

# 99 SQ MILES

A VISION FOR ARLINGTON'S FUTURE

The Comprehensive Plan  
*Adopted March 17, 2015*



Ordinance No. 15 - 014

**An ordinance adopting 99 square miles - the Comprehensive Plan for the City of Arlington which shall act as the Master or General plan for the City and its extraterritorial jurisdiction to guide the overall physical growth of the community and the provision of public facilities and services; adopting supporting studies and plans; directing future studies and plans to conform to such plan; directing the preparation of an updated implementation plan; setting forth requirements for review and amendment to the plan; providing this ordinance be cumulative; providing for severability; providing for governmental immunity; providing for injunctions; providing for publication and becoming effective ten days after first publication**

- WHEREAS, Texas Local Government Code, Section 213.002, authorizes municipalities to adopt a comprehensive plan for the long-range development of the municipality; and
- WHEREAS, the Comprehensive Plan for the City of Arlington was adopted on December 15, 1992, by Ordinance No. 92-133, as the Master or General Plan for the City of Arlington and its extraterritorial jurisdiction to guide the overall physical growth of the community and the provision of public facilities and services; and
- WHEREAS, six Sector Plans – East, Southeast, North, Central, Southwest, and West – were adopted between 1997 and 2001 focusing on the diversity of the issues affecting different parts of the city; and
- WHEREAS, in 2002, a Visioning Process was completed, led by 10 stakeholder groups and a 33-member Futures Committee, and was designed to get more citizens involved, raise awareness of community issues, obtain public input from multiple avenues, foster partnerships and coalitions, promote public discussion about the City of Arlington’s future, and develop the initial goals which served as the foundation on which update of the 1992 Comprehensive Plan was built; and
- WHEREAS, the City Council directed that an updated Comprehensive Plan be prepared for the City of Arlington and its extraterritorial jurisdiction to address growth and redevelopment, housing, economic development, land uses, transportation, and the environment; and
- WHEREAS, in 2013, a 26-member Comprehensive Plan Advisory Committee made up of a diverse group of Arlington stakeholders was established to work with the city on the Comprehensive Plan update and provide community-based participation and feedback; identify vital issues; act as a sounding board

and review body; help build consensus; share information at public outreach events; and, strive to balance the specific interest they may represent with a broad understanding of all residents' needs within the City; and

WHEREAS, an updated comprehensive plan draft titled *99 Square Miles – the Comprehensive Plan* was prepared for public review and comment; and

WHEREAS, on February 18, 2015, a public hearing was held before the Planning and Zoning Commission at which the public was given the opportunity to give testimony and present written evidence on *99 Square Miles – the Comprehensive Plan*; and

WHEREAS, the Planning and Zoning Commission voted to recommend approval of *99 Square Miles – the Comprehensive Plan* to the City Council; and

WHEREAS, on March 3, 2015, a public hearing was held before the City Council, at which the public was given the opportunity to give testimony and present written evidence on *99 Square Miles – the Comprehensive Plan*; and

WHEREAS, the City Council finds that it is in the best interest of the citizens of the City of Arlington to approve and adopt *99 Square Miles – the Comprehensive Plan*, said Comprehensive Plan being in furtherance of the public health, safety, and welfare; NOW THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the City Council hereby approves and adopts *99 Square Miles – the Comprehensive Plan* for the City of Arlington, Texas.

2.

*99 Square Miles – the Comprehensive Plan* is intended to serve as a policy guide for the City Council, City Boards and Commissions, City Staff and the public for evaluating and reviewing the physical development of the City and such regulations and as may be utilized to implement the goals and policies of *99 Square Miles – the Comprehensive Plan* within the City of Arlington, Texas.

3.

Existing and future plans, studies, ordinances and initiatives will serve as implementation tools and/or components of *99 Square Miles – the Comprehensive Plan* and provide detailed policies and strategies related, but not limited to, neighborhoods, transportation, economic development, community service, human service, public safety, housing, parks and open spaces, zoning, city and building codes, and capital improvement plans.

4.

*99 Square Miles* - the Comprehensive Plan shall amend, supersede, and replace the previous Comprehensive Plan adopted on December 15, 1992, by Ordinance No. 92-133, and sector plans, as amended.

5.

As set forth in more detail in *99 Square Miles* - the Comprehensive Plan, the goals, strategies, actions, projects, and initiatives shall guide the implementation of *99 Square Miles* - the Comprehensive Plan and shall be monitored, evaluated, and periodically amended. City Council recommends the development of alliances necessary to accomplish the strategies identified in *99 Square Miles* - the Comprehensive Plan.

6.

Future amendments to *99 Square Miles* - the Comprehensive Plan and all plans, studies, and ordinances that serve as components of *99 Square Miles* - the Comprehensive Plan shall be adopted as required by law after a hearing at which the public is given the opportunity to give testimony and present written evidence, and review by the Planning and Zoning Commission. *99 Square Miles* - the Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.

7.

A copy of *99 Square Miles* - the Comprehensive Plan is available for viewing in the City Secretary's Office and incorporated herein for all intents and purposes.

8.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

9.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

10.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this

ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

11.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

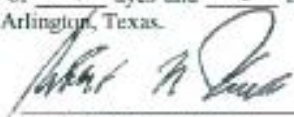
12.

The caption and penalty clause of this ordinance shall be published in a newspaper of general circulation in the City of Arlington, Texas, in compliance with the provisions of Article VII, Section 15, of the City Charter. Further, this ordinance may be published in pamphlet form and shall be admissible in such form in any court, as provided by law.

13.

This ordinance shall become effective ten days after first publication.

PRESENTED AND GIVEN FIRST READING on the 3rd day of March, 2015, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the 17th day of March, 2015, by a vote of 7 ayes and 0 nays at a regular meeting of the City Council of the City of Arlington, Texas.



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ROBERT N. CLUCK, Mayor

ATTEST:



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MARY W. SUPINO, City Secretary

APPROVED AS TO FORM:  
TERIS SOLIS, City Attorney

BY: 



99 SQ  
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A VISION FOR ARLINGTON'S FUTURE

The Comprehensive Plan

# Acknowledgements (2015)

Sincere thanks are owed to the many residents, community organizations, stakeholders, appointed and elected officials, and city staff (past and present) who contributed to 99 Square Miles, the City of Arlington's Comprehensive Plan.

## **City Council**

Dr. Robert Cluck,  
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Michael Glaspie

Charlie Parker

Robert Rivera

Robert Shepard

Kathryn Wilemon

Lana Wolff

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Jim Parajon, FAICP

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Harry Croxton

Larry Fowler

Clete McAlister

Vera McKissic

Patrick Reilly

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Samuel Smith III

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**City Departments and  
Others**

Arlington Urban Design  
Center

Aviation

City Manager's Office

Fire

Libraries

Economic  
Development

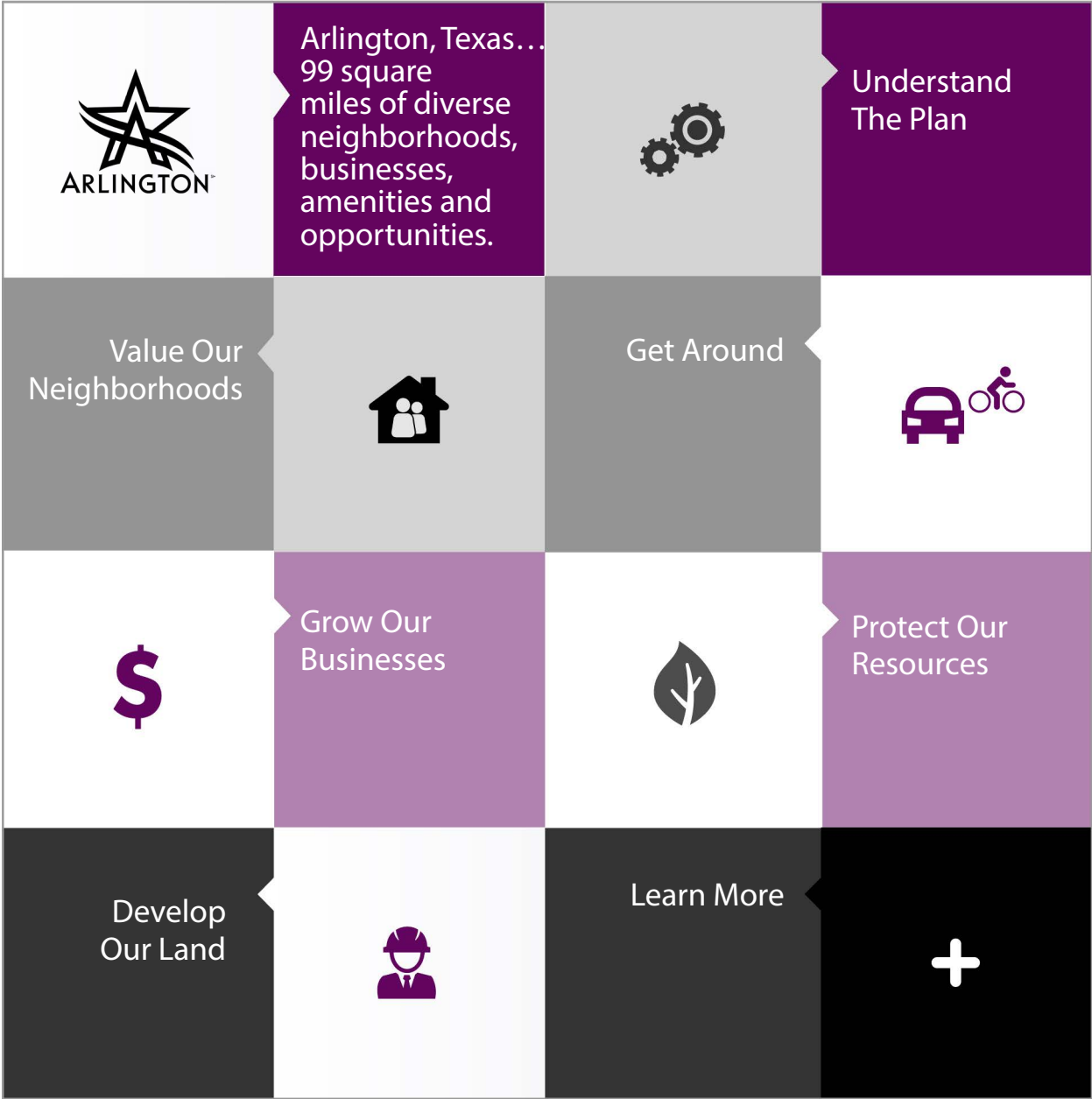
Office of  
Communication

Parks and Recreation

Police

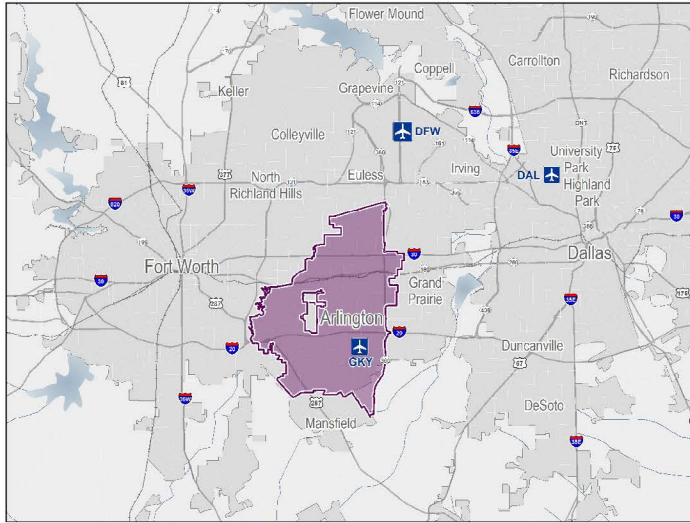
Public Works and  
Transportation

Water Utilities



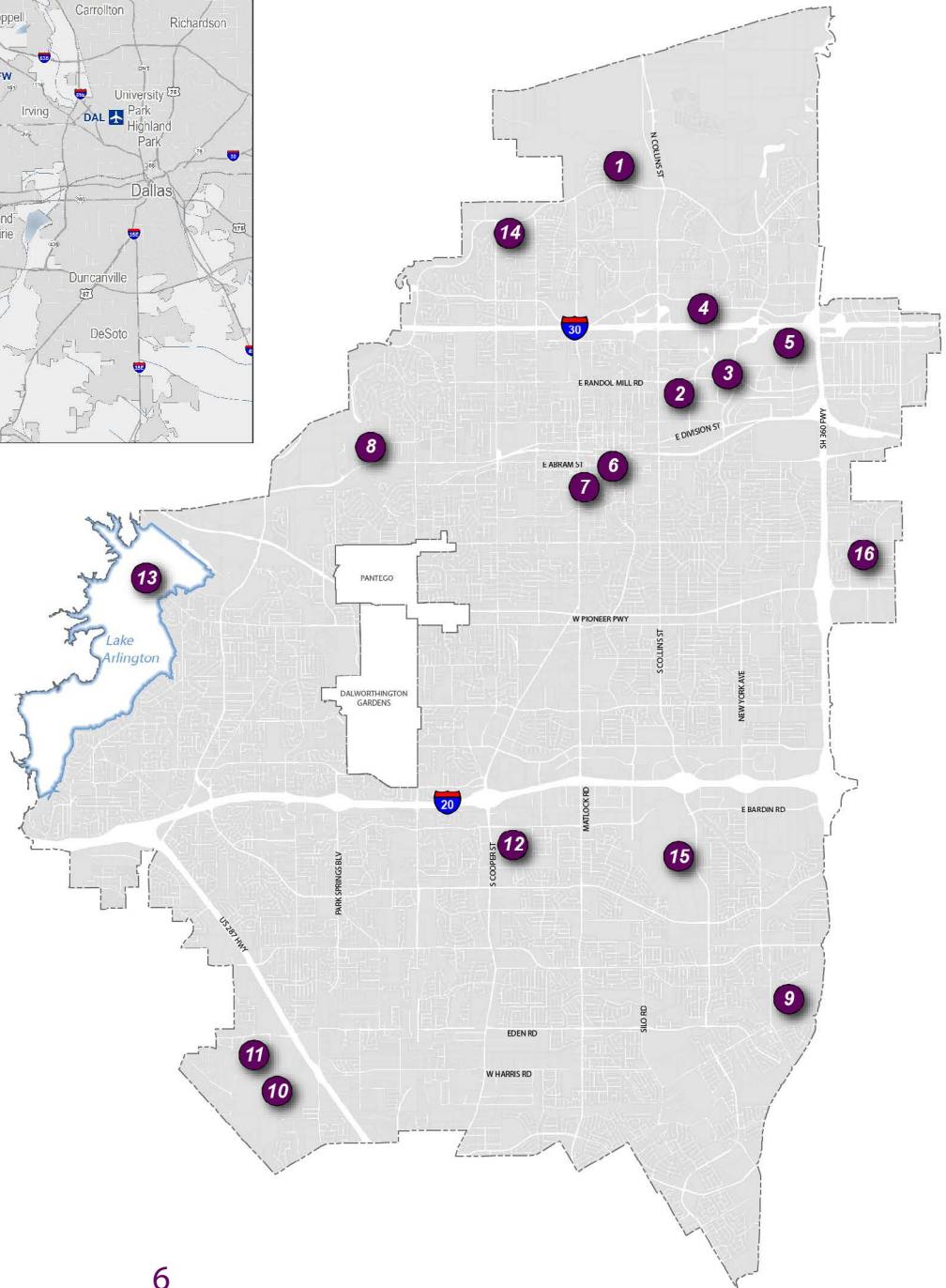
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## Points of Interest

- 1 River Legacy Parks
- 2 AT&T Stadium (Dallas Cowboys)
- 3 Globe Life Park (Texas Rangers)
- 4 Six Flags Hurricane Harbor
- 5 Six Flags Over Texas
- 6 Downtown Arlington
- 7 University of Texas at Arlington
- 8 Arlington Baptist College
- 9 Tarrant County College
- 10 Tierra Verde Golf Club
- 11 Martin Luther King Jr Sports Center
- 12 Harold Patterson Sports Center
- 13 Lake Arlington
- 14 J.W. Dunlop Sports Center
- 15 Arlington Municipal Airport
- 16 Great Southwest Industrial District





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# Introduction

## Purpose

Centrally located in one of the fastest growing regions of the country, Arlington is a diverse community in the North Texas area. Its location combined with the city's proximity to major highways, Interstates 20 and 30, as well as the Dallas-Fort Worth International Airport and other airports, make Arlington a destination for those who choose to live in quality neighborhoods with convenient access to the rest of North Texas and the state as a whole.

If Arlington is to continue to be a viable regional and national competitor, strategic planning for the city's growth and redevelopment is important. Good planning will help Arlington address its growth and development challenges, including:

**How does the city accomplish growth while maintaining its quality of life and retaining what makes Arlington special?**

**How will the city manage growth?**

**How do we make our land uses more supportive of walkable neighborhoods?**

**How do we sustain our environment for the present and renew it for the future?**

**How do we provide attractive and high quality housing options?**

**How does Arlington better connect land use with various means of transportation resulting in maximizing mobility?**

**How do we position Arlington to remain nationally and internationally competitive with a strong economy?**

The city's Comprehensive Plan is the key policy document that provides goals, strategies, and action steps for Arlington to grow and prosper as a 21st century city. The document provides an integrated approach to all aspects of Arlington's development with an emphasis on environmental, economic and social sustainability; enhancing land use and transportation coordination; and developing attractive and prosperous neighborhoods for all residents of the city. It is of particular interest to elected officials who adopt and fund its implementation, appointed officials who use it to guide decisions, as well as city departments who are charged with its implementation.

## The Comprehensive Plan seeks to:

- Build on the ideas and guidance from the many participants in the planning process.
- Establish the vision for what Arlington can achieve and aspires to achieve over the next 20 years.
- Consolidate and coordinate in one comprehensive document the policies that relate to the city's physical and economic growth and development.
- Guide decision-making and evaluation of zoning map and text amendments and discretionary development approvals.
- Identify short and long-term strategic actions for the city to undertake.
- Provide the basis for orderly, consistent and predictable land use decision making.

## Planning in Arlington

Since 1952, the City of Arlington has used comprehensive plans to establish policies that respond to the requirements and aspirations of the city's residents and thus influence social, economic and physical development. The last Comprehensive Plan (1992) focused on citywide issues generated by significant citizen participation. The 1992 Plan was followed by a series of area or sector plans completed between 1997 and 2001, which focused on the diversity of the issues affecting different parts of the city. These sector plans contained specific implementation strategies to address the needs unique to each sector.

The updated Comprehensive Plan is intended to manage growth and change in Arlington for the next 20 years. Once adopted, it will replace the previously



completed sector plans as it outlines policies for growth on a citywide basis. It should be understood that the future described in this document cannot be achieved all at once. Over the life of the Plan, growth likely will occur more slowly at times, more rapidly at others and in somewhat different patterns and sequences than is currently foreseen. An effective plan must be flexible enough to succeed within a range of likely conditions and be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

It also should be noted that managing the city's growth and change cannot be solely addressed through the Comprehensive Plan, and it is necessary to develop other issue-specific plans in the city. The Comprehensive Plan, however, should serve as the single document that outlines the general direction for the city and with which all other plans align. Since adoption of the city's 1992 Comprehensive Plan and the six sector plans, a variety of plans, ordinances, and initiatives have been adopted that provide detailed policies and strategies



for Arlington's growth including, but not limited to, neighborhoods, transportation, economic development, community service, human service, public safety, housing, parks and open spaces, zoning, city and building codes, and capital improvement plans. Arlington must also be cognizant of other local and state as well as school district plans that affect its role as a competitive city in the North Texas region.

## Citizen Participation

An initial update of the Comprehensive Plan included an extensive citywide Visioning Process that helped set a foundation upon which the Plan has been built. The process included the city's first online discussion forum designed to get more people involved and to raise awareness of community issues. There were multiple avenues for general public input including surveys, public meetings, workshops and social media. The process fostered partnerships and coalitions while also raising public awareness and promoting public discussion about the city's future.

The Visioning Process was led by 10 stakeholder groups. These groups ranged from Arts and Culture to Youth and Recreation, and were comprised of leaders from 100 organizations that pledged their commitment to the Process. In addition, a Futures Committee was formed of 30 stakeholder representatives and five at-large members appointed by Council. The function of the Committee was to help develop initial goals and guide the visioning process. (A list of the individuals and organizations who participated in this process is included in the Appendix.)

In 2013, Council appointed a Comprehensive Plan Advisory Committee (CPAC) tasked to work with the city in completing the Comprehensive Plan update. The CPAC provided community-based participation and feedback and identified vital issues for inclusion in the Comprehensive Plan if the City of Arlington is to remain a pre-eminent city in North Texas.

## Organization

The Comprehensive Plan is divided into the following sections.



### **Understand the Plan:**

This section provides a summary of the goals, strategies, and catalyst projects identified to accomplish the city's vision.



### **Value our Neighborhoods:**

Neighborhoods are the foundation of any vibrant city. This section focuses on building neighborhoods that provide access to a compatible balance of housing, employment, retail, education, and recreational resources, which will provide lasting value to the city and promote reinvestment.



### **Get Around:**

A well-developed transportation strategy is a key component in the city's plan to be a strong competitor in the global economy as it will dictate mobility, access, and economic development opportunities. This section outlines the elements and steps necessary to achieve a well-connected transportation network.



### **Grow our Businesses:**

The city is a collection of assets and will need to improve the value and performance of new and existing assets in a way that benefits the city's financial

condition over the long term. This section builds on those assets and provides policies for a growing and competitive economy that is essential to great neighborhoods.



### **Protect our Resources:**

A city with a reputation for high quality of life preserves its natural features and open spaces, while protecting and wisely managing natural resources. This section describes how maintaining a healthy environment can protect public health and preserve natural resources by developing and implementing plans for sustainability.



### **Develop our Land:**

Transportation, economic development, public utilities, and environmental protection impact land use patterns; therefore, land use must be considered comprehensively. With less developable land available, the approach to development should be strategic in addressing the city's future land development and redevelopment.



### **Learn More:**

The Appendix presents additional background information and analysis.

# City Profile

## Historic Trends

**Population** - From the city's founding through the Great Depression and World War II, population growth was slow but steady. The surging post-war economy, as well as Arlington's location between Dallas and Fort Worth, contributed to a dramatic population increase.

By 1960, Arlington's population was six times larger than it was in 1950, climbing from 7,692 to 44,775. During the decades that followed, the continued growth of the city was contributed to the large-scale annexation of developable land, the opening of Interstate 20 and the Dallas-Fort Worth International Airport in the mid-1970s, and a strong regional economy. The rate of city's population growth peaked during the 1980s. By 2010, the population was more than 47 times greater than it was in 1950.

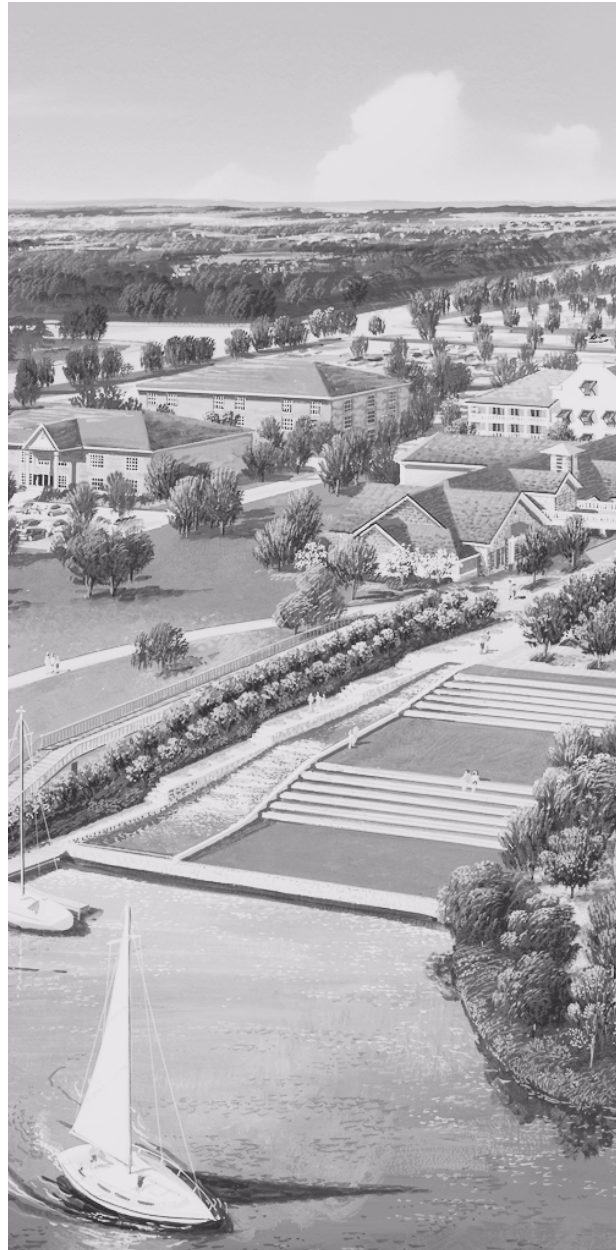
The ethnic makeup of the City of Arlington has also changed significantly over the last 20 years, indicating that the city has become a diverse and global city. Historically the majority, the White population in Arlington, decreased to 59 percent in 2010. All other races and ethnicities, however, increased over the last 20 years. The Hispanic population has grown the most by nearly 77,000 people (over 330 percent). By 2010, 27.4 percent of the city's total population identified themselves as being of Hispanic or Latino origin.

**Housing** - During the decade from 2000 to 2010, the number of total housing units in Arlington grew by 9.5 percent. This housing unit growth rate is smaller than the one experienced during the 1990s, (16.3 percent), but is still significant.

