Downtown Improvements Master Plan 2008
Copperas Cove, Texas

Schrickel, Rollins and Associates, Inc.
Landscape Architecture • Civil Engineering • Planning

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SECTION 1 – INTRODUCTION

Project Purpose

The purpose of the Copperas Cove Downtown Improvements Master Plan 2008 is to stimulate the economy of downtown and turn it into a 'destination' with a distinct identity for citizens and tourists. This plan reflects input from the citizens of Copperas Cove, City staff, Copperas Cove Economic Development Corporation (CCEDC) and City Council.

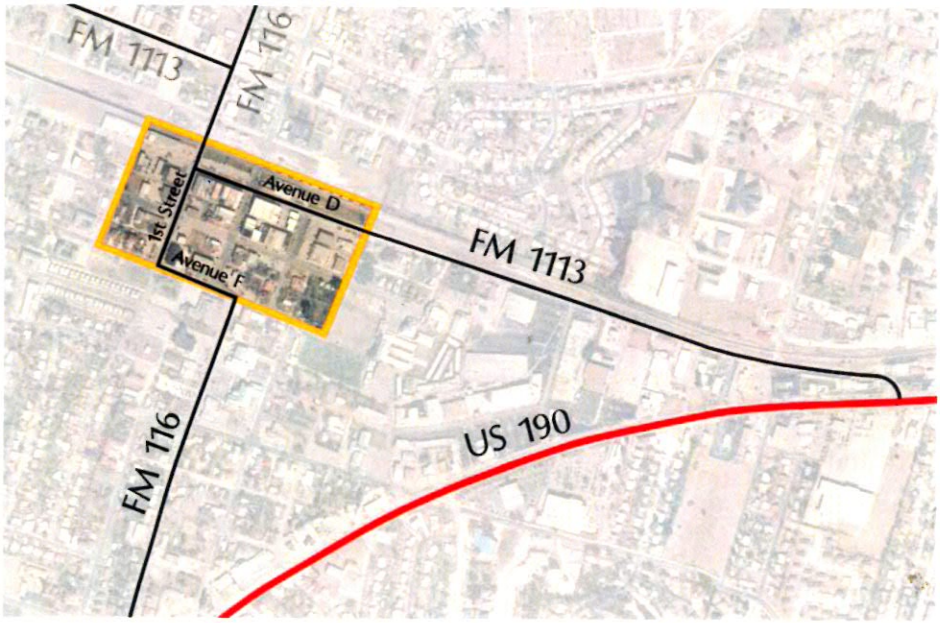
The CCEDC initiated this project to address critical issues that were developing relative to pedestrian safety and the visual character within the downtown area. This plan will aid City staff, City decision-makers, downtown business owners and citizens in guiding the growth and revitalization of downtown by creating a destination district steeped in character: past, present and future. It is the intention of this plan to create the experience of a distinct place rather than a random collection of businesses.

Motion, movement and life are essential to a thriving downtown district. To be successful, this plan must focus on populating downtown with pedestrians, providing green spaces and stimulating economic growth. Although this master plan cannot anticipate or detail every feature that will ultimately make up the Downtown Improvements, it describes the design philosophy underlining the opportunities and illustrates sufficient examples of its applications to facilitate its translation into other components.

Project Area and Description

The Copperas Cove Downtown Improvements Master Plan is the catalyst to dramatically transform the downtown area into a beautiful, safe and functional environment for vehicles and pedestrians, citizens and tourists. The improvements will have the added benefit of stimulating economic development by attracting new development and redevelopment to the downtown area. The Copperas Cove Downtown Improvements Master Plan provides an unprecedented opportunity to define a distinct image for this downtown district, provide an environment for attracting desirable businesses, and to create a unique "sense of arrival" for the city it serves.

The project area consists of eight downtown blocks, generally located between the BNSF railroad tracks to the north, Avenue F to the south, Forth Street to the east and Third Street to the west. See **Location Map** and **Project Area Map** below. All streets within the project area appear to be in good condition. Two state highways pass through the project area: FM 1113 (Avenue D) and FM 116 (1st Street and a portion of Avenue F). The intersections of Avenue D and Main Street and Avenue D and 1st Street are currently the only two signalized intersections within the project area.



Location Map

Project Area Map

Copperas Cove History and Setting

Copperas Cove is located on the edge of the Texas Hill Country, approximately 65 miles north of Austin at the intersection of U. S. Highway 190 and Farm Road 116 in southern Coryell County. Fort Hood is located along the east and northeast boundary of Copperas Cove. Lampasas is located 19 miles to the west and Gatesville is 26 miles to the north of Copperas Cove.

According to The Handbook of Texas Online, the name Coperas Cove was inspired by the mineral taste of the water in a nearby spring. The Coperas Cove post office was established in March 1879 with Marsden Ogletree as postmaster. The spelling of the community's name was officially changed in 1901 to Copperas Cove. A feeder route of the Chisholm Trail passed through Copperas Cove, making the cattle industry of primary importance to the local economy.[1] The natural basin formed by the five surrounding hills provided a gathering place for their cattle.[2]

When the Gulf, Colorado, and Santa Fe Railway built its track across the southern corner of Coryell County in 1882, residents of Coperas Cove moved their community two miles to the northeast in order to take better advantage of the rail service. Although cattle production continued to be important to the local economy, area farmers began to devote more of their resources to the production of cotton, small grains, and feed crops, and by 1900 farming was the dominant occupation.[3]

Copperas Cove received a much-needed boost in the early 1940s, when the United States government chose southeastern Coryell and northwestern Bell counties as the site for Camp Hood, a new military training center. By the 1950 census the community had grown to 1,052 residents. When the military established Fort Hood as a permanent base in 1950, Copperas Cove began to grow at an even faster rate, and the city limit eventually extended southwest into Lampasas County. The population was estimated at 4,567 in 1960, at 10,818 in 1970, and at 19,469 in 1980. Most of the new residents were either attracted by the job opportunities associated with Fort Hood or chose to remain in the area after retirement from the military. By 1990 Copperas Cove had several manufacturing establishments, a wide variety of businesses, a hospital, and a population of 24,079. In 2000 the population was 29,592.[4]

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[1] http://www.tsha.utexas.edu/handbook/online/articles/CC/hec4.html
[2] http://www.usacitiesonline.com/txcountycopperascove.htm#history
[3] http://www.tsha.utexas.edu/handbook/online/articles/CC/hec4.html
[4] http://www.tsha.utexas.edu/handbook/online/articles/CC/hec4.html

The rich heritage of Copperas Cove is the inspiration for the selected design theme of this master plan. The details of this theme are discussed in detail in **Section 4 – Master Plan**. Further analysis of the downtown district also led the master plan's development as discussed in detail in **Section 2 – Site Analysis**.

SECTION 2 – SITE ANALYSIS

Site Analysis

The site analysis is a process of data collection and study which enables the design team to experience the project area through the eyes of the users and stakeholders. It also assesses opportunities and constraints, and develops concepts for recommendations. On June 5, 2007, Schrickel, Rollins and Associates, Inc. (SRA) conducted a site reconnaissance and analyzed the downtown area from the viewpoint of the vehicle and pedestrian. Each viewpoint is critical in collecting the data to provide a safer and more pedestrian-friendly environment within downtown.

Design Team & Business Owner

The site analysis process included outlining and documenting the existing conditions within the project area as well as a complete photographic documentation of the conditions. This analysis revealed opportunities and constraints for economic development and enhancement for the City's historic heart. The exhibits prepared during the site analysis are located in the **Appendix**.

Main Street

Assets

Many assets were observed in the downtown area that should be preserved and will be enhanced with the recommended improvements within this Master Plan. Following is a list of elements that were discovered in the existing downtown district:

- Eclectic charm and character within downtown.
- Several "contributing" buildings exist with historical/architectural interest.
- Good mix of land uses within downtown.
- Large quantities of traffic through downtown.
- Existence of popular restaurants and theatre in downtown.
- Existence of Police Headquarters Complex in downtown.

Avenue D

- Cove Theatre currently functions as a landmark for the district.
- Large public parking lot in downtown.
- High occupancy rate for existing structures in downtown.
- Although no trash receptacles were observed, the downtown area appeared clean and litter-free.

Constraints

Constraints were also observed within the downtown area that will be rectified with the recommended improvements within this Master Plan. Following is a list of elements that were discovered in the existing downtown district:

- No gateway or 'welcome mat' for downtown district.
- No identifiable limits to the downtown district.
- No community open space/park or "symbolic heart" in downtown.
- Little or no shade.
- Some parking lots and/or spaces appear confusing or disorganized.
- Lack of street lighting and/or pedestrian lighting.
- Four vacant lots within downtown area.
- Some sidewalks in poor condition (damaged, narrow or not accessible to the disabled).

Damaged Sidewalk on Avenue D

- Inconsistent architectural character (urban mixed with suburban).
- Undefined street edge, wide pavement and continuous driveways are confusing and unsafe for drivers and pedestrians.
- The "free right turn" from Avenue D to northbound 1st Street allows a driver to turn through the intersection at a continuous rate of speed. While this can be advantageous to the flow of traffic, it is dangerous for the pedestrian.
- The intersection of Main Street and Avenue F is dangerous, especially for pedestrians, due to the non-signalized "S" curve and the width of the intersection.
- No pedestrian environment (i.e. sidewalks, crosswalks, shade, benches, etc.).

Vast Pavement Width and Overhead Utilities on Avenue E

- Undefined pedestrian "queuing areas" at the intersections throughout the downtown area, resulting in unsafe street crossing conditions for the able and critical safety issues for the disabled.

- Need for screening of unsightly conditions and between incompatible uses.
- Overhead utilities give downtown a cluttered appearance and may conflict with the addition of street trees.
- Lack of color and landscaping.

Corridor Descriptions

The street corridors within the downtown district are characterized by the following descriptions:

Avenue D Corridor Description

- The majority of buildings along Avenue D have close proximity to the street, adding to the 'urban' feel of the street corridor.
- Storefront canopies on most buildings on the south side of Avenue D enhance the charm and appeal of the street corridor, and provided needed shade to pedestrians.
- There is a large amount of vehicular traffic within this corridor.
- Some of the existing sidewalks within this corridor are narrow, have ADA accessibility issues and/or are in a state of disrepair.
- There is a good mixture of office, commercial and entertainment establishments along this corridor.
- The vacant lot on the north side of Avenue D has considerable potential for future development with intense commercial uses appropriate in a dense urban downtown setting. The existing billboards would require removal if development occurs.
- There is a combination of off-street parking lots and on-street parallel parking along this corridor.
- Some streetlights and parking lot lights exist within the corridor.

Avenue E Corridor Description

- Although the majority of buildings along Avenue E have close proximity to the street, vacant lots, large parking lots and 'suburban' developments within the corridor detract from the perception of an 'urban' feel.
- Storefront canopies on some buildings on the north side of Avenue E add to the charm and appeal of the street corridor, and provided needed shade to pedestrians.

- This corridor has vast amounts of street pavement with wide travel lanes, leaving little or no room for landscaping or shade.
- Without landscaping, shade or colorful buildings, the corridor appears somewhat desolate.
- Few sidewalks exist on the south side of the corridor.
- There is a good mixture of office and commercial establishments along this corridor.
- The vacant lot on the south side of Avenue E, between Copperas Hills Food Mart and Ken's Automotive, has considerable development potential due to its proximity to the center of the district.

- The vacant lot at the northeast corner of Avenue E and 3rd Street has considerable potential for future development with intense commercial uses appropriate in a dense urban downtown setting.
- The lot at the southeast corner of Avenue E and 3rd Street, currently occupied by a vacant single-family structure, has considerable potential for redevelopment with intense commercial uses appropriate in a dense urban downtown setting. The existing structure would require removal if redevelopment occurs.
- There is a combination of off-street parking lots and on-street parallel and head-in parking along this corridor.
- Some streetlights lights exist within the corridor.

Avenue F Corridor Description

- Although office and commercial establishments exist along Avenue F, very few commercial buildings face Avenue F.
- The entire block located east of 2nd Street, between Avenue E and Avenue F, has considerable potential for redevelopment with intense commercial uses appropriate in a dense urban downtown setting. The existing structures would require removal if redevelopment occurs.

- Sidewalks exist only on the western half of the corridor.
- Parking is provided within off-street parking lots within the Avenue F corridor.
- Some streetlights exist within the corridor.

3rd Street Corridor Description

- The majority of buildings along 3rd Street are residential.
- One large vacant lot exists at the southeast corner of 3rd Street and Avenue E.
- There is only one sidewalk within this corridor located on the east side of 3rd Street near Avenue F.
- Some streetlights exist within the corridor.

1st Street Corridor Description

- There is a mixture of urban and suburban developments within the 1st Street corridor.
- There is a large amount of vehicular traffic within this corridor.
- This corridor has vast amounts of street pavement with wide travel lanes, leaving little or no room for landscaping or shade.
- Although sidewalks exist in some areas of this corridor, there is no "pedestrian feel" or quality to this corridor.

- Some of the existing sidewalks within this corridor are narrow, have ADA accessibility issues and/or are in a state of disrepair.
- There is a good mixture of office and commercial establishments along this corridor.
- There is a combination of off-street parking lots and on-street parallel parking along this corridor.
- Some streetlights and parking lot lights exist within the corridor.

Main Street Corridor Description

- The majority of buildings along Main Street have close proximity to the street, adding to the 'urban' feel of the street corridor.
- Storefront canopies on most buildings on the north side of Main Street add to the charm and appeal of the street corridor.
- Some mature trees exist in the northern section of the corridor.
- There is a large amount of vehicular traffic within this corridor.
- Some of the existing sidewalks within this corridor are narrow, have ADA accessibility issues and/or are in a state of disrepair.
- There is a good mixture of office and commercial establishments along this corridor.
- There is a combination of off-street parking lots and on-street head-in parking along this corridor.
- Some streetlights exist within the corridor.

2nd Street Corridor Description

- The buildings in the southern section of the corridor are residential, with office and commercial located in the northern section.
- There is only one sidewalk within this corridor, located on the west side of 2nd Street near Avenue E.
- There is a combination of off-street parking lots and on-street head-in parking along this corridor.
- Some streetlights exist within the corridor.

4th Street Corridor Description

- The 4th Street corridor is the shortest street within the downtown district, with a street length of approximately 300 feet.
- The land uses fronting on the corridor include the municipal offices of the Law Enforcement Complex with surrounding parking lots.
- Some sidewalks exist within this corridor.
- Some streetlights exist within the corridor.

SECTION 3 – PUBLIC INPUT

As with any planning process, public involvement was a critical component of this project. A successful plan depends on accurate identification and inclusion of the needs and desires of the citizens it is intended to serve. Representation of the diverse population assures the credibility of the planning process and its results.

The Public Input Process

The public input process began in June 2007 with a meeting of CCEDC staff, City staff and SRA to review the project needs and direction. In July and October 2007, two stakeholder workshops were conducted with the CCEDC, City Council, City staff and downtown business owners and property owners to gain public input. The purpose of these gatherings was to obtain perceptions, opinions and priorities from the stakeholders regarding the proposed improvements to downtown. Each workshop is summarized below.

First Stakeholder's Workshop

The first Stakeholder's Workshop was held on July 19, 2007 in City Council Chambers at City Hall. Thirty-four stakeholders attended the meeting, including members of CCEDC, City Council, City staff, downtown business and property owners and other invited citizens. SRA presented their findings from the site reconnaissance as well as general strategies for making improvements to downtown. Comments were then taken from the stakeholders. Topics discussed included:

July 19, 2007 Stakeholder's Workshop
Photo courtesy of Cove Leader Press

- Parking.
- Redevelopment of existing properties in downtown.
- Overhead utility line relocation.
- Traffic through downtown area.
- Creating a safe environment for pedestrians.
- Slowing traffic down/traffic-calming devices.
- Emergency response along primary arteries (1st Street and Main Street).
- Downtown theme.
- Urban vs. suburban-style development in downtown.

- Adding planters in front of businesses.
- Design standards for a downtown zoning district.

Comment cards were also distributed to the audience during the meeting for additional consideration and input. Four comment cards were returned to the consultant with the following suggestions:

- "Development of a parking structure (above ground) is a must. This could be placed in one of the vacant lots available or incorporated into the existing parking lot (between the railroad and Cove Theatre)."
- "The only issues that the Solid Waste Department would have at this point are if you move power lines into the alleyways, it may interfere with the garbage collection for some of the businesses. The other issues is if you require screening for all trash containers it may force the relocation of some containers to the alleys and then there is the issue of too many containers in the alleys or not enough room for the amount of containers we would have in the alleys."
- "Place trash receptacles near Theatre. Plant shrubs and trees around Santa Fe parking lot. This was done two years ago; inmates cutting the grass killed them with weed eaters. Improve drainage in alley between Main and 1st Street."
- "Any proposed landscaping needs to have some sort of automatic irrigation system."

Second Stakeholder's Workshop

The second Stakeholder's Workshop was held on October 30, 2007 in City Council Chambers in City Hall. Approximately 44 individuals attended the meeting, including members of CCEDC, City Council, City staff, downtown business and property owners and other invited citizens. SRA presented their draft master plan for making improvements to downtown and three design themes. Stakeholders selected "The Edge of Hill Country" as their favorite design theme to be implemented within the master plan. Comments were taken from the stakeholders. Topics discussed included:

October 30, 2007 Stakeholder's Workshop

- Costs associated with the three design themes presented.
- What steps the City can begin taking with TxDOT for the implementation of the master plan.

- Irrigation of landscaping and open spaces areas.
- Colors appropriate for downtown use.
- Combining different aspects of the three design themes.

