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PLANNING TERMS

Alternative Scenarios: The options or alternatives that were developed during the planning process to solicit input from the community/citizens regarding choices that Texarkana could select.

Arterial Streets: The primary function is to provide for continuity and high traffic volumes between major activity centers. Property access is a medium level priority, with an emphasis on limiting the location of driveways and groups of curb cuts that access this roadway type.

Capital Improvement Plan (CIP): Public dollars earmarked for improvement and extension of infrastructure in the City.

City Council: The governing body of the City of Texarkana, Texas.

Collector Streets: The street's primary function is to collect and distribute traffic from local access streets to the arterial or major streets. Collector streets move moderate amounts of traffic volumes and provide limited access to adjacent properties.

Community Park: A community park serves multiple neighborhoods and provides many of the same facilities as neighborhood parks, and may include additional fields and facilities.

Community Vision: The comprehensive aspects of the community's desires.

Comprehensive Plan: A document with graphics, text, and tables that forms policies governing the future development of the City and consisting of various components governing specific geographic areas and functions and services of the City. This document is established with the input of citizens, property owners, city staff, and elected / appointed city officials.

Comprehensive Plan Elements: The specific components of the comprehensive plan. These elements combine to create the over-all plan. Includes items such as; land use, thoroughfares, parks and recreation, urban design, water, wastewater and other elements.

Design Guidelines: Formal set of guidelines for use by developers. Guidelines address character and quality levels.

Design Standards: Formal set of standards for development which require certain development character and quality levels for the built and natural environment.

Downtown: The historical core of Texarkana, TX is the area encompassed by Front Street to the south, Oak Street to the east, roughly 4th Street to the north, and State Line Avenue to the west.

Dwelling Unit (DU): A single dwelling unit for habitation.

Extra-territorial jurisdiction (ETJ): An area of unincorporated County land immediately adjacent to an incorporated city. In Texas, the city may exercise certain development powers (subdivision regulations), but not zoning.

Floodplain: An area of land subject to inundation by a 100-year frequency flood, as shown on the floodplain map

from the FEMA.

Functional Classification System: A hierarchical system that recognizes that most vehicular travel involves movement through a network of roads. This road network can be divided into four general classifications for both existing and future roadways by the character of service these roadways provide, from a property access function at one end of the model to maximum mobility and movement function at the opposite end. The four classifications are local streets, collectors, arterials, and highways with local streets providing the greatest levels of property access and minimum levels of movement and highways providing the greatest levels of mobility and limited access to properties.

Future Land Use Plan (FLUP): The graphic document that illustrates the generalized location of future land uses. This graphic document is supported by a complete section in the comprehensive plan that defines and highlights in detail the graphic document. This plan covers land in the city limits and land within the city's ETJ.

Highways: Major roadways carrying large volumes of traffic usually on controlled access roadways. They are intended to convey vehicles for longer distances (city to city, regionally, and beyond). Highways are the jurisdiction of regional, State, and Federal agencies.

Industrial: Industrial uses include assembly, distribution, manufacturing, outdoor storage, warehousing and other similar uses.

Infill Development: Development of new homes, commercial and/or retail buildings, and public facilities on unused or underused lands in existing communities.

Light Rail Transit: A form of railroad that utilizes electrically powered rail cars, as opposed to self-contained diesel engines. A form of mass transit for urban areas.

Local Streets: Intended for low volume and low speed traffic movement, local streets provide access to residential lots and building sites.

Mixed Use (MXD): A compatible mix of residential and non-residential uses allowed on the same property, or within the same structure. Horizontally mixed-use developments may include any combination of office, retail and residential uses sited adjacent to one another within the same structure or within adjacent structures, on the same property. Vertically mixed-use developments may include any combination of office, retail and residential uses sited above or below one another within the same structure.

MPO (Texarkana Metropolitan Planning Organization): The MPO serves the cities of Texarkana, Arkansas, Texarkana, Nash, and Wake Village, Texas, and portions of Miller and Bowie Counties and is responsible for continuous, comprehensive, and coordinated transportation planning within the MPO Study Area. The MPO study area is comprised of nearly 195 square miles in northeast Texas and southwest Arkansas. The purpose of the MPO is to provide local citizens and elected officials the opportunity to be involved in the transportation planning process.

Multi-Family Residential: Attached dwelling units designed to be occupied by three or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

Neighborhood Retail: Local retail serves populations within a two (2) mile radius and usually comprised of a major anchor tenant (such as a grocery store) and multiple inline lease spaces.

Office: Office uses include multi-tenant lease spaces and single occupant buildings that house professional businesses.

Parks and Open Space: Areas reserved for active and/or passive recreation, provided either by the City or by private development.

Pedestrian Environment: Commercial and/or neighborhood environment designed to accommodate needs of pedestrians, as well as through and destination traffic, by incorporating select infrastructure improvements, design elements, and traffic management mechanisms. Methods to achieve include: separating traffic through use of parallel streets; limiting access points; linking parking lots; coordinating traffic signals; adding alternative transportation lanes; widening sidewalks; providing crosswalks; providing street lights and furniture; preventing “deadening” uses without building front; and incorporating transit stops.

Planned Development (PD): Planned associations of uses developed as integral land use units such as industrial parks or industrial districts, offices, commercial or service centers, shopping centers, residential developments of multiple or mixed housing, including attached single family dwellings or any appropriate combination of uses which may be planned, developed or operated or integral land use units either by a single owner or a combination of owners.

Planning Process: The process used to develop a document, plan or policy.

Redevelopment: Restoration of existing buildings and properties blighted and/or which diminish the character and function of a neighborhood including adaptive use and historic preservation properties.

Regional Retail: Regional Retail serves a larger population radius – generally about 5 miles. These developments may have multiple anchor tenants along with many pad sites developed on the fringe of the center.

Retail: Retail uses include stores, restaurants, service businesses (banks, hair salons, etc.), and business-to-business companies.

Right-of-Way (ROW): Land provided for the purpose of vehicular access.

Single Family Residential (SF): A detached dwelling unit designed to be occupied by not more than one family.

Slope: The percentage (%) of rise or fall of land.

SMART Growth: Growth management program which combines incentives, disincentives, and traditional planning techniques to promote a pattern of growth that achieves economic, environmental, and quality-of-life objectives.

Steering Committee: For this planning project, the committee was comprised of members of the Texarkana, Texas City Council, the Texarkana Texas Planning and Zoning Commission, leaders in the community, and the Texarkana Texas Mayor; that was established to advise and assist in the development of the RENEW Texarkana Comprehensive Plan.

Street Intersection: Any street which joins another street at an angle, whether or not it crosses the other.

Street Median: The non-pavement or pavement area between the moving traffic lanes of a street, typically the area for landscaping.

Technology: Businesses which specialize in the research, development, and/or production of technically advanced products (usually electronically or digitally based).

TexAmericas Center: As a result of the 2005 round of Base Realignment and Closure, the entire Lone Star Army Ammunition Plant closed and the munitions mission at Red River Army Depot was realigned. The action resulted in a real estate surplus of an additional 19,000 acres and several million square feet of buildings. The Authority has re-branded all of its real estate assets under the banner of the TexAmericas Center in 2010.

Texarkana USA: Is the combination of the two unique cities across the state line; Texarkana, TX and Texarkana, AR.

