

2022 SAGINAW COMPREHENSIVE PLAN

ADOPTED BY CITY COUNCIL ON MARCH 1, 2022



ACKNOWLEDGMENTS

A special Thanks to the Community of Saginaw; Thank you for helping craft your Comprehensive Plan, even during the time of a pandemic.

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Nicky Lawson - Place 2
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Brack St. Clair
Ally Surface
India Bastien
Janelle Young
Jeovany Rodriguez
Kenneth Haney

Malinda Julien
Mathew Lewis
Megan Overman
Phillip Allen
Rick Russell
Travis Albritton

TECHNICAL ADVISORY COMMITTEE (TAC)

Andrew Simonsen, P.E.
Dolph Johnson
Gabe Reaume
Keith Rinehart

Larry Little
Randy Newsom
Rick Trice, P.E.
Susy Victor-Trevino

CONSULTANT TEAM

KIMLEY-HORN

Madison Graham, AICP
Andrew Simonson, P.E.
Iván Gonzalez, AICP
Mark Bowers, ASLA, AICP, LEED AP BD+C
Jeff Whitacre, P.E., AICP, PTP
Jaric Jones

PELTON LAND SOLUTIONS:

Abra Nusser, AICP



LETTER FROM THE MAYOR

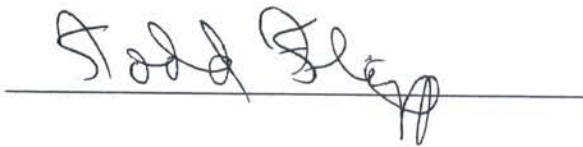
It is an honor to work with the community during this special time of planning the future of our city. Saginaw has a rich history, and I am proud that the community engagement for this visionary document shows the needs to preserve, highlight, and expand what makes us unique. As our community moves towards build out, there is no better time to showcase who Saginaw is other than now.

I would like to thank everyone for sharing their feedback, coming out to community events, participating in interviews, and being a part of our community to help us create a plan that sets us apart from others. The ideas heard, crafted into actions that can be completed, represent what we can do when we work together.

We have the power to amplify and create special places - like our grain mills and railroad, the expansion of parks and recreation opportunities, attracting more small and unique places to shop and eat, providing different types of living and employment, and much more. The possibilities for Saginaw are right in front of us, and this Plan can help us get there.

Please join me as we move forward into the future and make the vision of *Plan Saginaw* a reality!

Sincerely,

A handwritten signature in black ink, reading "Todd Flippo", written over a horizontal line.

Todd Flippo
City of Saginaw Mayor



SAGINAW CITY COUNCIL



Todd Flippo
City Mayor



Charles Beasley
Place 1



Nicky Lawson
Place 2



Valerie Junkersfeld
Mayor Pro Tem/
Place 3



Charles Tucker
Place 4



Cindy Bighorse
Place 5



Mary Copeland
Place 6





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CHAPTER 1

INTRODUCTION & PLAN CONTEXT



COMPREHENSIVE PLAN PURPOSE

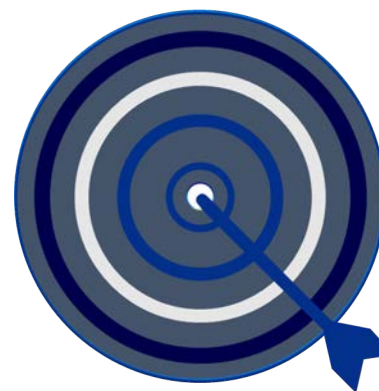
Plan Saginaw provides a framework for growth, management, and redevelopment that will improve quality of life for residents and visitors to the City of Saginaw. This Comprehensive Plan was crafted based on community feedback and historical context built from the previous *2016 Comprehensive Master Plan and Capital Improvements Plan (CIP)*. *Plan Saginaw* provides proactive guidance with strategies and actions for major decisions within multiple topic areas, including:

- » Fiscal & Economic Vitality,
- » Land Use & Design,
- » Mobility & Connectivity,
- » Utilities & Infrastructure, and
- » City Services & Facilities (including Parks & Recreation).

The development of *Plan Saginaw* began by reviewing existing conditions of the city's land use, transportation, infrastructure, and public services, then forecasting future needs based on population and development trends. Through these existing conditions analyses and the multi-faceted public engagement process, a bold vision framework was created that clearly portrays the identity of the city both today and in the years to come. This framework then transformed into the guide for which policies, strategies, and actions were created that establish a road map to achieve the desired vision. The strategies and actions are a checklist of actionable items the city can achieve to ensure the vision is carried through after the plan's adoption. This planning process therefore aims to develop *Plan Saginaw* as a guidebook that city staff, city officials, business owners, residents, and developers can use to influence future decision-making that will be consistent with the community's vision.

WHAT IS A COMPREHENSIVE PLAN?

1. Existing conditions analysis and future forecast to frame actions
2. Bold vision that clearly portrays who Saginaw is and what Saginaw wants to accomplish in the future
3. Policies, maps, and data that guide priorities
4. Action listing to achieve the vision, including updated zoning



PLAN HIERARCHY & RELEVANCE

It is essential to use existing plans as a foundation for *Plan Saginaw*, along with any new community feedback and collaboration during the planning process. Saginaw has a few specialized plans that were thoroughly reviewed and integrated into this document. *Plan Saginaw* sets citywide policies and actions and provides a framework to other supporting Saginaw topic-specific plans. These plans include:

- The Strategic Plan;
- The Saginaw Parks Master Plan (currently being updated);
- The Stormwater Management Plan; and
- The Saginaw Capital Improvements Plan (CIP).

Saginaw's supporting plans are meant to be used with *Plan Saginaw* to ensure that the quality of infrastructure, city amenities, housing, economic development, and other features have a unified vision for the future. The graphic below conveys the relationship between all of Saginaw's current and pending planning documents. Whereas the *Saginaw Strategic Plan* guides operations of the city organization, *Plan Saginaw* guides the development of the physical city and the associated policies that cover the multiple elements in the city (ex. parks and recreation, mobility, infrastructure, economics and fiscal vitality, etc.).

Saginaw Plan Hierarchy



HOW THIS PLAN IS STRUCTURED

Plan Saginaw is comprised of seven chapters influential to Saginaw's growth and development. Each chapter leads with a summary of the community feedback received about the topic, followed by a review and analysis of existing conditions. Each chapter will then present a unique vision for each topic, and then ends with specific strategies and actions that will help achieve the identified vision.

Chapter 1: Introduction

Plan Saginaw starts off with covering how the plan is organized, including information about the purpose of a comprehensive plan, the Saginaw planning area, and how *Plan Saginaw* will integrate with other existing master planning documents. It also reviews the community-built vision framework and how it was crafted, as well as the demographics of Saginaw.

Chapter 2: Fiscal & Economic Vitality

The financial health and long-term fiscal sustainability through economic development efforts are reviewed, in addition to the existing unique factors that can be leveraged to create a special place.

Chapter 3: Land Use & Design

The 2016 Ultimate Land Use Plan is updated and replaced with a mixed-use, character-based plan. Existing land use, existing zoning, and local character is used to inform the Future Land Use Plan and the Future Land Use Designations, highlighting what makes each area unique.

Chapter 4: Mobility & Connectivity

The 2016 Master Thoroughfare Plan (MTP) is updated, additionally adding new road classifications. *Plan Saginaw* shifts mobility from the car-centric focus to also include the importance of pedestrians using the sidewalks within the roadway right-of-way.

Chapter 5: Utilities & Infrastructure

The city's current water, sewer, and stormwater infrastructure are reviewed and assessed for how to best serve existing and future development, including encouraging development and redevelopment in strategic locations.

Chapter 6: City Services & Facilities (Including Parks & Recreation)

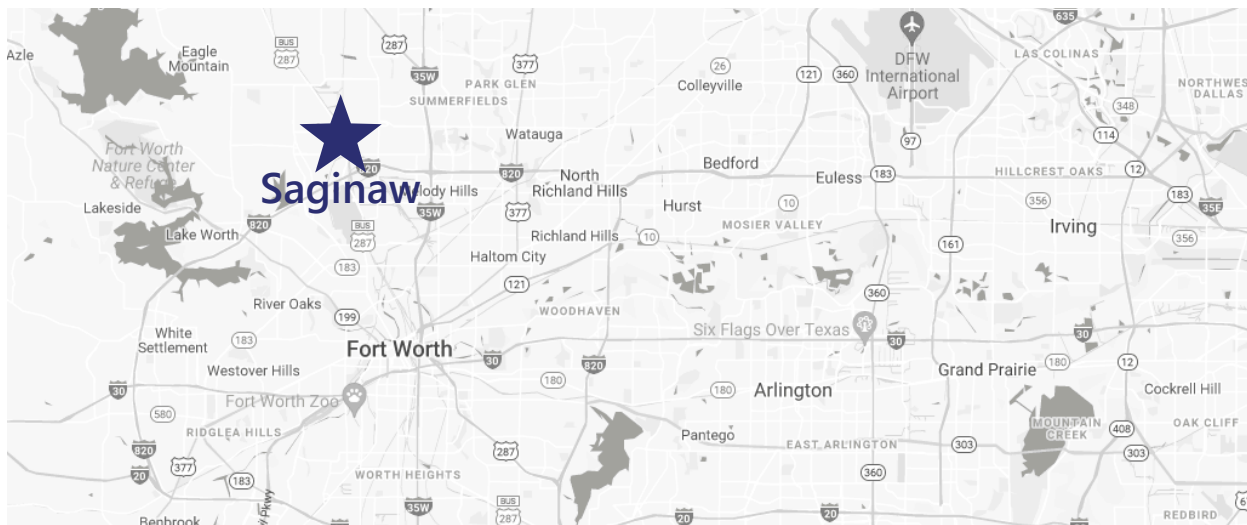
Saginaw's public services and facilities are analyzed and makes recommendations that can improve the quality of life for Saginaw city staff and residents. Saginaw's parks and recreation facilities are also reviewed.

Chapter 7: Implementation & Monitoring

All actions recommended in *Plan Saginaw* are combined in a single location into an action matrix and provides specifics on how to implement and update the plan, including potential partners and funding opportunities.



SAGINAW & THE REGION



Saginaw Boulevard in Saginaw, Texas - 1941



Source: UTA Libraries Digital Gallery

LOCATION

The City of Saginaw is in northwest Tarrant County and is surrounded entirely by the cities of Fort Worth and Blue Mound. The city's borders extend to Bailey Boswell Road in the north, Old Decatur Road in the west, Longhorn Road/Industrial Avenue to the south, and FM 156/Blue Mound Road to the east, with Saginaw Boulevard serving as the central spine for regional connections. The city does not have any extra-territorial jurisdiction (areas that could potentially be annexed a part of Saginaw in the future), making the land area of Saginaw unlikely to grow in the foreseeable future. The map on the next page shows the city limits of Saginaw.

HISTORY

In 1848, David Thurmond and his family from Virginia first settled the area later to be known as Saginaw. In 1882, Jarvis J. Green named the city "Saginaw" after a city in his home state of Michigan. In the latter half of the 1800's, Saginaw was forever changed when the railroad decided to make Saginaw the last stop on the south-bound routes to Fort Worth. Saginaw prospered

as the transportation dependent industry, such as grain storage and milling facilities, moved in to be near the railroad. Saginaw remains home to the largest grain storage facility in the world. The area continued to be a place for success with Burrus Mills, now Cargill, Inc., being the launching pad for the western swing band "The Lightcrust Dough Boys."

The city's first public school opened in 1893 and the post office was established in 1933. The city was incorporated in 1949 with John Kennedy chosen to be the first mayor. In 1966, with a population of 1,740, the citizens voted to build a new city hall, and in 1983 the city hall was moved to its current location on W McLeroy Boulevard. On January 16, 1988, the citizens voted to adopt a Home Rule Charter, which included the city establishing a Council-Manager form of government. Today, Saginaw is recognized for the ability to obtain a balance of urban amenities with a small-town quality of life offering a top-rated public school system. It is a community rich in heritage and traditional family values, and with a pro-business attitude.



LEGEND

- Railroads
- Roads
- Parcels

DEMOGRAPHICS & POPULATION

THE COMMUNITY

The current and future population of Saginaw is important to understand when creating future land use recommendations, roadway improvements, and other planning decisions. Saginaw's population has been slightly increasing over the past 10 years and grew at a rate of approximately two percent annually over the past decade. According to the 2020 Decennial Census, Saginaw's total population is 23,890, which is up from 19,806 in 2010. This growth is not unique to Saginaw, as the Dallas-Fort Worth region continues to experience growth.

DEMOGRAPHIC SNAPSHOT



Population

23,890



Households

8,037



Average Household Size

3.1

REGIONAL COMPARISON

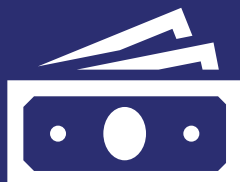
Median Age



Saginaw: 36.3

Tarrant County: 34.4

Median Income



Saginaw: \$83,402

Tarrant County: \$67,700

High School Graduates



Saginaw: 89.9%

Tarrant County: 86.1%

Source: US 2020 Census

RACE & ETHNICITY

Saginaw's racial composition is reflected in the table below and is compared to the racial and ethnic makeup of Tarrant County. The 2020 Decennial Census was utilized as the data source for the table.

Race and Ethnicity

Race and Hispanic Origin	City of Saginaw	Tarrant County
White Alone	54.5%	42.9%
Black or African American Alone	6.9%	17.0%
American Indian or Alaska Native Alone	0.4%	0.3%
Asian Alone	3.4%	6.1%
Native Hawaiian and Other Pacific Islander Alone	0.1%	0.2%
Some Other Race Alone	0.4%	0.4%
Two or More Races	34.3%	33.2%
Total Population	23,890	2,110,640
Hispanic or Latino, Any Race	29.9%	29.4%
Not Hispanic or Latino, Any Race	70.1%	70.6%

Source: US 2020 Census

TAPESTRY SEGMENTATION

The Environmental Systems Research Institute (ESRI), a nationally recognized information and data system software company, identifies different demographic categories for communities across the country, or "LifeMode" groups. These categories reflect the median age, household size, income, shopping habits, and other common traits of people in similar economic and demographic groups. Saginaw is primarily composed of three of these LifeMode groups:

- Ethnic Enclave, Up and Coming Families
- Family Landscapes, Home Improvement
- Family Landscapes, Middleburg

Up and Coming Families are the largest group of people living in Saginaw, and their median income is \$72,000, which is higher than the county-wide average of \$67,700. The median age of Saginaw overall is 36 which is slightly higher than the Tarrant County average of 34, but the median income is approximately \$15,000 higher compared to the rest of the region. Saginaw has an average household size of 3.1 people. The age pyramid on page 17 shows that Saginaw has a high number of individuals in the 25-29 age bracket, both in the male and female categories, which together make up approximately 17 percent of the total population.

The next page summarizes the top three tapestry segmentations, and includes specific demographic information for each specific tapestry, including percent of total households in Saginaw that are a part of this tapestry, median age, and median income. A brief description of each tapestry is also included which attempts to shed light on their common lifestyle choices and characteristics.

Page 17 dives deeper into the market of Saginaw and provides additional demographic and lifestyle spending habits for the residents of Saginaw, which can be useful information when identifying what types of future businesses would prosper in the area. The infographic on page 17 was taken from a 2020 ESRI population estimate, so statistics will slightly differ from those gathered from the 2020 Decennial Census.

TAPESTRY SEGMENTATION

Saginaw has three main tapestry segments that in total makes up approximately 81% of total Saginaw households. Key indicators of each ESRI tapestry segment are reflected below.

Source: ESRI, 2021

Up and Coming Families



51.6% of Saginaw Households



Median Age: 31.4



Median Income: \$72,000

Key Elements: Suburban periphery neighborhoods, careful shoppers, seek latest and best technology, recession-impacted finances

Up and Coming Families are a market in transition - residents are younger and more mobile and ethnically diverse than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. The recession has impacted their financial well-being, but they are optimistic. Their homes are new; their families are young, and this is one of the fastest-growing markets in the country.



Home Improvement



16.4% of Saginaw Households



Median Age: 37.7



Median Income: \$72,100

Key Elements: Low density suburban neighborhoods, cautious consumers, paying off student loans, work from home (when possible)

Married-couple families occupy well over half of these suburban households. Most Home Improvement residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. Education and diversity levels are similar to the US as a whole. These families spend a lot of time on the go and therefore tend to eat out regularly. When at home, weekends are consumed with home improvement and remodeling projects.



Middleburg



12.6% of Saginaw Households



Median Age: 36.1



Median Income: \$59,800

Key Elements: Semi-rural neighborhoods within metropolitan areas, prefer to buy American for a good price, comfortable with latest technology

Middleburg neighborhoods transformed from the easy pace of country living to semi-rural subdivisions in the last decade when the housing boom reached out. Residents are conservative, family-oriented consumers. They are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the US.



TARGET MARKET SUMMARY

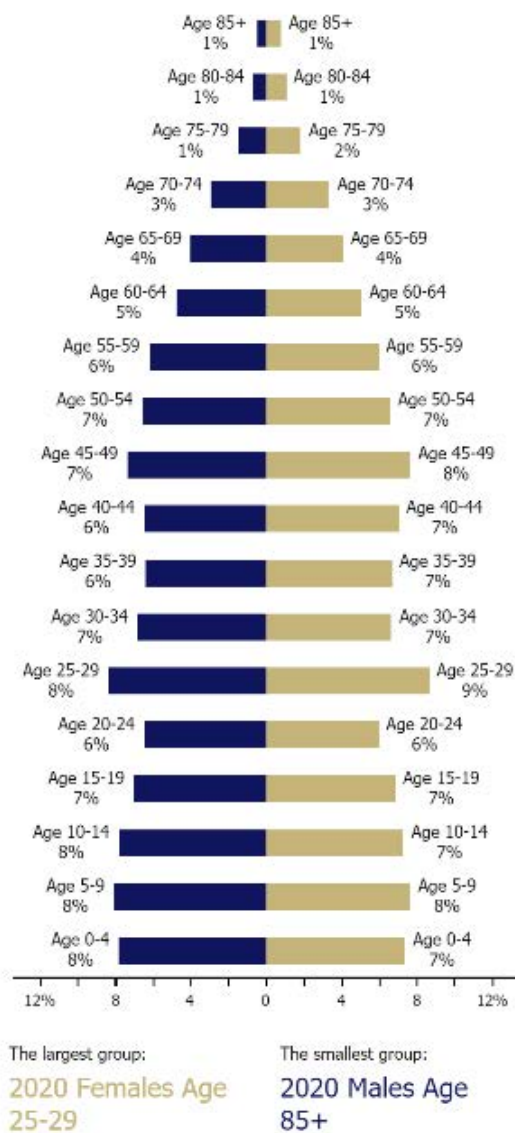
Key Facts *



Tapestry Segments

 7A	Up and Coming Families 4,026 households	51.6% of Households
 4B	Home Improvement 1,276 households	16.4% of Households
 4C	Middleburg 986 households	12.6% of Households

Age Pyramid



Annual Lifestyle Spending



*Note: The 2020 Census and ESRI 2021 Key Facts differ slightly.

POPULATION GROWTH

Tarrant County and the Dallas-Fort Worth area have grown over 15 percent since 2010, and this growth is projected to continue. As the region grows, Saginaw's Future Land Use Plan is key to capturing the community's share of growth strategically to support the goals and vision for the city. Senior and young professional demographics are growing generational groups in the U.S., and the mixed-use structure of the future land use plan allows city staff to attract development that caters to the neighborhood demands of existing demographic groups.

By estimating the future population of Saginaw, city staff can prepare for growth and development needs to ensure the success of the city. If Saginaw continues to see approximately 2 percent population growth each year, the city will grow to a size of 34,492 by the year 2040.

There are multiple ways of projecting population, and it is important to choose a method that reflects realistic outcomes for the city. Future growth can also be predicted by examining the currently vacant land that is expected to develop in the future. Based on known proposed residential developments, and an average of 3.1 residents per household, 8,903 more residents are anticipated to be added, resulting in a potential build out population of 33,053. However, this number may fluctuate in the future for a multitude of reasons such as unknown developments, and potential redevelopment – in addition, the timeframe can vary based on when the developments are built and occupied.

SAGINAW POPULATION PROJECTIONS

2010 Population

2010 Decennial Census

19,806

2020 Population

2020 Decennial Census

23,890

2040 Population

Based on a continuous average annual 2% growth rate

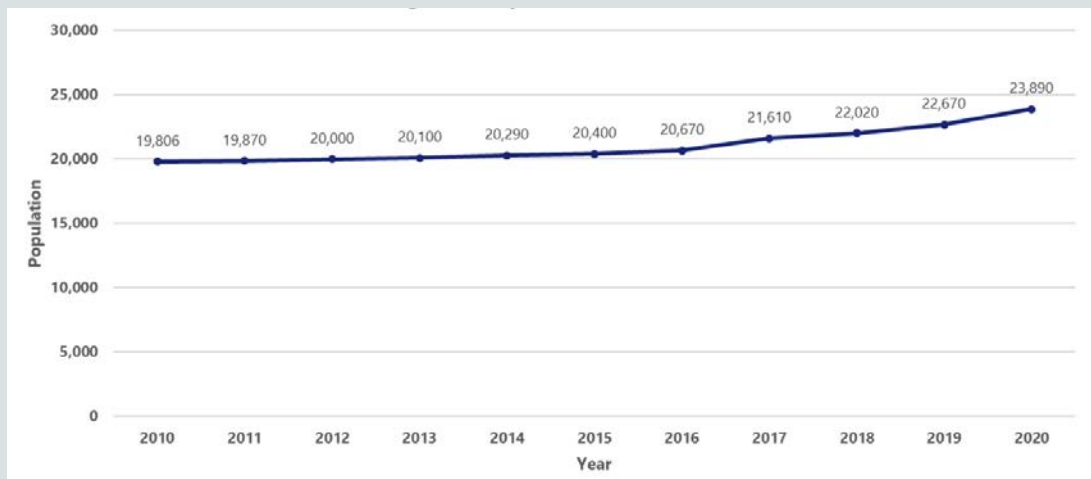
34,492

2040 Population

Based on planned future residential development plans

33,053

HISTORIC POPULATION GROWTH



Source: NCTCOG Annual Population Estimates, 2010 - 2019; US Census, 2020

COMMUNITY ENGAGEMENT

The *Plan Saginaw* community engagement timeline entailed a multi-faceted approach, including stakeholders, city staff, the public, and more. To gauge the community's interest on several city functions and quality of life, a Community Survey was conducted in early 2021. After the Community Survey, the Planning Team met with several key groups multiple times, including the Technical Advisory Committee (TAC), the Comprehensive Plan Advisory Committee (CPAC), and more. The specific engagement methods and outreach efforts utilized as part of the community engagement initiative are detailed in the following pages.



**Project
Website**



**Stakeholder
Interviews**



**Senior
Citizens**



**Farmers
Market**



**Utility Bill
Stuffers**



**Social
Media**



**Community
Forums**



**City Council
and P&Z
Meetings**



**City Staff
Meetings**



**Comprehensive
Plan Advisory
Committee
Meetings**

PROJECT TIMELINE

The planning process took place over the course of approximately one year. Details such as meeting dates and descriptions of the material covered is described in the timeline graphic to the right.

Community Survey: February 8 - March 8, 2021

- Active on the Digital Project Hub
- Community Survey Report produced

CPAC Meeting 1: April 15, 2021

- Covered the comprehensive planning process and gathered feedback

Farmers Market: May 8, 2021

- Gathered age-specific feedback and held a kid's design studio

Community Forum 1: May 29, 2021

- Asked the public for Big, Bold Ideas for Saginaw
- Identified with the public existing and potential future destinations in Saginaw

Senior-Specific Engagement Meeting 1: June 17, 2021

- Met with the Saginaw Quilting Group to explain the planning process and gather feedback

CPAC Meeting 2: June 29, 2021

- Presented a recap of the Community Forum 1 feedback
- Presented and approved the Vision Framework

Community Forum 2: July 17, 2021

- A public design studio was held to inquire about the public's desire for future look and feel of Saginaw, focusing on Saginaw Boulevard

CPAC Meeting 3: September 7, 2021

- Reviewed the draft concepts and highlights of *Plan Saginaw*

Senior-Specific Engagement Meeting 2: October 14, 2021

- Engaged with seniors at the Saginaw Recreation Center to present and discuss the draft concepts and highlights of *Plan Saginaw*

Community Forum 3: October 26, 2021

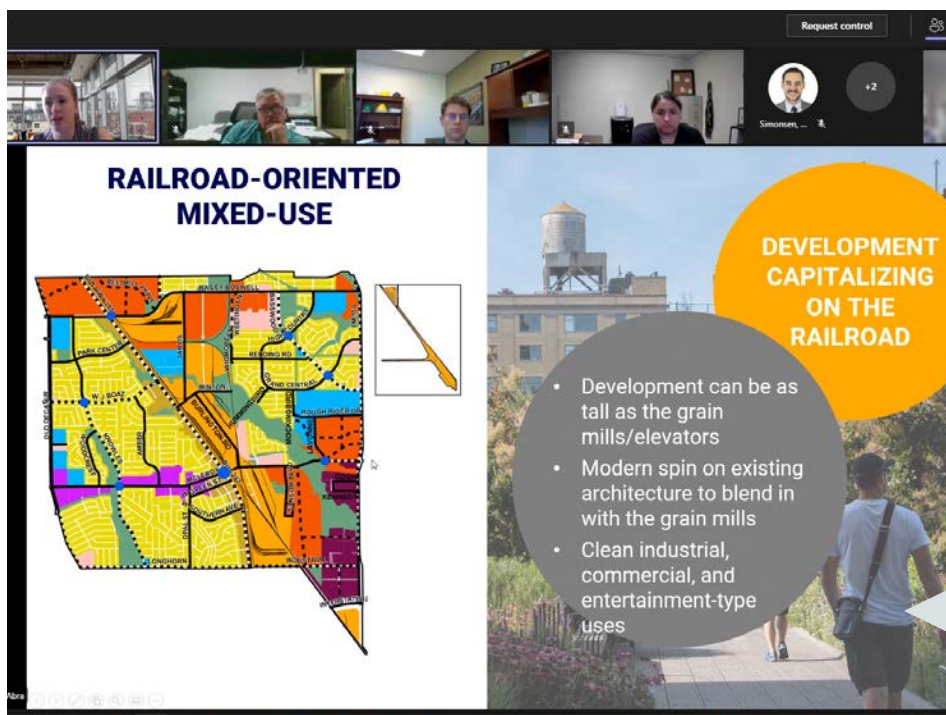
- A live Community Forum was held on Zoom to present the draft concepts and highlights of *Plan Saginaw* to the public

P&Z and City Council Meetings

- Multiple meetings with elected and appointed officials were held throughout the process

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

The Saginaw Comprehensive Plan Advisory Committee (CPAC) consisted of 12 Saginaw residents representing diverse backgrounds and roles, such as Planning and Zoning Commission board members, Parks Board members, the Saginaw Diversity and Inclusion Committee members, Eagle Mountain-Saginaw ISD representatives, and local business owners. The CPAC met at three key points in the planning process to review feedback received from the public and to provide direction on the comprehensive plan. The Committee members were also plan ambassadors for the planning process by spreading the word to the community and by participating in the three Community Forums. The CPAC also reviewed and recommended the *Plan Saginaw* Vision Framework and the plan's draft concepts and highlights to City Council for consideration.



