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KENNEDALE CITY COUNCIL
AGENDA
REGULAR MEETING
March 8, 2012
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE

WORK SESSION - 5:30 PM
REGULAR SESSION - 7:00 PM

I. CALL TO ORDER

II. WORK SESSION

****NOTE: Pursuant to Section 551.071, Texas Government Code, the City Council reserves the right to adjourn into Executive Session at any time during the work session or the regular session to discuss posted executive session items or to seek legal advice from the City Attorney on any item posted on the agenda.***

A. Update from the Youth Advisory Council.

B. Discuss traffic routing and construction schedule for Sublett Road project

C. Discuss establishing a water rate committee for water/sewer rate study

D. Discuss the Comprehensive Land Use Plan.

III. REGULAR SESSION

IV. ROLL CALL

V. INVOCATION

VI. UNITED STATES PLEDGE

VII. TEXAS PLEDGE
"Honor the Texas Flag; I Pledge Allegiance to Thee, Texas, One State under God; One and Indivisible."

VIII. VISITOR/CITIZENS FORUM
At this time, any person with business before the City Council not scheduled on the Agenda may speak, provided that an official 'Visitor/Citizen Request to Speak' Form has been completed and submitted to the City Secretary prior to the start of the meeting. All comments must be directed towards the Council as a whole, rather than individual councilmembers or staff. All speakers must limit their comments to the subject matter as listed on the 'Speaker's Request Form.' No formal action can be taken on these items.

IX. REPORTS/ANNOUNCEMENTS
In addition to any specific matters listed below, the city council may receive a report about items of community interest, including but not limited to recognition of individual officials, citizens or departments,

information regarding holiday schedules, upcoming or attended events, etc.

A. Information and updates from the City Manager, if any:
- Sexually oriented business closures

B. Information and updates from Councilmembers, if any:

C. Information and updates from the Mayor, if any:
- Board and Commission Dinner on March 29th.

X. CONSENT ITEMS

All matters listed under consent agenda have been previously discussed, require little or no deliberation, or are considered to be routine by the council. If discussion is desired, then an item will be removed from the consent agenda and considered separately.

A. Discuss and consider approval of the meeting minutes from February 9, 2012.

B. Discuss and consider authorizing the City Manager to execute an interlocal agreement with the City of Arlington regarding water and wastewater service.

XI. REGULAR ITEMS

A. Conduct a public hearing related to the potential removal of a traffic signal located at the intersection of Kennedale Parkway and Valley Lane.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary
4. Action by the City Council

B. Public Hearing to receive comments and consider action on the revised Comprehensive Land Use Plan for the City of Kennedale

1. Staff Presentation
2. Consultant Presentation
3. Public Hearing
4. Consultant Response, if needed
5. Staff Response and Summary

C. Discuss and consider AN ORDINANCE UPDATING THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF KENNEDALE BY AMENDING THE FORMER PLAN IN ITS ENTIRETY; PROVING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

D. Conduct a public hearing relative to Tarrant County Community Development and Housing for the 38th Year Community Development Block Grant (CDBG) Project for water and sewer improvements.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary

E. Discuss and consider approval of Resolution 386, to authorize funding participation with Tarrant County Community Development and Housing for the 38th year Community Development Block Grant (CDBG) project for water and sewer improvements.

F. Conduct a public hearing and consider action on CASE PZ 11-1, a request to amend the QuikTrip Planned Development District, approximately 2.6 acres located at 1301, 1209, 1207 W Kennedale Pkwy, 5405 High Ridge Rd, 6605 SE Loop 820, and an unaddressed property on SE Loop 820, Kennedale,Tarrant County, Texas, more particularly described as Oak Crest Addition, Block 4, Lots 1A, 2A, 3A, 4, 5A, 6, and 7, a part of Lot 27, Lot 28A (the Well Lot), and Lot 28, Tarrant County, Texas, by amending regulations governing signs, parking, the approved concept plan, and the approved site plan, and amending the district boundaries. The rezoning is requested by QuikTrip.

1.Staff Presentation
2.Applicant Presentation
3.Public Hearing
4. Applicant Response
5. Staff Response and Summary
6. Action by the City Council

G. Conduct a public hearing and consider action on CASE PZ 12-0, an Ordinance amending the comprehensive zoning ordinance of the City of Kennedale, as amended, by amending section 17-420 of the city code, regulations governing overlay districts; and by amending section 17-424, regulations governing loading docks; providing that the ordinance shall be cumulative of all ordinances; providing a penalty clause; providing a savings clause; providing a severability clause; and providing an effective date.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary
4. Action by the City Council

H. Discuss and consider adoption of AN ORDINANCE ADOPTING SPEED LIMITS ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

I. Discuss and consider approval of AN ORDINANCE ADOPTING SPEED LIMITS WITHIN SCHOOL ZONES ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

J. Discuss and consider approval of AN ORDINANCE PROVIDING FOR THE ENFORCEMENT OF TEXAS TRANSPORTATION CODE PROHIBITIONS ON THE USE OF WIRELESS COMMUNICATION DEVICES WHILE OPERATING A MOTOR VEHICLE IN SCHOOL ZONES WITHIN THE CITY OF KENNEDALE; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

K. Discuss and consider appointments to the Library Advisory Board.

XII. EXECUTIVE SESSION WITH THE ECONOMIC DEVELOPMENT CORPORATION - 8:30 PM

A. The City Council and the Economic Development Corporation will meet in closed session pursuant to Section 551.071 of the Texas Government Code for consultation with the City Attorney pertaining to any matter in which the duty of the City Attorney under the Texas Disciplinary Rules of Professional

Conduct may conflict with the Open Meetings Act, including discussion on any item posted on the agenda and Section 551.072 of the Texas Government Code to deliberate the purchase, sale, exchange, lease, or value of real property.

1. Proposal from Speed Fab-Crete to purchase property at 1000 E Kennedale Parkway.

XIII. RECONVENE INTO OPEN SESSION, AND TAKE ACTION NECESSARY PURSUANT TO EXECUTIVE SESSION, IF NEEDED

XIV. ADJOURNMENT

In compliance with the Americans with Disabilities Act, the City of Kennedale will provide for reasonable accommodations for persons attending City Council meetings. This building is wheelchair accessible, and parking spaces for disabled citizens are available. Requests for sign interpreter services must be made forty-eight (48) hours prior to the meetings. Please contact Amethyst Cirmo, City Secretary, at 817.985.2104 or (TDD) 1.800.735.2989

CERTIFICATION

I certify that a copy of the March 8, 2012, agenda was posted on the City Hall bulletin board next to the main entrance of the City Hall building, 405 Municipal Drive, of the City of Kennedale, Texas, in a place convenient and readily accessible to the general public at all times and said agenda was posted at least 72 hours preceding the schedule time of said meeting, in accordance with Chapter 551 of the Texas Government Code.

Amethyst G. Cirmo

Amethyst G. Cirmo, City Secretary

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: WORK SESSION - A.

I. Subject:
Update from the Youth Advisory Council.

II. Originated by:

Amethyst G. Cirmo, City Secretary and Communications Coordinator

III. Summary:
The youth advisory council will be presenting a short visual display of likes and dislikes of various locations in Kennedale, including transportation, buildings, public spaces, etc.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: WORK SESSION - B.

I. Subject:
Discuss traffic routing and construction schedule for Sublett Road project

II. Originated by:

Bob Hart, City Manager

III. Summary:
Bob Hart will present information on current and future schedules for Sublett Road Construction.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
None

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: WORK SESSION - C.

I. Subject:
Discuss establishing a water rate committee for water/sewer rate study

II. Originated by:

Bob Hart, City Manager

III. Summary:
Bob Hart will provide information on current water rates.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
None

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: WORK SESSION - D.

I. Subject:
Discuss the Comprehensive Land Use Plan.

II. Originated by:

III. Summary:
Staff will be happy to answer questions about the proposed comprehensive plan during the work session.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: CONSENT ITEMS - A.

I. Subject:
Discuss and consider approval of the meeting minutes from February 9, 2012.

II. Originated by:

Amethyst G. Cirmo, City Secretary and Communications Coordinator

III. Summary:
Please see the attached minutes.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Feb minutes	02.09.2012 CC Minutes.doc

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KENNEDALE CITY COUNCIL
MINUTES
REGULAR MEETING
February 9, 2012
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE

I. CALL TO ORDER

Mayor Lankhorst called the work session at 5:30pm.

II. WORK SESSION

****NOTE: Pursuant to Section 551.071, Texas Government Code, the City Council reserves the right to adjourn into Executive Session at any time during the work session or the regular session to discuss posted executive session items or to seek legal advice from the City Attorney on any item posted on the agenda.***

A. Update on new website development and launch.

Amethyst Cirmo gave an update on the new website, displaying new features and content. The website will be live and active on Saturday, February 11th.

B. Neighbor Helping Neighbor program.

Nansii Downer presented the program, noting that it was linked to the Area Agency on Aging and the Meals on Wheels program, but functioned separately. The program is geared to link volunteers to seniors who are isolated and who may need assistance with nutrition, home issues, etc.

Councilmember Fernandez commented that he was looking forward to working with Ms. Downer.

C. Discuss City Marshal Department progress and reporting metrics.

Jennifer Bozorgnia, Court Administrator, Sakura Dedrick, Finance Director, and Clarence Bullocks, Warrant Officer approached the council. Mrs. Bozorgnia presented statistical information related to warrant collections, praising Officer Bullocks for his great customer service and program success thus far.

Marshal Bullocks noted that the past few months had been spent on establishment of the Marshal office with TCLOSE, establishing the office's originating reporting identified (ORI), mailing postcards to warrant holders, establishing policies and procedures, and creating new badges and patches. Officer Bullocks has taken over prisoner transporting for those arrested elsewhere with Kennedale warrants as well. He has held a license plate recognition event, and worked closely with many area cities to fully establish the office and link to other information sources in the region. He plans to participate in the Texas Independence Day Parade and in the Warrant roundup.

D. Proclamation and celebration of the retirement of Utility Billing Clerk Connie Cross.

Mayor Lankhorst presented and read the 'Connie Cross Day' proclamation in honor of Mrs. Cross' retirement. The Council and city staff celebrated her retirement and wished her well in all future

endeavors.

III. REGULAR SESSION

Mayor Lankhorst called the meeting to order at 7:00pm.

IV. ROLL CALL

RollCall.
Present: Frank Fernandez, John Clark, Brian Johnson , Kelly Turner, Liz Carrington, Bryan Lankhorst (Not Voting).

V. INVOCATION

VI. UNITED STATES PLEDGE

VII. TEXAS PLEDGE
"Honor the Texas Flag; I Pledge Allegiance to Thee, Texas, One State under God; One and Indivisible."

VIII. VISITOR/CITIZENS FORUM
At this time, any person with business before the City Council not scheduled on the Agenda may speak, provided that an official 'Visitor/Citizen Request to Speak' Form has been completed and submitted to the City Secretary prior to the start of the meeting. All comments must be directed towards the Council as a whole, rather than individual councilmembers or staff. All speakers must limit their comments to the subject matter as listed on the 'Speaker's Request Form.' No formal action can be taken on these items.

1. Greg Hudson, Executive Director of the Chamber of Commerce announced that the next Chamber luncheon would be held on February 15th, 2012.

2. Felipe Gutierrez, Chair of the Art in the Park Committee, announced that the race would be held on March 24th, the week prior to Art in the Park. Art in the Park itself will be held from March 30 – April 1. A silent auction to benefit the event will be held in the community 6:30 – 8:30 pm on March 1st.

3. Pat Doescher, Chair of the Chamber of Commerce, spoke about the Section House, thanking the City Council and the Kennedale Economic Development Corporation for all of the help that has been given. Pat also noted that several businesses had signed up to become Chamber members since the move to the new building.

4. Ron Rouden a resident from Shady Oaks Drive, approached the Council with concerns related to turning lanes on Little Road.

IX. REPORTS/ANNOUNCEMENTS
In addition to any specific matters listed below, the city council may receive a report about items of community interest, including but not limited to recognition of individual officials, citizens or departments, information regarding holiday schedules, upcoming or attended events, etc.

A. Information and updates from the City Manager, if any:

Bob Hart noted that southbound traffic on little road will be shut down for approximately 10 days to maintain the highest level of safety possible while accommodating for grade cuts and construction.

B. Information and updates from Councilmembers, if any:

Brian Johnson noted that the Open House and the Employee Dinner went very well. He also wished councilmember Clark a very happy birthday.

Councilmember Fernandez announced that recent efforts to increase the military plaque program in TownCenter Park had resulted in an increase in interest in the program.

C. Information and updates from the Mayor, if any:
- Migratory birds art display at KISD in conjunction with the City's Urban Bird Treaty Program.

Mayor Lankhorst reiterated that this program would take place on Saturday, February 11th. He also noted that the Section House and developments in TownCenter had already begun to generate positive atmosphere and interest in the area.

X. CONSENT ITEMS

All matters listed under consent agenda have been previously discussed, require little or no deliberation, or are considered to be routine by the council. If discussion is desired, then an item will be removed from the consent agenda and considered separately.

A. Consider approval of regular meeting minutes from January 12, 2011.

B. Consider approval of Resolution 379, regarding the Digital In-Car Video Systems Grant for the Police Department.

C. Consider approval of the 2011 Racial Profiling Report.

D. Consider adopting Resolution 380, amending authorized representatives of TEXPOOL local government investment pool.

E. Consider adopting Resolution 381, amending authorized representatives of Texas Term/Texas Daily local government investment pool.

F. Consider adopting Resolution 382, amending authorized representatives of Texas short term asset reserve program (TEXSTAR) local government investment pool.

Motion: To approve the consent agenda as presented., **Action:** Table, **Moved by** John Clark, **Seconded by** Frank Fernandez.
Motion passed unanimously.

XI. REGULAR ITEMS

A. Discuss, hear comments on, and consider Case PZ 11-10 and consider action on a request for a change in zoning from “C-0” Retail Commercial to “C-1” Restricted Commercial for approximately 1.014 acres located at 4850 US Hwy 287, Kennedale, Tarrant County, Texas, more particularly described as Lot 2 Block 1R Southwest Crossing Addition. The rezoning is requested by JP Morgan Chase.

Rachel Roberts approached the Council, noting that no representatives from Chase Bank were in attendance.
Motion: To deny PZ Case 11-10. , **Action:** Deny, **Moved by** Brian Johnson, **Seconded by** John Clark.
Motion passed unanimously.

B. Discuss and consider Resolution 383, Calling the May 12, 2012 General Election.

Motion: To approve Resolution 383., **Action:** Approve, **Moved by** Brian Johnson , **Seconded by** Liz Carrington.
Motion passed unanimously.

C. Discuss and consider moving the May 10, 2012 regular meeting to May 17, 2012.

Motion: To move the meeting dates as presented., **Action:** Approve, **Moved by** Kelly Turner, **Seconded by** Liz Carrington.
Motion passed unanimously.

D. Discuss and consider setting rental rates for Kennedale Ballfields as recommended by the Parks and Recreation Board.

Bob Hart noted that the board had been working with the Kennedale Youth Association to rearrange scheduling and administration and to establish a standard fee for field rental.

Motion: To set rates as recommended by the Parks and Recreation Board. , **Action:** Approve, **Moved by** Brian Johnson , **Seconded by** Liz Carrington.
Motion passed unanimously.

E. Discuss and consider adopting Resolution 384, accepting award of CMAQ funds for Sustainable Infrastructure Grant.

This grant was awarded in 2010, and grant administration is now ready for acceptance.