Thoroughfare, Major: Major Thoroughfares are the largest local roadways and carry vehicles within and through the City. They are intended to funnel traffic from Minor Thoroughfares and Collector Streets to Highways, or to other Major Thoroughfares, and generally serve long trip lengths.

Thoroughfare, Minor: Minor Thoroughfares are slightly smaller than Major Thoroughfares and are intended to convey traffic from neighborhoods and Collector Streets to Major Thoroughfares, and generally serve moderate trip lengths.

Traffic Impact Analysis (TIA): A process that helps the community understand the demands and impacts placed on the City’s transportation network from development. There are two types of TIA. The first assesses the effects that a particular development’s traffic will have on the transportation network resulting from a change in land use different from the future land use plan, while the second type assesses the specific site and roadway improvements needed resulting from a proposed development.

TxDOT: Texas Department of Transportation

Urban Design: Urban design is about making connections between people and places, movement and urban form, nature and the built fabric. Urban design draws together the many strands of place-making, environmental stewardship, social equity and economic viability into the creation of places with distinct beauty and identity. Urban design is the process of designing and shaping cities, towns and neighborhoods. Urban design is an inter-disciplinary subject that utilizes elements of many built environment professions, including landscape architecture, urban planning and architecture.

Utilities: Services provided by public and private agencies that support development. Utility services include water, sanitary sewer, storm drainage, electrical, natural gas, telephone and telecommunications, and other similar services.

Wetlands: Areas identified by the National Wetland Inventory (NWI) with a high potential for wetland habitats. The NWI is not an exact location, but a guide to areas that may exhibit wetland conditions.



RESILIENCY TERMS

Livability: It means creating places where people want to be, that contribute to interaction and discourse with others, and that are personally fulfilling. This has implications for how we design neighborhoods, retail areas and civic spaces, and how we design access to them.

Sustainability: Sustainability has broad implications for both creating stimulating places to live, work, shop and play that are special and unique in a way that draws us to them, and which are environmentally sustainable in terms of energy use, water and air quality, and low maintenance.

Diversity: Encompasses both environmental and cultural diversity and speaks to interesting juxtapositions: Nature and urbanity; great new buildings and grand old ones; established affluence and entry-level upstarts; natives and newcomers; upscale retail and funky mom-and-pop shops; auto or streetcar or walking; all coexisting in a richly complex and stimulating environment. Diversity celebrates the city as an evolving manifestation of many ideas and visions over time. It allows a diverse mix of individuals to find a “niche,” and exposes them to a stimulating array of choices on a daily basis.

Choice: Choice offers the ability to select from a range of attractive alternatives for everything from housing to transportation options, from working environments to leisure time pursuits, from urban vitality to places of solace. Designing for choice has complex, but not unattractive implications. For example, walking as a primary mode of mobility is not a real choice unless a compact city form, a full mix of uses within walking distance, a well-designed sidewalk/crosswalk system and, to some extent, transit linking walkable enclaves are all in place to make that choice viable.

Authenticity: Originality is rooted in the unique environment, history and evolving culture of a region and community. Preserved natural features, older buildings, traditional, self-contained neighborhoods and a predominance of independent, locally-owned businesses over ubiquitous franchises serve as a gauge of authenticity. By extension, authenticity is reinforced when new projects are designed to be compatible with their neighbors and larger urban context.

Public Life: Defined as extends beyond typical “park and recreation” pursuits to include a variety of choices for dining, shopping, schmoozing, exercise, informal meetings, people-watching, and walking. It balances home life with diverse leisure and entertainment choices in the city’s streets, plazas, outdoor markets, parks and trails, as well as in “third places” such as coffee shops, outdoor cafes, pubs, bookstores and the like. Public life venues foster a sense of community, face-to-face conversation, debate and exposure to a range of thinking and ideas.

Stimulating Environment: These places consistently engages both the full range of senses and the intellect through skillfully applied design principles—scale, rhythm, repetition, color—as well as through well-crafted vernacular design, connections to nature, connections to the past, and exposure to cultural stimuli from street performances to public art. It can be embodied in ways as varied as long, dramatic vistas, visually exciting street scenes and rhythmic street tree plantings to rich architectural materials, engaging sign designs and pockets of seasonal color.

Axial Design: In its classic form, arranges elements of a landscape or townscape along a strong linear sightline, or axis. It can create a very strong sense of order, even over great distances, as is usually associated with symmetry and formalism.

Hierarchy: Utilizes a variety of sizes of exterior spaces (or outdoor rooms) to create a variety of experiences in the landscape. It also helps clearly differentiate more important “rooms” from the minor support areas. This technique can greatly aid in reducing a grandly scaled space to a smaller, more comfortable human scale, and vice versa.

Transition: Provide a perceivable link between adjacent spaces. Exterior spaces can seem endless and filled with a tremendous variety of separate objects, structures and planted areas. However, these spaces and objects can be linked or blended by the use of transition elements, which can be a crucial aid to unity, wayfinding and “sense of place”.

Repetition: Repetition of a design element, coloring of architectural features, repeated use of a particular tree species—even the continuation of a distinctive paving pattern from one exterior space to the next—are all examples of transitional elements.

Dominant Feature: This feature creates contrast and emphasis. Just as music crescendos to a climax and art generally needs a focus, outdoor spaces and communities are more effective and complete if a dominant element is discernible. An important feature for orientation, this focal point gives a place clarity and purpose, and creates unity in the space. The single church spire of a medieval village, the clock tower in the plaza, and the statue or fountain feature usually found in civic spaces, all create a center that all other elements of the space relate to.

Sense of Enclosure: This sense is perhaps the single most important feature in the design of community spaces. A satisfactory sense of enclosure occurs when the relationship of the ground plane or “floor” of an exterior space and enclosing vertical “walls” (formed by building facades, rows of trees, or other vertical elements) form a comfortable feeling of containment akin to an “outdoor room.” Sizes of such “rooms” vary dramatically, but the skillful design of the horizontal to vertical ratio shapes spaces appropriate for the activity, moods and emotions intended for the place.

Clustered Developments: These should place special focus on preserving terrain features, drainage areas and tree groupings. Preserved open space should not be just left-over space, but should contribute significantly to the surrounding neighborhoods and the City as a whole.

Pedestrian Orientation: The first consideration of circulation within the development should be toward the pedestrian experience in getting from one place to another, including access to the development from adjacent neighborhoods and areas. Elements such as wide, lighted sidewalks, benches, shade trees, canopies, and attractive views add to the pedestrian feel.

Housing Variety: It is important for cities to provide a variety of housing for the full life cycle of citizens and to meet the needs of different segments of the population—people of different ages, socio-economic levels, and employment levels. The “full-life cycle” is intended to describe all stages of life—young singles, professional couples, families with children, empty-nesters, retirees and seniors, including those requiring living assistance. This should include high income homes of various types (large lot, small lot, townhome, loft and condominium) and more affordable housing types (small lot/small home, townhome, loft, condominium, mother-in-law suite, carriage house and others).

Pedestrian Friendly: Include trees and canopies for pedestrian areas along the outside perimeter and behind the buildings, and between the sidewalk and street parking areas. In addition, ensure that canopy trees are planted to shade people, cars and paving in parking lots.

Cottage / Casita: Single Family, but house size is typically a maximum of 1,500 square feet.

Multi-Unit Large Home: A building which is designed and constructed to look like a large single family home, but may contain 4-6 units. Parking is located behind the main structure and may be accessed by a drive-thru from the front street, or by an alley.

