights where we are at today, what is working well, and conversely, what is not working well. It provides the foundation for understanding which recommendations may be needed to solve important issues identified by the Tomball community.

The assessment of existing conditions includes looking at elements of the built environment, population and socio-economic demographics, and other facets of the City that provide context for this planning effort. The components that are to be examined in this chapter include:

- Historical context;
- Regional context;
- Population and socio-economic profile;
- Previous planning efforts;
- Mobility;
- Existing land use and development;
- Growth and capacity; and
- Community livability.

The overview and assessment of existing conditions includes overview information from various plans and studies which may provide more in-depth information about the topic. As with any comprehensive planning process, it is necessary to synthesize the pertinent information from these various plans and studies so that a “comprehensive” assessment can determine how they all work together to improve the City in the future.



*"Do what you can, with what you have,  
where you are."*

*~Theodore Roosevelt*

## HISTORICAL CONTEXT

In 1838, a few years after the end of the Texas Revolution, the area that encompasses much of present-day Tomball was given as a land grant to the heirs of William Hurd. This farming community, originally known as Peck, was home to a train station along a Trinity and Brazos Valley Railway running from Fort Worth to Galveston. The station, located centrally in town, hosted both a freight terminal and stock pens. Over time, the town's economic prosperity continued to grow because of Thomas Henry Ball's decision to bring the railroad to the area. Mr. Ball, an attorney for the railroad, was also a prominent politician and businessmen in Houston. As such, the town was renamed to Tomball in his honor in 1907.

Similar to many areas throughout Texas, oil had a guiding influence on the early development of the City of Tomball. In 1933, drillers found oil just west of town on the property of J. F. W. Kob. In 1935, the original contract negotiated between Tomball and the Humble Oil and Refining Company (now Exxon Company, U.S.A.) provided free water and natural gas to Tomball residents for 90 years in exchange for drilling rights within the City limits.<sup>1</sup> Humble Oil Company and more than 20 other energy companies worked the fields around the City for many years, producing more than 100 million barrels of oil and 316 billion cubic feet of natural gas.<sup>1</sup> By the time the City incorporated on July 6, 1933, Tomball was popularly known as "Oil Town U.S.A."<sup>1</sup> To this day, many businesses in the community are still interconnected with the oil and gas industry.

In 1976, the first hospital in Tomball was opened and since then has grown into the HCA Houston Healthcare Medical Center. In 1987, Tomball adopted its home rule charter as a council-manager form of government. In 1988, Tomball College, now called Lone Star College-Tomball, opened. Today the student population is nearing 10,000.<sup>2</sup>

## REGIONAL CONTEXT

Tomball is well situated within the greater region to be able to conveniently access many of the area's assets and resources (see *Figure 2.1, Regional Context Map*, on the next page). Indeed, Tomball's proximity to metropolitan Houston provides convenient access to the region's employment opportunities, as well as its entertainment and cultural resources. For those interested in natural resources and recreation, the Sam Houston National Forest is just north of Tomball and the plentiful resources of Galveston Bay and the Gulf of Mexico are conveniently located to the south. Tomball has good proximity and access to all of these resources and is within a 30-mile driving distance to the George Bush Intercontinental Airport.

The City of Tomball is located to the southwest of The Woodlands and northwest of Houston. The City resides within Harris County, with the northern portion of the City's extraterritorial jurisdiction (ETJ) being located in Montgomery County. The City is part of the Houston – The Woodlands – Sugar Land metropolitan statistical area (Houston MSA). The City resides along State Highway 249, 35 miles from downtown Houston. The recent opening of the newest segment of the Grand Parkway (SH 99) connects Tomball to New Caney to the east and Richmond to the south. The Grand Parkway provides access to the major trade corridors of Interstate 45, Interstate 69, and Interstate 10.

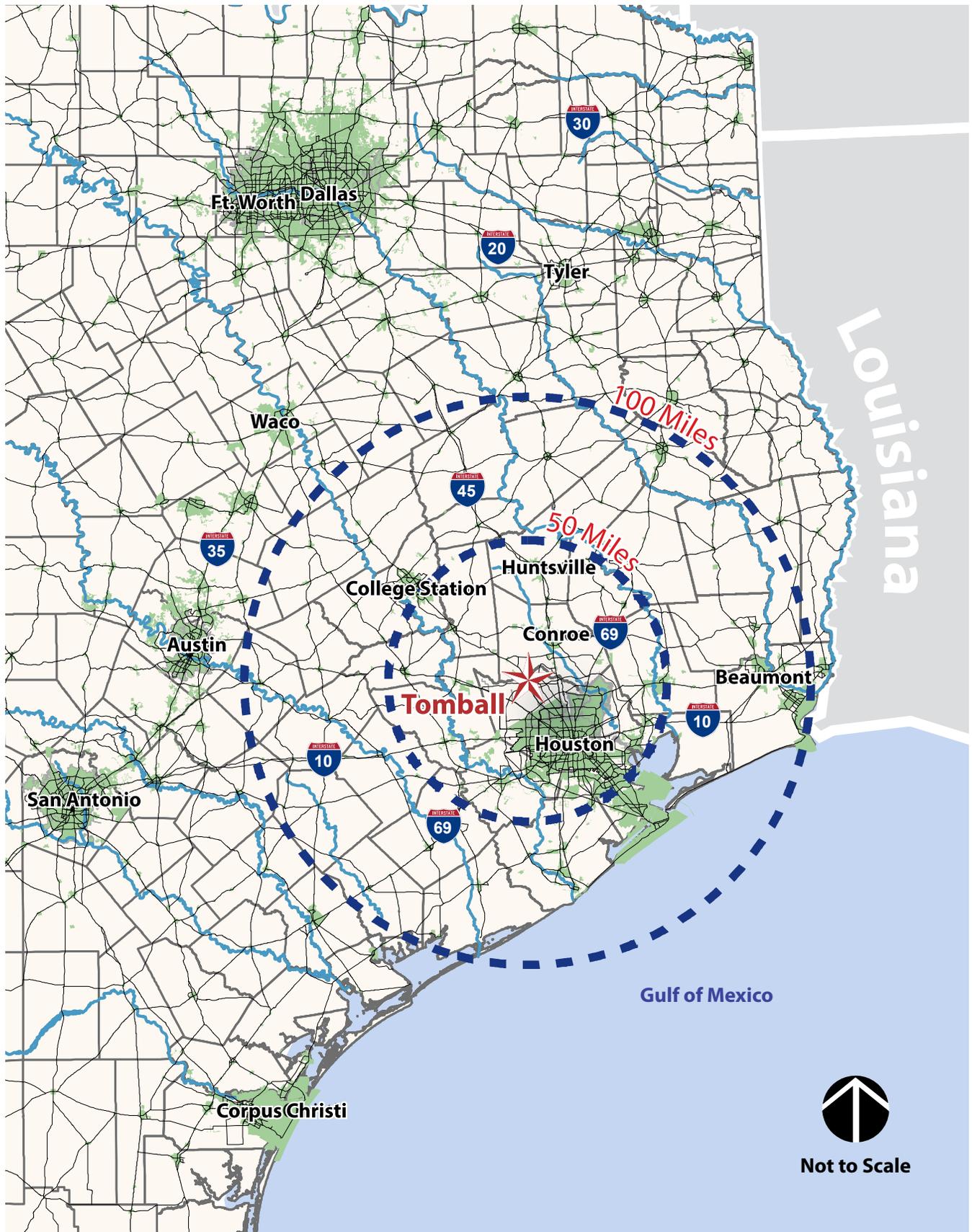
Beyond the region, Tomball is within approximately 150 to 225 miles of several other metropolitan areas in Texas, including Austin, San Antonio, and the Dallas-Fort Worth Metroplex.

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<sup>1</sup> Handbook of Texas Online, Mike Dennis and Lessie Upchurch, "Tomball, TX," accessed March 16, 2018, <http://www.tshaonline.org/handbook/online/articles/hgt06>.

<sup>2</sup> Fall 2017 Enrollment Report. LoneStar College, accessed March 16, 2018 <http://www.lonestar.edu/images/OD2%20FA17%20Credit%20Enrollment%20Report.pdf>

Figure 2.1, Regional Context Map



## POPULATION AND SOCIO-ECONOMIC PROFILE

Understanding the historical population and socio-economic profile of a city helps to identify key trends and how the City compares to other population segments (e.g., how does Tomball compare to the overall demographics of the Houston MSA or the state of Texas). In this regard, the profile and comparisons help to contextualize how Tomball fits in with the greater region and provides insight as to potential recommendations for moving forward in the future.

### HISTORICAL POPULATION

Tomball’s historical population growth indicates a slow, but steady increase over the past 60 years (see *Figure 2.2, Historical Population*). Tomball’s annualized growth rate was very similar to that of the greater Houston MSA between 1950 to 1980. Tomball’s annualized growth rate outpaced that of the Houston MSA from the 1980s through 2000. Over the last 17 years, however, Tomball’s growth has been less than the overall Houston MSA. Since 2000, the Houston MSA annualized growth rate is nearly two times that of Tomball.

### POPULATION DENSITY

Illustrated in *Figure 2.3, Population Density Map*, is the concentration of population located within the planning area. This information shows the population per square mile at the census block group level, which is used by the U.S. Census Bureau for the delineation of demographic information (note: these census block groups typically range from a population of 600 to 3,000 people).

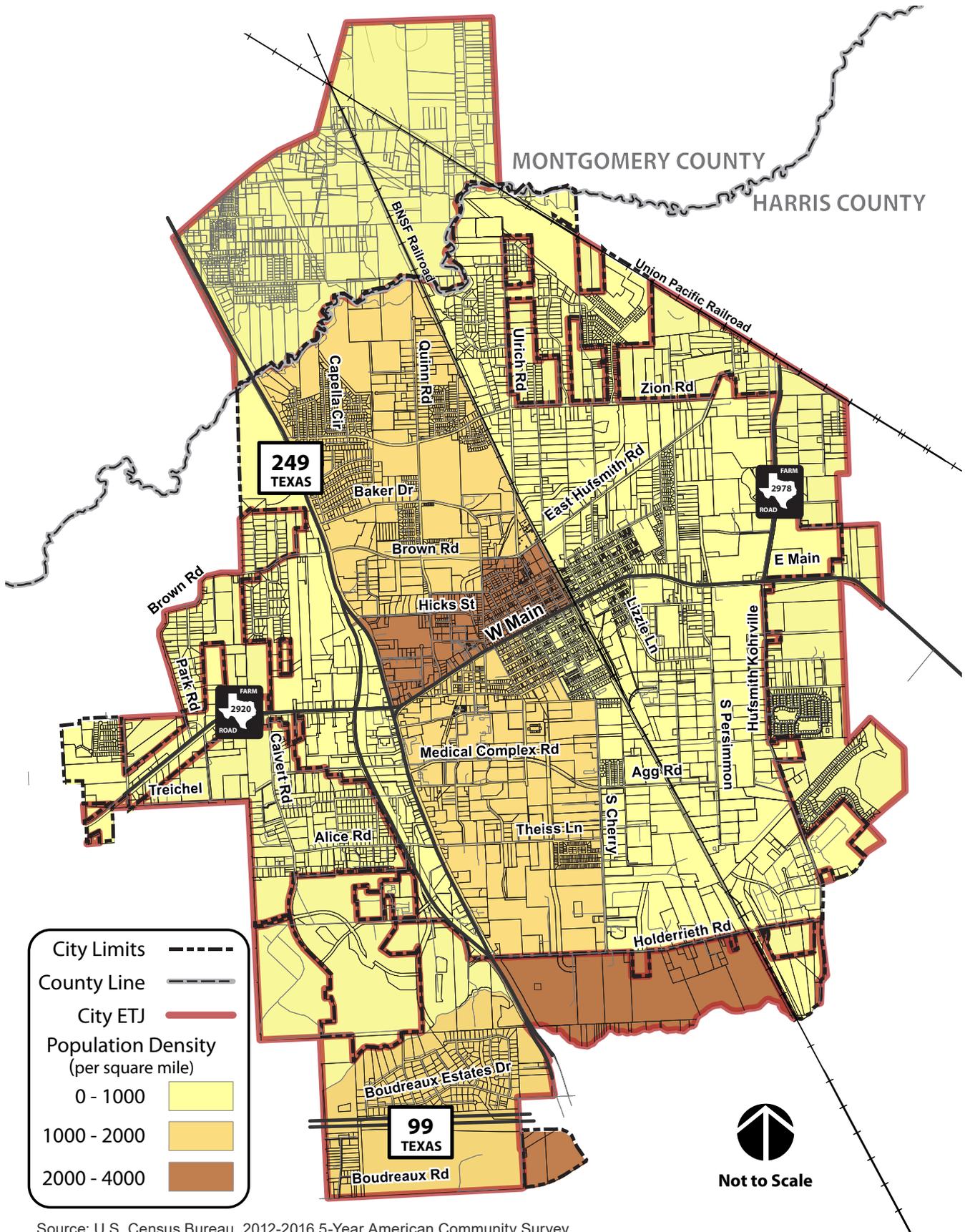
For most of the City’s planning area, the population density remains below 1,000 people per square mile. Denser areas of the City are located between SH 249 and the BNSF railroad, with downtown Tomball being the most dense at 2,000 to 4,000 people per square mile. The portion of the City south of Holderrieth Road represents a census block group that is split by the planning area. This portion of the City is in fact very sparsely populated and does not include any significant development projects. However, the remaining portion of that census block is south of the City’s planning area and includes a much more dense population than most of the City of Tomball.

**Figure 2.2, Historical Population**

YEAR	CITY OF TOMBALL			HOUSTON MSA	
	POPULATION	ANNUALIZED GROWTH %	POPULATION CHANGE	POPULATION	ANNUALIZED GROWTH %
1950	1,065	-	-	806,701	-
1960	1,713	6.1%	648	1,243,158	5.4%
1970	2,734	6.0%	1,021	1,985,031	6.0%
1980	3,996	4.6%	1,262	2,905,353	4.6%
1990	6,370	5.9%	2,374	3,301,937	1.4%
2000	9,089	4.3%	2,719	4,177,646	2.7%
2010	10,753	1.8%	1,664	5,920,416	4.2%
2017	11,707	1.3%	954	6,892,427	2.3%

Source: U.S. Census Bureau

Figure 2.3, Population Density Map



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**AGE DISTRIBUTION**

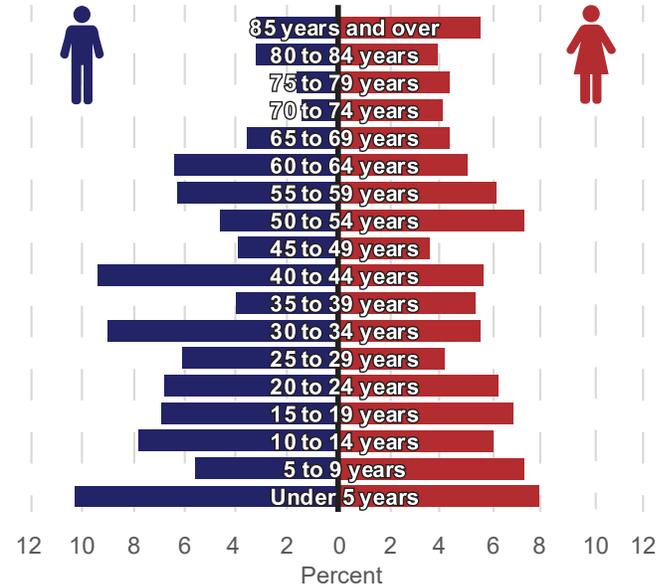
The age breakdown of Tomball citizens is identified in *Figure 2.4, Age Distribution*. The largest cohort of the population are those who are age five or under, and the smallest population cohort includes those who are ages 70 to 74. Set out in *Figure 2.5, Key Age Groups*, is a more in-depth look at how these specific segments compare to the national totals for children and retirees.

In both of these age segments, the Tomball community has a larger makeup of these age groups than that of the overall United States. This results in Tomball having a lower percentage of workforce population (ages 18 to 64) than the national average.

**RACE AND ETHNICITY**

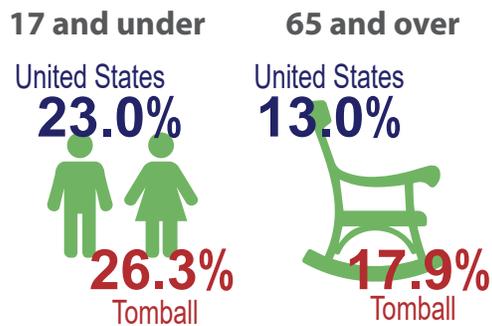
Set out in *Figure 2.6, Race and Ethnicity*, are the comparisons of race and ethnicity in Tomball as compared against several neighboring cities, Harris County, and the State of Texas. The City of Tomball is more similar to that of Katy, another Houston suburb, than that of Harris County, and the state as a whole. Similarly, as it relates to Hispanic or Latino populations, Tomball is comparable to Katy, but significantly lower than overall Harris County and the state.

**Figure 2.4, Age Distribution**



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.5, Key Age Groups**



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.6, Race and Ethnicity**

RACE & ETHNICITY	TOMBALL	MAGNOLIA	KATY	HARRIS COUNTY	TEXAS
White	84%	67%	87%	63%	75%
Black or African American	8%	11%	7%	19%	12%
Native American & Alaska Native	0%	0%	1%	0%	0%
Asian	2%	1%	2%	7%	4%
Pacific Islander	0%	0%	0%	0%	0%
Other	4%	2%	2%	8%	6%
Two or More Races	2%	19%	1%	2%	2%
Hispanic or Latino Descent	25%	9%	30%	42%	39%

Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.7, Median Household Income**



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**HOUSEHOLD INCOME**

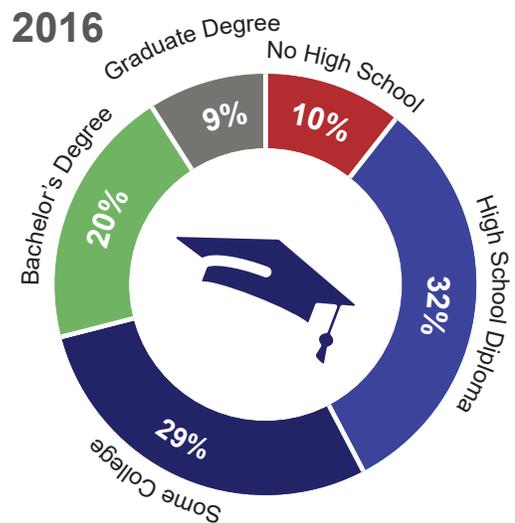
As set out in *Figure 2.7, Median Household Income*, Tomball’s median household income is slightly higher than Magnolia, but much lower than Katy. When compared to county and state levels, Tomball has a lower median household income. The lower City median income is, to some degree, likely explained by the relatively high population of Tomball residents who are in their retirement years.

**EDUCATIONAL ATTAINMENT**

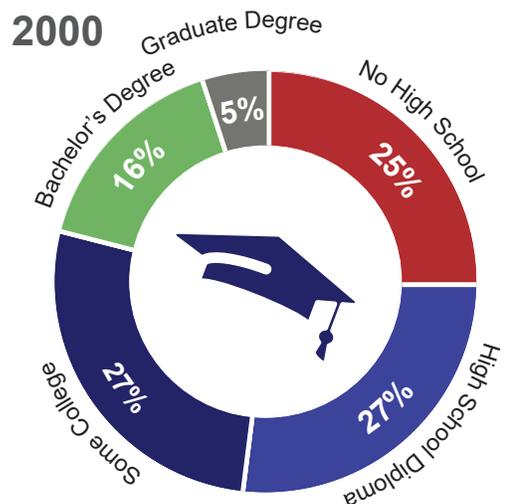
Tomball’s education levels are set out in *Figure 2.8, Educational Attainment*. Tomball has a workforce of 7,278 people and among these workers, 90 percent have graduated high school, and close to 30 percent have a bachelor’s degree or higher.

The previous Vision 2030 plan also highlighted educational attainment using data from the 2000 U.S. Census. Since the year 2000, Tomball has witnessed increases in all subgroups for educational attainment. Tomball has almost doubled its population with graduate degrees and reduced the percentage of people without a high school diploma by more than half.

**Figure 2.8, Educational Attainment**



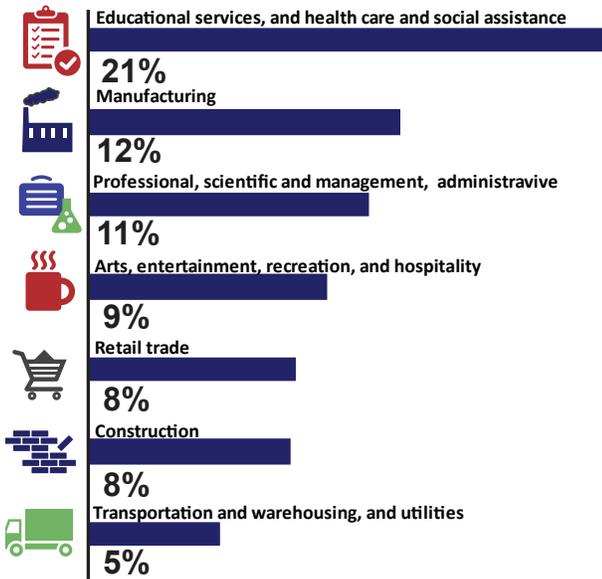
Total Workforce: 7,278



Total Workforce: 6,821

Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.9, Local Industry Employment**



**LOCAL EMPLOYMENT**

Set out in *Figure 2.9, Local Industries Employment*, is a breakdown of employment sectors responsible for the jobs located within Tomball. Businesses related to educational services, health care and social assistance are the primary providers of employment, accounting for 21 percent of the workforce. The HCA Houston Healthcare Medical Center, along with other medical facilities, likely accounts for the high level of employment in this sector. The second-highest employer is the manufacturing sector with 12 percent.

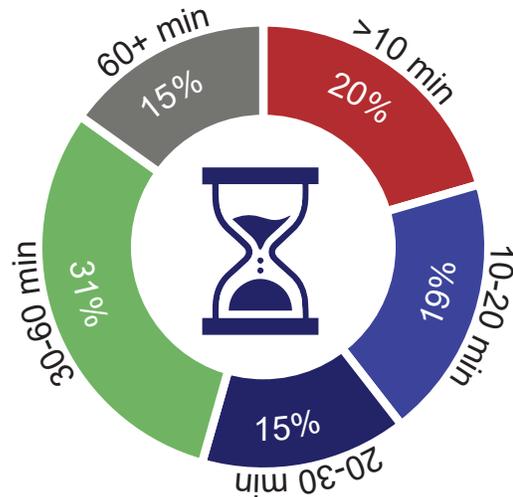
**COMMUTE PATTERNS**

Commuting patterns for the Tomball community are set out in *Figure 2.10, Commute Times* and *Figure 2.11 Transportation Mode*. The most prominent commuting pattern is by personal automobile with a commute time of between 30-60 minutes. With one in 10 people either working from home or walking to work, 10 percent of the workforce does not rely on some form of transportation to get to work on a daily basis. This group of commuters would likely account for half of the 20 percent of people with less than a 10-minute commute.



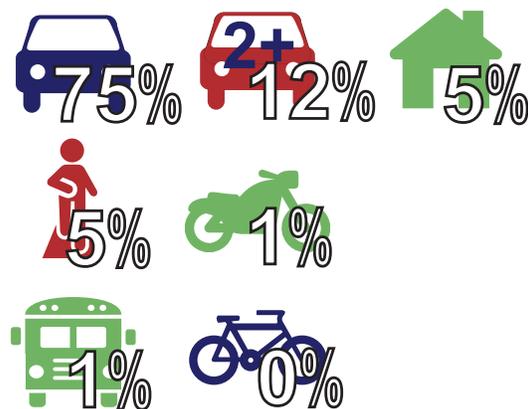
Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.10, Commute Times**



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

**Figure 2.11, Transportation Mode**



Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

## PREVIOUS PLANNING EFFORTS

A comprehensive plan is intended to provide guidance for a wide spectrum of responsibilities that a city is tasked with administering. Tomball has conducted a number of planning efforts which will be used to inform and guide the recommendations found within this plan. Identifying and synthesizing the pertinent information from these past planning efforts will help provide context and promote the City's desire to validate their investments and initiatives.

### VISION 2030 COMPREHENSIVE PLAN

The previous comprehensive plan for the City of Tomball, Vision 2030, was adopted in December of 2009, and serves as the foundation for this planning effort.

The six guiding principles from the Vision 2030 plan include:

- Strong sense of community and spirit;
- Efficient transportation that connects our community;
- A vibrant downtown and heart of the community;
- Strong regional center with thriving businesses and jobs;
- A safe community that promotes a healthy lifestyle; and
- Abundant, integrated open spaces, and natural areas.

Along with providing a number of recommendations, Vision 2030 was responsible for developing two important guiding documents: the Future Land Use Plan, and the Sidewalk, Pathways, and Trails Network Plan.

### MASTER DRAINAGE PLAN

The Master Drainage Plan, completed in 2014, was initiated by the City based on a recommendation from Vision 2030. The plan evaluated the City's existing storm drainage network, assessed the existing and proposed drainage facilities, and identified needed improvements associated with future system demands. Plan recommendations included the need for reviewing and maintaining the City's stormwater collector network, and for capital watershed improvements affecting the Willow Creek Watershed (south Tomball) and the Spring Creek Watershed (north Tomball).

### INFRASTRUCTURE MASTER PLAN & CAPITAL RECOVERY FEE DETERMINATION 2012 TO 2022

The Infrastructure Master Plan & Capital Recovery Fee Determination 2012 to 2022, completed in 2014, was developed to assess the impacts associated with meeting the needs to accommodate future development. The plan expanded upon the Master Drainage Plan by including additional information related to forecasting the future needs of other types of infrastructure. The plan had a 10-year time frame in accordance with state requirements for the establishment of development impact fees.

## Vision 2030, Vision Statement

Tomball in 2030 is a place where people make great connections – with families, friends, neighbors, through schools, jobs and businesses, to govern, worship, and celebrate. Our community has grown in an attractive, balanced, and well-managed way from a small farm-to-market town to a 21<sup>st</sup> century commerce center, maintaining its hometown feel and character while creating new amenities, services, and opportunities. Our strong values keep us focused on what is important – family, community, heritage, health, education, and environment. Tomball is a vibrant and healthy City we are proud to call home.

### **2017 WASTEWATER MASTER PLAN**

The 2017 Wastewater Master Plan was initiated to review and evaluate the existing wastewater system and identify projects to be integrated in the City's capital improvement plan (CIP). This study was predicated on meeting the need for five, 10, and 15-year improvements to address the long-term demands stemming from the City's population forecast.

### **2018 WATER MASTER PLAN**

The 2018 Water Master Plan was developed in a similar manner to that of the 2017 Wastewater Master Plan, with the intent to evaluate the existing water system and identify projects to be integrated in the City's CIP. This study was also developed to meet the needs for five, 10, and 15-year improvements to address the long-term demands stemming from the City's population forecast.

### **MAJOR THOROUGHFARE PLAN**

The Major Thoroughfare Plan, completed in 2009, provides guidance on the City's transportation system functional classifications, road sections and right-of-way widths, and streetscape treatments. Additionally, the report provides direction for the City's Traffic Impact Analysis (TIA) process through the development of TIA trip generation worksheets.

### **FM 2920 ACCESS MANAGEMENT PLAN**

The FM 2920 Access Management Plan was a joint effort between the City and the Houston-Galveston Area Council for Farm-to-Market 2920 and was completed in 2008. This plan focuses on "improvement concepts that will improve safety and mobility; reduce motorist delay; reduce crash rates; enhance land use; and preserve long-term property values along the corridor."

### **LIVABLE CENTERS DOWNTOWN PLAN**

The Livable Centers Downtown Plan, adopted in 2008, was also a joint effort between the City and the Houston-Galveston Area Council. This plan specifically looked at Downtown Tomball area improvements along the Main Street corridor to reduce traffic congestion and increase overall mobility. Additionally, the study provided recommendations for other considerations affecting downtown, including improvements to streetscapes, parking, and the Historic Depot Plaza.



The Depot Plaza was a recommendation from both the Livable Centers Downtown Plan and Vision 2030.

## MOBILITY

Tomball is benefiting from the improvements to the regional transportation system. Indeed, the recently completed sections of SH 249 and SH 99 position the City as an attractive location for residents and businesses with strong regional connectivity.

### NETWORK CLASSIFICATIONS

The 2009 Major Thoroughfare Plan, along with Vision 2030, provide an organizational framework for the roadways within Tomball’s jurisdiction. These functional classifications are used in conjunction with land development regulations and policy to guide the physical development and relationships to adjacent land uses. Four road classifications are identified in both the 2009 Major Thoroughfare Plan and Vision 2030. These include state highways, major arterials, minor arterials, and collectors. Each of these classifications serve a different purpose as it relates to providing mobility through and around the City, versus providing access to adjacent land uses (see *Figure 2.12, Functional Classification*).

### STATE HIGHWAYS

The main purpose of State Highway (SH) and Farm to Market (FM) roadways is to move large volumes of traffic through urban areas and provide direct access to local freeways, while also providing controlled access to adjacent businesses. Roads under this classification include SH 249 (Tomball Tollway/Parkway), SH 99 (Grand Parkway), FM 2920 (Main Street), and FM 2978.

### MAJOR ARTERIALS

Major Arterials provide support and relief to the state highway and farm-to-market roadways by providing additional east-west and/or north-south routes designed to accommodate high traffic volumes. Roads under this classification include Brown Road, Hufsmith Road, Medical Complex Drive, Agg Road, Hufsmith-Kohrville Road, and Holderrieth Road.

### MINOR ARTERIALS

Minor Arterials distribute traffic from state highway and farm-to-market roadways and major arterials to the collector roadway system and to adjacent land uses. Minor arterials are found in areas of significant traffic movement (e.g., in industrial parks, retail centers, etc.).

## COLLECTORS

Collectors take traffic from local areas and distribute it to the arterial network. Collectors typically accommodate two lanes of traffic and on-street parking along both sides of the roadway. For higher traffic roadways, a four-lane section is possible.

### FOCUS AREAS

As set out in *Figure 2.13, 2009 Major Thoroughfare Plan*, on the next page, three focus areas are identified that need to be further examined due to a lack of classification or change of condition.

- Focus Area 1 highlights needed connections for the northern portion of Tomball. Currently, SH 249 is the only connection across Spring Creek, and alternative connections will need to be identified.
- Focus Area 2 highlights the impact of construction on SH 249 without an underpass for Medical Complex Drive. This inhibits an east-west alternative route through the City to FM 2920. This street’s classification and an alternative to this route will need to be examined.
- Focus Area 3 highlights an area that was outside the planning extent of the 2009 Major Thoroughfare Plan. Much of the area is agricultural in nature and consideration of future land use will likely need to reflect the designated classification.

**Figure 2.12, Functional Classification**

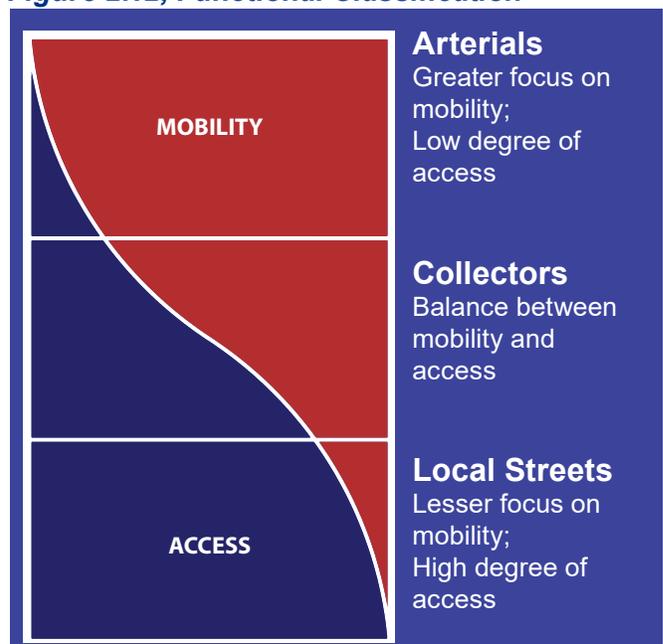
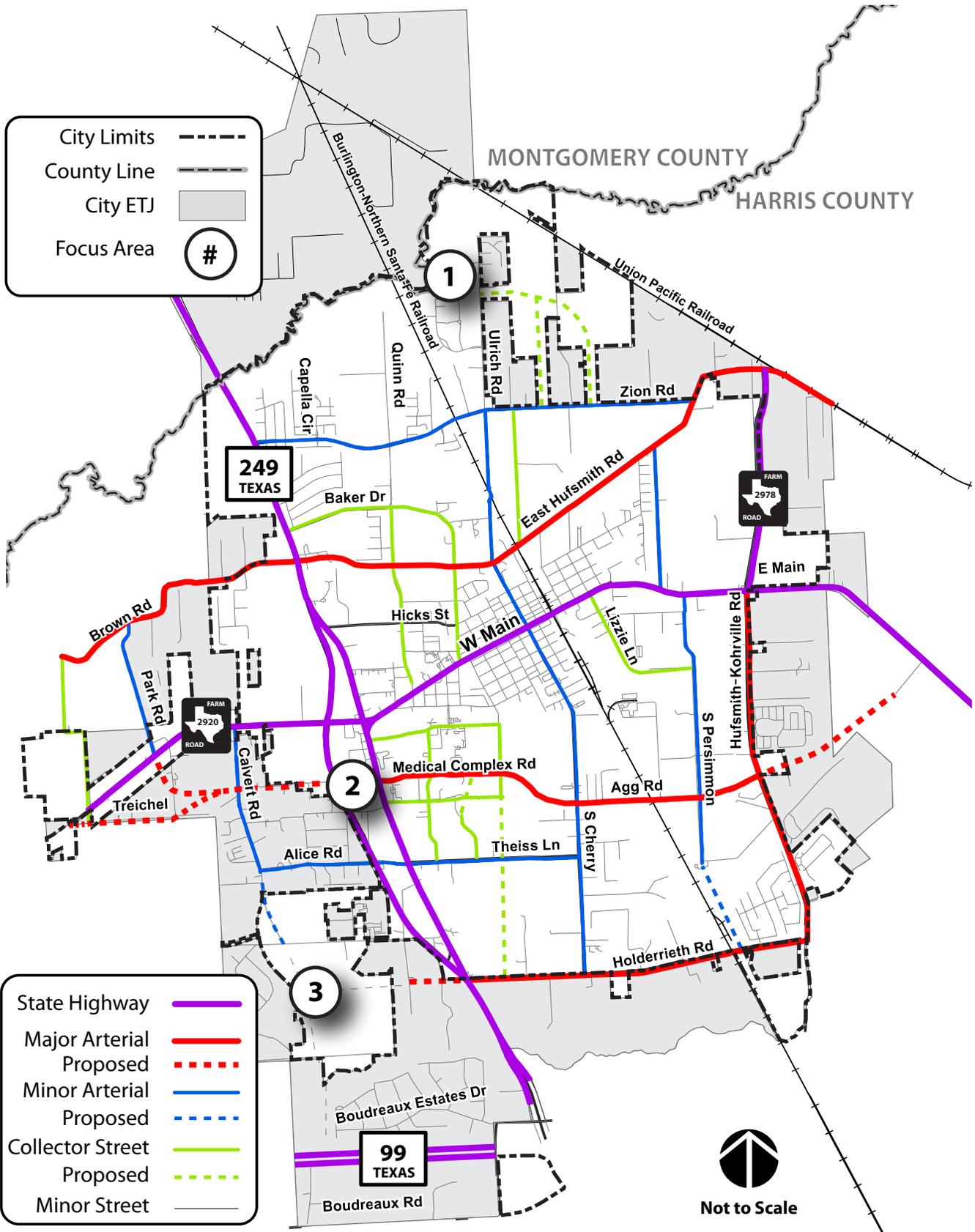


Figure 2.13, 2009 Major Thoroughfare Plan



Source: City of Tomball, Half Associates

**ACTIVE TRANSPORTATION**

Active transportation refers primarily to walking and bicycling. It is important to consider these transportation modes in the overall mobility network because their inclusion increases overall mode choice and improves the City’s overall connectivity.

