

TEMPLE HEIGHTS

District



Temple Heights Neighborhood District

May 8, 2023

PURPOSE

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

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



MISSION

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

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

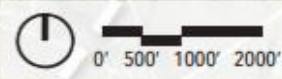
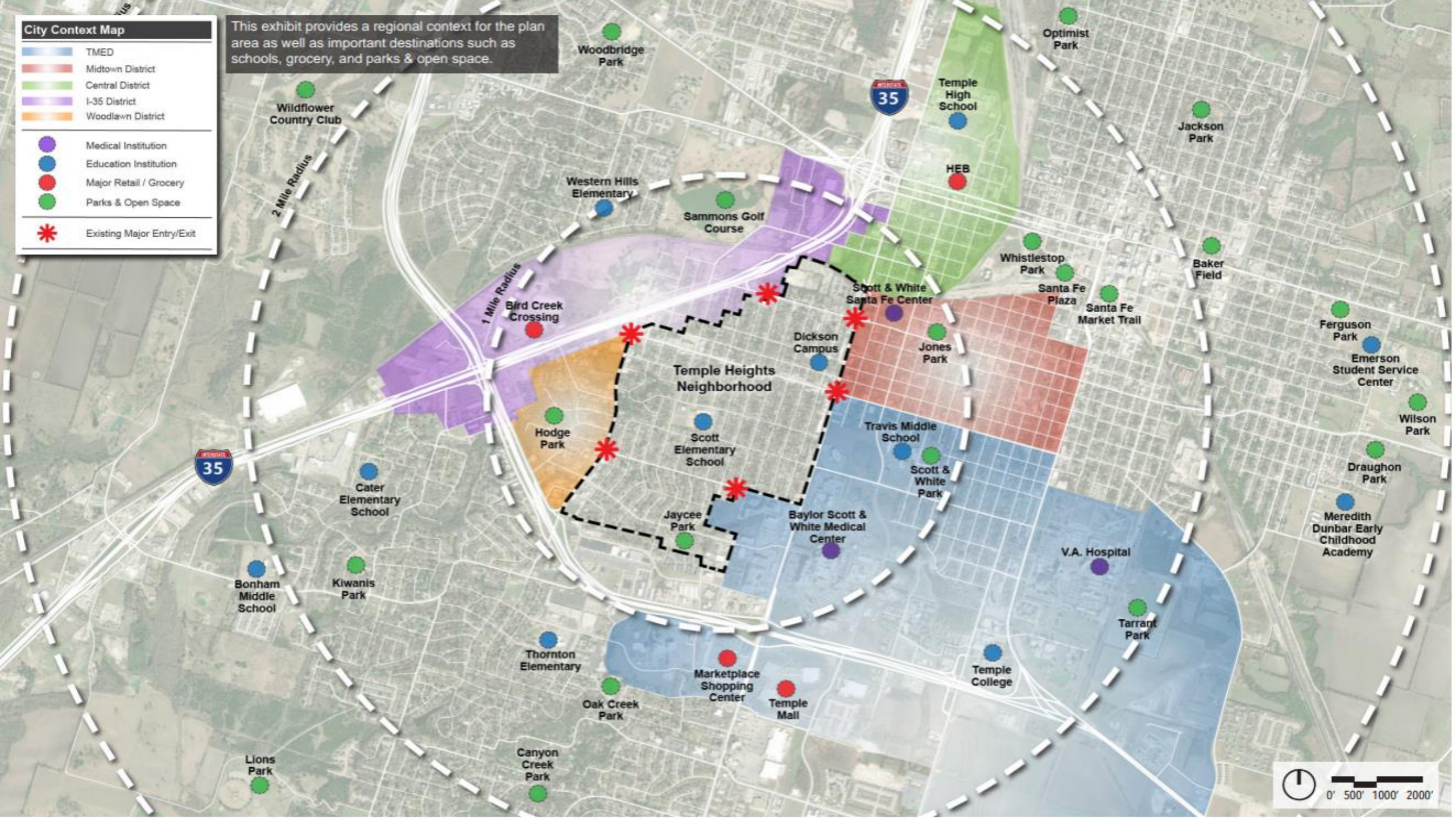
A strong emphasis will be placed on improving the quality of life in each neighborhood while our city staff will work to facilitate connections to existing resources and develop new tools for citizens.



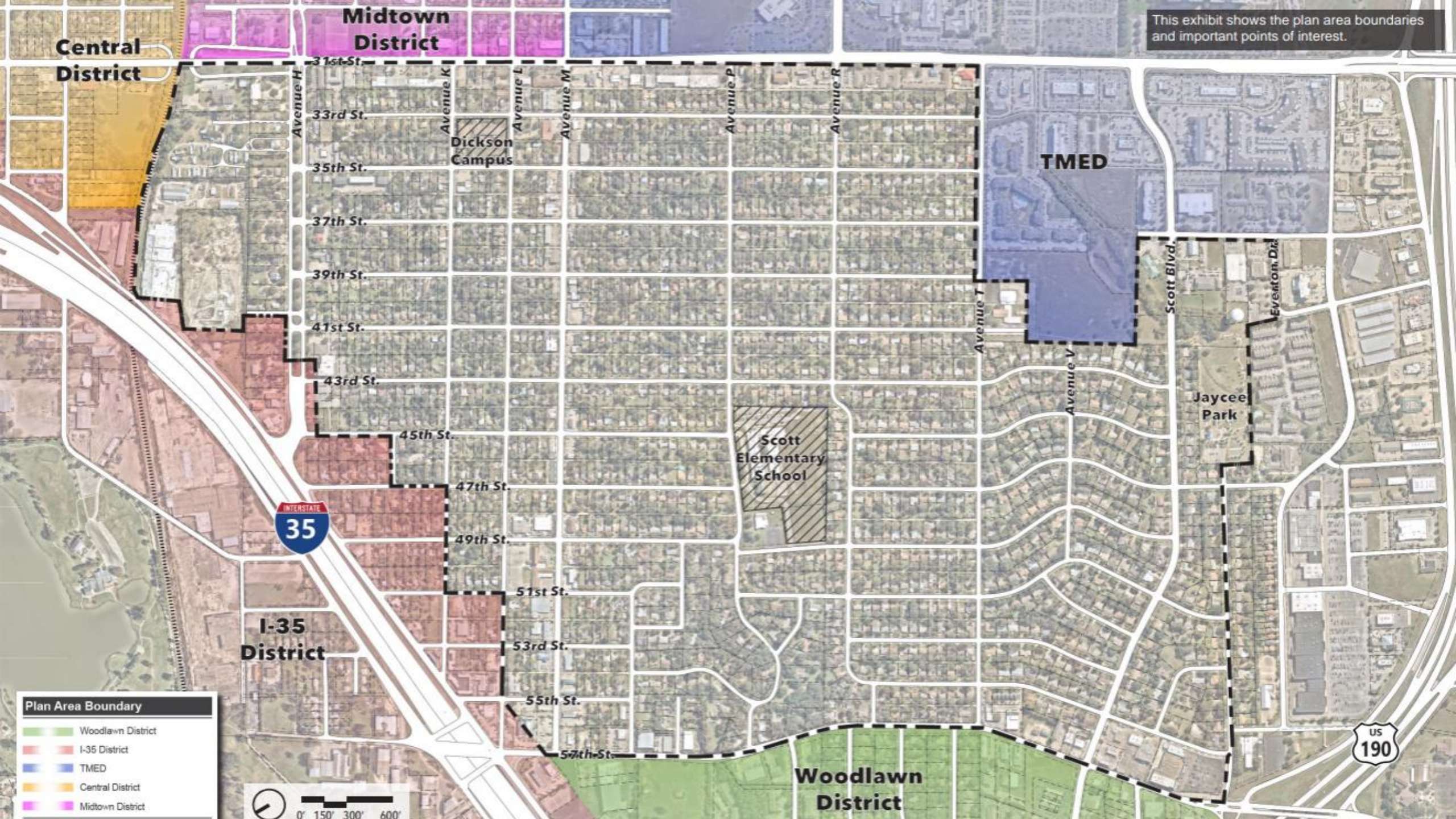
City Context Map

- TMED
- Midtown District
- Central District
- I-35 District
- Woodlawn District
- Medical Institution
- Education Institution
- Major Retail / Grocery
- Parks & Open Space
- Existing Major Entry/Exit

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



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



Plan Area Boundary

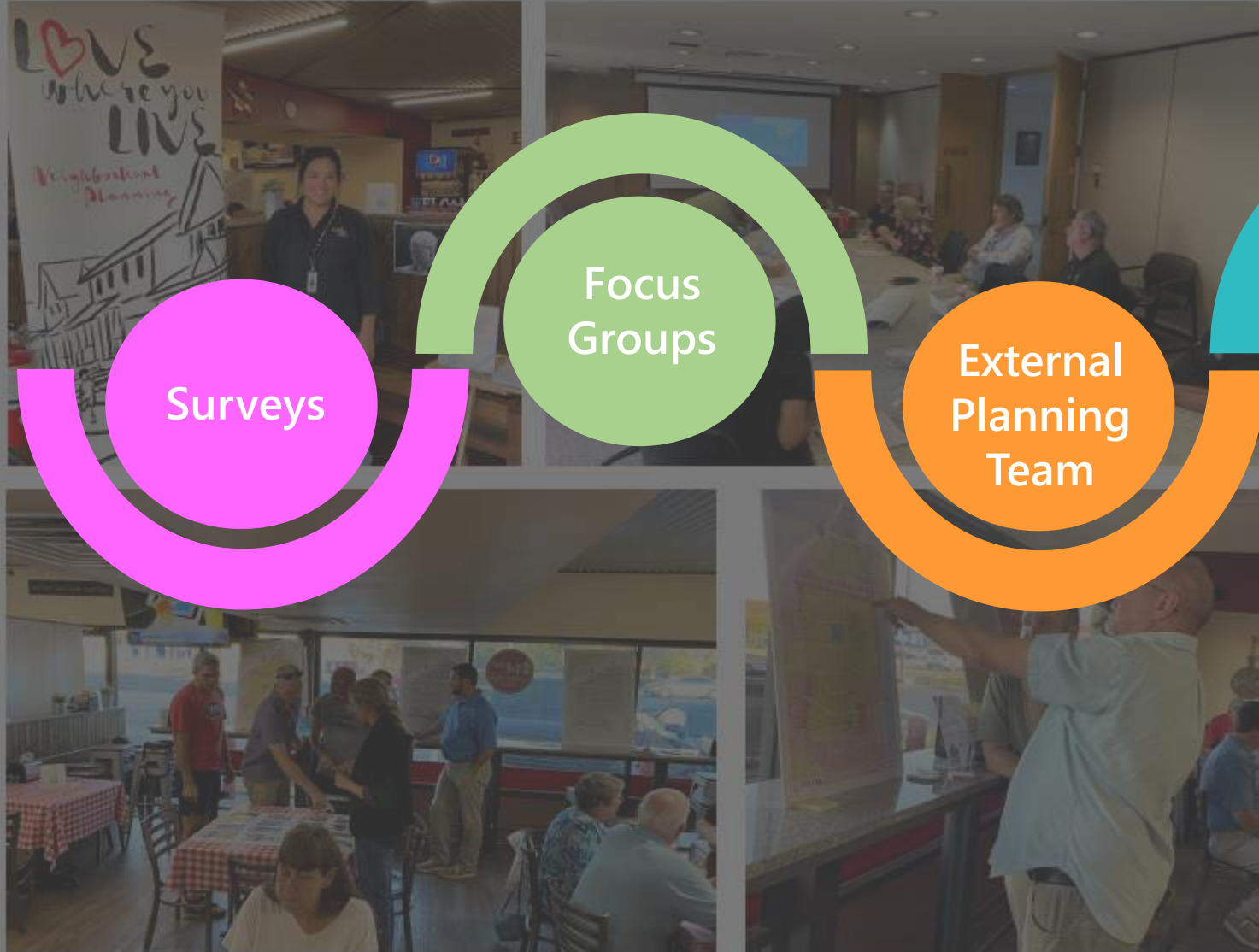
- Woodlawn District
- I-35 District
- TMED
- Central District
- Midtown District