Loft: These are units which are located in association with retail (either above or in close proximity to) and generally include a mezzanine space. They are often located above the first floor which may be office or retail use.

Live-Work Unit: A live-work unit is a residential unit which includes the capability for the ground floor space adjacent to the front sidewalk to become an allowed business use.

Mother-in-law Suite: This is an accessory residential unit located on a single family lot which does not have a presence on the front street. It will also include a separate entry from the main house. It is often constructed above the primary unit’s garage or attached to the rear of the primary home.

Carriage House: A carriage house is similar to a mother-in-law suite except that it is generally larger, located on a larger lot and located above a large parking garage or stables.

Resiliency: Resilience is a design objective for communities, buildings and infrastructure. It is the ability to absorb or avoid damage without suffering complete failure. An example, over the coming decades, the need to build capacity for greater resilience will require our cities to develop strategies for coping with the future shocks and stresses to our urban infrastructure systems associated with climate change.

Building Blocks of Community Design

The following are key elements that give a City form and evoke recognizable images both consciously and sub-consciously. This is an important method to assist people in understanding and being comfortable with a community, and with being able to find their way around. These are key elements which aid in preventing “sprawl”.

Paths: The predominant form-giving elements within a community and include such things as walkways, hike-bike trails, streets and transit lines. They connect all areas of the City together. In true communities, there are networks of paths for automobiles, bicyclists, mass transit and wildlife.

Edges: Linear elements that are the boundaries between two kinds of districts. They are strong organizing elements. Edges are also transitions between two elements or areas such as retail and residential, office or recreation activities. They can be lively, positive places or shared open spaces. They could also be paths such as landscaped boulevards, or they could be creeks and floodplains.

Districts: Areas that can be entered. You know when you get there. Buildings or structures, or development layout share certain recognizable commonalities and characteristics — Greenwich Village in New York City, the Mission District in San

Francisco and the French Quarter in New Orleans each exhibit separate and distinct scale, texture and structural elements that distinguishes them from adjacent areas. People use districts to help them mentally organize the layout of a city and to aid them in reducing a city of overwhelming scale to one that can be more easily managed and understood.

Nodes: Nodes are specific points in a community that have name or place recognition value. They are points to and from which people travel and very often they serve as the center or core of a district. Nodes are closely associated with paths and thus can also be found at the transition points between districts — Piccadilly Circus, Times Square and the Grand Mall in Washington, for example. Another important characteristic of nodes is that they are usually thematic in nature.

Landmarks: Landmarks are very similar to nodes, but are usually perceived as a single element, either structural or natural. They are the reference points used by all in navigating a path through the community, and they usually take the form of great public spaces, artwork, or a significant building. Landmarks usually contrast greatly with the background in which they are perceived, which enhances their visual importance as a “beacon” or reference point — the Eiffel Tower, the Gateway Arch in St. Louis, Telegraph Hill in San Francisco and U.S. Post Office and Federal Court House in Texarkana for example.



STAKEHOLDER INTERVIEWS

Stakeholder individual interviews were conducted in July of 2016. Approximately 40 stakeholders were interviewed and the information was compiled to set a direction and goals for the Comprehensive plan. The interview questions are listed below.

Texarkana Comprehensive Plan

City of Texarkana, Texas
July 2016

STAKEHOLDER INTERVIEWS

Interview of: _____ Card: (Tape/ list contact information)

Interviewed by: _____

Date & Time: _____

- I. Individual Introductions
- II. Project Overview
- III. Any Questions Before We Start?
- IV. Interview

Answer all the following questions from your **personal perspective**.

1. Do you think Texarkana, TX (Texarkana) is special and provides its citizens a superior quality of life?
 Agree Somewhat Agree Somewhat Disagree Disagree Not sure

2. Is Texarkana an aesthetically pleasing and interesting place for bringing visitors?
 Agree Somewhat Agree Somewhat Disagree Disagree Not sure

3. When you think of Texarkana, what is the first mental image you have of the city (check the most appropriate one for you)?
 Historic Residential District
 Downtown
 State Line Avenue
 Commercial Development along I-30
 Texarkana College & Texas A&M Texarkana campuses
 Loop 151 Corridor
 Tall pine trees (undeveloped areas)
 Other – write in _____

4. What words or phrases best describes the term "Texarkana's Character"?

5. Texarkana is an economically attractive environment for starting or locating a business.
 Agree Somewhat Agree Somewhat Disagree Disagree Not sure

Why?

6. What are the greatest resources of Texarkana for strengthening economic development and creating new employment opportunities? (limit to three)

- A. _____
- B. _____
- C. _____

7. Regarding economic development what type of developments do you feel Texarkana needs more of to reach its potential future?

- Corporate Headquarters
- Business Parks
- Shopping & Retail (regional serving)
- Downtown – Commercial, Mixed use and Housing Development
- Shopping & Retail (neighborhood serving – back closer to neighborhoods)
- Light Industrial
- Entertainment/sports facilities
- Other??

8. Where is the best example of a high-quality development pattern in Texarkana?

9. What area, district or neighborhood in Texarkana needs the most planning & design help?

10. Over the last five years, how would you categorize the quality of life in Texarkana?

- (Please check one)
- Best in East Texas
 - One of the best in East Texas
 - Is generally good
 - Below average
 - Poor
 - No opinion

11. How would you categorize the quality of pedestrian connectivity / mobility in Texarkana? I.e. pedestrian sidewalks, trails, etc. (Please check one)

- Best in East Texas
- One of the best in East Texas
- Is generally good
- Below average
- Poor
- No opinion

12. Is traffic congestion a problem in Texarkana?

- Yes No Not sure

If yes, where is a location that gets congested? _____

13. What physical area or characteristic from another city or town would you like to have here in Texarkana that would benefit the community?

14. Of the following land use/development types, which could play a larger role in the economy of Texarkana? Please pick your top three (3) choices.

- Distribution
- Light industrial
- Office
- Retail
- Mixed use (Downtown)
- Entertainment/sports facilities
- Lodging (full-service hotel, conference hotel, B&B)
- Institutional (government offices and facilities)

15. Twenty years (20) from now, what kind of community do you envision (and want) Texarkana to be? (list three words or phrases that define this future)

- A. _____
- B. _____
- C. _____

That concludes our stakeholder questions.

Thank You!

PUBLIC MEETING 1 DATA

Comprehensive Plan Goals Draft

COMMUNITY CHARACTER

CC4 – Repurpose and preserve our older high-quality commercial buildings for new uses.

Yes No Not Sure

CC5 – Maintain attractive and safe residential neighborhoods.

Yes No Not Sure

CC6 – Support the I-30 commercial corridor having new high-quality standard for signage and billboard regulations. (Defining no new pole signs and advertising billboards)

Yes No Not Sure

Comprehensive Plan Goals Draft

MOBILITY

M4 – Create a transportation network where residents can walk, bicycle and use other forms of non-motorized transportation for exercise, recreation and to get to daily destinations.

Yes No Not Sure

M5 – Promote a Transportation Plan that keeps heavy truck traffic on the perimeter of the community and does not promote heavy cross-town truck movements.

Yes No Not Sure

M6 – Create a transportation network that establishes a network of multi-modal street types each having a different cross section and functional need.

Yes No Not Sure

Comprehensive Plan Goals Draft

MOBILITY

M1 – Move people across and through Texarkana with a variety of modal types on a comprehensive transportation network. (automobiles, buses, bicycles, pedestrians, etc.).

