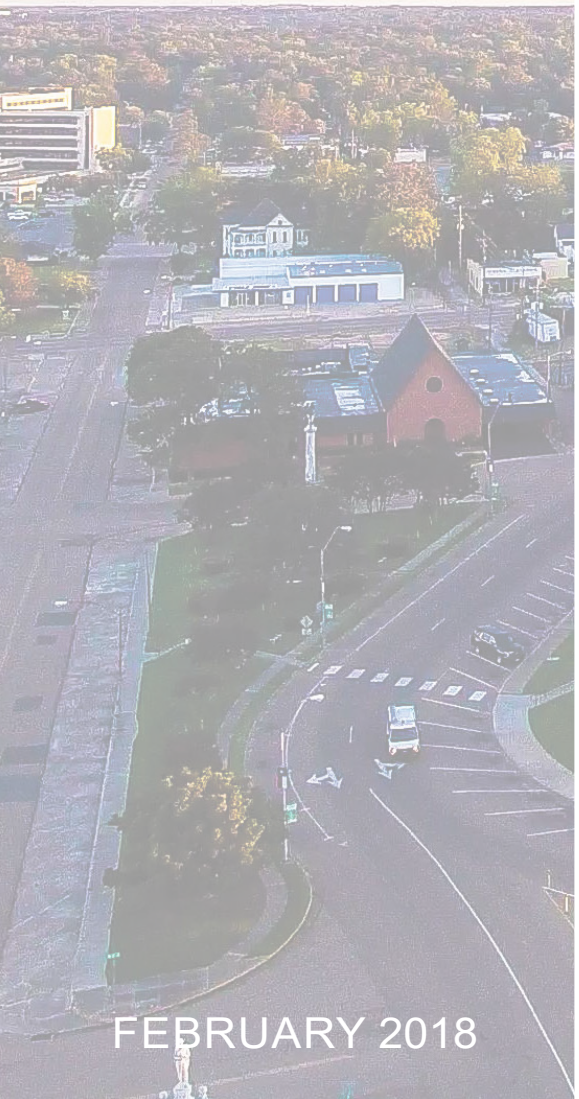
# RENEW TEXARKANA

comprehensive plan for tomorrow





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TEXAS
STATE LINE
ARKANSAS



# RENEW TEXARKANA

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# ACKNOWLEDGMENTS

The following individuals are recognized for their significant contributions to the preparation of the Texarkana Comprehensive Plan.

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# 1


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# INTRODUCTION

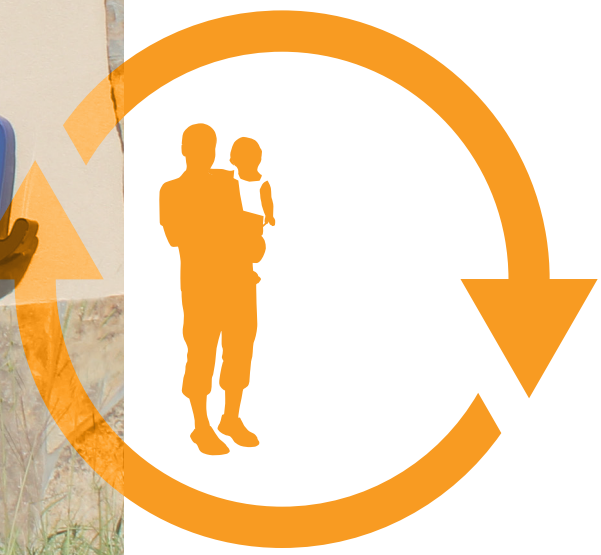

Welcome
to
Texarkana

# INTRODUCTION

Texarkana, TX is a community situated on the Texas/Arkansas border in northeast Texas. The city serves as a commercial hub for freight and has a rich history as a community that spans two states. Texarkana was established as a railroad and industrial center and has grown into a regional agriculture, retail, and wholesale service center. Texarkana, TX is separated from the Arkansas community by the historic State Line Avenue but the two cities are intrinsically linked and together are called 'Texarkana, USA.' The Texarkana Metropolitan area was first defined in 1960 and has expanded since. As of 2015, the population of Texarkana, TX is 37,280 and the greater Texarkana Metropolitan Area is 149,527.

In 2015, city leaders initiated the process to update the comprehensive plan for the city that will create a cohesive vision to guide future growth in a sustainable manner. This plan, called Renew Texarkana, assesses the existing conditions, analyzes constraints and opportunities, and develops a 'road map' to guide future growth for Texarkana, Texas. Throughout the process, input from the city and citizens were taken to direct the future development of Texarkana. This process included monthly stakeholder meetings, three primary public meetings, and on-line communication through social media and the Comprehensive Plan website. The Texarkana Comprehensive plan also follows closely the Comprehensive Plan Standards for Sustaining Places put forth by the American Planning Association. Creating a lasting resilient city is a primary goal for the city of Texarkana and is described further in this document.





[1] U.S. Census. 2011-2015 American Community Survey Five-Year Estimates.

# WHAT IS A COMPREHENSIVE PLAN?

As communities grow, mature, and redevelop it is important for residents and leaders to consider what the future holds for their community. Questions such as 'what do we want the future to look like' and 'how do we get there' can be answered through a community comprehensive plan process.

Communities participate in comprehensive planning to prepare a 'blueprint' for the growth of a municipality. Comprehensive plans typically include a future land use plan that serves as a road map for future regulatory decisions and policies that help the municipality implement the vision. What makes a plan comprehensive is that it considers all components of a city and how they work together to create a quality community. Renew Texarkana includes a review of and recommendations for the following community elements: **Land Use, Transportation, Parks and Trails, Urban Design, and Downtown.**

It is also important to articulate what a comprehensive plan is not. A comprehensive plan should serve as the basis for the preparation of regulatory documents such as a zoning map, subdivision regulation, budget, or capital improvement plan and does NOT serve as a regulatory document itself.




*Figure 1.1 | Texarkana Comprehensive Plan Components*



# CITY PLANNING AND REGULATORY AUTHORITY IN TEXAS

Unlike other states, comprehensive plans are not required in Texas. However, the ***Texas Local Government Code*** (LGC) permits municipalities to develop them for the "purpose of promoting sound development."[2] Most Texas communities develop comprehensive plans to use as a foundation for land use regulations, such as a zoning ordinance or subdivision regulations. If a community chooses to develop a comprehensive plan, the LGC allows municipalities to define the content and design of the plan and requires review by the planning and zoning commission and a public hearing.

Another critical aspect of regulatory authority is Extraterritorial Jurisdiction (ETJ), which allows local governments to exercise authority outside the designated city limits. Based on the current population, Texarkana has a two mile ETJ beyond the city limits where the city can impose limited regulations. Renew Texarkana will make recommendations for the current city limits and the ETJ area (assuming that the ETJ land would be incorporated during the lifetime of the plan).

### LAND USE AND DEVELOPMENT MUNICIPAL REGULATORY AUTHORITY IN TEXAS

***Zoning:*** regulates height, size, lot coverage, lot size, density, and location of structures (Chapter 211)

**Subdivision:** how a property is subdivided and used (Chapter 212)

**Structures:** how structures relate to the building code and establishing building lines (Chapter 214)

**Certain Business Operations:** (Chapter 215)

**Signs:** authorizes municipalities to establish sign regulations (Chapter 216)

[2] State of Texas. Texas Local Government Code: Title 7: Regulation of Land Use, Structures, Businesses, and Related Activities. http://www.statutes.legis.state.tx.us/?link=LG.


Texarkana
USA

# PLANNING PROCESS

The new comprehensive plan for Texarkana is the result of an in-depth process that assessed existing conditions, engaged the public, and developed recommendations. A Steering Committee composed of community leaders was created to help guide the planning process. The analysis and recommendations were extensively analyzed through the committee to formulate the Comprehensive Plan. A website was also developed to disseminate information, inform the public of outreach opportunities, and solicit feedback. Figure 1.2 depicts the planning process.

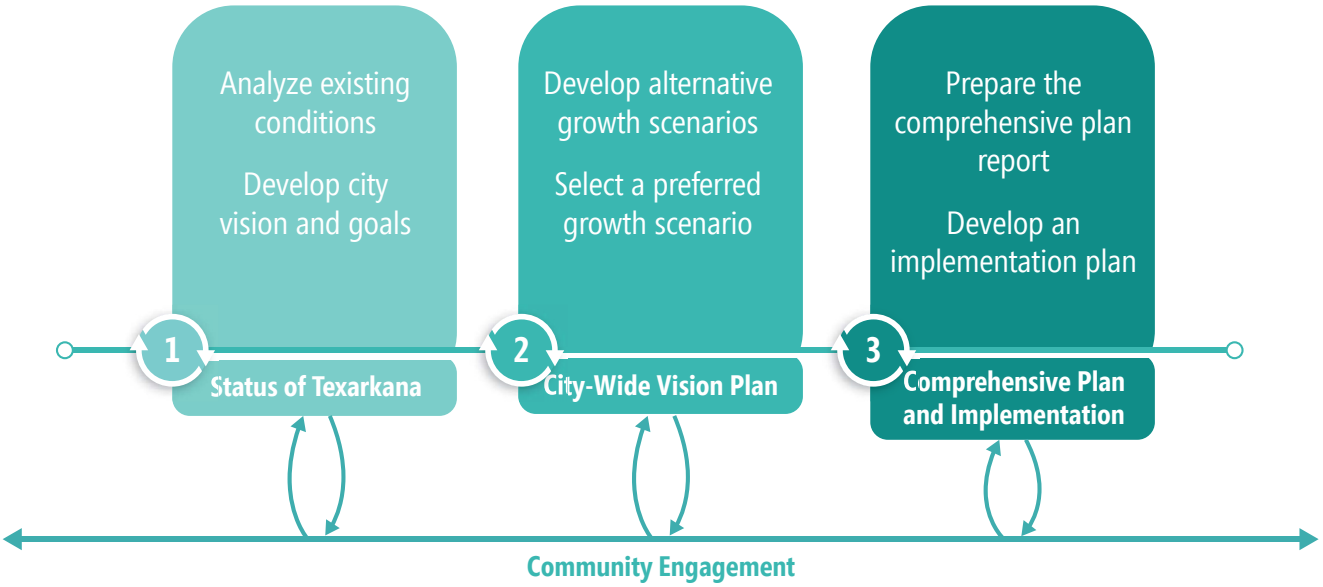



*Figure 1.2 | Planning Process Diagram*

## 1 PHASE 1: STATUS OF TEXARKANA

In the initial phase, the role of a comprehensive plan was communicated to the community and leadership of Texarkana. This phase established the basis on which the rest of the plan was developed. During this phase the Steering Committee, website, and project goals were developed and the existing conditions of the community were documented.

## 2 PHASE 2: CITY-WIDE VISION PLAN

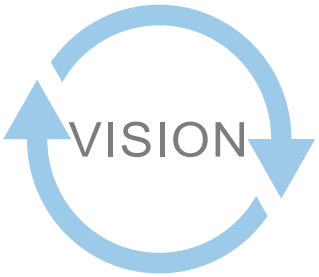
During the second phase, community needs were identified through technical, physical analysis and stakeholder engagement. Goals and objectives were refined and a preferred city-wide scenario was selected. The preferred scenario then guided the development of the comprehensive plan document.

## 3 PHASE 3: COMPREHENSIVE PLAN & IMPLEMENTATION

In this final phase, plan elements, policies, and programs were developed to address critical issues and achieve the established community goals and objectives. An implementation plan was also provided to direct guidance on how the plan can be realized in future years.

# HOW TO USE THE PLAN

Renew Texarkana is meant to provide guidance on how future growth should occur to elected officials, city staff, property owners, developers, and residents for the next 10-20 years. To facilitate use of the plan, frequently used terms are defined as follows:



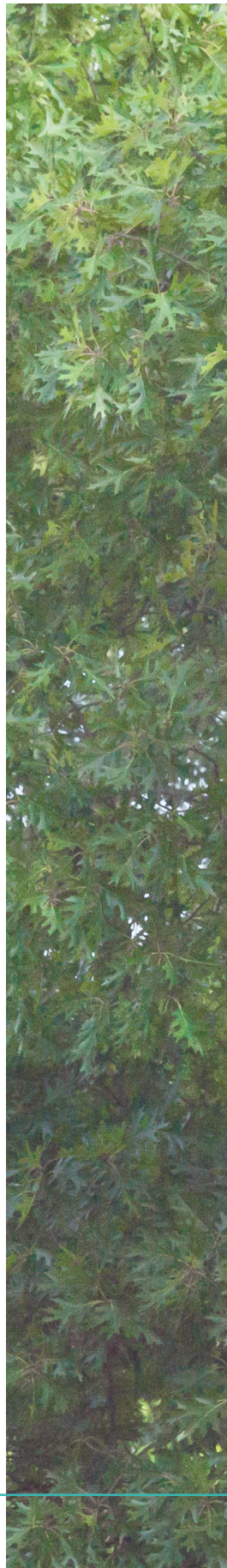

the overarching statement that represents collective thoughts and ideas that residents and leaders have about the future of Texarkana.




a desired result of the planning process. The Renew Texarkana plan has several goals that fit within nine themes defined by the community and stakeholders.




specific and achievable steps that meet the goals of the plan.

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ESTABLISHED 1900



## THIS PLAN IS ORGANIZED INTO SIX CHAPTERS THAT DESCRIBE MAJOR PLAN COMPONENTS:

### 1 CHAPTER 1 - Introduction

Describes the purpose and framework of the plan

### 2 CHAPTER 2 - Community Profile

Reviews existing plans and studies and also describes the existing conditions of the city and larger region, such as demographics and natural resources.

### 3 CHAPTER 3 - Vision & Goals

Describes the plan for public engagement and defines the vision and goals for the community.

### 4 CHAPTER 4 - A Comprehensive City

Makes recommendations for how Texarkana can be more sustainable through land use decisions, transportation investments, parks and trail amenities, and urban design.

### 5 CHAPTER 5 - Resilient Neighborhoods

Presents scenarios for the redevelopment of downtown and gives strategies to revitalize three historic neighborhoods.

### 6 CHAPTER 6 - Implementation Strategy

Presents a prioritized implementation strategy to realize the plan recommendations.




# RENEW TEXARKANA

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# 2


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- POPULATION TRENDS
- PHYSICAL RESOURCES


# COMMUNITY PROFILE


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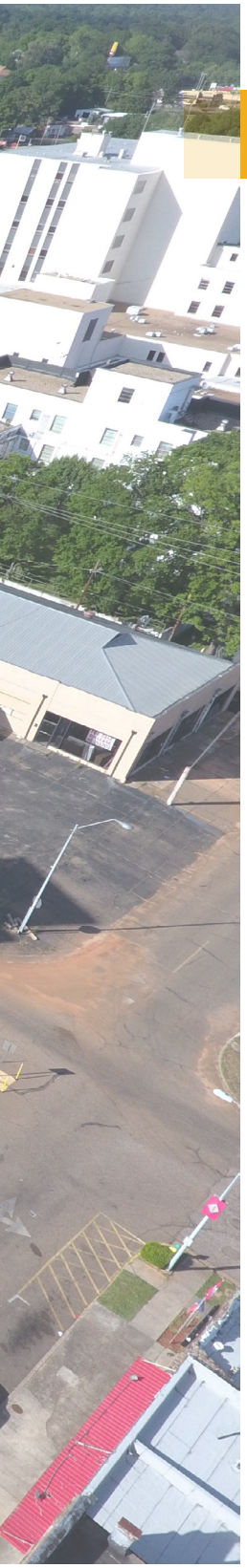


# CONTEXT AREA

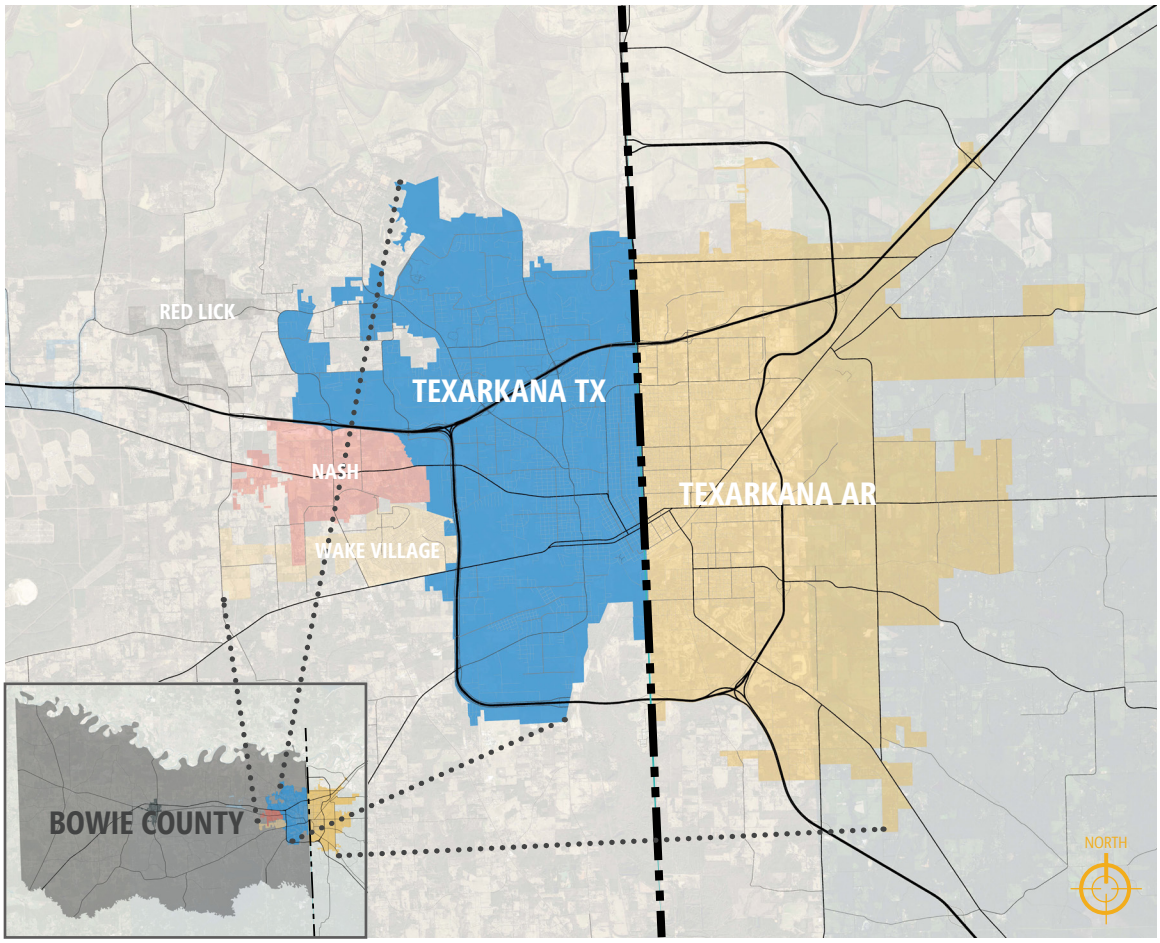



*Figure 2.1 | Texarkana Context Map*

Texarkana, TX is located in Bowie County and is approximately 29.5 square miles. Additionally, the Extraterritorial Jurisdiction (ETJ) of Texarkana extends two miles beyond the city limits and could be incorporated in the future. The planning area for Renew Texarkana is the incorporated city limits and ETJ of Texarkana, Texas. However, since the city is economically and socially linked to Texarkana, Arkansas, there will be sections throughout the plan document that discuss how the recommendations affect its sister city.

# CITY HISTORY

Texarkana, Texas was first settled in 1874 at the junction of two railroads – the Texas & Pacific and the Cairo & Fulton rail lines. The community's sister city, Texarkana, Arkansas, was incorporated a few years later in 1880. The two cities are integrated economically and culturally despite being in separate states with separate governing structures. Major industries in the early 1900s were associated with the railroad and agricultural processing. The Texarkana region as a whole grew substantially in the 1940s with the construction of the Red River Army Depot just west of Texarkana. The Army Depot is still active today and provides maintenance support for the army. As more infrastructure was built, Texarkana became a major commercial and industrial hub in the southwest.

Today, major industries in the region include agriculture, lumber products, and retail trade. Given its location, Texarkana serves as a hub for freight moving into and out of Texas. Interstate 30 runs through Texarkana and connects to Dallas-Fort Worth to the southwest and Little Rock to the northeast. The major rail lines in the city connect to Dallas-Fort Worth and point east. Union Station in downtown still serves as a stop along the Texas Eagle Amtrak route.

Texarkana also serves as an important educational center; within the city there is one university, Texas A&M University – Texarkana, and one college, Texarkana College. Some of the most well-known cultural sites in Texarkana are the Perot Theatre which first opened in 1924, the famous ragtime artist Scott Joplin mural, and the Rose Hill Cemetery that was founded in 1874 and features graves of both Union and Confederate soldiers.

The two cities are still intrinsically linked. Commonly referred to as 'Texarkana USA,' there are several organizations that serve both cities such as the Chamber of Commerce and Main Street Texarkana. State Line Avenue serves as the physical barrier between the two cities, counties, and states, and presents redevelopment opportunities to make the roadway a signature gateway through the two cities. The only bi-state justice building in the country is on State Line Avenue in downtown and serves as the office for both Texas and Arkansas officials.




*Figure 2.2| Timeline of Texarkana History*

[1] Texas State Historical Association. Texarkana, TX. https://tshaonline.org/handbook/online/articles/hdt02.


ecember 1873
ry 1874
Streetcar, waterworks, electric plant, gas works, ice factory, cotton compress, oil mill, were all running in Texarkana
January 1896
The first Texarkana hospital was incorporated.
January 1905
Texarkana accorded city status
January 1907
Texarkana College established
January 1927
Texarkana U.S. Post Office and Federal Building built on State Line Ave
January 1933
Red River Army Depot activated and became city's largest employer
January 1941
Texarkana established as railroad, commercial, and industrial center
January 1948
Texarkana A&M established as separate A&M institution
September 1996

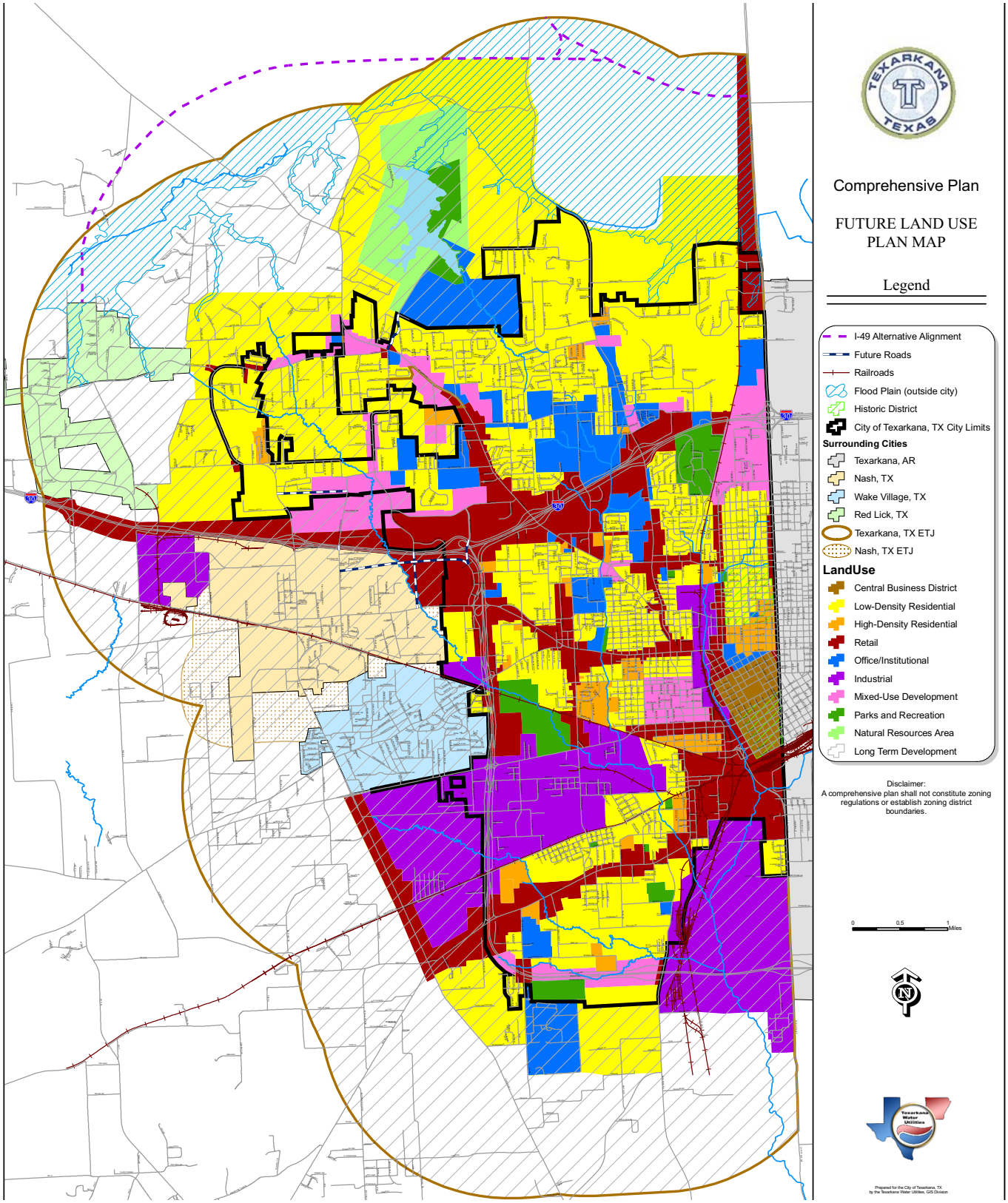



*Figure 2.3 | Texarkana Existing Future Land Use Plan*

*Source: http://tx-texarkana.civicplus.com/DocumentCenter/View/744)*

The previous comprehensive plan for Texarkana was adopted in 2001. Since that time the city has added about 2,000 residents, so the need for an updated comprehensive plan is evident. There are several other plans that have been undertaken by the city or region that are also important to consider for this plan.

## 2001 Comprehensive Plan




The previous comprehensive plan for Texarkana was completed in 2001 and included strategies to achieve objectives such as redevelopment of vacant lots, make downtown more vibrant, foster more communication with the community, and attract industry. Many of these goals are still relevant in the Renew Texarkana plan. The previous future land use map included concentrated areas of industrial uses as well as mixed-use development throughout the city and a large area defined as the Central Business District.

## 2016 Brownfield Program Update



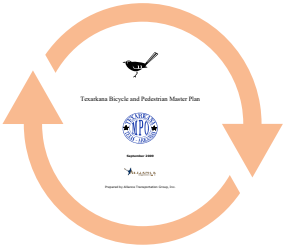

In the past few years the city has received approximately $2.1 million dollars in grant money to revitalize brownfield sites. The city has done ten phase-1 assessments and six phase-2 assessments with hazardous grant funds and nine phase-1 assessments and four phase-2 assessments with petroleum grant funds. Primary sites the city has focused on with brownfield clean up is located in the downtown area and follow many of the goals for Texarkana. Buildings and areas such as Union Station, the Grim Hotel, and Main street have all been evaluated and many of the sites now have thriving businesses or redevelopment plans in the near future due to the Brownfields Program.

## 2015-2040 Metropolitan Transportation Plan




In 2014, the Texarkana Metropolitan Planning Organization (MPO) adopted a long-range transportation plan for the Texarkana region to guide transportation investments through the year 2040. Recommendations for multi-modal improvements are made for the entire Texarkana Region and emphasis is placed on regional development projects such as the State Line Corridor restoration, Texarkana Main Street Program, and redevelopment of the TexAmericas Center.

## 2009 Texarkana Bicycle and Pedestrian Master Plan




The MPO has also conducted a regional bicycle and pedestrian plan to assess opportunities and constraints to make the city more accessible to non-drivers. Some of the major recommendations as a result of this process include establishing an advisory panel, including bicycle/pedestrian infrastructure when rebuilding roads, building sidewalks in new subdivisions, collecting crash information data, and educating the public on how bicycles and cars can share the road.

# POPULATION TRENDS

## HISTORIC GROWTH

Texarkana experienced the greatest increase in population from 1940 to 1960, which coincides with population patterns across the country at that time. Since 1960, the population of Texarkana has remained fairly steady, adding only 6,193 people in the last 50 years, or an average of 1,200 people per decade. According to the 2010 decennial Census, the population of people in Texarkana, TX was 36,411 people. The most recent Census population estimates in 2015 was 37,088 people. The city's population makes up 39% of the entire population of Bowie County and 27% of the Texarkana metropolitan statistical area.

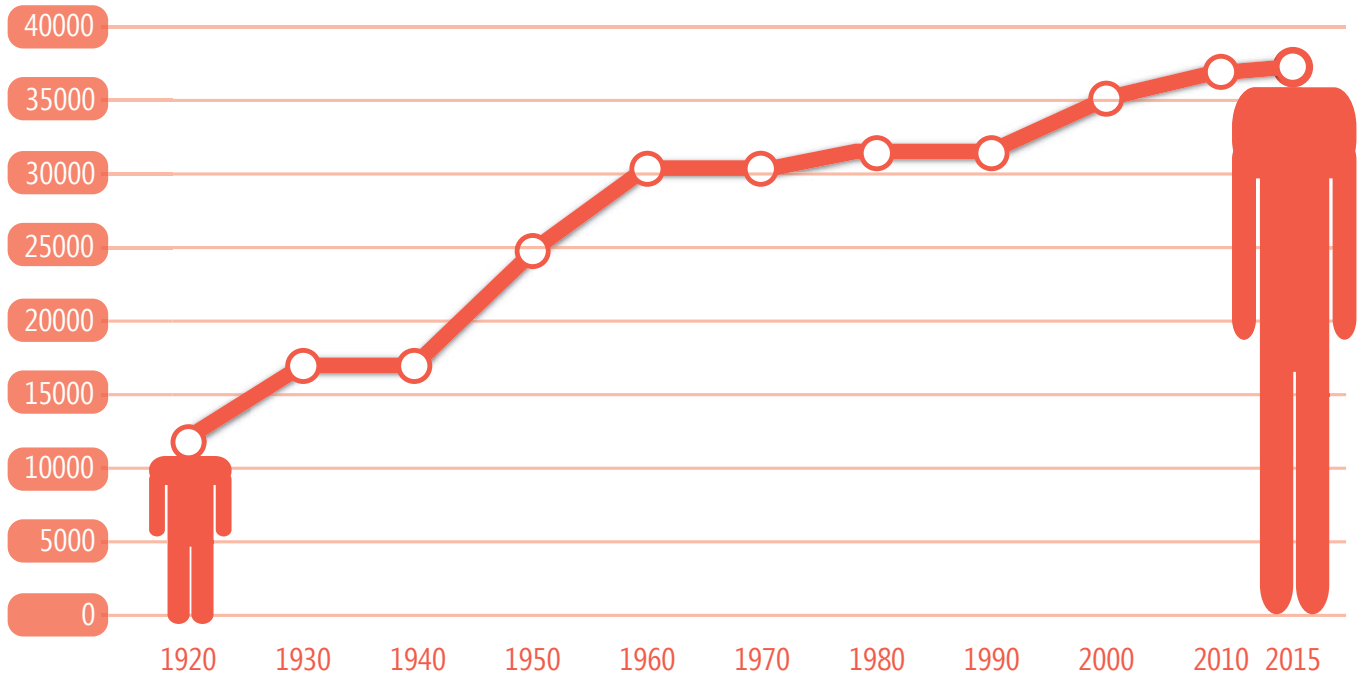



*Figure 2.4 | Texarkana Population Growth*

*Source: www.nhgis.org*

## FUTURE GROWTH PROJECTIONS

In the next five years, the population in Texarkana, TX is projected to grow 0.45% and the overall Metropolitan Statistical Area (MSA) 0.24%.[2] Texarkana, AR is projected to decrease slightly in population in the next five years. In the longer-term future, the city is projected to grow a bit more rapidly. According to the Texarkana MPO, the population of Texarkana is expected to increase 11% from 36,411 people in 2010 to 40,592 people in 2040.[3] Additionally, according to the Texas Water Development Board, Texarkana, TX is projected to grow 5% from 2015 to 2040.[4] This growth is less than what is expected for the state of Texas as a whole, but the growth of Texas should have an impact on Texarkana growth. The population of Texas is projected to increase approximately 37% from 2015-2040.

[2] ESRI. Updated Demographics: 2016-2021. 2016.

[3] Texarkana MPO. Texarkana Urban Transportation Study: 2015-2040 Metropolitan Transportation Plan. http://www.texarkanampo.org/documents/Tuts/TUTS%202040%20Plan.pdf.

[4] Texas Water Development Board. Population & Water Demand Projections. January 2015.

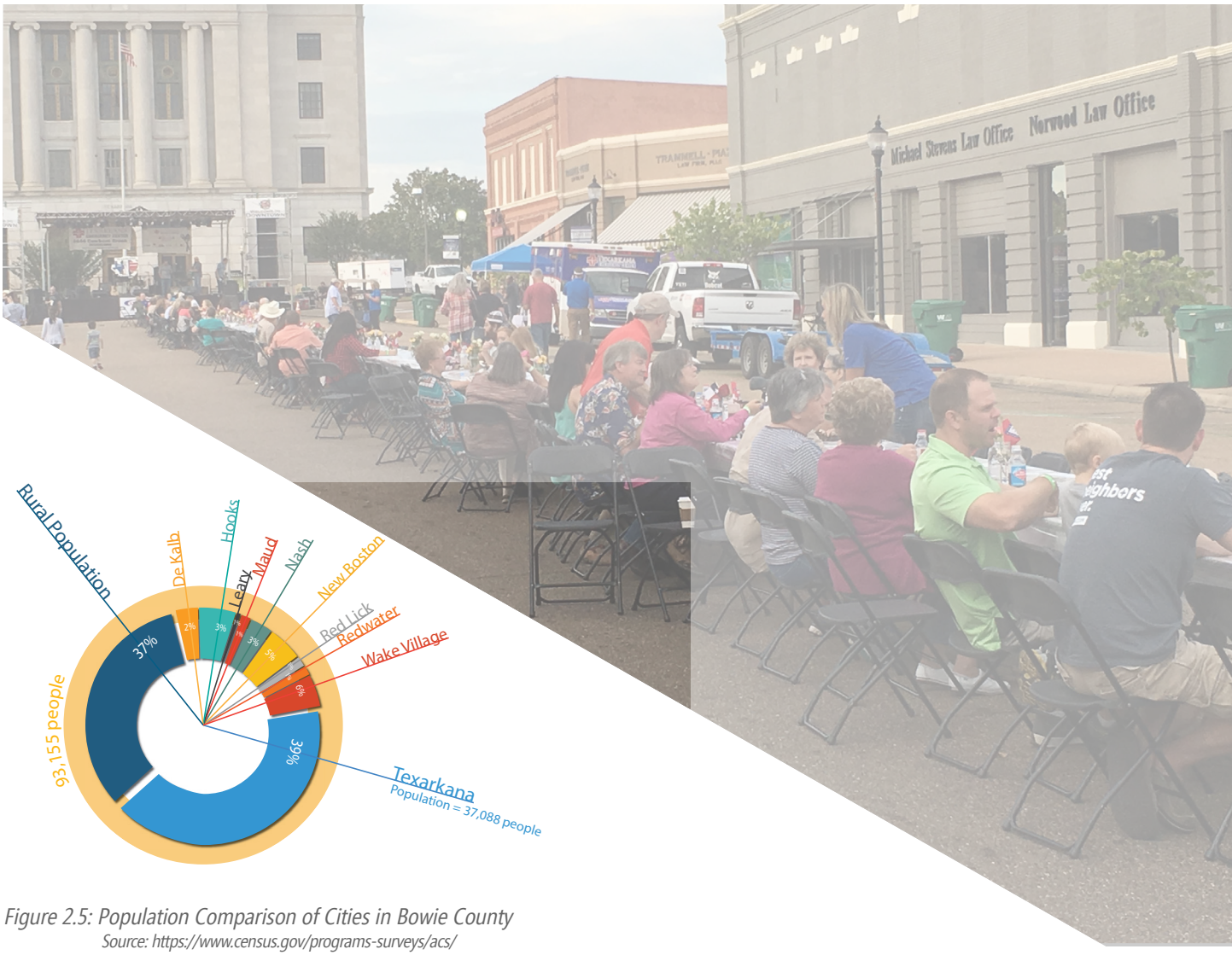



*Figure 2.5: Population Comparison of Cities in Bowie County*
*Source: https://www.census.gov/programs-surveys/acs/*

## DEMOGRAPHIC INFORMATION

The demographic information in this section represent various characteristics of individuals and households for Texarkana, TX. The data in this section is from the U.S. Decennial Census and the American Community Survey Estimates. The decennial Census provides the most statistically valid information about the population every 10 years. For the years in between, the Census conducts surveys of a sample of the population and then develops estimates based on five years of samples. This section uses data from the 2000 and 2010 decennial Census, as well as the 2011-2015 American Community Survey 5-Year Estimates, which is the most current data available. Additional information was used from ESRI. Age, gender, race, ethnicity, and household characteristics were evaluated by analyzing trends over time within Texarkana as well as comparing current characteristics with other cities in East Texas.

## Tapestry Segments

ESRI has developed a market segmentation system called Tapestry Segmentation to help identify consumer markets. Using Tapestry Segmentation, residential areas in the U.S. are divided into segments based on the socioeconomic and demographic composition. Analyzing the tapestry segments of Texarkana can give further insight about residential characteristics and potentially the needs and demands of residents. In Texarkana, there is no segment that is overwhelmingly higher than others, indicating that the city is fairly diverse. The top five tapestry segments in Texarkana are described below.

**OLD AND NEWCOMERS |** Approximately 12.5% of Texarkana fits into this segment, which is composed of residents who focus more on convenience than consumerism. Many in this segment are renters who are starting their careers and others are retiring. Unemployment is lower than average and households are predominantly composed of one person.

**CITY COMMONS |** Approximately 11.4% of Texarkana fits into this segment, which is composed of residents who are primarily single-parent and single-person households living in cities. Unemployment is higher than average and a large portion of the segment uses public transportation.

**EXURBANITES |** Approximately 10.6% of Texarkana fits into this segment, which is composed of residents who are approaching retirement but are active in their community. Exurbanites live in more suburban areas and many are empty nesters. They are also very social and hardworking.

**MODEST INCOME HOMES |** Approximately 8.5% of Texarkana fits into this segment, which is composed of residents who have strong religious faith and family values and modest lifestyles. Multigenerational families are present and most homes are single-family units. Poverty rates in this segments are also higher.

**SET TO IMPRESS |** Approximately 8.4% of Texarkana fits into this segment, which is composed of residents who are primarily 20 to 34 years old with low incomes. Set to impress individuals are conscious of their self-image and like to get a good deal. Renters make up nearly 75% of all households.

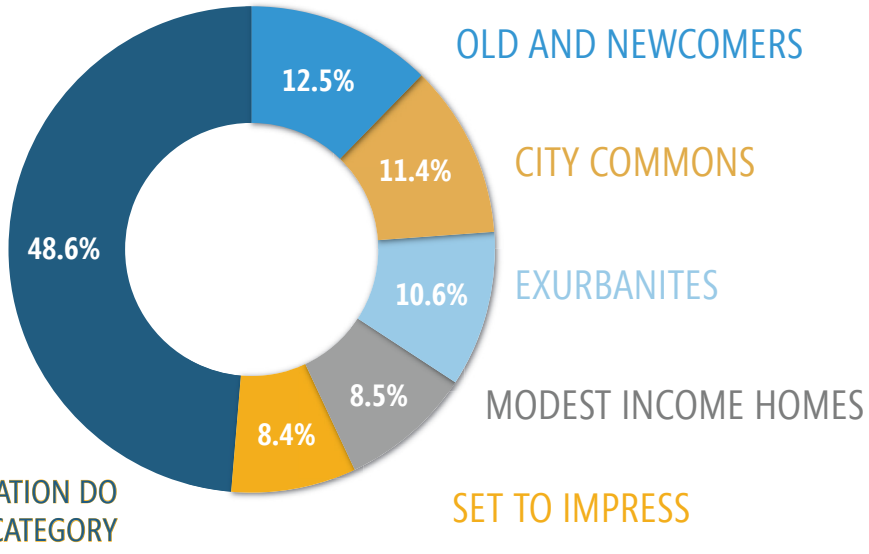



*Figure 2.6 | Tapestry Segments in Texarkana*

Source: ESRI Tapestry Segments

## Age and Gender Characteristics

Evaluating population by age and gender is important to ensure that a community has an appropriate mix of housing and community services. The largest population cohort is made up of 0 to 9 year olds, followed by 20-29 year olds. There are more males than females in almost every age cohort except for those 60 and older.

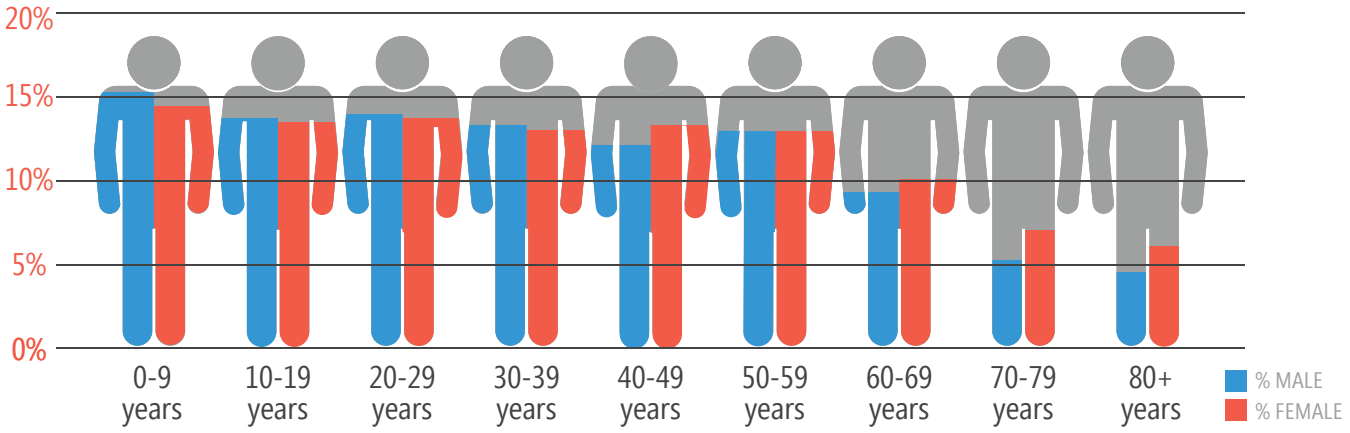



*Figure 2.7 | Texarkana Gender Statistics*

*Source: 2011-2015 American Community Survey*



When compared to other cities, Texarkana has the highest percentage of residents that are 80 years or older. The median age is also the oldest of all the cities compared.

