

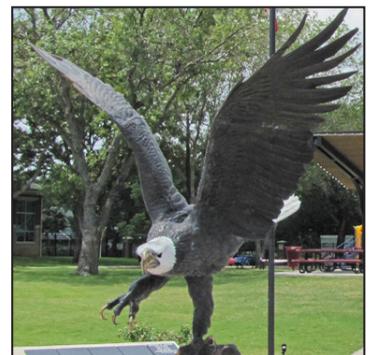
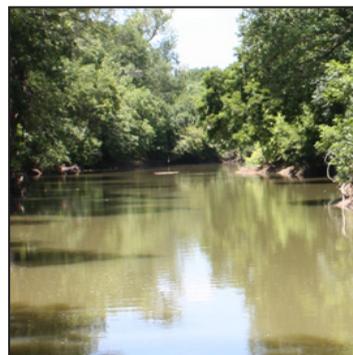


Comprehensive Plan Update

March 2012



KENNEDALE
You're Here, Your Home



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Comprehensive Plan Update

March 2012



KENNEDALE
You're Here, Your Home



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FOREWARD

When the Vision North Texas partnership held its first regional visioning workshop in 2005, it brought together stakeholders from all parts of North Texas to discuss choices for accommodating the growth expected in this region. These participants – and the people who have been involved since that first session – clearly indicated that they want a future that is better than the one resulting from a continuation of ‘business as usual’ in North Texas. This regional effort created *North Texas 2050* to describe this preferred future. Its vision statement, guiding principles, policy recommendations and action tools were designed to share this vision and to provide guidance for the many decision-makers whose choices will determine the future character of North Texas.

The Vision North Texas partnership recognizes that most of these choices are not made at the regional scale but are actually decided by individual businesses, communities and households. So if this vision of a preferred future is to become a reality for this region, it must be considered when individual cities make their own plans, build their own infrastructure and shape their own neighborhoods and business areas.

The City of Kennedale has taken exactly this approach in updating its comprehensive plan. Kennedale has involved the public, considered alternatives to ‘business as usual’, and created a vision that reflects the future its residents and business leaders prefer. During this process, Kennedale has also considered the recommendations of *North Texas 2050*. The resulting plan defines Kennedale’s own preferred future – and it places Kennedale in the forefront of communities whose choices help achieve the region’s preferred future as well. The Vision North Texas partnership hoped individual communities would use its work when making their own choices. We appreciate Kennedale’s consideration of these important quality of life and economic concerns, and we applaud Kennedale’s decision to create the future described in this plan.

The Vision Statement found in *North Texas 2050* envisions a future for our region where “North Texas is recognized worldwide as a region that sustains its economic success and vitality because it contains many distinctive and highly desirable communities, supports innovative people and businesses and nurtures its varied natural assets”. This 2012 comprehensive plan update gives Kennedale a city-specific framework for action that will make Kennedale one of the distinctive and highly desirable communities that will draw people to this region. We congratulate the citizens and leaders of Kennedale on this important new direction for your city.

Sincerely,

Fernando Costa FAICP
Chair
Vision North Texas Management Committee

Karen Walz FAICP
Project Manager
Vision North Texas

Vision North Texas is a private-public partnership designed to increase awareness about the growth expected in North Texas and to involve people and organizations in initiatives that accommodate this growth successfully.

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“Kennedale’s comprehensive plan provides the direction and tools for preserving our small town character without sacrificing growth and development.”

John Clark – Mayor

“We embraced the new comprehensive plan as being that tool through which our dream could be achieved.”

Carolyn Coker Williamson

“Our new plan...takes a hard look at how our past approaches to planning have failed to achieve community goals and recognizes that new tools are needed.”

Ernest Harvey – Planning & Zoning Commission Chair

“...economic development and preservation of community character don’t have to be mutually exclusive.”

Jesse Elizondo – Executive Director, Kennedale Chamber of Commerce

“I am convinced working toward the goals outlined in the comprehensive plan will make my city a more attractive place, not only for residents, but also for businesses...”

Robert Mundy – Kennedale Economic Development Corporation Chair

ACKNOWLEDGEMENTS

Many individuals volunteered a significant amount of their time and energy in the preparation of this 2012 Comprehensive Plan Update. This plan would not have been possible without the leadership and guidance provided by Kennedale's citizens, elected and appointed officials, and city staff.

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Councilmember (2005–Present)
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Kennedale’s opportunity to reinvent itself has never been greater. As we emerge from a global economic recession, we find that the paradigm of urban development has fundamentally changed. Although considered in years prior, aspects of urban development such as community building, distinctiveness, sustainability, and planning for people instead of cars now shape the landscape in which cities compete for new residents and economic development. It is from the ashes of the unsustainable development patterns of the 20th century that Kennedale can now rise and transform itself into a new kind of community—one that is truly unique, exciting, dynamic, and fosters a strong sense of community where neighbors truly know and care about each other.

Historically, large-scale suburban development has passed over Kennedale, despite its convenient proximity to downtown Fort Worth, employment areas, and major freeways. Instead, Kennedale was notorious for the sexually-oriented businesses, salvage yards, and automotive race tracks located here. While many of these businesses are closing or moving out of the community, it could be argued that Kennedale has been left behind. However, another perspective is that Kennedale is now able to develop in ways that are best for the community, rather than repair the damage that would have been caused by generic subdivisions and strip malls.

With the visionary leadership and new energy provided by our elected officials and city staff, the community is primed to make Kennedale the best it can be. Blending aspects of what should remain the same (such as the strong sense of community), what should be better utilized (such as our natural environment

CHAPTER 1

INTRODUCTION

The Comprehensive Plan is a tool to help Kennedale capitalize on the opportunity to reinvent itself.

and opportunities for linear parks), and what should change (such as roadway development and land use patterns), Kennedale is ready to experience its own renaissance.

Purpose & Need

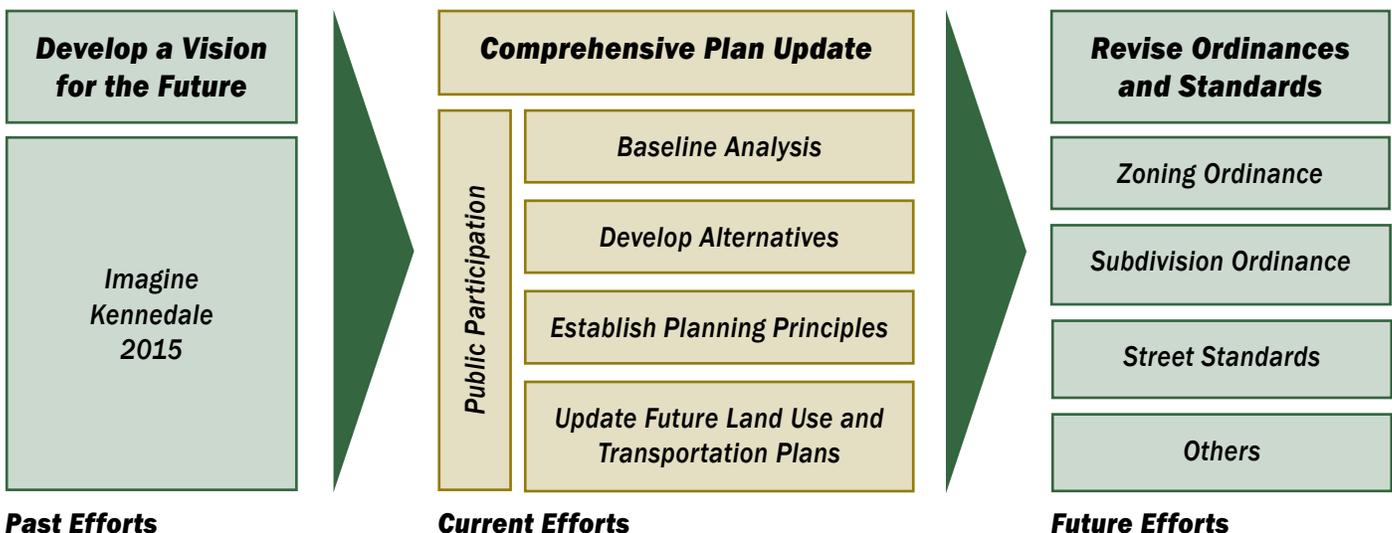
The purpose of this Comprehensive Plan Update is to identify and articulate the vision for the future of Kennedale and outline a set of goals and objectives to achieve the desired vision. It includes a Future Land Use Plan that guides the future development of the community and a Future Transportation Plan that identifies thoroughfare alignments, roadway sections, and facilities for alternative transportation. In essence, it is a blueprint for the city's growth, providing City Council, the Planning & Zoning Commission, City Staff, and the community at large with a collaborative road map for expanding and modernizing the city and attracting new residents and businesses.

Comprehensive Planning Process

The diagram below illustrates the comprehensive planning process. The process begins with the development of a vision for the future. In 2009, the City—with the assistance of students from the University of Texas at Arlington's School of Urban and Public Affairs—developed *Imagine Kennedale-2015*, a strategic plan for the future of the community. Within this plan was a vision for the future development of Kennedale, which serves as the vision upon which this Comprehensive Plan Update is based.

The center column of the diagram represents the steps taken during the development of this Comprehensive Plan Update. An analysis of existing conditions determined the baseline for the Comprehensive Plan. This provided background information for the development of alternative growth scenarios.

Figure 1.1 - Comprehensive Planning Process





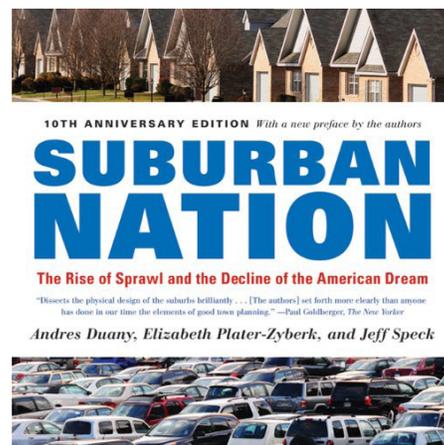
The scenarios were reviewed by City Staff and the Comprehensive Plan Advisory Committee and a refined, preferred concept was developed. From this concept, a series of planning principles was created to guide the development of the Future Land Use and Transportation plans, which reflect the intent and essence of the refined concept established earlier in the process. Public participation occurred throughout the process, in the form of a Comprehensive Plan Advisory Committee and public meetings.

Finally, the process will conclude after the completion of this Comprehensive Plan Update with the revision of the City of Kennedale's ordinances and standards to reflect the new planning paradigm established herein.

Suburban Nation

A decade ago, a group of architects¹ authored a treatise on the perils of urban sprawl. These perils include dependence on the automobile, segregation of land uses and of people, inefficient use of infrastructure and tax dollars, and a loss of identity resulting in placelessness—a feeling of sameness from city to city across America.

The concept of Suburban Nation is as relevant today as it was ten years ago. As such, Kennedale's city leaders and the Comprehensive Plan Advisory Committee made it a point to read and discuss this book and its concepts in preparation for this Comprehensive Plan Update. The book's focus on the relationship between development patterns and sense of community, recognition of the value of historic development patterns, benefits for people of different ages, and the concept of a city as a destination (not a place to drive through) resonated with those who read it. While there was some concern regarding the feasibility of such a paradigm shift, the general attitude was that the status quo development patterns of the Metroplex are decidedly not appropriate for Kennedale.



Vision North Texas

Vision North Texas—a private, public, and academic partnership—was created during the early 2000's to serve as a forum for dialogue and action to consider growth choices for North Texas (the sixteen county region surrounding Dallas and Fort Worth). In 2010, North Texas 2050 was published to describe the preferred future envisioned by Vision North Texas participants. Of the five scenarios developed (which includes Business as Usual scenario), Kennedale's Comprehensive Plan Update reflects at least three of these scenarios including Connected Centers; Diverse, Distinct Communities; and Green Region. It may be argued that this Comprehensive Plan is perhaps the first in North Texas to set in motion the vision and goals set forth by this region wide effort.



1 Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck.



Public Involvement

Involving residents in the planning process is a crucial step in empowering the community to shape its own future. A Comprehensive Plan Advisory Committee was formed of City Council members, Planning & Zoning members, and general residents. This committee established the goals for this update, reviewed alternative development scenarios, approved the Future Land Use and Transportation Plans, and provided input on implementation strategies. Meetings were held for the general population to be informed and educated about the planning process, to share their vision for the future of Kennedale, to be informed about the progress, and finally to comment about the results of the Comprehensive Plan Update.

One of the most formative events that occurred during the development of the Comprehensive Plan Update was a discussion with the Comprehensive Plan Advisory Committee regarding their vision for the physical appearance of Kennedale 10 to 20 years in the future. Namely, people were asked how Kennedale should be different in the future, and how it should be the same.



In 10 to 20 Years, How Should Kennedale be Different?

All-In-One Community

People should be able to access everything they need within Kennedale, including shopping, entertainment, and jobs. There should be more night life and public activities that help build a better sense of community. A transit-oriented development around the future commuter rail station, a pedestrian-friendly town center, and walkable businesses along Kennedale parkway will all serve to make Kennedale a small town with a big town mentality.

Neighborhoods

There should be new residential development in the southwestern portion of the city. New and existing neighborhoods should provide better housing and should eliminate neighborhood decline. A better mix of housing opportunities should be present so that young adults, seniors, and others with limited resources and/or mobility can live in Kennedale and contribute to the community's vitality.

Parks & Open Space

Kennedale should have an extensive network of linear parks and trails along its creeks. This, coupled with additional neighborhood and community parks and trails along streets, railroads, and utility corridors will link neighborhoods and bring residents closer to nature.

Streets & Roads

Kennedale's streets should be enhanced and improved to handle traffic more efficiently without increasing traffic. There should be trees and sidewalks along roadways to make them attractive, comfortable places. The enhancement of Kennedale Parkway and the extension of Little School Road across the railroad tracks are priorities.



Commerce

Commercial businesses should thrive in Kennedale, especially local businesses and “mom and pop” shops. People should be able to shop in Kennedale to keep their money in the community. Mixed use development in and around the Town Center should thrive and should anchor additional commercial development along Kennedale Parkway.

Beautification

Kennedale should be beautiful. Salvage yards and other unsightly properties should be redeveloped or screened from view. An overall beautification effort should include the development of appealing gateways at the city’s entrances.

In 10 to 20 Years, How Should Kennedale be the Same?

Sense of Community

Kennedale should maintain its small town feel and the sense of belonging that comes with living in a small community. An environment of simple living—with a friendly atmosphere—should exist to make sure families want to remain here for a lifetime.

Natural Environment

The community’s natural beauty should be preserved. Its parks, creeks, and open spaces provide relief to the concrete environment of the Metroplex and should remain and be given greater prominence.

Diversity

Kennedale’s diversity in its population and local businesses should remain and should flourish by way of new improvements to the community.

Community Services

Kennedale has excellent city services that are responsive to residents’ needs. The quality of these services should be maintained. Similarly, the quality of the Kennedale ISD schools should continue.

Community Vitality

Kennedale’s great neighborhoods should continue to thrive and suburban decline should be avoided. The city’s roadways should continue to convey traffic efficiently, but without creating negative impacts to the surrounding neighborhoods.



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Context

Kennedale is a city of approximately 6,763 people located immediately southeast of Fort Worth in the south-central portion of the Dallas-Fort Worth Metroplex. Though it was not incorporated until 1947, Kennedale was founded in 1882. Kennedale was known in the late 19th and early 20th century for its agricultural areas, brickyards, and mineral wells. This, along with the city's location along the Fort Worth and New Orleans Railway (today the Union Pacific Railroad) and the Mansfield Cardinal road, led to the city's early prosperity. The city's downtown was destroyed by a fire in 1908, which results in few historic structures remaining in Kennedale.

During the course of the 20th century, commercial development in Kennedale began to orient away from downtown and toward Kennedale Parkway (Business Highway 287). Residential development, in the form of subdivisions, is generally located in the northern portion of the city, to the east of Kennedale Parkway. Other than traditional single-family housing concentrated in the downtown area, manufactured housing and large-lot single-family houses constitute the bulk of residential units located west of Kennedale Parkway.

Kennedale has a large industrial economy for a city of its size, ranging from small workshops for start-up companies to 50+ acre corporate manufacturing facilities. Some of the industries located in the city include explosives manufacturing, utility structure manufacturing, automotive parts and repair, sand/gravel quarries, and recycling. In addition to these, automotive salvage

CHAPTER 2 BASELINE ANALYSIS

yards constitute one of the most visible and most prevalent industries in Kennedale. These salvage yards are generally located along or within one half of a mile of Kennedale Parkway at its northern end along Village Creek (and many instances encroaching within the floodplain) or at its southern end near Arlington. The aesthetic quality and condition of these facilities vary from one extreme to the other.

Kennedale has also been historically known for its three race tracks (two oval tracks and one quarter-mile drag strip). All three of these facilities are located along Kennedale New Hope Road between downtown and Hudson Village Creek Road.

In the past, one of Kennedale's greatest challenges has been the presence of sexually-oriented businesses (primarily video stores, but also so-called "gentleman's clubs") within the city. These businesses were primarily located near the intersection of Kennedale Parkway and IH-20—the city's front door. Over the last year, these businesses have closed or relocated outside of Kennedale (some have moved to the adjacent city of Forest Hill).





Previous Studies

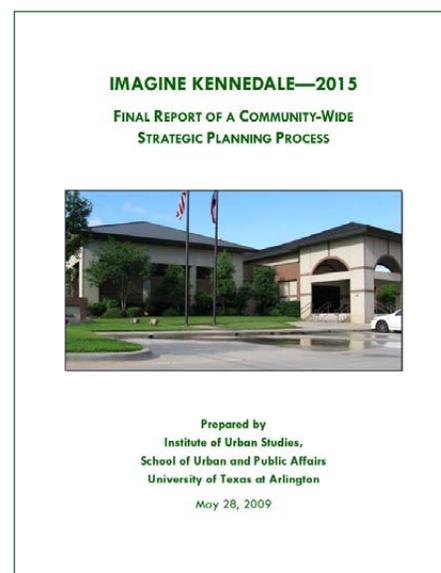
Several planning studies have been completed over the last several years. The City of Kennedale has benefitted from many student-led projects originating from the University of Texas at Arlington's (UTA) School of Urban and Public Affairs.

- **Parks, Recreation & Open Space Master Plan (2005)** – This plan inventories the city's parks, recommends improvements to expand the park system, and prioritizes future actions. The plan recommends two new neighborhood parks—the construction of Rogers Farm Park fulfills one of these needs—and an expansion of Sonora Park, which has since occurred.
- **Previous Comprehensive Plan (2006)** – The precursor to this 2012 Comprehensive Plan Update, the 2006 plan took a traditional approach to land use and transportation planning. It included targeted recommendations, but assumed typical suburban development patterns would prevail. In contrast, this 2012 update focuses on establishing a new direction for Kennedale's growth.
- **Imagine Kennedale –2015 (2009)** – This plan serves as the visionary foundation for this Comprehensive Plan Update and is discussed in more detail in the following section.
- **Cultural Asset Inventory (2010)** – Developed by UTA students, this study inventoried community values, resources, and historic sites. Methods for promoting such elements were also included in the study.
- **Economic Redevelopment Options Study (2010)** – This study was also developed by UTA students. It focused on the Oakcrest area—the land west of Kennedale Parkway, between IH-20 and Village Creek—and near-term, incremental redevelopment strategies.

Imagine Kennedale – 2015

The Imagine Kennedale – 2015 plan is especially relevant to the foundation of the Comprehensive Plan Update because it contains a vision and plan of action for the future of the City.

Imagine Kennedale was a community-wide strategic planning process prepared by the Institute of Urban Studies – School of Urban and Public Affairs at the University of Texas at Arlington. This plan was formed around an intensive community involvement process during which residents were formed into task forces related to various aspects of the city (beautification, communication, events, residential development, and business development). Each task force analyzed and made recommendations for a number of specific issues. Separate reports were presented at the City Council and Staff Retreat in April 2009, at which time Council discussed the results of the process and made prioritized recommendations for strategies and policies to guide the future growth and development of Kennedale.



From the work of the task forces, 10 primary recommendations/issues were identified:

- 1. Assignable issues** – Address the assignable issues identified during the Kick-Off Session.
- 2. Single events calendar** – Appoint an Events Coordination Task Force to plan and publicize community events.
- 3. Rail station planning** – Work toward creating a commuter rail station near the Town Center by monitoring the regional rail development activities, analyzing the traffic around the rail stop, creating a tax increment financing (TIF) district, assembling land, and participating in regional transportation activities.
- 4. Village Creek development** – Pursue grant funding and other assistance for a flood control feasibility study and master planning of the Village Creek corridor¹ (Since the completion of the Imagine Kennedale plan, the City has funded this study. It is currently underway and is being completed based on US Army Corps of Engineers standards. The study will be complete in 2012).
- 5. Zoning ordinance revision** – Refine and simplify the city’s zoning classifications to streamline the development process and reflect new development typologies.
- 6. Acreage for development** – Study the two large undeveloped portions of the city and recommend future development scenarios.
- 7. Making and keeping Kennedale beautiful** – Form a “Keep Kennedale Beautiful” group that focuses on enhancing the aesthetic appeal of the city (Since the completion of the Imagine Kennedale plan, the Keep Kennedale Beautiful group has been established).
- 8. Industrial park development** – Identify an appropriate site for a 250-300 acre industrial park within Kennedale and begin planning for its development.
- 9. Special events promotion** – Create or identify a board to promote special events in Kennedale.
- 10. Community Recreation Center** – Study and recommend an approach to developing a community recreation center or youth center for structured programming and unstructured, informal use.