0' 150' 300' 600'



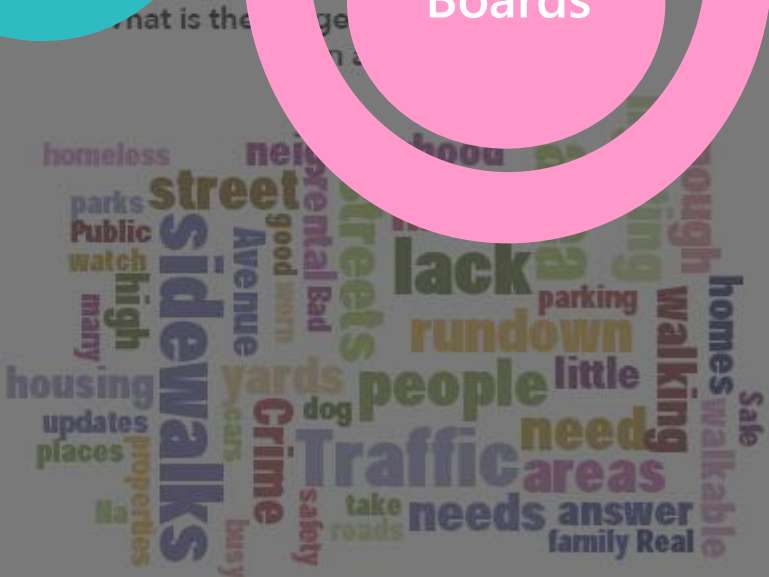
PUBLIC ENGAGEMENT

The Neighborhood Planning Team was challenged to develop a community engagement method so that crucial feedback could be gathered from the residents of the Temple Heights Neighborhood. The City Staff conducted events in an effort to engage plan area residents and inform them about the planning effort. As part of that outreach, residents were asked to respond to a three question survey, as well as a longer online survey. The results of the outreach efforts are highlighted on the following pages.

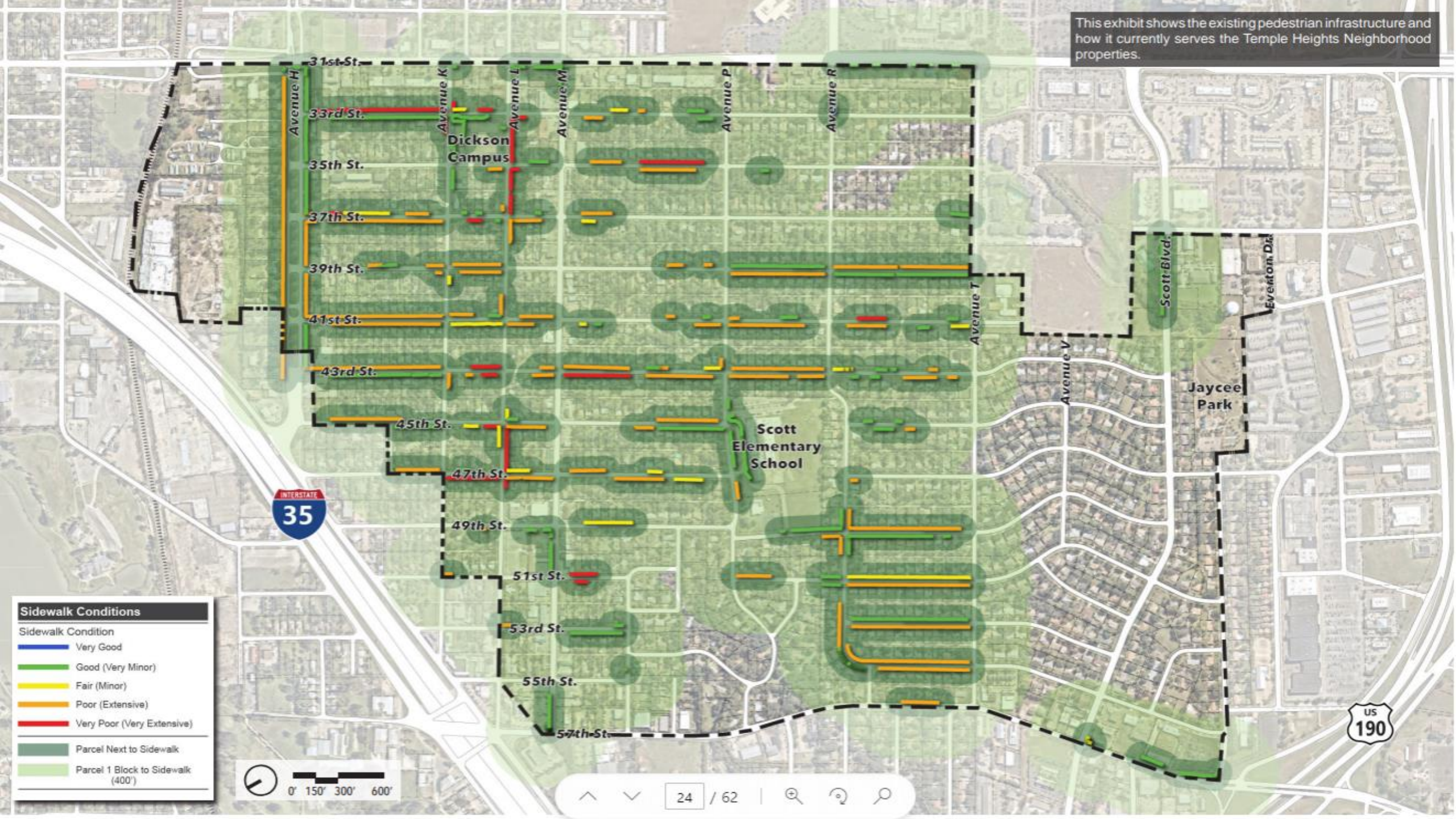


ONLINE SURVEY RESULTS

What is the biggest strength of the plan area?



This exhibit shows the existing pedestrian infrastructure and how it currently serves the Temple Heights Neighborhood properties.



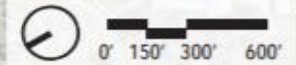
Sidewalk Conditions

Sidewalk Condition


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

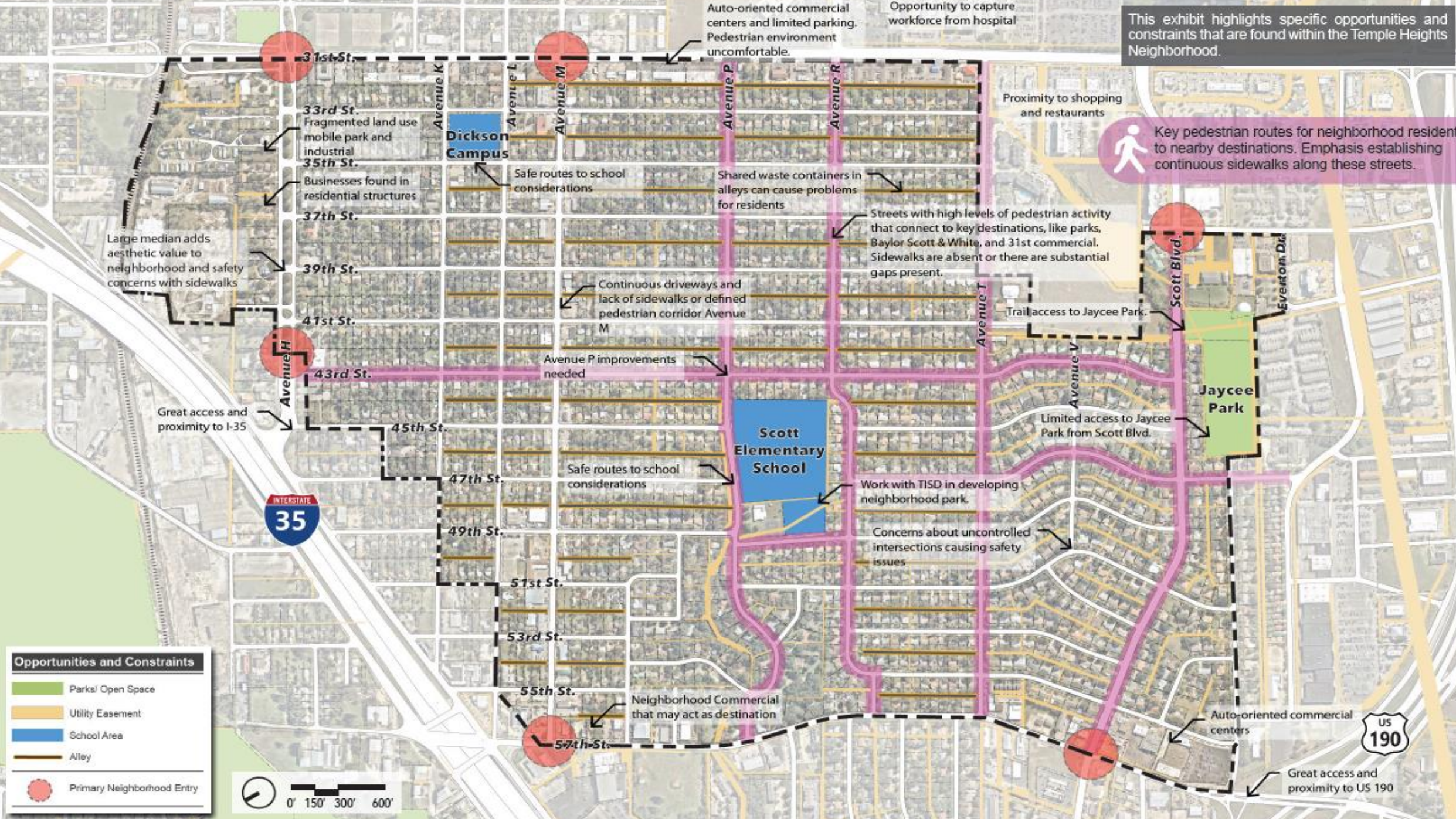
Parcel Next to Sidewalk

Parcel 1 Block to Sidewalk (400')



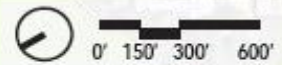
This exhibit highlights specific opportunities and constraints that are found within the Temple Heights Neighborhood.