The geographic focus of recent residential development was south of Interstate 20. This area of the city accounted for 65 percent (11,000+ units) of construction

totals in the last decade. Between 2000 and 2010, residential construction trends have favored single family development over multi-family development. For example, year-end 2000 housing estimates indicated a housing mix of 62.5 percent single family and 37.5 percent multi-family housing units. By 2010, the housing distribution had shifted to 68.8 percent single family and 31.1 percent multi-family housing units.

**Employment** – Including institutional and non-profit establishments, Arlington had four employers with more than 2,000 employees in 1991. By 2010, Arlington had six such employers. The 11 largest employers (over 1,000 employees) accounted for approximately 29,700 of the 192,254 estimated jobs in 2010. However, the vast majority of these jobs was largely part-time and seasonal or represented institutional/public sector employees. The remaining large employers were in the finance, insurance, or medical related industries.





## **Current Conditions**

### **Population**

The city's population was estimated at 368,644 at the end of 2013 having added 1,468 residents since the previous year. The bulk (67 percent) of this population growth occurred in the north and southeast areas of the city. Distribution of the city's population remains unchanged from 2012 with the highest concentrations of residents living in the east and southeast areas of the city.

As the city has continued to increase in population, so has the diversity of its population. Since 2000, the percentage of minorities has increased 11 percent and accounted for approximately 35 percent of the city's population in 2013. Additionally, the percentage of residents of Hispanic or Latino origin increased by 53 percent to account for 28 percent of the total population in 2013.

## **Housing**

The City of Arlington added 534 housing units in 2013, a 0.4 percent unit increase since 2012. Single family unit construction dominated growth totals for 2013 although 36 new multi-family units were constructed. At the end of 2013, the overall mix of housing types within the city was 69 percent single family (100,841 units) and 31 percent multi-family (44,952 units).

The number of single family housing units heavily outweighed the number of multi-family units in the southeast, southwest, and west areas of the city in 2013. The housing mix was more evenly distributed in the central and east areas with approximately 49 percent and 58 percent, respectively, of the total sector dwelling units being single family. The north area had the greatest proportion of multi-family units, with just over 67 percent. It also had the largest number of multi-family units (15,367). The second largest number of multi-family units was found in the east area (13,985). These two areas of the city accounted

for almost two-thirds (65 percent) of the City's multi-family housing stock in 2013, while maintaining just 38 percent of the City's total housing stock.

The impact of continued housing and population growth on the city's density cannot be overstated. As the population of the city grows, the ratio of residentially developed acreage relative to the number of people living in the city will decrease. In 2013, the average number of housing units per acre of residentially developed land remained at approximately six units. This number remains unchanged from that of 2012.

## **Employment**

By the end of 2013, the city had eight employers with more than 2,000 employees. However, the largest percentage of jobs continues to be in the low-wage sectors related to hospitality and food services with less growth in high-wage sectors.

(A detailed community profile is included in the Appendix.)



# Understand The Plan

## City Vision

A pre-eminent city providing an exemplary, safe environment in which to live, learn, work and play.

## Horizon Issues and Priorities

In 2012, city leaders embarked upon a strategic foresight process to identify important emerging issues and trends the city will need to address in the future but are “just beyond the horizon.” The issues identified included societal trends, industry trends, political factors, economic climate, technology factors, citizen expectations, and uncertainties. In an effort to address the issues identified, potential actions were then pinpointed that the city should consider in the future. As applicable, these actions have been incorporated into the updated Comprehensive Plan.



**Housing Supply** – residential capacity/inventory; housing opportunities for active seniors, young professionals, etc.; housing choices; rental standards

**Economic Development/Redevelopment** – high potential neighborhoods; urban development vs. suburban mentality; diversification and increasing tax base; integrate urban living; changing population demographics; implement a targeted development investment program

**Regional Mobility** – regional connections; regional mobility

**Quality Neighborhoods** – continuing need to raise the standard of living; need for more public safety and code enforcement; city beautification; investment/incentives for urban beautification; improve “curb appeal”; neighborhood amenities, i.e., parks, transit; address perception of crime; higher standards for development and code compliance

**Natural Resources Management** – limited resources such as land and water; water conservation; air quality

**Citizen Relationships** – collective view of Arlington/inclusiveness; connectivity with residents, communication and engagement – tell one story, capture “good” employee actions, positive community feedback and publicity; clearly articulate the role of government, capacity, limitations, expectations; development of a strategy for engaging the community in the delivery of “non-core” services such as parks, libraries, animal services, arts and culture

**Strategic Partnerships** – Downtown Arlington Partnership; changing educational model; workforce development, collaboration – among departments, with other governments, among local partners, among interested

citizens; solidify partnerships with educational providers to give citizens better access to training/education that enhances their personal income/earning potential

**Organizational Viability** – cost of doing business, i.e., personnel costs; efficiency and effectiveness of service delivery; financial uncertainty; human capital – resources, compensation, training, attraction, retention; attraction and retention of talent; pending retirements – employees, Council members; define needs vs expectations; adequate resources and staffing for demand; resident expectations for service delivery and tangible results; direct resources to where needed; service prioritization – want vs need

**Asset Management** – accelerating need for infrastructure improvements; technology infrastructure for public access; keeping pace with technology advances; strategy and mechanism for major capital investment; technology; infrastructure – funding, resources, sustainability, technology

**Local Autonomy** – protect home rule authority against harmful legislation; augment legislative involvement; maintain/ increase vigilance against unfunded mandates

## Guiding Principles

Throughout the planning process, common themes emerged. These five themes serve as guiding principles for the city's Comprehensive Plan as we strive to ensure that Arlington is a beautiful, clean, safe and fun place widely recognized as the most desirable location in North Texas to live, learn, work and do business; and is a diverse community where residents want to stay, businesses thrive and to which visitors and our children want to return. These themes confirm the various issues, emerging trends and priorities previously noted.

**Build on our Assets** – Arlington has substantial assets and it is imperative that we take advantage of the many strengths and opportunities the city offers.

**Diversity** – By embracing and leveraging our diversity, we can enrich our collective cultural and social experience and reach.

**Choice** – Offering choices in housing, transportation, business opportunities, and recreational amenities makes Arlington a more appealing city.

**Connectivity** – Connecting people and places helps build social ties and improve overall quality of life.

**Engagement** – Engaged citizens help develop those ideas and solutions that best respond to their needs and circumstances. It helps build trust and a sense of community within the city.

In addition to the horizon issues, City Council approved four strategic priorities in 2014, which focused on neighborhoods, the economy, transportation, and education. These priorities serve as avenues in which to focus energy and investment and have also been incorporated into the strategies and actions identified in the Comprehensive Plan. The priorities will be evaluated on a periodic basis to ensure the city's overall vision is being implemented.



**Champion Great Neighborhoods** – Great neighborhoods contribute to a higher quality of life and greater investment in our economy. Every part of the organization contributes to our overall success and vitality as we make Arlington a great place to live, learn, work, and play.



**Invest In Our Economy** – This is a vital component of the effort to ensure that our community continues to thrive. As the city strengthens its position as a key city in the North Texas region, we will develop systematic approach that directs our future, addresses current and prospective challenges, and positions us to capitalize on opportunities as they develop.



**Enhance Regional Mobility** – Improving the efficiency and effectiveness of Arlington's transportation connections within and beyond our borders is critical because of our central location within the region and important to growing our economy. Our community is at the crossroads. As the regional and statewide conversation to increase mobility continues, Arlington faces an important decision to determine its place in the future of this system.



**Support Quality Education** – A successful community requires a variety of support systems and an environment that enables educational opportunities to flourish. Residents, students and families seeking a community invest in desired choices and a culture of achievement. Arlington strives for quality public, private and higher education for our community. The synergy between educational institutions, the city, the private sector and the community can help ensure success and achievement for all students. Focusing on supporting quality education will attract new residents and businesses that will invest in our economy.



# Goals, Strategies and Actions

As Arlington looks to advance into the future, the stage has been set for the City to take advantage of its assets and to address any challenges. In order to continue to evolve, Arlington must strategically position itself and stay focused on specific goals and actions that work to accomplish the vision.

**Goals** are broad guiding statements that describe the hopes of the community for the future. A goal may never be completely attainable but it is used as a point towards which to strive.

**Strategies** describe what is needed to move the community in the direction of completing each goal.

**Actions** outline specific steps to be taken to achieve the strategy.

The goals and strategies for the five elements of the Comprehensive Plan — **Neighborhoods, Transportation, Economic Development, Environment, and Land Use** — are summarized for quick reference below. A more detailed narrative followed by action items is provided for each element in their respective section of the document.

## **Goal: Value our Neighborhoods**

1. Strengthen our community by embracing our diversity, engaging our residents and empowering our neighborhoods.
2. Create places where people want to be.
3. Maintain and enhance neighborhood quality of life and appearance.

4. Continue to support investment in the city's education system.
5. Deliver city services in a fiscally responsible manner.
6. Provide a mix of quality housing for a diverse population.
7. Preserve the city's historic resources and community landmarks of recognized significance.

### **Goal: Get Around**

1. Maintain a roadway system that provides efficient access to all parts of the city.
2. Provide a variety of transportation options.

### **Goal: Grow Our Businesses**

1. Elevate Arlington's competitive positioning in the region to capture a larger share of high-wage, high-impact growth.

2. Rejuvenate and transform key economic centers into vibrant destinations.
3. Create amenities and assets that will secure Arlington's position as a major activity hub in North Texas.

### **Goal: Protect Our Resources**

1. Preserve natural areas and public open spaces.
2. Conserve natural resources and energy.

### **Goal: Develop Our Land**

1. Promote land use patterns that reflect a mix of integrated community uses.
2. Encourage appropriate redevelopment and reinvestment that creates lasting value.
3. Increase the visual appeal within and around residential and commercial developments and along city corridors.

# Implementation

The following mechanisms will help translate the Comprehensive Plan's strategies and actions into implementable measures.

**Citizen Participation** will build upon the dialogue between government and citizens that continued through the development and adoption of the Plan. The city will strive to find improved means to communicate with and involve citizens in planning and decision-making. The city will also strive to provide information that can be easily understood and to provide access for public involvement. This will include processes for amending and implementing the Plan.

**Neighborhood Planning** will further efforts aimed at reinvigorating the city's neighborhoods and ensuring sustainability by leveraging resources, increasing citizen participation and encouraging community stakeholder collaborations.

**Zoning** decisions will further promote the health, safety and general welfare of Arlington residents and implement the policies and objectives of the Comprehensive Plan.

**Supplementary Plans, Ordinances, and Initiatives** will be adopted when necessary to conform to the goals and strategies in this Comprehensive Plan. These documents provide detailed policies and strategies for the city's growth.

A **Capital Improvement Program** creates a framework for making resource allocation decisions in an environment where wants and needs always exceed the finite resources available. Investment choices should be made to achieve the Plan's goals.



**Monitoring and Evaluation** will be done periodically to assess progress toward achieving the Plan's goals, measuring conditions and changes occurring in the city. Monitoring and evaluation will help ensure consistency within and among the Plan elements. Monitoring and evaluation can lead to both Plan amendments and improved ability to project future conditions. The city's Planning and Zoning Commission will assist the City Council in monitoring and evaluation of the Plan advising as to any needed amendments.

**Coordination with other jurisdictions** will continue the partnership with neighboring cities, Tarrant County and North Central Texas Council of Government in order to address regional issues that impact Arlington.

Note: The graphics contained herein are not regulatory in nature, but are included for illustrative purposes only.

# Catalyst Projects

Catalyst Projects are well-defined short-term objectives that represent the Comprehensive Plan's five-year priorities, and are anticipated to have a substantial ongoing impact in Arlington by enhancing the city's image and strengthening its identity. They are intended to build on the city's positive aspects by creating a more accessible, functional, attractive, and enjoyable community.

## Identified Catalyst Projects include:



It is expected that these identified catalyst projects will be implemented and/or provide opportunities on which to expand. As the Comprehensive Plan is evaluated, these projects will be re-examined and updated.



# Neighborhood Program

## **Purpose**

Create a vibrant neighborhood program in Arlington that connects people and resources, creates opportunities for collaboration, and provides support for neighborhood organizations and the broader community.

## **Importance**

Neighborhoods are the building blocks of a community. People who love where they live make a neighborhood great, by contributing to the beauty, activity, and community around them. Great neighborhoods contribute to a higher quality of life and greater investment in our economy. They create and define value in a city. Neighborhoods that are visually appealing, secure, attractive, and engaged contribute to the success of Arlington and make it a city where people want to live, learn, work, and play.

Although it can be difficult to bring so many residents with different interests and backgrounds together to pursue common goals, a strong neighborhood program will foster a sense of community and allow citizens to address specific concerns. Focusing resources on a grass-roots style neighborhood program also gives voice to groups of residents that are often overlooked, such as renters and citizens whose first language is not English.

Building new relationships between citizens, city government and community stakeholders is not easy, but improving communication within these groups will support community engagement and make all neighborhoods better places to live.



## Strategic Steps to Accomplishment

- Implement a neighborhood outreach and marketing plan.
  - Revamp the city's neighborhood matching grant program, and leverage CDBG, HOME, and other federal grant funding, to promote neighborhood investment and improvements.
  - Establish a group made up of neighborhood leaders citywide that advocates for and promotes
- the interests of neighborhoods in Arlington.
- Work with neighborhoods to update adopted action plans so they align with changing neighborhood needs.
  - Partner with new neighborhood groups to develop neighborhood strategic plans.



# Corridor Beautification

## **Purpose**

Improve the aesthetics of Arlington's major corridors through strategic, targeted landscape treatment that is drought tolerant and low maintenance.

## **Importance**

Arlington's major corridors are some of the most visible and prominent physical aspects of our city. Currently, Arlington's corridors are often framed by a patchwork of fences that are in various states of disrepair, contributing to an unattractive environment that encourages disinvestment in private property and businesses. Affordable, low maintenance landscaping can help unify the corridors' appearances, disguise private fences, and inspire pride among citizens and visitors.

Although corridor beautification will cost additional resources to install, establish, and maintain, the City will benefit from Code Compliance Officers who can focus their remediation efforts somewhere besides dilapidated fences. It may take some time to learn which plant palettes work in different types of locations; however, the end result will be increased aesthetics which create a sense of place and identity throughout the City of Arlington.

Corridor beautification will be a joint effort between residents and city staff to instill pride and ownership of our City.



## Strategic Steps to Accomplishment

- Develop plant palettes that work with Arlington's specific conditions, allowing for variances in sun, shade, available right-of-way, and water consumption and run-off
- Obtain cost estimates on installation, establishment, and maintenance
- Develop plans for pilot areas in various corridor conditions around the city
- Obtain funding for a pilot program via the Arlington Tomorrow Foundation
- Implement pilot program and monitor for two year establishment period
- Adapt future plans based on lessons learned from pilot program



# Greenway Network

## **Purpose**

Provide a network of trails and open space throughout the city, creating a space for residents and visitors to enjoy the outdoors.

## **Importance**

The greenway network can improve public health by allowing residents to get physical exercise close to their neighborhoods. The network can be used for both recreation and transportation and is a key component of the Hike and Bike System Master Plan adopted in 2011.

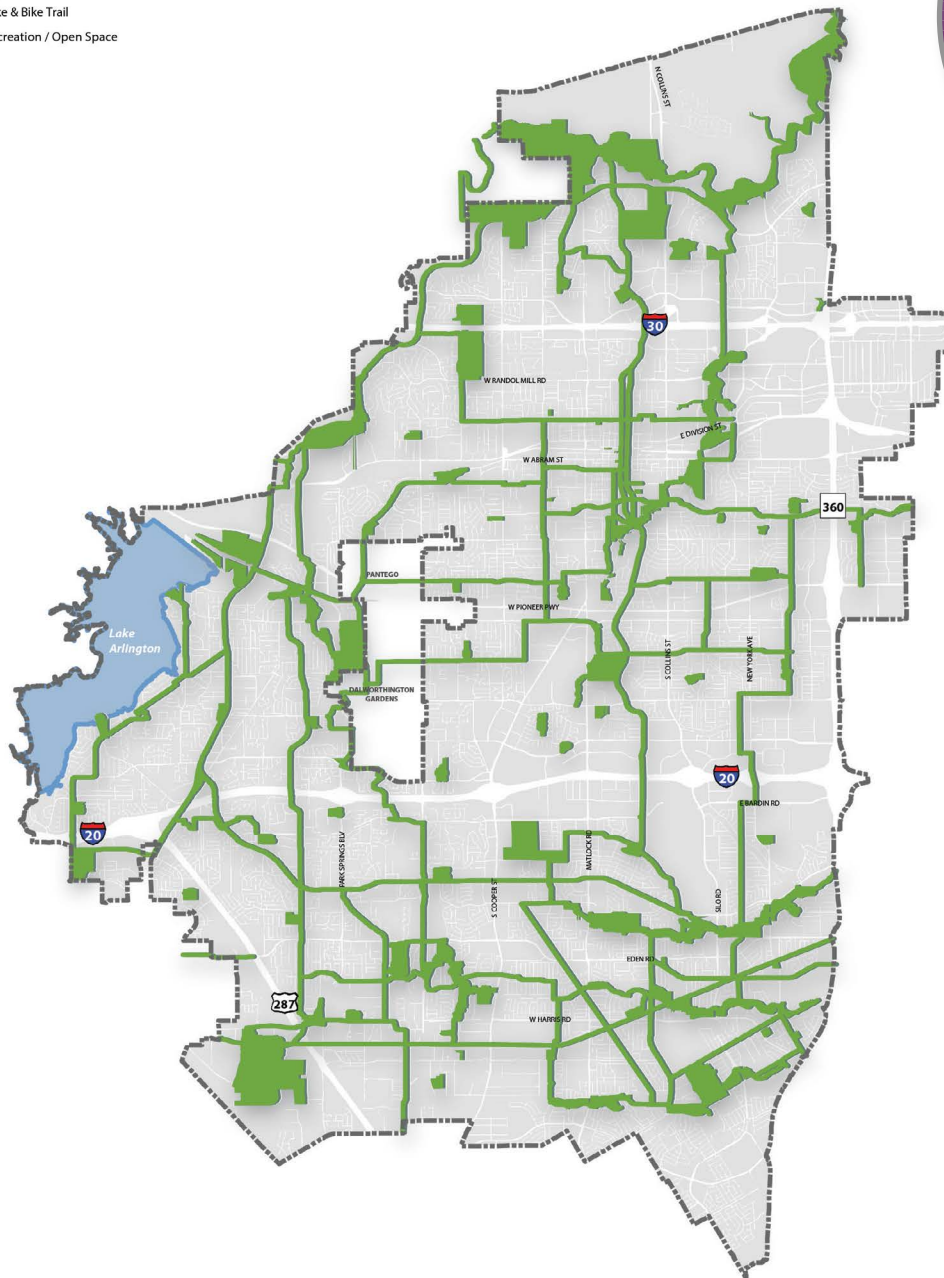
The greenway network is an investment of the City. Trail construction can involve acquiring right-of-way, must be properly engineered, and require maintenance similar to our roadways; however, this is a small cost in relation to the benefits of this citywide amenity including increasing property values, attracting new residents, and bolstering tourism.

## **Strategic Steps to Accomplishment**

- Plan a phased approach to construction, determining which sections of the network should be completed in five year increments
- Acquire necessary right-of-way
- Dedicate funding and combine with grant opportunities as they arise
- Construct the greenway network
- Require developers to provide connections to the network so it can be used as a transportation option
- Maintain the network infrastructure and landscaping



-  Hike & Bike Trail
-  Recreation / Open Space



# Central Library/101 Center

## **Purpose**

Develop Arlington's Downtown into vibrant destination for residents, visitors, and students providing entertainment, employment, culture, and local goods and services for the immediate and surrounding community.

## **Importance**

The Central Library/101 Center project will be a catalyst to encourage new growth and additional redevelopment. With a strong physical core, the Downtown area will be well positioned to function as a vital business and civic center, bustling with activity and investment.

The Central Library facility will be designed to be a library that meets the needs of residents in the 21st century, including community spaces, increased educational and cultural opportunities, and advanced technology. Although the construction will have to be carefully planned, and some services will be relocated during construction, the end result will have a lasting impact on the revitalization of downtown Arlington. The 101 Center project will be a new mixed-use development that will include residences, retail, restaurant, and office space. This public/private development will increase the number of businesses, attractions, and consumers in the downtown area, thereby increasing revenue for the city.



## Strategic Steps to Accomplishment

- Coordinate funding structures and mechanisms
- Complete requisite environmental studies of existing facilities
- Relocate existing library functions to alternative site(s) for duration of construction
- Demolish existing facilities
- Construct new facilities including surface and structure parking, and associated landscaping



# Business Incubator

## **Purpose**

Create commercialization opportunities for technology and scientific innovations with the University of Texas at Arlington.

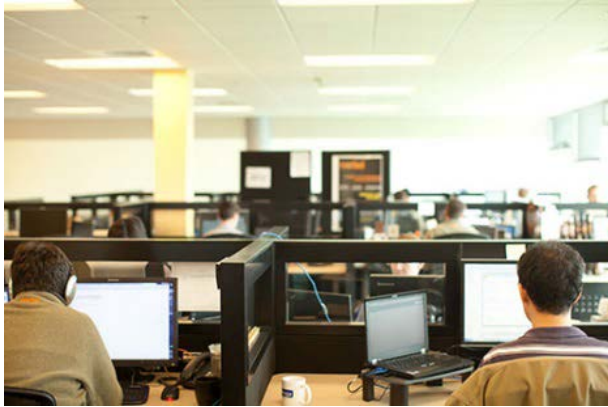
## **Importance**

Successful commercialization of research at the University strengthens the city's economic position and can add to our job base. It also serves as a catalyst for innovation that can raise the city and University's profiles as places for entrepreneurship.

While the city will need to fully flush out the funding and other resources for this endeavor, an investment in young entrepreneurs will attract renowned faculty and research partnerships, accelerates business development activity, and presents an opportunity for high-wage job creation.

## **Strategic Steps to Accomplishment**

- Complete a needs assessment and market study
- Formalize an agreement with the University
- Establish an appropriately-sized incubator space near the University
- Have an organization that is autonomous from the city and the University
- Develop an investor network for entrepreneurs



# Destination Hotel And Convention Space

## **Purpose**

Build a full-service, destination hotel and expand the city's available conference space in the Entertainment District.

## **Importance**

The city is home to a number of recreational and tourism amenities and providing a destination hotel and additional conference and convention space will leverage these assets and help attract world-class events. These additional amenities will not only help the Entertainment District be a primary business district but also increase Arlington's presence nationally and internationally.

Once the city identifies a reputable full-size hotel brand who can secure financing in a tight credit market, a destination hotel and convention space will increase revenue for the city, and is an opportunity for job creation.

## **Strategic Steps to Accomplishment**

- Foster strong public/private partnerships
- Proactive marketing and outreach campaign
- Incentive/funding package for proposed development



## Corporate Office Mixed Use

### **Purpose**

Develop the former Texas Department of Transportation site to a corporate office focused mixed use development.

### **Importance**

The City of Arlington is committed to creating a thriving and vibrant mixed-use environment at this one-of-a-kind location in the city. This site provides an opportunity to integrate primarily an office campus with other complementary uses with public spaces, beautiful streetscapes, and pedestrian activity, which is highly desired in the current marketplace.

As the Entertainment District is intended to be a gathering space for visitors from around the country, a development of this kind would provide the area with additional amenities and activities. It is anticipated that there be primarily office uses with a broad mix of complementary uses including retail, restaurants, high-density multi-family housing and a civic and/or public facility component.

And as the location is at one of the city's Entertainment District gateways, a high quality, well-designed corporate office mixed-use development would serve as a signature development feature as residents and visitors travel into the area.





## Strategic Steps to Accomplishment

- Acquire property from TxDOT
- Identify a developer through a competitive selection process
- Develop a high quality corporate office focused mixed use development that complies with the city's Entertainment District development standards





## Value our Neighborhoods

The neighborhood is the basic social and physical building block of any city. These are the areas where people choose to live, raise families, recreate, interact, and work. Arlington is a city built upon diverse neighborhoods. Whether investing in infrastructure, working to expand housing choices, or welcoming and facilitating the emergence of neighborhood leaders, Arlington must focus on the individual and specific needs of its neighborhoods to strengthen that foundation for future generations.

Great neighborhoods contribute to a higher quality of life and greater investment in our economy. Within Arlington's neighborhoods, schools, libraries, and private community gathering facilities are pillars of the community. Residents take advantage of the mild climate and enjoy the abundance of parks, open spaces, trails, and other outdoor recreational opportunities. The ultimate goal is to make Arlington a city where residents of all neighborhoods



enjoy personal safety; quality housing; job opportunities; reliable services; access to shopping, recreational, and education amenities; and effective representation.

The Comprehensive Plan envisions the active preservation and support of Arlington's many diverse, thriving, and culturally rich neighborhoods that provide residents with ample housing, recreational, and lifestyle alternatives. Intrinsic to the success of neighborhoods and to a stable and

attractive quality of life for all citizens is an emphasis on home ownership and housing availability for all ethnic and economic segments of the community. Strong, viable neighborhoods create a sense of place within the community. Basic elements such as schools, churches, parks, open space, offices, stores, police, and fire stations, health care, cultural, and human services facilities, libraries and all types of housing, if balanced properly, will contribute to safe, dynamic, and sustainable neighborhoods that form Arlington.

# People

Arlington is a vibrant community where residents are invested in its wellbeing and growth. When the city provides opportunities for community engagement, residents become partners in the Arlington's future and we work together towards common goals. Engaged residents make Arlington stronger, healthier, and better able to serve the needs of those who live here resulting in a greater sense of belonging.

Over time Arlington has seen a significant change in its demographic and socioeconomic makeup, making it a very diverse city. Since 1990, Arlington has grown by over 100,000 people, becoming more racially and ethnically diverse. Minorities encompass approximately 35 percent of residents, and greater than 28 percent are of Hispanic or Latino origin. By celebrating this diversity, Arlington can be a lively and dynamic community of residents that promote dignity, respect, and inclusiveness.