The Imagine Kennedale – 2015 plan uncovered complex issues and challenges within the community and resulted in a plan of action to enhance Kennedale in the future. The plan established a vision for what the city will look like in the future and serves as an appropriate and solid foundation for this Comprehensive Plan Update, informing the development of the Future Land Use Plan, Future Transportation Plan, and other aspects of this plan.

1 A master plan for Village Creek is being completed parallel to the development of this Comprehensive Plan Update.

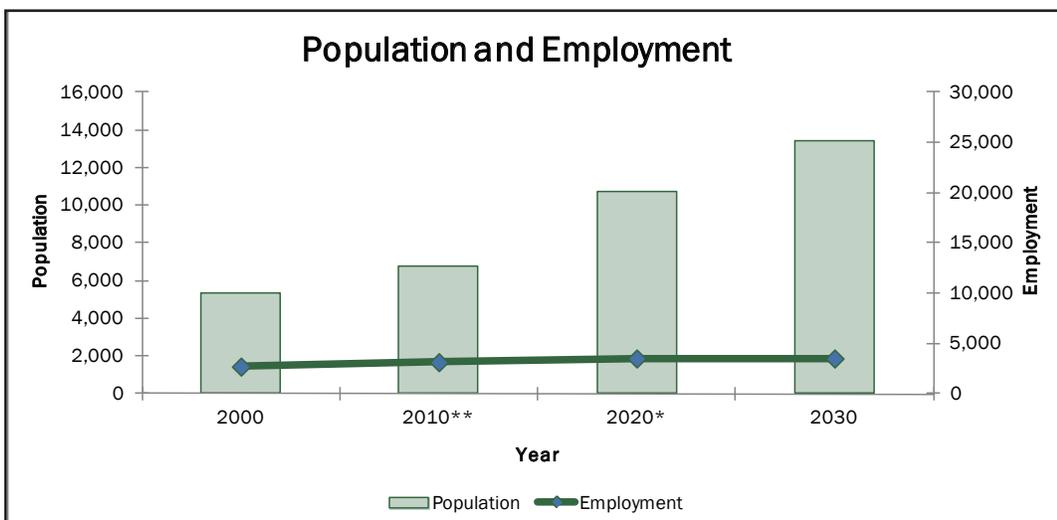
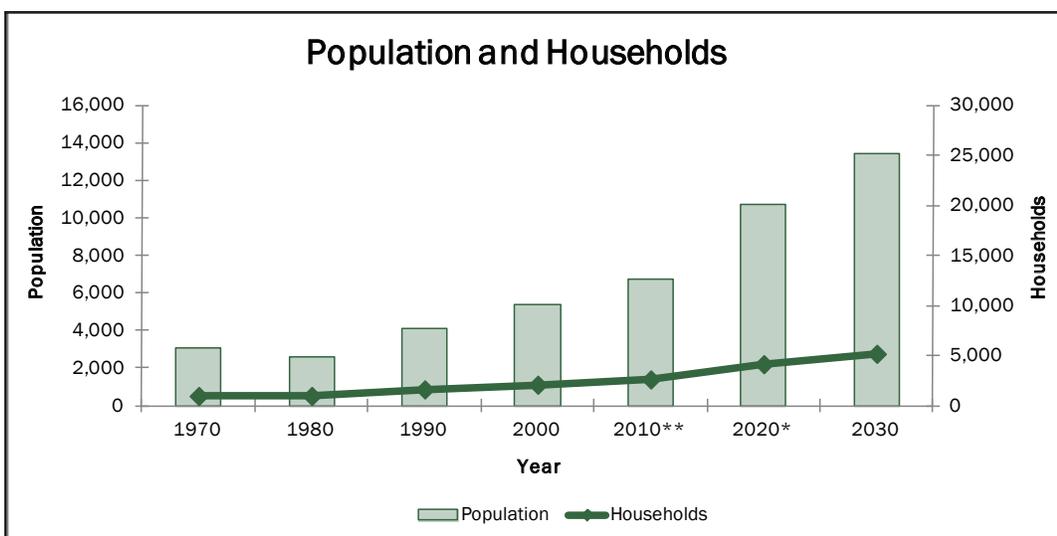


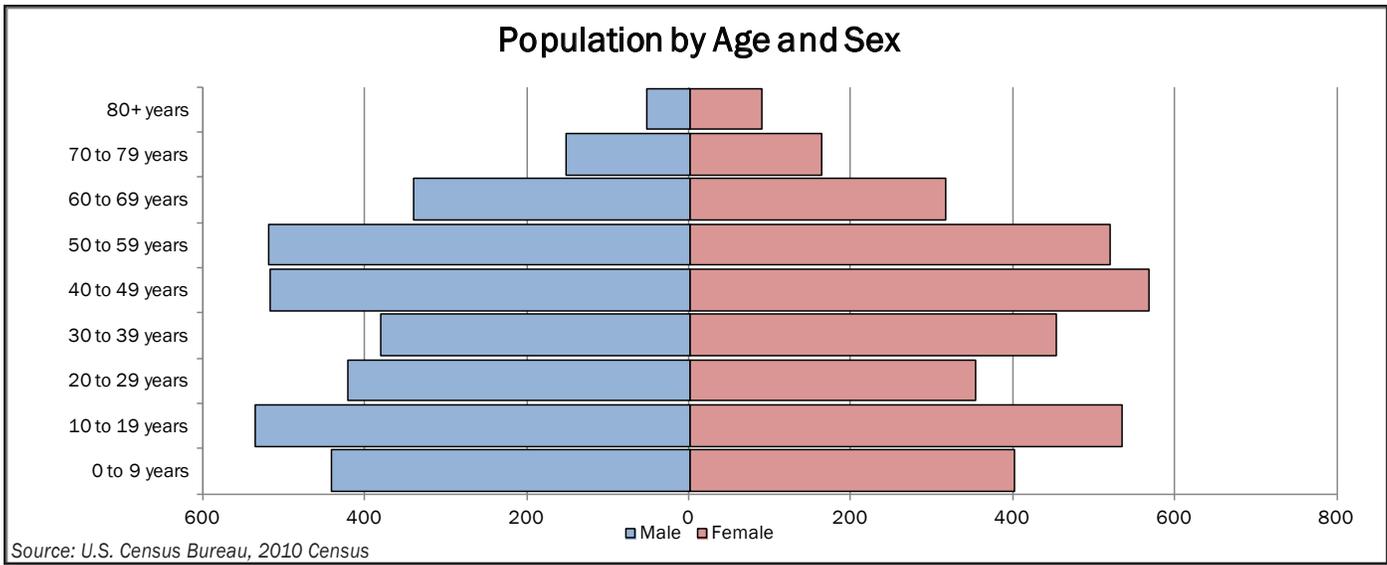
Demographic Statistics

The following demographic information provides a snapshot of Kennedale's population. The population, household, and employment forecast figures are from the North Central Texas Council of Governments (NCTCOG). The remainder of the data is from the U.S. Census Bureau's 2005-2009 American Community Survey and the 2010 Census. Each of these sources provides the latest available data.

POPULATION, HOUSEHOLDS, AND EMPLOYMENT HISTORY AND FORECAST 1970-2030							
	1970	1980	1990	2000	2010*	2020*	2030*
Population	3,076	2,594	4,096	5,381	6,763**	10,720	13,412
Households	966	971	1,623	2,089	2,617**	4,143	5,176
Employment*				2,720	3,160	3,527	3,527

Source: 1970-1990 data provided by U.S. Census Bureau. *2000, 2020-2030 data provided by the NCTCOG; 2000-2030 Employment data provided by the NCTCOG. **U.S. Census Bureau, 2010 Census.





RACIAL CHARACTERISTICS	
Race	Percentage
White	81.7%
Black or African American	7.3%
American Indian and Alaska Native	0.7%
Asian	3.6%
Native Hawaiian and Other Pacific Islander	0.04%
Some other race	4.2%
Two or more races	2.6%
Hispanic or Latino	13.4%*

Source: U.S. Census Bureau, 2010 Census.
 *Hispanic/Latino is considered an ethnicity, not a race. Therefore, this column does not total 100%

HOUSEHOLD STATISTICS	
	Median/Average
Median Annual Household Income	\$50,979
Median Value for Owner-Occupied Units	\$170,700
Median Gross Monthly Rent	\$928
Number of Households*	2,617
Homeownership Rate*	67.7%

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates. *2010 Census.

EDUCATIONAL ATTAINMENT (POPULATIONS 25 YEARS AND OVER)	
Educational Attainment	Percentage
Less than 9th grade	4.4%
9th to 12th grade, no diploma	14.3%
High school graduate (incl. equivalency)	26.8%
Some college, no degree	29.9%
Associate's degree	5.5%
Bachelor's degree	12.4%
Graduate or professional degree	6.7%

Source: U.S. Census Bureau, 2006-2010 ACS 5-Year Estimates.



OCCUPATION OF EMPLOYED CIVILIAN POPULATION (POPULATIONS 16 YEARS AND OVER)	
	Percentage
Management, Professional & Related	34.3%
Service	15.6%
Sales and Office	24.6%
Construction, Extraction & Maintenance	7.5%
Production, Transportation, & Material Moving	18.1%

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates.

INDUSTRY OF EMPLOYED CIVILIAN POPULATION (POPULATIONS 16 YEARS AND OVER)	
Industry of Employment	Percentage
Agriculture, forestry, fishing & hunting, mining	3.3%
Construction	7.4%
Manufacturing	14.8%
Wholesale trade	3.5%
Retail trade	11.6%
Transportation and warehousing, and utilities	7.1%
Information	0.0%
Finance, insurance, real estate, rental and leasing	6.4%
Professional, scientific, management, administrative, and waste management	8.3%
Educational, health and social services	21.8%
Arts, entertainment, recreation, accommodation & food services	6.9%
Other services (except public administration)	6.6%
Public administration	2.4%

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates.

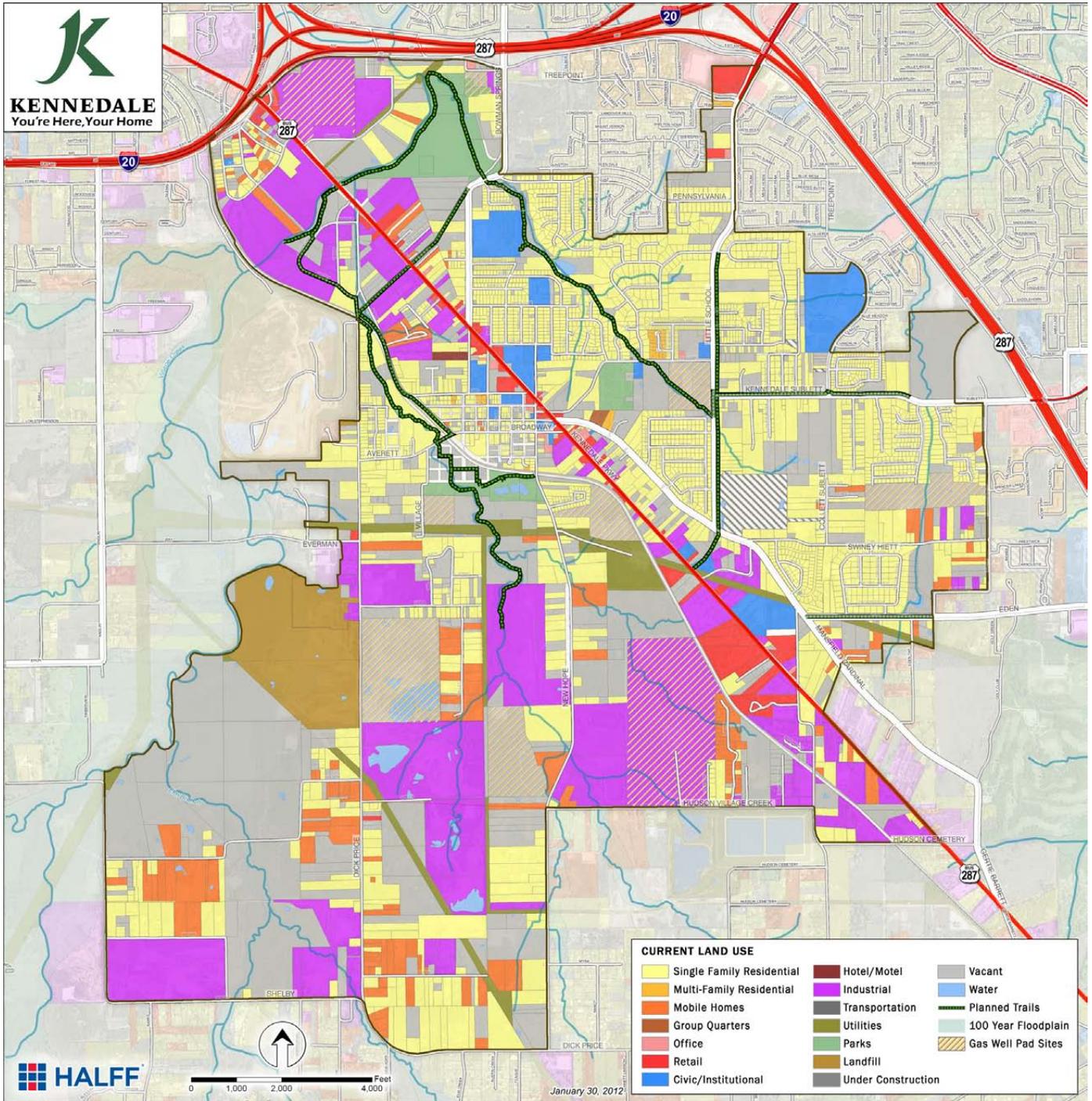
Current Land Use

Kennedale’s current land use was analyzed using the land use classification system adopted by the North Central Texas Council of Governments. Although this system is sufficient for classifying all types of urban land uses, it does not include categories for rural or agricultural land uses. In most cases, farms, ranches, and other agricultural areas are classified as “vacant” or “single family residential,” depending on the size of the property.

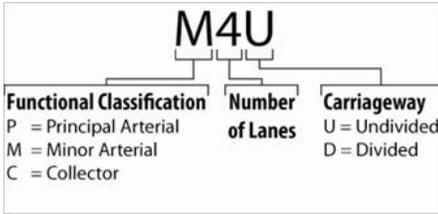
In order to establish a baseline for the 2012 Comprehensive Plan Update, the current land use map was developed by updating NCTCOG’s 2005 Land Use data based on recent aerial imagery from December 2009. The current land use map was then field-verified and updated. Errors may occur due to changing land uses or properties for which land use is not apparent.

Table 2.1 illustrates the classification system used to categorize Kennedale’s current land use and the City’s current land use mix. It is noticeable that the three most prominent land uses in the city currently are Single Family Residential, Industrial (which includes the three race tracks), and Vacant. It is also noticeable that mixed-used development does not exist in Kennedale today. Furthermore, mixed-use was not a significant component of the 2006 Comprehensive Plan, but was identified as an important development type in the Imagine Kennedale – 2015 plan. The city considers Town Center to be a horizontal mixed-used development; however, it does not preclude vertical mixed-use, which may be considered at a maximum of 3 to 4 storeys.

TABLE 2.1 – CURRENT LAND USE DISTRIBUTION			
Land Use Category	Land Use Code	Acres	Percent of Total
Single Family Residential	111	1,672.8	28.2%
Multi-Family Residential	112	10.1	0.2%
Mobile Homes	113	288.2	4.9%
Group Quarters	114	2.7	0.0%
Office	121	9.7	0.2%
Retail	122	101.1	1.7%
Civic/Institutional	123	130.0	2.2%
Hotel/Motel	124	3.4	0.1%
Industrial	131	1,058.8	17.8%
Transportation	141	451.4	7.6%
Utilities	143	125.4	2.1%
Parks & Open Space	171	124.2	2.1%
Landfill	172	177.4	3.0%
Under Construction	173	47.3	0.8%
Vacant	300	1,681.2	28.3%
Water	500	53.0	0.9%
Total		5,936.4	



Current Transportation System



In analyzing the existing conditions of the city’s transportation network, the Planning Team has considered both the functional classification of each thoroughfare, as well as the thoroughfare type (or character) of each¹. The figure to the left explains the labels used throughout the map. These codes depict the function of the roadway, its size, and whether it is divided or undivided. They do not, however, indicate the roadway’s character.

Thoroughfare type (that is, the roadway’s character) is indicated on the map by the color of the line. This map indicates the current character of the thoroughfare based on the categorization system shown in Table 2.2.

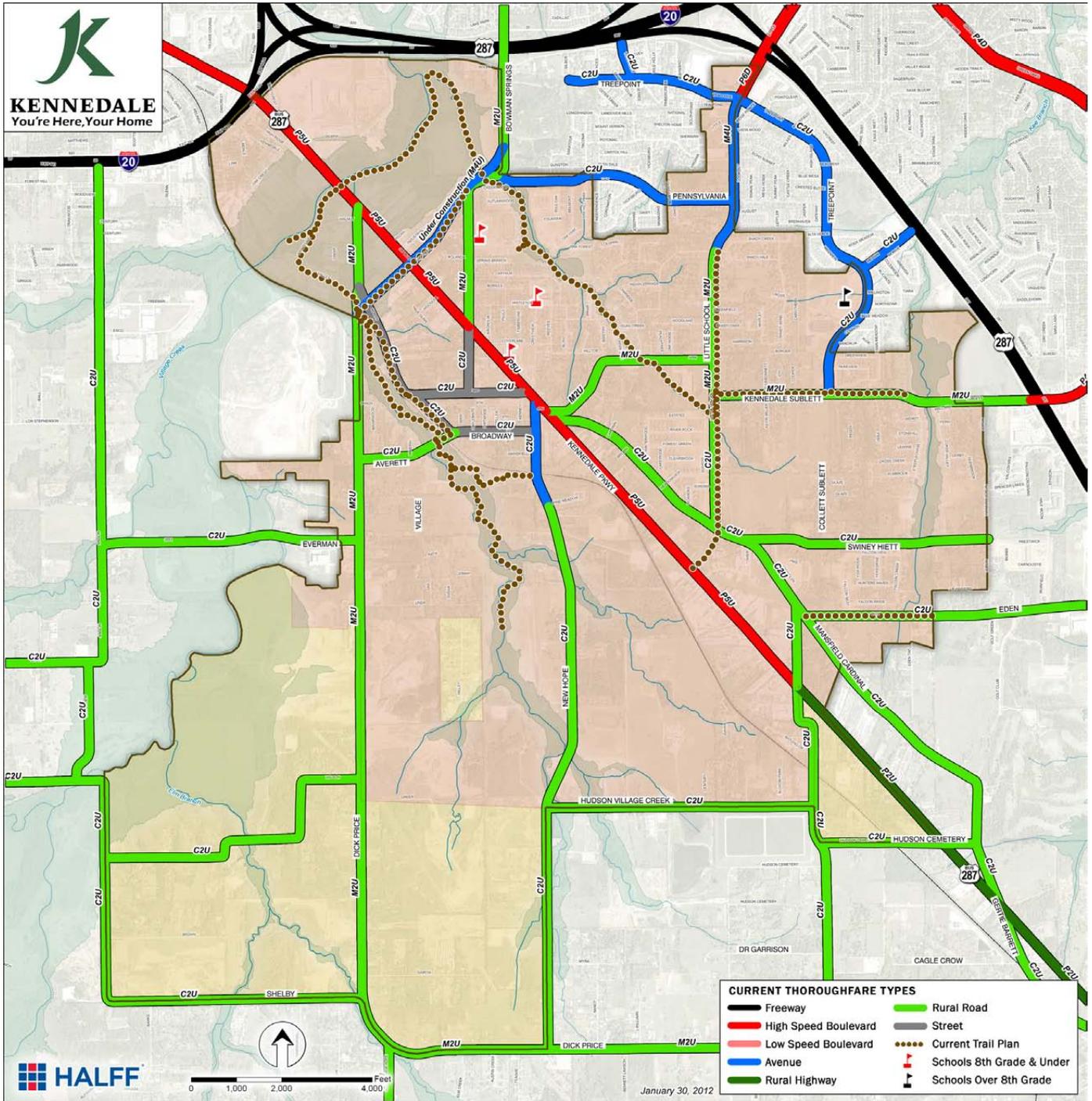
Currently, the vast majority of Kennedale’s traffic is funneled to and along Kennedale Parkway, an undivided five lane (four travel lanes and a continuous center turn lane) principal arterial. A series of mostly 2-lane roads with a rural cross-section, including bar ditches, and serving as either arterials or collectors, distribute this traffic to the various areas of the city. In some areas of the city, primarily adjacent to Arlington, the thoroughfares have a more urban, “Avenue” type character.