 Key pedestrian routes for neighborhood residents to nearby destinations. Emphasis establishing continuous sidewalks along these streets.



Opportunities and Constraints

-  Parks/ Open Space
-  Utility Easement
-  School Area
-  Alley
-  Primary Neighborhood Entry



This exhibit builds upon the direction of Temple's Comprehensive Plan in refining the Major Thoroughfare Plan (MTP) to meet the needs of the Temple Heights Neighborhood.

The following are the key takeaways:

- Pedestrian connectors are identified to prioritize sidewalk additions to the neighborhood
- Enhanced intersections should be added along 43rd Street to improve visibility and safety
- Sidewalks need to be added to increase safe routes to the Dickson Campus and Scott Elementary
- 57th Street and Avenue T are reflect recent updates to MTP.

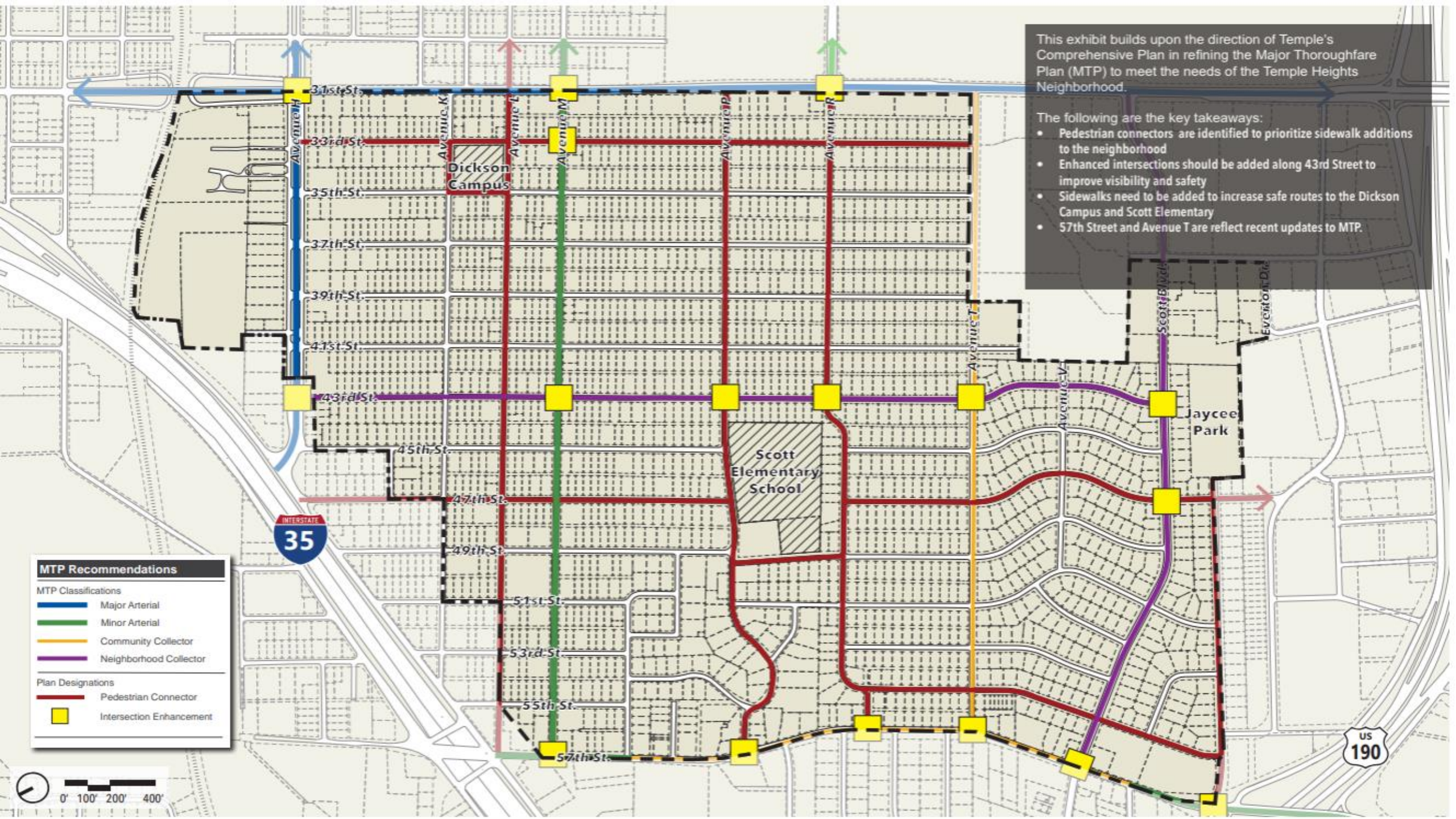
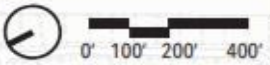
MTP Recommendations

MTP Classifications

- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector

Plan Designations

- Pedestrian Connector
- Intersection Enhancement





CHARACTER IMAGERY



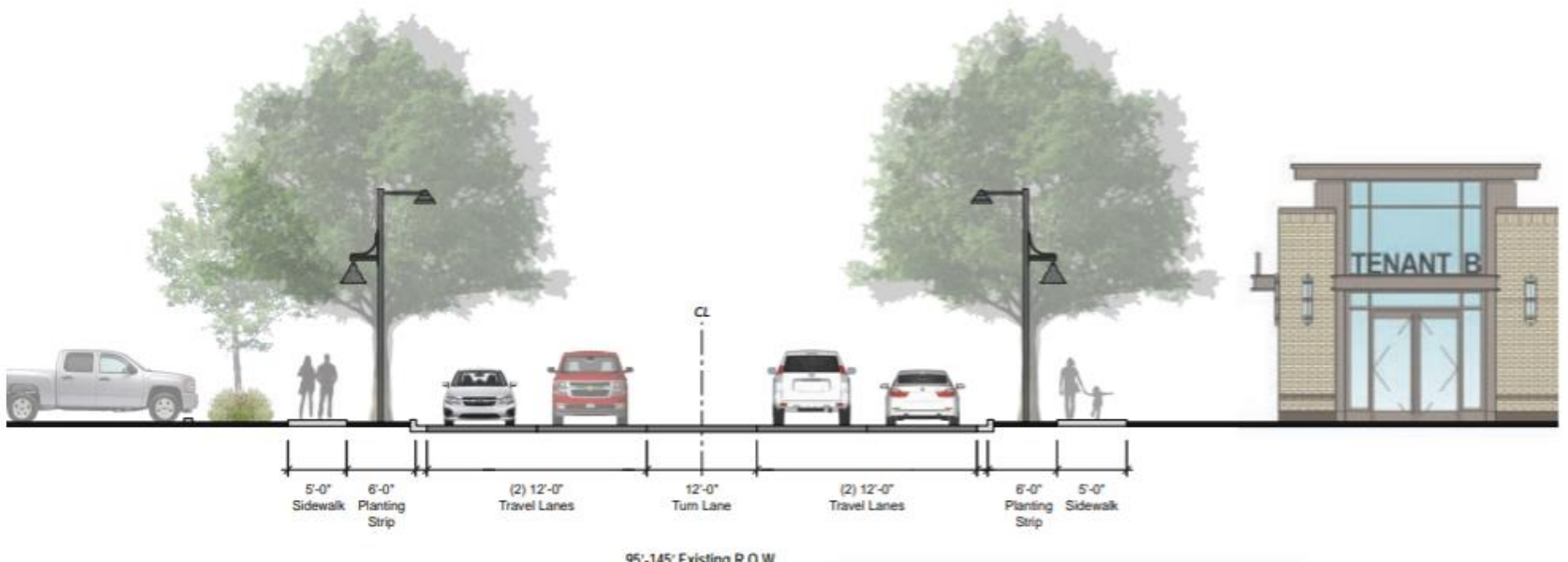
- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

31st Street

31st Street is a major arterial that runs through the plan area. This street connects points of interest and serves as an important commercial corridor for the city. This street provides access to the Temple Mall, Baylor Scott & White Medical Center, The District shopping center, and the Marketplace shopping center, all within the TMED plan area. The future of this corridor will need to balance high traffic flow, local access, and an improved pedestrian environment.

Key Characteristics:

- Dedicated turn lane
- Pedestrian and vehicular environments should both be well lit for safety
- Driveways should be shared/consolidated to reduce curb cuts
- Enhance landscaping





CHARACTER IMAGERY



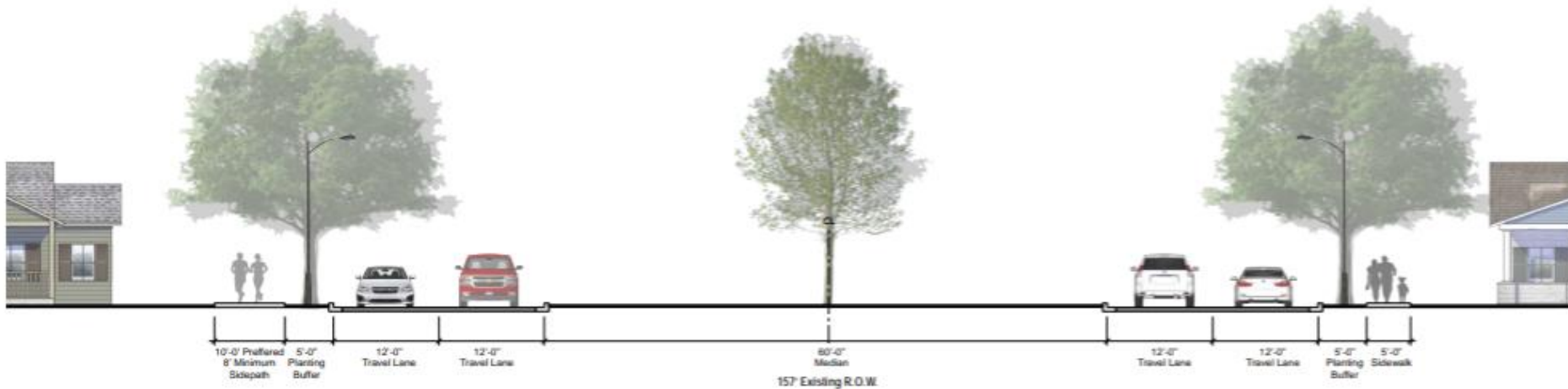
- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

Major Arterials

The major arterials found in the plan area provide key vehicle routes for the whole of Temple. These streets should focus on maintaining good traffic flow and relying on access management principles to reduce conflict and improve safety. As a major arterial that cuts through the plan area, Avenue H is important to the Temple Heights Neighborhood. Avenue H should balance vehicle travel demands while providing safe pedestrian crossings.