Comment cards were also distributed to the audience during the meeting for additional consideration and input. Three comment cards were returned to the consultant with the following suggestions:

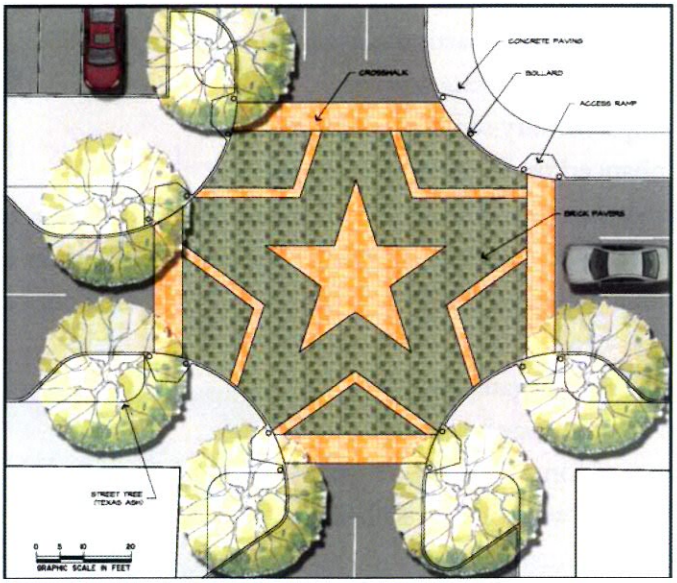
- "General compliment to the master plan presentation. Preference for the 'Reflection: Past & Future' design theme. Suggestion that the 'Edge of Hill Country' be changed to 'Gateway of the Hill Country'."
- "General compliment to the master plan presentation. Preference for the 'Reflection: Past & Future' design theme."
- "General compliment to the master plan presentation. Preference for the 'Reflection: Past & Future' design theme."

SECTION 4 – MASTER PLAN

Goals

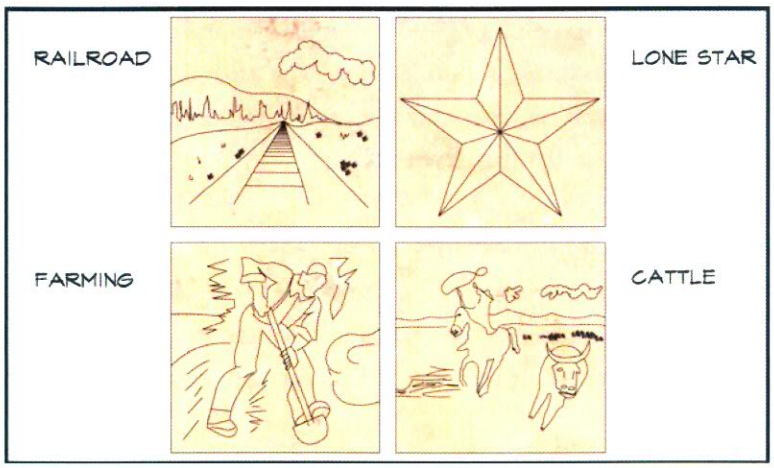
In order to stimulate the economy of downtown, the following goals were established to provide direction for the master plan:

- Improve visual character and quality of downtown.
- Improve the pedestrian environment within downtown.
- Provide downtown with a distinct "identity".



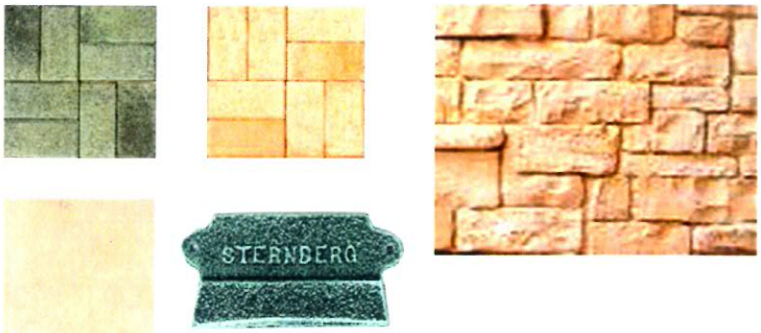
Master Plan Design Theme

Proponents of developing downtown Copperas Cove face an overwhelming challenge; deciding what downtown should look like and what character it should exude. Architecturally, the urban fabric of downtown Copperas Cove is somewhat eclectic. It consists of a few older properties and some indistinct modern developments. Historically, Copperas Cove grew out of the railroad, farming and cattle industries. Unfortunately this rich Texas history is not strongly evident in the current downtown environment.

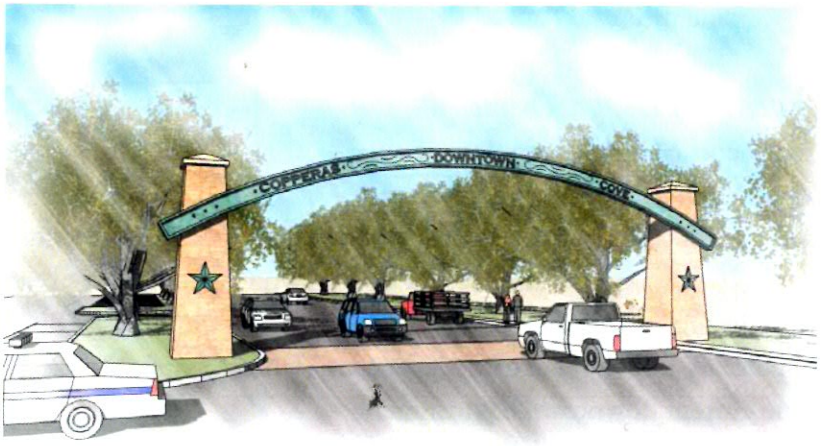


At the October 30, 2007 Stakeholder's Workshop, the stakeholders selected a design theme that will be used to create a distinct identity for downtown with unifying color schemes, materials and street furnishings. "The Edge of Hill Country" design theme, located at the end of this chapter, was inspired by the rich history and heritage of Copperas Cove and the surrounding Texas Hill Country, using design icons representing the railroad, farming and cattle industries and the Lone Star symbolizing the State of Texas. The design icons can be located throughout the downtown district within street furnishings, gateways and pavement patterns.

The main color palette contains creams and tans representing the colors of the area's natural limestone, Austin Stone, and greens representing the patina of weathered copper. Darker earth tones can be used for contrasting and/or complimentary secondary colors. Enhanced paving materials in the downtown district will include cream pavers, green pavers, and stained concrete. Construction materials for gateway structures and street furnishings include Austin Stone, limestone and metals with a patina green finish replicating a weathered copper appearance.



The primary gateway entry structure located near the intersection of Avenue D and 4th Street will consist of obelisks made of Austin Stone with a metal crossbeam spanning the right-of-way for Avenue D. The metal crossbeam will have a patina green finish as will any icons attached to the stone obelisks. Secondary gateway entry structures are generally smaller in scale to primary gateway structures, but contain similarities in design and construction materials. At least one secondary gateway entry structure should be located along Avenue F. The exact location will be determined during the design development phase or the construction documents phase for this project.



Strategies for Improvements

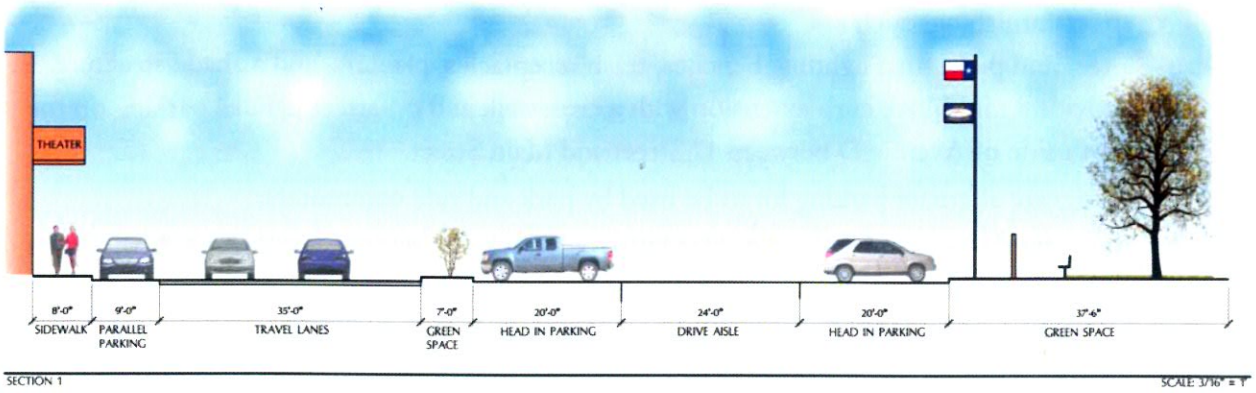
The master plan was developed using the above-stated goals as well as feedback from the public input process and the list of assets and constraints revealed during the site analysis process. The master plan, located at the end of this section, establishes the following strategies for improvements:

Avenue D

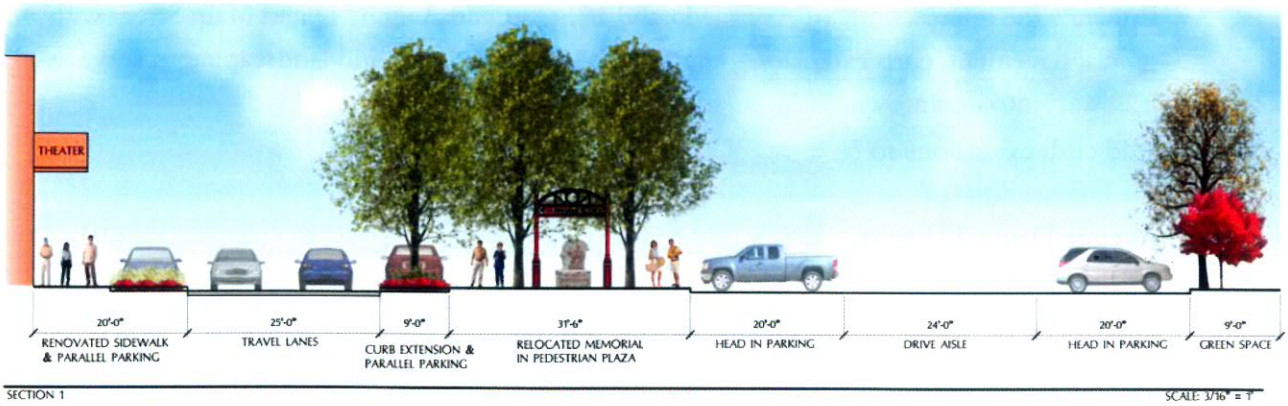
- Reconfigure/reorganize the City's public parking lot by shifting the existing parking spaces closer to the railroad track and removing the "free right turn" from Avenue D to northbound 1st Street. Add a wide, tree-lined pedestrian corridor with street furnishings such as street and pedestrian lighting, benches, trash receptacles, planters, and a shade structure. Provide a mid-block curb extension with a crosswalk and on-street parallel parking on the north side of Avenue D between 1st Street and Main Street.
- Designate alternate parking lot to be used by park and ride commuters.
- Reconfigure/reorganize the Ace Hardware parking lot to remove continuous driveways and add a landscape buffer and sidewalks where space permits.
- Reconfigure/reorganize large parking lot for Five Hills Fellowship, Consignment Shop, Sheriff's Department Annex and the Law Enforcement Center to remove continuous driveways and add a landscape buffer and sidewalks where space permits.
- Replace the southern-most eastbound travel lane on Avenue D between Main Street and 2nd Street with on-street parallel parking.
- Enhance the intersections of Avenue D and 1st Street and Avenue D and Main Street with special pavement, curb extensions, site furnishings, street trees and landscaping to serve as a 'gateway' into downtown.

- Add curb extensions to the intersections of Avenue D and 3rd Street, 2nd Street and 4th Street as appropriate.
- Add a gateway entry monument and special pavement near the intersection of Avenue D and 4th Street to signify entrance to a special district.

- Develop the vacant lot on the north side of Avenue D using recommended site development and design standards located in **Section 5 – Design Vocabulary**.
- Add accessible sidewalks and ramps as needed to the Avenue D corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the Avenue D corridor where appropriate and space permits.
- Add street trees and landscaping to the Avenue D corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.



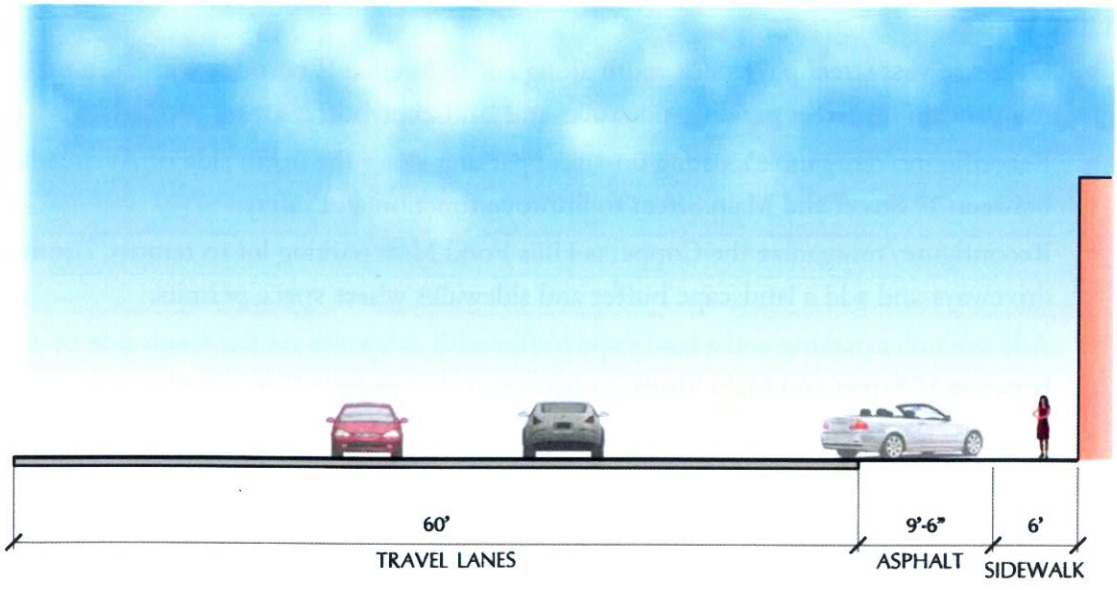
EXISTING - AVENUE D



PROPOSED - AVENUE D

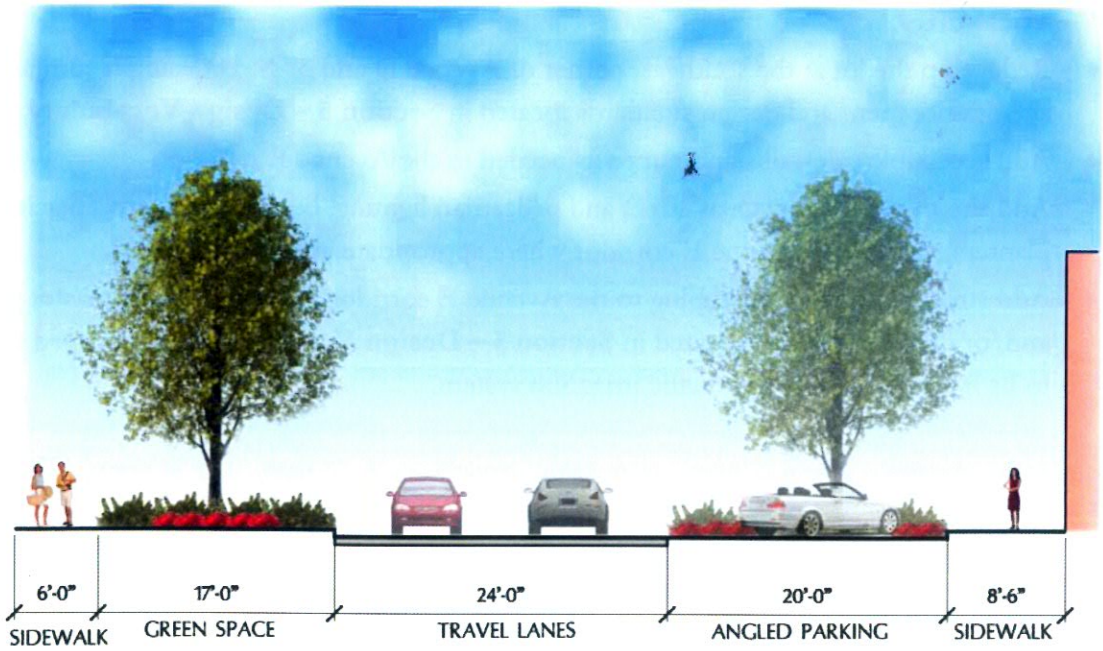
Avenue E

- Decrease vast street pavement width along entire Avenue E corridor with curb extensions, reorganized on-street parking, sidewalks and landscape buffer areas.
- Reconfigure/reorganize existing on-street parking along the north side of Avenue E, between 1st Street and Main Street to improve function and safety.
- Reconfigure/reorganize the Copperas Hills Food Mart parking lot to remove continuous driveways and add a landscape buffer and sidewalks where space permits.
- Add on-street parking and a landscape buffer with sidewalks on the south side of Avenue E, between 1st Street and Main Street.
- Enhance intersections of Avenue E and 1st Street and Avenue E and Main Street with special pavement, curb extensions, site furnishings, street trees and landscaping.
- Add curb extensions to the intersections of Avenue E and 3rd Street, 2nd Street and 4th Street as appropriate.
- Develop the vacant lot on the south side of Avenue D, between Copperas Hills Food Mart and Ken's Automotive using recommended site development and design standards located in **Section 5 – Design Vocabulary**.
- Develop the vacant lot at the northeast corner of Avenue D and 3rd Street using recommended site development and design standards located in **Section 5 – Design Vocabulary**.
- Redevelop the lot at the southeast corner of Avenue D and 3rd Street using recommended site development and design standards located in **Section 5 – Design Vocabulary**.
- Add accessible sidewalks and ramps as needed to the Avenue E corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the Avenue E corridor where appropriate and space permits.
- Add street trees and landscaping to the Avenue E corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.