1 As classified in the Institute of Transportation Engineers’ Designing Walkable Urban Thoroughfares: A Context Sensitive Approach report.

TABLE 2.2 – THOROUGHFARE TYPE DESCRIPTIONS

Type	Functional Definition
Freeway	Freeways are high speed (50 mph+), controlled-access thoroughfares with grade-separated interchanges and no pedestrian access. Includes tollways.
High Speed Boulevard	High speed (40 to 45 mph) divided arterial thoroughfare in urban and suburban environments designed to carry primarily higher speed, long-distance traffic and serve large tracts of separated single land uses (e.g., residential subdivisions, shopping centers, industrial areas and business parks). These may be long corridors, typically 4 to 8 or more lanes and provide very limited access to land. May be transit corridors and accommodate pedestrians with sidewalks or separated paths, but some high speed boulevards may not provide any pedestrian facilities. These boulevards emphasize traffic movement, and signalized pedestrian crossings and cross-streets may be widely spaced. Bicycles may be accommodated with bike lanes or separate paths. Buildings or parking lots adjacent to boulevards typically have large landscaped setbacks. They are primary goods movement and emergency response routes and widely use access management techniques.
Low Speed Boulevard	Walkable, low speed (35 mph or less) divided arterial in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. Boulevards may be long corridors, typically 4 lanes but sometimes wider, serve longer trips and provide limited access to land. Boulevards may be high ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use access management techniques. Curb parking may be allowed on boulevards.
Avenue	Walkable, low-to-medium speed (30 to 35 mph) urban arterial or collector thoroughfare, generally shorter in length than boulevards, serving access to abutting land. Avenues serve as primary pedestrian and bicycle routes and may serve local transit routes. Avenues do not exceed 4 lanes and access to land is a primary function. Goods movement is typically limited to local routes and deliveries. Some avenues feature a raised landscaped median. Avenues may serve commercial or mixed-use sectors and usually provide curb parking.
Street	Walkable, low speed (25 mph) thoroughfare in urban areas primarily serving abutting property. A street is designed to connect residential neighborhoods with each other, connect neighborhoods with commercial and other districts, and connect local streets to arterials. Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking. Goods movement is restricted to local deliveries only.
Rural Highway	High speed (45 mph +) thoroughfare designed to carry both traffic and to provide access to abutting property in rural areas. Intersections are generally at grade.
Rural Road	Lower speed (25 to 45 mph) thoroughfare in rural areas primarily serving abutting property.

Modified from the Institute of Transportation Engineers’ Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities report.



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The foundation of this Comprehensive Plan Update is the establishment of a new direction for the manner in which Kennedale will develop in the near- and long-term future. Ensuring a change in direction requires having a clear understanding of the community's ideal vision for Kennedale's image and character in the long term, so that near-term actions can be focused to work toward a common goal.

Identifying and fleshing-out this vision is a key milestone for this Comprehensive Plan Update. This chapter details the process to develop and analyze four alternative scenarios for future growth—Business as Usual, New Urbanism, Rural/Agricultural Community, and Green Infrastructure (a development approach designed to preserve open space and creek corridors). The positive aspects of each scenario were compiled into a single preferred growth scenario upon which the Future Land Use and Future Transportation plans are based.

CHAPTER 3

FUTURE GROWTH SCENARIOS

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Future Growth Scenario Development

What are the issues that need to be addressed?

The purpose of developing multiple growth scenarios is to explore solutions for addressing Kennedale's primary issues as identified by the Comprehensive Plan Advisory Committee:

Encourage Economic Development

Kennedale has the potential to become a destination of choice by providing jobs and shopping options that allow residents to live, work, and play in their own community. To this end, there is a need to expand Kennedale's economy with new businesses, retail areas, and general commercial development.

Manage Growth & Development

Guidance for managing development as Kennedale grows—especially west of Kennedale Parkway—is essential. New residential growth is necessary to attract businesses and maintain the viability of the Town Center. New growth should avoid car-dependency, encourage walking and interacting with neighbors, and create a strong sense of place¹.

Broaden Transportation Options

Hand-in-hand with the need to manage growth, broadening transportation options can reduce car-dependency (thereby alleviating traffic congestion, encouraging active transportation², and reducing long-term roadway maintenance costs). The future regional commuter rail system with at least one stop in Kennedale will prove a great opportunity for economic development and must be capitalized upon.

Enhance Image & Identity

The relocation of undesirable land uses, such as sexually-oriented businesses, is the first step in improving Kennedale's image. Other issues like noise from certain businesses and visual impacts from salvage yards remain and need to be addressed. Beautification; enhancement of city gateways; and the preservation/restoration of Village Creek, parks, and open spaces are important tools that can be used to enhance the city's image and identity.



- 1 The National Trust for Historic Preservation defines sense of place as “those things that add up to a feeling that a community is a special place, distinct from anywhere else.”
- 2 Active transportation includes walking, biking, and any other activity that combines transportation with physical exercise.



1. Business as Usual

The Business as Usual scenario was developed to illustrate the consequences and outcomes of following the current development and growth trends of typical suburban Metroplex communities. In this scenario, there is an extreme segregation of land uses (residential from commercial) and the transportation network follows the typical major arterial/collector/local street network. The results of following this model would be:

- Commercial development (in the form of strip malls or car-oriented shopping centers) clustered in a few areas along existing and future major roadways;
- Superblocks (large areas of homogenous land use) that places neighborhoods and business at great distances from each other; and
- A 1-mile grid of major arterial roadways (likely four to six lane).



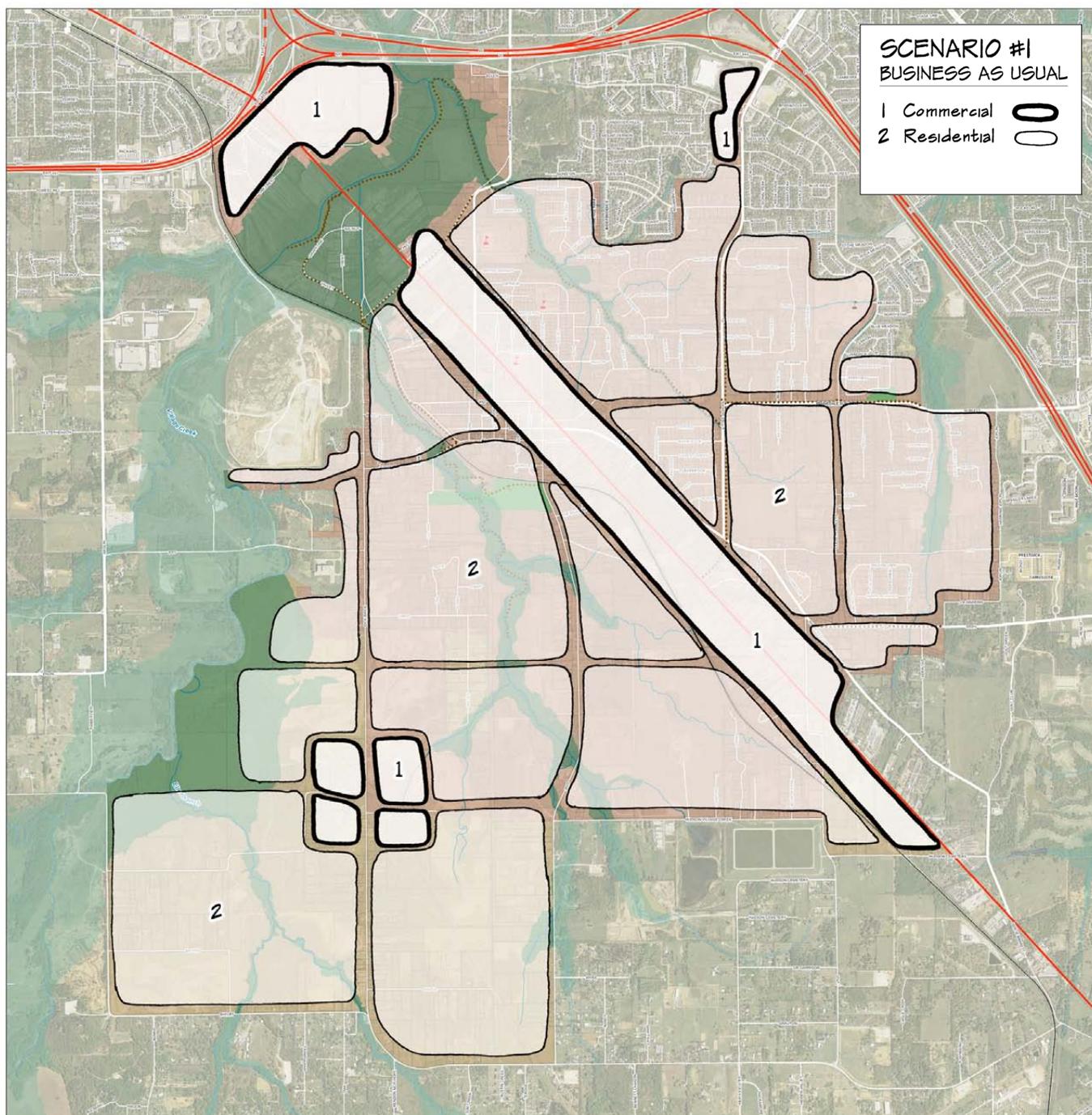
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

- Development patterns are predictable; one can look at neighboring communities and see what the outcomes will be.
- Large areas of new commercial development may be possible with additional residential development. Such development in the southwest portion of the city is perceived to be desirable.

Cons

- The tax revenues generated by large, homogenous residential areas often do not cover the cost to provide services.
- Development patterns do not create a sense of place, which can result in a lack of community ownership and may not attract suitable levels of economic development.
- The city would be compartmentalized, reducing interaction between neighborhoods, and would only be experienced from within a car.
- Kennedale Parkway will continue to be a high speed highway, preventing people from noticing and experiencing the Town Center.
- The scenario does not dedicate enough space to a greenbelt/open space network and leads to inadequate protection of and access to natural areas and open space.





2. New Urbanism

The New Urbanism scenario is based on the principles developed and supported by the Congress for New Urbanism (CNU) and the book “Suburban Nation.” Although applied across the country and in many places in Texas, there have been very few opportunities to apply these principles to an entire city, due to a lack of available undeveloped land and/or lack of commitment on the part of elected officials and residents. This model aligns with the principles of new urbanism according to the CNU. These principles¹ are:

- Livable streets arranged in compact, walkable blocks.
- A range of housing choices to serve people of diverse ages and income levels.
- Schools, stores and other nearby destinations reachable by walking, bicycling, or transit service.
- An affirming, human-scaled public realm where appropriately designed buildings define and enliven streets and other public spaces.

The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

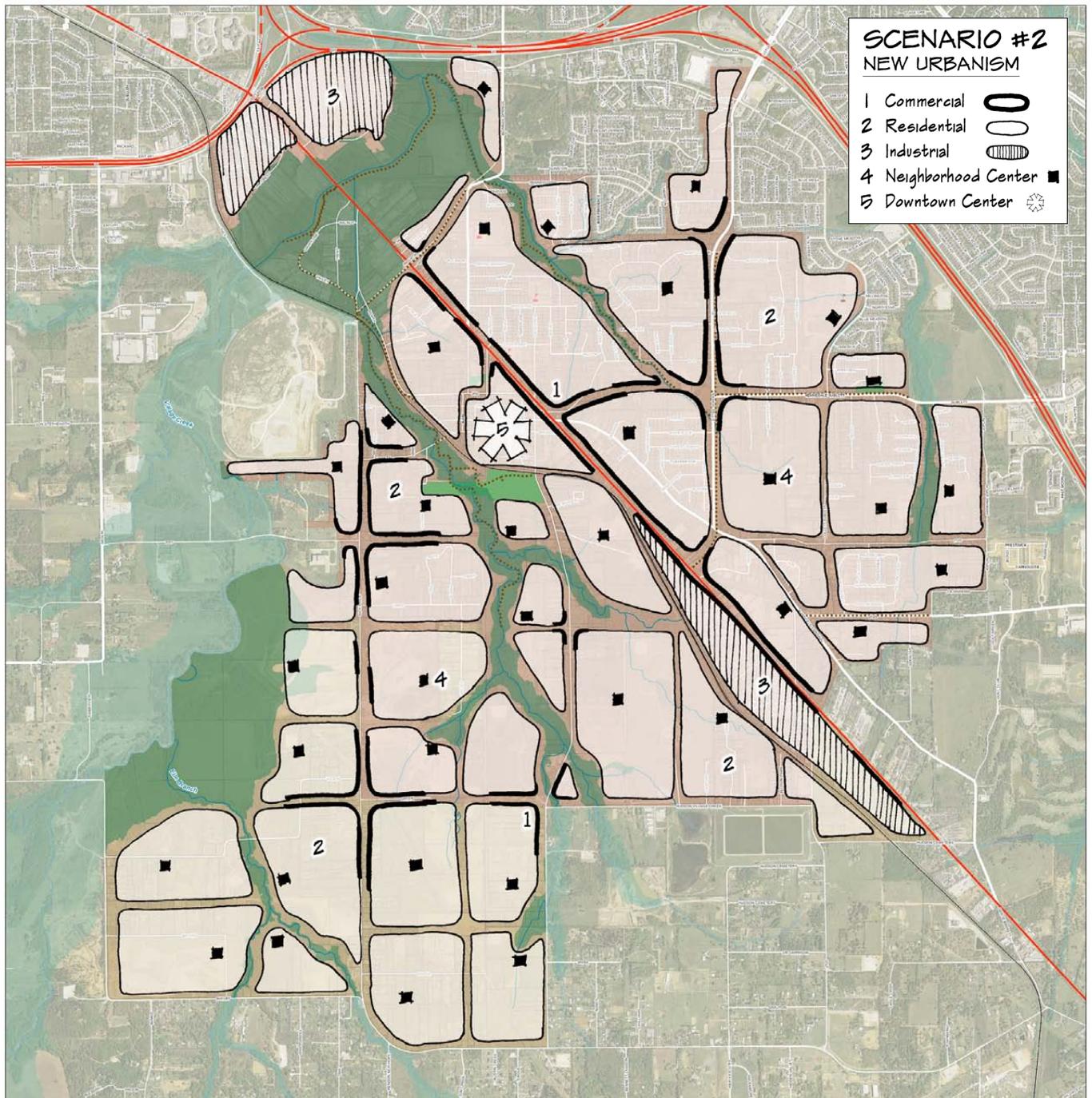
Pros

- Mobility would be enhanced due to increased transportation options, a high level of street connectivity, and shorter distances between destinations.
- Uses are integrated or arranged in close proximity, which will have the benefit of convenience and can encourage a tighter community, thereby resulting in residents having a sense of ownership for their neighborhood and the city as a whole.
- Similarly, the concept of smaller neighborhoods—each with a defineable, symbolic center—would allow the formation of sub-communities within the greater city-wide community.
- The preservation of greenbelts along creek corridors and their integration into developed areas would improve aesthetics and quality of life, while providing trail connections across the community.

Cons

- The concern was raised that new urbanism is such a revolutionary concept that it may be difficult to convince the community of a by-the-book application.

1 http://www.cnu.org/who_we_are





3. Rural/Agricultural Community

This scenario explores the possibility to revive and expand the rural and agricultural elements of Kennedale’s history. Large-scale farming and ranching would remain prevalent in the southern portion of Kennedale while the “town” area surrounding the Town Center would redevelop as a walkable village reminiscent of historic small towns. Varying densities of large-lot homesteads would act as buffers between the Town and the Agricultural areas. A commercial corridor would exist along Kennedale Parkway. The results of following this model would be:

- Activity and density focused on the Town Center with the surrounding areas supporting and benefiting from the smaller-scale commerce.
- Strip commercial development along Kennedale Parkway, likely similar to what exists today.
- The opportunity to integrate and maintain agriculture of varying scales—from backyard gardens to commercial farms—to provide a local food system in a quickly-urbanizing region.
- Typical suburban development could overtake the low-density areas if proper steps are not taken to ensure their permanent preservation.

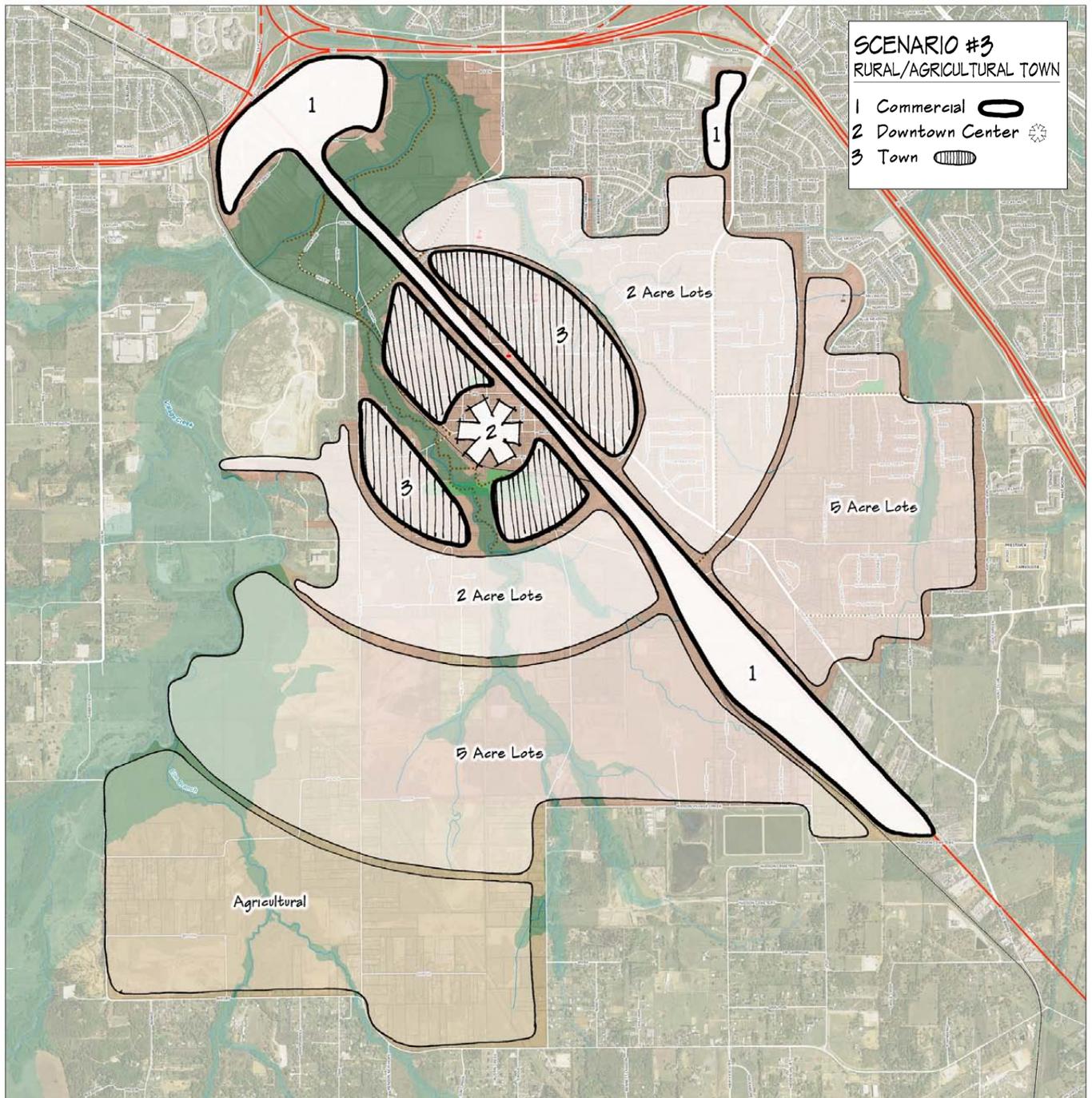
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

- It preserves much of Kennedale’s historic landscape and maintains a rural atmosphere.
- The “Town” area (the hatched zone) provides a strong hub around the Town Center, supporting its continued development and urban infill.

Cons

- The concept is generally unrealistic considering the economic impacts it would have in terms of attracting businesses and property tax revenues for the city. It is not maintainable or sustainable.
- Connectivity is limited, both in terms of roadways and greenbelt connections—both necessitating the use of cars and precluding walking and bicycling for large segments of the population.
- While a rural atmosphere would be maintained, Kennedale’s small town atmosphere might disappear. Kennedale is currently more than an agricultural community, so this scenario and its decreasing density would be counter-productive.