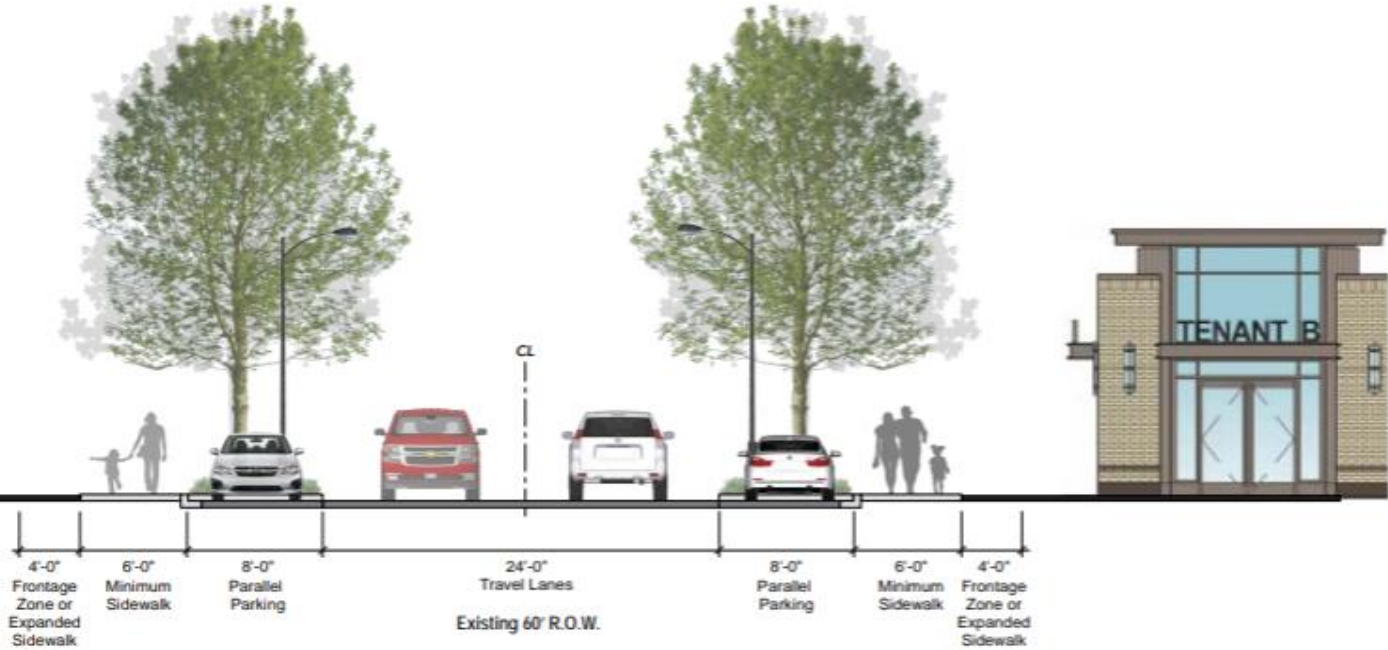
Key Characteristics:

- Maintain high vehicular traffic flow
- Increase consistency of trees along the corridor
- Maintain right-of-way to enhance landscape areas, street trees, and pedestrian environment
- Consider enhanced pedestrian crossings at key intersections
- Continue sidepath along the north side of Avenue H





Avenue M
Parallel Parking, Both Sides

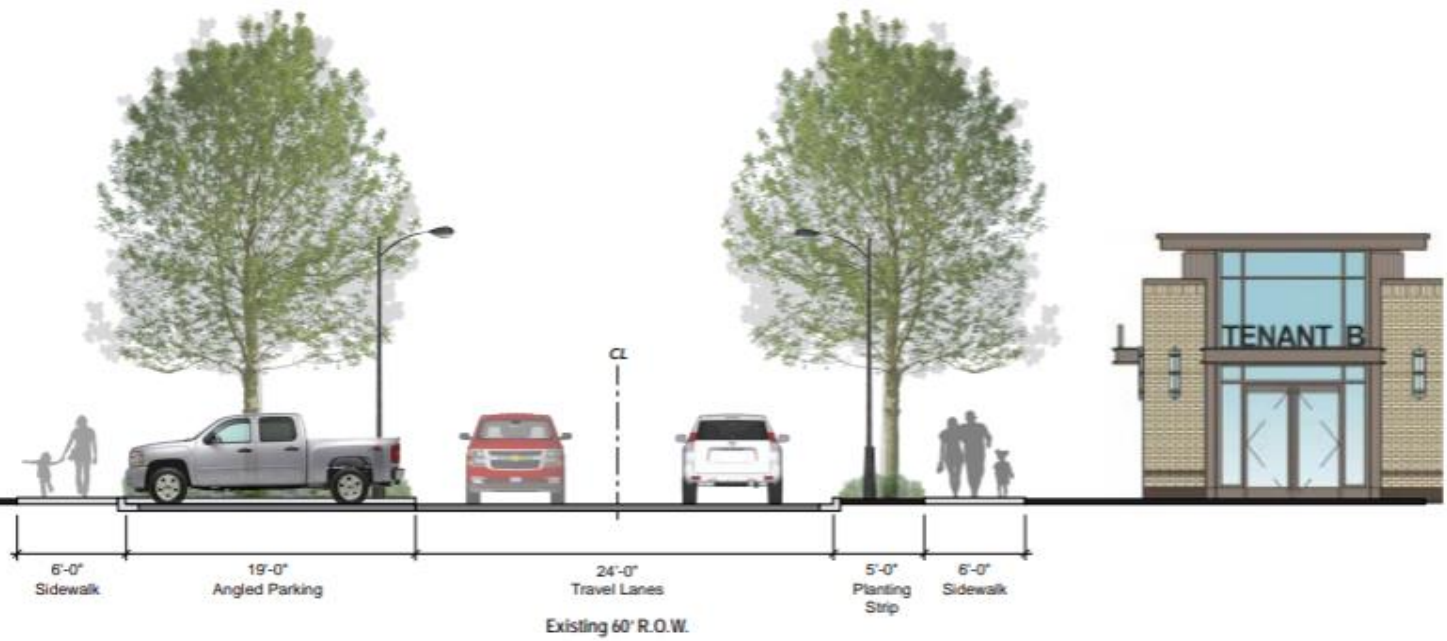


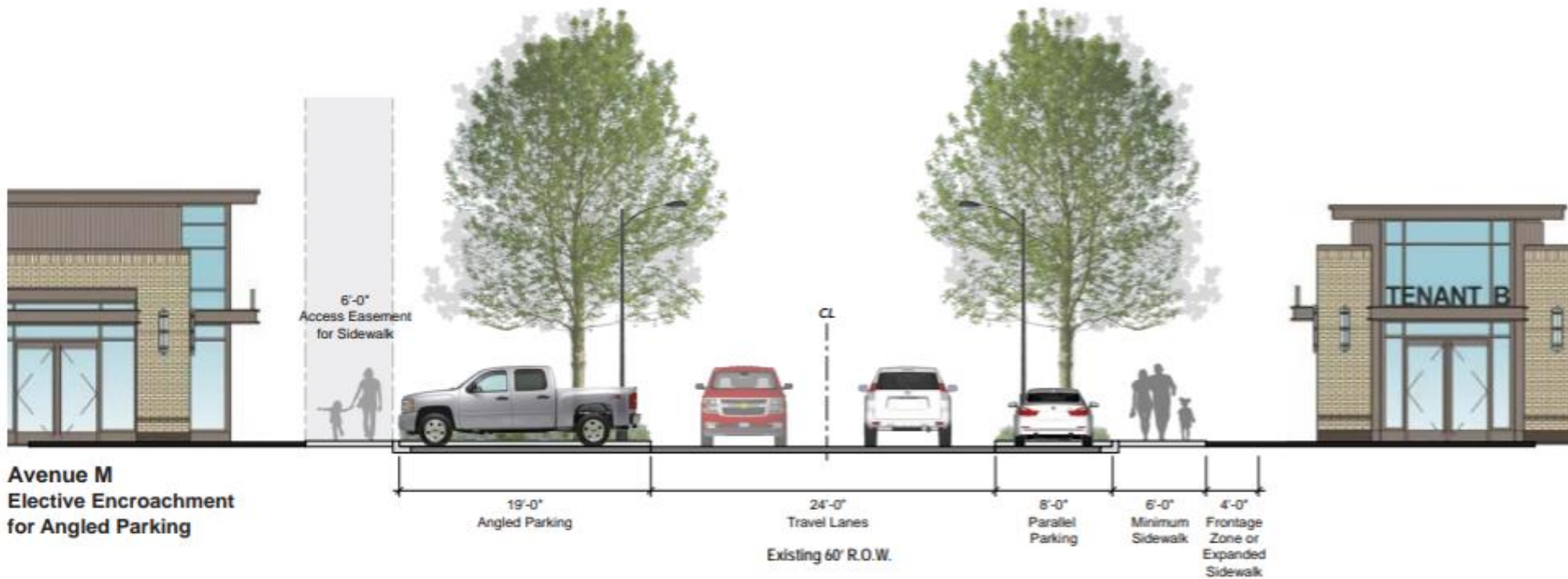
- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

Avenue M
Avenue M is a Minor Arterial that passes through Temple Heights and extends into the Midtown District. This road is fronted by mostly commercial land use with occasional residential use. There are several issues affecting this corridor's functionality. These issues include, but are not limited to, ingress/egress points into parking lots that are absent delineation, lack of sidewalks, inconsistent parking practices, and lack of pedestrian intersection enhancements. The proposed sections address these issues to create a functional street with improved vehicle and pedestrian environments. Avenue M require mix of programing solution the cross-sections on pages 32 and 33, illustrate what those potential solutions.