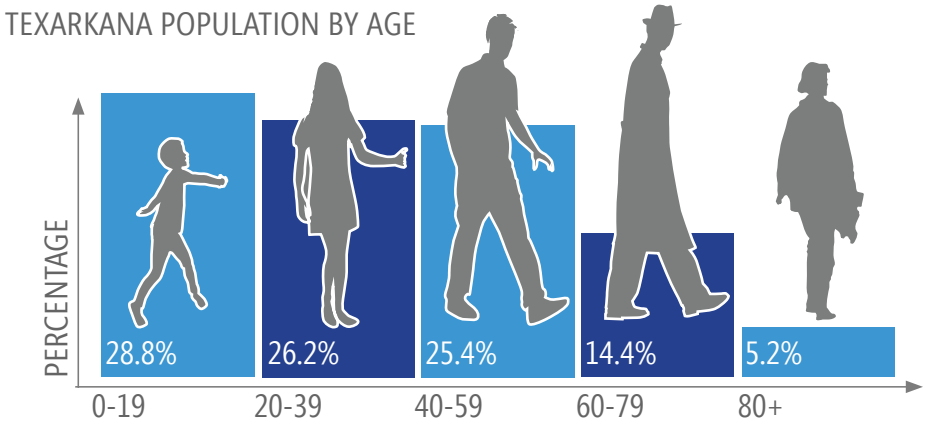



*Figure 2.8 | Texarkana Age Statistics*

*Source: 2011-2015 American Community Survey*

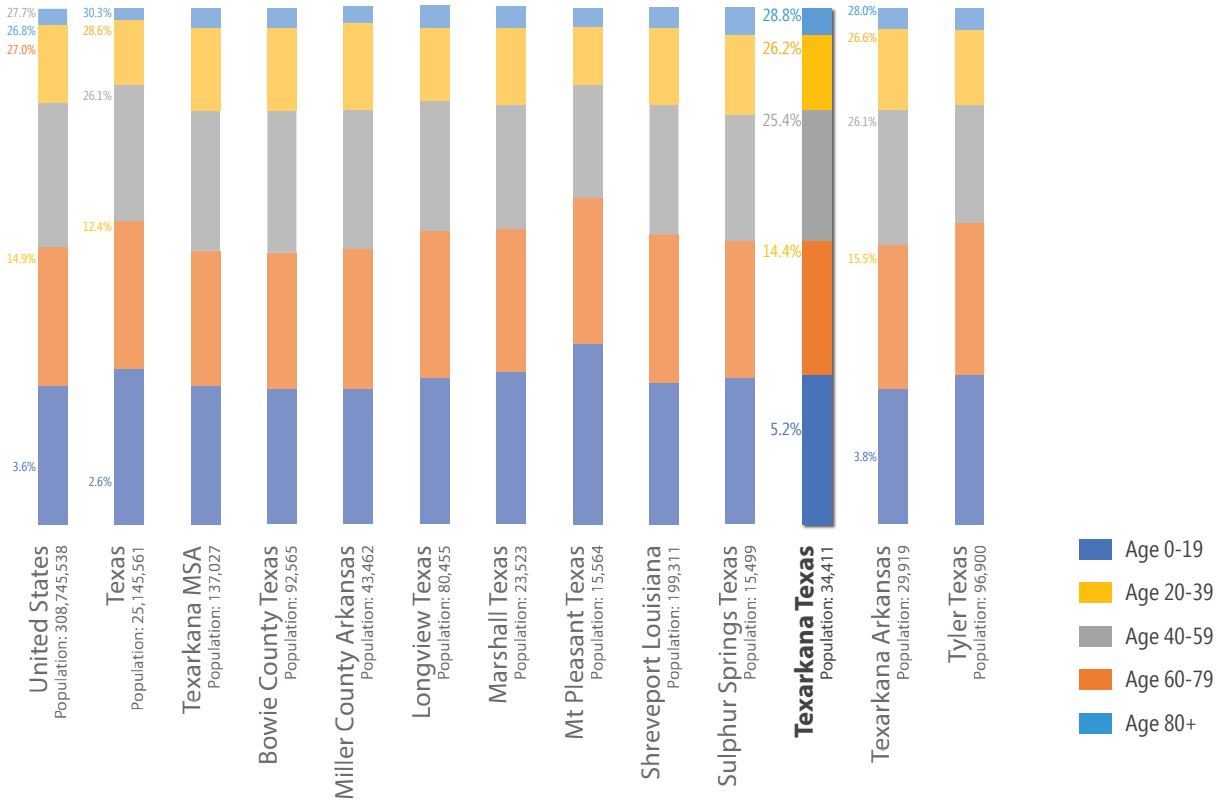



*Figure 2.9 | Population Age Comparison*

*Source: : 2010 Decennial Census*

## Racial and Ethnic Characteristics

Evaluating racial and ethnic characteristics is also important to establish an existing profile of a community. While slightly more than 50% of Texarkana is white, the city has become increasingly more diverse since 1990. Currently about 37% of residents are African American and over 7% identify as Hispanic or Latino ethnicity. The number of Hispanic and Latino residents increased over 500% from 1990 to 2010. Furthermore, the total percentage of minorities has increased from 38% in 1990 to 48% in 2015. The increase in the number of Hispanic or Latino individuals is consistent with the rest of the state and many parts of the country as well.

| Population by Race and Ethnicity Trends: City of Texarkana | | | | |
|---|---|---|---|---|
| **Year:** | **1990** | **2000** | **2010** | **2015** |
| **Total Population:** | **31,656** | **34,782** | **36,411** | **37,088** |
| % White | 63.0% | 59.2% | 55.4% | 55.7% |
| % Black | 35.9% | 37.1% | 37.2% | 37.1% |
| % Asian | 1.12%* | 0.7% | 1.4% | 0.4% |
| % American Indian | 0.4% | 0.3% | 0.5% | 1.6% |
| % Pacific Islander | 1.12%* | 0.1% | 0.03% | 0% |
| % Other | 0.32% | 1.4% | 3.4% | 2.1% |
| % Multiple Races | N/A | 1.2% | 2.2% | 3.2% |
| **% Hispanic/Latino** | **1.1/%** | **2.9%** | **6.4%** | **7.3%** |
| **TOTAL MINORITY** | **37.7%** | **40.8%** | **46.9%** | **48%** |

**In 1990, Asian and Pacific Islander were combined for reporting purposes.*

*Table 2.1 | Texarkana Race Statistics*

*Source: 2015 ACS, U.S. Decennial Census, and NHGIS Data Finder.*

Compared to Texarkana, AR and other cities in East Texas, Texarkana is very diverse. Among the cities reviewed, Texarkana had the greatest percentage of non-White residents in 2010.

| Population by Race and Ethnicity Comparison, 2010 | | | | | | |
|---|---|---|---|---|---|---|
| **Total Population** | | **Racial Distribution** | | | | **% Hispanic or Latino Ethnicity** |
| | | **% White** | **% Black** | **% Asian** | **% Other Race*** | |
| United States | 308,745,538 | 72.40% | 12.60% | 4.80% | 10.20% | 16.30% |
| State of Texas | 25,145,561 | 70.40% | 11.90% | 3.80% | 13.90% | 37.60% |
| Texarkana MSA | 137,027 | 69.70% | 24.30% | 0.70% | 5.30% | 5.20% |
| Bowie County, TX | 92,565 | 68.80% | 24.20% | 0.80% | 6.30% | 6.50% |
| Miller County, AR | 43,462 | 71.60% | 24.50% | 0.50% | 3.40% | 2.40% |
| Longview, TX | 80,455 | 63.30% | 22.90% | 1.35% | 12.40% | 18.00% |
| Marshall, TX | 23,523 | 48.00% | 38.30% | 0.80% | 12.90% | 17.00% |
| Mt. Pleasant, TX | 15,564 | 57.80% | 14.70% | 1.10% | 26.40% | 51.00% |
| Shreveport, LA | 199,311 | 41.20% | 54.70% | 1.30% | 2.80% | 2.50% |
| Sulphur Springs, TX | 15,449 | 75.10% | 12.70% | 0.50% | 11.70% | 15.90% |
| **Texarkana, TX** | **36,411** | **55.40%** | **37.20%** | **1.40%** | **6.10%** | **6.40%** |
| Texarkana, AR | 29,919 | 62.40% | 33.20% | 0.60% | 3.80% | 2.80% |
| Tyler, TX | 96,900 | 60.50% | 24.80% | 1.90% | 12.80% | 21.20% |

**Other Race includes American Indian/Alaska Native, Hawaiian Pacific Islander, Some Other Race, and Two or More Races.*

*Table 2.2 | Race and Ethnicity Comparison*

*Source: U.S. Decennial Census, 2010*

## Household Characteristics

Characteristics of households are an important element of comprehensive plans since they can indicate what the future housing mix may look like. The percentage of renter-occupied housing units in Texarkana has increased as the percentage of owner-occupied housing units has decreased. The number of single-person households has also increased from 25% in 1990 to 32% in 2010.

| Texarkana Household Characteristics Trends | | | |
|---|---|---|---|
| | 2000 | 2010 | 2015 |
| Total Housing Units | 15,105 | 16,115 | 16,280 |
| % Occupied | 89.8% | 89.5% | 83.9% |
| % Owner Occupied | 58.7% | 51.2% | 55.1% |
| % Renter Occupied | 41.3% | 48.8% | 44.9% |
| % Vacant | 10.2% | 10.5% | 16.1% |
| Average Household Size | 2.42 | 2.41 | 2.63 |
| Single-Person Home | 29.9% | 32.4% | 30.3% |
| Median Home Value | $65,800 | $95,600* | $106,400 |
| Median Rent | $377 | $488* | $567 |
| Median Household Income | $30,152 | $39,319* | $39,113 |

*Table 2.3 | Texarkana Household Characteristics*
*Source: American Community Survey, U.S. Decennial Census and NHGIS Data Finder.*
**2006-2010 American Community Survey 5-Year Estimates*

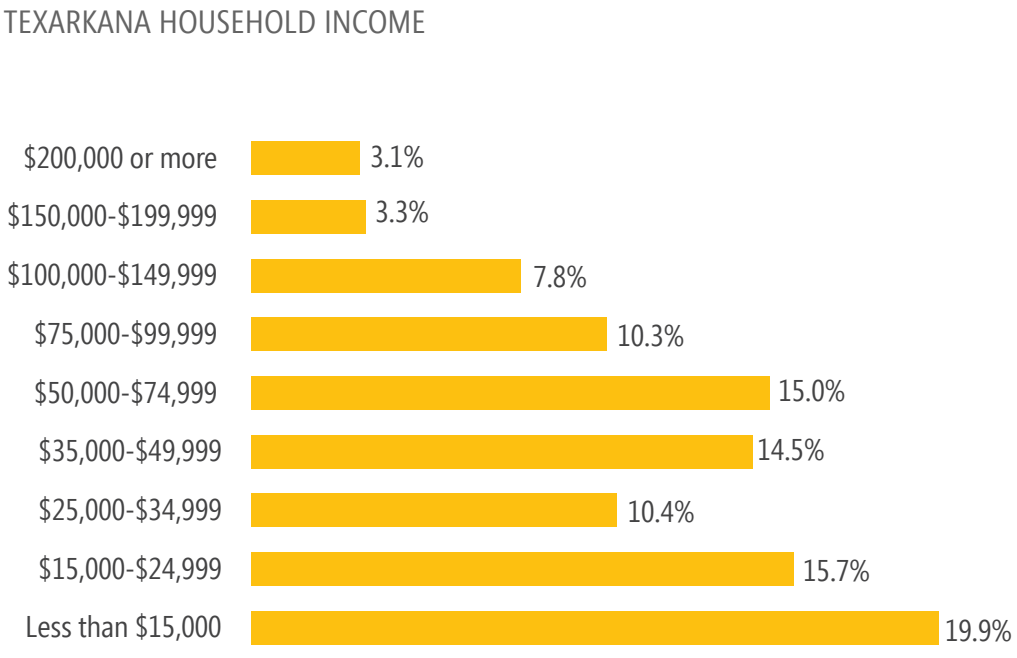



*Figure 2.10 | Total Households by Income in Texarkana*

*Source: : 2011-2015 American Community Survey 5-Year Estimates*

Compared to surrounding cities, Texarkana has the highest percentage of renter-occupied homes. The city also had the second lowest median household size, following Texarkana, AR. The median home value and median rent fall in the middle of the other cities reviewed.

| Household Characteristics Comparison, 2010 | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Total Housing Units | Median Household Size | % Vacant | % Owner Occupied | % Renter Occupied | Median Home Value | Median Rent |
| United States | 131,704,730 | 2.58 | 11.4% | 65.1% | 34.9% | $188,400 | $699 |
| State of Texas | 9,977,436 | 2.75 | 10.6% | 63.7% | 36.3% | $123,500 | $625 |
| Texarkana MSA | 57,774 | 2.47 | 10.2% | 64.9% | 35.1% | $87,800 | $462 |
| Bowie County, TX | 38,493 | 2.49 | 9.9% | 65.6% | 34.4% | $88,600 | $465 |
| Miller County, AR | 19,281 | 2.44 | 10.7% | 63.5% | 36.5% | $86,400 | $457 |
| Longview, TX | 32,751 | 2.51 | 6.4% | 55.5% | 44.5% | $116,600 | $545 |
| Marshall, TX | 9,691 | 2.58 | 17.1% | 60.7% | 39.3% | $81,100 | $473 |
| Mt. Pleasant, TX | 5,449 | 3.03 | 7.1% | 58.5% | 41.5% | $85,000 | $424 |
| Shreveport, LA | 88,253 | 2.40 | 13.2% | 55.5% | 44.5% | $113,800 | $522 |
| Sulphur Springs, TX | 6,654 | 2.53 | 8.5% | 57.2% | 42.8% | $95,400 | $465 |
| **Texarkana, TX** | **16,115** | **2.41** | **10.5%** | **51.2%** | **48.6%** | **$95,600** | **$488** |
| Texarkana, AR | 13,375 | 2.36 | 13.4% | 55.4% | 44.6% | $90,300 | $469 |
| Tyler, TX | 41,742 | 2.46 | 10.1% | 53.0% | 47.0% | $123,600 | $595 |

*Table 2.4 | Household Characteristics Comparison*

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

## Other Population Considerations

Beyond age, gender, race, ethnicity, and household characteristics, there are additional population characteristics that are important to consider when developing a comprehensive plan. As communities become more diverse, the number of impoverished individuals rises, as do households with no cars and Limited English Proficient (LEP) individuals. The following section describes these populations that are important to consider to ensure that recommendations in the comprehensive plan are equitable.

**Poverty:** The percentage of individuals living in poverty in Texarkana is high; in 2015 approximately 23% of residents lived below the poverty level as determined by the U.S. Department of Health and Human Services. This is roughly the same as the percentage of impoverished individuals in 2000.


TEXARKANA COLLEGE
KTXK




**Educational Attainment:** The highest level of education that residents receive can help inform what type of outreach is appropriate for community planning efforts. In Texarkana, 87% of residents 25 and older have at least a high school diploma, which is equal to the United States and higher than the state of Texas. Since 2000, the percentage of people that do not have a high school degree or higher has gone down 8%, which is an indication that the workforce in Texarkana is becoming more educated. The percentage of the population with a bachelor's degree has increased from 2000-2015.

TEXARKANA EDUCATIONAL ATTAINMENT

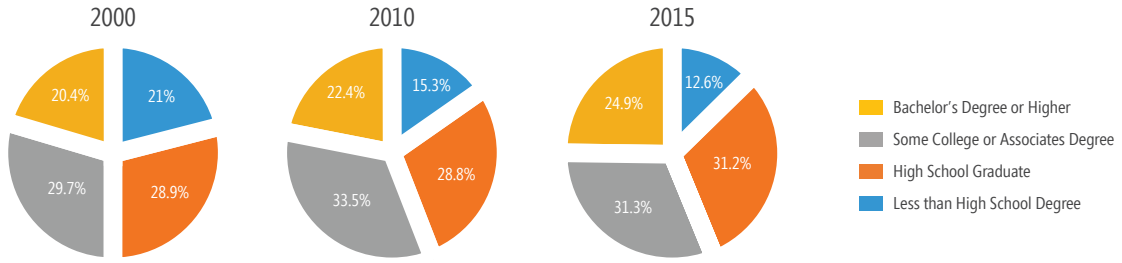



*Figure 2.11 | Educational Attainment in Texarkana*

*Source: : 2000 Decennial Census, 2006-2010 and 2011-2015American Community Survey 5-Year Estimates*

**Limited English Proficiency:** Another important element to consider for planning and outreach purposes is the language people speak. Residents that have a limited ability to speak, read, write, or understand English are referred to as Limited English Proficient, or LEP. Many people for whom English is not their first language are considered LEP. The percentage of LEP individuals in Texarkana was 3.8% in both 2000 and 2015, which is very low. Spanish is the most prevalent language that LEP individuals in Texarkana speak.

**Employment:** According to the Bureau of Labor Statistics, the unemployment rate in Texarkana in June 2016 was 4.7%. This is similar to the unemployment rate of Texas as a whole. The total number of residents in the workforce – both employed and unemployed – is 15,575.

**Zero-Car:** Car ownership can also be a predictor of income and often indicates where there may be a stronger reliance on public transportation. The percentage of households that don't have access to a car in Texarkana decreased from 14% in 2000 to 12.7% in 2015. This is an encouraging trend, but 12.7% of households is still a large number and policies should focus on ensuring those households have access to employment, education, and city services.

# PHYSICAL RESOURCES

## NATURAL AND CULTURAL RESOURCES

Within Texarkana, there are 11 parks that cover approximately 500 acres. This includes one regional park, one natural area, three community parks, and five neighborhood parks. Bringle Lake is a large reservoir just outside the incorporated city limits near the Texas A&M University and offers a wilderness area where visitors can hike, camp, and fish. In terms of habitat, Texarkana is located in the Piney Woods ecoregion of Texas which is characterized by rich forests and scattered areas of cropland.[5]




Portions of the city, mostly following waterways, are located in the 100-year floodplain, which means that there's a 1% chance there will be a historic flood event each year. There are also some impaired streams in the city, including Swampoodle Creek just east of downtown and Cowhorn Creek between Summerhill Road and Robinson Road.



Texarkana is rich in history so it's not surprising that there are many historical landmarks within the city. As of Spring 2017, there are fourteen landmarks designated on the National Register of Historic Places, one landmark designated as a State Antiquities Landmark, eighteen sites designated as a Recorded Texas Historic Landmark, and one Historic Texas Cemetery.[6] Some of these well-known landmarks include the Perot Theater, Hotel Grim, Texarkana U.S. Post Office and Courthouse, Texarkana Union Station, and the Rialto Building.



[5] Texas Parks and Wildlife Department. Texas Ecoregions. https://tpwd.texas.gov/education/hunter-education/online-course/wildlife-conservation/texas-ecoregions.
[6] Texas Historical Commission. Texas Historic Sites Atlas. https://atlas.thc.state.tx.us/.

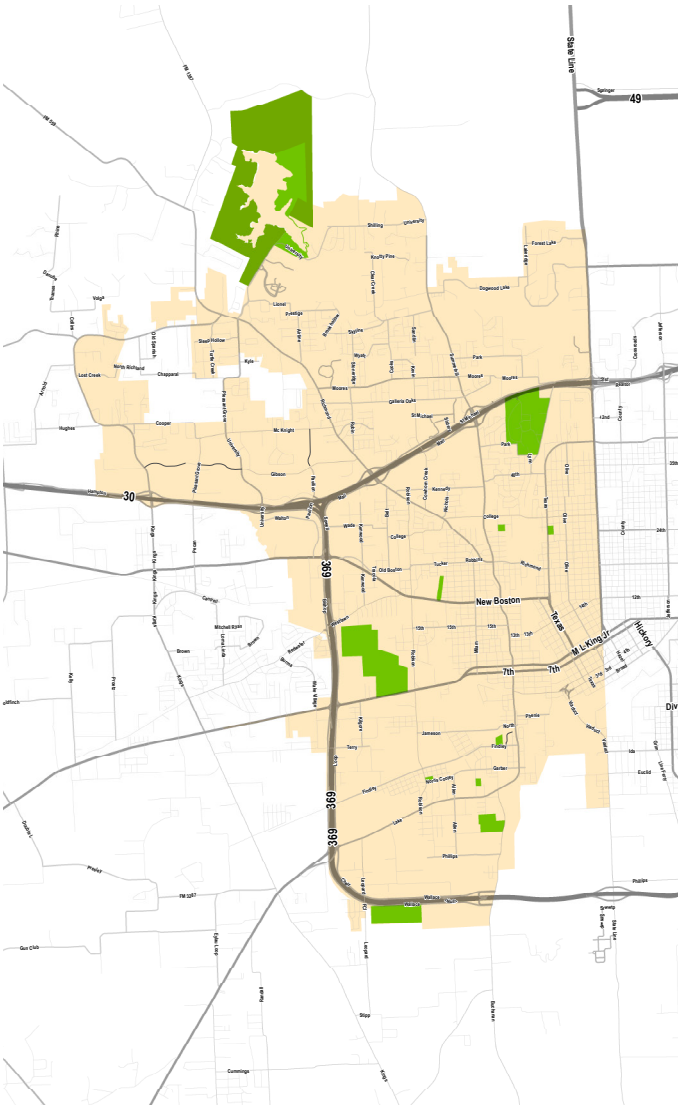



*Figure 2.12 | Parks in Texarkana*

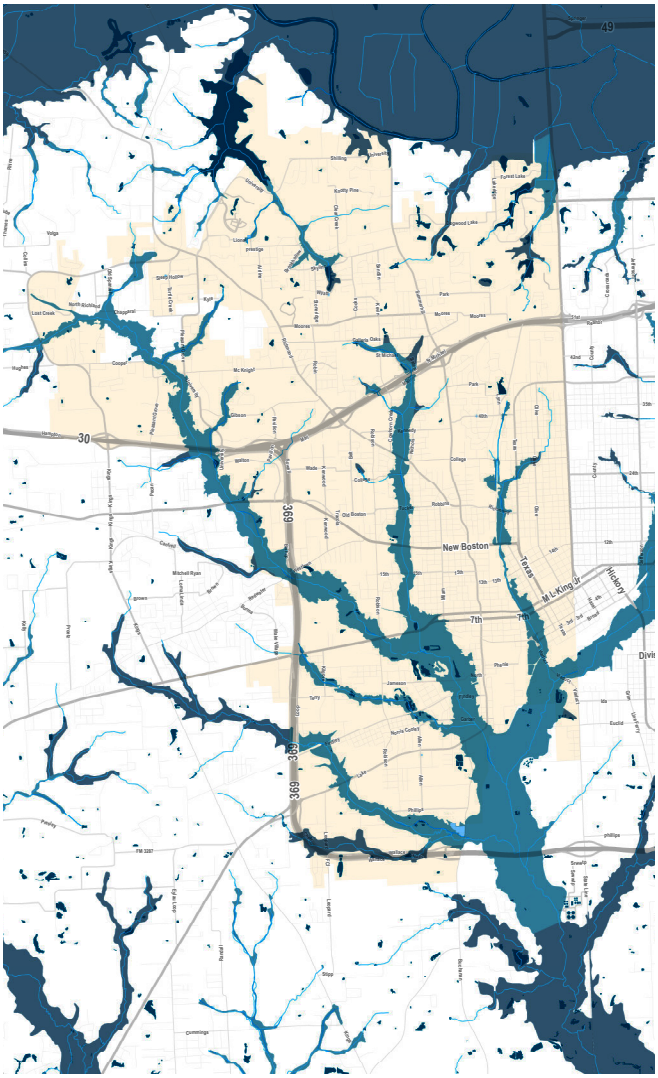



*Figure 2.13 | Floodplain in Texarkana*





## BUILT ENVIRONMENT

Approximately 88% of the current Texarkana city limits is developed; and 12% is designated as agriculture or open space. Since the city is approaching build-out, efforts should focus on revitalizing vacant properties and infill development as properties turn over. Many of the strategies discussed in Chapters 4 and 5 address revitalization and infill development. Expansion through annexation should occur only when needed by following the intent of the future land use plan.

As shown in Figure 2.14, residential uses make up 55% of the total land area, with the majority being low-density housing. A wider mix of housing types can make a community more stable in the long-term. Retail use is the next largest category, followed by education and institutional uses. Although the city has a mixed-use zoning category, there is currently no data about how much land is covered by mixed-use development.

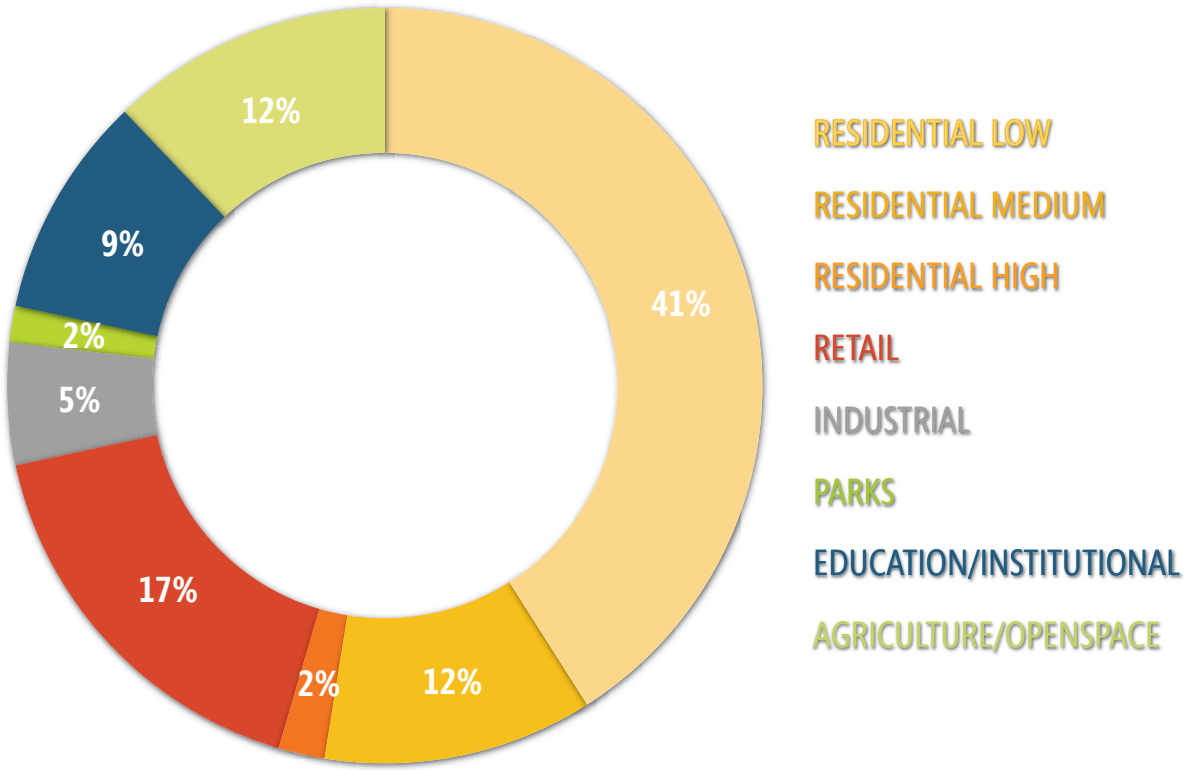



*Figure 2.14 | Land Use Coverage in Texarkana*

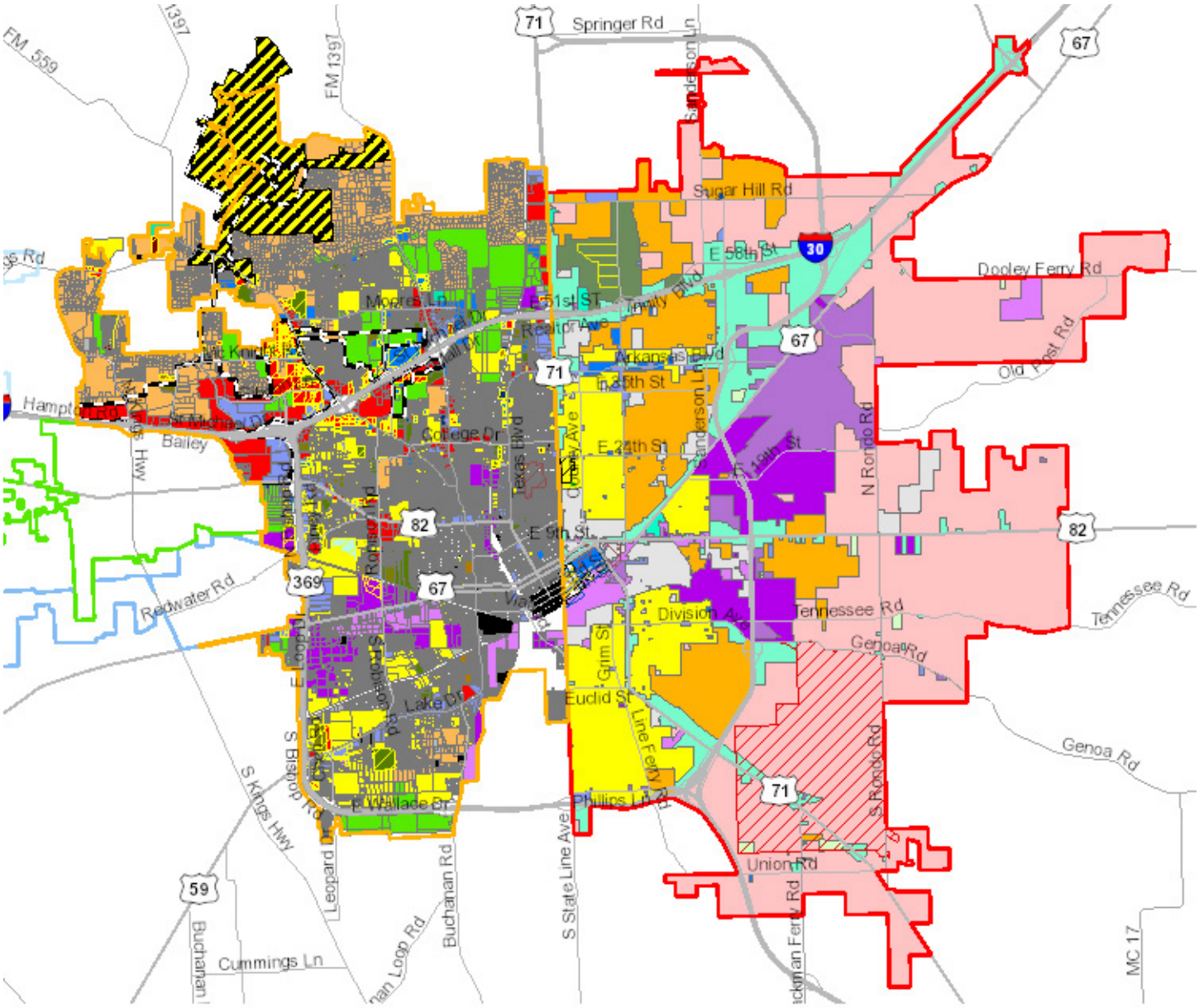



*Figure 2.15 | Existing Zoning in Texarkana*

## EXISTING REGULATORY FRAMEWORK

Zoning in Texarkana is governed by Chapter 140 of the city's code of ordinances. There are currently 22 zoning districts in the city, including eight residential districts and three planned development districts. The code goes into detail about what land uses are allowed in each district, as well as height, size, density, and other standards. The City Council makes decisions about development requests with advice from the Planning and Zoning Commission. The Zoning Board of Adjustment hear requests about variances.

### Zoning Districts:

A: Agricultural District

SF-1: Single=Family Dwelling Distrct-1

SF-2: Single-Family Dwelling District-2

SF-3: Single-Family Dwelling District -3

PUR: Planned Unit Residential District

2F1: Two-Family Dwelling District-1

2F-2: Two-Family Dwelling District-2

TH: Townhome Dwelling District

MF1: Multiple-Family Dwelling District-1

MF-2: Multiple-Family Dwelling District-2

P: Parking District

O: Office District

NS: Neighborhood Service District

GR: General Retail District

LC: Limited Commercial District

CB: Central Business District

C: Commercial District

I-1: Light Industrial District

I-2: Heavy Industrial District

HD: Historic District

PD: Planned Development District

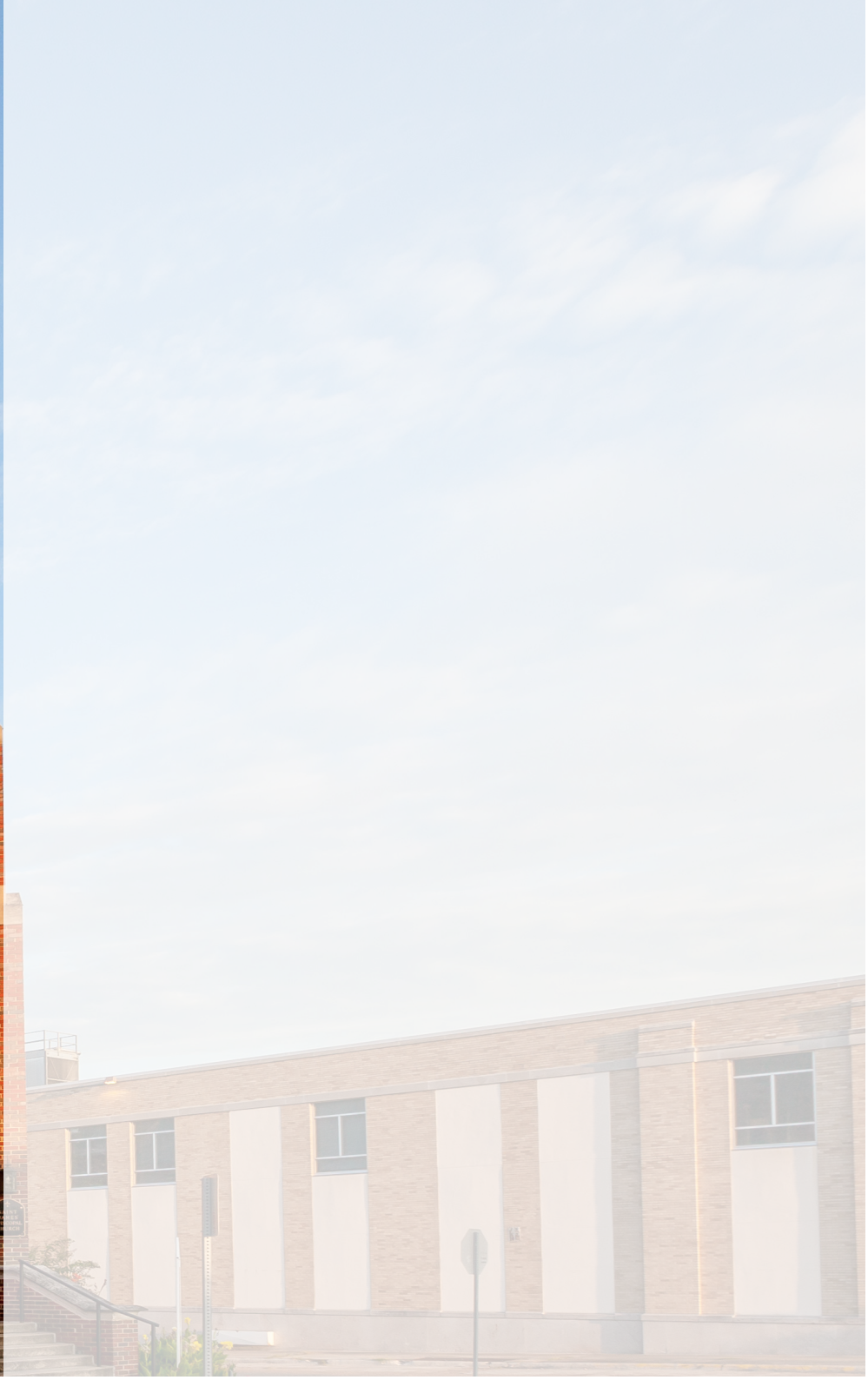
UPDD: University Planned Development District

[7] City of Texarkana. City Zoning Code. http://ci.texarkana.tx.us/ModuleFiles/Pages/CustomWidgetsData/108/Chapter_140___ZONING.pdf.




# RENEW TEXARKANA

comprehensive plan for tomorrow



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## VISION AND GOALS

A vision statement represents collective thoughts and ideas that residents and community leaders have about the future of Texarkana. Multiple methods were used throughout the planning process to gather input from the community about their vision for the future of Texarkana. The collective input from these various methods drove the major decisions of the plan.

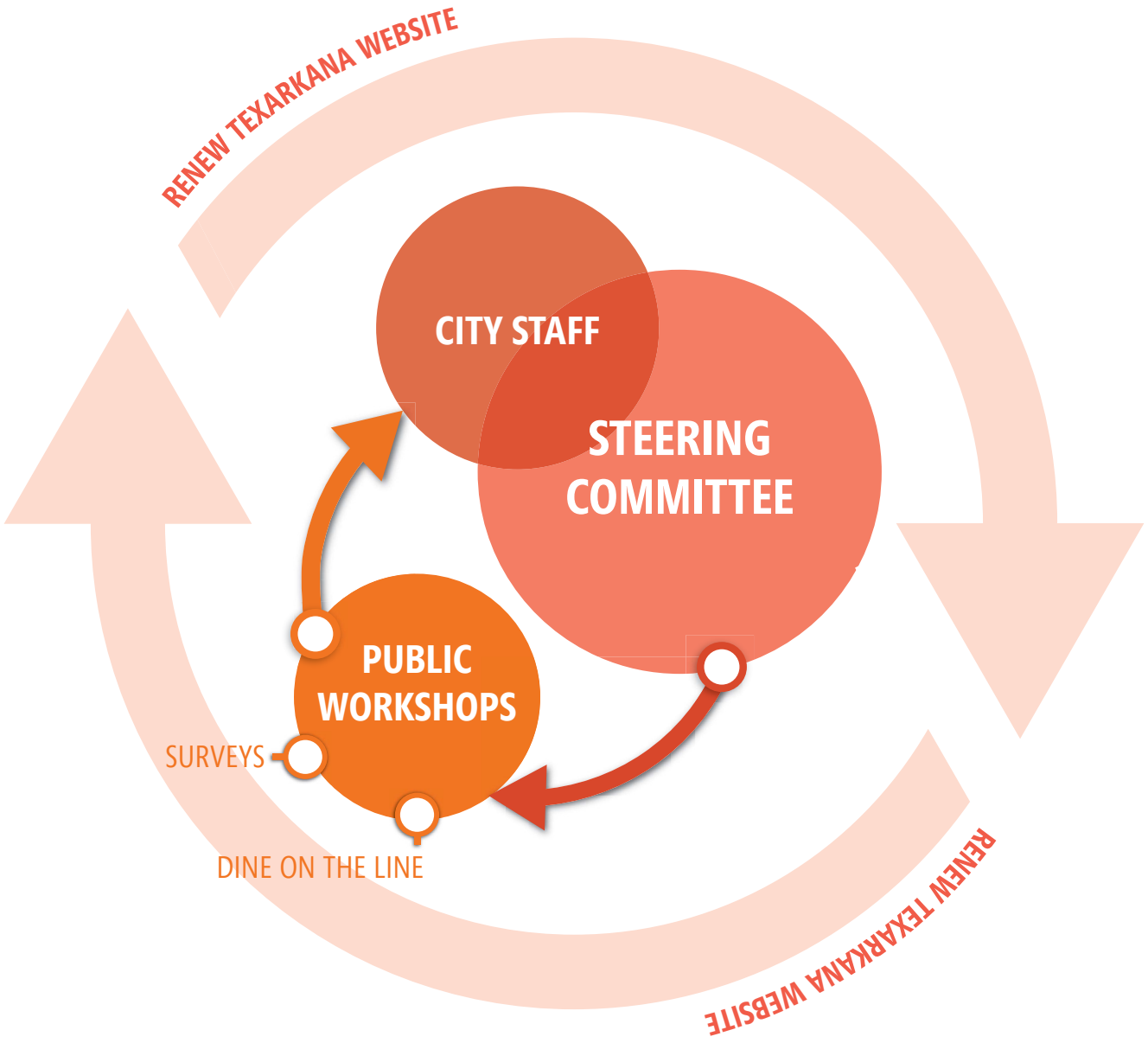


*Figure 3.1 | Visioning Process Diagram*

# CITY LEADERS AND PUBLIC ENGAGEMENT

In the early phase of the planning process, a steering committee was established to oversee the planning process. The role of the Steering Committee is to provide guidance and insight on the process and to ensure that the view and concerns of the community were effectively addressed. Members of the Renew Texarkana Steering Committee included representatives from Texarkana city staff, MPO, and local stakeholder groups.

The Texarkana, Texas City Council and Planning & Zoning Commission were also involved in the development of Renew Texarkana. These groups were regularly briefed on the plan progress and many representatives attended the public workshops.




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# STEERING COMMITTEE

## Steering Committee

**Bob Bruggeman**
Mayor

**Jay Davis**
Planning & Zoning Member

**Tarisha Duson**
Housing Authority of Texarkana TX

**ReaDonna Jones**
Texarkana MPO

**Frederick E. Joyce, III.**
Planning & Zoning Chairman

**Jean H. Matlock**
Ward 1 Councilmember

**Lee Medley**
President of Main Street Texarkana

**Derrick McGary**
Former City Council

## Supporting Staff

**Shirley Jaster**
Interim City Manager

**Kyle Dooley**
Deputy City Manager

**Dustin Henslee**
Public Works Director

**David Orr**
Planning & Community Development Director

**Robby Robertson**
Parks & Recreation Director

**Jerry Sparks**
Economic Development Director

**Debbie Burk**
Zoning Administrator

**Daphnea Ryan**
Planner II

**Holden Flemming**
Planner/Farmers' Market Manager

# INTERVIEWS

In July 2016, approximately 30 interviews with Texarkana community leaders were conducted to gain early insight into the community needs. Interviewees included representatives from major employers, neighborhood organizations, and institutions in Texarkana. Questions were related to Texarkana's character, resources, challenges, and opportunities. The stakeholder interviews also helped to identify members for the steering committee.

Interview sample questions here.

**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!***

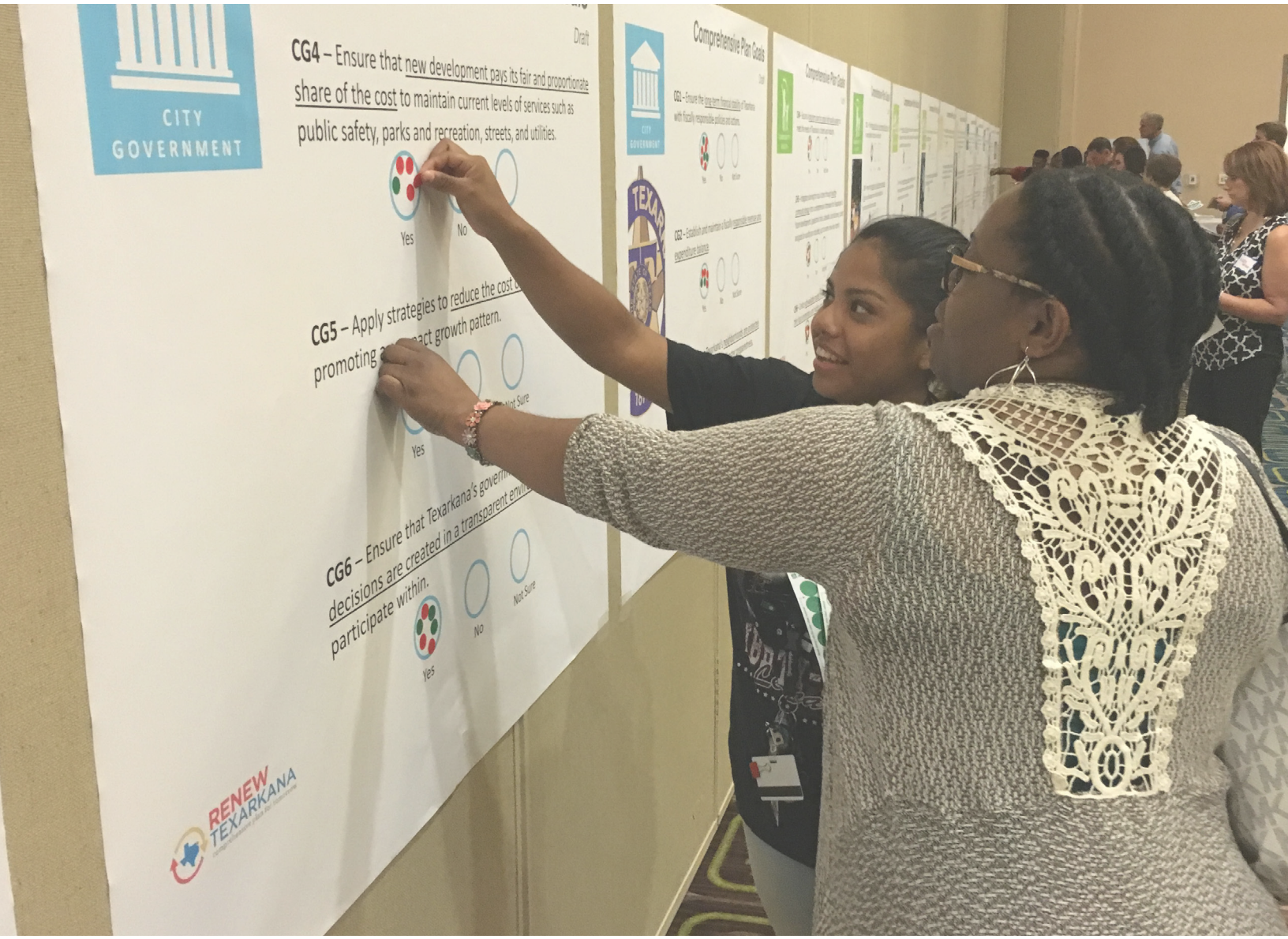


Key input from the stakeholder interviews included:

- The most commonly noted first mental image that stakeholders had of the city were downtown, commercial development along IH 30, and State Line Avenue.
- Stakeholders described Texarkana's character as friendly, determined, 'twice as nice', traditional, and conflicted.
- The greatest resources that Texarkana has to strengthen economic development according to stakeholders was the freeway system, bi-state relationship, available land, and local colleges.
- Stakeholders thought light industrial in parts of the city as well as mixed-use in downtown were important developments that Texarkana needs to reach its potential future.
- The areas in Texarkana that were identified as needing the most planning help were State Line Avenue, downtown, Beverly and Rosehill neighborhoods, Oakland Center, and southern Texarkana.
- The majority of stakeholders categorize quality of life in Texarkana as one of the best in East Texas.
- Twenty years from now, stakeholders envision Texarkana to be growing in new business, to have an attractive downtown, to be highly educated, and to be inclusive.



# PUBLIC ENGAGEMENT






# PUBLIC WORKSHOPS

Over the course of the plan development, three public workshops were held at the Texarkana Convention Center. These workshops were advertised with public notices, email blasts, and the Renew Texarkana Project website.

- September 20, 2016: During this first public meeting, the project team introduced the comprehensive plan update process and sought input on the draft plan goals. Approximately **100** people attended this meeting.
- November 15, 2016: During the second public meeting, alternative scenarios for a city-wide framework, neighborhood revitalization and downtown revitalization were presented and attendees were able to indicate their preferred scenarios. Approximately **150** people attended this meeting.

  Attendees were also given a survey about their community character preferences at this meeting. The key takeaways from the results of the survey indicated that abandoned buildings were the most common concern in older neighborhoods and that improving aesthetics at the Bowie County jail in downtown was important.
- April 20, 2017: During the final public meeting, three interactive breakout stations were set up related to the proposed downtown plan, city-wide parks and trail plan, and neighborhood plan. All meeting attendees spent about 20 minutes at each of the stations. Engagement techniques included keypad polling, sticky dot exercises, and a questionnaire. Approximately **70** people attended this final meeting.

The three workshops had over 300 attendees combined. Notes, ideas, and suggestions were taken from each meeting and incorporated into the plan. The level of participation in Texarkana helped move the project forward and provided citizen insight to city wide and neighborhood needs.

## PUBLIC WORKSHOP #1

From the stakeholder engagement and interviews, nine goal themes were defined to guide the Texarkana Comprehensive Plan process. The nine themes are: Community Character, Mobility, Economic Development, Environmental, City Government, Community Health, Design & Aesthetics, Downtown, and Residential Neighborhood. Each goal theme has an associated symbol that is used whenever the goal is referenced in the plan. These themes were presented to the community at the first public workshop and the goals were voted on based on importance.

Out of 54 strategic goals 19 had more than 60 votes. These 19 goals have been identified as some of the most important goals to the community. Figure 3.2 illustrates these results. The polling identified that revitalizing downtown, redeveloping main street, enhancing all modes of transportation, and providing quality services were the top priorities for the community. The following pages summarize the full results of the meeting.