Motion: To approve Resolution 384 as presented. , **Action:** Approve, **Moved by** Liz Carrington, **Seconded by** Kelly Turner.
Motion passed unanimously.

F. Discuss and consider appointments to the Planning and Zoning Commission, Building Board of Appeals, and Library Advisory Board.

Michael Herring approached the council, describing his background and experience in residential and light commercial buildings.

Motion: To appoint Rebecca Brown to the Libaray Advisory Board. , **Action:** Approve, **Moved by** Brian Johnson, **Seconded by** Liz Carrington.
Motion passed unanimously.

Motion: To appoint Matthew Donahue and Billy Vester to the Building Board of Appeals. , **Action:** Approve, **Moved by** Brian Johnson, **Seconded by** John Clark.
Motion passed unanimously.

Motion: To appoint Michael Herring to the Planning & Zoning Commission. , **Action:** Approve, **Moved by** Brian Johnson, **Seconded by** Liz Carrington.
Motion passed unanimously.

G. Discuss and consider authorizing the City Manager to execute a management agreement with Utility Service Communications Company for wireless communication device installation on city water towers.

Bob Hart noted that they city had been looking at new ways to raise revenue and to maintain city water towers, and that this was a possible option.

Motion: To table this item until more information is available. , **Action:** Table, **Moved by** John Clark, **Seconded by** Brian Johnson .
Motion passed unanimously.

H. Discuss and consider Resolution 385, regarding suspension of the Atmos rate change.

Bob Hart noted that this rate increase had been filed with all parties involved, and recommended the Council to den the rate.

Motion: To approve Resolution 385 as presented. , **Action:** Approve, **Moved by** John Clark, **Seconded by** Frank Fernandez.
Motion passed unanimously.

The Council went into executive session at 7:45pm.

XII. EXECUTIVE SESSION

A. The City Council will meet in closed session pursuant to Section 551.071 of the Texas Government Code for consultation with the City Attorney pertaining to any matter in which the duty of the City Attorney under the Texas Disciplinary Rules of Professional Conduct may conflict with the Open Meetings Act, including discussion on any item posted on the agenda and legal issues regarding regulation of sexually oriented businesses, litigation, settlement offers, and/or claims regarding the following matters:

1. H & A Land Corporation, et al. v. City of Kennedale - Cause No. 402-CV-0458-Y (Showtime)

B. The City Council will meet in closed session pursuant to Section 551.072 of the Texas Government Code to deliberate the purchase, exchange, lease, or value of real property for the following:

1. Right of Way on Sublett Road 100 Block East

XIII. RECONVENE INTO OPEN SESSION, AND TAKE ACTION NECESSARY PURSUANT TO EXECUTIVE SESSION, IF NEEDED

Mayor Lankhorst reconvened the meeting into open session at 8:20pm.

A. Discuss and consider a request by Showtime Cabaret for a thirty day extension on removing their exterior sign.

Motion: To deny Showtime's request for a 30 day extension on sign removal., **Action:** Adjourn, **Moved by** John Clark, **Seconded by** Kelly Turner.
Motion passed unanimously.

XIV. ADJOURNMENT

Motion: To adjourn. , **Action:** Adjourn, **Moved by** Brian Johnson , **Seconded by** Kelly Turner.
Motion passed unanimously.

The meeting was adjourned at 8:22pm.

In compliance with the Americans with Disabilities Act, the City of Kennedale will provide for reasonable accommodations for persons attending City Council meetings. This building is wheelchair accessible, and parking spaces for disabled citizens are available. Requests for sign interpreter services must be made forty-eight (48) hours prior to the meetings. Please contact Amethyst Cirmo, City Secretary, at 817.985.2104 or (TDD) 1.800.735.2989

CERTIFICATION

I certify that a copy of the February 9, 2012, agenda was posted on the City Hall bulletin board next to the main entrance of the City Hall building, 405 Municipal Drive, of the City of Kennedale, Texas, in a place convenient and readily accessible to the general public at all times and said agenda was posted at least 72 hours preceding the schedule time of said meeting, in accordance with Chapter 551 of the Texas Government Code.

Amethyst G. Cirmo

Amethyst G. Cirmo, City Secretary

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: CONSENT ITEMS - B.

I. Subject:
Discuss and consider authorizing the City Manager to execute an interlocal agreement with the City of Arlington regarding water and wastewater service.

II. Originated by:

Bob Hart, City Manager

III. Summary:

The City of Arlington currently provides water service to a number of Kennedale residents in the eastern edge of Kennedale along I-20, Hiett Road, and Eden Road. The contract would provide for the sharing of water information and will allow for an orderly transfer of customers from Arlington to Kennedale as the city would obtain lines or infrastructure sufficient to handle this transfer.

The contract also allows Kennedale to provide water service to the Southwest Nature Preserve on Bowman Springs Road. The park is being constructed without an Arlington waterline nearby. Therefore, the city would provide water to the restroom facilities and water fountains.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Contract	IL-Kennendale Water 2 14 12.doc
2.	attachment 1	Attachment 1.pdf
3.	Attachment 2	Attachment 2.pdf
4.	Attachment 3	Kennedale_Agreement_Att3.pdf

INTERLOCAL AGREEMENT
BETWEEN THE CITY OF ARLINGTON
AND THE CITY OF KENNEDALE
WATER AND WASTEWATER SERVICE AGREEMENT

STATE OF TEXAS §
§ **KNOW ALL BY THESE PRESENTS**
COUNTY OF TARRANT §

THIS INTERLOCAL AGREEMENT (hereafter "AGREEMENT") is made and entered into on this the ____day of _____, 2012, by and between the **CITY OF KENNEDALE, TEXAS,** a municipal corporation (hereinafter referred to as "KENNEDALE"); and the **CITY OF ARLINGTON, TEXAS,** a municipal corporation (hereinafter referred to as "ARLINGTON").

WHEREAS, the Texas State Legislature has authorized the formulation of Interlocal Cooperation Agreements between and among governmental entities pursuant to the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code, as amended; and

WHEREAS, the governing bodies of each entity believes that this Agreement is necessary for the benefit of the public and that each party had the legal authority to provide governmental function which is the subject of the Interlocal Agreement; and

WHEREAS, the parties, in paying for the performance of governmental functions or in performing such governmental functions either pursuant to the Interlocal Agreement shall make payments therefore only from revenues currently and legally available to such party; and

NOW THEREFORE, in consideration of the premises and the agreements, covenants and promises herein set forth, it is agreed as follows:

I.
TERMS OF AGREEMENT

A. There is currently within KENNENDALE areas which can be served more efficiently by the ARLINGTON water system. Those areas are listed and more fully described in Attachment "1". There is currently within ARLINGTON areas which can be served more efficiently by the KENNENDALE water system. Those areas are listed and more fully

described in Attachment "2" ARLINGTON agree to provide the water and wastewater services to those properties as identified on Attachment 1 and KENNENDALE agree to provide the water and wastewater service to those properties as identified on Attachment 2. Attachments "1" and "2" are described herein and referenced herein as written word for word.

B. Each City agrees to operate and maintain their respective wastewater collection system in accordance with accepted good business and engineering practices and the requirements of the Federal Clean Water Act, as amended, and as said Act may be amended in the future, and any rules and regulations issued and to be issued by appropriate agencies in the administration of said Act. The Cities agree that their obligations hereunder shall include compliance with the requirements made under said Act, and any rules and regulations issued pursuant thereto, including all industrial pretreatment regulations. Each City agrees to notify the other, in advance, of any extraordinary maintenance or repair contemplated on the wastewater collection system lines affected by this Agreement, and notify the other within twenty-four (24) hours after completion. In the event of an emergency, such notice of maintenance or repair shall be given the other within twenty-four (24) hours.

II.
AGREEMENT INTERPRETATION AND VENUE

The PARTIES covenant and agree that any litigation relating to this AGREEMENT, the terms and conditions of the AGREEMENT will be interpreted according to the laws of the State of Texas and venue shall be proper exclusively in Tarrant County, Texas.

III.
CAPTION

The captions to the various clauses of this AGREEMENT are for informational purposes only and in no way alter the substance of the terms and conditions of this AGREEMENT.

IV.
IMMUNITY

It is expressly understood and agreed that, in the execution of this AGREEMENT, no party waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions.

V.
SEVERABILITY

If any of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants or conditions of this AGREEMENT are for any reason held to be invalid, void or unenforceable, the remainder of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants, or conditions in this AGREEMENT shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

VI.
TERM

This agreement shall become effective as of the date of execution of this Agreement. The Agreement shall be for a term of 12 months and it shall automatically renew on an annual basis for an addition 12 month term unless the Agreement is terminated earlier as provided herein.

The parties shall each have the right to terminate the Agreement for any reason, with or without cause, upon ninety (90) days written notice to the other party. Upon termination, the parties shall be released from all contractual obligations to the other party.

VII.
GOVERNING LAW

The validity of the AGREEMENT and of any of its terms or provisions, as well as the rights and duties hereunder, shall be governed by the laws of the State of Texas.

VIII.
ENTIRE AGREEMENT

This AGREEMENT contains all the terms, commitments and covenants of the PARTIES pursuant to this AGREEMENT. Any verbal or written commitment not contained in this AGREEMENT or expressly referred to

in this AGREEMENT and incorporated by reference shall have no force or effect.

IN WITNESS WHEREOF, the parties acting under authority of their respective governing bodies have caused this AGREEMENT to be duly executed in several counterparts, each of which is deemed to be an original, as of the day and date first written above.

CITY OF ARLINGTON, TEXAS

By: _____
JULIA J. HUNT, P.E.
DIRECTOR OF WATER UTILITIES

Date:_____

ATTEST

By: _____
MARY SUPINO, CITY SECRETARY

Date:_____

CITY OF KENNEDALE, TEXAS

By: _____
BOB HART,
CITY MANAGER

Date:_____

ATTEST

By: _____
AMETHYST CIRMO,
CITY SECRETARY

Date:_____

APPROVED AS TO FORM:
JAY DOEGEY, CITY ATTORNEY

By: _____

APPROVED AS TO FORM:
WAYNE K. OLSON, CITY ATTORNEY

By: _____

ATTACHMENT - 1

KENNEDALE PROPERTIES SERVED BY ARLINGTON

Premise Address	Service Provided
5600 EDEN RD E	Water
5620 EDEN RD E	Water
5782 EDEN RD E	Water
5836 EDEN RD E	Water
5869 EDEN RD E	Water
5900 EDEN RD E	Water
4010 EDEN RD S	Water
4048 EDEN RD S	Water
4080 EDEN RD S	Water
4110 EDEN RD S	Water
4130 EDEN RD S	Water
4310 EDEN RD S	Water
4382 EDEN RD S	Water
4314 EDEN RD S	Water
6951 EDEN TAP RD	Water
1401 J R HAWKINS RD	Water
1411 J R HAWKINS RD	Water
1421 J R HAWKINS RD	Water
1441 J R HAWKINS RD	Water
3190 JOPLIN RD	Water
3224 JOPLIN RD	Water
109 JOPLIN RD N	Water
117 JOPLIN RD N	Water
125 JOPLIN RD N	Water
133 JOPLIN RD N	Water
201 JOPLIN RD N	Water
209 JOPLIN RD N	Water
217 JOPLIN RD N	Water
225 JOPLIN RD N	Water
120 JOPLIN RD S	Water
148 JOPLIN RD S	Water
6867 MANSFIELD CARDINAL RD	Water
6875 MANSFIELD CARDINAL RD	Water
6901 MANSFIELD CARDINAL RD	Water
6895 MANSFIELD CARDINAL RD	Water
6911 MANSFIELD CARDINAL RD	Water
7004 MANSFIELD CARDINAL RD	Water
6920 MANSFIELD CARDINAL RD	Water
6938 MANSFIELD CARDINAL RD	Water
7008 MANSFIELD CARDINAL RD	Water

ATTACHMENT - 1

KENNEDALE PROPERTIES SERVED BY ARLINGTON

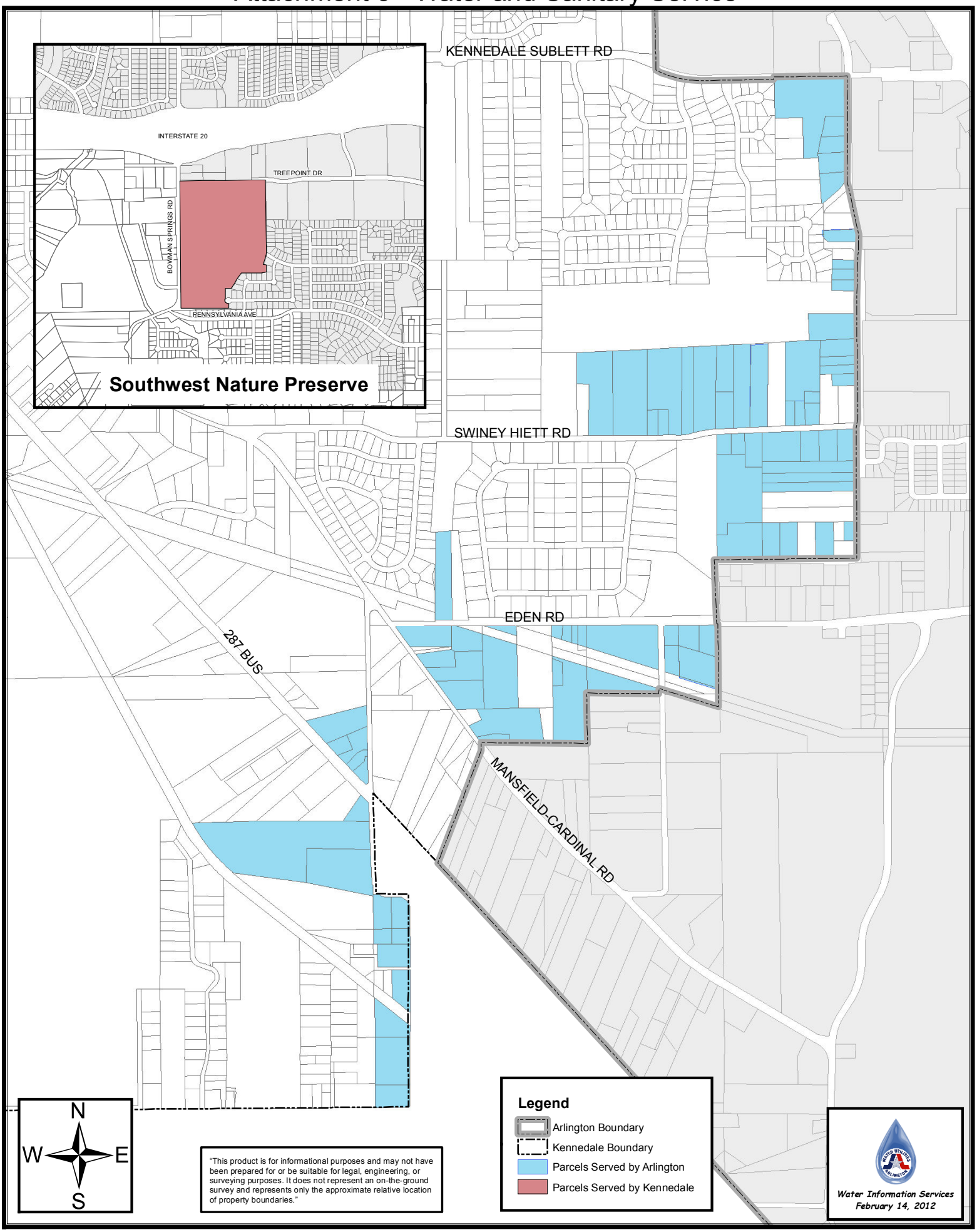
Premise Address	Service Provided
7010 MANSFIELD CARDINAL RD	Water
5306 SUBLETT RD W	Water
5306 SUBLETT RD W B	Water
1217 SWINEY HIETT RD	Water
1225 SWINEY HIETT RD	Water
1233 SWINEY HIETT RD	Water
1241 SWINEY HIETT RD	Water
1249 SWINEY HIETT RD	Water
1309 SWINEY HIETT RD	Water
1406 SWINEY HIETT RD	Water
1410 SWINEY HIETT RD	Water
1416 SWINEY HIETT RD	Water
1422 SWINEY HIETT RD	Water
1425 SWINEY HIETT RD	Water
1426 SWINEY HIETT RD	Water
1433 SWINEY HIETT RD	Water
1434 SWINEY HIETT RD	Water
1437 SWINEY HIETT RD	Water
1442 SWINEY HIETT RD	Water
1447 SWINEY HIETT RD	Water
1448 SWINEY HIETT RD	Water
1454 SWINEY HIETT RD	Water
7257 KENNEDALE PWY	Water
7505 HUDSON CEMETERY RD	Water
5810 EDEN RD E	Water
7551 HUDSON CEMETERY RD	Water
1101 LITTLE SCHOOL RD	Water and Wastwater
205 JOPLIN RD N	Water
5098 LITTLE SCHOOL RD	Water and Wastewater
6300 TREEPOINT DR	Water
6310 TREEPOINT DR	Water
6312 TREEPOINT DR	Water and Wastewater
6314 TREEPOINT DR	Water and Wastewater
6317 TREEPOINT DR	Water and Wastewater
5100 LITTLE SCHOOL RD	Water and Wastewater

ATTACHMENT - 2

ARLINGTON PROPERTIES SERVED BY KENNEDALE

Premise Address	Service Provided

Attachment 3 - Water and Sanitary Service



"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries."