Yes No Not Sure

M2 – Maximize all opportunities to enhance Texarkana's locational advantage in their transportation network. (grow airport, railroad and trucking distribution systems)

Yes No Not Sure

M3 – Create quality bus stops and pedestrian rest stations along primary walking/biking corridors which includes: benches, trash receptacles and wayfinding signage.

Yes No Not Sure

Comprehensive Plan Goals Draft

RESIDENTIAL NEIGHBORHOODS

RN1 – Create a program to improve the image of in-town residential neighborhoods by building such items as: neighborhood entry features with community name, pedestrian sidewalks, buffers, history markers and other items.

Yes No Not Sure

RN2 – Work to get homes out of the danger of flooding and do not allow redevelopment in flood prone areas.

Yes No Not Sure

RN3 – Establish Neighborhood Improvement Plans for in-town neighborhoods to create a comprehensive set of recommendations for revitalization and preservation.

Yes No Not Sure

Comprehensive Plan Goals Draft

RESIDENTIAL NEIGHBORHOODS

RN4 – Remove dilapidated, dangerous and vacant homes from all neighborhoods. Market these lots for redevelopment and/or consider them for new public parks.

Yes No Not Sure


RN5 – Use higher density residential types as a land use transition between single family and commercial developments.

Yes No Not Sure

RN6 – Increase the number of street lights and make street repairs in our in-town neighborhoods to improve safety and increase citizen's quality of life.


Yes No Not Sure

Comprehensive Plan Goals Draft




ED1 – Promote, support and grow all higher educational systems (college, community college, vo-tech, etc.) which will advance the employee upward into higher quality employment resulting in better pay and additional economic development .

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Empty circle]



ED2 – Promote growth in logistics, technology and distribution types of businesses which take advantage of Texarkana's transportation network.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 3 green dots]



ED3 – Look to grow residential housing Downtown which will then create supporting development resulting in new employment opportunities.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 1 red dot]

Comprehensive Plan Goals Draft




E1 – Provide for the realistic preservation of Texarkana's unique environmental resources.

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Empty circle]



E2 – Promote a network of open space encompassing private and public developments within Texarkana.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 3 blue dots]



E3 – Connect Texarkana through a framework of parks, pedestrian trails and recreation facilities that respond to community needs and match population demographics.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Empty circle]

Comprehensive Plan Goals Draft




ED4 – Leverage the abundance of Texarkana's natural resources (water and wood pulp) toward creating new technologies and industry.

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 1 red dot]



ED5 – Grow our tourism, convention and family celebration job clusters as Texarkana has the history, unique bi-state location, outdoor sporting and affordability elements to offer.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Empty circle]



ED6 – Leverage relationships and growth at TexAmericas Center / Red River Army Depot toward new jobs and supporting development in Texarkana and the region.


Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 3 green dots]

Comprehensive Plan Goals Draft




E4 – Promote using LED lighting for the exterior of new commercial developments and street corridors, replacements and in downtown as a cost effective and energy saving tool.

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Empty circle]



E5 – Provide a city-wide recycling program linked together with waste management for cardboard, glass, plastic, metal cans and other items that are cost effective.

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 1 red dot]



E6 – Promote energy and water saving systems for new and renovation construction projects.

Yes: [Cluster of red, green, and blue dots] No: [Empty circle] Not Sure: [Circle with 3 blue dots]

Comprehensive Plan Goals Draft

CH1 – Provide high-quality Police, Fire and emergency EMS services to keep Texarkana's citizens safe and healthy.

CH2 – Promote the distribution of locally grown and produced food via our Downtown Farmers Market, neighborhood gardens and other local operations.

CH3 – Work with the Texarkana Metropolitan Planning Organization (TMPO) and adjacent communities to support clear air, water and storm water initiatives.

Yes No Not Sure

Comprehensive Plan Goals Draft

CG1 – Ensure the long-term financial stability of Texarkana with fiscally responsible policies and actions.

CG2 – Establish and maintain a fiscally responsible revenue and expenditure balance.

CG3 – Ensure that Texarkana's neighborhoods are protected from hazards and equipped for disaster preparedness.

Yes No Not Sure

Comprehensive Plan Goals Draft

CH4 – Secure a long-term plan for ample high-quality water to meet the needs of Texarkana's citizens and industry.

CH5 – Integrate planning for local citizens through healthy community design into a comprehensive framework for Texarkana's future development. (pedestrian trails, sidewalks, bicycle lanes, parks and good air-quality are included, just to name a few key items)

CH6 – Create safe walkable routes for children to access on foot their local elementary and middle schools. (sidewalks & trails)

Yes No Not Sure

Comprehensive Plan Goals Draft

CG4 – Ensure that new development pays its fair and proportionate share of the cost to maintain current levels of services such as public safety, parks and recreation, streets, and utilities.

CG5 – Apply strategies to reduce the cost of city services by promoting a compact growth pattern.

CG6 – Ensure that Texarkana's governmental leaders and their decisions are created in a transparent environment for all to participate within.

Yes No Not Sure

Comprehensive Plan Goals Draft



D1 – Establish a quality pedestrian environment with streetscape amenities such as; benches, shade trees, wayfinding signage, bike racks, trash receptacles and lighting which creates an energy towards revitalization.

Yes No Not Sure



D2 – Create a business incubator Downtown that is focused on technology start-up companies. Locate it where there can be other opportunities for downtown synergy.


Yes No Not Sure



D3 – Establish Downtown as a neighborhood, which requires urban housing of many different types and densities is strategically important.


Yes No Not Sure

Comprehensive Plan Goals Draft




DA1 – Use the native dense landscape of East Texas to create buffers between land uses that need separation.

Yes No Not Sure



DA2 – Design our typical suburban developments for equally safe movement of pedestrians, bicycles and automobiles.


Yes No Not Sure



DA3 – State Line Avenue should be redesigned as a local treasure, by helping to define bi-state history, connecting Texarkana USA together, promoting new redevelopment and growing our local tourism industry.


Yes No Not Sure

Comprehensive Plan Goals Draft




D4 – Use green spaces (typically parks) as a catalyst for creating new Downtown development. Quality parks that are well designed and positioned become an amenity for many downtown land uses.

Yes No Not Sure



D5 – Define Downtown as a fun exciting place to be, and therefore program Downtown with special community events for all in Texarkana. They may include: Downtown Art Walk, Octoberfest, Christmas, Easter Egg Hunt and others.


Yes No Not Sure



D6 – Develop a Master Plan with Bowie County for the Downtown Bowie County Sheriff's Annex and Jail. That plan should propose to screen elements of the building, paint the building a natural color, eliminate all razor wire from view and create a quality entry setting worthy of being downtown, at a minimum if it is to stay downtown.


Yes No Not Sure

Comprehensive Plan Goals Draft




DA4 – Design all new streets and look to retrofit existing streets that have a walking population with pedestrian sidewalks at a minimum of 5' wide.

Yes No Not Sure



DA5 – Create opportunities to retrofit and/or revitalize areas in Texarkana with similar planning and design tools that have been used in the University Planned District (near Texas A&M Texarkana campus).