100%




**of respondents want to:**

**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.**

99%




**of respondents want to:**

**Redesign State Line Avenue to create a local treasure, by helping to define bi-state history, connecting Texarkana USA together, promoting new redevelopment and growing our local tourism industry.**

99%




**of respondents want to:**

**Promote redevelopment & revitalization of Downtown for the successful enjoyment of all in Texarkana.**

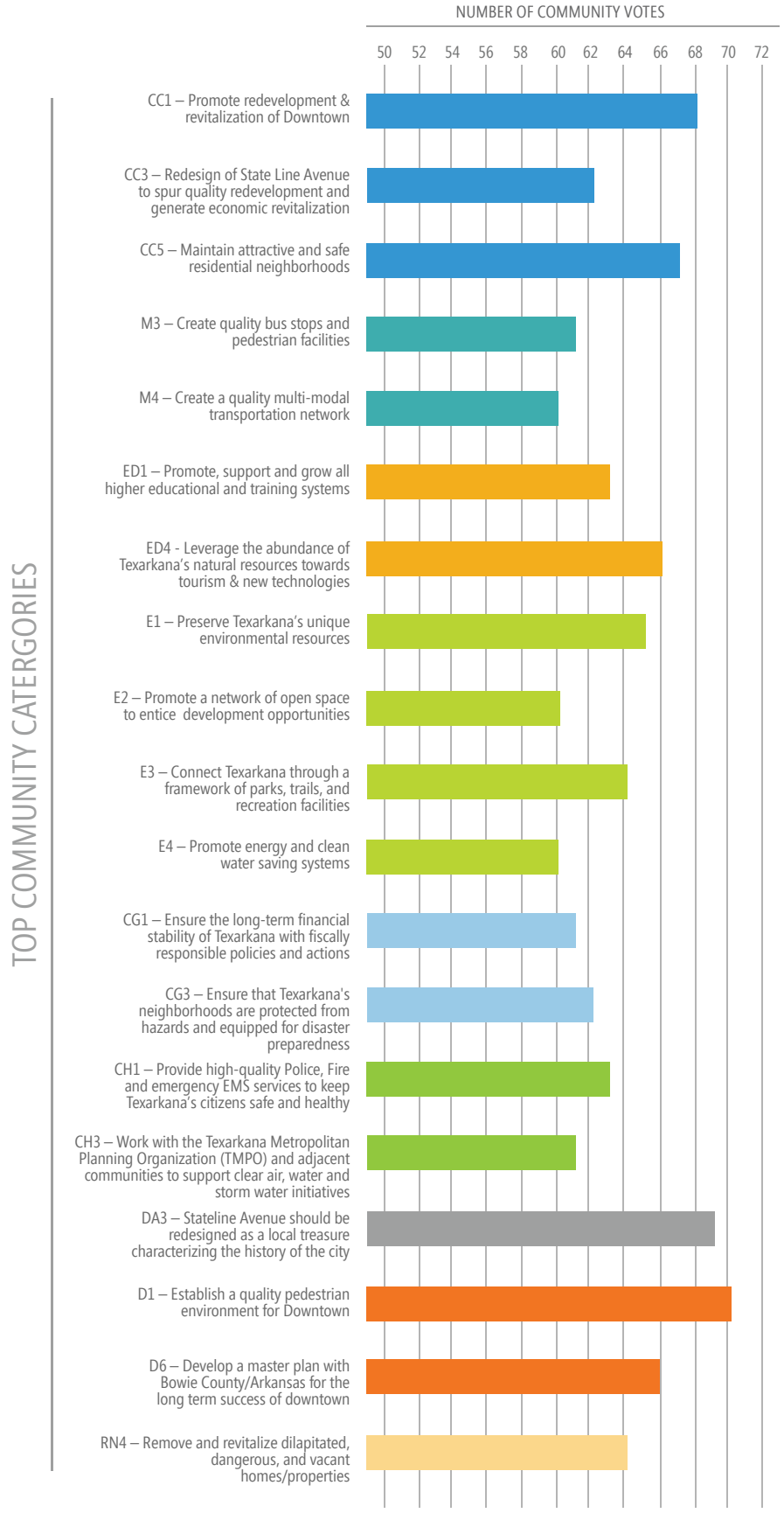



*Figure 3.2 | Public Meeting #1 Primary Findings*

# THE 9 VISION/GOAL THEMES

## Community Character

The character of a community encompasses what makes a place unique and is important for attracting and retaining residents and businesses. Over 95% of workshop attendees agreed that these goals were important for Renew Texarkana.




95%
POSITIVE FEEDBACK

### GOALS

CC1 - Promote redevelopment & revitalization of Downtown for the successful enjoyment of all in Texarkana.

CC2 – Preserve existing East Texas pine trees and plant more in proposed new development, so we do not lose the native pine character.

CC3 – Promote the redesign of State Line Avenue to spur quality redevelopment bringing this important corridor back as a tourism element and generator for economic development.

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

CC5 – Maintain attractive and safe residential neighborhoods.

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

## Mobility

Mobility is an important aspect of quality of life; the ability to travel efficiently to work, school, or other activities and to economically move goods makes a community attractive for residents and businesses. Over 97% of workshop attendees agreed that these goals were important for Renew Texarkana.




97%
POSITIVE FEEDBACK

### GOALS

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

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

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

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.

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.

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

## Economic Development

Opportunities for intensifying economic development in Texarkana exist in several industries and parts of the city. Over 96% of workshop attendees agreed that these goals were important for Renew Texarkana.




96%
POSITIVE FEEDBACK

### GOALS

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.

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

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

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

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.

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

## Environmental

Preserving open space and promoting environmentally-sensitive practices is important for community resiliency. Over 97% of workshop attendees agreed that these goals were important for Renew Texarkana.




97%
POSITIVE FEEDBACK

### GOALS

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

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

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

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.

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.

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


RENEW TEXARKANA

## City Government

A fiscally-sound and transparent city government is critical to establish trust in a community. Over 96% of workshop attendees agreed that these goals were important for Renew Texarkana.




96%
POSITIVE FEEDBACK

### GOALS

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.

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.

## Community Health

An emerging topic in creating quality communities is public health; communities can promote initiatives to make communities healthier through addressing air quality and active transportation. Over 97% of workshop attendees agreed that these goals were important for Renew Texarkana.




97%
POSITIVE FEEDBACK

### GOALS

CH1 – Provide high-quality Police, Fire and 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.

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).

## Design & Aesthetics

Quality design of streets, neighborhoods, and commercial development make a community more appealing to residents, businesses, and visitors. Over 94% of workshop attendees agree that these goals were important for Renew Texarkana.




94%
POSITIVE FEEDBACK

### GOALS

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

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

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.

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.

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).

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

## Residential Neighborhoods

Stable neighborhoods that are safe, attractive, and active make the overall community more desirable. Over 97% of workshop attendees agreed that these goals were important to Renew Texarkana.




97%
POSITIVE FEEDBACK

### GOALS

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.

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

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

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

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

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.

## Downtown

A vibrant, thriving downtown helps make communities more attractive. Over 96% of workshop attendees agreed that these goals were important for Renew Texarkana.




96%

POSITIVE FEEDBACK

### GOALS

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.

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.

D3 – Establish Downtown as a neighborhood. Strategically add a variety of housing types to create a resilient, active, and safe neighborhood.

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.

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.

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 in downtown (at a minimum if it is to stay downtown).

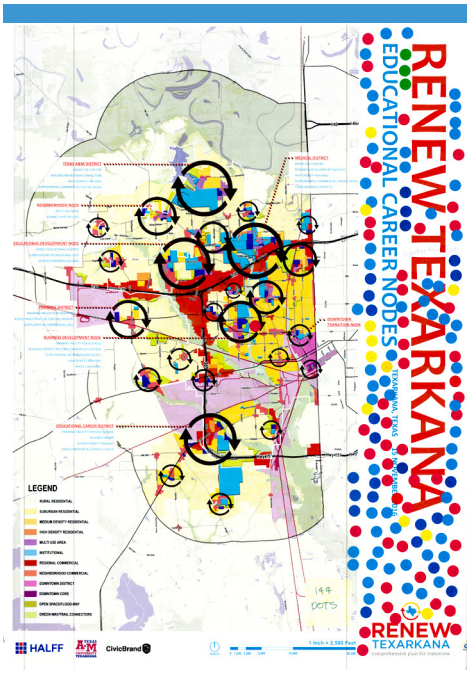


## PUBLIC WORKSHOP #2

At the second public meeting, attendees were given the opportunity to respond to a questionnaire about their thoughts on the alternative scenarios for the city-wide land use plan, neighborhood plan, and downtown plan. The majority of respondents thought it was important to increase educational and employment opportunities as well as attract economic growth. Commonly noted elements that respondents wanted to see in the Rose Hill neighborhood included removal of abandoned structures and more street lights. In Downtown, respondents felt strongly about making the area around the County Jail more aesthetically pleasing and safer.

### CITY WIDE SCENARIOS

#### Education/Career Nodes



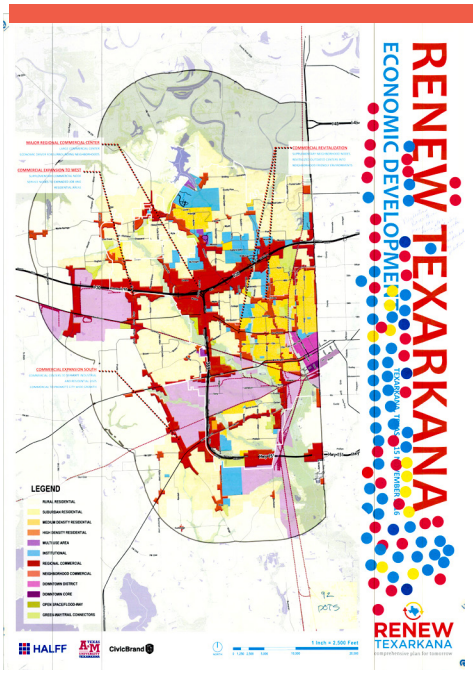

**LIKES OF COMMUNITY**

Excellent focus on growing employment opportunities
Greatest Potential
Promotes neighborhood growth
Nice balance between North & South

**DISLIKES FROM COMMUNITY**

More focus to downtown needed
Better connectivity needed

#### Economic Development



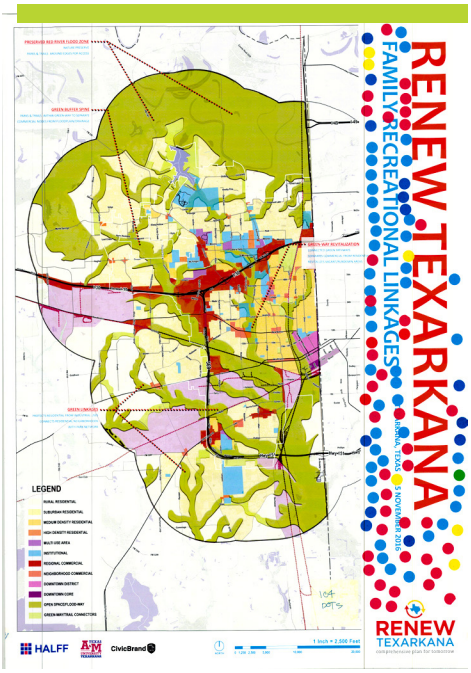

**LIKES OF COMMUNITY**

New commercial opportunities
Excellent regional mobility
Strong relationship to Texarkana's natural locational advantage

**DISLIKES FROM COMMUNITY**

Limited neighborhood definition
Extremely Car Oriented
Less pedestrian & multi-modal capabilities
Less focus on natural amenities

#### Family/Recreational Linkages



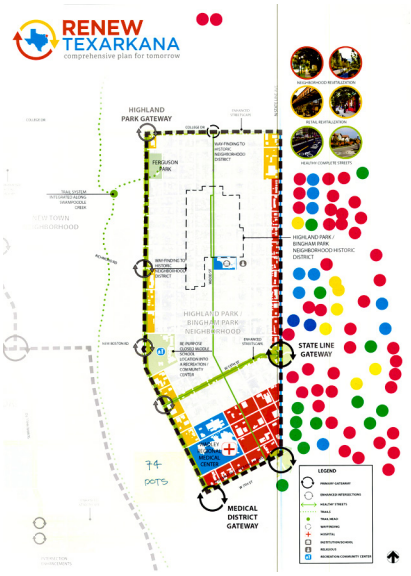

**LIKES OF COMMUNITY**

Strong connection to the environment
Trails & Parks opportunities
Greatest connectivity options

**DISLIKES FROM COMMUNITY**

Limited space for development
Limited discussion of employment opportunities

## NEIGHBORHOOD SCENARIOS

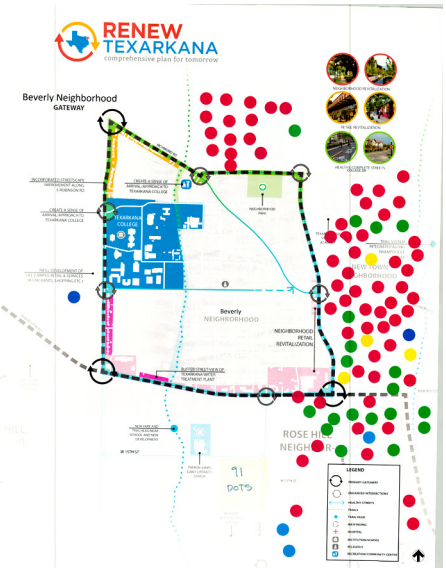



### LIKES OF COMMUNITY

Historic
Smaller more connected neighborhood
Business revitalization
Green Streets Connection
Walkable

### DISLIKES FROM COMMUNITY

Limited area for new residential
Limited public space opportunities




### LIKES OF COMMUNITY

Strong education focus
Smaller more connected neighborhood
Good trail & park opportunity
Walkable to neighborhood commercial
Good gateway locations

### DISLIKES FROM COMMUNITY

Needs more business revitalization




### LIKES OF COMMUNITY

Good revitalization of corridors
Good connectivity to downtown

### DISLIKES FROM COMMUNITY

Disconnected by many barriers
A lot of adjacent industrial uses
Many vacant properties

## DOWNTOWN SCENARIOS

### Central Downtown Core




#### LIKES OF COMMUNITY

Good centralized core development
Increases parking capacity

#### DISLIKES FROM COMMUNITY

Not connecting all of downtown
Parking garage not well screened
No gateways for Downtown

### Linear Main Street Downtown




#### LIKES OF COMMUNITY

3rd street good opportunity for redevelopment
Good connectivity
Great gateway locations
Promotes entertainment and arts uses for Downtown

#### DISLIKES FROM COMMUNITY

Too Linear
Doesn't encompass enough of historic Downtown

### Southern Revitalization




#### LIKES OF COMMUNITY

Excellent screening of jail
Great modification to front street
Public space creates catalyst for new development

#### DISLIKES FROM COMMUNITY

Neglecting other parts of Downtown
Moves focus too far south
Poor connection to historic buildings

## Public Workshop #2 Findings

From each of the scenarios the primary likes/dislikes of each plan were noted. The main themes heard from each of the scenarios were then taken to develop preferred designs for the comprehensive plan. The third public meeting went over all of the finalized options and details to establish priorities for each segment.



## PUBLIC WORKSHOP #3

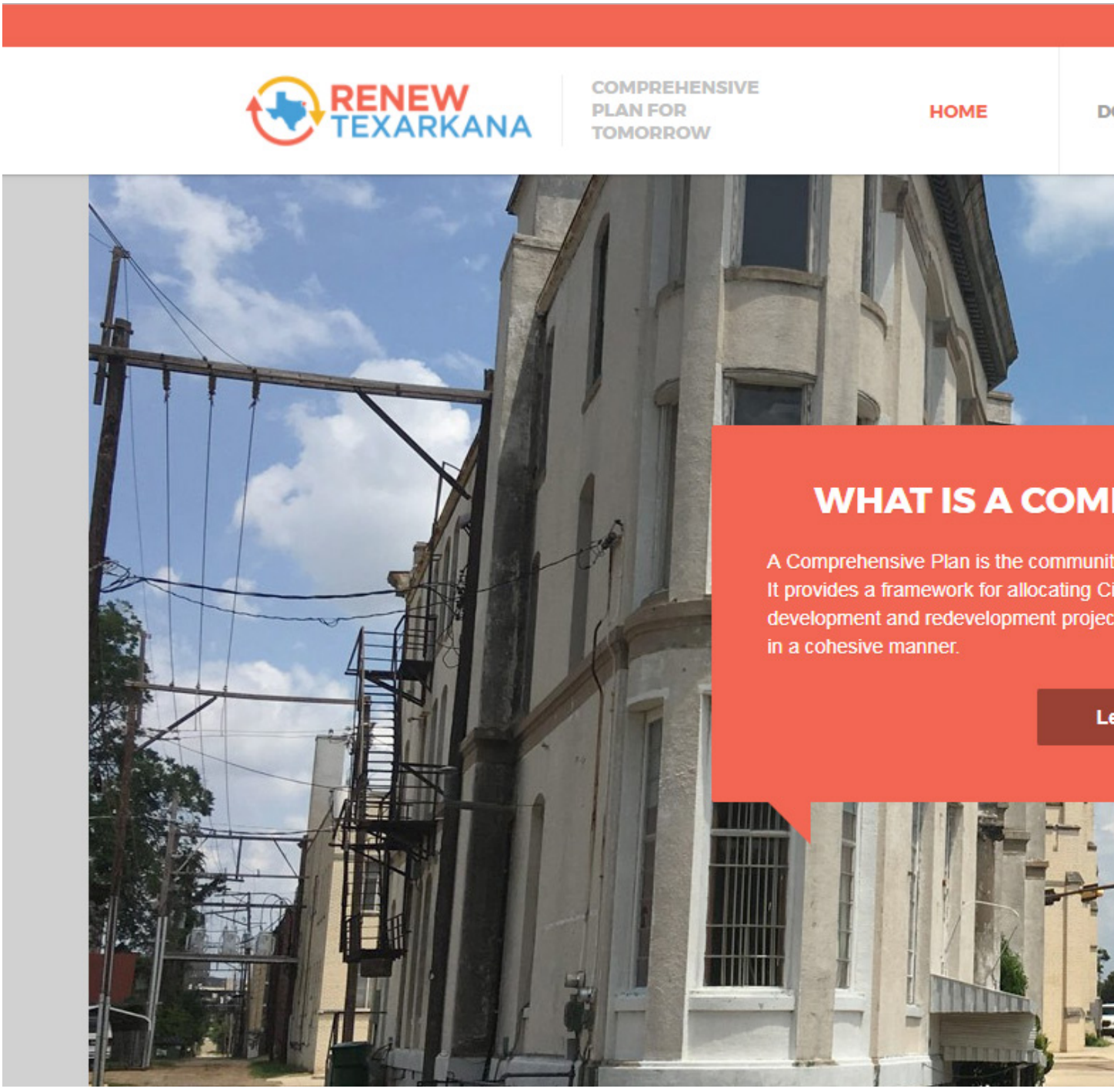
The third public meeting presented revised preferred scenarios and asked for input on priorities for each plan. The meeting was separated into 3 groups: City-Wide, Neighborhoods, and Downtown. All meeting attendees were able to go to each group and express ideas, concerns, and likes for each area within Texarkana.



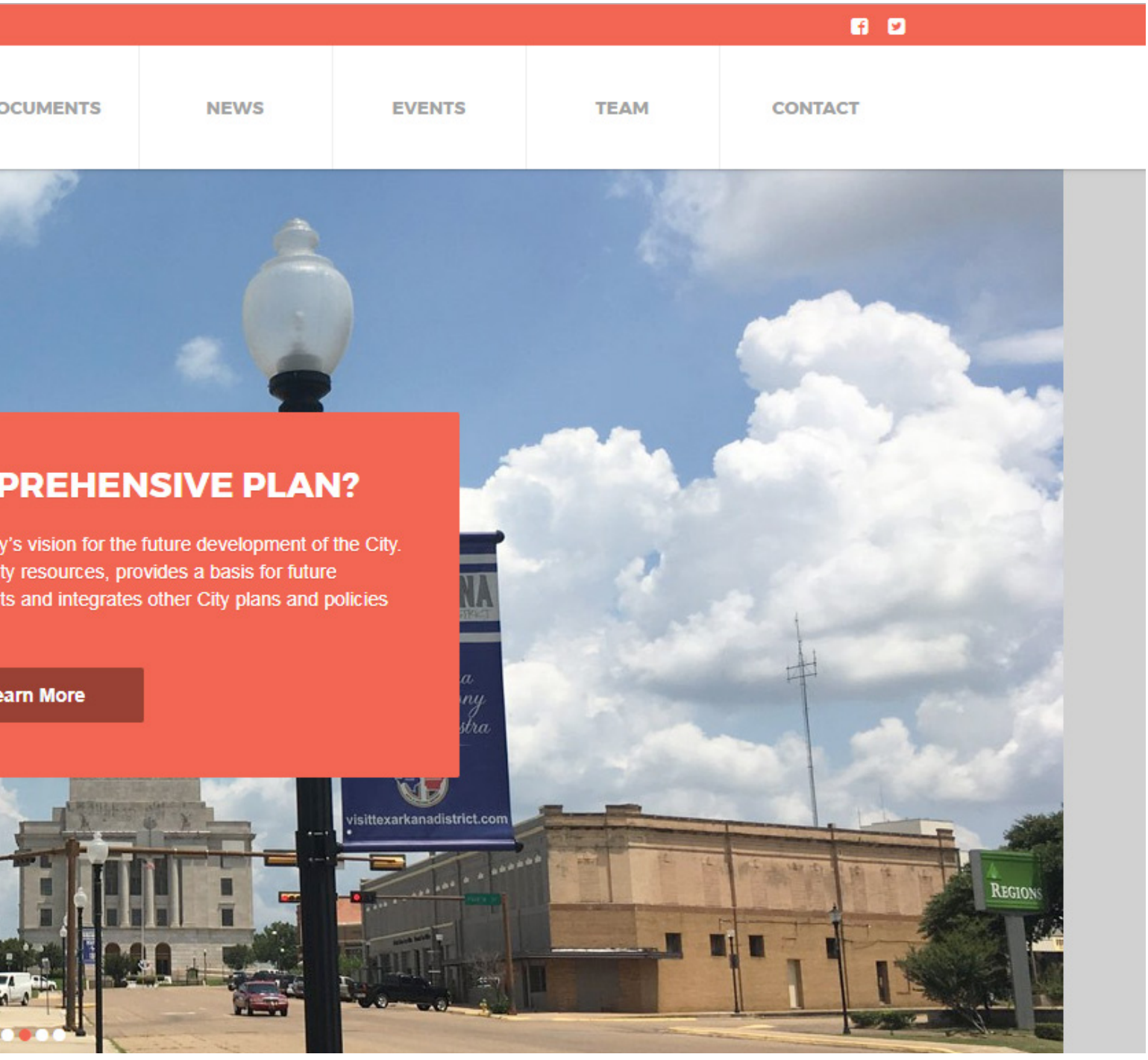

RENEW TEXARKANA
PARKS AND TRAILS MAP
RENEW TEXARKANA

# PROJECT WEBSITE

The project website, www.renewtexarkana.com was developed to provide information, collect input, and announce meeting opportunities. The website home page described the comprehensive plan process. There were also tabs that announced when events/meetings were going to occur and where documents could be viewed. Public and stakeholder meeting materials were uploaded so that, over the course of the project everyone could

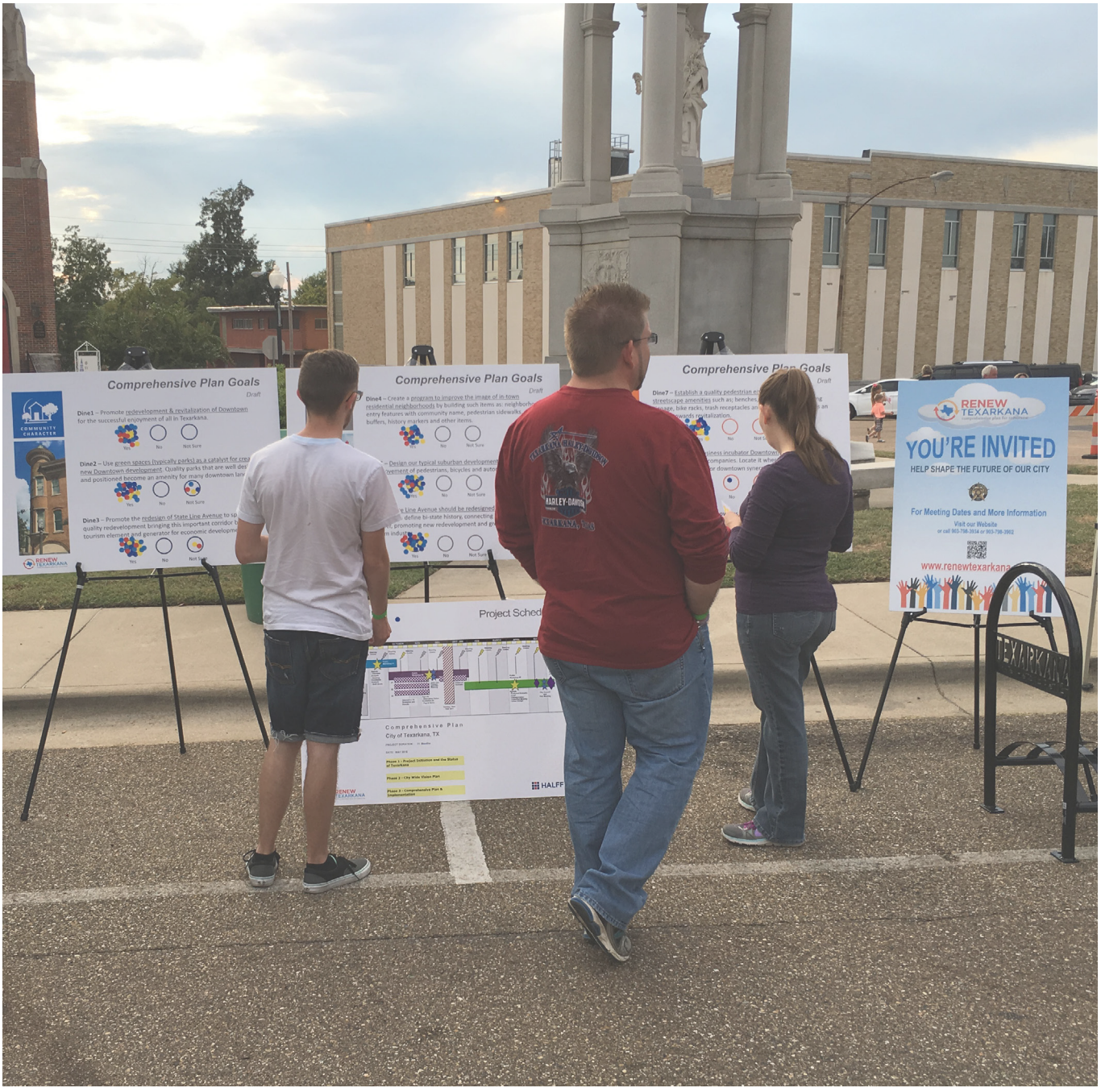


have access to the project materials. Over 6,740 people visited the project website over the course of the project allowing additional community members to be reached. Contact info was also provided so that the city and comprehensive planning team could be available if the public had any questions or concerns.



# OTHER ENGAGEMENT EFFORTS - DINE ON THE LINE

Each year, the Main Street Texarkana organization puts on an event that brings together residents of both Texarkana, Texas and Texarkana, Arkansas to dine on the state line. At the October 2016 'Dine on the Line' event, the project team brought the same boards that were at the first public meeting. The goal was to determine preferences for the draft community goals and engage more of the community.




UNITED · STATES
POST · OFFICE · AND
COURT · HOUSE
WELCOME TO DOWNTOWN
WELCOME TO DOWNTOWN
TEXARKANA
EMERGENCY CENTER
4646 Cowhorn Creek
903-838-8000
LEDWELL

# VISION AND GOALS

A vision statement represents collective thoughts and ideas that residents and community leaders have about the future of Texarkana. From the series of public and stakeholder meetings the Texarkana Comprehensive Plan looks to accomplish the following:

Renew a stronger relationship between neighborhoods and downtown;

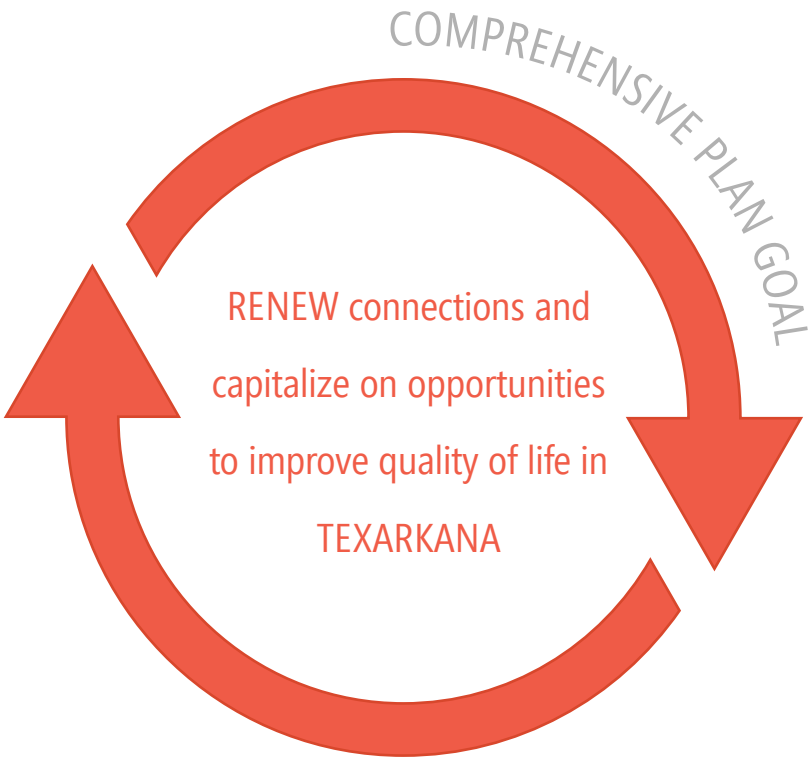
Renew a broad variety of mobility choices;

Renew a safer social bond within the community;

Renew a path of continued education and employment;

Renew a cleaner relationship with our environment; and

Renew a resilient regional strength with Texarkana, AR and surrounding communities.







TEXARKANA
ONE WAY
TEXAS
STATE LINE
ARKANSAS

## SUSTAINABLE COMPREHENSIVE PLAN PRINCIPLES



## SUSTAINABLE PRINCIPLES IN TEXARKANA

Community leaders in Texarkana agree that the primary driving force for Renew Texarkana should be to incorporate sustainability in all elements of the plan including the goals, policies, and recommendations. Using the American Planning Association's 'Sustaining Places' framework as a guide, the Renew Texarkana plan was developed to address six principles of sustainability throughout the plan document.[1] The six principles are described below:

- LIVABLE BUILT ENVIRONMENT: "Ensure that all elements of the built environment, including land use, transportation, housing, energy, and infrastructure, work together to provide sustainable, green places for living, working, and recreation, with a high quality of life."
- RESILIENT ECONOMY: "Ensure that the community is prepared to deal with both positive and negative changes in its economic health and to initiate sustainable urban development and redevelopment strategies that foster green business growth and build reliance on local assets."
- HEALTHY COMMUNITY: "Ensure that public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice, and safe neighborhoods."
- RESPONSIBLE REGIONALISM: "Ensure that all local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region."
- INTERWOVEN EQUITY: "Ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups."
- HARMONY WITH NATURE: "Ensure that the contributions of natural resources to human well-being are explicitly recognized and valued and that maintaining their health is a primary objective."

In order to represent clearly how Renew Texarkana incorporates sustainability, the project team developed an icon to represent each of the six principles. Wherever a policy or recommended action relates to one of the six principles, the associated icon will appear. Additionally, at the beginning of each of the subsequent chapters, a call-out box defines what aspects of sustainability that particular chapter addresses. Finally, a glossary at the end of the plan document notifies plan users where they can find references to each of the six sustainability principles throughout the plan document.

[1] Godschalk and Rouse. PAS Report 578: Sustaining Places: Best Practices for Comprehensive Plans. 2015. https://planning-org-uploaded-media.s3.amazonaws.com/publication/online/PAS-Report-578.pdf.



# RENEW TEXARKANA

comprehensive plan for tomorrow



# 4


## COMPREHENSIVE PLANNING 83

COMPONENTS OF THE COMPREHENSIVE PLAN

## LAND USE 84

GOALS, OBJECTIVES, AND ACTIONS
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FUTURE LAND USE RECOMMENDATIONS
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## TRANSPORTATION 103

GOALS, OBJECTIVES, AND ACTIONS
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## PARKS & TRAILS 117

GOALS, OBJECTIVES, AND ACTIONS
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PARKS & TRAILS ACTIONS

## URBAN DESIGN 127

GOALS, OBJECTIVES, AND ACTIONS
URBAN DESIGN RECOMMENDATIONS
URBAN DESIGN ACTIONS





# COMPONENTS OF THE COMPREHENSIVE PLAN

The components of the Comprehensive Plan were developed based off of the needs of the city. The primary components identified for Texarkana are land use, transportation, parks & trails, & urban design. In depth analysis of segments of the city such as Neighborhoods/Downtown will be articulated in subsequent chapters.




*Figure 4.1 | Texarkana Comprehensive Plan Components*

# LAND USE

At the core of a comprehensive plan is a well-thought out and articulated future land use framework that serves as a vision representing how citizens and stakeholders want their city to look in the future. This section describes the relationships between the existing land uses in Texarkana as well as the process the project team underwent to identify alternative land use scenarios that emphasize different visions for the city and to agree upon the eventual preferred scenario.

## GOALS, OBJECTIVES, AND ACTIONS

### GOALS & VISION FOR THE FUTURE OF TEXARKANA LAND USE:



CC1 - Promote redevelopment & revitalization of Downtown for the successful enjoyment of all in Texarkana.



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



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.



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



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.



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



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



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



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




Source: 2001 Comp Plan

## EXISTING LAND USE

Today, Texarkana is 88% developed within the existing city limits. The highest percentage of developed land is low-density residential, which is characterized by smaller, older homes near downtown and newer homes on larger lots toward the edges of town. Within downtown there are very few residential uses as it is currently more of a commercial district. The existing zoning ordinance has nine residential zoning districts that vary in primary use and allowable density including three single-family districts, a planned unit residential district, duplexes, townhouses, and multi-family districts.

Retail uses make up just under 20% in Texarkana, the majority of which are located along the city's major corridors including IH 30, IH 369, New Boston Road, and S. Lake Drive. Retail uses in Texarkana range from big box stores like Wal-Mart to smaller, locally-owned businesses like those found along State Line Avenue. The zoning ordinance has six districts related to commercial uses, including office, neighborhood services, general retail, limited commercial, commercial, and central business district.

Educational and institutional uses make up just under 10%, largely due to the Texas A&M campus in the northern part of the city. Other institutional uses include schools, churches, school administration buildings, and civic buildings, which are scattered throughout the city. There are also industrial uses, making up about 5% and mostly found along US 67 in the southern part of the city. Finally, parkland makes up just 2% of land in the city limits.

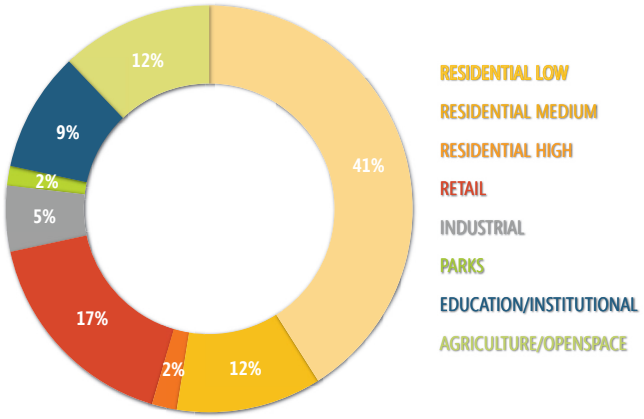



*Figure 4.2 | Existing Land Use Categories* *Source: 2001 Comp Plan*

In addition to the 29.5 square miles of incorporated Texarkana, there is an additional 53.84 square miles that is located within the city's Extra-territorial jurisdiction (ETJ). If these areas were to be annexed, the city would have to provide municipal services and the land would be subject to zoning regulations.

Furthermore, there are other regulatory mechanisms that the city currently uses to regulate how land is developed. First, there are two overlay districts that impose additional regulatory standards in order to maintain certain design aesthetics. The Highland Park-Bingham Park Overlay District is roughly bordered by 23rd St. to the south, Olive St. to the west, 29th St. to the north, and Walnut St. to the east. This overlay is meant to preserve the historical integrity of this residential neighborhood by specifying additional development and design standards that are stricter than the standard zoning code. The other existing overlay district is the University Planned Development District which is centered around the Texas A&M campus. The purpose of this overlay district is to support the university's unique character and significance within the city.

Additionally, there are two Tax Increment Refinancing Zones (TIRZ) within the city which were created in 2009 to attract new investment to specific areas. Taxes that are collected in a TIRZ area are set-aside to finance public improvements within that zone. One TIRZ district is located in downtown and along Texas Boulevard and W 7th Street. The second TIRZ district is located in the northwest part of the city. The city reports on the progress of these two TIRZ districts annually.

As identified during the stakeholder meetings and confirmed by citizens during the public input opportunities, the key land use issues and opportunities the city faces include:

### ISSUES:

No strong delineation of downtown limits

Some incompatible uses (e.g. industrial next to residential)

Preservation of historic neighborhoods

Many older, dilapidated buildings

Vacant/underutilized parcels

Sprawled, uncontrolled growth

### OPPORTUNITIES:

Large area within ETJ for future expansion

Opportunity for more economic development along major corridors and downtown

Mixed-use development where appropriate

## SCENARIO DEVELOPMENT: CITY-WIDE FRAMEWORK

An important part of the planning process is to develop alternative scenarios for stakeholders to review and comment. After the existing conditions had been established, the project team developed three city-wide growth scenarios that emphasize linkages, education, and economic development. These scenarios were then presented to stakeholders at the second public workshop.



# FAMILY AND ENVIRONMENTAL LINKAGES SCENARIO

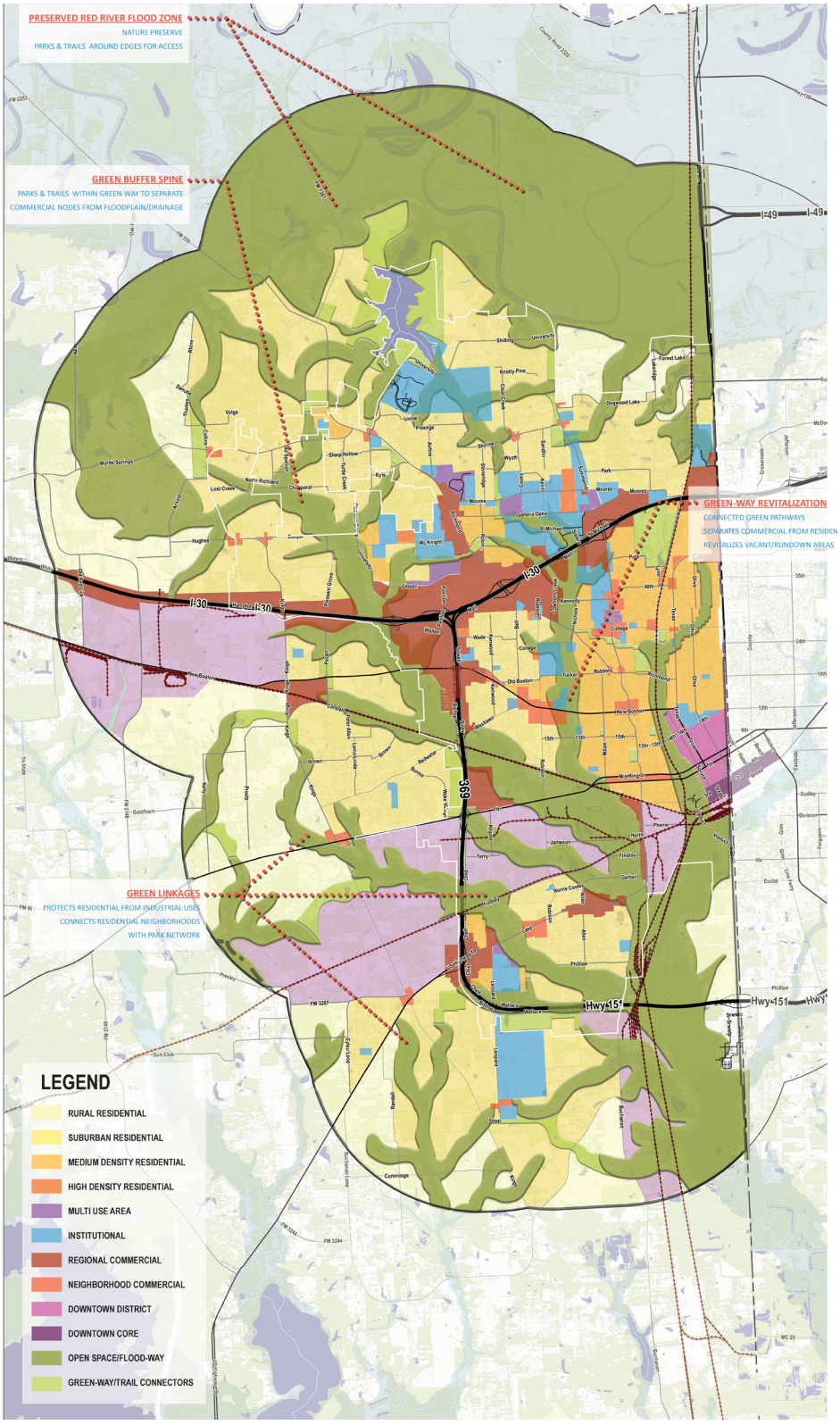



*Figure 4.3 | Family and Environmental Linkages Scenario*

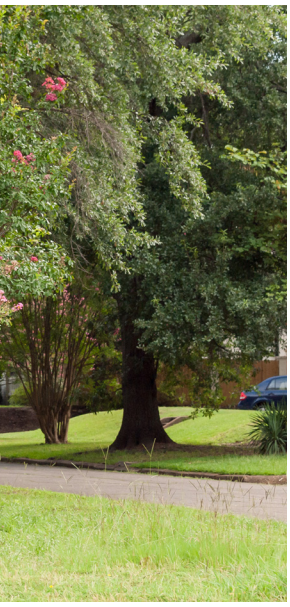














Preserving natural resources and additional active transportation opportunities were mentioned throughout the visioning process. At the November 2016 public workshop, approximately 75% of questionnaire respondents thought that the city should have a more environmentally friendly development pattern in the future. In the Family/Linkages Scenario, the focus is to provide linkages throughout the city to connect natural areas with neighborhoods, schools, parks, and major employment centers. In order to accomplish these linkages, the scenario emphasizes preservation of natural areas within Texarkana such as the area around Bringle Lake and around the existing creeks and floodplain areas. Healthy living concepts are also promoted; the scenario presents smaller-sized regional centers that encourage travel options other than driving. Figure 4.3 depicts the Family and environmental Linkages city-wide scenario.

The Preserved Red River Flood Zone shown primarily in the northern ETJ could be conserved as a nature preserve with parks and trails around the edges for access. Additional parks and trails could be developed within the Green Buffer Spine to provide more separation between commercial areas and drainage ways in order to protect the city's water resources. In central Texarkana, Greenway Revitalization strategies could be applied to floodplains in run-down or vacant areas to help revitalize those communities by providing connections to more opportunities. Finally, in southwestern Texarkana where many industrial uses exist, Green Linkages could be used to provide a natural buffer between residential areas and industrial uses.

# ECONOMIC DEVELOPMENT SCENARIO

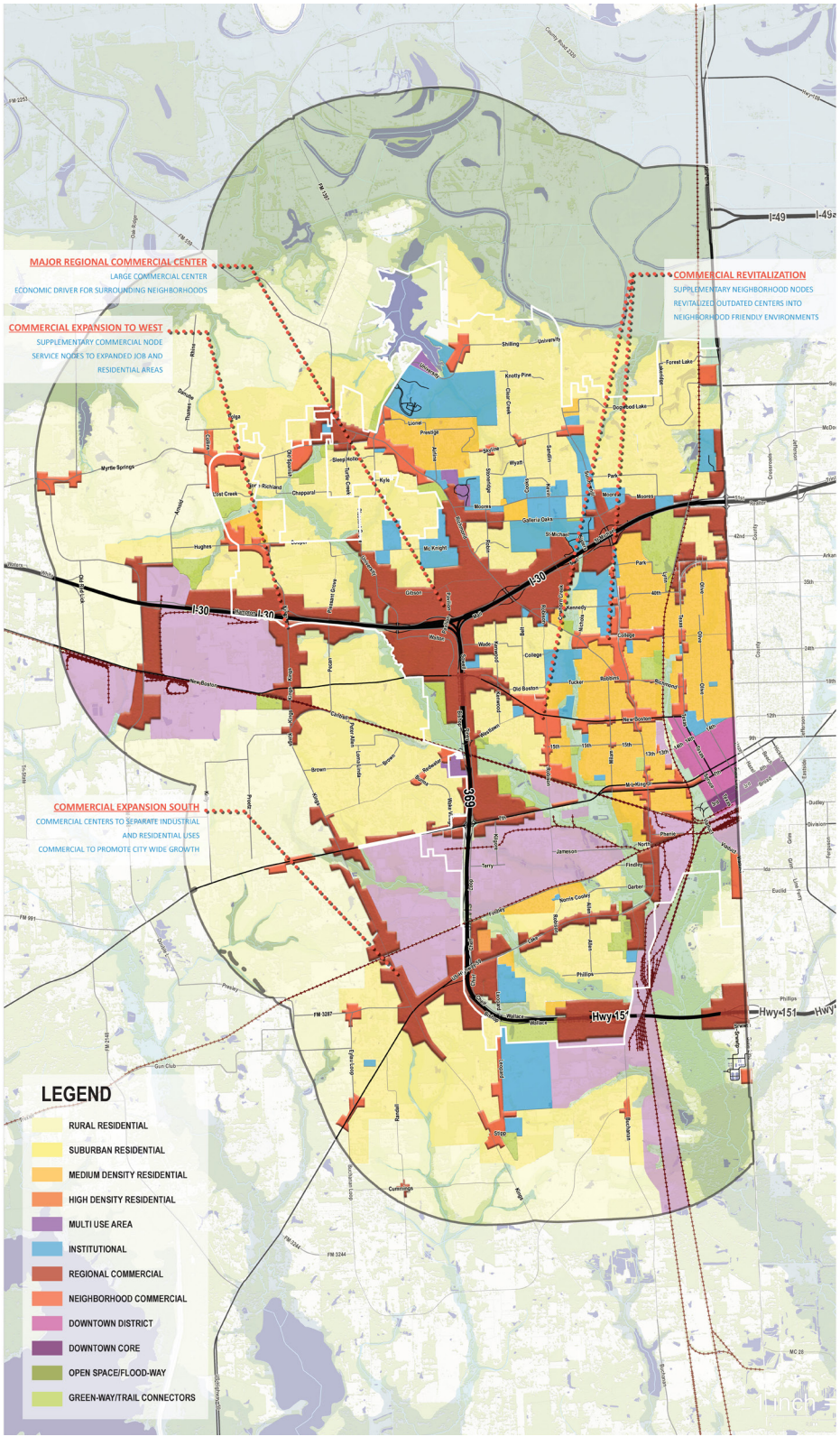










*Figure 4.4 | Economic Development Scenario*








Like any other community, stakeholders in Texarkana expressed that they wanted to see improved economic development in the community. At the November 2016 public workshop, approximately 70% of questionnaire respondents thought that economic development growth is of primary importance to the city. The Economic Development scenario would increase growth through new retail development and light industry that follows existing commercial corridors and takes advantage of existing transportation corridors. If the scenario is realized, both commercial revitalization and new commercial development would boost the local and regional economy. Figure 4.4 depicts the Economic Development city-wide scenario.