Avenue M
Angled Parking, One side

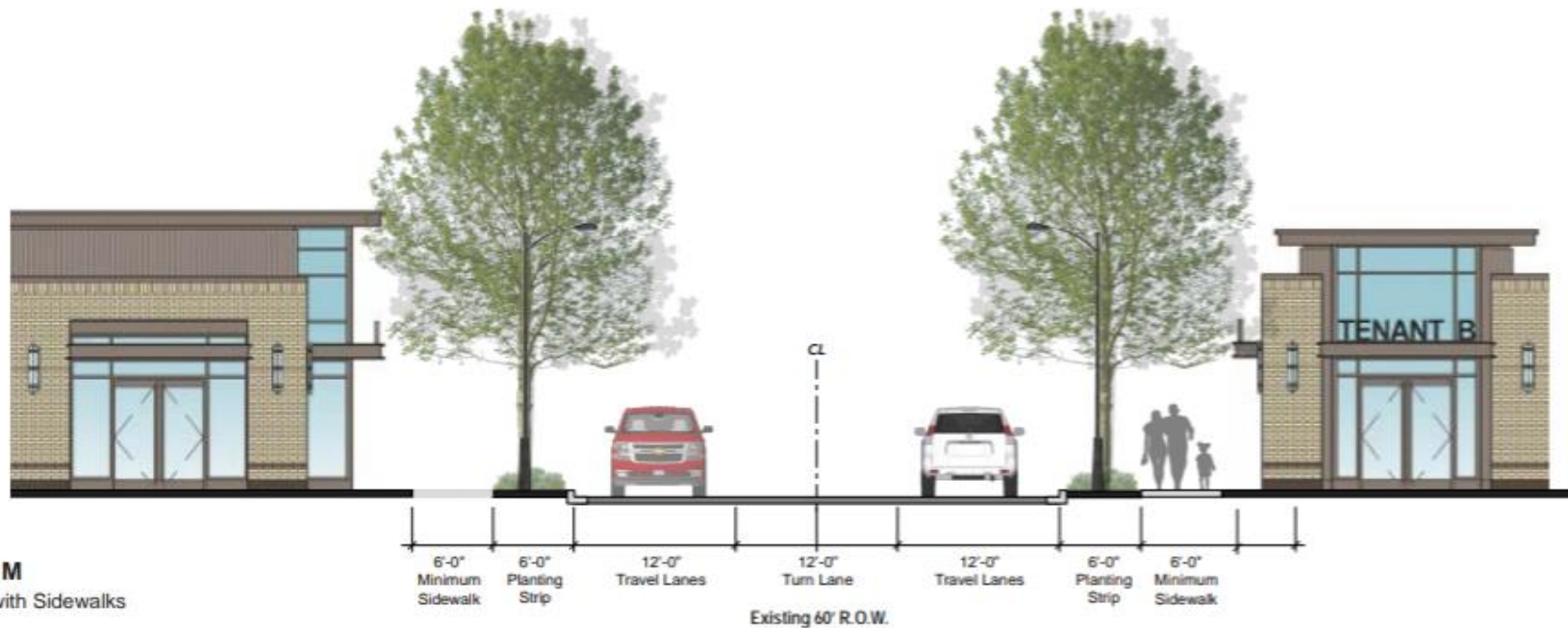




- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Priority Pedestrian Corridor

Key Characteristics:

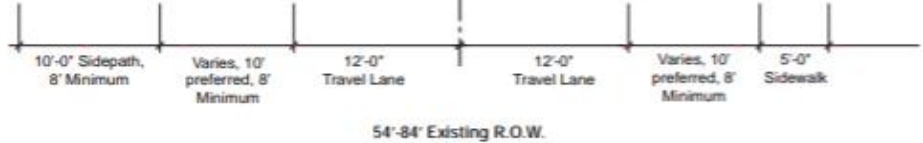
- Uses existing R.O.W.
- On-street parking is intended to provide additional parking for the corridor's businesses
- In areas of high activity where a turn lane is needed parking can be removed to accommodate dedicated turn lane.
- 6' sidewalk will help encourage pedestrian safety and improve connections to the corridor's businesses from the surrounding neighborhood
- 6' planting strips should use root blocker to minimize destructive impact on sidewalks and street



**Avenue M
Existing, with Sidewalks**



**57th Street
Wide R.O.W.**



- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

57th Street

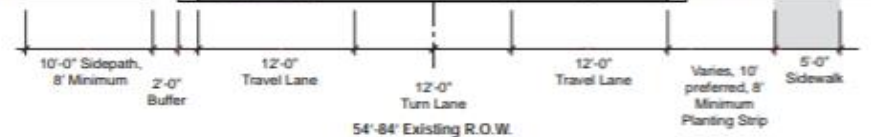
The portion of 57th Street that is a community collector makes up a majority of the plan area's western boundary. 57th Street provides a connection across both I-35 and HK Dodgen Loop, as such could be an important multi-modal corridor connecting the neighborhood to a larger portion of the plan area. The R.O.W. of the street varies considerably which will require site specific solutions. The cross sections provided highlights two approaches for the programming of the 57th Street corridor.

Key Characteristics:

- Variable R.O.W. requires a variety of solutions and compromises to preferred and minimum recommendations
- Multi-use sidepath provides important bicycle and pedestrian connectivity
- Sidewalk/Access easement may be necessary
- Fencing along the outside edge of the sidepath may be appropriate to maintain neighbor properties security and privacy concerns.



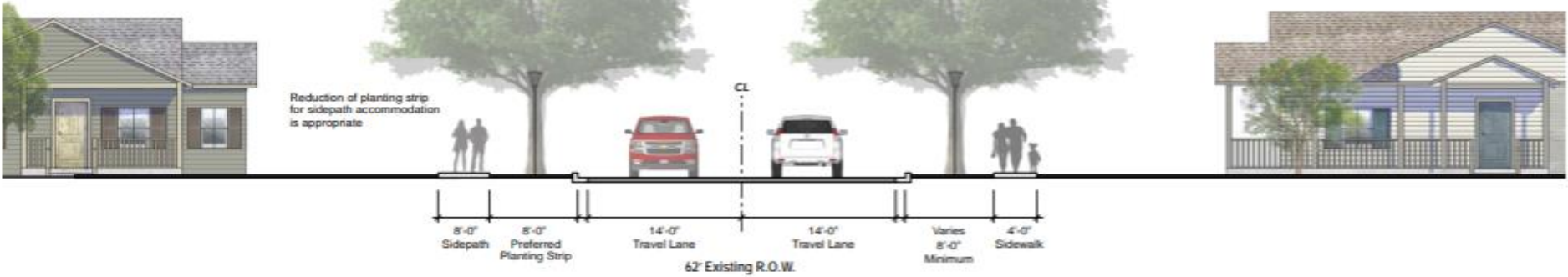
**57th Street
Restricted R.O.W.**



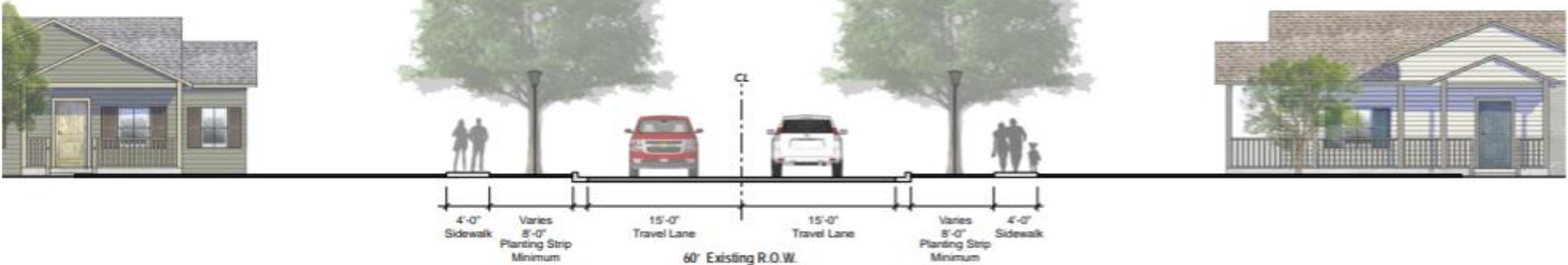


CHARACTER IMAGERY

A) Avenue R



**B) 33rd Street/Pedestrian Connector
Typical**



- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

Pedestrian Connectors
 Avenue R provides an opportunity to extend the an exiting sidepath that would connect Scott Elementary to Travis Middle School. The streets designated as a pedestrian connectors focus largely on the pedestrian experience. Sidewalks should be implemented along these streets and traffic-calming measures are appropriate.

- Key Characteristics:**
- Enhanced landscaping for pedestrian experience
 - Intersections should highlight pedestrian presence and increase visibility
 - Sidewalks on one side of the road should be considered a minimum standard
 - Meander sidewalks to preserve trees
 - Maintain continuous sidewalks on the same side throughout the street



SUPPLEMENTAL IMAGES



Location Map

Avenue P and 43rd Street Intersection
 Avenue P and 43rd Street are roads that cross the entire plan area, making them important to both vehicular and pedestrian travel. Additionally, Scott Elementary School's nearby location further emphasizes the need for safe travel along these corridors. Neither street has a contiguous sidewalk and the intersection is absent marked crossing and ADA ramps. These issues should be addressed and the intersection of the two streets should be enhanced to facilitate safe routes to schools.

- Overall Takeaways:**
- Continuous sidewalk that connects the neighborhood to Scott Elementary School is needed.
 - ADA ramps, painted crosswalks, crossing flags, and stop bars before crossings can be implemented in the immediate future.
 - Signalized crossing with on demand Hawk Beacon warning systems is the eventual preferred solution.



SUPPLEMENTAL IMAGES



Location Map

31st Street Parking

In a few instances, parking for businesses found on 31st Street extends from the alley west to 33rd Street. This parking application in some ways is appropriate in meeting the auto-oriented business of 31st Street. However, the parking lots are not ideal neighbors to the residential housing found along 33rd Street. In instances where parking lots exist or are to be added, the use of walls, fencing, shrubs, and trees can help improve the compatibility with the neighboring properties.

Overall Takeaways:

- Lighting should be directed at the parking lot only and should not encroach on adjacent residential properties
- A low wall separates the parking area from the sidewalk
- Street trees and additional plantings help screen the parking lot from the street

AFTER



BEFORE



Location Map

Scott Boulevard

Scott Boulevard is one of the southern most streets in the Temple Heights Neighborhood. The current street configuration has both wide travel lanes and shoulders, but is absent any pedestrian facilities. Scott Boulevard has the potential to funnel pedestrian traffic over to Jaycee Park, which is currently the only park in the neighborhood. The existing right-of-way provides enough room to accommodate a sidepath on the north side of street to service pedestrians and cyclist alike.

Overall Takeaways:

- Removal or reduction of the shoulder would allow for the addition of a planting strip and sidepath.
- Street Trees will help improve curb appeal of neighboring homes as well as improve the comfort for cyclist and pedestrian by providing shade during hot summer months.



SUPPLEMENTAL IMAGES



Location Map

Skyline Drive

While not in the boundaries of the planning area Skyline Drive has a number of residential properties that directly abut the plan area. These properties are in need of improved connection to destinations within Temple Heights. Currently there is no sidewalk on Skyline Drive, but there is further east after the transition at 47th Street to Everton Drive. The residential nature of this street necessitates a transition to a street programming that is more respectful to the needs of the adjacent property owners.