SECTION 5 SCALE: 3/16" = 1'

EXISTING - AVENUE E



SECTION 5 SCALE: 3/16" = 1'

PROPOSED - AVENUE E

Avenue F

- Add a landscape buffer and sidewalks where space permits on the north side of Avenue F.
- Enhance the intersections of Avenue F and 1st Street and Avenue F and Main Street with special pavement, curb extensions, site furnishings, street trees and landscaping to serve as a 'gateway' into downtown.
- Reconfigure and consider signalization of the intersection of Avenue F and Main Street to remove the northbound free right turn and improve safety and visibility.
- Add a secondary gateway entry monument and special pavement near the intersection of Avenue F and Main Street and/or Avenue F and 1st Street to signify entrance to a special district.
- Redevelop the block east of 2nd Street, between Avenue E and Avenue F using recommended site development and design standards located in **Section 5 – Design Vocabulary**.
- Add accessible sidewalks and ramps as needed to the Avenue F corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the Avenue F corridor where appropriate and space permits.
- Add street trees and landscaping to the Avenue F corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.

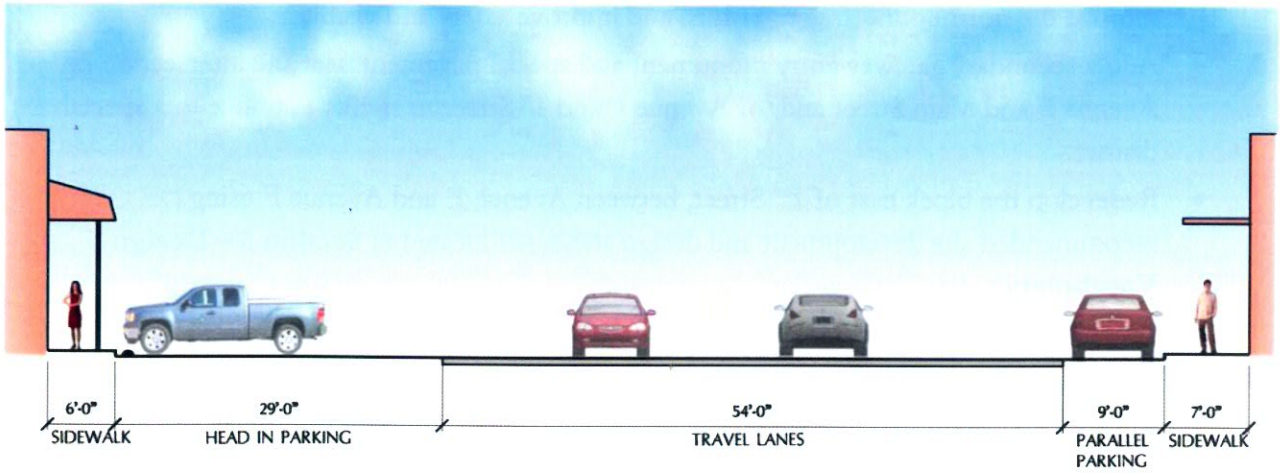
3rd Street

- Add landscape buffers along the 3rd Street corridor.
- Add accessible sidewalks and ramps as needed to the 3rd Street corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the 3rd Street corridor where appropriate and space permits.
- Add street trees and landscaping to the 3rd Street corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.

1st Street

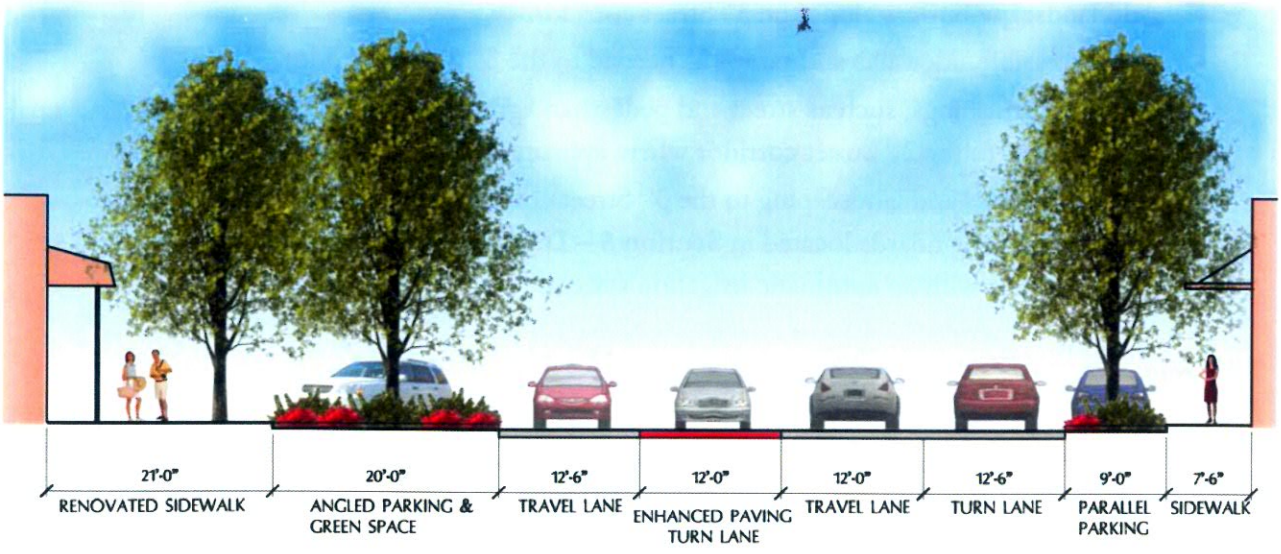
- Decrease vast street pavement width along entire corridor with curb extensions, reorganized on-street parking, sidewalks and landscape buffer areas.
- Enhance the center turn lane with special pavement. The change in color and texture in the turn lane will also help to break-up the vast street section, giving 1st Street a more pedestrian-friendly character.
- Enhance the intersections along 1st Street with special pavement, curb extensions, site furnishings, street trees and landscaping.
- Add accessible sidewalks and ramps as needed to the 1st Street corridor.

- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the 1st Street corridor where appropriate and space permits.
- Add street trees and landscaping to the 1st Street corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.



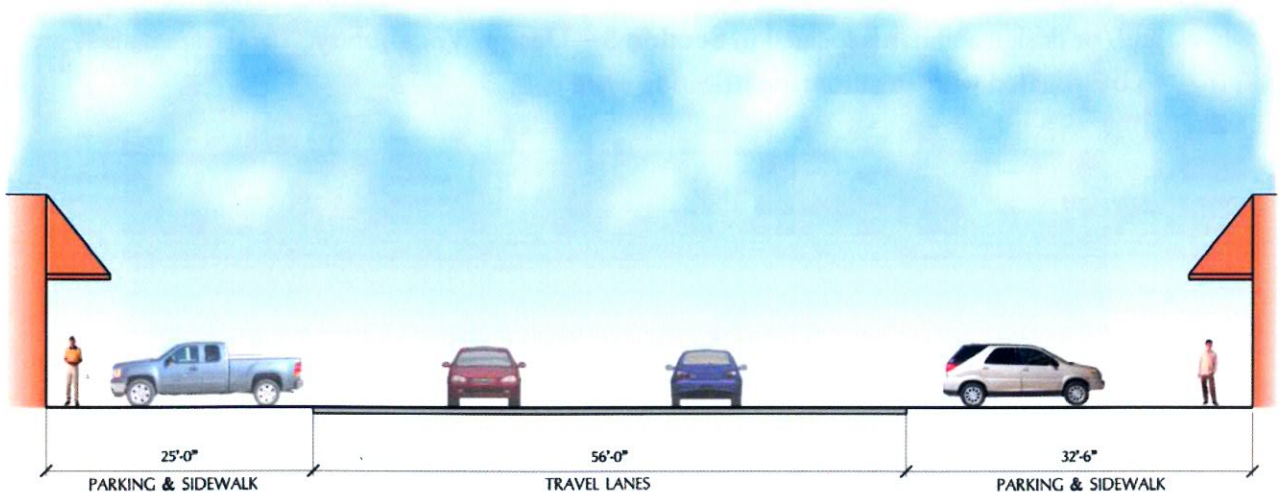
SECTION 2 SCALE: 3/16" = 1'

EXISTING - 1st STREET

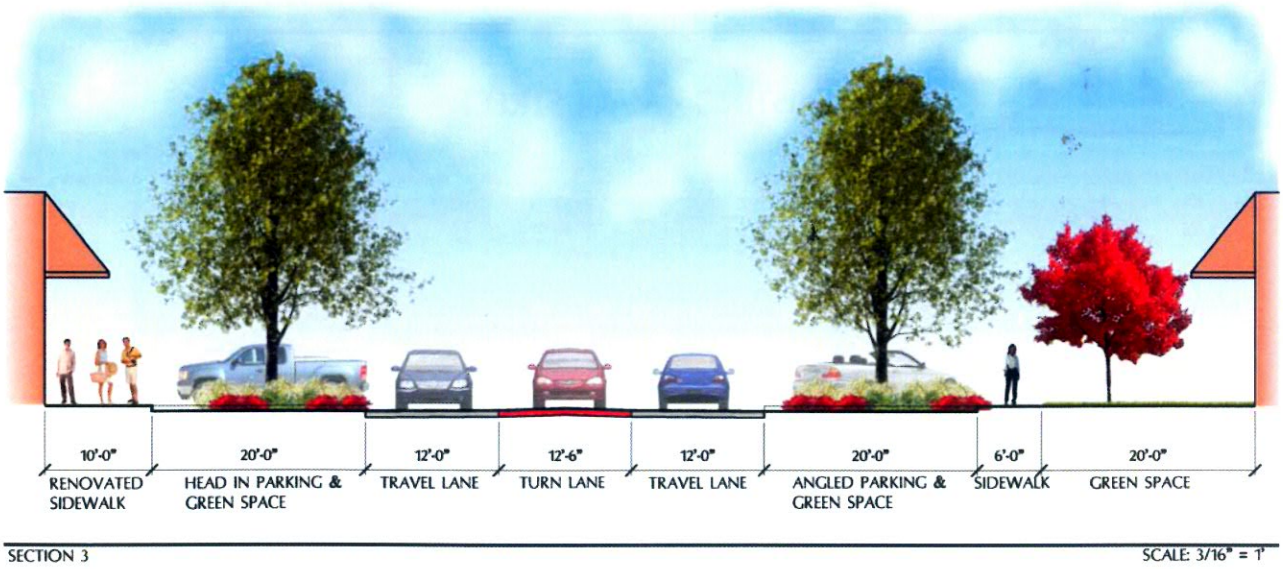


SECTION 2 SCALE: 3/16" = 1'

PROPOSED- 1st STREET



EXISTING - 1st STREET (MEL'S TO FOOD MART)

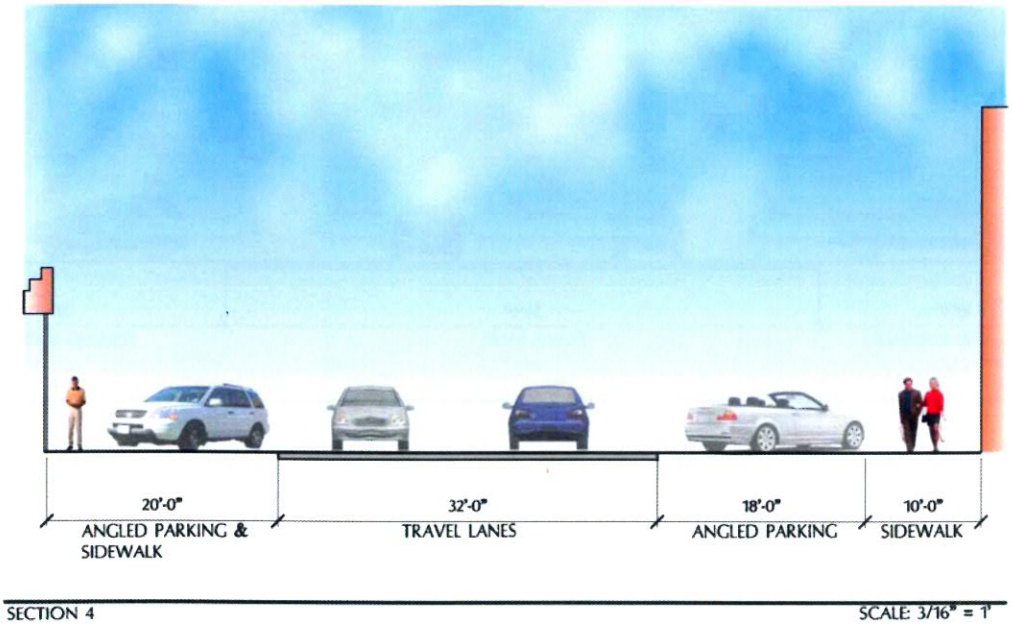


PROPOSED - 1st STREET (MEL'S TO FOOD MART)

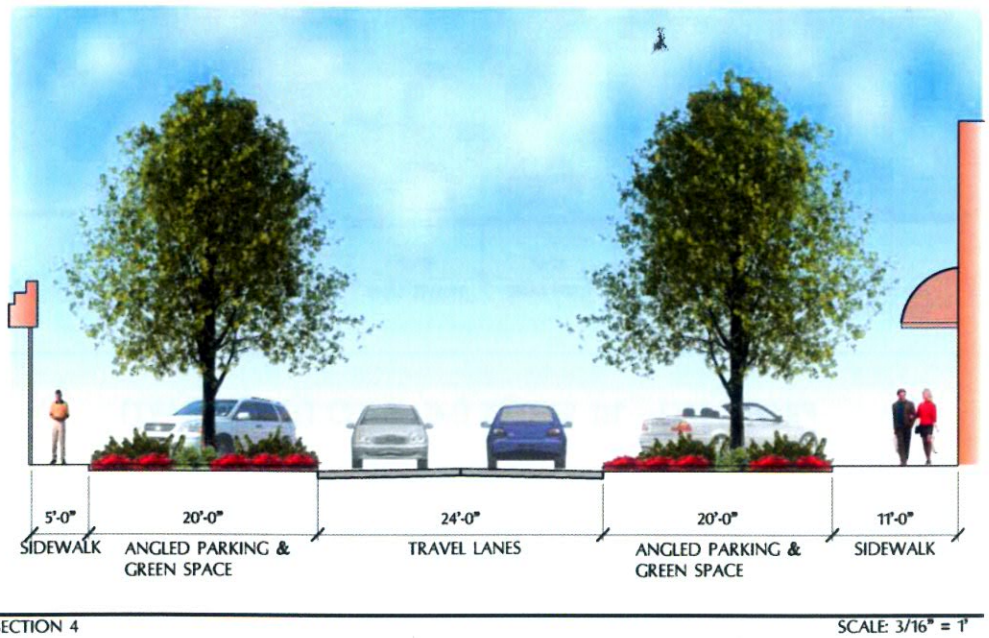
Main Street

- Enhance the intersections along Main Street with special pavement, curb extensions, site furnishings, street trees and landscaping.
- Add accessible sidewalks and ramps as needed to the Main Street corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the Main Street corridor where appropriate and space permits.

- Add street trees and landscaping to the Main Street corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.



EXISTING · MAIN STREET



PROPOSED · MAIN STREET

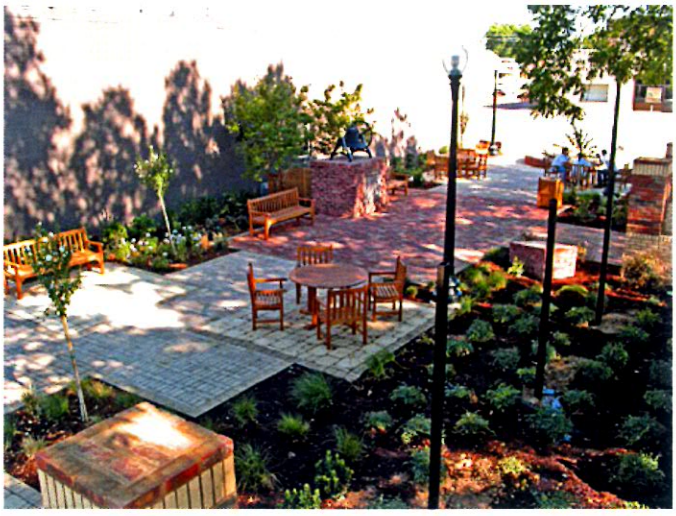
2nd Street

- Enhance the intersections along 2nd Street with special pavement, curb extensions, site furnishings, street trees and landscaping.
- Add accessible sidewalks and ramps as needed to the 2nd Street corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the 2nd Street corridor where appropriate and space permits.
- Add street trees and landscaping to the 2nd Street corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.