Proposed economic development nodes include:

Major Regional Commercial Center: a large commercial center at the IH 30/IH 369 interchange could serve as a driver for economic development in surrounding areas like the Beverly neighborhood.

Commercial Expansion - West: expansion of commercial centers to the western part of Texarkana would serve the existing residential neighborhoods in the area and serve as a gateway to the community.

Commercial Revitalization: outdated commercial centers along New Boston Road near Texarkana College could be revitalized into more neighborhood-friendly environments.

Commercial Expansion- South: another opportunity area for economic growth is along Kings Highway in the ETJ southwest of the city; commercial centers could help promote city-wide growth.

# EDUCATIONAL CAREER SCENARIO

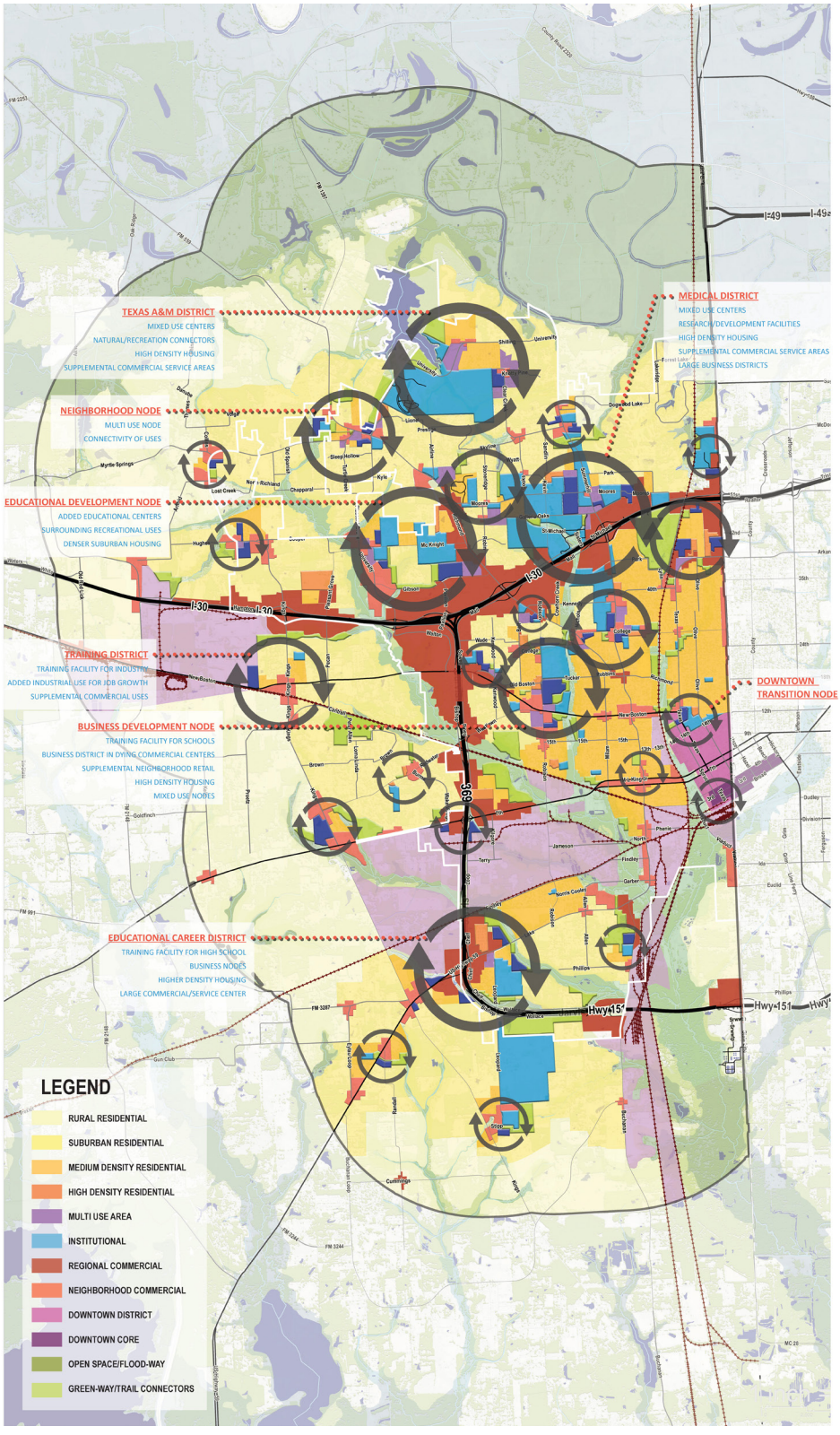



*Figure 4.5 | Educational Career Scenario*
















Better job training and better retention of an educated workforce were commonly heard desires from stakeholders during the visioning process. At the November 2016 public workshop, approximately 90% of questionnaire respondents thought that the city should increase educational and employment opportunities for all. The main focus of the Educational Career Nodes Scenario is to include centers throughout the city that provide opportunities for increased education and business activities. Through improving existing and creating new education, business, and healthcare nodes, Texarkana can provide more job training and job opportunities and subsequently retain a more educated workforce. Synergies between the existing education and healthcare institutions and the Texarkana workforce would be capitalized in this scenario. Figure 4.5 depicts the Educational Career Nodes city-wide scenario.

Proposed educational career nodes include:

Texas A&M District: incorporate mixed-use centers with high-density housing, commercial service areas, and natural connectors to make the campus area more appealing to students, employees, and visitors.

Educational Development Node: in the area just north of the IH 30/IH 369 interchange, additional education centers could serve surrounding residents more efficiently.

Medical District: to enhance the existing medical center in Texarkana, mixed-use development, supplemental commercial services, and research/development facilities could be added to attract more healthcare professionals and patients.

Training District: near the existing industrial center off of IH 30 west of IH 369, a training facility for targeted industries could be constructed to support current and potential workers and improve synergy.

Business Development Node: just southeast of the IH 30/IH 369 interchange, an older commercial center could be revitalized with a Texarkana ISD training facility and supplemental neighborhood retail.

Education Career District: in southwestern Texarkana where IH 369 transitions into U.S. Highway 151, a training facility could be built for the high school as well as a large commercial/service center.

Neighborhood Node: located throughout the city, these nodes focus on connectivity of housing, neighborhood services, and educational uses.

Downtown Transition Node: serves as a transitional area to signify entrance into downtown core while maintaining the integrity of the nearby uses.

# PREFERRED SCENARIO IDEALS

From the public and stakeholder meetings the pros and cons of each scenario was identified. This feedback helped narrow down the ideals of the community to drive the future of the future land use plan. The education and career node scenario had the most interest and became the preferred scenario. The pros/cons heard from each scenario at the second public meeting then helped define the plan into a final version.

At the November 2016 public workshop, meeting attendees were given the opportunity to place dots on each of the three alternative scenarios based on their preference. The general consensus was that attendees liked elements from all three scenarios, so the preferred scenario reflects these elements. Figure 4.6 depicts the preferred scenario which also serves as the future land use map.














PEROT
EATRE

# FUTURE LAND USE

The primary component of the final land use plan focused on the development of district nodes where multiple land uses converge along intersections to create walkable, resilient nodes. The Business Education scenario brought about a new land use category to help enhance exiting education/institutional uses and bring jobs and employment to the forefront of each node. This land use category differs from the typical office/institution category by focusing on research institutions, technology, trade schools, co-working spaces, and work-training facilities. It would not allow uses such as: cemeteries, fire stations, public works facilities, etc.

The different land use categories included in the future land use map are described below:



REGIONAL COMMERCIAL: Regional serving retail and office land uses many times located adjacent to a regional highway or major arterial. Land along IH 30 and IH 369 are categorized as regional commercial.



NEIGHBORHOOD RETAIL: Neighborhood serving retail and office land uses frequently located adjacent to neighborhood scaled roadways. Examples include hair salons, dry cleaners, and pharmacies.




BUSINESS/EDUCATION CENTERS: Employment based land uses that may include office, professional, research and development (R&D), computer, educational support and business incubator development types. Typically near institutional uses and infilled in nodes to create a variety of opportunities.




OFFICE/INSTITUTIONAL: Educational, municipal, medical, professional, and directly adjoining land uses. These uses are scattered throughout the city to serve all residents.



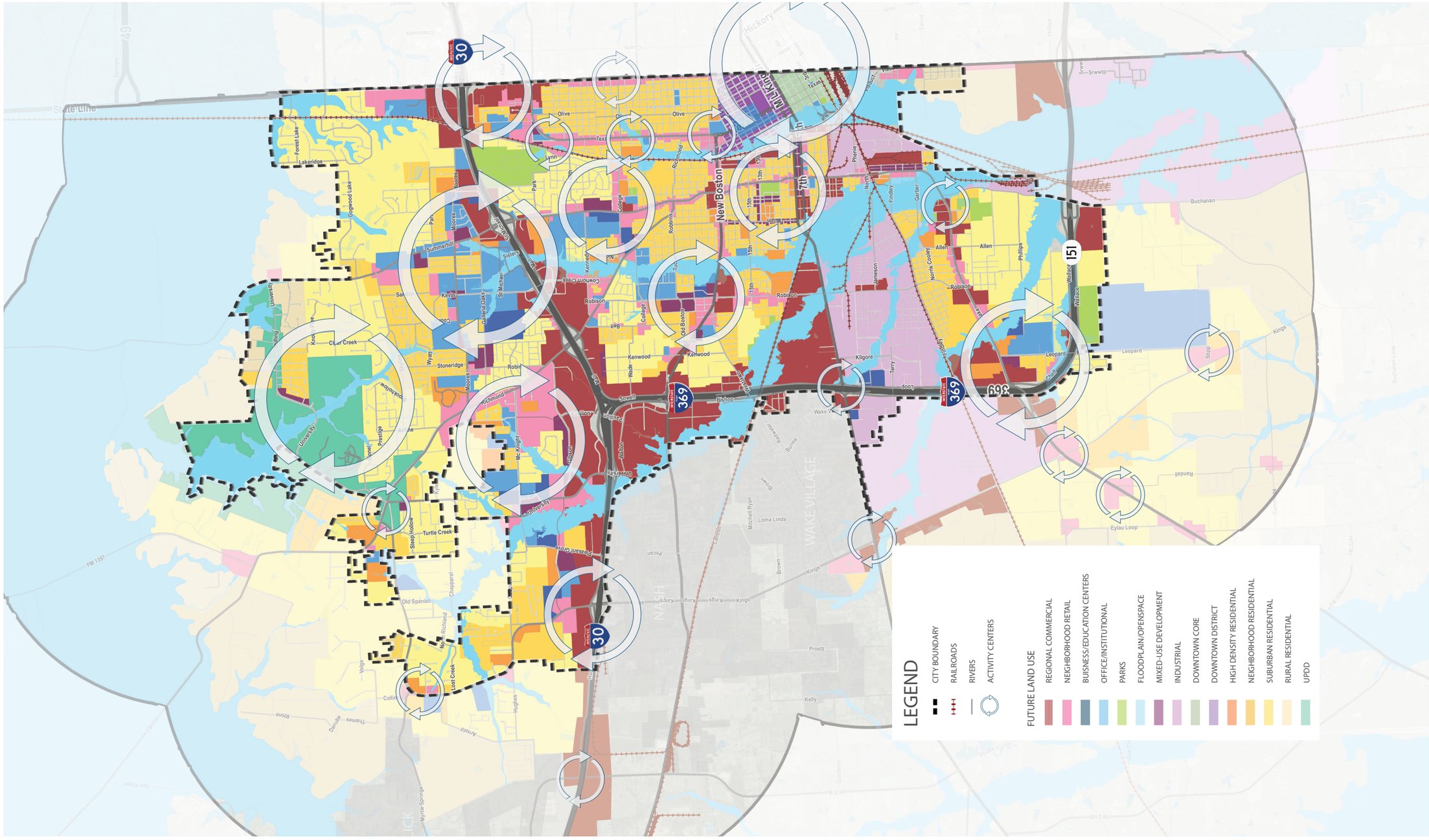
PARKS: Public park facilities found throughout the city.



FLOODPLAIN/OPEN SPACE: Land that is included in the city/FEMA's 100-year floodplain and general open space land near floodplains. Floodplain should remain clear of development but may contain recreation uses, trails, or open space for wildlife.



MIXED USE DEVELOPMENT: A variety of dense land uses located around activity nodes and business/institutional centers to provide for more walkable, social, and aesthetically-pleasing environments.




*Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.*

*Figure 4.6 |* FUTURE LAND USE PLAN



INDUSTRIAL: Manufacturing based land uses that for this category includes light industrial, research and development (R&D), warehouse, flex warehouse and heavy industry. The Future Land Use Plan clusters industrial uses south of Findley Street where the majority of existing industrial uses are located.



DOWNTOWN CORE: Mix of retail, office, mixed-use and residential land uses, developed in an urban manner located in the downtown core as defined in the RENEW Texarkana Comprehensive Plan. More description is included in Chapter 5.



DOWNTOWN DISTRICT: Extension of urban style development as defined in the RENEW Texarkana Comprehensive Plan to allow for a variety of activity and land use development to occur in support of downtown revitalization. Focus on mixed-use development types with the quality and historic character that is iconic to this region. More description is included in Chapter 5.




RESIDENTIAL - HIGH DENSITY: Residential attached developments and land uses that generally are at 12 dwelling units (du)/acre and above. Includes garden style apartments, townhomes, etc.



RESIDENTIAL - IN TOWN NEIGHBORHOOD: Residential detached and attached developments and land uses that generally range between 7 du's to 12 du's/acre.



RESIDENTIAL – SUBURBAN: Residential detached developments that typically follow a pattern of curvilinear streets and generally range between 0.5 du to 7 du's/acre.



RESIDENTIAL – RURAL: Residential detached developments and land uses that may include large lots and/or gentleman ranching and generally is 2-acres in size (minimum).



ACTIVITY CENTER: Nodal development where a variety of land uses (residential, employment, commercial, health care, education and civic) are connected to create a resilient stable economic driver for the region. Characteristics include a high-level of pedestrian mobility, multi-modal access, shared and/or reduced parking ratios, ample public space, high quality Wi-Fi access with a mixed-use and multi-use pattern of development. Major activity centers include downtown, the hospital district, Texas A&M, and the commercial/employment center north of the IH 30 and IH 369 interchange.


TEXARKANA TEXAS CITY HALL





# LAND USE ACTIONS

- **4.1.1** • Use the Future Land Use Plan in this document as a guide for development decisions and future planning efforts. The plan should be used in coordination with existing regulatory tools to guide decisions regarding proposed new development and redevelopment. The plan should also be considered when developing other plans, such as small area plans, development master plans, parks master plans, etc.
- **4.1.2** • Develop policies and incentives that encourage development of activity centers.
- **4.1.3** • Update the city's zoning ordinance to incorporate the intent of each future land use designation.
- **4.1.4** • Prioritize economic development along commercial corridors.
- **4.1.5** • Coordinate zoning changes and future land use plan updates with Texarkana, AR along the state line.
- **4.1.6** • Develop a State Line Avenue Overlay District to assist in this process.
- **4.1.8** • Ensure that buildings incorporate good design principles such as articulation of facades, accentuated entries, and visually interesting features at street corners and where a building turns.
- **4.1.9** • True landmark buildings should be encouraged which provide contrast and stand out from the background at prominent locations.
- **4.1.11** • Communicate regularly (annually) with the Texarkana, Texas City Council about the results of the RENEW Texarkana Comprehensive Plan implementation.
- **4.1.15** • The subdivision and development process should include consideration of the way in which residential and nonresidential lots are laid out— adjacency and accessibility to park and open space areas should be optimized in all types of development.
- **4.1.16** • Encourage the use of "full-life cycle" (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).

This is a summary of the short term land use actions that could be started first. A full set of Land use actions are defined in the Implementation section.



# TRANSPORTATION

The transportation system in a community has a profound impact on the quality of life, economic development, and potential for growth. A well-planned and functioning multi-modal transportation system helps ensure that residents and visitors can safely travel to, from, and within the city. This section assesses the existing transportation system in Texarkana and makes recommendations for future policies and actions that will result in a safer, more accessible, and better-connected transportation system.

## GOALS, OBJECTIVES, AND ACTIONS

### GOALS & VISION FOR THE FUTURE OF TEXARKANA TRANSPORTATION:

CC3 – Promote the redesign of State Line Avenue to spur quality redevelopment bringing this important corridor back as a tourism element and generator for economic development.

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

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

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

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

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.

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.

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

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

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

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.

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.

# EXISTING TRANSPORTATION SYSTEM

According to the 2015 American Community Survey, 94% of commuters drove to work, 1% took transit, 1% walked, and 1% worked from home. While Texarkana is predominantly auto-oriented like other Texas cities, there are other options available within the region. The following section describes the different types of transportation facilities found in Texarkana.

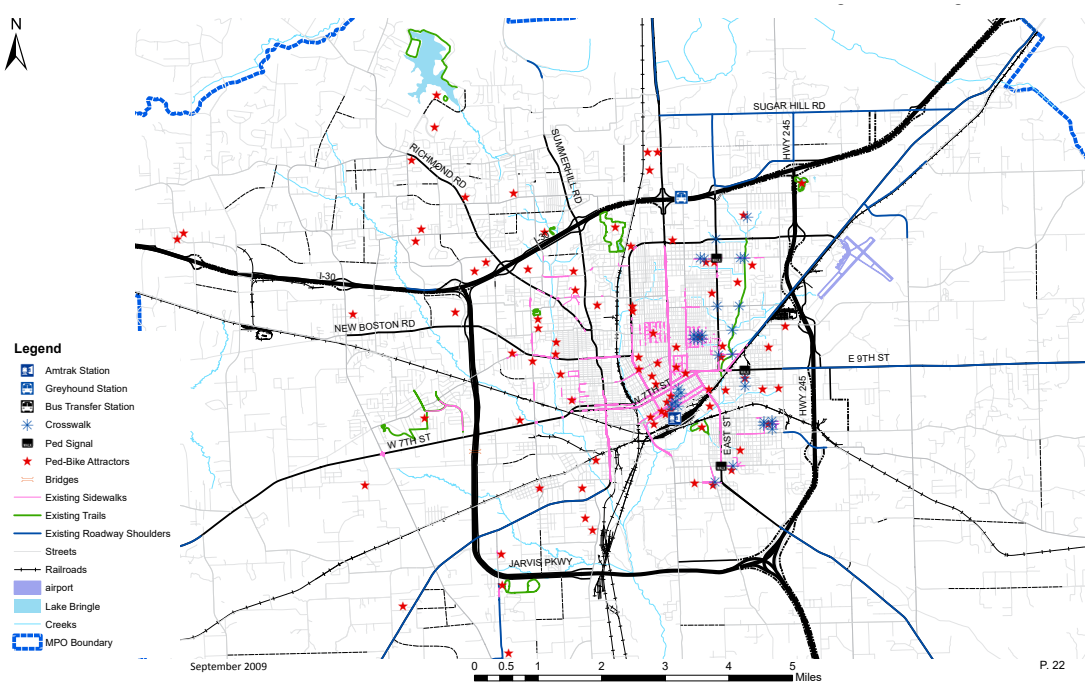



*Figure 4.7 | Texarkana MPO Existing Conditions*

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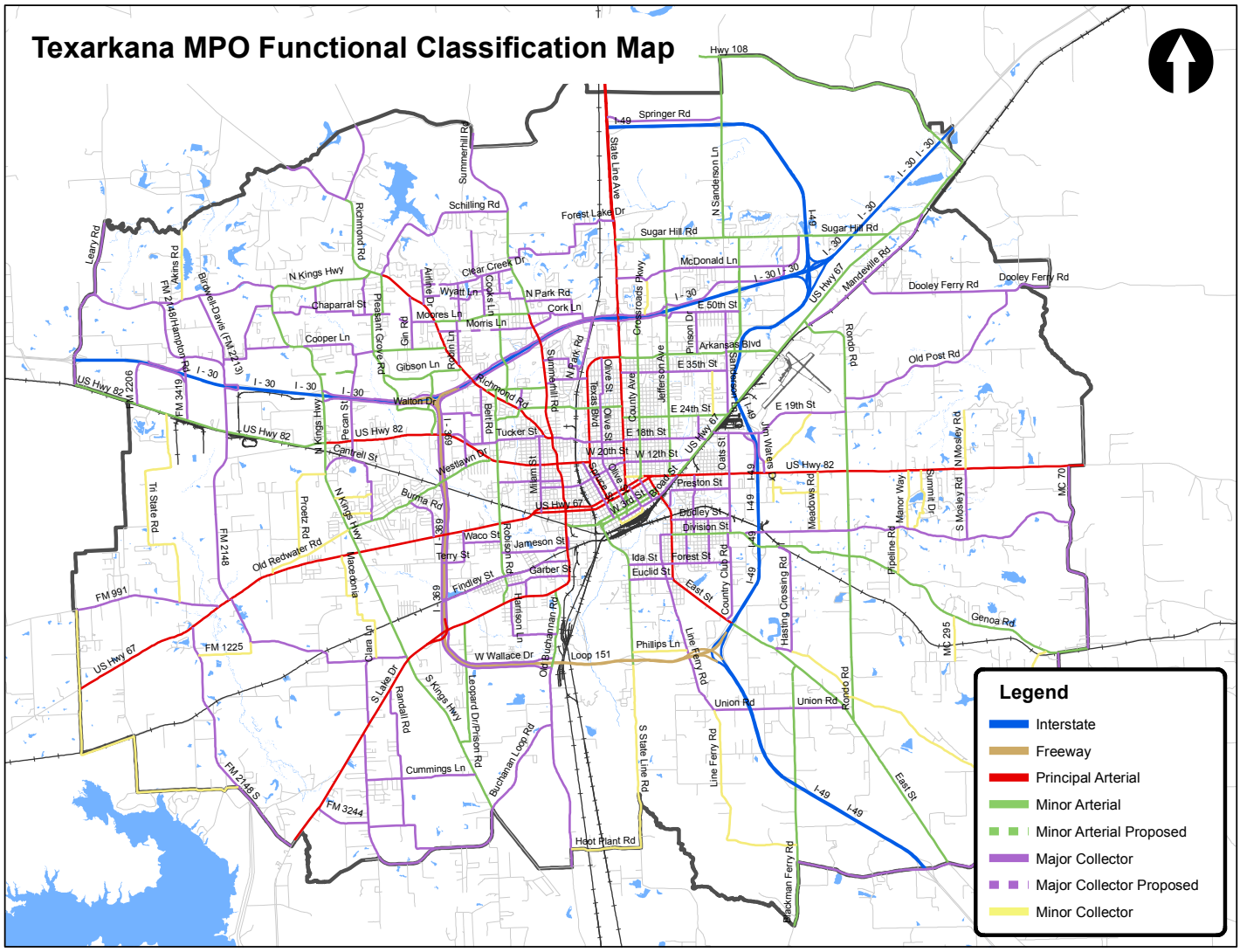


*Figure 4.8 | Texarkana MPO Transportation Plan*

## ROAD TRANSPORTATION:

As defined by the Federal Highway Administration's (FHWA) Functional Roadway Classification System, there are a variety of roadway types found in Texarkana. The following is a brief description and examples of each.

**Interstate Highways**: are officially designated as part of the Interstate Highway System and offer the most mobility and least accessibility. There are two interstates that connect the city of Texarkana:

- IH 30: this major interstate connects Texarkana to Dallas to southwest and Little Rock to the northeast. The six-lane interstate runs through the northern part of the city and has just one major interchange within the city limits with IH 369. Visitors coming from the west must exit IH 30 at State Line Avenue and travel a couple miles before reaching downtown.
- IH 369: this interstate is approximately 3.8 miles long and serves as a connection between IH 30 in the north and US Highway 151 to the south. The interstate is two lanes in each direction and provides access to Wake Village to the west of Texarkana.

**Other Highways:** non-interstate highways with separated travel lanes and limited access.

- US 151: this US Highway forms the southern border of Texarkana and connects IH 369 in the west to IH 49 in the east in Arkansas. The highway is four lanes wide and does not have continuous frontage roads.

**Principal Arterials:** provide significant through traffic and speeds that are medium to high. On-street parking is typically not provided and common land uses along these roadways are commercial uses due to the visibility. Examples of principal arterials in Texarkana include:

- SH 93/Summerhill Rd: this major arterial runs through highly urbanized parts of Texarkana going from the southwestern edge up towards Bringle Lake in the north. The majority of the road is five lanes with a center turn lane.
- SH 67: this arterial serves as a major east-west connector through the center of the city. East of the railroad tracks the state highway splits into W. 7th Street and Martin Luther King Jr. Boulevard, which both run through downtown Texarkana. The majority of this road is five lanes with a center turn lane.
- SH 82/New Boston Rd: this major arterial also serves traffic going east-west towards downtown and ends at Texas Boulevard. The majority of this road is five lanes with a center turn lane.
- SH 71/State Line Ave: this iconic road serves as the boundary between Texas and Arkansas. As mentioned previously, it serves as the primary roadway for drivers travelling from IH 30 to get to downtown Texarkana. The roadway is five lanes with a center turn lane and parts of the roadway have sidewalks.
- Spur 559/Richmond Rd: this major arterial connects the newer parts of Texarkana north of IH 30 to the center of town. The majority of the road is five lanes with a center turn lane.
- US 14/Texas Blvd: this roadway is known as Texas Boulevard and Arkansas Boulevard in their respective states. It serves as a major roadway in downtown and is five lanes with a center turn lane.

**Minor Arterials:** provide connections between adjacent cities and within a city. Occasionally parking may be located on-street. Minor arterials receive traffic from local collectors and local streets. Examples of minor arterials in Texarkana include old Buchanan Rd and Kennedy Ln.

**Local Collectors**: provide localized connectivity to connect residential uses with other development. Driveway access on local collectors is common. Examples of local collectors in Texarkana include streets that connect residential areas to larger streets such as Serenity Ln and Dogwood Lake Dr.

**Local Streets**: provide direct driveway access to adjacent properties and allow roadside parking. Examples of local streets in Texarkana include residential streets such as Oakridge Cir and Belair Dr.

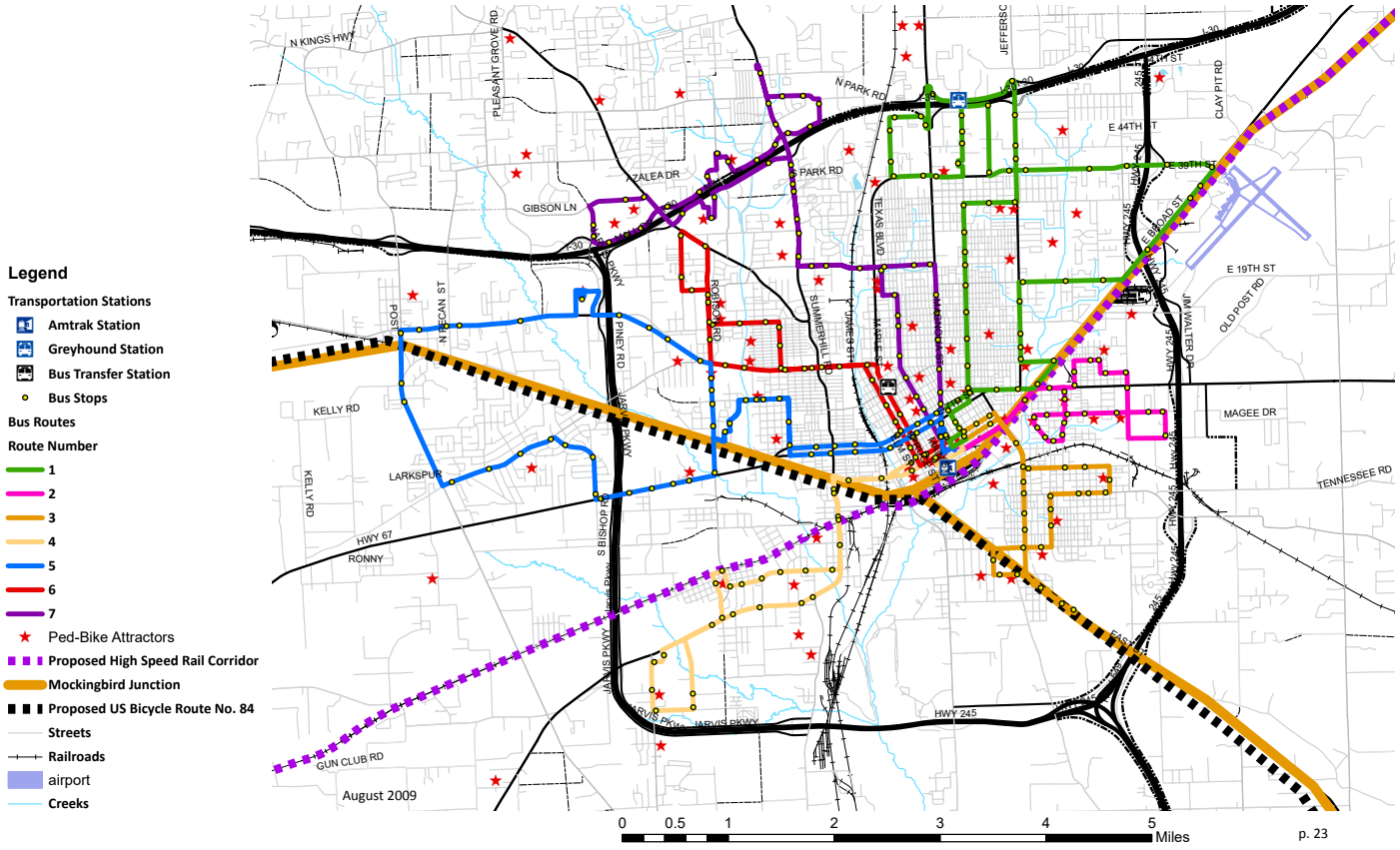


*Figure 4.9 | Texarkana MPO Multi-modal Map*

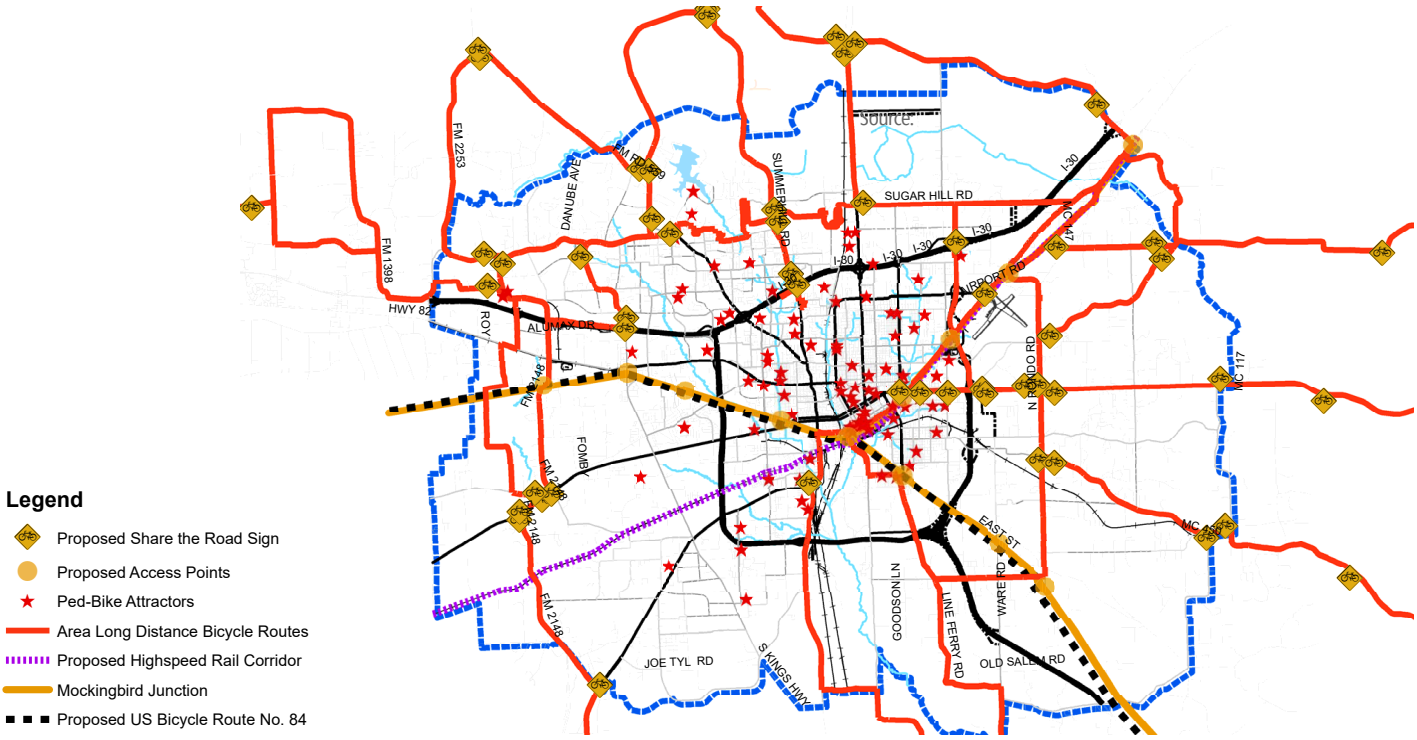


*Figure 4.10 | Texarkana MPO Long Distance Bike Routes*

## PUBLIC TRANSPORTATION:

The Texarkana metropolitan area is served by the Texarkana Urban Transit District, also known as the T-line. As of 2017, there are nine fixed bus routes serving Texarkana, Nash, Wake Village, and Texarkana, AR Monday through Saturday. Paratransit services are also offered by the transit company.

## RAIL TRANSPORTATION:

Passenger rail service in Texarkana is served by the Texas Eagle route via Amtrak service. This route connects Los Angeles to Chicago. Texarkana Union Station is located on Front Street and straddles the state border. The once iconic rail station is now in need of preservation repairs. In addition to passenger rail, there are several freight lines that pass through the city.

## ACTIVE TRANSPORTATION:

Active transportation includes walking and cycling and is made possible by having a well-connected network of sidewalks, trails, and bikeways. In Texarkana, there are many miles of existing trails, primarily within parks and around Bringle Lake. Sidewalks are included in some areas of town, but not throughout the entire city. Trails are more fully discussed in the Parks and Trails section of this document.

## AIR TRANSPORTATION:

There is one regional airport serving the Texarkana region on the Arkansas side. The Texarkana Regional Airport has flights to cities in Texas, Arkansas, Louisiana, and Oklahoma. From the ground, the airport is accessible via US 67 from the south or IH 30 from the north.

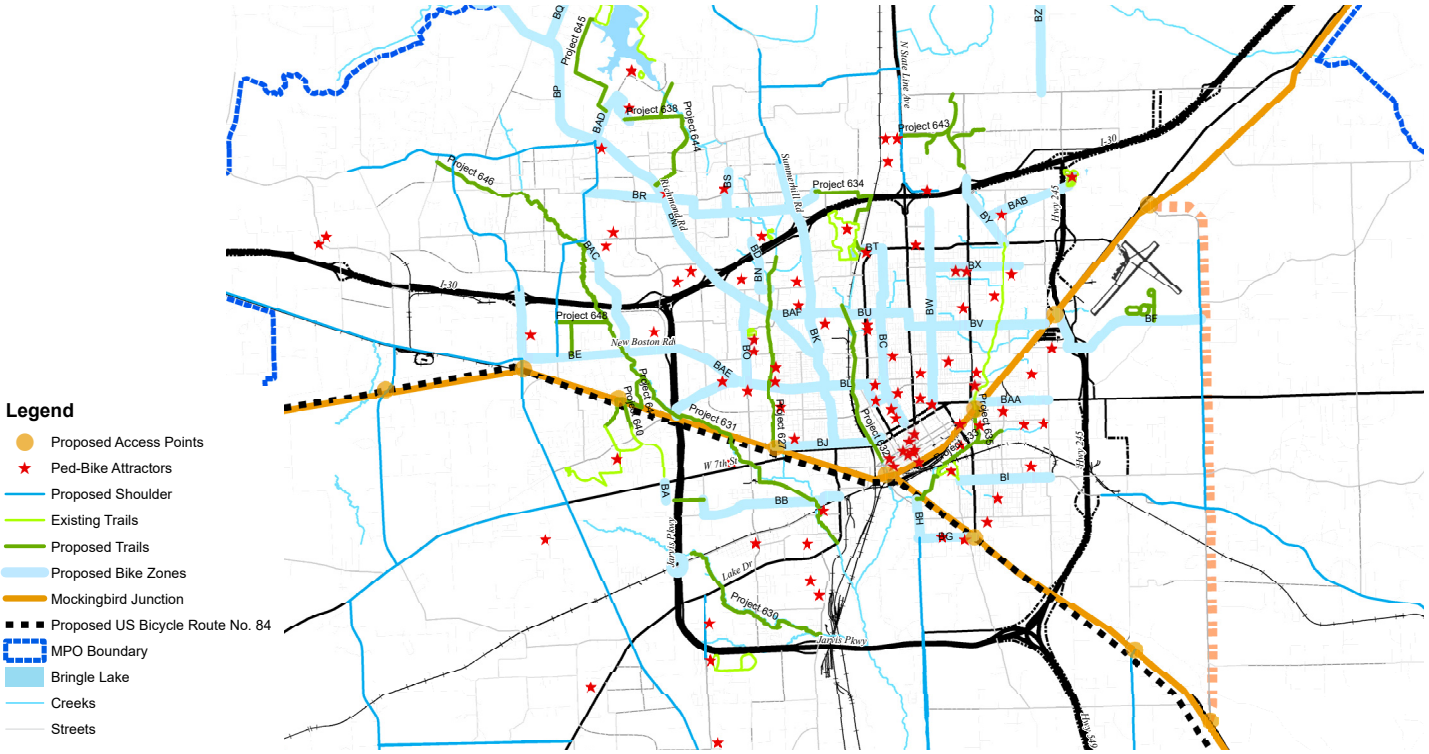


*Figure 4.11 | Texarkana MPO Proposed Bike Plan*

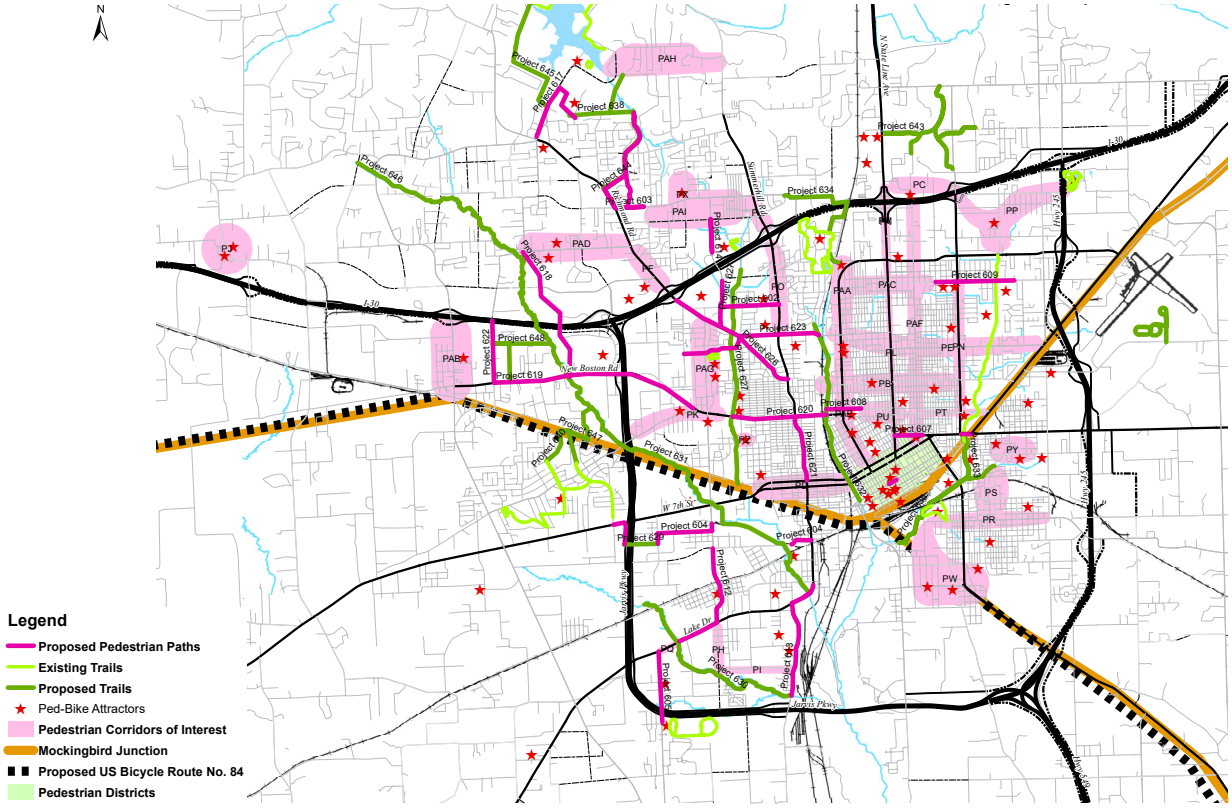


*Figure 4.12 | Texarkana MPO Proposed Pedestrian Plan*

## EXISTING PLANS:

2015-2040 Metropolitan Transportation Plan: In 2014, the Texarkana Metropolitan Planning Organization (MPO) adopted a long-range transportation plan for the Texarkana region to guide transportation investments through the year 2040. Recommendations for multi-modal improvements were made for the entire Texarkana Region and emphasis is placed on regional development projects such as the State Line Corridor restoration, Texarkana Main Street Program, and redevelopment of the TexAmericas Center.

2009 Texarkana Bicycle and Pedestrian Master Plan: The MPO has also conducted a region-wide bicycle and pedestrian plan to assess opportunities and constraints to make the city more accessible to non-drivers. Some of the major recommendations as a result of this process include establishing an advisory panel, including bicycle/pedestrian infrastructure when rebuilding roads, building sidewalks in new subdivisions, collecting crash information data, and educating the public on how bicycles and cars can share the road.

As identified during the public engagement process, the key transportation issues and opportunities the city faces include:

## ISSUES:

Lack of sidewalks, designated trails, and bike-friendly roadways

Poor impression of community along parts of major roadways

Traffic congestion (especially along Richmond Road)

Limited connectivity between transportation modes

Dead end bike/pedestrian pathway

Limited pedestrian infrastructure

## OPPORTUNITIES:

Redevelopment of State Line Avenue into a strategic gateway into downtown

Creation of better connected sidewalks, trails, and bikeways

Coordination with transportation partners to assess a light rail connection in Texarkana

Interconnect to regional bike trails

# TRANSPORTATION RECOMMENDATIONS

In addition to the future land use map, transportation is a major component to an overall comprehensive plan. The proposed elements of the future transportation system in Texarkana would make the system safer, more accessible, and create connections for all modes. The major elements of the proposed transportation system are described below:

**Transportation Nodes:** multi-modal hubs that occur when 3 or more major transportation modes meet near activity centers. Transportation types include major arterials, healthy corridors, trails, bus routes, and bike lanes. They promote easy access and visibility and can act as catalysts for economic development. Nodes are recommended in Texarkana in downtown, along IH 30 and IH 369, and along other major roadway corridors.

**Healthy Corridors:** healthy streets will include at least one of the following: wide walkway for pedestrian access; safe bicycle mobility; water management strategies (rain gardens); street trees; street buffers; and, signage controls, and more. Detailed study is needed for each corridor to determine what design interventions are most appropriate. These corridors should promote active transportation alternatives, accessibility to destinations and recreation, and help create a healthy environment to the corridors they serve.

**Existing Trail**: existing off-street trails throughout the city, primarily found near or within parks.

**MPO/MTP Proposed trails:** off-street trails that were identified by the Metropolitan Planning Organization/ Metropolitan Transportation Plan or City in various planning documents.

**MPO/MTP/City Proposed Bikeways**: on-street bicycle infrastructure that was identified by the MPO or City in various planning documents. These include trails/bikeways that connect up to Bringle Lake, the university, Texarkana College, downtown, and along creek corridors.

**Proposed Trails**: additional trails identified by the project team to provide active transportation connectivity throughout the city. These are additional connections that could be made to connect parks, schools, commercial areas, and downtown beyond the routes identified by the MPO or the City.

**Proposed US Bike Route #84:** the American Cycling Association and American Association of State and Highway Transportation Officials (AASHTO) have identified national biking routes for future implementation and one route passes through the center of Texarkana following the railroad.

**Bus Routes:** existing bus routes as provided by the Texarkana Urban Transit District (T-Line).

**Proposed Light Rail Corridor:** existing regional plans show a potential light-rail corridor along an existing rail corridor in the southern portion of the city leading to downtown.

Since these improvements cannot happen all at once, it is important to prioritize. Early implementable actions could include updating the bicycle/pedestrian master plan, making updates to thoroughfare standards to reflect the proposed standards.