The city supports organizations that contribute to the social, cultural, educational, recreational, and economic needs of its citizens. As of December 2014, there are 154 recognized neighborhood organizations in Arlington that contribute to creating and maintaining the community. They are valuable resources that help residents work together to preserve and enhance the livability of their neighborhood. They also provide a forum for discussing local and citywide issues and assist with planning activities and projects that are beneficial to the area.

*Empowering people at the neighborhood and community levels can foster civic pride and leadership and create spin-off benefits that add more value to their neighborhood and the city.*

Building alliances between the city, residents, businesses, schools, churches, non-profit organizations, and other partners helps advance the improvement, education, and empowerment of Arlington's neighborhoods and residents. Residents are much more organized and interactive with each other and the city government today. Residents and community organizations are taking on leadership roles to tackle problems and build upon opportunities in and around their neighborhood.



# Places

The cornerstone of a city's quality of life is its range of housing options and diversity of neighborhood choices. All citizens desire quality housing and great neighborhoods. They rely on many different kinds of places: a place to live or run a business; a place for recreation and social interaction; and a place for education, cultural and spiritual needs. Making strategic investments in infrastructure, providing areas for high-amenity housing and walkable neighborhoods, and creating an atmosphere where people feel secure all help create a sense of place.

A sense of place can be achieved through urban design tools that spotlight unique attributes in a neighborhood or create synergy or interaction among neighborhoods. These features could include sidewalks, trails, open space, and natural features that provide areas for recreational and leisure activities and habitats for wildlife. Design elements that set one area or neighborhood apart from another help to establish a special sense of place that residents are proud to call home.

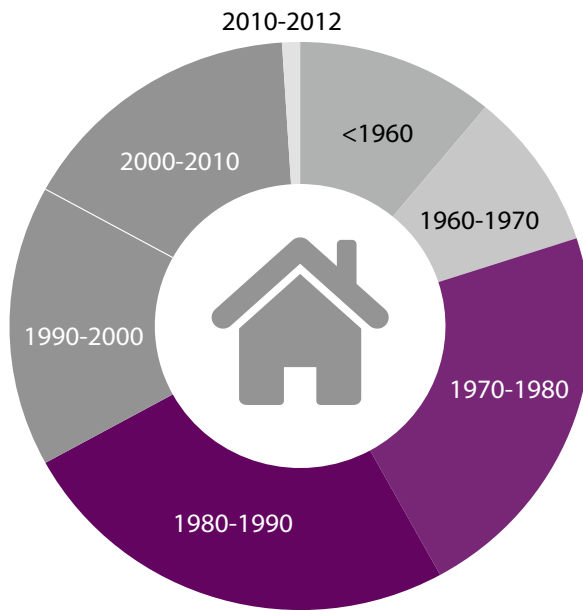
## **Housing**

Housing is the single largest land use in Arlington. A significant amount of the single family and multi-family housing stock was built between 1970 and 1990. Houses built after 2000 are primarily located in southeast Arlington, where much of the new development in the city has occurred. Housing quality, price, and availability are critical components in Arlington's community vitality as they can help set attractive and livable cities apart.

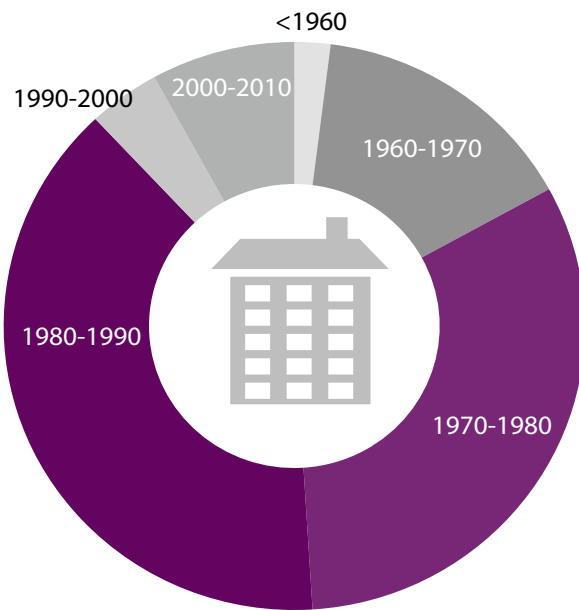
A safe, secure, and affordable living environment contributes to a high quality of life.

Arlington's economic sustainability is dependent on a supply of housing options to meet the demands of a growing population and a work force of various income levels. Housing that is affordable provides stability for families, improves opportunities for education and career advancement,

and reduces the risk of homelessness for households that are dependent on low wages or fixed incomes. A review of the city's 2004 housing strategy will be completed in early 2015. The information will help provide implementation tools and strategies related to developing a quality housing mix that meets the needs of all Arlington residents.



**Single Family**



**Multi-Family**

The value of owner-occupied housing units is an important determinant of housing accessibility and affordability. Housing values have fluctuated significantly in many housing markets during the past decade due initially to the 2004-2006 housing bubble and then followed by the subsequent collapse and economic recession. According to 2008-2012 5-Year American Community Survey estimates, the median value of an owner-occupied housing unit in

Arlington is \$131,500. The current value of owner-occupied units in the city represents a 36.4 percent increase since 2000.

The location and quality of housing is fundamental to the health and well-being of Arlington's children, families, workforce, and elderly. Housing sites and structures must respond to the needs to all economic and demographic segments of the community. Housing designed for seniors should be encouraged







in neighborhoods where health and community facilities and services are accessible. The design and construction of housing should incorporate the highest possible level of amenities, design, and quality. Ultimately, residents need a variety of housing choices that accommodate various income levels and address the need for decent and affordable housing, strong neighborhoods, personal safety, adequate infrastructure, employment opportunities, access to transportation options, and good schools.



## Historic Preservation

Arlington's history is multifaceted, with its identity evolving since 1841. Beginning with the Bird's Fort settlement in far north Arlington, many small communities began to appear in the area including Marrow Bone Spring, Johnson Station, Watson, Webb, and Tate Springs. When the Texas and Pacific Railroad arrived in 1876, Arlington sealed its location as an advantageous midpoint between Fort Worth and Dallas. Over time it has been a frontier outpost, an agricultural center, a site of Indian battles, and a tourist destination. It once was famed for its mineral waters and horse racing and has long been a college town. Today, numerous major corporations call it home. Although many of Arlington's historic resources are located in the Downtown area, several important buildings and sites are located throughout the city.

Historic preservation provides educational, aesthetic, economic, and cultural benefits. It also enhances the city's interest, livability, and

attractiveness. Historic sites or structures can be integrated into public areas such as plazas, parks, trails, and open space to provide educational opportunities. When possible, historic buildings can be utilized in their original capacity as a house, school, or office building, or carefully adapted to accommodate current needs. Preservation seeks to capitalize upon and nurture those distinctive places, neighborhoods, and landscapes that make our city unique and defines our cultural identity.



# Services

Community services and facilities are vital to the economic prosperity and quality of life for the citizens of Arlington. Public safety services, dependable infrastructure, libraries, parks, and educational facilities represent the fundamental elements of residents' personal satisfaction with the conditions under which they live in their neighborhood. As Arlington's population continues to grow, the demand for these services will rise. Innovative thinking in developing and delivering services is essential and critical in keeping pace with the changing costs, needs, and demands of neighborhoods.



Public safety is a core service that is critical to ensuring the confidence and safety of Arlington's residents, businesses, and visitors. Services provided by police, fire, municipal court, and code compliance are part of the city's mission to address personal safety and make Arlington a community where people feel safe anywhere, all the time.

Utilities such as water, sanitary sewer, stormwater management, solid waste collection, electric power, natural gas, and telecommunications (telephone, cable television, and internet access) are basic and necessary services provided to residents and businesses. While the city provides water and sanitary sewer infrastructure and services, private companies under franchise with the city or State deliver services for other utilities.



Recreational, educational, and cultural amenities express the personality and ambiance of the community.

As the population of Arlington becomes more ethnically diverse, it is imperative that parks, schools, libraries, and other programs are adjusted to meet the needs of a changing community.

One area of enhancement to the parks system is pedestrian and bicycle trails that connect parks, neighborhoods, and commercial areas. For many

years, linear park acquisition and the development of off-street trails has been a priority. Trail development provides an extraordinary opportunity to create a green network of off-street trails that connect neighborhoods, schools, and parks, as well as many of the major retail and employment areas in the city. Creating a network of trails also builds on the growing desire by people to live in communities that are walkable, and provides a viable alternative for people that choose not to drive to access goods and services.



The use of school property for public recreation purposes is also important. Joint use agreements facilitate a partnership between school districts, the city, or nonprofit organizations. They expand the use of playgrounds, athletic fields, pools, and gymnasiums to the community outside of school hours. These types of agreements make it easier for families to find convenient and familiar places to exercise and play. They also make fiscal sense by sharing use of built assets of multiple organizations.

Community services are essential for neighborhoods. Providing high quality public services is the foundation for maintaining a vibrant and secure community, and is fundamental to achieving the goals of the Comprehensive Plan. Arlington's program of continual reinvestment in infrastructure through water and sanity sewer renewals and its focus on the cost-effective delivery of public services strengthens neighborhoods and provides tangible benefits for residents.

## Education

All children need intellectual development, motivation, and skills to prepare them for lifelong learning and successful employment. Primary and secondary education is vital to building a student's foundation for further education. In today's competitive and knowledge-based economy, a quality education is more important than ever before. A broad base of quality learning environments touches all parts of the community, helping maintain a competitive workforce and enhancing Arlington's quality of life.



While the city does not directly provide elementary or secondary education services or facilities, the relationship with schools in the city is crucial to sustaining a quality educational system and providing adequate school facilities. Since school facility location choices interact with land uses decisions, cooperation between the city and school administrations is vital to ensure that schools are adequately located. Similar relationships must also be maintained with the University of Texas at Arlington and Tarrant County College, as they have similar roles in providing higher education facilities within Arlington.

Perceptions about the quality of local schools influence how residents view the community as a whole. While school quality can be subjective, the perceived quality can affect housing prices and housing values. The Arlington Independent School District, for example, is responding to districtwide needs by reinvesting in facilities and programs. A \$663.1 million dollar bond election passed in 2014, and proceeds will be used

to build new facilities, address safety and security districtwide, upgrade technology infrastructure and equipment, provide fine arts equipment, and address transportation issues.

## **Human Services**

The need for health and human services has increased as a result of the nationwide economic downturn that started in 2008. The segment of the population 55 years and older has grown the most since 2000, and the amount of services this age group will require will continue to increase. This is a natural trend, considering the Baby Boomer generation is now entering their 60s, and advances in health care allow many more people to live well into their 80s and beyond.

The city actively addresses many issues through its 5-year Consolidated Plan and Annual Action Plan, which lists the proposed projects that will be implemented with funds provided from the U.S. Department of Housing and Urban Development. Many



private charities and organizations also offer needed services to families in the community. Working and partnering with these agencies helps the city direct these services to the communities where they are most needed. Services range from medical, dental, social, and educational services for youth and seniors to programs that target job training, provide supportive services for low-income families, and aim to reduce family violence.



# Strategies and Actions

## **1 Strengthen our community by embracing our diversity, engaging our residents, and empowering our neighborhoods.**

1.1. Actively engage neighborhoods in the decision-making process as a regular component of city government activities.

1.2. Reinvent the city's Neighborhood Program with a focus on sustaining and/or revitalizing Arlington's neighborhoods through neighborhood planning projects, community building, and stronger communication.

1.3. Revamp the city's neighborhood Matching Grant Program to promote quality investment in neighborhoods.

1.4. Continue to utilize various methods of communication with neighborhoods and residents, including social media, to increase engagement.

1.5. Partner with educational institutions and community organizations to promote multicultural events that celebrate the diverse and varied nature of Arlington neighborhoods and encourage interaction among all residents.

1.6. Continue to work with community and neighborhood groups on the development and implementation of plans, policies, and initiatives to enhance community identity and foster pride.

1.7. Continue to support local non-profits and other entities focused on addressing the social and economic needs of Arlington residents.

1.8. Create a community group made up of representatives from local profits and other entities to focus on coordination to reduce duplicated services.

## **2 Create places where people want to be.**

2.1. Create a city center plaza area that incorporates city hall, the library, and private development, and that serves as an anchor and a catalyst for downtown redevelopment.

2.2. Encourage the creation of public spaces that reflect the community's local character and personality.

2.3. Develop a system of parks, open spaces, and trails to encourage interaction within and among neighborhoods.

2.4. Provide community facilities that are placed equitably throughout the community and that meet the needs of all segments of the population including youth and seniors.

2.5. Foster the advancement of performing, visual and cultural arts.

2.6. Encourage public/private partnerships to maximize opportunities for arts and cultural activities.

## **3 Maintain and enhance neighborhood quality of life and appearance.**

3.1. Create a "do-it-yourself" program to support neighborhood residents with home improvements through education, training, and partnerships.

3.2. Encourage participation in the city's assistance programs aimed at improving residential properties (i.e., Arlington Home Improvement Incentive Program, Housing Rehabilitation Program).

3.3. Establish a funding mechanism to address fencing and visual appearance along major corridors.

3.4. Continue to expand community policing efforts.

# Strategies and Actions Continued

3.5. Incorporate the use of Crime Prevention through Environmental Design principles in residential and commercial developments to improve environments and deter crime.

3.6. Identify and pursue opportunities for the redevelopment and re-use of aging and high vacancy commercial areas and structures.

3.7. Actively participate in countywide strategic efforts to reduce and eliminate homelessness and address the needs of homeless individuals and families.

## **4 Continue to support investment in the city's education system.**

4.1. Coordinate with all schools within city limits in the planning and construction of needed education facilities to accommodate anticipated school growth.

4.2. Encourage partnerships among schools, businesses, higher education institutions and community-based organizations in order to offer education and training opportunities for youth and adults.

4.3. Broaden job shadowing and internship opportunities for students in selected career and technology classes.

4.4. Encourage growth of literacy programs and initiatives focused on improving literacy rates citywide.

## **5 Deliver city services in a fiscally responsible manner.**

5.1. Plan and provide for public safety facilities to protect the health and safety of Arlington's current and future citizenry and business population.

5.2. Provide public utilities and infrastructure that accommodate continued growth and demand.

5.3. Improve the effectiveness of communication methods used to publicize social, environmental, and health programs and initiatives to the community.

5.4. Encourage cooperation with all schools within city limits in planning for and financing community facilities to encourage the efficient use of resources.

## **6 Provide a mix of quality housing for a diverse population.**

6.1. Encourage the development of housing choices that meet the needs of current and emerging populations including singles, couples, small and large families, empty nesters, and seniors.

6.2. Facilitate needed residential construction throughout the city via improved partnerships and communication with the private sector.

6.3. Limit higher density development to the Downtown/ University area, parts of the Entertainment District, and the Lamar/Collins area.

6.4. Support the mission of the Arlington Housing Authority to advocate for and pursue affordable housing opportunities for low-income families and individuals in the city.

6.5. Maintain support of programs that encourage opportunities for home ownership.

6.6. Implement a multi-family and commercial inspection and property maintenance improvement strategy.

6.7. Promote a citywide community based approach to addressing code compliance concerns.

# Strategies and Actions Continued

6.8. Encourage the use of innovative technologies and materials in housing construction that increase the useful life of housing.

6.9. Complete a housing market analysis to determine citywide housing needs.

## **7** **Preserve the city's historic resources and community landmarks of recognized significance.**

7.1. Update the Historic Resources Survey, which identifies and prioritizes the protection, enhancement, and recognition of historic properties.

7.2. Provide incentives to encourage the restoration, rehabilitation, and reuse of historic buildings.

7.3. Increase public awareness of local landmarks and historically significant resources in the city.



## Get Around

As the City of Arlington continues to transition to a more populous and urban community, our transportation system will need to continue to grow to meet the varying needs of its users. The current transportation system is characterized by a strong network of roadways focused on moving vehicles efficiently and safely through the city, although there has been some shift in focus to alternate modes of transportation in recent years.

Well-connected, two-, four-, and six-lane streets link together 99 square miles, serving over 368,000 residents and 8 million annual visitors. The City's vehicular system consists of major freeways, including Interstate 20 (I-20), Interstate 30 (I-30), US Highway 287 (US 287), and State Highway 360 (SH 360). Several state highways, including State Highway 157 (Collins Street/Cooper Street), State Highway 180 (Division Street), and State Highway 303 (Pioneer Parkway) also serve as major traffic carriers through the city.

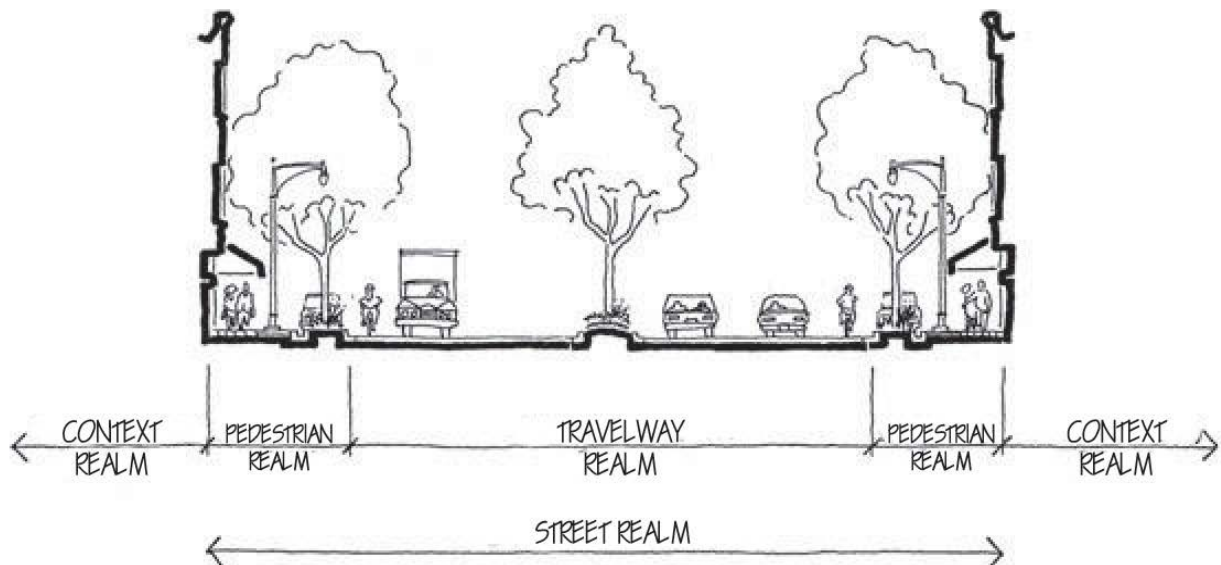
The strategies of this Comprehensive Plan build upon the existing roadway network, while looking to maintain, enhance, and improve mobility for all users. A robust transportation strategy is a key element in Arlington's plan to be a strong competitor in the global economy, as it dictates mobility, access, and economic development opportunities.

## Roadways

Arlington's current street network serves as the primary means by which people and goods move to, from, and through the city. It is planned to ensure adequate circulation and access, as long as roadways are adequately maintained, and traffic management

techniques are effective. A multi-modal roadway – that is, a roadway designed for vehicles, pedestrian, bicycle, freight, and transit traffic – will not only allow Arlington to become a more livable city, but one that is also economically competitive.

The Thoroughfare Development Plan adopted in 2011 promoted the use of context sensitive design throughout the city. Sometimes known as "Complete Streets", this concept focuses on designing a roadway to fit within its physical setting, taking into account urban form, the environment, historic preservation, safety, and mobility. As a result, streets are safer, more livable, and designed for all types of uses.





## Roadway Maintenance

The Public Works and Transportation Department assesses and determines road maintenance needs. Roads are given a condition designation, and prioritized into Poor, Good, or Excellent condition. In 2013, city streets had an average score of 75.2, which is categorized as “Good” condition. While repairing and rebuilding all the roads in Arlington is ideal, it is unfeasible both financially and logistically. Since 2013, the city has adopted a “worst first” approach in which the worst roads are repaired/rebuilt, and roads in better condition are lower priority.

Additionally, roads that have traditionally been built to have a 20-25 year lifespan are now being constructed to have a 50-year life design. By extending the life of streets and focusing on rebuilding the roads in the worst condition, the city will have safer, better, and more efficient streets for those travelling in and through Arlington.

## Traffic Management

Traffic management strategies must focus on the design of the roadway network to positively impact the safety and efficiency of the system. Intelligent Transportation System (ITS) technology makes real-time adjustments to traffic signals as demand changes. This helps to reduce delay and move traffic in a timely manner, especially during events in the Entertainment District. Mobile and stationary Dynamic Message Signs, event specific barricade plans, and reverse-lane technology also provide traffic management throughout the city.





Access management assesses and attempts to minimize the number and location of driveways or curb cuts on a roadway. Limiting the number of driveways on a roadway reduces congestion, improves traffic flow, increases safety, and enhances the general aesthetic of a corridor.

Finally, minimizing the use of one-way streets and cul-de-sacs and incorporating traditional street characteristics, such as parallel streets, shorter blocks, and direct access to properties from non-arterial streets,

allows residents to quickly and easily move from one area to another.

Traffic management also has a role in State and Interstate Highways, since Arlington's central location in North Texas makes it a hub for freight transportation activity and high volumes of truck traffic goes through the city daily. I-20 is designated as one of only a few hazardous materials truck routes in the region, which makes it a key component of the region's freight routing system.



Maintaining and improving safety of the roads is critical to the success of the on-road freight system. Recently, truck lane restrictions have been implemented along portions of I-30 and I-20. By reducing the number of trucks in certain lanes on these major interstates, congestion and accidents during peak hours are reduced, thus improving mobility, safety, and air quality for those who live and travel in Arlington. It is obvious that freight plays a significant role in supporting Arlington's economy, so maintaining roadways while supporting the efficient transport of goods through, into, and out of Arlington is vital.

## **Vehicular Railroad Crossings**

As Arlington continues to grow and redevelop, increased safety around at-grade crossings will also need to be addressed to minimize the conflicts that can exist between automobiles, pedestrians, and cyclists, and trains. By minimizing the potential for incidents, the city's overall transportation system can become even safer and more efficient. There are currently only five grade-separated crossings along the Union Pacific Railroad line:

- West Green Oaks Boulevard (overpass)
- Forest Edge (underpass)
- Fielder Road (overpass)
- West Street (underpass)
- State Highway 360 interchange (underpass)

A sixth grade-separated crossing was planned at Stadium Drive; however, requests from Union Pacific to increase the width of the rail line at this location made the project financially unfeasible at the time. There are currently no plans to alter the at-grade crossings of Cooper Street, Collins Street, and Davis Drive despite significant north-south traffic on these roads;

however, options for grade-separated crossing through Downtown and/ or the Entertainment District would relieve some traffic congestion during major special or community events, and should continue to be considered when funding is available.



## Connectivity

The City of Arlington is an expansive city that is situated centrally in an even more expansive metropolitan area. World-class amenities are scattered throughout North Texas and serve everyone who lives here. As such, the city must be conscious of how well people and goods can get into, out of, and through Arlington.

One of Arlington's biggest challenges is that the city is very long north-to-south with areas being seemingly disconnected from each other. The few roads that connect north and south Arlington are at times crowded which increases travel times. An example of the need to increase connectivity through the city is Center Street, a main road in Arlington, which does not extend all the way to I-20. Collins Street, Cooper Street, and Matlock Road do cross Interstate 20, and are congested during peak hours. Extending Center Street over I-20 would ease congestion on other roads in south Arlington, while also opening up currently inaccessible land to

development. In addition to improving travel times for those traveling north or south, Center Street is in close proximity to the Arlington Highlands, restaurants, and the Municipal Airport, making this an improvement that will also invigorate the regional economy and create jobs.

By continuing to improve Arlington's connectivity both locally and regionally, the city can solidify its identity as a world-class destination that is easy to access for residents, businesses, and visitors.

## Transportation Alternatives

Although roadways are the main mode of transportation in Arlington, there is an opportunity and growing necessity to accommodate alternative modes of transportation. Reducing the use of roadways where possible has many benefits to our community including prolonging the life of the roads, improving the health of our residents, improving the air quality, preserving the local ecosystem, and increasing the sense of community. The city has made



advances in planning for a multi-modal community; however, there is still more work to be done.

## **Pedestrian and Bicycle Travel**

Historically, transportation planning in Arlington has focused on vehicular traffic alone without incorporating alternative modes of transportation such as bicycle and pedestrian travel. In an effort to increase the availability of bicycle and pedestrian facilities, the city adopted a Hike and Bike System Master Plan in 2011. This Master Plan includes design guidelines which ensure newly constructed facilities meet the needs of residents and visitors, while also ensuring accessibility and safety.



By providing a well-connected bicycle and pedestrian network that is planned within the context of current and future land uses, residents are allowed increased accessibility to various destinations throughout the city. To ensure that the city's bicycle and pedestrian network is well-connected, the city will incorporate



alternative transportation-friendly elements when designing new facilities, in an effort to develop “Complete Streets” where feasible.

An off-street trail system is also an important component of Arlington’s transportation vision. These facilities are completely separate from motor vehicles, and are often provided when on-street facilities are not feasible, cost-effective, or safe for users. The off-street system should connect to on-street facilities to increase connectivity, access, and efficiency. Additionally, the city should continue to incorporate

trails into the linear park system to provide connectivity and recreational opportunities, while also preserving the existing environment.

### **Transit**

In order for Arlington to remain a desirable location for residents and visitors and to remain economically competitive, it must become a part of the regional transit system by providing access to existing transit options in the region. An efficient and reliable transit system can improve the quality of life for Arlington residents

by providing transportation options, while reducing congestion on city streets and improving air quality.