TECHNICAL ADVISORY COMMITTEE (TAC)

The Technical Advisory Committee (TAC) for *Plan Saginaw* consisted of city staff from various departments and current city leadership. The TAC served multiple roles throughout the planning process, including:

- Identifying current and planned city-led projects and programs;
- Steering community engagement opportunities and ideas;
- Reviewing the concepts and highlights of the draft Plan and assisting in the refinement of those concepts; and
- Collaborating on current best practices and emerging planning trends relevant to Saginaw.

STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted with key people in the Saginaw community. These interviewed stakeholders included elected officials, business owners, developers, local school district employees, and more.

The stakeholders discussed various amenities and improvements they wanted to see completed in Saginaw, including:

- Additional retail options, including grocery stores, sit-down restaurants, and more shops along Saginaw Boulevard;
- Road maintenance and needed improvements to combat the wear and tear experienced by heavy trucks throughout the city;
- A connected system of sidewalks and trails throughout the city to use for recreation that are functional for multiple purposes; and
- Aesthetic improvements for streets, parks, and neighborhoods.

DIGITAL PROJECT HUB

The Digital Project Hub, PlanSaginaw.com, was created to host all online engagement efforts and information about the comprehensive planning process. The Digital Project Hub also included a project timeline, photos from previous engagement activities, a document library that shared summaries of the engagement events and project memos, and an events widget that advertised all past and upcoming events to the public and provided event flyers.

The Community Survey was hosted on the Digital Project Hub, as well as an interactive map tool that allowed the website visitors to leave geographically-based feedback on specific areas of Saginaw. The Interactive Map gathered over 40 comments and discussed traffic or road-based desired improvements and ideas for new business locations and amenities. A snapshot of the Community Survey and Interactive Map can be found to the right.

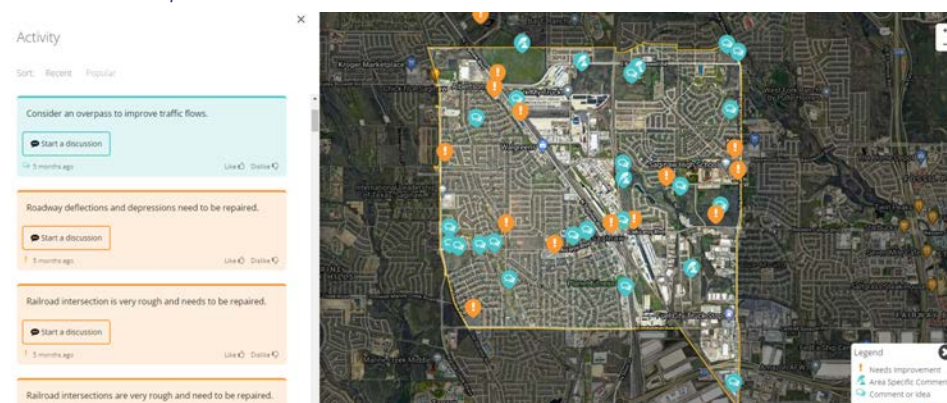
EXISTING CONDITIONS REVIEW

The planning team conducted a review of Saginaw's existing conditions through a GIS-based analysis, which included maps of the city limits, market factors, existing land use, existing zoning, and existing infrastructure. The existing conditions were summarized in a memo that was posted on the Digital Project Hub.

PLANSAGINAW.COM

DIGITAL PROJECT HUB SNAPSHOT

Interactive Map



Community Survey Advertisement

Take the Community Survey Today!



Saginaw Community Survey

The Community Survey is the first of many opportunities to provide input on Saginaw and the planning efforts. Please help spread the word that this survey is available through March 5th!

Take the Survey

COMMUNITY SURVEY

The 2021 Community Survey was available on the Digital Project Hub from February 8, 2021 – March 8, 2021 and asked residents 18 questions, averaging about 10 minutes to complete. A total of 377 responses were gathered throughout the duration of the survey, generating valuable insight in what activities the city is involved in now and how areas of opportunity can be addressed. The responses from the Community Survey highlighted the strengths, weaknesses, opportunities, and threats/challenges (SWOT) for Saginaw and are summarized below:



Strengths

- Parks & Recreation
- Community/Small Town Feel
- Growth & Economic Development



Weaknesses

- Infrastructure (Including Drainage & Roads)
- Shops/Restaurants/Businesses
- Crime/Public Safety/Emergency Services



Opportunities

- Shops/Restaurants/Businesses
- Infrastructure (Including Drainage & Roads)
- Parks & Recreation



Threats

- Infrastructure (Including Drainage & Roads)
- Growth/Planning-Related
- Crime/Public Safety/Emergency Services

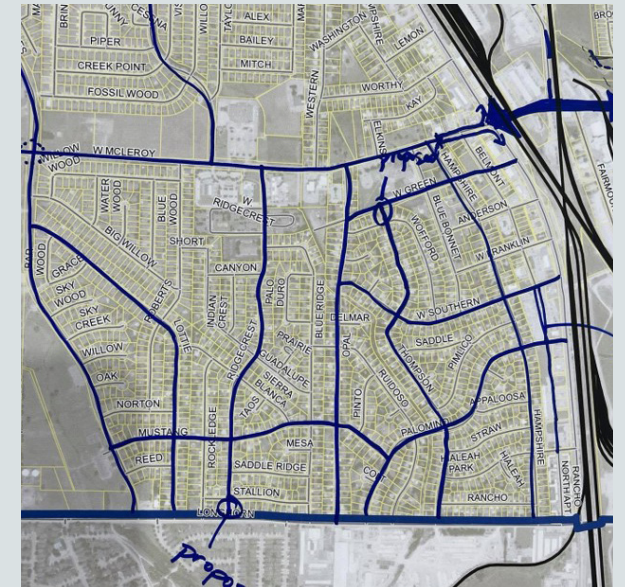
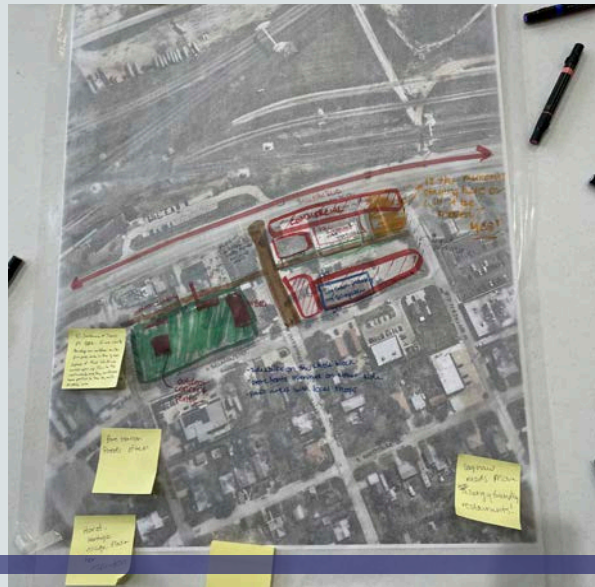
COMMUNITY FORUMS

Three Community Forums were held throughout the duration of the project, including two in-person events and one live online event. The two in-person Community Forums were held on Saturdays from 10AM to 2PM at the Saginaw Recreation Center. The third Community Forum was held on Zoom in a live Townhall discussion format.

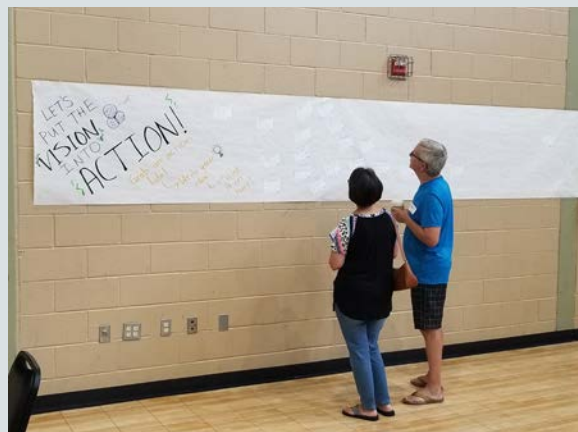
The first Community Forum was held on May 29, 2021 and included kickoff engagements that asked for big, bold ideas for Saginaw. Participants were also asked to leave input on mobility priorities and weigh-in on traffic in Saginaw. Additional stations asked attendees to share their opinions on Saginaw's public safety efforts, parks and recreation, and destinations and gathering.

The second Community Forum was held on July 17, 2021 and focused on the design, look, and feel for the future of Saginaw through a public design studio with several stations, including a visioning activity specifically for the character and look of Saginaw Boulevard. In this station, participants could 'build' their own Saginaw Boulevard by taking cut outs of sidewalks, buildings, landscaping, and street furniture to create their own unique design for the future of the corridor.

The third Community Forum was held on October 26, 2021 in the form of a Live Zoom Townhall. The Townhall showcased the draft concepts and highlights of the Comprehensive Plan, including the draft Future Land Use Plan and the draft Master Thoroughfare Plan. The video was streamed live on the Saginaw Facebook page as well. The Townhall included a live Q&A session with city staff and key project members. The video was viewed over 1,900 times on Facebook and gathered over 35 questions from members of the public.



Community Forum 1



Community Forum 2

Community Forum 3

City of Saginaw, Texas is live now.
1m · 🌐

Join us as we discuss the Concepts and Highlights for the draft Comprehensive Plan! Zoom link is available at www.PlanSaginaw.com.

LIVE 2:31 @ 17

SAGINAW COMPREHENSIVE PLAN
LIVE ZOOM TOWNHALL MEETING
DRAFT CONCEPTS AND HIGHLIGHTS

- The Townhall will begin at 6:30pm CST.
- Please use the Q&A function at the bottom of the screen to submit questions for the live Q&A portion of the event. Chat is disabled, and the Raise Hand function will not be utilized.
- Facebook Live Stream will be available on the @SaginawTX Facebook Page starting at 6:30pm CST if you would like interactive chat with other participants.
- Slides will be posted on PlanSaginaw.com.
- Closed captioning will be turned on for the duration of the Townhall Meeting.

OCTOBER 26, 2021

Like Comment Share

#PLANSAGINAW
#SAGINAWTX

PLAN SAGINAW
www.PlanSaginaw.com

PREVIEW THE FUTURE OF SAGINAW!

Great to see the City Manager here!
Like · Reply · 3w · 1

Good feedback Andrew!
Like · Reply · 3w

What is planned for the intersection at Knowles and McLeroy? Will you still be able to cross on foot from one side of park to the other and will there be turn lanes on Knowles?
Like · Reply · 3w

I'm concerned about widening Knowles. Will trees lining Knowles be removed or homeowners lose part of their property?
Like · Reply · 3w · 2

All of your questions will be answered during the live Q&A, thank you for participating!
Like · Reply · 3w

FARMERS MARKET

Prior to the Community Forums, an event was held at the Saginaw Farmers Market on May 8, 2021 to gather feedback on age-specific needs and general perspectives in Saginaw. The engagements featured boards that asked what improvements are needed for young kids, teenagers, young adults, middle adults, and seniors in Saginaw.

- **Young Kids:** More parks and recreation amenities for the Saginaw youth, including more splashpads, improved parks and playgrounds, a water park, and new ballfields.
- **Teenagers:** More places to hang out, such as a rock-climbing spot, bowling alley, movie theater, or community center.
- **Young Adults:** Much like the feedback received for teenagers, young adults in Saginaw desire more places to hang out, including community events, an arcade, coffee shops, or skating rink.
- **Middle Adults:** More sit-down restaurants, shops, grocery stores, and better roadway infrastructure.
- **Seniors:** More senior-specific amenities including transportation services for seniors, senior-specific activities such as exercise classes, or a senior living facility.

A kid's station was also featured at the Saginaw Farmers Market. The engagement asked children to create their own building they would like to see in Saginaw and why they want this in the city. Many children participated in the event, and feedback indicated children wanted to see ice-cream shops, animal shelters, flower shops, a Starbucks, and much more. The buildings were gathered at the Farmers Market and set up as a "city" display at the first Community Forum.





VISION FRAMEWORK

The Vision of Saginaw helps the community create a place that is unique, special, and attractive to residents and visitors. It guides future actions to achieve what the community wants Saginaw to become in the future. In Jim Collins' book *Good to Great*, he discusses the Hedgehog Concept - a method for guiding the user towards the overlapping center of three components: what you are deeply passionate about, what you can be the best at, and what best drives your economic engine – transforming actions from good to great.

The Vision Framework is built from this Hedgehog Concept, illustrated on page 29, using inputs from multiple areas of Saginaw, including history, city leadership direction, community feedback, and existing conditions. The Vision Framework represents what is important to Saginaw and what will be used for decision making. Each sphere is just as important as the next, with the goal of working from the center.

CRAFTING THE VISION FRAMEWORK



SAGINAW VISION FRAMEWORK



Vision Framework methodology from Jim Collins' book, Good to Great, published in 2001

DEEPLY PASSIONATE ABOUT

The passions of Saginaw are those the community will stand by and fight for to ensure it is done correctly and reflects the desires of the area. Passions are built from what is going great now and what can be improved.

THE BEST AT

The best in the world is not a goal to become the best but rather an identification of what the community can be the best at. Just because something is going great, does not mean Saginaw should strive and market the item on a larger scale. Saginaw's "best at" include things that are unique to the community, such as the railroad, and things that can make a name for the city.

FUELS ECONOMIC ENGINE

The economic engine includes the key components that attract visitors and development to want to be a part of Saginaw. The economic engine should not be relied on for the majority of success in the city, but rather help reflect the image of the community and elevate the placemaking of Saginaw.

2 CHAPTER 2

FISCAL & ECONOMIC VITALITY



FEEDBACK SUMMARY

- The Community Survey Report indicated Saginaw's top opportunity is the potential to add more shops, sit-down restaurants, and businesses in the community.
- There is a strong desire for locally owned boutiques, shops, and restaurants. The community typically did not support adding more big box retailers in Saginaw.
- Feedback gathered indicated that Saginaw needs more places to hang out for all ages. Several staple gathering places (including the Log Cabin, a gathering space specifically for seniors) have shut down in recent years.
- Feedback also indicated that Saginaw is a family-friendly city with a strong sense of community. Businesses, shops, and restaurants should reflect these values and create a place for people of all ages to enjoy.
- The Saginaw Grain Mills and the railroads are significant pieces of infrastructure unique to Saginaw. Community feedback indicated the need to capitalize on this infrastructure as a key placemaking tool.
- As the most traveled road in the city, the future look and feel of Saginaw Boulevard is of great interest to community members.

EXISTING CONDITIONS

Primarily surrounded by Fort Worth and located just north of Downtown Fort Worth and the Stockyards, Saginaw could draw in visitors due to the proximity to competing destinations. It has a daytime population of 19,381, and 265+ acres of commercial land available (in addition to the existing uses). Most of the commercial uses in Saginaw are located along Saginaw Boulevard or Bailey Boswell Road west of the railroad tracks. There are a variety of businesses, including big box retail, fast food chains, automotive uses, and other small businesses. Many of the businesses along this corridor primarily serve pass-through traffic, and do not maximize the potential of Saginaw as a destination of gathering and placemaking. However, this corridor is an opportunity for attracting crowds to stay longer, seen with the popularity of those stopping along Saginaw Boulevard to view the trains. With about 33 percent of Saginaw's land being used for commercial purposes, and more land development expected soon, it is important that the city grows in a way that achieves the desired outcomes of the people who call this city their home.

The jobs available in Saginaw are important in understanding the opportunities that are available for existing and new residents, in addition to understanding the spending habits of different groups. The amount of industrial land coverage is apparent with industrial jobs being a large contributor to Saginaw's labor force. About 27 percent of the workforce in Saginaw works in education sector, and about 21 percent is in manufacturing – housed by large areas of employment in the northwest and southeast areas of the city. The table on the right shows the industry distribution of jobs in Saginaw, according to the North American Industry Classification System (NAICS) in 2019.

About 93 percent of those who work in Saginaw live outside of the city. Additionally, about 94 percent of residents in Saginaw who are employed work outside of the city. Those who work outside the city commute approximately 10 miles. This inflow and outflow of commuters contributes to large volumes of traffic throughout the city during the AM and PM peak hours of the day. There is an opportunity to attract commuters to work in the city, reducing the miles traveled by residents and directly benefiting the community by preventing leakage of employment and potential funding to other areas.

Job Counts by NAICS Industry Sector

Educational Services	26.9%
Manufacturing	20.9%
Retail Trade	11.4%
Accommodation & Food Services	9.9%
Wholesale Trade	8.0%
Construction	6.3%
Transportation & Warehousing	5.9%
Health Care & Social Assistance	2.9%
Public Administration	1.8%
Other Services	1.6%
Administration & Support, Waste Management, and Remediation	1.3%
Finance & Insurance	1.2%
Professional, Scientific, & Technical Services	1.0%
Agriculture, Forestry, Fishing & Hunting	0.5%
Real Estate & Rental & Leasing	0.3%
Arts, Entertainment, & Recreation	0.1%
Mining, Quarrying, Oil & Gas Extraction	0.0%
Utilities	0.0%
Information	0.0%
Management of Companies & Enterprises	0.0%

**Employed in Selection Area,
Live Outside** **9,393**

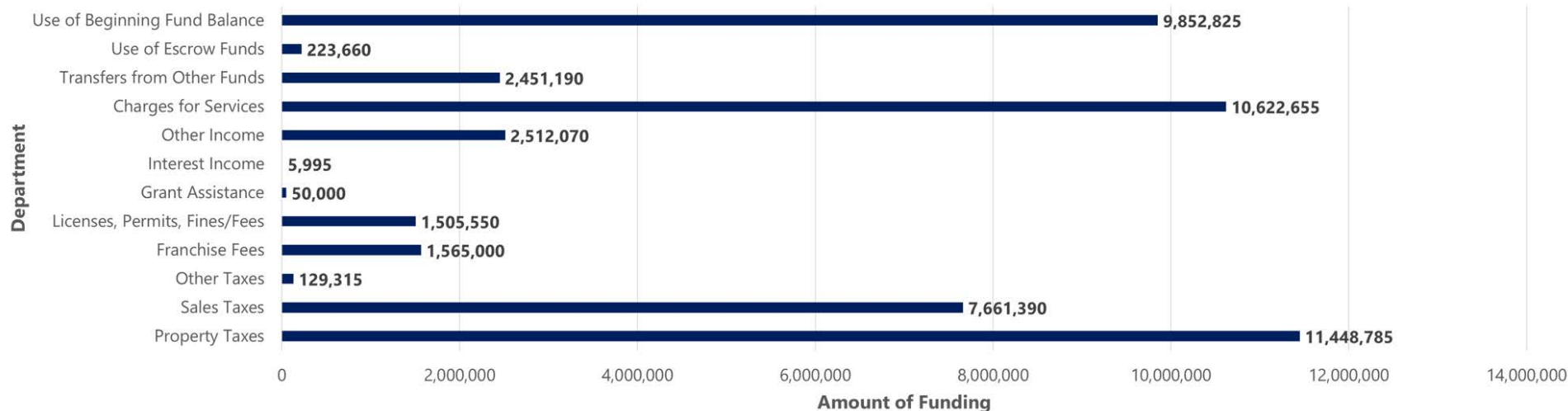
**Employed in Selection Area,
Live in Selection Area** **759**

**Live in Selection Area,
Employed Outside** **11,597**

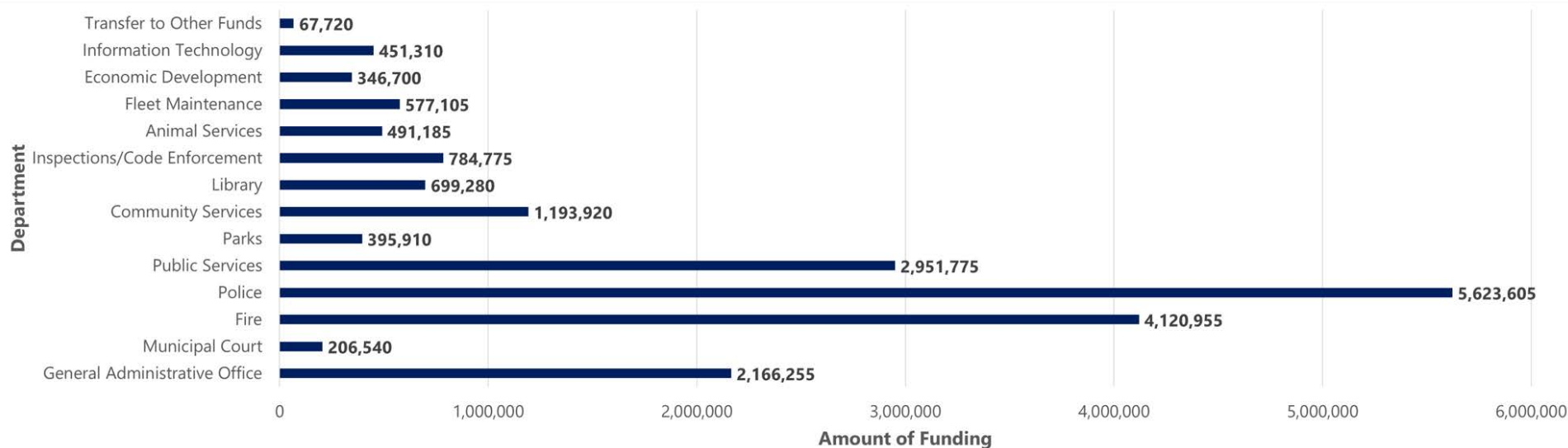
NAICS, 2019

Investing in local opportunities is important to improving the economy of Saginaw. Most of the city's budget is allocated to public and administrative services, such as funding for police and fire, based on the most recently adopted 2021-2022 fiscal year budget. There is an opportunity to invest additional funding into economic development, as it is currently one of the lowest receivers of funds. In addition to strategically funding the different departments and services in Saginaw, it is important to understand the sources of income as well. The figures below show the top sources of revenue and top spending categories for Saginaw's 2021-2022 fiscal year budget.

2021-2022 REVENUE



2021-2022 EXPENDITURES



VISION

Saginaw has distinct strengths and opportunities that should be leveraged to elevate the future development of the city. Saginaw is home to a highly respected school system and many other amenities. The grain mills and railroad are staple landmarks and are great opportunities to construct railroad-oriented development along the Saginaw Boulevard corridor. This heavily traveled road can be transformed into a special place that not only highlights the history of Saginaw but can be a destination with activities and shops that residents and visitors love. Identifying community differentiators such as these are vital to the success of implementing a vision that can separate Saginaw from its neighbors and improve residents' quality of life.

Securing a successful economic development future can be aided by following three fiscal rules of thumb:

1. Prioritize Investment Along Saginaw Boulevard
2. Provide Mixed-Use Zoning and Allow for Infill Development
3. Create and Sustain Housing Choices

Saginaw Boulevard is a primary example of utilizing an existing major corridor that is well known in the area. This area is prime for redevelopment and improvements to match the vision of Saginaw. By allowing multiple activities and land uses along the corridor, Saginaw will be a step closer to supporting the long-term sustainability of the community. These new developments can also be used to provide a mix of housing opportunities to support the different needs of all in the community.

In order to implement the vision for Fiscal and Economic Vitality in Saginaw, it is important to identify community differentiators, which are key elements that separate Saginaw from other communities. These community differentiators are location and proximity, community events and programming, excellent schools, and railroad-oriented development, which are described in detail on the following page.

FISCAL RULES OF THUMB

Prioritize Investment Along Saginaw Boulevard

Upgrades to existing infrastructure along Saginaw Boulevard will have a high return on investment (ROI).

Provide Mixed-Use Zoning and Allow for Infill Development

Saginaw should allow for well-designed, mixed-use development, with a focus along major corridors. Infill and redevelopment should obtain a sustainable development pattern that enhances Saginaw's fiscal sustainability.

Create and Sustain Housing Choices

Housing affordability and diversity in housing stock can help Saginaw by creating more attainable housing for those who want to move here.

COMMUNITY DIFFERENTIATORS

LOCATION & PROXIMITY



Saginaw is near many key destinations in the Metroplex that can be utilized to the city's advantage, in addition to enhancing internal destinations.

- The city can attract residents from surrounding neighborhoods with new and exciting dining and shopping destinations along Saginaw Boulevard.
- Saginaw can be a hub and advocate for locally owned businesses by re-focusing efforts on attracting and retaining new businesses and commercial/mixed-use developments.

COMMUNITY EVENTS & PROGRAMMING



There are exciting opportunities to blend Parks and Recreation strengths with the railroad and heritage to create a set of one-of-a-kind events and programming for residents and visitors to enjoy.

- Saginaw already has a few successful community events, but the city can create additional events with residents.
- Programming should be explored for age-specific needs, such as summer programs for children and senior-specific gathering spaces.
- New parks and trail opportunities should be acted upon and added to Saginaw's already high-quality parks and recreation system.

EXCELLENT SCHOOLS



The unique, family-friendly atmosphere and high-quality school district makes Saginaw an attractive place to live and visit but also provides key economic development prospects to capitalize on.

- Commercial developments geared towards school-aged children can be constructed adjacent to existing schools and neighborhoods, such as coffee shops and hang out spots like parks and sports complexes.
- Family-friendly activities are needed for the young families that live in Saginaw. After school programming and local sports and arts organizations can provide an environment for children to thrive.

RAILROAD-ORIENTED DEVELOPMENT



The Saginaw Grain Mills and buildings along Saginaw Boulevard contribute to a distinct sense of place and provide the opportunity to brand and utilize major assets to propel Saginaw into design and programming solutions in the future.

- The Grain Mills and railroads can be capitalized on for economic development purposes by branding and showcasing the infrastructure that is unique to Saginaw.

STRATEGIES AND ACTIONS

Strategy FEV1: Diversify Saginaw's tax base by attracting new businesses, employment, mixed-use, and non-residential development.