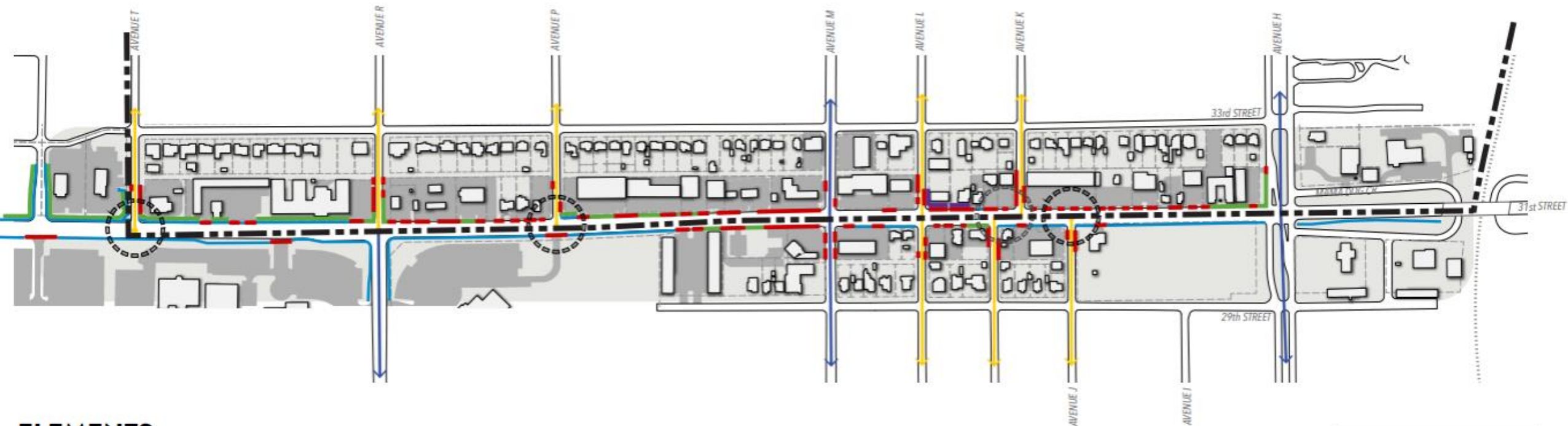
Overall Takeaways:

- Sidewalks needs pedestrian connection for residents to safely access Jaycee Park and other surrounding destinations.
- Screening for services areas abutting Skyline Drive need to reduce unsightly elements visible from adjoining residential.
- Lane and paving reduction helps with traffic calming efforts as well as providing space to accommodate sidewalk on norths side of street.



SUPPLEMENTAL IMAGES

31ST STREET CORRIDOR ANALYSIS



ELEMENTS

31st Street is a major arterial that serves a large number of vehicles and abutting businesses, as well as the Baylor Scott & White Hospital campus. This street is the eastern boundary of the plan area and therefore contributes to the overall image of the neighborhood and its sense of place. Identifying possible conflict points between vehicles and pedestrians will help improve the function, safety, and experience for all users.

Driveways:

- 31st Street has a significant number of driveways
- There are multiple driveways per block and driveway spacing is inconsistent
- Driveway widths vary
- Limited application of shared driveways

Sidewalks:

- More consistent sidewalks along the east side of 31st Street than on the west side
- Frequently interrupted by driveways
- Paving condition of sidewalks is poor
- Sidewalks are narrow and provide little to no buffer from the street's vehicular traffic

Parking:

- Parking lots lack structure and often encompass areas along the street frontage that should be available for sidewalk and landscape buffer
- Parking lot configurations have some shared parking opportunities

Streetscape:

- A uniform application is absent from the corridor
- Streetscape enhancements can help encourage a safer and more comfortable pedestrian environment

Inventory

- Sidewalk
- Driveway
- Direct Street Accessed Parking
- Landscaping
- Crossing Arterial
- Crossing Local
- Project Boundary
- Parking Lots
- Terminus Intersection
- Offset Intersection

31ST STREET CORRIDOR ISSUES



01 Sidewalks
Narrow sidewalks that are frequently interrupted by driveways create unsafe conditions for pedestrians and decrease the walkability of this neighborhood.



02 Signs
Excessive signage creates visual clutter along the 31st Street corridor. The use of consolidated signs or enhanced construction materials could help improve the quality of the corridor.



03 Landscape
Landscaping along 31st Street is lacking on the Temple Heights side of the road. TMED has more consistent sidewalks, streetscape, and curb cuts.



04 Adjacent Development
In the adjacent TMED Neighborhood District, 31st Street improvements such as consolidated signage and driveways, and enhanced sidewalks and streetscape have all helped improve the street to become safer and more visually pleasing to both vehicles and pedestrians.

31ST STREET ACCESS MANAGEMENT



Access Management

-  Proposed Closed Driveway
-  Open Driveway
-  Shared Driveway
-  Streetscape
-  Existing Building
-  Project Boundary

*Illustration is for diagrammatic purposes for this planning document. Further study and outreach to property owners is needed before further action.

Access Management Basics

Municipalities have the authority to implement subdivision and zoning regulations which provide a basis for street access. Access management mechanisms such as: shared access, cross access, lot width, driveway throat length, internal street circulation, and thoroughfare planning are an extension of a city's subdivision and regulatory authority. The above exhibit is for diagrammatic purposes and does not constitute a City of Temple directive.

Conflict Points

When considering improvements to a corridor's function and safety, it is important to identify uncontrolled interactions between travel lanes, driveways, and sidewalks. These areas are where hazards and safety concerns for vehicle/vehicle and vehicle/pedestrian interaction arise. Additionally, these ingress and egress points can have significant impacts on the continuous flow of traffic, making congestion worse.

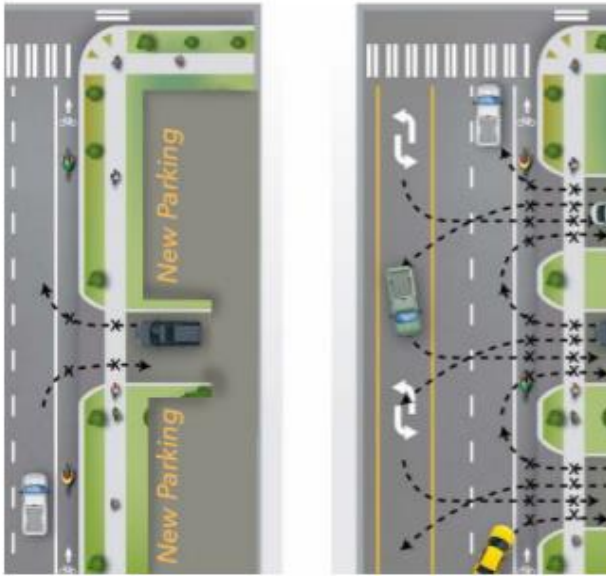
Access Management Results:

- The following are resulting benefits of access management:
- Increased pedestrian comfort levels with more continuous sidewalks and landscape
 - Reduced vehicle ingress/egress conflict
 - Increase pedestrian safety considerations
 - Overall improvement in built environment harmony
 - A plan to work with business and property owners to improve the function and access to the street system

Commercial Edge

Cross Access Easements/Driveway Consolidation

Reducing the number of driveways may seem counter intuitive to improving access, but it often does. A simplified and efficient parking lot layout reduces conflict points and increases certainty for drivers resulting in an improved experience with ingress and egress to the site.



Desired Outcomes:

- Improved safety for vehicles and pedestrians.
- Better utilization of parking lots for parking.
- Improved traffic flow.

Improved landscaping and Monument Signs

Currently, signage and streetscaping are inconsistent along the corridor. Reducing the overall number of driveways and realignment of parking lots can create space for sidewalks, landscaping, and monument signage with an improved aesthetic appeal for the corridor



Desired Outcomes:

- Soften the street edge for pedestrians, with more welcoming environment.
- Make 31st Street a destination for Temple and the larger region for retail and services. Contributing to the experience for both Temple Heights residents and the visitors and employees at Baylor Scott and White Hospital.
- Simplification of the monument signage along 31st Street would reduce cluttered appearance of existing signage.

Additional Parking Capacity

The ability to improve street conditions for properties along 31st Street in the Temple Heights Neighborhood will rely on creating more parking opportunities. This extra capacity needs to exist to help offset some of the landscaping and sidewalk improvements necessary for 31st Street.



Desired Outcomes:

- Parking that is complementary to the business and surrounding residential.
- Parking lots should be buffered by screen wall and landscaping next to adjoining residential.
- The application of cottage home development (small houses on a shared lot) through the redevelopment of existing deeper lots to smaller residential lots that front 33rd Street would result in screened parking lots that abut adjoining commercial through the shared alley.
- Better utilization of the existing alley as a drive aisle to support 31st Street businesses.

Partnering with Property Owners

Educating and partnering with property owners along 31st Street will be important to realizing an improved corridor. This approach gives the property owner a voice and part to play in the decision making. When done well affected property owners can become champions for the effort and help in spreading the message of the project.



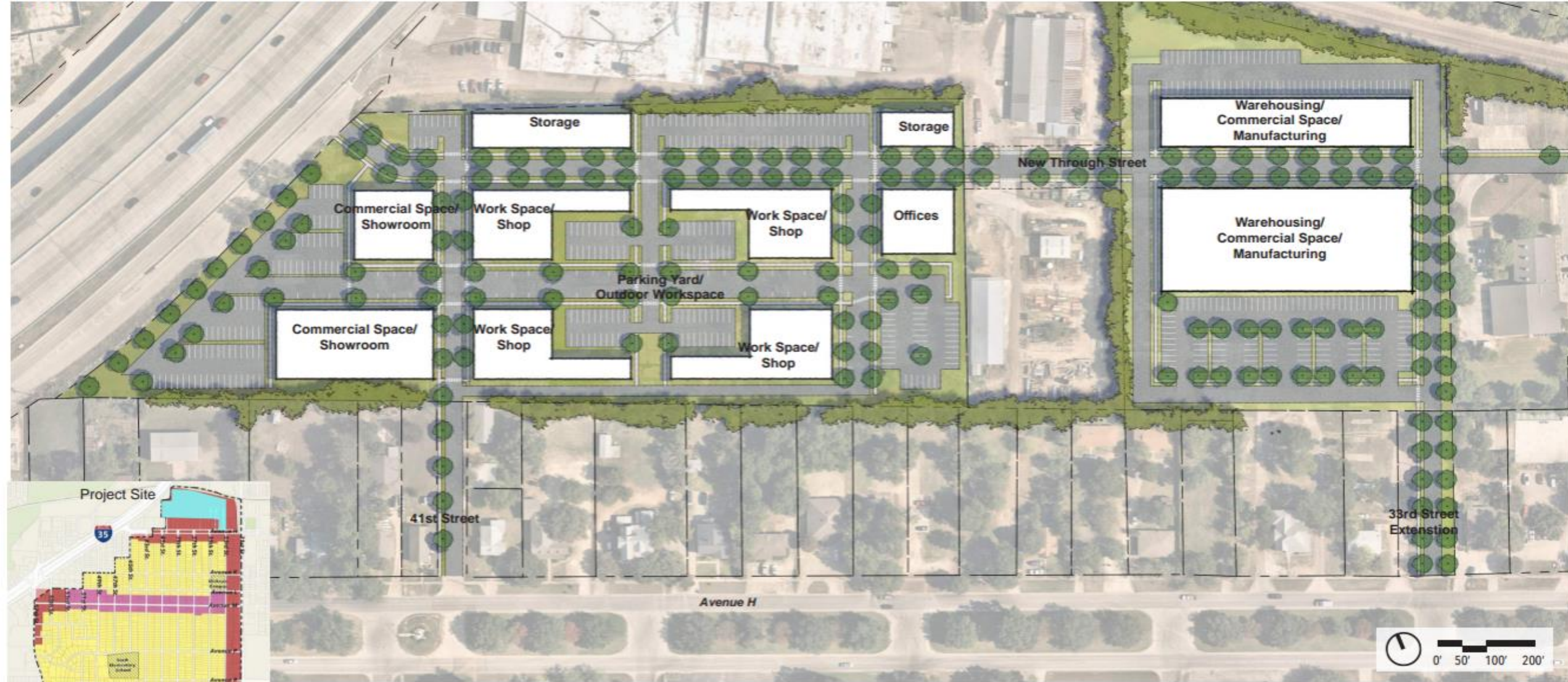
Desired Outcomes:

- Improved coordination with affected property owners.
- Established toolkit including funding source to address any potential property takings or negotiated enhancement.
- A solutions oriented outcome benefits health, safety, and welfare concerns.