4. Green Infrastructure

The Green Infrastructure scenario focuses first on establishing a network of greenways along natural features and green connections along road and utility easements. The remaining land is then open for development. Green infrastructure is interconnected networks of natural lands, open spaces, and habitat that conserve ecosystem values. In conjunction with roadways and other man-made connections, green infrastructure also provides bicycle and pedestrian connections. Green infrastructure practices mimic natural processes to enhance environmental quality while providing utility services, such as stormwater drainage. It acknowledges the concept of ecological services and ensures and protects its ongoing functioning in the landscape. The results of this model would be:

- A network of greenbelts along Kennedale’s creeks that serve as linear parks and trail corridors, integrating open space into developed areas across the city.
- The preservation and protection of natural creek corridors, which will continue to convey and filter stormwater, provide wildlife habitat, increase recreation opportunities, and enhance the aesthetics of the community.
- A large-scale, image-defining element for Kennedale that could garner regional and national attention for innovative open space planning.

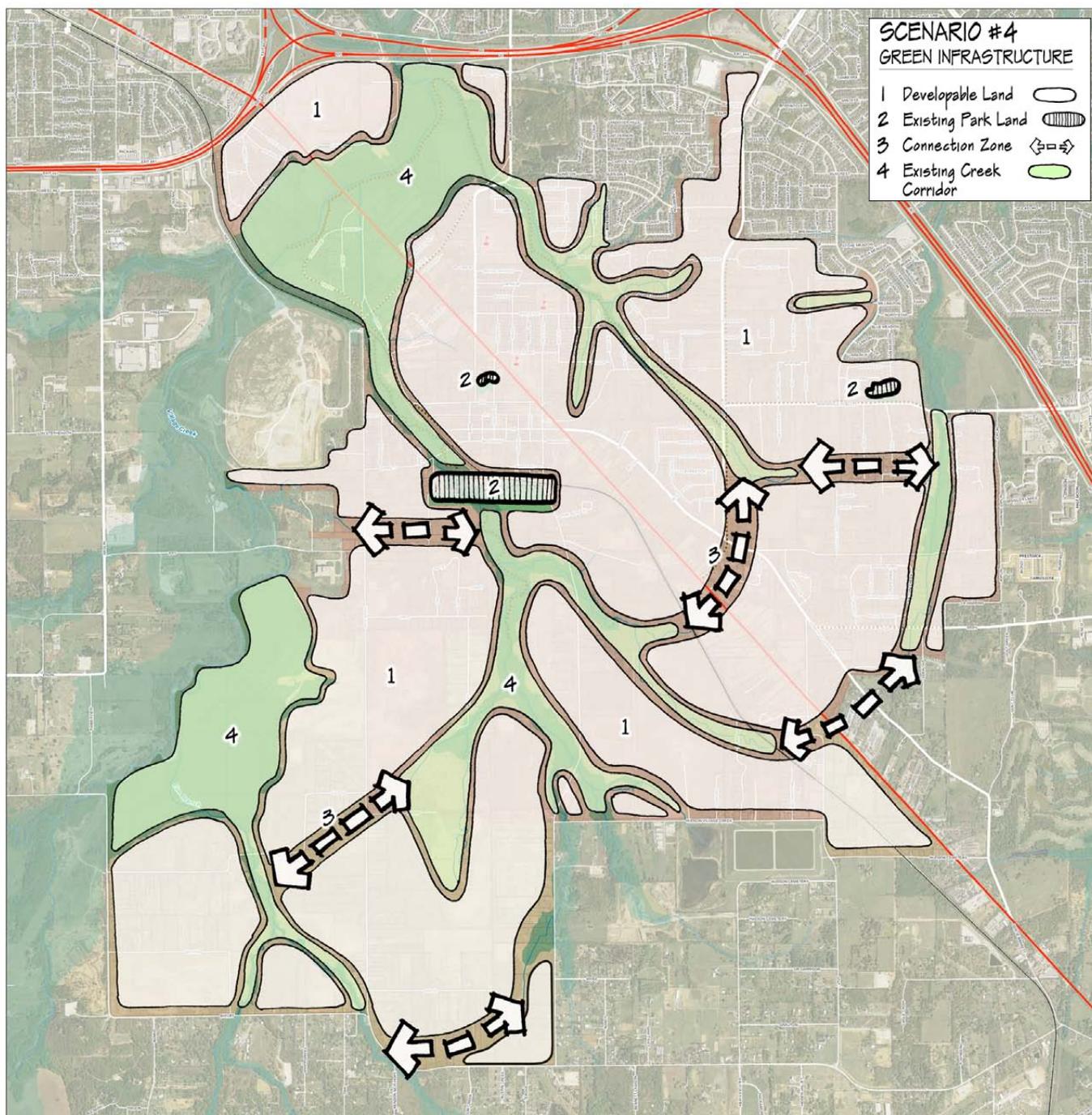
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

- An interconnected greenway network would provide excellent connectivity for trails, serving as its own alternative transportation system.
- The extensive network of open space in Kennedale is utilized to provide access to nature for people across the city and the opportunity to place future parks along the greenway network.
- Close proximity to parks and open space yields higher property values (often as much as a 30% premium). This scenario puts all development in relatively close proximity to green space, which would increase quality of life and property tax revenues.

Cons

- This scenario does not itself guide development patterns within the developable land areas, which could result in undesirable outcomes unless addressed.

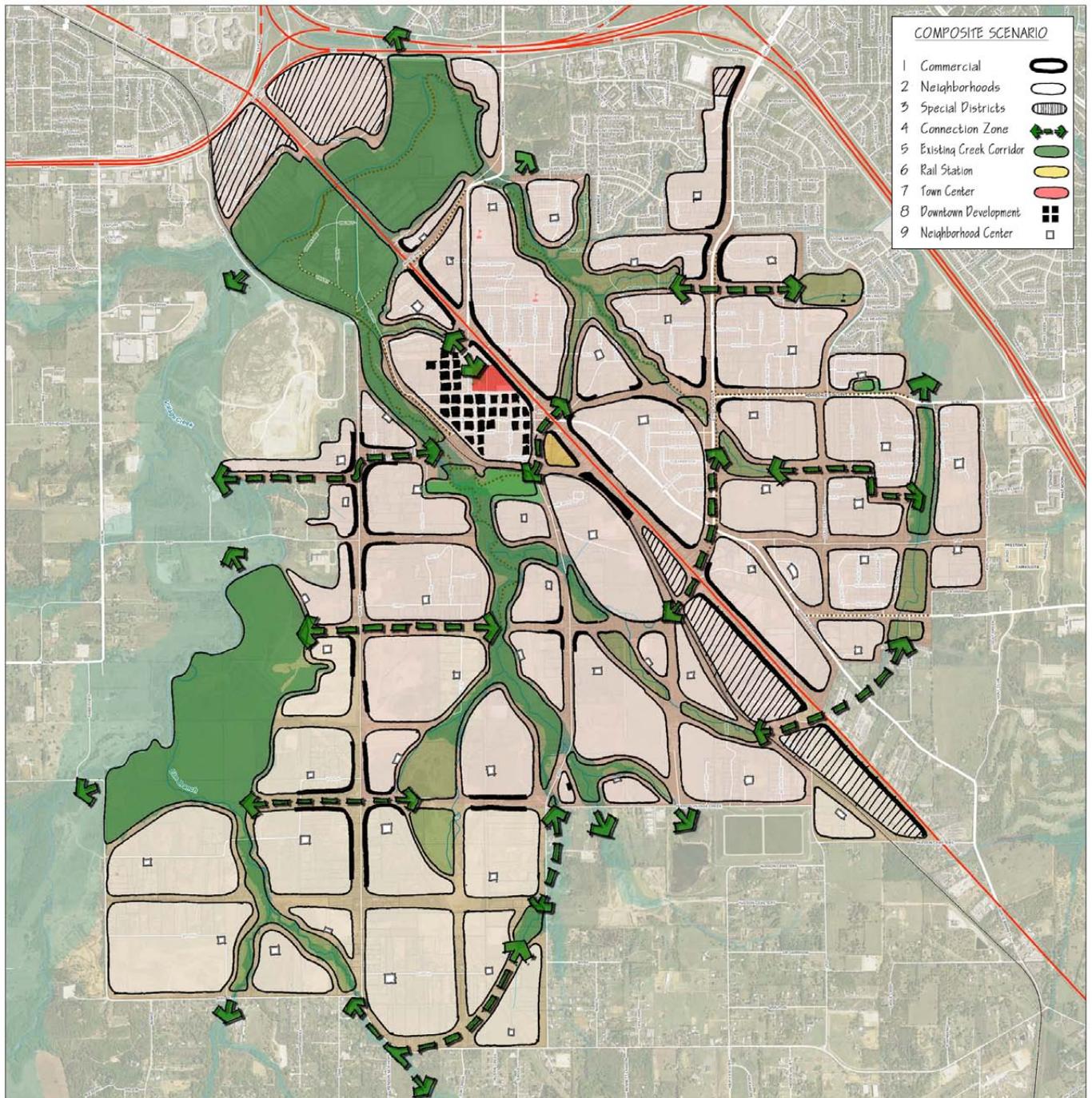


Preferred Growth Scenario

Upon reviewing the four alternative growth scenarios, the Comprehensive Plan Advisory Committee agreed and concluded that a combination of the New Urbanism and Green Infrastructure scenarios best describes the community's vision for Kennedale's future. This preferred scenario combines many of the characteristics of these two scenarios.

In developing the preferred scenario, additional consideration was given to several items. The interaction between development areas and open space was explored for compatibility. The connectivity and potential alignments of green connections were revisited. Development patterns were detailed, including the potential expansion of the Town Center/downtown area and the sizes and locations of neighborhood centers. Finally, street alignments were refined to better reflect physical features, existing properties, and the sizes of future neighborhoods.

This preferred scenario is the foundation for expressing the community's values and determining the planning principles (see Chapter 4) that define the development of the Future Land Use and Future Transportation Plans (Chapters 5 and 6, respectively).



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This chapter establishes the guidelines and strategies to help Kennedale realize its preferred scenario for future growth (see Chapter 3). The chapter is divided into two sections—planning principles and implementation tools.

Planning principles reflect the community’s core values and are designed to guide and shape future actions. Three integrated principles that provide the foundation and guidance of actions and policies by city leaders and residents have been established. Each principle is essentially a big-picture statement about a particular aspect of plan implementation and includes multiple goals to help define and guide the application of the principle. Following these principles is crucial—it is intended that all future decisions and actions by city leaders, city staff, developers, and residents support and promote all three principles. This includes direction and decision making for land use, transportation, housing, economic development, and the environment.

The second section of this chapter—implementation tools—provides an overview of available actions and strategies that will help Kennedale realize its vision. The applicability of these tools will vary depending on the particular task at hand. Where possible, a comparison with the conventional planning approach is given to show how innovative thinking is critical to realizing a future that is not business as usual, but rather the result of a common vision that is the very purpose of this plan.

CHAPTER 4 PLANNING PRINCIPLES & IMPLEMENTATION TOOLS



Boulder, Colorado

Principle #1 – Connected City

Traffic congestion, health, social engagement, and natural resources are all issues that are impacted by a city’s level of connectivity. Having a well-connected street system allows traffic to disperse so that traffic is not forced to a few major arterials, resulting in congestion. Additionally, incorporating facilities to enable walking and bicycling will provide our residents with opportunities to exercise, interact with one another, and experience the surrounding natural and built environment. Through an interconnected greenbelt system, green infrastructure also plays an important role in providing connectivity across the city via trails. The ability for people to have easy access to shopping, jobs, parks, and other destinations enhances quality of life within Kennedale, which in turn creates economic prosperity.

The following goals are based upon this principle:

- **Create a multi-modal transportation system.** Support all modes of travel—driving, walking, bicycling, and mass transit—for all abilities with policies and practices that take into consideration all users.
- **Support a walkable built environment.** As land development creates the demand to travel, ensure that it reduces the need to drive by providing ample direct connections for pedestrians, bicycles, and transit.
- **Promote human and environmental health.** Utilize green infrastructure such as greenbelts to connect both wildlife and urbanized habitats and bring open space into urbanized areas. Utilize innovative treatments to transportation infrastructure to benefit and replenish resources, such as permeable pavement and rain gardens.



Downtown Farmers Market, Austin, Texas

Principle #2 – Economic Prosperity

Kennedale's location as a first-tier suburb in close proximity to Fort Worth provides opportunities for the city's economy to flourish. In essence, this principle is about making sure economic prosperity is achievable for every resident, as well as diversifying and expanding Kennedale's economy through sustainable business growth.

The following goals are based upon this principle:

- **Promote access to housing.** The 1949 Housing Act promised a “decent home...for every American family.” This necessitates providing housing options for people of varying financial means and residential preferences. Provide the regulatory framework and developer support to provide quality housing for residents.
- **Promote access to jobs.** Support opportunities to educate and train Kennedale's workforce. Create job opportunities in Kennedale that help stabilize the local tax base and allow residents to work close to home.
- **Create a stable and equitable tax base.** Diversify the mix of land uses across the city to reduce residents' tax burden. Keep sales tax dollars local by promoting opportunities to shop in Kennedale. Provide support so local businesses and artists flourish.
- **Support sustainable business practices.** Encourage businesses to conduct their operations in support of the local economy to maximize growth and available resources.



Annual Weinerdog Festival, Buda, Texas

Principle #3 – Thriving Community

Community is more than a geographical area defined by boundaries. Community is a support system that provides individuals with a sense of identity, connectedness, and belonging. Without a thriving sense of community, people begin to feel disconnected and lonely, eventually leading to social disengagement and disintegration. Residents and businesses alike seek a strong sense of community. Energy and harmony are created when the two groups interact to achieve that common goal. The resulting diverse array of options allows people to have choices and express their individuality.

The following goals are based upon this principle:

- **Respect and promote Kennedale’s heritage.** Preserve and celebrate Kennedale’s history as the community grows.
- **Create vibrant centers.** Promote social integration and economic activity through the development of different-scale centers throughout the community. Arts, culture, and entertainment districts can become key destinations and generate vibrant activity, but require consistent marketing and dedicated promotion.
- **Promote engagement.** Coordinating decisions with the public, private partners, and community stakeholders to instill a sense of pride and ownership throughout the community. Identify opportunities for civic events throughout the year, such as festivals, parades, and markets.
- **Establish a sense of place.** The sense of community should be visible throughout the city. Create an identity or “brand” to be used throughout Kennedale, making it stand apart from other suburbs of the Metroplex.



Planning Tools – The Old Paradigm

There are a variety of innovative tools available to help us implement the vision for our community. However, a discussion of conventional planning processes is warranted in order to recognize and avoid their faults. Many of the issues cities face today with regard to traffic congestion, segregated land uses, unsustainable centers (e.g., dying malls), and areas of blight can be traced back to planning, zoning, and regulatory policies. Traditional policies such as Euclidean zoning and traditional transportation planning perpetuated the segregation of uses, resulting in a disconnected built environment of land uses that “drove” us to an auto-dependent society. These traditional tools did not address interaction between land uses or how the built environment impacts a city’s sense of community.



Euclidean Zoning (Separation of Uses)

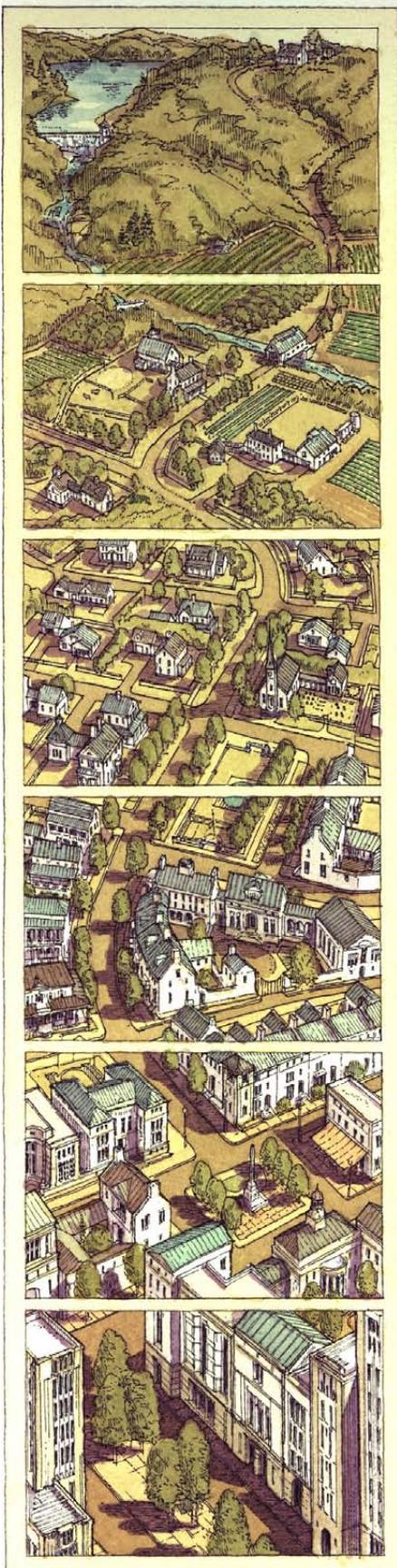
Euclidean zoning was one of the first forms of zoning, created in the early twentieth century when the planning practice was beginning to form. It was developed in response to the need to separate noxious uses; that is, separate the house from the feed lot. This zoning—still the most used approach today—focuses primarily on separating land uses. One result of segregating land uses is increased distances between zones (or destinations), necessitating greater levels of transportation infrastructure to provide connectivity. This makes the provision of transportation (including public transportation) more expensive and inefficient. Over time, communities have attempted to fix Euclidean zoning by applying modifications. Examples include the inclusion of mixed use zoning districts and planned unit developments. While the separation of incompatible land uses will always be a necessity, traditional Euclidean zoning is not by itself a suitable approach for realizing Kennedale’s vision for its future.



Traditional Transportation Planning (Auto-Dependent)

Traditional transportation planning is based on an approach where the design and alignments of roadways are dictated primarily by traffic models that only take into account trip length, capacity (or volume of cars), and design speed. Every land use creates a demand for travel. But at the same time, the design (location, size, character) of roads influences the type of land uses likely to develop. Traditional transportation planning ignores these issues and as a result, roads have lost their role as a “place” and become merely a means to transport goods and people via cars and trucks in an efficient manner.

To this day, many communities measure the level of service of their transportation system based primarily on its ability to function efficiently (that is, move cars quickly). There is little consideration given for the context of the roadway in its surroundings, the movement of other modes (walking and bicycling), or the impact roads have on the public realm.



Planning Tools – A New Paradigm

The tools identified here are intended to correct the issues that Euclidean zoning and traditional transportation planning created or failed to address. They also promote the planning principles outlined earlier in this chapter. It is not the purpose of these tools (or the Comprehensive Plan as a whole) to eliminate driving or replace all existing development. Rather, the goal is to provide people with options for housing, a variety of businesses, and transportation choices. The objectives for the regulatory toolkit include:

- Restore the relationship between land use and transportation
- Reinforce a sense of place
- Promote walking and bicycling
- Foster community engagement
- Preserve green infrastructure, such as open space and creek corridors

This toolkit is intended to provide an overview of the tools available so that city leaders can select an appropriate tool for the situation. Each tool is compatible to a large degree with each of the others. The underlying concepts of each of these tools have been applied in the creation of the Future Land Use and Future Transportation Plans (see Chapters 5 and 6).

Transect Planning

Transect Planning is a methodology of regulating land use or development that defines a series of transects (zones) transitioning from entirely rural to dense urbanism. The transect was designed by New Urbanist Andres Duany, and in its original design has six transects. It is intended to replace the use-based zones of Euclidian zoning and instead identify zones of varying intensity of development. Regulations are then established for these intensity-based districts (form, height, scale, etc) rather than focusing on use.

The transect was developed for the purposes of form-based codes, but its principles are universal. Many zoning codes have been modified to utilize the approach without converting to a full form-based code. Communities should modify the transect to be applicable to their unique environment (this is also called calibrating the transect zones). For example, the most dense transect in Kennedale will not look like the most dense transect in Fort Worth or Dallas.

*An illustration of the rural to urban transect.
Image source: Duany Plater-Zyberk & Company / James Wassell*



Form-Based Code

Form-based codes are “a method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form—with a lesser focus on land use—through city or county regulations”¹. It is an effective method of establishing standards that influence the design of the built environment.

Form-based codes use a spatial organizing principle (the rural to urban transect) to regulate the built environment. This allows for a better transition between zones that don't involve separation or buffers between uses. Moreover, form-based codes address the relationship between individual buildings and the overall public realm by regulating form and mass.

Form-based codes are developed through a process and include the following components:

Regulating Plan that defines the boundaries and the physical locations to apply the code's regulations.

Public Space Standards that specify the design of places such as streets, civic spaces, sidewalks, and parks.

Building Form Standards that regulate the configuration, features, and functions of buildings. This includes lot sizes, building placement, use, parking, and frontage.

Administration requirements describe the application and review process.

A **glossary** defines technical terms, phrases, and land-use types.