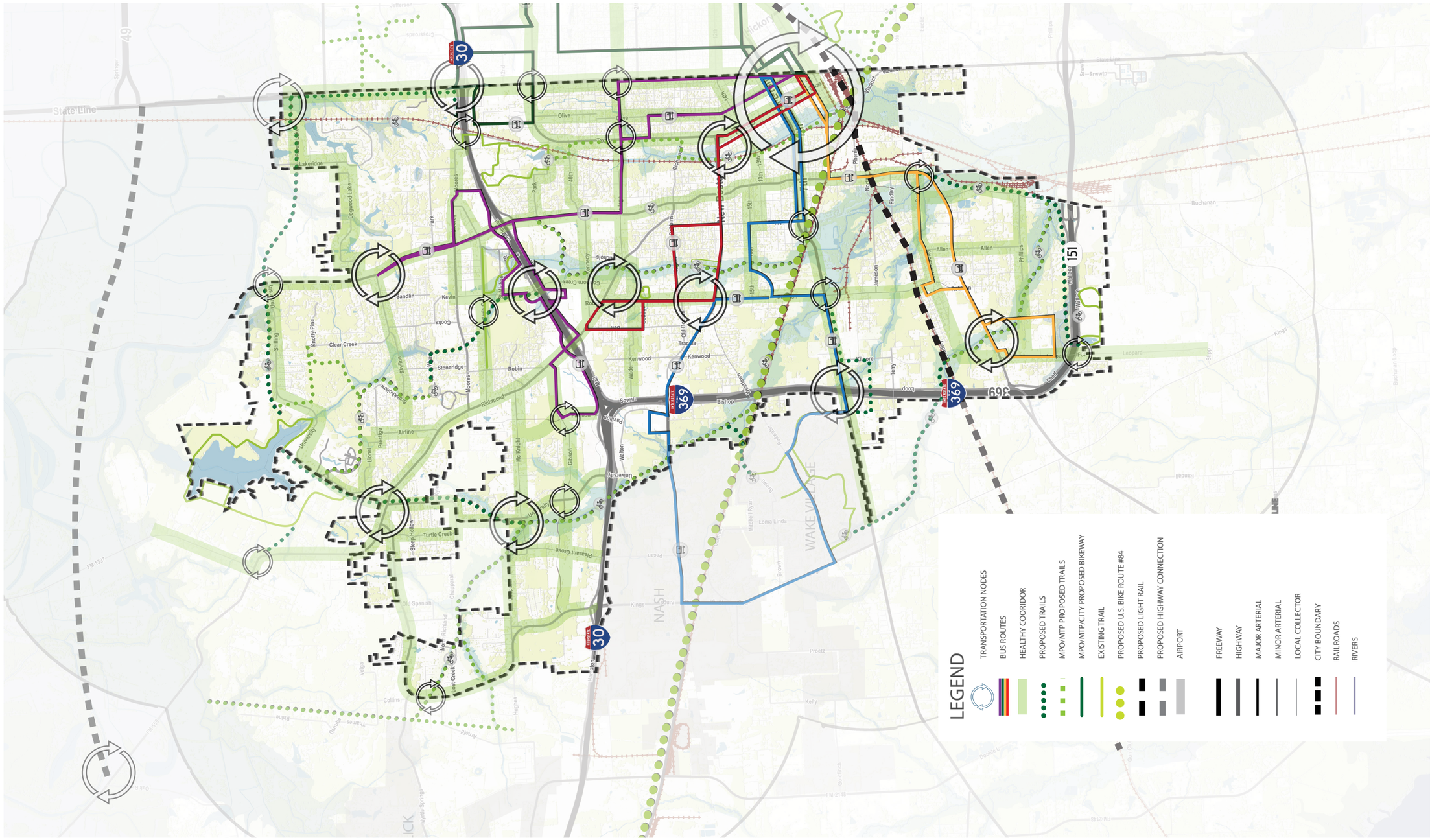


*Figure 4.13 |* TRANSPORTATION PLAN


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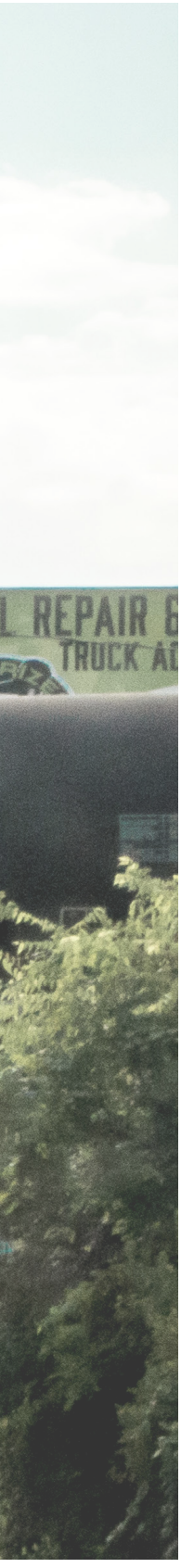



# TRANSPORTATION ACTIONS

**4.2.1** • Continue to actively participate in regional transportation planning activities to advance funding and other improvements in Texarkana. Continued involvement in the Texarkana MPO's committees and planning processes is critical to ensure that the city's transportation needs are incorporated into regional priorities.

**4.2.2** • Proactively pursue mutually beneficial transportation projects with neighboring municipalities and area partners. Traffic problems typically do not end at city limits and often cross into multiple jurisdictions. Local transportation issues therefore may be best and most cost-effectively addressed through coordination and partnerships. Opportunities for partnership on shared transportation projects could include road maintenance, traffic counts, corridor improvements, coordinated traffic signals, wayfinding signage, sidewalk and trail network connections, and new transit services.

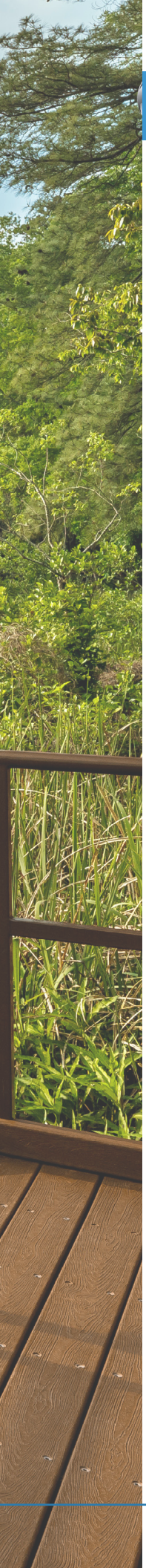
**4.2.4** • Design and implement roadway treatments to support place making and economic development, particularly on State Line Avenue. Streets are the prime place for place-making and economic development. Specific design guidelines for the different roadway function classes should be created to complement the adjacent land uses. State Line Avenue in particular is prime for redevelopment and needs better designed roadway treatments.

**4.2.5** • Complete a detailed inventory of existing sidewalks in the City. Compile and map a detailed inventory of all existing sidewalk and crosswalk segments in the City. The inventory should include the type of construction materials used, width, presence of a buffer between back of curb and sidewalk, presence of impediments to travel (e.g., utility poles, landscaping, etc.), compliance with American with Disabilities Act (ADA) accommodations, and a condition assessment. This information should be mapped in Geographic Information System (GIS) mapping software and should be used to develop a prioritized improvement program.

**4.2.11** • Conduct a city-wide multi-modal thoroughfare plan. This plan should more fully assess existing conditions, define typical sections, categorize all roadways, and catalogue planned improvements. Coordination with Texarkana, AR should occur while developing this plan.

This is a summary of the short term land use actions that could be started first. A full set of Transportation actions are defined in the Implementation section.





# PARKS & TRAILS

Parks and trails are important elements that help to create a comprehensive city with high quality of life; they provide scenic relief as well as opportunities for exercise and respite. A well-maintained parks and recreation system can help attract and also retain residents and businesses and is often times a major determinant when choosing where to live. This section provides a brief assessment of the existing parks system in Texarkana and identifies recommendations to further enhance the system.

## GOALS, OBJECTIVES, AND ACTIONS

### GOALS & VISION FOR THE FUTURE OF TEXARKANA PARKS & TRAILS

CC2 – Preserve existing East Texas pine trees and plant more in proposed new development, so we do not lose the native pine character.

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.

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

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

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

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

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

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

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

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.

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.

# EXISTING PARKS AND TRAILS SYSTEM

## PARKS

The existing parks system in Texarkana include 11 parks totaling approximately 500 acres. The Parks and Recreation department also manages the Collin Senior Center and Southwest Community Center. The types of parks found in Texarkana are described below:

**Neighborhood Parks:** typically 5-10 acres in size and serve a population within walking distance or short drive. An example of a neighborhood park in Texarkana is Beverly Park. Citywide there are six neighborhood parks totaling 36 acres.

**Community Parks:** typically at least 25 acres in size with more amenities that serve residents within 1-2 miles. Grady T. Wallace and Karrh parks are the two community parks in Texarkana totaling just over 100 acres.

**Regional Parks:** large, signature parks that draw visitors from across the city and beyond. Spring Lake Park is the only regional park in Texarkana totaling 145 acres.

**Special Purpose Parks:** includes special purpose facilities that are not found at other parks in the system. The one special purpose park in Texarkana is the Kidtopia skate park in downtown totaling 3 acres.

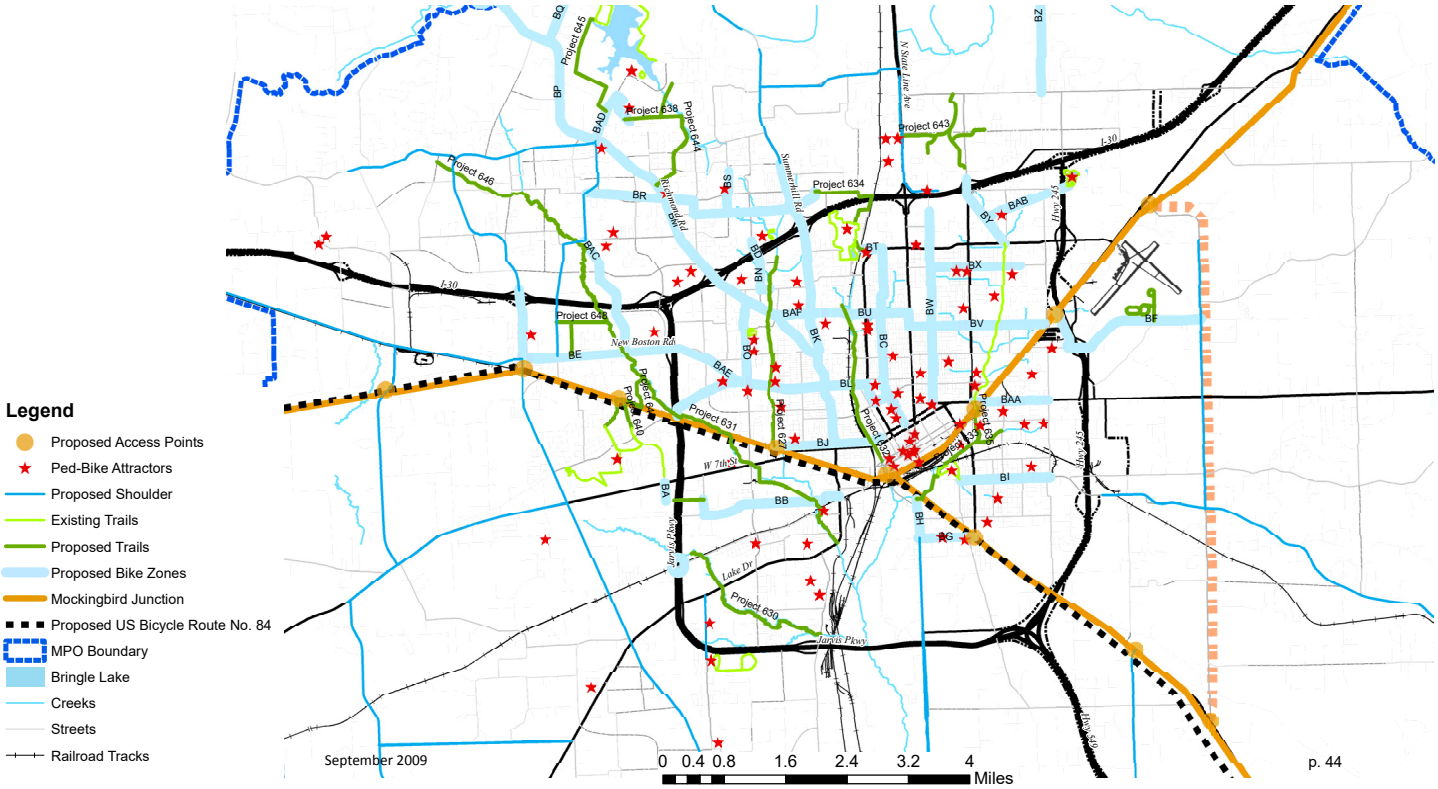
**Natural Areas:** open space that is primarily used as passive parkland. Bringle Lake Wilderness Area totaling 144 acres is the one natural area within the city.

With the existing park acreage, the city has 13.41 acres of parkland for every 1,000 residents. This is a relatively high percentage compared to other Texas cities. Figure 4.14 depicts the amenities that are included in the existing parks system. In addition to the amenities listed in Table 4.14, Spring Lake Park – the city's signature regional park – features a disc golf course, dog park, and splash pad. These are amenities that are emerging trends in parks and recreation, so it's evident that Texarkana is keeping up with trends.

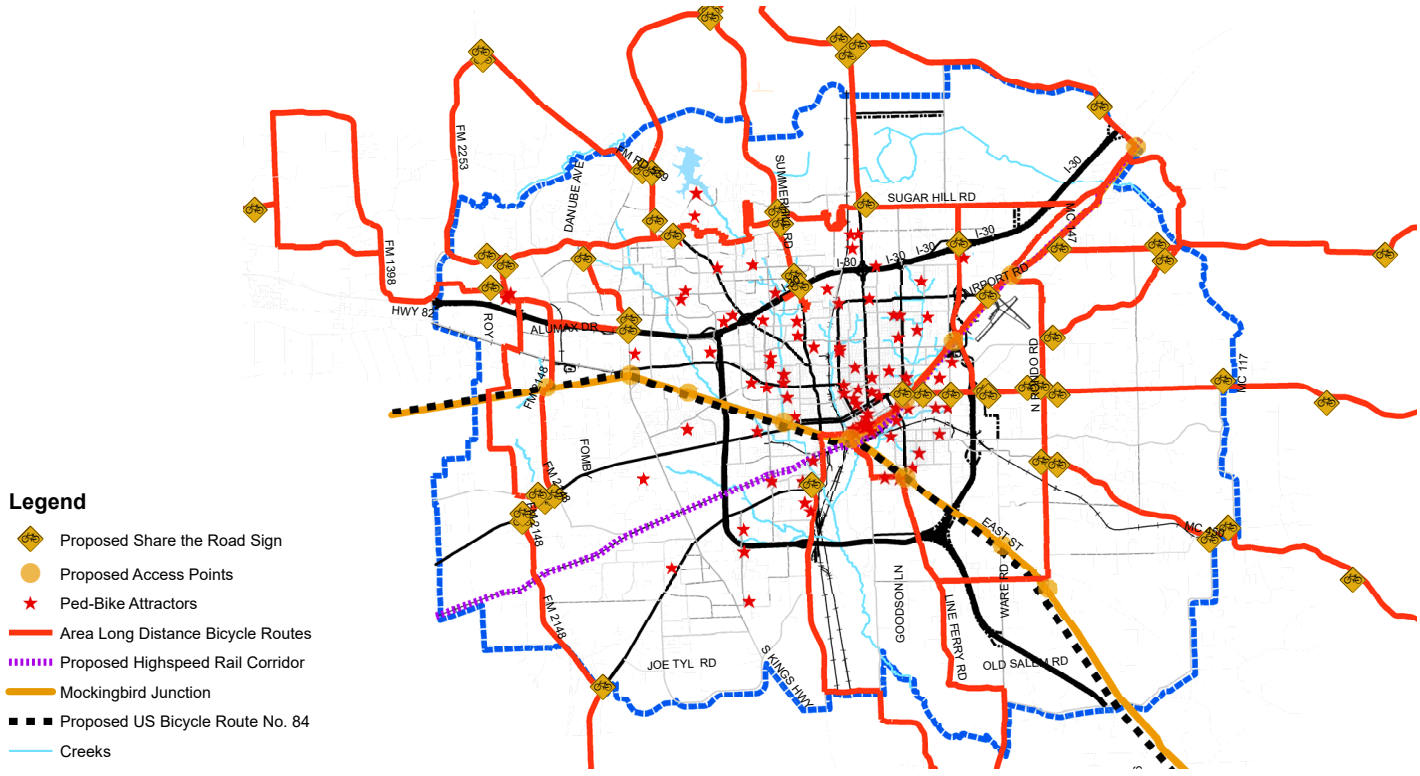
| | PARK NAME | SIZE |
|---|---|---|
| | NEIGHBORHOOD | |
| 1 | Bell Park | 4 ac |
| 2 | Beverly Park | 7 ac |
| 3 | Ferguson Park | 5 ac |
| 4 | Findley Park | 5 ac |
| 5 | Scott Joplin Park | 7 ac |
| 6 | Southwest Center Park | 8 ac |
| | COMMUNITY | |
| 7 | Grady T. Wallace Park | 70 ac |
| 8 | Karrh Park | 33 ac |
| | REGIONAL | |
| 9 | Spring Lake Park | 145 ac |
| | SPECIAL PURPOSE | |
| 10 | Kidtopia Park | 3 ac |




*Figure 4.14 | Inventory of Parks in Texarkana*




*Texarkana MPO Proposed Bike Plan (previously referenced as Figure 4.9).*




*Texarkana MPO Long Distance Bike Routes (previously referenced as Figure 4.10).*

## TRAILS

Existing trails in the city are located in the city at Bringle Lake Wilderness Area, Spring Lake Park, and Grady T. Wallace Park.

**Spring Lake Park:** the Phillip McDougal Walking/Biking Trail located is a 1.75 mile hard-surface trail that traverses the park.

**Bringle Lake Wilderness Area**: a 10-foot wide hard-surface trail approximately 2 miles long connects Bringle Lake East to the Waterworks Spillway. There is also a soft-surface mountain biking trail with beginner, intermediate, and advanced courses for varying skill levels.

**Grady T. Wallace Park**: a hard-surface walking/jogging trail runs around the 5 acre lake within the park.

**Texarkana College:** there is a short walking path on the campus of Texarkana College northwest of downtown.

## RECREATION FACILITIES

City-run recreation centers are often part of a municipal park system, of which there are two in Texarkana.

**Collins Senior Center:** located adjacent to Ferguson Park, the 2,600 SF senior center is open to adults ages 55 and older. The facility is open Monday through Friday and offers activities such as armchair aerobics, art classes, bingo, socials, classes, knitting, and quilting.

**Southwest Community Center:** located adjacent to Southwest Park, the 20,000 SF building serves as a community center and offices for parks and recreation staff. The facility features a gymnasium, game room, children's library, meeting rooms, cardio room, and kitchen. Programs that are offered include sports lessons, basketball tournaments, health fairs, and summer programs. The facility is open Monday – Saturday.

# PARKS & TRAILS RECOMMENDATIONS

**City/MPO Proposed Trails:** off-street trails that were identified by the MPO or City in various planning documents.

**Proposed Trails:** additional trails identified by the project team to provide active transportation connectivity throughout the city.

**Primary Trail head gateways:** locations where trails meet major intersections, healthy corridors, and development nodes. These gateways connect destinations and provide access to the trail networks and active transport corridors. There are over 30 gateways in the ultimate parks and trails build-out plan.

**Proposed US Bike Route No. 84:** the American Cycling Association and American Association of State and Highway Transportation Officials (AASHTO) have identified national biking routes and one route passes through the center of Texarkana.

**Proposed park zones:** areas from the future parks master plan map that cover neighborhoods that aren't currently being served by a neighborhood park. These locations are centered around trails and healthy corridor intersections to allow for recreational access and active visibility. There are six proposed park zones – five of which are north of IH 30 and one just north of downtown.

**Proposed healthy corridors:** Healthy streets will include at least one of the following: wide walkway for pedestrian access; safe bicycle mobility; water management strategies (rain gardens); street trees; street buffers; and, signage controls. Detailed study is needed for each corridor to determine what design interventions are most appropriate. These corridors should promote active transportation alternatives, accessibility to destinations and recreation, and help create a healthy environment to the corridors they serve.

## PHASING

The parks and trails map is an ultimate build-out map, so there needs to be phasing that occurs over time since there is not enough funding to build everything at once.


LEGEND
EXISTING TRAILS
CITY/MPO PROPOSED TRAILS
PROPOSED TRAILS
PRIMARY TRAIL HEAD GATEWAYS
EXISTING PARKS
PROPOSED PARK ZONES
PROPOSED US BIKE ROUTE NO. 84
PROPOSED HEALTHY COORIDORS
FLOODPLAIN
CITY BOUNDARY
RAILROADS
RIVERS
State Line
New Boston
Texas
McKinney
Olive
Summerhill
Sandlin
Clear Creek
Stoneridge
Robin
Richmond
Airline
Pavilion
Sowell
Bishop
Robison
Allen
Leopard
Kenwood
Tracola
Old Boston
Turtle Creek
Pleasant Grove
Kings
Proetz
Kelly
Loma Linda
WAKE VILLAGE
NASH
Buchanan
Dogwood Lake
Cowlam Creek
Lake Wallace
Rivercrest
Chalk
Terry
Jamison
Cooley
Phillips
Phenix
Gartman
Flint
Moores
Park
College
Robbins
Nichols
Trigger
Bell
Cooks
Knotty Pine
Skyline
Wade
Prestige
Lonnie
Mc Knight
Gibson
University
Wilson
Sloan Hollow
Chaparral
Old Spanish
Volga
Collins
Thames
Danube
Rhine
Hughes
Amold
Myrtle Springs
Oak Ridge
FM 1397
FM 2143
FM 1344
Brown
Mitchell Ryan
Randall
Double L
Gin Creek
Goodloe
Kings
Allen
Robison
Leopard

# PARKS & TRAILS ACTIONS

**4.3.1** • Provide and maintain high-quality parks. Ensure that adequate funding and staffing is available to maintain a safe and attractive park system. This includes routine maintenance and repairs as well as implementing improved landscaping. Continue to make improvements to existing parks and recreation facilities as outlined in the Capital Improvement Plan.

**4.3.4** • Conduct a recreational programming assessment as part of the Parks, Recreation, and Open Space Master Plan. This plan should consider the recreational needs of Texarkana today and in the future as growth occurs and demographics shift.

**4.3.5** • Periodically review the existing parkland dedication ordinance and other subdivision design ordinances. These ordinances are meant to ensure that adequate parkland and open space remains available even as Texarkana continues to grow.

**4.3.7** • Pursue partnerships with public and private organizations to leverage park and recreation investments. Develop agreements for joint use of facilities and shared maintenance agreements with public and private organizations where possible and appropriate. Such organizations could include the Chamber of Commerce, universities, and major employers.



**4.3.8** • Establish design standards for different park classifications. Standards for each park category would help ensure that the parks system is consistent and equitable throughout the city.

**4.3.9** • Create trail connectivity within the city and to Texarkana, AR. As the trail network is developed, the City should work with surrounding communities, especially Texarkana, AR, to ensure that appropriate connections are made.

**4.3.10** • Work with developers and property owners to develop hike and bike trails on greenways and other linear open spaces. Where possible and appropriate, the City should create open space corridors along major creeks and drainage ways to develop trails.

**4.3.11** • Floodplain areas are generally not able to be developed and therefore should be key element of a city wide framework of protected open space.

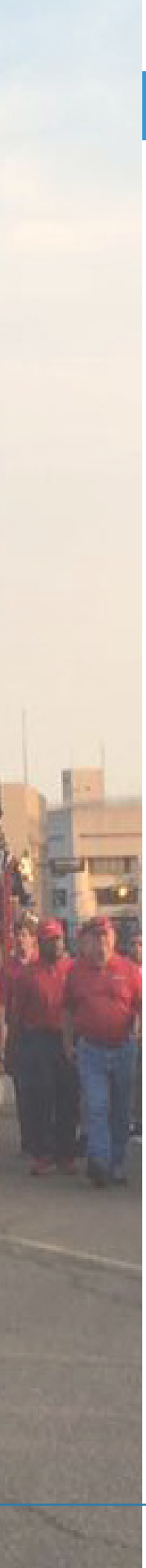
**4.3.12** • Maximize visibility of open space areas by locating parks in prominent locations that help to long term create value for neighborhood and community.

This is a summary of the short term land use actions that could be started first. A full set of Parks and Trails actions are defined in the Implementation section.




REGIONS

# URBAN DESIGN



Urban design, or the design of a community, affects the overall experience residents and visitors have. Urban design can be focused at a variety of scales – from streets and public spaces to neighborhoods, districts, and even entire cities. Common elements associated with urban design include landscaping, site furniture, lighting, gateways, intersection treatments, and public art. This section presents recommendations for incorporating comprehensive urban design strategies within Texarkana.

## GOALS, OBJECTIVES, AND ACTIONS

### GOALS & VISION FOR THE FUTURE OF TEXARKANA URBAN DESIGN

CC3 – Promote the redesign of State Line Avenue to spur quality redevelopment bringing this important corridor back as a tourism element and generator for economic development.

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.

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

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.

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.

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, etc.).

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

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.



## GOALS & VISION FOR THE FUTURE OF TEXARKANA URBAN DESIGN

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.

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).

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.

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.

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.

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.



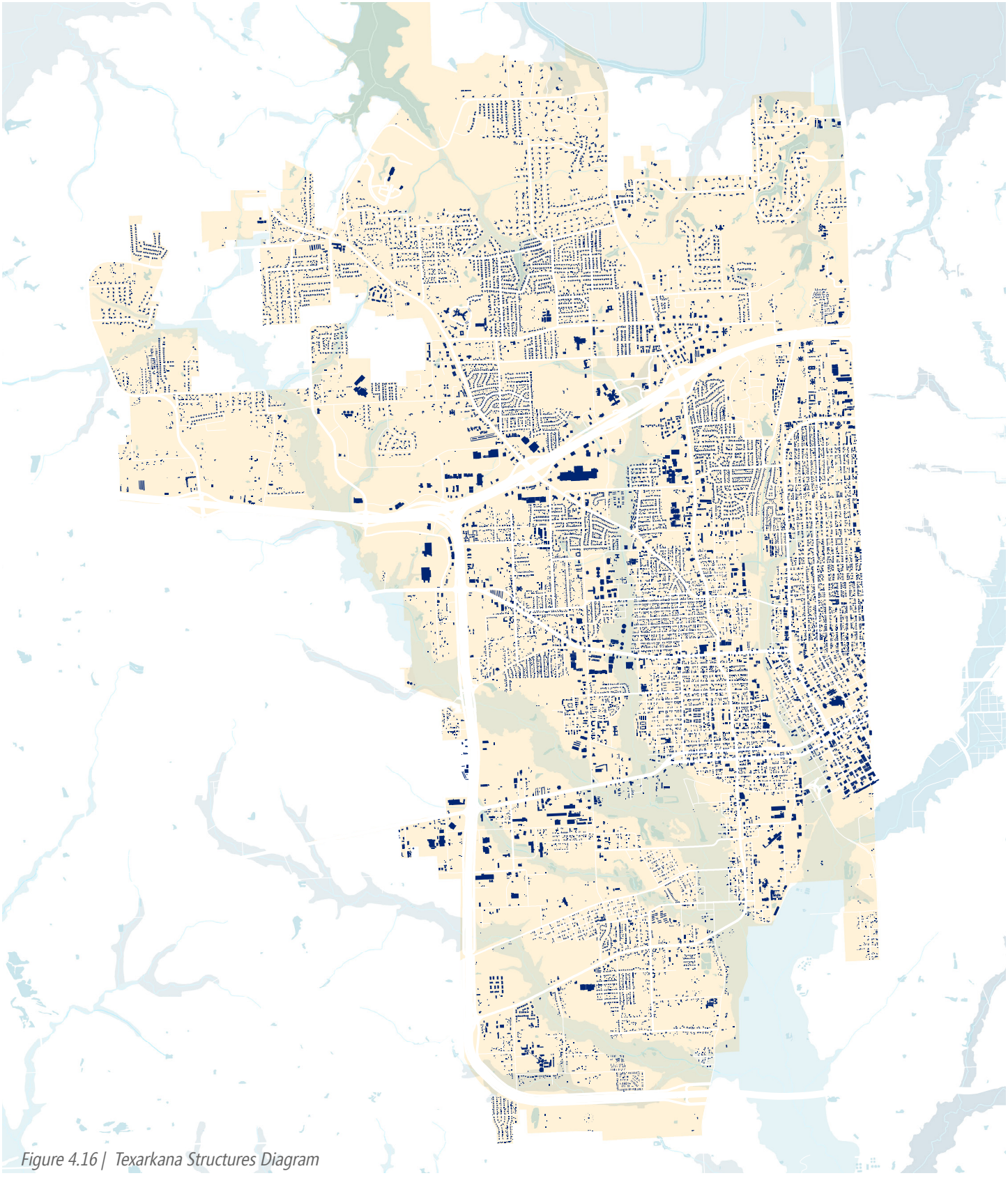


*Figure 4.16 | Texarkana Structures Diagram*

## EXISTING CONDITIONS – URBAN DESIGN CHARACTER

Strong design of streets, neighborhoods, and the overall community leaves a positive impression on visitors and residents in a community. While there are areas of Texarkana that evoke strong elements of urban design, the majority of the city lacks a cohesive urban character. The Center for Design Excellence states that urban design is composed of buildings, public spaces, streets, transportation options, and landscape. The following section describes the existing character of these elements in Texarkana.

### BUILDINGS:

Areas of Texarkana were developed over time, which is evident by the variety of building styles found in the city. Older buildings with historical features are found closer to downtown, while buildings north of IH 30 are newer and more suburban. Urban design, however, is more concerned with how buildings are laid out in a particular area rather than the architectural style of individual buildings.

As seen in Figure 4.16, the residential buildings located in the 'in-town' neighborhoods to the north and west of downtown are located on smaller lots and on more of a gridded street pattern. Alternatively, residential buildings in neighborhoods in the northern part of the city are on larger lots and resemble more traditional suburban subdivision development patterns. Also, the closer you get to the edges of the city, the more spread out the homes are. Development along the interstates and major thoroughfares is spread out and auto-oriented, with little regard to other modes of transportation. There aren't many strip center style commercial uses where multiple commercial buildings are connected, but rather each building is on its own site and surrounded by parking. Additionally, development in the southern part of Texarkana is characterized by large industrial buildings located near clusters of small residential buildings.




794-2245


KOREA
VIETNAM






TEXARKANA
TEXARKANA


Kidtopia



## PUBLIC SPACES:

There are a multitude of public spaces in the downtown Texarkana area: the federal building that straddles the state line offers some green space and lots of picture taking opportunities; the farmers' market that is held near the Regional Arts Center is a great option for socializing when the market is open; and redevelopment of individual buildings along Main Street has helped to create a public space along the street. Other existing public spaces in Texarkana include the numerous parks located throughout the city and gathering spaces at the universities.

## STREETS:

The different street typologies are discussed more fully in the Transportation section, but certain types of streets can play a significant role in urban design. Streets that are designed in a way that is sensitive to the surrounding context are considered to have strong urban design. An example of a street that has some context-sensitive elements in Texarkana is Main Street in downtown; the sidewalks are buffered from the street, aesthetically-pleasing landscaping lines the street, and pavement treatment is added near intersections. Most other streets in Texarkana don't have streetscape amenities and only some streets have sidewalks. Amenities that could be added to major roads to help enhance urban design include landscaping, decorative paving at major intersections, wayfinding signage, benches, trash receptacles, and bike racks.



## TRANSPORTATION OPTIONS:

The primary mode of transportation in Texarkana, like other Texan cities, is a single-occupant automobile. While there are multiple bus routes in the city, according to the 2015 American Community Survey, 94% of commuters drove to work. There are also lots of gaps in the sidewalk network, which means it is difficult for people to walk and bike safely in the city. Additionally, there are some off-street trails found within or near parks, but they don't link different parts of the city so they don't serve as viable commuting options.

## LANDSCAPE:

Landscaping features can enhance a public space, street, or district. In downtown, there are a few street sections that have nice added landscaping but for the most part there are not many street trees or plant beds to add natural relief to the streets. One example of a well-landscaped area in Texarkana that adds to the urban character is the streetscape improvements implemented in downtown.

# URBAN DESIGN RECOMMENDATIONS

Through discussions with staff, the steering committee, and input from the public, the project team developed an urban design framework to guide future improvements. The different elements identified on the map are described in the following section.

## DISTRICTS:

Districts are formed around major institutional/employment centers with a variety of uses to spur economic growth and potential. They can include enhanced connectivity and urban design standards to create a sense of place for each district. The framework identifies the following districts:

**Professional District**: located north of IH 30 from roughly N. Kings Hwy to Richmond Rd, this district is centered on the existing commercial uses and institutional uses as shown in the future land use plan. Major schools, businesses, and commercial centers are located here. Urban design elements in this district could include small public spaces for professionals to eat lunch or gather, streetscape enhancements, and bicycle/pedestrian improvements to connect these centers together.

**Medical District:** located to the north and west of the IH 30/Summerhill Rd intersection, this district includes the existing hospital/medical uses and future land uses to supplement the existing conditions. Urban design elements in this district could include site furnishings, lighting, and wayfinding signage.

**University District:** centered on the Texas A&M University-Texarkana campus in the northwestern part of the city, this district includes a larger area than the existing university to encompass future spin-off development. Urban design elements in this district could include wayfinding signage, bicycle/pedestrian connectivity improvements, and gateway landmarks.

**Gateway District:** there are two proposed gateway districts in the city; one is located off of Summerhill Rd just south of IH 30 and includes institutional centers. The second district is located in the southwestern corner of the city east of IH 369 which is near the location of the Liberty-Eylau ISD administration building and high school. Urban design elements in these districts could include bicycle/pedestrian connectivity, lighting, and key landscaping improvements.

**College District:** this district is centered on Texarkana College between New Boston Rd and Richmond Rd. Urban design elements in this district could include wayfinding, lighting, and bicycle/pedestrian connectivity improvements.

**Downtown District:** this district is roughly bounded by the railroad to the west and south, State Line Ave to the east, and New Boston Rd to the north. Urban design elements that could be included in this district are gateway landmarks, wayfinding, historic preservation and character elements, and streetscape enhancements. This district encompasses the northern and southern portion of down and acts as a general overlay for the downtown region.

**Industrial District:** this district is bounded by 7th St to the north, the railroad to the east and south, and just past IH 369 to the west. This area encompasses the majority of the existing industrial uses but also extends the area to focus future industrial development in this area. Urban design elements that could be included in this district include streetscape enhancements and lighting.

**State Line District**: this district follows the State Line Ave corridor from IH 30 in the north to downtown in the south. Urban design elements that could be included in this district are gateway landmarks, sidewalk improvements, and pavement treatment.

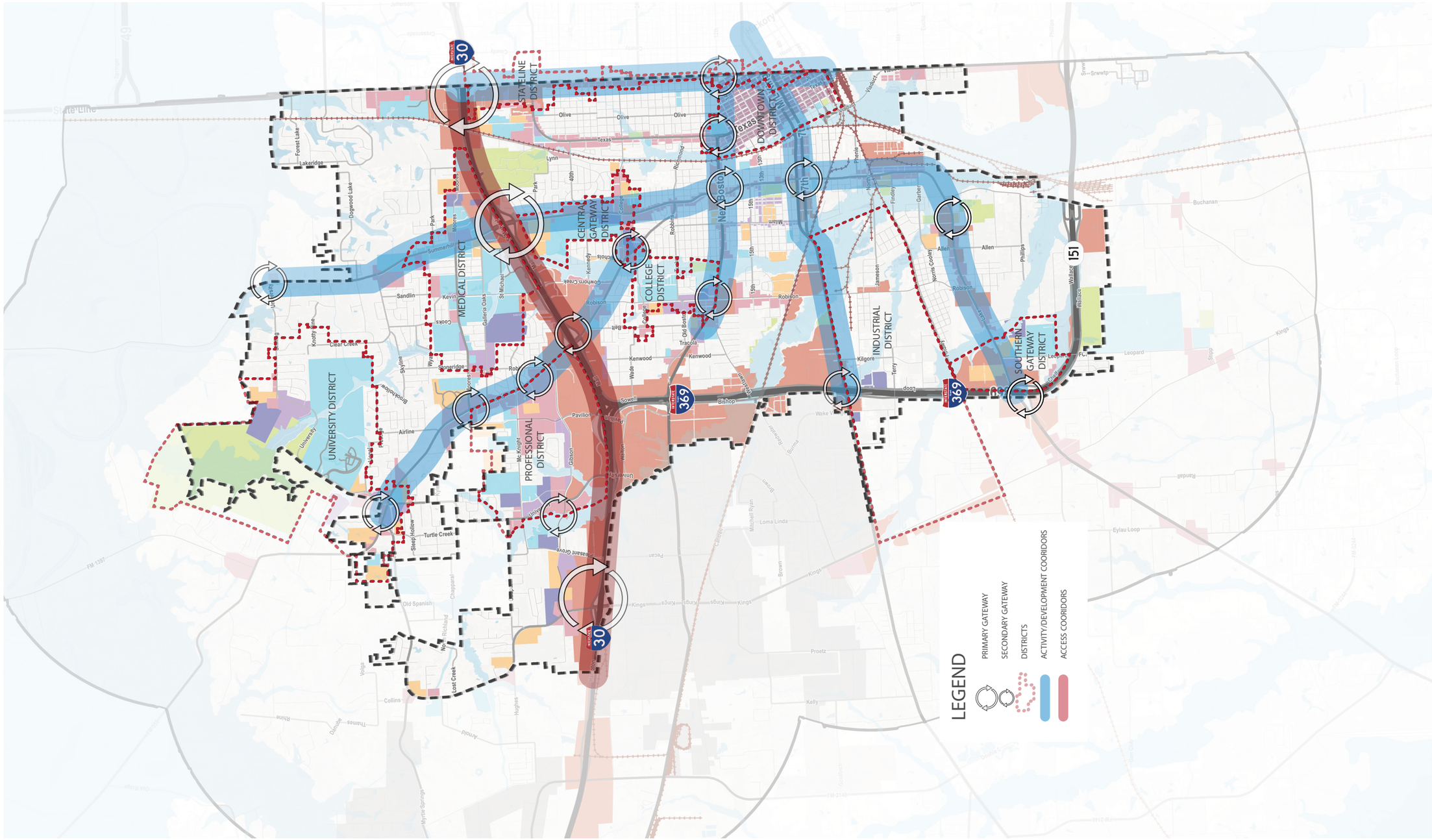



*Figure 4.17 |* URBAN DESIGN PLAN

## PRIMARY GATEWAY:

These are major entrances into districts from primary access roads. The gateways allow for opportunity for signage and place-making characteristics along roadways. Suggested areas for primary gateways are along IH 30 at the intersections of Kings Hwy, Summerhill Rd, and State Line Ave. A primary gateway could be signage or sculpture signifying that you are entering a particular district or area.

## SECONDARY GATEWAY:

These are major transition zones into districts from primary access roads. The gateways allow for opportunity for signage and place-making characteristics and can set design standards to attract development. Examples of secondary gateways include the intersection of State Line Ave. and New Boston Rd. on the northern boundary of downtown as well as IH 369 and S. Lake Dr in the southwestern part of the city. A secondary gateway could be enhanced signage or even a street sign topper that has the district or neighborhood's name.

## ACCESS CORRIDOR:

Primary means for access into Texarkana. IH 30 is identified as an access corridor in Texarkana as this highway experiences the most traffic.

## ACTIVITY/DEVELOPMENT CORRIDOR:

Primary connectivity corridors throughout Texarkana. They reach all major districts and allow for easy access to major destinations. Activity/Development corridors in Texarkana include State Line Ave, Summerhill Rd, Richmond Rd, New Boston Rd, and 7th St.

## PHASING OF URBAN DESIGN IMPROVEMENTS:

All of the recommendations outlined in the urban design framework map cannot occur at once, so it is important to prioritize improvements. Some near-term implementable improvements include making modifications to the city's development standards to allow for primary and secondary gateways. Early achievable gateways could be the downtown district and university district since those areas are already defined as well as one primary gateway along IH 30. Urban design improvements within the State Line Ave district will also soon be prioritized through a design effort and can then more easily be connected to funding in the short term. Longer-term actions would be the rest of the secondary gateways and streetscape improvements to the other Activity/Development corridors.









# URBAN DESIGN ACTIONS

**4.4.1** • Require all new streets to have minimum 5', fully ADA-compliant sidewalks on both sides to promote walkability. Sidewalk connectivity is lacking in many parts of Texarkana, so a requirement for new development to install sidewalks would enhance pedestrian access.

**4.4.2** • Update the applicable development and thoroughfare standards to allow for primary and secondary gateways along roadways. Appropriately sized gateways will help attract investment and visitors to different districts in the city.

**4.4.3** • Formally establish urban design standards for each district identified in the urban design framework map. These standards could act like an overlay district and should include what type of elements should be included and prioritized and also what is not appropriate in each district.

**4.4.4** • Conduct a State Line Avenue Corridor Study to further define needed improvements. This type of study would develop urban design, policy, and transportation recommendations to transform both sides of the corridor into a cohesive gateway into Texarkana, USA.

**4.4.5** • Continue to coordinate with TxDOT and the Arkansas State Highway and Transportation Department on future primary gateways along IH 30. Since the interstate is owned by the states, early coordination with both TxDOT and the ArDOT is needed before any gateway design concepts are developed.

**4.4.6** • Create volunteer task forces for each of the defined districts to help create a sense of place. Community leaders would be ideal to spearhead these task forces to develop marketing materials, give presentations, and help with any future specific area study planning efforts.

This is a summary of the short term land use actions that could be started first. A full set of Urban Design actions are defined in the Implementation section.




# RENEW TEXARKANA

comprehensive plan for tomorrow



# 5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# RESILIENT NEIGHBORHOODS

# NEIGHBORHOOD ANALYSIS





Safe and well-connected neighborhoods are an important component to a comprehensive city. There are several in-town neighborhoods in Texarkana that have an identity, but are in need of improvements related to aesthetics and place-making. This section focuses on three in-town Texarkana neighborhoods and defines strategies for revitalization for neighborhood districts.

# GOALS, OBJECTIVES, AND ACTIONS

## GOALS & VISION FOR THE FUTURE OF TEXARKANA NEIGHBORHOODS

CC5 – Maintain attractive and safe residential neighborhoods.

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

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

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

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.

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

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

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

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

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.

## Housing Existing Conditions

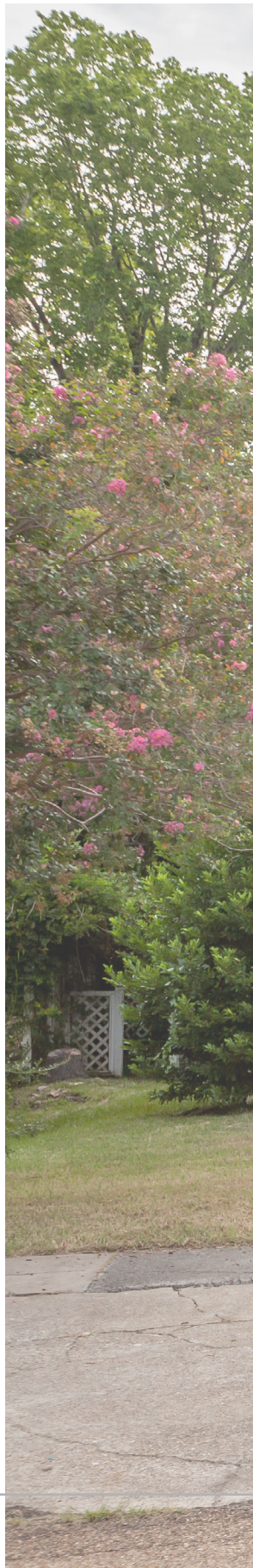
According to the American Community Survey 2015 5-Year Estimates, there are 15,105 total housing units in Texarkana. The following section uses 2015 American Community Survey and 2000 Census data to present a snapshot of existing housing conditions in Texarkana as well as changes over the past 15 years.

Household Characteristics: The average size of households in Texarkana is 2.63; this is an increase from the average size in 2000, which was 2.42. The vacancy rate is higher than other communities; in 2015, 16% of housing units were vacant, which is an increase from 6% in 2000. Additionally, 55% of occupied housing units are owner-occupied and 45% are renter-occupied. Finally, the median household income in 2015 was $39,113, which is an increase from $30,152 in 2000, but still less than the statewide median of $53,207.

| Texarkana Household Characteristics Trends | | | |
|---|---|---|---|
| | 2000 | 2010 | 2015 |
| Total Housing Units | 15,105 | 16,115 | 16,280 |
| % Occupied | 89.8% | 89.5% | 83.9% |
| % Owner Occupied | 58.7% | 51.2% | 55.1% |
| % Renter Occupied | 41.3% | 48.8% | 44.9% |
| % Vacant | 10.2% | 10.5% | 16.1% |
| Average Household Size | 2.42 | 2.41 | 2.63 |
| Single-Person Home | 29.9% | 32.4% | 30.3% |
| Median Household Income | $30,152 | $95,600* | $106,400 |
| Median Rent | $377 | $488* | $567 |
| Median Household Income | $30,152 | $39,319* | $39,113 |

*Table 5.1 | Texarkana Housing Statistics*

Source: 2011-2015 American Community Survey (ACS) Five-Year Estimates, 2006-2010 ACS Five-Year Estimates, 2000 Census.





Housing Stock: The majority (70%) of housing units in Texarkana are single-family, either attached or detached. Additionally, 25% are multifamily units, 3% are duplexes, and 3% are mobile homes, boats, or other. Figure 4-X depicts the age of the existing housing stock. The percentage of multi-family units has increased since 2000, while the percentage of single-family units have decreased slightly. Age of housing stock is also an important factor to consider. 34% of housing units were built from 1960 to 1979, 27% built between 1980 and 1999, 17% built since 2000, 17% built between 1940 and 1959, and 5% built before 1939. This indicates that the housing stock is aging and needs to be revitalized since 57% of the existing stock was built prior to 1980.

| Age of Housing Stock by Housing Unit Type | | | | | | |
|---|---|---|---|---|---|---|
| **Total Population** | | **Racial Distribution** | | | | **% Hispanic or Latino Ethnicity** |
| | **Housing Units (Total)** | **1939 or earlier** | **1940-1959** | **1960-1979** | **1980-1999** | **Since 2000** |
| All Housing Types | 13,931 | 765 | 2,358 | 4,758 | 3,729 | 2,321 |
| | | 5% | 17% | 34% | 27% | 17% |
| Single Family (attached & detached) | 9,708 | 6% | 22% | 41% | 22% | 10% |
| Duplex/Triplex/Quadraplex | 1,359 | 4% | 9% | 19% | 40% | 28% |
| Multifamily | 2,462 | 6% | 4% | 20% | 33% | 37% |
| Other | 402 | 0% | 4% | 12% | 58% | 27% |

*Table 5.2 | Age of Housing Stock by Housing Unit Type*

Source: 2011-2015 American Community Survey (ACS) Five-Year Estimates.