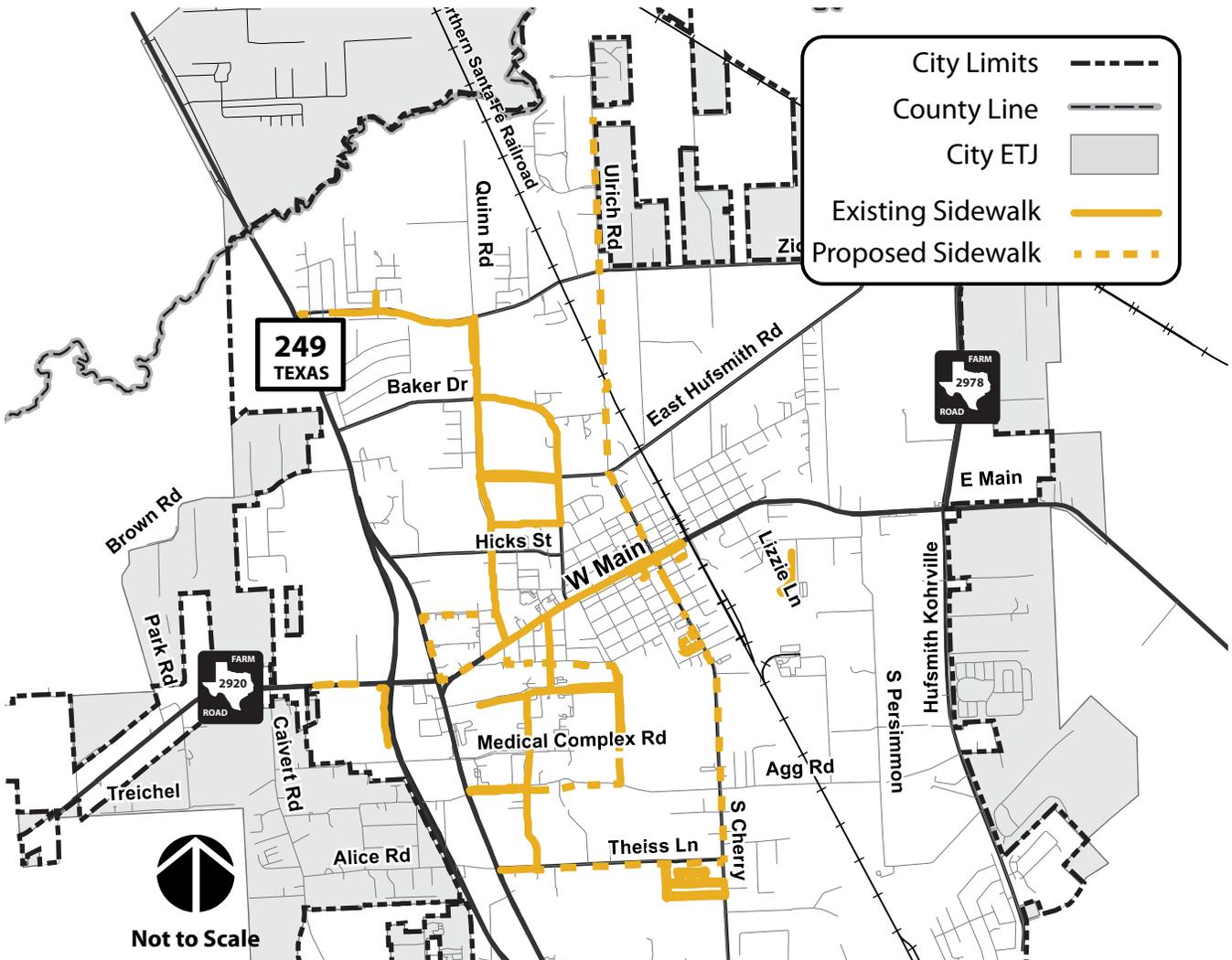
Set out in *Figure 2.13, Existing and Proposed Sidewalks* and *Figure 2.14, Sidewalk, Pathway, and Trails Network, Vision 2030*, on the next page, are the existing and planned facilities that contribute to an active transportation network. The City currently has approximately 11 miles of existing sidewalks, with another 10 miles proposed. The bicycle and pedestrian

facilities shown in *Figure 2.14, Sidewalk, Pathway, and Trails Network, Vision 2030* identifies a network consisting of almost 40 miles of combined sidewalks, pathways, and trails.

**RAIL AND TRANSIT**

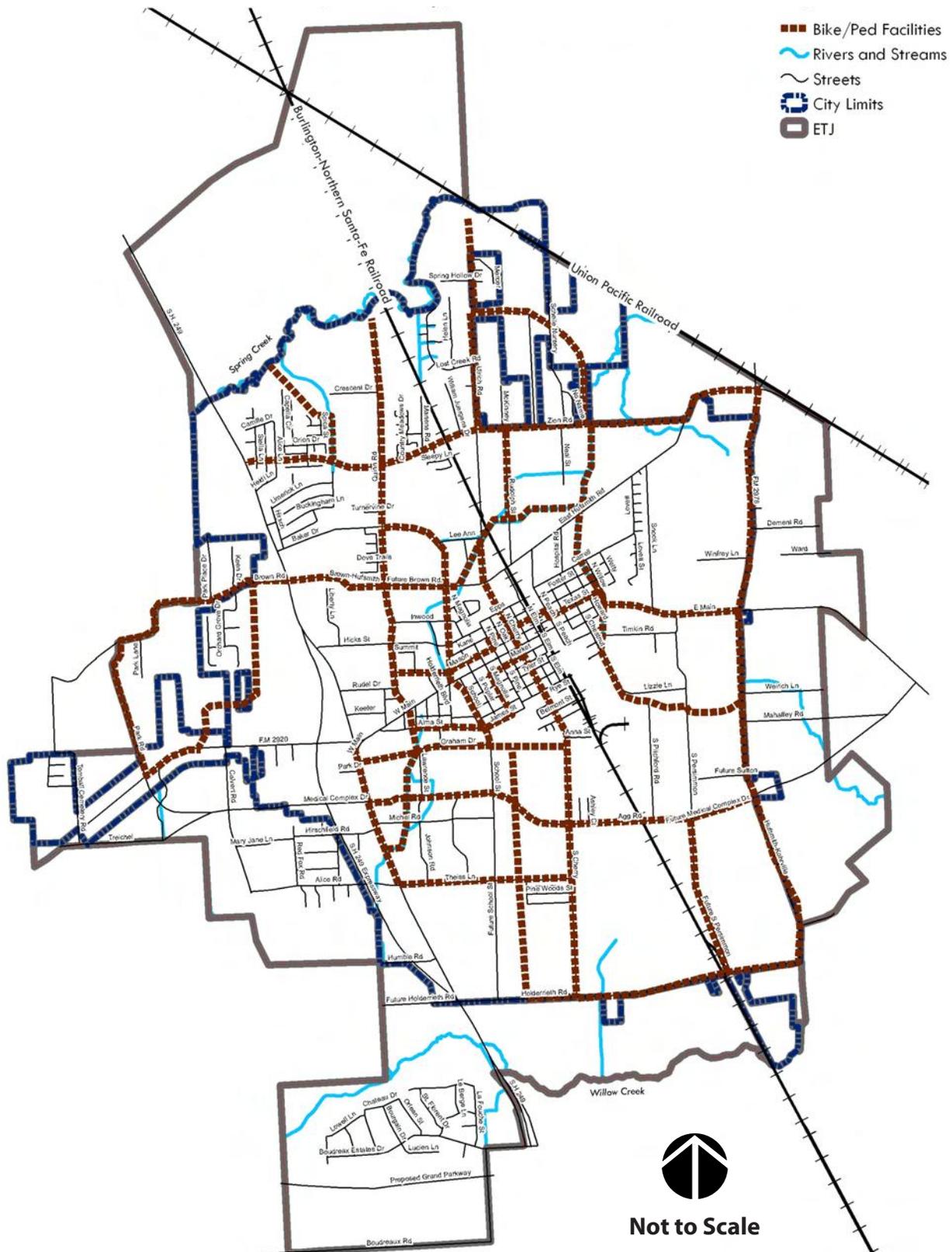
There are two rail lines that traverse the City of Tomball. These lines are operated by BNSF Railway and Union Pacific Railroad. These corridors currently both host freight railroad operations. The BNSF rail line has been identified in long range planning as a commuter line to downtown Houston. Vision 2030 included considerations for the inclusion of a rail station serving Tomball.

**Figure 2.13, Existing and Proposed Sidewalks**



Source: City of Tomball, Half Associates

Figure 2.14, Sidewalk, Pathway, and Trails Network, Vision 2030



Source: Vision 2030, City of Tomball

**EXISTING LAND USE AND DEVELOPMENT**  
OVERVIEW OF EXISTING LAND USES

Developing an understanding of the City’s existing land uses provides context to identify key issues and trends and to provide the basis for proposed modifications to the future land use plan. Tomball’s existing land uses are set out in *Figure 2.15, Existing Land Use Breakdown* and *Figure 2.16, Existing Land Use Map*, on the next page. This information has been provided for the entire planning area.

- The most prominent land use in the planning area is Agricultural/Rural. This is true for both the City limits (at 37.5%) and the ETJ (at 47.3%). This land use type includes agricultural enterprises and estate lots characterized by the presence of livestock, cropland, or largely wooded and undeveloped areas. In this instance, there are some properties that may include limited commercial or trade services. This land is found on the periphery of the City limits and throughout the ETJ.
- Single-family large lot, by acreage, is the primary residential land use. This includes single-family lots that are 1/2 acre or larger. The planning area

contains similar amounts of land dedicated to residential uses in the City limits (at 23.5%) and the ETJ (at 33.0%). The ETJ portion of the planning area differs from the City limits by having a larger amount of single-family large lot and no multi-family.

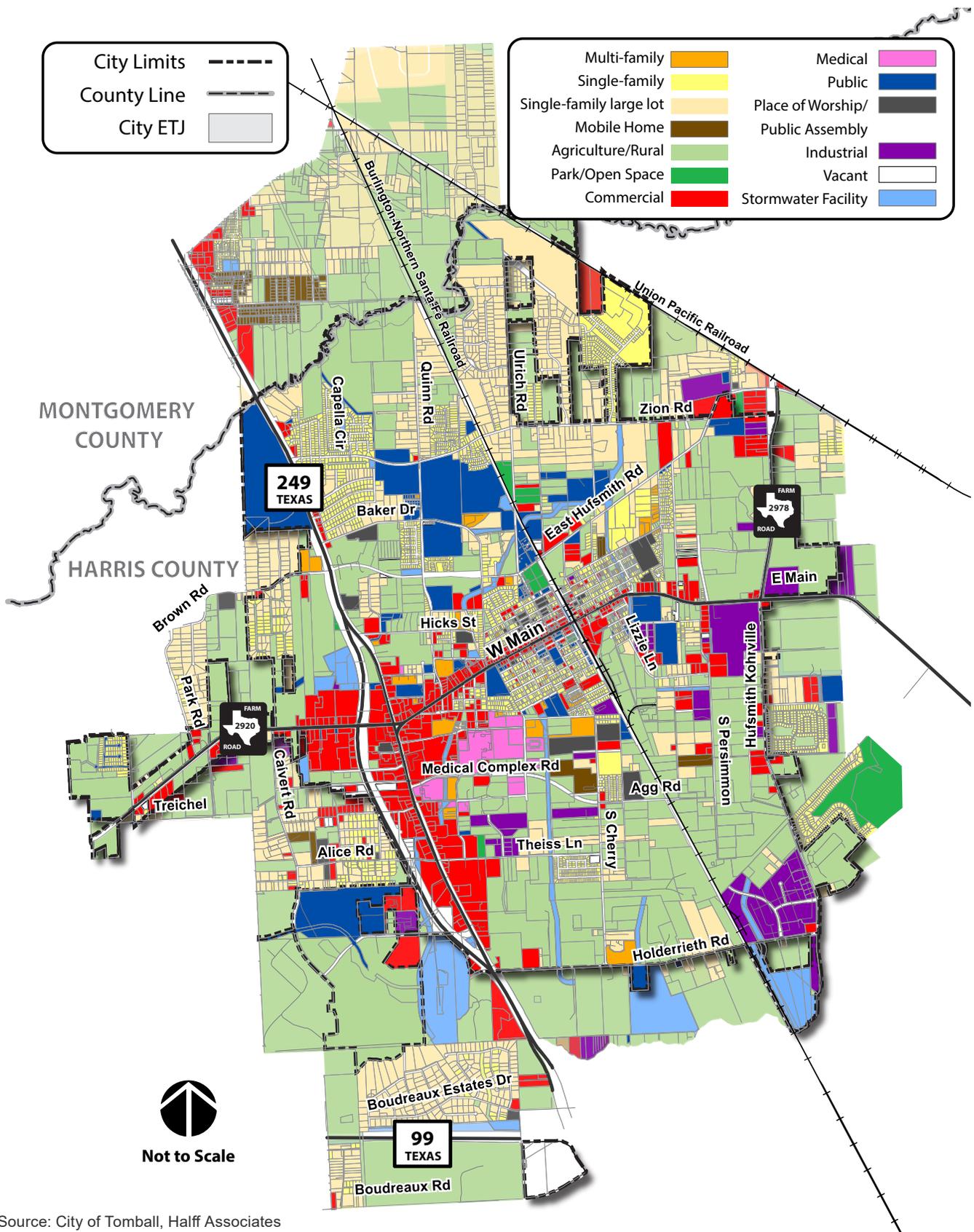
- Commercial land uses account for 9.7 percent the area within the City limits and 5.0 percent of the ETJ. Commercial property is primarily located along the FM 2920 and SH 249 corridors. Commercial that is auto-oriented in nature accounts for much of the overall commercial land uses in the planning area, with the exception of Tomball’s downtown.
- Tomball’s Business Park/Industrial uses are primarily located along the Hufsmith-Kohrville Road corridor. Two international oil field service companies, Baker Hughes (and its Western Hemisphere Education Center) and BJ Services (with its headquarters), are located at the FM 2920 and Hufsmith-Kohrville Road intersection. Additionally, the Tomball Business & Technology Park is located at the intersection of Holderrieth Road and Hufsmith-Kohrville Road.

**Figure 2.15, Existing Land Use Breakdown**

EXISTING LAND USE	CITY OF TOMBALL		TOMBALL ETJ	
	ACRES	AREA %	ACRES	AREA %
Multi-family	113	1.4%	-	-
Single-family	709	8.5%	269	4.8%
Single-family large lot	1,091	13.1%	1484	26.7%
Mobile Home	39	0.5%	85	1.5%
Agriculture/Rural	3128	37.5%	2629	47.3%
Park/Open Space	38	0.5%	109	2.0%
Commercial	812	9.7%	278	5.0%
Medical	105	1.3%	-	-
Public	669	8.0%	36	0.6%
Place of Worship/Public Assembly	99	1.2%	21	0.4%
Business Park/Industrial	225	2.7%	98	1.8%
Vacant	95	1.1%	6	0.1%
Stormwater Facility	228	2.7%	204	3.7%
Right-of-way, Utilities, etc.	989	11.9%	342	6.2%
<b>Total</b>	<b>8,340</b>	<b>100.0%</b>	<b>5,560</b>	<b>100.0%</b>

Source: City of Tomball, Halff Associates

Figure 2.16, Existing Land Use Map



Source: City of Tomball, Half Associates

**HOUSING PROFILE**

The housing profile is a component of the existing land use and development section as it provides additional context to the residential composition of the City. This information is summarized in *Figure 2.17, Housing Profile* and *Figure 2.18, Housing Age*.

**HOUSING STOCK**

Detached single-family housing makes up a majority of the housing units at 57.4 percent of the overall housing stock. Multi-family is the second largest type of housing units at 36.9 percent. Almost 75 percent of the overall housing stock has been built since 1980, with the highest percentage of construction occurring in the 80s and 90s.

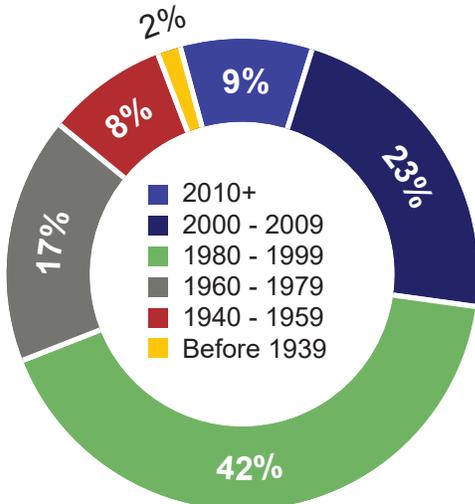
**HOUSEHOLD CHARACTERISTICS**

The average household size is 2.62 people. Owner-occupied and family household units are both above this average, while renter-occupied and non-family households are both below that average.

**HOUSING COST**

The median home value and median gross rent are \$178,100 and \$960, respectively. Measures of affordability include both price to income ratio and rent as a portion of income. The City's 3.6 ratio for price to income is above the typical 2.6 ratio, which is a benchmark of affordability for home ownership. The City's 23.3 percent for rent as a portion of income, leaves enough room below the 33 percent benchmark for income in which the rental market to be considered affordable.

**Figure 2.18, Housing Age**



**OCCUPANCY**

Renter-occupied units comprise 54.3 percent of the City's overall housing occupancy, while owner-occupied units comprise 45.7 percent. Of the 4,724 total housing units, there is a vacancy rate of 12.3 percent.

**Figure 2.17, Housing Profile**

HOUSING	COUNT	PERCENTAGE
<b>HOUSING STOCK</b>		
Total Housing Units	4,724	-
Single-family, Detached	2,711	57.4%
Single-family, Attached	158	3.3%
Duplex	45	1.0%
Multi-family (3+ Units)	1,743	36.9%
Other	67	1.4%
<b>HOUSEHOLD CHARACTERISTICS</b>		
Average Household Size	2.62	-
Owner-occupied	2.96	-
Renter-occupied	2.32	-
Family Household	3.41	-
Non-family Household	1.17	-
<b>HOUSING COST</b>		
Median Home Value	\$178,100	-
Median Gross Rent	\$960	-
Monthly Income	\$49,531	-
Price to Income Ratio	3.6	-
Rent as a Portion of Income	-	23.3%
Ownership Units with Mortgage	1,188	62.7%
Ownership Units w/out Mortgage	708	37.3%
<b>OCCUPANCY</b>		
Occupied Units	4,145	87.7%
Vacancy Rate	-	12.3%
Owner-occupied Units	1,896	45.7%
Owner Vacancy Rate	-	2.7%
Renter-occupied Units	2,249	54.3%
Renter Vacancy Rate	-	8.5%

Source: U.S. Census Bureau, 2012-2016 5-Year American Community Survey

## GROWTH AND CAPACITY

The City oversees four major utility systems including water, wastewater, gas and drainage/stormwater. Of these four utility systems, water, wastewater, and drainage/stormwater have all undergone a master planning process that provides recommendations to meet the needs of the existing population and to accommodate future growth.

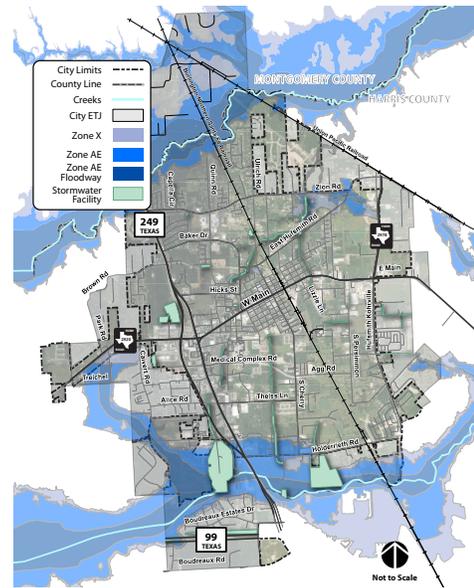
Figure 2.19, *Planning Service Areas*, shows the current areas within a quarter-mile of the existing service lines for water, wastewater, and gas. These areas are illustrated in Figure 2.20 *Planning Service Areas Coverage*.

Figure 2.19, *Planning Service Areas*

UTILITY	CITY OF TOMBALL		TOMBALL ETJ	
	SQUARE MILES	AREA %	SQUARE MILES	AREA %
Water	11.4	92%	3.8	43%
Wastewater	11.1	89%	2.6	28%
Gas	11.2	90%	2.7	29%

Source: City of Tomball, Halff Associates

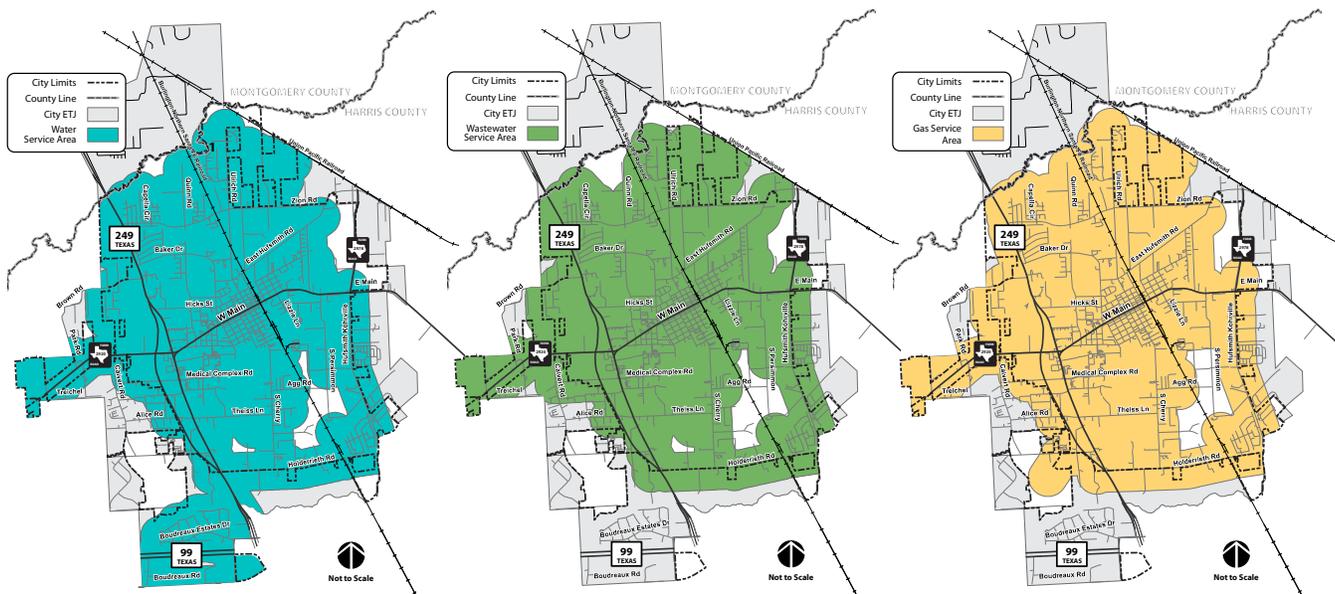
Figure 2.21, *Floodplain and Stormwater Facilities*



## FLOODPLAIN AND DRAINAGE

Tomball is bounded by two different creeks, Spring Creek to the north and Willow Creek to the south. The floodplain for these two creeks is illustrated in Figure 2.21, *Floodplain and Stormwater Facilities*. It identifies that most of the City's developed areas are located outside of these flood zones. As identified in Figure 2.15, *Existing Land Use Breakdown*, on page 18, the amount of acreage dedicated to drainage and detention is currently 577 acres.

Figure 2.20, *Planning Service Area Coverage*



## **PARK FACILITIES**

Tomball has seven parks that together provide a range of park amenities. While the amenities that exist in each of these parks differ, together they include offerings such as covered pavilions, barbecue pits, basketball courts, picnic facilities, playgrounds, walking and biking trails, a municipal swimming pool, and sports fields.

These parks are primarily located in close proximity to Downtown Tomball and the northwest portions of the City. The Harris County parks system also provides some nearby recreation opportunities, including Samuels Mathews Park (located just directly adjacent to Broussard Park), Spring Creek Park and Roy Campbell Burrough Park (located only a short distance outside the City's planning area).

### **RAILROAD DEPOT**

Located in Downtown Tomball is the Railroad Depot, an active space for community events and festivals. This space includes a plaza and gazebo, and is considered a historical landmark. The park is staffed by depot agents who inform the public about the history of Tomball. The Railroad Depot contains train memorabilia, original art works, antiques, and a model railroad exhibit.

### **JUERGENS PARK**

Juergens Park features a large lighted pavilion, a half-mile walking track, three playgrounds, a basketball court, a volleyball court, picnic areas, and restrooms. Since the amenities are set within and around a large number of mature trees, this park is an ideal setting to host community events and family gatherings.

### **JERRY MATHESON PARK**

Jerry Matheson Park, located just to the east of Juergens Park, features a large interactive play area, a swimming pool, a youth baseball field, and tennis courts. The playground is split into two separate areas; one specifically for toddlers with a sand box and nearby benches for parents, and the other for older children with a shaded seating area. During the summer, the pool is open six days a week and hosts aquatic sporting events.

### **MARTIN LUTHER KING JR. PARK**

Martin Luther King Jr. Park features a full-length covered basketball court. The court's pavilion was recently outfitted with industrial fans to help cool the area from the hot summer sun. The park has a playground and picnic area including two BBQ pits.

### **WAYNE STOVALL SPORTS COMPLEX**

The Wayne Stovall Sports Complex is the City's largest park. It consists of seven youth and one full-size baseball field. The complex is home to the Tomball Little League, the community's youth baseball league.

### **THEIS ATTAWAY NATURE PRESERVE**

The Theis Attaway Nature Preserve is focused on displaying the natural environment of Tomball. It serves as a wildlife sanctuary for many species of birds and other wildlife. It features a grassy amphitheater, walking trails, a pond, and restrooms.

### **BROUSSARD PARK**

Broussard Park houses a playground, a multipurpose field, and soccer fields. The playground was designed by the community and much of it was constructed by community volunteers.



The large pavilion located at Juergens Park.



The play structure at Jerry Matheson Park.

## **COMMUNITY FACILITIES AND SERVICES**

### POLICE DEPARTMENT

The Police Department's main building is located at 400 Fannin Street in Downtown Tomball, directly behind City Hall. The one-story building houses dispatch, investigations, jail, evidence, and patrol. While the structure is in good condition, space is limited and being stretched to house all the staff, equipment, and resources at the facility. The City also has a firearm training facility located in south Tomball. Air Support is located at Hooks Airport and shares a hanger with the Harris County Sheriff's Office.

Below are community support functions or programs in which the Police Department is involved:

- Coffee With a Cop, held once quarterly;
- National Night Out;
- Explorers, maintained at about 25 explorers; this group wins a number of competitions each year;
- Shop with a Cop, which is an annual Christmas program where 25 under-privileged children are taken to Walmart by members of the department to get them Christmas presents;
- Handicap Parking Enforcement Program, which trains volunteers to patrol and enforce handicap parking violations;
- Citizens Police Academy, which is an annual 12-week program where citizens from the community participate weekly to learn about the department; and
- Academy recruiting, which includes attending various academies and recruiting for new officers.

### FIRE DEPARTMENT

The Tomball Fire Department has three fire stations and one training station. Fire Station 1 and Fire Station 2 are owned by the City and are in good working condition. Fire Station 5, which is new, is leased from Harris County ESD. These stations allow for the Fire Department to operate both inside the City limits and in a portion of Harris County ESD District 15, which contracts with the City for their services.

The services that the Fire Department provides, or supports, include wildland firefighting, EMS, fire prevention, HazMat, and other technical rescues.

Below are the community support functions or programs in which the Fire Department is involved:

- Fire Prevention Week, including visits to schools and day care centers;
- Station tours and hosting, which includes birthday parties for children with an educational component;
- Presentations to nursing homes and other elder care facilities;
- Presentation for civic organizations;
- Community Emergency Response Team (CERT) programs;
- Junior Firefighter Program;
- Thanksgiving and Christmas meals; and
- CPR training.



Fire Station 2, located on Holderrieth Road.



Christmas on Commerce is one of the many annual events that take place in Tomball.

## COMMUNITY LIVABILITY

Community livability relates to the everyday experiences of individuals who live and work in Tomball. This includes the character and placemaking elements which set Tomball apart from other communities, as well as the cultural and historic heritage of Tomball. The opportunities for interaction with friends and neighbors are definitive characteristics of the overall quality of life in the community.

## CHARACTER AND PLACEMAKING

Character and placemaking elements are the things that come to people's minds when they think about Tomball. The elements include landmarks, character areas, unique public amenities, and gateways. When people think of Tomball, they think of trains, the small-town atmosphere, and the tight-knit, family-oriented community full of colorful, honest, and friendly people. Much of this is embodied by the City's historic Downtown and Old Town district. This portion of Tomball has a variety of dining, shopping, and entertainment options which are complimented by a variety of residential housing options located in close proximity. There is

also convenient access to public spaces that allow for memorable experiences at festivals or other events with friends and family.

The main artery of Downtown is Main Street (FM 2920), which bisects the commercial district down the middle. Recent changes to the roadway have led to the removal of on-street parking and the addition of a center turn lane in the downtown area. This addition has helped maintain better flow of traffic and removed some congestion issues, but not without an impact on parking for businesses and the increased traffic affecting the pedestrian environment. As business continues to thrive, and activity around the Downtown increases, concerns about parking and wayfinding will need to be addressed.

Outside of Downtown Tomball, the City lacks the presence of gateway elements to announce to visitors their arrival into the community. Entry features, either a specific monument or the character of development, are needed to delineate Tomball from the surrounding areas.

## SPECIAL EVENTS

There are a number of special events held throughout the year that draw both local and regional attendees. These events are coordinated by different City departments or other local organizations. Special events are a great way to encourage people to interact, attract visitors to Tomball, provide a high-quality multi-generational experience for residents, and build a vibrant community. Some of the annual events held in Tomball include:

- The Tomball German Heritage Festival, an event held in March and December celebrating Tomball's German Heritage and offering music, food, and vendors across four City blocks [hosted by sister city];
- The Tomball Honky Tonk Chili Challenge, a chili cook-off and live country music festival held in May;
- Rail & Tails Mudbug Festival, a two-day crawfish festival offering live music held in May;
- July 4th Celebration & Street Party, a Fourth of July celebration with live music, food vendors, hay rides, and fireworks in the middle of the street at dusk;
- Tomball Night, a night in August celebrating Tomball, with a parade of lights, vendors, and food [hosted by GTACC];
- Beetles, Brew & Barbecue, a Texas-style Oktoberfest with more than 150 Volkswagen "beetles," Texas craft brews, and barbecue held in September;
- The Tomball Bluegrass Festival, a one-day bluegrass festival held in the historic Downtown depot in October;
- The Freight Train Food Truck Festival, a festival held in October where two dozen food trucks come from across southeast Texas to converge on the historic Downtown depot;
- Zomball in Tomball, a giant Halloween-themed event for kids, held in October; and
- German Christmas Festival and Christmas on Commerce; a Christmas festival with carnival type rides and attractions [hosted by sister city].

## QUALITY OF LIFE

When asked during the early public engagement efforts of this planning process, it was clear that the Tomball community was generally satisfied with the current state of the City. Even though satisfaction is high, there is a concern for losing elements of that quality of life with increasing growth. Much of what draws people into Tomball are its small-town feel and historic character. Based on community responses, the elements which contribute most to the high quality of life in Tomball are:

- Small-town character;
- Festivals;
- Historic Downtown;
- Proximity to Houston and other job centers;
- High quality of the built environment in Old Town; and
- High quality of the medical district and its services.

With that being said, community input also highlighted concerns about issues which have the potential to negatively impact the future quality of life in Tomball. Some of these elements include the speed of growth (as mentioned before), perception of crime, lack of traffic flow, parking concerns, and fear of losing the small-town feel. Further detail about public input results will be discussed in Chapter 3, *Community Input*.

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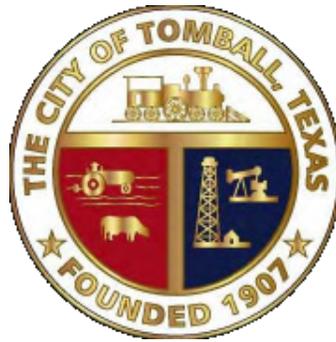
# CHAPTER 3: COMMUNITY INPUT



**Potential  
Regulatory  
Provisions**

to the City can influence the character of Tomball through new public uses and facility projects. The City's regulatory provisions will be used to ensure private development-related policies and programs are in place to ensure the community's future.

If you wish to see how this new regulatory provisions will be used to ensure private development-related policies and programs are in place to ensure the community's future, please contact the City at 281-291-1000 or visit the City's website at [www.tomballtx.gov](http://www.tomballtx.gov).



## INTRODUCTION

The comprehensive planning process places a strong emphasis on identifying community preferences for the future. This is accomplished through a combination of identifying what the Tomball community likes and dislikes about the existing community, and their interests and wants for the future. Since plan implementation requires strong community support, tying the planning strategies and recommendations to their input is an essential element in ensuring post-adoption action.

A variety of different engagement methods were used to gain a well-rounded understanding of the community's thoughts and ideas, including such things as:

- Stakeholder focus groups;
- Comprehensive Plan Advisory Committee (CPAC);
- Public survey;
- Public open house;
- City staff technical reviews;
- City Council/Planning and Zoning Commission meetings; and
- Public hearing(s).

Overall, the comprehensive planning process included broad-based community input and support. This chapter summarizes key findings from the engagement process, identifies pertinent community trends and take-aways, and highlights opportunities and constraints to help identify preliminary plan recommendations.

## COMPREHENSIVE PLAN ADVISORY COMMITTEE

The Comprehensive Plan Advisory Committee (CPAC) met six times at key intervals throughout the planning process to provide their input and guidance. This 12-person committee was an integral sounding board for interpreting public input and for providing preliminary strategic directions on necessary modifications to the future land use and thoroughfare plans. The CPAC included representation from community residents, businesses, and the development community.



A broadly-represented online community survey and public open house were two early engagement opportunities used to help identify community preferences for the future.

## STAKEHOLDER MEETINGS

Stakeholder meetings were held at the beginning of the planning process as a means to establish a baseline understanding of the community. Participants included representatives from the Greater Tomball Area Chamber of Commerce, HCA Houston Healthcare Medical Center, business owners, builders and developers, City staff, and concerned residents. There were approximately 58 people who provided input over the course of five separate meetings. Each of the meetings were focused on a particular topic (e.g., transportation, livability, etc.), although participants were allowed to discuss any issue that may have been pertinent.

Key issues identified during the stakeholder meetings include:

- SH 249 splits the community — one side old; the other new;
- Desire to accommodate growth, but to maintain the small-town feel;
- Preserve Old Town;
- Desire for better gateways/entrances into the City;
- Desire for more development east of railroad along FM 2920;
- Desire for additional walking/bicycling trails;
- Desire for wayfinding in downtown, especially for locating parking;
- Desire for Main Street to better serve downtown;
- Desire to take advantage of open space/floodplain areas along Willow Creek;
- Need for additional investments in parks and recreation;
- Need for improved east-west, north-south connectivity;
- Concern about localized flooding on the southeast side of Tomball;
- Concern about county control of roads which could limit near or long-term improvement potential;
- Concern about the lack of sidewalk connectivity throughout Tomball; and
- Concern about gaps in water and sewer infrastructure.

## PUBLIC SURVEY HIGHLIGHTS

An extensive online community survey was conducted over a five-week period in the spring of 2018. The survey included questions about community preferences on the overall quality of life in Tomball; as well as satisfaction with City services, transportation, housing, parks, economic development, and tourism. The online survey had 269 respondents representing a good cross-section of the community. A variety of methods were used to inform the public about the survey, including social media advertising, posting a link on the City's website, distributing flyers at the public open house, making hard copies available at the Public Works building, among others.

### IMPORTANCE VERSES PERFORMANCE ASSESSMENTS

An additional method used to evaluate the City on a variety of topics was an importance verses performance assessment that was integrated into the survey. Respondents were asked to rank topics with regard to both their "importance" and the City's "performance" in providing them. These responses were combined and then plotted against each other to create a chart or matrix (for example, see *Figure 3.6, Importance Verses Performance, City Services*, on page 45). The corresponding results are classified into quadrants for the purpose of evaluation. The four quadrants include:

- **Keep Up the Good Work.** The "keep up the good work" category identifies where the City's effectiveness in providing the services closely matches the community desire for these services.
- **Needs Work.** The "needs work" category identifies where the City is under-performing in providing services compared to community demand.
- **Possible Overkill.** The "possible overkill" category identifies where the provision of City services exceeds the community's desire for them.
- **Low Priority.** The "low priority" category identifies where the City's provision of services is low; but so is community demand.