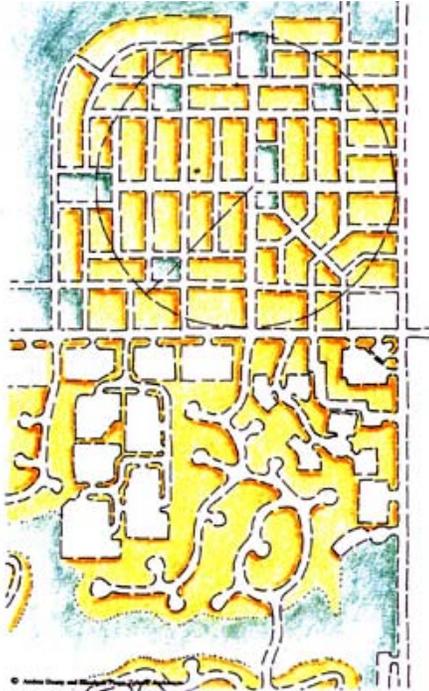
TABLE 4.1 –CONVENTIONAL ZONING VERSUS FORM BASED CODE

Conventional Planning & Zoning	Form-Based Codes
Auto-oriented, segregated land-use planning principles that lead to sprawl	Mixed-use, walkable, compact development-oriented principles
Organized around single-use zones	Based on spatial organizing principles that identify and reinforce an urban hierarchy, such as the rural-to-urban transect
Use of land is the focus	Physical form and character are the focus, with secondary attention to use
Reactive to individual development proposals	Proactive community visioning
Regulations describe what is not permitted, as well as unpredictable numeric parameters, like density and floor-to-area ratio	Regulations describe what is required, such as build-to lines and combined minimum/maximum building heights
Regulates to create buildings	Regulates to create places
<i>Modified from: Parolek, Daniel, et al. 2008. Form-based codes: A guide for planners, urban designers, municipalities, and developers. Hoboken, NJ. (with revisions for this planning effort).</i>	

1 As cited in Parolek, Daniel, et al. 2008. Form-based codes: A guide for planners, urban designers, municipalities, and developers. Hoboken, NJ.

Traditional Neighborhood

Pedestrians and cars share a variety of routes



Sprawl

Convenience for the car at the expense of the pedestrian

Source: Duany Plater-Zyberk & Company, www.dpz.com

Traditional Neighborhood Development

Traditional neighborhood development (TND) describes a development type that mixes housing types and land uses, identifies neighborhood centers, includes a walkable design, and may incorporate transit. It is in contrast to the conventional disconnected single-family residential subdivision pattern that dominates the built environment today.

The general scale of a TND neighborhood is 10 to 15 acres (based on the geometry of a quarter-mile maximum walking distance). Common elements or characteristics of traditional neighborhood developments include:

- Gridded streets
- Human-scale buildings
- Mixed uses
- Defined center(s)
- Civic facilities (parks, schools)
- Commercial establishments within walking distance of homes
- Accommodates pedestrians, bicyclists, and vehicles
- Buildings oriented to the street with parking behind
- Denser housing¹
- Mixed housing types
- Short, walkable blocks

Context Sensitive Solutions (CSS)

Context Sensitive Solutions (CSS) refers to an interdisciplinary approach to designing a transportation facility that is sensitive to community values. The policy dictates flexible roadway and development standards so that these facilities can respond to and be developed in harmony with the surrounding economic, social, and environmental context.

Many communities have learned that designing places solely for the efficient movement of the automobile diminishes the quality of life of a community. A CSS approach results in roadways that protect and reflect the environmental, scenic, aesthetic, historic, and cultural values of the community while also improving or maintaining safety and mobility for roadway users.

CSS is used regularly with highway design and is a policy of the Texas Department of Transportation. Using the CSS approach with highway design helps alleviate the impact large roads have on natural and human environments. The approach can also be used in designing local roadways.

Complete Streets Policy

Complete streets are those that provide safe access for all users; pedestrians, bicyclists, motorists, and public transportation. Users of all ages and abilities are safely able to move along and across a complete street.

A complete streets policy will result in a transportation system designed with all users in mind. Benefits of complete streets include:

1 This is a relative term. Housing types may include single-family detached houses with small setbacks, accessory dwellings, and townhouses.



- More efficient streets that increase the overall capacity of the transportation network
- Safer streets for walking and bicycling
- A healthier community by encouraging walking and bicycling
- Encouraging our youth to walk and bike to school to keep our kids active and healthy
- Provide transportation options for senior residents with limited mobility
- Lower transportation costs by expanding and enabling choices in transportation

Urban Agriculture

Generally, urban agriculture is the practice of farming and raising animals in an urban environment. Our world is increasingly urbanizing, creating several issues with our food system, including food distribution (both transportation and sale) and food production. In turn, urban agriculture benefits local economies, public health, food security, social systems, and environmental resources of local communities¹.

Urban agriculture can come in a myriad of shapes and sizes. It can be incorporated into civic space (greenbelts, parks, community gardens, and school grounds) or it can be window boxes, rooftop gardens, or front/back yard gardens. Urban agriculture elements have been implemented not only by individuals, but also by schools, neighborhoods, special interest groups, restaurants, universities, faith-based communities, and cities. The practice includes not only farming of food but also the raising of animals like fish, poultry, goats, and other small animals.

The concept of urban agriculture is fairly new, and while many resources exist, they have yet to be organized into a cohesive approach. Various approaches to urban agriculture include:

- **Agricultural urbanism**, where agriculture is integrated into the rural-to-urban transect in all transect zones
- **Community supported agriculture**, a way of organizing support for urban agriculture and community farming
- **Farmers' markets**, which support the distribution of locally grown food
- **Food cooperatives**, such as beer co-ops, community gardens, grocers, and other organizations that share ownership and responsibilities in the operation of a business that supports or engages in local food production
- **Dining establishments**, such as local restaurants, grocers, coffee houses, and bars that specifically support local food production.

Cities play a critical role in supporting urban agriculture through their policies, regulations, and even programs. To remain viable, agriculture needs to be incorporated into Kennedale's policies at all scales—from rural farm and ranchland to the urban center.



1 Duany Plater-Zyberk & Company. 2009. Agricultural Urbanism. Retrieved online 30 January 2012 from <http://www.lindroth.cc/pdf/QuickReadAgf.pdf>



Conservation Development

Conservation development describes a development approach where a significant portion of the developable land area is designated as undivided, permanent open space¹. The difference from conventional subdivision design is that conservation developments first identify the land to be preserved before laying out lots for development.

Typical characteristics of conservation developments include:

- At least 50% of developable area is preserved in some form of open space (including natural vegetation, agricultural uses, or active or passive open space).
- Allowable development is often density-neutral (meaning that the overall number of dwelling units built is the same as under conventional subdivision standards, but on a smaller footprint). However, conservation developments may instead be density-positive or density-negative.

Kennedale can encourage or mandate this subdivision design through its development code. This development pattern can help establish a network of open space, greenbelts, creek corridors, and trails as land is developed in Kennedale. It's important that the City utilizes the Future Land Use Plan and other environmental resources to ensure that areas preserved in individual developments are coordinated so they connect to create this interconnected network of open space.

Purchase of Development Rights

Landowners have the right to develop their land (development rights), but in some cases, the community prefers land in certain areas to not be developed, usually to preserve cultural landscapes, sensitive environmental areas, or important viewsheds. Purchase of development rights (PDR) is a program that enables governments to negotiate the purchase of development rights from willing landowners, allowing the landowner to cash in on the value of the property while maintaining it in its original state. The landowner can still sell the land in the future, and the sale of the development rights passes onto the next landowner.

Executing a this type of program requires a significant amount of planning to identify the market value of land. A number of national land trusts participate in this type of conservation program.

1 Arendt, Randall G. 1996. Conservation Design for Subdivisions. p 6.



Transfer of Development Rights

Transfer of development rights (TDR) allows a landowner to sever his development rights for a property in an area where land conservation is desired (sending area) and transfer them to a property in an area where an increase of density of development is desired (receiving area). For example:

- Landowner A owns a parcel of farm land in an area that the community wants to preserve as rural (this area has been designated by the city as a sending area)
- Landowner B owns a parcel of land near Downtown and wishes to develop it more densely than current regulations allow (this area has been designated by the city as a receiving area).
- Landowner A can transfer (or sell) his right to develop his land to Landowner B, who is then allowed to develop his land more densely.

Administering a TDR program requires the city to identify specific sending and receiving areas within the community and oversee the transfer of development rights between two parties. It will also require a significant amount of education of property owners and residents to understand the program and accept it.

Low-Impact Development (LID)

Low-Impact Development is an approach to site development that mitigates impacts to land, water, and air through storm water management. The approach emphasizes integrating site design and planning with environmental planning of the natural systems with the intent of reducing disturbances to the environment of the site.

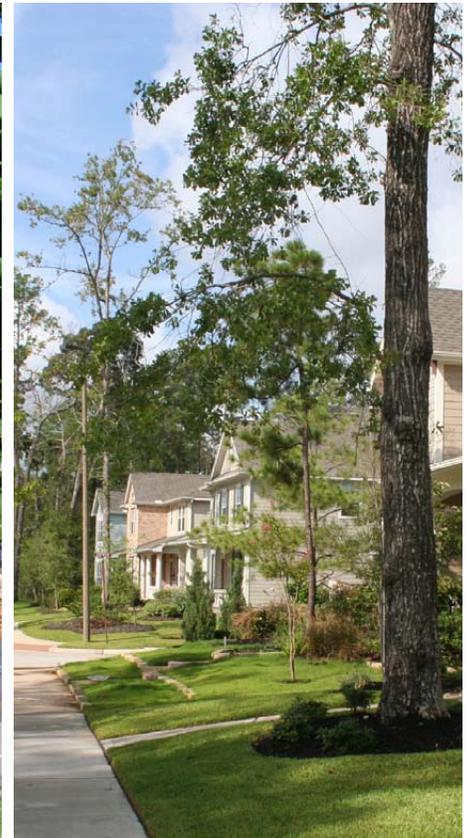
LID is integrated into storm water management practices so that development works with nature to manage storm water. Practices that have been used to meet the principles of LID include bioretention facilities, rain gardens, vegetated rooftops, rain barrels, cluster developments, native plantings, and permeable pavements.

Sometimes zoning and regulatory policies can discourage or limit the use of LID by land developers. For example, curb and gutter requirements along roadways will prohibit rain gardens along roadway edges that can benefit from open channels.



Top image: a small retention pond serving a small number of properties; bottom image: a rain garden collects roadway runoff.

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The purpose of the Future Land Use Plan is to translate the preferred growth scenario (see Chapter 3) into definable land use categories that are based on the planning principles described in Chapter 4.

Traditional land use plans focus solely on the use of land. This tends to isolate uses, even compatible ones, and gives little regard to the establishment of community character. This approach does not follow the planning principles that are the core of this plan. In contrast, this Future Land Use Plan focuses on the attributes of different areas as the driving factors in how land is developed rather than how it is used. This area or district approach considers existing uses and conditions as well as environmental factors to shape the appropriate development types and patterns for the future.

Use is not eliminated from the Future Land Use Plan; rather, it becomes subservient to other development qualities, such as character, intensity, and pattern. Districts allow a combination of related uses in an area, focusing on establishing a building form rather than segregating uses.

CHAPTER 5

FUTURE LAND USE PLAN



The Future Land Use Map constitutes a regulatory interpretation of the preferred future growth scenario described in Chapter 3.

Future Land Use Map

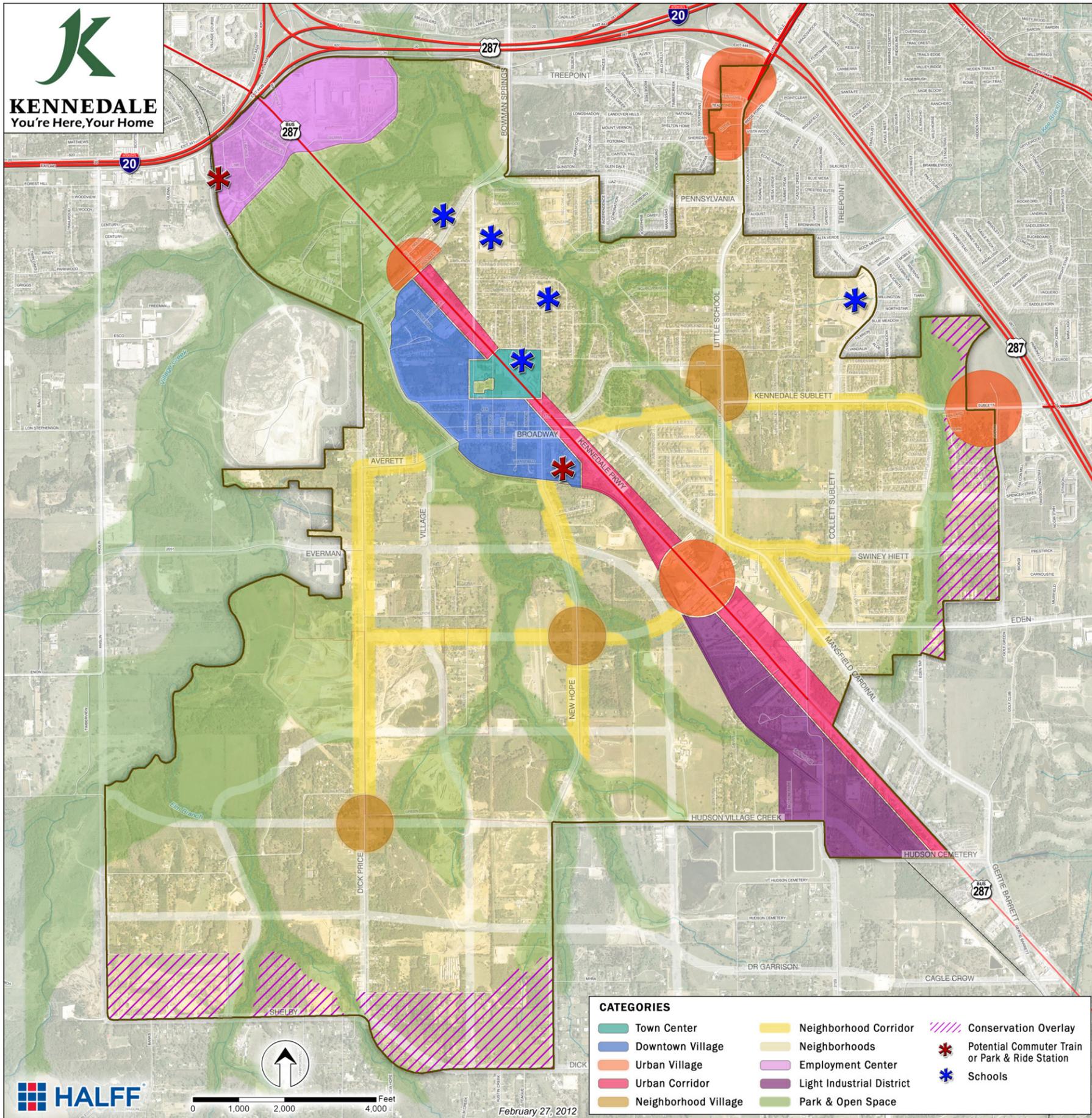
The Future Land Use Map constitutes a regulatory interpretation of the preferred future growth scenario described in Chapter 3. The Future Land Use Map is not categorized solely by use (e.g., residential, commercial, agricultural); rather it is defined by districts that incorporate multiple compatible land uses in an attempt to create dynamic places that advance the three planning principles—Connected City, Economic Prosperity, and Thriving Community. The Future Land Use Plan identifies ten such districts and one overlay district:

- Towncenter
- Corridors
 - Urban Corridors
 - Neighborhood Corridors
- Villages
 - Downtown Villages
 - Urban Villages
 - Neighborhood Villages
- Neighborhoods
- Employment Center
- Light Industrial
- Park and Open Space
- Conservation Neighborhood Overlay

The purpose of the Future Land Use Map is to define the physical layout, scale, form, and appearance of the built environment as an expression of the city’s vision for the future. This is achieved through regulatory mechanisms established with guidance from the plan. The Future Land Use Plan does not constitute zoning regulations or establish zoning district boundaries. Rather, it is intended to provide guidance for making decisions on zoning approaches (e.g., form-based code or Euclidean zoning), zoning regulations, and zoning district boundaries in the future.



KENNEDALE
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0 1,000 2,000 4,000 Feet

February 27, 2012

2012 COMPREHENSIVE PLAN UPDATE FUTURE LAND USE PLAN



Towncenter

Frontage Type: Urban

Sample Development Types:

- Government institution
- Public gathering place
- Museum
- Restaurant
- Professional office
- Specialized retail
- Live-work



Downtown Village

Frontage Type: Urban

Sample Development Types:

- Professional office
- Specialized retail
- Live-work
- Café/coffee shop
- Small-lot single family
- Attached single-family
- Townhome/rowhouse
- Accessory dwelling unit
- Plazas/pocket parks
- Community theater



Urban Village

Frontage Type: Suburban at edges, urban in interior

Sample Development Types:

- Loft apartments/condos
- Live/Work
- Multi-tenant office
- Retail (large- and small-scale)
- Service
- Movie theater
- Restaurant
- Grocery store
- Plazas/squares



Neighborhood Village

Residential at edges, urban in interior

Frontage Type: Residential at edges, urban in interior

Sample Development Types:

- Townhome/Rowhouse
- Context-sensitive small-scale multifamily
- Neighborhood-serving retail and services
- Restaurant
- Café/coffee shop
- Community theater



Neighborhoods

Frontage Type: Residential

Sample Development Types:

- Single family
- Attached single-family
- Townhome/Rowhouse
- Accessory dwelling unit
- Small multifamily
- Cluster development
- Clearly marked centers including public space, school, small park, or other civic use



Park and Open Space

Frontage Type: (not applicable)

Sample Development Types:

- Trails
- Sport Fields
- Nature Preserves
- Playgrounds
- Picnic Areas
- Wetlands
- Bioretention
- Wildlife Habitat
- Bird Sanctuary
- Rural/Agricultural (grandfathered)



Conservation Overlay

Frontage Type: Residential

Sample Development Types:

- Conservation subdivision
- Agriculture
- Open space preservation



Urban Corridor

Frontage Type: Suburban

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service



Neighborhood Corridor

Frontage Type: Urban

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service
- Corner Store
- Café/coffee shop



Employment Center

Frontage Type: Suburban

Sample Development Types:

- Multi-tenant office
- Light industrial
- Retail
- Restaurant
- Multifamily
- Hotel



Light Industrial District

Frontage Type: Suburban

Sample Development Types:

- Light industrial
- Services (printer, materials, etc)
- Distribution center
- Recycle center
- Artist workshops

Frontage Type Definitions

Urban design of street frontage puts the priority on the pedestrian and the automobile secondary or tertiary (to bicycle). It assumes high levels of pedestrian activity. Therefore, there would be wide sidewalks and extensive streetscaping. Buildings would be pulled up to the street. Parking would be behind buildings, and on-street parking would be permitted.

Residential promotes more privacy and less pedestrian activity. Sidewalks would be narrower, and front setbacks wider. On-street parking would be permitted along most residential frontages.

Suburban refers to an auto-oriented building placement. Parking would be permitted between the street and buildings, which would be set back farther from the roadway.



Land Use Districts

The ten land use districts and one overlay district that constitute the Future Land Use Plan are described in this section. The districts are intended to complement existing development while facilitating the application of various tools to achieve Kennedale's vision for the future. Each description includes general characteristics that describe the community's vision and appropriate land uses for the district.

Towncenter

The goal of this district is to provide a central place for civic activity in Kennedale. Currently the City Hall, the Library, the Police Station, the Fire Station, Kennedale ISD offices, and James F. Delany Elementary School are located in this area. This center for civic activity defines the "heart" of Kennedale, and should continue growing into a high intensity mixed-use area with buildings that can accommodate government and professional offices, specialized retail, plazas and squares, and limited residential uses. The street pattern should govern the scale of the built environment. A tight network of streets with wide sidewalks and streetscaping will encourage walking within the district and from nearby districts/areas.

Sample Development Types:

- Government institution
- Public gathering place
- Museum
- Restaurant
- Professional office
- Specialized retail
- Live-work
- Performance/concert hall



Johnson County Courthouse, Cleburne, Texas



Town Center Plaza, Coppell, Texas



Museum, McKinney, Texas



Shops at Legacy, Frisco, Texas



Boulder, Colorado



Capitol Hill, Washington, DC

Corridors

The goal for corridor districts is to emphasize the direct relationship between the built environment and the roadway corridor and to shape that environment in a comprehensive way. This is achieved by creating a development pattern along roadways that emphasizes a continuous edge along the street that is walkable and that enriches the character and image of the roadway. Architectural standards and frontage regulations will help pull buildings closer to the street and create a character along the corridor that makes it attractive by car as well as by foot.

Urban Corridor

The areas along Kennedale Parkway fall within the urban corridor district. This corridor typology assumes a higher intensity of activity in terms of traffic and commerce than other corridor types. Given the existing character and regional positioning of the corridor, it can be expected that it will remain auto-oriented, and development patterns will reflect that reality. Still, development patterns should encourage pedestrian safety and should make provisions as necessary for walking and biking along the corridor. Parkway and Multiway Parkway are the typical roadway types for this corridor (see Chapter 6).