Cost of Housing: From 2000 to 2015, median home values in Texarkana rose 62% from $65,800 to $106,400. Median rent also increased 50% in that timeframe, from $377 to $567. Despite these increases in housing costs, median household income only increased 30% from $30,152 to $39,113 today. While housing cost is likely one of the most important factors when deciding where to live, the cost of transportation can also play a large role in one's overall cost of living. The Center for Neighborhood Technology created a 'Housing and Transportation Affordability Index' to determine a more accurate cost of living for various geographies throughout the United States. In Texarkana, average housing costs make up 27% of one's income and transportation costs account for 29% of one's income. This is a total of 56% of one's income that residents in Texarkana spend on average for housing and transportation costs. While this is very high, residents in peer cities spend a similar percentage of their income on housing and transportation on average, including: Texarkana, AR (55%); Longview (54%); Tyler (56%); Marshall (55%); and, Sulphur Springs (54%).





# SCENARIO DEVELOPMENT: NEIGHBORHOOD REVITALIZATION

Three 'in-town' neighborhoods within Texarkana were identified as focus areas for neighborhood revitalization scenarios. These neighborhoods were chosen based on their proximity to downtown, neighborhood involvement, and opportunities for revitalization. All three scenarios consider neighborhood gateways, pedestrian trails and sidewalks, commercial redevelopment at strategic locations, pedestrian safety, and code enforcement. For all three focus neighborhoods and many others in Texarkana, some of the identified needs are sidewalks, ADA-accessibility, better lighting, neighborhood gateways, safe routes to school, and drainage improvements.

**Beverly Neighborhood:** located northwest of downtown, this neighborhood is roughly bordered by Richmond Rd. and College Dr. to the north, Summerhill Rd. to the east, New Boston Rd. to the south, and N Robison Rd. to the west. This neighborhood includes Texarkana College, the Texarkana Water Treatment Plant, commercial along New Boston Rd. and Summerhill Rd., and hundreds of older, small single-family homes on tree-lined streets. Existing issues in this neighborhood include vacant structures, lack of pedestrian infrastructure, proximity to the water treatment plant without a visual buffer, and lack of sense of place approaching Texarkana College.

The proposed strategies in the Beverly scenario include streetscape improvements along Robinson Rd, Richmond Rd, and New Boston Rd, revitalization of neighborhood retail along New Boston Rd, incorporating a buffer to provide separation between the homes and water treatment plant, and creating gateways into the Texarkana College campus.

**Highland Park Neighborhood:** located just north of downtown, this neighborhood is roughly bordered by College Dr. to the north, State Line Ave. to the east, Martin Luther King Jr Blvd. to the south, and Texas Blvd. to the east. This area is almost all residential, with a few commercial and institutional uses in the southern portion just north of downtown. Existing issues in this neighborhood include lack of wayfinding signage to the historic district, vacant or blighted homes along State Line Ave., lack of pedestrian infrastructure, and poor streetscape features.

The proposed strategies in the Highland Park scenario include streetscape improvements along W 13th street to signify transition to downtown area, gateways along key entrances, wayfinding to the historic district, and neighborhood revitalization along State Line Ave.

**Rose Hill Neighborhood:** this is a large area originally defined as the area bordered by New Boston Rd. to the north, the railroad tracks to the east and south, and IH 369 to the west. Existing issues in this neighborhood include lack of definition of the large area, limited pedestrian infrastructure, proximity to the water treatment plant without visual buffer, and vacant or blighted homes along the eastern edge of the neighborhood.

The proposed strategies in the Rose Hill scenario include neighborhood and commercial revitalization along the major corridors, streetscape improvements along Summerhill Rd. and New Boston Rd., and neighborhood gateway portals at key points.

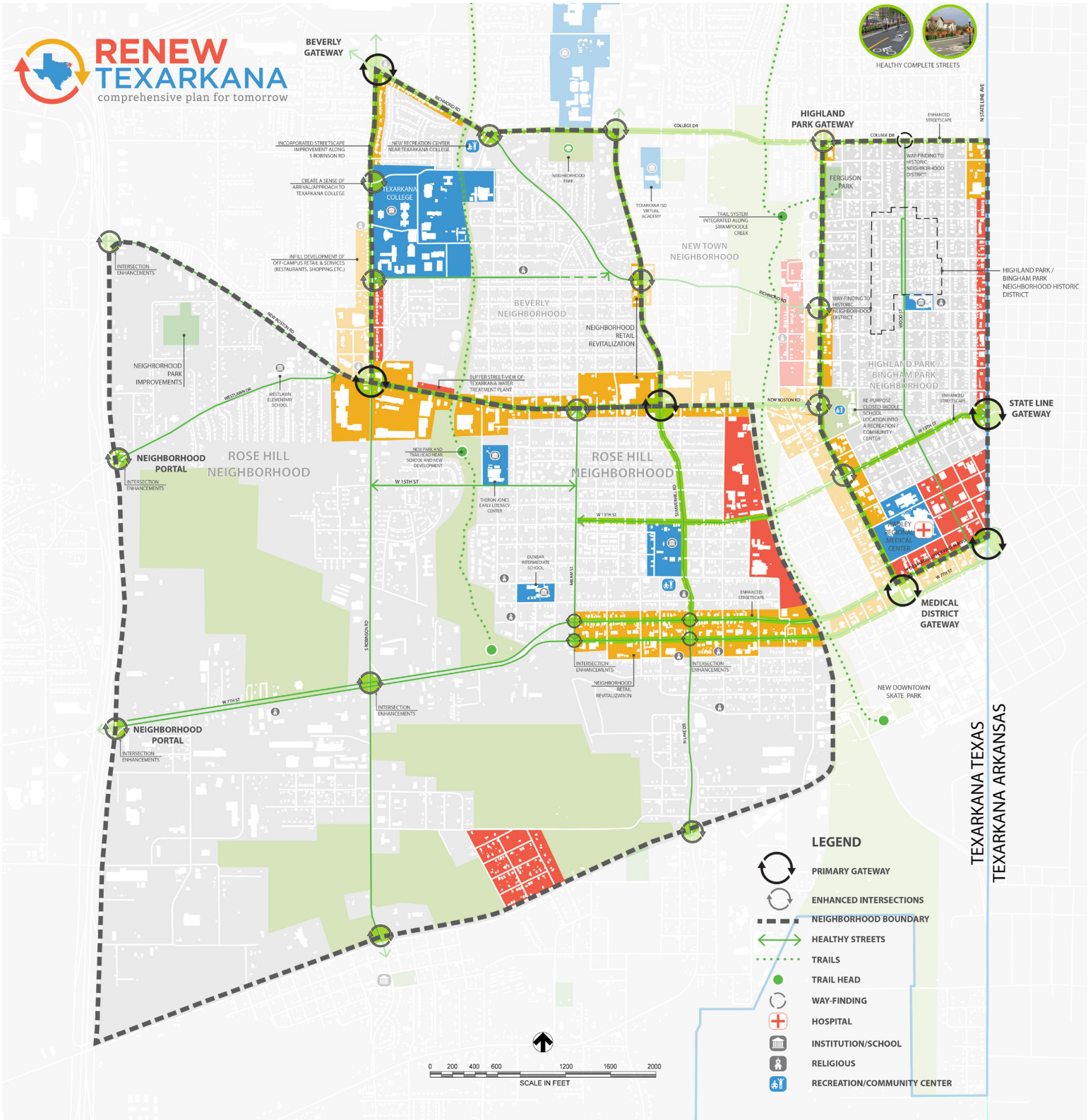



*Figure 5.1 | Texarkana Neighborhood Scenarios*

# PUBLIC INPUT

Key themes for neighborhood revitalization:

- PRIDE
- ORIGINALITY
- CELEBRATION
- STREETSCAPE
- STREET LIGHTING
- GATEWAYS
- REMOVE BLIGHT
- STREET MAINTENANCE
- REDEVELOPMENT

During the second public meeting, attendees indicated their preference for the three scenarios and provided input on the pros and cons of each.

The Beverly Neighborhood scenario received the most preference votes and positive aspects that stakeholders noted included a strong focus on education, good opportunities for parks and trails, walkability to neighborhood commercial, good gateway locations, and an overall connected neighborhood. A noted con for the Beverly scenario was that it needed more focus on business revitalization.

The Highland Park Neighborhood scenario received the second most preference votes. Pros that stakeholders noted were that the scenario focused on historic aspects, business revitalization, green street connections, walkability, and a connected neighborhood. Noted cons for this scenario were that there is limited area for new residential and limited opportunities for public space.

Finally, the Rose Hill Neighborhood scenario received the fewest preference votes and noted positive remarks were that it provided good revitalization of corridors and good connectivity to downtown. Noted cons were that it was disconnected by many barriers, that there were a lot of adjacent industrial uses, and many vacant properties.

At the neighborhood break-out session during the third public meeting, participants were asked several questions related to their priorities for neighborhood improvements. The two highest priorities for neighborhood revitalization that attendees noted were quality, safe pedestrian infrastructure and safe, active complete neighborhoods with little vacancy. Furthermore, attendees defined a high quality neighborhood as one that has connected, safe sidewalks and street lighting. In regards to single family home maintenance, debris in front yard was noted as the biggest 'turn off' in a neighborhood. There was also support for the city working with neighborhood associations to fundraise for neighborhood entry features and for the city to provide funding for pedestrian infrastructure and amenities in neighborhoods.

# RECOMMENDATIONS

Based on the discussions with public workshop attendees and the Steering Committee, the following goals were developed for the final neighborhood revitalization strategies.

- CREATE SMALLER, MORE CONNECTED NEIGHBORHOODS
- ENHANCE BUSINESS REVITALIZATION OPPORTUNITIES
- CREATE HEALTHY STREET CORRIDORS TO CONNECT NEIGHBORHOOD SERVICES AND DESTINATIONS
- OPTIMIZE PUBLIC SPACE/PARK OPPORTUNITIES
- ENHANCE REVITALIZATION CORRIDORS
- IDENTIFY GATEWAYS INTO DISTRICTS
- MAINTAIN ATTRACTIVE AND SAFE RESIDENTIAL NEIGHBORHOODS

## RECOMMENDED NEIGHBORHOOD DISTRICT SCENARIO:

The project team developed a neighborhood map that is reflective of the input received from the Steering Committee and public workshop attendees. Additional input from the steering committee indicated that the neighborhood map should serve as a framework for other neighborhoods in Texarkana as well. Therefore, the map shows modified district boundaries to remove natural or physical barriers from within neighborhoods and instead makes these barriers the suggested boundaries. For example, Cowhorn Creek runs through the middle of the Beverly and Rose Hill Neighborhood, but in the proposed neighborhood plan, the creek serves as the boundary for these neighborhood districts. Figure 5.2 is the proposed neighborhood plan.

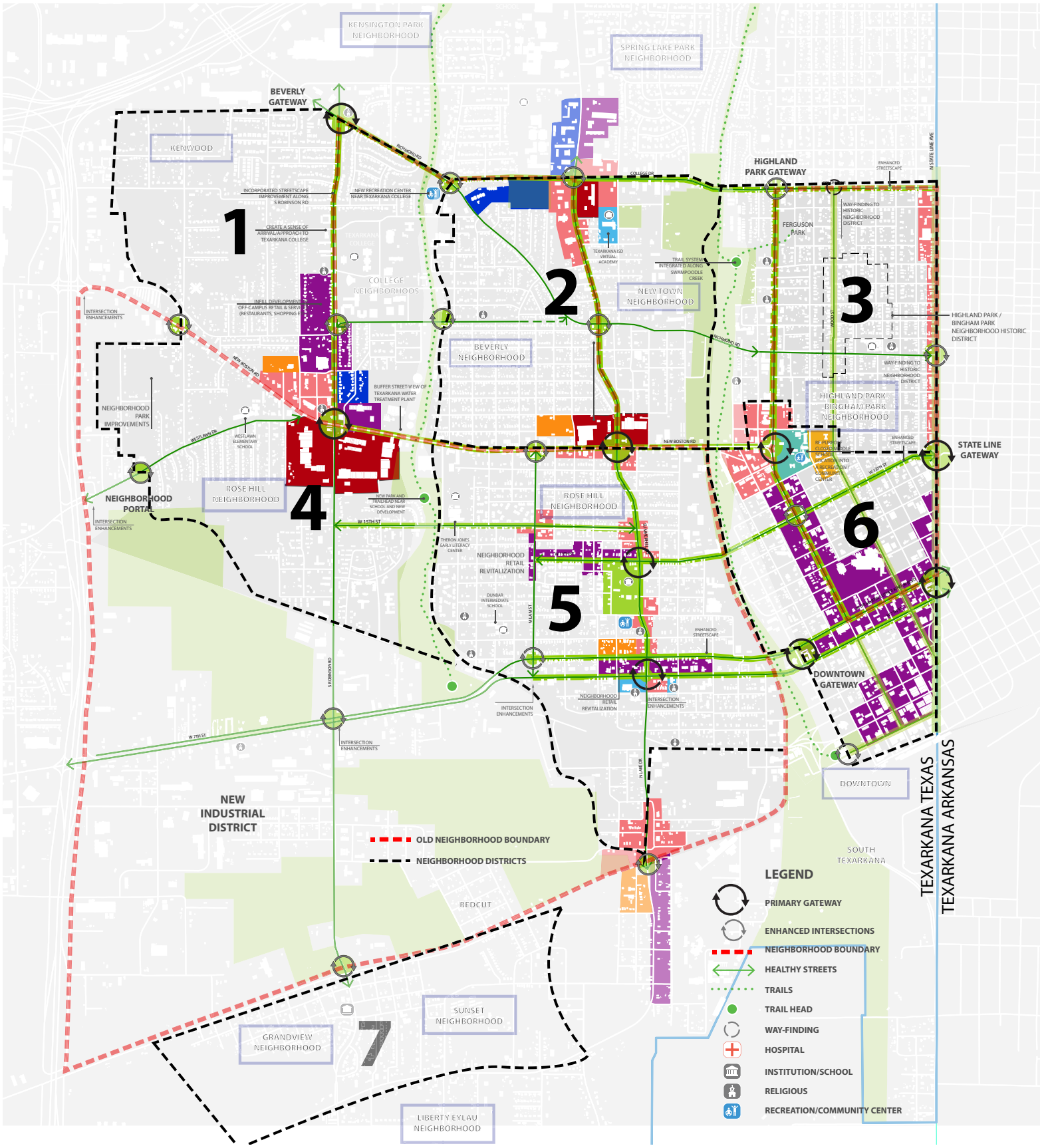



*Figure 5.2 | Texarkana Neighborhood Plan*

**Primary Gateway:** serves as a primary entrance to a neighborhood district, primarily at major intersections. Features at these primary gateways could include statues, landmarks, or signage.

**Enhanced Intersections:** intersection enhancements can include pavement treatment, small signage, street sign toppers, and lighting. These enhancements are identified for secondary intersections within the neighborhood districts.

**Healthy Streets:** will include at least one of the following: wide walkway for pedestrian access; safe bicycle mobility; water management strategies (rain gardens); street trees; street buffers; signage controls; and, more. Detailed study is needed for each corridor to determine what design interventions are most appropriate. These corridors should promote active transportation alternatives, accessibility to destinations and recreation, and help create a healthy environment to the corridors they serve.

**Trails:** off-street hike and bike paths that connect parks, schools, neighborhoods, and commercial districts.

**Trail Head:** key points along the trails that serve as a major entrance and offer amenities such as informational signage, benches for respite, and water fountains.

**Wayfinding:** can be incorporated via directional signage to direct visitors to significant landmarks or buildings within a neighborhood district.




ROSEHILL RIDGE
1201
STUCKEY STREET
LET THE SUNSHINE IN
15



# NEIGHBORHOOD ACTIONS

**5.1.1** • Continue to promote citizen-led neighborhood revitalization programs in key neighborhoods including Rose Hill, Beverly, Downtown, and other neighborhoods throughout the city.

**5.1.2** • Continue to identify and formulate neighborhood partnerships that serve to identify funding opportunities, serve as a sounding board for improvements, and advocate for neighborhood improvements.

**5.1.3** • Develop an online database with information about neighborhood associations, district maps, contact information, and meeting information.

This is a summary of the short term land use actions that could be started first. A full set of Neighborhood actions are defined in the Implementation section.


TEXARKANA
ARTS & HISTORIC DISTRICT
Texarkana Symphony Orchestra
TEXARKANA
visittexarkanadistrict.com
TEXARKANA

# DOWNTOWN



A strong downtown has many benefits for a community; it can serve as a central gathering place for events and public and private investments can often have positive economic development spin-off effects. Downtown Texarkana has begun to see a resurgence in recent years; public improvements such as Kidtopia Park and the planned Regional Arts Center rehabilitation has spurred some private investment in the area. This is evident on Main Street where new restaurants and bars are drawing in residents and visitors alike. But downtown still has many vacant and dilapidated buildings, which detracts from the overall character of the area. With a targeted downtown strategy, these buildings and public spaces could be renovated or redeveloped with additional private and public sector investment. This section describes the existing conditions in downtown, discusses three downtown redevelopment scenarios, and presents recommendations for implementing a targeted strategy for downtown.

## GOALS, OBJECTIVES, AND ACTIONS

### GOALS & VISION FOR THE FUTURE OF DOWNTOWN TEXARKANA

CC1 - Promote redevelopment & revitalization of Downtown for the successful enjoyment of all in Texarkana.

CC3 – Promote the redesign of State Line Avenue to spur quality redevelopment bringing this important corridor back as a tourism element and generator for economic development.

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

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

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

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.

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.

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

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.



## GOALS & VISION FOR THE FUTURE OF DOWNTOWN TEXARKANA

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.

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.



# EXISTING PLANS

Downtown Texarkana is centered on the Texas/Arkansas state line, so the area considered downtown falls within both states. For this downtown strategy, the approximate borders of downtown on the Texas side are defined as State Line Ave. to the east, the railroad tracks to the south, Swampoodle Creek to the west, and W 7th St. to the north.

Attractions in downtown include the Post Office that straddles the state line and offers unique photo opportunities, historic Perot Theatre, Discovery Place Children's Museum, Texarkana Regional Arts & Humanities Council, and Museum of Regional History. Other municipal attractions include Kidtopia Park and Texarkana Public Library. Additionally, the Arts and Historic District in downtown is designated as a Texas Cultural District by the Texas Commission on the Arts. There are also several historic properties, many of which are designated by the National Register of Historic Places. These sites include the Saenger Theater, Grim Hotel, Texarkana US Post Office, Texarkana Union Station, and Rialto Building. However, some of these historic properties are dilapidated and in need of rehabilitation and reinvestment.

Additionally, there are existing programs and organizations committed to improving downtown Texarkana. One is Main Street Texarkana, which is a bi-state organization under the umbrella of the nation-wide Main Street America program. The organization is governed by a citizen board that works to implement strategies to improve downtown. The Main Street Texarkana group's approach to revitalizing downtown includes design, organization, promotion, and economic vitality.

Key input on Downtown Texarkana:

- Stakeholders want a renovated, vibrant downtown like other communities have
- The downtown area and State Line Avenue need the most planning help
- When stakeholders think of Texarkana, downtown was the most frequently mentioned as the first mental image they have of the city
- Commercial, mixed use, and housing were noted as development needed in downtown

Main Street Texarkana. "About Us." http://www.mainstreettexarkana.org/about-us.html.

MAIN STREET

TEXARKANA



# SCENARIO DEVELOPMENT

Scenario Development: Downtown Revitalization

While there are many cultural and historic attractions in downtown, there are also numerous vacant properties and dilapidated buildings that are in need of repair. This presents opportunities to either renovate these buildings or to redevelop them into a more productive use. As part of the Renew Texarkana process, the project team developed three complementary scenarios for how downtown could be revitalized over time. The three scenarios offer various strategies related to creating public spaces, improving streetscapes, working with property owners to define the market for redevelopment, creating public amenities, and increasing programming for the Central Business District. These three scenarios were presented to stakeholders at the second public workshop.





# 3RD STREET SCENARIO




*Figure 5.3 | 3rd Street Scenario*

3rd St. is a major one-way thoroughfare in the southern part of downtown that serves as the dividing line between the original city historic district and the Main Street Historic District. This scenario is focused on revitalization strategies for 3rd St. from State Line Ave. to Elm St. Major attractions along this part of 3rd St. include the historic Grim Hotel, several museums, Perot Theatre, Texarkana City Hall, Texarkana Public Library, and Kidtopia Park. The easily recognizable Scott Joplin mural also fronts 3rd St. In between these historic and cultural landmarks are unsightly, dilapidated buildings, underutilized surface parking lots, and uninviting sidewalks. The 3rd St. Scenario offers strategies for streetscape improvements and redevelopment opportunities to revitalize this central section of downtown. Figure 5.3 depicts the 3rd St. downtown scenario.

At the intersections of Elm St. on the western side of the corridor and Pine St. on the eastern side it is recommended that primary gateways be created. Gateways should signify the entrance to a significant district with monuments or changes in signage and lighting. Enhanced intersection crossings such as decorative pavement treatment could be applied to the intersections at Texas Blvd. and Main St. This would draw more visitors to the farmers' market which is planned to be moved to the intersection of 3rd St. and Texas Blvd. Streetscape enhancements such as pedestrian crossings, wider sidewalks, and bikeways could make 3rd St. more accessible to all roadway users, not just automobiles. Complete street enhancements such as landscaping, lighting, and site furnishings could enhance Oak St., Spruce St., Texas Blvd., Main St., and Pine St. The impetus driving this scenario is the thought that these smaller scale improvements could serve as a catalyst for property owners or investors to redevelop existing vacant and dilapidated buildings.

# FRONT STREET SCENARIO




*Figure 5.4 | Front Street Scenario*

Front St. is the southernmost roadway in downtown located south of Broad St. and north of the railroad tracks. This scenario is focused on Front St. and Broad St. from the state line to Oak St. The most visually obtrusive land use located along Front St. is the Bowie County Jail. A tall barbed wire fence lines the outdated building and jail employee on-street parking takes away a travel lane traveling west on Front St. The majority of the other uses are dilapidated, run-down buildings or vacant lots. The old Union Station building is also along Front St. and is an architectural landmark that is need of restoration; broken windows and rust detract from the historical charm. Across from Union Station is the Texarkana Police Department, which is housed in a more modern building that is distinctive from the surrounding buildings. The Front St. scenario presents strategies to restore and redevelop this section of downtown. Figure 5.4 depicts the Front St. downtown scenario.

Enhanced intersections along Broad St. at Spruce St., Texas Blvd., and Main St. could improve opportunities for pedestrians and cyclists. Complete Street enhancements along Broad St., Spruce St., Texas Blvd., and Main St. could include landscaping, lighting, pedestrian crossings, and wider sidewalks. These improvements would make the pedestrian experience more enjoyable. In order to make the county jail fit in better with the surrounding buildings, an updated façade with more natural colors could be applied and the existing razor wire fence could be replaced with a more attractive landscaped wall. Additionally, the on-street parking detracts from the potential character of the street; these parking spots could be removed and Front St. could be transformed into a two-way street to improve circulation and business access. Existing vacant lots could be transformed into small pocket parks or plazas to provide natural relief in this urban context. The driving force behind this scenario is to make the jail less of a barrier for development.

This scenario received the most support from the public during the second public workshop.

# CENTRALIZED GROWTH SCENARIO




*Figure 5.5 | Centralized Growth Scenario*

Throughout downtown Texarkana there is an excess amount of surface parking lots. While surface parking can serve a purpose, they often aren't the best utilization of land, especially in a downtown environment where land is more expensive. An alternative would be to develop denser residential downtown and construct a parking garage to serve the new residents and existing businesses Figure 5.5 depicts the Centralized Growth downtown scenario.

Currently there are very few residential uses in downtown, just a few multi-family units and single-family homes to the north of downtown. Part of what makes successful downtowns vibrant is residences close to businesses. This scenario proposes residential growth in downtown Texarkana through the addition of urban townhomes along 3rd St. to replace existing surface parking lots. These townhomes would be attractive to people that work downtown and want to have the option to walk or bike to work or to those that like being close to cultural attractions in downtown. To accommodate additional growth and to compensate for the loss of parking, the scenario also proposes to construct a parking garage behind City Hall and the Perot Theatre. Even though the construction costs for parking garages are higher, they provide a more attractive way to store vehicles and can be a revenue generator for the city. The driving forces for this scenario is to make downtown Texarkana a more attractive place to live which can then serve as a catalyst for more redevelopment.

# ANALYSIS

At the second public workshop, attendees were able to view and comment on the three complementary downtown scenarios. While each of the three scenarios have similar components, each scenario focuses on a slightly different area of downtown. The steering committee discussed pros and cons of each of the three scenarios to begin to narrow in on the potential recommendations.

**3rd Street Scenario:** Stakeholders noted that 3rd St. provides good connectivity and is a corridor that is ripe for redevelopment. The scenario also promotes entertainment and the arts and identifies key locations for gateways into downtown. The main drawback that stakeholders had with this scenario is that it is too linear and ignores key parts of downtown.

**Front Street Scenario:** Positive aspects of this scenario include good screening of the jail facility, which was a desire expressed by many during the public workshop. Other pros include a good modification to Front St. and the creation of public space that can be a catalyst for new development. Negative aspects to this scenario are that it's neglecting other parts of downtown by keeping the focus too far south. The connection to historic buildings downtown is also not as strong as the other scenarios.

**Centralized Growth Scenario:** Stakeholders liked the strong centralized core that this scenario created and that it ultimately increases parking capacity. Negative aspects were that it didn't connect all of downtown and that the parking garage is not well-screened. There are also no gateways at the entrances to downtown.




218
the Beauty BARR
the Beauty BARR

# RECOMMENDATIONS

The primary downtown goals as defined from the analysis and public and stakeholder input are to activate vacancy, create a centralized downtown core, fix roadway circulation issues, screen the jail, enhance public space opportunities, enhance the pedestrian environment, and create economic and business development opportunities. The final downtown plan, shown in Figure 5.6 covers most of the blocks that were included in each of the three scenarios to provide a comprehensive downtown plan centralized around a public space. It is also flexible so that as new development and redevelopment occurs, the plan does not restrict the overall downtown vision.

**Complete Streets:** roadways that accommodate all modes by calming vehicular traffic, including dedicated bicycle and pedestrian infrastructure, and adding landscaping and lighting. In the downtown plan, candidate corridors for complete street improvements are 4th St., 3rd St., Broad St., Spruce St., Texas Blvd., Main St., and Pine St.

**2-Way Conversion:** converting existing one-way streets into two-way streets to calm traffic and create better access to businesses downtown. In the plan, 3rd and 4th Streets are candidates for one-way to two-way conversions.

**Healthy Streets**: includes two or three components of Complete Streets. In the downtown plan, Texas Blvd., Broad St., and State Line Ave. are candidates for Healthy Streets.

**Infill Opportunity Lots:** these sites are primarily existing surface parking lots that could be redeveloped as a different use to revitalize downtown.

**Revitalize Opportunities:** buildings that have historic character but have become run-down and would benefit from revitalization strategies. Some examples of these sites are the Grim Hotel and the old Texarkana Gazette building.

**Primary Gateways:** large signs or markers that indicate entrances to downtown. In the downtown plan, primary gateways are placed at the edges of downtown.

**Intersection Enhancements:** treatments to internal intersections could be unique pavement treatment, better pedestrian accommodations, and downtown signage.

The Downtown Texarkana plan is meant to be flexible since it is impossible to predict the exact properties or areas of downtown that will be targeted first by developers for redevelopment. The success of the downtown plan is also intrinsically tied to the revitalization of State Line Ave., which is the primary corridor into downtown from the rest of the city. As reinvestment in State Line Ave. occurs, reinvestment in downtown is also likely to occur.

The plan is centered on the public spaces that are currently being improved in the block that is bordered by 4th St., Main St., 3rd St., and Texas Blvd. This block includes the Perot Theatre, Regional Arts Center, and existing Farmers' Market. There is an ongoing revitalization project to restore the Perot Theater and create a large public art plaza as well as to create a permanent space for the downtown Farmers' Market. This type of reinvestment in downtown is key to spurring redevelopment nearby to decrease vacancy.

Circulation issues are also addressed by converting major streets into two-way streets. This helps slow down the vehicular traffic and allows for better access to area businesses. Every street in the downtown plan is also recommended to have enhanced pedestrian treatments added. The jail is also screened in the final downtown plan to create a more pleasant experience on Front Street. Finally, the plan promotes economic and business development opportunity by identifying underutilized lots to target future infill or restoration projects.

# RECOMMENDED DOWNTOWN PLAN

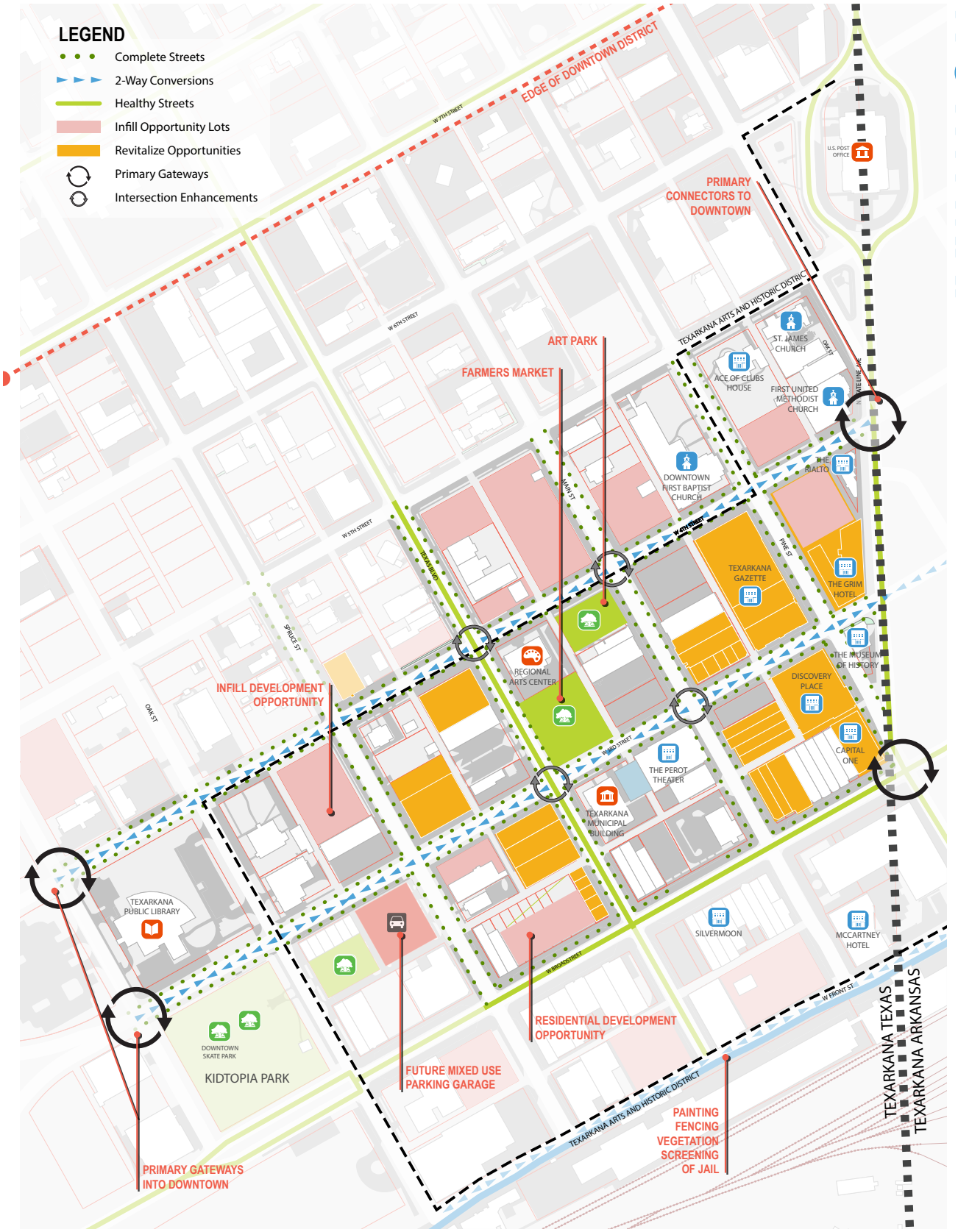



*Figure 5.6 | Downtown Plan*


TEXARKANA TEXAS CITY HALL
CITY OF TEXARKANA
1873
TEXARKANA
TEXAS
CITY HALL

# DOWNTOWN ACTIONS

**5.2.1** • Coordinate a downtown master plan with Texarkana, AR. A separate downtown plan would further develop concepts introduced in the Renew Texarkana plan and would include individual site assessment, a phased development plan, and detailed costs for implementation.

**5.2.2** • Consider adoption of a downtown overlay in the existing zoning ordinance. The downtown overlay should focus on the area defined in the downtown plan and should allow for complete street improvements, gateways and wayfinding signage, and mixed-use development.

**5.2.3** • Create a community development corporation that includes a focus on marketing downtown to potential investors. A truly revitalized downtown will require dedicated resources from staff and community leaders. A task force composed of city and community leaders can develop marketing materials, start conversations with developers, and research funding opportunities.

**5.2.4** • Develop a multi-departmental approach to evaluate the utilization of vacant, unsafe or dilapidated structures within downtown.

**5.2.5** • Consider replacing the street signs in Downtown with a unique sign to establish a special area of character. Sign toppers signify an area of interest and can be tied into other gateway elements.

**5.2.6** • Enhance the role of Downtown as the cultural and social center of the City, by supporting local efforts (like the Arts & Historic District) to create business awareness, promote social events, and create community ties and investment.

**5.2.7** • Encourage a diversity of housing types including mixed-use in downtown to enliven the district, support destination retail and provide opportunities for pedestrian-oriented young professional and "empty nester" living.

**5.2.8** • Create open spaces, plazas and urban parks (such as Downtown's ArtSpark) to serve as focal points, landmarks, and gathering places for socializing and celebrations.

**5.2.9** • Increase recreation and entertainment opportunities in downtown via programming and community venues.

**5.2.10** • Increase pedestrian linkages / connections between downtown & neighborhoods through planning efforts. Consider the Complete Streets Model where appropriate.

**5.2.11** • Continue to provide incentives for the adaptive re-use of historic and valuable structures to preserve the City's architectural heritage and ensure that new development contributes to the evolution of a strong, historic, pedestrian-oriented downtown.






# RENEW TEXARKANA

comprehensive plan for tomorrow



# 6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# IMPLEMENTATION

# IMPLEMENTATION STRATEGY

A clear implementation strategy is needed to ensure that that the vision of the RENEW Texarkana plan is realized. The previous plan chapters presented the current conditions and desired vision of a comprehensive city and resilient neighborhoods, and this chapter identifies priorities, partnerships, and funding mechanisms for implementing those visions.

This chapter presents the implementation strategy to give Texarkana the roadmap to realize this study's recommendations for the city, downtown and all neighborhoods. This chapter's implementation strategy builds a framework for strategic investment and provides short-and long-term action items that city decision-makers can execute in a tactical way. This implementation strategy is intended as a guide, rather than a controlling mechanism, because downtown is a dynamic, urban environment and part of a larger whole.



# PRIORITIES



Not all of the RENEW Texarkana plan can be achieved immediately, therefore as part of the implementation strategy, actions are prioritized based on need, feasibility of implementation, and the likelihood of funding availability. The following describes the phasing categories used in the Implementation Action table located later in this chapter.

Short-term: Actions that are recommended to be completed in the next 1-2 years. These actions are either high-priority items or lower-cost that are feasible to implement in the short-term. An example of a short-term action is to conduct a State Line Avenue corridor design study.

Mid-term: Actions that are recommended to be completed in the next 3-10 years. These actions are either higher cost or not feasible to implement in the short term. An example of a mid-term action is to conduct a city-wide multi-modal transportation plan.

Long-term: Actions that are recommended to be completed in the next 11-20 years. These actions are usually the highest-cost and more complex so they require the most time to implement. An example of a long-term action is to work with developers and property owners to develop hike and bike trails along key roadway corridors, on greenways and other linear open spaces.

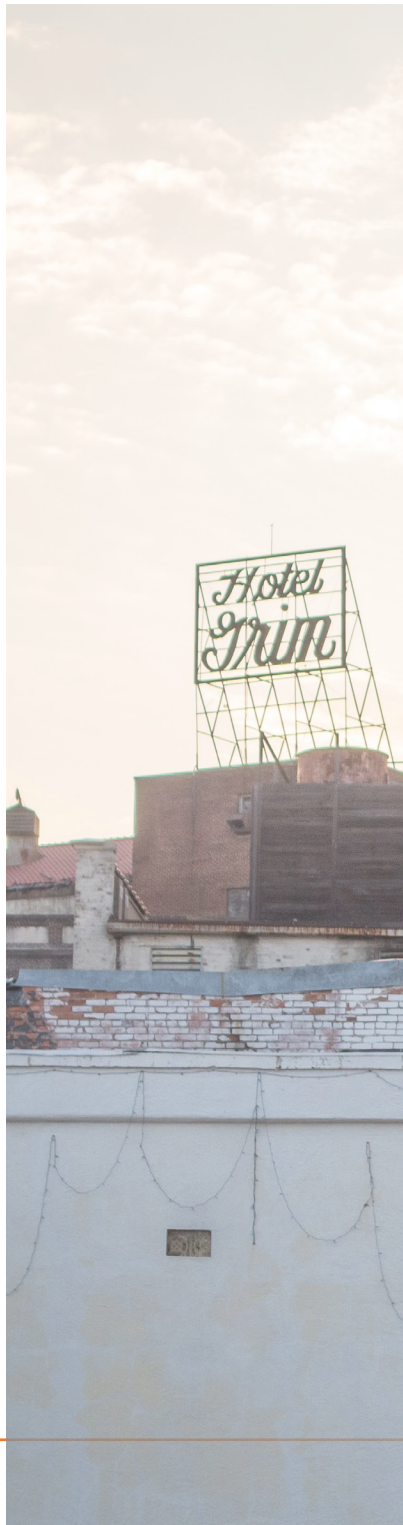
Ongoing: Actions that do not have a specific timeframe, but can be implemented as needed over time. An example of an ongoing action is using the Future Land Use Plan as a guide for development decisions and future planning efforts.

# PARTNERSHIPS

In order to effectively carry out the implementation strategies, partnerships with public and private sector entities are needed. The following is a list of potential partners needed to carry out the implementation actions. In addition to these public and private sector entities, coordination is also needed with elected and appointed officials, including the City Council, Planning & Zoning Committee, Building & Standards Commission, Historical Landmark Preservation Committee, and Tax Increment Reinvestment Zone Advisory Board.

## PARTNERSHIPS

- TEXARKANA, ARKANSAS
- BOWIE COUNTY
- TEXARKANA INDEPENDENT SCHOOL DISTRICT (TISD)
- LIBERTY EYLAU INDEPENDENT SCHOOL DISTRICT (LEISD)
- PLEASANT GROVE INDEPENDENT SCHOOL DISTRICT (PGISD)
- TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO)
- ARK-TEX COUNCIL OF GOVERNMENTS
- TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)
- ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
- TEXARKANA URBAN TRANSIT DISTRICT
- TEXARKANA HOSPITALITY NETWORK
- UNITED WAY
- NEIGHBORHOOD ASSOCIATIONS
- TEXARKANA HOME BUILDERS ASSOCIATION
- TEXARKANA CHAMBER OF COMMERCE
- MAIN STREET TEXARKANA
- TEXAS A&M UNIVERSITY – TEXARKANA
- TEXARKANA COLLEGE
- TEXAMERICAS CENTER
- RED RIVER ARMY DEPOT



# REGULATIORY CHANGES

This comprehensive plan document should be used as a guide for future development and regulatory decisions. Some regulatory changes that might occur as a result of this plan include changes to the zoning map and ordinance over time as properties turn over to reflect the intent of the Renew Texarkana future land use plan. Another regulatory change that could occur is updating the city's code of ordinances to incorporate the character descriptions of each future land use designation. Additionally, as coordination continues to occur with Texarkana, AR, zoning changes may be warranted to match up with zoning in the sister city.



# FUNDING MECHANISMS

The City of Texarkana is already making use of many traditional and innovative funding sources to enhance the community. This inventory of funding sources includes mechanisms that the city already uses and other sources that the city could tap into in the future.

- Tax Increment Financing (TIF)/Tax Increment Reinvestment Zone (TIRZ): an area where a specified portion of the property tax that is generated is reinvested back into the area through the development of infrastructure. Two TIRZ districts already exists in Texarkana along I-30 (approximately 868 acres) and in downtown (approximately 173 acres).
- Public Improvement District (PID): a defined geographic area established to provide specific types of improvements or maintenance that is financed by assessments against the property owners in the district. A PID can provide a means to fund supplemental services and improvements to meet community needs which could not otherwise be funded. Chapter 382 of the Texas Local Government Code authorizes cities to create PIDs.
- Chapter 380/381 Economic Development Districts: these agreements allow the granting of certain incentives by cities to encourage developers to build within the jurisdiction. The incentives typically take the form of property tax abatements, loans or grants, commitments for infrastructure, or sales tax rebates.
- Capital Improvement Plan: long-range plan that identifies projects or purchases that require a lot of capital. The Planning and Development Department should use the implementation strategies to define high priority items for future Capital Improvement Plans.



## GRANT FUNDING SOURCES:

- Community Development Block Grant: flexible program that provides communities with resources to address unique community development needs. Objectives of the program are to ensure decent affordable housing, to provide services to the most vulnerable in communities, and to create jobs through the expansion and retention of businesses. In Texas, the Department of Agriculture administers the program and there are several funding categories that each have their own purpose and requirements.
- Texas Parks and Wildlife Department (TPWD) Outdoor Recreation Grants: this program provides 50% matching funds to local governments with a population of less than 500,000 to acquire and develop parkland or to renovate existing public recreation areas. Two funding cycles occur each year with a maximum ward of $500,000.
- Transportation Alternatives Set-Aside Program: under the current federal transportation authorization bill, Transportation Alternatives and Safe Routes to School projects are eligible under this category. Trail, bikeway, and sidewalk projects that exceed $300,000 are the best fit for this program since there is a significant amount of administrative work required. Call for projects occur about every two years and is administered by TxDOT or MPOs in large metropolitan areas.



# SUSTAINABLE PRINCIPLES

The comprehensive plan standards are organized into a framework of related components: (1) six principles, (2) two processes, and (3) two attributes. Each of these components is implemented through a set of best practices. Collectively, these principles, processes, attributes, and supporting best practices define what the comprehensive plan for sustaining places should do. The RENEW Texarkana Comprehensive Plan through its implementation actions will define the sustainable principle and/or principles that corresponds with each item. (Note the icon that relates to each of the collective principles)

Principles are normative statements of intent that underlie a plan's overall strategy, including its goals, objective, policies, maps, and other content. The six (6) principles are:

- Livable Built Environment: Ensure that all elements of the built environment - including land use, transportation, housing, energy, and infrastructure - work together to provide sustainable, green places for living, working, and recreating, with a high quality of life.
- Harmony with Nature: Ensure that the contributions of natural resources to human well-being are explicitly recognized and valued and that maintaining their health is a primary objective.
- Resilient Economy: Ensure that the community is prepared to deal with both positive and negative changes in its economic health and to initiate sustainable urban development and redevelopment strategies that foster green business growth and build reliance on local assets.
- Interwoven Equity: Ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups.
- Healthy Community: Ensure that public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice, and safe neighborhoods.
- Responsible Regionalism: Ensure that all local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region.

Processes are planning activities that take place during the preparation of a comprehensive plan and define how it will be implemented. The two (2) processes are:

- Authentic Participation: Ensure that the planning process actively involves all segments of the community in analyzing issues, generating visions, developing plans, and monitoring outcomes.
- Accountable Implementation: Ensure that responsibilities for carrying out the plan are clearly stated, along with metrics for evaluating progress in achieving desired outcomes.

Attributes are plan-making design standards that shape the content and characteristics of comprehensive plans. The two (2) attributes are:

- Consistent Content: Ensure that the plan contains a consistent set of visions, goals, policies, objectives, and actions that are based on evidence about community conditions, major issues, and impacts.
- Coordinated Characteristics: Ensure that the plan includes creative and innovative strategies and recommendations and coordinates them internally with each other, vertically with federal and state requirements, and horizontally with plans of adjacent jurisdictions.

Best practices are the planning action tools that communities employ to activate the principles, processes, and attributes in their comprehensive plans. For example, the best practices for the Livable Built Environment principle include, among others, planning for multimodal transportation and transit-oriented development, conserving and reusing historic resources, and discouraging development in hazard zones.

# MEASURING PROGRESS

In order to be transparent and keep track of the accomplishments completed after adoption of the Renew Texarkana plan, the city should develop an annual progress report that is presented to City Council each year. Elements that could be included in this include significant milestones, an update on pertinent population and housing statistics, and actions that the city will aim to implement in the subsequent year. This exercise can also help to prioritize budget items.