- » **Action FEV1.1:** Attract a developer to construct a mixed-use development at the old Saginaw Fire Station site. Partner with this developer and with local historic organizations to fabricate a tribute or monument to the past Saginaw firefighters that worked at that location. **(Cross reference: Action CSF2.1)**
- » **Action FEV1.2:** Evaluate vacant parcels in Saginaw for possible rezoning to prepare for commercial and mixed-use land uses, especially properties in commercial districts. **(Cross reference: Action LU1.1, Action LU3.3)**
- » **Action FEV1.3:** Reassess and update Saginaw's Five-Year Capital Improvement Plan (CIP) from the 2016 Comprehensive Master Plan and CIP. **(Cross reference: Action LU3.6, Action MC1.1, Action UI1.2, Action CSF3.1)**
- » **Action FEV1.4:** Add and monitor new long-range fiscal indicators to Saginaw's annual budget report in addition to population growth, including but not limited to unemployment rate, job growth, median household income, wage growth, etc.

Strategy FEV2: Foster the unique identity of the Saginaw's rich history, including the grain mills and railroad.

- » **Action FEV2.1:** Explore partnerships with the Saginaw Grain Mills property owners to install large projectors on the side of the Grain Mills to light up with corresponding holiday colors or community imagery.
- » **Action FEV2.2:** Revive (or create) the Saginaw Historical Society by re-engaging with past members to construct local landmarks, public art, and heritage education.
- » **Action FEV2.3:** Initiate conversations with property owners to help fund and create at least one additional mural on the Saginaw Grain Mills.
- » **Action FEV2.4:** Explore opportunities to revitalize the old Saginaw Chamber of Commerce building to be a train watching station and/or a History of Saginaw Museum to promote local tourism. **(Cross reference: Action LU2.3)**
- » **Action FEV2.5:** Explore and establish historic preservation funding sources for heritage-related projects that contribute to fostering a unique historic identity for Saginaw.

STRATEGIES AND ACTIONS

Strategy FEV3: Take advantage of Saginaw Boulevard's regional significance by implementing placemaking techniques to shape the corridor into a regional destination.

- » **Action FEV3.1:** Revise the zoning code to allow for walkable, multi-story mixed-use development along Saginaw Boulevard. (*Cross reference: Action LU3.3, Action LU4.4, Action MC2.1*)
- » **Action FEV3.2:** Strategize and adopt a special financing tool for the redevelopment of Saginaw Boulevard, such as a Public Improvement District (PID) or a Tax Increment Reinvestment Zone (TIRZ) (as defined in the Local Government Code Chapter 372 and the Local Tax Code Chapter 311, respectively).
- » **Action FEV3.3:** Continue to implement the Saginaw Boulevard Overlay District zoning tool. Create additional resources for current and new development including representative imagery and diagrams of desired development character.
- » **Action FEV3.4:** Research development incentivization techniques to attract new growth along Saginaw Boulevard and discuss implementation techniques with City Council and Staff.

Strategy FEV4: Nurture and support existing and future local businesses.

- » **Action FEV4.1:** Continually update the list of existing Saginaw businesses on the Saginaw Business Directory and initiate a Saginaw business-specific quarterly newsletter to distribute to the existing businesses.
- » **Action FEV4.2:** Add a "Business of the Month" highlight in the City View Economic Development Newsletter that highlights one Saginaw business per month.
- » **Action FEV4.3:** Restart city-run quarterly Merchant Luncheons with the City Manager and local business owners.
- » **Action FEV4.4:** Incentivize and attract at least one youth-specific and family-friendly destination/gathering space, such as a trampoline park, a bowling alley, or an arcade.
- » **Action FEV4.5:** Explore public-private partnerships to provide live-work, small business incubators.
- » **Action FEV4.6:** Incentivize and attract at least five new sit-down restaurants, preferably locally owned.
- » **Action FEV4.7:** Set up a standard reporting procedure recurring every two years for the Saginaw Economic Development department to run a labor market analysis to analyze the industry employment sectors in Saginaw so that the city can share the results with prospective businesses and the public.
- » **Action FEV4.8:** Research and identify potential regional, state, or national resources to help support Saginaw's excellent school system. Apply for at least one grant for improvements to school facilities.

3

CHAPTER 3 LAND USE & DESIGN



FEEDBACK SUMMARY

- The Grain Mills are of great historical significance to residents and visitors. Future design and character should incorporate the industrial and historic features of this landmark.
- Feedback indicated the desire for a vibrant and revitalized Saginaw Boulevard. There are opportunities to diversify land uses and increase commercial opportunities for residents and visitors.
- Saginaw's rich industrial and manufacturing history is important to preserve in the character of future developments.
- The community identified opportunities to visually improve the city through neighborhood cleanup programs or improved city facility maintenance programs.
- Branding is an important concept to the public - people want branded signage throughout the city to make it clear they are in Saginaw.
- There were consistent themes of increasing the number of shops, businesses, and restaurants in Saginaw. Respondents indicated a desire for more entertainment spots and community gathering spaces.
- Parks and recreation were the number one strength in Saginaw. However, there has been feedback detailing the need for aesthetics and maintenance improvements within the city's existing parks and trails.

EXISTING CONDITIONS

EXISTING LAND USE

The City of Saginaw is positioned to the north of the central business district of Fort Worth, Texas and is located in Tarrant County. The city is approximately 7.5 square miles. The city contains no Extraterritorial Jurisdiction (ETJ) and is surrounded by the City of Fort Worth.

While about 89 percent of parcels in Saginaw are single family residential, these parcels only take up about 34 percent of total land coverage, followed by a tie between Vacant/Other and Commercial parcels covering 17 percent of total land coverage each.

Saginaw is unique in the fact that it is bisected by a railroad system that is adjacent to a large industrial park on the east side of Saginaw Boulevard, which includes an Army National Guard campus. In addition to the Army National Guard campus, the center of the city has a multitude of industrial businesses, such as piping companies, agriculture equipment, grain factories, and transportation and logistics warehouses. The map on the next page shows the city's existing land use breakdown.

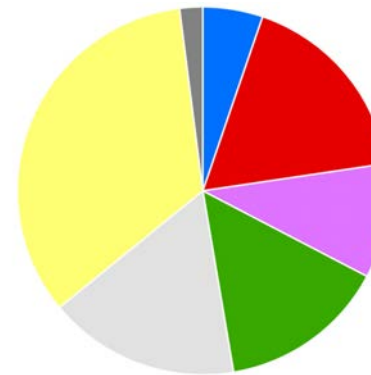
Urban Footprint is an online tool that utilizes various data sources to summarize existing land use. This tool was used to analyze existing land use within the city limits. Urban Footprint data can sometimes be inconsistent due to properties that were developed before a change in zoning was undertaken (i.e., grandfathered) or if properties are not being used for their main zoning designation (i.e., parkland appearing as residential), but it is generally a good data source that analyzes existing land use.

Page 41 has a breakdown of Saginaw's existing land use mix according to Urban Footprint. The tables on the right also summarize the number of parcels and land coverage by acres for each existing land use category.

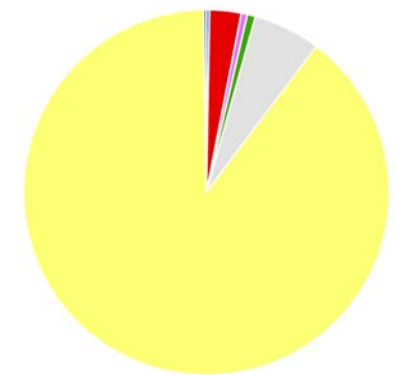
Existing Land Use

Land Use and Corresponding Color	Acres	Total Acres Percentage	Parcels	Total Parcel Count Percentage
 Civic/Institutional	228.28	5%	23	0%
 Commercial	759.39	17%	236	3%
 Industrial/Warehouse	439.13	10%	46	1%
 Open Space	639.04	15%	61	1%
 Vacant/ Other	729.97	17%	503	6%
 Residential	1,480.57	34%	7,577	89%
 Transportation/Utilities	87.51	2%	23	0%

Existing Land Use Coverage Percentage (By Total Acres)



Existing Land Use Coverage Percentage (by Total Parcel Count)

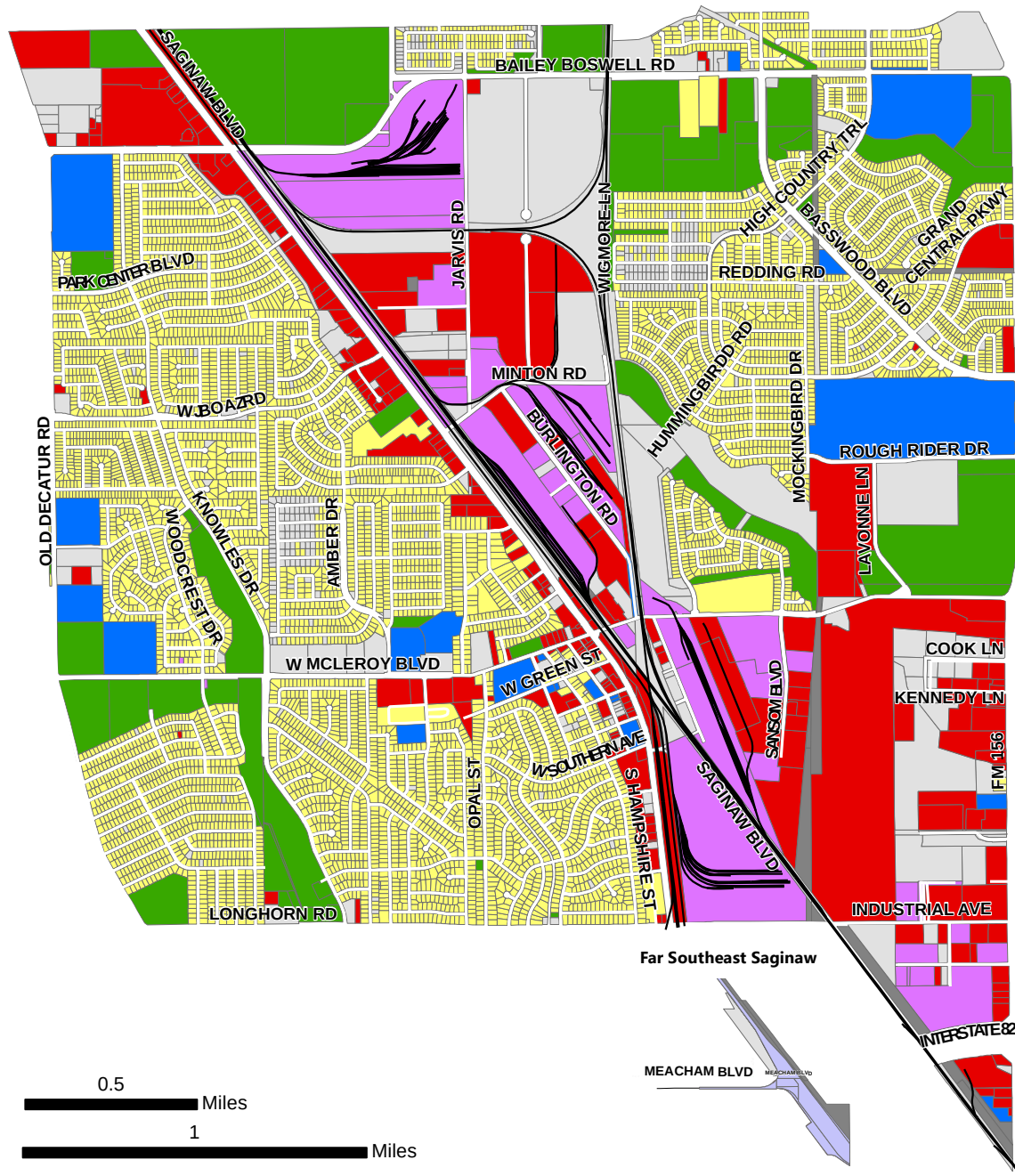


Urban Footprint, 2021

Existing Land Use

LEGEND

- Civic/Institutional
- Commercial
- Industrial/Warehouse
- Open Space
- Vacant/Other
- Residential
- Transportation/Utilities
- Roads
- Railroads



EXISTING ZONING

Saginaw's zoning map is displayed on the next page. Saginaw Boulevard is encompassed by a special overlay district, the Saginaw Boulevard Overlay District (SBOD), which went into effect in 2019. As specified on the City of Saginaw's website, an overlay district is a specific area within a community that has been assigned special zoning provisions in addition to those already required within that area. Overlay districts are used as a zoning tool to thoughtfully plan for future development by means of protecting and enhancing growth via legal restrictions and allowances. With this overlay zoning district, the city can uphold additional standards for the corridor on top of the base zoning regulations.

Saginaw's existing zoning map is shown on the next page. The data used in this map is from May of 2020, therefore some parcels maybe have been re-zoned since this map had been made.

FUTURE PLANNED DEVELOPMENTS

The City has several large, multi-acre planned developments that will be constructed over the coming years. These plans include:

- UCD Mixed-Use Development: Located on the corner of Bailey Boswell Road and Blue Mound Road and adjacent to Highland Middle School;
- Victory Mixed-Use Development: Located directly south of the Saginaw High School on Blue Mound Road;
- Beltmill Mixed-Use Development: Located on the northeast corner of Bailey Boswell Road and Saginaw Boulevard; and
- The Square Mixed-Use Development: Located between Saginaw Boulevard and Old Decatur Road running adjacent to Walmart.

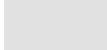
These developments were taken into account into the planning process and used to gauge Saginaw's population at build out.

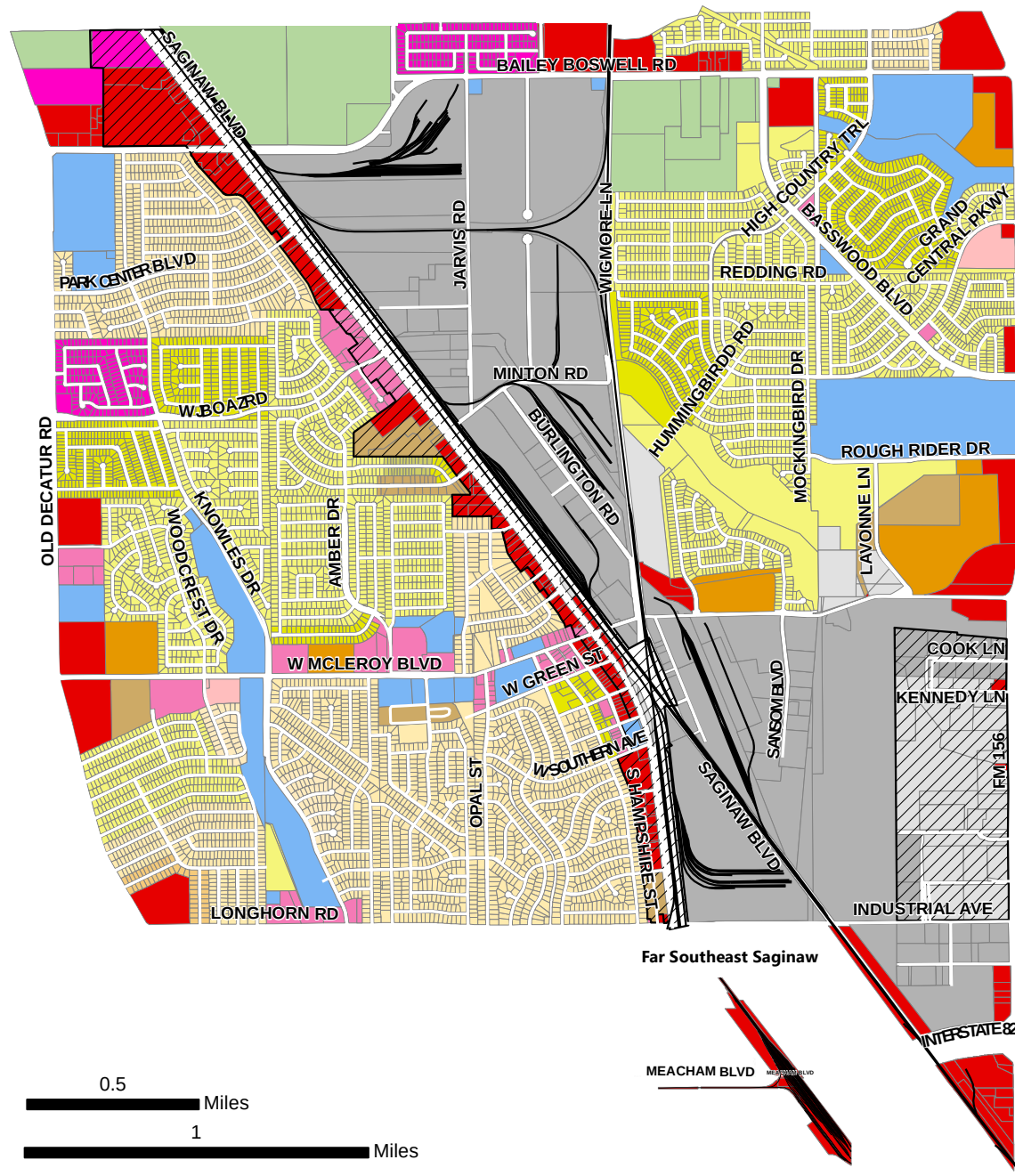
Construction Progress Photo of the UCD Mixed-Use Development



Existing Zoning

LEGEND

-  Agriculture
-  Single Family - 9,000 Sq ft.
-  Single Family - 7,200 Sq ft.
-  Single Family - 6,600 Sq ft.
-  Single Family - 5,500 Sq ft.
-  Duplex
-  Zero Lot Line
-  Multi-Family (18 units/acre)
-  Multi-Family (24 units/acre)
-  Office Professional
-  Neighborhood Commercial
-  Community Commercial
-  Community Facility
-  Light Industrial
-  Heavy Industrial
-  Medical
-  Planned Development
-  Overlay District
-  Roads
-  Railroads



VISION

The City of Saginaw is almost completely built out, and with no extraterritorial jurisdiction (ETJ), Saginaw's current city limits will likely stay the same for the foreseeable future. Therefore, for the city to be equipped to handle future growth, strategic redevelopment and infill development strategies will need to be utilized. Saginaw has seen a steady increase in population over the last decade as new residential developments have been built. As the remaining parcels develop, Saginaw can determine what they should be to sustain the health and wellbeing of Saginaw's people, the city, and those who visit. The city's industrial land uses are unique and can be celebrated by incorporating industry into *Plan Saginaw's* vision, strategies, and actions.

Entitled developments, such as the Beltmill's 115 acres on the northwest corner of Saginaw Boulevard and Bailey Boswell Road, contain plans for single family, multi-family, commercial, and park-type uses and could catalyze development along Saginaw Boulevard. This also puts Saginaw in a unique position to focus local improvement funds on revitalization to improve previously developed areas in the city that are in need of modernization. Saginaw is diversifying land uses and development types within the city with the new planned mixed-use developments to create a more pedestrian-oriented environment and facilitate new shops, restaurants, businesses, entertainment, and green spaces that the community has expressed an interest in seeing.

GATEWAY SIGNAGE

As heard in the community feedback, residents of Saginaw want to feel like they are experiencing a unique place when entering the city. Gateway signage on key intersections could enhance Saginaw's unique industrial brand and capitalize on existing characteristics residents and visitors associate with the city's identity. Branding can enhance tourism through placemaking techniques and can boost sales by creating desirable

advertisements. Branding can also highlight local history, such as the Saginaw Grain Mills or railroads, while providing direction to those who pass by the signs. Branding improvements include large, decorative signage, lighted gateway signs, and public art installations along key corridors.

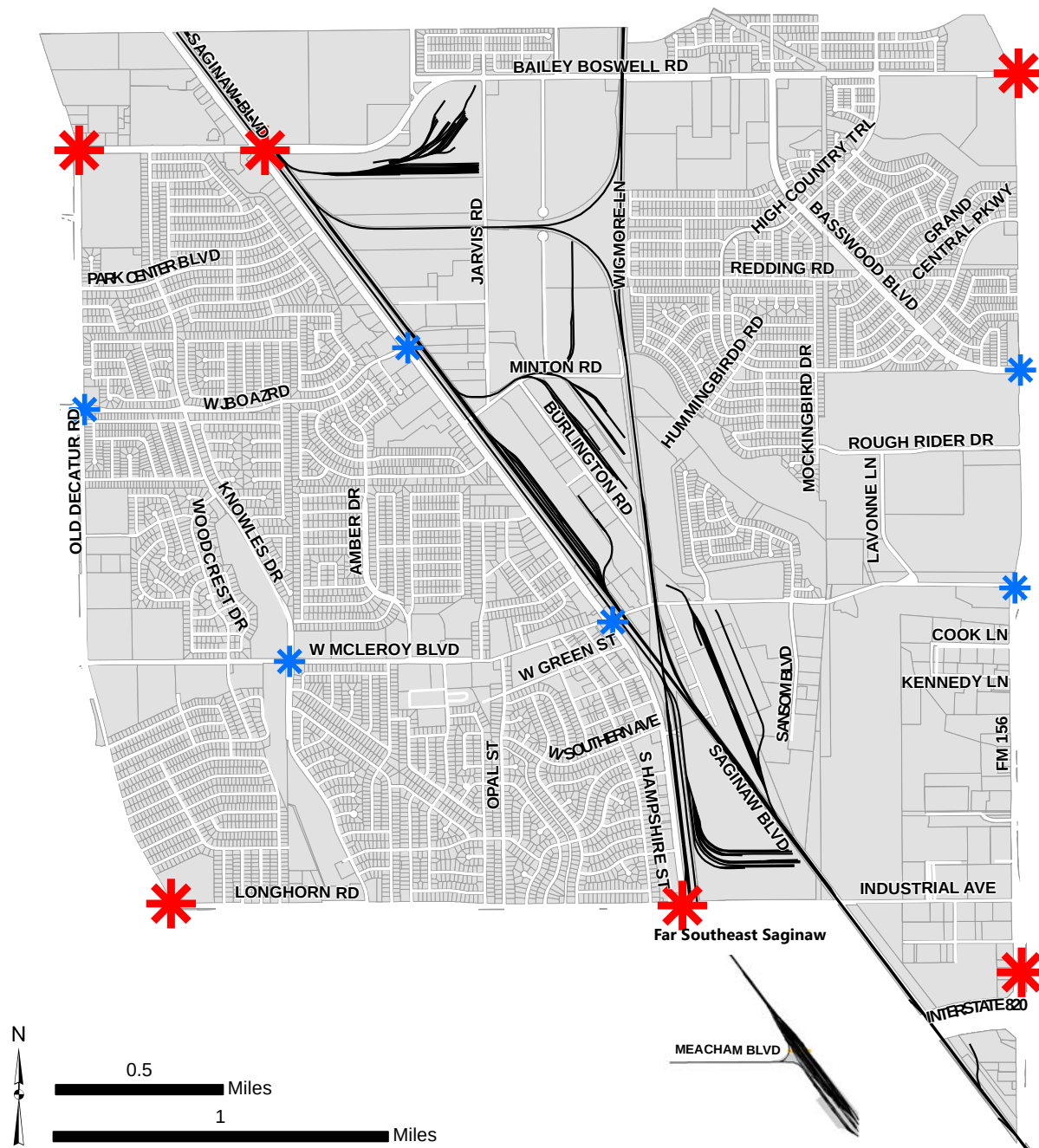
Branding stations are secondary areas that continue the aesthetic vision of the city through areas of placemaking. While signage and public installations are important components, branding stations should be a place that not only reminds those nearby that they are in a special place but also encourage them to slow down and engage in the community's shopping, dining, and public spaces.

The map on the following page shows a list of areas the city can consider for installing gateways and branding stations. Primary locations should be treated first, followed by the secondary locations.

Gateway Signage Examples



Source: Google Earth



LEGEND

Gateway Locations

- » Bailey Boswell Road and Old Decatur Road
- » Bailey Boswell Road and Blue Mound Road
- » Blue Mound Road north of the I-820 interchange
- » Longhorn Road and Old Decatur Road
- » Saginaw Boulevard north of the IH-820 interchange
- » Saginaw Boulevard and Bailey Boswell Road

Branding Station Locations

- » Basswood Boulevard and Blue Mound Road
- » McLeroy Boulevard and Blue Mound Road
- » McLeroy Boulevard and Knowles Drive
- » Old Decatur Road and W J Boaz Road
- » Saginaw Boulevard and McLeroy Boulevard
- » Saginaw Boulevard and W J Boaz Road

CRAFTING THE FUTURE LAND USE PLAN

The following six principles utilized in creating the 2021 Future Land Use Plan (FLUP) were identified based on community feedback and other inputs during the planning process:

1. **Move towards a design-based Future Land Use Plan:** Emphasis was shifted from specific land uses to more of a design-based methodology. New emphasis was given to the form and function of the future land use designations over what uses were permitted.
2. **Protect existing neighborhoods:** Existing neighborhoods will be protected and preserved in the Future Land Use Designations.
3. **Protect green and open spaces:** No new development should occur in the 100-Year Floodplain unless required FEMA permitting is obtained. Saginaw should preserve environmentally sensitive areas through protecting these areas in the FLUP.
4. **Blend land use and mobility:** It is important to understand the relationship between mobility and land use in the FLUP.
5. **Incorporate community priorities:** Creating a unique sense of place was important to the community of Saginaw and special attention should be made to placemaking efforts along with consistent zoning measures to follow the FLUP.
6. **Incorporate new context:** Flexible Future Land Use Designations are identified in the FLUP to support mixed-use land uses and market-supportive development types.



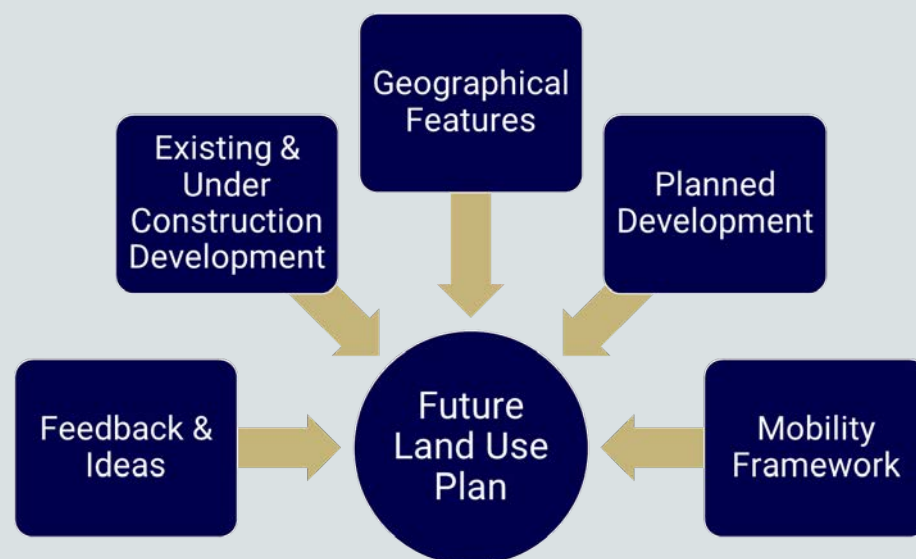
The FLUP was created based on community feedback, previous land use analyses, existing conditions, planned developments, geographical features, and the existing and future mobility framework.