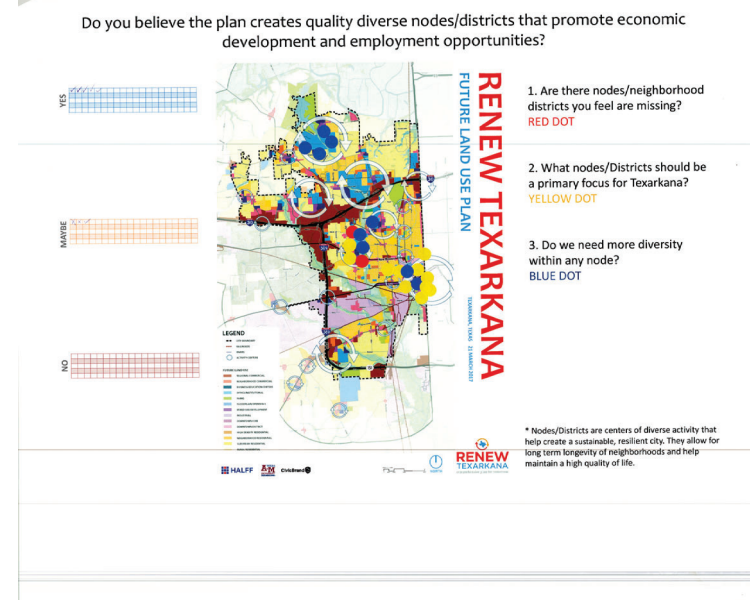
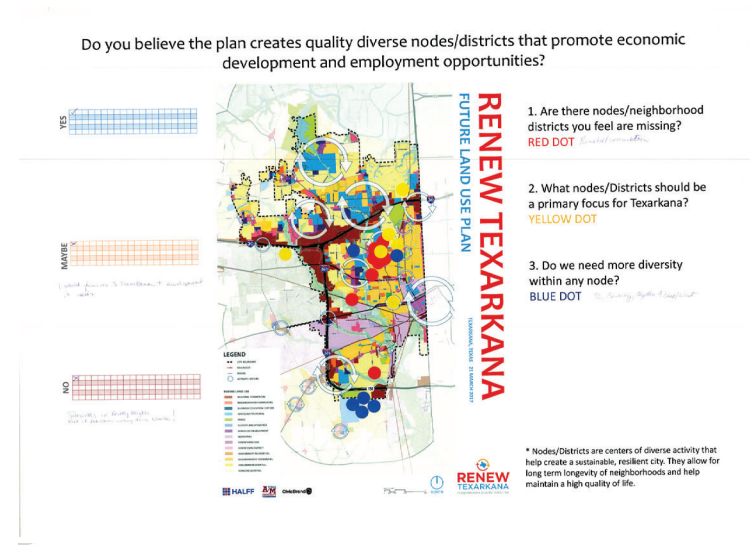
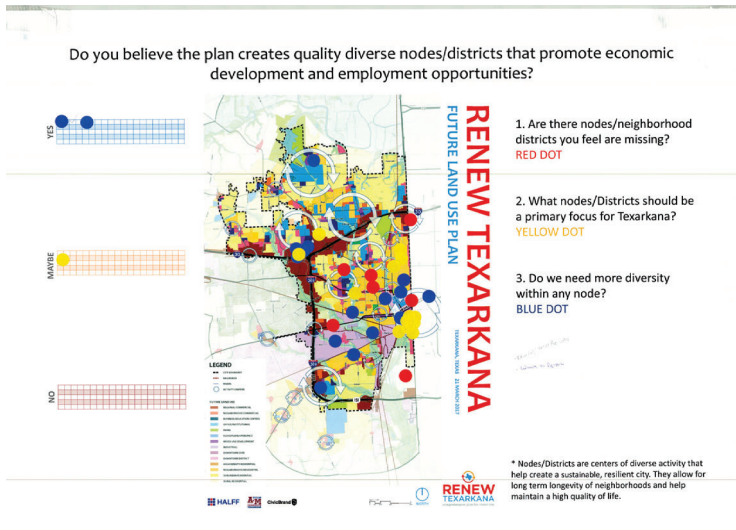
Yes No Not Sure



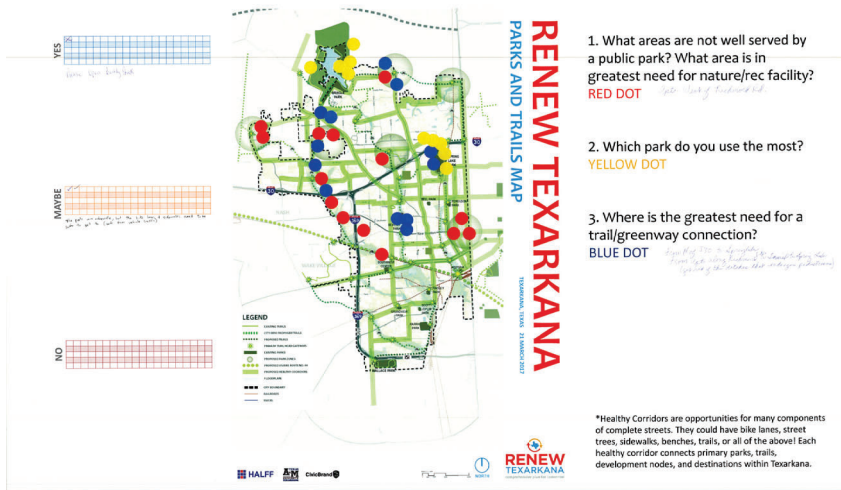
DA6 – Establish public sector projects Downtown that are created to result in a direct private development action (cause and effect relationship).

Yes No Not Sure

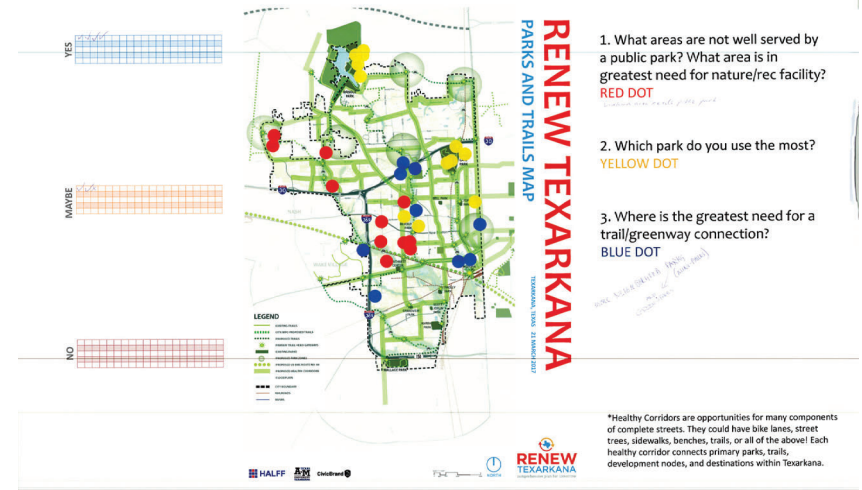
PUBLIC MEETING 3 CITY WIDE INPUT



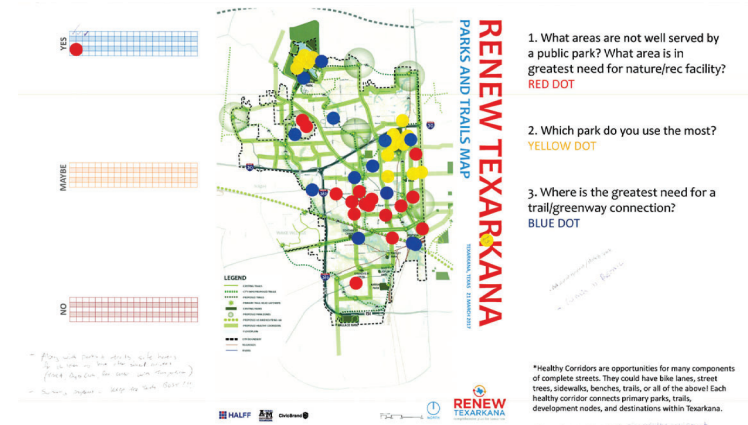
Do you believe the parks and trails plan adequately serves Texarkana?