**COMMUNITY CHARACTER OF TOMBALL**

A series of survey questions were included to derive input on the community character of Tomball. As set out in *Figure 3.1, What Makes Tomball Unique?*, the elements that distinguish Tomball as unique include the small town, family feel, sense of community, as well as the history embodied in Old Town and other places of the City. As set out in *Figure 3.2, Most Critical Issues Facing Tomball*, the threats to the City's uniqueness include overarching concerns about growth and development, traffic congestion, and crime. These are representative concerns of many similar high-growth communities found throughout Texas.

Growth can undoubtedly have the potential to impact the existing character of Tomball. However, the majority of survey respondents still indicate a high overall satisfaction with the community. This includes a perceived sense that Tomball has been improving over time, where nearly 80 percent of respondents have said that the City has changed for the better or remained the same since they moved in (see *Figure 3.4, Satisfaction With Tomball*). Overall, respondents were very satisfied with the City as a place to raise a family, live, and do business. While still satisfied, there was less consensus on the perceived satisfaction with Tomball as a place to play or retire, and with the quality of commercial development.

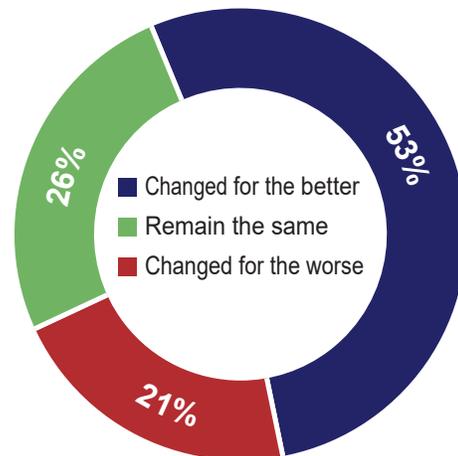
*Figure 3.1, What Makes Tomball Unique?*

- 1. Small Town Feel**
- 2. Old Town**
- 3. Sense of Community**
- 4. Family Feel**
- 5. History**

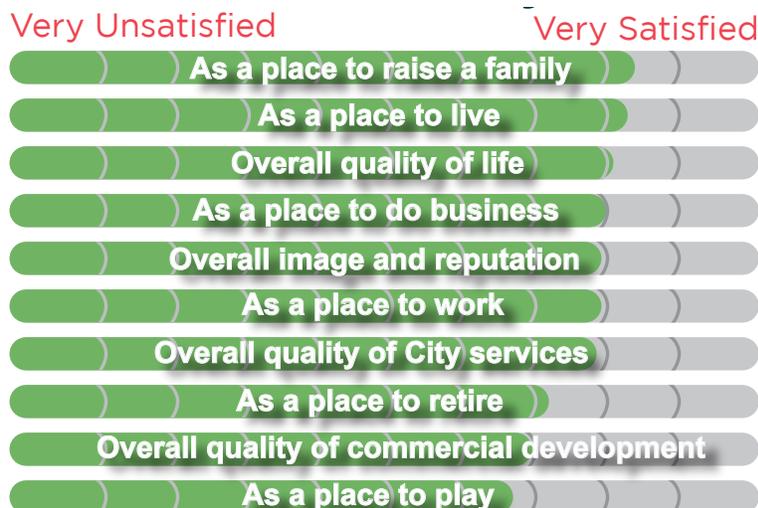
*Figure 3.2, Most Critical Issue Facing Tomball*

- 1. Traffic**
- 2. Growth**
- 3. Crime**
- 4. Development**

*Figure 3.3, During The Time You've Lived In Tomball Things Have...*



*Figure 3.4, Satisfaction With Tomball*



**CITY OF TOMBALL GOVERNMENT**

The development of a comprehensive plan provides a great opportunity to ask citizens and stakeholders for their feedback on the strategic directions of a community. These "strategic directions" are oftentimes embodied in the City's written or unwritten policy statements or positions. As set out in *Figure 3.5, Satisfaction With City Policies*, it identifies that the respondents were generally satisfied, and in most cases, very satisfied, with the City's policy positions and efforts. Overall, the respondents were very satisfied with encouraging citizen involvement and maintaining quality of life. While still very satisfied, the lowest rated policy positions include how the respondents perceived the City's efforts with controlling the quality of development and implementation of effective land use and zoning.

Respondents were also asked to assess the importance and their perceptions of City performance on a series of City services. Overall, respondents indicated that the City is doing a great job, with all City services placing in the "keep up the good work" category (see *Figure 3.6, Importance Verses Performance, City Services*, on the next page). Specifically, respondents identified police protection as their highest rated City provided service. Respondents identified the provision of senior services and programs as the City service that needs the greatest attention.

The City services that are located the farthest away from the target line are storm drainage/flood protection and street maintenance and repair. This means that the respondents have placed a higher value (or importance) than what they perceive is the City's efforts in these areas. To the contrary, two City services, community events and festivals and municipal court, are located at the target line. This means that the respondents feel that the City's provision of these services matches their perceived importance for providing them. There is not a City service that is located above the target line, which means that no City service is receiving more effort beyond the importance placed on it by the respondents.

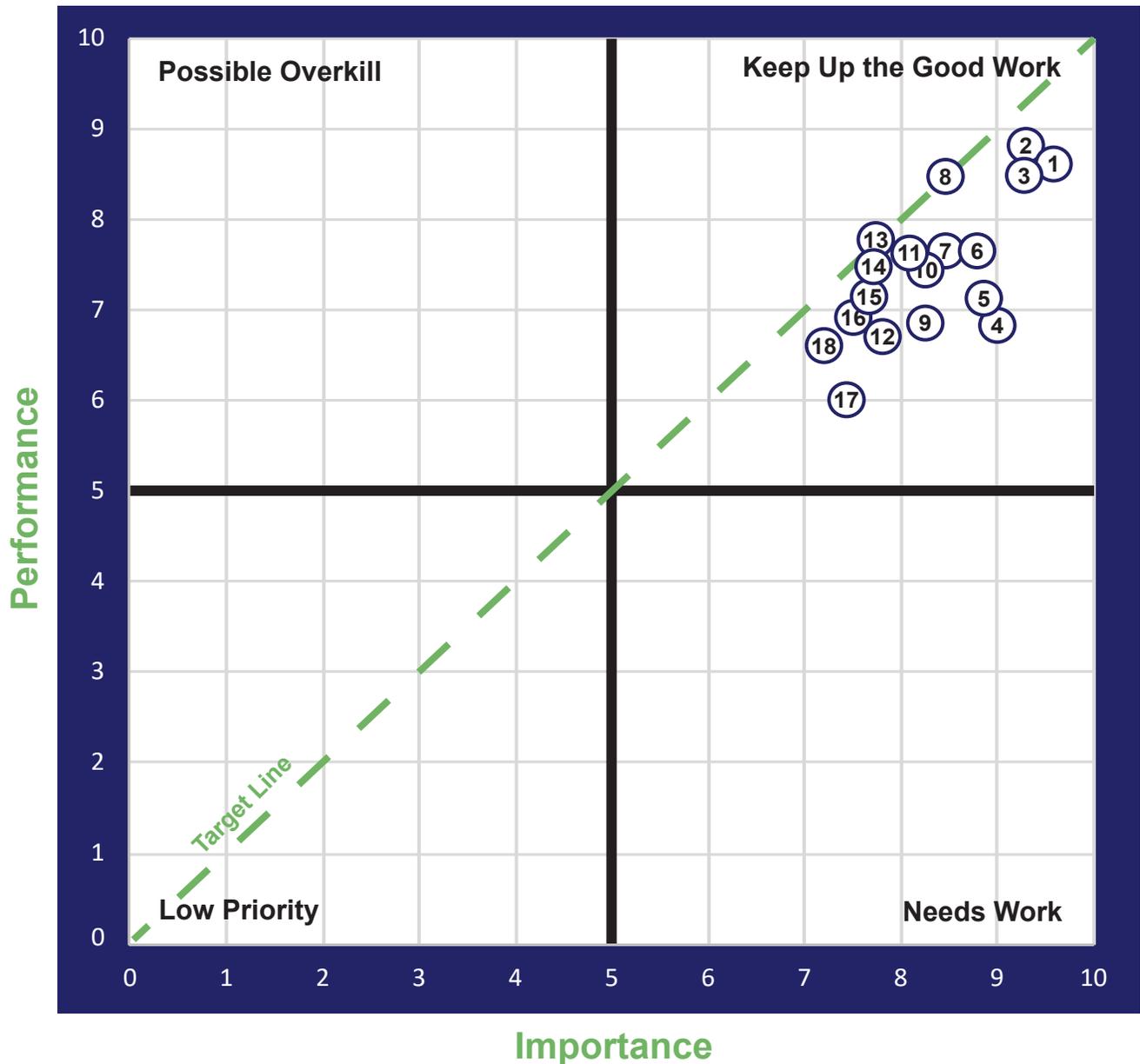
It is important to note that library services and programs is identified as a "City service" in *Figure 3.6, Importance Verses Performance, City Services*, but is a service that is actually provided by the Harris County Public Library System in conjunction with Lone Star College.

Overall, the key point is that the City is performing generally well in providing services and there is not a service that drastically needs to be improved.

**Figure 3.5 Satisfaction With City Policies**



Figure 3.6, Importance Verses Performance, City Services



1. Police protection
2. Emergency medical services
3. Fire protection
4. Storm drainage/flood protection
5. Street maintenance and repair
6. Water/wastewater services
7. Trash/recycling
8. Community events and festivals
9. Sidewalk maintenance and repair

10. Parks in Tomball
11. Traffic enforcement
12. Recreation services and programs
13. Municipal court
14. Code enforcement
15. Library services and programs
16. Animal control
17. Trails in Tomball
18. Senior services and programs

**TRANSPORTATION IN TOMBALL**

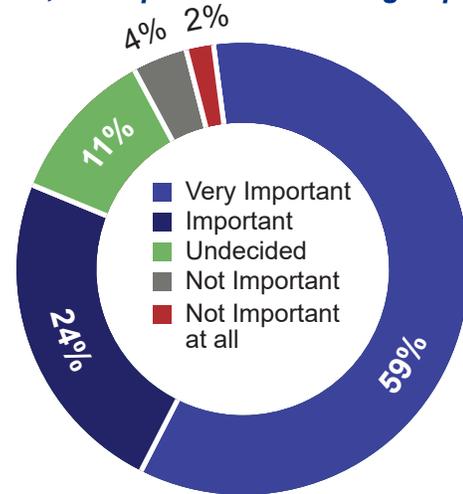
Survey respondents were asked a series of questions about transportation issues. As set out in *Figure 3.7, Transportation Planning Importance*, it identifies that respondents had strong support for transportation planning (i.e., only six percent of the respondents identified it as "not important"). This corresponds with previous input identifying "traffic" as the most critical issue facing Tomball (*Figure 3.2, Most Critical Issue Facing Tomball*, on page 43).

Set out in *Figure 3.8, Does Tomball Have Adequate Sidewalks?* and *Figure 3.9, Is The Transportation System Safe for All Users*, are the respondents' perceptions about the provision and safety of sidewalks in Tomball. While the respondents were generally positive, the responses indicate that there could be strong support for continued improvements to the City's sidewalk and multi-modal transportation system.

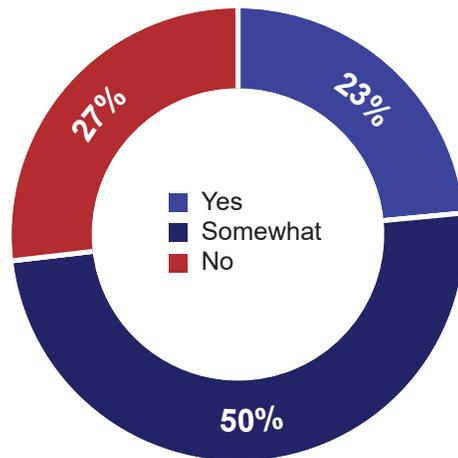
When comparing the importance of the transportation system to the respondents' perceptions of how the City is doing providing these services, almost all of the components of the transportation system were placed in the "keep up the good work" category (see *Figure 3.10, Importance Verses Performance, Transportation Issues*). The one exception was public transportation; however, this was also identified as a low priority category. Since there is not currently a public transportation system provided in Tomball, it is appropriate that this item is in the low priority category and at the target line.

Although there is not a single transportation issue that rises to a top concern, there are several transportation-related issues where there is perceived opportunities for improvement. Items such as traffic congestion, truck traffic and streetscape improvements on Main Street, and a by-pass around downtown, all showed the greatest separation from the target line and all are related to the expressed top concern about traffic congestion. This suggests that a focus on the circulation patterns along Main Street would likely see a positive public response. To the contrary, implementing a robust program of traffic calming measures may not necessarily be a point of focus moving forward as it is above the target line.

**Figure 3.7, Transportation Planning Importance**



**Figure 3.8, Does Tomball Have Adequate Sidewalks?**



**Figure 3.9, Is The Transportation System Safe For All Users?**

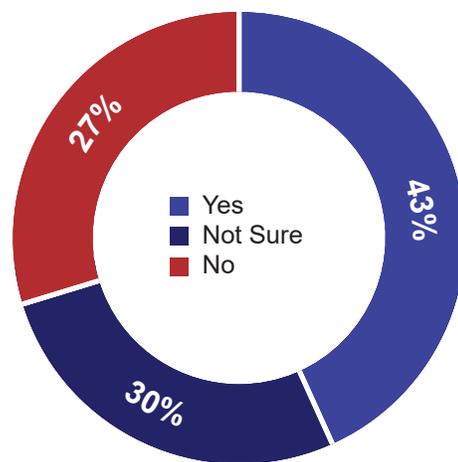
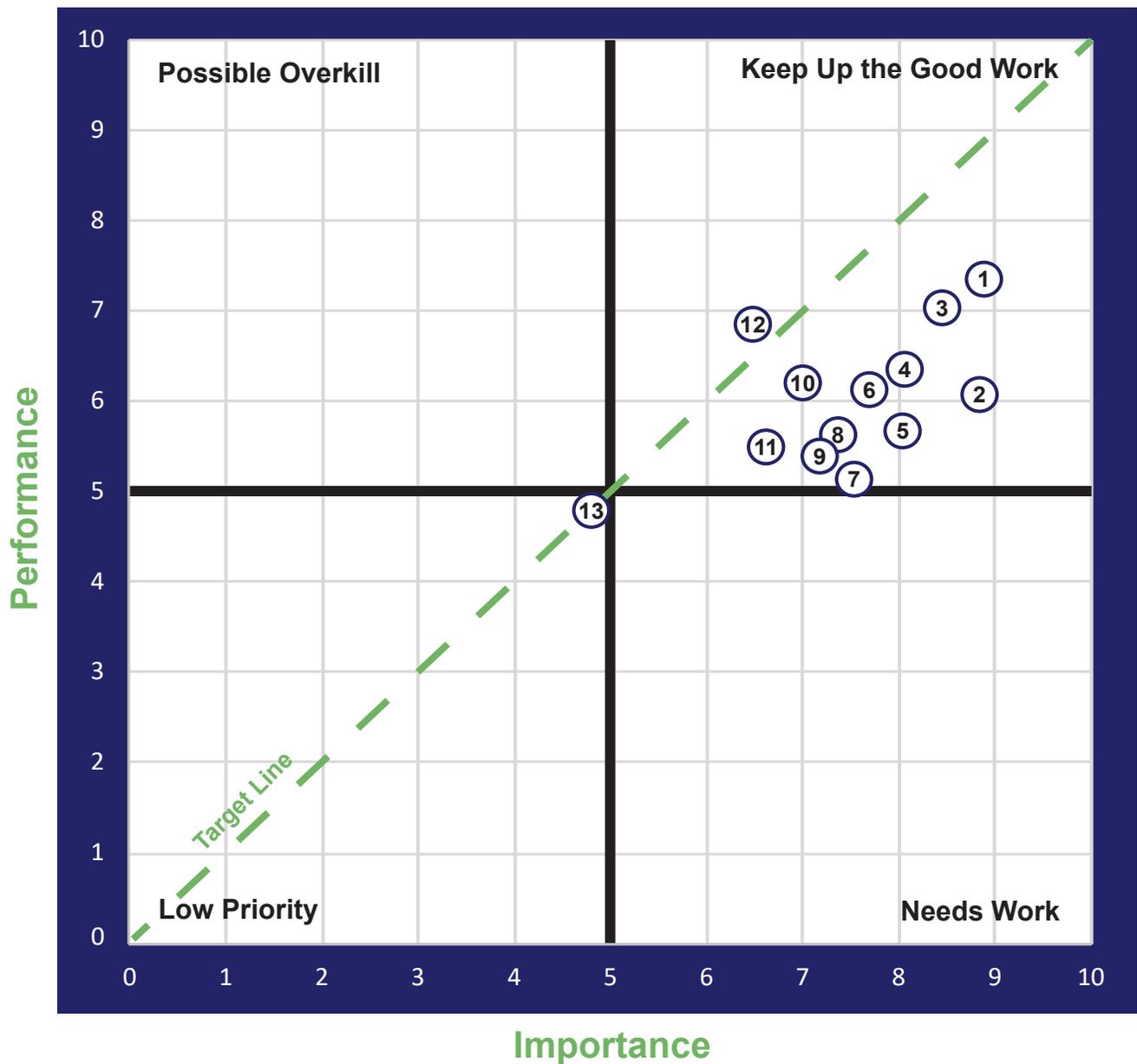


Figure 3.10, Importance Verses Performance, Transportation Issues



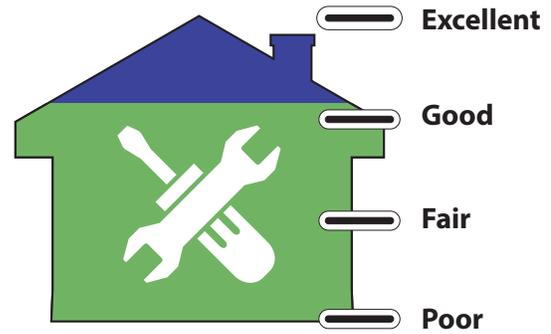
- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1. Safety</li> <li>2. Traffic congestion</li> <li>3. Street condition and maintenance</li> <li>4. Pedestrian accommodation</li> <li>5. Add off-street parking in downtown</li> <li>6. Street connectivity</li> <li>7. Mitigate truck traffic on Main Street</li> </ul> | <ul style="list-style-type: none"> <li>8. Streetscape improvements along Main Street</li> <li>9. Reroute pass-through traffic around downtown</li> <li>10. Wayfinding signage</li> <li>11. Bicycle accommodation</li> <li>12. Traffic calming</li> <li>13. Public transportation</li> </ul> |
|---|---|

**HOUSING AND NEIGHBORHOODS**

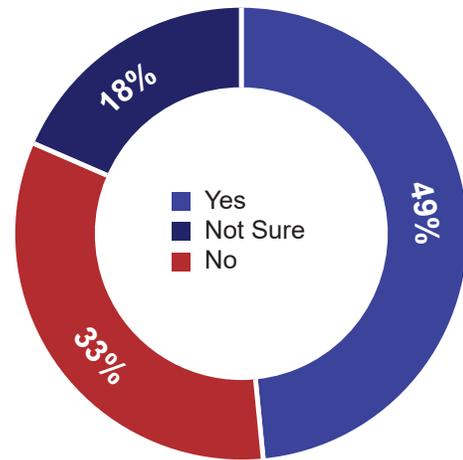
The survey also solicited feedback for housing and neighborhoods related to the topics of housing conditions, housing affordability, and neighborhood improvement. As set out in *Figure 3.11, What Is The Condition of Houses/Yards In Your Neighborhood?*, the majority of respondents felt that housing conditions in their neighborhood were good. As set out in *Figure 3.12, Is The Housing Your Interested In Reasonably Priced*, almost half the respondents felt that housing was affordable while one third thought it was not.

When thinking about the future of housing and neighborhoods in Tomball, respondents identified that crime reduction was the most important improvement needed (see *Figure 3.13 Addressing Neighborhood Improvement*). This corresponds with previous input identifying "crime" as the third most critical issue facing Tomball (*Figure 3.2, Most Critical Issue Facing Tomball*, on page 43). Improving the condition of streets and sidewalks, and adding or improving sidewalks, parks, and trails were also identified as high priority neighborhood improvement needs.

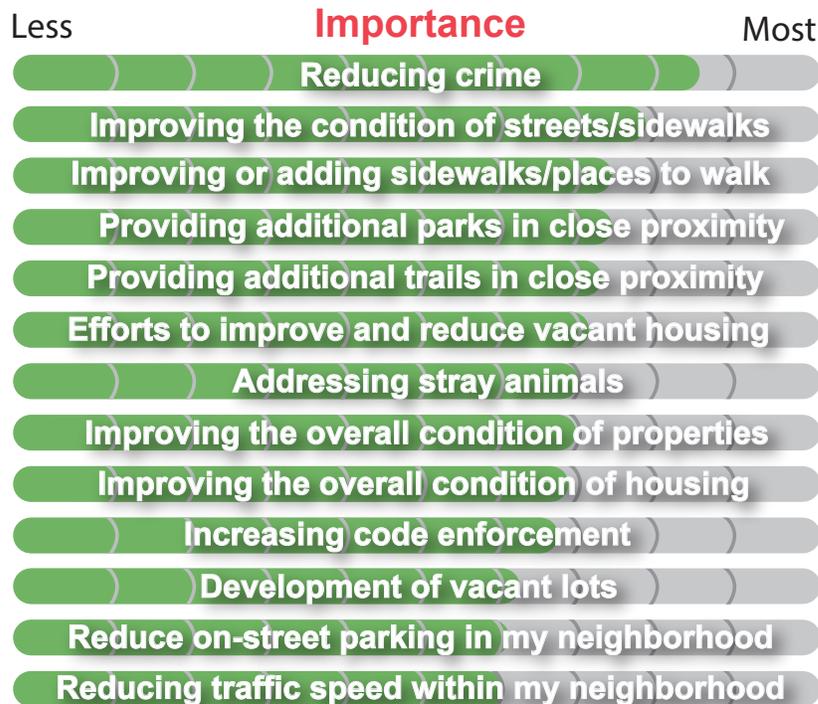
**Figure 3.11, What Is The Condition of Houses/ Yards In Your Neighborhood?**



**Figure 3.12, Is The Housing Your Interested In Reasonably Priced?**



**Figure 3.13, Addressing Neighborhood Improvement**



**TOURISM AND RECREATION**

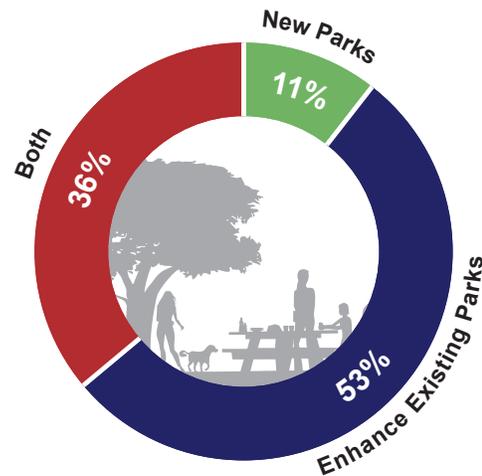
A community's entertainment and recreation opportunities are not only important measures for quality of life, but for economic development reasons as well. As set out in *Figure 3.14, To Increase Sales Tax Revenue From Tourism It Is Important To ...*, respondents believe the best way to increase sales tax via tourism is to improve the sense of place in Downtown. The next top three opportunities include identifying incentives to improve property appearance, improving park amenities, and updating development regulations to improve the aesthetics of new development. While indicated as a lower priority, respondents also identified such things as a recreation/sports complex, or an aquatic complex, as opportunities that were important to consider in the future.

**Figure 3.14 To Increase Sales Tax Revenue From Tourism It Is Important To...**



When asked specifically about park prioritization, respondents showed a greater affiliation towards enhancing existing parks, or balancing new park development with existing park enhancement, rather than developing new parks (see *Figure 3.15, Should Tomball Prioritize New Parks Or Enhance Existing Parks?*). As set out in *Figure 3.16, What Should Trails Connect To?*, respondents identified their preference for prioritizing new trail connections to parks followed by connections to downtown. Further, respondents specifically identified connections to Spring Creek (and its linear creek corridor) as a high priority.

**Figure 3.15, Should Tomball Prioritize New Parks Or Enhance Existing Parks?**



**Figure 3.16, What Should Trails Connect To?**

- 1. Parks**
- 2. Downtown**
- 3. Schools**
- 4. Sidewalks**
- 5. Spring Creek**

A public open house was held early in the process to collect preliminary community feedback on the Plan’s strategic directions.



### PUBLIC OPEN HOUSE HIGHLIGHTS

A public open house was held on March 22, 2018 at the City’s Public Works building. The meeting was attended by approximately 45 people who live and work in Tomball. The meeting was an open house format so there was no formal presentation. Individuals were asked to provide preliminary feedback on a number of topics which had been identified as key issues during the kick-off and through analysis of interim survey results. The following pages provide a summary of the feedback received during the public open house.

#### TRANSPORTATION IN TOMBALL

Based on early stakeholder feedback and interim survey results regarding community concerns for traffic congestion and safety, attendees were asked to identify transportation strategies they could potentially support. As set in *Figure 3.17, Mobility and Streets*, attendees identified rerouting truck traffic away from both Downtown and neighborhoods, and improving sidewalks conditions, as their two top strategies. Similar to the public survey, attendee responses indicated less interest in traffic calming, but did indicate strong support for residential roundabouts.

**Figure 3.17, Mobility and Streets**

STRATEGY	SUPPORT
<b>TRANSPORTATION SAFETY</b>	
Identify a truck route that removes heavy truck traffic out of neighborhoods and downtown areas	28
Improve sidewalk conditions and provide additional sidewalk connections	24
Provide additional off-street trails	15
Adopt a citywide policy that all streets need to accommodate pedestrians and bicycles (i.e., a Complete Streets policy)	13
Improve/provide crosswalks in high pedestrian traffic areas	13
Traffic calming (i.e., reducing traffic speed with the built environment)	5
Separate pedestrian street crossings along trail corridors (e.g., pedestrian overpass)	3
Enhance traffic enforcement	2
<b>TRAFFIC CALMING</b>	
Residential roundabouts	17
Center landscape medians	12
Lane narrowing	11
Pedestrian refuge islands	10
Speed bumps / tables	8
Curb extensions / Bulb outs	3

Attendees were also asked to specifically comment on strategies for reducing congestion. As set out in *Figure 3.18, Congestion Relief*, the highest support was voiced for better signal timing and expanding resources. To the contrary, the strategy for adding more travel lanes did not receive any support.

**HOUSING TYPE AND ARCHITECTURAL FORM**

Improving the quality of the built environment was also a priority identified during the early public engagement efforts. As such, a series of questions were asked at the public open house to identify community preferences for housing types and architecture form. As set out in *Figure 3.19, Needed Housing In Tomball*, attendees expressed strong support for patio/zero-lot-line homes and a variety of other detached single-family homes. While traditional apartments did not receive any support by attendees, there was support for the urban condo/ apartment style multi-family buildings. Additionally, *Figure 3.20, Non-Residential Building Form And Architecture*, shows that attendees expressed greater support for non-residential buildings that exhibited increased architectural style and better integration with the pedestrian realm. This is similar to the findings identified in *Figure 3.14, To Increase Sales Tax Revenue From Tourism It Is Important To ...*, which emphasized an expressed interest in improved design aesthetics.

**Figure 3.19, Needed Housing In Tomball**

HOUSING TYPE	SUPPORT
Patio, Garden, Zero-Lot-Line	20
Estate Lot	17
Large Lot	16
Traditional Lot	16
Cottage	16
Urban Condo's/Apartments	11
Townhome	7
Senior, Retirement, or Assisted Living	5
Duplex	3
Tiny Home	2
Apartment	0

**Figure 3.18, Congestion Relief**

STRATEGY	SUPPORT
Better signal timing (e.g., coordinated green lights)	29
Expand resources (e.g., manpower, equipment, and funding) to improve the quality and condition of road surfaces within the City	20
Re-routing pass-through traffic around downtown Tomball	18
Additional left and right turn lanes	15
Better street connectivity	15
Re-routing pass-through traffic around Tomball City limits	14
Better inter-parcel connectivity (i.e., internal connections between adjacent businesses and development)	7
Roundabouts / continuous traffic flow	5
Increased access management (i.e., wider driveway spacings controlled left turns, right-in right-outs)	1
More travel lanes	0

**Figure 3.20, Non-Residential Building Form And Architecture**

- Highest Support**
  - Enhanced pedestrian experience
  - Masonry is predominant exterior building material
  - Articulated building offsets, both horizontal and vertical
  - Accentuated architectural details (e.g., roof overhangs, structural awnings)
  - Pedestrian-scaled signage
- Strong Support**
  - Auto-oriented and enhanced pedestrian-oriented experience (e.g., internal pedestrian connectivity)
  - Native/low water parking lot landscaping
  - Decorative site furnishing and lighting
  - Outdoor seating areas
- Support**
  - Auto- and pedestrian-oriented experience
  - Grouped building configuration rather than linear
  - Interior parking lot landscaping
  - Non-decorative lighting and limited furnishings

Figure 3.21, City Spending Priorities



**CITY SPENDING**

Attendees were asked to express their preference regarding how the City spends its revenue. As set out in *Figure 3.21, City Spending Priorities*, attendees identified a greater preference for spending on downtown & economic development and infrastructure. Spending on trails and streets were identified as lesser priorities by attendees. Additionally, with regard to spending prioritization, attendees specifically called attention to addressing the flooding issues in the southeast portion of Tomball.

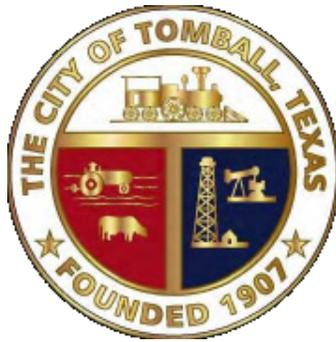
**KEY FINDINGS**

Overall, the early public engagement efforts identified some key trends and concerns. These include:

- There is strong community support and satisfaction with Tomball as a place to live.
- There is general overall satisfaction with the provision of City services.
- There is community support for increasing transportation connectivity through development of alternative routes to address traffic issues, rather than adding additional travel lanes.
- There is strong support for the continued development of Downtown Tomball, both as an economic driver and as a local amenity.
- There is community support for increased aesthetic design standards for nonresidential buildings.
- There is general support for increased sidewalks and trails through a pragmatic and targeted approach.
- There is support for more single-family residential housing choices, like patio/zero-lot-line homes.
- There is a desire to focus primarily on enhancement of existing parks over addition of new parks.
- Localized flooding is a priority for infrastructure investment.
- Maintaining a strong sense of small town, family feel is important when responding to growth pressures and threats to Tomball's uniqueness.
- Traffic, especially along Main Street, is a critical issue facing Tomball.

# CHAPTER 4: VISION





## INTRODUCTION

One of the most critical components of a comprehensive plan is the community's vision for the future. The community vision begins to form early in the process and becomes fully realized through the vision statement, guiding principles, goals, and recommendations. The community vision and plan goals embody the community's collective aspirations for the future and helps frame the analysis and recommendations which are detailed in Chapter 5, *Recommendations*.

The community vision also helps guide decision-making and priorities of the elected and appointed officials and staff who administer the City's operations. If the vision statement truly represents the desired future of the community, it can also galvanize the citizenry to action.

In addition to the vision, guiding principles help in decision-making as part of post-adoption, on-going approvals (e.g., during rezonings) and clarify what the City needs to focus on to help make it a reality. Further, these values help to define the framework by which each plan element is developed and ensures that the policies and recommendations across all plan elements are consistent and support the community's vision for the future.

This chapter includes the following components as a way to frame the vision for Tomball:

- Growth context
- Growth, stability, and change factors
- Development patterns
- Vision statement, goals, and guiding principles
- Future land use and character
- Major thoroughfare plan

While this chapter provides the foundation for the community's vision, full realization of that vision requires effective communication and on-going efforts by elected and appointed officials, staff, citizens, and the development community regarding plan implementation.

JOB AVAILABILITY

REGIONAL HOSPITAL

College

EDUCATED POPULATION

RESPONSIVE CITY GOV'T

REGIONAL ROAD ACCESS

RETAIL SHOPPING / SELF SUFFICIENT

MOM + POP MET

Full realization of the vision will require effective communication and on-going efforts by the Tomball community as part of plan implementation.

## DETERMINING GROWTH

It is important to understand the potential growth a city may experience when planning for the future. It provides a snapshot of the number of potential houses needed; the configuration and capacity of new roads; expansions to water, wastewater, and other utility infrastructure; as well as many other important municipal functions that require years of planning.

A local jurisdiction's ability to dictate and guide growth is a true function of city government and control. However, the City's ability to guide on-going growth is not beyond national, state, and regional market conditions and influences. As such, planning for accurate population growth can be an inexact practice even under the most ideal circumstances.

Population projections help a city to be able to proactively plan for the future. While more accurate in the short term, longer-term projections require constant analysis and re-evaluation which can effect all aspects of the planning process and land use. While it may or may not be a problem to significantly over estimate the projections, it can be catastrophic to significantly under estimate them.

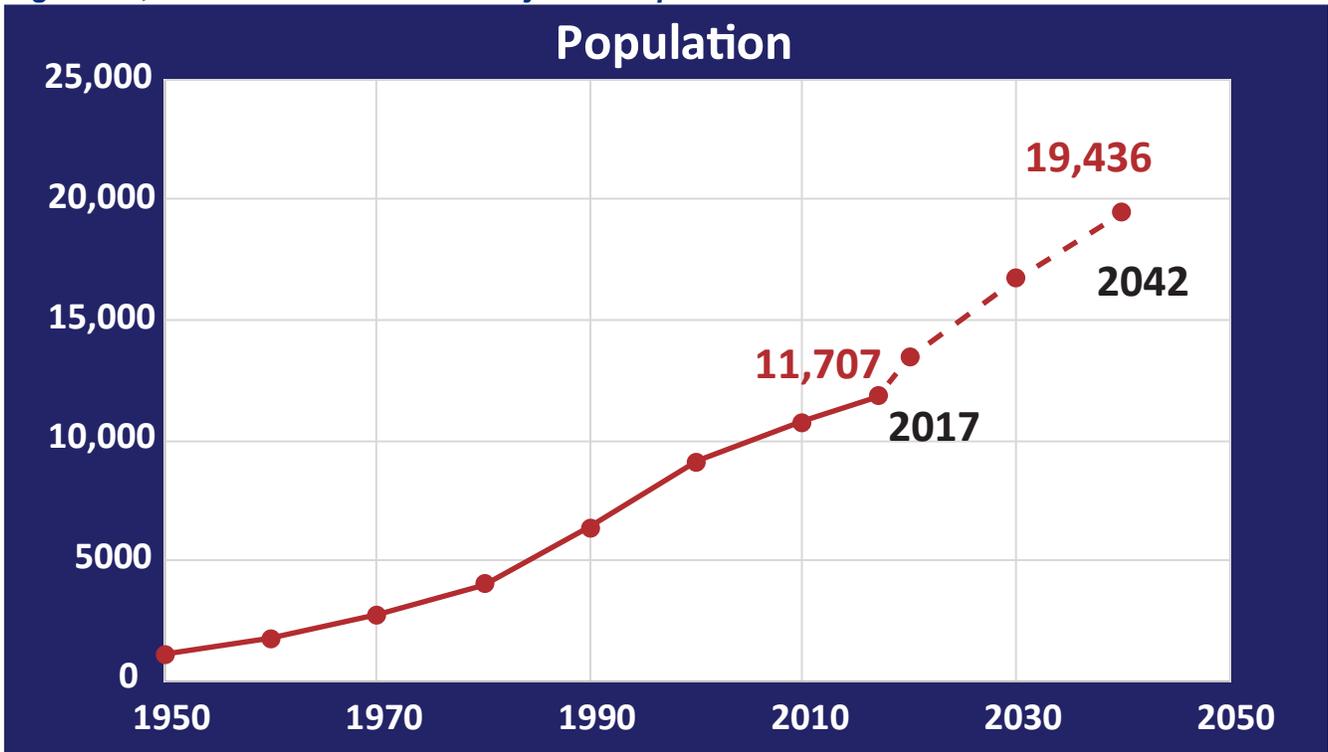
A snapshot of historical and projected population growth was developed using the available projection data from the U.S. Census Bureau and the Texas Water Development Board Draft 2021 Regional and 2022 State Water Plan projections data (see *Figure 4.1, Tomball Historical and Projected Population*). Tomball has a projected 2042 population of 19,436 people. This is an increase of 7,729 people representing a 66 percent increase over the 2017 population of 11,707 people.