Existing floodplain will remain largely undeveloped in the FLUP. As seen as the top strength in the Community Survey, residents of Saginaw are deeply passionate about parks, recreation, and open space. These natural resource areas will be protected and preserved through a special future land use designation to sustain the health of the local ecological system. Additionally, existing neighborhoods will be designated as such to protect existing homeowners from future redevelopment. This will keep the vision of the future of Saginaw consistent with the existing neighborhoods that are present today.

The FLUP will guide future policy and zoning decisions for Saginaw over the next 20 to 30 years and should be flexible in nature to allow the city to determine the specific uses if it maintains compatibility with adjacent land uses and consistency with the overall vision. The FLUP is not to be confused with a zoning document; zoning is determined on a parcel-specific basis. The FLUP is different in that it determines the overall vision of how land is laid out on a city-wide basis for the next 20 to 30 years. Zoning changes should be consistent with the FLUP and should reflect the desired intensity and form for each area under consideration.

The Saginaw Future Land Use Plan is pictured on page 49, and a description of each Future Land Use Designation is provided on the pages that follow. These Future Land Use Designations should be applied when considering approval of new zoning standards and development proposals. The nine Future Land Use Designations are as follows:

- Greenspace/Floodplain,
- Existing Neighborhood,
- Institutional,
- Neighborhood Mixed-Use,
- W McLeroy Boulevard Corridor,
- Saginaw Boulevard Corridor,
- Eastern Gateway,
- Community Mixed-Use, and
- Railroad-Oriented Mixed-Use.



GENERAL POLICIES FOR ALL FUTURE LAND USE DESIGNATIONS

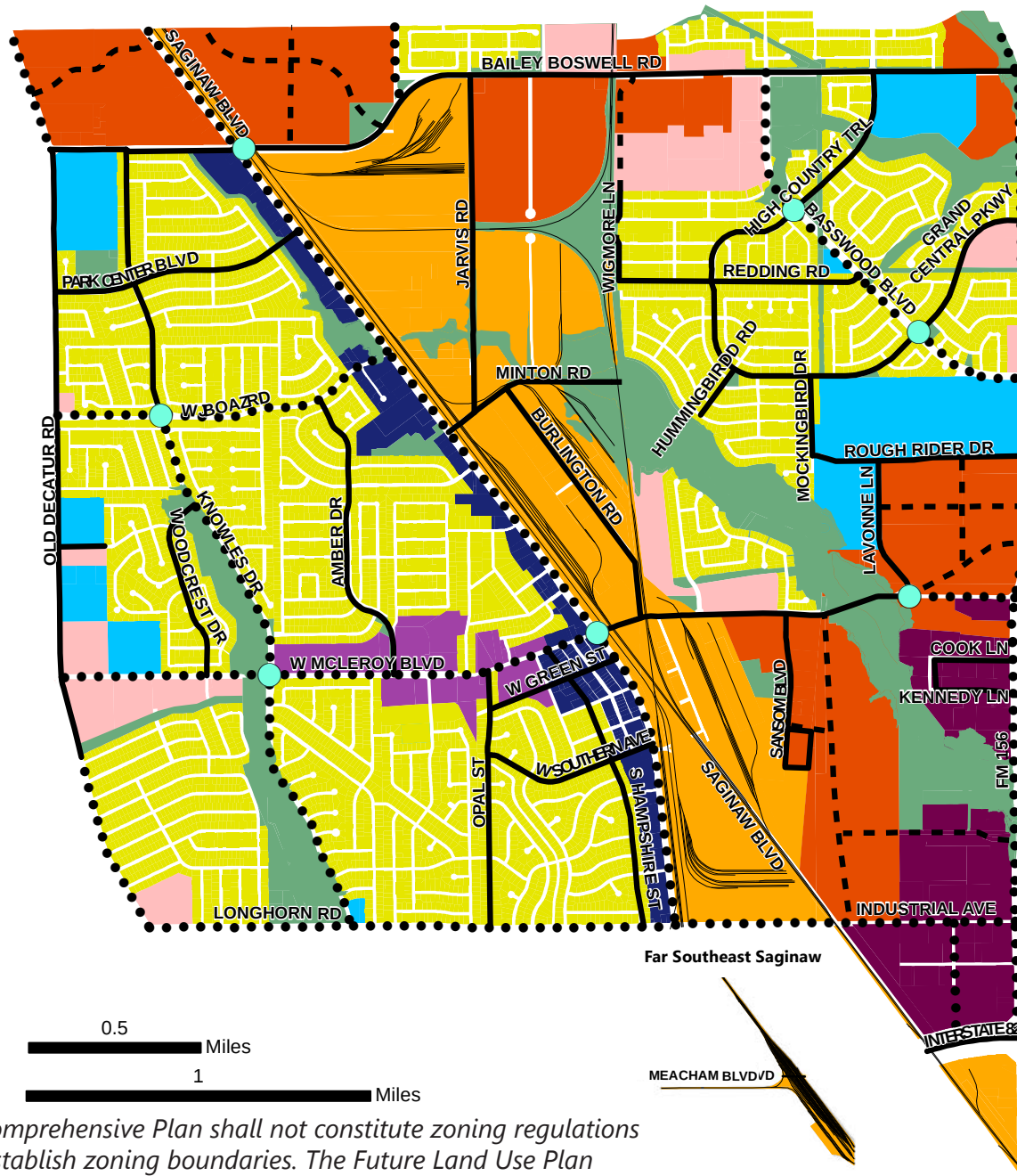
- » The City of Saginaw will use the FLUP as the principal document for land use policies, zoning, development codes, and other related documentation amendments.
- » All new and infill development should generally conform to the Comprehensive Plan.
- » Actively contribute to the vision of each Future Land Use Designation through zoning changes consistent with each designation's overall concept.
- » During redevelopment opportunities, contribute to Saginaw's walkability by ensuring multimodal infrastructure, such as sidewalks and a connected trail network, is constructed in new projects.
- » Preserve and protect natural landscapes and environmentally sensitive areas.
- » Integrate the use of green infrastructure into design plans.
- » Provide design elements that coincide with Saginaw's industrial character that integrate design elements from the Saginaw Grain Mills, where possible.
- » Attract new development and infill development that encourages new businesses that provide jobs, entertainment and shopping destinations, opportunities for business growth and success, and long-term economic vitality for the city.



Future Land Use Plan

LEGEND

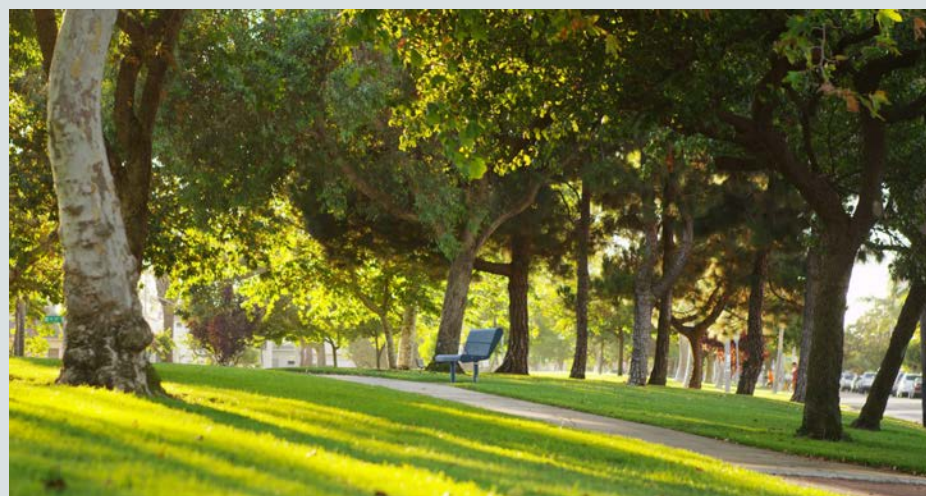
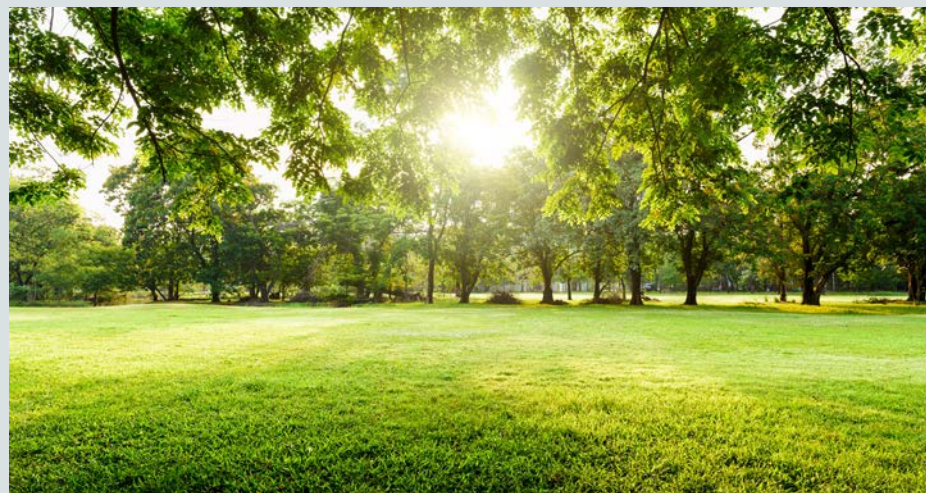
-  Greenspace/Floodplain
-  Existing Neighborhood
-  Institutional
-  Neighborhood Mixed-Use
-  W McLeroy Boulevard Corridor
-  Saginaw Boulevard Corridor
-  Eastern Gateway
-  Community Mixed-Use
-  Railroad-Oriented Mixed-Use
-  Interim MTP Roads
-  Proposed MTP Roads
-  Ultimate MTP Roads
-  Special Consideration Intersections
-  Railroads



A Comprehensive Plan shall not constitute zoning regulations or establish zoning boundaries. The Future Land Use Plan represents a vision for future land use and design.

GREENSPACE/FLOODPLAIN

The Greenspace/Floodplain Future Land Use Designation identifies land that is positioned in the Federal Emergency Management Agency (FEMA) floodplain. This land is combined with existing and future planned parks/open space in the city. This land use designation will allow the city to protect the environmentally sensitive areas and natural ecosystems. Greenspace/Floodplain designated land should remain largely undeveloped, except for parks or recreational developmental purposes or if proper floodplain permitting is acquired.



GREENSPACE/FLOODPLAIN

ANTICIPATED LAND USES

- » Open space, green infrastructure, nature preservations, parks, trails, or landmarks
- » Agriculture, farming, ranching, land for livestock, or similar uses
- » Parks, trails, greenbelt, or associated uses (development permitted)

ANTICIPATED FORM

- » No new vertical structures permitted without an associated building permit in compliance with floodplain standards. New construction in the floodplain is strongly discouraged unless structure is open-air without impervious surface on the foundation. Passive parks and recreation amenities are acceptable.
- » Benches, playgrounds, parks, gathering spaces, picnic tables, open fields, and soft- or hardscape trails are encouraged.
- » Strategic green infrastructure constructed to manage stormwater runoff and flooding.
- » Trail networks to connect neighborhoods and destinations.

GREENSPACE/FLOODPLAIN POLICIES

- » Maintain high-quality existing parks and open space and expand recreational development into new portions of the floodplain.
- » Utilize floodplains for flood risk management and stormwater events.
- » Enhance and preserve Saginaw's natural ecological system by constructing green infrastructure where possible.
- » Avoid the development of new vertical structures in the floodplain unless proper floodplain permitting is received.
- » Enhance and develop the floodplains for active or passive recreational uses to protect environmentally sensitive areas from other forms of development.
- » Create an environment that is natural and open, both for beautification purposes or recreational purposes.
- » Preserve and enhance existing ecological integrity of the land for scenic and functional assets.

EXISTING GREENSPACE/FLOODPLAIN



EXISTING NEIGHBORHOOD

The Existing Neighborhood Future Land Use Designation will consist of predominately low-density single family, detached residential dwelling units. This designation will preserve and protect existing residential homes with compatibility standards. New or redeveloped homes will match the existing character of the neighborhood.



EXISTING NEIGHBORHOOD

ANTICIPATED LAND USES

- » Primarily detached, single-family residential homes
- » Sensitive low intensity commercial transitions along key corridors and intersections
- » Neighborhood parks, hike/bike trails, and open space

ANTICIPATED FORM

- » Form will remain consistent with current character of the neighborhood.
- » Height and setbacks will remain consistent with current neighborhood character.
- » Connected, walkable neighborhoods with high-quality sidewalks to adjacent destinations such as schools and shops. New sidewalk and trail connections should connect existing residents to recreational opportunities and destinations.

EXISTING NEIGHBORHOOD POLICIES

- » Provide sensitive land use transitions to uses other than single-family residential when adjacent to Existing Neighborhoods.
- » Create a continued partnership with neighborhood leaders to maintain high-quality residential neighborhoods.
- » Allow redevelopment and infill projects the opportunity to offer a range of housing types.
- » Accessory dwelling units (ADUs) should be anticipated for multi-generational housing but should be consistent with the existing character of the neighborhood and should be constructed in the rear of the parcel.
- » New maintenance and aesthetic programs should be implemented to promote high-quality neighborhoods.

CURRENT EXISTING NEIGHBORHOOD



INSTITUTIONAL

The Institutional Future Land Use Designation consists of community and public facilities, schools, and places of worship. This Future Land Use Designation will protect civic and institutional city functions for the years to come. A new Saginaw Fire Station and Public Library are planned to be built over the next several years. As design and construction begins for these new city facilities, it is important to ensure these institutional buildings are consistent in design and carry out the Saginaw brand.



INSTITUTIONAL

ANTICIPATED LAND USES

- » Civic, institutional, and religious land uses
- » Can include places of worship, daycares, and/or schools for all levels of learning
- » City-owned buildings and government facilities including but not limited to City Hall, a public library, emergency services building, or courthouse
- » Office space and park or trail connections to adjacent neighborhoods or other destinations

ANTICIPATED FORM

- » Maximum three stories
- » Institutional uses may necessitate more than one building, which should be consistent in form and be arranged in a way that resembles a cohesive campus.
- » Sufficient sidewalk and/or trail connections to adjacent commercial and residential areas should be constructed.

INSTITUTIONAL POLICIES

- » Building design should be distinct and attractive.
- » Allow for parks, trails, and open space to be constructed within the Institutional designation.
- » Encourage the construction of public outdoor open spaces or plazas with new Institutional development that can be used for parks, open space, and social gatherings for the community.
- » Ensure high driveway and sidewalk access is provided with all new development for ease of access to drivers and pedestrians.
- » Attempt to mitigate projected traffic on surrounding streets with new development (i.e., school pick up/drop-off traffic or religious institutions peak traffic).

EXISTING INSTITUTIONAL



NEIGHBORHOOD MIXED-USE

The Neighborhood Mixed-Use Future Land Use Designation will provide mixed uses, including local shopping and dining destinations, compatible with adjacent residential land uses. This development will remain small in scale and is anticipated to cater to nearby residents living adjacent to these land uses. This designation also provides an opportunity to include community gathering spaces for the surrounding neighborhoods.



NEIGHBORHOOD MIXED-USE

ANTICIPATED LAND USES

- » A mix of land uses, including commercial uses such as offices, coffee shops, bakeries, corner stores, or boutiques
- » Limited residential
- » Park and/or trail land uses

ANTICIPATED FORM

- » Low intensity development with a maximum of two stories.
- » Sensitive transitions to adjacent residential uses as applicable.
- » Form should easily blend with the surrounding neighborhood character.
- » Walkable, mixed-use development with consistent sidewalk or trail connections connecting adjacent residences to destinations.

NEIGHBORHOOD MIXED-USE POLICIES

- » Utilize a context sensitive approach when attracting new businesses to these areas. For example, attracting businesses such as coffee shops in areas adjacent to schools for students, or locally owned restaurants near existing homes.
- » Encourage partnerships with local neighborhood leaders to determine what types of development residents want/need adjacent to their homes.
- » Ensure new development is low in intensity and consistent with the form and character of the surrounding residential land uses.

EXISTING NEIGHBORHOOD MIXED-USE



Source: Google Earth

W MCLEROY BOULEVARD CORRIDOR

The W McLeroy Boulevard Corridor Future Land Use Designation includes a mixture of uses with additional specialty branding specifically designed to highlight W McLeroy Boulevard. Special emphasis should be placed on branding the corridor itself, with enhanced landscaping and beautification efforts.

City Hall, the Saginaw Recreation Center, the Police Department, the new Fire Station, the Aquatic Center, and the Public Library will be unified with shopping and dining destinations to create an exciting and enjoyable experience to those who visit or live in the area. Government services and facilities should be showcased throughout the “Main Street” type development.



W MCLEROY BOULEVARD CORRIDOR

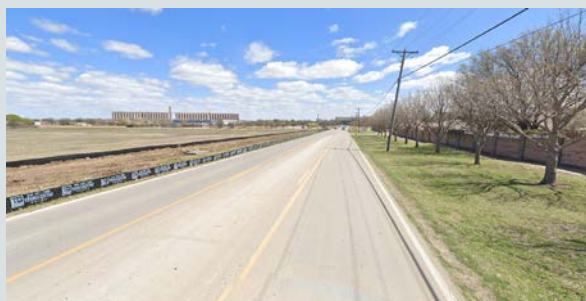
ANTICIPATED LAND USES

- » A mix of land uses, including commercial, retail, and office space
- » Residential land uses are allowed but are encouraged on the upper stories of new development, reserving the ground floor levels for commercial and retail land uses.
- » Gathering spaces such as a public plaza or community facility
- » Government or institutional land uses
- » Parks and/or trail connections

ANTICIPATED FORM

- » Main street-type buildings with quaint lighting, landscaping, and high walkability.
- » Development should act as a gateway into Saginaw's civic and municipal services area.
- » Maximum two-story development.
- » Form should reflect the W McLeroy Boulevard brand, creating a special and exciting destination area.
- » Consistent signage, building form, and character that blends with the overall Saginaw branding.

EXISTING W MCLEROY BOULEVARD CORRIDOR



Source: Google Earth

W MCLEROY BOULEVARD CORRIDOR POLICIES

- » Allow mixed-use developments in the W McLeroy Boulevard Corridor Future Land Use Designation.
- » Encourage development to fulfill the concept of a walkable town center with a "Main Street" feel and a quaint experience with outdoor seating, wide sidewalks, and enhanced aesthetics including landscaping and street furniture.
- » Consider sensitive transitions from new commercial development to adjacent government and institutional land uses through maintaining similar form and character.
- » Install pedestrian-scaled lighting, Texas-native landscaping, and a well-maintained trail or sidewalk system for an enjoyable walking or biking experience.
- » Allow for street parking in the form of parallel or angled parking.
- » Street signage and building form should be consistent with the W McLeroy Boulevard branding strategy that highlights the uniqueness of this area, but also is consistent with the overall Saginaw brand.
- » Character should be smaller in scale and pedestrian-oriented with connected sidewalks and trails to adjacent land uses and neighborhoods.

SAGINAW BOULEVARD CORRIDOR

Saginaw Boulevard is the main corridor through the city and should be branded as a unique, regional destination. Saginaw residents have consistently voiced the need for new and exciting destinations within their city. The Saginaw Boulevard Corridor Future Land Use Designation has an opportunity to transform the corridor into a heritage-rich gathering space that features many local shops, boutiques, restaurants, and hang out spots that is coupled with a rich view of the Saginaw Grain Mills. No other place in the region will have the unique opportunity to view this landmark as they shop and dine.

To implement this vision, the city created the Saginaw Boulevard Overlay Zoning District (SBOD) 2019. It is imperative to continue to implement improvements to Saginaw Boulevard. New and infill development should be encouraged near the right-of-way line with parking on the sides and rear of the building. Sidewalks adjacent to Saginaw Boulevard should be connected along the corridor and should be at least 10' wide with improved streetscape. Special financing tools such as a Public Improvement District (PID) or Tax Increment Financing (TIF) could be a financial tool to help redevelop and redesign the corridor. As the heart of the city, the Saginaw Boulevard Corridor Future Land Use Designation obtains a purpose of creating a regional destination for all who live and visit Saginaw.



SAGINAW BOULEVARD CORRIDOR

ANTICIPATED LAND USES

- » A mix of land uses, including residential, office, restaurant/retail, entertainment, and arts/culture with an industrial and historic feel.
- » Commercial land uses on the ground level including boutiques, shops, restaurants, and breweries
- » Regional entertainment or destination-type activities on the lower levels
- » Residential and office uses concentrated on upper levels

ANTICIPATED FORM

- » Multi-story, mixed-use development as tall as four stories.
- » Sensitive transitions to adjacent residential land uses when applicable.
- » Modern industrial architecture with colorful murals and public art to showcase character.
- » Building form that highlights and showcases the historic Saginaw Grain Mills and the Saginaw railroad.
- » Large building footprints are encouraged to be located close to the street with parking on the sides or rear of the building.
- » Extensive, shaded, lighted, and landscaped streetscape network along Saginaw Boulevard.

SAGINAW BOULEVARD CORRIDOR POLICIES

- » Allow mixed-use developments in the Saginaw Boulevard future land use designation.
- » Encourage the development of a connected sidewalk network along Saginaw Boulevard with safe and ADA accessible cross street pedestrian crossings.
- » Locate parking on the sides, rear, or in the center of the development as opposed to in front.
- » Avoid traditional or strip-center style development. Ensure commercial or mixed-use developments are pedestrian-oriented with a connected sidewalk and trail network.
- » Focus on bold, modern industrial architecture that highlights the theming of the Saginaw Grain Mills.

EXISTING SAGINAW BOULEVARD CORRIDOR



EASTERN GATEWAY

The Eastern Gateway Future Land Use Designation includes new business parks and commercial development. This area can be used as a branded gateway into Saginaw from westbound Interstate 820. The Eastern Gateway Future Land Use Designation will be home to many local industries and new businesses wanting to locate in Saginaw.



EASTERN GATEWAY

ANTICIPATED LAND USES

- » Industrial, office, or commercial-related uses
- » Large business parks with supporting land uses that cater to professionals
- » Residential uses in mixed-use buildings
- » Integrated restaurants, small retail, and convenience stores adjacent to offices and business parks

ANTICIPATED FORM

- » New development can be constructed up to five stories tall
- » Clean, modern, and industrial architecture style
- » Branded Saginaw Gateway signage welcoming visitors with enhanced aesthetics and landscaping around business parks
- » Public spaces, plazas, and gathering spaces
- » Many parks and trails should connect Eastern Gateway to other parts of the city
- » Open space and outdoor seating to provide employees with a pleasant outdoor lunch hour

EASTERN GATEWAY POLICIES

- » Allow mixed-use developments in the Eastern Gateway Future Land Use Designation.
- » Utilize branding and gateway locations identified in this chapter to create special branding elements in this Future Land Use Designation.
- » Integrate park and trail elements to existing and future office or industrial development.
- » Attract supporting businesses to this office area such as restaurants or coffee shops.

EXISTING EASTERN GATEWAY



Source: Google Earth

COMMUNITY MIXED-USE

The Community Mixed-Use Future Land Use Designation is anticipated to be larger in scale than Neighborhood Mixed-Use. It will be home to community attractors and large entertainment destinations. These exciting entertainment and lively areas will allow for Saginaw to capture some local sales tax and also provide for shopping, dining, entertainment, and services for the community and visitors.



COMMUNITY MIXED-USE

ANTICIPATED LAND USES

- » Mix of land uses including residential, retail, and office.
- » Residential and office spaces are encouraged on the upper levels of the developments, while retail and commercial-type land uses are encouraged for the lower levels of the buildings.
- » Family-friendly amenities, services, and destinations such as roller-skating rinks, movie theaters, arcades, and community parks.
- » Connected to trail systems and bicycle facilities with sufficient parks and open spaces to serve residents living on the properties.

ANTICIPATED FORM

- » Up to four stories are allowed
- » Community Mixed-Use will be larger in scale to attract a city-wide and regional audience.
- » Mixed-Use destination development with modern industrial style.

COMMUNITY MIXED-USE POLICIES

- » Allow a mix of land uses in the Community Mixed-Use future land use designation.
- » Focus the highest building heights, densities, and intensity along key corridors.
- » Construct multi-story development; avoid standard strip-center development where possible.
- » Prioritize pedestrians with future development by constructing buildings near the right-of-way line, placing parking on the sides or rear of the development, and building a sidewalk and trail network.

EXISTING COMMUNITY MIXED-USE



Source: Google Earth

RAILROAD-ORIENTED MIXED-USE

The Railroad-Oriented Mixed-Use Future Land Use Designation reflects opportunities for clean industry and other uses to cater to the functional railway features or the industrial-type architecture of the Mills, such as artisan markets or local brewery-type uses. A well-planned and well-designed fun and exciting entertainment area around the Saginaw railroads can be an environment for existing and potential businesses and residential projects to thrive, as well as provide a destination for community events and festivals.



RAILROAD-ORIENTED MIXED-USE

ANTICIPATED LAND USES

- » Industrial and commercial land uses
- » Live-work units and flex warehouse/mixed-use
- » Entertainment and destination-type land uses
- » Alcohol-related uses

ANTICIPATED FORM

- » Modern spin on existing architecture to blend in with the Saginaw Grain Mills
- » Development up to four stories tall with open areas for gathering, beautification, and/or programming
- » Clean, modern, industrial architecture
- » Future development is meant to complement the beauty of the Saginaw Grain Mills and to match existing historic and industrial character.

EXISTING RAILROAD-ORIENTED MIXED-USE



RAILROAD-ORIENTED MIXED-USE POLICIES

- » Allow mixed-use developments in the Railroad-Oriented Development Future Land Use Designation.
- » Ensure that non-industrial uses, such as entertainment or destination-type land uses are appropriate in the desired location through an assessment of potential risks and mitigation efforts such as screening, buffering, and/or adequate roadway infrastructure.
- » Construct multi-story development where possible.
- » Create a connected trail along the railway that connects surrounding businesses and industries to the adjacent green spaces.
- » Attract complimentary uses to the Railroad-Oriented Development Future Land Use Designation that helps support the industrial businesses such as restaurants, coffee shops, and residential properties where appropriate.
- » Ensure adequate screening techniques are implemented to heavy industrial uses. However, carefully consider the effects of these types of businesses, and require screens and walls to ensure pedestrian and bicycle connections are safe for users.

STRATEGIES AND ACTIONS

Strategy LU1: Encourage infill and redevelopment by identifying and incentivizing development that is consistent with the Future Land Use Plan.

- » **Action LU1.1:** Create an infill development map of Saginaw that identifies parcels that have the potential for redevelopment. *(Cross reference: Action FEV1.2)*
- » **Action LU1.2:** Utilize each Future Land Use Designation policies as a tool to compare to future development proposals for compliance to overall vision.