Map Document: (X:\Business\WIS\gis\COMMRES_GIS\Map_Requests\FY11-12\WA_Kennedale_WS_Agreement\Kennedale_Agreement.mxd)om\tlb

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - A.

I. Subject:
Conduct a public hearing related to the potential removal of a traffic signal located at the intersection of Kennedale Parkway and Valley Lane.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary
4. Action by the City Council

II. Originated by:

Bob Hart, City Manager

III. Summary:

The signal light at Kennedale Parkway and Valley Lane was originally installed based on the traffic volume that was using the old Dick Price Road. With the realignment and reconstruction of Bowman Springs Road and Dick Price Road the signal light serves only those businesses and residents who live on Valley Lane and Grapevine Trail. The Texas Department of Transportation will remove the signal on a limited basis when requested by the city. Signal lights are typically placed based on traffic volume. The traffic volume from Valley Lane does not meet those set standards.

The public hearing is being done so that City Council can make a final determination and request to TXDOT at the April 2012 City Council meeting. The options you may wish to consider is the complete removal of the signal lights, or leaving the signal lights with continual green for left turning movements and the lights would only change when activated by traffic on Valley Lane. The lights can also be left so there is a protected left turn signal as well. The businesses on Valley Lane have expressed there concerns regarding the removal of the traffic signals because of a reduced site restriction with the bridge and trucks having difficulty moving up the incline before entering Kennedale Parkway.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - B.

I. Subject:
Public Hearing to receive comments and consider action on the revised Comprehensive Land Use Plan for the City of Kennedale

1. Staff Presentation
2. Consultant Presentation
3. Public Hearing
4. Consultant Response, if needed
5. Staff Response and Summary

II. Originated by:

Rachel Roberts, City Planner

III. Summary:

This is an exciting time for Kennedale. The update to the comprehensive plan being considered by the Council is a big step forward toward achieving the vision for Kennedale set by the community. It uses a forward-thinking approach to comprehensive planning and provides the framework for the kinds of long-term land use planning the city has been discussing over the past few years.

The consultants will give a presentation on the draft plan, but I wanted to give you a brief overview. Over the past year, the consultants have held a series of meetings with the advisory committee and additional meetings for public input from members of the community outside the committee. The vision described in the plan came from the advisory committee and other members of the community.

The first two chapters are pretty standard in that many comprehensive plans start with an introduction and a baseline analysis, just as the proposed plan does. And just as in past plans, the updated plan notes the community's desire to increase opportunities for development, job growth, and services while maintaining Kennedale's small town feel. But as you read through the plan, you'll see that some parts are quite different from the comprehensive plan we have now. It recognizes how we need to approach planning differently if we want to achieve the community's vision and goals, since our conventional planning tools have been unable to fulfill that purpose.

The plan is written to give the city the flexibility to adapt to changing needs while maintaining the long-term vision. The land use categories were developed to allow for a mix of uses in many parts of the city but at a scale that is compatible with the surroundings and appropriate for the location. For example, there are four land use categories that call for a mix of uses to serve surrounding neighborhoods: Town Center, Downtown Village, Neighborhood Village, and Urban Village. Each of these neighborhood centers would include a mix of commercial and public spaces, and in some cases residential components, but the range of those uses and the size of developments would vary from category to category, as appropriate.

The consultants will give a presentation during the meeting, but in the meantime, if you have any questions about the plan, please let me know. We are very excited to bring this plan update to you for your review and consideration.

Planning & Zoning Commission Recommendation.
The Planning & Zoning Commission held a public hearing on the proposed comprehensive plan during its meeting in February. The only person who spoke during the public hearing was a property owner who thought the neighborhood corridor should be extended along Kennedale Sublett toward Arlington to include his property, as he believed that part of the road should be more commercial in nature. The Commission agreed with his comments and included the suggested change in its recommendation.
The Commission voted to recommend approval of the proposed update to the comprehensive plan with the neighborhood corridor to be extended along Kennedale Sublett toward Arlington, except in the areas where open spaces are proposed. The Future Land Use Plan in the comprehensive draft presented to council reflects this change. For your reference, a copy of the FLUP presented to the Commission is also included with this staff report.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Comprehensive Plan Draft cover sheet	Kennedale_Cover_March.pdf
2.	Comprehensive Plan Draft	KennedaleCompPlan_Draft_2-29-2012_email.pdf
3.	Previous version, FLUP	Future Land Use Plan--earlier version (Feb 2012).pdf

Comprehensive Plan Update

March 2012

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Comprehensive Plan Update

March 2012

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Acknowledgements

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

City Council

Bryan Lankhorst, Mayor
John Clark, Mayor Pro-tem
Liz Carrington
Brian Johnson
M. Kelly Turner
Frank Fernandez

Planning & Zoning Commission

Ernest Harvey, Chair
Charles Overstreet, Vice-Chair
Lori Bryan
Ray Cowan
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Thomas Pirtle, III
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Tommy Williams, Police Chief
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Chapter 1 Introduction

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

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

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

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

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

Purpose & Need

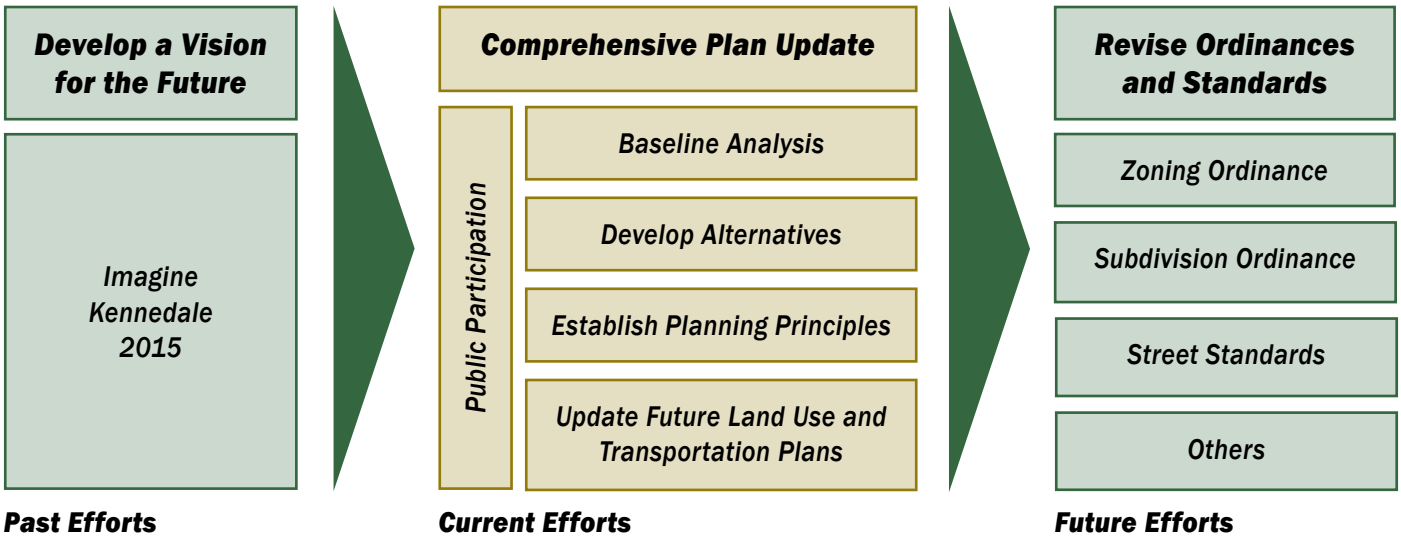
The purpose of this Comprehensive Plan Update is to identify and articulate the vision for the future of Kennedale and outline a set of goals and objectives to achieve the desired vision. It includes a Future Land Use Plan that guides the future development of the community and a Future Transportation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

Comprehensive Planning Process

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

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

Figure 1.1 – Comprehensive Planning Process

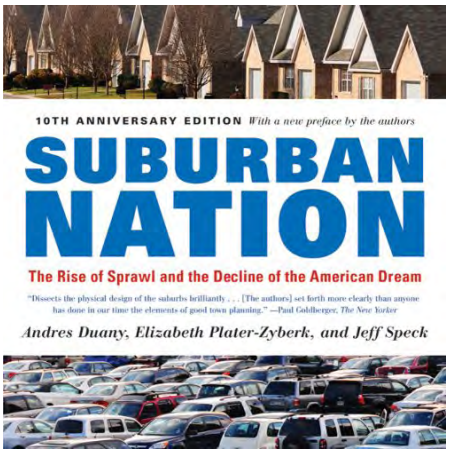


The scenarios were reviewed by City Staff and the Comprehensive Plan Advisory Committee and a refined, preferred concept was developed. From this concept, a series of planning principles was created to guide the development of the Future Land Use and Transportation plans, which reflect the intent and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

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

Suburban Nation

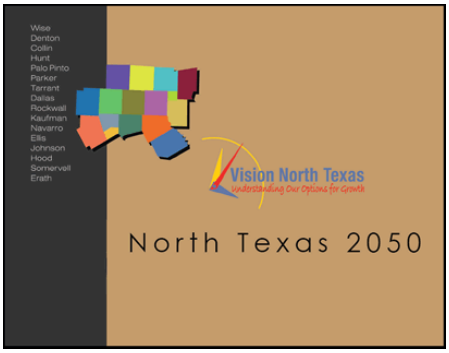
A decade ago, a group of architects[1] authored a treatise on the perils of urban sprawl. These perils include dependence on the automobile, segregation of land uses and of people, inefficient use of infrastructure and tax dollars, and a loss of identity resulting in placelessness—a feeling of sameness from city to city across America.



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

Vision North Texas

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



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

Public Involvement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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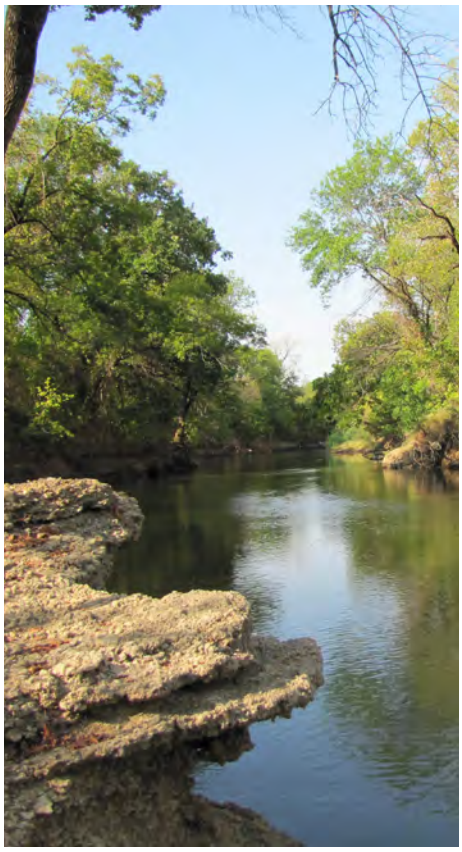


Chapter 2 Baseline Analysis

Context

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

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

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

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

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

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

Previous Studies

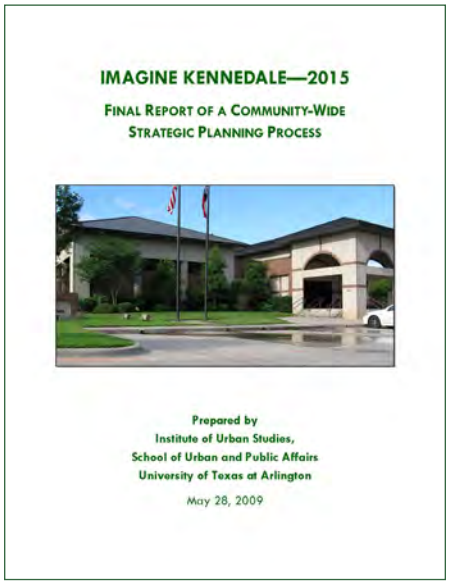
Several planning studies have been completed over the last several years. The City of Kennedale has benefitted from many student-led projects originating from the University of Texas at Arlington's (UTA) School of Urban and Public Affairs.