### 2042 Projected Population

For the purpose of planning for the future, an anticipated 2042 population of 19,436 people will be used.



**Figure 4.1, Tomball Historical and Projected Population**



## GROWTH, STABILITY, AND CHANGE FACTORS

A full understanding of a city's growth context requires a citywide analysis of the built environment's existing conditions. This information helps to determine the likelihood of particular areas of the community to change in the future. When analyzing the conditions, the primary purpose is to understand which areas are likely going to experience development pressures. Development pressure arises from two predominate conditions, one being property that is undeveloped and thus offers a clean slate for new development; the other being property that is viewed as underutilized which increases the potential of finding a better value through redevelopment.

The growth, stability, and change analysis identifies three distinct types of areas that embody the differing types of development pressures that may impact individual property owners (see *Figure 4.1, Growth, Stability, and Change Map*, on the next page). Areas that are currently undeveloped or underdeveloped reflect areas designated for growth. Areas that are already built out and are likely to continue their current

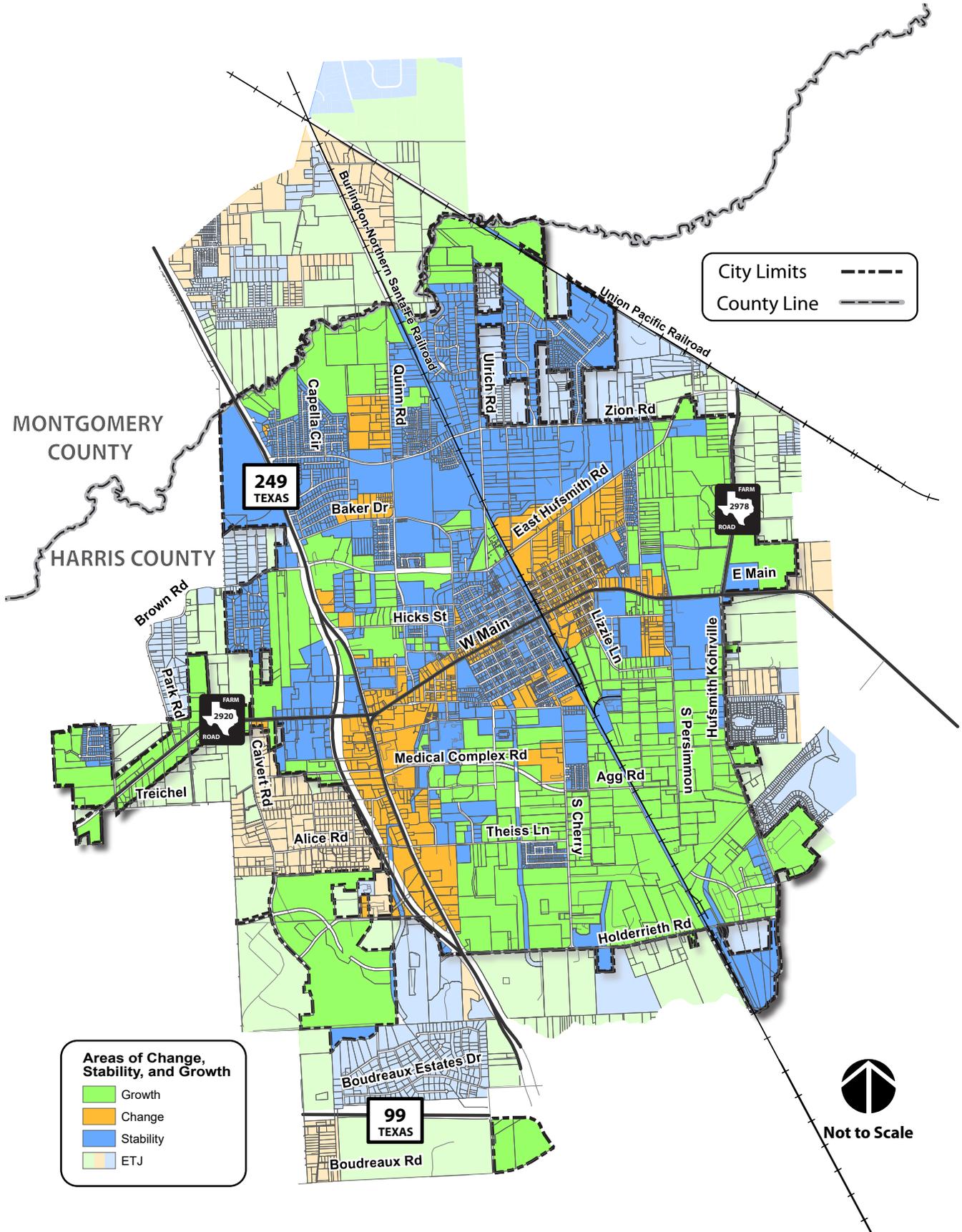
use and contributions to the built environment, during the horizon of this plan, are considered to be areas of stability. Areas that face redevelopment pressure for a new land use or an increase in development intensity are considered to be areas of change.

This analysis was developed using a series of informative measures including CPAC direction, quantitative input, and qualitative observation. The results are not intended to be prescriptive; rather, they are intended to help anticipate potential changes in the built environment during the plan horizon and beyond. Additionally, the analysis was used to help focus the classification of future land use to be representative of the opportunities and strengths of the City's built environment. Consequently, this approach is intended to be informative and does not intend to intentionally or unintentionally limit the City's ability to react to creative development proposals.



Understanding the potential for growth helps in forecasting the housing demands that City will be facing in the future.

Figure 4.2, Growth, Stability, and Change



## VISION STATEMENT, GOALS, AND GUIDING PRINCIPLES

The Vision 2030 plan put forward a direction for Tomball that is intended to be furthered by this planning effort (see page 11). A community's vision embodies the collective aspiration for the future. It also provides direction for the development of guiding principles and frames the goals for moving forward.

This planning process and plan refine and build upon the original vision by providing new goals and guiding principles for the future. Set out on pages 60 and 61 are the six plan goals which provide overarching direction for the action recommendations found in each plan element set out in Chapter 5, *Future Directions*.

### VISION

A vision statement is a formal statement that expresses the aspirational future of the community.

### GOALS AND GUIDING PRINCIPLES

Goals and guiding principles can also be an important component of decision-making, particularly as part of post-adoption implementation. Set out on pages 60-61 are six overarching goals and associated guiding principles which frame recommendations identified in Chapter 5, *Recommendations*.

## **“ABBREVIATED” VISION STATEMENT**

**“Tomball will be a community that embraces growth and prosperity without compromising its’ sense of place and charm.”**

**“Tomball in 2040 is a place where people make great connections—with families, friends, neighbors, through schools, jobs and businesses, to govern, worship, and celebrate. Our community has grown in an attractive, balanced, and well-managed way from a small farm-to-market town to a 21<sup>st</sup> century commerce center, maintaining its hometown feel and character while creating new amenities, services, and opportunities. Our strong values keep us focused on what is important—family, community, heritage, health, education, and environment. Tomball is a vibrant and healthy City we are proud to call home.”**

**~ Vision 2030, 2009 Comprehensive plan**

**GOAL 1: GROWTH AND CAPACITY**

Be a good steward of public dollars through provision of quality public services.

**GOAL 2: LAND USE AND DEVELOPMENT**

Work with the development community to meet the needs of a growing community while being true to the character of Tomball.

**GOAL 3: MOBILITY**

Strive to address mobility concerns by partnering with other jurisdictions as well as promoting alternative routes across the community.

**GUIDING PRINCIPLES**

- Continue the City commitment on the implementation of the adopted City plans, specifically those related to water, wastewater and drainage.
- Identify and promote opportunities for partnerships in the development of community infrastructure and facilities, not only between City departments, but also between other governmental agencies.
- Promote infill and redevelopment to take advantage of existing infrastructure and reduce the potential impacts of disinvestment and corresponding blight.
- With limited annexation opportunities, work with the City of Houston and Harris County in the consideration of the fiscal and social implications of annexation or non annexation in reference to the provision of public services.
- Improve the City’s resiliency and lessen flooding impacts on residents through a multifaceted approach to drainage infrastructure by encouraging both public and private drainage facilities to be more integrated into the built environment.

**GUIDING PRINCIPLES**

- Encourage new development and redevelopment consistent with the types of development patterns and character recommendations associated with the Future Land Use Plan, zoning map, and development regulations.
- Promote development patterns that utilize existing infrastructure to its fullest capacity.
- Guide compatible development to create a Medical District with complimentary land uses and improved connectivity to Old Town.
- Pursue modifications to development regulations to create high-quality spaces that reflect Tomball’s welcoming small town feel, while allowing for modern growth to occur in targeted areas.
- Encourage development with a mix of uses and walkable environment, both in Old Town and developing areas.
- Establish land use policies that encourage high quality housing, with improved housing choice appropriate for Tomball’s character.
- Facilitate development of new neighborhoods to integrate with the surrounding built environment, providing opportunities for all stages of life (recent graduates, young families, empty nesters, etc.)

**GUIDING PRINCIPLES**

- Develop and encourage alternative routes through the City to improve cross-city connectivity outside of established neighborhoods.
- Reduce truck traffic through downtown.
- Address long-term parking needs in downtown and address access concerns by area merchants.
- Promote key pedestrian corridors and encourage accommodation along these routes; this effort may be complimented by bicycle facilities but emphasis should be on pedestrian connections first and foremost.
- With the completion of the Tomball Tollway, re-envision Tomball Parkway to better serve the community.
- Promote improved regional connectivity through open dialogue and partnerships with Harris County and the City of Houston.
- Protect the functional capacity of roadways in the City and ETJ by adhering to access management principles.
- Consider street alternatives in Old Town to maintain existing character and tree canopy.
- Consider a trail system as a means to encourage active transportation as a choice for community residents.

**GOAL 4: COMMUNITY LIVABILITY**

Continue to recognize Old Town as an important economic and cultural center of the community and promote Tomball's sense of place in all projects.

**GUIDING PRINCIPLES**

- Protect and encourage expansion of Old Town so that it grows as the City grows.
- Continue to promote events and festivals that attract people to the community and provides residents with opportunities for socializing and fellowship.
- Enhance the gateways and thoroughfares, complimented by wayfinding, to further enforce a sense of place upon arrival to Tomball.
- Prioritize recreation and leisure opportunities to meet the needs of a growing population.
- Promote beautification city-wide, including but not limited to alley enhancements.

**GOAL 5: ECONOMIC DEVELOPMENT**

Identify areas of reinvestment and re-imaging so that all parts of Tomball contribute to a prosperous future.

**GUIDING PRINCIPLES**

- Identify opportunities for further promotion of Old Town and its local entrepreneurship brand.
- Continue to work with Lone Star College to emphasize workforce training that compliments Tomball's industries (healthcare, technology, energy, manufacturing, etc.).
- Encourage continued growth of business parks and corporate campuses in Tomball.
- Ensure that is a Tomball competitive business environment regionally and maintain efforts for a balanced economy.
- Promote districts in Tomball, such as the Medical district, with complimentary land use policy.
- Capitalize on the mix-use developments that promote entertainment opportunities found in private development.

**GOAL 6: COMMUNITY FACILITIES AND SERVICES**

Provide high-quality community facilities and services which are forward thinking and responsive to the needs of the Tomball community.

**GUIDING PRINCIPLES**

- Further develop the City's parks, open spaces, and trail network, specifically looking at how these spaces link to each other and promote citywide access and active lifestyles.
- Continue to invest in and provide high levels of public safety services to prioritize the City's commitment to ensuring public health, safety, and welfare.
- Encourage joint use of new sites to serve multiple public purposes.
- Incentivize the use of the City's natural and man-made drainageways and floodplains for stormwater conveyance, open space protection, and recreation.
- Consider public facilities as economic development investments for the future. New public facilities should set the bar for the quality of development envisioned by the Tomball community and should consider both first and long-term costs.

## FUTURE LAND USE AND CHARACTER

The Future Land Use Plan and associated descriptions capture the community’s values and envisioned future regarding how, when, and where Tomball should grow over the next 10 years and beyond. It covers all areas within the City limits and the City’s ETJ. It was derived using feedback from the public engagement process (see *Chapter 3, Community Input*, for additional information regarding community preferences for the future).

The Future Land Use Plan is not only a map of preferred patterns of future development, but also a tool that guides staff, elected and appointed officials, and the development community in how and what types of development will be located within the community. At the core of the Future Land Use Plan is the protection of public health, safety, and general welfare, as well as the preservation of important community features and values. In this regard, the Future Land Use Plan is perhaps the most important component of a comprehensive plan.

The Future Land Use Plan, however, is also intended to be a guide and is subject to modification over time-based upon new or changing information and circumstances. The map itself is primarily used to evaluate zoning requests. Similarly, the descriptive text is used to support staff recommendations and elected and appointed official decisions on the same. By state law, the Future Land Use Plan does not have the same force of law as the City’s zoning map. However, the descriptive text is oftentimes used to guide updates to the City’s zoning and other development regulations. As such, the future land use descriptions have been developed within the context that they will lead to improvements to the City’s zoning regulations over time.

As set out in *Figure 4.5, Tomball Future Land Use Plan*, on page 63, geographic areas of future land use have been identified for the entire City limits and the ETJ. Pages 64 through 73 contain a series of one-page future land use descriptions which provide further information about the intent of these different areas of the community, including:

- **Intent & Character.** This subsection provides a general description of the intent and intended character of development.
- **Appropriate Land Use Types.** This subsection provides guidance on the primary, and in many cases, secondary uses which may be appropriate in certain areas of the City and to update zoning district regulations.
- **Compatible Zoning Districts.** This subsection provides guidance as to which established zoning district(s) may be most appropriate to implement the intent of the future land use category. In many cases, improvement to the City’s regulations may be warranted to fully achieve the envisioned character.
- **Considerations.** This subsection provides guidance on proposed locations and development qualifiers which may be appropriate during zoning requests, development approvals, as well as during subsequent updates to the City’s regulations.

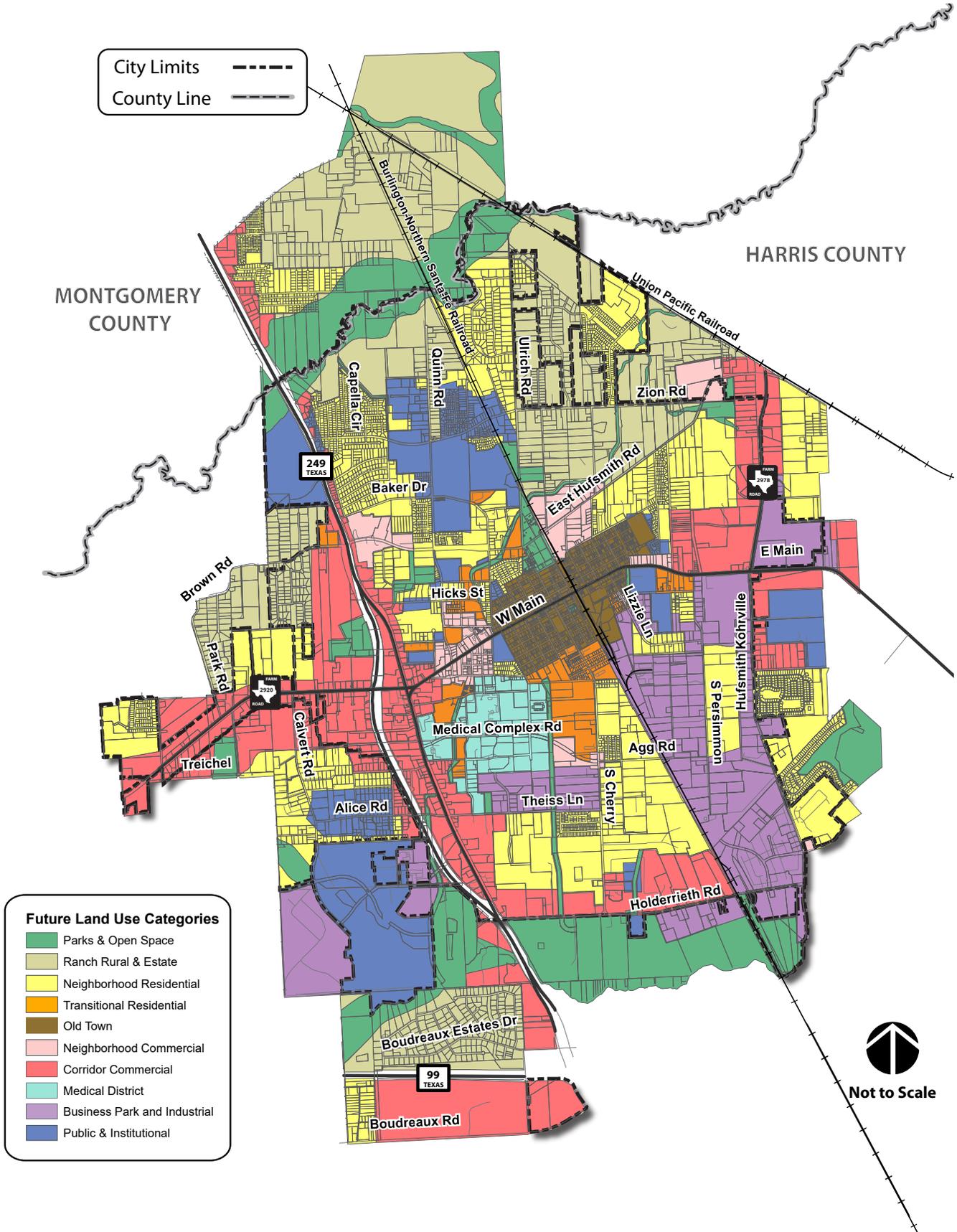
The future land uses are further delineated in *Figure 4.4, Future Land Use Summary* by providing the acreage and percentage breakdowns by the respective designation within the plan area. The two largest future land use designations are Neighborhood Residential and Ranch Rural & Estate. Corridor Commercial makes the third largest future land use category taking advantage of the regionally-serving freeway corridors of SH 249 and SH 99.

**Figure 4.4, Future Land Use Summary**

FLU CATEGORY	ACRES	AREA %*
Parks & Open Space	1,681	12.4%
Ranch Rural & Estate	2,696	19.8%
Neighborhood Residential	3,023	22.2%
Transitional Residential	297	2.2%
Old Town	367	2.7%
Neighborhood Commercial	348	2.6%
Corridor Commercial	2,283	16.7%
Medical District	279	2.0%
Business Park & Industrial	1,435	10.5%
Public & Institutional	1,226	9.0%
Total	13,635	-

\* Normal rounding results in total not equally 100%.

Figure 4.5, Tomball Future Land Use Plan



Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

## **PARKS & OPEN SPACE**

### INTENT AND CHARACTER

The Parks & Open Space future land use category is defined by its connection to natural, infrastructure, or recreation-related purposes that limit the development potential. This includes places dominated by floodplains, flood control and stormwater facilities, both passive and active recreation areas, and areas of natural interest. This type of land use category is located throughout a community, but strategic consideration should be given to providing it in relative proximity to residential areas to promote it as a community amenity.

### APPROPRIATE LAND USES

Areas designated for parks and open space should be comprised of public parks and recreation areas, trails, and privately owned common areas set aside for floodplain protection. Secondary uses predominantly include special events. In some cases, parkland may be collocated with public facilities and infrastructure to maximize resource use and efficiency (e.g., regional detention may be collocated on a portion of the same property as a public park).

### COMPATIBLE ZONING DISTRICTS

There is not a specific zoning district which is intended to implement this future land use category. Instead, the zoning and subdivision regulations should be evaluated to ensure that these uses are allowed in appropriate districts.

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- Any development, public or private within this designation should protect sensitive natural resources (e.g., stream corridors, floodplains, wetlands).
- New parks should be located along streets designated as a collector street or greater functional classification.





## RANCH RURAL & ESTATE

### INTENT AND CHARACTER

The Ranch Rural & Estate future land use category is intended to identify areas that represent bucolic character. This land use category is defined by the abundance of natural landscape and may include limited agricultural enterprises. There should be limited public infrastructure for both pedestrian and stormwater, especially along local roads with a rural cross section.

### APPROPRIATE LAND USES

Land uses include large lot residential, conservation subdivisions, and agricultural enterprises. The built environment should be complimented by large amounts of green space such as mature woodlands or pasture. Secondary uses include bed and breakfast lodging, home professions, cottage industries, and accessory dwelling units.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

**AG: Agricultural District, SF-20-E: Single-family Estate Residential-20, PD: Planned Development.**

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- New nonresidential development is appropriate where it is designed to reflect the rural character.
- Consider using aggregate measures for housing density to allow for the clustering of housing and the preservation of open space.



## NEIGHBORHOOD RESIDENTIAL

### INTENT AND CHARACTER

The Neighborhood Residential future land use category is intended for areas predominantly comprised of single-family detached housing. While this area is primarily served by the automobile, the inclusion of sidewalks is important for both improved access and safety. The lot size of neighborhood residential should be influenced by surrounding land uses, with smaller lots being in close proximity to supporting amenities, and recreation opportunities.

### APPROPRIATE LAND USES

Land uses should focus on promoting safe and desirable neighborhoods, with single-family detached residential being the primary use. Secondary uses that are appropriate include parks, schools, and other public facilities. Limited commercial services and single-family attached residential that do not require large parking lots would be appropriate where residential collector streets meet arterials.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

**SF-20-E: Single-family Estate Residential-20, PD: Planned Development, SF-9: Single-family Residential-9, SF-6: Single-family Residential-6**

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- Stormwater detention should be integrated into the community to act as an amenity.
- Subdivision should ensure connections to surrounding areas through enhanced sidewalks or multi-use sidepaths.





Photo not from Tomball area

## **TRANSITIONAL RESIDENTIAL**

### **INTENT AND CHARACTER**

The Transitional Residential future land use category is intended to provide more housing choice for the full lifecycle of Tomball residents. This district is intended to be equally designed for the pedestrian and the automobile, and to allow for an appropriate transition between areas of lower (e.g., neighborhood residential) and higher (e.g., commercial or industrial) intensity. Residential structures are intended to engage the street and contribute to an improved pedestrian environment.



Photo not from Tomball area

### **APPROPRIATE LAND USES**

Land uses should provide a variety of housing types, including single-family detached, single-family attached, duplex, and apartments. Secondary uses include accessory dwelling units, parks, schools, and other public facilities.

### **COMPATIBLE ZONING DISTRICTS**

The following zoning districts may be compatible with this future land use category:

**PD: Planned Development, SF-6: Single-family Residential-6, D: Duplex Residential, MF: Multi-family Residential**

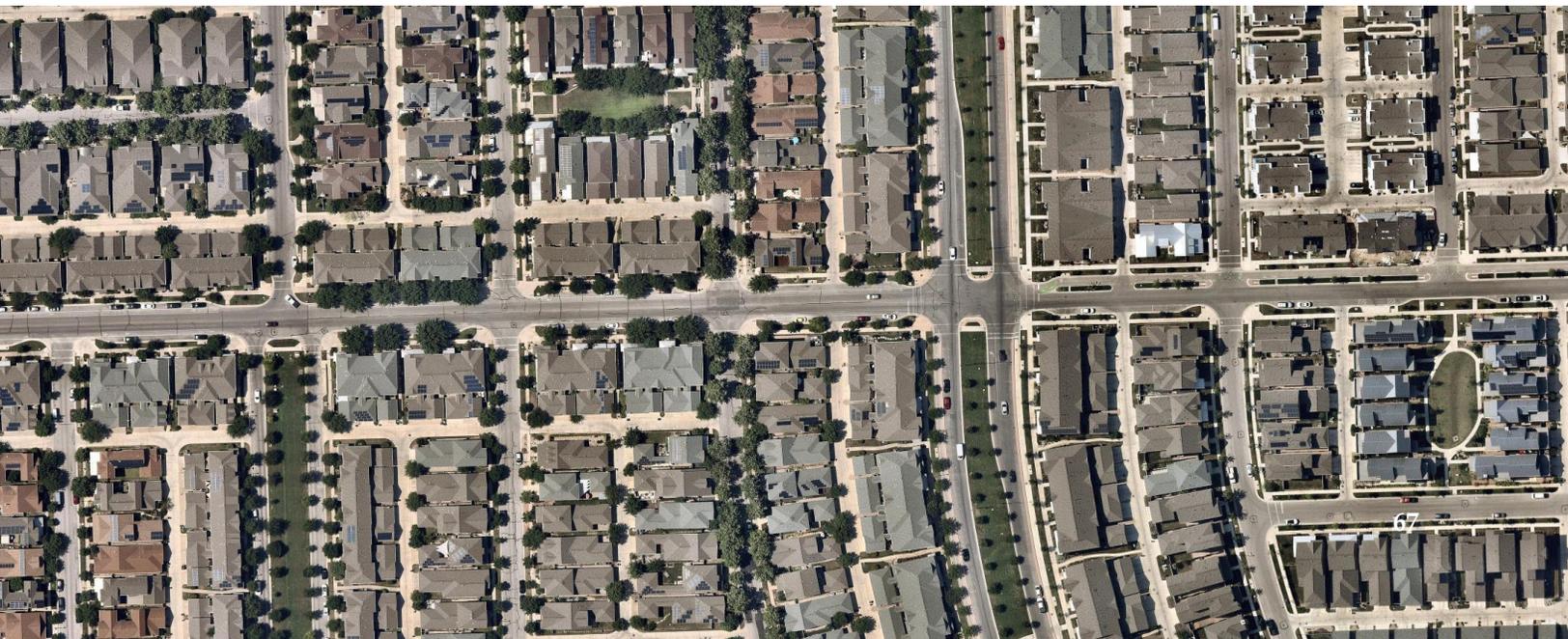


Photo not from Tomball area

### **CONSIDERATIONS**

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- New transitional residential development should be integrated into or complimented by the surrounding development.
- Nonresidential mixed uses should be allowed provided it is part of a planned unit development and does not constitute more than 25 percent of the development.
- Transitional residential should be used as a buffer between single-family development and more intense uses.



## OLD TOWN

### INTENT AND CHARACTER

The Old Town future land use category is carried forward from the previous comprehensive plan. Old Town consists of downtown Tomball and the surrounding neighborhoods. Old Town is intended to be highly walkable and promotes a distinct sense of place. Urban character building design, parking strategies, and wayfinding are present to provide a human-scaled orientation.

### APPROPRIATE LAND USE TYPES

Land uses should consist of a mix of residential, office, retail, entertainment, restaurants, and public facilities. Secondary uses include bed and breakfast lodging, live-work buildings, places of assembly or event venues and home professions.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

***OT: Old Town and MU: Mixed Use***

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- Old Town development should encourage and be supported by on-street parking or public parking lots.
- New development should encourage building to the street at a pedestrian scale, with no parking between the front building facade on the street.
- Pedestrian enhancements such as wide sidewalks, pedestrian furnishings, and street trees should be emphasized.



## NEIGHBORHOOD COMMERCIAL

### INTENT AND CHARACTER

The Neighborhood Commercial future land use category is intended for commercial uses that are developed with the appropriate context, scale and design to compliment residential development. These areas are intended to be accessible by both vehicles and pedestrians.

### APPROPRIATE LAND USE TYPES

Land uses that are appropriate include restaurants, retail, professional services, clinics, and offices. Secondary uses include places of assembly or event venues, local utility services, and government facilities.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

**O: Office, GR: General Retail, PD; Planned Development**

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- Neighborhood commercial development should be located adjacent to an intersection of a collector street or greater functional classification.
- Neighborhood commercial could be appropriate as a stand-alone development or as part of a mixed use planned unit development.



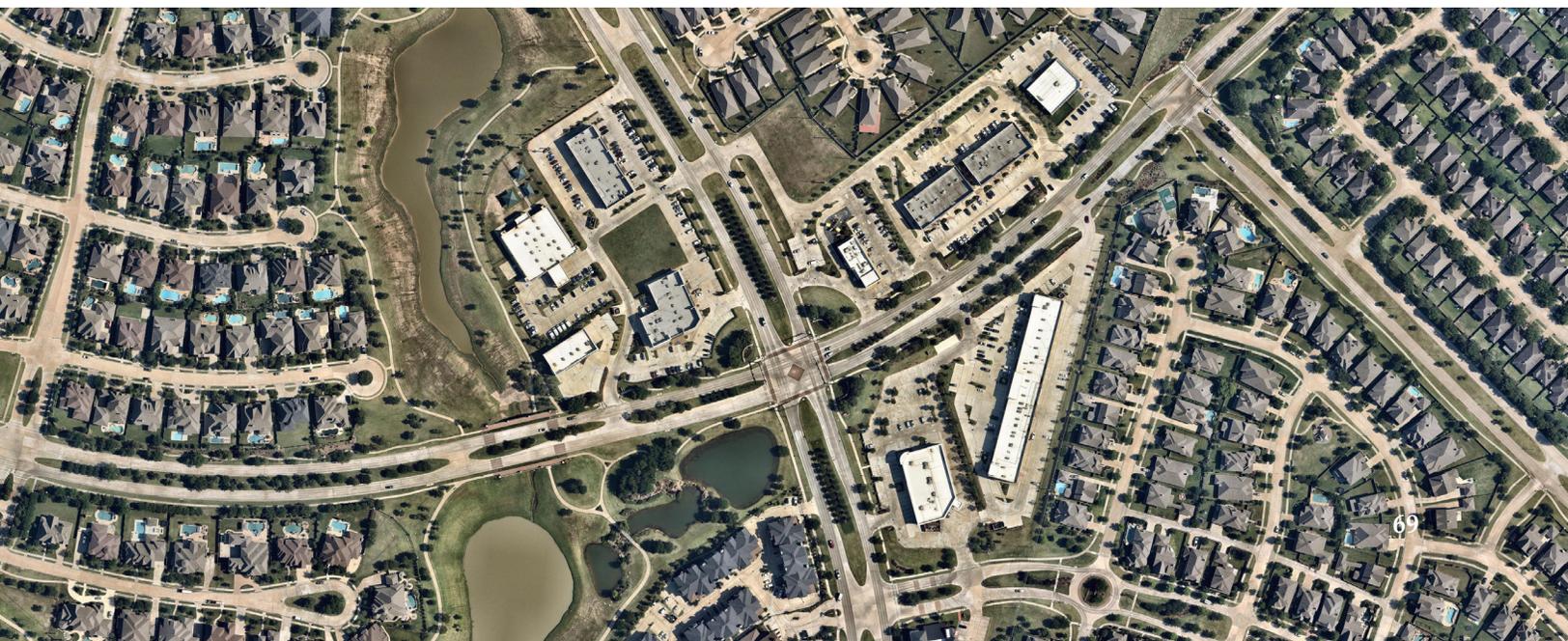
Photo not from Tomball area



Photo not from Tomball area



Photo not from Tomball area



## CORRIDOR COMMERCIAL

### INTENT AND CHARACTER

The Corridor Commercial future land use category is intended for predominantly nonresidential uses along high-traffic, regionally-serving thoroughfares. The land uses are typically comprised of varying lot sizes and intensities predominantly serving the automobile. While these areas will always be auto-oriented, there is opportunity to improve bicycle/pedestrian accommodations and to create a pleasing environment which leaves a lasting impression on residents and passers-by.

### APPROPRIATE LAND USE TYPES

Land uses include regional commercial, personal service offices, multi-family, retail, entertainment, dining, hotels, and brew pubs/distilleries. Appropriate secondary uses include private gathering spaces, local utility services, government facilities, and transportation uses.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

**O: Office, GR: General Retail, C: Commercial, MU: Mixed Use, Multi-family, PD, Planned Development**

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- Development should gain primary access from an arterial street. Pedestrian enhancements should be a focus with comfort and safety taking priority.
- New development should include improved standards for building form and architecture, buffering, landscaping, and signage.
- Multi-family in an urban architectural form should be considered in a manner complimentary to other uses.



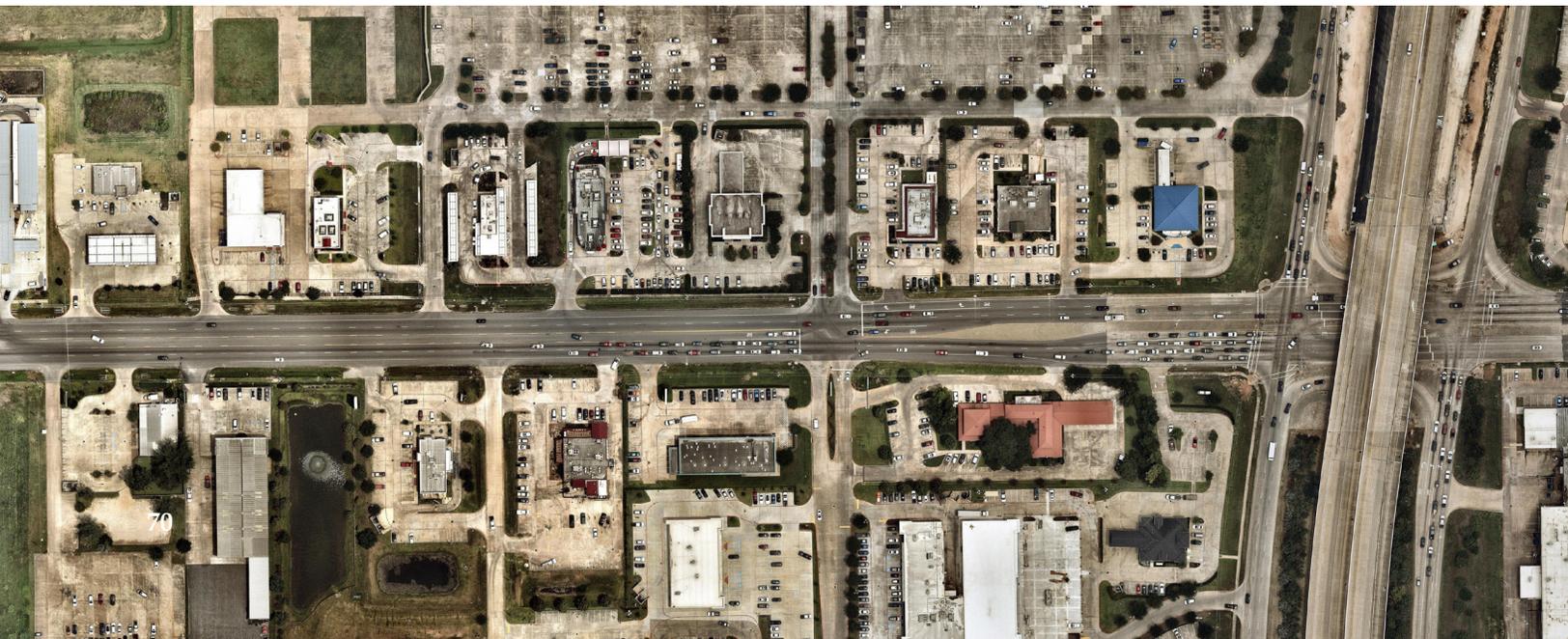
Photo not from Tomball area



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Photo not from Tomball area





## MEDICAL DISTRICT

### INTENT AND CHARACTER

The Medical District future land use category is intended to further capitalize on a unique, regionally-serving area of Tomball. The Tomball Regional Medical Center provides a significant physical and economic footprint in the community. This area is intended to provide an emphasis on healthcare and supporting services.

### APPROPRIATE LAND USE TYPES

Land uses that are appropriate include hospitals, clinic, offices, lodging, long-term care, retail, and restaurants. Appropriate secondary uses include private gathering spaces, local utility services, government facilities, and transportation uses.

### COMPATIBLE ZONING DISTRICTS

The following zoning districts may be compatible with this future land use category:

***PD: Planned Development, GR, General Retail, O: Office, MU: Mixed Use***

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- New development should allow for a variety of uses to create a self serving campus.
- Active transportation connections to Old Town and Transitional Residential areas should be encouraged.
- Open space with a pedestrian focus should be a prominent component of the district.



## **BUSINESS PARK & INDUSTRIAL**

### INTENT AND CHARACTER

The Business Park & Industrial future land use category is intended to create opportunities for employment. This area is intended to be located near adequate thoroughfares which provide convenient access for vehicular traffic including freight. These areas may require more intensive screening and buffering from surrounding development.

### APPROPRIATE LAND USE TYPES

Land uses include office, warehousing, light manufacturing (with indoor operations), breweries/distilleries, equipment sales, contractor services, and corporate campuses. Appropriate secondary uses include utility services, government facilities, and transportation/freight uses.