Strategy LU2: Promote new development, infill, or redevelopment that supports the goal of creating special and unique destinations within Saginaw that capitalize on the city's unique industrial heritage.

- » **Action LU2.1:** Evaluate the acquisition of land needed to create a new city park around Little Fossil Creek. *(Cross reference: Action CSF3.2)*
- » **Action LU2.2:** Design and fund gateway signage, to be placed at key intersections at entrances to the city, as described in the Gateways and Branding Stations Map. Apply for TxDOT's City Pride Sign Program to install a gateway sign at Saginaw's City Limits on IH-820.
- » **Action LU2.3:** Evaluate opportunities on and near the Saginaw Train Depot property for a train watching platform and heritage tourism. *(Cross reference: Action FEV2.4)*



STRATEGIES AND ACTIONS

Strategy LU3: Implement the Future Land Use Plan through actions that directly support the Future Land Use Designations.

- » **Action LU3.1:** Update the Saginaw Zoning and Subdivision Codes to coincide with the visions of each Future Land Use Designation, and the overall Vision Framework of the Comprehensive Plan.
- » **Action LU3.2:** Rezone areas of the city that fall within the FEMA floodplain to prohibit new vertical structures unless proper permitting documentation is obtained and is in compliance with FEMA development standards.
- » **Action LU3.3:** Revise the existing zoning code standards to allow mixed-use developments for parcels that fall in the Neighborhood Mixed-Use, W McLeroy Boulevard Corridor, Saginaw Boulevard Corridor, Eastern Gateway, Community Mixed-Use, and Railroad-Oriented Mixed-Use Future Land Use Designations.
- » **Action LU3.4:** Create a neighborhood planning program that establishes aesthetics and maintenance standards for the various neighborhoods throughout Saginaw. Partner with local neighborhood leaders, such as the Homeowners Associations (HOAs), to manage the program. **(Cross reference: Action CSF1.5)**
- » **Action LU3.5:** Re-evaluate the Saginaw zoning regulations for accessory dwelling units (ADUs) to allow larger living spaces that support multi-generational housing.
- » **Action LU3.6:** Analyze the existing sidewalk network within Saginaw neighborhoods to focus multimodal improvement funding in areas that do not have sidewalks. Funding sources can be the Capital Improvements Plan (CIP) or other funding sources detailed in the Implementation Chapter. **(Cross reference: Action MC3.2, Action MC 3.5)**
- » **Action LU3.7:** Create a set of design standards to maintain consistent character and form for all new government buildings.
- » **Action LU3.8:** Conduct a needs assessment with neighborhood organizations to determine what type of small-scaled businesses residents would like to see adjacent to their homes.
- » **Action LU3.9:** Create an economic development strategy for the Eastern Gateway Future Land Use Designation that showcases representative imagery of business parks with the intention of attracting developers to come and construct new business parks within the area.
- » **Action LU3.10:** Construct a connected trail from Eastern Gateway to the adjacent 100-Year Floodplain Designation to provide future employees and residents with a system of trails and connection to nature.
- » **Action LU3.11:** Prepare for passenger rail by creating a transit-oriented development strategy for the BNSF Railroads.

STRATEGIES AND ACTIONS

Strategy LU4: Focus capital investments on the Saginaw Boulevard Corridor Future Land Use Designation to create a regional destination and entertainment center.

- » **Action LU4.1:** Explore options with the Post Office property owner regarding improvements to the Saginaw Post Office.
- » **Action LU4.2:** Develop design standards for beautification and development within the Saginaw Boulevard Corridor through a detailed Corridor Plan. **(Cross reference: Action MC2.1, Action CSF1.3)**
- » **Action LU4.3:** Initiate conversations with TxDOT to improve the streetscape and aesthetics of Saginaw Boulevard, including bicycle lanes and wide sidewalks. **(Cross reference: Action LU 4.2, Action MC2.1)**
- » **Action LU4.4:** Revise the city's existing zoning ordinance to require additional standards for new and infill development/redevelopment on parcels within the Saginaw Boulevard Corridor Future Land Use Designation including, but not limited to:
 - » Encouraging parking lots and/or structures to be located on the sides, rear, or in the center of the parcel
 - » Encouraging building footprints to be located close to the right-of-way line facing Saginaw Boulevard
 - » Allow for buildings up to four stories tall **(Cross reference: Action LU4.2, Action MC2.1, Action MC 3.3)**

Saginaw Boulevard Corridor



STRATEGIES AND ACTIONS

Strategy LU5: Focus capital investments on the W McLeroy Boulevard Corridor Future Land Use Designation to create a local destination and entertainment center.

- » **Action LU5.1:** Rezone parcels in the W McLeroy Boulevard Corridor Future Land Use Designation to allow mixes of land uses.
- » **Action LU5.2:** Develop design standards for beautification and future development within the W McLeroy Corridor through a detailed Corridor Plan. **(Cross reference: Action MC2.2)**
- » **Action LU5.3:** Integrate the street standards set in the Municipal Collector Master Thoroughfare Plan designation into existing zoning standards for parcels adjacent to the W McLeroy Boulevard Corridor. **(Cross reference: Action MC2.2)**
- » **Action LU5.4:** Develop streetscape standards and proposed cross section for lane widths, landscaping, lighting, and street furniture for W McLeroy Boulevard. **(Cross reference: Action MC1.3, Action MC 2.2, Action MC3.5)**
- » **Action LU5.5:** Obtain additional right-of-way on W McLeroy Boulevard for sidewalk and trail construction.
- » **Action LU5.6:** Create a W McLeroy Boulevard Corridor Branding Strategy to utilize on all future gateway signage, street signs, and advertisements. **(Cross reference: Action MC2.2)**

W McLeroy Boulevard Corridor



Source: Google Earth

4 CHAPTER 4

MOBILITY & CONNECTIVITY



FEEDBACK SUMMARY

- The Mobility Jars of the Future results from Community Forum 1 showed the number one mobility priority for the residents of Saginaw is recreation, including sidewalks, trails, and a connected bicycle network. Following this, residents also wanted to see reduced commuter delay.
- Residents want a trail network throughout the city with connections to regional trail networks.
- Saginaw Boulevard signal timing and traffic congestion consistently came up as a common concern throughout the public engagement process.
- Speeding through neighborhood streets was mentioned as an issue throughout Saginaw.

Mobility Jars of the Future Engagement from CF1



- The community desires high-quality roads that encourage local economic development.
- Street maintenance and aesthetic improvements are desired throughout the city.
- In the 2021 Community Survey, traffic was a weakness identified, frequently citing the railroad-related delays, construction projects, and concerns regarding impacts of future growth on congestion. Respondents also identified infrastructure as a top weakness and challenge to address in Saginaw's priorities.

EXISTING CONDITIONS

Streets that are maintained by the City of Saginaw are in relatively good condition. The city is generally bounded by Old Decatur Road, Bailey Boswell Road, Blue Mound Road, and Industrial Avenue/Longhorn Road. Saginaw Boulevard is a heavily used road, bisecting the city along the railroad and is one of the three primary north/south roads.

Saginaw Boulevard is a TxDOT-maintained highway, connecting to central Fort Worth to the south. Saginaw Boulevard is a four-lane roadway with a center turn lane and provides direct access to many of the businesses in Saginaw, including the neighboring uses. Saginaw Boulevard was highly commented on in the public engagement process, but the city has limited authority over TxDOT-maintained corridors. Signal timing along Saginaw Boulevard is an issue and creates delays to traffic flow, in addition to delays caused by the neighboring railroad. The city continues to work with TxDOT to find solutions to this issue. The Boulevard has a large amount of under-utilized right-of-way on either side of the road. Landscaping and streetscaping are minimum, which creates an opportunity for the city to develop a landscape plan that blends the identity of Saginaw to complement the FLUP's vision of the Saginaw Boulevard Corridor.

Major east/west roads include McLeroy Boulevard, Bailey Boswell Road, and Industrial Avenue/Longhorn Road. The heavily-used railroad creates delays for people crossing east/west. The construction of the Bailey Boswell Overpass is an effort to help mitigate these issues. Bailey Boswell Road is a divided roadway that ranges from four to six lanes and was recently widened through the Tarrant County Bond Program. The road is in the northern portion of the city, providing access to multiple educational facilities. Sidewalks can be found in some areas, generally near residential and commercial uses.

McLeroy Boulevard is a vital east/west connection through the city. McLeroy Boulevard connects local areas such as city facilities and businesses and serves as a major connector to Saginaw Boulevard. Outside connections include Fort Worth, Blue Mound and Lake Worth. As discussed in the Land Use and Design chapter, McLeroy Boulevard is ripe for more "main street" development, therefore special attention should be given to the streetscape and pedestrian infrastructure along this corridor.

Industrial Avenue and Longhorn Road are the southernmost roads in Saginaw, running along the city limits. Longhorn Road is a six-lane divided road west of Saginaw Boulevard, which was also recently widened from a three-lane road through the Tarrant County Bond Program. Industrial Avenue is a two-lane undivided road east of Saginaw Boulevard. Sidewalks are limited along the road, primarily west near residential areas.

The remaining local streets are typically constructed of asphalt in the older parts of the city and constructed with concrete in newer parts of the city. The street segments constructed of asphalt are starting to see cracks, potholes, and edge deterioration. The city rehabilitates two to three asphalt roads a year; Bailey Boswell Road and Old Decatur Road (which was completed in partnership with the City of Fort Worth) being the most recent rehabilitation projects. The Bailey Boswell Overpass, at the intersection of Saginaw Boulevard and Bailey Boswell Road will greatly increase traffic flow and decrease the impact of the railroad.

Bailey Boswell Road and Overpass Construction



2021 SAGINAW BOND PROGRAM

On May 1, 2021, Saginaw voters approved over \$67 million dollars in infrastructure and city facilities improvements through the 2021 Saginaw Bond Program. Propositions A, B, and C, (dubbed the “ABC’s of Saginaw”) were approved and provide a list of prioritized projects for streets, sidewalks, park improvements, and the construction of several new city buildings, including a new public library and seniors center. Visit SaginawTXBond2021.org for more information about the Bond Program.

Specific roadway improvement projects that are funded in this program, totaling \$37,550,000 worth of improvements, include the following:

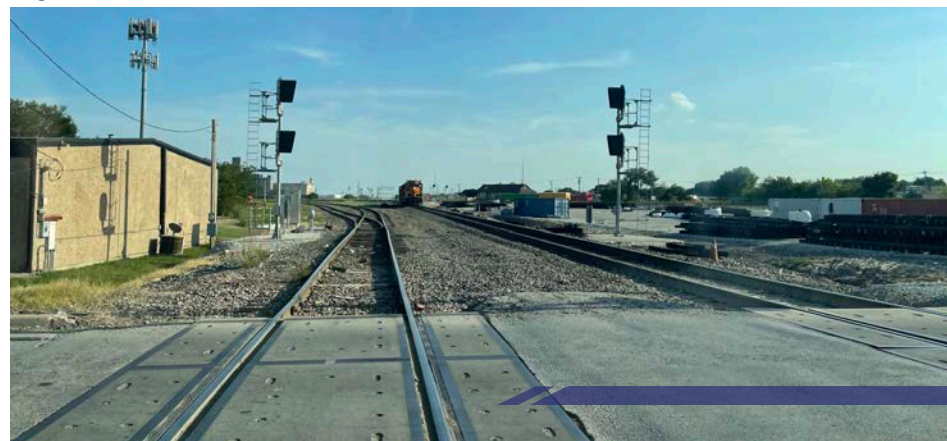
- » Knowles Drive - Phase 1 (Edwards Drive to Woodcrest Drive. Intersection Improvement at WJ Boaz Road)
- » Knowles Drive/McLeroy Boulevard intersection improvement including eliminating the low-water crossing at W McLeroy Boulevard
- » Knowles Drive - Phase 2 (Woodcrest Drive to McLeroy Boulevard)
- » Knowles Drive - Phase 3 (McLeroy Boulevard to Longhorn Drive)
- » W McLeroy Boulevard - Phase 3 (Saginaw Boulevard to Knowles Drive)
- » W McLeroy Boulevard - Phase 4 (Knowles Drive to Old Decatur Road)
- » Future projects will include sidewalk enhancements

SAGINAW RAILROADS

A significant consideration for the roadway network in Saginaw is the existing railroads. The City of Saginaw has approximately 57 miles of railroad track running north-south through the center of town, with multiple sidings, serving industrial sites mostly off the east side of the main line. Most of the tracks in the city are owned by either Burlington Northern Santa Fe (BNSF) or Union Pacific Railroad. In 2019, BNSF performed a track expansion through the city to improve capacity. The railroad sidings along the four major grain mills allow for loading along the railroad tracks. A large siding is located just north of McLeroy Boulevard serving the grain mill, while the southernmost portion of the city is almost entirely siding.

While the railroads are a major historical element of Saginaw, the large system of tracks bisects the city in half, making east-west connectivity a challenge. Development is limited along the western edge of the train tracks, and trees and sidewalks are predominantly missing. Traffic caused by passing trains creates major delays in movement, but this can be mitigated through the construction of overpasses such as the Bailey Boswell Overpass in the northern portion of the city. The city continues to work with the unique challenges created by the presence of the railroad, understanding its historic importance and its economic benefit for the city.

Saginaw Railroads



ANALYSIS

To continue aiding future growth and serving existing residents, businesses, and visitors, the city is upgrading roads as funding and construction capacity permits. Knowles Drive and W McLeroy Boulevard have been recently programmed for upgrades as part of the city's 2021 Bond Program. These projects, adjacent to Willow Creek Park, provide an opportunity to improve stormwater drainage, as well as traffic flow, parking supply, pedestrian amenities, and beautification.

As maintenance on roadways is completed, sidewalk gaps should be filled and meet ADA standards to align with the community's vision requested in the engagement process. Green Infrastructure installations, such as Leadership in Energy and Environmental Design (LEED)/Integrated Stormwater Management (iSWM) development, Complete Streets, and Context-Sensitive Solutions (CSS) are all opportunities for consideration in future infrastructure improvement discussions. Key corridors and outside connections could be prioritized for improvements, including creating a welcoming environment for walking, biking, and development that activates the street frontage. Connectivity considerations and filling mobility network gaps should be prioritized for both roadway users and pedestrians.

With a focus on rehabilitation of roadways, the city is planning to conduct a pavement condition assessment (PCA). A citywide PCA will provide a condition score for all the roadways in the city and allow the city to develop a system for prioritizing replacement and rehabilitation projects. It is recommended that the prioritization criteria also consider the condition of water, wastewater, and stormwater assets within the roadway right-of-way that could also be enhanced with these roadway projects. This program that considers all infrastructure in a corridor is called a Street Utility Maintenance Program (SUMP). This future SUMP will provide the city with the most impactful and valuable projects as they plan for the coming fiscal years.

SAFETY

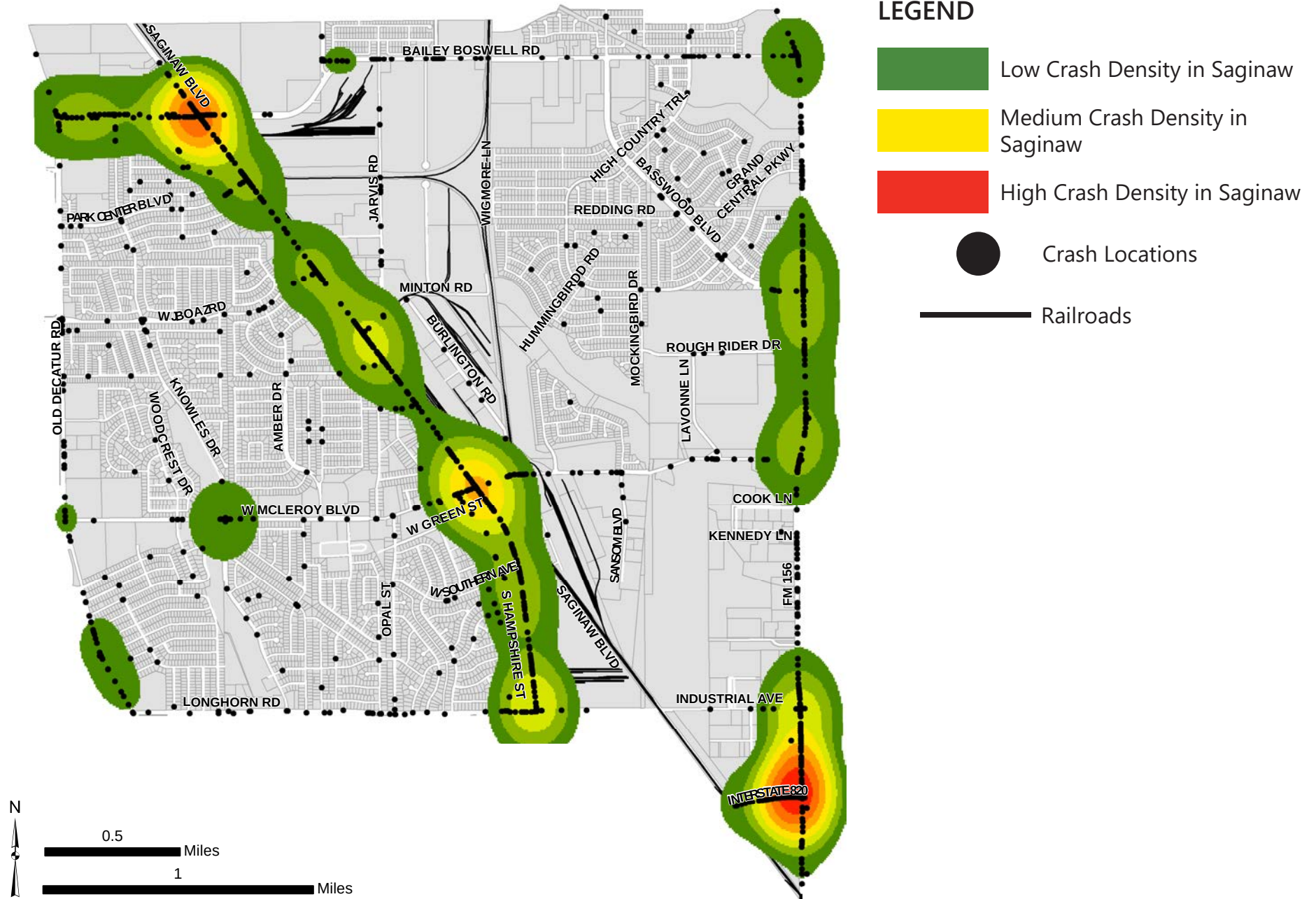
The crash density map on page 77 displays crashes that occurred in Saginaw between 2016 and 2020, as reported through the TxDOT Crash Records Information System (CRIS). The largest areas of crashes are present along I-820, Saginaw Boulevard, Blue Mound Road, and Bailey Boswell Road west of Saginaw Boulevard. Most of the accidents occurred along Saginaw Boulevard, which is expected due to the corridors daily traffic volumes being the highest in the city. Many of the accidents are reported without injury, however, Saginaw had 9 fatalities over the past 5 years, with 19 percent resulting in an injury.

Areas with high accidents are excellent candidates for enhanced safety measures, such as enhanced landscaping, pedestrian-focused improvements, and upgrading operational measures to the latest practices. Partnering with TxDOT to install medians along Saginaw Boulevard would also improve safety along the road, reducing the number of conflict points, and creating a more predictable travel environment for all users in the area.

Speeding along neighborhood streets was also mentioned as an issue. The city could create a comprehensive neighborhood speed management program that combats this by installing traffic calming measures such as speed bumps, potentially lowering speed limits, or enhancing existing safety measures.

Because most people who live in Saginaw are commuting to jobs outside of the city, and most jobs in the city are filled by those living elsewhere, it is important to consider the effects this traveling has on the roads in Saginaw. Attention should be given to the major roads used to move large volumes of traffic in the AM and PM peak hours. In addition, alternatives to driving such as walking and biking should be encouraged to reduce strain on roadways. High-quality infrastructure was identified as a passion of the city and ensuring that roads are available for all users is central to achieving this goal.

Crash Density



VISION

The Master Thoroughfare Plan (MTP) has been updated to reflect feedback discussed with the community throughout the planning process, as well as through an analysis and best practices assessment. Some of these updates include creating more walkable areas, less vehicle-only roadways, and incorporating placemaking elements. New roadway and redevelopment projects include sidewalks and trails on both sides.

Roads in the updated MTP fall into one of seven classifications and are defined by their construction status. Proposed roads are ones that have not been constructed yet, and ultimate roads are those that reflect the final size based on the vision of the MTP. In addition, a third “interim” description was added, describing roadways that currently exist but are not the ultimate size. The goal of these road classifications is to streamline the future configurations utilized in the roadway network. It is important to note, however, that these proposed road configurations are not final and may be updated as the Comprehensive Plan is updated in the future.

Greenway Arterials are a new classification in Saginaw’s MTP that was created to highlight the natural environment and are designed for a heightened amount of pedestrian usage. Longhorn Road and Basswood Boulevard are two Greenway Arterials that could reclaim some of the street width with enhanced landscaping and aesthetics. The Municipal Collector is another new classification, proposed for W McLeroy Boulevard near the city facilities. W McLeroy Boulevard is planned for enhanced streetscape and more focus on pedestrian and bicycle activity than in other areas of the city.

New proposed connections include roads identified in proposed developments, such as the proposed Minor Collectors through the Square development (connecting Saginaw Boulevard to Old Decatur Road), the Beltmill development (northeast corner of

Saginaw Boulevard and Bailey Boswell Road), and roads dissecting the Victory development south of Saginaw High School. Other proposed connections include extending Wigmore Lane to Bailey Boswell Road, the realignment of McLeroy Boulevard and Blue Mound Road, and a new proposed Major Collector east of the railroad sidings that would provide additional north/south connectivity between McLeroy Boulevard and Industrial Avenue.

Special Consideration Intersections are areas with opportunities for special design due to capacity, safety, function within the network, and connectivity. Special treatments for these intersections include but are not limited to roundabouts, revised lane configurations, and pedestrian safety measures.

The next page shows the map of the updated 2021 Saginaw MTP, and the table below details the functional classification specifications.

Functional Classifications

Functional Classification	Lanes	ROW Widths
Highway	8 lanes, divided	500' - 520'
Principal Arterial	6 lanes, divided	120'
Minor Arterial	4 lanes, divided	100'
Greenway Arterial	4 lanes, divided by large medians	120'
Municipal Collector	2 travel lanes	61' - 81'
Major Collector	3 lanes	68'
Minor Collector	2 lanes, undivided with 8' shoulders	60'

Master Thoroughfare Plan



LEGEND

- Highway
- Principal Arterial Ultimate
- Principal Arterial Interim
- Minor Arterial Ultimate
- Minor Arterial Interim
- Minor Arterial Proposed
- Greenway Arterial Interim
- Major Collector Ultimate
- Major Collector Interim
- Major Collector Proposed
- Minor Collector Ultimate
- Minor Collector Interim
- Minor Collector Proposed
- Municipal Collector
- Special Consideration Intersections
- Railroads

The MTP provides generalized locations for thoroughfares. Alignments may shift as roads are engineered to accommodate natural or developmental constraints and to meet sound engineering and urban planning principles.

FUNCTIONAL CLASSIFICATIONS

Interstate 820 Loop



HIGHWAY

Highways are regional connectors that move the largest amounts of traffic through the city and to nearby communities. They are state controlled and maintained roadways. Highways have 8 lanes and are divided facilities that have right-of-way widths varying between 500 feet and 520 feet. The Interstate 820 Loop runs through a portion of the southeast area of Saginaw and brings in traffic from neighboring cities.

Saginaw Boulevard



PRINCIPAL ARTERIAL

Principal Arterials are the major roads that move large amounts of traffic across the city. They have a 6-lane divided cross section but may start as 4-lane divided as an interim configuration. The recommended right-of-way width is 120 feet, and intersections should include dedicated left- and right-turn lanes when appropriate to accommodate turning movements. Special attention should also be given to crossing facilities at these major intersections, as the large widths can be a barrier to pedestrians. Examples of Principal Arterials within the city include Saginaw Boulevard and Blue Mound Road.

Basswood Boulevard



GREENWAY ARTERIAL

Greenway Arterials are similar to Minor Arterials but are also designed with a heightened awareness of pedestrians and non-vehicular traffic. These roadways are intended to be 4-lane divided roadways (currently six lanes) and the recommended right-of-way is 120 feet. The configuration for these roads includes separated bike lanes, trails, trees, and pedestrian-scale lighting on both sides. Examples of Greenway Arterials in the city include Longhorn Road and Basswood Boulevard.

Bailey Boswell Road



MINOR ARTERIAL

Minor Arterial roadways are used to move traffic across neighborhoods within the city. They are expected to carry less traffic compared to Principal Arterials and have a 4-lane divided cross section with a 100-foot right-of-way. Each side of the road should accommodate pedestrians with trails or sidewalks and include pedestrian-scale lighting and shade trees. Examples of Minor Arterials within the city include Old Decatur Road and Bailey Boswell Road.

Source: Google Earth

FUNCTIONAL CLASSIFICATIONS

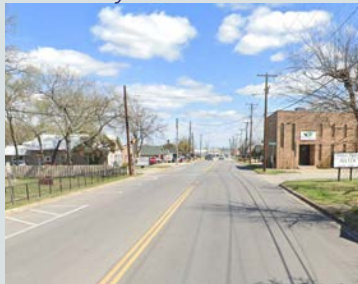
Knowles Drive



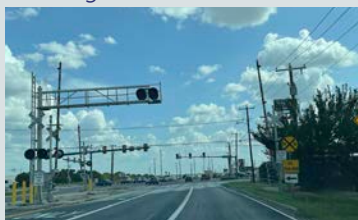
Amber Drive



W McLeroy Boulevard



Saginaw Boulevard/W McLeroy Boulevard at BNSF Railroad Crossing



Source: Google Earth

MAJOR COLLECTOR

Major Collectors are 3-lane roadways used to move traffic from within neighborhoods that connect to the larger roadway network. The recommended right-of-way is 68 feet, and each side of the road should accommodate pedestrians with trails or sidewalks and include pedestrian-scale lighting and shade trees. Bicycle facilities should be separated from the roadway and be included on the roadway only as a last option. Examples of Major Collectors in the city include Knowles Drive and WJ Boaz Road.

MINOR COLLECTOR

Minor Collectors are 2-lane undivided roadways with eight feet shoulders and a 60-foot right-of-way. These roadways are used to primarily serve residential areas and neighboring destinations. Each side of the road should accommodate pedestrians with sidewalks and trails in key locations. Roads should be designed with extra attention given to non-vehicular traffic, allowing for bikes to share the road safely for travel. Pedestrian-scale lighting and shade trees should also be included to enhance the walkability and bikeability of these roads.