In January 2011, the city implemented the Ride2Work transportation service for eligible low-income individuals for employment-related activities. As Ride2Work is a federally funded four-year program, alternate funding will need to be identified if the program is to continue beyond 2015. The city also provides paratransit service for senior citizens and persons with disabilities through Handitran, which offers door-to-door, shared ride, demand response service. This program is funded through a mix of federal and

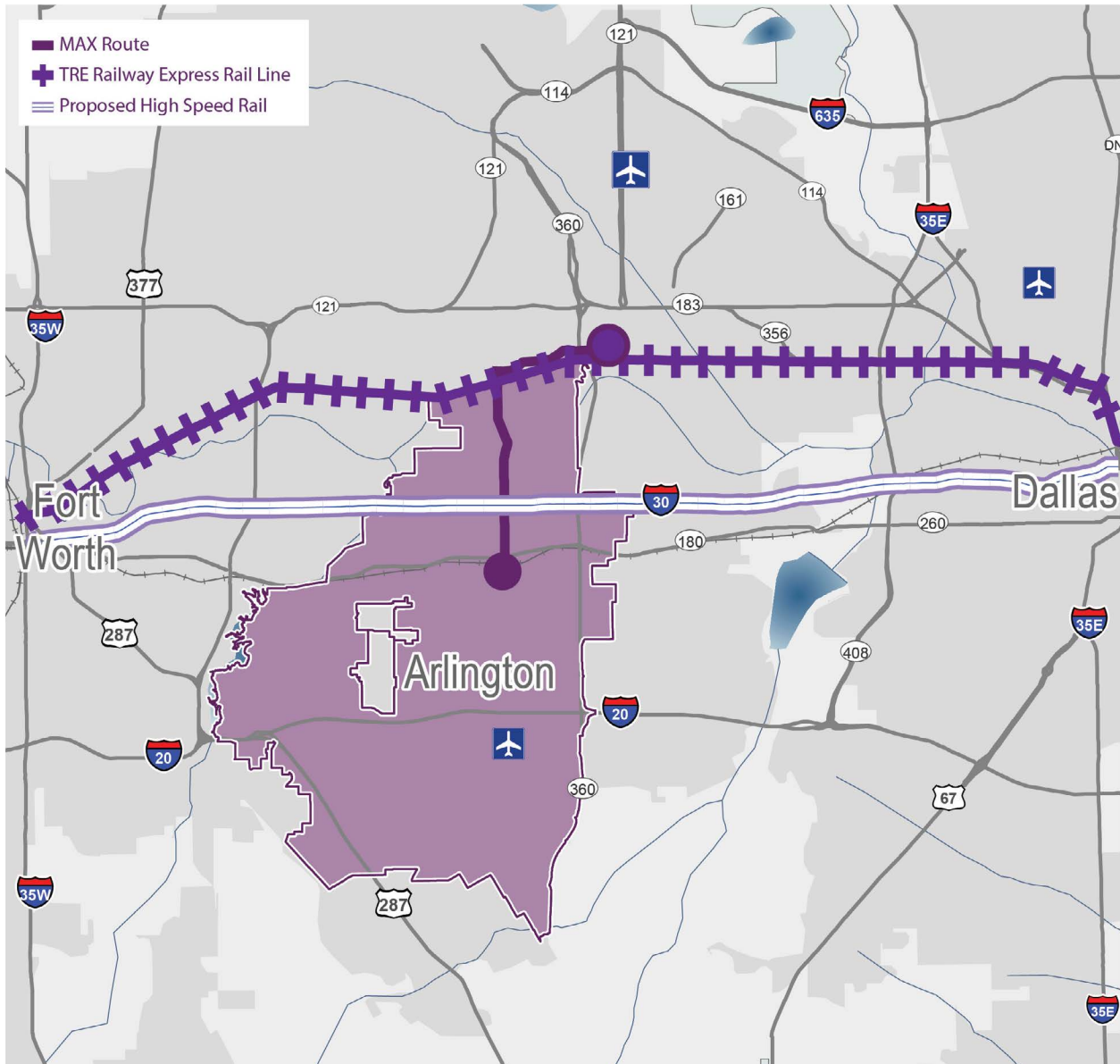
local funds, and an alternative funding source will need to be identified for a similar paratransit program if current funding sources are jeopardized.

In August 2013, the city launched the Metro ArlingtonXpress (MAX) pilot bus program in partnership with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T). This two-year program provides direct bus service between Downtown Arlington and CentrePort Station, a stop along the Trinity Railway Express (TRE) commuter rail line which transports riders between Fort Worth and Dallas. The pilot program is being funded through a partnership





# Public Transportation Framework Map



between the city, the University of Texas at Arlington (UT Arlington), private sector businesses and a Federal Transit Administration (FTA) grant.

To date, there has been success with stops at College Park Center and Lincoln Square/Entertainment District and there has been expressed interest for expanded routes and expanded hours including Saturday service. Additional corridor and station locations and areas of interest include educational institutions, entertainment venues, shopping centers, and large employers. In late 2014, the city began exploring options in order to develop a strategy for continued MAX service.

As shown on the Public Transportation Framework Map, MAX is part of the region's larger, interconnected transit system and meets an important need of improving access and mobility options for Arlington residents and visitors.

And with proposed plans for high speed rail along the I-30 corridor, a stop in Arlington would connect

the city to Dallas and Fort Worth. If these plans are realized, the Arlington will play a key role in connecting high speed rail users to Dallas-Fort Worth International Airport and the CentrePort TRE Station as well as into Arlington's Entertainment District, Downtown and the UT Arlington campus. The city should be prepared to take advantage of these types of opportunities and maintain a voice in the mobility discussions occurring regionally and statewide.

### ***Transit-Oriented Developments***

Areas of high activity serve as opportunities for transit-oriented developments (TODs). A TOD is a mixed-use residential or commercial area designed to maximize access to public transportation by incorporating public transportation features which encourage transportation ridership. TODs usually have a center with a transit stop, surrounded by significant development that progressively spreads outward. To facilitate walkability, TODs are generally located



within a one-half to one-quarter mile radius from the transit stop, which also allows residents to reduce or eliminate vehicle trips from their daily routine. TODs have been shown to reduce congestion, improve traffic flow, and increase efficiency on surrounding roadways. TODs provide economic benefits as well, since businesses in TODs typically enjoy increased foot traffic and repeat customers due to their convenient location. This type of enhanced economic development leads to increased sales tax and property tax revenues.

Recent development in Arlington would easily lend itself to TOD-style development, where a permanent transit system could be integrated into the area for a true TOD. If the city pursues sustainable transit throughout the city, TOD opportunities should be explored.

## Rail

The freight rail system, along with the city's on-road freight system provides significant economic benefit to the city, and allows Arlington to have a strong regional and national

presence. The Union Pacific Railroad line currently serves the city's Great Southwest Industrial District, which is the largest master-planned industrial park in the nation.

Railroad quiet zones also present an opportunity to increase safety and promote development along rail corridors. By implementing Federal Railroad Administration (FRA) required safety measures, trains are able to safely travel through at-grade crossings without sounding their horns. This solution is often employed in conjunction with a new development project or redevelopment strategy.

The Union Pacific rail line traverses through the Arlington downtown area. While the location of this rail line provides an ideal locational opportunity for passenger rail, this line is one of Union Pacific's most heavily used lines and there is no capacity for passenger trains to be added. An alternate rail line in North Arlington, the Burlington Northern Santa Fe line, is utilized in a partnership with the Trinity Railway Express (TRE).

In addition, commuter or light passenger rail would provide a multi-modal transportation system to serve all users; however a supplemental feeder service (such as a bus system) is necessary for any fixed rail system to succeed in Arlington due to the expansiveness of the city. There is no existing rail line for passenger rail in Arlington; therefore any passenger rail system would require the addition of a complete rail, making it an extremely expensive option. While a combination of transit modes is ideal, a detailed transportation strategy will be required to determine the best solution for Arlington.

## Aviation

The 500-acre Arlington Municipal Airport, owned and operated by the city, is a full service general aviation reliever airport for the Dallas-Fort Worth International Airport. Corporate business activity is the base of Municipal Airport operations, accounting for over 10,000 related flights per month. Other aviation-



related activities frequently occurring at the Municipal Airport include helicopter flight testing, recreational flying, flight training and education and air cargo activity.

In October 2007, the city formally adopted the Arlington Municipal Airport Master Plan, detailing the current status, future plans and alternatives, and financial plans for the facility. As of the writing of this Comprehensive Plan, the Aviation Master Plan was in the process of being updated.

# Strategies and Actions

## **1 Maintain a roadway system that provides efficient access to all parts of the city.**

1.1. Use street funding strategically to rebuild all streets that have the lowest condition rating.

1.2. Further optimize traffic management and timing citywide using Intelligent Transportation Systems (ITS) technology.

1.3 Implement the Thoroughfare Development Plan.

1.3.1. Conduct a periodic analysis of the Thoroughfare Development Plan to determine the best solutions to maximize resources and mobility and respond to changes in projected growth.

1.3.2. Adopt a “Complete Streets” Policy.

1.4. Complete the Center Street Bridge over Interstate 20.

1.5. Provide additional grade-separated crossings at the Union Pacific rail line in the Downtown and Entertainment District areas.

## **2 Provide a variety of transportation options.**

2.1. Implement the Hike and Bike System Master Plan.

2.1.1. Conduct a periodic analysis of the Hike and Bike System Master Plan to ensure planned facilities and programs meet the community’s needs.

2.1.2. Identify and complete high priority projects identified in the Hike and Bike System Master Plan.

2.1.3. Pursue designation as a Bicycle Friendly Community.

2.2. Explore transit options related to the Metro ArlingtonXpress (MAX) service including the evaluation of transit service connecting the

Downtown/University area and the Entertainment District with opportunities to expand to other activity areas such as Arlington Highlands, the Parks Mall and Tarrant County College.

2.3. Support regional efforts towards a safe, reliable, and efficient rail system for passenger and freight movement.

2.4. Explore alternative ridesharing transportation provider services.

2.5. Implement the updated Airport Master Plan.



## Grow Our Businesses

Arlington is a city with enviable assets. Centrally located between two major urban areas — Dallas and Fort Worth — it has ready access to three interstate highways (Interstates 20, 30, and 35) and a Class I railroad. One of the world's ten busiest airports, Dallas-Fort Worth International Airport, is minutes away. It has a growing population, a branch of the University of Texas (UT Arlington), a major theme park (Six Flags), and the largest industrial park in the region. Arlington is also home of two professional sports franchises: the Texas Rangers (Globe Life Park), and the Dallas Cowboys (AT&T Stadium).

Yet, like most cities of its age, the city does have some challenges. Arlington went through a period of rapid expansion during the latter half of the 20th century, fueled by industrial growth surrounding the General Motors Arlington Plant and a burgeoning regional aerospace sector. Arlington's recent job growth, however, has been in low-wage sectors related to its growing



hospitality, tourism, and retail sectors. Many of the city’s residential and commercial development were built during the boom years — now more than three decades ago — and are aging. Opportunities for greenfield development are limited in Arlington, while many surrounding North Texas suburbs have ample land and aggressive incentives to attract businesses and developers.

These issues are not uncommon among communities in North Texas, but Arlington faces a unique challenge as the “third city” of the region. Its transition from bedroom community to core city requires not only a more forward-looking economic perspective but also a broader change in image and perception. Unlike a number of other first-ring suburbs, Arlington has a distinct status because of its internationally-recognized advantages, not the least of which are sports-related. Its economic importance is evident in the name of the metropolitan area itself – the region was officially named the Dallas-Fort Worth-Arlington Metropolitan Statistical Area in 2003.

## Economic Development Future

In an effort to build on the city’s assets and address its many challenges, the city updated its Economic Development Strategy in 2014. This Strategy draws on existing analyses and studies and charts a new direction for economic development in the city. The Comprehensive Plan echoes the overarching goals of the Strategy as it relates to the city’s future economic development. The three main economic development goals established are to:

1. Elevate Arlington’s competitive positioning in the region to capture a larger share of high-wage, high-impact growth.
2. Rejuvenate and transform key economic centers into vibrant destinations.
3. Create amenities and assets that will secure Arlington’s position as a major activity hub in North Texas.

As the market changes, these goals will be evaluated and revised accordingly.

### **Competitive Positioning**

North Texas is one of the most dynamic economies in the country. Arlington's position in the metropolitan area affords it a wealth of opportunities for business recruitment and expansion. For the most part, existing prospects represent the manufacturing sector, with some healthcare, retail, hospitality, and housing projects. Those typically not included are professional services and other office uses. Due to the mix of prospects, the patterns of employment growth in the near future will likely follow the same trends, indicating that Arlington's future economy will look similar to how it looks now — more growth in low-wage sectors related to hospitality and food services and less growth in higher-wage sectors. Capturing a larger share of regional and national high-wage growth will require a deliberate and dynamic approach towards economic development.

### **Transformational Redevelopment**

As with many cities in the North Texas area, the City of Arlington is facing build-out. In addition to the challenges created by a city approaching build-out, a large share of Arlington's existing hardscape was also built during periods of rapid growth in the 1970s and 1980s. As a result, much of the city's development and related infrastructure is aging and in need of improvement. Successful redevelopment will require a strong public sector role. Identifying desired outcomes and defining clear guidelines for city involvement will allow key economic centers to become vibrant destinations. As part of the economic development program, several target areas were identified given their potential to rejuvenate and transform the community.



***Downtown*** - Recent development projects have helped generate interest in this area. A focus on creating better linkages and attracting professional services, residential offerings, shopping, and lodging will be key to creating a vibrant center for employment, housing, and nightlife.





**Entertainment District** - The Entertainment District functions as a business district and activity hub for North Texas, and brings roughly 8 million visitors annually. Beyond simply maximizing the area's hospitality and leisure potential, the addition of high-end lodging and residential developments, along with the attraction of major employers, must be emphasized.

**Great Southwest Industrial District** – Although one of the largest industrial parks in the country, aging buildings and pockets of chronic vacancy have caused the Great Southwest Industrial District to slip relative to other industrial parks in the Dallas-Fort Worth area. Economic tools to help revitalize the area will be required to maximize the potential of this regionally significant asset.



**Lamar-Collins Overlay Area** - With aging apartment complexes, low income levels, and high crime rates, this area has suffered from disinvestment over the past few decades. Planned projects, however, including a 66 acre project featuring market-rate apartments, structured parking, and walking trails, could help attract other investors to this area of the city. Supporting major catalyst projects will be critical to transforming this area.

**Airport Overlay** - Owned by the City of Arlington, the Municipal Airport is well situated relative to the city's primary transportation links. The Airport is considered to be a full service general aviation reliever airport, and the 300 acres of vacant developable land surrounding it offers unique opportunities for aviation-related businesses.



## High-Impact Community Development

Competitiveness is no longer defined simply by the ability to provide sites in an industrial park, but rather the ability to support innovative companies and talented workers. The availability of skilled labor has emerged as an essential factor in corporate location decisions; therefore, the attraction and retention of businesses is directly tied to the needs and expectations of talented employees. This is heavily influenced by the “quality of place”, which focuses on enhancing the area’s diversity of options that appeal to a broad audience, encompassing a range of amenities and opportunities.

A comprehensive approach to economic development must balance traditional business recruitment and retention strategies with those that focus on retaining and attracting people. The city will, therefore, need to take an active role in attracting and retaining the talent needed to support existing and future employers, including the need to create more diverse housing options.



## Target Industries

Target industries identified in the Economic Development Strategy were based on extensive research and findings related to Arlington's location, mix of land and building inventory, as well as industry growth trends. The identified industries can capitalize on the city's central location in a fast growing state that has good highway and rail access as well as access to ports in Texas and Mexico.

***Aerospace products*** - Beyond a concentration of aerospace firms and employment, Arlington possesses a number of key advantages for this industry, including immediate access to a dense network of higher education institutions. Chief among these is UT Arlington, whose research activities and engineering strengths are assets for the continued support and development of the region's aerospace industry.

***Automotive manufacturing***  
- Arlington is benefited by a complementary business base which offers critical elements of the automotive supply chain, including metal fabrication, electronic components, glass and

The aerospace industry consists of aircraft manufacturing firms and related Research and Development functions as well as a wide range of suppliers and related industries.

The automotive industry is unique in that it is a high-volume industry that produces a product of high complexity. The typical automobile is made up of approximately 20,000 detailed parts with about 1,000 key components coming together at assembly.

Business and professional services include firms that provide support services to a variety of companies.

plastics production, and increasingly high technology and software development. The city is positioned on a strategic supply route to a large and growing production environment in Mexico and a production supply chain in Texas as well as the southeastern United States. The city's access by truck to northern Mexico and key Midwest supply chains, coupled with access to several Gulf Coast ports, provide Arlington with a strong competitive advantage.

***Professional services*** - As North Texas' third largest city, Arlington has the geography, access, and visibility to benefit from the continued expansion of this sector. Beyond its direct employment and tax impact, the growth of this sector — which is heavily dependent on Class A office space — creates an important opportunity for real estate development and redevelopment. Growth of Class A office space and a strong professional services sector will assist in solidifying Arlington's position as a primary regional employment center and business destination.



***Medical equipment and supplies*** -

Texas is one of the top ten states in the United States for medical device workers, with 800 firms employing over 15,000 workers in medical device manufacturing in Texas. A wide range of medical products are developed and produced in North Central Texas, including two manufacturers in Arlington. Since the medical device industry is export-heavy, Arlington's location offers proximity to both domestic and foreign markets.

***Industrial machinery*** - With Arlington's strategic location on the Interstate 20 corridor and reasonable access to the Ports of Houston, Galveston, and Freeport, it is well positioned to serve both the inbound and outbound supply chains for this industry. There are also existing industries in Arlington that are already a part of this supply chain. A strong business proposition can be developed to showcase Arlington's competitive advantage for this industry segment.

**The medical equipment and supplies sector (also referred to as "medical devices"), make up a significant portion of the healthcare industry.**

**The industrial machinery manufacturing industry is one of the largest and most competitive sectors of the American manufacturing economy.**

# Strategies and Actions

## **1 Elevate Arlington's competitive positioning in the region to capture a larger share of high-wage, high-impact growth.**

1.1. Engage the business community around the city's economic development strategy.

1.2. Maintain active relationships with brokers, developers, and site selectors to communicate vision and initiatives.

1.3. Through established relationships, advance Arlington's vision, project ideas, redevelopment sites, incentive programs, and other economic development projects and initiatives, as appropriate.

1.4. Promote regional collaboration around areas of mutual interest, such as regional branding and addressing workforce challenges.

1.5. Expand the city's portfolio of business retention, expansion and attraction tools and activities.

1.6. Expand the city's Business Retention and Expansion and Business Recruitment programs.

1.7. Launch a more extensive marketing and outreach campaign to recruit businesses to Arlington.

1.8. Leverage the city's economic development resources through a strong partnership with the private sector.

1.9. Investigate and employ applicable best practices from around the nation to the city's economic development efforts.

## **2 Rejuvenate and transform key economic centers into vibrant destinations.**

2.1. Create a clear framework for advancing redevelopment projects that meet economic development goals.

2.2. Participate in and promote redevelopment projects that meet economic development priorities.

2.3. Establish a straight-forward, transparent, and predictable incentives program to attract new and expanding businesses to redevelopment areas.

2.4. Expand Arlington's toolbox to include a variety of tools, such as new market tax credits, a dedicated economic development investment fund, and special fee waivers, to address barriers to infill and redevelopment.

2.5. Identify and advance catalyst projects by establishing specific criteria for prioritization of potential projects.

2.6. Establish a public-private partnership policy for the development of projects and services for public use.

2.7. Create a structure for identifying and vetting other potential projects beyond those identified to date.

### **3 Create amenities and assets that will secure Arlington's position as a major activity hub in North Texas.**

3.1. Support high-impact housing projects that will be market makers.

3.2. Keep Arlington's mix of housing healthy and diverse by increasing the momentum around the renovation or redevelopment of aging multi-family housing projects and low-density housing.

3.3. Identify regional resources to support excellence in Arlington's P-12 education system.

# Strategies and Actions Continued

3.4. Align career and technical education with the workforce needs of regional businesses.

3.5. Promote and publicize the strengths and innovative initiatives of the city's primary school district, Arlington ISD.

3.6. Partner with appropriate groups, such as the Downtown Arlington Management Corporation and the Convention and Visitors Bureau, to identify priority projects that attract investment and enhance Arlington's quality of place.

3.7. Continue to strengthen the connection between UT Arlington and the community at-large.

3.7.1. Continue to support the growth of the Downtown/College Park District to create a more uptown feel, attractive to students and recent graduates.

3.7.2. Expand programs, such as the Arlington Urban Design Center, that provide students with opportunities to apply their skills in a professional, real-world setting and to increase their connection with the community.

3.7.3. Work with UT Arlington to organize industry-focused events that draw attention to the university's research strengths and aid the city's economic development efforts.

3.7.4. Collaborate with the UT Arlington to create a business incubator designed to support new technological and scientific business ventures.



# Protect Our Resources

The natural environment including trees, waterways, natural areas, and open spaces serves to not only soften the built environment, but also provide health benefits to residents. The need to be good stewards of the environment has long been a priority for the City of Arlington. Many local programs and initiatives exist that are designed to protect and enhance the environmental resources that can be found in Arlington neighborhoods, yet there is more that can be done to protect and conserve the natural, scenic, and ecological resources in Arlington.

## Land

In order to build and maintain a healthy ecosystem, policies and programs must balance economic and conservation needs. This section highlights ways in which our community can develop land preservation practices that conserve ecosystems, enhance local economies, and prudently manage natural resources so that Arlington can be a clean, green and healthy city.

## Parks and Open Spaces

Arlington's environmental assets include an extensive park and creek system, the Trinity River, Lake Arlington, and the Eastern Cross Timbers forest. The West Fork of the Trinity River and its area tributaries flow through the northern part the city. Today, the land surrounding the river is mostly parkland in the 1,300-acre River Legacy Parks system.

Maintaining Arlington's reputation as a city with a high quality of life involves preserving these natural features and open spaces. Open space is land left in its natural, undisturbed state or land for passive or active recreation, scenic preservation, or wildlife habitat. It is important to protect Arlington's natural areas and open spaces, whether it is by helping a landowner preserve private property or by acquiring new, unique properties. Through these actions, the city can increase its park land and provide some connectivity among the various features, thus creating a green corridor

of both natural land and recreational areas that residents can enjoy.

By acquisitions or donations of unique properties, floodplain areas, and additional rights-of-way, the city can provide linear parks and trails that connect new and existing developments. Linear parks also serve as convenient settings for recreational opportunities and preserve critically important floodways and wildlife habitats. The linear trail along Johnson Creek provides pedestrian and bicycle access to amenities in the Entertainment District and other locations in the city, and serves as a good model for future expansion of the trail network.

The city's Parks, Recreation and Open Space (PROS) Master Plan lays out the city's strategy of developing parks, open spaces, and quality facilities that will promote healthy lifestyles and recreation, while protecting the natural environment and native ecosystems.



## Urban Forestry

Arlington developed along the juncture of two distinct ecological regions: the Blackland Prairie and the Eastern Cross Timbers. The Eastern Cross Timbers, a narrow band of sandy soils, rolling hills, and densely-packed blackjack oaks and post oaks, separates the region of Blackland Prairies on the east from the Grand Prairies on the west. It runs through Arlington in a north-south direction. Although the Eastern Cross Timbers thrives in small pockets of undeveloped land throughout the city, this urban forest is threatened by rapid urbanization. Unfortunately, the Post Oak tree, the species most commonly affiliated with the Eastern Cross Timbers, has

the lowest tolerance to surrounding development. Many communities in the Cross Timbers region, including Arlington, have begun to realize the importance of remaining concentrated forest areas, and implementing ordinances that prevent clear-cutting land, establish lot tree requirements, and even reward developers who value preservation.

The city plays an active role in tree maintenance and beautification on both public and private land throughout Arlington. Tree preservation, replacement, landscaping, and irrigation are required in almost all new developments. Since 1999, the city has participated in Tree City USA, a program designed to promote natural beauty throughout urban areas. The city is also an active member of the Tree North Texas Initiative, which aims to plant 3 million trees in the region by 2022. The North Central Texas Council of Governments (NCTCOG) monitors the progress of this program, and one can register trees planted to help meet the city's goal of planting 30,000 trees.



## Recycling

In 1994, Arlington initiated the first curbside recycling program, which was expanded to include a variety of other programs such as leaf recycling, household hazardous waste disposal and the Read and Recycling program. The Read and Recycling program provides opportunities for community residents who do not have curbside pick-up to recycle at seven community libraries throughout the city.

In 2013, the city switched from curbside recycling bins to rolling carts. These larger 65-gallon carts allow residents to recycle more with the same frequency, and with minimal additional cost. Since implementation, the city has seen an increase of citizen participation from 30 to 50 percent. Arlington has also taken steps to employ state-of-the-art compressed natural gas (CNG) automated cart collector vehicles that are environmentally friendly, more efficient, and safer for workers. Continued implementation of the Solid Waste Management Plan will help identify ways to reduce waste, prolong sustainability, and affordably adapt to changes in waste collection practices.



## Waste

In 2011, the city updated the Solid Waste Management Plan to address changes in solid waste management such as increasing costs of fuel and waste collection, increasing need for more capacity in the landfill, and other strategies for adapting to changes in collection practices. The Plan encourages revenue sharing, self-sustaining funding from a portion of the landfill royalty payments, and a

transition to an automated collection program.

In 2014, the city was able to expand the capacity of the landfill to support the waste needs of the city an additional 57 years. While efforts are continually being made to encourage citizens and businesses to use and recycle appropriate materials, this capacity expansion will save the city and residents millions of dollars in the long term.