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
| **LAND USE** | | |
|  | 4.1.1 | Use the Future Land Use Plan in this document as a guide for development decisions and future planning efforts. |
|  | 4.1.2 | Develop policies and incentives that encourage development of activity centers. Examples may include providing tax breaks for desired development typologies. |
|  | 4.1.3 | Update the city's zoning ordinance to incorporate the intent of each future land use designation. |
|  | 4.1.4 | Prioritize economic development along commercial corridors. |
|  | 4.1.5 | Coordinate zoning changes and future land use plan updates with Texarkana, AR along the state line. |
|  | 4.1.6 | Develop a State Line Avenue Overlay District to assist in this process. |
|  | 4.1.7 | Promote and incentivize LEED green building practices for new development. For example following guidelines that promote smart water management, use of local building materials, etc. |
|  | 4.1.8 | Ensure that buildings incorporate good design principles such as articulation of facades, accentuated entries, and visually interesting features at street corners and where a building turns. |
|  | 4.1.9 | True landmark buildings should be encouraged and preserved to protect the identity and culture of Texarkana. Incentives and grant should be actively pursued to preserve such landmarks such as the work being done to renovate the Grim Hotel. |

*Table 6.1 | Implementation Action Items*



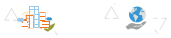
| | INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|---|
| | Planning and Community Development, P&Z Commission, City Council | Ongoing | ☐ |
| | Planning and Community Development | Short-Term | ☐ |
| | Planning and Community Development, Consultant | Short-Term | ☐ |
| | Planning and Community Development, Economic Development | Short-Term | ☐ |
| | Planning and Community Development, Texarkana, AR | Short-Term | ☐ |
| | Planning and Community Development, Texarkana, AR | Mid-Term | ☐ |
| | Planning and Community Development, Public Works, Building and Inspections Office | Short-Term | ☐ |
| | Planning and Community Development, Building and Inspections Office | Short-Term | ☐ |
| | Planning and Community Development | Short-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
|  | 4.1.10 | Clustered developments should place special focus on preserving terrain features (steep slope), drainage areas and significant mature tree stands. |
|  | 4.1.11 | Communicate regularly (annually) with the Texarkana, Texas City Council about the results of the RENEW Texarkana Comprehensive Plan implementation. |
|  | 4.1.12 | Utilize environmentally sound site layout and higher density when possible. This may include such things as: clustered development (i.e., conservation subdivision design) that preserves open space and minimizes construction and maintenance of roads and utilities. |
|  | 4.1.13 | Encourage school development, open space, neighborhood services, retail, dining and entertainment choices within walking distance of most neighborhood residents. Utilize safe routes to school planning and add sidewalks where possible. |
|  | 4.1.14 | Preserve open space within neighborhoods (as a common green, recreation areas, preservation of floodplains or other use) to create unique, healthy places. |
|  | 4.1.15 | The subdivision and development process should include consideration of the way in which residential and nonresidential lots are laid out— adjacency and accessibility to park and open space areas should be optimized in all types of development. |
|  | 4.1.16 | Encourage the use of "full-life cycle" (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). |
|  | 4.1.17 | To maximize value, in neighborhoods, smaller residential lots or more dense development patterns should be located in the closest proximity to any parks and open spaces provided—this will maximize the value of those areas, and the parks & open spaces off-set smaller lot sizes. |
|  | 4.1.18 | Mixed use retail areas should be encouraged to include office, live-work and residential units in order to strengthen the retailing component, reduce trips, and increase activity (and thereby, safety and security). These uses may be either vertically or horizontally mixed, but should be planned and integrated with pedestrian and vehicular connections. |
|  | 4.1.19 | All redevelopment of retail centers should be geared to creating attractive pedestrian areas which are well connected to surrounding development. Redevelopment should largely consist of a variety of uses such as new residential, public space, etc. to support the new retail centers. |

| INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|
| Planning and Community Development, Building and Inspections Office, Public Works | Mid-Term | ☐ |
| Planning and Community Development, P&Z Commission, City Council | Short-Term | ☐ |
| Planning and Community Development, Public Works | Mid-Term | ☐ |
| Planning and Community Development, All School Districts | Mid-Term | ☐ |
| Planning and Community Development, Building and Inspections Office | Mid-Term | ☐ |
| Planning and Community Development, Public Works | Short-Term | ☐ |
| Planning and Community Development | Short-Term | ☐ |
| Planning and Community Development with Parks & Recreation | Long-Term | ☐ |
| Planning and Community Development with Parks & Recreation | Mid-Term | ☐ |
| Planning and Community Development, Public Works | Mid-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
| **TRANSPORTATION** | | |
| | 4.2.1 | Continue to actively participate in regional transportation planning activities to advance funding and other improvements in Texarkana. Participation to include representation on the Metropolitan Planning Organization Policy Board and Technical Committee. |
| | 4.2.2 | Continue to pro-actively pursue mutually beneficial transportation projects with neighboring municipalities and area partners. |
| | 4.2.3 | Update the Texarkana Bicycle and Pedestrian Master Plan and Master Thoroughfare plan. |
| | 4.2.4 | Design and implement roadway treatments to support place making and economic development, particularly on State Line Avenue. |
| | 4.2.5 | Complete a detailed inventory of existing sidewalks in the City. |
| | 4.2.6 | Utilize roundabouts in existing and new neighborhoods where appropriate, to slow and calm traffic but allow continuous movement, and to provide visual relief in long, straight streets. |
| | 4.2.7 | Plan for local transit service (T-Line) as a part of the Texarkana Urban Transit District (TUTD) which will connect major retail, sports entertainment venues and neighborhood centers to reduce frequency and duration of trips by the residential and daytime population. |
| | 4.2.8 | Retrofit neighborhoods with canopy trees to slow traffic and to shade sidewalks and street paving, when physically and financially feasible. On streets that are excessively wide, or where desired, strategically locate trees in the ROW of the street, being careful not to interrupt drainage. The installation of street trees can be achieved by developing a city program for planting trees in neighborhoods as residents request it and on a cost-share basis. |
| | 4.2.9 | Encourage developments which feature mixed uses, Commercial streets designed to slow traffic, shorter blocks and continuous sidewalks and trails --- to reduce the dependency on automobiles and encourages healthy pedestrian activity. |
| | 4.2.10 | Explore the use of traffic calming measures (landscaped medians, roundabouts, neckdowns and others) on new and existing streets, where physically possible. |

| | INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|---|
| | | | |
| | Public Works, Texarkana MPO, Planning and Community Development | Ongoing | ☐ |
| | Public Works, Planning and Community Development, TxDOT, ArDOT, Texarkana MPO | Ongoing | ☐ |
| | Public Works, Planning and Community Development, Consultant, Texarkana Metropolitan Planning Organization | Mid-Term | ☐ |
| | Public Works, Planning and Community Development, Consultant, Texarkana Metropolitan Planning Organization, Texas Department of Transportation, and Arkansas Highway and Transportation Department | Short-Term | ☐ |
| | Public Works, Consultant, Planning and Community Development, Texarkana Metropolitan Planning Organization | Mid-Term | ☐ |
| | Public Works, Planning and Community Development | Short-Term | ☐ |
| | TUTD, Texarkana MPO, Public Works, Planning and Community Development | Mid-Term | ☐ |
| | Public Works, Planning and Community Development | Mid-Term | ☐ |
| | Public Works, Planning and Community Development | Mid-Term | ☐ |
| | Public Works, Planning and Community Development | Mid-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
|  | 4.2.11 | Coordinate with appropriate agencies in order to gain necessary funding to construct the necessary mobility and capacity improvements that meet the needs for Texarkana and the region. Create a master thoroughfare plan to understand those needs and seek federal and state grant funding when available. |
|  | 4.2.12 | Monitor and communicate the condition of city roadways, infrastructure, and facilities. Incorporate needed improvements in the Capital Improvement Plan. |
| **PARKS & TRAILS** | | |
|  | 4.3.1 | Continue to provide and maintain high-quality parks. Incorporate needed improvements into the Parks Master Plan. |
|  | 4.3.2 | Continue to provide programming and special activities and events in parks to encourage community-wide usage of the parks system. |
|  | 4.3.3 | Update the Comprehensive Parks, Recreation, and Open Space Master Plan. |
|  | 4.3.4 | Conduct a recreational programming assessment as part of the Parks, Recreation, and Open Space Master Plan. |
|  | 4.3.5 | Consider the creation of a parkland dedication ordinance for subdivision design |
|  | 4.3.6 | Continue to make improvements to existing parks and recreation facilities as outlined in the Capital Improvement Plan. |
|  | 4.3.7 | Pursue partnerships with public and private organizations to leverage park and recreation investments including federal and state grant opportunities. |
|  | 4.3.8 | Establish park, trail, bicycle and open space design standards for different facility classifications. |

| | INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|---|
| | Public Works, Planning and Community Development, TxDOT and Texarkana MPO | Long-Term | ☐ |
| | Public Works | Ongoing | ☐ |
| | | | |
| | Parks and Recreation, Maintenance Staff | Ongoing | ☐ |
| | Parks and Recreation | Ongoing | ☐ |
| | Parks and Recreation, Consultant | Short-Term | ☐ |
| | Parks and Recreation, Consultant | Short-Term | ☐ |
| | Parks and Recreation, Planning and Community Development, and Consultant | Mid-Term | ☐ |
| | Parks and Recreation | Short-Term | ☐ |
| | Parks and Recreation, school districts, TPWD, Planning and Community Development | Mid-Term | ☐ |
| | Parks and Recreation, Consultant | Mid-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
| | 4.3.9 | Create trail connectivity within the city and to surrounding communities. |
| | 4.3.10 | Work with developers and property owners to develop hike and bike trails on greenways and other linear open spaces. |
| | 4.3.11 | Floodplain areas are generally not able to be developed and therefore should be key element of a city wide framework of protected open space. |
| | 4.3.12 | Maximize visibility of open space areas by locating parks in prominent locations that help to long term create value for neighborhood and community. |
| | 4.3.13 | Preserve plant and animal habitat areas and corridors in a functional, native condition to maintain biodiversity and promotes healthy communities. The city should establish and adopt buffer requirements for tributaries and waterways that are not otherwise protected by current city regulations. |
| | 4.3.14 | The hike-and-bike trail system should connect homes, parks, schools, retail, employment, and entertainment centers, wherever possible. These trails should be primarily off-street dedicated trails, and only be located adjacent to streets where connectivity is needed, and where otherwise it is absolutely necessary for continuity. |
| **URBAN DESIGN** | | |
| | 4.4.1 | Require all new streets to have minimum 6', fully ADA-compliant sidewalks with buffer zones on both sides where feasible to promote walkability. |
| | 4.4.2 | Update the applicable development and thoroughfare standards to develop typologies for the Activity/Development Corridors and allow for primary and secondary gateways along roadways. |
| | 4.4.3 | Develop design standards for each district identified in the urban design framework map and continually update standards for the University Planned Development District (UPDD) and Highland Park/Bingham Park Historic District. |
| | 4.4.4 | Conduct a State Line Avenue Corridor Study to further define needed safety improvements, correct poor pedestrian mobility, strengthen economic development opportunities and establish an Overlay Zoning Ordinance and District Standards. |

| | INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|---|
| | Parks and Recreation, Planning and Community Development | Mid-Term | ☐ |
| | Parks and Recreation, Planning and Community Development, Property Owners | Long-Term | ☐ |
| | Parks and Recreation, Planning and Community Development | Long-Term | ☐ |
| | Parks and Recreation, Planning and Community Development | Mid-Term | ☐ |
| | Parks and Recreation, Planning and Community Development, Public Works | Long-Term | ☐ |
| | Parks and Recreation, Planning and Community Development | Mid-Term | ☐ |
| | | | |
| | Public Works | Ongoing | ☐ |
| | Planning and Community Development, Public Works | Short-Term | ☐ |
| | Planning and Community Development, Consultant | Short-Term | ☐ |
| | Planning and Community Development, Texarkana, AR, Consultant, Texarkana Metropolitan Planning Organization | Short-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION |
|---|---|---|
| | 4.4.5 | Continue to coordinate with TxDOT and the Arkansas State Highway and Transportation Department on future development along IH 30. Focusing on the creation and enhancement of gateways into the city. |
| | 4.4.6 | Preserve open space through the maintenance of natural floodplains, creation of parks, clustering of development, conservation of environmentally sensitive areas, and shading of paving (such as streets, parking lots and plazas) to reduce the ambient temperature in the city and provide a more comfortable environment. |
| | 4.4.7 | Identify and preserve existing neighborhood landmarks, such as historic or distinctive buildings and prominent natural features, to foster neighborhood pride, distinctiveness and better creates a sense of ownership. Add wayfinding markers to historic districts to celebrate character. |
| **NEIGHBORHOOD DISTRICTS** | | |
| | 5.1.1 | Continue to promote citizen-led neighborhood revitalization programs in key neighborhoods including Rose Hill, Beverly, Downtown, and other neighborhoods throughout the city. |
| | 5.1.2 | Continue to identify and formulate neighborhood partnerships that serve to identify funding opportunities, serve as a sounding board for improvements, and advocate for neighborhood improvements. |
| | 5.1.3 | Develop an online database with information about neighborhood associations, district maps, contact information, and meeting information. |
| | 5.1.4 | Conduct small-area plans for specific neighborhoods to address challenges and identify a phased action plan. |
| | 5.1.5 | Consider conducting a neighborhood gateway and wayfinding signage study to determine the most appropriate location, style, and size of these amenities within neighborhoods. |
| | 5.1.6 | Continue the neighborhood outreach program to encourage involvement of residents in decisions affecting their neighborhood. Participate in neighborhood events such as National Night Out and Rose Hill Neighborhood Celebration. |

| INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|
| Public Works, TxDOT, ArDOT | Mid-Term | ☐ |
| Parks and Recreation, Planning and Community Development | Long-Term | ☐ |
| Planning and Community Development, Building and Inspections, Public Works Department | Short-Term | ☐ |
| | | |
| Planning and Community Development | Ongoing | ☐ |
| Planning and Community Development | Short-Term | ☐ |
| Planning and Community Development | Short-Term | ☐ |
| Planning and Community Development, Consultant | Mid-Term | ☐ |
| Planning and Community Development, Consultant | Mid-Term | ☐ |
| Planning and Community Development | Long-Term | ☐ |

| SUSTAINABLE ELEMENTS | REFERENCE NUMBER | RECOMMENDATION | |
|---|---|---|---|
| **DOWNTOWN TEXARKANA** | | | |
| | 5.2.1 | Coordinate a downtown master plan with Texarkana, AR. A separate downtown plan would further develop concepts introduced in the Renew Texarkana plan and would include individual site assessment, a phased development plan, and detailed costs for implementation. | |
| | 5.2.2 | Consider adoption of a downtown overlay or Form Based Code (FBC) in the existing zoning ordinance. | |
| | 5.2.3 | Create a community development corporation that includes a focus on marketing downtown to potential investors. | |
| | 5.2.4 | Develop a multi-departmental approach to evaluate the utilization of vacant, unsafe or dilapidated structures within downtown. | |
| | 5.2.5 | Consider replacing the street signs in Downtown with a unique sign to establish a special area of character; Add signage for the recent Texarkana Cultural District designation. | |
| | 5.2.6 | Enhance the role of Downtown as the cultural and social center of the City, by supporting local efforts (like the Arts & Historic District) to create business awareness, promote social events, and create community ties and investment. | |
| | 5.2.7 | Encourage a diversity of housing types including mixed-use in downtown to enliven the district, support destination retail and provide opportunities for pedestrian-oriented young professional and "empty nester" living. | |
| | 5.2.8 | Create open spaces, plazas and urban parks (such as Downtown's ArtSpark) to serve as focal points, landmarks, and gathering places for socializing and celebrations. | |
| | 5.2.9 | Increase recreation and entertainment opportunities in downtown via programming and community venues. | |
| | 5.2.10 | Increase pedestrian linkages / connections between downtown & neighborhoods through planning efforts. Consider the Complete Streets Model where appropriate. | |
| | 5.2.11 | Continue to provide incentives for the adaptive re-use of historic and valuable structures to preserve the City's architectural heritage and ensure that new development contributes to the evolution of a strong, historic, pedestrian-oriented downtown. | |

| | INVOLVED AGENCY | PRIORITY | STATUS |
|---|---|---|---|
| | | | |
| | Planning and Community Development, Texarkana, AR | Short-Term | ☐ |
| | Planning and Community Development | Short-Term | ☐ |
| | Planning and Community Development, Economic Development, Texarkana Arts & Historic District Partners | Short-Term | ☐ |
| | Planning and Community Development, Building Inspections, Public Works | Ongoing | ☐ |
| | Planning and Community Development, Economic Development, Texarkana Arts & Historic District Partners, Public Works Department | Short-Term | ☐ |
| | Planning and Community Development, Economic Development, Texarkana Arts & Historic District Partners | Ongoing | ☐ |
| | Planning and Community Development | Ongoing | ☐ |
| | Planning and Community Development, Parks and Recreation, Economic Development, Texarkana Arts & Historic District Partners | Ongoing | ☐ |
| | Planning and Community Development, Parks and Recreation, Economic Development, Texarkana Arts & Historic District Partners | Ongoing | ☐ |
| | Planning and Community Development, Public Works Department, Texarkana Metropolitan Planning Organization | Mid-Term | ☐ |
| | Planning and Community Development, Building & Inspections, Economic Development, Texarkana Arts & Historic District Partners | Ongoing | ☐ |




# RENEW TEXARKANA

comprehensive plan for tomorrow



# 7


DEFINITIONS 204

RESILIENCY TERMS 208

PUBLIC PARTICIPATION COMPONENTS 212

BIBLIOGRAPHY


# APPENDIX

# DEFINITIONS

## 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 anther 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 angel, 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 of 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.

# PUBLIC PARTICIPATION COMPONENTS





## 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: _____

Interviewed by: _____

Date & Time: _____

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

Card: (*Tape/ list contact information*)

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)

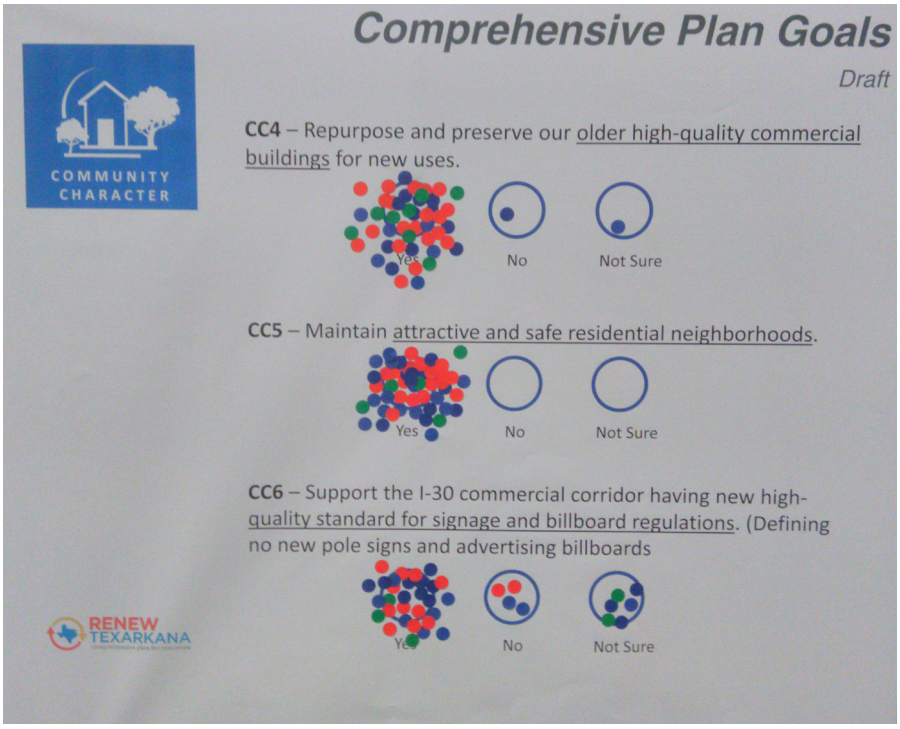
A. _____

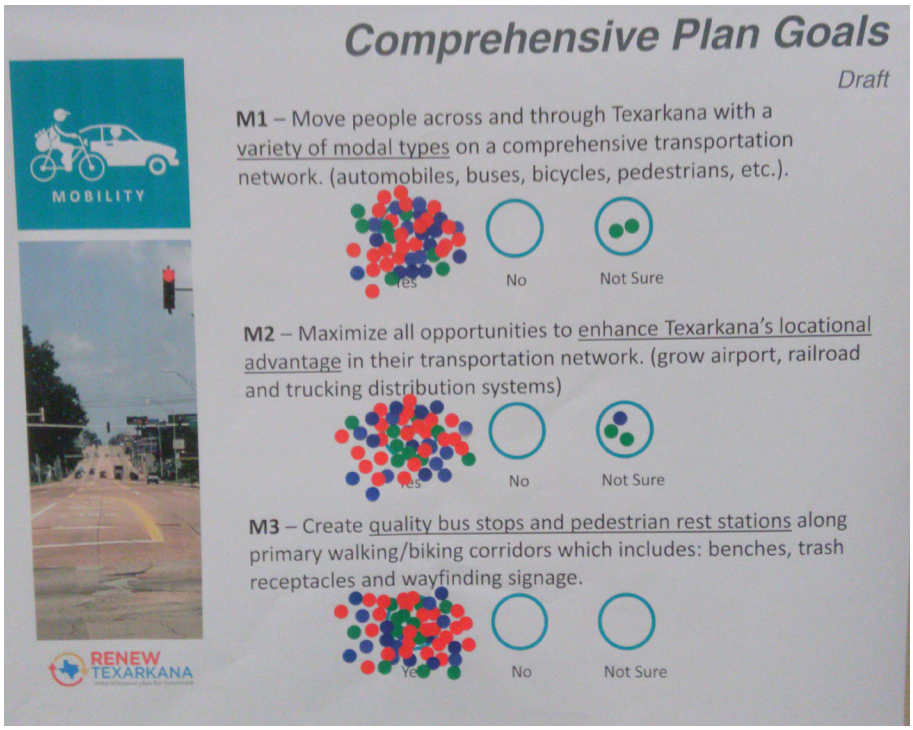
B. _____

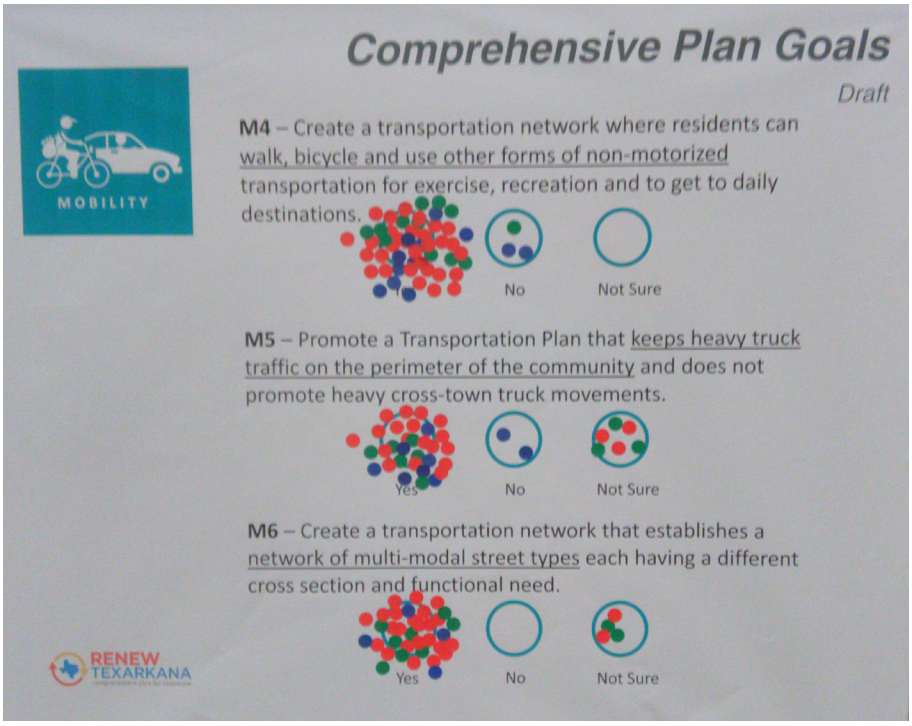
C. _____

*That concludes our stakeholder questions.*
***Thank You!***

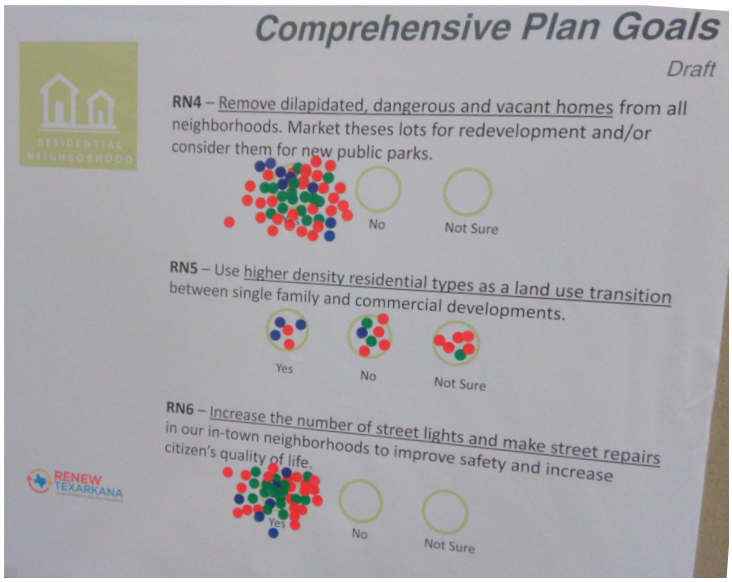
# PUBLIC MEETING 1 DATA

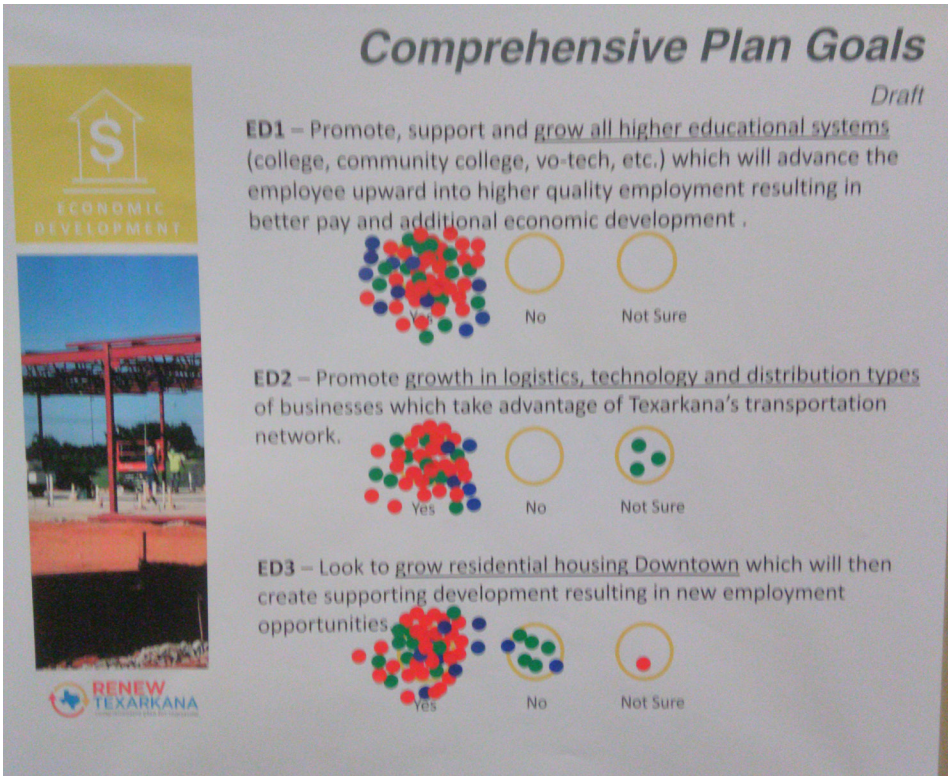


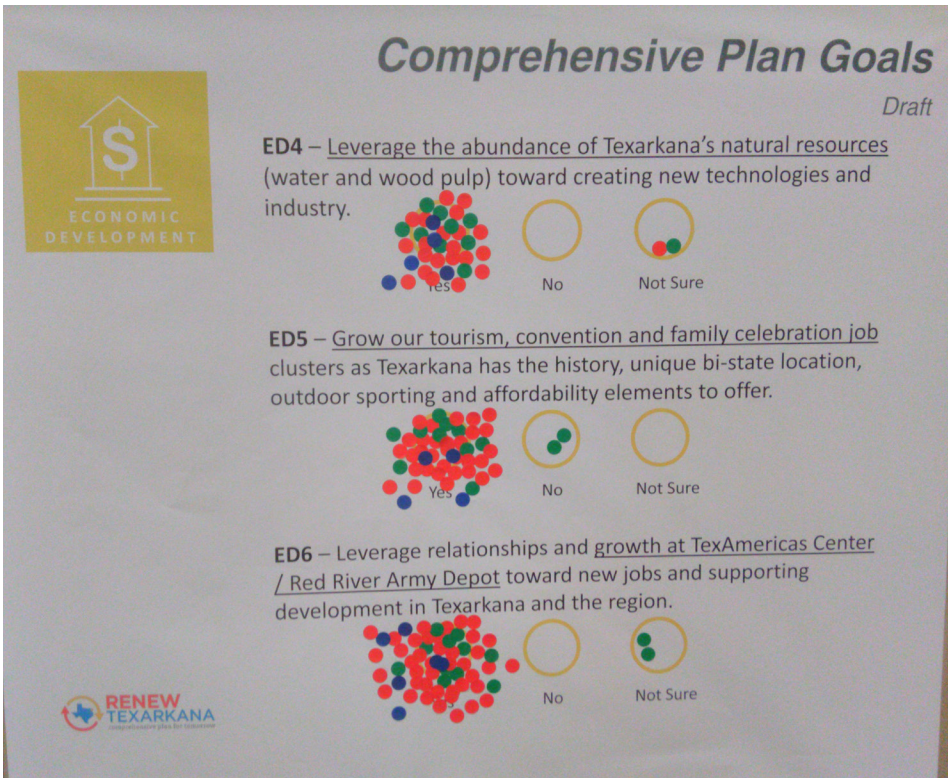



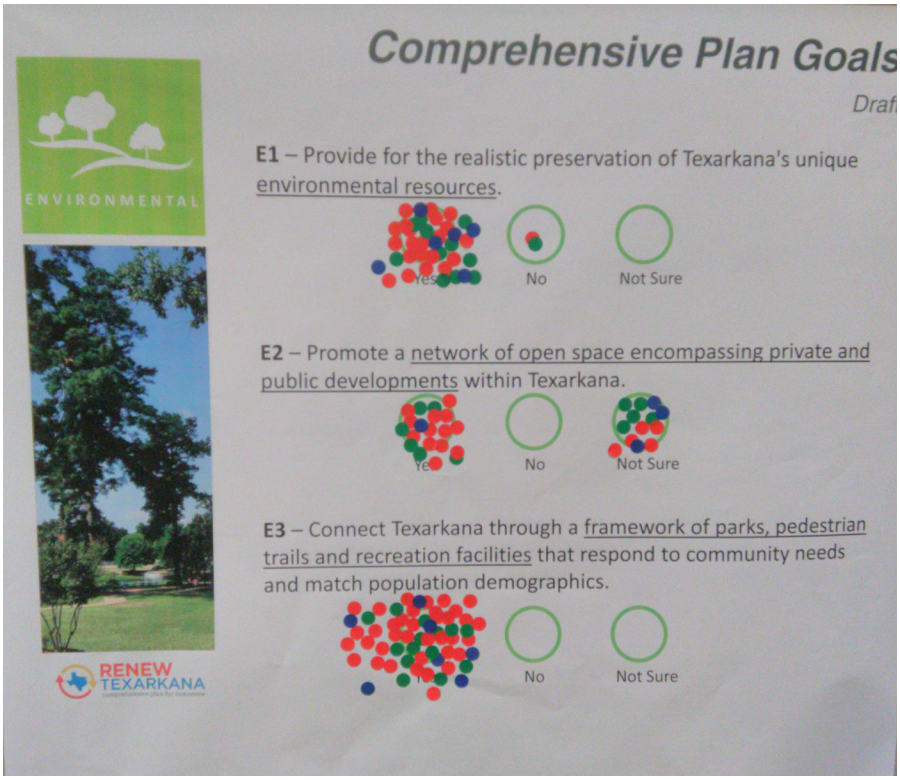

Comprehensive Plan Goals
Draft
MOBILITY
M4 – Create a transportation network where residents can walk, bicycle and use other forms of non-motorized transportation for exercise, recreation and to get to daily destinations.
No
Not Sure
M5 – Promote a Transportation Plan that keeps heavy truck traffic on 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
RENEW TEXARKANA

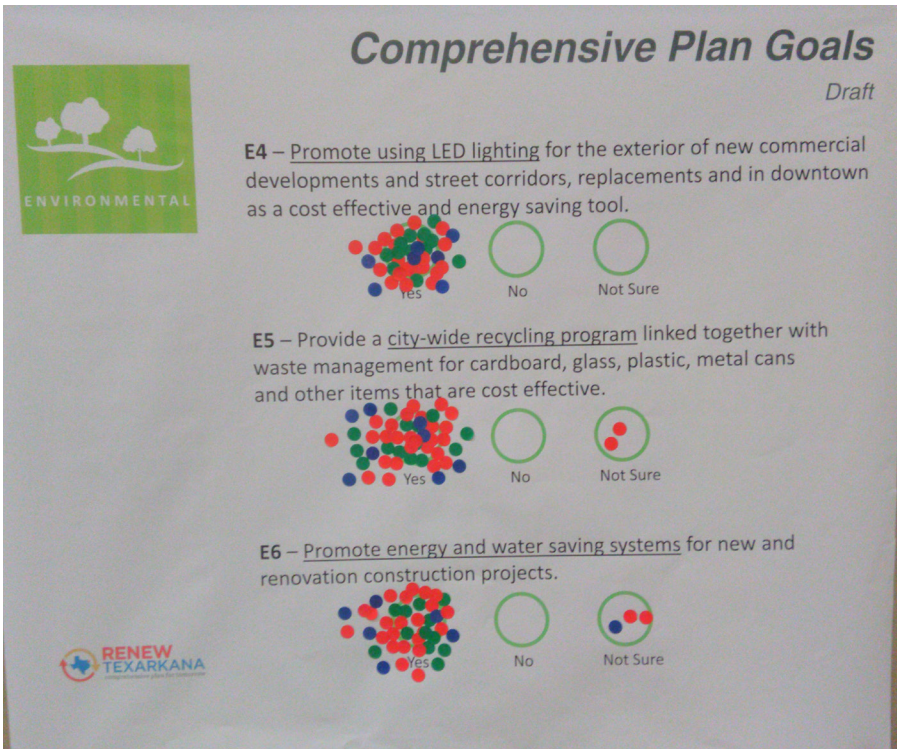

Comprehensive Plan Goals
Draft
RESIDENTIAL NEIGHBORHOOD
RN1 – Create a program to improve the image of in-town residential neighborhoods by building such items as: neighborhood entry features with community name, pedestrian sidewalks, buffers, history markers and other items.
No
Not Sure
RN2 – Work to 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.
No
Not Sure
RENEW TEXARKANA

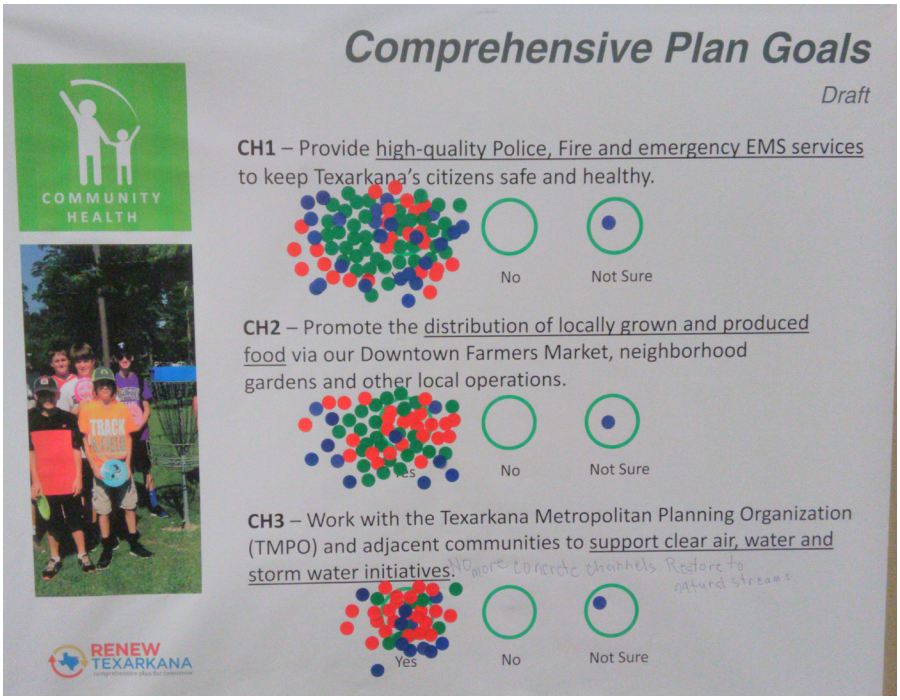

Comprehensive Plan Goals
Draft
RESIDENTIAL NEIGHBORHOOD
RN4 – Remove dilapidated, dangerous and vacant homes from all neighborhoods. Market theses lots for redevelopment and/or consider them for new public parks.
No
Not Sure
RN5 – Use higher density residential types as a land use transition between 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
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
ECONOMIC DEVELOPMENT
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
No
Not Sure
ED2 – Promote growth in logistics, technology and distribution types of businesses which take advantage of Texarkana's transportation network.
Yes
No
Not Sure
ED3 – Look to grow residential housing Downtown which will then create supporting development resulting in new employment opportunities.
Yes
No
Not Sure
RENEW TEXARKANA

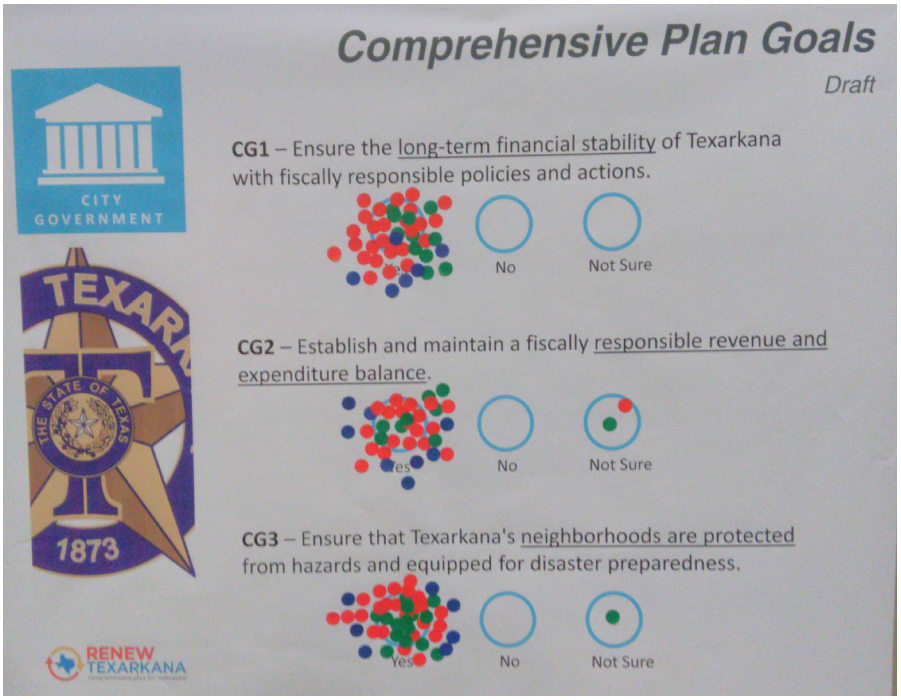

Comprehensive Plan Goals
Draft
ECONOMIC DEVELOPMENT
ED4 – Leverage the abundance of Texarkana's natural resources (water and wood pulp) toward creating new technologies and industry.
Yes
No
Not Sure
ED5 – Grow our tourism, convention and family celebration job clusters as Texarkana has the history, unique bi-state location, outdoor sporting and affordability elements to offer.
Yes
No
Not Sure
ED6 – Leverage relationships and growth at TexAmericas Center / Red River Army Depot toward new jobs and supporting development in Texarkana and the region.
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
Draf
ENVIRONMENTAL
E1 – Provide for the realistic preservation of Texarkana's unique environmental resources.
Yes
No
Not Sure
E2 – Promote a network of open space encompassing private and public developments within Texarkana.
Yes
No
Not Sure
E3 – Connect Texarkana through a framework of parks, pedestrian trails and recreation facilities that respond to community needs and match population demographics.
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
ENVIRONMENTAL
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
No
Not Sure
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
No
Not Sure
E6 – Promote energy and water saving systems for new and renovation construction projects.
Yes
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
COMMUNITY HEALTH
CH1 – Provide high-quality Police, Fire and emergency EMS services to keep Texarkana's citizens safe and healthy.
No
Not Sure
CH2 – Promote the distribution of locally grown and produced food via our Downtown Farmers Market, neighborhood gardens and other local operations.
No
Not Sure
CH3 – Work with the Texarkana Metropolitan Planning Organization (TMPO) and adjacent communities to support clear air, water and storm water initiatives.
No more concrete channels Restore to natural streams
Yes
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
COMMUNITY HEALTH
CH4 – Secure a long-term plan for ample high-quality water to meets the needs of Texarkana's citizens and industry.
No
Not Sure
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)
No
Not Sure
CH6 – Create safe walkable routes for children to access on foot their local elementary and middle schools. (sidewalks & trails)
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
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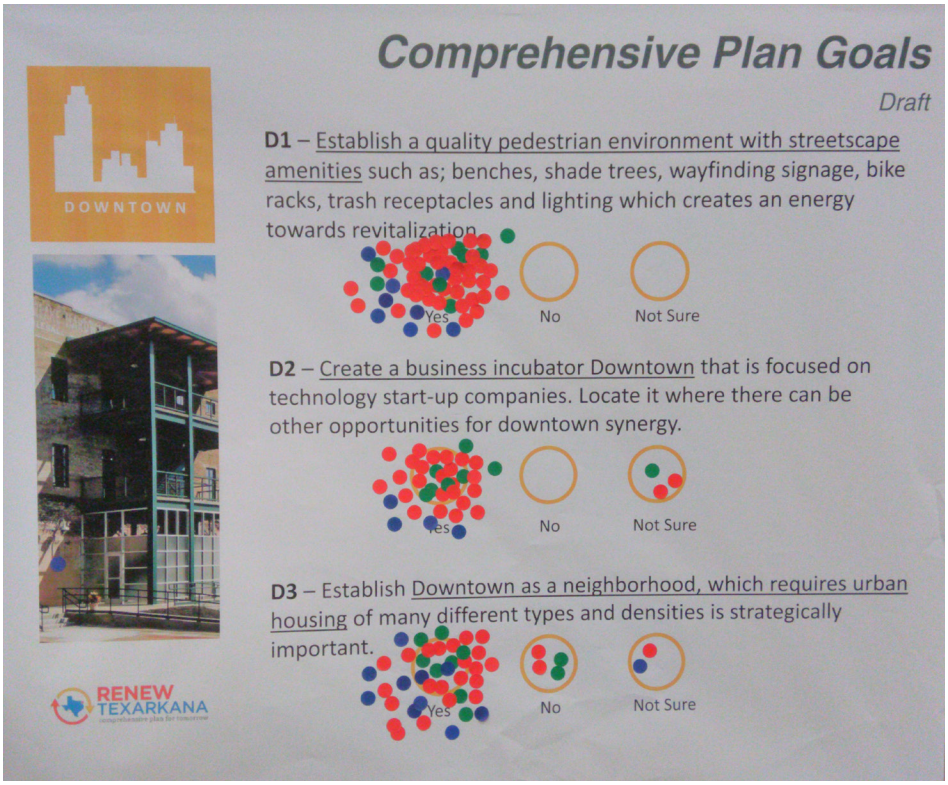
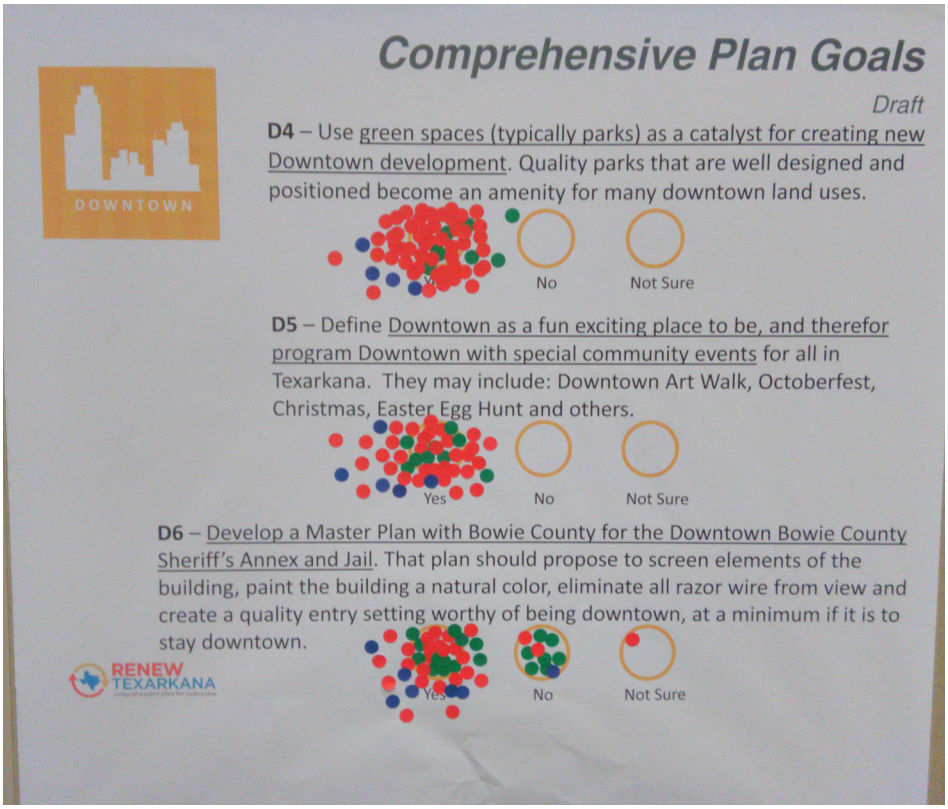
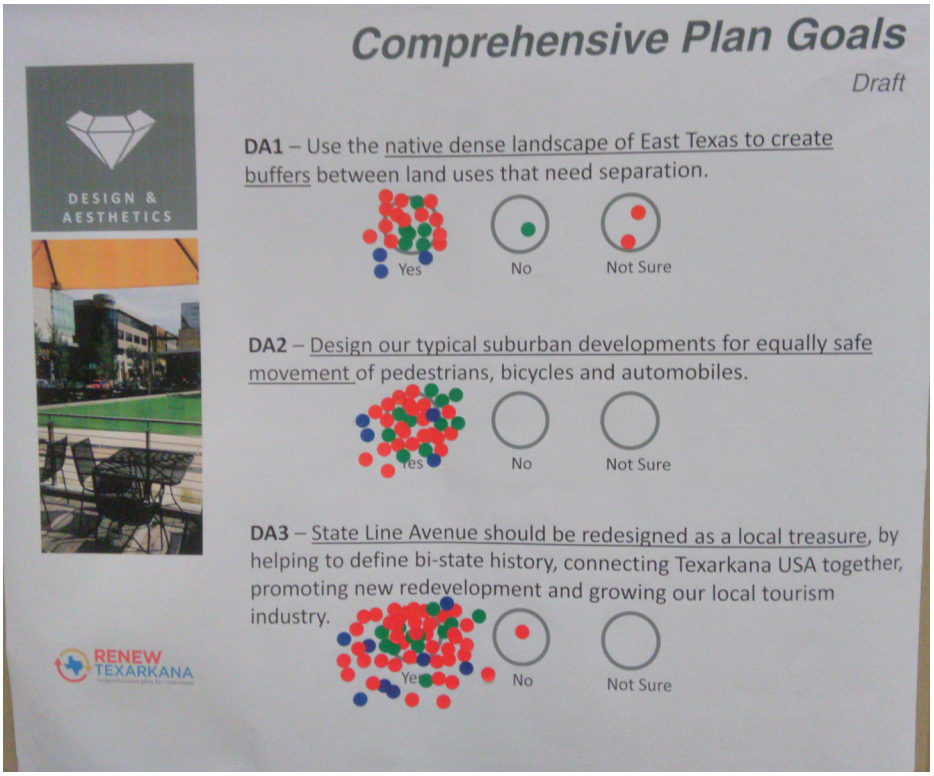
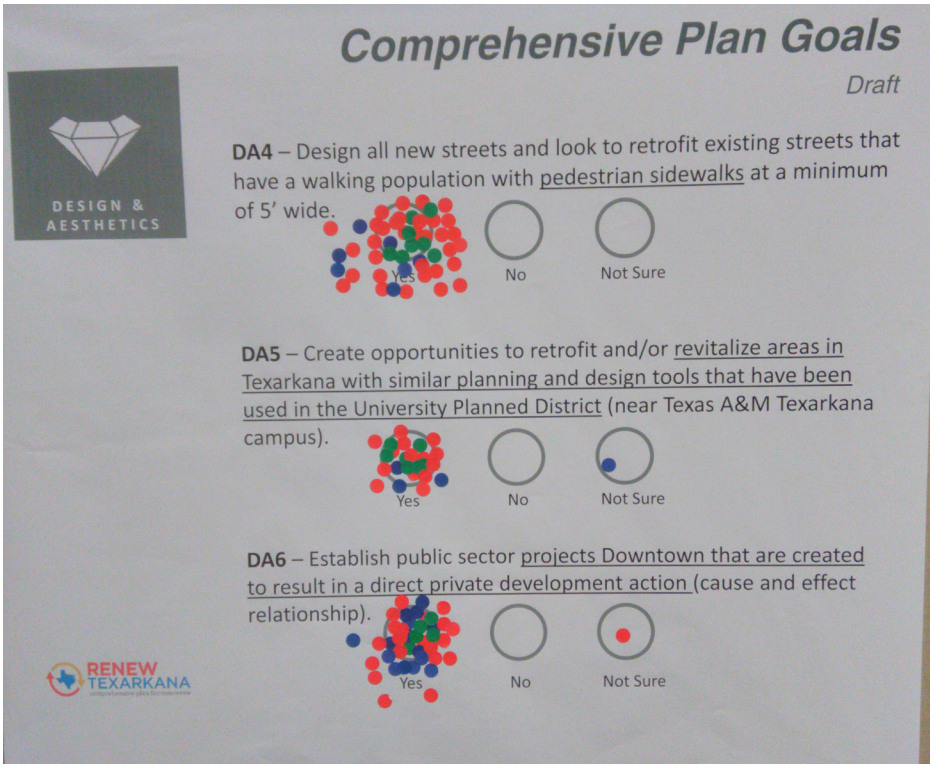
CITY GOVERNMENT
TEXARKANA
THE STATE OF TEXAS
1873
CG1 – Ensure the long-term financial stability of Texarkana with fiscally responsible policies and actions.
No
Not Sure
CG2 – Establish and maintain a fiscally responsible revenue and expenditure balance.
Yes
No
Not Sure
CG3 – Ensure that Texarkana's neighborhoods are protected from hazards and equipped for disaster preparedness.
Yes
No
Not Sure
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
CITY GOVERNMENT
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.
Yes
No
Not Sure
CG5 – Apply strategies to reduce the cost of city services by promoting a compact growth pattern.
Yes
No
Not Sure
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
RENEW TEXARKANA