MUNICIPAL COLLECTOR

A Municipal Collector is an overlay designation that gives special attention to multimodal infrastructure, such as sidewalks, bicycle lanes, and trails. W McLeroy Boulevard between Knowles Drive and Saginaw Boulevard is the only designated Municipal Collector in the 2021 MTP. Municipal Collectors should have two travel lanes and will vary on right-of-way widths between 61 feet and 81 feet. Municipal Collectors should also provide enhanced pedestrian safety measures, including midblock crosswalks and lower speed limits due to higher multimodal usage.

SPECIAL CONSIDERATION INTERSECTIONS

Special consideration intersections are areas where existing or future concern is used to highlight a need for unique traffic mitigation methods. Special attention is given to these areas regarding the pedestrian environment, making them important for placemaking and safety throughout the city. Special methods may include enhanced crosswalks, lane configurations, roundabouts, overpasses, or more to address needs. These intersections should be unique and stand out from others in the city.

STRATEGIES AND ACTIONS

Strategy MC1: Invest in new connections that work toward completion of the Master Thoroughfare Plan network.

- » **Action MC1.1:** Prioritize new projects for implementation in the 5-Year Capital Improvements Plan (CIP). **(Cross reference: Action FEV1.3)**
- » **Action MC1.2:** Explore options to fund new Master Thoroughfare Plan projects including bonds, grants, and partnerships with TxDOT and NCTCOG. Utilize funding options found in the Implementation Chapter.
- » **Action MC1.3:** Update the city's roadway design standards to include cross sections for Saginaw's Greenway Arterial, Municipal Collector, Major Collector, and Minor Collector classifications.

Strategy MC2: Invest in maintaining and upgrading existing thoroughfares in Saginaw.

- » **Action MC2.1:** Conduct a corridor study on Saginaw Boulevard to evaluate future design, desired development, potential medians, burying utility lines, cross sections, streetscape and landscaping plans, and other elements. **(Cross reference: Action LU4.2, Action LU4.3, Action LU4.4, Action CSF1.3)**
- » **Action MC2.2:** Conduct a corridor study on W McLeroy Boulevard/Municipal Collector to evaluate future design, desired development, cross sections, streetscape and landscaping plans, and other elements. Complete the W McLeroy Corridor Study before construction begins on roadway improvements funded from the 2021 Saginaw Bond Program. **(Cross reference: Action LU5.2, Action LU5.3, Action LU5.4, Action LU5.5, Action LU5.6)**
- » **Action MC2.3:** Continue to discuss solutions for signal timing improvements on Saginaw Boulevard with TxDOT to improve level-of-service.
- » **Action MC2.4:** Conduct a feasibility study for a grade-separated crossing (or other design solution) at the intersection of McLeroy Boulevard and the railroads.
- » **Action MC2.5:** Research and implement a comprehensive Street Utility Maintenance Plan (SUMP).
- » **Action MC2.6:** Conduct a Pavement Condition Assessment (PCA) on all roads maintained by City to determine project priorities on existing roads.

STRATEGIES AND ACTIONS

Strategy MC3: Create a walkable Saginaw by investing funds into multimodal improvements for new developments and retrofitting existing developments.

- » **Action MC3.1:** Connect the existing and future trail networks through prioritized trail segments contained within the Saginaw Parks and Recreation Master Plan.
- » **Action MC3.2:** Map all existing sidewalks and trails in the city and create a plan for filling gaps, including requiring new developments to construct sidewalks and city-initiated construction prior to new development. **(Cross reference: Action LU3.6, Action MC3.5)**
- » **Action MC3.3:** Revise zoning standards to require new development on Saginaw Boulevard to be constructed near the right-of-way line and move parking to the back or sides of the building. **(Cross reference: Action LU4.4)**
- » **Action MC3.4:** Create a marketing campaign and advertise to the public ways they can use alternative modes of transportation within Saginaw.
- » **Action MC3.5:** Update roadway redevelopment standards and future cross sections to require that sufficient multimodal infrastructure (including sidewalks and trails) is present in all new proposals. **(Cross reference: Action MC3.2)**
- » **Action MC3.6:** Ensure new development's proposed multimodal infrastructure (including sidewalks and trails) connect to the existing surrounding network.
- » **Action MC3.7:** Plan for bicycle and trail connections to the regional Veloweb.

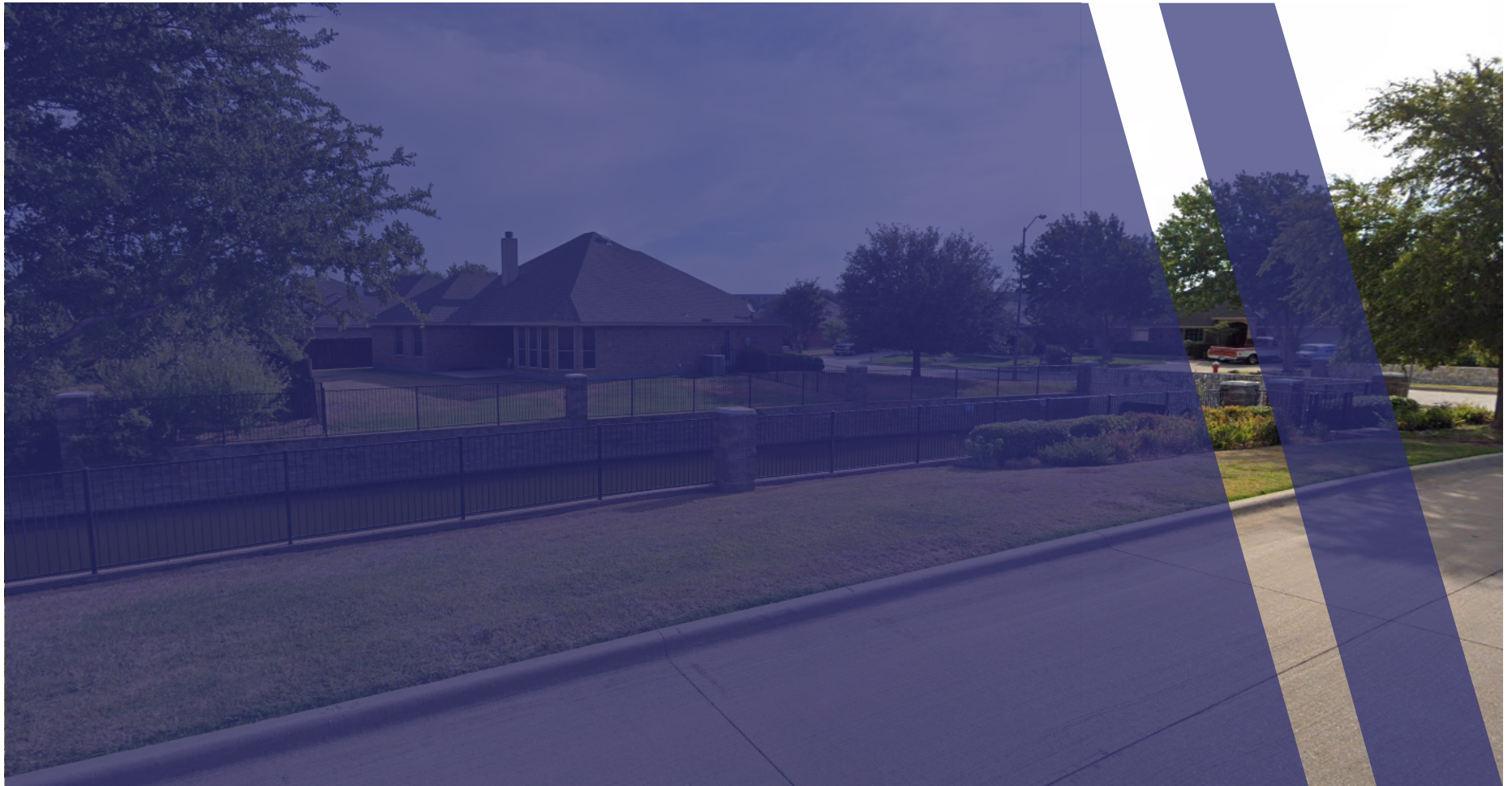
Strategy MC4: Enhance safety measures on Saginaw streets.

- » **Action MC4.1:** Conduct individual intersection analyses for design options on all Special Consideration Intersections.
- » **Action MC4.2:** Research speeds and implement traffic calming measures within existing neighborhoods where speeding and cut-through traffic is a concern.
- » **Action MC4.3:** Create a neighborhood speed management program that provides a streamlined process for reporting concerns.
- » **Action MC4.4:** Reduce speeds within Saginaw neighborhoods as necessary as part of the neighborhood speed management program. Install additional signage for education and enforcement purposes.
- » **Action MC4.5:** Prioritize closing sidewalk gaps and providing protected crossing facilities along major corridors and key multimodal routes. **(Cross reference: Action LU3.6, MC3.2)**

5

CHAPTER 5

UTILITIES & INFRASTRUCTURE



FEEDBACK SUMMARY

- Respondents in the Community Survey identified infrastructure as the number one weakness in Saginaw, the number two opportunity, and the number one threat in the city, mostly pertaining to roadway and traffic issues.
- Feedback has shown the local significance of the railroad, the railroad sidings, and the grain mills as part of Saginaw's heritage and identity.
- Public input emphasized the desire to bury the overhead utility lines on Saginaw Boulevard.
- The public has indicated the desire for beautification and aesthetic improvements on local streets and infrastructure. Roads can be enhanced to add sidewalks, trees, and lighting with a modernized Saginaw look that the community has requested in the 2021 Community Survey.
- Drainage issues throughout the road network were of concern to the public, especially on Saginaw Boulevard.

EXISTING CONDITIONS

WATER

The City provides water to approximately 24,000 people in the City of Saginaw, using an average of 3.30 million gallons a day. To meet this demand, the city purchases water from the City of Fort Worth that is delivered to the pump station on Longhorn Road. In addition to the Longhorn Pump Station, the city's water infrastructure also includes two 1-million-gallon ground storage tanks, the Jarvis 1.5-million gallon-elevated storage tank (MG EST), the Park Center 0.75 MG EST and approximately 114 miles of water lines ranging from 6-inches to 24-inches.

The city last completed a Water Master Plan in 2016, with planned water projects and any significant developments impacting the water system are reviewed annually by staff. The majority of the infrastructure required to serve build-out of the city's service area has been completed. Within the past year the city has completed the final water project in the proposed Capital Improvements project list provided in the 2016 Water Master Plan. The list of water improvements constructed in the last five-years includes:

- Park Center Elevated Storage Tank Rehabilitation
- South Hampshire 16" Water Line
- CDBG Bluebonnet Street 6" Water Line
- Saginaw Boulevard 12" Water Line Phase 2
- Saginaw Boulevard 16" Water Line Phase 2
- Blue Mound Road Utility Relocations

The city will also be adding an additional two pump stations, located in the Beltmill development and on Park Center Boulevard, in 2022.

Selective water infrastructure and piping was damaged during the winter storm of February 2021, further creating issues for the system. Moving forward, the city plans on prioritizing the replacement of existing cast iron waterlines in the systems, as well as funding water projects in older neighborhoods that would benefit from rehabilitation. Page 88 shows a map of Saginaw's existing water infrastructure.

WASTEWATER

The city discharges an average of approximately 2.5 million gallons of water a day. Wastewater is discharged to the City of Fort Worth at four locations and is served by approximately 90 miles of wastewater lines ranging in size from 6-inches to 24-inches. The city has four main sewer basins that flow generally from northwest to southeast. Page 89 shows a map of Saginaw's existing wastewater infrastructure.

The city last completed a Wastewater Master Plan in 2016, however planned wastewater projects and any significant developments impacting the wastewater system are reviewed annually by staff. Most of all, needed major infrastructure required to serve build-out of the city's service area has been completed. A list of the wastewater improvements constructed in the last 5-years is below:

- Blue Ridge Trail 8" Sanitary Sewer
- Fairmount 12" Sanitary Sewer Rehabilitation – Phase 1
- BNSF Utilities Relocations

Saginaw Ground Storage Tank



STORMWATER

The major drainage infrastructure serving the four main drainage basins consists of natural creeks and both natural and concrete-lined channels. There are a multitude of detention ponds around the city, generally associated with single family developments. The city has several remaining capital projects to reduce localized drainage issues, with the most notable project parallel and adjacent to the TxDOT maintained Saginaw Boulevard.

The drainage issues that exist along Saginaw Boulevard can be attributed to multiple factors, including the existing railroad lines and development that increases water run-off. Culverts are located along Saginaw Boulevard, however they may overflow due to the large number of crossings. Most of the utility infrastructure needed to serve the community is currently built, so funding for stormwater projects should focus on improving the conditions of these lines and potential serving capacity.

Saginaw Culvert Along W McLeroy Boulevard



Saginaw Water Tower #1



Source: Google Earth

Existing Water Infrastructure

LEGEND

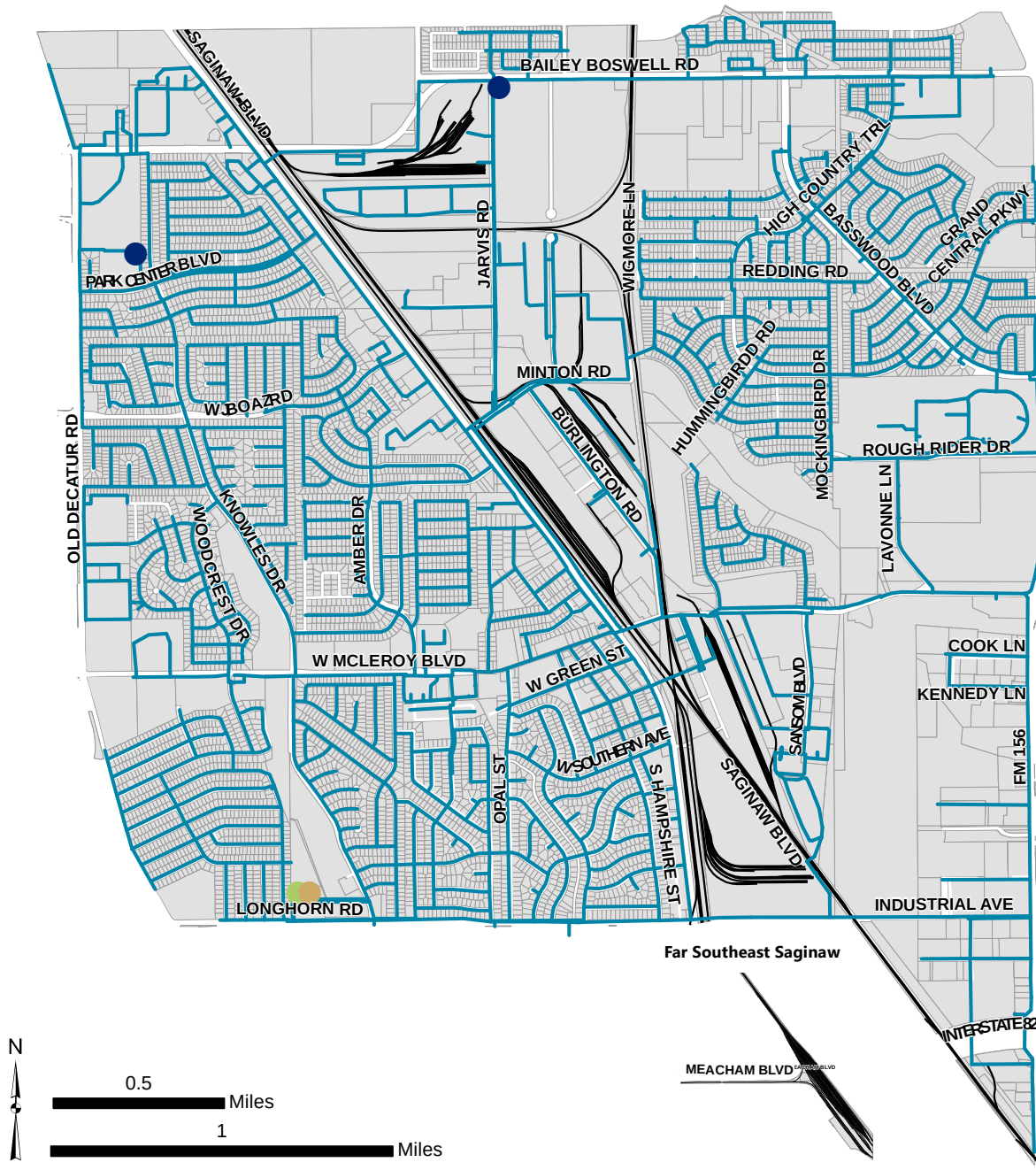
Elevated Storage Tank

Ground Storage Tank

Pump Station

Water Lines

Railroads



Existing Sanitary Sewer Infrastructure



VISION



The city has constructed nearly all major infrastructure necessary to serve the existing and the projected future utility demands. The remaining identified projects are anticipated to be constructed by developers as adjacent developments are constructed. As the city continues to age, the focus will turn more to maintenance, rehabilitation, and refinement of existing infrastructure.

Existing utility lines and associated treatments can be reviewed with existing and future development plans to identify areas that will require upgrades or extensions. To properly assess stormwater drainage, Saginaw can map stormwater lines in a GIS (geographic information system) database, as has been done for water and sanitary sewer infrastructure. The city can then conduct a comprehensive assessment of existing drainage facilities to identify potential future improvements.

Utilities are the backbone of any city's infrastructure and are necessary for public health and continued growth. Saginaw's water and sewer infrastructure are mostly built out, so the vision of utilities in Saginaw should focus on retrofit and maintenance projects. The city should update the Capital Improvements Plan (CIP) every five years to identify a list of projects for water, sewer, and storm infrastructure.

WATER

The primary goal for any city's water infrastructure is to maintain adequate pressure and flow at all points in the system. Saginaw's average water usage is approximately 3.30 million gallons per day (MGD) and is anticipated to reach approximately 4.70 MGD at build-out. The city has programmed the construction of two booster stations, the Northwest and Beltmill stations, to boost pressure for select portions of the city with the intent of serving the upper stories of apartments at multi-level complexes.

Major infrastructure to regularly inspect and potentially rehabilitate in the future are the Longhorn Pump Station and Ground Storage Tanks, the Jarvis 1.5 MG EST, and the Park Center 0.75 MG EST. Additionally the city will need to focus on water lines in older portions of town, such as the Rancho North neighborhood, that still have cast iron water lines. Rehabilitation of these water lines is recommended to be included as a part of the SUMP program, discussed further in Chapter 4: Mobility & Connectivity.

The city dealt with various main breaks throughout the systems during the winter storm of February 2021, and residents experienced brief water outages due to the damage incurred to the City of Fort Worth's systems. However, all of the City of Saginaw's facilities were able to remain operational throughout the duration of the storm. To help plan for future weather events, the two booster pump stations that are being designed for the city will be constructed with emergency generators on site, allowing them to run in the event of another citywide power outage.



WASTEWATER

The main goal of improvement for the city's wastewater system is to reduce surcharging in manholes and reduce the amount of inflow and infiltration (stormwater) that enters the system. The city has historically experienced almost no overflows in the system and those that have occurred were caused by localized pipe collapses or debris. The city has adequate infrastructure to serve residents through build-out, and remaining infrastructure is anticipated to be built by developers.

As the city grows in the future, there is a need to prioritize reduction of inflow and infiltration within the existing stormwater system. This excess water that enters the system and can peak the average flow by five times in some cases, causing the city to discharge significantly more wastewater to the City of Fort Worth. Reduction of inflow and infiltration is typically accomplished by identifying locations with the use of smoke testing, videoing of the lines, and flow monitoring. These kinds of issues are more common in older neighborhoods, such as the Rancho North neighborhood, with vitrified clay pipe. Rehabilitation of wastewater lines is recommended to be included as a part of the Street Utility Maintenance Plan (SUMP) program, discussed in Chapter 4: Mobility & Connectivity.

STORMWATER

Areas with consistent flooding issues have been programmed into the CIP but have been on hold due to coordination with TxDOT and the railroads. Other flooding concerns in the city are proposed to be addressed with associated roadway projects. Another recommended improvement to the city's stormwater infrastructure is to create a GIS database of all infrastructure assets. This would allow the city to make better data-driven decisions and to understand the system.

Saginaw Water Tower #2



Source: Google Earth

STRATEGIES AND ACTIONS

Strategy UI1: Maintain high quality water, sewer, and stormwater infrastructure and retrofit aging infrastructure when necessary.

- » **Action UI1.1:** Collaborate with TxDOT and BNSF to initiate the planned stormwater drainage project located along Saginaw Boulevard and the Saginaw Railroads.
- » **Action UI1.2:** Create a water and wastewater infrastructure assessment and rehabilitation strategy that identifies areas of Saginaw that have dated water and wastewater lines.
- » **Action UI1.3:** Incorporate rehabilitation of roads, water infrastructure, and sanitary sewer infrastructure in older areas into the Capital Improvements Program. **(Cross reference: Action FEV1.3)**
- » **Action UI1.4:** Hire a GIS coordinator or a consultant to map all stormwater infrastructure in Saginaw.
- » **Action UI1.5:** Review the newly mapped stormwater infrastructure and conduct an analysis of beneficial stormwater and drainage improvements across the city. **(Cross reference: Action UI1.4)**
- » **Action UI1.6:** Develop and adopt creative drainage and stormwater filtration standards for infill improvements.
- » **Action UI1.7:** Preserve natural riparian areas through streambank management techniques. Implement at least one project that supports the ecological sustainability of Saginaw's riparian areas.
- » **Action UI1.8:** Utilize green/bio stormwater infrastructure to support and enhance water quality and quantity goals.
- » **Action UI1.9:** Implement a citywide potable water waste reduction marketing program that advertises the harmful environmental impacts of wasting water.
- » **Action UI1.10:** Research and consider implementing water and stormwater reuse or water recycling techniques to irrigate Saginaw parks and open space.
- » **Action UI1.11:** Create a water recycling reporting program to advertise how the city is recycling local stream and stormwater. **(Cross reference: Action UI1.10)**
- » **Action UI1.12:** Create plans and fund rehabilitations to the Longhorn Pump Station and Ground Storage Tank.
- » **Action UI1.13:** Focus water infrastructure improvement funding towards upgrading cast iron water lines.

STRATEGIES AND ACTIONS

- » **Action UI1.14:** Create an interactive online map to be posted on the city's website that includes up-to-date city data including the zoning map, planned developments, parks, municipal facilities, infrastructure, etc.
- » **Action UI1.15:** Partner with NCTCOG, Google, and others to provide a list of energy improvement options for Saginaw residents and businesses.

Stormwater Infrastructure along Knowles Drive



Stormwater Infrastructure along Longhorn Road



Source: Google Earth

6

CHAPTER 6

CITY SERVICES & FACILITIES (INCLUDING PARKS & RECREATION)



FEEDBACK SUMMARY

- Parks and Recreation was the number one strength identified in the Community Survey and was discussed often throughout the public engagement process.
- The Mobility Jars of the Future results from Community Forum 1 showed that the number one mobility priority for the residents of Saginaw is for recreation, including sidewalks, trails, and a connected bicycle network.
- Aesthetic improvements such as streetscaping and city beautification efforts are desired throughout Saginaw.
- More community events are desired. With a love for the Saginaw Train and Grain festival, residents want to see similar events.
- The public is generally pleased with recent efforts made by city staff, including the recent 2021 Bond Program that was passed in May.
- The public would like to see increased enforcement of property maintenance and city ordinances to keep neighborhoods clean and well-kept.
- Police, Fire, and Emergency Services are well-appreciated throughout the community. However, residents are concerned with the perceived threat of increasing crime as the city grows.
- Existing city facilities such as the Saginaw Library are an asset to the community.
- Park and trail improvements are desired, including a connected hike/bike trail network, new playground equipment, splashpads, and other maintenance related improvements to existing Parks and Recreation amenities.
- Residents want additional amenities and investment on the east side of the city.

EXISTING CONDITIONS

CITY SERVICES & FACILITIES

The City of Saginaw contains several civic facilities that are well-loved by the public, including the aquatic center, recreation center, community center, and the public library. The public library provides youth programs and events, and the recreation center has a gym and workout facilities and holds many community events as well as senior-specific events. These facilities are well-liked as seen through positive community feedback.

Construction of a new fire station began in June of 2021 on the corner of W McLeroy Boulevard and Amber Drive and is anticipated to be complete in August of 2022. The Saginaw Fire Department has two locations, one on Basswood Boulevard and one on the south side of Saginaw Boulevard. The new fire station will take over operations for the Saginaw Boulevard location, leaving an opportunity for redevelopment in the future.

Saginaw's City Hall is located on W McLeroy Boulevard and is adjacent to the Saginaw Police Department and the Saginaw Public Library. The Saginaw Public Works Department is located on Brenda Lane on the east side of the railroad tracks. This facility is older and feedback from city staff has indicated the need for expansion or construction of a new Public Works building.

Existing city-run events are well received within the community. The Saginaw Train and Grain Festival is a highlight for locals and surrounding visitors, and the public wishes to see similar events. The city does not have an events coordinator, and coordination for city events has become more service than existing staff can accommodate. Programming and events are key recreation amenities and can increase the quality of life for residents, and opportunities exist to find solutions to better manage events in Saginaw.

2021 SAGINAW BOND PROGRAM

On May 1, 2021, Saginaw voters approved over \$67 million dollars in infrastructure and city facilities improvements through the 2021 Saginaw Bond Program. Visit SaginawTXBond2021.org for more information about the Bond Program.

Specific city facility and park improvement projects that are funded in this program, totaling \$29,900,000 worth of improvements, include the following:

Proposition B: Parks Improvements and New Senior Center

- » Park Improvements: Including Trails, Playgrounds, and Park Amenities. Specific improvements will be recommended by the Parks Advisory Board.
- » New Senior Center: Approximately 10,000 square feet, located at W McLeroy Boulevard north of Opal Drive, and will include an outdoor activity space

Proposition C: New Library

- » The proposed library will be approximately 30,000 square feet, located at W McLeroy Boulevard north of Opal Drive, and will include an outdoor activity space

Saginaw City Hall



PARKS & RECREATION

The City of Saginaw owns and maintains seven public parks, as shown in the map on the next page, totaling approximately 112 acres of greenspace. They include William Houston Park, Willow Creek Park, Opal Jo Jennings Park, Brian Schwengler Memorial Park, Kiwanis Veterans Memorial Park, Sagewood Park, and Highland Station Park.

These parks are free and open to the public. Saginaw's Parks and Recreation amenities are the top strength of the community as identified through the planning process. The Saginaw parks are well loved by residents - they are generally well-maintained and feature many recreation amenities including trails, playground equipment, benches, picnic areas, ballfields and sports courts, pavilions, public art, and memorials. Willow Creek Park is the city's largest public park with approximately 65 acres of open space, trails, ballfields, and playground equipment and is also home to the Saginaw Switchyard. The Switchyard is a large pavilion that hosts several events, including the monthly Saginaw Farmers Market.