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

Imagine Kennedale – 2015

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

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


IMAGINE KENNEDALE—2015

FINAL REPORT OF A COMMUNITY-WIDE STRATEGIC PLANNING PROCESS

Prepared by
Institute of Urban Studies,
School of Urban and Public Affairs
University of Texas at Arlington

May 28, 2009

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

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

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

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

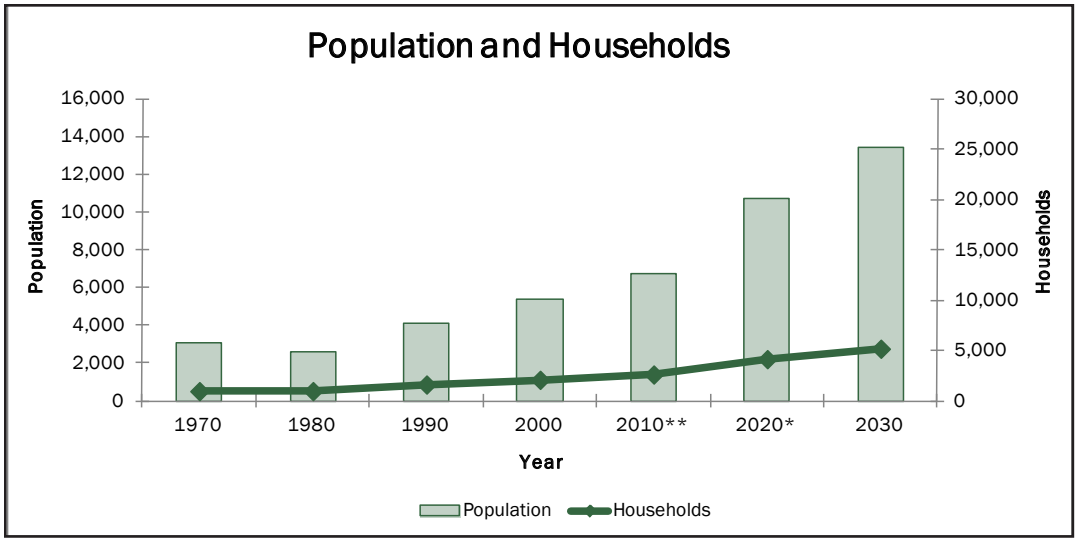
Demographic Statistics

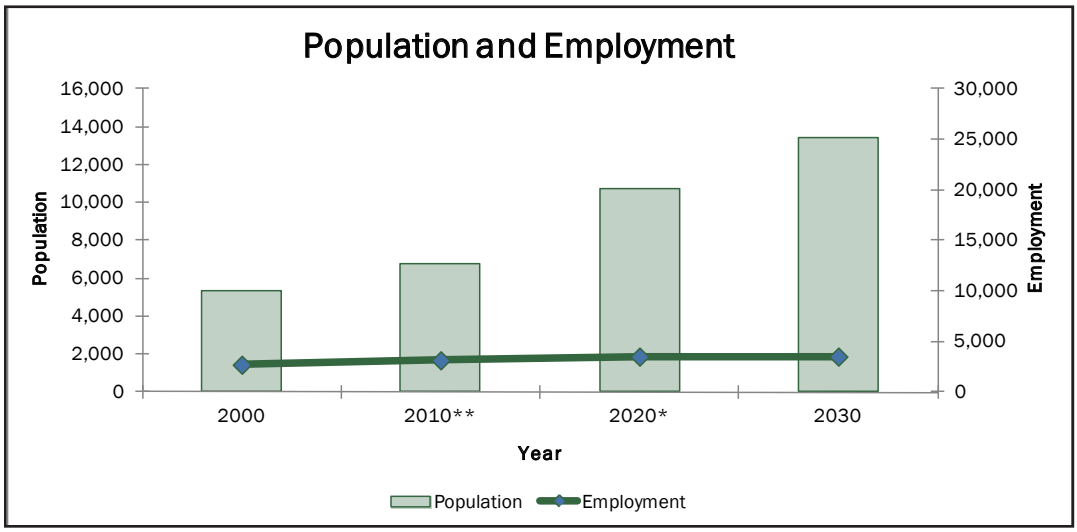
The following demographic information provides a snapshot of Kennedale's population. The population, household, and employment forecast figures are from the North Central Texas Council of Governments (NCTCOG). The remainder of the data is from the U.S. Census Bureau's 2005-2009 American Community Survey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

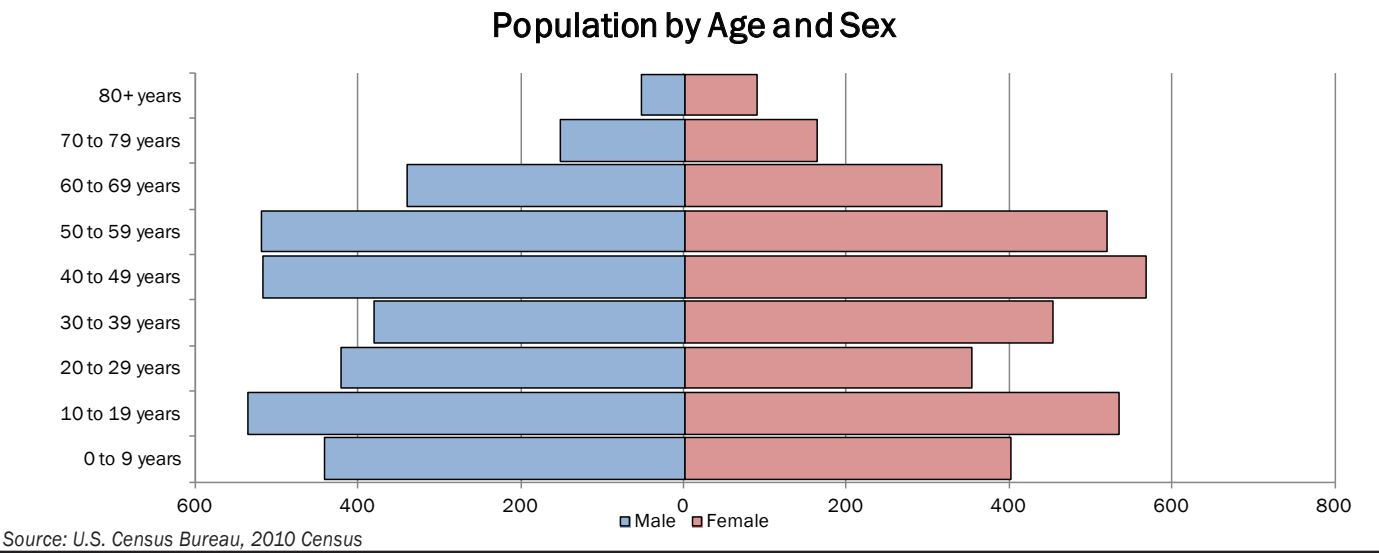
POPULATION, HOUSEHOLDS, AND EMPLOYMENT HISTORY AND FORECAST 1970-2030

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

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







Source: U.S. Census Bureau, 2010 Census

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

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

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

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

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

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

OCCUPATION OF EMPLOYED CIVILIAN POPULATION (POPULATIONS 16 YEARS AND OVER)	
	Percentage
Management, Professional & Related	34.3%
Service	15.6%
Sales and Office	24.6%
Construction, Extraction & Maintenance	7.5%
Production, Transportation, & Material Moving	18.1%
Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates.	

INDUSTRY OF EMPLOYED CIVILIAN POPULATION (POPULATIONS 16 YEARS AND OVER)	
Industry of Employment	**Percentage**
Agriculture, forestry, fishing & hunting, mining	3.3%
Construction	7.4%
Manufacturing	14.8%
Wholesale trade	3.5%
Retail trade	11.6%
Transportation and warehousing, and utilities	7.1%
Information	0.0%
Finance, insurance, real estate, rental and leasing	6.4%
Professional, scientific, management, administrative, and waste management	8.3%
Educational, health and social services	21.8%
Arts, entertainment, recreation, accommodation & food services	6.9%
Other services (except public administration)	6.6%
Public administration	2.4%
Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates.	

Current Land Use

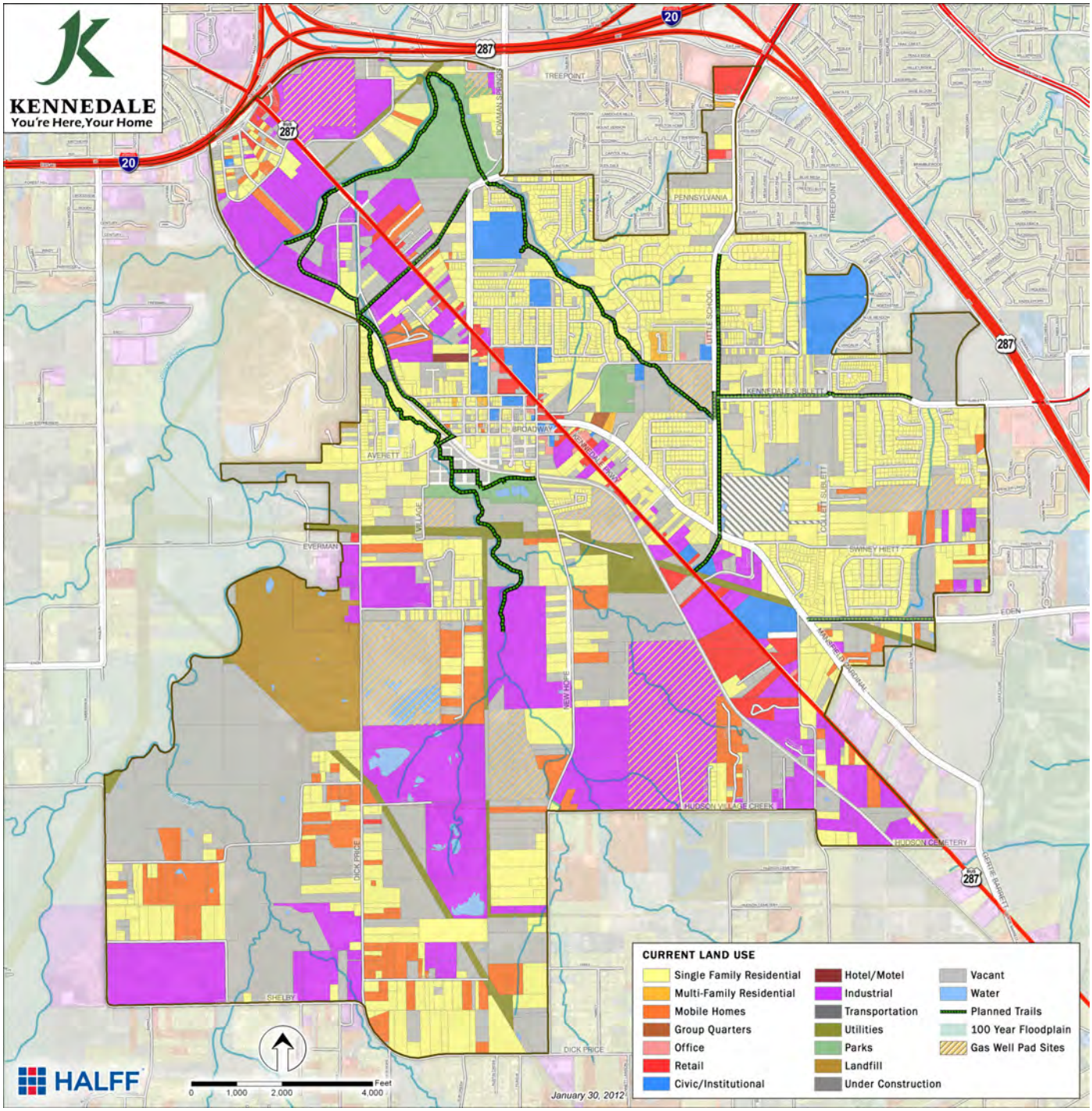
Kennedale's current land use was analyzed using the land use classification system adopted by the North Central Texas Council of Governments. Although this system is sufficient for classifying all types of urban land uses, it does not include categories for rural or agricultural land uses. In most cases,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

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

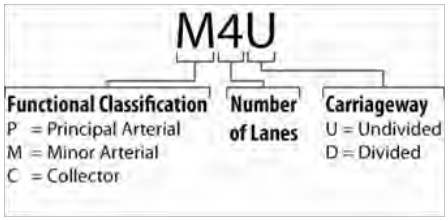
Table 2.1 illustrates the classification system used to categorize Kennedale's current land use and the City's current land use mix. It is noticeable that the three most prominent land uses in the city currently are Single Family Residential, Industrial (which includes the three race tracks), and Vacant.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

TABLE 2.1 – CURRENT LAND USE DISTRIBUTION

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


KENNEDALE
You're Here, Your Home
20
287
TREEPOINT
BOWMAN SPRINGS
PENNSYLVANIA
LITTLE SCHOOL
KENNEDALE SUBLETT
BROADWAY
AVERETT
EVERMAN
VILLAGE
COLLETT SUBLETT
SWINEY HIETT
EDEN
NEW HOPE
HUDSON VILLAGE CREEK
HUDSON CEMETERY
DICK PRICE
SHELBY
GERTIE BARRETT
CURRENT LAND USE
Single Family Residential
Multi-Family Residential
Mobile Homes
Group Quarters
Office
Retail
Civic/Institutional
Hotel/Motel
Industrial
Transportation
Utilities
Parks
Landfill
Under Construction
Vacant
Water
Planned Trails
100 Year Floodplain
Gas Well Pad Sites
HALFF
0 1,000 2,000 4,000 Feet
January 30, 2012

Current Transportation System



In analyzing the existing conditions of the city's transportation network, the Planning Team has considered both the functional classification of each thoroughfare, as well as the thoroughfare type (or character) of each[1]. The figure to the left explains the labels used throughout the map. These codes depict the function of the roadway, its size, and whether it is divided or undivided. They do not, however, indicate the roadway's character.

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

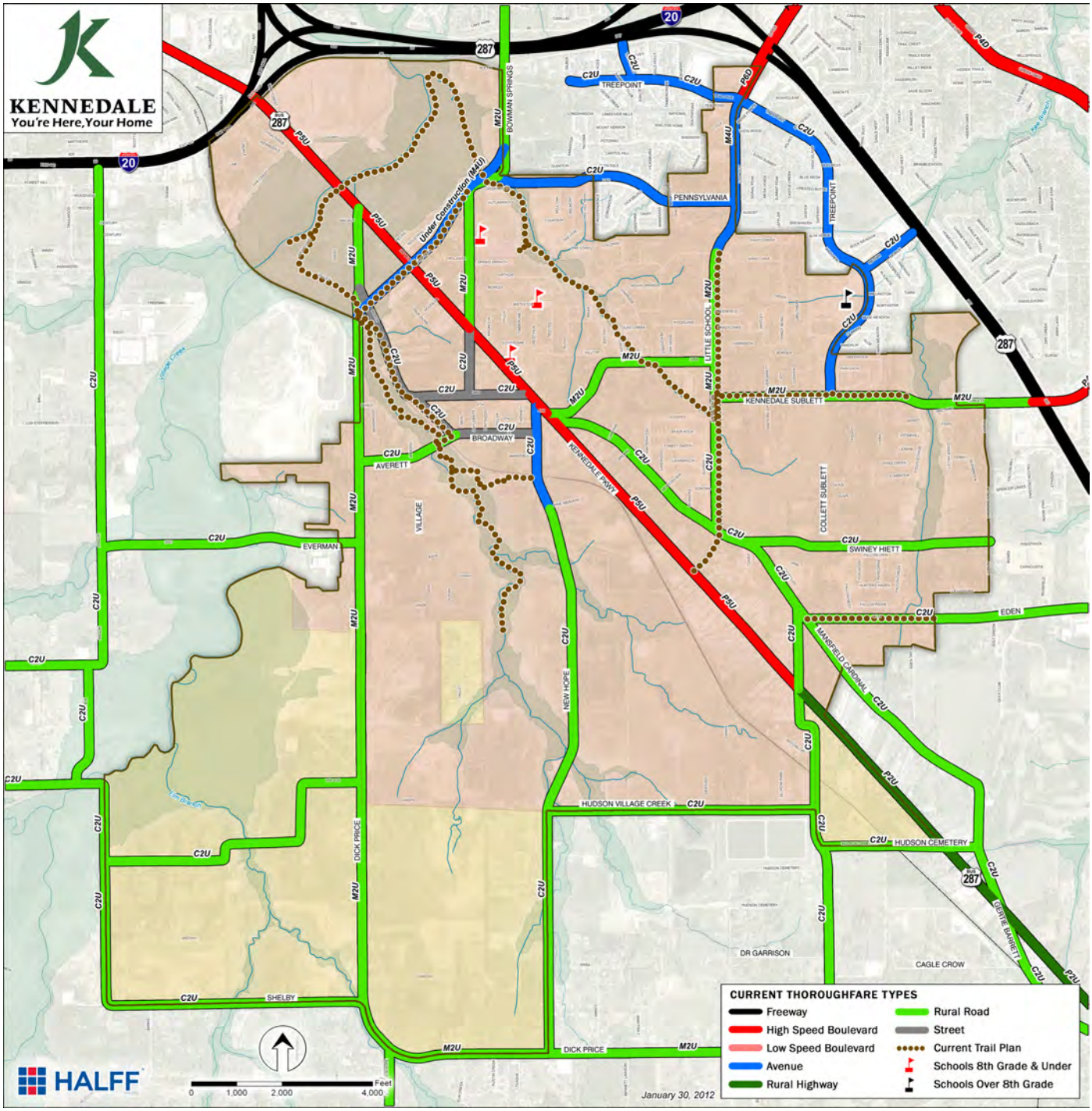
Currently, the vast majority of Kennedale's traffic is funneled to and along Kennedale Parkway, an undivided five lane (four travel lanes and a continuous center turn lane) principal arterial. A series of mostly 2-lane roads with a rural cross-section, including bar ditches, and serving as either arterials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