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service

Neighborhood Corridor

Neighborhood corridors assume a lower level of density and intensity than urban corridors, but still identify an area where residents can come together to shop, eat, socialize, and relax in a walkable environment; thereby experiencing increased quality of life. Boulevard and Avenue are the typical roadway types for these corridors (see Chapter 6).

Sample Development Types:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Restaurant • Professional office • Retail • Service | <ul style="list-style-type: none"> • Corner Store • Café/coffee shop • Townhouse/Rowhouse • Context-sensitive small-scale multifamily |
|--|---|



Villages

The goal for villages, generally, is to concentrate a cohesive mix of uses in a well-planned center of activity. Villages should promote walkability within the node, and encourage pedestrian access from nearby neighborhoods.

Downtown Village

The Downtown Village preserves and expands the original downtown street grid and block pattern. Uses should include a relatively dense mix of residences and businesses. The village should be easily accessible by pedestrians from the Towncenter and other nearby areas. This village will serve as a gateway into the center of Kennedale, distinguishing it from neighboring communities.

Sample Development Types:

- Professional office
- Specialized retail
- Live-work units
- Café/coffee shop
- Small-lot single family
- Attached single-family
- Townhome/rowhouse
- Accessory dwelling unit
- Plazas/pocket parks
- Community theater

Urban Village

These villages act as gateways into the “core” of Kennedale. These areas should include a dense mix of residences and businesses in a walkable environment. They are similar to Neighborhood Villages, yet larger and of a higher intensity. While Urban Villages should promote pedestrian circulation and access from nearby neighborhoods and areas, it can be expected that a significant number of visitors will access the urban village by car. A “park once and walk everywhere” approach should be taken during the design phase of urban villages to enable convenient and pleasant walking.

Sample Development Types:

- Loft apartments/condos
- Live/Work
- Multi-tenant office
- Retail
- Service
- Movie theater
- Restaurant
- Grocery store
- Large-scale retail
- Plazas/squares



Stapleton, Denver, Colorado



Weatherford, Texas



Uptown Village, Cedar Hill, Texas



Hingham, Massachusetts



The Woodlands, Texas



Montgomery Farm, Allen, Texas

Neighborhood Village

These villages serve the surrounding neighborhood and community. They are smaller and less intense than Urban Villages. Uses should include a dense mix of residences and businesses. Neighborhood Villages should be very easily accessible by foot from the surrounding neighborhoods. Intensity of each Neighborhood Village will vary based on the surrounding context.

Sample Development Types:

- Townhome/Rowhouse
- Context-sensitive small-scale multifamily
- Neighborhood-serving retail and services
- Restaurant
- Café/coffee shop
- Community theater

Neighborhoods

This district is primarily residential in nature. Neighborhoods should have defined boundaries, a clear center, and be easily accessible to day-to-day goods and services, such as those provided at Neighborhood Villages. The center of a neighborhood should be a civic, public, or community use in which people can come together—such as a park, school, or neighborhood amenity center.

Sample Development Types:

- Single family
- Attached single-family
- Townhome/Rowhouse
- Accessory dwelling unit
- Cluster development
- Context-sensitive small-scale multifamily
- Clearly marked centers that include public gathering space, school, small park, or other civic use

Conservation Overlay

This area is intended to preserve the rural and cultural landscape of Kennedale and serve as a buffer between adjacent communities. This will provide a greenbelt gateway into Kennedale and help the city retain a geographic identity distinct from surrounding areas.

Sample Development Types:

- Conservation subdivision
- Agriculture
- Open space preservation



Employment Center

This district is designated for a major office development for corporate headquarters or multiple smaller offices. The area designated has significant challenges regarding access from the adjacent freeways (I-20 and US-287), making it an unlikely place for large-scale retail and—being located in Fort Worth ISD rather than the more desirable Kennedale ISD—an unlikely place for residential uses. However, the visibility from and proximity to two major freeways make it a good candidate for a major employer or business center to serve several employers. With proximity to a rail line, the area is also ideal for a park & ride station as future commuter rail comes to Kennedale.

Ideally, a mix of land uses—including office and retail—would occupy this site, with an emphasis on employment and possible transit park & ride supportive uses. Buildings should be Class-A professional office and possibly mixed-use buildings with street-level employee-supportive retail with offices above. Buildings should be four- to eight-stories and front streets. The adjacency of this area to the large Village Creek Greenbelt (and its planned protection and limited improvements, e.g. nature trails) would increase the attractiveness of the space for new development.

Sample Development Types:

- Multi-tenant office
- Light industrial
- Retail
- Restaurant
- Multifamily
- Hotel

Light Industrial District

This is a district designated for the growth and relocation of industrial uses that currently exist in Kennedale. This area could house small, “incubator” type spaces for smaller business, as well as larger industrial complexes. The goal should be a tidier version of Kennedale’s existing industrial area that will attract more high-value companies. Incidentally, industrial uses with their often nondescript “warehouse” type structures provide interesting opportunities to attract the “creative class” and artists to Kennedale.

Sample Development Types:

- Light industrial
- Services (printer, materials, etc)
- Distribution center
- Recycle center
- Artist workshops



Plano, Texas



The Domain, Austin, Texas



Dallas, Texas



Granbury, Texas



The Woodlands, Texas

Park and Open Space

Parks and Open Space follow Kennedale’s “green infrastructure” system—a composite of the city’s existing and new parks, open spaces, and linear greenways along the creeks and floodplain corridors in the city. The greenways offer an opportunity to enhance the city’s recreational and transportation networks by connecting parks, neighborhoods, and destinations throughout the community. In addition, these corridors provide the opportunity to create regional connections, linking Kennedale via trails with surrounding communities and even major metropolitan centers like Downtown Fort Worth and Arlington’s Entertainment District.

Sample Development Types:

- Trails
- Sport Fields
- Nature Preserves
- Playgrounds
- Picnic Areas
- Wetlands
- Bioretention
- Wildlife Habitat
- Bird Sanctuary
- Rural/Agricultural (grandfathered)



Kennedale envisions a future transportation system that enables all modes of travel while enhancing and responding to the context and character of the community. This vision is in concert with the preferred growth scenario and requires the city's future transportation network to conform to the same planning principles as defined and established for the Future Land Use Plan. This necessitates a new approach to the planning, designing, and construction of Kennedale's transportation system.

CHAPTER 6

FUTURE TRANSPORTATION PLAN

Approach to Transportation

In planning the future of Kennedale's transportation system—including streets, bike routes, trails, sidewalks, commuter rail, and other public transportation—it is important to consider that transportation and land use are intrinsically linked. New development will generate more traffic, which will need to be accommodated via the city's transportation system. Roadways will need to provide enough capacity to avoid gridlock, without providing excess capacity that will result in wasted concrete and taxpayer dollars. Land use and development pattern has a direct impact on how road development takes place and needs careful consideration and planning to ensure a synergetic outcome. In addition to roadway capacity, it is also important to ensure that the character of the roadway is compatible with the adjacent land uses (the practice of designing compatible roadways is called Context Sensitive Solutions¹).

Beyond the capacity and character of individual roadway segments, the connectivity, continuity, and directness of the City’s thoroughfares also impact the functionality of Kennedale’s transportation network. Circuitous routes bring confusion and frustration for drivers. Neighborhoods, schools, and retail areas that are not connected by local and collector streets force people to drive farther distances and preclude the ability for people to walk or bike. A transportation system that is multi-modal—accommodating pedestrians, bicycles, and public transportation—will ensure choice, flexibility of use, and the resulting increase in quality of life across the community (roadways that accommodate cars, bicycles, pedestrians, and transit are often referred to as Complete Streets²).

The foundation of this approach to transportation planning is a recommended best practice developed by the Institute of Transportation Engineers with input from the Congress for New Urbanism titled “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.” In this recommended best practice, thoroughfare system planning and the design of individual roadway segments are both factors of roadway character, rather than solely roadway capacity. As such, terms like parkway, boulevard, and avenue are used instead of arterial and collector, as the former imply character while the latter imply capacity and speed.

The Transportation System

The goal of the Future Transportation Plan is to establish a foundation for a network that balances different transportation options while also reflecting the context of the community. The system considers the functional classification of roadways—their capacity and lane configuration—but focuses primarily on classifying roadways based on their character and intensity of use.

The transportation network is primarily based on the existing network, while also providing connectivity to undeveloped and at present relatively inaccessible areas of Kennedale. Beyond being multi-modal and context-sensitive, the major goals of developing the plan for Kennedale’s transportation system include:

- Respecting the current function of the transportation system where appropriate while planning for expanding its future function both incrementally and immediately as new development occurs.
- Enhancing connectivity throughout the city to alleviate congestion points.
- Improving connectivity of the local roadway system across Kennedale Parkway.
- Expanding the transportation network to accommodate future growth in undeveloped or underdeveloped portions of the city.

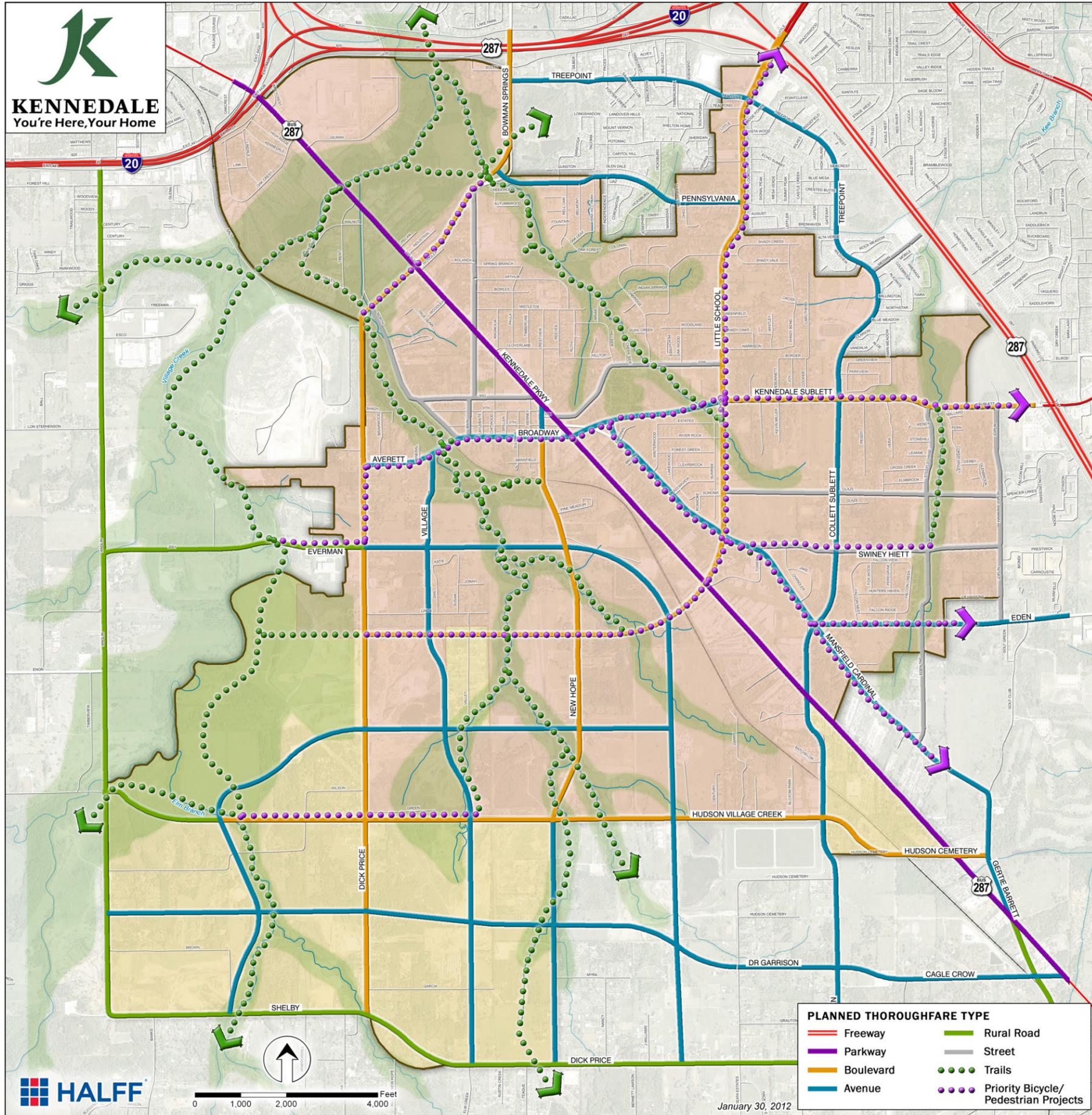
The Future Transportation Plan illustrates conditions at build-out. New roadways will be built as development occurs and existing roadways will be expanded or revitalized as needed depending on traffic and infrastructure conditions at that time. Roadways may be initially built with lower capacity (e.g., 2 lanes instead of 4) and expanded if and when traffic volumes necessitate the need for additional capacity.

1 For more information, visit: <http://www.fhwa.dot.gov/context/>

2 For more information, visit: <http://www.completestreets.org/>

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PLAN UPDATE

FUTURE TRANSPORTATION PLAN



Thoroughfare Type	Parkway	Multiway Parkway Main lanes / Access lanes	Boulevard	Avenue	Street	Rural Road
Number of Through Lanes	4	4 / 2	4	2 to 4	2	2
Desired Operating Speed (mph)	40-45	40-45 / 30-35	35-40	30-35	25-30	35-40
Median	16'-18'	12'-18' / 6'-8'	12'-18'	4'-16' (optional)	--	--
Driveway Access	Limited	From access lanes	Limited	Yes	Yes	Yes
Curb Parking	No	Yes (access lane)	Optional	Yes	Yes (not delineated)	No
Pedestrian Facilities ¹ (clear through-way)	5'	5'-10' (access lanes)	5'-10'	5'-10'	5'-8'	5'
Bicycle Facilities ²	SP or SH	BL or SL	BL or BBL	BL or SL	SL	SL or SH
Streetside Width ³	18'-25'	15'-20'	18'-22'	15'-20'	10'-16'	25'-30'
Required ROW Width	100'-150'	120'-160'	100'-130'	60'-110'	50'-70'	80'-100'

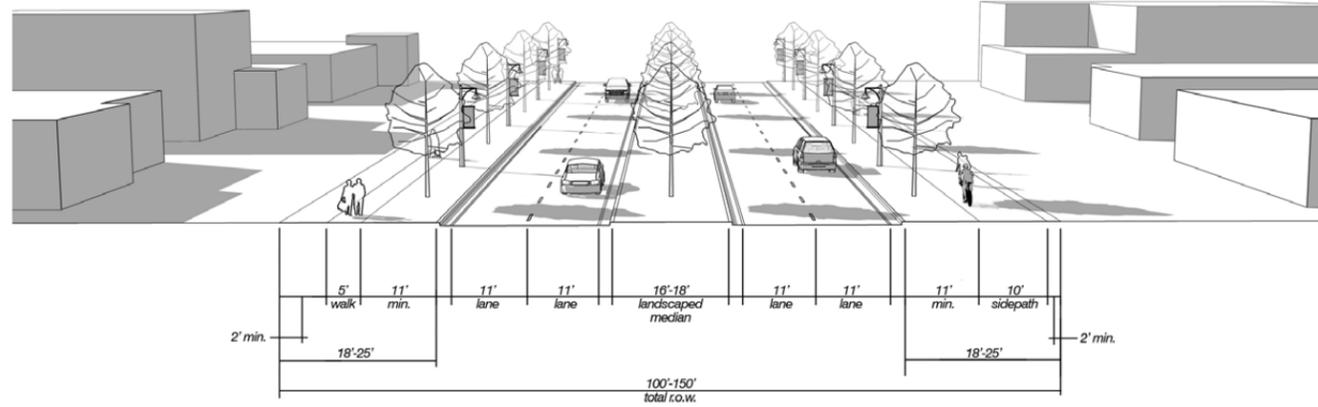
NOTES:

¹ Proposed widths of pedestrian facilities should be applied to both sides of the street.

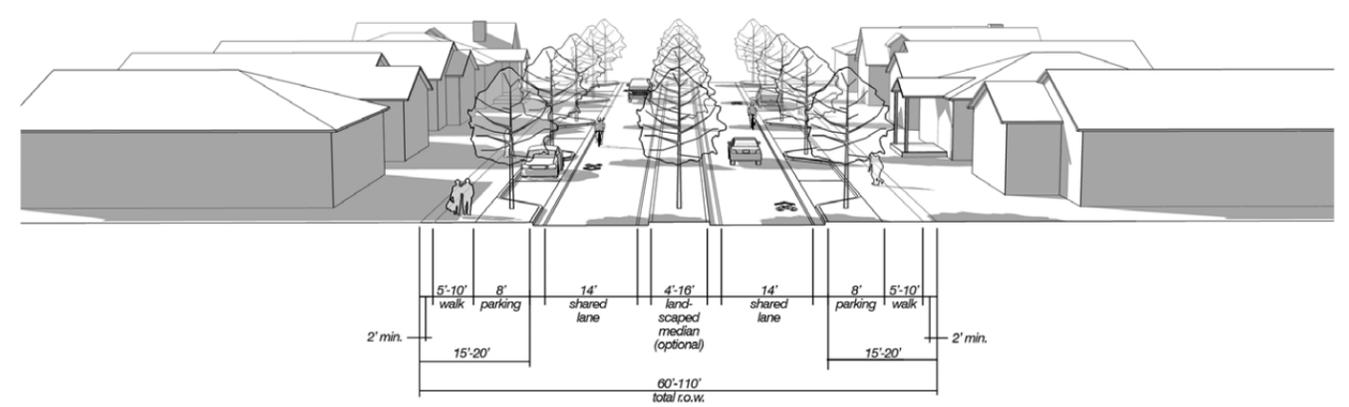
² SP - Side Path SL - Shared lane
SH - Shoulder BBL - Buffered bike lane
BL - Bike lane

³ Streetside Width refers to the area between the street and building. It includes the edge, furnishings/planting strip, clear throughway, and frontage zones.

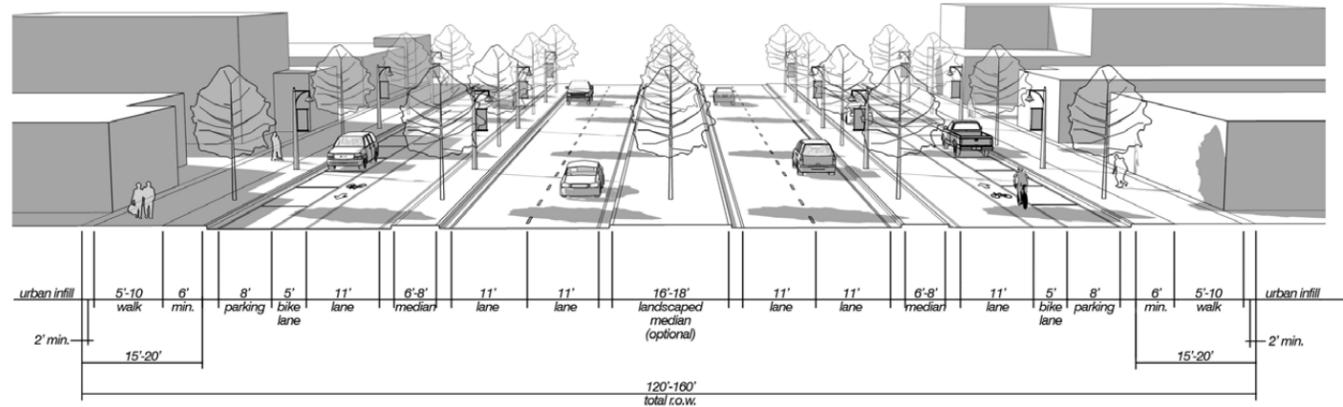
parkway (example)



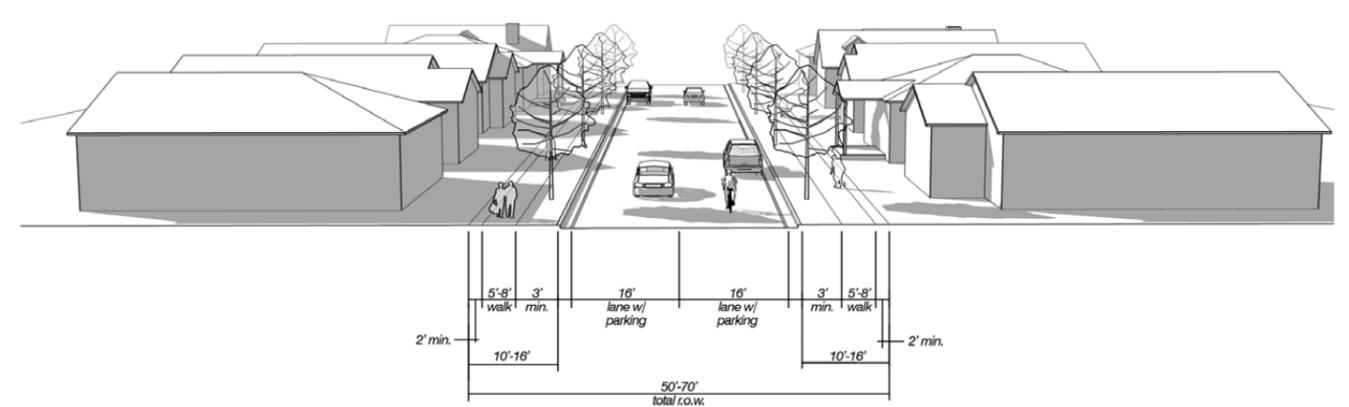
avenue (example)