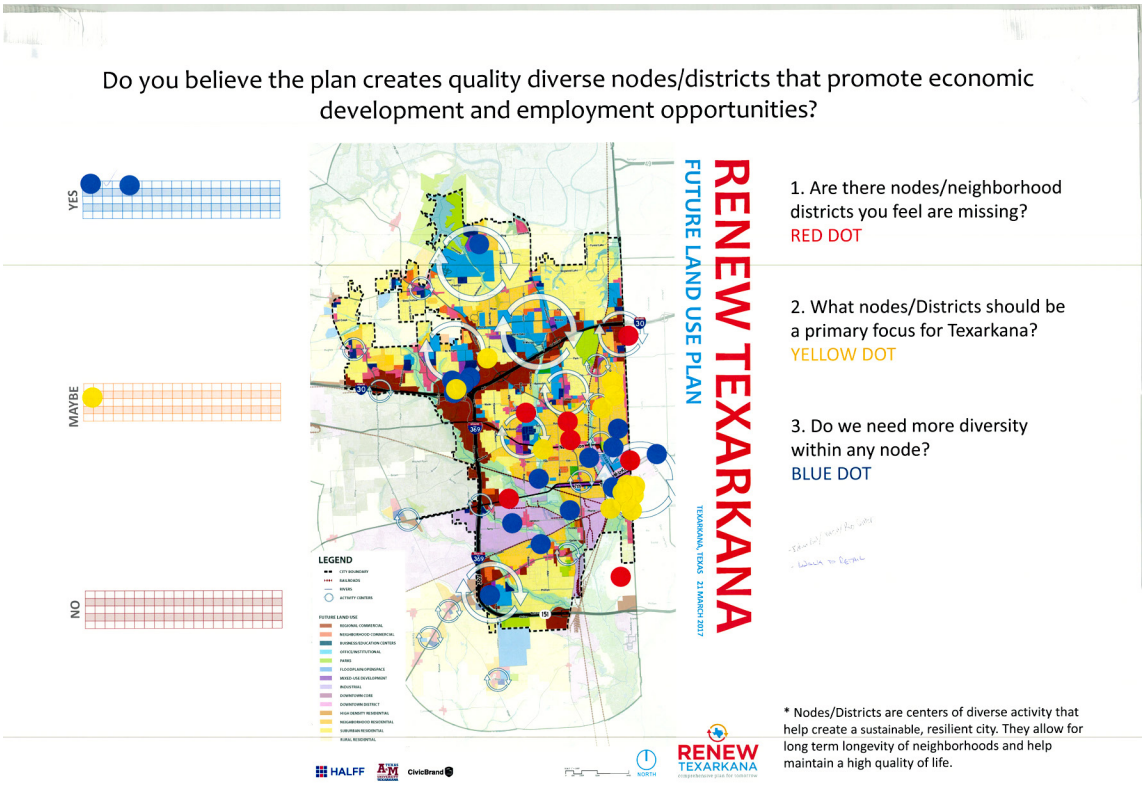

Comprehensive Plan Goals
Draft
DOWNTOWN
D1 – Establish a quality pedestrian environment with streetscape amenities such as; benches, shade trees, wayfinding signage, bike racks, trash receptacles and lighting which creates an energy towards revitalization.
Yes
No
Not Sure
D2 – Create a business incubator 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
RENEW TEXARKANA

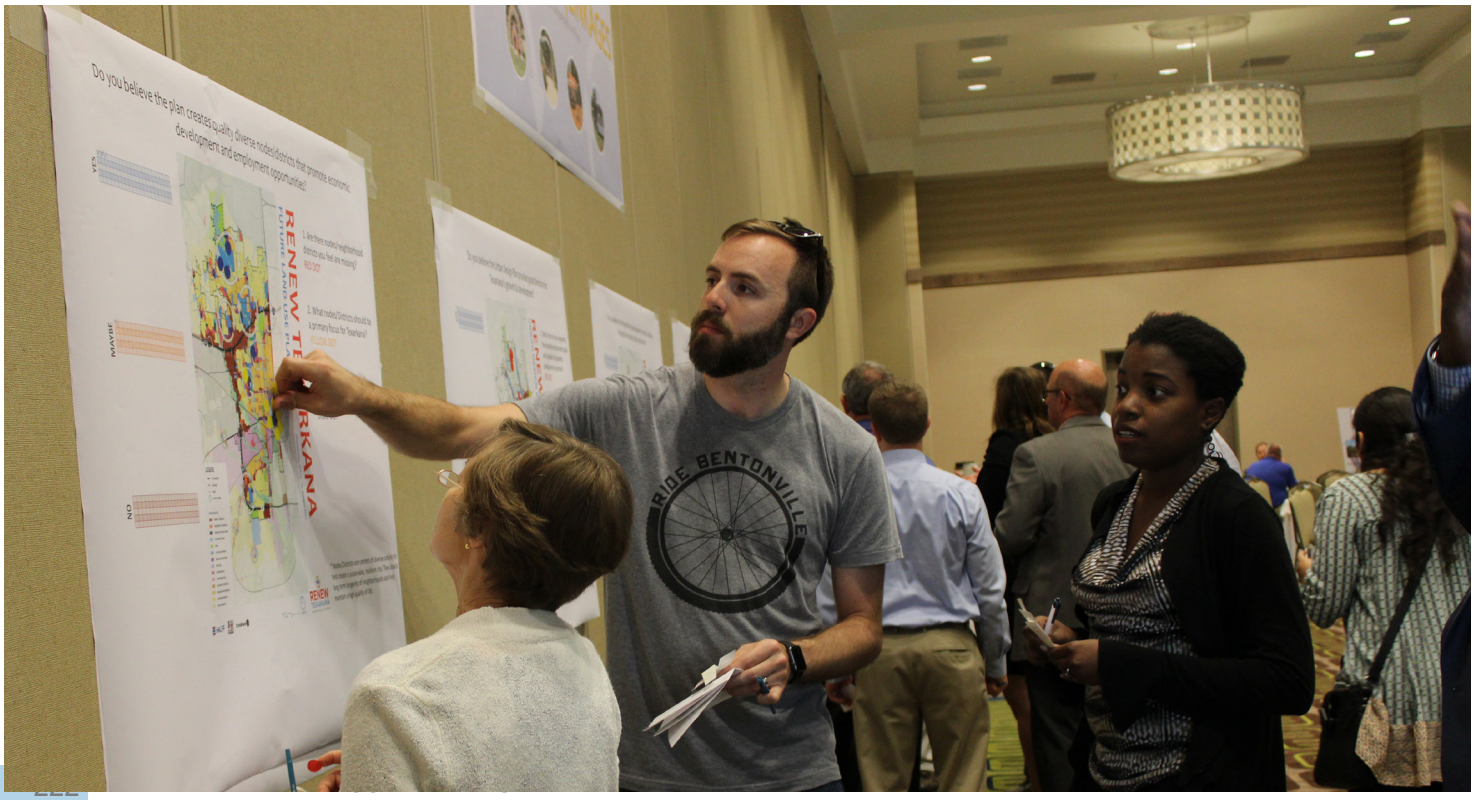

Comprehensive Plan Goals
Draft
DOWNTOWN
D4 – Use green spaces (typically parks) as a catalyst for creating new Downtown development. Quality parks that are well designed and positioned become an amenity for many downtown land uses.
No
Not Sure
D5 – Define Downtown as a fun exciting place to be, and therefor 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
RENEW TEXARKANA


Comprehensive Plan Goals
Draft
DESIGN & AESTHETICS
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
RENEW TEXARKANA

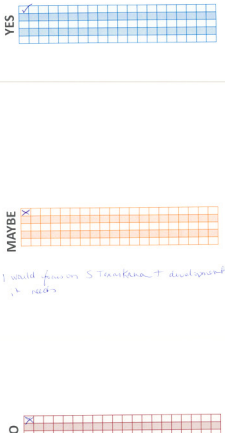

Comprehensive Plan Goals
Draft
DESIGN & AESTHETICS
DA4 – Design all new streets and look to retrofit existing streets that have a walking population with pedestrian sidewalks at a minimum of 5' wide.
Yes
No
Not Sure
DA5 – Create opportunities to retrofit and/or revitalize areas in Texarkana with similar 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
RENEW TEXARKANA

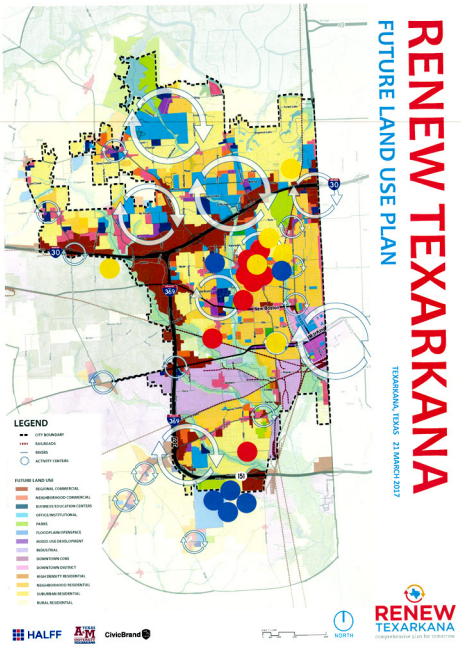
# PUBLIC MEETING 3 CITY WIDE INPUT



Do you believe the plan creates quality diverse nodes/districts that promote economic development and employment opportunities?




1. Are there nodes/neighborhood districts you feel are missing?
RED DOT

2. What nodes/Districts should be a primary focus for Texarkana?
YELLOW DOT

3. Do we need more diversity within any node?
BLUE DOT

* Nodes/Districts are centers of diverse activity that help create a sustainable, resilient city. They allow for long term longevity of neighborhoods and help maintain a high quality of life.

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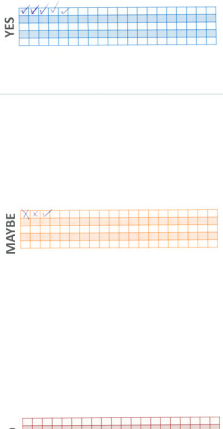


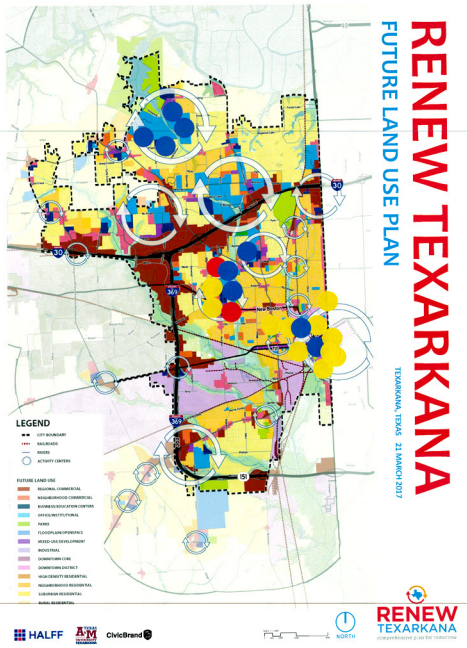


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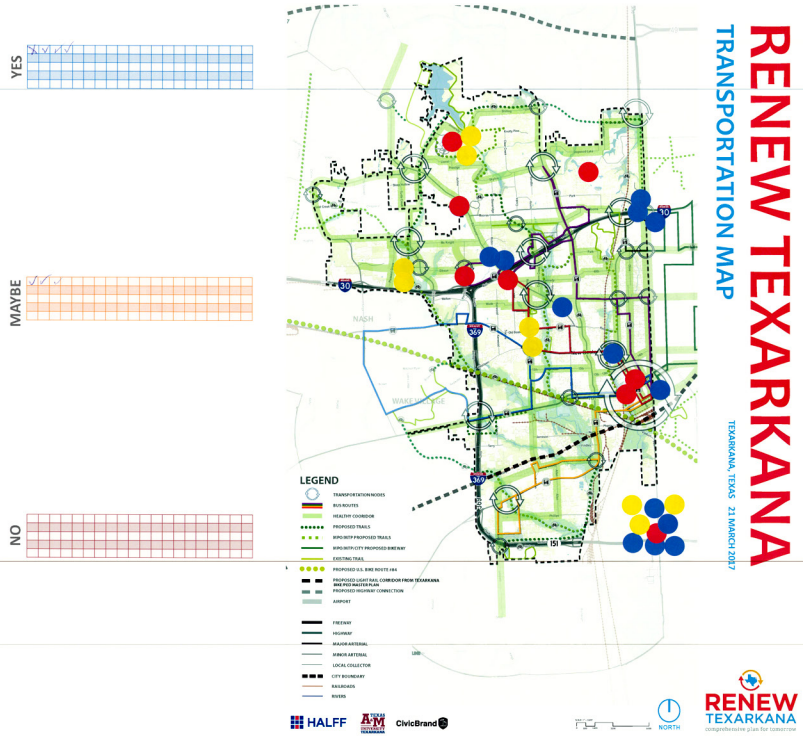
Do you believe the transportation plan adequately connects Texarkana through diverse multi-modal opportunities?




1. What areas/corridors do you think are not connected?
RED DOT

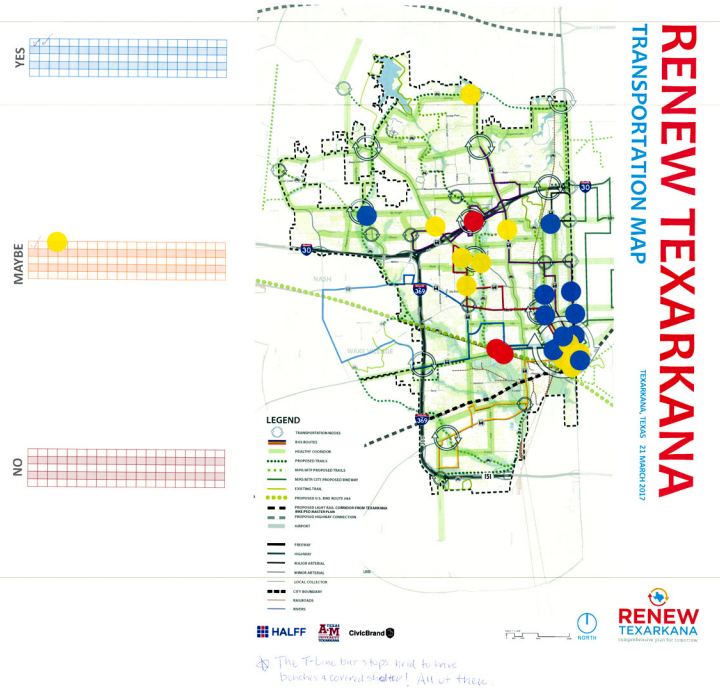
2. What corridors should be a priority for Texarkana? Where is the most needed connection?
YELLOW DOT

3. What gateways/nodes should be a focus for Texarkana?
BLUE DOT

* Multi-Modal transportation streets are corridors that allow for cars, buses, bike lanes, sidewalks, and additional pedestrian amenities to allow for multiple transportation options. This creates safer more connected streets and gives people options for transit.



Do you believe the transportation plan adequately connects Texarkana through diverse multi-modal opportunities?

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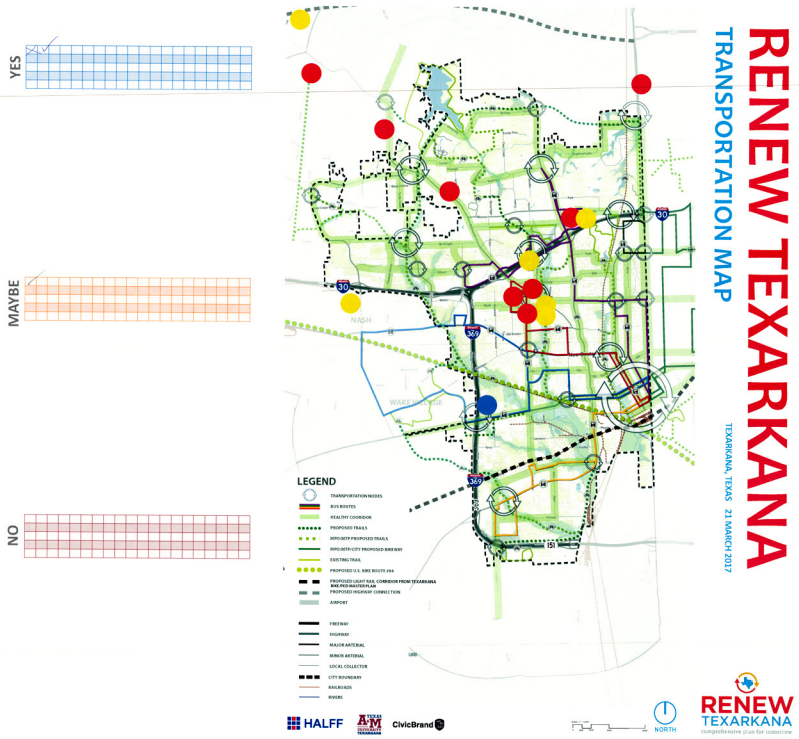


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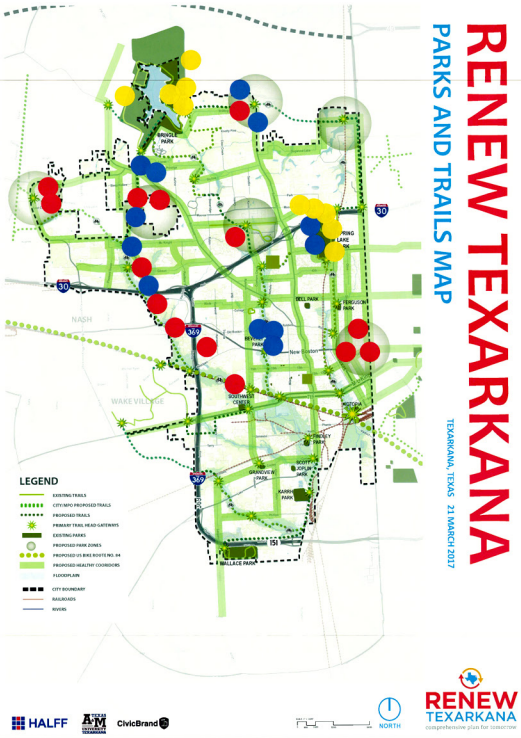
Do you believe the parks and trails plan adequately serves Texarkana?

YES

MAYBE

NO




1. What areas are not well served by a public park? What area is in greatest need for nature/rec facility?
RED DOT

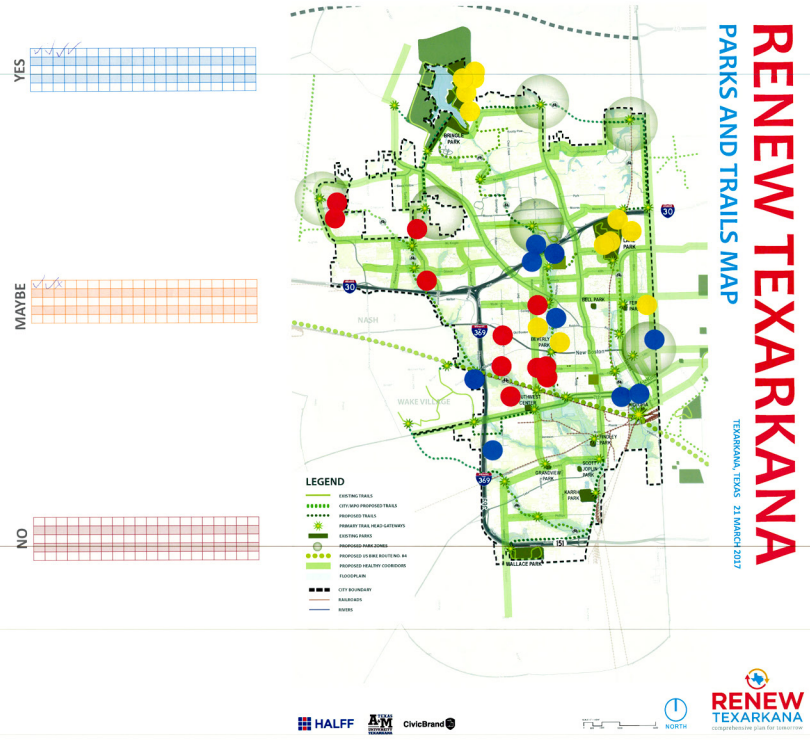
2. Which park do you use the most?
YELLOW DOT

3. Where is the greatest need for a trail/greenway connection?
BLUE DOT

*Healthy Corridors are opportunities for many components of complete streets. They could have bike lanes, street trees, sidewalks, benches, trails, or all of the above! Each healthy corridor connects primary parks, trails, development nodes, and destinations within Texarkana.



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

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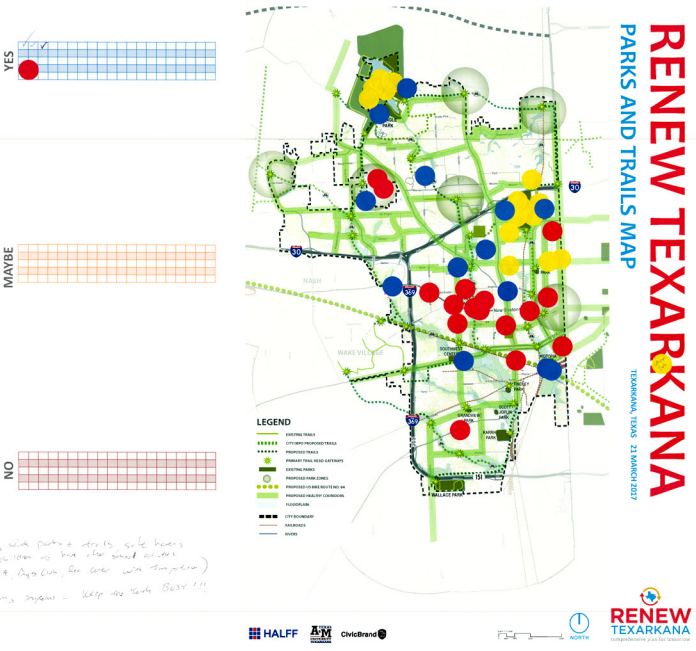


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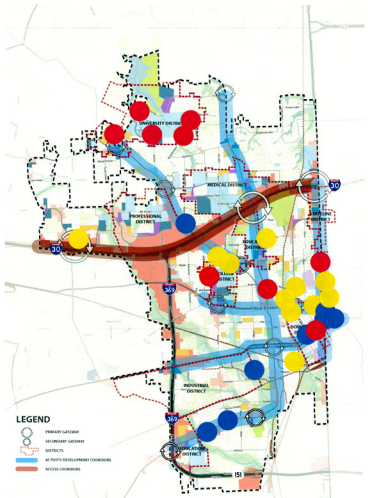
## Do you believe the Urban Design Plan provides good direction for Texarkana's growth & development?

YES

MAYBE

NO




RENEW TEXARKANA

URBAN DESIGN MAP

TEXARKANA, TEXAS 31 MARCH 2017

1. Which district most represents the education/employment goals and provides the greatest development incentive?
RED DOT

2. Which gateway should be a priority for Texarkana?
YELLOW DOT

3. What Corridor should be a priority for Texarkana?
BLUE DOT

*Primary Corridors connect the different districts and provide opportunities for development. They can unite Texarkana and give each area a sense of place and enhance multi-modal transportation opportunities.

HALFF CivicBrand

NORTH

RENEW TEXARKANA

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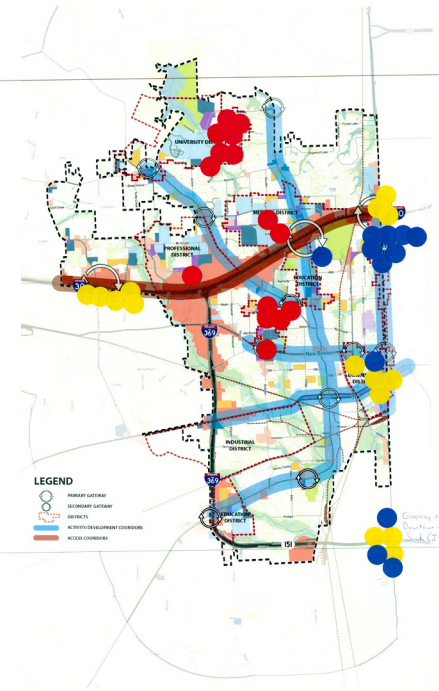
YES

MAYBE

NO




RENEW TEXARKANA

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MAYBE

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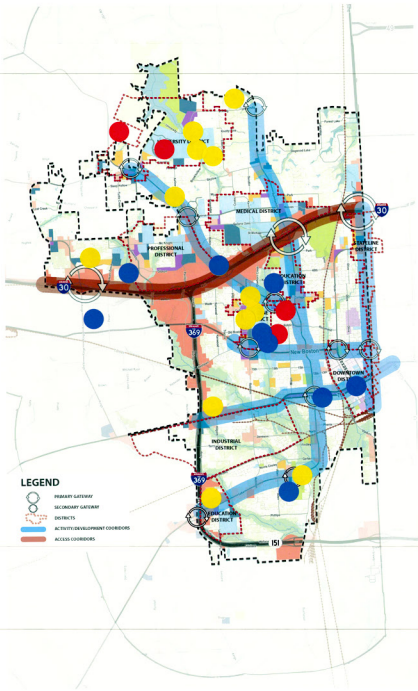


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# PUBLIC MEETING 3 NEIGHBORHOOD QUESTIONNAIRE

**Neighborhood Questionnaire – Breakout Session**
Texarkana Comprehensive Plan

RENEW TEXARKANA
comprehensive plan for tomorrow

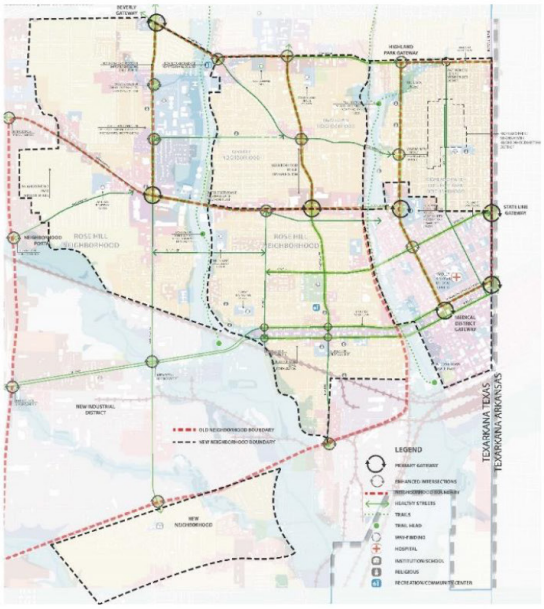
A. Let's start out by marking the Texarkana neighborhood that you most identify with? (Live within)

- ☐ 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

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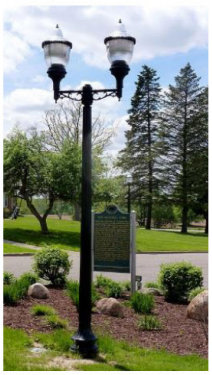
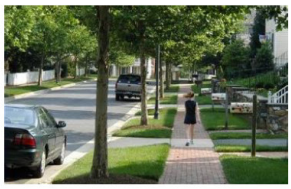
1. What is your highest priority for neighborhood development/revitalization? (Choose up to 2)





- ☐ 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

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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:_____

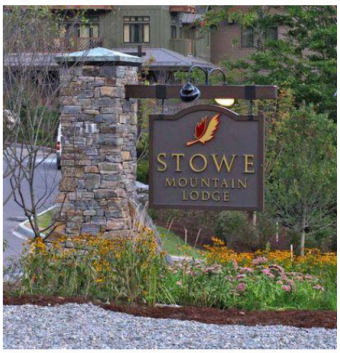
5. In regards to single family homes and their maintenance which of these items are the biggest "turn off" to a neighborhood?
   - ☐ Cars parked in the front lawn
   - ☐ Debris/Junk in front yard
   - ☐ Tall grass/weeds
   - ☐ Paint peeling/unmaintained home
   - ☐ Excessive cars parked out front
   - ☐ 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 heath 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

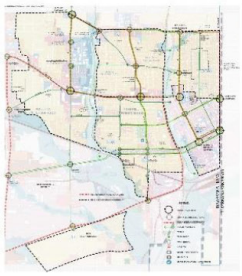
**Neighborhood Questionnaire – Breakout Session**
Texarkana Comprehensive Plan

RENEW TEXARKANA
comprehensive plan for tomorrow

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

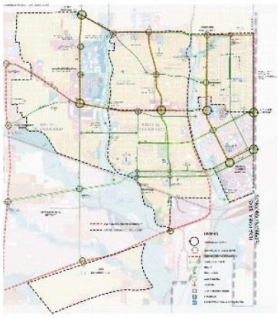
RENEW TEXARKANA
comprehensive plan for tomorrow

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



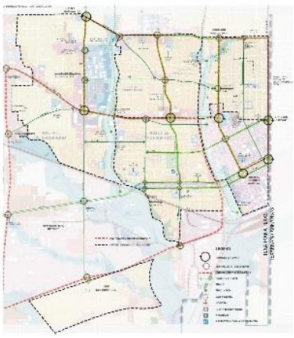
- ☐ 1 reason:_____
- ☐ 2 _____
- ☐ 3 _____
- ☐ 4 _____
- ☐ 5 _____
- ☐ 6 _____
- ☐ 7 _____
- ☐ Not sure

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)

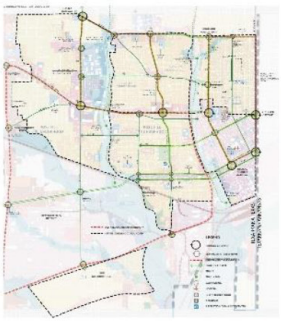


- ☐ 1 reason: _____
- ☐ 2 _____
- ☐ 3 _____
- ☐ 4 _____
- ☐ 5 _____
- ☐ 6 _____
- ☐ 7 _____
- ☐ Not sure

**Neighborhood Questionnaire – Breakout Session**
Texarkana Comprehensive Plan

RENEW TEXARKANA
comprehensive plan for tomorrow

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?

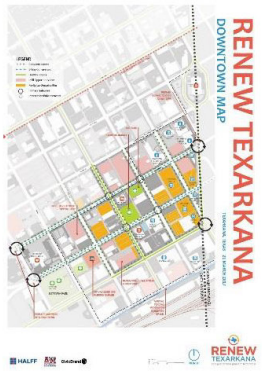
- ☐ Yes
- ☐ Maybe
- ☐ No

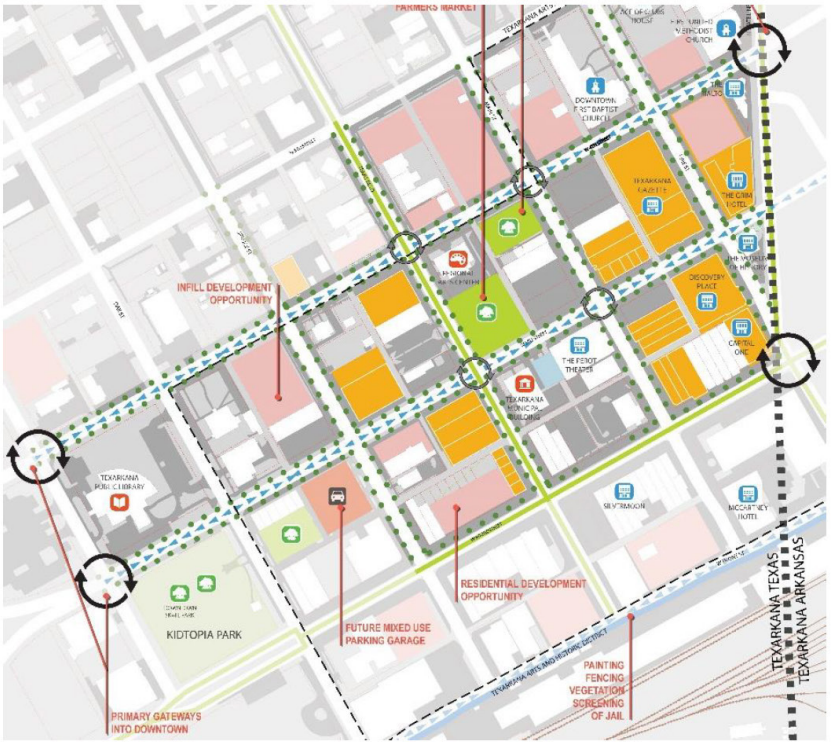


# PUBLIC MEETING 3 DOWNTOWN POLLING

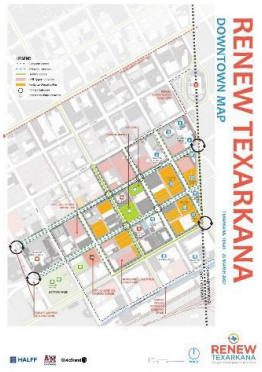
DOWNTOWN - KEYPAD POLLING

A | Overview and introduction of Downtown Plan as a component of the City's Future Land Use Plan.




B | Overview of proposed Art Park and Perot Theatre restoration (CIP 2017 design)






DOWNTOWN - KEYPAD POLLING

1 | Are you generally in favor of the proposed Art Park and Perot Theatre restoration?

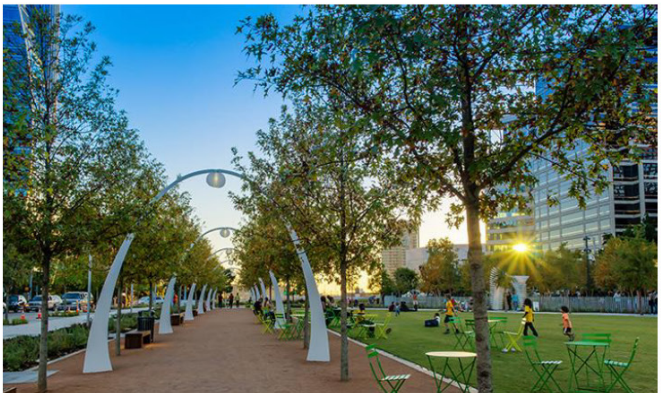
Yes No Not sure

Which includes; new Farmers Market, outdoor stage, park amenities and improved connection with Perot Theatre




2 | Would you like to see additional park space created in downtown that would activate new private development potential?

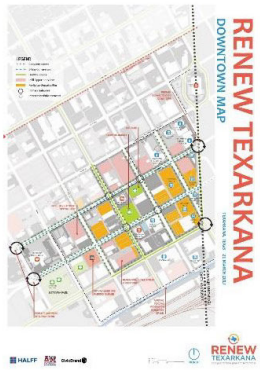
Yes No Not sure





DOWNTOWN - KEYPAD POLLING

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




Yes

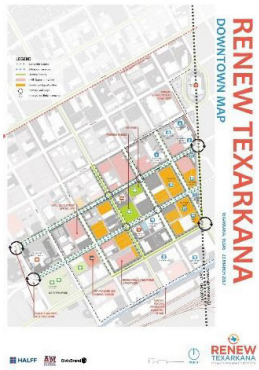
Partially

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

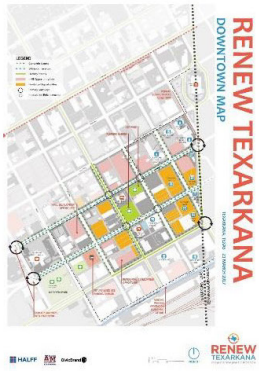
Somewhat: There are components that could be better addressed in plan

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

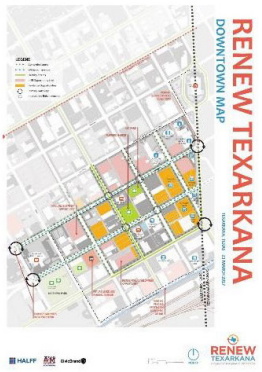
Attention to Stateline corridor

Centralized connected public parks

Screening of jail facility and bringing attention to central downtown

DOWNTOWN - KEYPAD POLLING

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

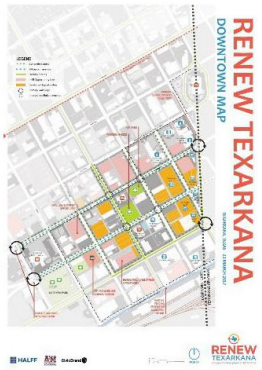
Greater diversity of retail

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??

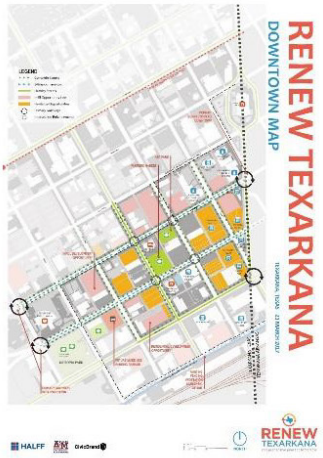



| | | | | |
|---|---|---|---|---|
| 3rd ST | 4th St | 5th St | Front Street | Broad St |
| Oak St | Spruce St | Texas Blvd | Main St | Pine St |
| State Line | Olive St | | | |

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



## City to introduce draft for Comprehensive Plan

April 16th, 2017 | by Karl Richter | in Texarkana News | Read Time: 2 mins. |

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 Leisner, who is overseeing the planning process.

"Particular trail linkages 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 meting, 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, Leisner 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 dot stickers on their favorites.

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, Leisner said.

The meeting is scheduled for 6 p.m. Thursday at the Texarkana, Texas, Convention Center, 2910 S. Cowhorn Creek Loop.

For more information, visit renewtexarkana.com or email renewtexarkana@txkusa.org.

*On Twitter: @RealKarlRichter*

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## Texarkana looking to residents to decide plans of city growth

Sierra Pizarro Sep 20, 2016 (...)



An important meeting tonight discussing the future of Texarkana. It is a project called Renew Texarkana, the first of its two meetings happened tonight.
It was the first public meeting at the Texarkana Convention Center starting at six pm.
They call it a Comprehensive Plan Update, and the goal is to come up with, what they call, "A Comprehensive Plan for Tomorrow".
City leaders are asking for the community's input in steering the future growth of Texarkana.
Public Information Officer, Lisa Thompson, says, "This meeting tonight is a chance for residents to come and tell us what they'd like to see in our city. We want to know exactly what residents want for the future of our city as far as land views, buildings, infrastructure, what's important to them and what they will want to spend their tax dollars on."

The goal is to get and use the public's vision in the city's land use, transportation, parks, and design.
This is an opportunity for the citizens of Texarkana to voice their opinions on what the city should focus on developing with their tax dollars.
This is what one resident looks forward to, "Bringing back the residences and the streets and having everything pretty again, that's why I'm here."
The new plan will replace the previously adopted one from 2001.
City officials say they will take the information from tonight's meeting to come up with groundwork plans that will be discussed at the second meeting, Tuesday, November 15.



connect commercial real estate



## 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 city-wide 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

Tags: Comprehensive Plan, land usage, Texarkana

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KICKER 102.5

## Renew Texarkana a Comprehensive Plan For Our Future Nov. 15



Mario Garcia

Share on Facebook Share on Twitter



ThinkStock

The City of Texarkana has scheduled their second Comprehensive Plan Public Meeting on Tuesday, Nov, 15 at the Texarkana, Texas Convention Center at 6PM.

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 your 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.

ArkLaTex homepage.com

## Texarkana, TX begins Comprehensive Plan update

**Posted:** Sep 12, 2016 03:12 PM CDT
**Updated:** Sep 12, 2016 03:12 PM CDT




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 Leisner, 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," Leisner 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@txkusa.org; at Texas City Hall by contacting David Orr, Director of Planning & Community Development, Daphnea Ryan, City Planner II; or Rick Leisner, Director of Planning and Project Manager for Halff Associates, Inc.

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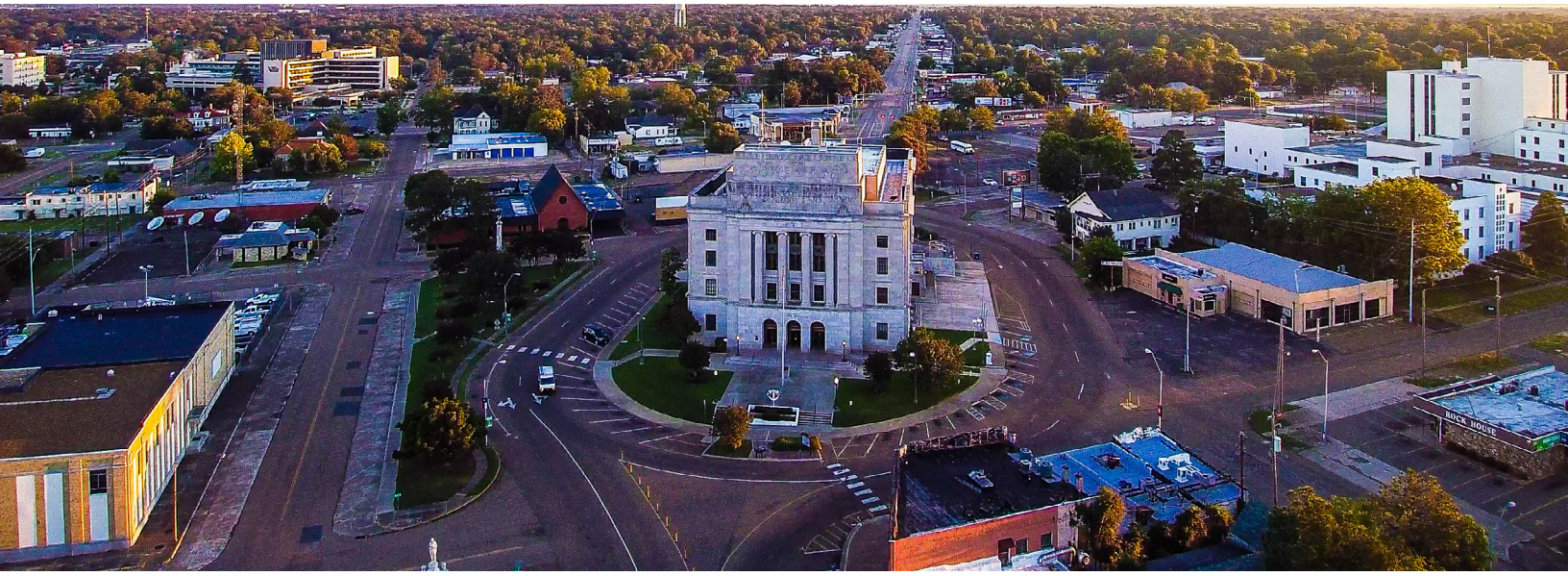

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# RENEW TEXARKANA

comprehensive plan for tomorrow