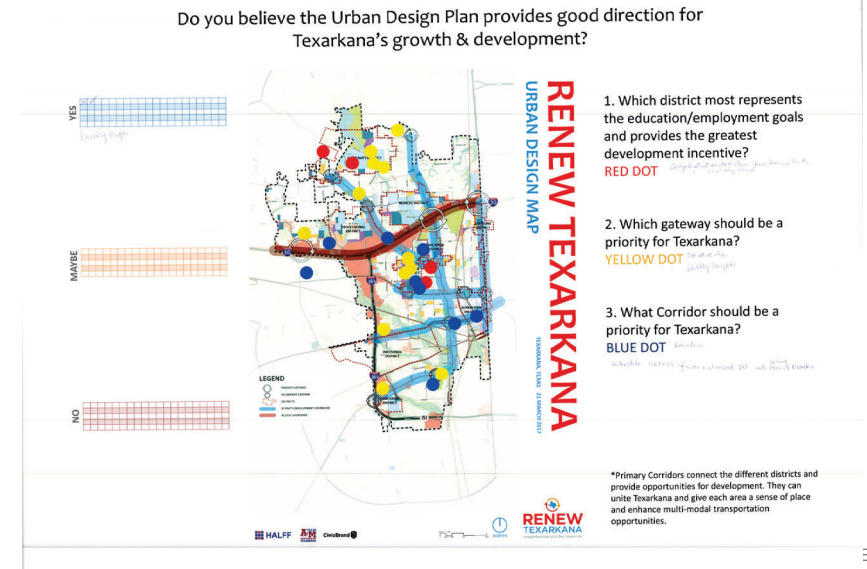
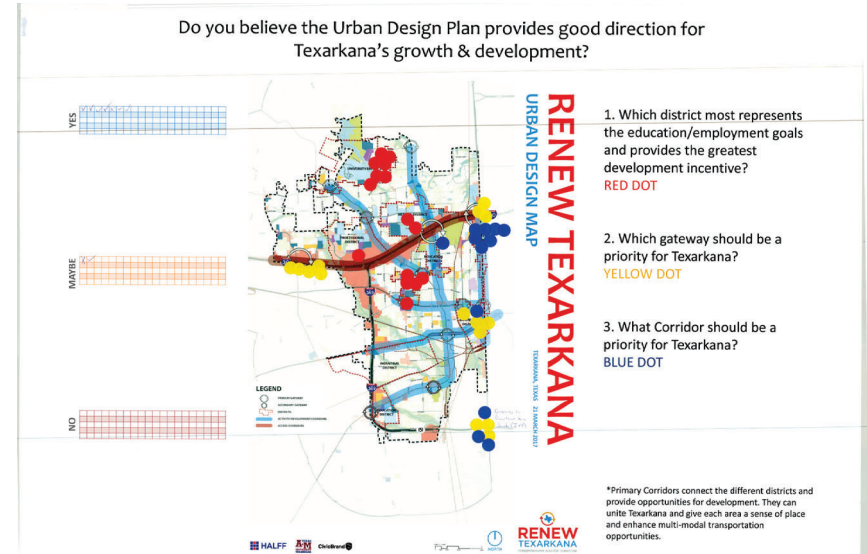
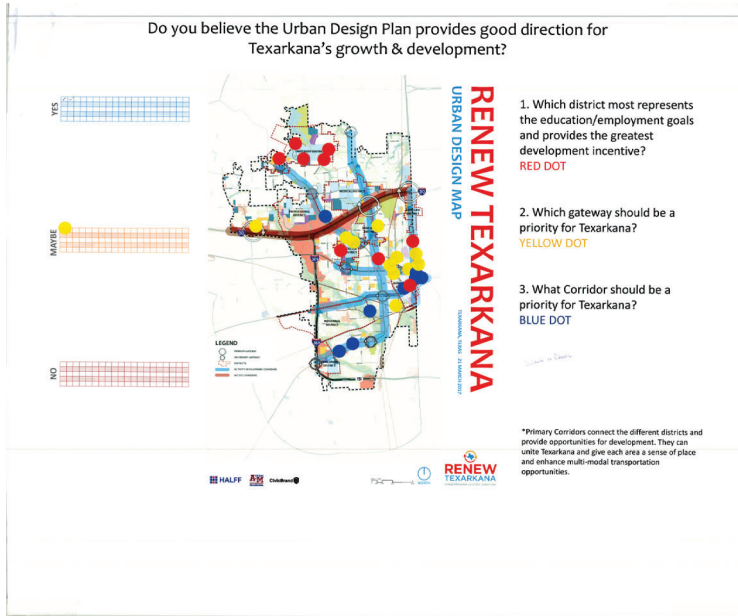


Do you believe the parks and trails plan adequately serves Texarkana?



Do you believe the parks and trails plan adequately serves Texarkana?





PUBLIC MEETING 3 NEIGHBORHOOD QUESTIONNAIRE

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



A. Let's start out by marking the Texarkana neighborhood that you most identify with? (Live within)

- Pleasant Grove
- Dogwood
- Northridge
- Kenwood
- Kensington Park
- Spring Lake Park Area
- College
- Beverly
- New Town
- Highland Park Area
- Westlawn
- Rose Hill
- Downtown
- Grandview
- Sunset
- Liberty Eylau
- Industrial Area
- South Texarkana
- Other _____



Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



B. Overview and introduction of proposed Neighborhood Plan as a component of the City's Future Land Use Plan.



C. Overview of identified needs for some neighborhoods and the funding sources from State and Federal sources.

- Needs:
- Sidewalks for residents
 - ADA ramps
 - More street lights
 - Neighborhood gateways (entry signage)
 - Safe routes to school
 - Drainage improvements (CIP projects)

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



1. What is your highest priority for neighborhood development/revitalization? (Choose up to 2)



- Quality safe pedestrian Infrastructure
- Access to neighborhood retail and services
- Quality entry signage and wayfinding elements
- Good access to neighborhood amenities – parks, trails, schools
- Safe, active complete neighborhoods with little vacancy
- Good access to neighborhood parks & trails
- Other: _____

2. What defines a high quality neighborhood? (Choose up to 2)



- Local parks and trails
- Connected safe sidewalks
- Street Trees
- Street lighting
- Pedestrian amenities: Park benches, trash receptacles
- Curb & gutters
- Entry gateways, signage, monument signs
- Safe – low speed limit, street design

3. What are the greatest needs for pedestrian accessibility within neighborhoods? (Choose up to 3)

- Continuous Connected sidewalks
- Sidewalks with planting buffers to separate sidewalk from roadway
- Adequate lighting
- Good Crosswalks
- Wide enough sidewalks for multiple users
- Pedestrian amenities: Benches, trash receptacles
- Other: _____

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



4. When using neighborhood sidewalks what are the most important places to walk to? (Choose up to 2)

- Local school
- Local/Grocery Store
- Bus Stop
- Adjacent Neighborhood
- Local Park/Trail
- Other: _____

5. In regards to single family homes and their maintenance which of these items are the biggest “turn off” to a neighborhood?