4th Street

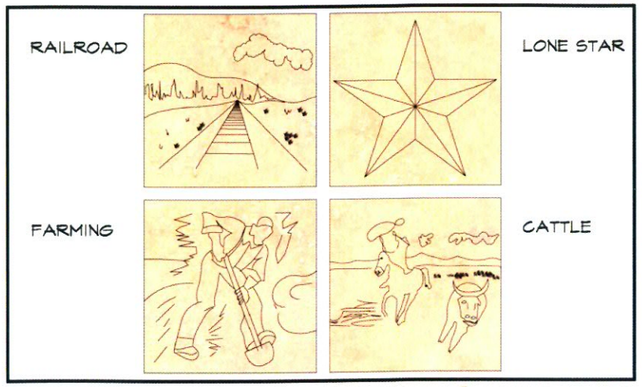
- Add accessible sidewalks and ramps as needed to the 4th Street corridor.
- Add site furnishings, such as street and pedestrian lighting, benches, trash receptacles, planters, etc. to the 4th Street corridor where appropriate and space permits.
- Add street trees and landscaping to the 4th Street corridor according to the master plan and/or design standards located in **Section 5 – Design Vocabulary**. Landscaped areas are to be irrigated with an automatic irrigation system.

Public Open Space

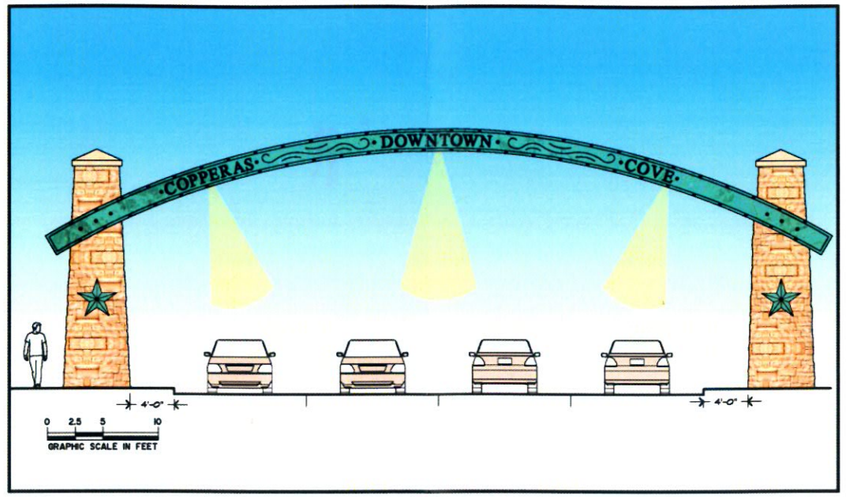


Creating a public park, plaza or open space would provide a 'symbolic heart' to the downtown district which does not currently exist. This park could become a focal point of the district and provide a location for civic events as well as a gathering place for downtown employees, pedestrians and shoppers. It could also generate revenue for the City as rentable space for parties, reunions, receptions and other such gatherings. Currently, the master plan indicates public open space on the vacant lot between Copperas Hills Food Mart and Ken's Automotive on Avenue E. However, this conceptual illustration of open space simply represents that such a space should be located within the downtown district with the exact location and design of the space to be determined.

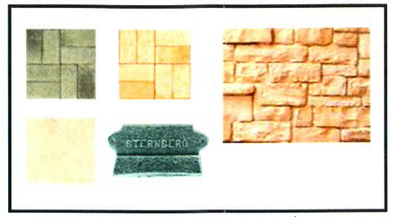
The Edge of Hill Country



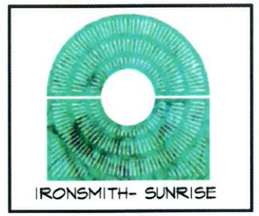
THE EDGE OF HILL COUNTRY CONCEPT CELEBRATES THE NATURAL STONE AND ARCHITECTURE OF THE HILL COUNTRY, WHILE FOCUSING ATTENTION TO THE ASPECTS WHICH MAKE COPPERAS COVE UNIQUE.



Entry Monument



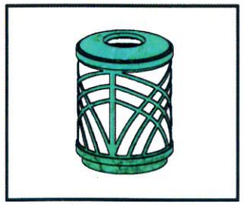
Hardscape Materials



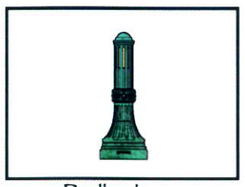
Tree Grate

Bike Rack

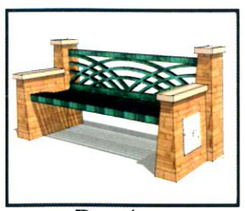
Curved Awning



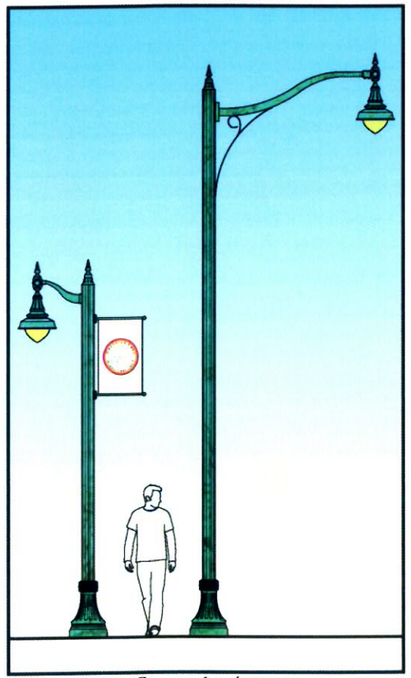
Trash Receptacle



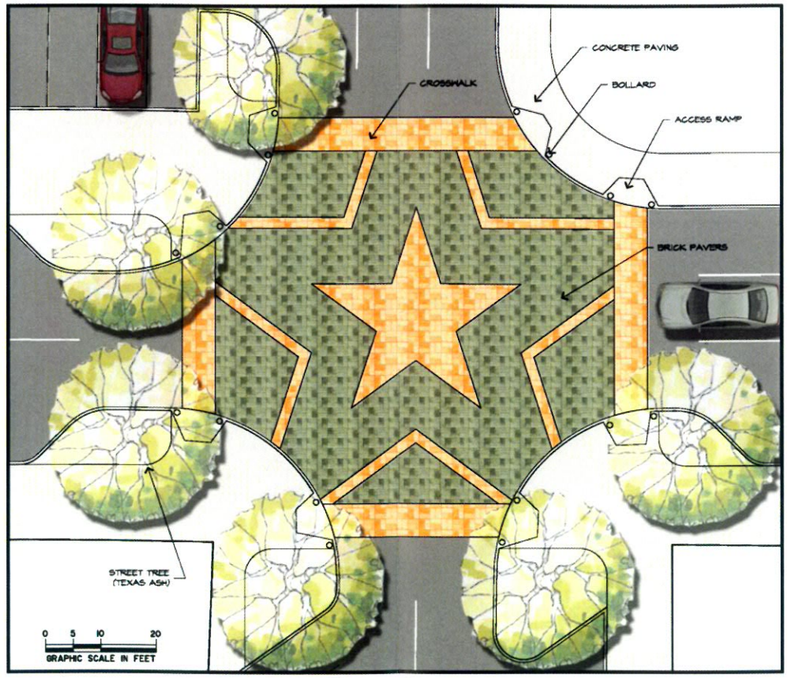
Bollard



Bench



Street Lighting



Primary Intersection

Perspective

Downtown Improvements Design Theme

City of Copperas Cove

Schrickel, Rollins and Associates, Inc.
Landscape Architecture · Civil Engineering · Planning

Downtown Improvements Master Plan

City of Copperas Cove

HWY 116

BNSF Railroad

Ace Hardware

Loading Zone

Municipal Parking Lot

Vacant

AVENUE D

3RD STREET

1ST STREET

MAIN STREET

2ND STREET

4TH STREET

AVENUE E

AVENUE F

Vacant

Thik-N-That Thrift Store

WIC Program

Abiding in Coal Church

Danita McMullin Real Estate Services

Clear Wire Store

CC Leader Press Newspapers

Pampered Pet Grooming Supplies

Woodworks

Cove Theater

School of Fine Arts

Downtown Community Center

X-Treme Ush

Ledger Furniture

Ledger Furniture

A-Z Insurance Office

Just for Kids

Crazy Canadian

Cazzabo Salon

Russ' Pizza

Coryell County Sheriff's Department Annex

Deborah A. Shelton Law Enforcement Center

Vacant Lot

Copperas Cove Windowtint

Holy Ghost Ministries HQ

Economic Development Corporation

Ledger Recliner Shop

Vacant 1

Doggie Day Spa

H.I.S. Contractors

Screens-N-Covers

Bishop Floors

Embarq

Ledger Furniture

Larry's Barber Shop

The Cobble Stone

Vacant

Vacant

Larry's Bike Shop

Monroe Printing

Pins & Flowers Pet Store

All American Appliance & Furniture

Hallmark Homes

Cope Center

Consignment Shop

Five Hills Fellowship

Police Dept. (Safe Place)

Vacant Residential

Joe D. Cabinet Shop

Beauty Salon

Home Tax

Moth Bugger Joint

Copperas Hills Food Mart

Ken's Automotive

Zip Cleaners

Bingo Lingo

Fusion Hair Salon

Trinity Home Healthcare

KISS 103.1 FM Radio Station

Extra Parking Lot 3

Vacant

TU & Environmental Services

J&F Laundry

Temple of Ancient Wisdom

Bob Brown Real Estate

Cove Auto Brokers

Residential

Coryell County Annex

City of Copperas Cove Utility Administration

Extra Parking Lot 1

Residential

LEGEND

GREEN SPACE

PROPOSED SIDEWALKS

ENHANCED PAVING

INTERSECTION PAVING

GRAPHIC SCALE IN FEET

Schrickel, Rollins and Associates, Inc.
Landscape Architecture - Civil Engineering - Planning
1301 Copperas Cove West
Suite 202
Arlington, Texas 76006
Phone: 817.461.2233
Alamo: 956.668.8833
Fax: 817.419.0761

SECTION 5 – DESIGN VOCABULARY & STANDARDS

Design Vocabulary

The master plan recommends creating a distinct identity for downtown by drawing from recognizable features that exist in the history and heritage of Copperas Cove and the surrounding Texas Hill Country and then further developing the enhancements to solidify a "design vocabulary". Design vocabulary is a term used to describe a palette of shapes or forms, textures, colors, materials, and details that work together to create a cohesive image or theme.

The images in this section apply to the master plan and form the basis of the components for the Downtown Improvements Master Plan. This plan cannot anticipate or detail every component encountered during the construction documents phase of the project, but it can illustrate a foundation upon which new designs can be created within a complimentary context of the design vocabulary. The following design vocabulary features are important in creating a cohesive and distinct identity for the district:

- The rhythmic repetition of site elements such as light poles, street trees, enhanced paving, etc. is used to instill a sense of order and unity throughout the downtown district.
- Simple geometric forms should be used in the intersection design. Overly ornate or complex patterns distract the pedestrian and vehicular traffic.
- Construction materials and street furnishings should be proven materials and elements that are timeless in their urban setting. These items should be durable to withstand heavy traffic and use. Materials such as brick, steel, enhanced concrete with earth tone colors are examples of proven construction materials.
- Other key features to the identity of the downtown district include:
    - Lighting - pedestrian lights, streetlights.
    - Site Furnishings - benches, trash receptacles, bollards, tree grates, bike racks, traffic signals, signs.
    - Architectural elements – entry monuments, awnings, pavilions.
    - Paving – enhanced intersection pavement, curb extensions.

- Landscaping – street trees, planters, green spaces, ornamental plantings such as shrubs and ground covers.
- Art – sculptures, murals.

Design Elements

Implementation of the master plan will stimulate new development opportunities and create experiences for citizens and visitors beyond what is now possible. It encourages new activities fitted to new demands and expectations. It will stimulate new opportunities and development that will encourage users to park their cars, and to experience and attractive, safe, comfortable, walkable environment that is enjoyed longer than a single event.

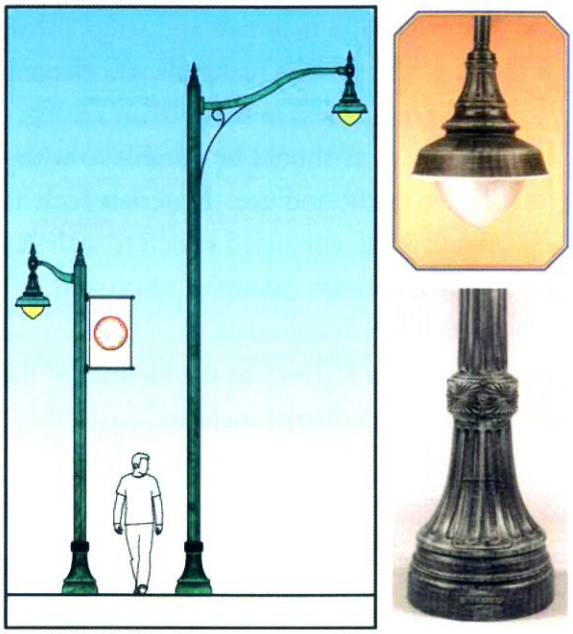
Lighting

The quality of light can greatly affect the character of the streetscape within downtown and the perceived sense of whether the area is safe or unsafe. Lighting for pedestrians should be designed to avoid glare and give the pedestrian the ability to see their immediate area as well as their surroundings outside the lighted area. Well-lighted streets with pedestrian lighting, attention to human scale and appropriate light levels will invite more pedestrian traffic, and help pedestrians as well as drivers to avoid nighttime conflicts. It is recommended that pedestrian lights and streetlights compliment each other as well as the other site furnishings.

Recommended Specifications

Pedestrian light pole
Height - 14' with banner arm capabilities
Manufacturer - Sternberg Lighting
Lighting - Down Lighting Series (Park Ridge 1910)
Pole - Oxford 6200, Arm - 480PM
Finish – Verde Green

Street light pole
Height - 22'
Manufacturer - Sternberg Lighting
Lighting – Down Lighting Series (Park Ridge 1910)
Pole – Oxford 6200, Arm – 6' CAS
Finish – Verde Green

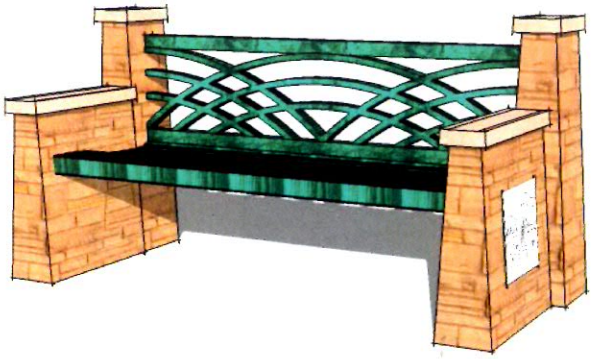


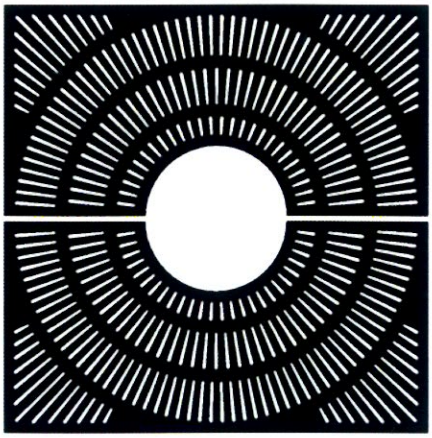
Site Furnishings

Site furnishings are a major contributor to a pedestrian-friendly downtown environment and include items such as benches, tree grates, trash receptacles, bike racks and bollards. A pedestrian-friendly environment is greatly influenced by one's perceived level of comfort throughout the downtown district. A comfortable place to sit enhances the level of comfort within the streetscape. Street furnishings can also provide a strong unifying element within the downtown district. The color of each of the site furnishings should match or compliment the other elements in the design vocabulary. Other elements relating to site furnishings include traffic signals and street signage. These elements should also be customized to coordinate with the other site furnishings to further unify the downtown district and set it apart with a distinct identity.

Recommended Specifications

Benches
Manufacturer - DuMor, Inc.
Bench 94-60, with limestone veneer & cast stone inset & armrest
Finish – Verde Green

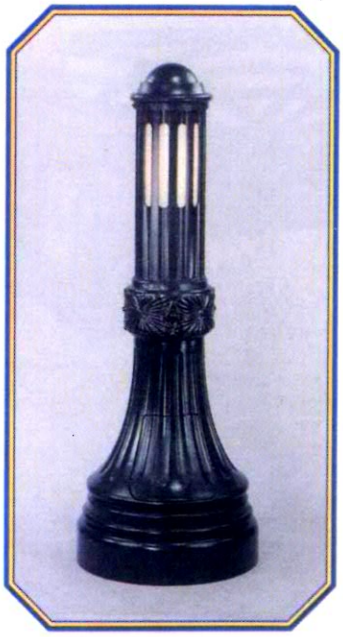




Tree Grates
Manufacturer - Ironsmith
Sunrise Series, M6074
Finish – Patina Green

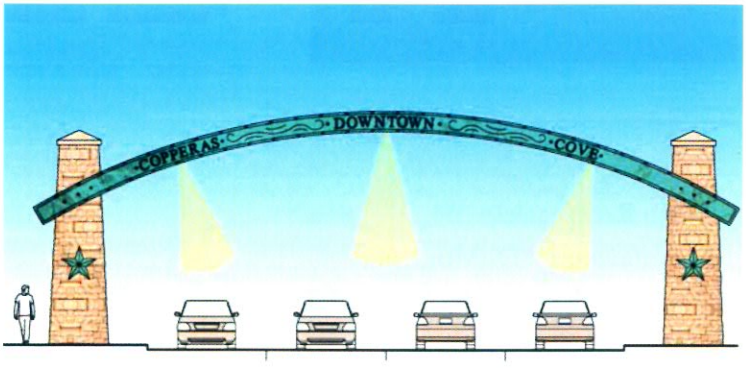
Trash Receptacles
Manufacturer - DuMor, Inc.
200 Series Receptacle, 210-32-FTO
Finish – Patina Green

Bike Rack
Manufacturer - Canterbury International
CBD 300, 4-8 Bike
Finish – Patina Green



Bollard
Manufacturer - Sternberg Lighting
6201 LB Oxford
Finish – Verde Green

Gateway Entry Monuments



It is critical for the success of a district to have a strong entry statement as it sets the standard and identity for the district as a visual icon. Gateway entry monuments properly located near the approaches into downtown will serve as a 'welcome mat' or visual introduction to let people know they are entering a special district. Gateway entry monuments typically do little to improve the safety along a streetscape; however, depending upon the design and location a gateway can create enough visual friction to slow traffic down.