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

TABLE 2.2 – THOROUGHFARE TYPE DESCRIPTIONS

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

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


KENNEDALE
You're Here, Your Home
CURRENT THOROUGHFARE TYPES
Freeway
High Speed Boulevard
Low Speed Boulevard
Avenue
Rural Highway
Rural Road
Street
Current Trail Plan
Schools 8th Grade & Under
Schools Over 8th Grade
HALFF
January 30, 2012
Feet
0
1,000
2,000
4,000
TREEPOINT
PENNSYLVANIA
BOWMAN SPRINGS
Under Construction (M4U)
LITTLE SCHOOL
KENNEDALE SUBLETT
BROADWAY
AVERETT
KENNEDALE PKWY
COLLETT SUBLETT
SWINEY HIETT
EVERMAN
VILLAGE
EDEN
MANSFIELD CARDINAL
NEW HOPE
HUDSON VILLAGE CREEK
HUDSON CEMETERY
DICK PRICE
DR GARRISON
CAGLE CROW
SHELBY

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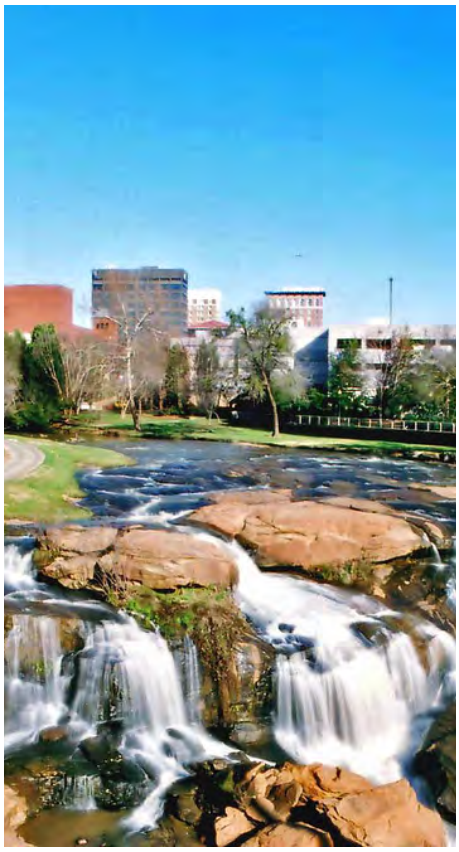

Chapter 3 Future Growth Scenarios

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

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

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Future Growth Scenario Development

What are the issues that need to be addressed?

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

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

Manage Growth & Development
Guidance for managing development as Kennedale grows—especially west of Kennedale Parkway—is essential. New residential growth is necessary to attract businesses and maintain the viability of the Town Center. New growth should avoid car-dependency, encourage walking and interacting with neighbors, and create a strong sense of place[1].

Broaden Transportation Options
Hand-in-hand with the need to manage growth, broadening transportation options can reduce car-dependency (thereby alleviating traffic congestion, encouraging active transportation[2], and reducing long-term roadway maintenance costs). The future regional commuter rail system with at least one stop in Kennedale will prove a great opportunity for economic development and must be capitalized upon.

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

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

1. Business as Usual

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

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

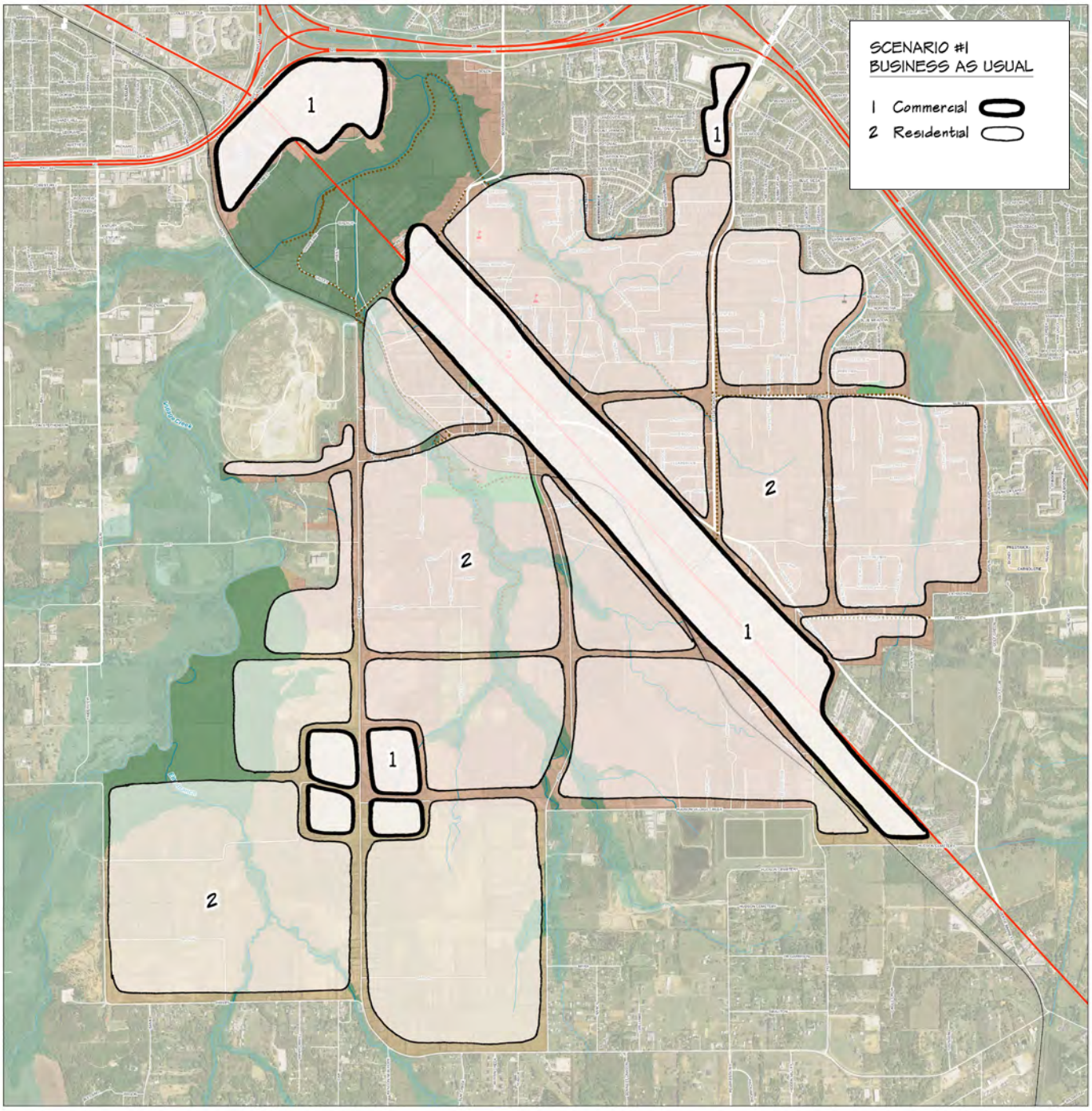
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

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

Cons

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


SCENARIO #1
BUSINESS AS USUAL
1 Commercial
2 Residential
1
1
2
2
1
1
2

2. New Urbanism

The New Urbanism scenario is based on the principles developed and supported by the Congress for New Urbanism (CNU) and the book "Suburban Nation." Although applied across the country and in many places in Texas, there have been very few opportunities to apply these principles to an entire city, due to a lack of available undeveloped land and/or lack of commitment on the part of elected officials and residents. This model aligns with the principles of new urbanism according to the CNU. These principles[1] are:

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

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

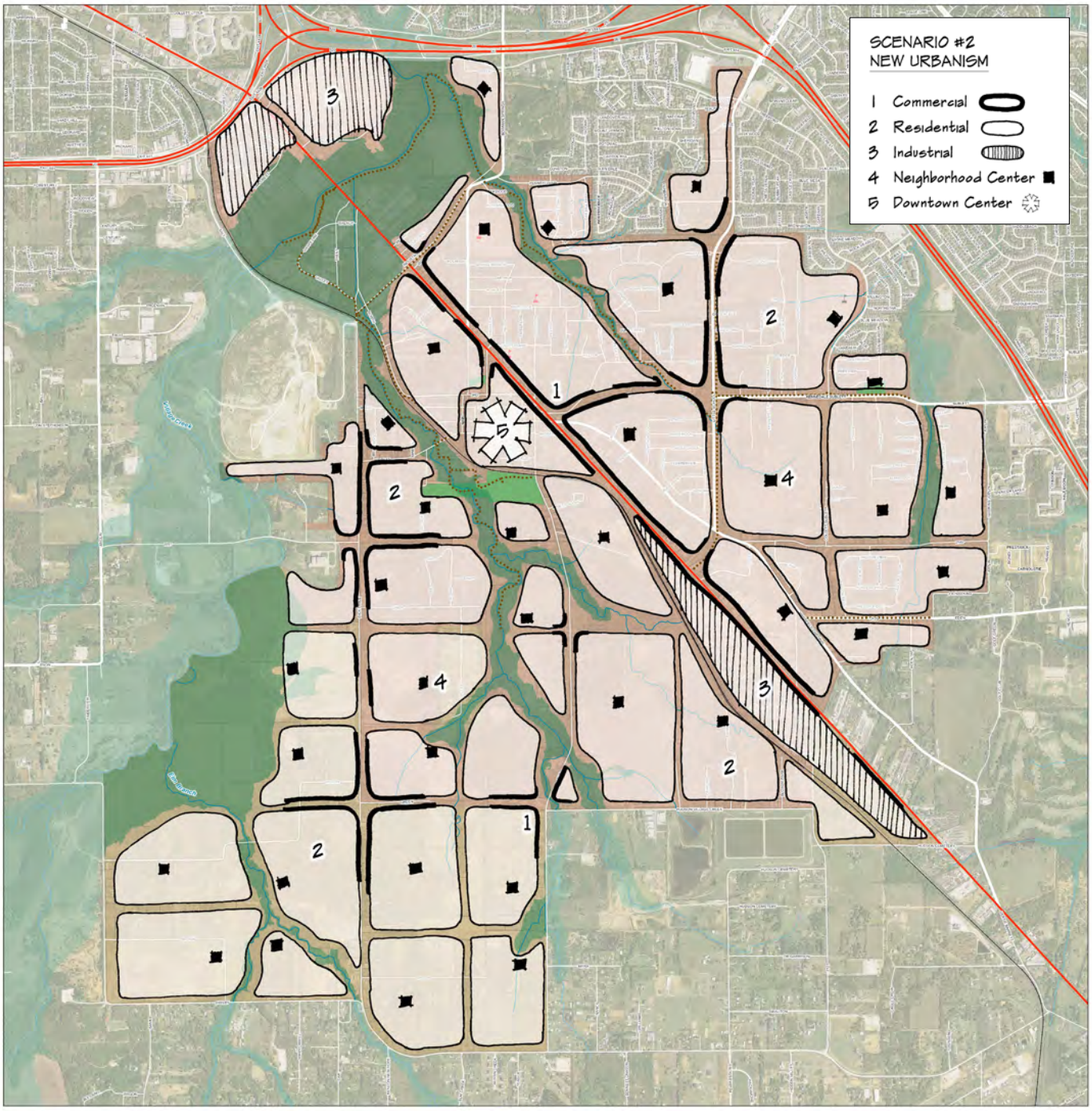
Pros

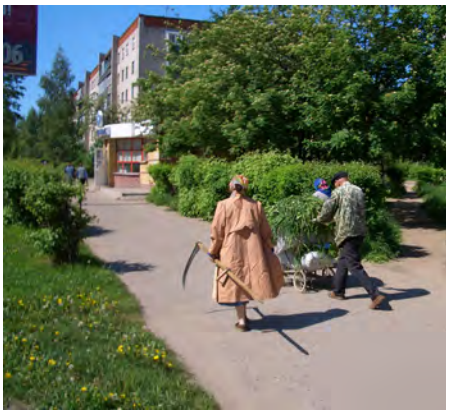
- Mobility would be enhanced due to increased transportation options, a high level of street connectivity, and shorter distances between destinations.
- Uses are integrated or arranged in close proximity, which will have the benefit of convenience and can encourage a tighter community, thereby resulting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

Cons

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

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


SCENARIO #2
NEW URBANISM
1 Commercial
2 Residential
3 Industrial
4 Neighborhood Center
5 Downtown Center



3. Rural/Agricultural Community

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

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

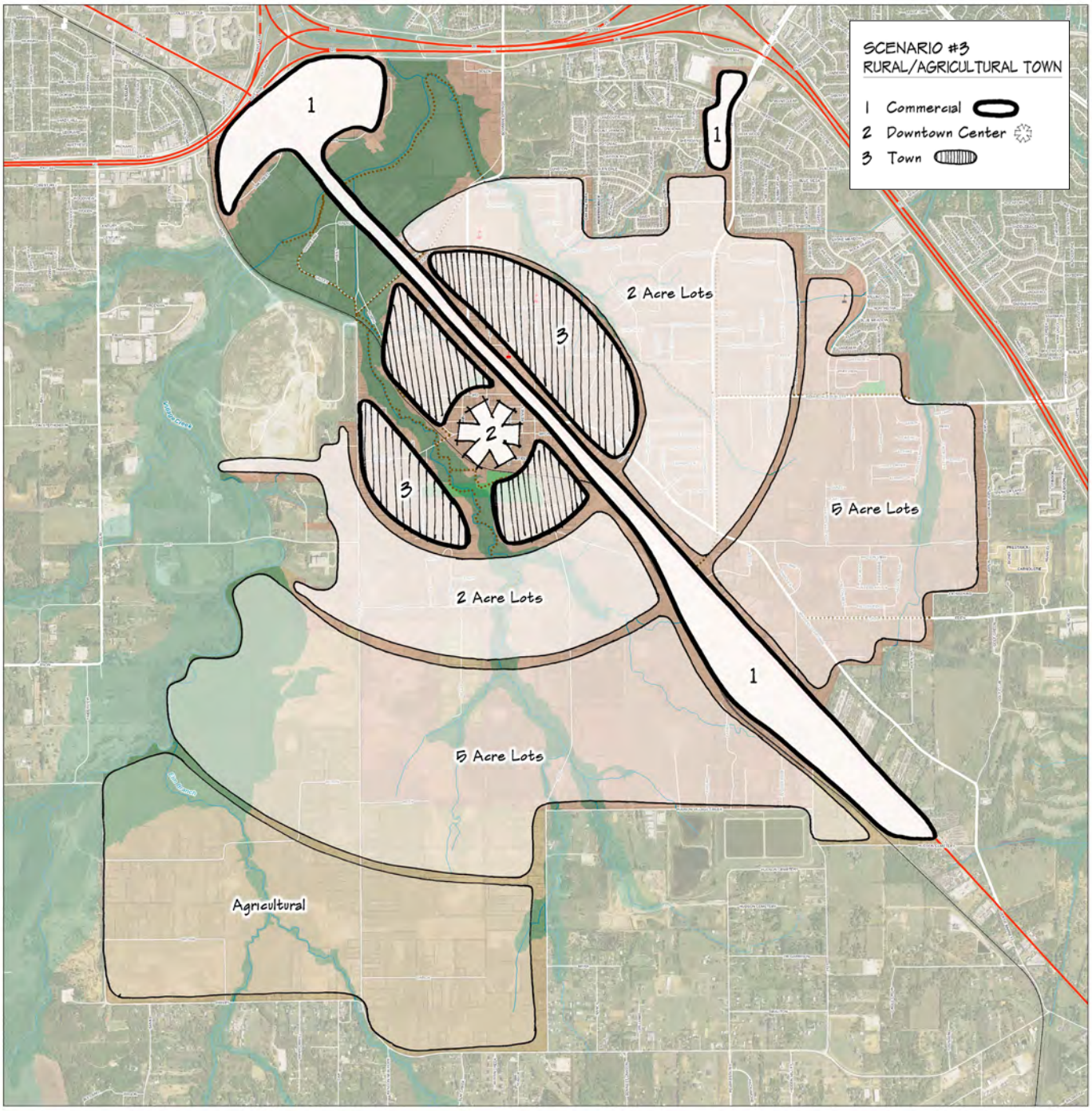
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