### COMPATIBLE ZONING DISTRICTS

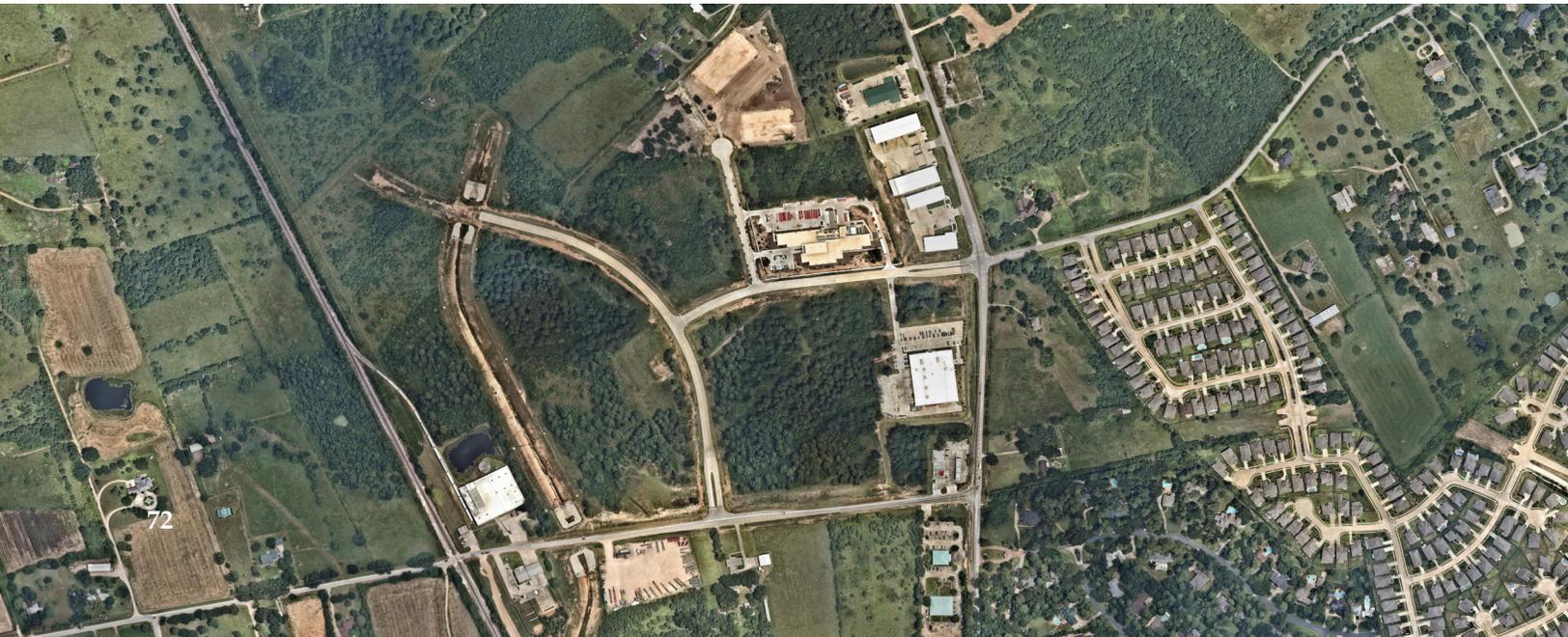
The following zoning districts may be compatible with this future land use category:

**LI: Light Industrial, C: Commercial, O: Office, PD: Planned Development**

### CONSIDERATIONS

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- New development should include landscape buffer between any property that is zoned to a non-business park & industrial district.
- Outdoor storage should be designed in a manner that screens materials and equipment from public rights-of-way.
- New business park & industrial development should be designed in a manner which orients loading docks and bays away from the front property line or public rights-of-way.





## **PUBLIC & INSTITUTIONAL**

### **INTENT AND CHARACTER**

The Public & Institutional future land use category is intended for areas that are for public and semi public uses such as schools, government facilities and services, etc. Uses and buildings do not have dominant character, however they should embody the character of the broader area (i.e., rural, suburban, or urban). Public & institutional buildings could be integrated or segregated from the abutting neighborhood fabric.

### **APPROPRIATE LAND USE TYPES**

Land uses include places of assembly or event venues, local utility services, emergency responder facilities, utility service facilities, public schools, libraries, private schools and government facilities.

### **COMPATIBLE ZONING DISTRICTS**

There is not a specific zoning district which is intended to implement this future land use category. Instead, the zoning and subdivision regulations should be evaluated to ensure that these uses are allowed in appropriate districts.

### **CONSIDERATIONS**

The following considerations should be used as guidance for regulatory modifications or as part of decision-making:

- New public & institutional should be located along a collector street or greater functional classification.
- New public & institutional civic uses should demonstrate a high standard of quality, including, building form, architecture, materials, landscaping, and signage.





The community's vision for the future is about moving forward. It is about improving the quality of life for residents today while creating a better place for generations to come.

Photo location: Tomball Parkway

## FUTURE MOBILITY

Tomball's transportation network should be considered a compliment to the different land uses within the City. As such, the City's Major Thoroughfare Plan should further enable the effectiveness of the City's Future Land Use Plan. This would include complementing existing and future land uses with streets that maintain appropriate capacity levels while providing means for other transportation choices. The street typology also has a role in furthering the promotion of community character that is associated with the previous future land use categories. This section further helps to define the character of Tomball's street typology.

The Major Thoroughfare Plan has been updated to include this concept of street typology as well as to provide an increase in the number of north-south and east-west routes that prioritize cross-city connectivity. Additionally, the previous plan had a classification of State Highway; those facilities have been reclassified as major arterials or freeways because of their inherent differences in character and their interrelationship with abutting land uses. The roadway classification and status (i.e., existing or planned) can be found in *Figure 4.6, Major Thoroughfare Plan*.

## ACCESS MANAGEMENT

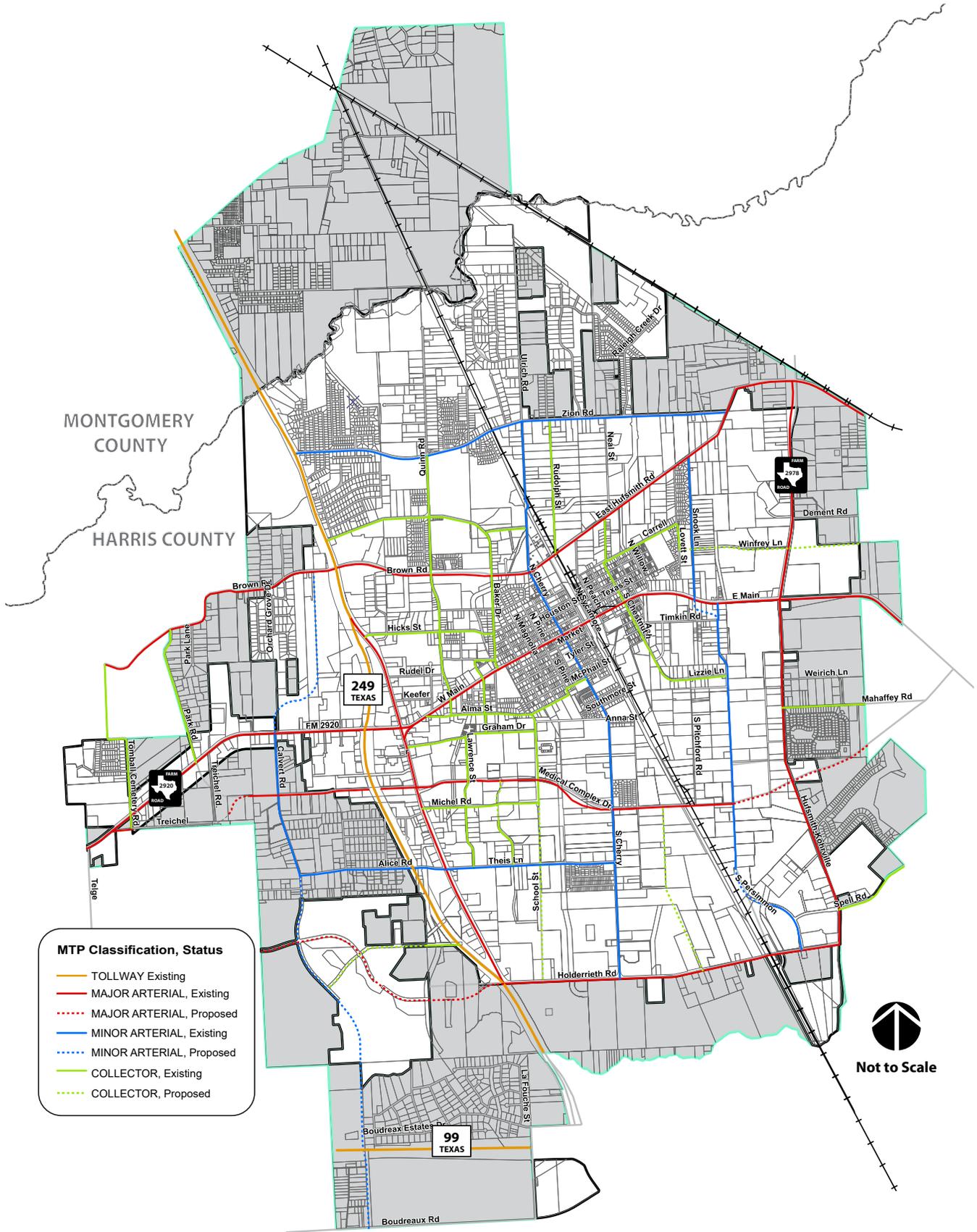
H-GAC conducted an access management study for FM 2920. The long-term implementation of this includes recommended mixed approaches, some of which were well received; others were less desirable. Tomball has the opportunity to lead the effort for how it wants manage the rest of the system. Essential to managing traffic is preserving the capacities of the major and minor thoroughfare network described in this section and in *Chapter 5, Recommendations*. Inherently, the functional capacity of a roadway is affected by the following:

- Number of access points from intersecting streets, driveways, railroads, and intersections;
- Lack of synchronization of traffic control devices (e.g., stop lights);
- Presence or absence of acceleration, deceleration, or center turn lanes or a median; and
- Poorly coordinated traffic flow entering or exiting from adjacent properties.



Certain routes, like the Tomball Parkway, have been reclassified from State Highway to major arterial or freeway to further differentiate street character and relationships to abutting land uses.

Figure 4.6, Major Thoroughfare Plan



## COMPLETE STREETS

Complete Streets are those that provide safe access for all users—pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities so that they are all able to safely move along and across a street. Additionally, Complete Streets assists in the enhancement of land use character. When applied during the design or retrofit of a roadway, this policy will result in a transportation system designed with all users in mind. Benefits of Complete Streets include:

- More efficient streets that increase the overall capacity of the transportation network;

- Safer streets for walking and bicycling;
- A healthier community by encouraging walking and bicycling;
- Encouraging Tomball's youth to walk and bicycle to school—a key strategy to keep kids active and healthy; and
- Families will enjoy lower transportation costs by expanding and enabling choices in transportation.

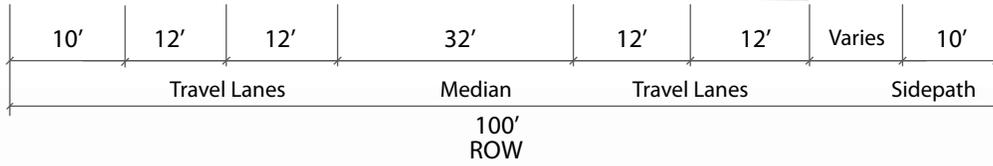
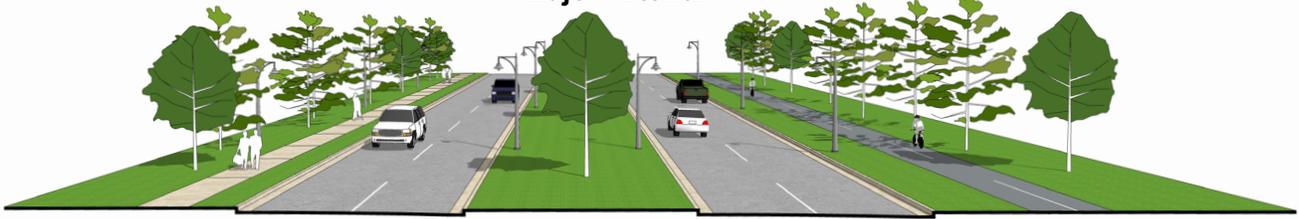
These principles are outlined in *Figure 4.7, Roadway Classification Characteristic* and *Figure 4.8, Preferred Roadway Classification Cross-Sections*.

**Figure 4.7, Roadway Classification Characteristics**

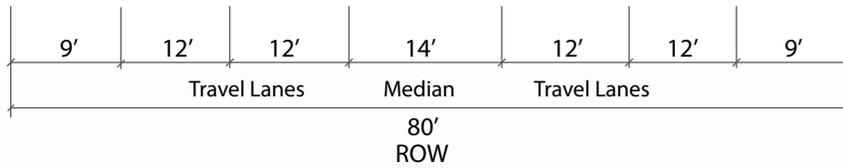
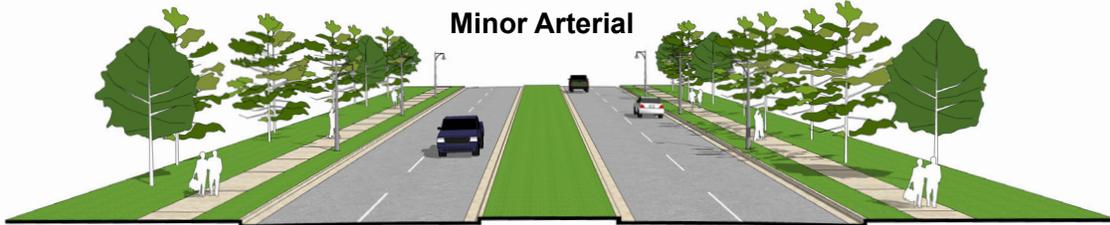
DEFINING ELEMENTS	MAJOR ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL STREET
PURPOSE	Mobility and continuous traffic flow are a primary function, while access is secondary. Connects primarily to other arterials.	Connects major arterials and lower classification collectors. Continuous traffic flow is still the primary function, while access is secondary.	Collects local street traffic to the arterial network. Transport of the this traffic is the primary function, however access as a function may be successful.	Provides direct access to properties. Intended to carry traffic to collector streets, but access is the primary function. Best paired with slower speeds.
FUNCTIONAL ROLE	Serves the highest volumes of traffic. Provides regional connections to area communities.	Serves high volumes of traffic at citywide scale. It connects activity centers to major arterials.	Connects local land uses to the greater community. May serve as the effective spine of a new development.	Provides direct access to abutting properties.
NUMBER OF LANES	4 to 6 lanes of travel; up to two turn lanes	4 to 5 lanes; one turn lane	2 to 3 lanes; one turn lane	2 lanes
MEDIAN	Medians are intended to provide both refuge for pedestrian crossing and landscaping.	Medians are intended to provide both refuge for pedestrian crossing and landscaping.	Medians are appropriate to improve aesthetics and access management.	N/A
ROW	100 ft.	80 ft.	60 ft.	50 - 60 ft.
ACCESS	State facility guidelines	State facility guidelines	Commercial Driveway Access	Driveway Access
NEIGHBORHOOD RELATIONSHIP	Connects neighborhoods to the greater area.	Defines boundaries and connects neighborhoods to the community.	Disseminates from and funnels to traffic street system.	Internal access.
ON-STREET PARKING	Restricted	Restricted	Allowed in certain circumstances	Permitted
SIDEWALKS	7 ft.	6 ft.	5 ft.	5 ft.
TRAFFIC CALMING	No	No	Yes	Yes
TRUCK ROUTES	Permitted	Permitted	No, except for industrial areas	No

Figure 4.8, Preferred Roadway Classification Cross-Sections

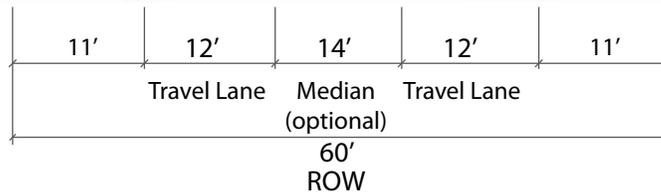
**Major Arterial**



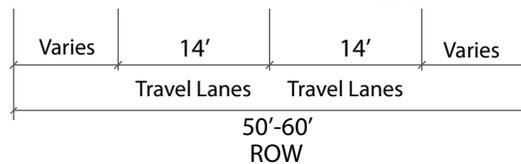
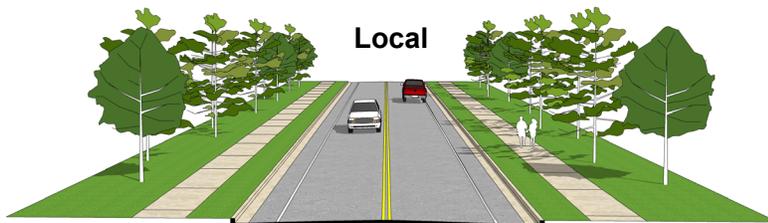
**Minor Arterial**



**Collector**

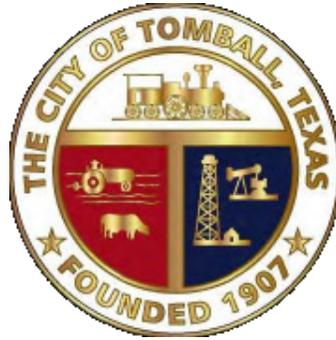


**Local**



# CHAPTER 5: RECOMMENDATIONS





## INTRODUCTION

The community's vision for the future, described in Chapter 4, *Vision*, was developed, following analysis of existing conditions and an extensive public engagement process including stakeholder focus groups, a public survey, a public open house; and meetings with the Comprehensive Plan Advisory Committee (CPAC). In order for the City to take incremental steps towards the collective vision for the future, a series of recommended implementation actions have been developed.

Recommended actions presented in this chapter are organized based on the goals and guiding principles set out in Chapter 4, *Vision*, and include the following:

- Growth Capacity
- Land Use and Development
- Mobility
- Community Livability
- Economic Development
- Community Facilities and Services

This planning effort is intended to build upon the success of the previous comprehensive plan and carries forward several recommendations that are still important, but not yet realized. It is understood that not every recommendation can be achieved in the near-term. With this understanding, Chapter 6, *Implementation*, will set out the Implementation Action Plan that details the community's near-, mid-, and long-term priorities for moving forward.



Providing quality community facilities, amenities, and services is a core function of City government. One example is the Depot in Tomball.

## RECOMMENDATIONS

This chapter addresses the many facets of the Tomball community and how the pieces fit together to provide a comprehensive plan of action for the future. Plan goals represent the overall desire of the community related to each plan element. The vision, goals, and guiding principles presented in Chapter 4, *Vision*, have then been applied to the different plan elements to create objectives and actions which clearly identify and define recommendations that are proposed to realize the community vision.

## ACTION FRAMEWORK

The goals, objectives, and actions in this section create the foundation for guiding future decisions and development. They also support consistency and predictability in day-to-day decision making by City staff as well as policy- and decision-making by Tomball's elected and appointed officials. The interrelationship between the goals, objectives, and actions is illustrated in Figure 5.1, *Vision to Implementation Framework*.

### GOALS

Goals describe the desired outcomes for individual plan elements. It provides a more refined direction than what is provided in the overall plan vision.

### OBJECTIVES

Objectives are intended to provide more measurable direction beyond what is captured by the overall plan goals. They help to further organize plan actions into functional topics addressing a particular issue related to specific plan elements and action outcomes.

### ACTIONS

Actions include specific strategies or steps to take in order to reach an objective. Action items are specific enough to include a recommended time frame for implementation, partners or agencies for implementation, and, in some cases, a potential cost.

**Figure 5.1, Vision to Implementation Framework**



## GOAL 1: GROWTH AND CAPACITY

SYSTEMATICALLY PROVIDE PUBLIC INFRASTRUCTURE TO SUPPORT CURRENT AND PROJECTED DEVELOPMENT IN A QUALITY, COST EFFECTIVE MANNER.

### OBJECTIVE GC 1.1: ANNUALLY MONITOR IMPLEMENTATION OF THE CITY'S INFRASTRUCTURE MASTER PLANS TO IDENTIFY THE NEED FOR AN UPDATE.

Action GC 1.1.1, Prepare an update to the City's Capital Improvement Program (CIP) to incorporate consistent findings related to this Comprehensive Plan.

The CIP is a multi-year process for evaluating the relative importance of all capital needs of the City of Tomball. The purpose is to conduct an orderly, progressive development of the City of Tomball. The CIP helps to itemize projects that require money which is not regularly allocated in annual operating budget. Although the City has done a great job in preparing capital improvement project lists as part of the development of the City's infrastructure master plans, all of the community's capital investment needs (from water and wastewater, to public safety, to community image and enhancement, etc.) should be evaluated and ranked against each other in accordance with the community's priorities for the future. While the City has an existing CIP, many cities consider updating the ranking and prioritization criteria based on

new findings developed as part of their comprehensive plan. As such, the City should consider modifying the CIP to ensure future capital expenditures correspond to the comprehensive and competing list of priorities set out in this Plan. This should occur during the next CIP update. Moving forward, the CIP should also identify how new projects will impact long-term operations and maintenance expenses, personnel costs, and ongoing upgrades and replacements.

Action GC 1.1.2 Annually monitor the need to update the Water and Wastewater Master Plans as necessary.

Although the City just completed an update to the City's Water Master Plan (2018) and Wastewater Master Plan (2017), it is important to continually evaluate the effectiveness of implementation and changing conditions to identify the need for an update. This will become particularly important if there are significant changes to the City's composition of land use over time. As such, the City should annually monitor the need for updates to these two plans and budget accordingly.



The Capital Improvement Program (CIP) anticipates long-term capacity and infrastructure needs to support future private land development and redevelopment.

**Action GC 1.1.3, Annually budget the necessary funds to implement the recommendations of the Water Master Plan concurrent with need.**

The 2018 Water Master Plan identifies a series of capital improvement projects to ensure the City has the requisite water supply and distribution infrastructure to meet the needs of a growing Tomball population through 2042. The plan identifies a series of project needs totaling \$16.7 million by 2022, \$25.8 million by 2027, \$6.2 million by 2042, plus \$1.9 million in in-house projects—for a grand total of \$50.7 million. These projects focus on a few key priorities, including:

- Adding water supply capacity through groundwater wells and surface water from North Harris County Regional Water Authority
- Increasing emergency water storage capacity by adding ground storage tanks
- Improving system pressure by adding booster pumping capacity, a new elevated storage tank and constructing larger water lines
- Increasing available fire flow by adding a new elevated storage tank and looping dead-end water lines

These projects are based on assumptions of population growth and expected types and locations of new development. Moving forward, the City should monitor changing conditions and budget appropriately to meet these time frames, or accelerate or slow them down as may be necessary.

**Action GC 1.1.4, Annually budget the necessary funds to implement the recommendations of the Wastewater Master Plan concurrent with need.**

The 2017 Wastewater Master Plan identifies a series of capital improvement projects to ensure the City has the requisite wastewater treatment capacity and collection infrastructure to meet the needs of a growing Tomball population through 2042. The plan identifies a series of project needs totaling \$10.5 million by 2022, \$20.3 million by 2027, and \$7.7 million by 2042—for a grand total of \$38.5 million. These projects focus on a few key priorities, including:

- Adding wastewater treatment capacity through plant improvements and expansions
- Additional analysis, rehabilitation, and repair of inflow and infiltration issues
- Upgrading and expansion of wastewater lines and lift stations

These projects are based on assumptions of population growth and expected types and locations of new development. Moving forward, the City should monitor changing conditions and budget appropriately to meet these time frames, or accelerate or slow them down as may be necessary.



**As Tomball continues to grow, it will need to add water supply capacity, increase water storage capacity, improve system pressure, construct larger water lines, and loop dead-end water lines.**

Action GC 1.1.5, Continue to coordinate with the North Harris County Regional Water Authority (NHCRWA) and other area partners to ensure long-term water supply.

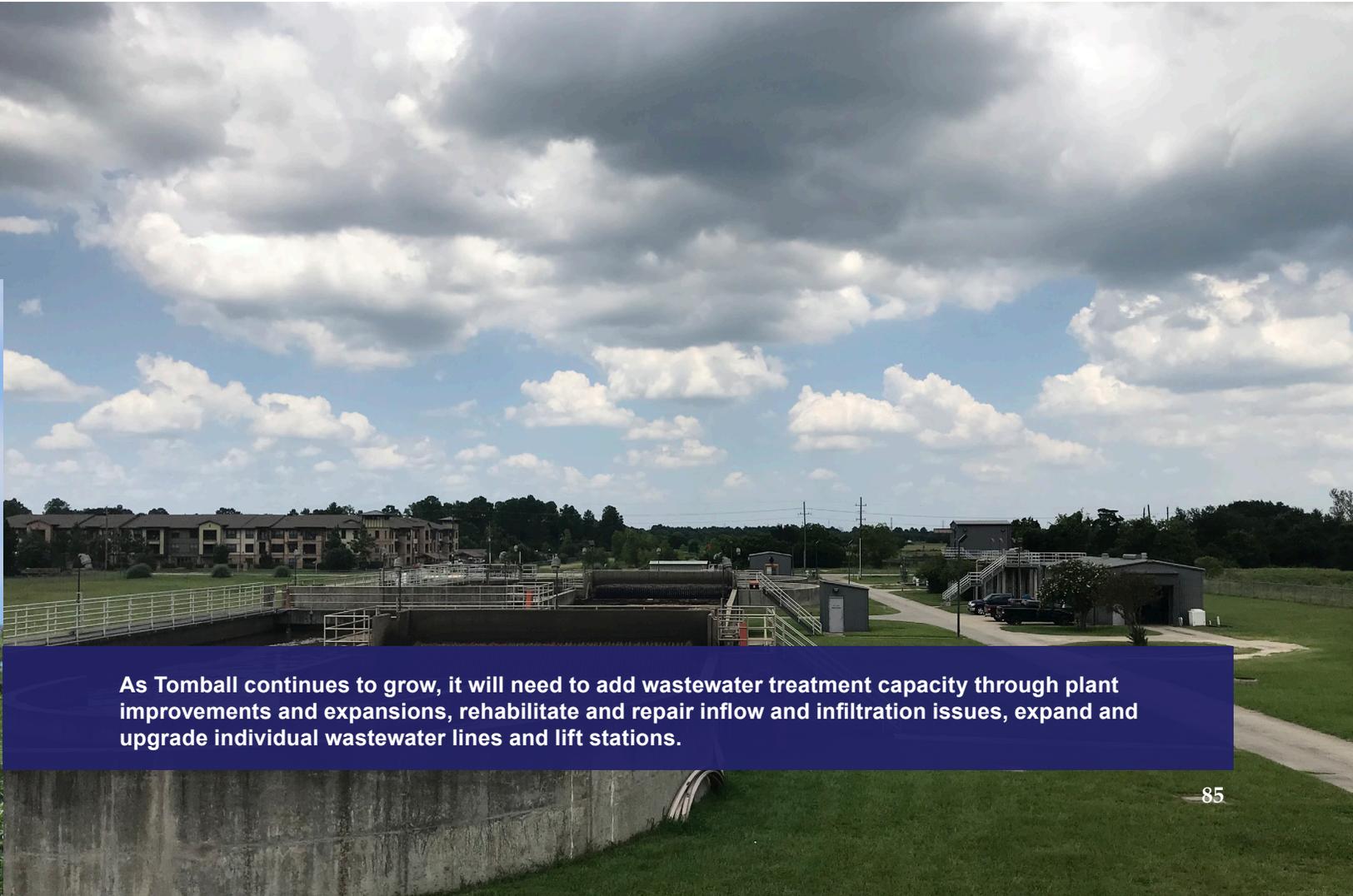
As set out in the 2018 Water Master Plan, the City will need to secure additional water supply through 2042. This includes the addition of 2.88 millions of gallons per day (MGD) of groundwater supply by 2022, 1.44 MGD of groundwater supply by 2027, and three MGD of water supply (groundwater or surface water) by 2042.

Action GC 1.1.6, Annually review the Master Fee Schedule to ensure adequate revenues for long-term system sustainability.

As a means to provide high quality water and wastewater services and to make sure that Tomball stays economically competitive, the City should consider a predictable and pragmatic approach to utility rates and development impact fees. This should include a periodic evaluation of rates and fees to ensure the availability of on-going sufficient revenue to fund operations, maintenance, capital improvements, and long-term debt service.

Action GC 1.1.7, Maintain a water conservation program that applies to both City facilities and private land development.

While water is more prevalent in this region of Texas, water conservation should still be a priority as a means to reduce overall demand. This improves the City's ability to respond to periods of drought and reduces or delays the need for system expansion. The City can influence the reduction of water consumption through increased regulations, education, and programs that promote water conservation. This may include irrigating public areas with reclaimed water and programs such as rainwater harvesting.



**As Tomball continues to grow, it will need to add wastewater treatment capacity through plant improvements and expansions, rehabilitate and repair inflow and infiltration issues, expand and upgrade individual wastewater lines and lift stations.**

**OBJECTIVE GC 1.2: CONSIDER POLICIES AND PROCEDURES TO ENSURE MEETING GROWTH DEMANDS AND CHANGING REGULATORY REQUIREMENTS, WHILE BEING RESPECTFUL TO THE COMMUNITY’S DESIRED CHARACTER.**

Action GC 1.2.1, Continue to evaluate opportunities for potential strategic expansion of the City limits in the City’s growth areas.

There are a variety of reasons why a city would consider an expansion of its City limits. Although the City does not currently need to expand its City limits to accommodate ensuing growth, there are still strategic reasons why the City should consider it over the long-term. These include remedying its infill islands, controlling the quality of gateways and patterns of growth, expanding utility rights, and capture of future revenue generation. As such, the City should consider further study of the benefits and costs of expanding the City limits in areas set out in Figure 5.2, *Strategic Growth Considerations*, below, and Figure 5.3, *Strategic Growth Areas*, on the next page. Additionally, the Future Land Use Plan found in Chapter 4, *Vision*, provides guidance as to the types of proposed uses for these areas.

Action GC 1.2.2, Proactively evaluate and implement a growth program that supports new growth while being cognizant of the City’s desire to maintain a “small-town feel.”

As the City considers its long-term growth program, it should continually evaluate finding the balance between

the desire for new growth and the protection of its established “small-town feel.” In this regard, the City needs to make smart decisions regarding making the community more attractive and economically stronger, while at the same time protecting the public health, safety, and welfare. This may involve making strategic decisions regarding the types and scale of development, or fostering specific areas of the community to exhibit different types of character and serve different purposes. As a policy tool, the City’s Future Land Use Plan in Chapter 4, *Vision*, identifies appropriate areas for changes in development character.

Action GC 1.2.3, Continue to monitor new regulations and requirements to ensure the existing infrastructure systems remain in compliance with changes in federal and state regulations.

The City should strive to be aware of and prepared to address any pending state and regional regulations that impact the development community. This is particularly important as the region considers changes stemming from Atlas 14 and other drainage-related requirements.

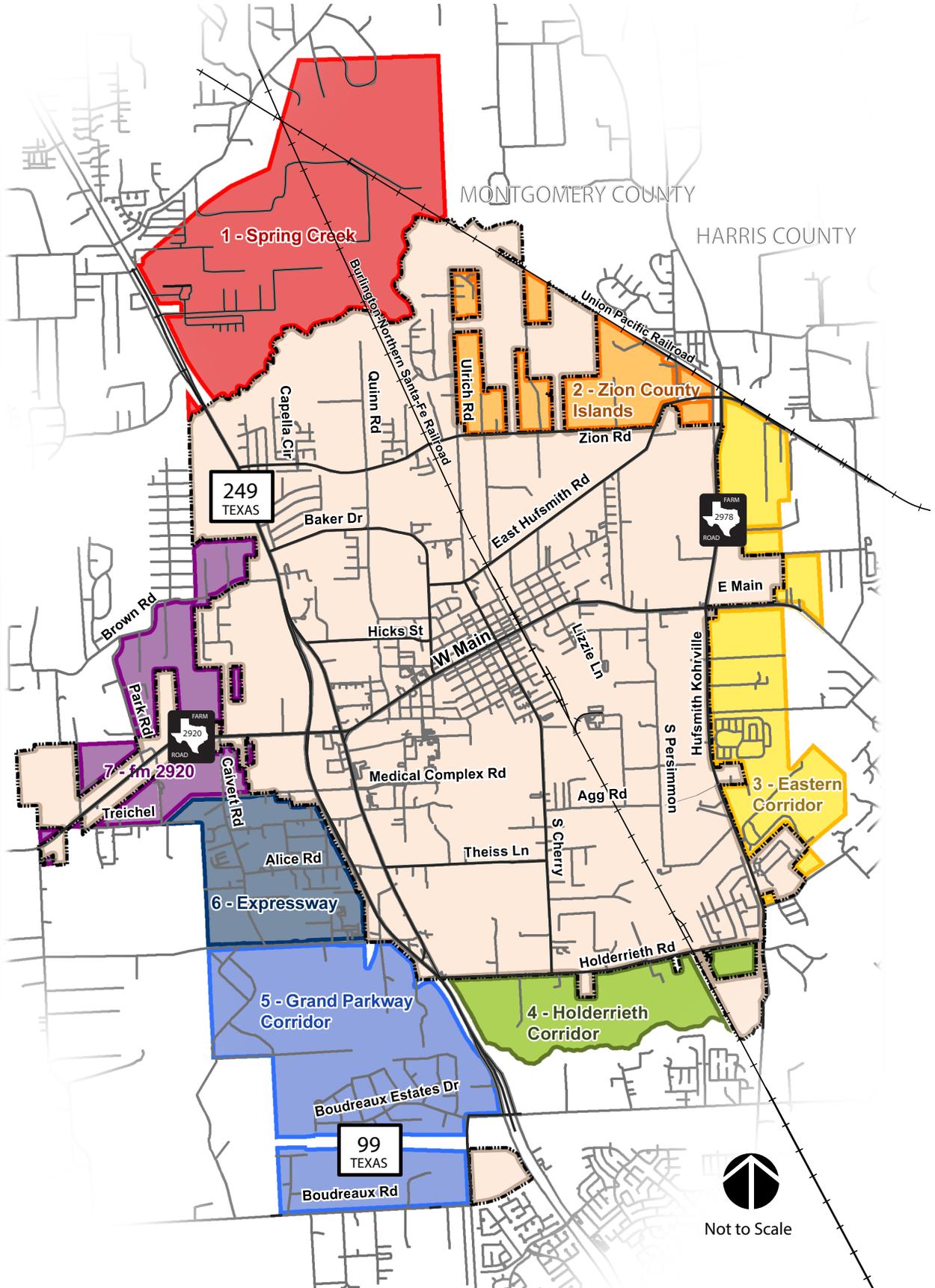
Action GC 1.2.4, Consider additional development impact fees so new growth contributes its fair share for likely expansions in community facilities and services.

Although, the City has already adopted impact fees for water, wastewater, and drainage facilities, it should evaluate the need for transportation and park impact fees. This would help shift the long-term costs for improvement and maintenance away from existing residents.

**Figure 5.2, Strategic Growth Considerations**

POTENTIAL GROWTH AREA	REMEDIES INFILL ISLANDS	CONTROL GATEWAY / ENTRANCE TO CITY QUALITY	CONTROL GROWTH PATTERNS & QUALITY OF DEVELOPMENT	CONTROL UTILITY RIGHTS	PROTECT POTENTIAL FUTURE REVENUE GENERATION
Area 1		√	√		√
Area 2	√		√		
Area 3		√	√	√	√
Area 4		√	√	√	√
Area 5		√	√	√	√
Area 6			√	√	
Area 7		√	√	√	√

Figure 5.3, Strategic Growth Areas



**OBJECTIVE GC 1.3: ESTABLISH APPROACHES TO MINIMIZE FLOODING EVENTS AND THE CORRESPONDING DAMAGE IN DEVELOPED AREAS, WHILE STILL POSITIVELY CONTRIBUTING TO AN IMPROVED COMMUNITY CHARACTER.**

**Action GC 1.3.1, Implement the City's Master Drainage Plan.**

The City's adopted Master Drainage Plan (2014) identifies a strategy to reduce the community's susceptibility to future storm events. Moving forward, the City should continue to prioritize proposed projects identified for inclusion in the City's list of capital projects.

**Action GC 1.3.2, When reviewing development proposals, evaluate cumulative impacts to hydrologic system function and performance.**

Development can have a significant impact on the hydrology of a site and while drainage requirements may be met, localized flooding still occurs. Moving forward, the City should identify proposed improvements to private land development which promotes alternatives for increased pervious treatments and improved hydrological function.