Gateways must serve pedestrians and vehicles alike. For the vehicle, gateways must be portrayed at a scale readable from a distance and moderate level of speed, while remaining in harmony with the surroundings and historic syntax. From the pedestrian perspective, gateways must be described at a level of detail that draws attention and interest on a more intimate scale.

The primary gateway entry monument shall be located at the intersection of Avenue D and 4th Street. A secondary gateway entry monument of similar materials and design to the primary gateway monument should be located near the intersection of Avenue F and Main Street and/or Avenue F and 1st Street.

Enhanced Paving Treatments

Enhanced paving treatments are one of the key features in a design vocabulary to introduce color and texture into the streetscape. It is also an important component in traffic calming which leads to a safer pedestrian realm. Paving materials should be extremely durable due to the volume of traffic in the downtown Copperas Cove area. Texas Department of Transportation (TxDOT) approval will determine what is acceptable and what limitations will be given to the pavement treatments for F. M. 1113 (Avenue D) and F. M. 116 (1st Street). Specialty pavements that have been approved by previous TxDOT projects include colored stamped concrete, brick on a concrete base, and concrete pavers on a concrete base. These materials can be used to establish pedestrian priority. A change in texture will also help to signal to drivers that the crosswalks are a pedestrian priority area. The colors used should be earth tones and should have high contrast for clarity of shape or pattern.

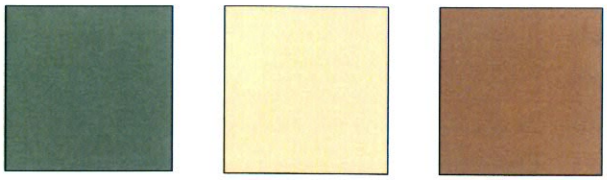
Primary intersections are designated at the intersection of Avenue D and 1st Street and Avenue D and Main Street. These intersections consist of decorative paving and are formed by curb extensions which define the boundaries of parking between intersections. This type of intersection design functions as a traffic-calming device in several ways: curb extensions will give the illusion of narrowing the lane of travel alerting the vehicle to slow down; the rough texture of paving and contrasting color will be a second indicator for vehicles to slow down; and tightened and defined

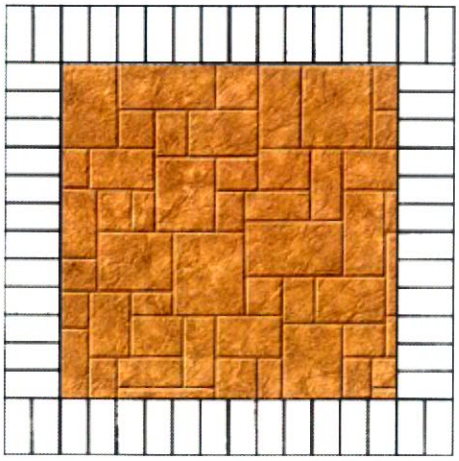
turning radii will aid to reduce the speed of turning vehicles. From an aesthetic point-of-view key intersections will be the framework that makes the streetscape read as a consistent unified structure.

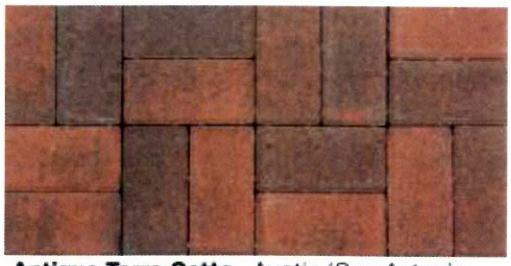
Sidewalk repair is needed throughout the downtown district. With the introduction of new wider sidewalks, a universal accessible design can be implemented. This type of design provides the disabled with unrestricted accessibility, which can be implemented during the various stages of construction.

Recommended Specifications

Intersection Surface Materials
Manufacturer: Bomanite
Color Hardener/Release Agent Colors
Pattern: Ashlar w Soldier Course Border
Colors – Chargreen, Coquina, Light Brown







Antique Terra Cotta - Austin/San Antonio

Brick Pavers
Manufacturer: Pavestone
Pattern – Basket weave
Colors - Antique Terra Cotta

Street Trees and Landscaping

Street trees are key components in creating a successful streetscape. A tree-lined street not only helps define the vehicular corridor, it also defines the pedestrian spaces while introducing rhythmic groupings of color and texture. Street trees are also one of the vertical objects in a streetscape that provides comfort for pedestrians in the intense heat of summer and can also produce "visual friction". "Visual friction" is created with vertical and/or horizontal elements within the streetscape such as curb extensions, street trees or enhanced pavement. Visual friction of streetscape elements helps drivers become more aware of their surroundings and perceive they are driving in a pedestrian zone,

which contributes to greater awareness and slower speeds. However, street trees should not dominate the streetscape. Special attention should be given to tree selection adjacent to businesses and throughout the district. Trees that entirely obstruct business signage should be avoided. Seasonal color should come from shrubs, ornamental grasses, ground cover and perennials at key locations such as the intersections and entry monument locations. Low maintenance, highly durable plants should be selected.

Street plantings require a high level of commitment to maintain. A tremendous asset to the corridor can become an eyesore without the proper maintenance and care. Periodic pruning and trimming of the street trees will ensure that businesses are not obstructed and branches are safely away from vehicular / pedestrian conflicts.

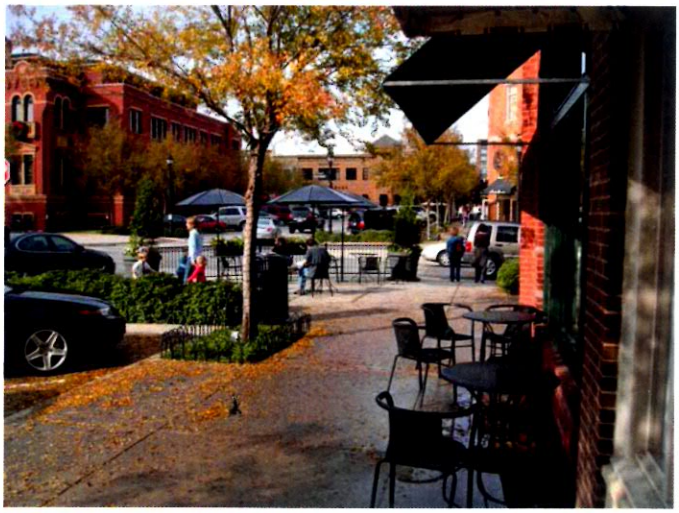
Recommended Plant List

	Common Name	Scientific Name
Street Trees	Cedar Elm	Ulmus crassifolia
	Allee Elm	Ulmus parvifolia v. Emer II
	Lace Bark Elm	Ulmus parvifolia
	Chinese Pistache	Pistacia chinensis
	Live Oak	Quercus virginiana
	Chinkapin Oak	Qurercus muehlenbergia
	Shumard Red Oak	Qurercus shumardii
Ornamental Trees	Crepe Myrtle	Lagerstroemia indica
	Yaupon Holly	Illex vomitoria
	East Palatka Holly	Illex attenuata 'East Palatka'
Shrubs	Indian Hawthorn	Raphiolepsis Indica
	Texas Sage	Leucophyllum frutescens 'Compactum'
	Red Yucca	Hesperaloe parviflora
Ground Covers	New Gold Lantana	Lantana 'New Gold'
	Purple Trailing Lantana	Lantana montevidensis
	Harbor Dwarf Nandina	Nandina domestica 'Harbor Dwarf'
	Artemisia	Artemisia absinthum 'Powis Castle'
	Moss Artemisia	Artemisia versicolor 'Sea Foam'

Ornamental Grasses	'The Blues' Little Blue Stem	Schizachyrium scoparuim
	Dwarf Fountain Grass	Pennisetum alopercuroides 'Hamlen'
	Mexican Feathergrass	Stipa tenuissima
	Lindheimer's Muhly	Muhlenbergia lindheimeri
	'Morning Light' Miscanthus	Miscanthus sinensis 'Morning Light'
	'Adagio' Miscanthus	Miscanthus sinensis 'Adagio'
	Purple Love Grass	Eragrostrum spectablis

Site Development

In "Placemaking and the Creative Class" (Landscape Architecture Magazine Feb. 2007), urban designer and Townscape Inc. co-founder James Richards offers specific design recommendations for lively pedestrian districts. In summary of this article, street infrastructure design should equitably balance the needs of autos, cyclists and pedestrians, so that travelers in each mode feel safe and comfortable.



On-street parking, supplemented by surface lots or structures at the middle or rear of the block, should offer "park once" convenience. Sidewalk widths should be generous enough to accommodate sidewalk tables or displays in retail/restaurant areas, and be separated from the street by a continuous row of street trees that help calm traffic and create an "outdoor room" between the trees and building faces. New buildings should be located at the sidewalk, with continuous retail uses at sidewalk level. The whole should be enlivened by color, texture, attractive way finding and outdoor art with the ultimate goal of creating a walkable enclave that encourages informal encounters, chance conversations and a sense of community.

Design Standards

In order to grow and develop downtown, it is imperative that the City of Copperas Cove adopt a set of design standards that will not only create a consistent uniform infrastructure but also provide diversity and interest within downtown.

Lighting

- Streetlights and pedestrian lights shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**
- Streetlights shall be located at each corner of every intersection and at least one streetlight shall be located mid-block.
- Pedestrian lights shall be spaced a minimum of fifteen (15) feet on center to create an element of repetition.

Site Furnishings

- Site furnishings shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**

Awnings

- Awnings shall be permitted within the downtown district and shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**
- Locations, dimensions and construction materials shall be in accordance with all City and TxDOT regulations.

Streets

- All streets within the downtown district shall be two way, with a minimum of one lane in each travel direction.
- All travel lanes shall be constructed of concrete or asphalt and shall be defined by concrete curb and gutters.
- The maximum width for travel lanes shall be twelve (12) feet.
- Enhanced paving treatments within street right-of-ways shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**

Sidewalks, Crosswalks and Ramps

- All sidewalks, crosswalks and ramps shall be constructed to meet Texas Accessibility Standards (TAS) guidelines.
- Sidewalks adjacent to buildings shall be a minimum of ten (10) feet wide. Where space permits, sidewalks shall be a minimum of fifteen (15) feet wide with five (5) foot wide planters located adjacent to the curb.
- Sidewalks in other locations shall be a minimum of six (6) feet wide with a minimum four (4) foot landscape buffer located between the curb and the sidewalk where possible.
- Crosswalks shall be located at all intersections and shall be a minimum of eight (8) feet wide.
- Enhanced paving treatments within sidewalks, crosswalks and ramps shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**

Parking

- All on street and off-street parking shall be constructed to meet Texas Accessibility Standards (TAS) guidelines.
- Parallel parking spaces shall have minimum dimensions of 9' x 23'.
- Head-in (90 degree) parking spaces shall have minimum dimensions of 9' x 18'.
- Angle parking spaces shall have minimum dimensions of 9' x 20'.

Street Trees and Landscaping

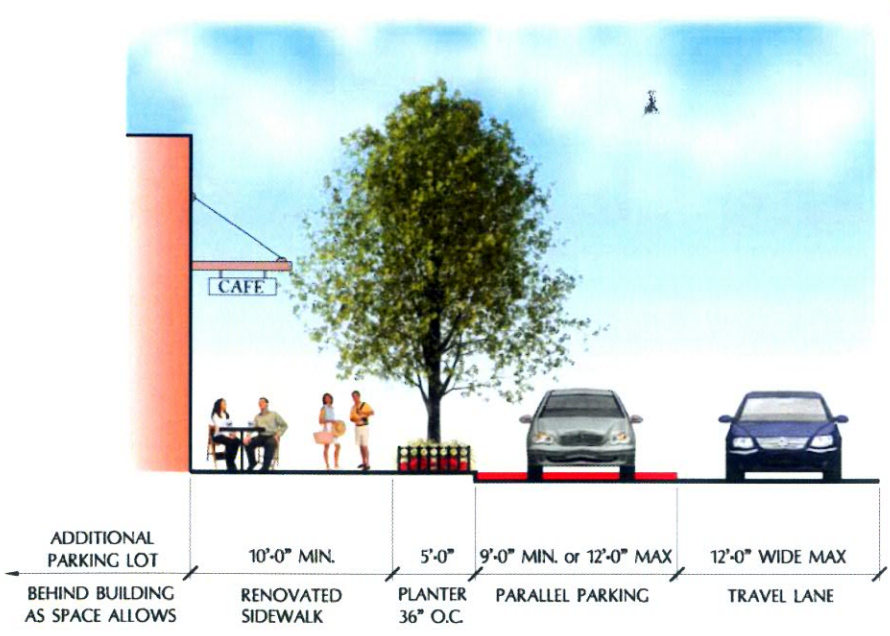
- Street trees shall be a minimum of three (3) caliper inches when planted, and shall be spaced a minimum of thirty-five (35) feet on center where space permits. Under no circumstances shall trees be planted closer than ten (10) feet from a building or other structure.
- Landscaped areas shall be irrigated with an automatic irrigation system.
- Turfgrass should be reserved for large areas.
- Landscape islands shall consist of ornamental grasses mulched with a minimum of four (4) inches of river rock/pebbles or decomposed granite.

New Development

- Development, redevelopment and/or infill development within the downtown district shall be consistent with the "Master Plan Design Theme" as discussed in **Section 4 – Master Plan.**
- Development, redevelopment and/or infill development within the downtown district shall be developed with an 'urban character' consistent with a downtown atmosphere. For the purpose of this master plan, 'urban character' consists of buildings located at the sidewalk, with on-street parking along the street edge and/or off street parking lots behind the structures.
- Development, redevelopment and/or infill development within the downtown district shall not be developed with a 'suburban character', defined by on site parking lots at the front of the lot with buildings to the rear of the lot.
- All new electrical and/or communications utilities shall be located underground in compliance with utility service regulations.
- Existing electrical and/or communications utilities shall be relocated underground upon redevelopment of property in compliance with utility service regulations on a block-by-block basis.

The street cross-sections located on the following page reflect the design and development standards recommended in this master plan for the downtown area. These design and development standards should be used as a guide for new development and redevelopment.

DOWNTOWN DISTRICT SCALE: 3/16" = 1'



AVENUE D SCALE: 3/16" = 1'

SECTION 6 – PHASING PLAN

Phasing Plan

As part of the planning process, a phasing plan, located at the end of this section, was developed to direct the priority of construction for each of the master planned elements. A phasing plan is a fluid document that may change as the City's needs change. As with any phased construction, the longer a project is phased, the more it will cost due to inflation and complexity of coordination. The entire project built in five separate phases over ten years (one phase every two years) may cost approximately $10.2 million dollars. However, there may be a savings of approximately $1 million dollars through the course of the project if it were constructed in one single phase.

The phasing should be logical in its process so that work can be stopped in a particular area without the downtown district looking incomplete. The phasing for street work is somewhat difficult and will take a coordinated effort with several City departments due to the lane closures necessary to implement the master plan. The following is a suggested phasing plan:

Phase 1 (shown in red)

Design and construction of Phase 1 are scheduled for 2009 – 2010, including:

- Reconfigure existing municipal parking lot, including addition of the tree-lined pedestrian corridor and parallel parking spaces on the north side of Avenue D.
- Enhance primary intersections at Avenue D and 1st Street and Avenue D and Main Street with special pavement and curb extensions.
- Add primary gateway entry monument and enhanced pavement at Avenue D and 4th Street.
- Add sidewalks, street furnishings, landscaping and irrigation.
- Reconfigure private parking lot of Ace Hardware.

Phase 2 (shown in blue)

Design and construction of Phase 2 are scheduled for 2011 – 2012, including:

- Enhance center turn lane with special pavement along 1st Street corridor.
- Enhance secondary intersections at 1st Street and Avenue E and 1st Street and Avenue F with special pavement and curb extensions.
- Add secondary gateway entry monument at Avenue F and 1st Street.
- Add sidewalks, street furnishings, landscaping and irrigation.
- Reconfigure private parking lots of Donlie McMullin Real Estate Services, Mel's Burger Joint and Copperas Hills Food Mart.

Phase 3 (shown in purple)

Design and construction of Phase 3 are scheduled for 2013 – 2014, including:

- Replace the southern-most eastbound travel lane on Avenue D between Main Street and 2nd Street with on-street parallel parking.
- Add curb extensions to the intersections of Avenue D and 2nd Street.
- Add sidewalks, street furnishings, landscaping and irrigation.