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

Cons

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


SCENARIO #3
RURAL/AGRICULTURAL TOWN
1 Commercial
2 Downtown Center
3 Town
1
1
2 Acre Lots
3
2
3
5 Acre Lots
2 Acre Lots
1
5 Acre Lots
Agricultural

4. Green Infrastructure

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

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

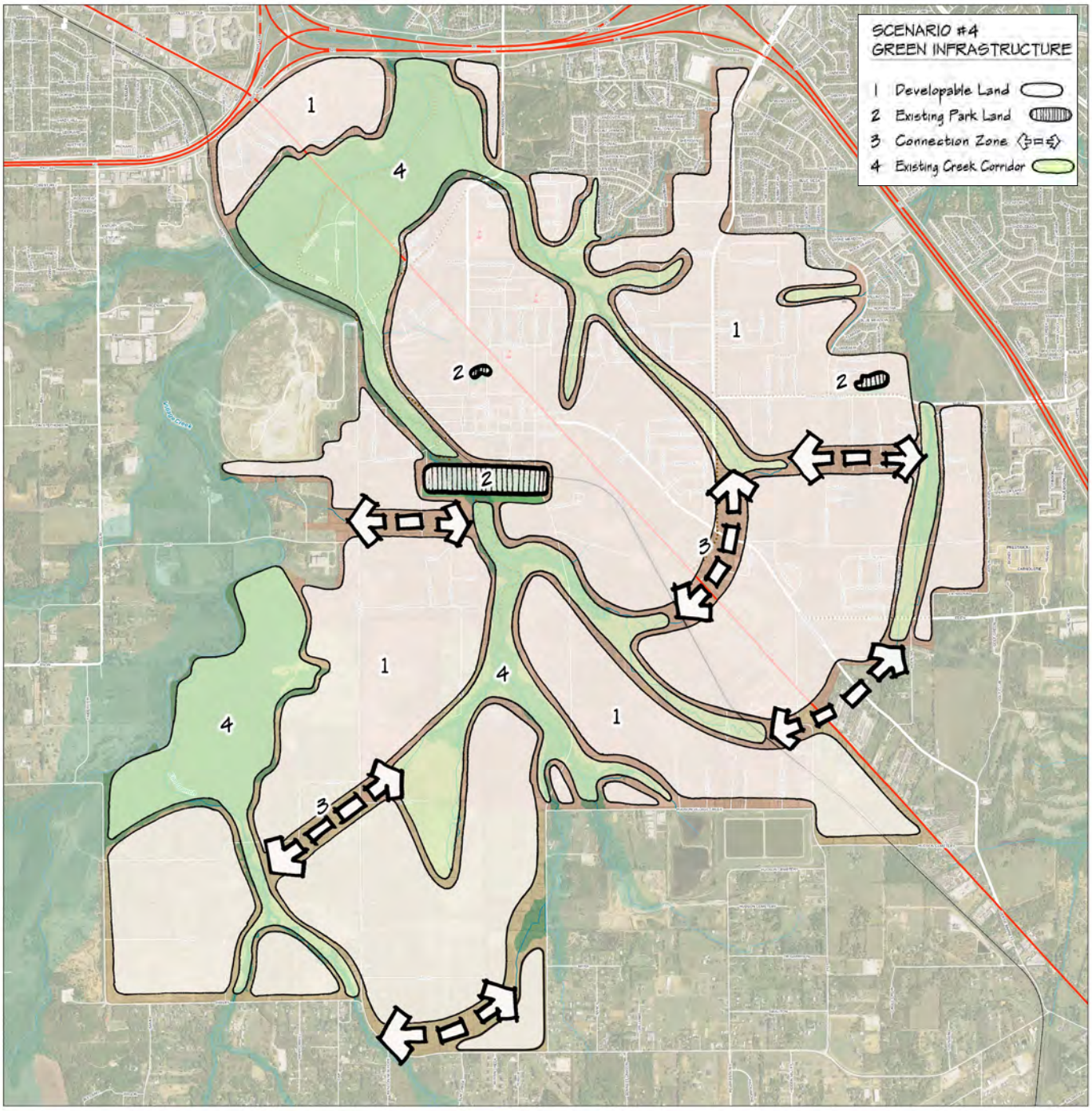
The Comprehensive Plan Advisory Committee identified and discussed the positive and negative aspects of this scenario:

Pros

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

Cons

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

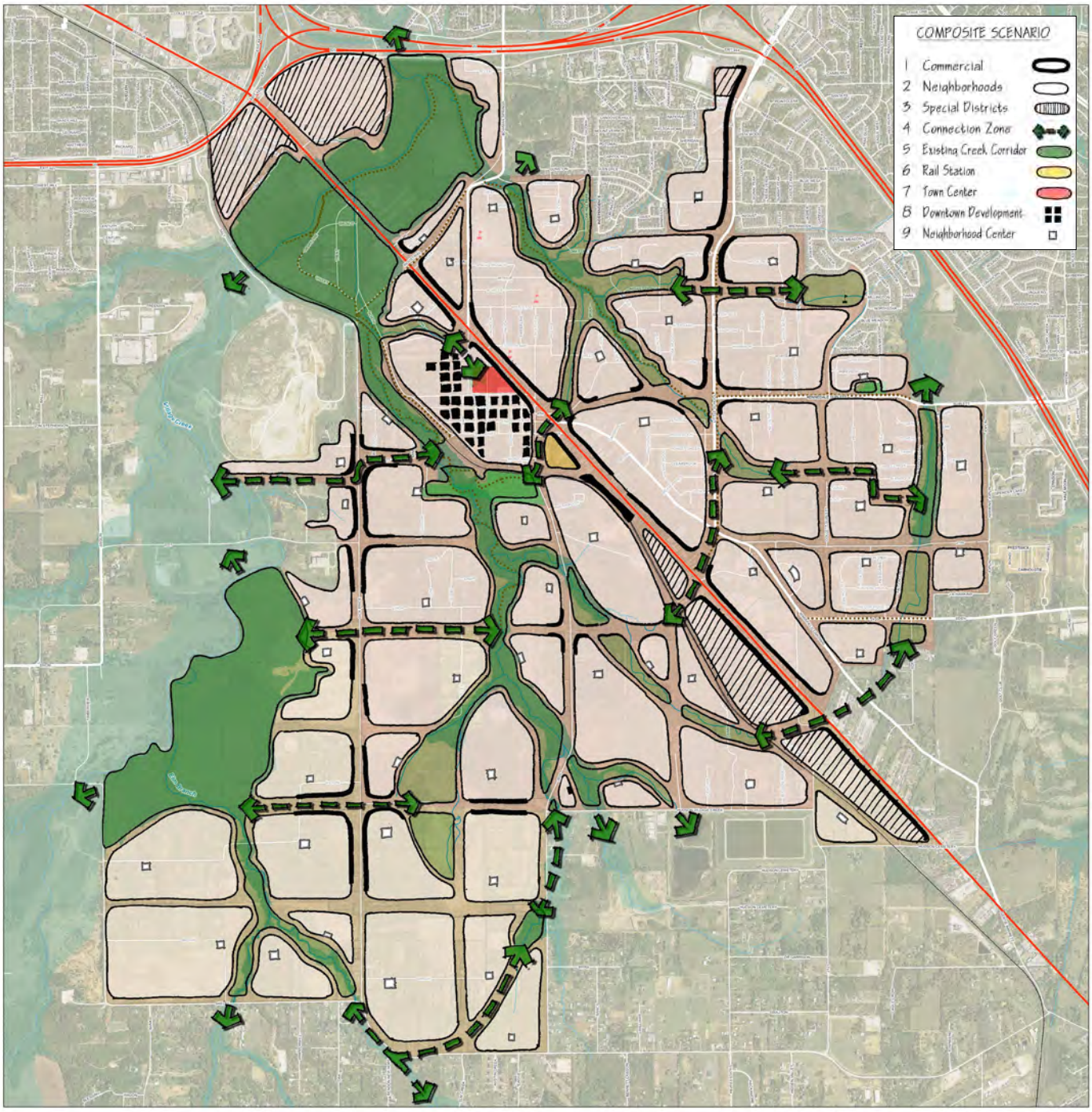

SCENARIO #4
GREEN INFRASTRUCTURE
1 Developable Land
2 Existing Park Land
3 Connection Zone
4 Existing Creek Corridor

Preferred Growth Scenario

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

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

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


COMPOSITE SCENARIO
1 Commercial
2 Neighborhoods
3 Special Districts
4 Connection Zone
5 Existing Creek Corridor
6 Rail Station
7 Town Center
8 Downtown Development
9 Neighborhood Center

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Chapter 4 Planning Principles & Implementation Tools

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

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

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

San Francisco, CA
Source: www.pedbikeimages.org/Dan Burden

Principle #1 – Connected City

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

The following goals are based upon this principle:

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

Downtown Farmers Market, Ausitn, Texas

Principle #2 – Economic Prosperity

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

The following goals are based upon this principle:

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

Annual Weinerdog Festival, Buda, Texas

Principle #3 – Thriving Community

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

The following goals are based upon this principle:

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

Planning Tools – The Old Paradigm

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

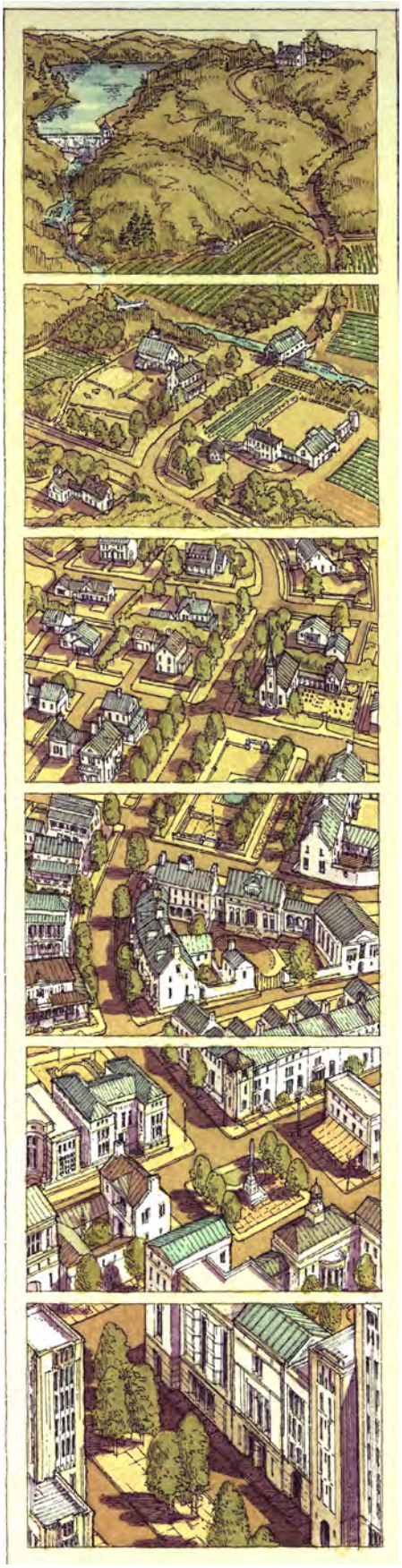
Euclidean Zoning (Separation of Uses)

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

Traditional Transportation Planning (Auto-Dependent)

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

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



Planning Tools – A New Paradigm

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

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

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

Transect Planning

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

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

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

Form-Based Code

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

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

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

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

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

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

Administration requirements describe the application and review process.

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

TABLE 4.1 –CONVENTIONAL ZONING VERSUS FORM BASED CODE

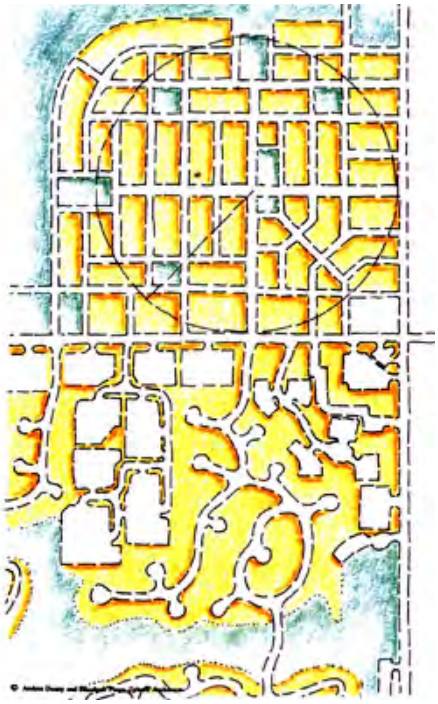
Conventional Planning & Zoning	Form-Based Codes
Auto-oriented, segregated land-use planning principles that lead to sprawl	Mixed-use, walkable, compact development-oriented principles
Organized around single-use zones	Based on spatial organizing principles that identify and reinforce an urban hierarchy, such as the rural-to-urban transect
Use of land is the focus	Physical form and character are the focus, with secondary attention to use
Reactive to individual development proposals	Proactive community visioning
Regulations describe what is not permitted, as well as unpredictable numeric parameters, like density and floor-to-area ratio	Regulations describe what is required, such as build-to lines and combined minimum/maximum building heights
Regulates to create buildings	Regulates to create places

Modified from: Parolek, Daniel, et al. 2008. Form-based codes: A guide for planners, urban designers, municipalities, and developers. Hoboken, NJ. (with revisions for this planning effort).

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

Traditional Neighborhood

Pedestrians and cars share a variety of routes



Sprawl

Convenience for the car at the expense of the pedestrian

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

Traditional Neighborhood Development

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

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

- Gridded streets
- Human-scale buildings
- Mixed uses
- Defined center(s)
- Civic facilities (parks, schools)
- Commercial establishments within walking distance of homes
- Accommodates pedestrians, bicyclists, and vehicles
- Buildings oriented to the street with parking behind
- Denser housing[1]
- Mixed housing types
- Short, walkable blocks

Context Sensitive Solutions (CSS)

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

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

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

Complete Streets Policy

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

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

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

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

Source: www.pedbikeimages.org/Dan Burden

Urban Agriculture

Generally, urban agriculture is the practice of farming and raising animals in an urban environment. Our world is increasingly urbanizing, creating several issues with our food system, including food distribution (both transportation and sale) and food production. In turn, urban agriculture benefits local economies, public health, food security, social systems, and environmental resources of local communities[1].