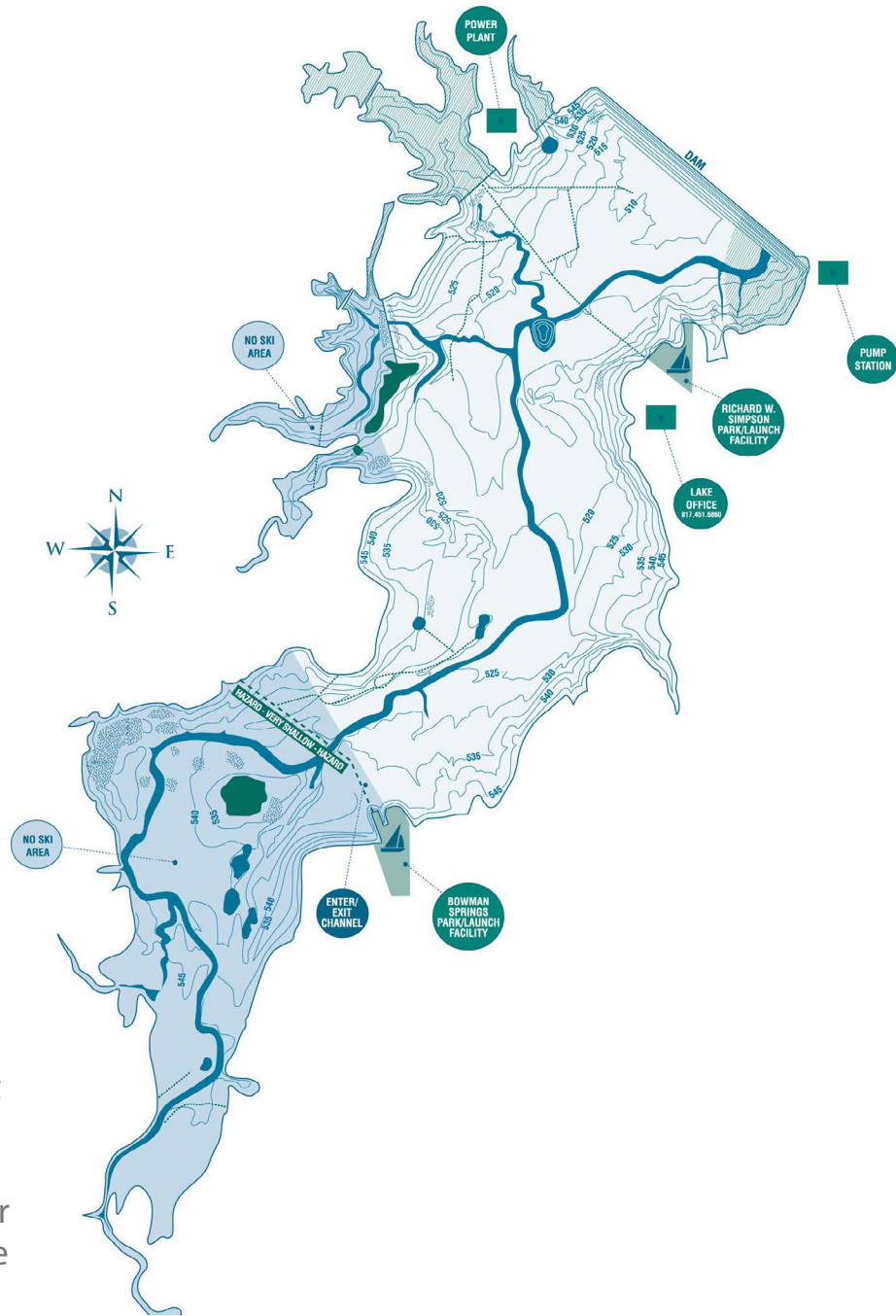


## Water

Adequate, high-quality water supplies are necessary for both community use and local ecosystems. Everyone must work together to assure an adequate water supply to meet future needs. In Arlington, water is also a source of recreation; therefore, the city must find ways to maintain and balance high water quality, thriving ecosystems, and recreational opportunities.

## Water Quality

Lake Arlington is the source of drinking water for over 500,000 people in Arlington and surrounding areas. The lake is filled by tributaries from its watershed in addition to water pumped in by the Tarrant Regional Water District (TRWD) from Richland Chambers Reservoir, Cedar Creek Reservoir and Lake Benbrook. In 2011, the City of Arlington adopted the



Lake Arlington Master Plan to protect the lake water quality, optimize the recreational uses of the lake, manage related ecosystems, and identify impacts of future development. Additional goals focus on providing a safe drinking water supply and protecting the lake by promoting sustainable uses and watershed management practices.

### **Floodplains, Creeks, and Watersheds**

Floodplains, creeks, and watersheds are generally the least developable areas, but are vital to maintaining the natural ecosystem, preventing erosion, and facilitating drainage, while also providing open space opportunities. The trees and vegetation throughout the watershed and along creeks serve as natural filters, preventing many chemicals and contaminants from entering water sources. They also prevent the heating effect that occurs when water travels over pavement and other impervious surfaces. As natural surfaces are paved and developed, less rainfall percolates into the ground and instead flows directly into the creek system from streets and storm drains.

This urban runoff usually carries debris and pollutants that pose significant dangers to the well-being of natural water sources in Arlington.

Streams or creeks provide wildlife habitat opportunities for the local wildlife in Arlington. There are eight major watersheds in Arlington. The largest watershed is the Rush Creek watershed, and includes portions of Kennedale, Mansfield, Fort Worth, and all of Pantego and Dalworthington Gardens. Preserving natural vegetation in wetlands also prevents erosion, which provides a stable habitat for wildlife. If vegetation and debris are removed from the environment, it can destabilize the stream banks and destroy the local environment. Without natural vegetation, erosion results in large volumes of sediment entering water sources, which could destroy pools, eliminate shelter and fish habitats, and diminish food supplies for fish and other aquatic insects. Through proper care of stream banks and vegetation, properties can be enhanced, erosion problems prevented, flood losses avoided, water



quality preserved, and fish and wildlife habitat viability increased.

Because watersheds continue to change through time, the city conducts studies and monitors the watersheds for increases in flood and erosion risk and identifies potential flood management projects. Although the city works to preserve the ecology of creeks and watersheds, much of the creek-side property is privately owned, and owners play a critical role in preserving the creek system

for future generations. As such, the city has implemented a minimum creek setback to account for natural erosion to protect both the natural environment and private investments. Although floodplains and watersheds can present major challenges to development, with proper design they pose opportunities for recreational parks, trails, and open space amenities that complement and enhance development.

## Water Supply

The city's water supply is a vital natural resource that needs to be protected. Arlington has made strides in this area through its Water Conservation Program, which requires residents and businesses to limit watering between 10:00 am and 6:00 pm, and to install rain and freeze sensors on all new irrigation systems and existing commercial systems. Comprehensive water planning is also conducted statewide with measures focused on increasing water use efficiency through promoting sustainable landscaping, providing low flow toilets and showerheads, and pursuing water recycling projects.

Regionally appropriate trees, plants, shrubs, and/or mulch have been used at city facilities, such as the Tierra Verde Golf Club, as models on reducing outdoor water dependency. Where applicable, developers are encouraged to install landscaping to meet Texas SmartScape standards, which focuses on drought-resistant and native landscaping. The city has

also adopted soil recommendations, and the Texas Parks and Wildlife's Texas Plant Information Database, which provides information about native and naturalized plants that have value for landscape restoration, erosion control, and wildlife use specifically in Arlington.

In 2014, the city adopted the Water Conservation Plan in accordance with Texas Commission on Environmental Quality (TCEQ) guidelines. The goals of the Plan are to reduce water consumption levels, reduce the loss and waste of water, improve efficiency in the use of water, document the level of recycling and reuse of the water supply, and extend the life of the current water supplies by reducing the rate of growth in demand.

## Air

Air pollution is the contamination of our air by harmful substances. The North Texas area is currently a non-attainment area for the pollutant ozone under the 2008 8-hour Ozone Standard. According to the Texas Commission on Environmental Quality (TCEQ), in 2012, approximately 49 percent of Nitrogen Oxide emissions in the North Texas were caused by on-road mobile, i.e., cars and trucks.

In an effort to help address this issue at the local level, the city has implemented several initiatives such as adoption of a motor vehicle idling ordinance that places restrictions on heavy duty vehicles to reduce overall emissions in the hotter months, when emissions are higher; and the purchasing of hybrid vehicles, where feasible, when new vehicles are acquired for the city fleet.

The TCEQ data noted that five percent of Nitrogen Oxide emissions were caused by oil and gas drilling production. As gas exploration and

production has increased significantly in recent years, there has been expressed concern on the impact of this industry on cities in North Texas as it relates to air quality. In 2012, the North Central Texas Council of Governments (NCTCOG) began studying the activity and emissions estimates for on-road mobile sources servicing the gas industry. The data and eventual findings will help cities in North Texas get a better understanding of possible emission control measures.

## Energy

In recent years, energy and conservation have become synonymous with good design. “Green” techniques increase the longevity of a community, minimize impacts on the environment, and reduce the use of non-renewable materials. They also lead to smaller, compactly designed neighborhoods with common open areas. Neo-traditional design, transit-oriented developments, mixed-use, and smart growth policies are often used to achieve sustainable

development. The city began using the 2009 International Energy Conservation Code in 2011, which has specific requirements for heating and cooling systems, windows, insulation, and building orientation.

The Energy Efficiency Action Plan was funded by the Department of Energy (DOE) Energy Efficiency and Conservation Block Grant (EECBG) to complete energy efficiency and conservation projects throughout the city. While funding from EECBG is no longer available, the grant allowed staff to draft the Action Plan to guide energy conservation efforts through 2020. Although the Action Plan was never formally adopted, many of the principles and projects recommended in the Plan are supported and implemented by the city whenever possible. The plan encourages replacing outdated and inefficient equipment, upgrading indoor lighting to LED bulbs, and implementing vehicle idle reduction technology.

## 6 Easy Ways To Reduce Your Carbon Footprint



- **See the light!**  
Install fluorescent light bulbs



- **Slow the flow!**  
Install low-flow water appliances



- **Get with the program!**  
Install programmable thermostats



- **Breathe clean!**  
Install new filters & clean existing furnace filters regularly



- **Pull the plug!**  
Use surge protectors & "Flip the Switch" on idle appliances



- **Go green!**  
Plant trees around your home to cool it naturally

# Strategies and Actions

## **1** Preserve natural areas and public open spaces.

1.1. Implement the Lake Arlington Master Plan.

1.1.1. Continue to pursue funding from a variety of sources in order to expeditiously implement projects, processes, programs that protect and enhance the quality of Lake Arlington.

1.1.2. Continue to pursue the development of a Watershed Protection Plan for Lake Arlington.

1.1.3. Continue to partner with internal and external entities, such as the City of Fort Worth, the Trinity River Authority, Tarrant Regional Water District, and Exelon Power to address water quality, future development, and water supply.

1.2. Implement the Parks, Recreation and Open Space Master Plan.

1.2.1 Develop and implement a citywide natural resources management plan.

1.2.2. Continue to discourage the use of pesticides by promoting the city's integrated pest management program.

1.2.3. Acquire, protect and preserve lands with significant natural and cultural resources through the land acquisition process.

1.3. Continue to include stormwater management best practices (e.g., detention and retention ponds, bioswales) for new or existing developments.

1.4. Complete a network system of hike and bike facilities that connects natural areas and public open spaces.



1.6. Complete trail construction in River Legacy Parks to connect with neighboring Fort Worth and Grand Prairie as a part of the Trinity Trails Plan.

1.7. Expand the paddling trail on the Trinity River, Lake Arlington and Village Creek to expand kayaking and canoeing opportunities.

1.8. Preserve floodplain areas as well as wetlands and stream buffers to maintain natural habitats and improve water quality.

1.9. Encourage parks, bike trails, and open space within floodplains and adjacent water bodies to provide for connected green spaces.

1.10. Plant 30,000 trees citywide by 2022 as part of the Tree North Texas initiative.

1.11. Promote the development of a riverwalk and stream restoration

along Johnson Creek that connects Downtown to the Entertainment District.

## **2 Conserve natural resources and energy.**

2.1. Establish and implement a full-time leak detection program for the city's water delivery system.

2.2 Implement full scale Automated Metering Infrastructure system (i.e., smart water meters).

2.3. Implement Low Impact Development (LID) strategies and landscaping initiatives to manage stormwater impacts.

2.4. Expand reclaimed water service for irrigation and approved industrial uses.

2.5. Reduce potable water consumption, where feasible, at outdoor sports facilities.

# Strategies and Actions Continued

2.6. Continue to monitor regional efforts related to the effects of the gas drilling industry on air quality.

2.7. Continue to implement the Energy Efficiency Action Plan.

2.7.1. Continue to work with the Citizen Environmental Committee to identify energy efficiency measures and initiatives.

2.7.2. Execute the city's Energy Services Contracts to secure energy and financial savings guarantees.

2.8. Implement the Solid Waste Management Plan.

2.8.1. Continue public information programs to reduce waste generation and increase recycling efforts.

2.8.2. Continue to monitor contract performance for collection services and landfill operations.

2.8.3. Evaluate the potential of expanding drop-off facilities in areas of high concentration of multi-family housing.

2.9. Extend the life of the landfill to reduce long-term costs.

2.10. Continue to promote the various citywide environmental programs focused on recycling, air pollution prevention, composting, and water reduction.



## Develop Our Land

All topics analyzed in this Comprehensive Plan, ranging from neighborhoods and businesses to transportation and the environment either directly affect or are impacted by Arlington's land use patterns. Land use patterns are the city's existing fabric of development, which define its character and influence growth.

While Arlington's population continues to grow, it has little land available for new development. If the city is to accommodate the projected growth, its land use must evolve. Guided by significant analysis of existing land use patterns, future development and redevelopment opportunities, and

investigation of appropriate locations for targeting future growth, this Plan is intended to guide future growth as the city envisions:

- a walkable, pedestrian friendly community comprised of diverse interconnected neighborhoods;

- residents with access to vibrant destinations, open spaces, recreation amenities, and other land uses that support a sustainable community;
- development that will strike a balance between the city's economic development goals and preservation of our natural resources; and
- land use policies that address future infill and redevelopment challenges.

Previously, Arlington used six sector plans to set out development policies for different areas of the city. This Comprehensive Plan will supersede and replace these sector plans and consolidate strategies into a single plan to steer continued growth and development. As necessary, area plans will be developed to focus on the needs and issues of specific areas in the city.

## Existing Land Use

According to the city's most recent Annual Growth Profile (2013), Arlington encompasses approximately 99 square miles or roughly 64,000 acres. As of 2013, approximately 43,118 acres of the city were developed as well as an additional 10,965 acres for roadways and transportation facilities. Just under 15 percent of the remaining city acreage is categorized as vacant.

The largest portion of Arlington's land area was devoted to single family land use in 2013 with over 43 percent located south of Interstate 20. Land devoted to multi-family uses was concentrated primarily in the north and east areas of the city. East Arlington also contained the largest share of the city's manufacturing/warehouse/industrial and commercial/retail uses at 56.3 percent and 39.2 percent, respectively.

Other significant concentrations of use, specifically parks/open space occur in the north, southeast and west portions

of the city. This reflects the location of River Legacy Park in north Arlington, the linear park system and Harold Patterson Sports Center in southeast Arlington, and two golf courses (Lake Arlington and Shady Valley) in west Arlington.

## Carrying Capacity Analysis

In order to gain an understanding of where future development should be targeted, a carrying capacity analysis was completed in January 2014. Generally, the carrying capacity analysis is a technical study that evaluates aspects of the environment to determine the maximum number of people that can be supported in an area through optimal use of available resources.

Most carrying capacity models define an area as sustainable based purely on population load. For a mature city like Arlington, population load is not a fixed point or measure. The population is fluid as people move into and out of the area based on the economic health of the city and the North Texas area,

their personal preference, and myriad other factors.

Arlington's carrying capacity model has its own special considerations. Greenfield development opportunities have become limited, increasing the prospect of redevelopment. The carrying capacity model must not only consider population totals, existing infrastructure, and land development policies, but also where individuals live within the city. Thus, the true carrying capacity of Arlington is a combined analysis of the natural, built, and policy environments.

The results of the carrying capacity analysis offered a graphic and quantifiable representation of where future development should be channeled given the existing natural and built environments and land development policies. This Comprehensive Plan uses this analysis to help define special areas for attention and growth.

## **Population Considerations**

While growth has slowed in the 21st century, Arlington's population looks to marginally exceed 423,000 people at build-out, estimated to be reached at some point after 2023. Currently, only 6,128 acres, just under ten percent, of total city land area is categorized as vacant and available to develop. With a population density of just under six people per acre, the remaining vacant developable land area can only sustain a population increase of around 35,000 more residents, or a population of 401,000. If growth continues at its current rate, this Comprehensive Plan must consider the addition of 22,000 people in excess of the projected capacity.

## **A Way Ahead: The Arlington Model**

Due to the complexity of the factors involved in the carrying capacity analysis, the City of Arlington's model began as a measured approach with the evaluation of three tiers of information that may constrain or encourage development: the natural,

built, and policy environments. Each environment was analyzed both individually and as a group, providing both qualitative and quantitative measures of capacity appropriate to the city. This analysis provides a technical foundation to guide this Plan's policies for suitable, viable, and efficient future growth and development.

## **Methodology**

Assessing the development suitability of a given area entailed the careful examination of a broad range of contributing factors to accurately gauge the development potential of a given area. Additionally, specific assumptions were made in order to define the scope and extent of the data involved in the analysis. Based upon the most accurate and recent data, the model assumes that the land mass, use, infrastructure, or governing policies will not significantly change or shift. Further, the model incorporates all UT Arlington property for its activity generation potential, and the

projected population at build-out of 423,000 people.

The process developed offers a methodology to objectively classify and score features relative to their overall influence on an area's capacity for improvement, and to combine the quantified weight of those features into a single indicative score to determine overall development suitability.

Using Geographic Information Systems (GIS) data modeling, the individual factors were reviewed, ranked, and scored. Those scores were condensed to create a composite index score for each category relative to a given area. Finally, the scores for all three categories were averaged together to create a single value indicative of overall development suitability.

## **Findings**

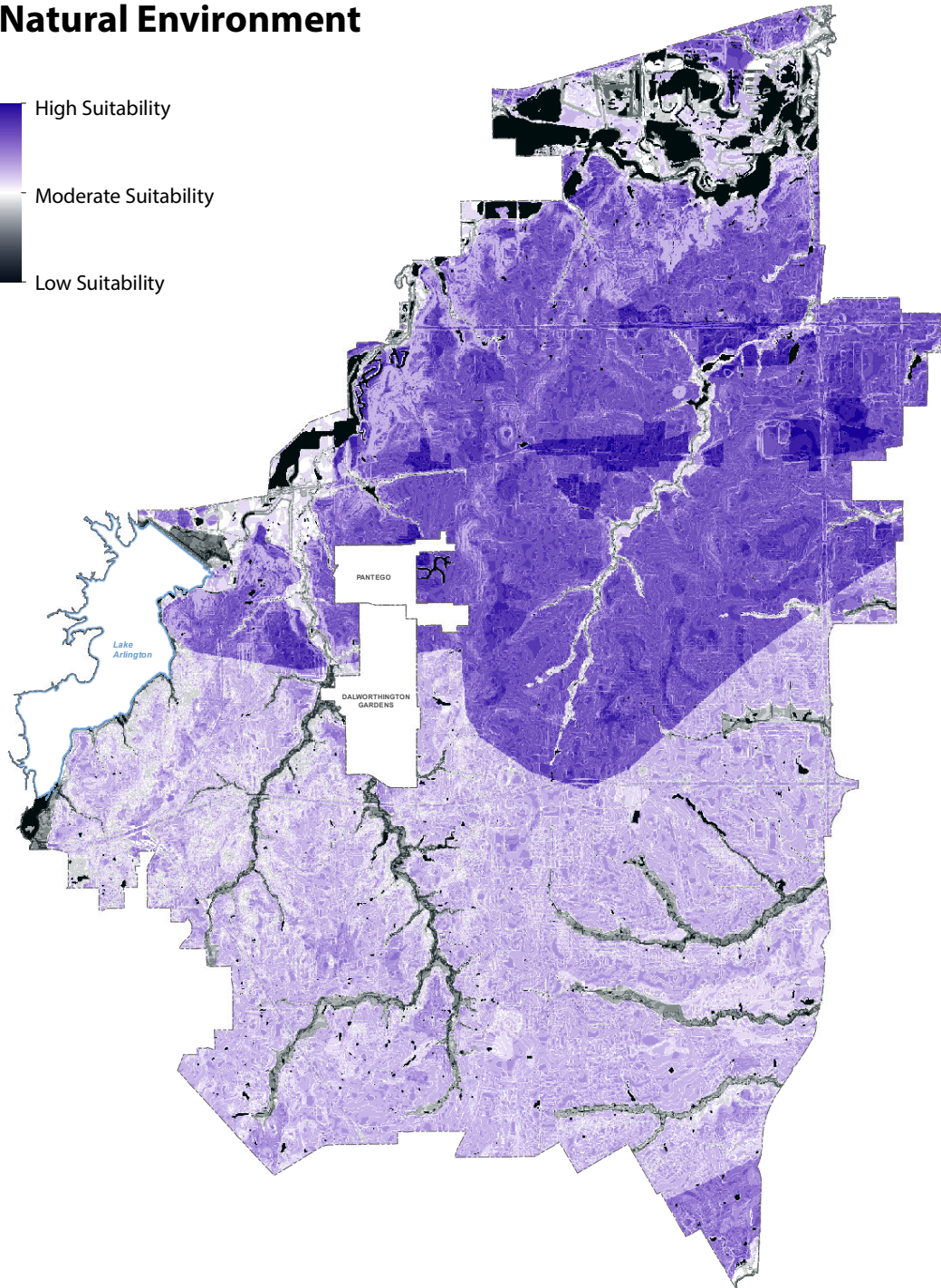
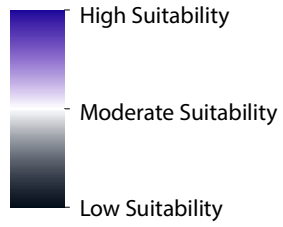
The findings of the three analyses (the natural, built, and policy environments) and the final composite analysis are detailed in the following sections.

## ***Natural Environment***

The natural environment is the foundation for all development because it shapes the geography upon which cities build. Lower suitability areas are generally found near water courses (lakes, rivers, and creeks) and associated land areas and areas of significant slope and elevation changes (such as in north Arlington). Higher suitability areas are located within areas already disturbed by development, such as Downtown, where the natural environment poses little or no obstacle to development. Areas south of Pioneer Parkway and Arkansas Lane received mid-level scores, since these areas were developed more recently and alteration to the natural environment is generally less pronounced.