**Action GC 1.3.3, Evaluate opportunities for multi-functional drainage improvements in Old Town.**

Although Old Town was developed under a different regulatory framework, a comprehensive evaluation of drainage issues and improvements is needed as part of a broader effort in revitalizing the core of the City. This includes localized drainage improvements and potential opportunities for regional drainage solutions which could also function as recreational areas. The Kleinwood Municipal Utility District provides a good

example of a multi-functional walking garden and stormwater retention facility established on several vacant lots which were susceptible to flooding.

**Action GC 1.3.4, Consider increased protection and/or preservation of the riparian areas within the City's development jurisdiction.**

The Willow Creek and Spring Creek corridors are natural barriers to development, as well as being places of environmental sensitivity and natural beauty. The City should protect these areas as resources with the understanding that development within riparian corridors can increase community susceptibility to damage from storm events. Additionally, a loss of the riparian corridors will undoubtedly have a negative impact on the community's stated desire to maintain aspects of rural character.

**Action GC 1.3.5, Adopt regulatory policy similar to that of Harris County for development within the floodplain.**

Harris County's more stringent development restrictions within floodplains is intended to reduce the over-susceptibility to damage from flood events. Tomball should consider adopting similar regulations to reduce new development's susceptibility to future flood damage. Additionally, adopting similar regulations would promote consistency across jurisdictions for the development community with regards to the built environment.

**Action GC 1.3.6, Improve coordination with Harris County regarding necessary maintenance along the county's drainage corridors.**

Identify opportunities to improve coordination with Harris County Flood Control District to improve their frequency of maintenance along the Spring and Willow Creek drainage channels.



**To address localized flooding issues in Old Town, for example, the City could pursue a multi-functional solution such as this walking garden/stormwater retention facility established on several vacant lots managed by the Kleinwood Municipal Utility District.**

## GOAL 2: LAND USE AND DEVELOPMENT

WORK WITH THE DEVELOPMENT COMMUNITY TO MEET THE NEEDS OF A GROWING COMMUNITY WHILE PROTECTING THE VALUED SMALL-TOWN CHARACTER OF TOMBALL.

### OBJECTIVE LU 2.1: IMPLEMENT THE FUTURE LAND USE PLAN TO PROMOTE DEVELOPMENT THAT RESULTS IN DESIRED CHARACTER FOR TOMBALL.

Action LU 2.1.1, Evaluate new development applications to ensure it results in the desired character areas set out in the Future Land Use Plan.

New development applications should be evaluated to ensure they perpetuate the desired character set out in the Future Land Use Plan. This will be accomplished through the decision-making approval process regarding development and redevelopment. The transition of the Future Land Use Plan from being solely use-based to now identifying differing areas of character is intended to provide increased flexibility for the development community, where a focus on the resulting character of development is of higher importance than just the type of use or structure on the lot. Moving forward, additional flexibility should be considered with a focus on ensuring the siting of long-term compatible land uses.

Action LU 2.1.2, Ensure that business parks and industrial development are built and maintained in a manner that is respectful to neighboring land uses.

As a means to reduce conflict between abutting land uses and the overall quality and character of the built environment, it is important to transition or buffer land uses that contain activities that are less compatible to other non-similar uses. This can be accomplished by “stepping down” land uses from more intense to less intense uses, implementing buffer regulations to preserve open space, and/or strengthening landscaping requirements to soften the transition between uses that have differing intensities of development and operations.

Action LU 2.1.3, Utilize the development review process to ensure parks, trails, sidewalks, and other amenities are considered at the time of development and redevelopment.

All development proposals should be evaluated for consistency with the City’s established master plans, including thoroughfare, trails, and drainage plans. This

is particularly important for new residential development, but could also affect new nonresidential development and redevelopment. The highest priority is the dedication of land or acquisition of an access easement to facilitate growth and connectivity of the citywide trail and drainage system. An additional priority would be developer assistance in constructing or dedicating trails or recreational amenities as part of new development or redevelopment.

### OBJECTIVE LU 2.2: EVALUATE CITY POLICIES TO ENSURE THAT TOMBALL HAS ENABLING REGULATIONS AND INCENTIVES TO ADVANCE DESIRED CHARACTER WHILE MAINTAINING A RESPONSIVE AND FLEXIBLE DEVELOPMENT PROCESS.

Action LU 2.2.1, Review and evaluate development codes to align with the community’s vision for the future as set out in this comprehensive plan.

Use the comprehensive plan to develop indicators and metrics through which the City’s current zoning, subdivision, and other development regulations can be evaluated to determine required regulatory amendments to ensure consistency. A first step could include the preparation of a memorandum which identifies inconsistencies between the newly adopted plan and the existing code, items for procedural or substantive update, and recommended next steps.

Action LU 2.2.2, Evaluate the need for new or revised zoning districts to increase development opportunities and improve the character of development.

As set out in the Future Land Use Plan in Chapter 4, *Vision*, the City may be better served by establishing new or revised zoning districts and standards to facilitate the creation of differing areas of character in the City. As such, the City should evaluate the need for new or revised zoning districts which could include improvements to the zoning district base standards, site development standards, and architectural and landscaping provisions. The City may want to consider additional stakeholder and public engagement as part of a regulatory improvement process.

Action LU 2.2.3, Continue to evaluate and make necessary improvements to the development review process.

To maintain the overall positive impression of the Tomball City government, it is important to continue to identify opportunities to promote a development process that is responsive and predictable. This positive assessment of the Community Development Department will help foster a business-friendly atmosphere and encourage continued growth of local entrepreneurship. The City's creation and use of the Development Guide is a good example of the types of efforts which make the development review process easier to navigate. Additionally, the City should conduct an annual review and update of the Master Fee Schedule to ensure that fees are commensurate with the effort to process development applications.

**OBJECTIVE LU 2.3: PROMOTE DEVELOPMENT THAT CREATES COMPLIMENTARY RELATIONSHIPS BETWEEN DIFFERING LAND USES.**

Action LU 2.3.1, Encourage the location of support services such as schools, parks, small-scale employment, and retail that is compatible with the surrounding residential character.

The location of community facilities and services and limited commercial services within and near existing and proposed neighborhoods has the potential to create mutually-beneficial synergies and a higher quality of life. As set out in the *Appropriate Land Uses* sections of the Future Land Use Plan in Chapter 4, *Vision*, the FLU does provide for some flexibility in locating compatible secondary uses (e.g., parks, schools, public facilities, and limited commercial services) near residential land uses. Successful implementation of this will require revisions to the City's Development Code to ensure appropriate compatibility is achieved between differing intensities of land uses.

Action LU 2.3.2, Require that new residential developments provide pedestrian linkages to parks, schools, and other public facilities, where appropriate.

Proximity and accessibility to parks, schools, trails, and other public facilities has been shown to improve the quality of life and positively impact property values. This is a benefit to both individual residents and the overall City tax rolls. As such, the City should evaluate the Development Code and review process to ensure that new development connects and/or integrates these types of amenities into their overall designs. Implementation of this could be a public action (e.g., a school located within a neighborhood), private action



**Although satisfaction with City services is high, the City could continue to be proactive in reviewing and improving the development review process to ensure the process remains responsive and predictable.**

(development of a segment of the overall citywide trail system), or through a public/private partnership (e.g., a public park within a neighborhood). The overall intent is to create quality, complete, and enduring neighborhoods which will serve Tomball residents long into the future.

**OBJECTIVE LU 2.4: PROTECT THE RURAL CHARACTER AND CONTINUED RANCHING OR AGRICULTURE USES, WHERE APPROPRIATE, TO MAINTAIN THE RURAL LIFESTYLE IN TOMBALL.**

Action LU 2.4.1, Work with area partners to develop educational materials explaining opportunities and benefits for rural land preservation.

As a means to protect the highly desired small town atmosphere of Tomball, development patterns should promote opportunities to preserve open space and natural areas. This will require both the City and area partners to encourage the development community to embrace methods of preservation. This may also require improvements to the City's Development Code to ensure larger lot neighborhoods and subdivisions have lot and building standards which result in a rural character (i.e., larger lot sizes, widths and setbacks). Alternately, the same rural character could be achieved with smaller lot sizes and larger amounts of open space (i.e., conservation subdivisions).

Action 2.4.2, Work with small-scale home businesses, commercial, and industrial enterprises to maintain their rural character.

In areas classified with a rural character land use designation of Ranch Rural & Estate, it may still be appropriate to allow certain types of nonresidential development. However, new development should conform to the same design standards as set out for all development in rural areas. This includes allowing for lower intensity uses which preserve larger areas of open space. Appropriate land use examples include farm stores, bed-and-breakfasts, equestrian facilities, and small-scale fabrication or carpentry. Similarly, these uses would be served by rural roadway cross-sections (i.e., bar-ditch drainage), no sidewalks, and limited public infrastructure.

**OBJECTIVE LU 2.5: INCREASE HOUSING CHOICE BY ALLOWING FOR A MIX OF STYLES, DENSITIES, AND PRICE RANGES LOCATED WITHIN APPROPRIATE LOCATIONS.**

Action LU 2.5.1, Consider incenting additional housing typologies in order to provide greater housing choices for the Tomball community.

While the Tomball community is generally satisfied with the quality and affordability of housing in the City, there are opportunities to diversify housing options or types to create a full life-cycle of housing options. Some of



**While Tomball will predominantly build new traditional suburban development in many parts of the City, there are several areas where a more rural character of development is more appropriate.**

the responses to the Community Preference Survey indicated interest in patio/garden/zero-lot-line, estate, large lot, traditional, and cottage housing options. There was less consistency when asked about whether the Tomball community felt that housing was reasonably priced (with over 50% indicating No or Not Sure). In this regard, there is still opportunities to promote types of housing with smaller lot sizes, footprints, and styles. This could be particularly help with providing increased housing choice and price points for young professionals and elderly who cannot afford, or do not want to afford, or maintain larger homes and lots.

Action LU 2.5.2, Utilize the Future Land Use Plan to identify appropriate areas for, and development of, transitional residential.

While there was not a lot of community demand for additional forms of residential housing options, there are still good reasons to consider them. With that being said, too often, these types of non-single-family detached products are developed as an island with limited supporting amenities. But, if developed properly, these types of housing (including multi-family) can become an effective transition between lower intensity single-family detached uses and higher intensity nonresidential uses. As set out in the Future Land Use Plan in Chapter 4, *Vision*, the City has the opportunity

to promote appropriately located transitional residential housing in proximity to Old Town and the medical area. These uses could include attached residential products, senior housing, or multi-family. The close proximity would provide the transitional residential areas with access to community services (e.g., retail or medical) in a walkable/urban environment just outside of Old Town or the medical area. It is also a benefit to these areas because there are more people living in close proximity to the jobs, retail shops, civic uses, and other similar nonresidential uses predominant in these areas.

**OBJECTIVE LU 2.6: MAINTAIN AND ENHANCE THE OVERALL QUALITY OF EXISTING HOUSING STOCK IN TOMBALL.**

Action LU 2.6.1, Continue to promote the revitalization of existing housing stock, especially in areas near Old Town.

Existing housing stock should be retained when possible, as it contributes to the desired character of the community. Existing housing, however, gets neglected during times when there is a greater focus on greenfield development on the periphery. Accordingly, the City should work to promote renovation throughout the older, existing areas of Tomball. This could include establishing a home rehabilitation program for owner-



Examples include creating opportunities for more diversified housing choice by providing opportunities for people to live in Tomball throughout their lives.

occupied housing units (e.g., those promoted by Texas Department of Housing and Community Affairs). It could also include partnering with non-City entities (e.g., community groups) to enhance existing neighborhoods (e.g., annual community clean up days, etc.).

**Action LU 2.6.2, Establish neighborhood quality standards and monitor through establishing a conditions inventory GIS parcel data.**

To ensure that residential neighborhoods stay vibrant, review and monitor the quality of housing units to proactively anticipate signs of disinvestment. Establishing and documenting neighborhood and housing quality conditions or metrics using GIS promotes a quantitative evaluation, which in turn helps highlight areas for targeted investment. Quantitative analysis also promotes a transparent and defensible reasoning for public investment.

**Action LU 2.6.3, Identify and prioritize neighborhood revitalization activities within the City's Capital Improvement Plan.**

Strategically identify revitalization projects (e.g., street enhancements) to be implemented in areas in need of stimulation to promote overall neighborhood improvement.



**While Tomball will need new traditional suburban development in many parts of the City, there are several areas in which a more rural character of development is more appropriate.**



**Recent regional transportation improvements (e.g., the Tomball Tollway and the Grand Parkway) have and will continue to have significant impacts on traveling in and through the City.**

Photo Source: <https://s.hdnux.com>

## GOAL 3 MOBILITY

STRIVE TO ADDRESS MOBILITY CONCERNS BY PARTNERING WITH OTHER JURISDICTIONS AS WELL AS PROMOTING ALTERNATIVE ROUTES ACROSS THE COMMUNITY.

### OBJECTIVE MO 3.1: MAINTAIN, THROUGH REGULAR REVIEW, A TRANSPORTATION PLAN THAT SUPPORTS THE PLANNED GROWTH AND DEVELOPMENT PATTERNS WITHIN TOMBALL WHILE PROMOTING PUBLIC SAFETY.

Action MO 3.1.1, Partner with the Houston-Galveston Area Council (H-GAC), Harris County, and the City of Houston to understand and influence the changes in regional travel patterns that impact Tomball.

The traffic that travels in and through Tomball is a direct reflection of the transportation decisions occurring both within Tomball and the greater region. As such, the City should actively partner with H-GAC, Harris County, and the City of Houston to monitor and influence regional transportation decisions impacting Tomball. This involves participating in regional transportation discussions and monitoring the planned and funded projects near Tomball as set out in H-GAC's Draft 2045 Regional Transportation Plan, the City of Houston's Major Thoroughfare and Freeway Plan (e.g., acquiring ROW for Holderrieth Road), etc. Appropriate changes should be evaluated, considered, and integrated into the City's Major Thoroughfare Plan.

Action MO 3.1.2, Prepare an update to the City's Major Transportation Plan (MTP).

A Major Thoroughfare Plan (MTP) is a more detailed planning effort that focuses solely on improving the citywide short- and long-term mobility needs of the City. It further refines the policies and actions contained in this Plan and uses performance management principles, measures, and benchmarks to craft solutions which optimize the entire system. While it analyzes a variety of different transportation metrics, its primary focus is to develop short- and long-term strategies for implementation, and identification of transportation-related capital improvement projects, cost estimates, and project selection and prioritization. The City's last MTP (known as the Major Thoroughfare Plan Report) was prepared in 2009. Since that time there have been a series of significant regional transportation changes, regional transportation changes, which, combined with

the recommendations of this Comprehensive Plan, warrant the need for an update. From the community's perspective, traffic was identified as the "top" community concern by survey respondents. Moreover, there was wide support for further transportation planning with almost 83 percent of respondents indicating that it was Very Important (59%) or Important (24%) moving forward.

Action MO 3.1.3, Consider, where appropriate, an Industrial Street Classification within the MTP to accommodate heavy commercial vehicles and development of truck routes within the City limits.

Tomball has a large percentage of industrial development, and this number is increasing each year. Heavy commercial vehicles cause higher levels of street degradation and require wider travel lanes and turning radii as well as potential provision for off-facility sidewalks or oversized side-paths. An Industrial Street Classification will keep heavy commercial vehicles on roads that are made to support their impacts and will provide increased levels of safety for all users of the Tomball transportation system.

### OBJECTIVE MO 3.2: REDUCE AND MANAGE TRAFFIC CONGESTION.

Action MO 3.2.1, Develop and implement a corridor timing strategy and other Transportation System Management (TSM) solutions for major thoroughfares in conjunction with other transportation agencies.

Synchronization of signalized intersections is a traffic management tool used to determine who has priority at traffic signals, and for how long. When consecutive signals are appropriately timed along a corridor, traffic proceeds more smoothly. Over time, however, various issues reduce the effectiveness of this technique. This has occurred in Tomball. Moving forward, the City should approach TxDOT and Harris County to pursue a consolidated strategy for signal timing with a focus on maximizing traffic flow and minimizing congestion for both pedestrians and vehicles.

Action MO 3.2.2, Perform safety audits at high accident locations to minimize the congestion-related impacts of crashes.

A road safety performance examination audit should be performed on high accident existing roads or intersections by an independent audit team. The audit should not only address motorized traffic but consider all potential road users.

Action MO 3.2.3, Investigate an alternative to FM 2920 to provide a bypass for through traffic and heavy trucks.

FM 2920 is the main route to pass through Tomball from east to west. All vehicles who wish to pass through the City must go directly through the historic downtown of Tomball. This means that much of the congestion downtown is not caused by residents of Tomball. The end result is an unacceptable amount of heavy commercial vehicular traffic, as well as through traffic, going through downtown. In conjunction with the next MTP update, the City should consider a prohibition of truck traffic through downtown and consider a truck route bypass along Holderrieth Road in conjunction with the proposed improvements as set out on the City of Houston's Major Thoroughfare and Freeway Plan.

Action MO 3.2.4, Invest in improvements to east/west thoroughfares.

Many of the east/west thoroughfares through Tomball are not designed for the now high amounts of regional commuting traffic they encounter on a daily basis. Since the last Major Thoroughfare Plan Report (2009) was prepared, several east/west corridors have been added and improved, including Zion Road (now a major east/west minor arterial with connections across the entire City and with a connection under the Tomball Tollway) and Medical Complex Drive (now a four-lane major arterial parkway terminating at the Tomball Tollway). These have helped to create additional east-west cross-city connectivity for the Tomball community. Moving forward, particularly as it relates to accommodating regional traffic patterns, these roadways will need to be upgraded to safely handle the anticipated high volumes of traffic.

**OBJECTIVE MO 3.3: DEVELOP AND IMPLEMENT CONTEXT SENSITIVE TRANSPORTATION OPTIONS.**

Action MO 3.3.1, Draft a comprehensive context sensitive solutions policy and submit to all transportation agencies for their consideration.

A context-sensitive solutions policy should be prepared to ensure commitment from the City and other agency officials regarding the character and treatment of roadway improvements in Tomball. This is particularly important in a community that values maintaining its



Many of Tomball's east/west thoroughfares serve as regional transportation corridors. During the horizon of this Plan, the City will need to work with area partners to increase their functional capacity.

small-town charm. This approach is intended to inform other jurisdictions of the desired outcomes for community thoroughfares. As streets are redeveloped or improved, signature elements (e.g., the drainage swales which help to create a rural character along many of the City's roadways) should be identified for possible protection prior to finalizing design and construction plans. An interdisciplinary group of landscape architects, planners, or urban designers should be included as early in the process as possible when a street is considered for improvement. Preliminary engineering reports should be used to identify solutions that combine appropriate best practices and design standards, while also exploring specific strategies to preserve the character-building signature elements of that street. Standard cross-sections should be used for guidance, but should maintain flexibility and be adjusted as necessary using CSS.

Action MO 3.3.2, Develop objectives, detailed standards, and guidelines for the treatment of public streetscapes to improve safety and walkability; recommendations should address street trees, street lighting, street furniture, traffic calming, and other pertinent issues.

Establishing clear standards and policies for Tomball's street system will help provide direction for how pedestrian, parking, freight, landscaping, driveway access, etc. will be accommodated within the public realm of the right-of-way. This direction will be valuable for both the general public, the City, and the development community regarding the City's preferences and expectations for Tomball's streets. This should be undertaken as part of the update to the City's Major Thoroughfare Plan (MTP) Update (see Action MO 3.1.2). Follow up modifications to the City's Development Code would be warranted.

Action MO 3.3.3, Continue to partner with area agencies and stakeholders to implement the improvements set out in the FM 2920 Access Management Study (2008).

Although the study covered a much broader geographic area, it did include specific recommendations to improve the multi-modal flow of traffic and other users in and through Tomball. A series of recommendations were specific to Downtown Tomball which may still be warranted, including raised medians (with pedestrian refuges), widening and improving sidewalks, adding wayfinding signage, etc.

## What is CSS?

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

– Results of Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report, March 2007

### OBJECTIVE MO 3.4: EXPAND AND IMPROVE LOCAL TRANSPORTATION INFRASTRUCTURE TO PROVIDE MORE CHOICE.

Action MO 3.4.1, Support a Grand Parkway (SH 99) traffic interchange at SH 249.

Continue to champion the development of a direct connection between SH 249 and SH 99. Currently, a vehicle must exit the Tomball Tollway on to the frontage road to gain access to the Grand Parkway. This creates inefficiencies and unnecessary traffic congestion on these roads, which are better suited to provide access to Tomball area neighborhoods and businesses. As development along these frontage roads increase, the amount of congestion will worsen.

Action MO 3.4.2, Establish a traffic calming program to maintain appropriate traffic conditions on residential streets to ensure safety.

Many neighborhoods experience adverse traffic conditions on certain streets, including excessive speeds or volumes. Traffic calming addresses these adverse traffic conditions to maintain or restore traffic conditions appropriate to the residential nature of neighborhood roadways. A traffic calming program can provide an avenue for residents and the City to evaluate and fix adverse traffic conditions in order to maintain a safe environment for all road users in neighborhoods. As such, the City should consider developing a traffic calming manual of available treatment options that the City is willing to support. With an appropriate manual in place, homeowner and neighborhood associations can apply to be part of the program.

Action MO 3.4.3, Evaluate the long-term opportunities and constraints of establishing an intracity circulator in Tomball.

Although the City does not currently have an intracity circulator, and it is not a high priority for the Tomball community, there are several reasons why this should be explored further during the Plan horizon. In particular, a future circulator could connect such key destinations as Downtown Tomball (at the Depot), Lone Star College, the medical area, the commercial hub on FM 2920 west of the Tomball Tollway, a mixed-use redeveloped area along Tomball Parkway (see Action ED 5.1.1), a future park and ride location in South Tomball at SH 99 (see below), and other key destination areas in the City. This evaluation should identify the appropriate mode of transportation (e.g., an Old Town Trolley) and other key opportunities and constraints for moving forward over the long-term.

**OBJECTIVE MO 3.5: PROTECT THE COMMUNITY FROM HAZARDS RELATED TO RAIL TRANSPORTATION.**

Action MO 3.5.1, Pursue grade-separated rail crossings for reducing street/rail conflicts, where feasible.

Rail crossings should be designed in a way that puts citizen safety first. Rail crossings should be separated at a grade so that there can be no mistake that you are crossing a railroad. Railroad and roads should have as few crossings as possible. Alternative solutions for rail crossings should be considered throughout the planning process. This could also be combined with a Quiet Zone Study.

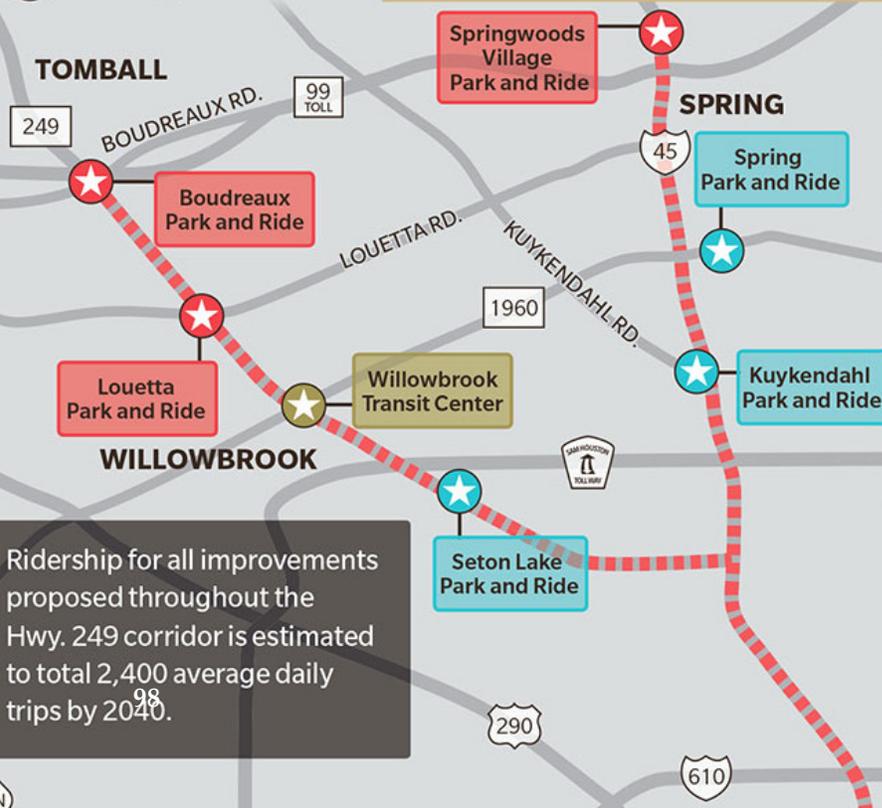
Action MO 3.5.2, Use technology to improve safety at grade crossings that cause the least environmental harm (e.g., automated horn systems).

When applicable, new technologies such as automated horn systems at grade crossings can be used to increase danger awareness and safety levels. The goal is to install devices that increase the public's awareness of their surroundings and the dangers that are present. In the age of smartphones, people are operating at a lower awareness level than ever before and audio devices such as these can really make a difference.

Many of Tomball's east/west thoroughfares serve as regional transportation corridors. During the Plan horizon, the City will need to work with area partners to increase their functional capacity .

- ★ Proposed transit center
- ★ Proposed park and ride
- ★ Existing park and ride

# THE BIG PICTURE



In its preliminary draft plan, METRO outlines improvements along the Hwy. 249 corridor that it says could reduce traffic congestion, including park and ride stations designed to incentivize more drivers along Hwy. 249 to carpool.

## PROPOSED NEW SERVICES

**Regional Express Network (cost not yet determined)**  
 METRO could invest in projects to improve service on heavily traveled roads, including Hwy. 249 and I-45.

**Park and rides**  
 Stations allow commuters to park their vehicles and carpool or travel on direct bus routes, including routes into downtown Houston.

Ridership for all improvements proposed throughout the Hwy. 249 corridor is estimated to total 2,400 average daily trips by 2040.

SOURCE: METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY/ COMMUNITY IMPACT NEWSPAPER

**OBJECTIVE MO 3.6: ESTABLISH AN ON- AND OFF-STREET TRAIL NETWORK TO CONNECT KEY DESTINATIONS IN TOMBALL.**

Action MO 3.6.1, Consider the establishment of a Trails Master Plan to ensure effective implementation of a on- and off-street trail system.

As set out in Map 5.4, *Trails, Side-Path, and Sidewalk Opportunities Plan*, on the next page, a conceptual network of off-street trails and sidepaths are proposed which will provide connections throughout the City limits and ETJ. The purpose of these conceptual alignments is to identify citywide trail connections so that as the City grows over time, the trail system grows concurrently. However, the proposed alignments are not exact delineations. Therefore, a more detailed study will be required to establish more refined alignments, develop community support, identify funding and/or other implementation strategies, etc. The spine of this system would involve a series of interconnected off-street greenway trails (12 ft. in width). Additional major connectors would involve a series of oversized sidepaths (8 ft. in width) along key arterial roadways. Other connections would be provided by sidewalks along at least the collector thoroughfare system. As set out in the survey, a lack of sidewalks was a priority issue for the Tomball community. Additional evaluation should be undertaken in the City's Development Code to more effectively grow the sidewalk system concurrent with new development. Overall, the purpose of the Trails, Sidepath, and Sidewalk Opportunities Plan would be to increase walkability which should make the City more livable, comfortable, and safer. This type of study is oftentimes combined with a Parks Master Plan.

Action MO 3.6.2, Create walkable neighborhoods by developing and implementing requirements for pedestrian pathways and/or bicycle trails within each residential subdivision and neighborhood.

The City has seen recent investments in the construction of sidewalks and sidepaths. These sidewalks and sidepaths connect neighborhoods to activity centers such as schools and Old Town. Future development should contribute to the expansion of this pedestrian and bicycle infrastructure especially in areas adjacent to the planned citywide trail or sidepath system. This may require improvements to the City's Development Code to ensure appropriate standards are in place to achieve appropriate connectivity to the citywide system.

Action MO 3.6.3, Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.

Pedestrian and bicyclist safety should be improved through the inclusion of enhancements to streets, sidewalks, crosswalks, traffic control devices, and school routes. Pedestrian safety may also be improved with targeted enforcement of traffic safety laws along prominent pedestrian routes.

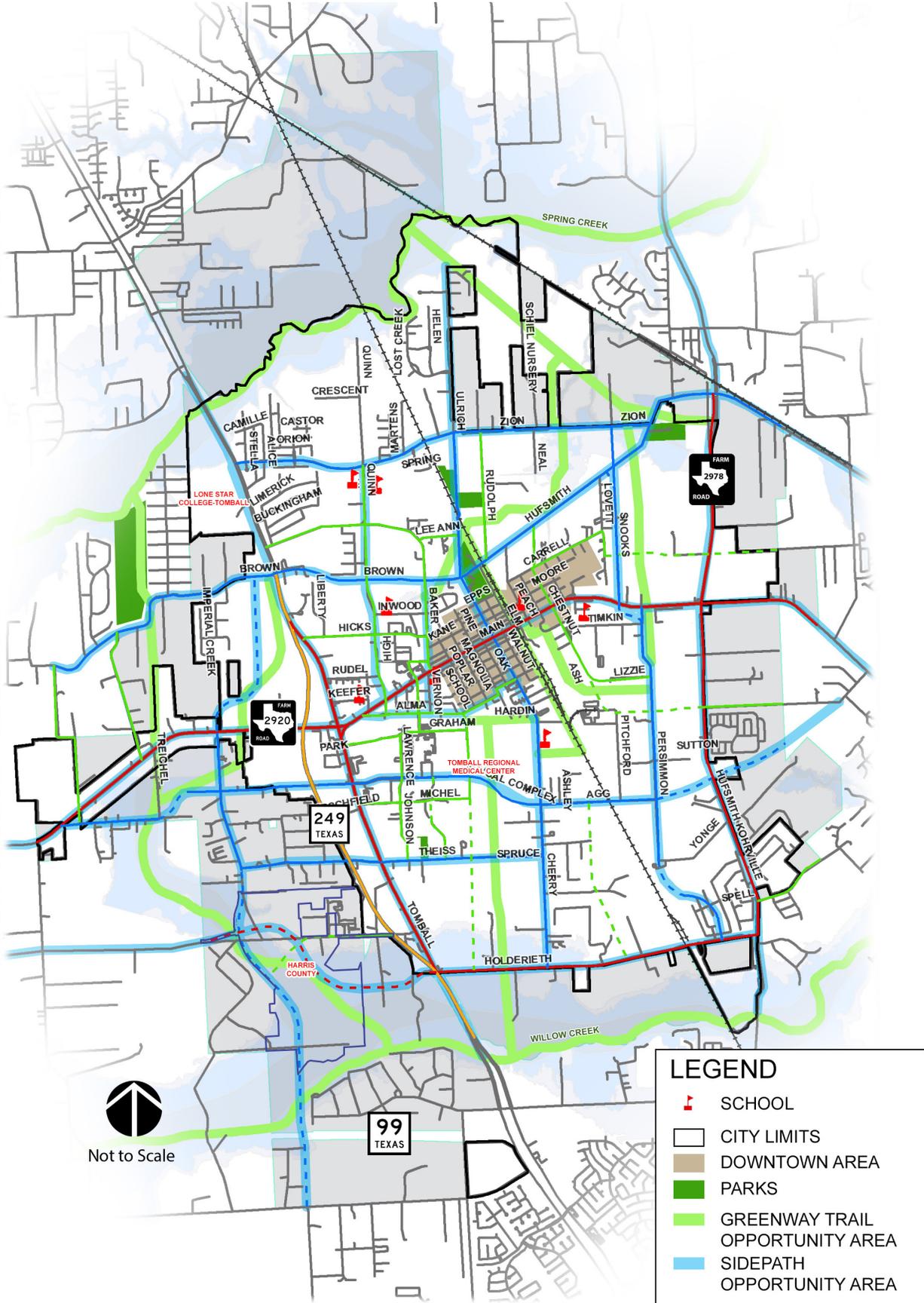
Action MO 3.6.4, Monitor long-term needs for an on-street active transportation network in Tomball.

Although a system of on-street bike lanes has not been a priority for the Tomball community, FM 2920 does include a signed and striped shoulder bicycle route. As the City continues to grow, the City should reevaluate the need for establishing a dedicated on-street bicycle network.



As the City looks towards the future, creating an off-street greenway trail spine network will improve both recreational amenity offerings and transportation connectivity.

Figure 5.4, Trails, Sidepath, and Sidewalk Opportunities Plan



## GOAL 4: COMMUNITY LIVABILITY

CONTINUE TO RECOGNIZE OLD TOWN AS AN IMPORTANT ECONOMIC AND CULTURAL CENTER OF THE COMMUNITY AND PROMOTE TOMBALL'S SENSE OF PLACE IN ALL PROJECTS.

### OBJECTIVE CL 4.1: EXPAND ON THE SUCCESS OF OLD TOWN AS A SOURCE OF COMMUNITY PRIDE, ENTERTAINMENT, COMMERCE, AND EMPLOYMENT.

Action CL 4.1.1, Identify alternative financing solutions to address the growing infrastructure needs of Old Town.

Preserving the character and small-town feel of Old Town was a high priority for the Tomball community. This is particularly difficult while at the same time working towards growing and expanding what is working well in downtown. Moving forward, the City should continue to focus on improving the infrastructure and facilities which serve the Old Town area. This could include redevelopment of public streets and pedestrian accommodations, adding area furnishings and amenities (e.g., adding a public restroom on the north side), increasing public space, and other such enhancements which support the small business establishments prevalent in the area. This could be achieved by exploring financing opportunities with the Tomball Economic Development Corporation to address façade improvements and growing infrastructure needs in Old Town. Also, this may require evaluating the feasibility of employing public finance mechanisms such as Tax Increment Reinvestments Zones (TIRZ). A TIRZ can be used by local governments in Texas to spur development in designated areas that may be

underdeveloped or blighted. In general, the creation of these zones incents growth through initial public investments that are repaid through future increases in assessed value of properties within the zone. To establish a TIRZ, local governments must first define the area the zone will be comprised, prepare a financing plan, hold a public hearing on the zone's creation, and allow property owners potentially included in the zone to protest inclusion. The financing plan and a plan for development is also put forward to the local taxing units within the zone. In Texas, those taxing units can decide on their own level of participation in the TIRZ (from 0% to 100% of incremental tax revenue). A board put together for the TIRZ must only approve the plan for it to be approved and initiated by the local government. Additional financing mechanisms (e.g., a BID and PID district) could also be considered.

Action CL 4.1.2, Support regular events, activities, and celebrations and develop/expand venues to host them.

Old Town is a unique destination in Tomball which attracts both residents and regional visitors. Strong downtowns thrive as a result of a combination of reasons, one of which is a diversified events calendar and regular programming. As such, it is recommended that the City continue to evaluate opportunities for additional, diversified events in and around downtown



Preserving the character and small-town feel of Old Town was one of the highest priorities expressed by the Tomball community throughout the public engagement process.

to provide an enhanced quality of life for residents and increase the area's local and regional draw. As visitation to Old Town continues to grow, consideration may be warranted to identify additional investments (e.g., street tree replacement program) or other interventions (e.g., outdoor display of merchandising regulations or increased enforcement) which may be needed to help facilitate daily, weekly, and seasonable operations and annual events and festivals.

**Action CL 4.1.3, Develop a Tourism Strategic Plan to identify and implement appropriate strategies for expanding tourism in Tomball.**

Tomball has positioned itself as a must see destination in the Houston metropolitan area and continues to grow its economic base through tourism. As such, the City should work closely with the Greater Tomball Area Chamber of Commerce (GTACC), the Tomball Economic Development Corporation and other area partners to support and attract local businesses which bring visitors to Tomball. This may involve the

preparation of a Tourism Strategic Plan to identify appropriate collaborative strategies for growing tourism in Tomball. It may also involve increased promotion of Tomball through extensive advertising to cover all media outlets (i.e., radio and television promotion, print and Internet advertising, social media, and direct mail). One such promotion could include an outreach ad campaign to nearby communities to cross promote Tomball area hotels for out-of-city sports tournaments. In this regard, the City is looking to capture additional overnight stays and other sales tax generating activity in Tomball.

**Action CL 4.1.4, Develop and implement a strategy to develop public art and cultural amenities in Old Town.**

The addition of public art in Old Town promotes the overall desired character. This area is intended to be the cultural heart of the community and art, like the sculptures at Railroad Depot Plaza, is an expression of the City's heritage. As such, the City should further identify opportunities to add public art in the Downtown area which celebrates Tomball's history and heritage.