In addition to the publicly owned facilities, Saginaw has several private amenities including neighborhood and Homeowners Association (HOA) owned facilities. The HOAs located in Saginaw include The Courts of Willow Creek HOA, The Commons at Willow Creek HOA, Creekwood HOA, Heather Ridge Estates HOA, Spring Creek HOA, and The Willow Vista Estates HOA. Although these amenities are not open to the public, they do serve the recreation needs for residents that live in the neighborhoods, including playgrounds, fishing ponds, pools, pavilions, benches, and splashpads. Other privately-owned amenities include parks and sports fields owned and maintained by the local ISDs or daycare facilities.

William
Houston Park



Willow Creek
Park



Opal Jo
Jennings Park



Brian
Schwengler
Memorial Park



Kiwanis
Veterans
Memorial Park



Sagewood
Park



Highland
Station Park

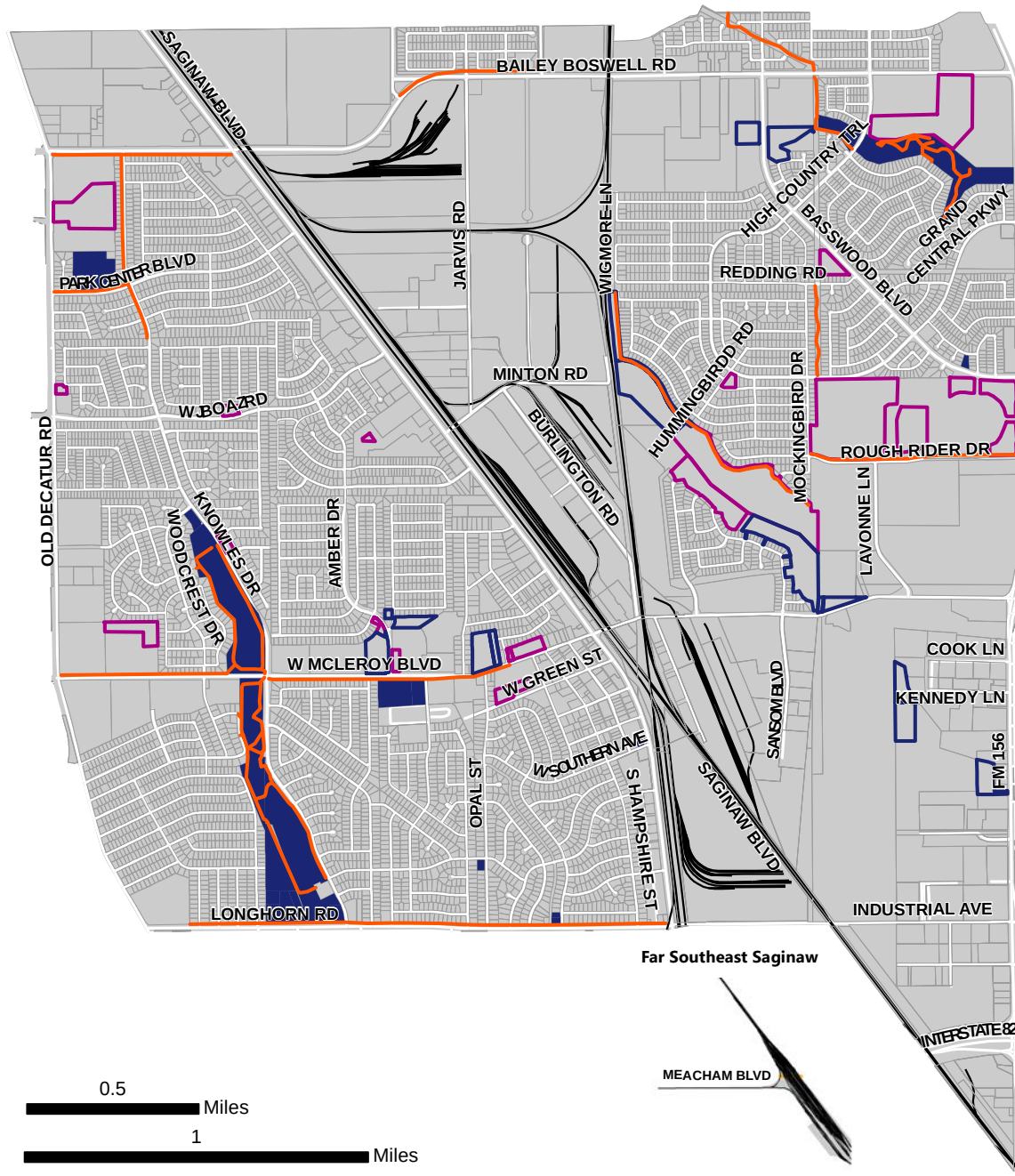


Source: Google Earth

Existing Parks and Trails

LEGEND

-  Existing City Park or Recreation Facility
-  Existing City Property
-  Existing Private Open Space or Amenity
-  Existing Trail or Sidewalk
-  Railroads



VISION

CITY SERVICES & FACILITIES

The vision for Saginaw's municipal services and facilities is to continue to serve the residents of Saginaw with exceptional, high-quality municipal services through ongoing evaluation and monitoring of personnel, resources, and trainings. Police, Fire, and Emergency Services are serving the community well, and feedback has indicated that staff should grow and expand with the city's continuing growth. Ongoing reporting for the emergency services departments should be collected and reviewed in an annual report to ensure public safety remains highly regarded by residents.

The current fire station on Saginaw Boulevard will be replaced with the new Fire Station on W McLeroy Boulevard, and an opportunity exists to re-purpose this land for infill development. Directly behind the fire station is the previous Saginaw Senior Center facility. Dubbed the "Log Cabin," this facility was well loved by seniors throughout the community. The 2021 Saginaw Bond Program funds the construction of a brand-new Senior Center since the previous facility is no longer in working condition.

There are multiple opportunities for these two adjacent properties to be developed into a unique destination in the future. Several ideas for this small area were discussed at Community Forum 2. Some of the most popular restaurants in Saginaw are located just to the north of the fire station and Log Cabin, making a sidewalk or trail connecting these two areas a feasible project. Ideas for the fire station and Log Cabin include a walkable, multi-story development with shops and restaurants on the lower levels and residential or office spaces on top.

Through conversations with city staff and with the public, the city's parks and trails system is highly regarded by the community. The responsibility of park maintenance falls under the Public Works and Community Development Departments where staff

is often limited on capacity to serve. To help Saginaw achieve the vision of creating a regional destination within the parks and trails systems, the city can consider creating a dedicated Parks and Recreation department to take over these responsibilities. This new department could also hire an events coordinator to assist with city events. This adjustment would allow the Public Works Department employees to focus on other duties such as street maintenance, code enforcement, and utility maintenance, and would accommodate for some of the growth in service expectations for city events. Staff mix could be further refined over time to add additional capacity or add positions to solely focus on the landscaping and improvements of the parks and trails residents love, as well as event coordination, setup, and cleanup.

Staff from the Public Works Department and the Animal Services Department have both expressed the need for new facilities. The existing Public Works building is too small to meet the needs of existing staff. The Saginaw Animal Shelter is also over capacity and does not have adequate space for the animals staying in the shelter or green space to walk the dogs or have visits from prospective people to adopt the animals. Further discussion with staff from both departments should occur to understand the present and future departmental needs.

Saginaw Public Works Building



Source: Google Earth

PARKS & RECREATION

Referencing back to the community profile of Saginaw, the largest tapestry segment represented in the city is “Up and Coming Families.” This demographic has expectations for parks and recreation amenities as they likely have small children in their household. The parks in Saginaw are embedded into the existing fabric of the community and preserve the natural landscape for residents and visitors to enjoy. Saginaw has a diverse collection of neighborhood, community, and regional parks that serve the public at all levels. In the future, a comprehensive sidewalk and trail network will connect residents to local parks, shops, restaurants, schools, and other destinations. The trail network will also be enhanced with streetscaping and natural tree shading to further encourage usage. Overall, Saginaw will continue to be a regional leader in Parks and Recreation amenities and the city’s trail system will act as a destination opportunity for both residents and visitors alike.

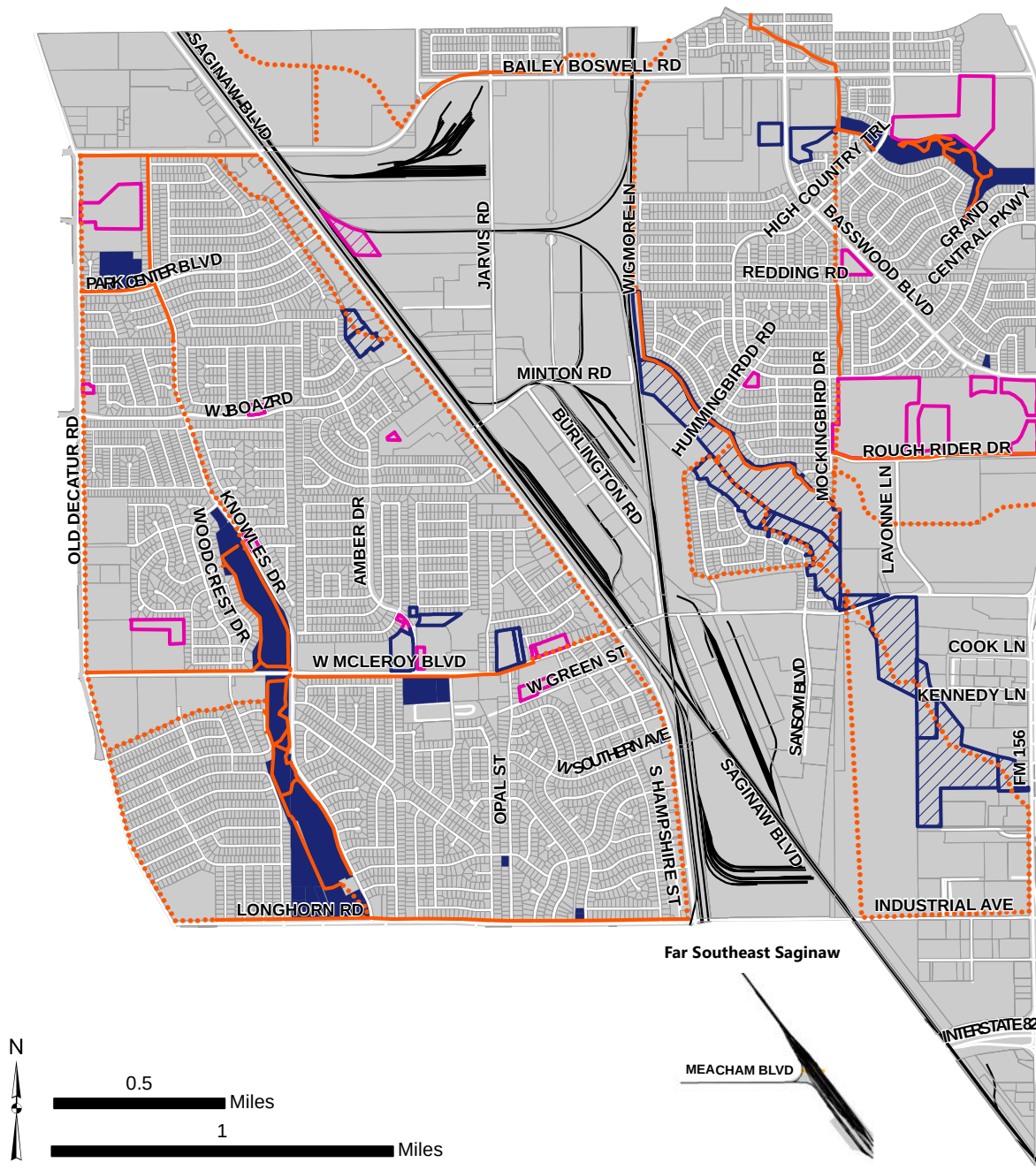
Over the coming years, the City of Saginaw will implement the vision of the recently updated Parks and Recreation Master Plan. Further analysis has been completed through this project and can be found on the city’s website. One of the highlights of the Parks and Trails Master Plan is the formation of a new “Little Fossil Creek Park” on the east side of the railroad tracks. Little Fossil Creek runs in the north-south direction and is designated as Greenspace/Floodplain in the Future Land Use Map. This proposed addition would be the largest public park in the city if it were to be developed. There are opportunities to create a connected trail network and beautification improvements in this park. The map on the next page shows the proposed parks and trails plan for Saginaw that can be found in the 2022 Parks and Recreation Master Plan.

For additional information and further analysis of Saginaw’s parks and recreation amenities, please refer the 2022 Saginaw Parks and Recreation Master Plan.

Brian Schwengler Memorial Park



Future Parks and Trails



STRATEGIES AND ACTIONS

Strategy CSF1: Continue to provide high quality municipal services to the residents of Saginaw and integrate continuous community feedback into municipal plans.

- » **Action CSF1.1:** Periodically evaluate existing training services for Saginaw's police and fire staff and research best practices to ensure the current services are delivering desired results.
- » **Action CSF1.2:** Explore options to require new residential development to require recycling services.
- » **Action CSF1.3:** Explore costs with burying overhead utility lines, especially along Saginaw Boulevard as a part of the Corridor Study identified for Saginaw Boulevard in Chapter 4: Mobility & Connectivity. **(Cross reference: Action MC2.1)**
- » **Action CSF1.4:** Create an ongoing annual report of the Saginaw Police, Fire, and Emergency Services level of service to ensure that staff numbers are appropriately scaling as the population grows.
- » **Action CSF1.5:** Continue supporting local neighborhoods and provide exceptional communication to current and future residents.
 - » Create a Neighborhood Planning Program that provides continued coordination between city staff and neighborhood leaders with citywide communications and planning efforts.
 - » Partner with local HOAs and neighborhood leaders to create Small Area Plans for the existing neighborhoods.
 - » Host at least two Live Zoom Townhall events each year that are streamed live to the City's social media pages to provide an opportunity for the public to ask questions and communication with Staff. **(Cross reference: Action LU3.4)**
- » **Action CSF1.6:** Create and allocate City Staff to a new Saginaw Parks and Recreation Department.
 - » Initiate conversations with the Parks Board and City Council to discuss this possible adjustment.
 - » Conduct a needs assessment to identify the required Staff and resources to make the new Saginaw Parks and Recreation Department a success for the coming decades.
 - » Establish a vision and goals for the new Parks and Recreation Department.
 - » Create the Saginaw Parks and Recreation Department and allocate staff.

STRATEGIES AND ACTIONS

Strategy CSF3: Provide excellent parks, trails, and recreation services to Saginaw's residents and visitors to promote a high quality of life.

- » **Action CSF3.1:** Integrate the 2022 Saginaw Parks and Trails Master Plan projects into formal capital improvement planning documents and budgets.
- » **Action CSF3.2:** Create a master plan for constructing Little Fossil Creek Park. This should include acquiring any land for the park. (**Cross reference: Action LU2.1**)
- » **Action CSF3.3:** Design and install a public splashpad in an area east of Saginaw Boulevard.
- » **Action CSF3.4:** Create a unique brand for the Saginaw Park and Recreation system and use this brand in future advertisements and wayfinding. Create standards for consistent parks and trail signage throughout Saginaw that are in line with this established branding.
- » **Action CSF3.5:** Evaluate the park land dedication and development requirements for new residential units or lots in Saginaw to contribute funds or improvements for park land or features.
- » **Action CSF3.6:** Review, assess, and formalize park standards for maintenance and improvements (i.e., how to properly dispose of trash collected in parks, landscaping standards, plant types, watering, and irrigation schedules, etc.).
- » **Action CSF3.7:** Explore design, maintenance, and funding opportunities for a new community garden to be constructed in a city park.
- » **Action CSF3.8:** Increase shading by planting an additional 500 trees throughout Saginaw's parks, trails, public rights-of-way, and open spaces to enhance the pedestrian experience and aesthetics.

Willow Creek Park Playground



Source: Google Earth

STRATEGIES AND ACTIONS

Strategy CSF4: Enhance Saginaw's events and programming efforts through additional staff and partnerships with the local community.

- » **Action CSF4.1:** Organize and accomplish an annual citywide beautification event.
- » **Action CSF4.2:** Hire a city Events Coordinator as part of the proposed Parks and Recreation Department. **(Cross reference: Action CSF1.6)**
- » **Action CSF4.3:** Promote local events through a multi-faceted outreach program including social media, utility bill inserts, the city's website, and communication with local neighborhood organizations.
- » **Action CSF4.4:** Partner with local organizations such as the Boy Scouts, after school programs, and volunteer groups to create a Saginaw Park Volunteer program that assists in cleanup, maintenance, and landscaping services for the city. Partner with local neighborhood organizations as well to help organize the volunteer events.

Saginaw Train and Grain Festival



CHAPTER 7

IMPLEMENTATION & MONITORING



KEY PARTNERS

The Saginaw Comprehensive Plan is built on the feedback from the community and numerous groups and organizations that want to see a great future for the city. Partnerships are important in developing the vision for the city, and these partnerships should continue to ensure that *Plan Saginaw* remains relevant to everyone and is being used. Potential partners in Saginaw include, but are not limited to, BNSF and Union Pacific, Saginaw ISD, local business owners, major employers, and TxDOT. It should be communicated to partners how their group is important to the success of the city and implementation of the comprehensive plan. In addition, partners are often great connections for funding, an important aspect of completing goals in the plan.

HOMEOWNERS ASSOCIATIONS (HOAS)

HOAs are great partners to engage with to provide residents with parks and recreation amenities, as well as maintenance and other various perks. Through continuous engagement, the HOAs can act as an outlet to provide residents with new or important city information and education.

BNSF RAILROAD & UNION PACIFIC RAILROAD

The railroads are one of the city's most valuable assets, but also one of the greatest dividers between east and west Saginaw. Continued collaboration with the rail line owners and operators can be valuable to the city to convey ongoing maintenance needs and upcoming projects.

TxDOT

Since Saginaw Boulevard is a state-maintained highway, conversations should be had with TxDOT over issues identified along Saginaw Boulevard, such as signal timing and proposed future improvements, such as bike lanes or an enhanced trail system. Good relationships and continued communication with TxDOT is essential for the successful redesign and redevelopment of Saginaw Boulevard.

TARRANT COUNTY

Tarrant County can be a great partner to understand emerging trends and challenges at the regional level. The County also offers various funding sources, such as the Tarrant County Transportation Bond Program, which has helped fund several roadway improvement projects in Saginaw. Communication with Tarrant County is encouraged and can help the city reach their desired goals.

EAGLE MOUNTAIN-SAGINAW ISD

The local independent school districts are key partners to engage with as the city rolls out new and important information. As mentioned several times throughout *Plan Saginaw*, the City of Saginaw prides itself as a family-friendly community. Maintaining Saginaw's excellent school system should be a priority for the city, and continued communication with the local ISD is encouraged.

MAJOR EMPLOYERS & BUSINESS OWNERS

Several strategies and actions listed in this Comprehensive Plan already encourages strengthening relationships with local businesses and merchants. It is important to have these business owners and major employers as key partners to understand the local dynamics of running and maintaining a successful business in Saginaw. It is encouraged to listen to local business owners and employers to ensure the city is doing everything they can to support the business community.

USAGE, UPDATES, & AMENDMENTS

The comprehensive plan takes precedence over other plans, unless otherwise stated, being built on the goals of each to create an overall vision. The comprehensive plan should be updated periodically, with the help and feedback from the community, to remain relevant as actions become visible and the needs and wants of the community changes. The comprehensive plan should be updated no later than every five years: with the planning process including feedback from an updated community survey, a new Comprehensive Plan Advisory Committee, and opportunities for the community to participate and voice their opinions on the different elements and draft plan before adoption.

ACTION PRIORITIZATION

While every action in the Comprehensive Plan is important, strategic implementation must be considered to best serve the community in the near future while understanding which actions may take longer and are a lower priority for the community over others. Supported by a strategic plan and feedback from the community, action prioritization can be updated as needed as the vision of the Plan is implemented. Actions should be assigned to specific groups and departments, and updates should be given to City Council periodically to monitor the status of the comprehensive plan. Creating a matrix for reviewing and tracking the comprehensive plan progress is important, and the matrix may include a timeframe, funding needs, action leaders, and the status of the action.

The following pages have all of *Plan Saginaw's* actions gathered into a matrix that identify conceptual costs to complete the action, responsible parties, and a short-term, mid-term, or long-term completion estimate. The specified year ranges are detailed below:

- **Short-Term:** Actions that can be completed in 3 years or less
- **Mid-Term:** Actions that are estimated to be completed within 4 to 6 years
- **Long-Term:** Actions that are anticipated to take longer than 7 years to be completed
- **Ongoing:** Actions that should be continually integrated into Saginaw's municipal operations

Conceptual costs range from one dollar sign to four dollar signs, and generally follow the cost ranges listed below. However, these conceptual costs are a rough estimate and should be used for illustrative purposes only. Further financial analyses should be conducted over each action to more accurately gauge public sector costs.

- \$ - Up to \$150,000
- \$\$ - \$150,000 to \$500,000
- \$\$\$ - \$500,000 to \$1 million
- \$\$\$\$ - More than \$1 million

CHAPTER 2: FISCAL & ECONOMIC VITALITY

Strategy	Action Number	Action	Action Leader	Timeframe	Conceptual Cost
FEV1: Diversify Saginaw's tax base by attracting new businesses, employment, mixed-use, and non-residential development.	FEV1.1	Attract a developer to construct a mixed-use development at the old Saginaw Fire Station site. Partner with this developer and with local historic organizations to fabricate a tribute or monument to the past Saginaw firefighters that worked at that location. (Cross reference: Action CSF2.1)	Community & Economic Development	Long-term	\$\$\$\$
	FEV1.2	Evaluate vacant parcels in Saginaw for possible rezoning to prepare for commercial and mixed-use land uses, especially properties in commercial districts. (Cross reference: Action LU1.1, Action LU3.3)	Planning & Zoning	Short-term	\$
	FEV1.3	Reassess and update Saginaw's Five-Year Capital Improvement Plan (CIP) from the 2016 Comprehensive Master Plan and CIP. (Cross reference: Action LU3.6, Action MC1.1, Action UI1.2, Action CSF3.1)	Engineering	Short-term	\$\$
	FEV1.4	Add and monitor new long-range fiscal indicators to Saginaw's annual budget report in addition to population growth, including but not limited to unemployment rate, job growth, median household income, wage growth, etc.	Finance	Short-term/ Ongoing	\$
FEV2: Foster the unique identity of the Saginaw's rich history, including the grain mills and railroad.	FEV2.1	Explore partnerships with the Saginaw Grain Mills property owners to install large projectors on the side of the Grain Mills to light up with corresponding holiday colors or community imagery.	Community & Economic Development	Mid-term	\$\$\$
	FEV2.2	Revive (or create) the Saginaw Historical Society by re-engaging with past members to construct local landmarks, public art, and heritage education.	Community & Economic Development	Mid-term	\$
	FEV2.3	Initiate conversations with property owners to help fund and create at least one additional mural on the Saginaw Grain Mills.	Community & Economic Development	Long-term	\$\$\$
	FEV2.4	Explore opportunities to revitalize the old Saginaw Chamber of Commerce building to be a train watching station and/or a History of Saginaw Museum to promote local tourism. (Cross reference: Action LU2.3)	Community & Economic Development	Long-term	\$\$\$\$

FEV3: Take advantage of Saginaw Boulevard's regional significance by implementing placemaking techniques to shape the corridor into a regional destination	FEV3.1	Revise the zoning code to allow for walkable, multi-story mixed-use development along Saginaw Boulevard. (Cross reference: Action LU3.3, Action LU4.4, Action MC2.1)	Planning & Zoning	Short-term	\$
	FEV3.2	Strategize and adopt a special financing tool for the redevelopment of Saginaw Boulevard, such as a Public Improvement District (PID) or a Tax Increment Reinvestment Zone (TIRZ) (as defined in the Local Government Code Chapter 372 and the Local Tax Code Chapter 311, respectively).	City Management	Long-term	\$\$
	FEV3.3	Continue to implement the Saginaw Boulevard Overlay District zoning tool. Create additional resources for current and new development including representative imagery and diagrams of desired development character.	Planning & Zoning	Short-term	\$
	FEV3.4	Research development incentivization techniques to attract new growth along Saginaw Boulevard and discuss implementation techniques with City Council and Staff.	Planning & Zoning	Ongoing	\$\$
FEV4: Nurture and support existing and future local businesses.	FEV4.1	Continually update the list of existing Saginaw businesses on the Saginaw Business Directory and initiate a Saginaw business-specific quarterly newsletter to distribute to the existing businesses.	Community & Economic Development	Short-term/ Ongoing	\$\$
	FEV4.2	Add a "Business of the Month" highlight in the City View Economic Development Newsletter that highlights one Saginaw business per month.	Community & Economic Development	Short-term	\$
	FEV4.3	Restart city-run quarterly Merchant Luncheons with the City Manager and local business owners.	City Management	Short-term	\$
	FEV4.4	Incentivize and attract at least one youth-specific and family-friendly destination/gathering space, such as a trampoline park, a bowling alley, or an arcade.	Community & Economic Development	Mid-term	\$\$
	FEV4.5	Explore public-private partnerships to provide live-work, small business incubators.	Community & Economic Development	Ongoing	\$
	FEV4.6	Incentivize and attract at least five new sit-down restaurants, preferably locally owned.	Community & Economic Development	Long-term	\$\$
	FEV4.7	Set up a standard reporting procedure recurring every two years for the Saginaw Economic Development department to run a labor market analysis to analyze the industry employment sectors in Saginaw so that the city can share the results with prospective businesses and the public.	Community & Economic Development	Ongoing	\$

FEV4.8	Research and identify potential regional, state, or national resources to help support Saginaw's excellent school system. Apply for at least one grant for improvements to school facilities.	City Management	Mid-term	\$\$
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CHAPTER 3: LAND USE & DESIGN

Strategy	Action Number	Action	Action Leader	Timeframe	Conceptual Cost
LU1: Encourage infill and redevelopment by identifying and incentivizing development that is consistent with the Future Land Use Plan.	LU1.1	Create an infill development map of Saginaw that identifies parcels that have the potential for redevelopment. (Cross reference: Action FEV1.2)	Planning & Zoning	Short-term	\$
	LU1.2	Utilize each Future Land Use Designation policies as a tool to compare to future development proposals for compliance to overall vision.	Planning & Zoning	Short-term/ Ongoing	\$
LU2: Promote new development, infill, or redevelopment that supports placemaking best practices with the goal of creating special and unique destinations within Saginaw that capitalize on the city's unique industrial heritage.	LU2.1	Evaluate the acquisition of land needed to create a new city park around Little Fossil Creek. (Cross reference: Action CSF3.2)	Planning & Zoning/ Public Works	Mid-term	\$\$\$\$
	LU2.2	Design and fund gateway signage, to be placed at key intersections at entrances to the city, as described in the Gateways and Branding Stations Map. Apply for TxDOT's City Pride Sign Program to install a gateway sign at Saginaw's City Limits on IH-820.	Public Works	Long-term	\$\$\$
	LU2.3	Evaluate opportunities on and near the Saginaw Train Depot property for a train watching platform and heritage tourism. (Cross reference: Action FEV2.4)	Community & Economic Development	Long-term	\$\$\$\$

LU3:
Implement
the Future
Land Use
Plan through
actions that
directly
support
the Future
Land Use
Designations.