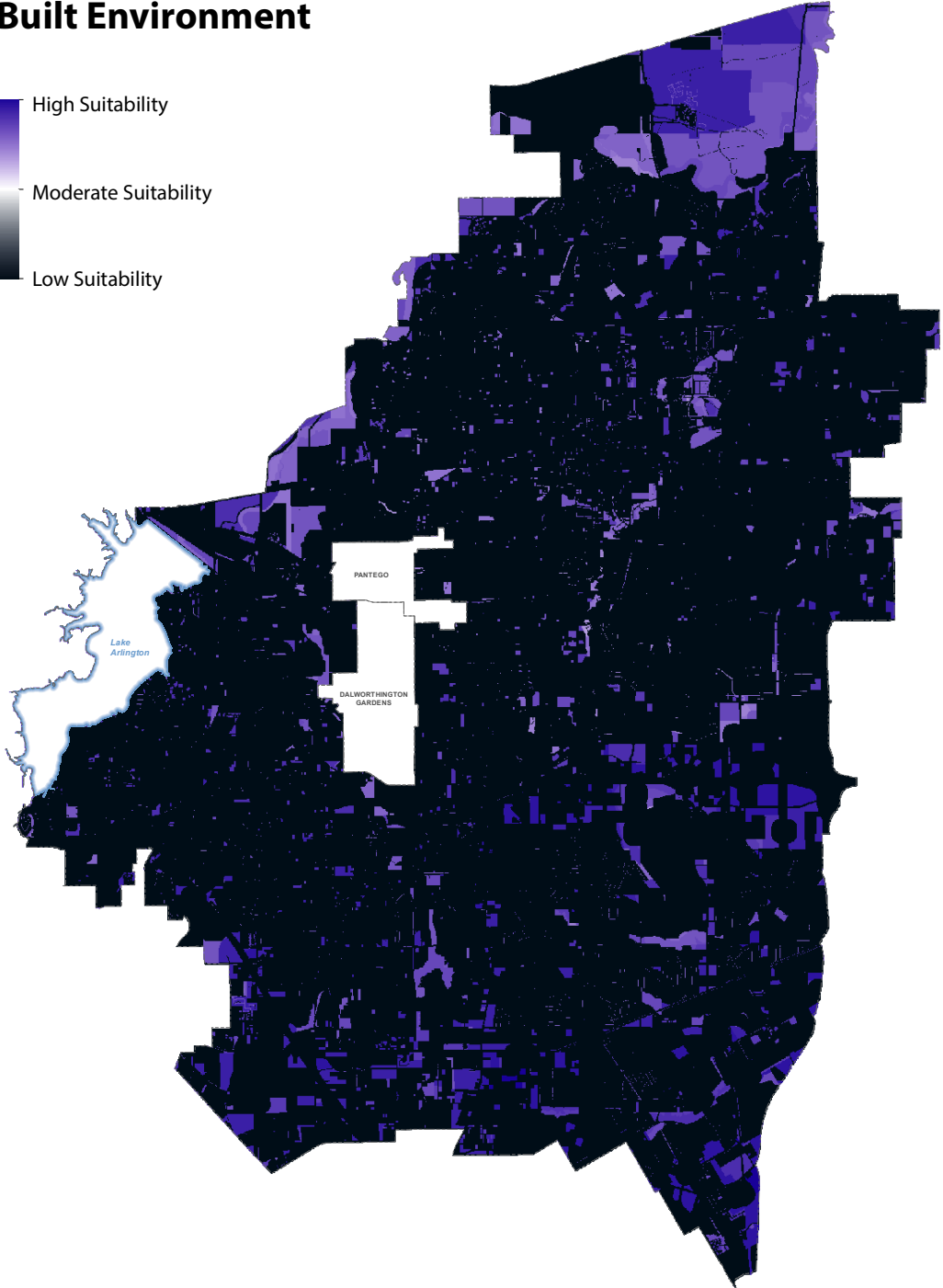
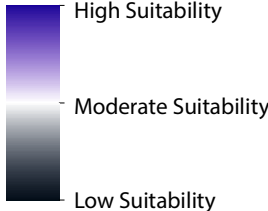
# Development Suitability Relative to the Natural Environment



## ***Built Environment***

Aging utilities, building stock, and other physical investments in infrastructure tend to constrain development. The GIS analysis of individual built features and combined elements of all considered built features resulted in a complete visualization of areas suitable for development. The analysis indicated low suitability ratings in much of the city due to limited areas for addition to the built environment and substantial limitations for future development. Policy incentives and significant capital infusion are options that can be pursued to mitigate these constraints and facilitate development

# Development Suitability Relative to the Built Environment



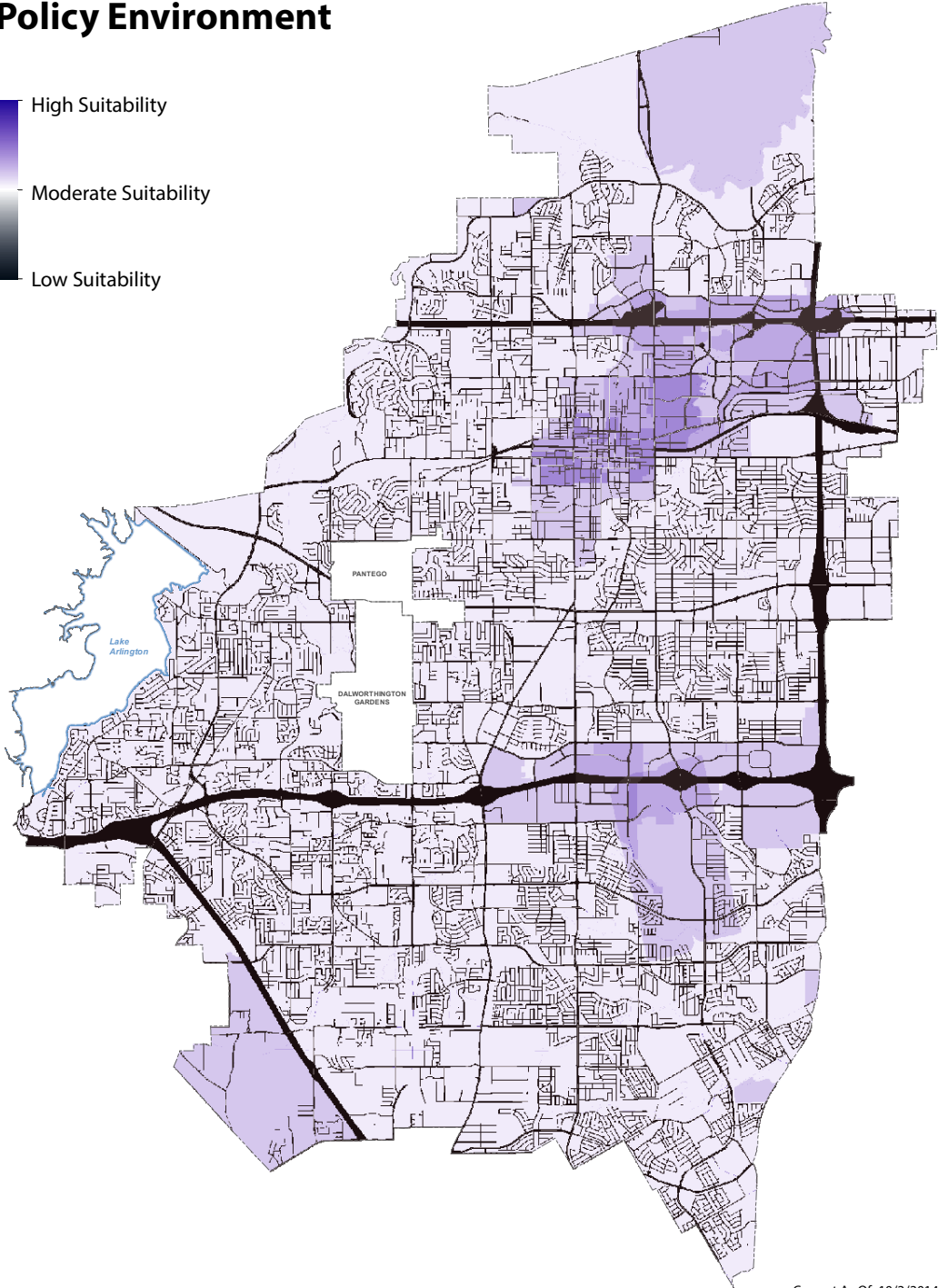
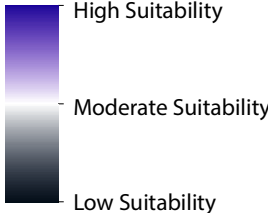
## ***Policy Environment***

An analysis of the policy environment provided spatial context for existing city plans and initiatives, by quantifying the existing plans, initiatives, and policies. This allowed for a quantifiable assessment of whether city policies encourage or deter specific development actions relative to a particular location.

The analysis indicated that all areas in the city have associated development policies. However, city policies have a particular influence in the following areas:

- Downtown/University area
- Entertainment District area
- Interstate 20 (I-20) corridor between South Cooper Street and State Highway 360 (SH 360)
- Southwest of US Highway 287 (US 287)

# Development Suitability Relative to the Policy Environment



### ***Composite Analysis - Development Suitability***

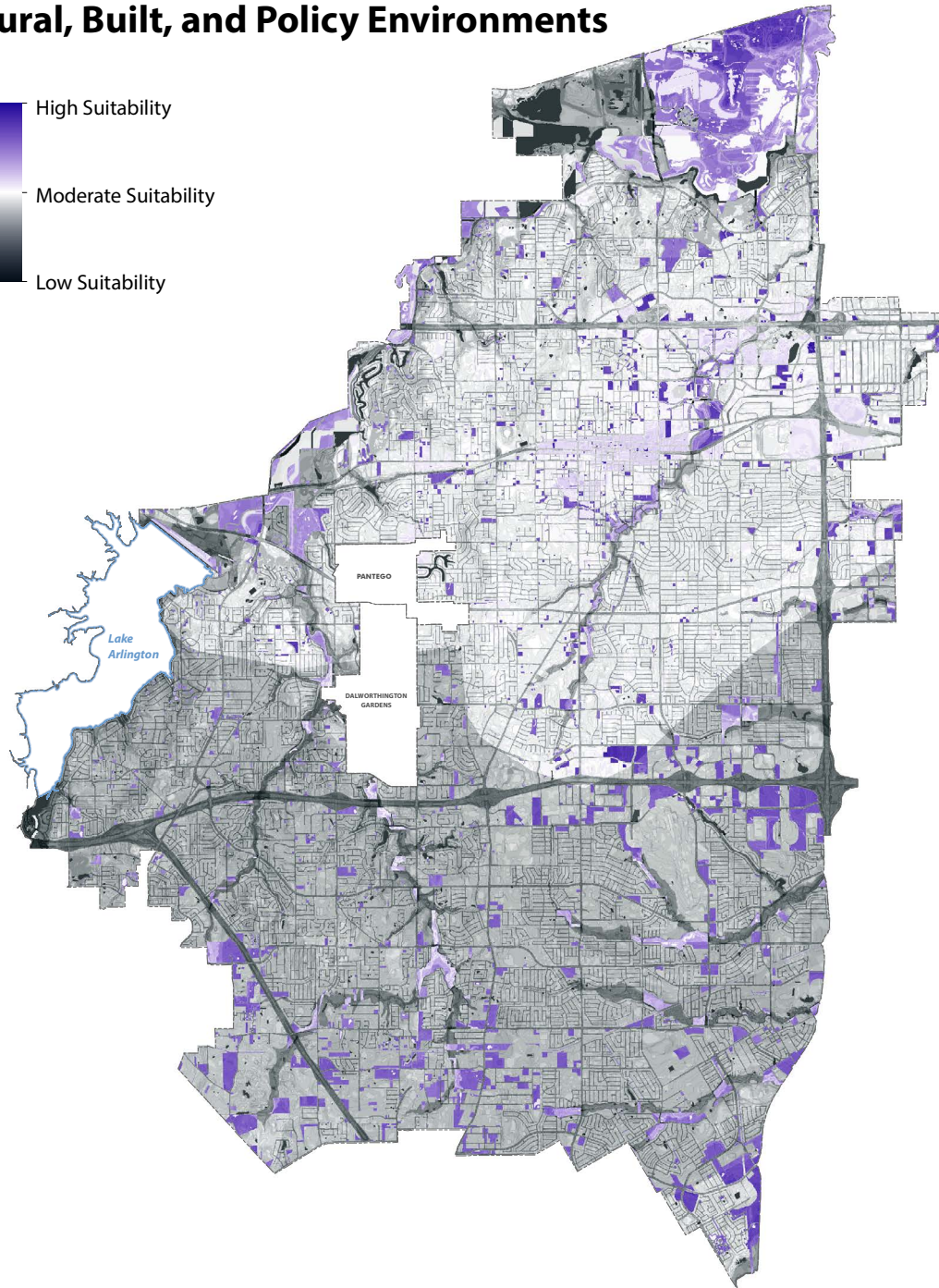
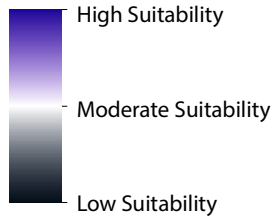
When the results of the three environment analyses are combined, the spatial analysis indicates that future city development is most appropriately located in three generalized areas.

***North of Green Oaks Boulevard, east of Collins Street*** - This area provides the largest contiguous acreage suitable for future development. While this area ranked highly suitable in the built and policy environment analyses, there exists natural environmental constraints to development. The Viridian project provides an example of an appropriate development pattern for this area.

***North of Park Row Road and south of Interstate 30 (I-30)*** - The natural and policy environment suitability are high in this area, but the current built environment constraints development. Although significant alteration of the current built environment is necessary to incentivize new growth, there is significant potential for suitable redevelopment activity. Existing utility and transportation infrastructure along with policies that facilitate increased population and adaptive re-use means that costs associated with redevelopment in the area may be offset by increased economic potential.

***South of I-20*** - While there were limited areas of highly ranked suitable acreage for development, this area had the greatest potential for parcel assembly. Land areas that consistently scored as low development suitability were not considered “lost acreage”, because these areas can provide opportunities for amenities to support existing and future growth. For example, low scoring land adjacent to natural features such as water courses could be utilized as greenway connections and additional park space.

# Development Suitability Relative to the City's Natural, Built, and Policy Environments



## Future Development Areas

Arlington requires a balance and variety of land uses, which can be accomplished through the development of different types of activity centers supported by the surrounding residential neighborhoods. A diversity of land use patterns provides opportunities for development to occur either as new projects or as part of the redevelopment of existing areas.

and biking, preserves green space and natural areas, and spurs economic development. Several areas in Arlington have been identified as good candidates for mixed-use development and allowances for this type of development in these areas have been built into current development regulations. In addition, there are some major commercial intersections in central and east Arlington that can capitalize on this type of development.

## New Development

Single family development is and will continue to be the predominant residence of choice in Arlington. However, increasing the diversity and density of housing styles will lead toward an enhanced fiscal and physical environment.

Mixed-use neighborhoods often include housing with offices, retail, and civic uses. This type of neighborhood promotes an efficient use of land and infrastructure, promotes fiscal responsibility, encourages walking





## Redevelopment

As Arlington grew west and south over the years, new residential and commercial development followed. This has left behind commercial areas and maturing neighborhoods in the center of the city. With greenfield development now minimized in the city and future annexation that can stimulate growth being less likely than in the past, reinvestment and redevelopment of older commercial corridors and neighborhoods hold great potential for generating growth for Arlington in the future. The benefits of developing infill sites include increasing the property tax base through investing in an already developed area, providing housing for new residents to support established shopping districts and services, providing new job opportunities for existing residents, and reducing the need to construct infrastructure.

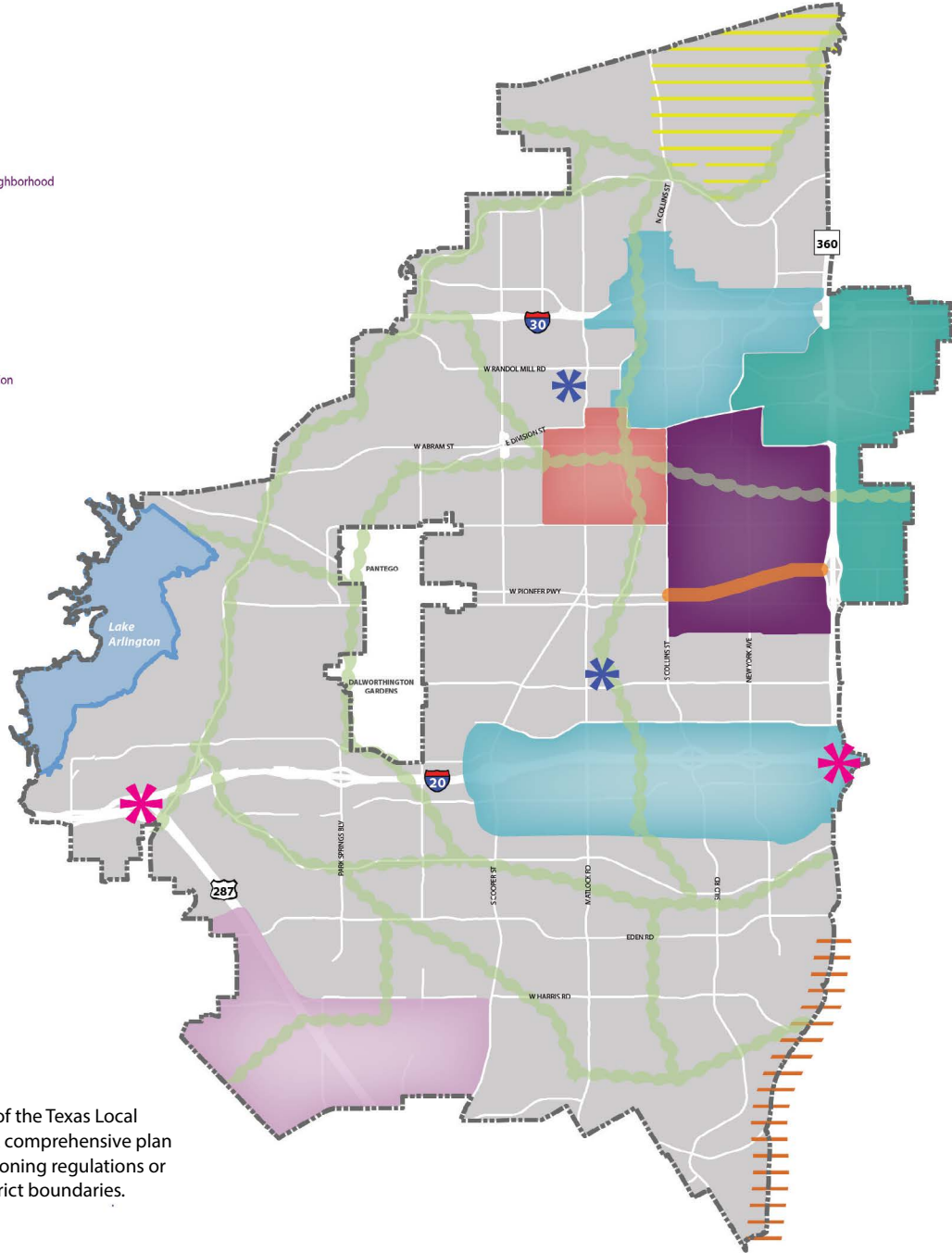
## Identified Development Areas

The identified development areas envision how the city is anticipated to develop, grow, and mature. They show diversity in development patterns throughout the city but do not dictate exact future land uses for specific parcels. These areas were chosen due to the unique opportunities present at each location. These opportunities may include such things as variety of housing types, proximity to recreational and open space assets, and potential for new business growth. By identifying these areas, the city can proactively impact future change. The Future Development Areas Map and associated strategies should therefore be used in tandem to:

- guide zoning and land use development decisions so as to ensure the efficient and predictable use of land within the city;
- protect private and public property investments from incompatible land uses;
- efficiently coordinate land use and infrastructure needs; and
- evaluate zoning and development-related ordinances.

# Future Development Areas Map

- Rural Residential
  - Established Residential
  - Mixed Use Residential
  - Downtown / University Neighborhood
  - Regional Industrial Center
  - Regional Activity Center
- Highlighted Areas
- Viridian
  - Medical Districts
  - Future South SH360 Expansion
- Highlighted Features
- International Corridor
  - I-20 Gateways
  - Greenway Network



Per Section 213.005 of the Texas Local Government Code: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

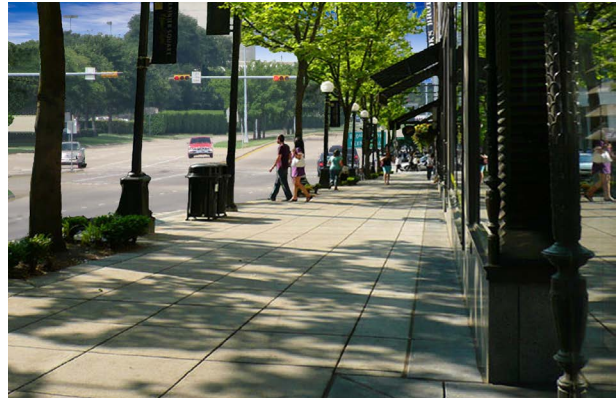
***Rural Residential (Low Intensity)*** - This area provides a unique opportunity for the city to provide residential choices to residents who desire larger, higher priced single family homes in a more rural setting. The area should focus on very low density single family residential with various natural amenities and trails to connect to the city's greenway network.



***Established Residential (Areas of Stability)*** - This area covers the largest portion of the city and contains a variety of housing types as well as retail services. People living in these areas would enjoy the benefits of neighborhood parks, schools and community recreation centers.



***Mixed Use Residential (Medium Intensity)*** - This area is surrounded by entertainment, commercial and industrial activity areas. Building on the New York Avenue Strategy adopted in 2013, this area is envisioned to contain a mix of housing types, appropriate neighborhood and community convenience retail services and specialty stores, along with mixed-use, retail, office, institutional and civic uses.





***Downtown/University Neighborhood (High Intensity)*** - In order to maximize this area's potential, a mix of residential uses and mixed-use buildings is encouraged. There should be retail, educational, office, government, cultural, and entertainment venues to serve those living in and around the area. Most intense uses should be centered in an area bounded by Cooper Street to Collins Street and extending from Division Street to UT Arlington's boundary.






***Regional Activity Center*** - These areas provide the opportunity to create special places that include residential, retail, offices, and entertainment. These areas are typically considerably larger and more diverse in land uses than other land use classifications. Development opportunities specific to the Entertainment District should include restaurants and shopping, hotels, skating and other sports facilities, and sports-related medical and training facilities.



***Regional Industrial Center*** - This area contains a wide range of commercial and industrial operations, a variety of work processes and work places such as manufacturing, warehousing and distribution, research and development activities, serving the entire region.



	<b><i>Rural Residential</i></b> <b><i>(Low Intensity)</i></b>	<b><i>Established Residential</i></b> <b><i>(Areas of Stability)</i></b>	<b><i>Mixed Use Residential</i></b> <b><i>(Medium Intensity)</i></b>
<b><i>Housing Types</i></b>	Single family detached	Single family detached Townhouse Multi-family	Single family detached Duplex Townhouse Multi-family Live/work units
<b><i>Residential Density</i></b>	Up to 4 units/acre (single family)	Up to 8 units/acre (single family)	Up to 12 units/acre (single family)
	N/A (multi-family)	Up to 30 units/acre (multi-family)	Up to 60 units/acre (multi-family)
<b><i>Commercial Types</i></b>	Neighborhood convenience	Neighborhood convenience Community convenience	Neighborhood convenience Community convenience
<b><i>Office Types</i></b>	Small-scale professional office	Small-scale professional office Office developments	Small-scale professional office Office developments
<b><i>Public Space Types</i></b>	Neighborhood parks Golf courses Natural areas Trails	Neighborhood and community parks Golf courses Recreation centers Trails	Pocket parks Public plazas Recreation centers Trails

		
<b><i>Downtown/University Neighborhood (High Intensity)</i></b>	<b><i>Regional Activity Center</i></b>	<b><i>Regional Industrial Center</i></b>
Single family detached Duplex Townhouse Multi-family Live/work units	Single family detached Duplex Townhouse Multi-family Live/work units	N/A
Up to 18 units/acre (single family)	Up to 22 units/acre (single family)	N/A (single family)
Up to 100 units/acre (multi-family)*	Up to 90 units/acre (multi-family)*	N/A (multi-family)
Neighborhood convenience Community convenience Regional destination	Community convenience Regional destination	Community convenience
Office developments	Office developments Research and development facilities	Office developments Research and development facilities
Pocket parks Public plazas Recreation centers Trails	Pocket parks Public plazas Recreation centers Trails	Pocket parks Recreation centers Trails

\* Mixed use developments in the Downtown, Entertainment District, and Lamar Collins areas may exceed the average target density; pending development review.

### ***Highlighted Areas***

***Viridian*** - Developed as a master planned development, this area will include single family and multi-family residential units as well as retail and small office land uses. Once complete, Viridian will set the standard for sustainable development throughout the city. The trails running through the River Legacy parks system serve as an important amenity in this area and allow for pedestrian and bike access via the city's greenway network.



***Medical Districts (Randol Mill/Cooper area and Matlock/Mayfield/I-20 area)*** - These areas include medical institutions that can work together to create identifiable destinations. Opportunities exist to enhance the cohesiveness of the various medical institutions and also improve area infrastructure and circulation and create district identities.



***Future South SH 360 Expansion (Sublett Road to city Limits)*** - The expansion of SH360 to the southern city limits presents an opportunity to provide a broad mix of housing units as well as commercial and mixed-use developments along the west side of SH 360. Any development should include pedestrian amenities that tie into the city's greenway network.





## **Highlighted Features**

### ***International Corridor (east and west of New York Avenue along Pioneer Parkway)*** -

The New York Avenue Strategy recommended the creation of an international corridor stretching east and west of New York Avenue along Pioneer Parkway. This corridor, which has transitioned in recent years into an area of predominantly international businesses, is intended to celebrate the area's multi-cultural diversity, which is one of its greatest assets.



### ***I-20 Gateways (I-20/US 287 and I-20/SH 360)*** -

These areas serve as key gateways into the city. The western gateway provides an opportunity for redevelopment by allowing for flexibility in the use of properties and stimulating a mix of commercial and housing, while the eastern gateway provides an opportunity for a strong industrial presence that should cater to higher end industrial and office type uses.



***Greenway Network*** - The Greenway Network is intended to create an integrated, seamless transportation and recreation framework to facilitate hiking and biking as a viable transportation alternative throughout the city. Linear parks and trails serve as settings for recreational amenities and as a way to connect people and developments to each other.



## Evaluating Development Proposals

The Future Development Areas Map provides the general direction and includes a range of potentially appropriate land uses and intensities within each of the focus areas. While the Map will influence future zoning, it does not impose zoning or development restrictions on any property.

The Plan documents the general recommended future uses for each designated area. However, other types of uses may be compatible with the designated use and deemed to be consistent with the Comprehensive Plan. The focus area categories should not be interpreted to support or preclude developments without consideration of the strategies and intent of the Comprehensive Plan.

Site considerations relating to topography, soils or hydrology are also important in establishing the specific use and intensity of a particular parcel. Similarly the presence of adequate streets, schools, parks, and other

community facilities should be assured before a development is approved.

Evaluation of zoning proposals to determine appropriate locations for future development, redevelopment and expansion of existing uses within the city should include consideration of the following questions:

- Is the proposal consistent with the vision, principles and strategies outlined in the Comprehensive Plan?
- Is the use being considered designated on the Development Focus Areas Map in an area where its location is proposed?
- If the use is not specifically mentioned in an area noted on the Development Focus Areas Map where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- Will community facilities and streets be available at city standards to serve the use proposed for the property?

# Strategies and Actions

## **1 Promote land use patterns that reflect a mix of integrated community uses.**

1.1. Encourage the development of multiple types of single family housing, such as quality, well designed detached dwellings, townhomes, condominiums, and zero lot line homes.

1.2. Evaluate development proposals in context with existing infrastructure, connectivity, and surrounding uses.

1.3. Continually evaluate the effect of industrial uses on neighboring non-industrial land uses.

1.4. Ensure a balanced relationship between land use development and the transportation system by requiring that developments be appropriate for the proposed location.

1.5. Require that new developments (and redevelopments) provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

1.6. Establish an economic development tool to take advantage of redevelopment opportunities.

1.7. Complete a detailed land use and transportation planning analysis for US 287.

1.8. Continually evaluate zoning and development-related ordinances.

1.9. Finalize the Design Criteria Manual update, which includes stormwater guidelines to protect future generations.

1.10. Maintain the Future Development Areas Map through periodic evaluation and revision of

# Strategies and Actions continued

the map based on analysis of growth and development needs, trends, and small area plans.

## **2 Encourage appropriate redevelopment and reinvestment that creates lasting value.**

2.1. Continue to promote the city's Brownfields Grant Program.

2.2. Identify and develop infill areas in ways that are compatible with their surroundings.

2.3. Identify target areas for redevelopment and revitalization.

2.4. Encourage redevelopment of aging multi-family developments, where appropriate.

2.5. Employ guidelines for evaluating redevelopment and infill development applications to ensure that new structures are compatible with the surrounding neighborhood.