**Celebrating Tomball's heritage is always front and center throughout the year. These events always include great food, great music, great people!**

**OBJECTIVE CL 4.2: DEVELOP A CITYWIDE PLAN FOR BEAUTIFICATION, WHICH WOULD INCLUDE GATEWAYS, WAYFINDING SIGNAGE, ENHANCED LANDSCAPING, ETC.**

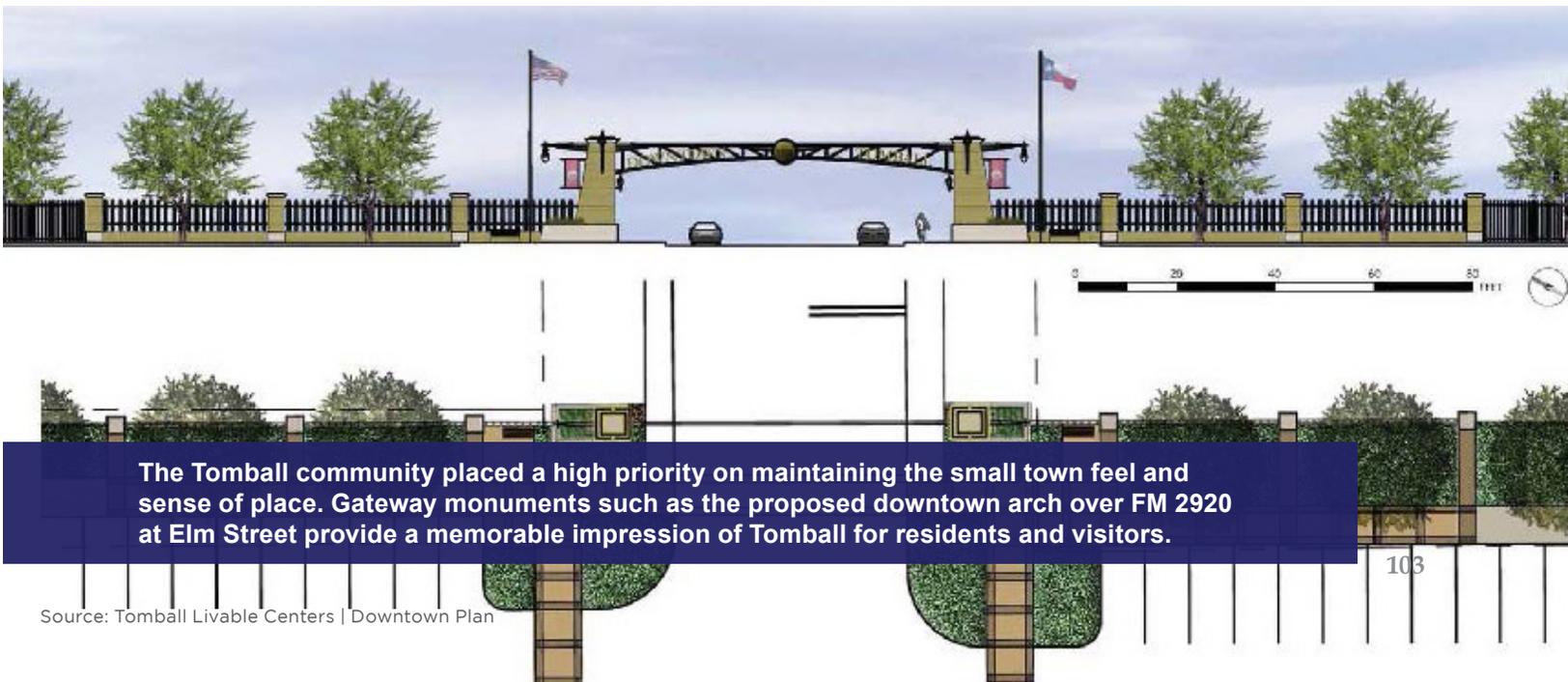
Action CL 4.2.1, Establish a program to fund community image enhancement projects in Tomball.

Identifying strategies to enhance community pride and image is an important investment in creating a strong and sustainable community. These investments provide the opportunity to create a sense of place, a sense of pride, and sense of ownership for the citizens of Tomball. Oftentimes, these investments increase the attractiveness and quality of place, which then become important economic development talking and selling points when trying to recruit new businesses to the area in addition to being inviting to prospective residents. Through implementation of these improvements (see Figure 5.5, *Community Image and Enhancement Plan*, on the next page), Tomball can further set itself apart as a community that “embraces growth and prosperity without comprising its’ sense of place and charm.” This can be accomplished through the following actions:

- **Gateways.** Strategically located gateways and public art are a great way to define the edge of a city and announce entrance into the community. High-quality distinct features can help to differentiate Tomball from the surrounding areas and visually communicate the community’s character and sense of identity.
  - » *Signature Gateways:* The most prominent gateways in the City, including a redeveloped

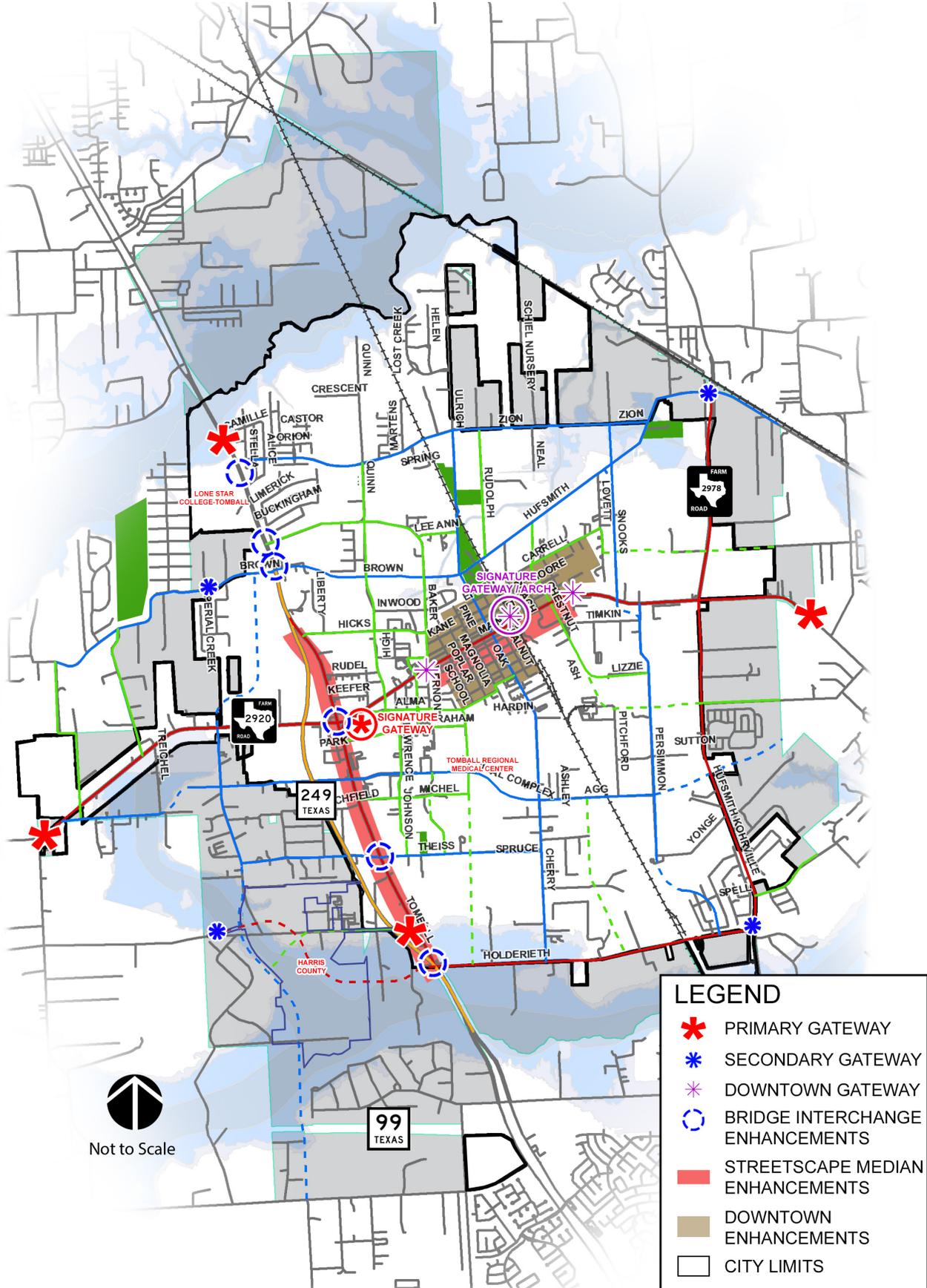
gateway monument at FM 2920 and Tomball Parkway (with greater vertical element and 360 directional appeal) and a downtown gateway arch at Elm Street.

- » *Primary Gateways:* Four large gateway monuments signifying entrance to Tomball at both ends of FM 2920 and the Tomball Tollway.
  - » *Secondary Gateways:* Four smaller gateway monuments at key arterial entrances to Tomball.
  - » *Downtown Gateways:* Two urban-character gateway monuments on FM 2920 at either end of the Downtown district.
- **Bridge Interchange Enhancements.** Partnership with TxDOT to install and maintain enhanced landscaping or art at the Tomball Tollway overpasses.
  - **Streetscape Median Enhancements.** Landscaped center medians with left-hand turn lanes and pedestrian refuges in Downtown Tomball and along a redeveloped Tomball Parkway.
  - **Downtown Enhancements.** Improved pedestrian accommodations, alley improvements, wayfinding, and other pedestrian-scaled enhancements in downtown.



The Tomball community placed a high priority on maintaining the small town feel and sense of place. Gateway monuments such as the proposed downtown arch over FM 2920 at Elm Street provide a memorable impression of Tomball for residents and visitors.

Figure 5.5, Community Image and Enhancement Plan



**OBJECTIVE CL 4.3: CAPITALIZE ON OPPORTUNITIES TO FURTHER CREATE A DEFINED SENSE OF PLACE IN TOMBALL.**

**Action CL 4.3.1, Develop and implement a wayfinding signage program in Tomball.**

Wayfinding systems include information and signage intended to guide and enhance people’s understanding and experience moving in and through a community. Wayfinding can also be an important economic development tool as jurisdictions are oftentimes competing for the same tourist and visitor dollars. A successful wayfinding signage system provides visitors the tools they need to successfully navigate the City, helping them to discover unique events, attractions, and destinations on their own. For Tomball, this is particularly important in Old Town in order to provide visitors with necessary guidance to public parking. Moving forward, the City should consider a comprehensive wayfinding signage system denoting key destinations and important landmarks (e.g., City Hall, Old Town Tomball and the Depot, Tomball ISD High School and stadium, Lone Star College, the Medical Center, etc). This could also include coordinating a phone app with the GTACC, wayfinding and informational kiosks in Old Town, printed maps and brochures, etc.

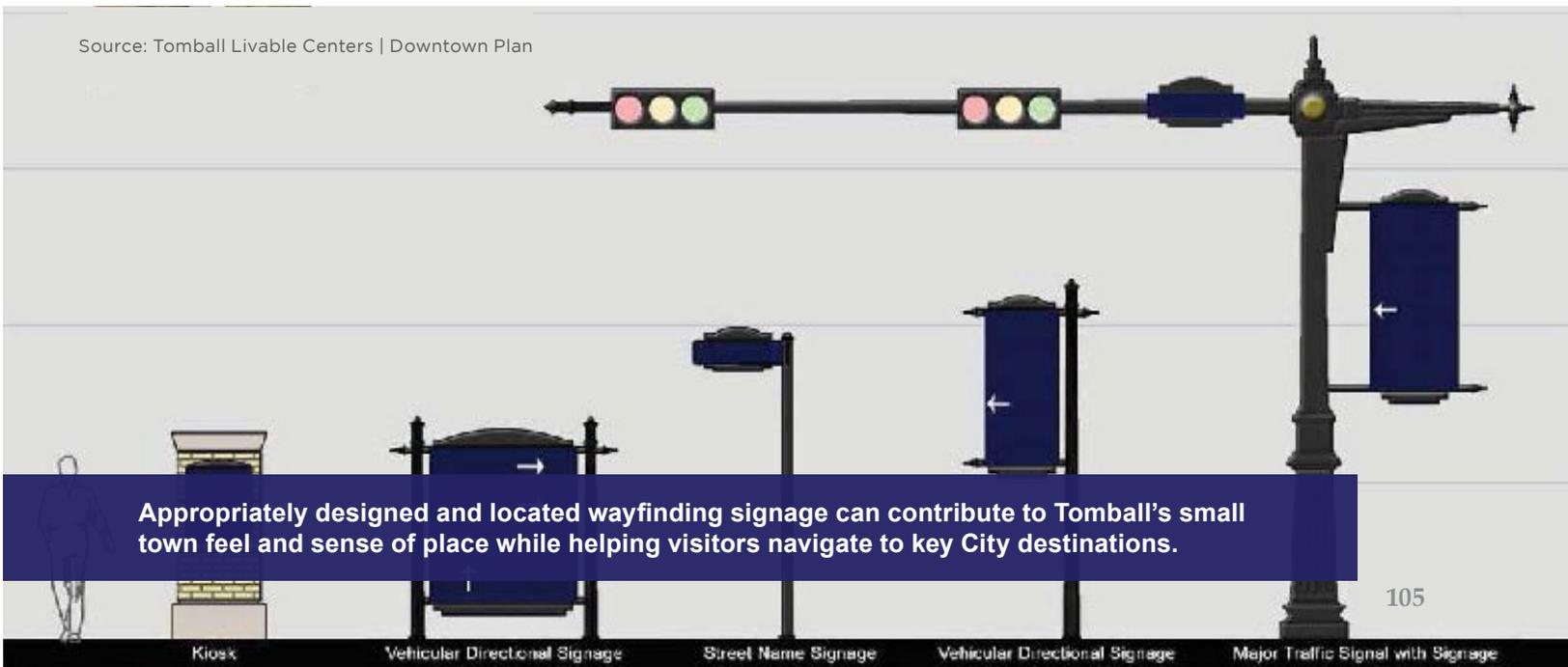
**Action CL 4.3.2, Develop design guidelines for alley enhancements and identify locations for application.**

The alleys located in Old Town are used for a variety of reasons, including service and delivery, light vehicular traffic, and a location for city utilities. They are also used as primary pedestrian corridors. Enhancing these alleys to better serve pedestrians, including an emphasis on increased aesthetics, has the potential to contribute to a more desirable environment. Moving forward, the City should consider enhancing these alleys by providing enclosures for trash receptacles, signage for businesses, rear-entry access (where possible) for delivery/pick-up, green spaces, and underground utilities. The character of these alleys can also be enhanced through appropriate paving and lighting treatments.

**Action CL 4.3.3, Actively inventory, monitor, and manage trees to maintain the health of existing Tomball urban forest.**

To properly capture the benefits of beautification investment by the City, it is necessary that significant trees are maintained and that younger trees are able to grow into trees of significance. This effort will include establishing best practices for the maintenance of trees on City property and street trees within the public rights-of-way. This may involve the adoption of City policies on tree planting and removal policies and who is responsible for tree maintenance in the public rights-of-way. It may also necessitate the consideration of a tree preservation ordinance.

Source: Tomball Livable Centers | Downtown Plan



**Appropriately designed and located wayfinding signage can contribute to Tomball’s small town feel and sense of place while helping visitors navigate to key City destinations.**

**Action CL 4.3.4, Enhance public landscaping along prominent corridors and entries into Tomball.**

Landscaping enhancements along key corridors and activity centers are intended to help improve the overall aesthetic appeal of Tomball. Focusing efforts on these prominent areas will result in more exposure and return on investment for the City.

**Action CL 4.3.5, Consider replacing and enhancing street signage throughout Tomball to improve community identification.**

Street name signage provides an opportunity to continue emphasizing the identity of Tomball. A simple City logo integrated onto street signs provides a quick sense of place, especially along the fringe or edges of the community. Additionally, the implementation of this signage standard can provide an improved sense of unity and community identity between subdivisions which is often lacking between different developments. Oftentimes, a City will create a green street sign for the entire community and then a different colored street sign (e.g., brown or blue) for the downtown area or other special areas of the City.



**Action CL 4.3.6, Identify opportunities to protect and promote Tomball's historical and cultural history.**

Many communities are refocusing their economic development toolkits to include more place-based economic considerations. Previously, communities were labeled good if they were safe and had good schools and attractive neighborhoods. While these remain important, an emerging determinant in residential and business relocation decisions is the association with a City's embodied cultural and historical assets and sense of place. Accordingly, the City should continue to identify opportunities to highlight and market many of Tomball's unique and significant historical and cultural stories.

**Figure 5.6, Tomball Street Signs**



**Aesthetic greenspace treatments can increase shade and improve the pedestrian experience.**

Source: Tomball Livable Centers | Downtown Plan

## GOAL 5: ECONOMIC DEVELOPMENT

IDENTIFY AREAS OF REINVESTMENT AND RE-IMAGING SO THAT ALL PARTS OF TOMBALL CONTRIBUTE TO A PROSPEROUS FUTURE.

### OBJECTIVE ED 5.1: REEVALUATE THE LONG-TERM DEVELOPMENT POTENTIAL OF THE AREAS ABUTTING TOMBALL PARKWAY.

Action ED 5.1.1, Re-envision Tomball Parkway to better meet the needs of the community and provide and promote complimentary land uses around this investment.

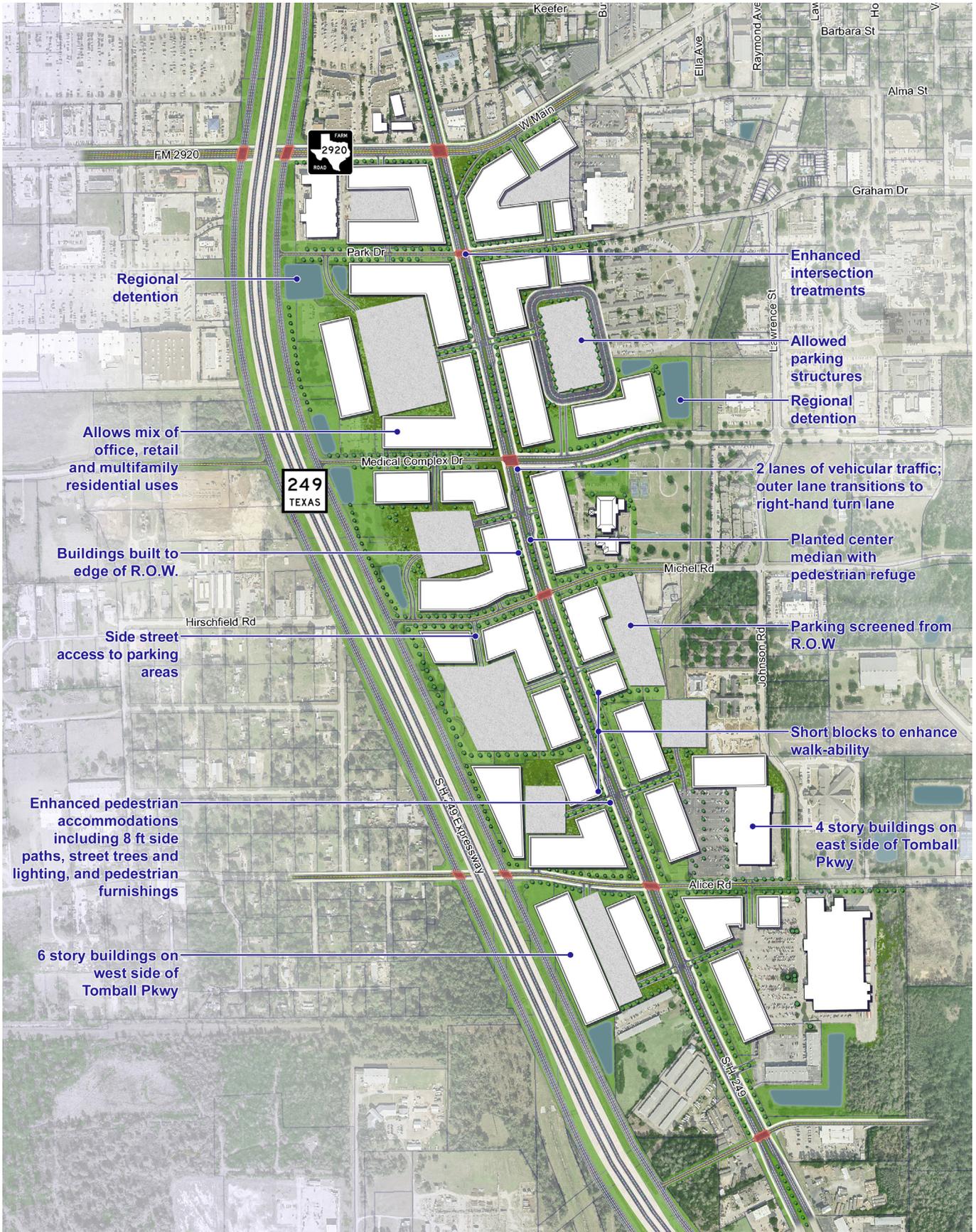
Although downtown Tomball is the historic central business district (CBD) of Tomball, Tomball Parkway embodies much of the City's first wave of auto-oriented strip development and provides a direct connection to the City's growing Medical District. This allowed the City to capitalize on the economic benefit of both in-City residents and passersby. Over time, more energy started to be moved to what is now called the Tomball Marketplace, with direct access off of FM 2920. Moreover, with the construction of the Tomball Tollway,

the Tomball Parkway no longer receives the volume of traffic it once did. Consequently, the economics of the area have changed. These changing conditions will most likely result in further disinvestment of this area. However, the changing conditions of Tomball and the greater region do provide some significant advantages too. Foremost is that the Tomball Tollway provides convenient access to the greater Houston Metropolitan region. This provides a unique opportunity to create a higher intensity mixed-use district consisting of four to six story offices, commercial businesses, and multi-family residential development in a walkable live, work, play environment. As such, the City should proactively re-envision the future of this corridor (see Figure 5.7, *Tomball Parkway Revitalization Area*, on the next page and the rendering below) by preparing special area study. The purpose of the special area study is to understand the economic opportunities and constraints



This rendering is an example of how the downtown in Tomball could be developed with greater densities.

**Figure 5.7, Tomball Parkway Revitalization Area**



of transitioning what is currently and predominantly single-story commercial retail businesses encapsulated within large surface area parking lots. It would also be to solidify a vision for the area, develop a new zoning district and special development standards, and identify necessary public catalyst improvements within the Tomball Parkway rights-of-way. To create the necessary contextual conditions of a walkable, live-work-play environment, the City could create a special zoning district and regulations to promote mixed-use and a zero front setback (to increase the buildable area of individual parcels), parking behind and screened by the buildings, increased building heights (i.e., six stories between the Tomball Tollway and the Tomball Parkway; and four stories east of Tomball Parkway). For the City, this would include a planning and engineering analysis to reduce the number of lanes on Tomball Parkway (transitioning the unneeded third lane into right-turn lanes, landscaping, and pedestrian improvements), creating center landscape median (with periodic left-hand turn lanes) and regional detention (to remove that burden from individual landowners and create additional buildable area on each parcel), and the creation of a financing mechanism (e.g., a TIF) to help with near- and longer-term capital improvement investments. The higher intensity/density development associated with the redevelopment of this area could generate a significant amount of revenue for the City, offer a new full life-cycle live, work, play destination area for Tomball, and, equally as important, reduce the need for

increasing density/intensity elsewhere in Tomball. This allows the City greater latitude in focusing on protecting the small town charm and feel, and rural character, of most of existing areas of Tomball. It also allows Old Town to focus on fostering and creating the eclectic home-grown businesses and atmosphere so valued by the Tomball community. This would also require an amendment to the Future Land Use Plan.

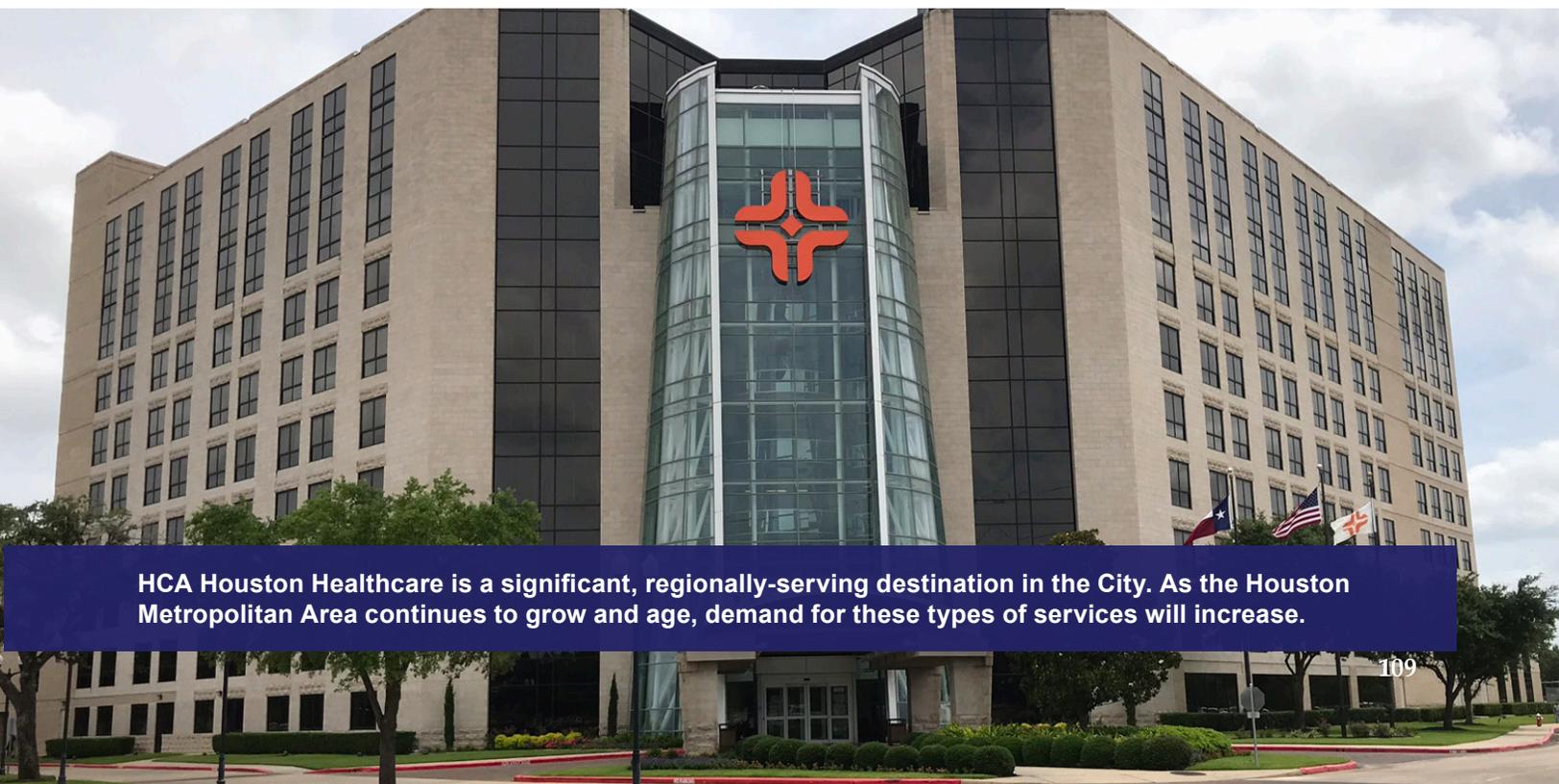
**Action ED 5.1.2, Compliment investments into Tomball Parkway as a source for economic growth.**

In conjunction with Action ED 5.5.1, conduct market studies for the corridor to understand the regional real estate market to better understand the opportunities for increased capture of the economic potential and increased tax base. This real estate market study should specifically look into mixed-use office, retail, residential, etc.

**OBJECTIVE ED 5.2: MAXIMIZE ECONOMIC BENEFITS FROM TOMBALL'S MEDICAL DISTRICT**

**Action ED 5.2.1, Establish a Medical Campus Specific Area Plan in order to institute land use policy and development standards that promote and protect Tomball's medical industry.**

HCA Houston Healthcare (i.e., the Medical District) is a significant regionally-serving destination in Tomball.



**HCA Houston Healthcare is a significant, regionally-serving destination in the City. As the Houston Metropolitan Area continues to grow and age, demand for these types of services will increase.**

As the Houston Metropolitan Area continues to grow and age, demand for these types of services will only increase. Although the area is not in need of revitalization, there are opportunities for increasing the synergy between the anchor institutions of this area and complimentary services. The intent of creating a specific character area on the Future Land Use Plan is to promote partnerships between different sector of the medical industry (e.g., additional medical offices, independent and senior living, etc.). These partnerships should help broaden employment opportunities and medical services offered.

Action ED 5.2.2, Protect the medical campus area from incompatible uses and inappropriate design that could hamper future expansion opportunities.

Encourage complimentary land uses within the Medical District and stipulate specific design treatments and accommodations which serve people with disabilities and seniors. In this regard, all public and private development should be designed and constructed in a manner that serves all populations and provides walkable connectivity and larger greenspaces. Complimentary businesses, that are specifically associated with the medical industry, should be encouraged to be located near and within the Medical District.

Action ED 5.2.3, Provide improved connections to the Medical District from the community's businesses and activity centers.

This effort is intended to improve the Medical District's integration with the overall Tomball community, making it a valued place for medical services and for those employed or visit there. This may include the development of a circulator that connects the Medical District with Old Town and other area services, dining areas, and destinations. For nearby connections (e.g., those envisioned along the Tomball Parkway), it may require public investment into street infrastructures and plazas to help promote these linkages and the proper environment. For those businesses outside of the Medical District (e.g., those envisioned along the Tomball Parkway), it may require public investment into street infrastructures and plazas to help promote these linkages and the proper environment.

Action 5.2.4, Support education and training programs at the local and regional schools and colleges to support and supply the medical-related businesses.

The City should identify opportunities to coordinate with the Tomball Economic Development Corporation to promote partnering with education entities in Tomball to help train workforce talent in the healthcare industry. This will help to ensure a sustainable and available workforce to meet growth demands, as well as to provide existing residents with quality employment opportunities.



Although the City should place high importance on fostering growth in Downtown, along the Tomball Parkway, and in the Medical District, emphasis is still needed in the traditional auto-oriented commercial areas in Tomball.

**OBJECTIVE ED 5.3: MAINTAIN A BALANCE IN THE DIFFERING ECONOMIC SECTORS TO PROMOTE SUSTAINABLE ECONOMIC HEALTH FOR THE COMMUNITY.**

Action ED 5.3.1, Utilize the intent of the Future Land Use Plan to apply a character-based approach to land use decisions focusing less on use and more on impacts to the built environment.

Tomball currently has a variety of business types and as the community continues to grow it is important to continue to support economic diversity. As such, the emphasis placed on future development and redevelopment should be to promote a mix of uses and flexibility to respond to changing needs and conditions, provided that the overarching community vision is met and there is adherence to baseline standards.

Action ED 5.3.2, Pursue and encourage entertainment options for local Tomball residents.

As Tomball population growth continues, it is important to provide a wider variety of entertainment choices. Private development will typically be the provider and consequently, it is important for the City to be a partner and/or be flexible in bringing these opportunities to Tomball. In some instances, it may be appropriate for the City to consider public-private partnerships for these entities. This may include partnerships related to the provision of public open space or updating City ordinance to better reflect emerging regulatory changes.

**OBJECTIVE ED 5.4: BUILD AND SUPPORT PARTNERSHIPS WITH LOCAL AND REGIONAL ENTITIES AND ECONOMIC STAKEHOLDERS.**

Action ED 5.4.1, Continue to use City resources as a means to assist economic development, including the annual budget, the CIP, and other programs.

The City should view its yearly investments as essential financial contributions to the local economy. Making the case for prudent use of resources to result in the most good for both citizens and area businesses, particularly the home grown businesses that operate in Tomball. As such, City revenue streams should be viewed as services that are provided as a means to compete for new business and contribute to the success of existing businesses.

Action ED 5.4.2, Support workforce preparation in local schools and colleges.

It is widely understood that a quality education is increasingly a critical component of an overall economic development work program. Tomball already benefits from excellent primary and secondary schools, and the local college-level system. Moving forward, the City should continue to work with the Tomball Economic Development Corporation to identify partners to offer workforce development and education programs in association with existing or future Tomball businesses.



Identifying opportunities for stimulating / encouraging home-grown businesses and entertainment options increase the City's economic competitiveness over surrounding communities.

Action ED 5.4.3, Work closely with the Greater Tomball Area Chamber of Commerce (GTACC) and Tomball Economic Development Corporation (TEDC) to support local businesses and increase employment opportunities.

Work with GTACC and TEDC to enhance their existing business attraction, retention, and expansion program (BRE) program. Work with these partners to identify opportunities to express appreciation to local companies for choosing to do business in Tomball; to educate existing business owners about potential resources available to them (i.e., City or EDC programs and incentives); to help business owners in identifying problems and mitigating potential risks; and to identify and facilitate connections between existing businesses and suppliers. Maintaining and expanding existing businesses is an essential component of any economic development program, and as such, should continue to be supported on an ongoing basis.

Action ED 5.4.4, Identify and evaluate partnership opportunities to establish a local Convention and Visitors Bureau specifically for Tomball.

Due to the significant amount of special events and tourism opportunities in Tomball, the City should consider identifying partners to establish a Convention and Visitors Bureau specifically targeted for promoting Tomball's Old Town, special events, festivals, and other tourism-related opportunities.

Action ED 5.4.5, Evaluate opportunities to increase entrepreneurship in Tomball.

Entrepreneurs can be found everywhere, not just in large cities. Being an entrepreneur requires talent, knowledge, and an understanding and tolerance of the inherent risks related to bringing an idea for a new product or service to market. It oftentimes also requires a little bit of support to get started. In this regard, some communities and their economic development organizations play a stronger role in helping entrepreneurs get off the ground. This could be in the form of seed money, training, and many other forms. Others go a little bit further and establish a fully sponsored small business incubator. A business incubator nurtures development of entrepreneurs by helping them survive and grow during the early start-up period, when they are most vulnerable. As the City continues to advance its economic efforts, it should consider developing a business incubator in Downtown or in the redeveloped Tomball Parkway. The focus is to further create home grown businesses and employment opportunities through a strong entrepreneurial culture in Tomball.



While large corporations and national chain stores will continue to play a role in Tomball's future, local entrepreneurs will provide a much greater return on investment, particularly as it relates to protecting Tomball's small-town character and family-friendly environment.

Photo location: Main Street Crossing

## GOAL 6: COMMUNITY FACILITIES AND SERVICES

PROVIDE HIGH-QUALITY COMMUNITY FACILITIES AND SERVICES WHICH ARE FORWARD THINKING AND RESPONSIVE TO THE NEEDS OF THE TOMBALL COMMUNITY.

### OBJECTIVE CF 6.1: EXPAND THE PARKS, RECREATION, AND OPEN SPACE SYSTEM CONCURRENT WITH GROWTH.

#### Action CF 6.1.1, Fund efforts to complete a Parks Master Plan.

While some cities sit back and reactively respond to opportunities, other cities are more proactive in determining how and where they will focus their limited tax dollars to best meet the needs of their citizenry. In this regard, many Texas cities prepare a more refined parks plan to determine specific projects and actions for moving forward.

A master plan will provide the specific details needed to address the City's parks and recreation demands, park types and standards, park facility inventory and needs, need for parkland dedication requirements (to be codified in the City's Development Code), and to identify funding needs and resources to create and maintain parks over time. This could also be undertaken as a single consolidated Parks and Trails Master Plan (see also Action LU 3.6.1).

#### Action CF 6.1.2, Partner with other jurisdiction and entities in the provision of recreation opportunities.

The nearby Spring Creek Park and Burroughs Park are large regional parks that provide recreational benefits and opportunities to the Tomball community. As the City explores ways to increase recreational offerings in Tomball, it should identify opportunities to partner and/or support the future of these parks (as may be beneficial to the City). These partnerships, and other partnerships (like public-private or private enterprises), could provide the opportunity for the City to expand offerings while minimizing the overall commitment and burden upon the City.

#### Action CF 6.1.3, Ensure that park and recreation projects are included on the CIP project list and consider park development fees to be assessed on new development.