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

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

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

Source: Greenprint Denver
www.greenprintdenver.org

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

1 Duany Plater-Zyberk & Company. 2009. Agicultural Urbansim. Retrieved online 30 January 2012 from http://www.lindroth.cc/pdf/QuickReadAgf.pdf

Development clustered in the Serenbe conservation subdivision.

Conservation Development

Conservation development describes a development approach where a significant portion of the developable land area is designated as undivided, permanent open space[1]. The difference from conventional subdivision design is that conservation developments first identify the land to be preserved before laying out lots for development.

Typical characteristics of conservation developments include:

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

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

Purchase of Development Rights

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

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

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

Transfer of Development Rights

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

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

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

Low-Impact Development (LID)

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

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

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

Top image: A bioretention pond in a roadway median; bottom image: a rain garden collects roadway runoff. Source: LID Center, www.lowimpactdevelopment.com

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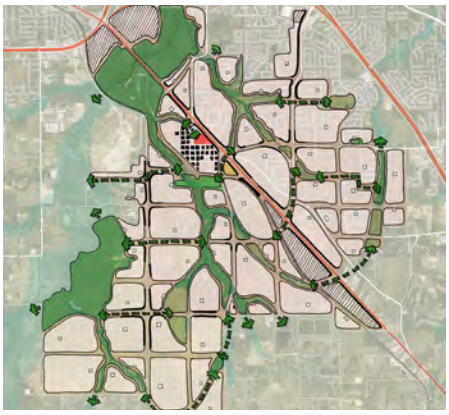
Chapter 5 Future Land Use Plan

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

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

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



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

Future Land Use Map

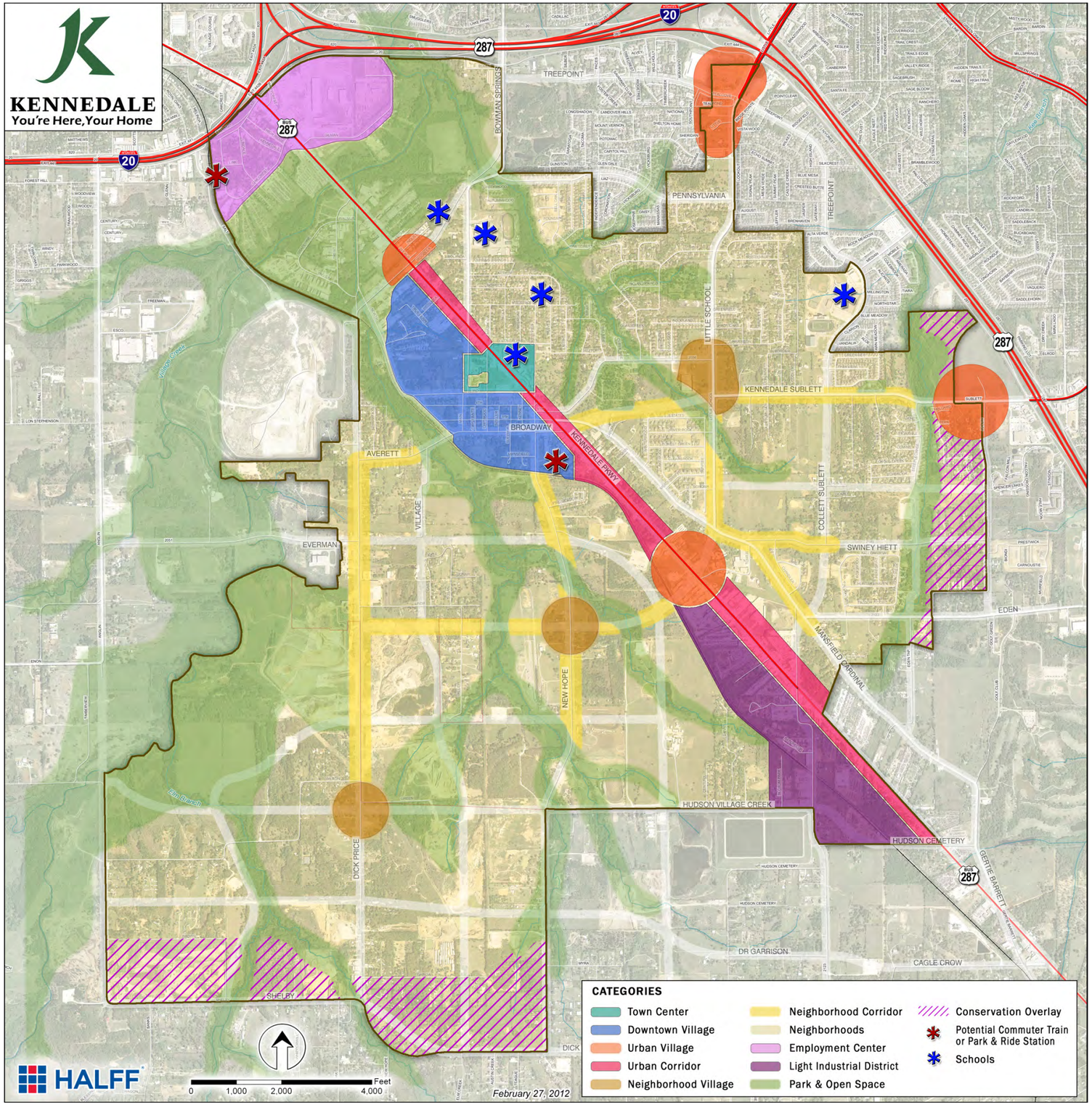
The Future Land Use Map constitutes a regulatory interpretation of the preferred future growth scenario described in Chapter 3. The Future Land Use Map is not categorized solely by use (e.g., residential, commercial, agricultural); rather it is defined by districts that incorporate multiple compatible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

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

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

2012 Comprehensive Plan Update

FUTURE LAND USE PLAN



Towncenter

Frontage Type: Urban

Sample Development Types:

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

Downtown Village

Frontage Type: Urban

Sample Development Types:

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

Urban Village

Frontage Type: Urban

Sample Development Types:

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

Neighborhood Village

Residential at edges, urban in interior

Frontage Type: Residential at edges, urban in interior

Sample Development Types:

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

Neighborhoods

Frontage Type: Urban

Sample Development Types:

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

Park and Open Space

Frontage Type: Urban

Sample Development Types:

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

Conservation Overlay

Frontage Type: Urban

Sample Development Types:

- Conservation subdivision
- Agriculture
- Open space preservation

Urban Corridor

Frontage Type: Urban

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service

Neighborhood Corridor

Frontage Type: Urban

Sample Development Types:

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

Employment Center

Frontage Type: Urban

Sample Development Types:

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

Light Industrial District

Frontage Type: Urban

Sample Development Types:

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

Land Use Districts

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

Frederick, Maryland

Frederick, Maryland

Quincy, Massachusetts

Towncenter

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

Sample Development Types:

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

Frisco, Texas

Quincy, Massachusetts

Capitol Hill, Washington, DC

Corridors

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

Urban Corridor

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

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service

Neighborhood Corridor

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

Sample Development Types:

- Restaurant
- Professional office
- Retail
- Service
- Corner Store
- Café/coffee shop
- Townhouse/Rowhouse
- Context-sensitive small-scale multifamily

Villages

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

Hometown, North Richland Hills, Texas

Downtown Village

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

Sample Development Types:

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

Hudson, Ohio

Urban Village

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

Sample Development Types:

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

The Domain, Austin, Texas

Nob Hill, Portland, Oregon

Serenbe, Georgia

Neighborhood Village

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

Sample Development Types:

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

Neighborhoods

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

Sample Development Types:

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

Conservation Overlay

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

Sample Development Types:

- Conservation subdivision
- Agriculture
- Open space preservation

Employment Center

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

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

Sample Development Types:

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

Plano, Texas

The Domain, Austin, Texas

Light Industrial District

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

Sample Development Types:

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

Flynn Road Industrial Park, Camarillo, California

Greenville, South Carolina

Greenville, South Carolina

Park and Open Space

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

Sample Development Types:

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

Chapter 6 Future Transportation Plan

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

Approach to Transportation

In planning the future of Kennedale's transportation system—including streets, bike routes, trails, sidewalks, commuter rail, and other public transportation—it is important to consider that transportation and land use are intrinsically linked. New development will generate more traffic, which will need to be accommodated via the city's transportation system. Roadways will need to provide enough capacity to avoid gridlock, without providing excess capacity that will result in wasted concrete and taxpayer dollars. Land use and development pattern has a direct impact on how road development takes place and needs careful consideration and planning to ensure a synergetic outcome. In addition to roadway capacity, it is also important to ensure that the character of the roadway is compatible with the adjacent land uses (the practice of designing compatible roadways is called Context Sensitive Solutions[1]).

Beyond the capacity and character of individual roadway segments, the connectivity, continuity, and directness of the City's thoroughfares also impact the functionality of Kennedale's transportation network. Circuitous routes bring confusion and frustration for drivers. Neighborhoods, schools, and retail areas that are not connected by local and collector streets force people to drive farther distances and preclude the ability for people to walk or bike. A transportation system that is multi-modal—accommodating pedestrians, bicycles, and public transportation—will ensure choice, flexibility of use, and the resulting increase in quality of life across the community (roadways that accommodate cars, bicycles, pedestrians, and transit are often referred to as Complete Streets[2]).

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

The Transportation System

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

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

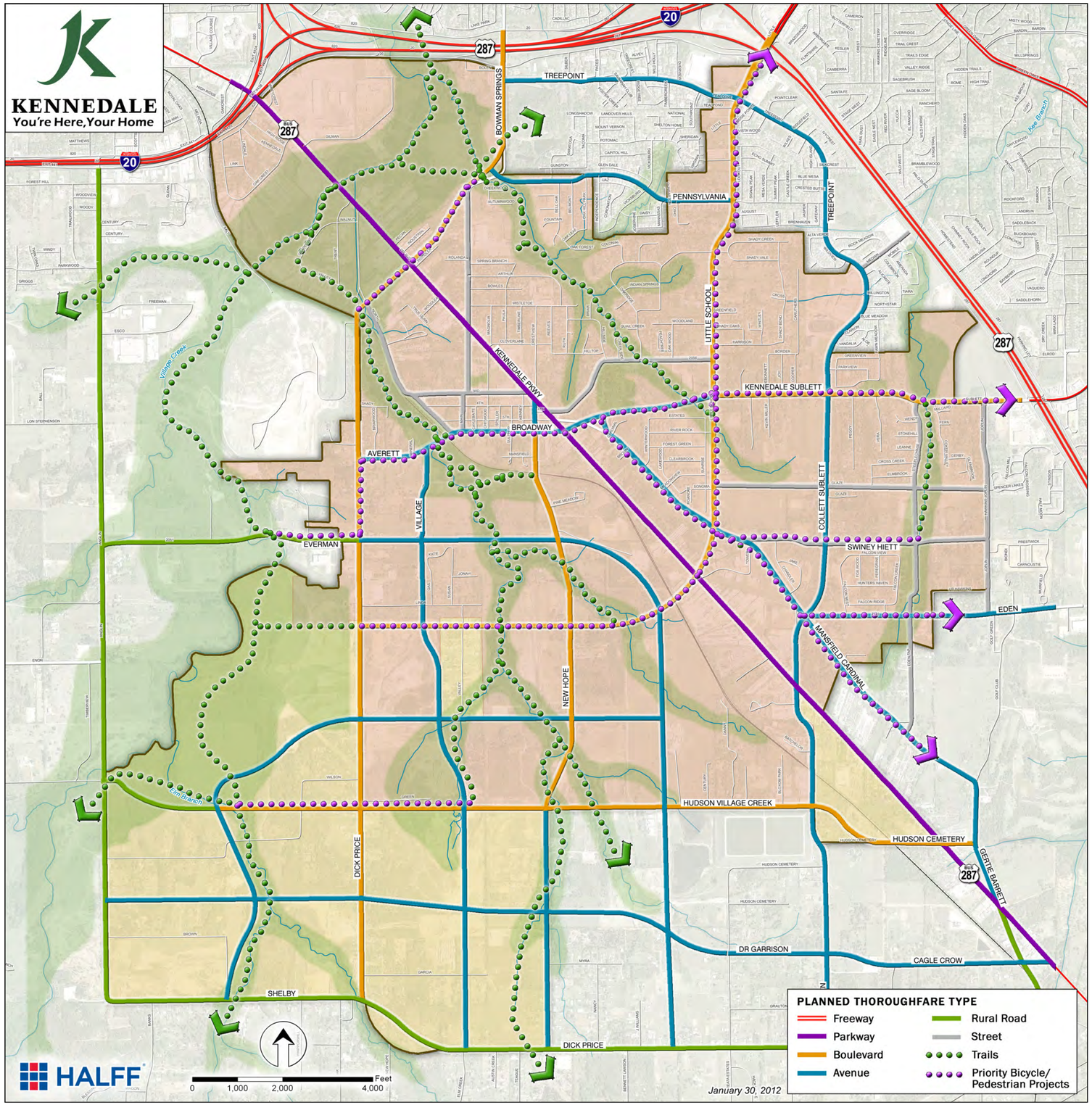
- Respecting the current function of the transportation system where appropriate while planning for expanding its future function both incrementally and immediately as new development occurs.
- Enhancing connectivity throughout the city to alleviate congestion points.
- Improving connectivity of the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

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

1 For more information, visit: http://www.fhwa.dot.gov/context/
2 For more information, visit: http://www.completestreets.org/

2012 Comprehensive Plan Update

FUTURE TRANSPORTATION PLAN



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

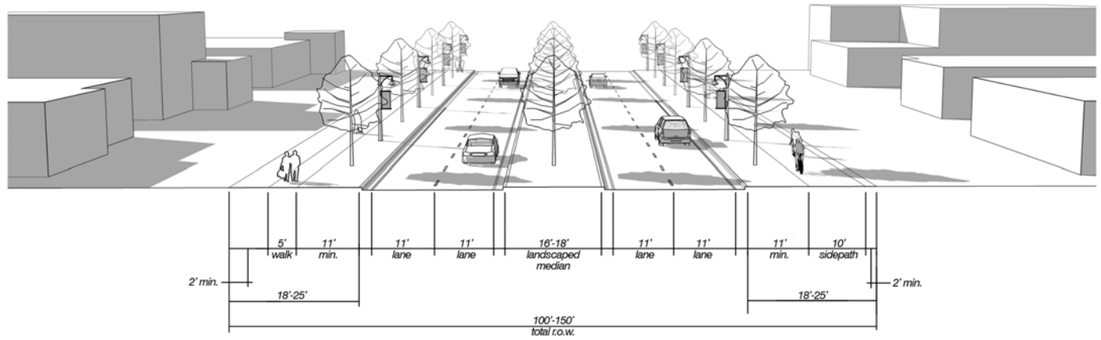
NOTES:

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

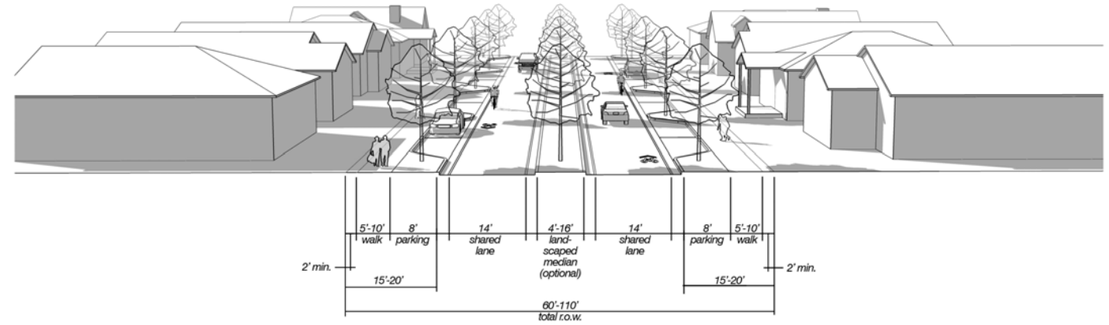
[2] *SP - Side Path*
SH - Shoulder
BL - Bike lane
SL - Shared lane
BBL - Buffered bike lane