- Cars parked in the front lawn
- Debris/Junk in front yard
- Tall grass/weeds
- Paint peeling/unmaintained home
- Excessive cars parked out front
- Visible damage or disrepair of home
- Other: _____

6. Do these neighborhood monument features create a sense of place and pride? (Check next to all that you believe do)



Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



7. Should the city work with neighborhood associations / groups to fundraise toward creating a design and build an entry features for neighborhoods?

- Yes
- Maybe
- No

8. Do you believe sidewalks and pedestrian amenities provide good mobility and opportunity for better health within neighborhoods?

- Yes
- Maybe
- No

9. Should the city provide funding for pedestrian amenities/infrastructure (sidewalks and trails) to enhance safety and public health in neighborhoods?

- Yes
- Maybe
- No

10. All residential neighborhoods should have a close walkable retail/service center fairly close. What types of retail stores do you most desire? (Choose top 3)

- Convenience Store
- Fast Food
- Nail Salon/Barber Shop/Etc.
- Grocery Store/Health Food Market
- Laundry Mat
- Drug Store
- Full Service Restaurant
- Other: _____
-

11. Regarding neighborhood safety, what items to you signal's an unsafe environment? (Choose top 3)



- Street lights not working
- Not enough street lights
- Stray dogs
- Poor maintenance of homes
- Broken infrastructure: sidewalks, roads, etc.
- Abandoned/vacant homes
- No sidewalks/curbs

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



FOR THE NEIGHBORHOODS THAT HAVE BEEN DEFINED

**For all the following questions we will have a large neighborhood graphic in the PowerPoint show and a map on the wall.

12. Are the natural and physical elements (Rivers, Floodplains, Highways, Railroad, etc.) a major barrier to these neighborhoods?



- Yes major barrier for many reasons
- Somewhat: hinders accessibility and connectivity
- Somewhat: They bring a lot of noise and pollution
- Don't know
- Not Really
- No: not a major factor for neighborhoods
- Other: _____

13. Are the neighborhoods well connected?

- Yes
- Somewhat
- Don't Know
- Not Really
- Definitely Not

14. What could improve the neighborhoods the most? (Choose your top 2)

- Better pedestrian infrastructure
- Added consistent signage
- More regulation for housing development
- More public spaces/parks
- Bike lanes and infrastructure
- Added business development opportunities
- Other: _____

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan

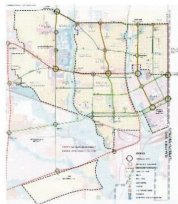


15. Which Neighborhood has the greatest sense of place/neighborhood identity? (Choose 1)



- 1 reason: _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- Not sure

16. Which Neighborhood should be a primary focus for community improvements? (Choose 1)



- 1 reason: _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- Not sure

17. Which Neighborhood has the greatest development opportunity? (Choose 1)

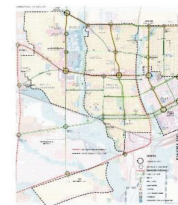


- 1 reason: _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- Not sure

Neighborhood Questionnaire – Breakout Session
 Texarkana Comprehensive Plan



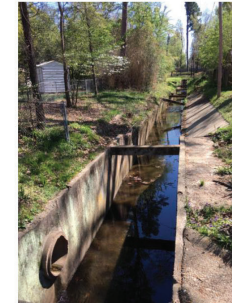
18. What is most needed for neighborhood revitalization? (Choose 1)



- Better infrastructure
- Clean up zones/areas, remove trash
- Activate vacant land, remove run down facilities
- Create a sense of place/identity
- Added regulation for housing standards/building codes
- Other: _____

19. Are you generally in favor of the City working with residents to improve residential neighborhood quality?

- Yes
- Maybe
- No



20. Are you generally in favor of the City pursuing money for these neighborhood improvement from local State and Federal sources?

- Yes
- Maybe
- No



3 | Do you feel the downtown plan meets your goals for downtown?



- Yes
- Partially
- Not too much
- No
- Don't know

4 | Do you think the plan is missing any components that would help with revitalization goals?



- No: The plan is rear good
- Somewhat: There could be added roadway considerations
- Somewhat: There are areas I feel should be included in plan
- Somewhat: There are components that could be better addressed in plan
- Yes: There are many components missing

5 | What aspect of the downtown plan do you feel is most valuable to Texarkana? (pick your top 3)



- Revitalization of vacant properties
- Great historic/cultural preservation
- Connected, safe, multi-modal streets
- Added land use diversity and economic potential
- Better vehicular circulation & parking
- Great pedestrian environment
- Attention to Stateline corridor
- Centralized connected public parks
- Screening of jail facility and bringing attention to central downtown

6 | What are your top priorities for downtown? (Choose up to 3)



- Enhanced pedestrian experience and more connected, safer sidewalks
- Activate vacant properties
- Historic preservation/cultural Identity
- Enhanced intersections and pedestrian crossings
- More pedestrian amenities: Benches, trash receptacles, etc.
- Better bike accommodations: Bike lanes, bike parking, etc.
- More housing options
- Greater diversity of retail
- More employment/business opportunities
- Better vehicular infrastructure – better parking, better circulation, safety
- More public spaces - plazas/parks

7 | What streets do you feel need the greatest improvement??



- | | | | | |
|--------------------|--------------------|--------------------|--------------|----------|
| 3 rd ST | 4 th St | 5 th St | Front Street | Broad St |
| Oak St | Spruce St | Texas Blvd | Main St | Pine St |
| State Line | Olive St | | | |

DOWNTOWN - KEYPAD POLLING

8 | What components of that streets do you feel need the greatest improvement??

(Choose up to 3 reasons)

- Need Safer wider sidewalks
- Need to reduce travel speed on road
- Turn Street to 2-way road for easier accessibility
- Need on street parking
- Need better signage
- Need better pedestrian crossings
- Need to beautify streets: Shade trees, fill holes, etc.
- Good road for bike lanes
- Other _____



9 | What two (2) gateways should be built first, i.e. they would provide the greatest need to Downtown?

- 1 (State Line North)
- 2 (State Line South)
- 3 (4th Street)
- 4 (3rd Street)



DOWNTOWN - KEYPAD POLLING

10 | What park amenities do you feel is needed for downtown?



- Large park space for more festivals, concerts, activities
- Areas for weddings and family gatherings
- Kids splash park/water facility
- Areas for picnics and weekend events
- Sports facilities, league play
- Movies on the lawn, theater performances

11 | What streetscape elements are most needed downtown? (Pick the best 3)



- Street trees for shade
- Pedestrian benches
- Bike racks
- Trash receptacles
- Wayfinding signage
- Street and pedestrian lighting
- Public Art

DOWNTOWN - KEYPAD POLLING

12 | Do you think there is the need for additional public art downtown?

Yes No Not sure



13 | Would you like to see more dining downtown, especially if an option for outdoor dining in the good months?

Yes No Not sure



DOWNTOWN - KEYPAD POLLING

14 | Do you have a concern for safety in Downtown?