It is important to proactively include parks and recreation projects as part of the City's CIP projects. This builds

### What is a Parks Master Plan?

A parks master plan is an action plan which guides system growth over the next 10 years and beyond. It helps to create a clear vision and implementation action plan by:

- Gathering and analyzing data on demographics, operational and capital budgets, overall operational plans and service quality, and environmental issues
- Developing a comprehensive community participation strategy
- Conducting a refined survey to determine specific community needs and prioritization, as well as their willingness to pay for it
- Creating an in-depth analysis of the City's existing park and recreation system to understand strengths and deficiencies
- Conducting a needs assessment to compare Tomball's park and recreation facilities to other park systems in the north-northwest Houston metropolitan region and in other parts of Texas by ensuring that Tomball has:
  - » enough land acreage in the City for parks and recreation
  - » adequate numbers and distribution of facilities, amenities, and infrastructure at each park or across the whole system
  - » enough numbers and diversity of facilities and recreational programs to meet the needs of people of all ages and interests
  - » an even distribution of park and recreational resources accessible by all members of the community
- Prioritizing strategies and actions for implementation
- Determining associated capital improvement or other costs for each prioritized project to determine the appropriate funding source and time frame for implementation.

the case that the park system should be viewed as vital community infrastructure. Similar to other development fees for community infrastructure, the City should consider development fees for park development. This could be in the form of an impact fee. Alternately, it could be established through the development of a parkland dedication and development ordinance (see also Action CF 6.1.5).

**Action CF 6.1.4, Explore ways to maximize the use of recreational opportunities in floodplains and regional detention areas.**

A significant amount of Tomball's remaining open space is located in flood-prone areas or used for detention purposes. There is a number of ways that passive recreation offerings can be programmed into these spaces at a lower cost of investment. Often time the spaces merely need to provide access and unpaved trails or the creation wet pond that remain outside of flood events. Finding a purpose such as open space with recreation element can help mitigate the development pressures in hazardous areas.

**Action CF 6.1.5, Evaluate the need for developing a parkland dedication and development ordinance and other subdivision ordinances to ensure that adequate green space and parkland remain available as the City continues to develop.**

As the City continues to develop, additional opportunities for coordination with developers to preserve or design and build open space, parks, and recreational amenities will arise. The City should consider establishing a procedure to require new developments to provide land area and/or development of amenities in areas of need.

**OBJECTIVE CF 6.2: PROVIDE EFFECTIVE POLICE SERVICES TO PROTECT THE PUBLIC HEALTH, SAFETY, AND WELFARE OF THE COMMUNITY.**

**Action CF 6.2.1, Continue to support Police Department efforts to foster relationships with area partners (e.g., the school resource officer program).**

In a day and age of limited resources, partnerships become even more important. Currently, the Tomball Police Department has established relationships and interlocal agreements with the Tomball ISD and other area partners. Maintaining and strengthening these partnerships should continue to be a high priority for the City.



**Across Texas and the nation, people are demanding convenient access to such amenities as parks and trails. To meet this need, the City may have to consider a parkland dedication and development ordinance and other ordinances to protect open space.**

**Photo location: Jerry Matheson Park**

Action CF 6.2.2, Continue to support Police Department efforts to offer community service and educational programs.

As is evident across the country, police departments do a lot more than just law enforcement. The Police Department actively engages with the community at events and programs such as Coffee With a Cop, National Night Out, Explorers, Shop With a Cop, Handicap Parking Enforcement Program, Citizens Police Academy, and Academy recruiting. Likely, it is these types of events that build the most community support and trust. As such, it is recommended that the City continue to support or expand these types of efforts.

Action CF 6.2.3, Annually evaluate Police Department staffing and increase as necessary.

The primary factors that influence the Police Department's staffing needs include population growth, traffic, and the number of incident reports. Annually, through the budgeting process, staffing of the Police Department should be evaluated and addressed in order to maintain an effective police force in Tomball.

Action CF 6.2.4, Evaluate near-term needs to improve operations at the City's existing police department.

Although much of the most visible Police Department functions occur within the patrol vehicles out within the community, the department does have its base of operations at 400 Fannin Street. While the facility is in relatively good condition, there are issues with the building's air conditioning system and duct work which will need to be addressed. Moving forward, there are several space and building limitations which will need to be addressed through a facility expansion or off-site. These include:

- General building expansion to serve existing and future operational needs (e.g., storage, dispatch operations, a break room, training space, etc.)
- Additional staff parking
- Secured parking for fleet and other operational equipment
- Technological upgrades

**OBJECTIVE CF 6.3: PROVIDE EFFECTIVE FIRE PROTECTION SERVICES TO PROTECT THE PUBLIC HEALTH, SAFETY, AND WELFARE OF THE COMMUNITY.**

Action CF 6.3.1, Continue to support Fire Department efforts to foster relationships with area partners.

Currently, the Tomball Fire Department has established relationships and interlocal agreements with Harris County and the state of Texas. Maintaining and strengthening these partnerships should continue to be a high priority for the City.

Action CF 6.3.2, Continue to support Fire Department efforts to offer community service and educational programs.

As is evident across the country, fire departments do a lot more than just fight fires and respond to emergency medical incidents. The Fire Department actively engages with the community at events and programs such as fire prevention week; station tours and birthday parties; presentations at nursing homes, elderly housing facilities, hotels, and civic facilities; fire extinguisher and CPR training, etc. Likely, it is these types of events that build the most community support and trust. As such, it is recommended that the City continue to support or expand these types of efforts.

Action CF 6.3.3, Evaluate opportunities to formalize a Fire Explorer program for the community.

Many communities similar to Tomball have established Fire Explorer programs which serve the area's youth. These programs offer a variety of different benefits, including:

- Allowing youth to better understand and gain interest in becoming long-term members or full-time firefighters
- Increasing awareness among youth about volunteering and other opportunities for support
- Providing departments with additional help in accomplishing non-emergency response activities
- Growing future leaders in firefighting and beyond

Currently, the City's Police Department (in association with the Boy Scouts of America) participates in an explorer program out of Explorer Post #5451. Moving forward, it could be advantageous for the Fire Department to establish and foster a Fire Explorer program for Tomball, particularly as volunteer rates continue to fall nationwide.

Action CF 6.3.4, Continue to advance the Fire Department's technical capabilities for responding to technical rescue incidents.

The Fire Department is always the first agency called when there is an incident involving a technical rescue, including: swiftwater; high and low angle rope, confined space, and trench rescue, etc. Currently, the department has several members trained to respond to some of these incidents, or has established relationships with other agencies who do, including the Woodlands Fire Department (for high and low angle rescue), and the Harris County Technical Rescue group (for building collapse). Moving forward, the City should strive to increase its capabilities and training to respond to these types of incidents, placing a higher priority on those incident types that occur more frequently in Tomball (e.g., swiftwater rescue).

Action CF 6.3.5, Annually evaluate Fire Department staffing and increase as necessary.

The primary factors that influence the Fire Department's staffing needs include population growth, response time, and the number of incident reports. Annually, through the budgeting process, staffing of the Fire Department should be evaluated and addressed in order to maintain an effective fire response in Tomball.

Action CF 6.3.6, Conduct a staffing manpower study to evaluate the long-term operational needs of the volunteer firefighter program.

Nationally, fire department staffing is oftentimes guided by the National Fire Protection Association (NFPA) standards set out in NFPA 1710 (i.e., the Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Career Departments). This guiding document specifies the minimum requirements for the operation and deployment of fire suppression, emergency medical services, and special operations responses. For small town fire departments, like Tomball, meeting these guidelines is a challenge and, more often than not,



**Beyond emergency response, the Police Department offers a series of important community services such as CPR training, fire prevention week outreach, etc.**

an impossibility. Consequently, for many communities in the U.S., firefighting response and operations are handled by a combination of full-time and volunteer personnel (as may be trained and available). These full-time-volunteer departments are also known as “combination” departments. However, nationally, like Tomball, volunteer rates and availability are decreasing. Moving forward, the Fire Department will need to evaluate long-term staffing needs to determine whether they have the requisite volunteer personnel to respond to all incidents in a safe and efficient manner.

Action CF 6.3.7, Regularly evaluate the need for additional fire apparatus and equipment.

Similar to growing personnel needs, the Fire Department must regularly evaluate the need for additional fire apparatus and equipment to keep pace with increases in population.

Action CF 6.3.8, Undertake a Fire Department facility study to prepare for long-term station development.

As set out in Action CF 6.3.6, there are national standards for response times. As indicated, this is challenging for small-town departments. As the City grows over time and traffic congestion increases, it will become more difficult to meet these standards and could have a negative affect on the City’s ISO rating. ISO standards indicate that all built upon areas of the City are to be within 1½ miles of a fully equipped first-due engine company and within 2½ miles of a fully equipped ladder-service company.



**Fire Department stations are located to serve a specific geographic area and minimize response times. They can also help reduce the City’s ISO rating and private insurance rates.**

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# CHAPTER 6: IMPLEMENTATION





## INTRODUCTION

The Tomball Comprehensive Plan sets forth a vision to guide how the City could and should grow during the next 20 years, and beyond. With this vision now in place, the community must mobilize its resources towards Plan implementation which is the most important part of any planning process.

While the previous chapters of the Plan discuss how to reach the desired vision, goals, objectives, and actions, this chapter identifies what the main priorities are and who is in charge of them. It is through the process of implementation that actions get translated into specific policies, operational changes, financial investments (e.g., capital improvements), further studies and new regulation.

## PARTNERING FOR SUCCESS

Implementation, even more so than the planning process, will take coordinated effort from many community leaders within the City and from outside agencies and entities. Increasingly, jurisdictions are recognizing that ultimate success includes a combination of City and non-City partners, including elected and appointed officials, staff, citizens and property and business owners, among others. This also includes the acknowledgment that the City has a responsibility to partner with all local, state and federal public and private partners that can be of assistance in improving Tomball today and in the future. Some of these partners include:

- Tomball elected and appointed officials
- City Administration and staff
- Tomball Economic Development Corporation (TEDC)
- Harris County
- Texas Department of Transportation
- Greater Tomball Area Chamber of Commerce
- Tomball Independent School District (TISD)
- Adjacent local cities (on projects that benefit both jurisdictions)
- Additional affected agencies and entities
- Area property and business owners and the development community



From Plan to implementation, true success will be measured by how well the Tomball community mobilizes to achieve its Implementation Action Plan.

Photo location: Whistle Stop Express

## IMPLEMENTATION ACTION PLAN

Set out in Chapter 5, *Recommendations*, were a series of goals, objectives, and unprioritized actions which can be accomplished at any point over the 10-year horizon of this Plan. This part of the Plan prioritizes those actions and the order in which the City generally intends to implement them.

The actions are prioritized in Figure 6.2, *Implementation Action Plan*, into one of three different initiation time frames—short-term (initiated within the next 1-2 years), mid-term (initiated within the next 3-5 years), and long-term (initiated between 6-10+ years). Those actions which will be on-going once initiated are marked as such. Short- and mid-term actions are ranked while longer-term actions are intended to be re-evaluated and ranked during the five-year Plan update.

The *Implementation Action Plan* also includes guidance as to the entities that should be involved in implementation (with the leading entity listed first) and what kind of action it would involve (e.g., policies, operational changes, financial investments, studies, regulations, or a combination of multiple types)(see also Figure 6.1, *Implementation Tools*, below, for a further description of the types of actions involved).

### IMPLEMENTATION TOOLS

It is oftentimes noted that planning is the easy part while implementation is the more challenging part. As such, successful implementation of the Tomball Master Plan will take coordination, innovation, and hard work on the part of the City and area partners. As detailed in this Plan, the objectives and actions will be accomplished using the categories of tools listed in Figure 6.1, *Implementation Tools*.

**Figure 6.1, Implementation Tools**

<b>OPERATIONAL CHANGE</b>	New or altered programs, staffing or operational procedures.
<b>POLICY</b>	Procedures or policies used to direct City decisions.
<b>FINANCIAL INVESTMENT</b>	Capital improvement and/or funds improve the quality of Tomball.
<b>STUDY</b>	Additional study or investigation needed to determine the most appropriate solution.
<b>REGULATION</b>	Council adopted regulations used to direct development in the City.

Figure 6.2, Implementation Action Plan

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
<b>GOAL 1—GROWTH AND CAPACITY: SYSTEMATICALLY PROVIDE PUBLIC INFRASTRUCTURE TO SUPPORT CURRENT AND PROJECTED DEVELOPMENT IN A QUALITY, COST EFFECTIVE MANNER.</b>							
<b>Objective GC 1.1: Annually monitor implementation of the City’s infrastructure master plans to identify the need for an update.</b>							
GC 1.1.1	Prepare an update to the City’s Capital Improvement Program (CIP) to incorporate consistent findings related to this Comprehensive Plan.				■	Public Works	Operational Change / Financial Investment
GC 1.1.2	Annually monitor the need to update the Water and Wastewater Master Plans as necessary.				■	Public Works	Study
GC 1.1.3	Annually budget the necessary funds to implement the recommendations of the Water Master Plan concurrent with need.				■	Public Works	Financial Investment
GC 1.1.4	Annually budget the necessary funds to implement the recommendations of the Wastewater Master Plan concurrent with need.				■	Public Works	Financial Investment
GC 1.1.5	Continue to coordinate with the North Harris County Regional Water Authority (NHCRWA) and other area partners to ensure long-term water supply.				■	<b>Public Works</b> / NHCRWA	Policy / Financial Investment
GC 1.1.6	Annually review the Master Fee Schedule to ensure adequate revenues for long-term system sustainability.				■	<b>Public Works</b> / Community Development	Policy
GC 1.1.7	Maintain a water conservation program that applies to both City facilities and private land development.		■			Public Works	Policy / Operational Change
<b>Objective GC 1.2: Consider policies and procedures to ensure meeting growth demands and changing regulatory requirements, while being respectful to the community’s desired character.</b>							
GC 1.2.1	Continue to evaluate opportunities for potential strategic expansion of the City limits in the City’s growth areas.				■	<b>City Management</b> / Community Development	Policy
GC 1.2.2	Proactively evaluate and implement a growth program that supports new growth while being cognizant of the City’s desire to maintain a “small-town feel.”				■	Community Development	Policy

<sup>1</sup> Note that the first entity listed is designated as the “lead entity” responsible for initiating and managing the implementation action.

**Figure 6.2, Implementation Action Plan (cont.)**

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
GC 1.2.3	Continue to monitor new regulations and requirements to ensure the existing infrastructure systems remain in compliance with changes in federal and state regulations.				■	Public Works	Policy / Regulation
GC 1.2.4	Consider additional development impact fees so new growth contributes its fair share for likely expansions in community facilities and services.	■				Community Development / Public Works	Policy
<b>Objective GC 1.3: Establish approaches to minimize flooding events and the corresponding damage in developed areas, while still positively contributing to an improved community character.</b>							
GC 1.3.1	Implement the City's Master Drainage Plan.				■	Public Works	Financial Investment
GC 1.3.2	When reviewing development proposals, evaluate cumulative impacts to hydrologic system function and performance.				■	Community Development	Policy / Regulation
GC 1.3.3	Evaluate opportunities for multi-functional drainage improvements in Old Town.		■			Public Works / Community Development	Study / Financial Investment
GC 1.3.4	Consider increased protection and/or preservation of the riparian areas within the City's development jurisdiction.			■		Community Development / Public Works	Policy
GC 1.3.5	Adopt regulatory policy similar to that of Harris County for development within the floodplain.		■			Community Development	Policy / Regulation
GC 1.3.6	Improve coordination with Harris County regarding necessary maintenance along the county's drainage corridors.	■				Public Works / Harris County	Policy / Operational Change
<b>GOAL 2—LAND USE AND DEVELOPMENT: WORK WITH THE DEVELOPMENT COMMUNITY TO MEET THE NEEDS OF A GROWING COMMUNITY WHILE PROTECTING THE VALUED SMALL-TOWN CHARACTER OF TOMBALL.</b>							
<b>Objective LU 2.1: Implement the future land use plan to promote development that results in desired character for Tomball.</b>							
LU 2.1.1	Evaluate new development applications to ensure it results in the desired character areas set out in the Future Land Use Plan.				■	Community Development	Policy
LU 2.1.2	Ensure that business parks and industrial development are built and maintained in a manner that is respectful to neighboring land uses.				■	Community Development	Policy / Regulation

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

Figure 6.2, Implementation Action Plan (cont.)

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
LU 2.1.3	Utilize the development review process to ensure parks, trails, sidewalks, and other amenities are considered at the time of development and redevelopment.				■	Community Development	Policy / Regulation
<b>Objective LU 2.2: Evaluate City policies to ensure that Tomball has enabling regulations and incentives to advance desired character while maintaining a responsive and flexible development process.</b>							
LU 2.2.1	Review and evaluate development codes to align with the community's vision for the future as set out in this comprehensive plan.		■			Community Development	Regulation
LU 2.2.2	Evaluate the need for new or revised zoning districts to increase development opportunities and improve the character of development.			■		Community Development	Regulation
LU 2.2.3	Continue to evaluate and make necessary improvements to the development review process.				■	Community Development	Operational Change / Regulation
<b>Objective LU 2.3: Promote development that creates complimentary relationships between differing land uses.</b>							
LU 2.3.1	Encourage the location of support services such as schools, parks, small-scale employment, and retail that is compatible with the surrounding residential character.				■	Community Development	Regulation
LU 2.3.2	Require that new residential developments provide pedestrian linkages to parks, schools, and other public facilities, where appropriate.				■	Community Development	Regulation
<b>Objective LU 2.4: Protect the rural character and continued ranching or agriculture uses, where appropriate, to maintain the rural lifestyle in Tomball.</b>							
LU 2.4.1	Work with area partners to develop educational materials explaining opportunities and benefits for rural land preservation.		■			Community Development	Operational Change
LU 2.4.2	Work with small-scale home businesses, commercial, and industrial enterprises to maintain their rural character.				■	Community Development	Regulation / Operational Change
<b>Objective LU 2.5: Increase housing choice by allowing LU for a mix of styles, densities, and price ranges located within appropriate locations.</b>							
LU 2.5.1	Consider incenting additional housing typologies in order to provide greater housing choices for the Tomball community.				■	Community Development	Regulation

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

**Figure 6.2, Implementation Action Plan (cont.)**

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
LU 2.5.2	Utilize the Future Land Use Plan to identify appropriate areas for, and development of, transitional residential.				■	Community Development	Regulation
<b>Objective LU 2.6: Maintain and enhance the overall quality of existing housing stock in Tomball.</b>							
LU 2.6.1	Continue to promote the revitalization of existing housing stock, especially in areas near Old Town.				■	Community Development	Policy / Financial Investment
LU 2.6.2	Establish neighborhood quality standards and monitor through establishing a conditions inventory GIS parcel data.			■		Community Development	Policy / Operational Change
LU 2.6.3	Identify and prioritize neighborhood revitalization activities within the City's Capital Improvement Plan.			■		<b>Community Development</b> / Public Works	Policy / Financial Investment
<b>GOAL 3—MOBILITY: STRIVE TO ADDRESS MOBILITY CONCERNS BY PARTNERING WITH OTHER JURISDICTIONS AS WELL AS PROMOTING ALTERNATIVE ROUTES ACROSS THE COMMUNITY.</b>							
<b>Objective MO 3.1: Maintain, through regular review, a transportation plan that supports the planned growth and development patterns within Tomball while promoting public safety.</b>							
MO 3.1.1	Partner with the Houston-Galveston Area Council (H-GAC), Harris County, and the City of Houston to understand and influence the changes in regional travel patterns that impact Tomball.				■	<b>Community Development</b> / H-GAC / Harris County / City of Houston	Policy
MO 3.1.2	Prepare an update to the City's Major Transportation Plan (MTP).			■		Community Development	Study
MO 3.1.3	Consider, where appropriate, an Industrial Street Classification within the MTP to accommodate heavy commercial vehicles and development of truck routes within the City limits.			■		Community Development	Policy / Regulation
<b>Objective MO 3.2: Reduce and manage traffic congestion.</b>							
MO 3.2.1	Develop and implement a corridor timing strategy and other Transportation System Management (TSM) solutions for major thoroughfares in conjunction with other transportation agencies.		■			<b>City Management</b> / Harris County / TxDot	Study / Operational Change
MO 3.2.2	Perform safety audits at high accident locations to minimize the congestion-related impacts of crashes.	■				Police	Study

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

Figure 6.2, Implementation Action Plan (cont.)

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
MO 3.2.3	Investigate an alternative to FM 2920 to provide a bypass for through traffic and heavy trucks.	■				Community Development	Study
MO 3.2.4	Invest in improvements to east/west thoroughfares.	■				Public Works	Financial Investment
<b>Objective MO 3.3: Develop and implement context sensitive transportation options.</b>							
MO 3.3.1	Draft a comprehensive context sensitive solutions policy and submit to all transportation agencies for their consideration.			■		Community Development	Study / Policy
MO 3.3.2	Develop objectives, detailed standards, and guidelines for the treatment of public streetscapes to improve safety and walkability; recommendations should address street trees, street lighting, street furniture, traffic calming, and other pertinent issues.	■				<b>Community Development</b> / Public Works	Study / Regulation
MO 3.3.3	Continue to partner with area agencies and stakeholders to implement the improvements set out in the FM 2920 Access Management Study (2008).	■				Public Works	Financial Investment
<b>Objective MO 3.4: Expand and improve local transportation infrastructure to provide more choice.</b>							
MO 3.4.1	Support a Grand Parkway (SH 99) traffic interchange at SH 249.	■				City Management	Policy
MO 3.4.2	Establish a traffic calming program to maintain appropriate traffic conditions on residential streets to ensure safety.		■			Public Works	Policy / Operational Change
MO 3.4.3	Evaluate the long-term opportunities and constraints of establishing an intracity circulator in Tomball.		■			City Management	Study
<b>Objective MO 3.5: Protect the community from hazards related to ground transportation.</b>							
MO 3.5.1	Pursue grade-separated rail crossings for reducing street/rail conflicts, where feasible.			■		Public Works	Study / Financial Investment
MO 3.5.2	Use technology to improve safety at grade crossings that cause the least environmental harm (e.g., automated horn systems).		■			Public Works	Study / Financial Investment
<b>Objective MO 3.6: Establish an on- and off-street trail network to connect key destinations in Tomball.</b>							
MO 3.6.1	Consider the establishment of a Trails Master Plan to ensure effective implementation of a on- and off-street trail system.	■				Public Works	Study

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

**Figure 6.2, Implementation Action Plan (cont.)**

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
MO 3.6.2	Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.				■	Public Works	Policy
MO 3.6.3	Monitor long-term needs for an on-street active transportation network in Tomball.			■		Public Works	Study
<b>GOAL 4—COMMUNITY LIVABILITY: CONTINUE TO RECOGNIZE OLD TOWN AS AN IMPORTANT ECONOMIC AND CULTURAL CENTER OF THE COMMUNITY AND PROMOTE TOMBALL’S SENSE OF PLACE IN ALL PROJECTS.</b>							
<b>Objective CL 4.1: Expand on the success of Old Town as a source of community pride, entertainment, commerce, and employment.</b>							
CL 4.1.1	Identify alternative financing solutions to address the growing infrastructure needs of Old Town.	■				City Management	Study / Financial Investment
CL 4.1.2	Support regular events, activities, and celebrations and develop/expand venues to host them.				■	Marketing	Financial Investment
CL 4.1.3	Develop a Tourism Strategic Plan to identify and implement appropriate strategies for expanding tourism in Tomball.		■			Marketing	Study
CL 4.1.4	Develop and implement a strategy to develop public art and cultural amenities in Old Town.		■			Marketing	Financial Investment
<b>Objective CL 4.2: Develop a citywide plan for beautification, which would include gateways, wayfinding signage, enhanced landscaping, etc.</b>							
CL 4.2.1	Establish a program to fund community image enhancement projects in Tomball.		■			City Management	Financial Investment
<b>Objective CL 4.3: Capitalize on opportunities to further create a defined sense of place in Tomball.</b>							
CL 4.3.1	Develop and implement a wayfinding signage program in Tomball.	■				<b>Public Works /</b> Community Development	Financial Investment
CL 4.3.2	Develop design guidelines for alley enhancements and identify locations for application.	■				<b>Public Works /</b> Community Development	Study / Financial Investment
CL 4.3.3	Actively inventory, monitor, and manage trees to maintain the health of existing Tomball urban forest.			■		Community Development	Operational Change

<sup>1</sup> Note that the first entity listed is designated as the “lead entity” responsible for initiating and managing the implementation action.

Figure 6.2, Implementation Action Plan (cont.)

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
CL 4.3.4	Enhance public landscaping along prominent corridors and entries into Tomball.		■			Public Works	Financial Investment
CL 4.3.5	Consider replacing and enhancing street signage throughout Tomball to improve community identification.	■				Public Works	Financial Investment
CL 4.3.6	Identify opportunities to protect and promote Tomball's historical and cultural history.				■	Marketing	Policy
<b>GOAL 5—ECONOMIC DEVELOPMENT: IDENTIFY AREAS OF REINVESTMENT AND RE-IMAGING SO THAT ALL PARTS OF TOMBALL CONTRIBUTE TO A PROSPEROUS FUTURE.</b>							
<b>Objective ED 5.1: Reevaluate the long-term development potential of the areas abutting Tomball Parkway.</b>							
ED 5.1.1	Re-envision Tomball Parkway to better meet the needs of the community and provide and promote complimentary land uses around this investment.			■		Community Development	Study / Regulation
ED 5.1.2	Compliment investments into Tomball Parkway as a source for economic growth.			■		Tomball Economic Development Corporation	Financial Investment
<b>Objective ED 5.2: Maximize economic benefits from Tomball's medical district.</b>							
ED 5.2.1	Establish a Medical Campus Specific Area Plan in order to institute land use policy and development standards that promote and protect Tomball's medical industry.		■			Community Development	Study
ED 5.2.2	Protect the medical campus area from incompatible uses and inappropriate design that could hamper future expansion opportunities.				■	Community Development	Regulation
ED 5.2.3	Provide improved connections to the Medical District from the community's businesses and activity centers.				■	Public Works	Policy
ED 5.2.4	Support education and training programs at the local and regional schools and colleges to support and supply the medical-related businesses.			■		City Management	Operational Change
<b>Objective ED 5.3: Maintain a balance in the differing economic sectors to promote sustainable economic health for the community.</b>							
ED 5.3.1	Utilize the intent of the Future Land Use Plan to apply a character-based approach to land use decisions focusing less on use and more on impacts to the built environment.				■	Community Development	Policy / Regulation

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

**Figure 6.2, Implementation Action Plan (cont.)**

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
ED 5.3.2	Pursue and encourage entertainment options for local Tomball residents.				■	TEDC / GTACC / Community Development	Operational Change
<b>Objective ED 5.4: Build and support partnerships with local and regional entities and economic stakeholders.</b>							
ED 5.4.1	Continue to use City resources as a means to assist economic development, including the annual budget, the CIP, and other programs.				■	TEDC	Operational Change / Financial Investment
ED 5.4.2	Support workforce preparation in local schools and colleges.				■	TEDC	Financial Investment
ED 5.4.3	Work closely with the Greater Tomball Area Chamber of Commerce (GTACC) and Tomball Economic Development Corporation (TEDC) to support local businesses and increase employment opportunities.				■	Community Development / TEDC / GTACC	Policy
ED 5.4.4	Identify and evaluate partnership opportunities to establish a local Convention and Visitors Bureau specifically for Tomball.	■				Marketing	Operational Change
<b>GOAL 6—COMMUNITY FACILITIES AND SERVICES: PROVIDE HIGH-QUALITY COMMUNITY FACILITIES AND SERVICES WHICH ARE FORWARD THINKING AND RESPONSIVE TO THE NEEDS OF THE TOMBALL COMMUNITY.</b>							
<b>Objective CF 6.1: Develop a comprehensive park and trails master plan.</b>							
CF 6.1.1	Fund efforts to complete a Parks Master Plan.		■			Public Works	Study
CF 6.1.2	Partner with other jurisdiction and entities in the provision of recreation opportunities.				■	Public Works	Operational Change / Financial Investment
CF 6.1.3	Ensure that park and recreation projects are included on the CIP project list and consider park development fees to be assessed on new development.			■		Public Works	Operational Change / Policy
CF 6.1.4	Explore ways to maximize the use of recreational opportunities in floodplains and regional detention areas.				■	Community Development / Public Works	Policy / Regulation
CF 6.1.5	Evaluate the need for developing a parkland dedication and development ordinance and other subdivision ordinances to ensure that adequate green space and parkland remain available as the City continues to develop.			■		Community Development	Policy / Regulation

<sup>1</sup> Note that the first entity listed is designated as the “lead entity” responsible for initiating and managing the implementation action.

**Figure 6.2, Implementation Action Plan (cont.)**

ACTION #	ACTION RECOMMENDATION	INITIATION TIME FRAME				INVOLVED ENTITIES <sup>1</sup>	ACTION TYPE(S)
		SHORT TERM (1-2 YRS.)	MID TERM (3-10 YRS.)	LONG TERM (10+ YRS.)	ON-GOING		
<b>Objective CF 6.2: Provide effective police services to protect the public health, safety, and welfare of the community.</b>							
CF 6.2.1	Continue to support Police Department efforts to foster relationships with area partners (e.g., the school resource officer program).				■	Police	Financial Investment
CF 6.2.2	Continue to support Police Department efforts to offer community service and educational programs.				■	Police	Financial Investment
CF 6.2.3	Annually evaluate Police Department staffing and increase as necessary.				■	Police	Study
CF 6.2.4	Evaluate near-term needs to improve operations at the City's existing police department.		■			Police	Operational Change
<b>Objective CF 6.3: Provide effective fire protection services to protect the public health, safety, and welfare of the community.</b>							
CF 6.3.1	Continue to support Fire Department efforts to foster relationships with area partners.				■	Fire Dept.	Financial Investment
CF 6.3.2	Continue to support Fire Department efforts to offer community service and educational programs.				■	Fire Dept.	Financial Investment
CF 6.3.3	Evaluate opportunities to formalize a Fire Explorer program for the community.		■			Fire Dept.	Operational Change
CF 6.3.4	Continue to advance the Fire Department's technical capabilities for responding to technical rescue incidents.				■	Fire Dept.	Operational Change / Financial Investment
CF 6.3.5	Annually evaluate Fire Department staffing and increase as necessary.				■	Fire Dept.	Operational Change
CF 6.3.6	Conduct a staffing manpower study to evaluate the long-term operational needs of the volunteer firefighter program.		■			Fire Dept.	Study
CF 6.3.7	Regularly evaluate the need for additional fire apparatus and equipment.				■	Fire Dept.	Financial Investment
CF 6.3.8	Undertake a Fire Department facility study to prepare for long-term station development.		■			Fire Dept.	Study

<sup>1</sup> Note that the first entity listed is designated as the "lead entity" responsible for initiating and managing the implementation action.

## **PLAN ADMINISTRATION**

### **IMPLEMENTATION ROLES & RESPONSIBILITIES**

While implementation of this Plan will involve the efforts of the whole community of Tomball, the City and its elected and appointed officials and staff will play a strategic part by initiating and managing the work of others. Therefore, the subsequent City entities will play a main role in these implementation efforts:

#### **CITY COUNCIL**

Through strategic direction meetings, yearly budgeting and further related decision making, the City Council establishes overall action priorities and time frames by which each action will be begun and finished. In some cases, they offer specific direction to the Planning and Zoning Commission, the Administration and City staff.

#### **PLANNING AND ZONING COMMISSION**

The Planning and Zoning Commission is designated as an advisory board to the City Council and tasked with making recommendations connected to the development and redevelopment of the City and its future. It mainly accomplishes this through its communication with the rezoning and development process. Building upon this, the Planning and Zoning Commission should consider taking more of an ownership role of the implementation of this Plan. This could consist of preparing (in conjunction with City staff) an annual report of progress and recommendations as to the subsequent years' action plan. In addition, the Planning and Zoning Commission needs to ensure that each of their decisions are in-line with the vision, goals, objectives and action policies of this Plan.

#### **TOMBALL ECONOMIC DEVELOPMENT CORPORATION (TEDC)**

The Tomball Economic Development Corporation (TEDC) is a non-profit organization formed in 1994, after citizen approval of the 4B Economic Development Tax. It is a legal entity with the statutory authority to spend economic development sales tax dollars. Its ultimate goal is to create primary jobs that infuse new dollars into the local economy by creating or selling products or services that are ultimately used locally or exported to regional, statewide, national, or international markets. In this regard, the TEDC is an important strategic partner

in implementing the vision, policies and actions of this Plan.

#### **ADMINISTRATION AND CITY STAFF**

As the executive branch of City government, the Administration and its staff are the technical experts and primary entity responsible for administering this Plan. To varying degrees, several City departments (e.g., Community Development, Public Works, etc.) have work programs which are vital to the success of this Plan and should ensure that their annual work programs and budgets are reflective of the vision established by the residents.

#### **CONTINUING EDUCATION**

The Plan covers a wide variety of technical topics which affect numerous operations of City government. It includes background information on existing conditions, analysis of issues and alternatives and provides direction as to an appropriate course of action to move forward. For those that were not as closely involved in the process, it is important to convey not only the actions for moving forward, but also the reasons behind them. As such, it is important to educate appropriate elected and appointed officials on the strategic directions of the Plan.

It is also important to provide education to those who are not part of the City government, including property and business owners, the development community and the general public. Education should, at minimum, consist of a City webpage devoted specifically to implementation of the Plan. The intent of this webpage is to generate a solid foundation/connection among proactive planning and the City's wherewithal to follow through with implementation. This page should include a PDF of the Plan itself, the vision statement and guiding values, details on the near-term action plan, a list of Plan-identified projects presently being implemented, annual reports of progress and accomplishments and details on opportunities to become involved.

## IMPLEMENTATION FUNDING

Between the City government, the TEDC, and other partners, there are a variety of actions that can be taken to implement this Plan. These include, but are not restricted to, offering economic incentives (for relocation, growth of workforce, site and building improvement, etc.), a fair and effective regulatory environment, well-timed capital improvements and public/private partnerships. Funding, consequently, becomes an important part of many of these actions. Funding for implementing the Plan will come from a variety of sources, including local resources such as the general fund (which is supported by property and sales taxes); voter-approved bonds; federal, state and other grants; among other sources.

## PLAN AMENDMENT

Although this Plan was based on a detailed analysis of existing conditions and a broad public engagement program, it still just reflects a snapshot in time. To be achievable, implementation must continue to be flexible and allow adjustment to accommodate changes in local and national social, economic, physical and political changes over time. Therefore, it is recommended that the Plan be revisited on a regular and routine basis followed by warranted updates.

- **Annual Progress Report.** As a part of their work program, the Planning and Zoning Commission should prepare an annual report for submittal and discussion with the City Council. Status of implementation for the Plan should be included in these annual reports. Important actions and accomplishments in the past year should be recognized, in addition to identification and recommendations for needed actions and programs to be created and implemented in the coming year. This should be coordinated with the City's yearly budget development process so that the recommendations will be available early in the budgeting process.
- **Annual Updates.** After the annual progress report is prepared, the Implementation Action Plan should be updated as part of a annual Plan amendment. The Implementation Action Plan update, or near-term work program, identifies near- and mid-term actions to be started in the next year

or shortly afterward. Annual Plan amendments also provide opportunities for relatively minor Plan updates and revisions, including changes to the Strategic Growth Areas; Future Land Use; Major Thoroughfare; and Trails, Sidepath, and Sidewalk Opportunity Areas Plan maps.

- **Five-Year Update.** Every five years, a broader evaluation and update should be prepared. This is usually more staff driven through input from several departments and elected and appointed officials. Led by the Community Development Department, this update includes a review of the present plan to evaluate its accomplishments and shortcomings with regard to implementation of the vision, goals and objectives. The purpose is to determine if the remaining proposed actions are still relevant. The update should consist of the following:
  - » A summary of Plan amendments and accomplishments to date
  - » Changes in trends and issues since the previous Plan adoption (e.g., changes in the projected growth rate and the physical limits of the City; demographic composition; public attitudes; or other social, environmental or political issues which may affect the feasibility of implementation)
  - » Conflicts between decisions made and implementation actions yet to be undertaken
  - » Changes in law, procedures or programs which will affect identified implementation actions
  - » A comprehensive re-evaluation of the Implementation Action Plan
- **10-Year Update.** The Plan sets the stage for all subsequent implementation actions in the 10-year planning horizon. Conditions, population composition and City trends and concerns change over time. To ensure that the Plan continues to provide the best and most appropriate direction possible, it should be taken through a full update process every 10 years.

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