Phase 4 (shown in green)

Design and construction of Phase 4 are scheduled for 2015 – 2016, including:

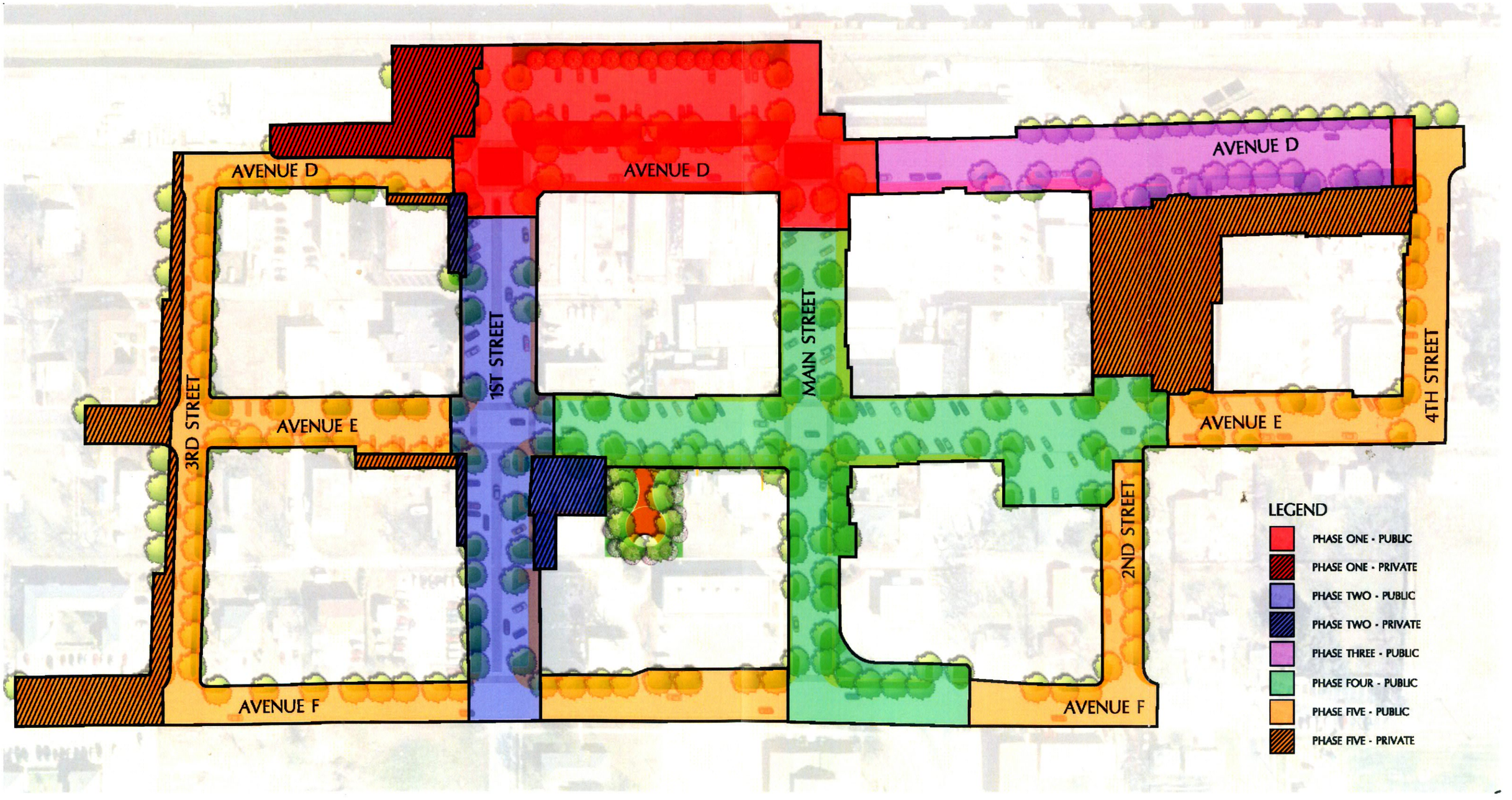
- Enhance secondary intersections at Avenue E and Main Street and Avenue F and Main Street with special pavement and curb extensions.
- Reconfigure and signalize the intersection of Avenue F and Main Street to remove the northbound free right turn.
- Add curb extensions to the intersection of Avenue E and 2nd Street.
- Add secondary gateway entry monument at Avenue F and Main Street.
- Reconfigure/reorganize existing on-street parking on the north side of Avenue E, between 1st Street and Main Street.
- Add on-street parking on the south side of Avenue E, between 1st Street and Main Street.
- Add sidewalks, street furnishings, landscaping and irrigation.

Phase 5 (shown in tan)

Design and construction of Phase 5 are scheduled for 2017 – 2018, including:

- Add sidewalks, street furnishings, landscaping and irrigation.
- Reconfigure private parking lots of the multi-family complexes on 3rd Street, the parking lot on the north side of Donlie McMullin Real Estate Services, the parking lot on the north side of Mel's Burger Joint strip center and the parking lot for Five Hills Fellowship, Consignment Shop, Sheriff's Department Annex and the Law Enforcement Center.

Using the above-recommended phasing schedule, the City should be able to complete the implementation of the entire master plan no later than 2018.



Downtown Improvements Phasing Plan

City of Copperas Cove

SECTION 7 – OPINION OF PROBABLE CONSTRUCTION COSTS

The following Opinion of Probable Construction Cost is divided into five phases. Each phase includes a progressive inflation rate of approximately five (5%) percent per year. The costs are based on the master plan with the current prices (2007) for materials and labor. Each phase has an additional cost of inflation percentage added to the total opinion of probable cost.

Opinion of Probable Construction Cost: Downtown Copperas Cove
(Does Not Include Professional Services)
Date: December 2007

PHASE 1

Item	Quantity	Units	Unit cost	Amount	Subtotal
PUBLIC					
REMOVAL					
Asphalt removal, 4"-6" thick	2,260	SY	5.25	$ 11,865	
Concrete removal, 6" thick, rod-reinforced	1,390	SY	11.00	$ 15,290	
Curb and Gutter removal	1,730	LF	10.00	$ 17,300	
REMOVAL SUBTOTAL					$ 44,455
CONSTRUCTION					
Traffic Control	1	LS	15,000.00	$ 15,000	
Enhanced Signal Poles	2	LS	125,000.00	$ 250,000	
Curb and Gutter, 6" high curb & gutter	1,730	LF	21.00	$ 36,330	
Primary Gateway Monument	1	LS	75,000.00	$ 75,000	
Asphalt (2" surface overlay)	2,770	SY	7.00	$ 19,390	
New Asphalt Paving	2,260	SY	20.00	$ 45,200	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	1,390	SY	50.00	$ 69,500	
Landscaping, sod	15,225	SF	0.50	$ 7,613	
Landscaping, Perennials & Grasses	2,680	SF	10.00	$ 26,800	
Crosswalks (Enhanced Concrete)	4,040	SF	14.00	$ 56,560	
Turn Lane (Enhanced Concrete)	300	SF	12.00	$ 3,600	
Decorative Paving (Intersections)	8,150	SF	14.00	$ 114,100	
Pedestrian Mall Paving (Parking Area)	5,910	SF	10.00	$ 59,100	
Stop Bar Paint Striping	165	LF	5.00	$ 825	
Kiosk	1	LS	35,000.00	$ 35,000	
Pedestrian Lights w/ Banners	15	EA	7,000.00	$ 105,000	
Street Lights	12	EA	12,000.00	$ 144,000	
Benches (including limestone & inset)	10	EA	1,586.00	$ 15,860	
Trash Cans	10	EA	809.00	$ 8,090	
Bike Rack Sets (4 slots)	3	EA	528.00	$ 1,584	
Bollards	32	EA	900.00	$ 28,800	
Irrigation Conduit & Trench Repair	290	LF	14.00	$ 4,060	
Traffic Lane Striping	860	LF	1.25	$ 1,075	
Parking Stripes	1,615	LF	1.25	$ 2,019	
Wheelstops (precast conc., 6" x 10" x 6')	72	EA	56.20	$ 4,046	
Ornamental Trees	13	EA	300.00	$ 3,900	
Canopy Trees	28	EA	550.00	$ 15,400	
CONSTRUCTION SUBTOTAL					$ 1,147,852
Subtotal (Removal & Construction)					$ 1,192,307
Contingency				15%	$ 178,846
General Contractor Overhead				15%	$ 178,846
Miscellaneous Construction				5%	$ 59,615
TXDOT Project				10%	$ 119,231
Cost of Inflation Per Year (5% X 1 Year)				5%	$ 59,615
Total Phase 1 (Public)					**$ 1,788,460**
PRIVATE					
REMOVAL					
Asphalt removal, 4"-6" thick	1,500	SY	5.25	$ 7,875	
Concrete removal, 6" thick, rod-reinforced	35	SY	11.00	$ 385	
Curb and Gutter removal	170	LF	10.00	$ 1,700	
REMOVAL SUBTOTAL					$ 9,960
CONSTRUCTION					
Curb and Gutter, 6" high curb & gutter	170	LF	21.00	$ 3,570	
Asphalt (2" surface overlay)	1,500	SY	7.00	$ 10,500	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	35	SY	50.00	$ 1,750	
Landscaping, sod	5,560	SF	0.50	$ 2,780	
Pedestrian Lights w/ Banners	4	EA	7,000.00	$ 28,000	
Street Lights	2	EA	12,000.00	$ 24,000	
Irrigation Conduit & Trench Repair	155	LF	14.00	$ 2,170	
Loading Zone Striping	3,110	SF	1.25	$ 3,888	
Parking Stripes	620	LF	1.25	$ 775	
Wheelstops (precast conc., 6" x 10" x 6')	34	EA	56.20	$ 1,911	
Ornamental Trees	4	EA	300.00	$ 1,200	
Canopy Trees	6	EA	550.00	$ 3,300	
CONSTRUCTION SUBTOTAL					$ 83,843
Subtotal (Removal & Construction)					$ 93,803
Contingency				15%	$ 14,070
General Contractor Overhead				15%	$ 14,070
Miscellaneous Construction				5%	$ 4,690
Cost of Inflation Per Year (5% X 1 Year)				5%	$ 4,690
Total Phase 1 (Private)					**$ 131,325**
Grand Total - Public and Private					$ 1,919,785

Opinion of Probable Construction Cost: Downtown Copperas Cove
(Does Not Include Professional Services)
Date: December 2007

PHASE 2

Item	Quantity	Units	Unit cost	Amount	Subtotal
PUBLIC					
REMOVAL					
Asphalt removal, 4"-6" thick	4,200	SY	5.25	$ 22,050	
Concrete removal, 6" thick, rod-reinforced	800	SY	11.00	$ 8,800	
Curb and Gutter removal	1,625	LF	10.00	$ 16,250	
REMOVAL SUBTOTAL					$ 47,100
CONSTRUCTION					
Traffic Control	1	LS	15,000.00	$ 15,000	
Curb and Gutter, 6" high curb & gutter	1,625	LF	21.00	$ 34,125	
Secondary Gateway Monument	1	LS	35,000.00	$ 35,000	
Asphalt (2" surface overlay)	4,200	SY	7.00	$ 29,400	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	800	SY	50.00	$ 40,000	
Landscaping, sod	6,400	SF	0.50	$ 3,200	
Landscaping, Perennials & Grasses	2,180	SF	10.00	$ 21,800	
Crosswalks (Enhanced Concrete)	1,870	SF	14.00	$ 26,180	
Turn Lane (Enhanced Concrete)	5,855	SF	12.00	$ 70,260	
Decorative Paving (Intersections)	3,960	SF	14.00	$ 55,440	
Stop Bar Paint Striping	110	LF	5.00	$ 550	
Pedestrian Lights w/ Banners	21	EA	7,000.00	$ 147,000	
Street Lights	11	EA	12,000.00	$ 132,000	
Benches (including limestone & inset)	13	EA	1,586.00	$ 20,618	
Trash Cans	13	EA	809.00	$ 10,517	
Bollards	16	EA	900.00	$ 14,400	
Irrigation Conduit & Trench Repair	1,160	LF	14.00	$ 16,240	
Traffic Lane Striping	620	LF	1.25	$ 775	
Parking Stripes	740	LF	1.25	$ 925	
Wheelstops (precast conc., 6" x 10" x 6')	35	EA	56.20	$ 1,967	
Traffic Control	1	LS	15,000.00	$ 15,000	
Canopy Trees	22	EA	550.00	$ 12,100	
CONSTRUCTION SUBTOTAL					$ 702,497
Subtotal (Removal & Construction)					$ 749,597
Contingency				15%	$ 112,440
General Contractor Overhead				15%	$ 112,440
Miscellaneous Construction				5%	$ 37,480
TXDOT Project				10%	$ 74,960
Cost of Inflation Per Year (5% X 2 Years)				10%	$ 74,960
Total Phase 2 (Public)					**$ 1,161,875**
PRIVATE					
REMOVAL					
Asphalt removal, 4"-6" thick	615	SY	5.25	$ 3,229	
Concrete removal, 6" thick, rod-reinforced	400	SY	11.00	$ 4,400	
REMOVAL SUBTOTAL					$ 7,629
CONSTRUCTION					
Asphalt (2" surface overlay)	615	SY	7.00	$ 4,305	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	400	SY	50.00	$ 20,000	
Landscaping, sod	445	SF	0.50	$ 223	
Benches (including limestone & inset)	1	EA	1,586.00	$ 1,586	
Trash Cans	1	EA	809.00	$ 809	
Bike Rack Sets (4 slots)	2	EA	528.00	$ 1,056	
Tree Grates	3	EA	1,364.00	$ 4,092	
Parking Stripes	260	LF	1.25	$ 325	
Wheelstops (precast conc., 6" x 10" x 6')	15	EA	56.20	$ 843	
Ornamental Trees	3	EA	300.00	$ 900	
Canopy Trees	5	EA	550.00	$ 2,750	
CONSTRUCTION SUBTOTAL					$ 36,889
Subtotal (Removal & Construction)					$ 44,517
Contingency				15%	$ 6,678
General Contractor Overhead				15%	$ 6,678
Miscellaneous Construction				5%	$ 2,226
Cost of Inflation Per Year (5% X 2 Years)				10%	$ 4,452
Total Phase 2 (Private)					**$ 64,550**
Grand Total - Public and Private					$ 1,226,425

Opinion of Probable Construction Cost: Downtown Copperas Cove (Does Not Include Professional Services)					
Date: December 2007					
PHASE 3					
Item	**Quantity**	**Units**	**Unit cost**	**Amount**	**Subtotal**
PUBLIC					
REMOVAL					
Asphalt removal, 4"-6" thick	3,880	SY	5.25	$ 20,370	
Concrete removal, 6" thick, rod-reinforced	860	SY	11.00	$ 9,460	
Curb and Gutter removal	1,480	LF	10.00	$ 14,800	
REMOVAL SUBTOTAL					$ 44,630
CONSTRUCTION					
Traffic Control	1	LS	15,000.00	$ 15,000	
Curb and Gutter, 6" high curb & gutter	1,480	LF	21.00	$ 31,080	
Asphalt (2" surface overlay)	3,880	SY	7.00	$ 27,160	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	860	SY	50.00	$ 43,000	
Landscaping, sod	5,200	SF	0.50	$ 2,600	
Crosswalk Paint Striping	64	LF	10.00	$ 640	
Stop Bar Paint Striping	16	LF	5.00	$ 80	
Pedestrian Lights w/ Banners	27	EA	7,000.00	$ 189,000	
Street Lights	12	EA	12,000.00	$ 144,000	
Benches (including limestone & inset)	3	EA	1,586.00	$ 4,758	
Trash Cans	3	EA	809.00	$ 2,427	
Irrigation Conduit & Trench Repair	180	LF	14.00	$ 2,520	
Traffic Traffic Lane Striping	1,420	LF	1.25	$ 1,775	
Parking Stripes	321	LF	1.25	$ 401	
Wheelstops (precast conc., 6" x 10" x 6')	13	EA	56.20	$ 731	
Canopy Trees	30	EA	550.00	$ 16,500	
CONSTRUCTION SUBTOTAL					$ 481,672
Subtotal (Removal & Construction)					$ 526,302
Contingency				15%	$ 78,945
General Contractor Overhead				15%	$ 78,945
Miscellaneous Construction				5%	$ 26,315
TXDOT Project				10%	$ 52,630
Cost of Inflation Per Year (5% X 3 Years)				15%	$ 78,945
Total Phase 3 (Public)					**$ 842,083**
Grand Total - Public only					$ 842,083

Opinion of Probable Construction Cost: Downtown Copperas Cove
(Does Not Include Professional Services)
Date: December 2007

PHASE 4

Item	Quantity	Units	Unit cost	Amount	Subtotal
PUBLIC					
REMOVAL					
Asphalt removal, 4"-6" thick	8,740	SY	5.25	$ 45,885	
Concrete removal, 6" thick, rod-reinforced	2,075	SY	11.00	$ 22,825	
Curb and Gutter removal	2,230	LF	10.00	$ 22,300	
REMOVAL SUBTOTAL					$ 91,010
CONSTRUCTION					
Traffic Control	1	LS	15,000.00	$ 15,000	
Enhanced Signal Poles	1	LS	125,000.00	$ 125,000	
Curb and Gutter, 6" high curb & gutter	2,230	LF	21.00	$ 46,830	
Secondary Gateway Monuments	1	LS	35,000.00	$ 35,000	
Asphalt (2" surface overlay)	8,740	SY	7.00	$ 61,180	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	2,075	SY	50.00	$ 103,750	
Landscaping, sod	11,050	SF	0.50	$ 5,525	
Landscaping, Perennials & Grasses	2,520	SF	10.00	$ 25,200	
Crosswalks (Enhanced Concrete)	1,340	SF	14.00	$ 18,760	
Decorative Paving (Intersections)	3,320	SF	14.00	$ 46,480	
Crosswalk Paint Striping	264	LF	10.00	$ 2,640	
Stop Bar Paint Striping	130	LF	5.00	$ 650	
Pedestrian Lights w/ Banners	45	EA	7,000.00	$ 315,000	
Street Lights	22	EA	12,000.00	$ 264,000	
Benches (including limestone & inset)	27	EA	1,586.00	$ 42,822	
Trash Cans	27	EA	809.00	$ 21,843	
Bike Rack Sets (4 slots)	1	EA	528.00	$ 528	
Bollards	16	EA	900.00	$ 14,400	
Tree Grates	6	EA	1,364.00	$ 8,184	
Irrigation Conduit & Trench Repair	1,470	LF	14.00	$ 20,580	
Traffic Lane Striping	1,310	LF	1.25	$ 1,638	
Parking Stripes	2,780	LF	1.25	$ 3,475	
Wheelstops (precast conc., 6" x 10" x 6')	139	EA	56.20	$ 7,812	
Traffic Control	1	LS	15,000.00	$ 15,000	
Canopy Trees	68	EA	550.00	$ 37,400	
CONSTRUCTION SUBTOTAL					$ 1,238,696
Subtotal (Removal & Construction)					$ 1,329,706
Contingency				15%	$ 199,456
General Contractor Overhead				15%	$ 199,456
Miscellaneous Construction				5%	$ 66,485
Cost of Inflation Per Year (5% X 4 Years)				20%	$ 265,941
Total Phase 4 (Public)					**$ 2,061,045**
Grand Total - Public only					$ 2,061,045