Yes No Not sure



15 | regarding safety in downtown, improvement to the follows items would make you feel better about downtown? (pick the 3 most important to you)



- Better street lighting in downtown
- Parking lots having better lighting
- Having a better security presence
- Need more activity downtown
- Need more people on the sidewalks
- Concerns of homeless people
- Concern about the large County jail facility downtown

IN THE NEWS

9/5/2017 City to introduce draft for Comprehensive Plan | Texarkana Breaking News

City to introduce draft for Comprehensive Plan

Citizens have one more chance to participate in developing Texarkana, Texas' new Comprehensive Plan. The third and final public engagement meeting on the plan takes place Thursday.

The city will introduce the draft recommendations for each element of the Comprehensive Plan update. The public will then have the opportunity to help define early priority actions and improvements.

Emphasis will be on parks and trails, downtown, and neighborhoods, said Halff Associates Inc. Director of Planning Rick Lesner, who is overseeing the planning process.

"Particular challenges from here to here that would be important because it might increase the length of an existing trail," he cited as an example. "Or this neighborhood doesn't have enough identity, maybe it could have some markers or monuments to be put up at specific locations that would help to give it more identity and therefore increased pride. And then a whole host of other things as it relates to downtown, as far as pedestrian sidewalks, what types of developments would they like to see more," etc.

"We're going to split up into small groups and have facilitators for each. We're going to talk about each component of the draft plan in those small groups and then give people a chance to switch after a certain amount of time so they can hear about different components of it," said Lisa Thompson, city public information officer.

The Comprehensive Plan is a guiding document meant to provide clear, long-term direction for the city's land use, transportation, parks and recreation, downtown, and urban design.

It will replace the city's previous plan, adopted in 2001, with the goal of balancing commercial development with the preservation of Texarkana's character and quality of life.

"The Comprehensive Plan is the long-range planning tool that will help Texarkana reach its full potential," Mayor Bob Bruggeman said. "It is important for residents to engage in the process as the plan will have a direct impact on the future quality of life in our community."

The city has partnered with Halff Associates and Texas A&M University-Texarkana to develop the new plan under direction of a 17-member steering committee comprising residents, city council members and city staff.

Over the past nine months, the committee met monthly, more than 1,600 public comments were received, and more than 200 residents attended the previous two Comprehensive Plan meetings.

At the first meeting, held Sept. 20, participants got an overview of the city's existing conditions and prospects for growth. They also expressed their opinions and spoke with the heads of various city agencies and government departments.

At the second meeting, on Nov. 15, Lesner presented three potential scenarios for city development, each focusing on different priorities. Maps of the three scenarios hung on a wall, and attendees had the opportunity to express their approval by placing the stickers on their favorite.

Attendance at previous meetings is not a requirement for participating Thursday, Thompson said. Anyone who would like to review materials presented at the first two meetings can see them at the project's website, renewtexarkana.com.

The next steps are to draft a full plan and produce some final documents, Lesner said.

For more information, visit renewtexarkana.com or email renewtexarkana@halff.com.

On Twitter: [@ReNewTexarkana](https://twitter.com/ReNewTexarkana)

9/5/2017 Connect Media CRE - Texas Commercial Real Estate News



Texarkana Begins Comprehensive Plan Update

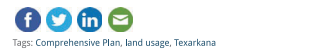
Texarkana has assembled a Comprehensive Plan Steering Committee consisting of residents, city council members and staff to determine the future of this Texas-Arkansas border city. The comprehensive plan, which will be developed with input from Halff Associates Inc. and Texas A&M University of Texarkana, will determine the direction of growth and development in the city during the next 25 years.

During the next 12 months, the planning process will include project initiation and current status, the citywide vision plan, and comprehensive implementation. The plan will focus on land use, parks and recreation and downtown/urban design.

The current plan will replace Texarkana's previous plan, which was adopted in 2001.

READ MORE AT RENEW TEXARKANA
CONNECT WITH HALFF ASSOCIATES

For comments, questions or concerns, please contact Amy Sorter



9/5/2017 Renew Texarkana a Comprehensive Plan For Our Future Nov. 15

The City of Texarkana has scheduled their second Comprehensive Plan Public Meeting on Tuesday, Nov. 15 at the Texarkana, Texas Convention Center at BPM.

If you attend just one public meeting this year, this is the meeting you need to attend. City officials want to hear from all residents on matters big and small. This year's opportunity to come voice your opinion on any concerns you may have about our town. This meeting will focus on three scenarios for the future growth of Texarkana over the next 25 years and will build on the first public meeting that included over 100 community members in attendance.

You will be able to review the detail scenarios for specific areas and topics of focus for Texarkana which include: Downtown, State Line Corridor, neighborhood integrity, pedestrian mobility, suburban growth and revitalization. The planning and design team will solicit input on these scenarios and gather community feedback during the meeting.

This is a key meeting of the comprehensive plan update and we hope you will be able to make plans to be there. Please spread the word via social media outlets on how you could shape our community and city for the future.

9/5/2017 Texarkana, TX begins Comprehensive Plan update

TEXARKANA, TX - Press Release - The City of Texarkana, Texas has assembled a Comprehensive Plan Steering Committee made up of residents, council members, and city staff, and partnered with Halff Associates, Inc., and Texas A&M University of Texarkana to create Texarkana's Comprehensive Plan.

A City's comprehensive plan is an important guiding document that sets the tone for how a City will develop, grow, and change over time. More specifically, the plan will help guide growth and development in the City for the next 25 years. The team of Halff Associates, Inc. and local partner Texas A&M University Texarkana, who will partner with the Steering Committee, possess the experience and knowledge to complete a successful Comprehensive Plan.

- Over the next 12 months, the comprehensive planning process will include three phases:
- (1) Project Initiation and the Status of Texarkana
 - (2) City Wide Vision Plan
 - (3) Comprehensive Plan & Implementation

Mayor Bob Bruggeman emphasized the importance of the plan.

"The Comprehensive Plan is the long range planning tool that will help Texarkana reach its full potential," Bruggeman said. "It is important for residents to engage in the process as the plan will have a direct impact on the future quality of life in our community."

This new Comprehensive Plan will provide clear direction for the development of the community. This includes land use, transportation, parks and recreation, downtown and urban design. It replaces the City's previous plan, which was adopted in 2001.

Rick Lesner, Director of Planning and Project Manager for Halff Associates, Inc. explained the purpose for a Comprehensive Plan.

"A Comprehensive Plan is a statement of a community's vision of itself now and in the future, which directs the physical growth, development and redevelopment of a community," Lesner said. "The plan serves as a tool, combining the many functional parts into a unified document that helps the community to achieve its long-term goals and objectives."

The plan will balance the importance of commercial development with the preservation of Texarkana's character and quality of life. City leaders have strongly encouraged Texarkana's citizens to get involved in the planning process and provided multiple opportunities to do so including project website, citizen survey and public workshop meetings.

The first public engagement meeting will be held Tuesday, September 20, 2016, 6:00 p.m. at the Texarkana Texas Convention Center. This meeting will focus on introducing the comprehensive plan, gaining valuable input from the community, and showcasing current projects. Citizen input is valued and all residents are encouraged to attend and be a part of planning Texarkana's future. Additional information can be found at www.renewtexarkana.com, via email at renewtexarkana@halff.com, at Texas City Hall by contacting David Orr, Director of Planning & Community Development, Daphnea Ryan, City Planner II, or Rick Lesner, Director of Planning and Project Manager for Halff Associates, Inc.

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RENEW TEXARKANA

comprehensive plan for tomorrow