MIXED USE BUSINESS PARK



MIXED USE BUSINESS PARK



Key Considerations:

Circulation. Adding additional access points will help improve the sites connection to I-35 and Avenue H. Currently the site only has one access point along the frontage road. Additional access to Avenue H will allow vehicular traffic to access North Bound I-35 more directly.

Collaboration. The business park is intended to cluster different commercial and light industrial uses together where they are able to share resources and infrastructure. Internal parking yards are screened from neighboring property, allowing the area to be used as work space or outdoor storage.

Relocation. This location allows for business in the Temple Heights Neighborhood, especially along Avenue M, to relocate to a more accommodating space. Maintaining workforce presence within the neighborhood, creates employment that is walkable from an established neighborhood.

Building Appearance

Buildings should be designed and built with similar aesthetic. This helps promote a unified sense of place allowing tenant turnover with less impact on the overall look and feel of the development or the perceived functionality.



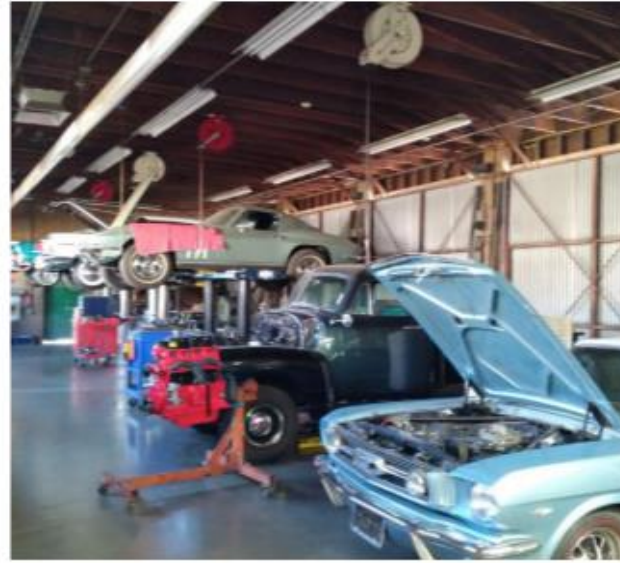
Flexible Spaces

These areas should incorporate flexible spaces that allow for outdoor work spaces, gathering areas, or even outdoor storage. Planning for flexible spaces help tenants address their specific needs when selecting a site to locate thier operations.



Variety in Use

These spaces should allow for a range in uses. Commercial uses such as retail and office can mesh well with light industrial uses like auto-repair and cabinetry, provided there is some space and buffering available between more intense and less intense uses.

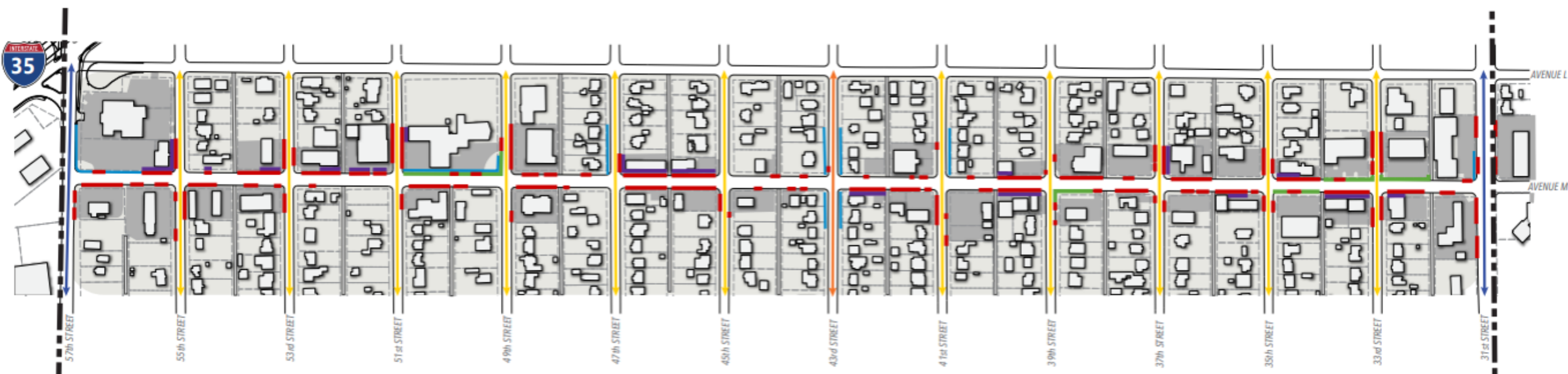


Showrooms and Patrons

Showrooms, tasting rooms, and tours of the facility may be part of the business operations. As such, business may select their location to accommodate high visitor levels. These types of business may be better located on the periphery of the development reducing the visitor travel within the overall development.



AVENUE M CORRIDOR ANALYSIS



ELEMENTS

As one of the major streets that passes through the neighborhood, Avenue M plays a key role in providing connectivity. As such, it is important to evaluate interactions between pedestrians and vehicles. Intersections, sidewalks, and driveways, should be examined to identify points of conflict and safety concerns. Managing these points of conflict can enhance the corridor's comfort and functionality for all users.

Intersections lack markings and signalization for pedestrian traffic. The sidewalks along Avenue M are inconsistent in terms of condition and continuity. Curb cuts for driveways interrupt the sidewalk multiple times per block, with varying widths and spacing between each driveway.

Driveways:

- Avenue M has a significant number of driveways
- Driveway spacing is inconsistent
- Driveway widths vary from a single drive lane to the length of frontage
- Limited application of shared driveways

Sidewalks:

- Very few sidewalks along Avenue M
- Frequently interrupted by driveways
- Paving condition of sidewalks is poor
- Sidewalks are primarily along adjacent north/south streets

Parking:

- Parking spaces directly accessed from Avenue M requires drivers to back into traffic
- Little to no buffer between sidewalks and parking lots
- Parking lot configurations limit shared parking opportunities

Streetscape:

- Planting strips and street trees are virtually non-existent along Avenue M
- Streetscape enhancements are necessary to soften harshness of existing built environment and calm traffic

Inventory	
	Sidewalk
	Driveway
	Direct Street Accessed Parking
	Landscaping
	Crossing Arterial
	Crossing Collector
	Crossing Local
	Project Boundary
	Parking Lots

AVENUE M CORRIDOR ISSUES



01 Parking along Corridor

Several businesses have head in or angled parking directly off of Avenue M causing drivers to have to back into traffic. This parking configuration also contributes to overly wide driveways and lack of clear pedestrian space.



02 Continuous Driveways

Driveways that extend the length of the frontage can confuse drivers and disrupt traffic flow. Sidewalks may also be disturbed, creating unsafe conditions for pedestrians as well.



03 Sidewalks

Many sidewalks along the corridor run perpendicular to Avenue M. Sidewalks are fragmented and non continuous. These conditions create an unpleasant pedestrian environment. ADA ramps and crossings are absent.



04 Streetscape

Streetscape along Avenue M is scarce. If it does exist, streetscape includes mostly a thin strip of grass, with very few street trees.

AVENUE M NEIGHBORHOOD CENTER



Key Considerations:

Sidewalk. A continuous sidewalk should be constructed as part of a street rebuild. This will better serve the neighborhood residents and businesses by providing safe conditions for travel.

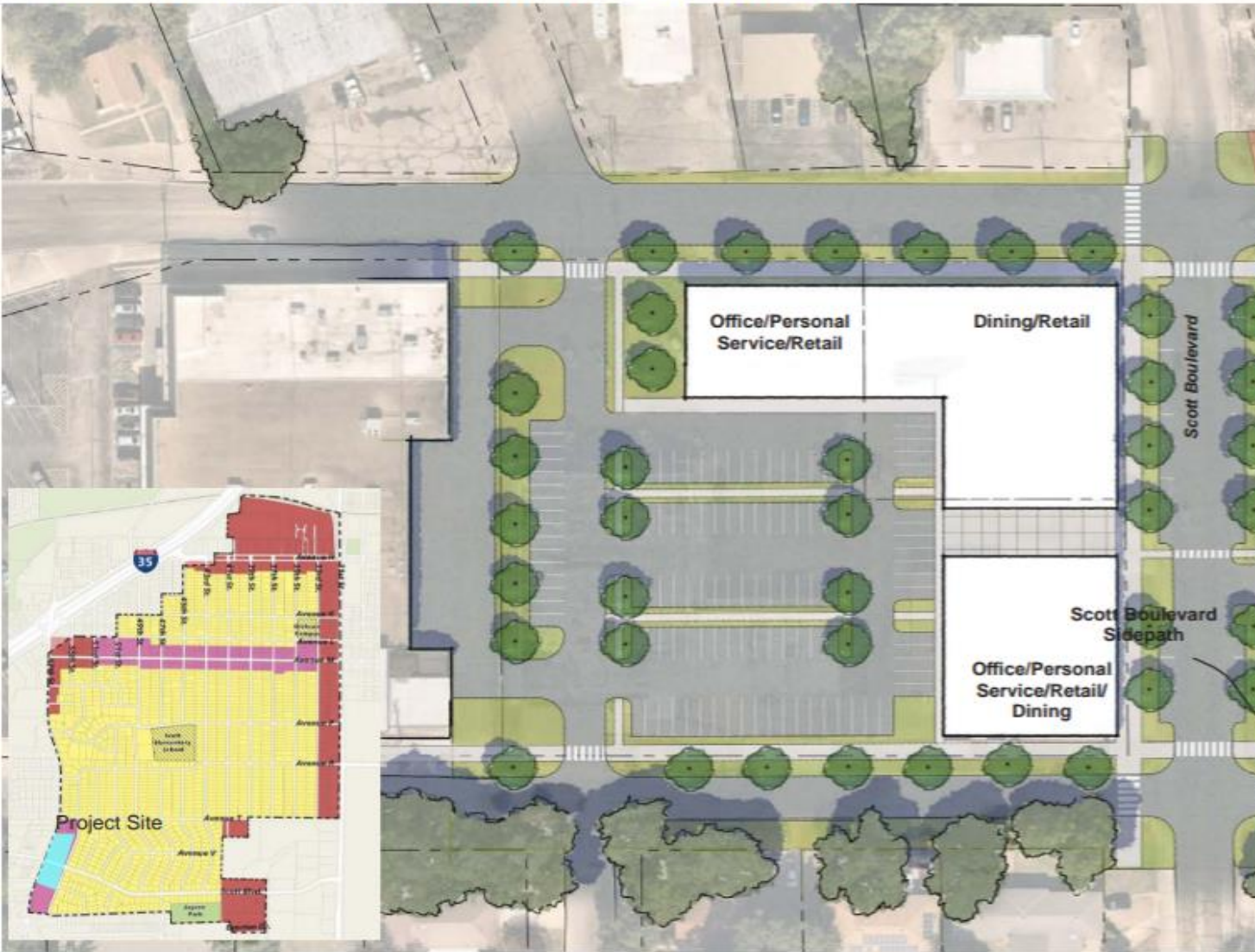
Streetscape. Landscaping and street trees should be added along the corridor. Planting beds at intersections provide opportunities to promote a more welcoming environment.