LU3.1	Update the Saginaw Zoning and Subdivision Codes to coincide with the visions of each Future Land Use Designation, and the overall Vision Framework of the Comprehensive Plan.	Planning & Zoning	Mid-term	\$
LU3.2	Rezone areas of the city that fall within the FEMA floodplain to prohibit new vertical structures unless proper permitting documentation is obtained and is in compliance with FEMA development standards.	Planning & Zoning	Mid-term	\$
LU3.3	Revise the existing zoning code standards to allow mixed-use developments for parcels that fall in the Neighborhood Mixed-Use, W McLeroy Boulevard Corridor, Saginaw Boulevard Corridor, Eastern Gateway, Community Mixed-Use, and Railroad-Oriented Mixed-Use Future Land Use Designations.	Planning & Zoning	Mid-term	\$
LU3.4	Create a neighborhood planning program that establishes aesthetics and maintenance standards for the various neighborhoods throughout Saginaw. Partner with local neighborhood leaders, such as the Homeowners Associations (HOAs), to manage the program. (Cross reference: Action CSF1.5)	Planning & Zoning/ Community & Economic Development	Mid-term/ Ongoing	\$
LU3.5	Re-evaluate the Saginaw zoning regulations for accessory dwelling units (ADUs) to allow larger living spaces that support multi-generational housing.	Planning & Zoning	Short-term	\$
LU3.6	Analyze the existing sidewalk network within Saginaw neighborhoods to focus multimodal improvement funding in areas that do not have sidewalks. Funding sources can be the Capital Improvements Plan (CIP) or other funding sources detailed in the Implementation Chapter. (Cross reference: Action MC3.2, Action MC 3.5)	Engineering	Mid-term	\$\$\$\$
LU3.7	Create a set of design standards to maintain consistent character and form for all new government buildings.	Engineering	Short-term	\$
LU3.8	Conduct a needs assessment with neighborhood organizations to determine what type of small-scaled businesses residents would like to see adjacent to their homes.	Planning & Zoning	Short-term	\$

LU4: Focus capital investments on the Saginaw Boulevard Corridor Future Land Use Designation to create a regional destination and entertainment center.	LU3.9	Create an economic development strategy for the Eastern Gateway Future Land Use Designation that showcases representative imagery of business parks with the intention of attracting developers to come and construct new business parks within the area.	Community & Economic Development	Mid-term	\$
	LU3.10	Construct a connected trail from Eastern Gateway to the adjacent 100-Year Floodplain Designation to provide future employees and residents with a system of trails and connection to nature.	Public Works/ Engineering	Long-term	\$\$\$\$
	LU3.11	Prepare for passenger rail by creating a transit-oriented development strategy for the BNSF Railroads.	Planning & Zoning	Long-term	\$
	LU4.1	Explore options with the Post Office property owner regarding improvements to the Saginaw Post Office.	Community & Economic Development	Mid-term	\$
	LU4.2	Develop design standards for beautification and development within the Saginaw Boulevard Corridor through a detailed Corridor Plan. (Cross reference: Action MC2.1, Action CSF1.3)	Engineering/ Planning & Zoning	Mid-term	\$\$
	LU4.3	Initiate conversations with TxDOT to improve the streetscape and aesthetics of Saginaw Boulevard, including bicycle lanes and wide sidewalks. (Cross reference: Action LU 4.2, Action MC2.1)	Public Works	Short-term	\$
	LU4.4	Action LU4.4: Revise the city's existing zoning ordinance to require additional standards for new and infill development/ redevelopment on parcels within the Saginaw Boulevard Corridor Future Land Use Designation including, but not limited to: • Encouraging parking lots and/or structures to be located on the sides, rear, or in the center of the parcel • Encouraging building footprints to be located close to the right-of-way line facing Saginaw Boulevard • Allow for buildings up to four stories tall (Cross reference: Action LU4.2, Action MC2.1, Action MC 3.3)	Planning & Zoning	Mid-term	\$

LU5: Focus capital investments on the W McLeroy Boulevard Corridor Future Land Use Designation to create a local destination and entertainment center.	LU5.1	Rezone parcels in the W McLeroy Boulevard Corridor Future Land Use Designation to allow mixes of land uses.	Planning & Zoning	Mid-term	\$
	LU5.2	Develop design standards for beautification and future development within the W McLeroy Corridor through a detailed Corridor Plan. (Cross reference: Action MC2.2)	Engineering/ Planning & Zoning	Mid-term	\$\$
	LU5.3	Integrate the street standards set in the Municipal Collector Master Thoroughfare Plan designation into existing zoning standards for parcels adjacent to the W McLeroy Boulevard Corridor. (Cross reference: Action MC2.2)	Engineering	Mid-term	\$
	LU5.4	Develop streetscape standards and proposed cross section for lane widths, landscaping, lighting, and street furniture for W McLeroy Boulevard. (Cross reference: Action MC1.3, Action MC 2.2, Action MC3.5)	Engineering	Mid-term	\$
	LU5.5	Obtain additional right-of-way on W McLeroy Boulevard for sidewalk and trail construction.	Engineering	Long-term	\$\$\$
	LU5.6	Create a W McLeroy Boulevard Corridor Branding Strategy to utilize on all future gateway signage, street signs, and advertisements. (Cross reference: Action MC2.2)	Community & Economic Development	Mid-term	\$

CHAPTER 4: MOBILITY & CONNECTIVITY

Strategy	Action Number	Action	Action Leader	Timeframe	Conceptual Cost
MC1: Invest in new connections that work toward completion of the Master Thoroughfare Plan network.	MC1.1	Prioritize new projects for implementation in the 5-Year Capital Improvements Plan (CIP). (Cross reference: Action FEV1.3)	Engineering	Short-term	\$\$
	MC1.2	Explore options to fund new Master Thoroughfare Plan projects including bonds, grants, and partnerships with TxDOT and NCTCOG. Utilize funding options found in the Implementation Chapter.	Finance	Long-term/ Ongoing	\$\$\$
	MC1.3	Update the city's roadway design standards to include cross sections for Saginaw's Greenway Arterial, Municipal Collector, Major Collector, and Minor Collector classifications.	Engineering	Short-term	\$

MC2: Invest in maintaining and upgrading existing thoroughfares in Saginaw.	MC2.1	Conduct a corridor study on Saginaw Boulevard to evaluate future design, desired development, potential medians, burying utility lines, cross sections, streetscape and landscaping plans, and other elements. (Cross reference: Action LU4.2, Action LU4.3, Action LU4.4, Action CSF1.3)	Engineering/ Planning & Zoning	Mid-term	\$\$
	MC2.2	Conduct a corridor study on W McLeroy Boulevard/Municipal Collector to evaluate future design, desired development, cross sections, streetscape and landscaping plans, and other elements. Complete the W McLeroy Corridor Study before construction begins on roadway improvements funded from the 2021 Saginaw Bond Program. (Cross reference: Action LU5.2, Action LU5.3, Action LU5.4, Action LU5.5, Action LU5.6)	Engineering/ Planning & Zoning	Mid-term	\$\$
	MC2.3	Continue to discuss solutions for signal timing improvements on Saginaw Boulevard with TxDOT to improve level-of-service.	Public Works	Short-term/ Ongoing	\$
	MC2.4	Conduct a feasibility study for a grade-separated crossing (or other design solution) at the intersection of McLeroy Boulevard and the railroads.	City Management	Short-term	\$\$
	MC2.5	Research and implement a comprehensive Street Utility Maintenance Plan (SUMP).	Public Works	Mid-term	\$\$
	MC2.6	Conduct a Pavement Condition Assessment (PCA) on all roads maintained by City to determine project priorities on existing roads. (PCA) on all roads maintained by City to determine project priorities on existing roads.	Public Works	Long-term	\$\$\$
MC3: Create a walkable Saginaw by investing funds into multimodal improvements for new developments and retrofitting existing developments.	MC3.1	Connect the existing and future trail networks through prioritized trail segments contained within the Saginaw Parks and Recreation Master Plan.	Engineering	Long-term	\$\$\$
	MC3.2	Map all existing sidewalks and trails in the city and create a plan for filling gaps, including requiring new developments to construct sidewalks and city-initiated construction prior to new development. (Cross reference: Action LU3.6, Action MC3.5)	Public Works	Mid-term	\$\$\$
	MC3.3	Revise zoning standards to require new development on Saginaw Boulevard to be constructed near the right-of-way line and move parking to the back or sides of the building. (Cross reference: Action LU4.4)	Planning & Zoning	Short-term	\$

MC4: Enhance safety measures on Saginaw streets.	MC3.4	Create a marketing campaign and advertise to the public ways they can use alternative modes of transportation within Saginaw.	Community & Economic Development	Short-term/ Ongoing	\$
	MC3.5	Update roadway redevelopment standards and future cross sections to require that sufficient multimodal infrastructure (including sidewalks and trails) is present in all new proposals. (Cross reference: Action MC3.2)	Engineering	Mid-term	\$
	MC3.6	Ensure new development's proposed multimodal infrastructure (including sidewalks and trails) connect to the existing surrounding network.	Public Works	Ongoing	\$\$
	MC3.7	Plan for bicycle and trail connections to the regional Veloweb.	Engineering	Ongoing	\$
	MC 4.1	Conduct individual intersection analyses for design options on all Special Consideration Intersections.	Engineering	Mid-term	\$\$
	MC 4.2	Research speeds and implement traffic calming measures within existing neighborhoods where speeding and cut-through traffic is a concern.	Engineering	Long-term	\$\$\$
	MC 4.3	Create a neighborhood speed management program that provides a streamlined process for reporting concerns.	Public Works	Short-term	\$
	MC 4.4	Reduce speeds within Saginaw neighborhoods as necessary as part of the neighborhood speed management program. Install additional signage for education and enforcement purposes.	Planning & Zoning	Long-term	\$\$
	MC 4.5	Prioritize closing sidewalk gaps and providing protected crossing facilities along major corridors and key multimodal routes. (Cross reference: Action LU3.6, MC3.2)	Engineering	Ongoing	\$\$\$

CHAPTER 5: UTILITIES & INFRASTRUCTURE

Strategy	Action Number	Action	Action Leader	Timeframe	Conceptual Cost
UI1: Maintain high quality water, sewer, and stormwater infrastructure and retrofit aging infrastructure when necessary.	UI1.1	Collaborate with TxDOT and BNSF to initiate the planned stormwater drainage project located along Saginaw Boulevard and the Saginaw railroads.	Public Works	Short-term	\$\$\$
	UI1.2	Create a water and wastewater infrastructure assessment and rehabilitation strategy that identifies areas of Saginaw that have dated water and wastewater lines.	Public Works	Mid-term	\$
	UI1.3	Incorporate rehabilitation of roads, water infrastructure, and sanitary sewer infrastructure in older areas into the Capital Improvements Program. (Cross reference: Action FEV1.3)	Public Works	Short-term	\$\$
	UI1.4	Hire a GIS coordinator or a consultant to map all stormwater infrastructure in Saginaw.	Public Works	Short-term	\$
	UI1.5	Review the newly mapped stormwater infrastructure and conduct an analysis of beneficial stormwater and drainage improvements across the city. (Cross reference: Action UI1.4)	Public Works	Mid-term	\$
	UI1.6	Develop and adopt creative drainage and stormwater filtration standards for infill improvements.	Public Works	Long-term	\$
	UI1.7	Preserve natural riparian areas through streambank management techniques. Implement at least one project that supports the ecological sustainability of Saginaw's riparian areas.	Engineering	Long-term	\$\$\$
	UI1.8	Utilize green/bio stormwater infrastructure to support and enhance water quality and quantity goals.	Engineering	Ongoing	\$
	UI1.9	Implement a citywide potable water waste reduction marketing program that advertises the harmful environmental impacts of wasting water.	Community & Economic Development	Short-term	\$
	UI1.10	Research and consider implementing water and stormwater reuse or water recycling techniques to irrigate Saginaw parks and open space.	Public Works	Short-term	\$\$\$

UI1.11	Create a water recycling reporting program to advertise how the city is recycling local stream and stormwater. (Cross reference: Action UI1.10)	Public Works	Long-term	\$
UI1.12	Create plans and fund rehabilitations to the Longhorn Pump Station and Ground Storage Tank.	Finance	Long-term	\$\$\$\$
UI1.13	Focus water infrastructure improvement funding towards upgrading cast iron water lines.	Public Works	Short-term/ Ongoing	\$\$
UI1.14	Create an interactive online map to be posted on the city's website that includes up-to-date city data including the zoning map, planned developments, parks, municipal facilities, infrastructure, etc.	Public Works	Mid-term	\$
UI1.15	Partner with NCTCOG, Google, and others to provide a list of energy improvement options for Saginaw residents and businesses.	Public Works	Short-term	\$

CHAPTER 6: CITY SERVICES & FACILITIES

Strategy	Action Number	Action	Action Leader	Timeframe	Conceptual Cost
CSF1: Continue to provide high quality municipal services to the residents of Saginaw and integrate continuous community feedback into municipal plans.	CSF1.1	Periodically evaluate existing training services for Saginaw's police and fire staff and research best practices to ensure the current services are delivering desired results.	City Management	Ongoing	\$
	CSF1.2	Explore options to require new residential development to require recycling services.	City Management	Mid-term	\$
	CSF1.3	Explore costs with burying overhead utility lines, especially along Saginaw Boulevard as a part of the Corridor Study identified for Saginaw Boulevard in Chapter 4: Mobility & Connectivity. (Cross reference: Action MC2.1)	Public Works	Long-term	\$\$\$\$
	CSF1.4	Create an ongoing annual report of the Saginaw Police, Fire, and Emergency Services level of service to ensure that staff numbers are appropriately scaling as the population grows.	City Management	Short-term	\$

	CSF1.5	Continue supporting local neighborhoods and provide exceptional communication to current and future residents. • Create a Neighborhood Planning Program that provides continued coordination between city staff and neighborhood leaders with citywide communications and planning efforts. • Partner with local HOAs and neighborhood leaders to create Small Area Plans for the existing neighborhoods. • Host at least two Live Zoom Townhall events each year that are streamed live to the City's social media pages to provide an opportunity for the public to ask questions and communication with Staff. (Cross reference: Action LU3.4)	City Management	Long-term	\$\$
	CSF1.6	Create and allocate City Staff to a new Saginaw Parks and Recreation Department. • Initiate conversations with the Parks Board and City Council to discuss this possible adjustment. • Conduct a needs assessment to identify the required Staff and resources to make the new Saginaw Parks and Recreation Department a success for the coming decades. • Establish a vision and goals for the new Parks and Recreation Department. • Create the Saginaw Parks and Recreation Department and allocate staff.	City Management	Long-term	\$\$\$\$
	CSF2:				
Maintain city facilities that provide high-quality institutional, governmental, and recreational opportunities for residents and visitors to Saginaw.	CSF2.1	Create a conceptual design for the Saginaw Fire Station property and surrounding area on Saginaw Boulevard. Identify a vision for the property and brainstorm innovative infill development strategies for the reuse of this city-owned land. (Cross reference: Action FEV1.1)	Community & Economic Development	Mid-term	\$\$\$
	CSF2.2	Conduct a feasibility study for a location and design of a new Saginaw Public Works facility.	City Management	Short-term	\$\$
	CSF2.3	Initiate conversations about the location and design for a new Saginaw Animal Services facility. Conduct a needs assessment with the Animal Services employees to identify current and future facility requests and present results to City Council to brainstorm a solution.	City Management	Short-term	\$\$

CSF3: Provide excellent parks, trails, and recreation services to Saginaw's residents and visitors to promote a high quality of life.

CSF3.1	Integrate the 2022 Saginaw Parks and Trails Master Plan projects into formal capital improvement planning documents and budgets.	Engineering	Short-term	\$\$
CSF3.2	Create a master plan for constructing Little Fossil Creek Park. This should include acquiring any land for the park. (Cross reference: Action LU2.1)	Planning & Zoning/ Public Works	Long-term	\$\$\$
CSF3.3	Design and install a public splashpad in an area east of Saginaw Boulevard.	Public Works	Long-term	\$\$\$
CSF3.4	Create a unique brand for the Saginaw Park and Recreation system and use this brand in future advertisements and wayfinding. Create standards for consistent parks and trail signage throughout Saginaw that are in line with this established branding.	Community & Economic Development	Mid-term	\$
CSF3.5	Evaluate the park land dedication and development requirements for new residential units or lots in Saginaw to contribute funds or improvements for park land or features.	Planning & Zoning	Short-term	\$
CSF3.6	Review, assess, and formalize park standards for maintenance and improvements (i.e., how to properly dispose of trash collected in parks, landscaping standards, plant types, watering, and irrigation schedules, etc.).	City Management	Short-term	\$\$
CSF3.7	Explore design, maintenance, and funding opportunities for a new community garden to be constructed in a city park.	Public Works	Mid-term	\$\$
CSF3.8	Increase shading by planting an additional 500 trees throughout Saginaw's parks, trails, public rights-of-way, and open spaces to enhance the pedestrian experience and aesthetics.	Public Works	Long-term	\$\$\$\$

CSF4: Enhance Saginaw's events and programming efforts through additional staff and partnerships with the local community.	CSF4.1	Organize and accomplish an annual citywide beautification event.	Community & Economic Development	Mid-term	\$
	CSF4.2	Hire a city Events Coordinator as part of the proposed Parks and Recreation Department. (Cross reference: Action CSF1.6)	City Management	Long-term	\$
	CSF4.3	Promote local events through a multi-faceted outreach program including social media, utility bill inserts, the city's website, and communication with local neighborhood organizations.	Community & Economic Development	Short-term/ Ongoing	\$
	CSF4.4	Partner with local organizations such as the Boy Scouts, after school programs, and volunteer groups to create a Saginaw Park Volunteer program that assists in cleanup, maintenance, and landscaping services for the city. Partner with local neighborhood organizations as well to help organize the volunteer events.	Community & Economic Development	Short-term/ Ongoing	\$



FINANCING

Funding can come from many sources, and if not planned for, delays in the implementation of the comprehensive plan may become a reality. Sources may include partnerships and donations, economic development tools such as special districts, a capital improvement plan, and more. Understanding each and the usage is important to implement the most beneficial tool. Finances are also important in predicting how long the Plan may take to be fully implemented and when certain goals and actions can begin.

Below is a list of potential grants the City of Saginaw can apply for to help implement the strategies and actions outlined in *Plan Saginaw*. It is encouraged that the city takes advantage of the grants listed below to help fund the vision for the future of Saginaw. This toolkit can help staff identify potential sources for additional funds for parks, roads, and/or community improvements.

AARP Community Challenge

The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. Applications are accepted for projects to improve public spaces, housing, transportation, civic engagement, Coronavirus recovery, diversity and inclusion, and more.

URL: <https://www.aarp.org/livable-communities/community-challenge/info-2021/2021-challenge.html>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
American Association of Retired Persons (AARP)	Private	April	Grants can range from several hundred dollars for smaller, short-term activities to several thousand or tens of thousands of dollars for larger projects.

BUILD Grants (also known as TIGER or RAISE grants)

The purpose of BUILD grants is to “upgrade infrastructure across America, making our transportation systems safer and more efficient.” Grants are for planning and capital investments in surface transportation infrastructure to projects that will have significant local and regional impact, including road, bridge, transit, rail, port, and intermodal transportation projects.

URL: <https://www.transportation.gov/RAISEgrants>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
US Department of Transportation	Federal	May	Up to \$25 million dollars

Building Resilient Infrastructure and Communities from FEMA

Support states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. Replaces FEMA Pre-Disaster Mitigation Program Incentivize public infrastructure projects Incentivize projects that mitigate risk to one or more lifelines Incentivize projects that incorporate nature-based solutions Incentivize adoption and enforcement of modern building codes.

URL: <https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Federal Emergency Management Agency (FEMA)	Federal	January	Up to \$50 million dollars

Environmental Education Local Grants Program for Region 6

The purpose of the Environmental Education Local Grants Program in Region 6 is to support locally focused environmental education projects that increase public awareness and knowledge about environmental and conservation issues and provide the skills that participants in its funded projects need to make informed decisions and take responsible actions toward the environment.

URL: <https://www.epa.gov/system/files/documents/2021-09/2021-ee-local-grants-rfa-region-6-final.pdf>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
US Environmental Protection Agency (EPA)	Federal	January	\$50,000 - \$100,000

FHWA Highway Safety Improvement Program

To reduce traffic related fatalities and serious injuries on public roads by adopting infrastructure-based highway safety improvements, establish new resources to advance highway safety, including a new High Risk Rural Roads Program to fund improvements on rural major and minor collectors or rural local roads, eliminate hazards and installation of protective devices at public highway and crossings.

URL: <https://safety.fhwa.dot.gov/hsip/>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Federal Highway Administration (FHWA)	Federal	October	-

Community Development Block Grant (CDBG) - Tarrant County

The CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. Begun in 1974, CDBG is one of the longest continuously run programs at HUD. It provides annual grants on a formula basis to cities, counties and states.

URL: <https://access.tarrantcounty.com/en/community-development-and-housing-department/programs/community-development-block-grant.html>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Tarrant County	Federal	End of January (every other year)	~\$200,000

Land and Water Conservation Fund Outdoor Recreation Legacy Partnership

ORLP support projects in cities/urbanized areas that create new or substantially rehabilitate parks and other outdoor recreation sites, directly connect/re-connect people with the outdoors, are located in low or lower income areas that significantly lack outdoor recreation resources, and will create new jobs or economic development.

URL: <https://cityparksalliance.org/event/outdoor-recreation-legacy-partnership-grants/>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
City Parks Alliance & Land and Water Conservation Fund (LWCF)	Federal	July or September	\$300, - \$750,000

Transportation Alternatives Set-Aside Program

Provides funding for programs and projects defined as transportation alternatives. The program funds projects categorized as Active Transportation projects or Safe Routes to School projects. Both Active Transportation projects and Safe Routes to School projects include bike and pedestrian infrastructure projects, but Safe Routes to School projects are specifically intended to improve the safety of students walking and bicycling to a primary school (grades K-8) and encourage more students to walk and bicycle to school.

URL: <https://www.nctcog.org/trans/funds/cfps/2020tacfp>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
North Central Texas Council of Governments/Texas Department of Transportation	Regional/State	May	\$450,000 - \$2,500,000

Resilient Communities

The purpose of the grant is to prepare for future environmental challenges by helping communities plan and implement resiliency projects and invest in green infrastructure to supplement the protections provided by natural ecosystems.

URL: <https://www.nfwf.org/programs/resilient-communities-program>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
National Fish and Wildlife Foundation	Federal	April	\$100,000 - \$500,000

Texas Clean Water State Revolving Fund (CWSRF)

The grant aims to provide financial assistance for facets of water infrastructure projects. From a FAQ on the SRF homepage: “provides low-cost financial assistance for planning, acquisition, design, and construction of wastewater, reuse, and stormwater infrastructure

URL: <https://www.twdb.texas.gov/financial/programs/CWSRF/index.asp>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Texas Water Development Board	State	March	-

Texas Flood Infrastructure Fund

The FIF program provides financial assistance in the form of loans and grants for flood control, flood mitigation, and drainage projects.

URL: <https://www.twdb.texas.gov/financial/programs/fif/index.asp>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Texas Water Development Board	State	Fall	-

Community Outdoor Outreach Program (Co-Op)

Provides reimbursement grants for programming that introduces under-served populations to environmental and conservation programs. Eligible expenses can include equipment, leasing transportation, staff, liability insurance, food, and program materials.

URL: <https://tpwd.texas.gov/business/grants/recreation-grants/community-outdoor-outreach-program-co-op-grants>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Texas Parks and Wildlife Department (TPWD)	State	February	\$50,000 maximum award

Recreational Trails Fund

Provides funding for constructing and improving both motorized and non-motorized recreational trail projects, developing trailheads and trailside facilities, and acquiring trail corridors. Funding is provided on a cost reimbursement basis.

URL: <https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Texas Parks and Wildlife Department (TPWD)	State	February	\$200,000 maximum for non-motorized trails and \$400,000 maximum for motorized trails

Texas Preservation Trust Fund

Provides reimbursement grants for preservation projects, including restoration work, preservation planning, architectural planning, and/or heritage education training.

URL: <https://www.thc.texas.gov/preserve/projects-and-programs/texas-preservation-trust-fund-0>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Texas Historical Commission	State	Spring	-

Kaboom! Grant Program

Promotes development of outdoor playgrounds. They build play spaces in partnership with child-serving nonprofits and municipal agencies. Kaboom projects are an incredible opportunity to build new and exciting places for kids and teens to play.

URL: <https://kaboom.org/grants>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Kaboom!	Private	Varies per program	Varies per program

Waste Management Recycle Often, Recycle Right Grant

The RORR Grant will provide recycling bins to either start a new recycling program (community, office, or school) or add to an existing recycling program. Applicants should already have a recycling program in place or an approved plan with a local government or waste hauler to establish a program to implement this grant-funded recycling project. Grant funds may be used for purchasing recycling bins to start or increase recycling efforts within the community, at either homes, offices, or schools, offsetting a larger purchase of bins, shipping bins to the affiliate community.

URL: <https://ktb.org/rorr>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Keep Texas Beautiful & Waste Management	Private	-	\$500 - \$1,500

Rebuilding Texas Grants

When disaster strikes a member of our community, we want to work together to lend a helping hand. Resources and donations collected through the Rebuilding Texas Fund are granted to affiliate communities to rebuild and revitalize regions affected by natural disasters that cause widespread destruction and negatively impact the local economy. We will work together to support our mission to improve communities and lift each other up.

URL: <https://ktb.org/rebuildingtexasgrant>

Grant Agency	Agency Type	Grant Cycle Due	Funding Amount
Keep Texas Beautiful	Private	-	\$500 - \$5,000



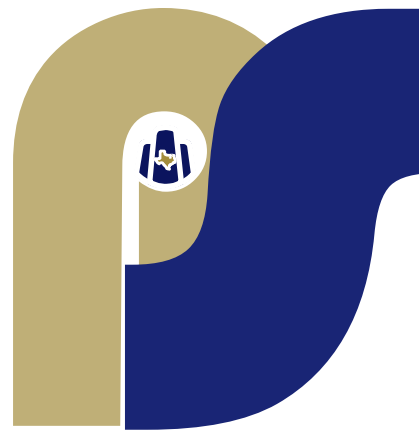
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