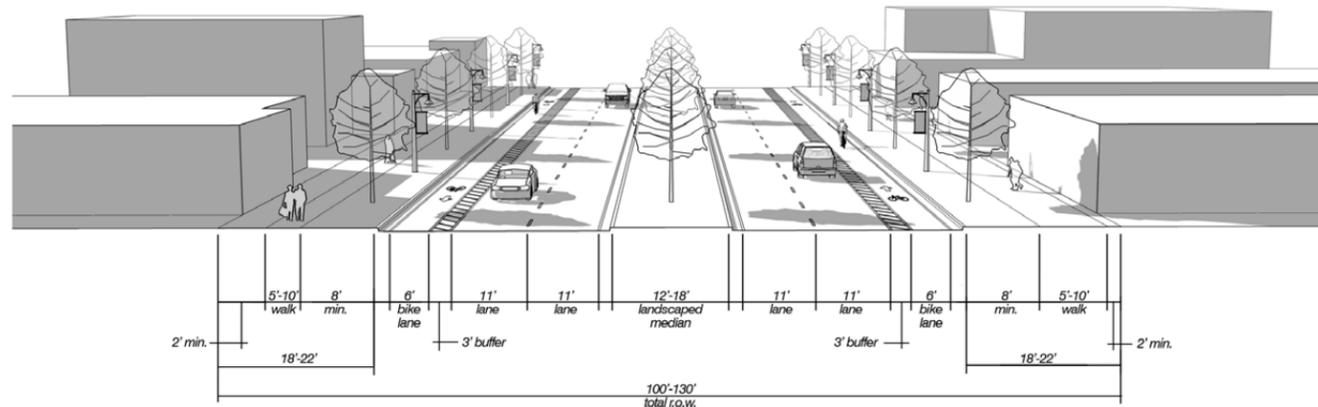
multiway parkway (example)



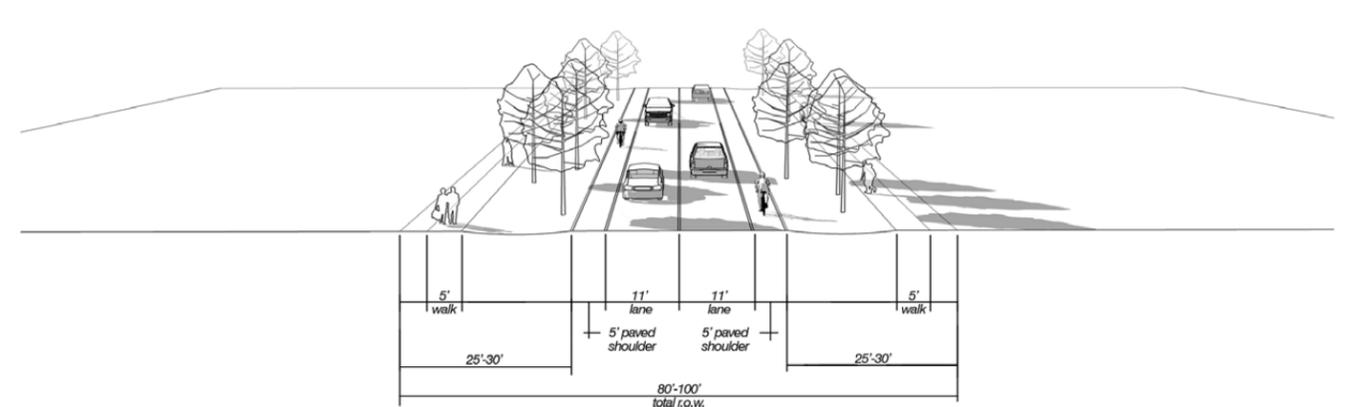
street (example)



boulevard (example)



rural road (example)





Active Transportation

The term “active transportation” refers to any mode of movement that uses human power and combines transportation with physical activity. The most common active transportation modes are bicycling and walking. With a foundation dating back to the late 19th century when the League of American Wheelmen (a cycling advocacy group) worked to build the first paved roads in America, active transportation has rapidly and greatly grown in popularity over the last decade. Many reasons account for this trend, including the rising cost of fuel, focus on physical fitness, and the realization by many that walking and cycling are the best ways to experience a place.

Kennedale’s Future Transportation Plan was conceived with the mind-set that bicycling and walking are integral and important parts of an efficient, effective, and people-focused transportation system. In addition to developing walkable neighborhoods, villages, and road corridors, additional consideration must be given to ensure that a comprehensive system for bicycles and pedestrians exists. The plan addresses active transportation in two ways:

- **Trails** – Multi-use pathways (or trails) serve both transportation and recreation roles for bicycling, walking, running, skating, and other types of non-motorized activities. The planned trails included in the Future Transportation Plan primarily follow Kennedale’s creek and greenbelt corridors. The purpose of these trail corridors is to link neighborhoods with parks, employment centers, shopping areas, and bike routes and sidewalks along complete streets.
- **Complete Streets** – Ideally, all streets in Kennedale will provide adequate space for bicycles and pedestrians to safely and comfortably travel. The types of bike lanes and sidewalks depend on the roadway type (see the following page). In order to begin establishing connectivity for bicycles and pedestrians, priority bicycle and pedestrian projects are identified on the Future Transportation Map. These projects, in conjunction with trails, serve as the catalyst for a citywide interconnected network for active transportation with the ultimate goal to provide bike facilities and sidewalks along all thoroughfares.



Roadway Types

In order to achieve the vision of a multi-modal, context-sensitive transportation system, seven key roadway types are identified. These roadway types incorporate both the functional classification and context-defining elements such as surrounding land uses, urban form, site design (including plazas and parks), and the design of buildings. Table 6.1 describes the seven thoroughfare types that comprise the Future Transportation Plan. Table 6.2 (at the end of this chapter) summarizes the context of the thoroughfare as it relates to the land use district in which it is located.

TABLE 6.1 – THOROUGHFARE TYPE DESCRIPTIONS	
Thoroughfare Type	Functional Definition
Parkway	High speed (40 to 45 mph) divided arterial thoroughfare in urban and suburban environments designed to carry primarily higher speed, long-distance traffic and serve large tracts of separated single land uses (e.g., residential subdivisions, shopping centers, industrial areas, and business parks).
Multiway Parkway	A multiway parkway is a modified parkway, combining main through-lanes with parallel slip lanes. This modification allows the built environment to engage the slower-moving slip lanes while also allowing through traffic to proceed on the main lanes.
Boulevard	Walkable, medium speed (35 to 40 mph) divided arterial in urban environments designed to carry through and local traffic, pedestrians, and bicyclists.
Avenue	Walkable, low-to-medium speed (30 to 35 mph) urban arterial or collector thoroughfare, generally shorter in length than boulevards, serving access to abutting land.
Street	Walkable, low speed (25 mph) thoroughfare in urban areas primarily serving abutting property.
Rural Road	Low-to-medium speed (30 to 35 mph) thoroughfare in rural areas primarily serving abutting property.
<i>Modified from the Institute of Transportation Engineers' Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities report</i>	



Parkway

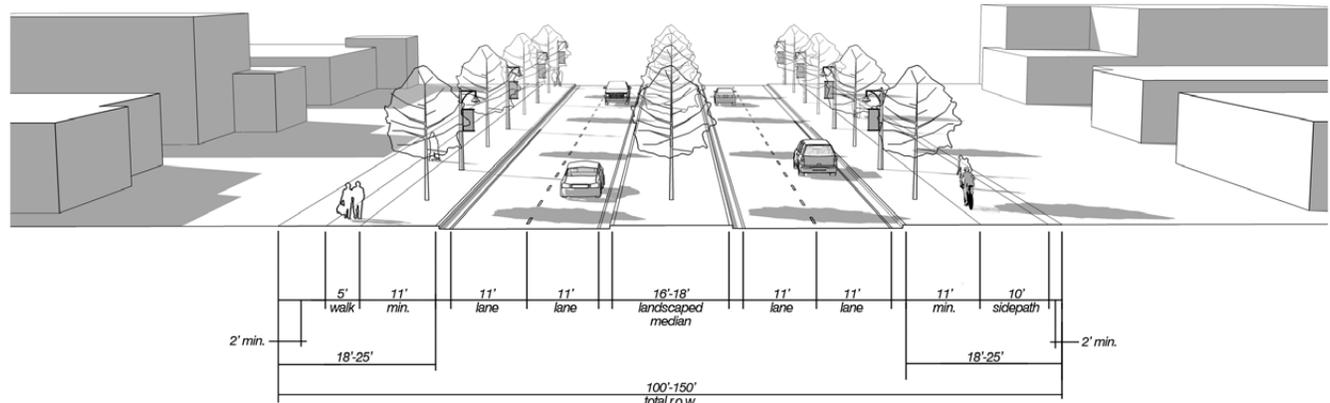
Parkways emphasize traffic movement and are therefore designed to carry primarily long-distance traffic. Pedestrian and bicycle transportation—though still accommodated—is secondary to the vehicle on parkways. They are designed for high speed (40 to 45 mph) as divided arterial thoroughfares in urban and suburban environments. Because they function primarily as movers of traffic, surrounding land uses tend to be large tracts of separated single land uses (e.g., residential subdivisions, shopping centers, industrial areas and business parks).

Parkways may be long corridors, typically 4 to 8 or more lanes and provide very limited access to land. They may be transit corridors and therefore accommodate pedestrians with sidewalks or separated paths. Signalized pedestrian crossings and cross-streets may be widely spaced to maintain the flow of traffic. Bicycles will be accommodated with separate paths, which may be shared with pedestrians in lieu of sidewalks. To accommodate vehicular traffic, parking lots are easily accessible off of parkways, and buildings typically have large landscaped setbacks. They are primary goods movement and emergency response routes and widely use access management techniques.

Kennedale Parkway is the only parkway identified on the Future Transportation Plan.

Number of Through Lanes	4
Lane Width	11'
Desired Operating Speed (mph)	40-45
Median	Required, 16'-18'
Driveway Access	Limited
Curb Parking	No
Pedestrian Facilities ¹ (clear throughway)	5' clear throughway
Bicycle Facilities	Separated path or shoulder
Streetside Width ²	18'-25'
Required ROW Width	100'-150'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.
²Refers to the area between the street and building. Includes edge, furnishings/planting strip, clear throughway, and frontage zones.



Multiway Parkway

Number of Through Lanes	4 (main) 2 (access)
Lane Width	11' (main) 11' (access)
Desired Operating Speed (mph)	40-45 (main) 30-35 (access)
Median	12'-18' (main) 6'-8' (access)
Driveway Access	From access lanes
Curb Parking	Yes (access lanes)
Pedestrian Facilities ¹ (clear throughway)	5'-10' (access lanes)
Bicycle Facilities	Bike lane or shared lane on access lanes
Streetside Width ²	15'-20'
Required ROW Width	120'-160'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.
²Refers to the area between the street and building. Includes edge, furnishings/ planting strip, clear throughway, and frontage zones.

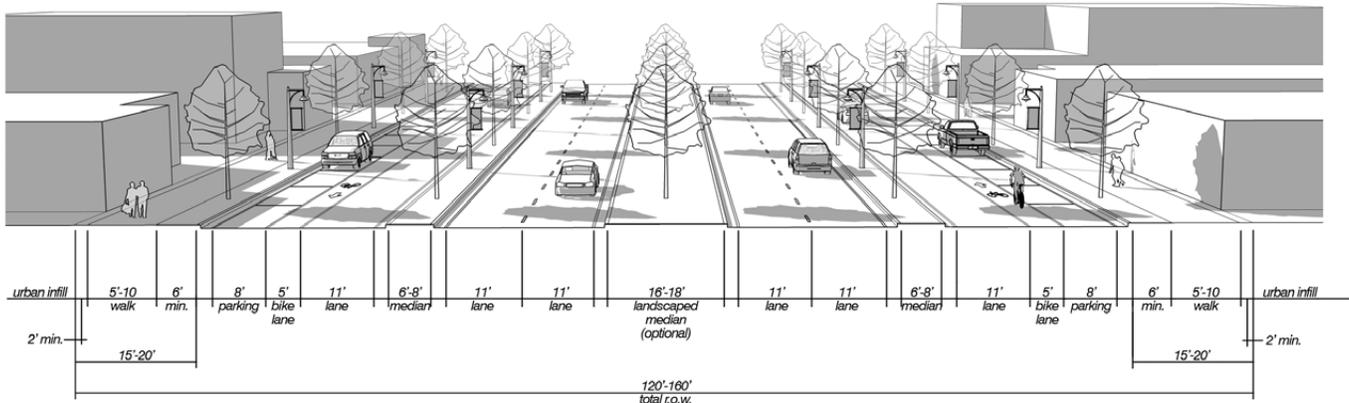
The multiway parkway attempts to reconcile pedestrian and bicycle mobility on an auto-oriented thoroughfare. It is a modified parkway that combines the main through-lanes of the parkway with parallel low-speed access lanes that can improve the environment for pedestrian and bicycle activity. In support of the intent of a multi-parkway, a median is installed between the main lanes and access lanes to buffer the fast moving traffic from the slow moving traffic. Using this median as a planting strip will also buffer the perception of noise of the main lanes and improve the character of the access lane as a more urban street. A center median will also exist between the main lanes.

The multiway parkway allows the built environment to engage a slower-moving street while also allowing through traffic to proceed. In order to encourage lively street life, buildings are located relatively close to the access lanes with overhangs, a continuous pedestrian walkway, and trees. The main lanes are designed to still carry higher speed, long distance traffic. Access lanes are low-speed and designed to be more walkable and accommodate on-street curb parking.

No streets in Kennedale have been specifically identified as a multiway parkway; however, it may be an appropriate modification for parts of Kennedale Parkway where development is envisioned to be more urban in character along the thoroughfare, especially at the Town Center and future Urban Villages.



Paris, France
Source: Payton Chung





Boulevard

Boulevards are most closely associated with the traditional minor arterial roadway. Based on this role, boulevards are expected to carry a fairly high capacity of both local and regional traffic, but in a more urban or local setting than the parkway. Bicycle and pedestrian use is also expected to be higher on these roads.

Boulevards should be designed for medium-speed travel of vehicles (35 to 40 mph) in a walkable, urban environment. Boulevards may be long corridors and typically consist of 4 lanes. Because they carry a significant mix of local and through traffic, access management is important along boulevards, such as synchronized signal timing, shared access for businesses, or even restricting access to side streets. Boulevards may be high ridership transit corridors. Curb parking may be allowed on boulevards in more urban contexts.

Boulevards identified on the Future Transportation Plan include:

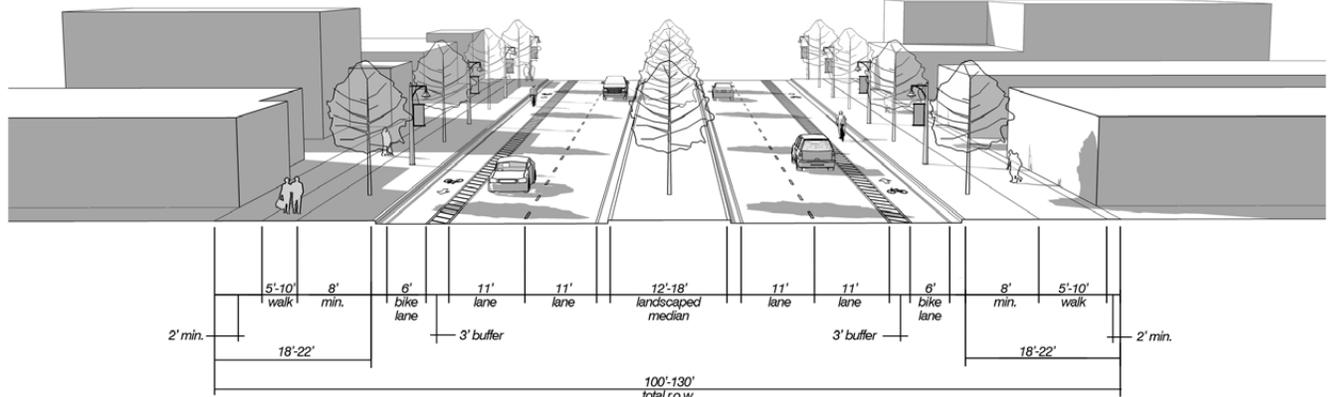
- Little School Road (and the extension to southwest)
- Kennedale Sublett Road
- Bowman Springs Road
- Dick Price Road (south of Kennedale Parkway to Shelby)
- Hudson Village Creek Road
- New Hope Road

Number of Through Lanes	4
Lane Width	11'
Desired Operating Speed (mph)	35-40
Median	12'-18'
Driveway Access	Limited
Curb Parking	Optional
Pedestrian Facilities ¹ (clear throughway)	5'-10'
Bicycle Facilities	Bike lane or buffered bike lane
Streetside Width ²	18'-22'
Required ROW Width	100'-130'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.
²Refers to the area between the street and building. Includes edge, furnishings/planting strip, clear throughway, and frontage zones.



Mesquite, Texas



Avenue

Avenues are intended to carry mostly local traffic in a “collector” fashion - that is to the larger major collectors or arterials. Given its role in serving local traffic and its potential for higher bicycle and pedestrian use, the avenue should be designed to be a walkable, low-to-medium speed (30 to 35 mph) collector. Avenues should serve abutting land uses, which may range from single-family housing to multifamily residential to even local-serving convenience retail and services.

Avenues serve as primary pedestrian and bicycle routes and may serve local transit routes. Avenues do not exceed 4 lanes and access to land is a primary function. Goods movement is typically limited to local deliveries. Avenues may feature a raised landscaped median. Avenues may serve commercial or mixed-use sectors and usually provide curb parking.

Avenues identified in Kennedale include:

- Broadway
- Averett
- Treepoint/Collet Sublett
- Pennsylvania
- Mansfield Cardinal
- Eden
- Village
- Cagle Crow/Dr Garrison

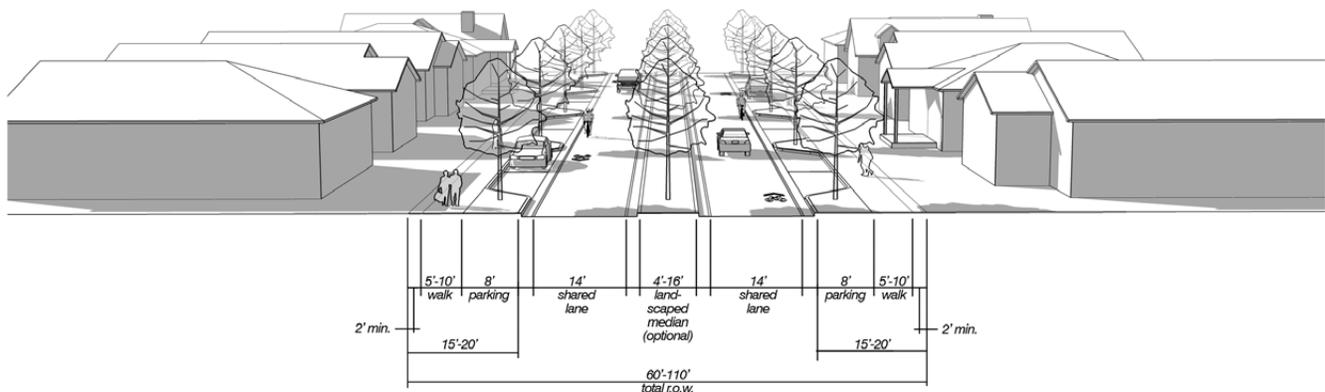
Number of Through Lanes	2 to 4
Lane Width	10'/14' (depending on bicycle facility)
Desired Operating Speed (mph)	30-35
Median	4'-16' (optional)
Driveway Access	Yes
Curb Parking	Yes
Pedestrian Facilities ¹ (clear throughway)	5'-10'
Bicycle Facilities	Bike lane or shared lane
Streetside Width ²	15'-20'
Required ROW Width	60'-110'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.

²Refers to the area between the street and building. Includes edge, furnishings/ planting strip, clear throughway, and frontage zones.



Fort Collins, Colorado





Street

The street category includes all local, non-arterial and non-collector roads in Kennedale. A street is designed to provide mobility within residential neighborhoods, connect neighborhoods with commercial and other districts, and provide connections to boulevards and avenues.