Opinion of Probable Construction Cost: Downtown Copperas Cove
(Does Not Include Professional Services)
Date: December 2007

PHASE 5

Item	Quantity	Units	Unit cost	Amount	Subtotal
PUBLIC					
REMOVAL					
Asphalt removal, 4"-6" thick	13,115	SY	5.25	$ 68,854	
Concrete removal, 6" thick, rod-reinforced	1,375	SY	11.00	$ 15,125	
Curb and Gutter removal	4,410	LF	10.00	$ 44,100	
REMOVAL SUBTOTAL					$ 128,079
CONSTRUCTION					
Traffic Control	1	LS	15,000.00	$ 15,000	
Curb and Gutter, 6" high curb & gutter	4,410	LF	21.00	$ 92,610	
Asphalt (2" surface overlay)	13,115	SY	7.00	$ 91,805	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	1,375	SY	50.00	$ 68,750	
Landscaping, sod	20,700	SF	0.50	$ 10,350	
Crosswalk Paint Striping	432	LF	10.00	$ 4,320	
Stop Bar Paint Striping	80	LF	5.00	$ 400	
Pedestrian Lights w/ Banners	62	EA	7,000.00	$ 434,000	
Street Lights	30	EA	12,000.00	$ 360,000	
Benches (including limestone & inset)	36	EA	1,586.00	$ 57,096	
Trash Cans	38	EA	809.00	$ 30,742	
Bike Rack Sets (4 slots)	1	EA	528.00	$ 528	
Irrigation Conduit & Trench Repair	960	LF	14.00	$ 13,440	
Traffic Lane Striping	2,590	LF	1.25	$ 3,238	
Parking Stripes	1,010	LF	1.25	$ 1,263	
Wheelstops (precast conc., 6" x 10" x 6')	45	EA	56.20	$ 2,529	
Canopy Trees	81	EA	550.00	$ 44,550	
CONSTRUCTION SUBTOTAL					$ 1,230,620
Subtotal (Removal & Construction)					$ 1,358,699
Contingency				15%	$ 203,805
General Contractor Overhead				15%	$ 203,805
Miscellaneous Construction				5%	$ 67,935
TXDOT Project				10%	$ 135,870
Cost of Inflation Per Year (5% X 5 Years)				25%	$ 339,675
Total Phase 5 (Public)					**$ 2,309,788**
PRIVATE					
REMOVAL					
Asphalt removal, 4"-6" thick	6,480	SY	5.25	$ 34,020	
Concrete removal, 6" thick, rod-reinforced	1,000	SY	11.00	$ 11,000	
Curb and Gutter removal	2,775	LF	10.00	$ 27,750	
REMOVAL SUBTOTAL					$ 72,770
CONSTRUCTION					
Curb and Gutter, 6" high curb & gutter	2,775	LF	21.00	$ 58,275	
Asphalt (2" surface overlay)	6,480	SY	7.00	$ 45,360	
5" Sidewalk, Concrete, 3000 psi, 5" thick, gravel base	1,000	SY	50.00	$ 50,000	
Landscaping, sod	9,500	SF	0.50	$ 4,750	
Pedestrian Lights w/ Banners	34	EA	7,000.00	$ 238,000	
Street Lights	13	EA	12,000.00	$ 156,000	
Benches (including limestone & inset)	8	EA	1,586.00	$ 12,688	
Trash Cans	8	EA	809.00	$ 6,472	
Bike Rack Sets (4 slots)	1	EA	528.00	$ 528	
Tree Grates	7	EA	1,364.00	$ 9,548	
Irrigation Conduit & Trench Repair	360	LF	14.00	$ 5,040	
Traffic Lane Striping	205	LF	1.25	$ 256	
Parking Stripes	2,460	LF	1.25	$ 3,075	
Wheelstops (precast conc., 6" x 10" x 6')	82	EA	56.20	$ 4,608	
Ornamental Trees	7	EA	300.00	$ 2,100	
Canopy Trees	40	EA	550.00	$ 22,000	
Stop Bar Paint Striping	21	LF	5.00	$ 105	
Traffic Lane Striping	90	LF	1.25	$ 113	
Crosswalk Paint Striping	64	LF	10.00	$ 640	
CONSTRUCTION SUBTOTAL					$ 619,558
Subtotal (Removal & Construction)					$ 692,328
Contingency				15%	$ 103,849
General Contractor Overhead				15%	$ 103,849
Miscellaneous Construction				5%	$ 34,616
Cost of Inflation Per Year (5% X 5 Years)				25%	$ 173,082
Total Phase 5 (Private)					**$ 1,107,725**
Grand Total - Public and Private					$ 3,417,513

Opinion of Probable Construction Cost: Downtown Copperas Cove (Does Not Include Professional Services)					
Date: December 2007					
OPTION A	**PARK PLAZA**				
Item	**Quantity**	**Units**	**Unit cost**	**Amount**	**Subtotal**
REMOVAL					
Asphalt removal, 4"-6" thick	-	-	-	-	
Concrete removal, 6" thick, rod-reinforced	-	-	-	-	
Curb and Gutter removal	-	-	-	-	
	-	-	-	-	
CONSTRUCTION	-	-	-	-	
Curb and Gutter, 6" high curb & 6" high gutter	-	-	-	-	
Concrete, 3000 psi, 5" thick, gravel base (4" thick)	-	-	-	-	
Landscaping, sod	-	-	-	-	
Landscaping, Perennials & Grasses	-	-	-	-	
Kiosk	-	-	-	-	
Pedestrian Lights w/ Banners	-	-	-	-	
Street Lights	-	-	-	-	
Benches (including limestone & inset)	-	-	-	-	
Trash Cans	-	-	-	-	
Irrigation Conduit & Trench Repair	-	-	-	-	
Fountain	-	-	-	-	
Pavilion	-	-	-	-	
Ornamental Trees	-	-	-	-	
Canopy Trees	-	-	-	-	
1 Lump Sum	1	LS	500,000.00	$ 500,000	
Subtotal					500,000.00
Contingency				15%	$ 75,000
General Contractor Overhead				15%	$ 75,000
Cost of Inflation Per Year (5% X 6 Years)				30%	$ 150,000
Total Option A				Total =	**$ 800,000**
Total Probable Construction Cost					$ 800,000
TOTAL PROBABLE CONSTRUCTION COST (5 PHASES)					$ 9,466,851
TOTAL PROBABLE CONSTRUCTION COST (5 PHASES) & OPTION A					$ 10,266,851

SECTION 8 – IMPLEMENTATION STRATEGIES

This section outlines some considerations for implementing the Copperas Cove Downtown Improvements Master Plan 2008. Revitalizing downtown can increase local pride and stimulate the surrounding economy. Implementation of this plan will improve safety and visual quality in downtown, and turn it into a 'destination' with a distinct identity. Projects of this importance and scope may require a combination of multiple funding sources.

Potential Funding Sources

The following list includes potential sources for funding proposed improvements in the master plan:

City Funds

The City of Copperas Cove may have General Funds available as part of the annual budget that could be used to assist with funding the master plan improvements. Other funding sources may include General Obligation Bonds and Revenue Bonds which are issued by the City to finance specific projects.

Community Development Block Grants (CDBG)

The CDBG program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income. Under unique circumstances, States may also use their funds to meet urgent community development needs. A need is considered urgent if it poses a serious and immediate threat to the health or welfare of the community and has arisen in the past 18 months.

Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities including:

- Acquisition of property for public purposes.
- Construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works.
- Demolition.
- Rehabilitation of public and private buildings.
- Public services.
- Planning activities.
- Assistance to non-profit entities for community development activities.
- Assistance to private, for profit entities to carry out economic development activities.

More information about this program can be found by contacting Coryell County or on the following CDBG website http://www.hud.gov/offices/cpd/communitydevelopment/programs/

Coryell County

As a general rule, the County does not commit public funds for city development projects. However, if the City can get commitments from private businesses to locate into a renovated downtown area and if a projection of public revenue can show a level of forecasted sales taxes and increased property values that could justify an investment of county public funds, the Coryell County Commissioners' Court may consider its support. It is recommended that a liaison from the City Staff or City Council be assigned to contact the County if the required criteria for funding consideration (as stated above) has been met determine if the Coryell County Commissioners' Court would consider funding support.

County Contact:
Judge John E. Firth
Coryell County Judge
254-865-5911
county_judge@coryellcounty.org

Central Texas Council of Governments (CTCOG)

At the time of this report, there were no funds available with CTCOG. It is recommended that a liaison from the City Staff or City Council be assigned to contact CTCOG every six to twelve months to determine if any funding has become available.

CTCOG Contact:
Mr. Jim Reed, Director
Central Texas Council of Governments
254-770-2237
jreed@ctcog.org

Keep Texas Beautiful (KTB) and Keep Copperas Cove Beautiful (KCCB)

On September 17, 2002, the Copperas Cove City Council established the Keep Copperas Cove Beautiful Commission (KCCB), an affiliate of Keep Texas Beautiful (KTB). The Commission's responsibility is to recommend policies related to litter prevention, beautification and community improvement and the minimization of solid waste. Issues related to Downtown Copperas Cove are common topics of discussion for KCCB. Funding may be available from KCCB from time to time for beautification projects corresponding with the approved master plan.

Additionally, KTB sponsors the Governor's Community Achievement Awards (GCAA), one of the most prestigious environmental awards presented to communities in Texas annually. The awards recognize communities exhibiting the best grassroots volunteer environmental programs in the state.

The winning communities share a $1 million grant provided by TxDOT, which is designated for landscaping along state rights-of-way in their communities. For the downtown master plan, this program would only apply to improvements to F. M. 1113 and F. M. 116 since they are part of the state highway system.

More information about this program can be found on the following KTB website:
http://www.ktb.org/awards/gcaa.htm

TxDOT Landscape Cost Sharing Program

The TxDOT Landscape Cost Sharing Program was created to allow private businesses, civic organizations, and local government donors an opportunity to support the landscape and aesthetic improvement of the state highway system by sharing the project development, establishment, and maintenance cost of landscaping the state highway system.

For the downtown master plan, this program would only apply to improvements to FM 1113 and FM 116 since they are part of the state highway system. The current program is funded at $1,000,000 per year (subject to change at any time) and requires a 50/50 match from the City in the form of cash or non-cash services. Examples of non-cash services include development of a design plan, labor, materials and landscape maintenance activities.

In 2005, Copperas Cove completed a project sponsored by the Landscape Cost Sharing Program with matching funds of approximately $3,500 supplied by the City and KCCB and an equal matching amount provided by TxDOT. The project funded the cost of trees, mulch, irrigation and installation for the trees along the north side of FM 1113 (Avenue D). Similar projects should be considered to offset the cost of implementing the master plan.

More information about this program can be found on the following TxDOT website:
http://www.dot.state.tx.us/services/design/cost_sharing.htm

Public Improvement Districts (PIDs)

The Public Improvement District Assessment Act (Chapter 372 of the Local Government Code) allows the City to levy and collect special assessments on property and used for the following improvements:

- Water, wastewater, health and sanitation, or drainage improvements.
- Street and sidewalk improvements.
- Mass transit improvements.
- Parking improvements.
- Library improvements.
- Park, recreation, and cultural improvements.

- Landscaping and other aesthetic improvements.
- Art installation.
- Creation of pedestrian malls.
- Similar improvements.
- Supplemental safety services for the improvement of the district, including public safety and security services.
- Supplemental business-related services for the improvement of the district.

More information about this program can be found on the following website:
http://www.travel.state.tx.us/documents/pid_01127402706358546322.pdf

Public/Private Partnerships

Partnerships are growing in popularity as a way to implement community projects. Public entities are discovering the value of establishing both traditional and non-traditional alliances with private and institutional entities. Mutual interests can coalesce in partnerships that benefit the donor as well and the donee. Corporate and individual sponsorship of facilities can range from trees, engraved bricks, benches or other street furnishings to larger items such as a gazebo or work of art. Appropriate donor recognition of the donated item itself or a central donor sign or wall helps to stimulate these types of gifts. The City of Copperas Cove, CCEDC, KCCB, and the Chamber of Commerce must be entrepreneurial, organized and proactive in order to develop productive partnership for the benefit of the master plan implementation.

Bibliography

Central Texas Council of Governments (CTCOG)

City of Copperas Cove Planning Department

City of Copperas Cove website,
http://www.copperascove.org/

Community Development Block Grants (CDBG) website,
http://www.hud.gov/offices/cpd/communitydevelopment/programs/

Copperas Cove Economic Development Corporation

Copperas Cove Economic Development Corporation website,
http://www.copperascove-edc.com/index.html

Coryell County

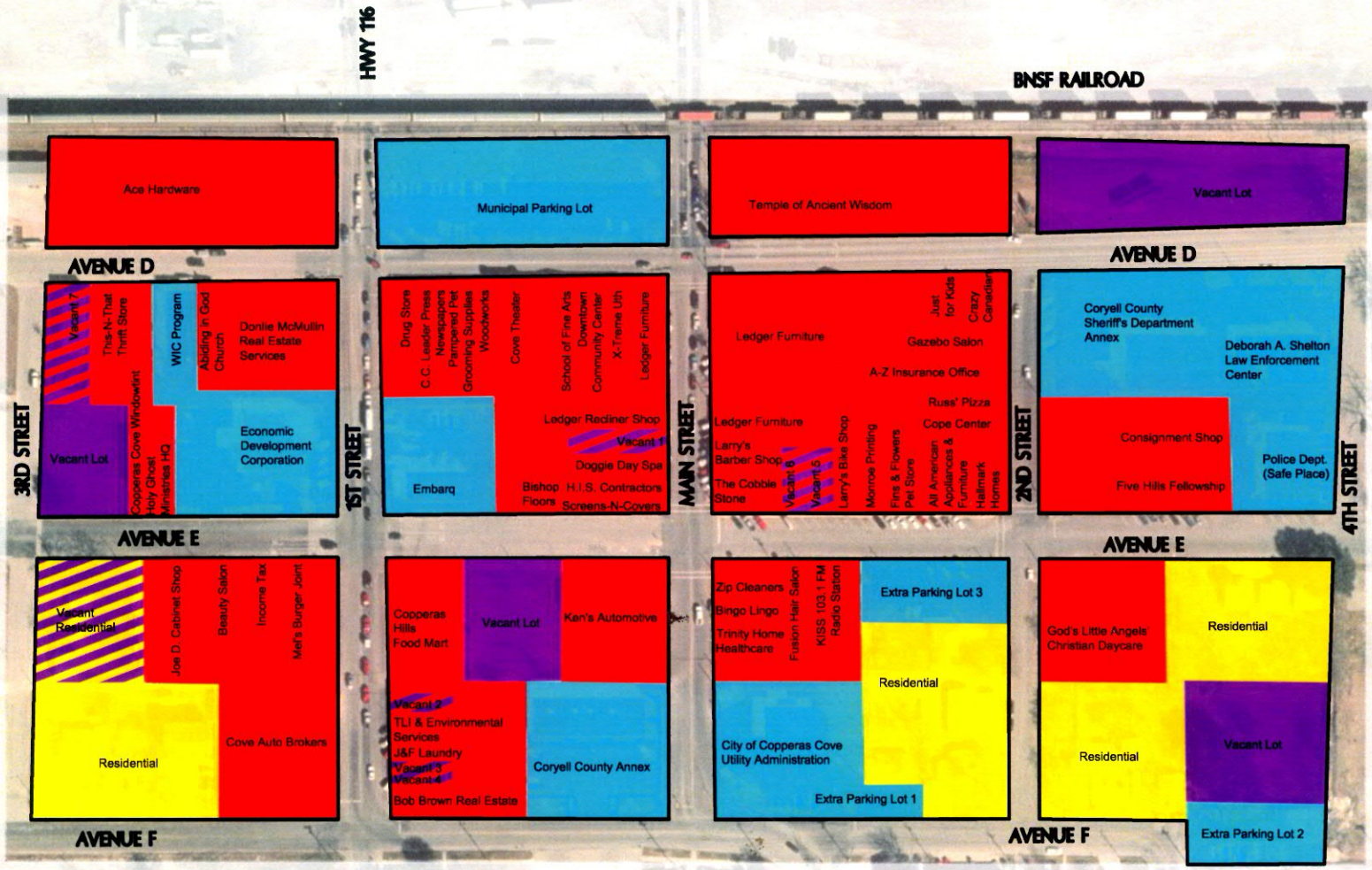
Keep Texas Beautiful website,
http://www.ktb.org/awards/gcaa.htm