Street Fronting Buildings. Building would be oriented to the street and the corresponding on street parking to create shop fronts that are active and visible.

Intersection. 43rd Street and Avenue M would become prominent signalized crossing contributing to an improved pedestrian corridor to Scott Elementary.

Parking. Placing buildings at the front property line allows more room in the back of the property for off-street parking. Additionally, side streets provide parking and access, reducing traffic and congestion on Avenue M.

SCOTT BOULEVARD NEIGHBORHOOD CENTER



Key Considerations:

Neighborhood Activity Node. Creating a walkable neighborhood destination with buildings that engage Scott Boulevard is the desired result of redevelopment at this location. The sidewalk on Scott Boulevard creates a strong pedestrian corridor bookended by commercial development.

Improved Intersection. This proposed concept improves the vehicle and pedestrian safety at the 57th Street and Scott Boulevard by removing driveways adjacent to the intersection. Reducing the total number of driveways along 57th Street will improve traffic flow and reduce conflict points.

Future Housing Infill. The proposed concept maintains existing housing or allows for redevelopment of narrower lot townhouses. While the plan above shows residential units currently on the north side of Scott Boulevard facing 55th Street, it would also be acceptable to see that carried over to the south side of Scott Boulevard.

TEMPLE HEIGHTS PARK



Key Considerations:

New Playground. A new playground is proposed for the property along the 49th Street. Providing recreation spaces for family with young children and shorting the distance they need to travel to park space.

Avenue R Sidepath. The Avenue R Sidepath provides access along the southern portion of the school property. This sidepath will provide access to both the neighborhood park, the school, and the schools play field. These access points are intended to be secured while school is in operation.

Secure School Zone. Scott Elementary will still maintain control of a the overall site during school hours to maintain a safe and secure environment. A security fence that has some degree of automation will allow for expanded use of the play field when school is not in operation.

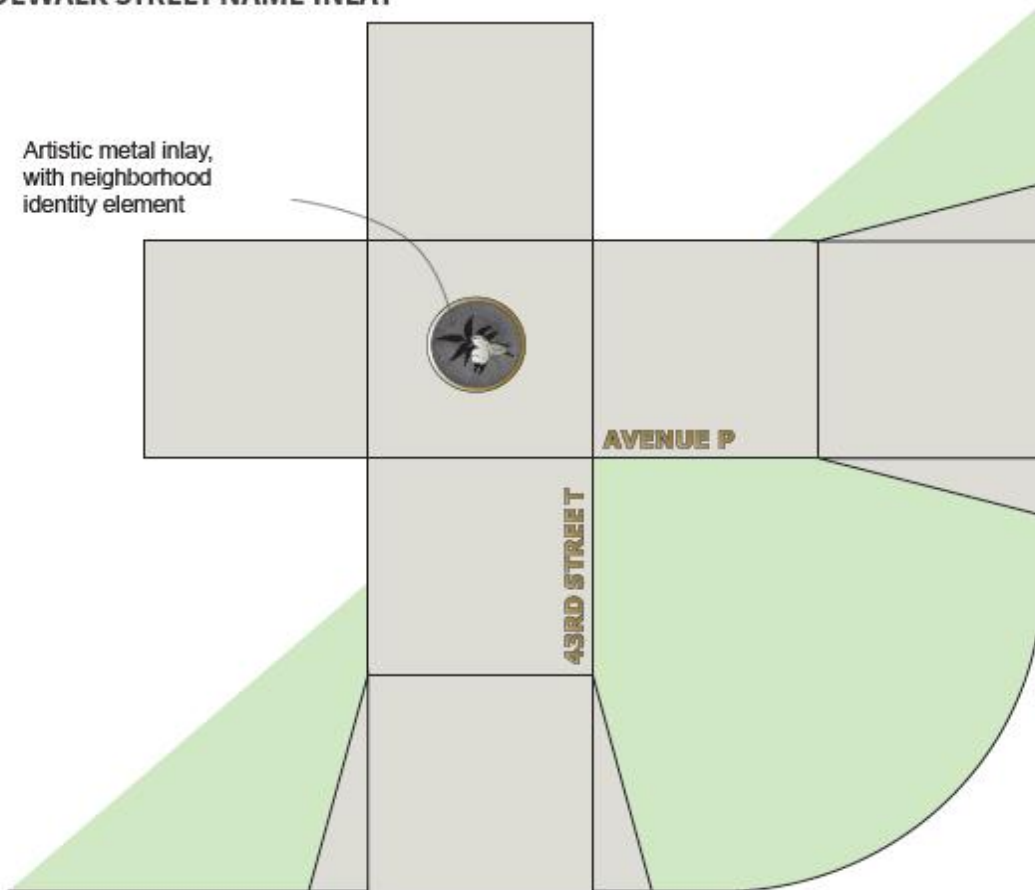
NEIGHBORHOOD IDENTIFICATION

The improvement of sidewalk presence and access is an important focus of this plan. Additionally, the periphery of the plan area does not lend itself to natural gateways, where monumentation would have its intended effect. As such, it is recommended that sidewalks and sign toppers be the predominant source of branding and identification for the Temple Heights Neighborhood. One way that this can be accomplished is to give the sidewalks more interest by adding street name inlays.



SIDEWALK STREET NAME INLAY

Artistic metal inlay, with neighborhood identity element



NEIGHBORHOOD SYMBOL

One of the most iconic elements of the Temple Heights Neighborhood are its trees. There are a variety of large trees with established tree canopy that blanket the neighborhood with much need shade in the summer months. Of which the most common trees is the pecan. As such the tree's pinnate leaf structure and signature nut are most appropriate symbol for the neighborhood.



NEIGHBORHOOD MONUMENT

A vertical monument addresses the provision of a gateway element on a smaller footprint. The likely placement for neighborhood monument would be within the street right-of-way a block or more further into neighborhood, particularly outside of the busy corridor 31st Street.

STREET SIGN TOPPERS



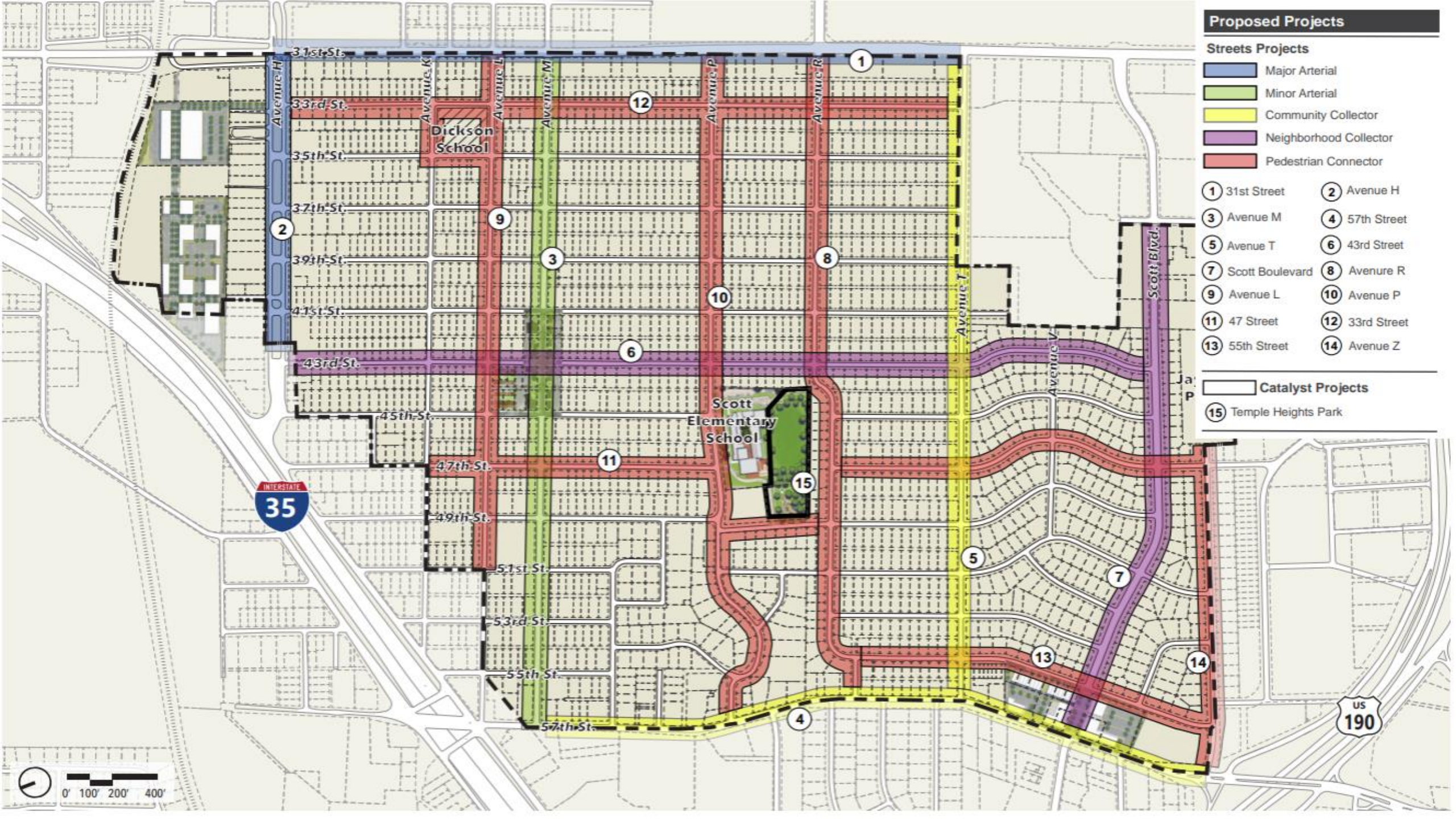
Proposed Projects

Streets Projects

- Major Arterial
- Minor Arterial
- Community Collector
- Neighborhood Collector
- Pedestrian Connector

- | | |
|-------------------|----------------|
| 1 31st Street | 2 Avenue H |
| 3 Avenue M | 4 57th Street |
| 5 Avenue T | 6 43rd Street |
| 7 Scott Boulevard | 8 Avenue R |
| 9 Avenue L | 10 Avenue P |
| 11 47 Street | 12 33rd Street |
| 13 55th Street | 14 Avenue Z |

- Catalyst Projects
- 15 Temple Heights Park



A photograph of a restaurant interior. In the center, a group of people is gathered around a table covered with a red and white checkered tablecloth, looking at a map or document. To the left, another table with a similar tablecloth is visible. In the foreground, a woman is seated at a table, looking down. To the right, an older man and woman are seated at a table, looking towards the camera. The background features large windows with a view of a parking lot and a sign that says "2149" and "CARRY OUT ONLY". A sign above the bar area reads "THE TIPPING POINT".

QUESTIONS?

COMMENTS.