2.6. Encourage the redevelopment of aging shopping centers with high vacancy rates.

2.7. Develop and implement target strategies for the city's commercial districts in order to create an environment that will attract private investment.

2.8. Use the location of city facilities as a catalyst for redevelopment.

2.9. Encourage the development of multi-use activity centers instead of the development of single-function shopping areas as commercial areas are developed, redeveloped, or expanded.

2.10. Undertake an in-depth planning analysis of the Cooper Street corridor (Interstate 30 to southern city limits) and the Abram Street corridor over the next 5-7 years that evaluates redevelopment strategies for these corridors.

2.11. Update and implement the Downtown Master Plan.

2.12. Explore development of a land banking program.

2.13. Implement the Division Street Strategy.

2.13.1. Promote land uses that support the Division Street Corridor Strategy's vision and the community's desires.

2.13.2. Continue to work with property owners on code compliance issues.

2.13.3. Update Tax Increment Reinvestment Zone Number One.

2.14. Implement the New York Avenue Strategy.

2.14.1. Complete urban design recommendations and roadway improvements as proposed in the Strategy.

2.14.2. Identify where new trees and landscaping can be introduced to improve the area's aesthetic appeal.

### **3 Increase the visual appeal within and around residential and commercial developments and along city corridors.**

3.1. Review and regularly update the city's Unified Development Code.

3.2. Continue to promote the Arlington Urban Design Center as a tool to help local businesses and neighborhoods that wish to enhance their properties.

3.3. Continue to require streetscape improvements as a part of new developments, redevelopments, and substantial expansions.

# Strategies and Actions continued

3.4. Promote the landscaping of medians, where feasible and appropriate, to preserve and enhance the visual character of corridors.

ensure that such improvements are consistent with the city's desired visual image and aesthetic preferences.

3.5. Develop a strategy to address the appearance of the city's key gateways.

3.6. Promote the use of economic development tools such as public improvement districts (PIDs) and business improvement districts (BIDs).

3.7. Update and implement the city's sign regulations.

3.8. Develop incentives to encourage voluntary compliance with new sign regulations.

3.9. Monitor roadway improvements in corridors administered by agencies such as Texas Department of Transportation (TXDOT) to



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Learn More

# Visioning Process

Update of the Comprehensive Plan is not only the first citywide comprehensive planning process since 1992; it also involved an extensive citywide visioning process. The process included the city's first online discussion forum designed early on to get more people involved and to raise awareness of community issues. There were also multiple avenues for general public input including surveys, public meetings, workshops and the internet. The process fostered partnerships and coalitions while it also raised public awareness and promoted public discussion about Arlington's future. The Stakeholder Groups and Futures Committee are acknowledged below as they committed to the planning process early on and spent countless hours to discuss, debate, and create the foundation of the Comprehensive Plan Update.

## **Stakeholder Groups**

The Visioning Process was led by ten stakeholder groups. These groups, which ranged from Arts and Culture to Youth and Recreation, were comprised of leaders from 100 organizations that pledged their commitment to the Visioning Process.

**Arts and Culture** - Arlington Historical Society, Arlington Independent School District – Art Department, Arlington Museum of Art, Arlington Public Library Advisory Board, Ballet

Arlington, Creative Arts Theatre and School, Dance Theatre of Arlington, The New Symphony of Arlington, Theatre Arlington, UTA – Department of Art & Art History/The Gallery

**Community – Based** - Center for Community Service Learning, Concerned Taxpayers of Arlington, Junior League of Arlington, Kiwanis Club, Mission Arlington, Partnership for Community Values, People for Accountable Government, Tarrant County Green Party, Arlington Rotary Club, Young Men for Arlington



***Economic Development and Business***

- Arlington African American Chamber of Commerce, Arlington Board of Realtors, Arlington Chamber of Commerce, Arlington Convention and Visitors Bureau, Arlington Hispanic Chamber of Commerce, Citizens for Arlington Roads and Streets, East Arlington Review Committee

***Education*** - Arlington Independent School District, Country Day School of Arlington, Image de Arlington, ITT Technical Institute, Mansfield Independent School District, Tarrant County College – Southeast Campus, University of Texas at Arlington, Work Advantage

***Environment*** - Arlington Conservation Council, Arlington Council of Garden Clubs, Arlington Garden Club, Arlington Organic Garden Club, Native Plant Society of Texas, River Legacy Foundation, Star Flower Garden Club, Texas Cooperative Agricultural Extension Service, Veterans Park Wildscape Committee

***Ethnic/Advocacy*** - Area Agency on Aging of North Central Texas, Helping

Restore Abilities, League of United Latin American Citizens, League of Women Voters – Arlington, Mayor’s Committee on People with Disabilities, Metro Empowerment, National Association for the Advancement of Colored People, United Hispanic Council of Tarrant County

***Faith-Based*** - Church on Rush Creek, Fielder Road Baptist Church, Highpoint Church, Lake Arlington Baptist Church, Lamar Baptist Church, Mount Olive Baptist Church, Prince of Peace Church/Arlington Prayer Net, Tarrant Baptist Association

***Health and Human Services*** - Advocates for Special People, Inc., Alliance for Children, Arlington Housing Authority, Arlington Human Service Planners, Arlington Life Shelter, Catholic Charities, Diocese of Fort Worth, Center Street Counseling Services, Dental Health Arlington, Foundation Communities, Meals on Wheels, Inc., Mental Health Mental Retardation of Tarrant County, Tarrant County Human Services, Tarrant County Public Health Department,

Texas Department of Protective and Regulatory Services, Bridge Emergency Youth Services, The Women's Shelter, United Way of Metro Tarrant County, UTA – Community Services Department Center; School of Social Work, Work Advantage

**Neighborhoods** - Central Sector Partner Team, East Arlington Renewal, Enchanted Lake Estates Homeowners Association, Fitzgerald Concerned Citizens, Mid-Cities Community Council, North Community Partner Team, Old Town Historic, Quail Hollow on the Lane, Responsible Unleashed Fun for Fido (RUFF), South Davis Neighbors Association, Southeast Arlington Community Alliance, Southwest Action Team (SWAT), West Citizen Action Network (WeCan) of Arlington, Wimbledon Garden Club

**Youth and Recreation** - Arlington Baseball Association, Arlington Girls Softball Association, Big Brothers/Big Sisters, Boys and Girls Club of Arlington, Optimist Club of Arlington, YMCA of Arlington

## Futures Committee

With three members appointed by each stakeholder group and five at-large members appointed by Council, a Futures Committee was formed. The Committee's function was to not only help in developing the initial goals of the Comprehensive Plan but also guide and steer the visioning process.

**Committee Members** - Gregory Anderson, Dale Attebery, Russ Barksdale, Robert Baxter, Dorothy Beard, Mac Bernd, Suzi Boeglin, Bonnie Bowman, Jim Burgin, Michael Cinatl, Dorothy DeLay, Charles DeSassure, Linda Howell DiMario, Dana Dunn, William Eastland, David George, Richard Gonzales, Scott Hanlan, Kenneth Haynes, Lynn Harris, Carolyn Henry, Carole Hoyer, Kent Kirmser, Mel LeBlanc, Dalton Maroney, Jerry McCullough, Grace McDermott, Dave McElwee, Geraldine Mills, Geoffrey Mitchell, Michael Moore, Loan Nguyen, John O'Malley, Jeff Oney, Becky Orander, Penny Patrick, Sue Phillips, Tony Pompa, Jason Ray, William Rentz, Monisa Ringo, Robert Rivera,

Barry Sanders, William Sandlin, Lynda Sherrieb, Gary Simons, Marc Stach, Ismail Tahir, Amie Taylor, Vicki Taylor-Niedermayer, Glenn Troutman, David Wilson, Cornell Woolridge

## A Balanced Community

A balanced community is one that can maintain a high quality of life for its residents. This quality of life depends on a set of essential goals being met concurrently, not one in isolation of another. Without pursuing a balanced community, goals are pursued independently of each other and one goal may come at the expense of another. For example, the environment is sacrificed for jobs, or community stability is sacrificed for economic growth. A community is most stable when all its essential goals can be pursued together. In order to reach balance, it is important not to prioritize the essential goals, but view them all as equal.

Throughout the visioning process, the concept of community building was widely embraced. To implement

a balanced community and enhance a high quality of life in Arlington, it is important for citizens and community leaders to function together using a successful community building process. For a city to be successful at community building it should possess the following characteristics:

- community members understand how issues affect them;
- goals and tasks come from community members;
- community members are motivated and open to change;
- tasks, goals, and objectives are flexible;
- interest exists to work together to address issues;
- organizations operate effectively and are used as a resource;
- opportunities exist to strengthen community groups relationships;
- community members hold commonly held values;

- community members are in visible leadership roles; and
- the community has a reservoir of leadership.

These are all characteristics Arlington possesses that will make it a premier city as it advances into the future.

### **Community Assets**

It is important that the Comprehensive Plan, as a long-range strategic document, be asset-based and builds on what currently exists in Arlington. Some of the assets that exist include arts and culture venues, educational facilities, locational advantages, neighborhoods, parks and recreational opportunities, retail opportunities, and tourism venues.

### **Champions**

In order to achieve the vision, it is critical that individuals and groups commit themselves to its implementation. Champions must step forward to ensure the various goals are achieved. Champions can include, but are not limited to, citizens, business and financial institutions, Chambers of Commerce, city staff, civic groups, community and neighborhood groups, educational institutions, and faith-based organizations.

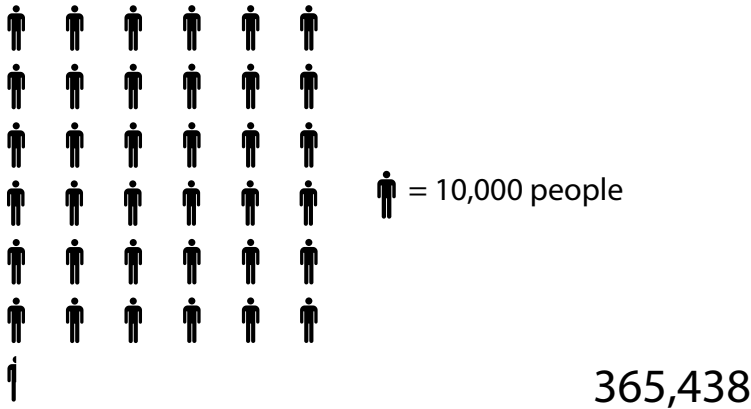


# DEMOGRAPHICS

In 2010, the average Arlington resident was a thirty-two year old white, non-latino woman, born in the USA who spoke English as her primary language. She would have lived with her family and most likely have children under eight-teen years of age. The average resident would be a high school graduate with a household income of approximately \$52K annually, and would commute almost a half-hour one-way to work each day.

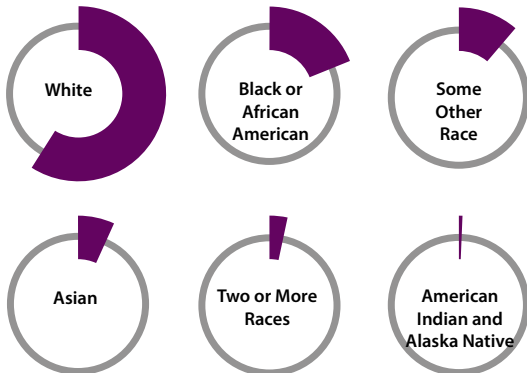
## POPULATION .....

By 2010, Arlington's population totaled 365,438.



## RACE/ETHNICITY .....

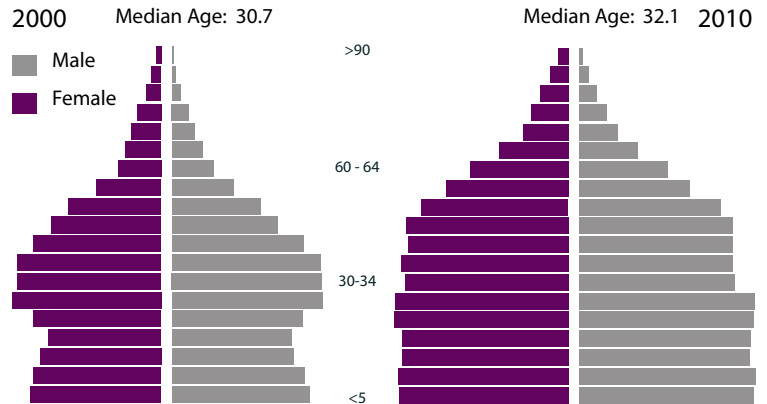
The bulk of Arlington residents define themselves as white or african american.



Remaining percentage includes Native Hawaiian and Other Pacific Islander.

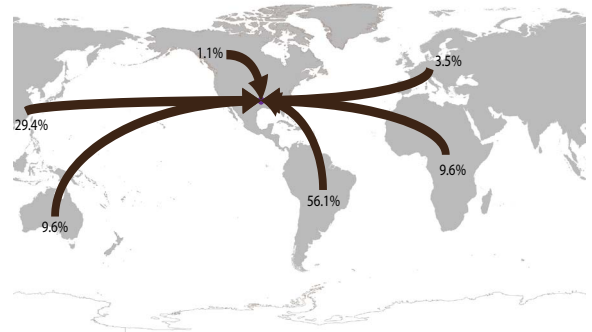
## AGE .....

The average age of Arlington residents increased from 2000 to 2010.



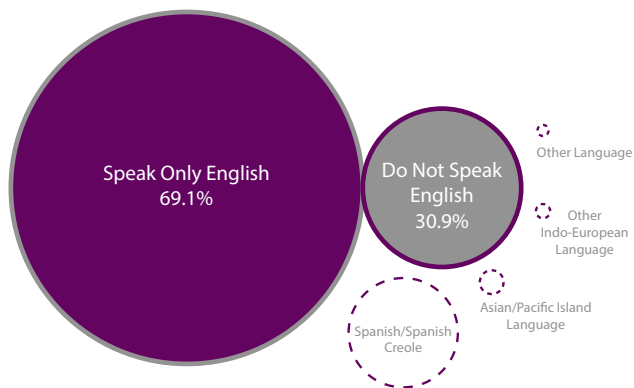
## MIGRATION .....

Approximately 80% of Arlington residents were born in the USA. The other 20% came from all over the world.



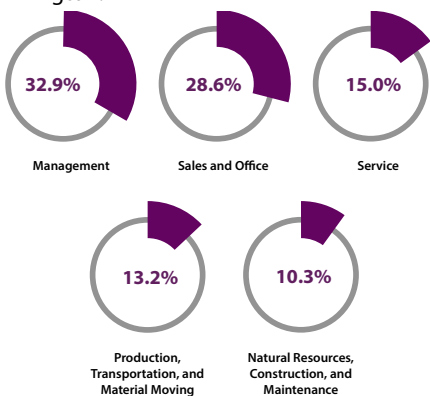
## LANGUAGE SPOKEN AT HOME .....

English accounts for only 69% of languages spoken at home.



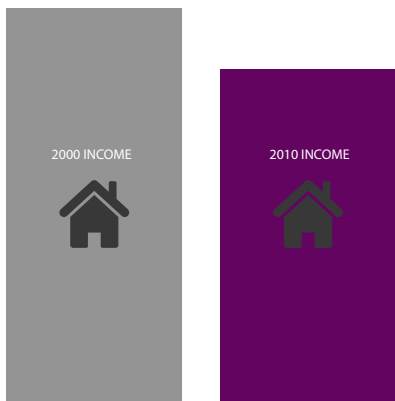
## EMPLOYMENT .....

Management, Sales, and Office occupations account for over 61% of employment in Arlington.



## INCOME .....

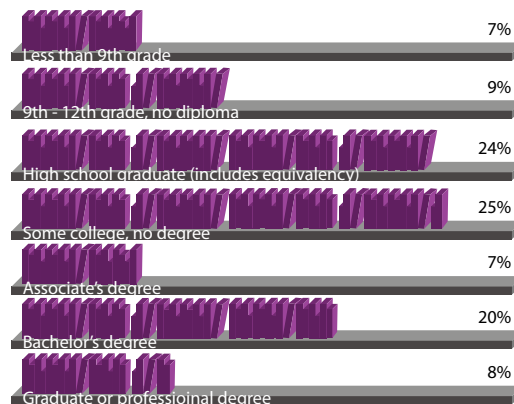
Median household income decreased by approximately 14% from \$60,304 in 2000 to \$52,094 in 2010.



\*2010 constant dollars

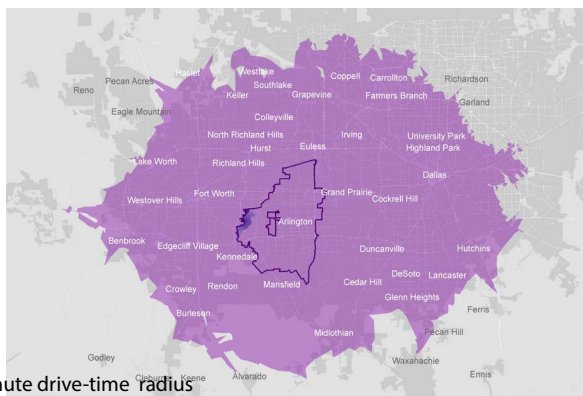
## EDUCATION .....

35% of Arlington residents have some type of degree beyond high school.



## COMMUTING .....

Average City residents commute 25.7 minutes one-way to their jobs every day.



25.7 minute drive-time radius

## POVERTY .....

Nearly 14% of individuals in the City have incomes below the poverty line.



One in 7 people lives in poverty



Of those, 1 in 5 are under the age of 18

145



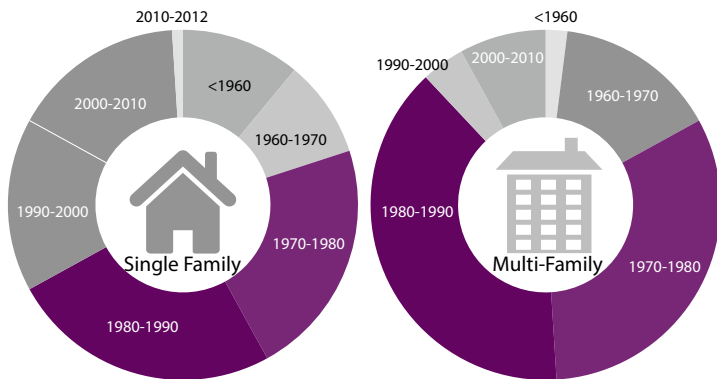
Of those children, 1 in 4 are under 5 years of age

# HOUSING

Most single family housing in the City is, on average, 30 years old and 1,900 square feet in size. Total sales and inventory time have decreased between 2008 and 2012. The decrease in inventory time, however, indicates a tightening market. Multi-family housing in the City is, on average, 40 years old with individual units renting for \$814 (2010) dollars per month.

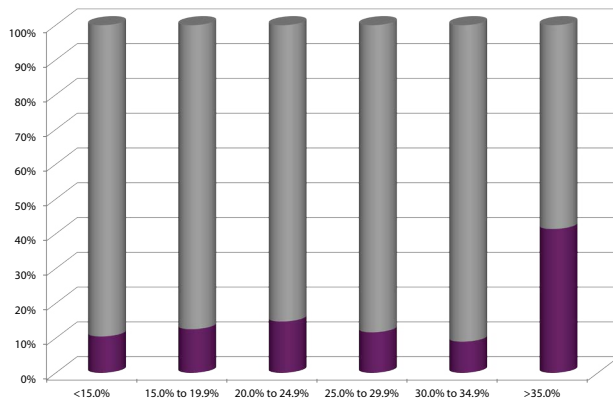
## HOUSING AGE .....

The majority of the City's single family and multi-family housing stock was built between 1970 and 1990.



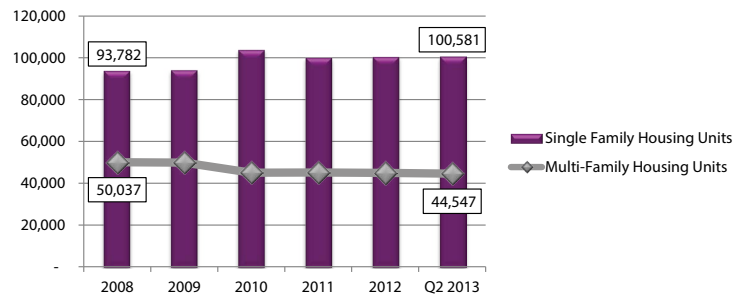
## RENT AS PERCENT OF INCOME.....

Greater than 40% of City residents spend more than 35% of their household income on rent.



## HOUSING GROWTH BY TYPE .....

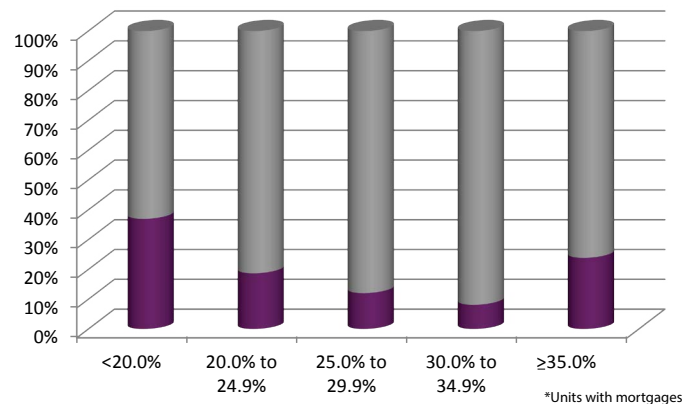
Single family housing unit totals have increased over the last five years while multi-family unit totals decreased by just over ten percent.



Multi-family totals include duplexes, triplexes, quadplexes, and apartments.

## OWNERSHIP COSTS AS PERCENT OF INCOME.....

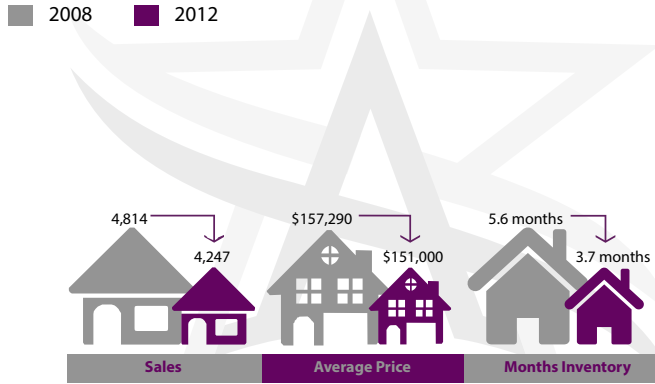
The bulk of City residents in owner-occupied housing\* spend less than 20% of their income on housing costs.





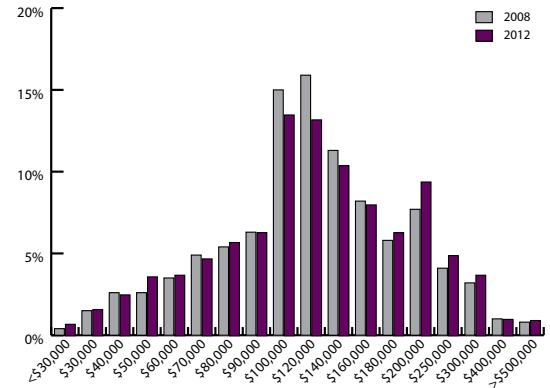
## SINGLE FAMILY HOUSING ACTIVITY 2008-2012 .....

In general, the number of sales, average sale price, and monthly inventory totals have declined between 2008 and 2012. (Prices Adjusted for inflation.)



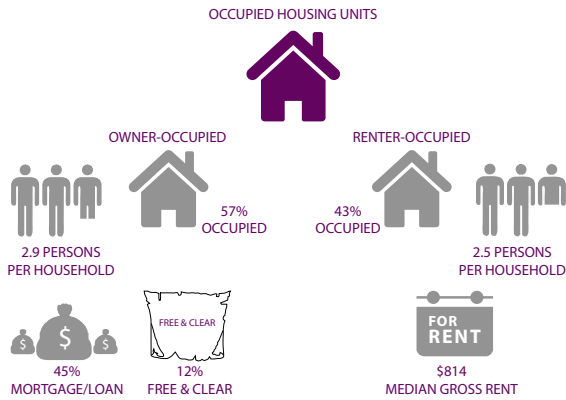
## PRICE DISTRIBUTION 2008 & 2012 .....

The percentage of homes for sale at the higher price points have increased substantially since 2008.



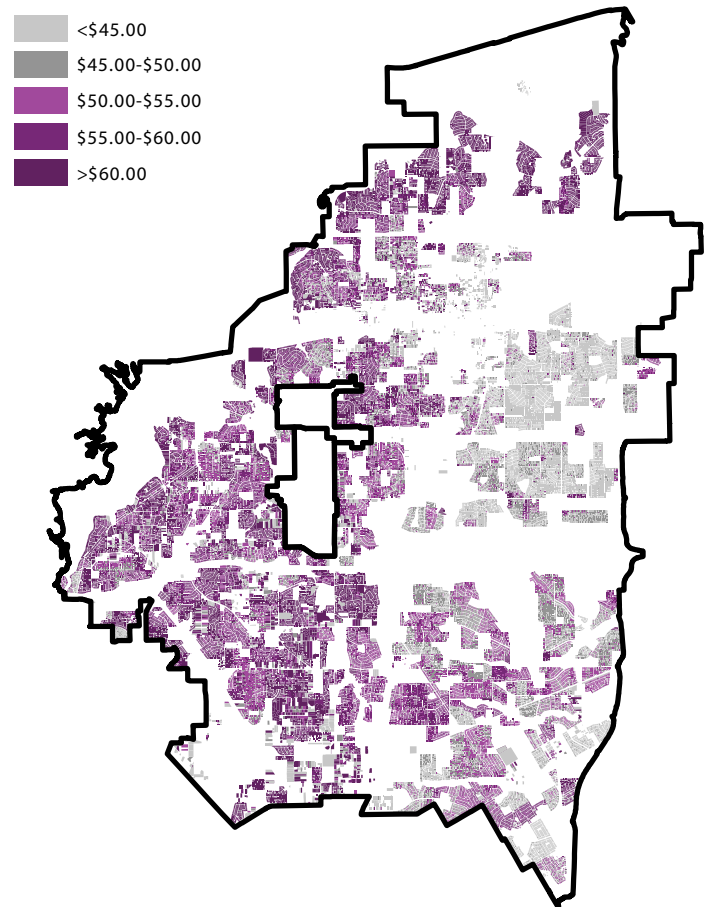
## TENURE .....