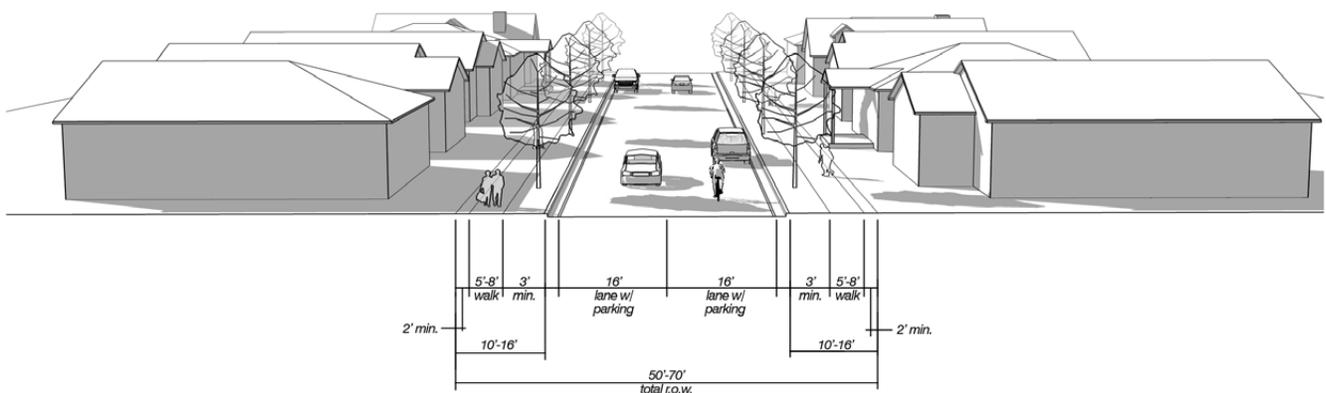
Streets serve adjacent land uses, which will primarily be residential uses in neighborhoods. Streets may also serve as the main street of commercial or mixed-use sectors and emphasize curb parking. Goods movement is restricted to local deliveries only. Walking is expected on streets, which are designed for low speeds (25 mph). Lanes should also be narrow and allow on-street parking. In addition to providing parking for houses and businesses, on-street parking also serves as a traffic-calming device, slowing cars and improving pedestrian safety.

Number of Through Lanes	2
Lane Width	16' (includes parking lane)
Desired Operating Speed (mph)	25
Median	--
Driveway Access	Yes
Curb Parking	Yes (not delineated)
Pedestrian Facilities ¹ (clear throughway)	5'-8'
Bicycle Facilities	Shared lane
Streetside Width ²	10'-16'
Required ROW Width	50'-70'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.
²Refers to the area between the street and building. Includes edge, furnishings/planting strip, clear throughway, and frontage zones.



Denver, Colorado



Rural Road

In conservation areas or areas where development is expected to be rural in nature, the roads should be designed with a more rural character. Rural roads primarily serve the abutting properties, which are anticipated to be very low density and low traffic generators. Therefore, the capacity of these roadways would be limited.

These roads will have varying speeds, ranging from 30 to 35 miles per hour. Rural roads should include an emergency shoulder for incapacitated vehicles or emergency access. This shoulder can also double as a bicycle facility.

Pedestrian access should always be included along roadways, but even more critical is their inclusion near development, where pedestrian movement may be greater. The appropriate design of pedestrian facilities will depend on the surrounding land uses. Designed in the form of a trail, the pedestrian access must engage the surrounding landscape as much as possible with views and an appropriate separation from the roadway itself.

Number of Through Lanes	2
Lane Width	11'
Desired Operating Speed (mph)	30-35
Median	--
Driveway Access	Yes
Curb Parking	No
Pedestrian Facilities ¹ (clear throughway)	5'
Bicycle Facilities	Shared lane or shoulder
Streetside Width ²	25'-30'
Required ROW Width	80'-100'

¹Proposed widths of pedestrian facilities should be applied to both sides of the street.

²Refers to the area between the street and building. Includes edge, furnishings/ planting strip, clear throughway, and frontage zones.



Sunnyvale, Texas

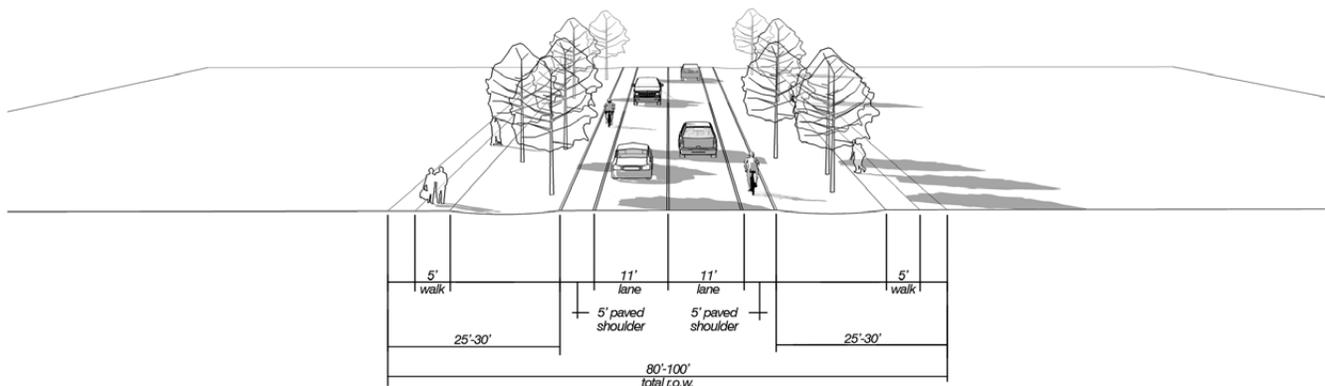
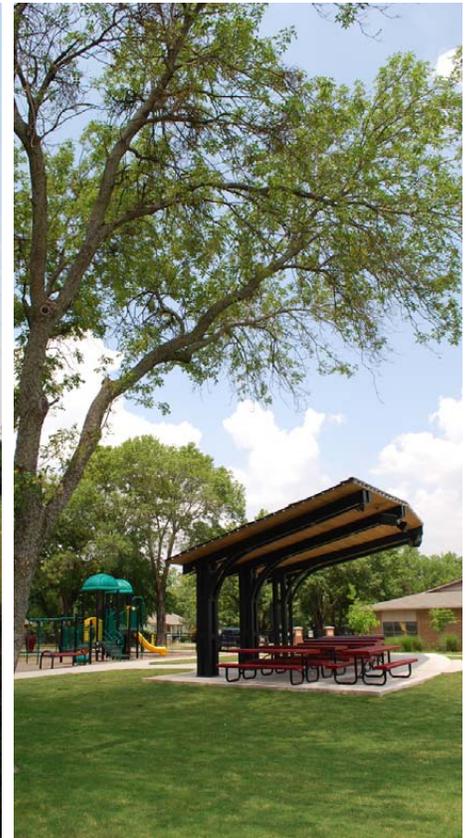


TABLE 6.2 – THOROUGHFARE CONTEXT BY LAND USE DISTRICT

Land Use District	Character	Building Design	Building Placement	Frontage Types	Building Height	Parking Placement
Town Center	Civic uses, including offices, public gathering places, office-supportive retail.	Attached buildings forming continuous street wall	Small or no setback, oriented to street	Stoops, dooryards, storefronts, arcaded walkways	3 to 5 story	On-street and behind building
Downtown Village	Dense and diverse mix of residences and businesses	Mix of attached buildings and detached buildings	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	2 to 4 story	On-street and behind building
Urban Village	High-intensity nodes of activity with diverse mix of residences and businesses	Attached, multi-story	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	3 to 5 story	On-street, garage
Neighborhood Village	Mix of residences and businesses in primarily residential neighborhood	Mix of attached buildings and detached buildings	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	1 to 2 story, with some 3 story	On-street and behind building
Urban Corridor	Primarily commercial and businesses on high speed, auto-oriented roadway	Primarily detached buildings	Large setback for parking and landscaping	Parking, storefronts	1 to 5 story	In front of building; on-street for multi-way parkway
Neighborhood Corridor	Primarily commercial and mixed-use along roadway	Predominantly attached buildings to form sense of enclosure and continuous street wall	Shallow to medium setback	Storefronts,	2 to 3 story	On-street, behind buildings
Neighborhoods	Primarily residential with walkable development pattern and scattered commercial uses that support residential uses	Predominantly detached buildings	Varying front and side yards	Residential: Lawns, porches Commercial: No to shallow setback, oriented to street	1 to 2 story, with some 3 story	On-street, driveways, behind or beside buildings
Employment Center	Professional offices	Large setbacks	Oriented to street	Landscaping	5+	Parking lot
Light Industrial District	Industrial uses	Large setbacks	NA	Landscaping	1 to 2 story, with some 3 story	Parking lot
Park and Open Space	Recreational activities	NA	NA	NA	NA	NA
Conservation Overlay	Agriculture activities and natural features	Varies	Varies	Varies	Varies	Varies

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The 2012 Comprehensive Plan Update has established a new paradigm for the growth and development of Kennedale. Three planning principles—Connected City, Economic Prosperity, and Thriving Community—serve as the foundation of this plan and led to the development of the Future Land Use Plan and Future Transportation Plan.

Ultimately realizing the vision set forth by this plan will require the revision of Kennedale's zoning and subdivision codes, further in-depth analysis, and continued planning. This chapter includes the essential next steps for implementing the 2012 Comprehensive Plan Update. In taking these next steps, it is critical that every decision be guided by the three planning principles as defined in Chapter 4, and the intent and spirit of the Future Land Use and Transportation Plan. Recognizing that the 2012 Comprehensive Plan Update is the result of a complete paradigm shift in the community's approach to planning, the revision of codes, detailed analyses, and future planning studies must also be considered and completed in an innovative manner.

CHAPTER 7

NEXT STEPS

Ordinances & Regulations

Zoning & Subdivision Ordinance Revision

The Future Land Use Plan represents a completely new approach to planning and development patterns in Kennedale and necessitates the revision of the city's existing zoning and subdivision ordinances. These combined ordinances are often referred to as the "Unified Development Code" or UDC. Whereas the existing UDC follows the traditional Euclidean approach (see page 4-5), realizing the vision of the new Future Land Use Plan requires a new and innovative approach.

There are three potential directions that the city could take:

1. Adopt a city-wide form-based code that completely replaces the zoning and subdivision components of the UDC.
2. Adopt one or more form-based codes that are mandatory for specific districts (e.g., the downtown village and urban villages) and update the existing traditional zoning and subdivision components of the UDC to apply to other areas and to meet the purpose and intent of the 2012 Comprehensive Plan Update.
3. Update the existing traditional zoning and subdivision components of the UDC to apply city-wide while also adopting a floating form-based code overlay that could optionally (at the request of the developer or land owner) be applied instead of traditional zoning.

Form-Based Code

The principles of form-based code are discussed on page 4-7. Any of the three options above will require the development of a form-based code, whether for city-wide application or for specific districts. If applied city-wide, the form-based code would replace the existing zoning and subdivision regulations.

Update Traditional Zoning

If option #2 or #3 is chosen, it will be necessary to revise the zoning and subdivision ordinances to incorporate the principles of this 2012 Comprehensive Plan Update, including revising existing and including new zoning categories to reflect the different land use categories in the Future Land Use Plan. Regarding the subdivision ordinance, the focus should be on modifying the subdivision design criteria—including setbacks, block lengths, buildable area, etc.—so that they support walkable, sustainable neighborhoods and districts. It is important to acknowledge that while zoning and land use may change in the future, a subdivision plat and the resulting right-of-way, street connections, block depths, etc. remain for generations. Consequently, it is crucial that the subdivision regulations ensure a connected street network without dead-ends and minimal cul-de-sacs and require block sizes that are appropriate for near-term and long-term land uses.



Park Land Dedication Ordinance

It is recommended that the park land dedication ordinance be revised to require land dedication in proportion to maintain the acres/population ratio in Kennedale at the time of the ordinance revision, to reflect the true cost of land when fees are paid in lieu of land dedication, and require a park development fee to assist in the construction of parks. In addition, it is recommended that the ordinance provide guidance to the design and placement of parks, especially as they relate to the concepts of neighborhood centers (see page 5-8). Considering that the current level of service at 4 acres per 1,000 residents is extremely low, it is essential that the city has a program in place to also acquire park land separately from the park land dedication ordinance.

Impact Fees

The city charges impact fees when new areas are developed. These fees are proportional to the impact that new development has on the city's infrastructure. Kennedale currently has a water/wastewater impact fee and a street impact fee. These fees should be reassessed periodically to ensure their proportionality with the impact of new development. Kennedale currently charges all of its residents a monthly stormwater fee, but it may consider a stormwater impact fee for new development, as well.

Economic Development

The city's economic development efforts to draw new businesses into Kennedale are important for the continued growth of the city. These efforts bolster the local economy and serve to enhance the long-term sustainability of the city. Specific economic development recommendations include:

- The city should continue buying, assembling, and selling land to businesses to attract them to Kennedale. The decision of where to locate these businesses should be guided by the Future Land Use Plan.
- The city may consider developing a façade and landscaping grant program that encourages existing businesses to enhance their properties in order to maintain and increase their value.
- Tax abatements and/or reimbursement through Chapter 380 is another tool that can serve to attract and retain businesses by minimizing the amount of property or municipal sales taxes that must be paid.
- Developer incentives can also play a significant role in attracting businesses. This can take one of two forms: 1) assisting with the development of building sites, streets, utilities, etc. 2) bonuses such as allowing increased density, building height, etc.

Studies & Plans

Travel Demand Modeling

Travel demand modeling is the act of estimating current and future demand for roadway capacity. This is done through estimating trip generation based on population and employment figures for small sectors of the city (that is, the number of cars per day originating from different areas each day).

A travel demand model should be developed based on the thoroughfare alignments shown in the Future Transportation Plan and based on the potential trip generation rates that can be calculated based on the Future Land Use Plan. This model will indicate the needed future capacity of each roadway assuming the surrounding land uses are fully developed. This information can be used to determine the number of lanes for each roadway or—if the needed capacity would result in roadways with excessive width and high levels of traffic—to indicate the need for additional, parallel streets to disperse traffic across a larger area.

Street Design Template

The Roadway Types¹ described in the Future Transportation Plan include many design variables within each typology, including number of lanes, operating speeds, median widths, sidewalk widths, bike lane types, and right-of-way widths. Determining the specific design of each roadway will require an assessment of the goals and priorities for the corridor. These goals and priorities will result in the determination of specific parameters for each variable (for example, a boulevard designed with wider sidewalks and narrower medians). The community may then wish to apply these parameters to future projects of the same roadway typology and similar context, provided such a template remains flexible.

As Kennedale develops in the future and as additional roadways are built, the city will develop its own unique style of street design and will have a design template for each roadway type. Over time, the community will learn what works well and what works not so well. These design templates should therefore be modified as needed to reflect the best practices within the community.

Utilizing flexible design templates will serve to maintain a level of consistency in street design, so that a road stretching from one side of the city to the other exists as a unified corridor. Having design templates in place will also simplify the process of determining the need to acquire additional right-of-way for roadway expansion.

1 Parkway, Multiway Parkway, Boulevard, Avenue, Street, and Rural Road



Trail Design Standards

The core of Kennedale's future open space network is a series of linear parks along creeks. At the heart of these linear parks will be multi-use pathways for biking, walking, jogging, and other forms of active transportation. In order to ensure that the trail system is developed in a consistent manner and is safe and easy to use, trails should be developed based on a set of design standards. In addition to mandated state and national standards² that shape certain safety and accessibility factors, a set of design standards should be developed specific to Kennedale for trail width, trailheads, bridges, access points, pavement markings, and overlooks. These design standards should present an aesthetic or "brand" for the community's trail system.

Floodplain Protection Plan

A key element of the Future Land Use Plan is the network of linear parks along Kennedale's creeks. In order to preserve and manage these areas for public use, public safety, water quality, and the protection of open space, it is recommended that Kennedale create a City-wide Floodplain Protection Plan. The major component of such a plan would be the development of a detailed hydraulic and hydrology study that identifies the fully-developed 100-year floodplain at anticipated build-out conditions for all major drainage corridors in the city. It is important to consider fully-developed conditions in order to ensure the long-term health and quality of floodplains and economic sustainability of the city. Furthermore, protecting the floodplain at fully-developed conditions affords more opportunities for recreational uses—including trails, nature exploration, and open space preserves—along creek corridors.

Water/Wastewater Master Plan

The purpose of a Water Distribution and Wastewater Collection System Master Plan is to estimate water/wastewater system usage over the near term (10 year) and build-out horizons. It also incorporates recommendations for capital improvements to accommodate future needs. This type of plan will first identify existing infrastructure, its condition, and its available capacity (or lack thereof). Then, future demands based on the growth of the community are modeled and calculated. Finally, the resulting infrastructure needs typically include preliminary sizing of infrastructure, conceptual siting, and initial cost estimates for capital improvement plan (CIP) purposes. A water/wastewater system master plan will lay the foundation for updating Kennedale's water/wastewater impact fee in the future.

2 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities; Americans with Disabilities Act Accessibility Guidelines (ADAAG/TAS); Texas Accessibility Standards (TAS); Texas Manual on Uniform Traffic Control Devices (TMUTCD)

Park Master Plan

Kennedale’s existing 2006 Parks Master Plan is nearing the end of its lifespan and will continue to do so as the community grows and changes. An update of this master plan is also required to be considered for Texas Parks and Wildlife Department grants for outdoor recreation, indoor recreation, and trails. The purpose of a parks master plan is to inventory and analyze the specific details of the city’s park and open space system, assess its functionality and recommend land acquisition and improvements to meet future recreation and open space needs. Considering the new and visionary paradigm established by the 2012 Comprehensive Plan Update, it is essential that a new Parks Master Plan for Kennedale must not follow traditional park and recreation planning convention. Rather, the plan must reflect the planning principles and respond to the preferred growth scenario included in this 2012 Comprehensive Plan Update, which considers open space, trails and the development of parks as integral to the future development of the City.

Historic Preservation Plan

Appropriately protected within their context, historic structures and references can connect a community to its past and promote a sense of place and identity. Historic preservation is furthermore an effective economic development tool—especially as it relates to reinvestment, tourism, city character, and neighborhood vitality. Building upon Kennedale’s 2010 Cultural Asset Inventory, the community may benefit from developing a plan for preserving and celebrating elements of Kennedale’s history. The plan should incorporate the Cultural Asset Inventory and develop strategies for publicizing, protecting, and enhancing access to historic landmarks. Essential to the successful outcome of any Historic Preservation Plan is to consider the context of the historic structures. This means that effective protection of individual historic landmarks and structures requires the protection of the character of the surrounding area and context as well. Such a plan will help Kennedale grow and modernize without jeopardizing its cultural and historical authenticity.



Streetscape / Gateway Design Study

The 2012 Comprehensive Plan Update describes the community's vision for Kennedale's future, which serves as the basis for the image that the community desires to convey to the outside world. The prime opportunity for most cities to establish a distinctive and recognizable image is a street environment populated with people. Consequently, monumental gateways to the city, enhanced landscaping along roadways, and the design of public spaces (including sidewalks and plazas) are key to conveying Kennedale's image. A streetscape/gateway design study should consider aesthetic issues along street corridors, such as a preferred plant species; materials for monuments; pavement patterns; and standards for street lights, signage, benches, trash receptacles, etc. It should also identify the location of major and minor gateways into Kennedale and include typical designs for monumentation, pavement treatment and landscaping. The strategic location, layout and design of sidewalks, storefront spaces, and public plazas may be considered as part of a Streetscape / Gateway Design Study.

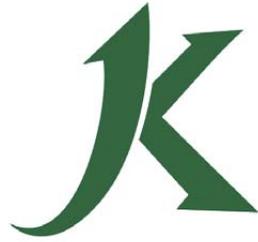
Strategic Conservation Plan

A city-wide strategic conservation plan is primarily a tool to protect and promote ecosystem services¹. Its purpose will be to protect Kennedale's water and air quality, evaluate green infrastructure and preserve open space for public use and environmental protection. Such a plan typically evaluates the interaction between the natural environment and urban development, and provides metrics that can be used to guide future development in a manner that is both economically and environmentally sustainable. Consequently, the specific focus of a strategic conservation plan depends on the environmental and development needs within the community. For Kennedale, this could include stormwater management, gas drilling, environmental remediation in and around industrial sites, protection of major riparian corridors (i.e. Village Creek), and utilization of low impact development strategies.

The primary outcome of the plan will be a "greenprint" that is a map and inventory of Kennedale's existing green infrastructure. Using this inventory, ranking criteria can be established to help determine particularly important or sensitive natural areas. The green infrastructure inventory will be used as the backbone of the strategic conservation plan and aid in making recommendations for conservation easements (in lieu of on-site mitigation), future parks and open space acquisition, stream-side management zones, minimal or strategic floodplain reclamation, and urban forestry programs, among others.

As an example, a Strategic Conservation Plan may stipulate a gas drilling ordinance to include a provision allowing operators to dedicate a permanent vegetative buffer easement around gas well sites. This could be seen as a method to meet current energy demands while providing future protection for a city's green infrastructure in areas where land may be lost to future development as a result of natural gas drilling activities.

1 Ecosystem Services are the important benefits for human beings that arise from healthily functioning ecosystems, notably production of oxygen, soil genesis, and water detoxification. Source: World English Dictionary.



KENNEDALE
You're Here, Your Home