State of Texas Public Improvement Districts website,
http://www.travel.state.tx.us/documents/pid_0112740270635854632 2.pdf

Texas Department of Transportation Landscape Cost Sharing Program website,
http://www.dot.state.tx.us/services/design/cost_sharing.htm

The Handbook of Texas Online

Appendix



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Landscape Architecture · Civil Engineering · Planning
1161 Corporate Drive West
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Fax: 817.649.7645

SITE ANALYSIS

LAND USE

LEGEND

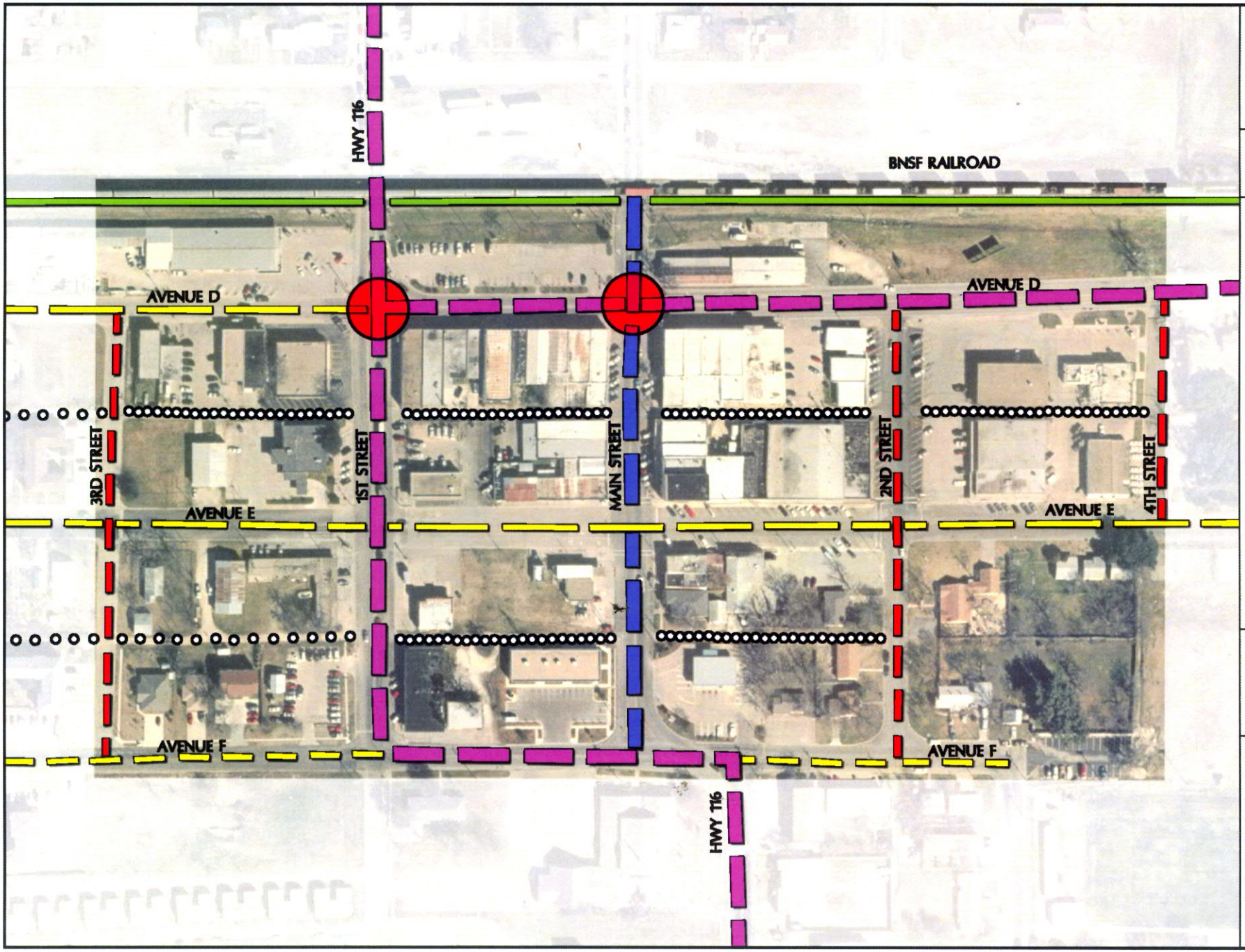
- Commercial
- Public/Institutional
- Residential
- Vacant Lot
- Vacant Commercial
- Vacant Residential

0 30 60 120
GRAPHIC SCALE IN FEET

CITY OF COPPERAS COVE, TEXAS

Copperas Cove

DATE:	JULY 19, 2007
REVISED:	
STATUS:	SITE ANALYSIS
DESIGN BY:	
DRAWN BY:	
JOB NO.	4724
FILE NAME:	
SCALE:	HOR. VERT.
SHEET NO.	



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SITE ANALYSIS
STREET/ROADWAY HIERARCHY

LEGEND

State Highway
Primary Arterial
Major Collector
Minor Collector
City Street
Paved Alley
Unpaved Alley
Railroad
Traffic Signals

0 30 60 120
GRAPHIC SCALE IN FEET

CITY OF COPPERAS COVE, TEXAS

Copperas Cove

DATE:	JULY 19, 2007
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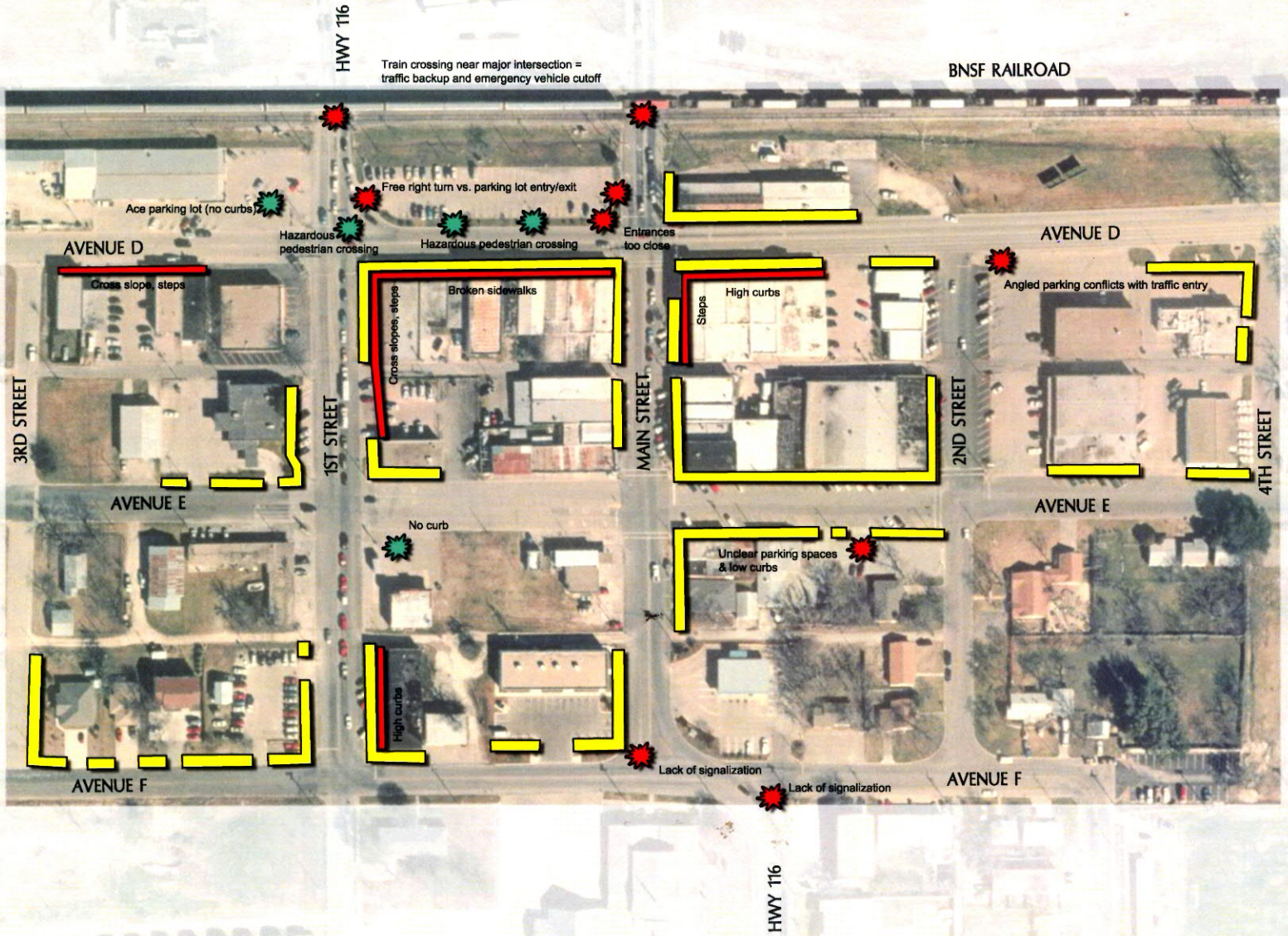

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SITE ANALYSIS

ACCESSIBILITY

LEGEND

- Vehicular Conflicts
- Pedestrian vs. Traffic
- ADA Accessibility
- Sidewalks

NORTH

0 30 60 120
GRAPHIC SCALE IN FEET

CITY OF COPPERAS COVE, TEXAS

Copperas Cove

DATE:	JULY 19, 2007
REVISED:	
STATUS:	SITE ANALYSIS
DESIGN BY:	
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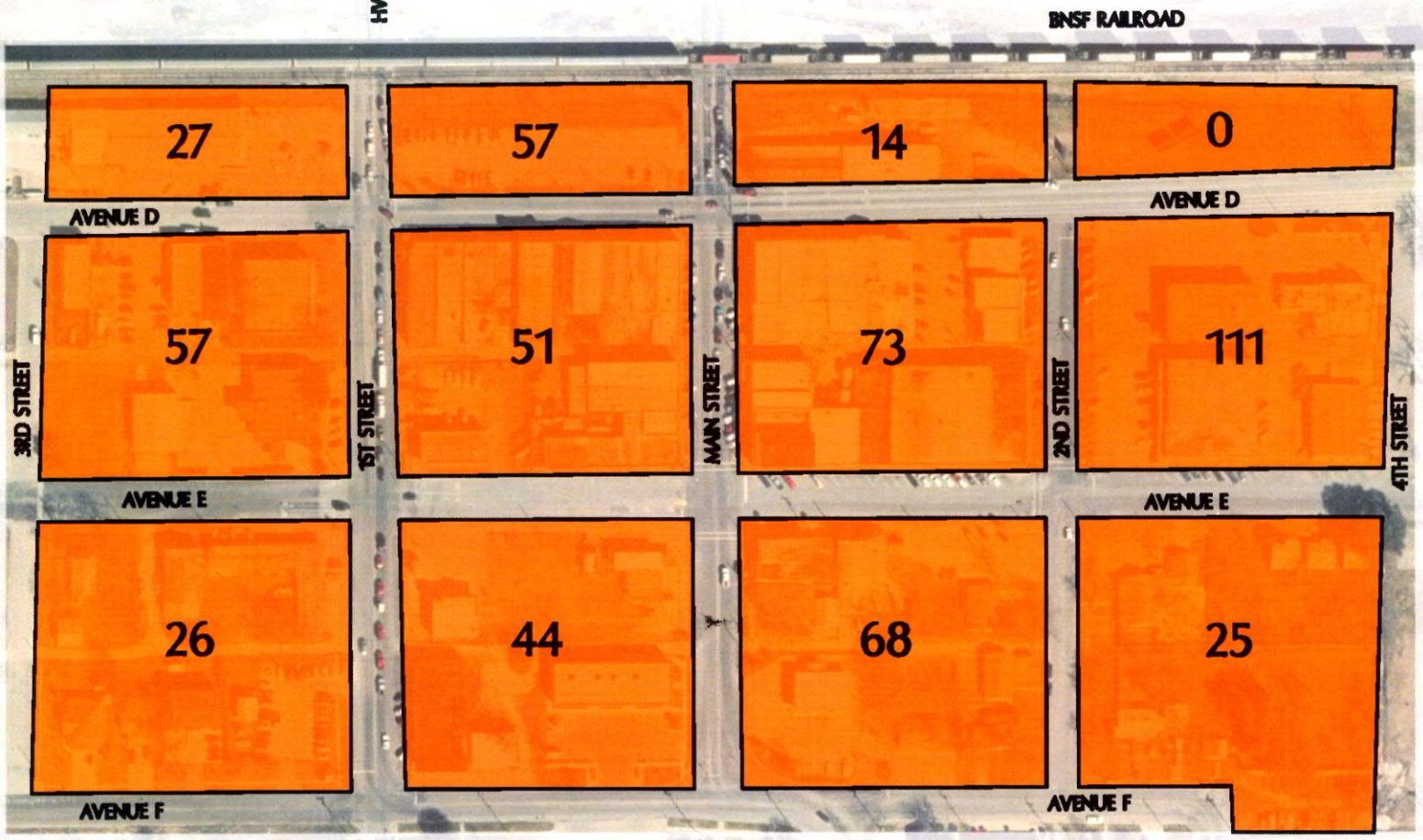
Approximately 443 parking spaces



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SITE ANALYSIS

PARKING COUNT

GRAPHIC SCALE IN FEET

CITY OF COPPERAS COVE, TEXAS

Copperas Cove

DATE:	JULY 19, 2007
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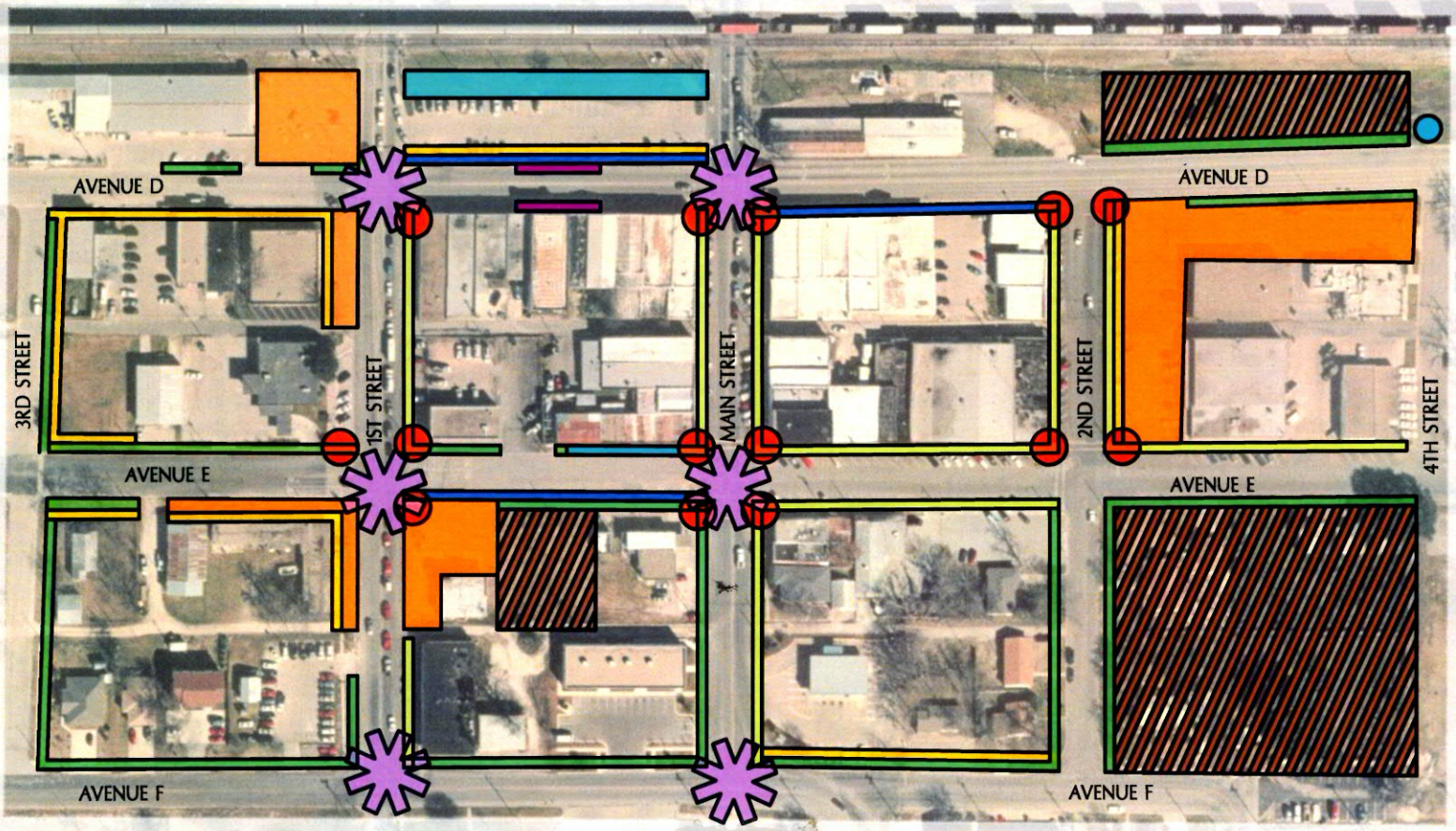

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PRELIMINARY STRATEGIES

LEGEND

- Add Street Trees to Existing/ Proposed Open Space
- Reconfigured Public Parking
- Proposed Additional On-street Parking
- Potential Reconfigured Private Parking
- Proposed Pedestrian Walkway
- Potential Area of Redevelopment
- Mid-block Extensions
- Intersection Enhancements
- Corner Extensions
- Gateways

NORTH

0 30 60 120
GRAPHIC SCALE IN FEET

CITY OF COPPERAS COVE, TEXAS

Copperas Cove

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