Housing tenure in Arlington is well balanced between occupied owner and rental properties.



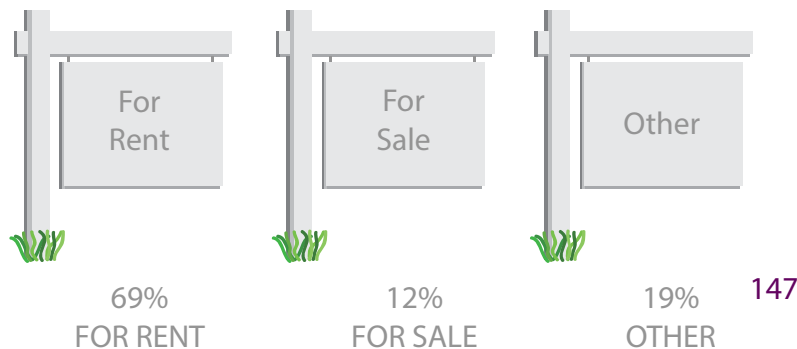
## VALUE PER SQUARE FOOT .....

Homes with higher value per square foot are located in the western half of the City.



## VACANT RESIDENTIAL UNITS .....

The majority of vacant residential units in the City are for rent.



# Existing Land Use (as of December 2013)

## **North Arlington** (north of I-30)

The area north of I-30 includes the smallest percentage of land used for single family development and the largest percentage used for apartment complexes in the entire city. Single family residences are widely distributed throughout north Arlington, but the apartment complexes are clustered in several places. Numerous complexes are found in the Lamar Boulevard and Lincoln Drive area. Other clusters are located on Lamar Boulevard between Collins Street and Baird Farm Road, in the NE Green Oaks Boulevard corridor, and near the Brown Boulevard and SH 360 area. Overall, nine percent of the land in north Arlington is developed as apartment complexes.

North Arlington also has the largest percentage of parks and open space of any area in Arlington. River Legacy parks account for a large part of the 18 percent of the land area used for parks.

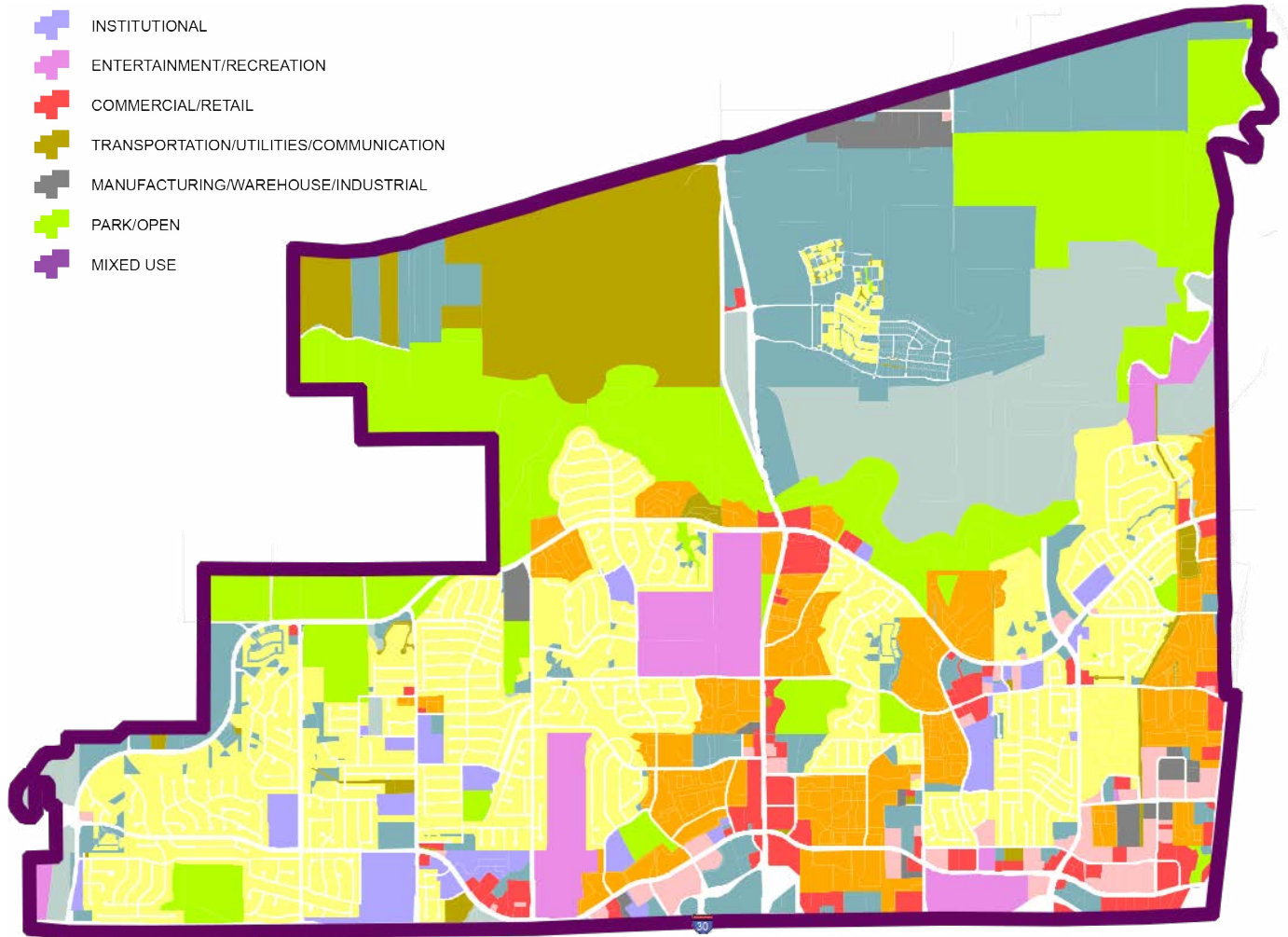
Some of the largest tracts of vacant developable land are also in north Arlington along the Trinity River. This area is currently being developed with residential and non-residential uses as part of a planned development. The municipal landfill is also located in this area.

Office buildings, warehouses and other commercial uses can be found along Lamar Boulevard and Corporate Drive vicinity. Commonly known as Brookhollow, this area contains many multi-story office buildings, restaurants, and hotels.

### Land Use Categories

-  VACANT-UNDEVELOPABLE
-  VACANT-DEVELOPABLE
-  SINGLE FAMILY
-  MULTYFAMILY
-  OFFICE
-  INSTITUTIONAL
-  ENTERTAINMENT/RECREATION
-  COMMERCIAL/RETAIL
-  TRANSPORTATION/UTILITIES/COMMUNICATION
-  MANUFACTURING/WAREHOUSE/INDUSTRIAL
-  PARK/OPEN
-  MIXED USE

Per Section 213.005 of the Texas Local Government Code: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



## **East Arlington** (east of Collins Street between I-30 and I-20)

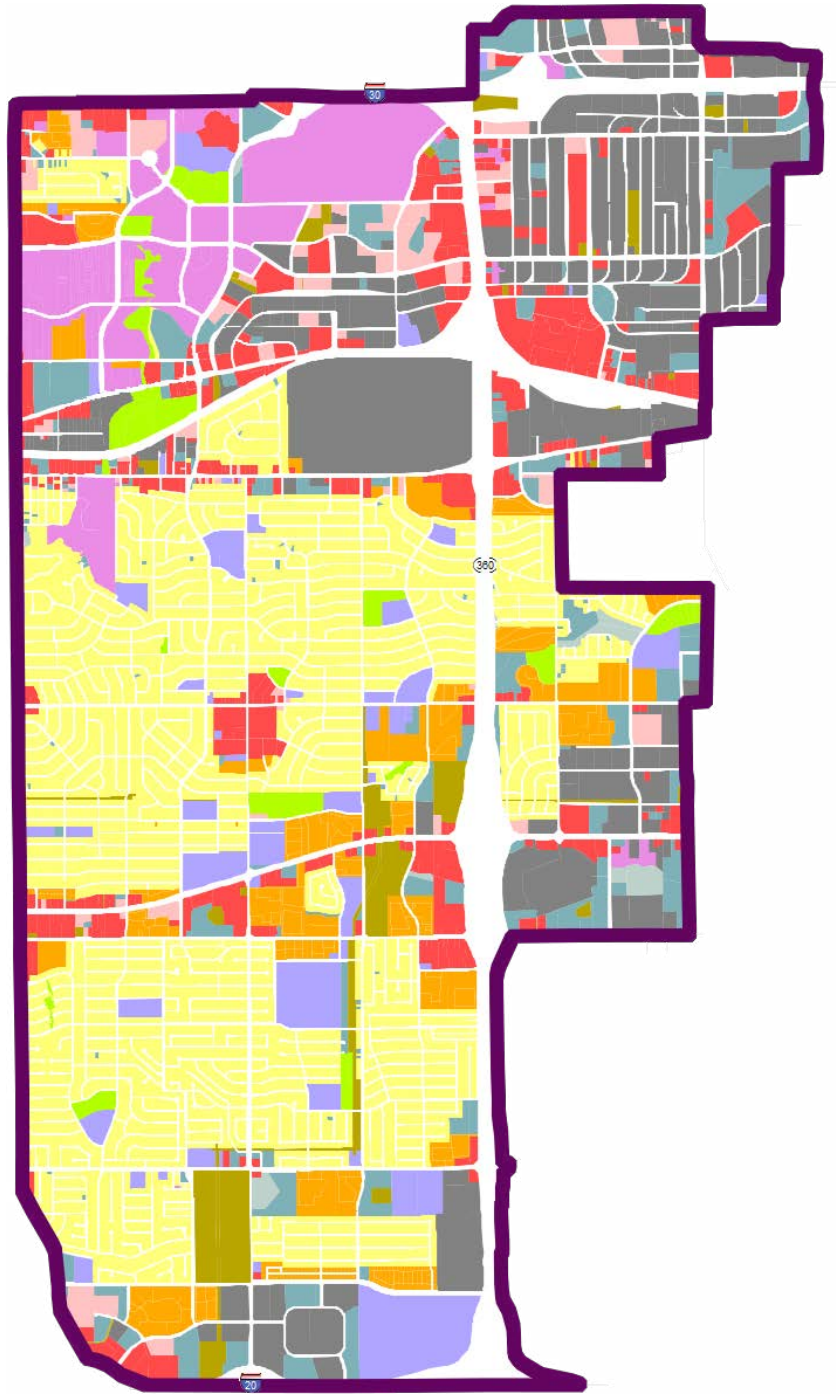
East Arlington is the most diverse area of Arlington in terms of land use. Residential land uses include a mix of single family houses and apartment complexes. These properties are some of the oldest in Arlington. Single family houses are typically built on small lots in suburban style developments. Apartment complexes tend to be located on the major streets in the area such as Collins Street, Pioneer Parkway and East Park Row Drive.

Arlington's entertainment area, which includes Six Flags, Hurricane Harbor, Globe Life Park (Texas Rangers), and AT&T Stadium (Cowboys), dominates the northern portion of this area. In order to help define this specific area, an identified boundary for the Entertainment District was established in 2008.

There is a significant industrial presence in east Arlington. The General Motors Assembly Plant, which opened in 1954, was the first major industrial business to locate in the city. In 1956, the Great Southwest Industrial District, which is located along SH 360 straddling Division Street, began to develop. Today, over 65,236,327 square feet of industrial space exists in east Arlington.

### Land Use Categories

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## South Arlington (south of I-20)

Just over 50 percent of the all property in south Arlington is developed as single family residences. When I-20 opened in 1975, Overland Stage Estates became the first major residential subdivision to be built south of the new highway. This pattern of single family development continues today, extending to far southeast Arlington near Joe Pool Lake. Unfortunately, because of the economic downturn, a large number of foreclosures occurred in southeast Arlington between 2009 and 2010.

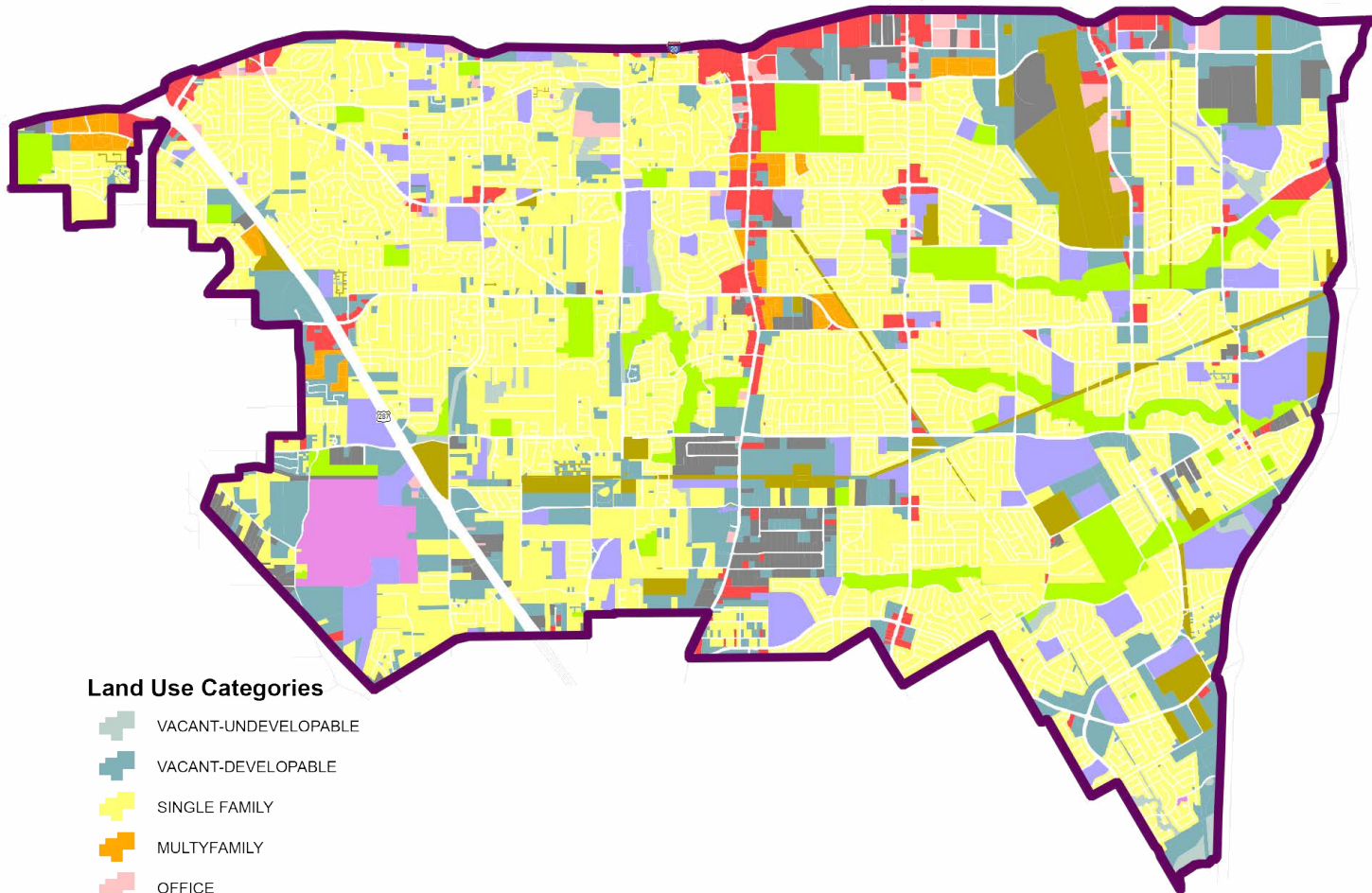
These neighborhoods are complemented by strip center commercial development that depends heavily on automobile traffic with few neighborhoods having pedestrian connections to the surrounding development. Major commercial shopping centers are typically located at major street intersections, especially along Green Oaks Boulevard; and South Cooper Street serves primarily as a commercial corridor, including industrial property

near the Mansfield city limits.

West of US 287 lays vacant land with the potential for new development. Capitalizing on the location of the Tierra Verde Golf Club, a special zoning district was established to maintain the rural character of the area and to provide incentives intended to create a village-like development.

Arlington Municipal Airport is a significant land use near South Collins Street and I-20. The development along the interstate corridor leans heavily on the business and commercial side.

There are a large number of schools in the south section of the city. Most of south Arlington is served by the Arlington and Mansfield school districts. In addition, Tarrant County College's Southeast Campus is located near Southeast Parkway and SH 360. Overall, over eight percent of the land in south Arlington is used for institutional land uses, including schools, religious institutions and other facilities.



**Land Use Categories**

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-  VACANT-DEVELOPABLE
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-  MANUFACTURING/WAREHOUSE/INDUSTRIAL
-  PARK/OPEN
-  MIXED USE

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## **West Arlington** (west of Fielder Road between I-30 and I-20)

West Arlington has the highest percentage of single family residential development in Arlington. Over 59 percent of the property is developed as single family neighborhoods. A number of the neighborhoods include high value housing, such as the area around Lake Arlington and subdivisions such as Interlochen and Shady Valley Estates. Along with north Arlington, the western area has some of the highest housing values in the city.

Apartment complexes are scattered throughout the area, though not prevalent. They are found mostly in the Division Street area and near the Pioneer Parkway/Park Springs Boulevard intersection.

In the middle of the area, the Town of Pantego and the City of Dalworthington Gardens are surrounded by the City of Arlington. Development in these two municipalities is similar to that in Arlington.

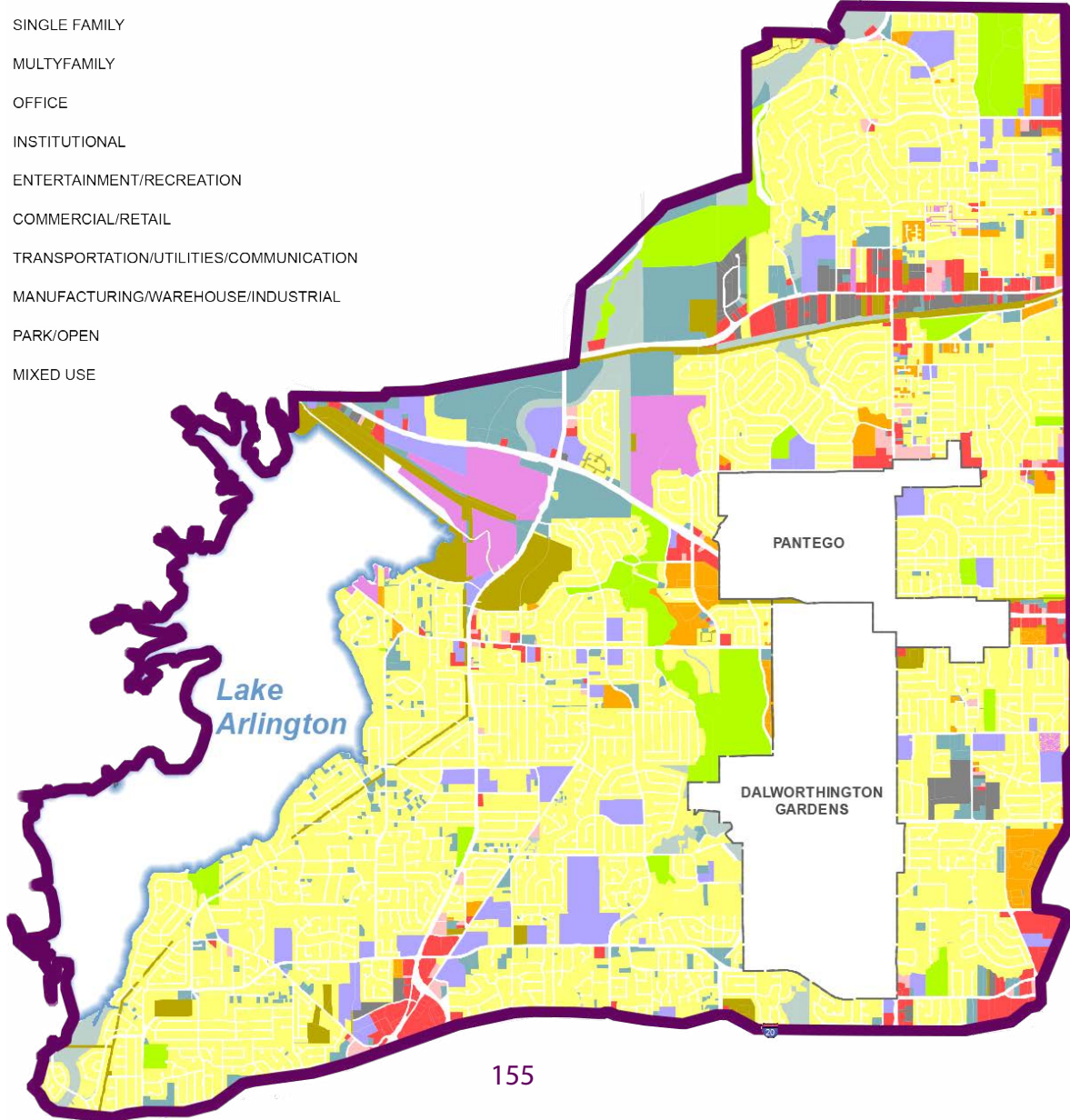
The West Division Street corridor is made up of small commercial and industrial land uses. Arlington Baptist College is also located in the area.



### Land Use Categories

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-  VACANT-DEVELOPABLE
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-  PARK/OPEN
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## **Central Arlington** (between Fielder Road, Collins Street, I-30 and I-20)

The area of central Arlington has similar land uses as other areas of the city, but includes a concentration of particular uses not found in other sections.


Downtown Arlington is a broad mix of institutional, office, government and retail uses. Primarily centered on the intersection of Abram Street and Center Street, the area includes City Hall and other municipal offices and the Tarrant County Sub-Courthouse.

Immediately adjacent to Downtown is UT Arlington. The University encompasses 420 acres and includes more than 100 buildings, some dating from 1919. Apartment complexes are common in the area surrounding the campus.

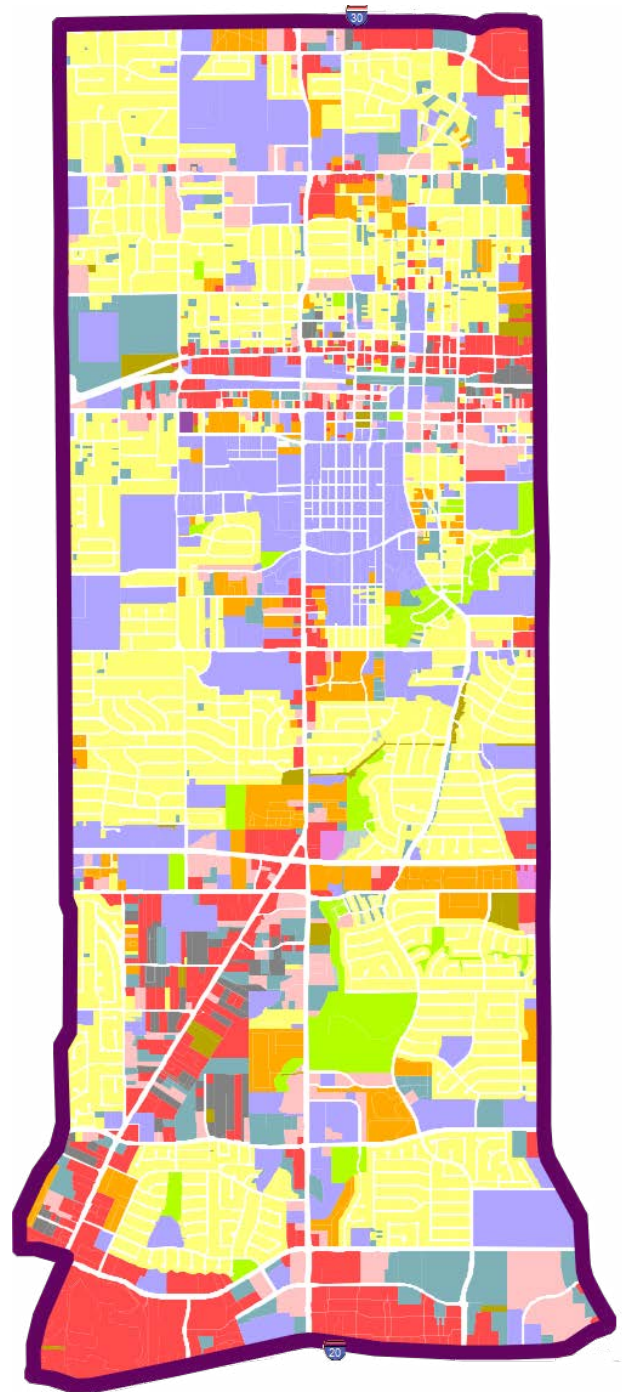
There is a heavy concentration of retail development along I-20 between Cooper Street, Matlock Road and the proposed Center Street extension. This area includes The Parks at Arlington mall and the Arlington Highlands shopping areas, comprising over 2 million square feet of retail, office restaurant and entertainment space. Lincoln Square, a 415,233 square foot shopping center, is located in the Interstate 30 corridor between North Center Street and North Collins Street.

Cooper Street runs the entire north-south length of central Arlington. The corridor is dominated by strip center development containing office, retail and service uses. Most of the properties are shallow in depth and have no direct connections to the adjacent neighborhoods. These neighborhoods have the typical suburban design of most other areas in Arlington.

## Land Use Categories

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City of Arlington Comprehensive Plan