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

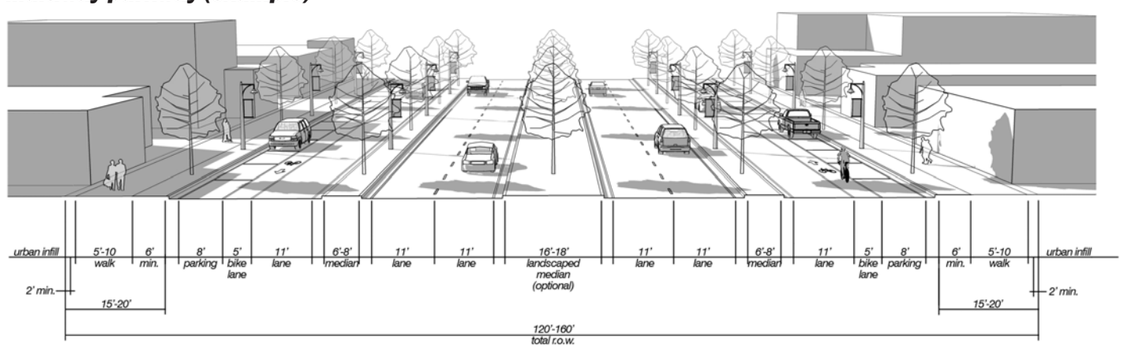
parkway (example)



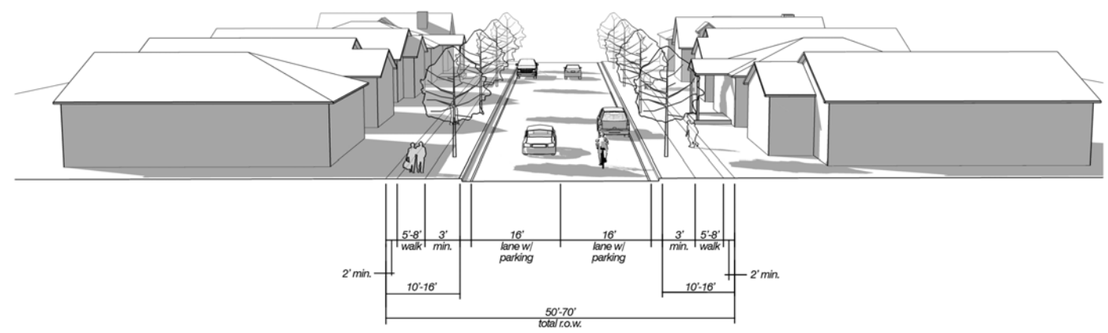
avenue (example)



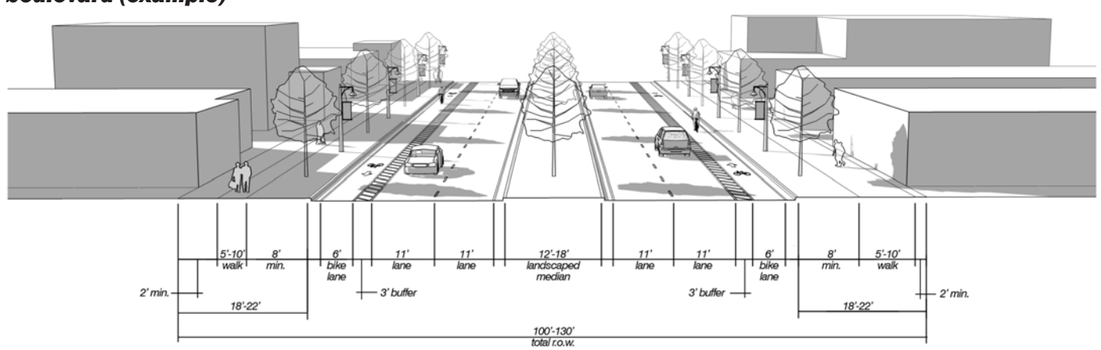
multiway parkway (example)



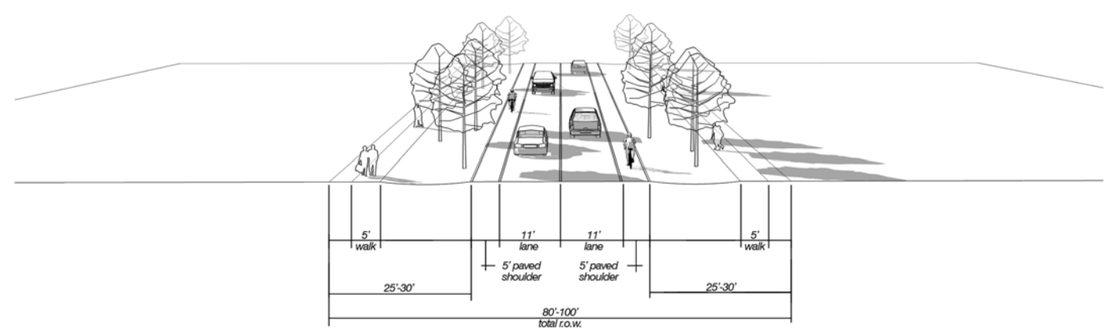
street (example)



boulevard (example)



rural road (example)

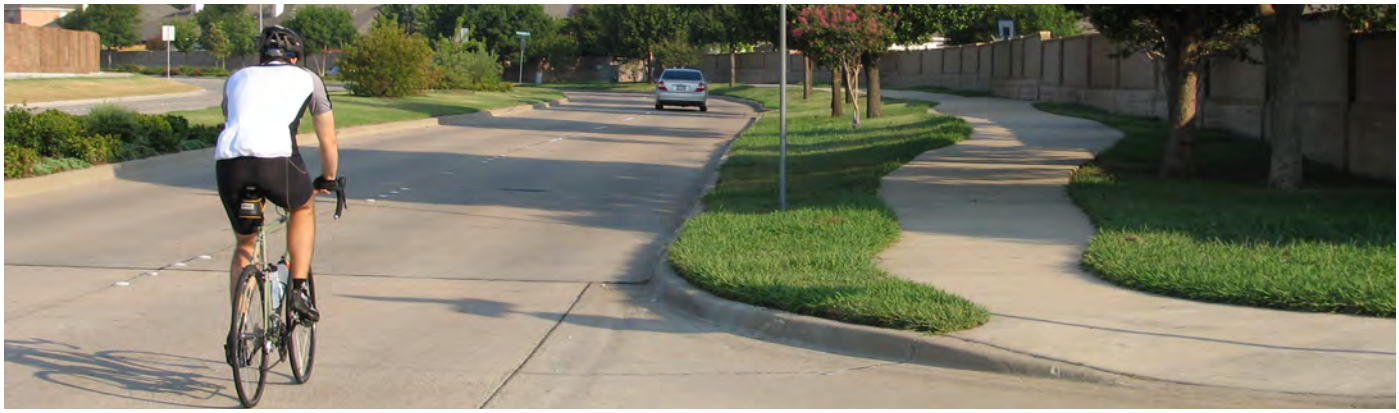


Active Transportation

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

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

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



Roadway Types

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

TABLE 6.1 – THOROUGHFARE TYPE DESCRIPTIONS

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

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

Parkway

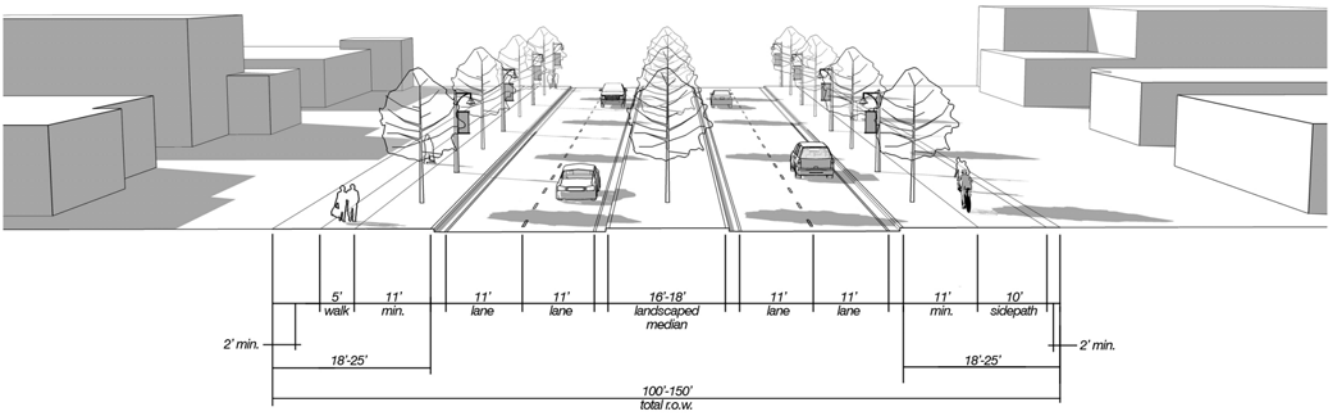
Parkways emphasize traffic movement and are therefore designed to carry primarily long-distance traffic. Pedestrian and bicycle transportation—though still accommodated—is secondary to the vehicle on parkways. They are designed for high speed (40 to 45 mph) as divided arterial thoroughfares in urban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

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

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

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

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



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

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

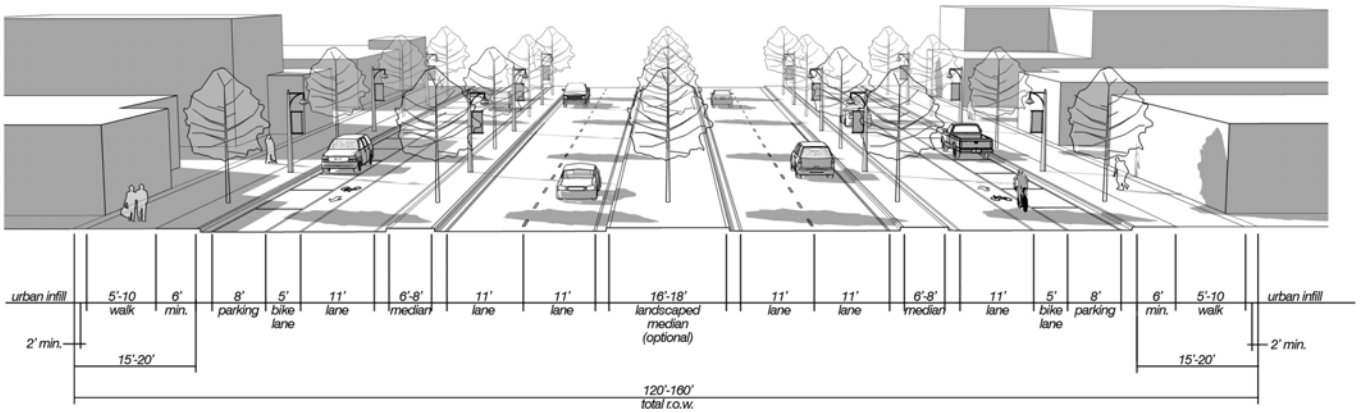
Multiway Parkway

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

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

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

Source: flickr photostream, Payton Chung



Boulevard

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

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

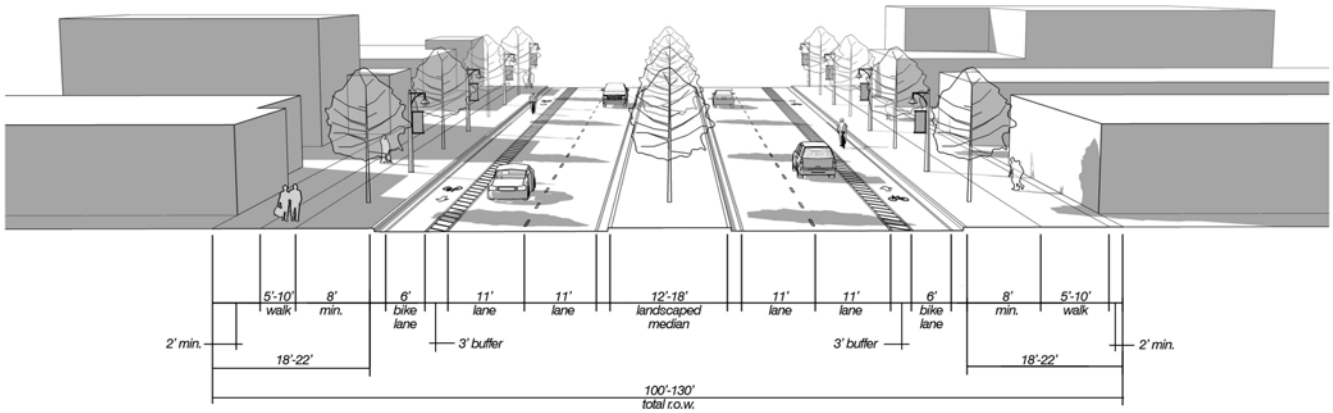
Boulevards identified on the Future Transportation Plan include:

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

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

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

Source: Dan Burden, Walkable Communities, www.walkable.org



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

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

Avenue

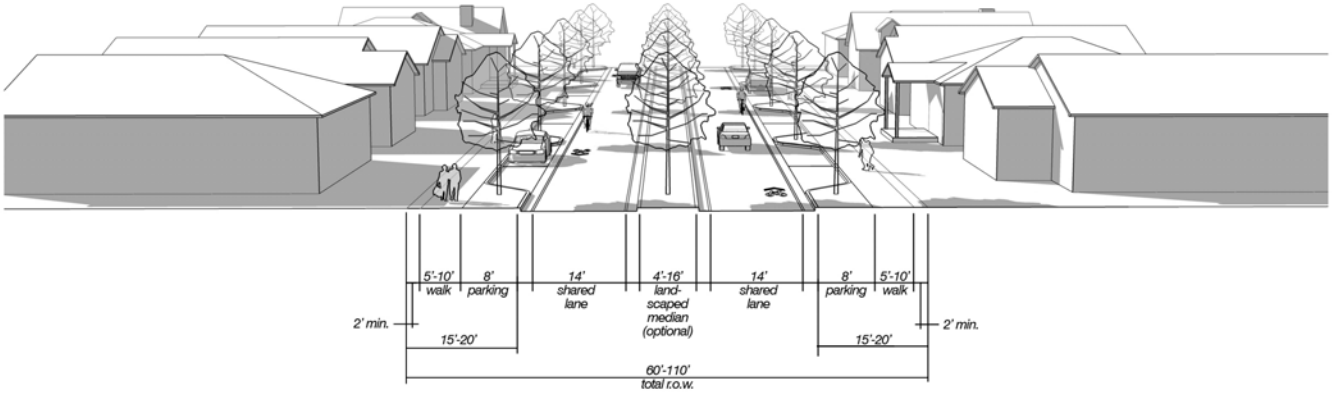
Avenues are intended to carry mostly local traffic in a "collector" fashion - that is to the larger major collectors or arterials. Given its role in serving local traffic and its potential for higher bicycle and pedestrian use, the avenue should be designed to be a walkable, low-to-medium speed (30 to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

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

Avenues identified in Kennedale include:

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

Source: Complete Streets flickr photostream



Street

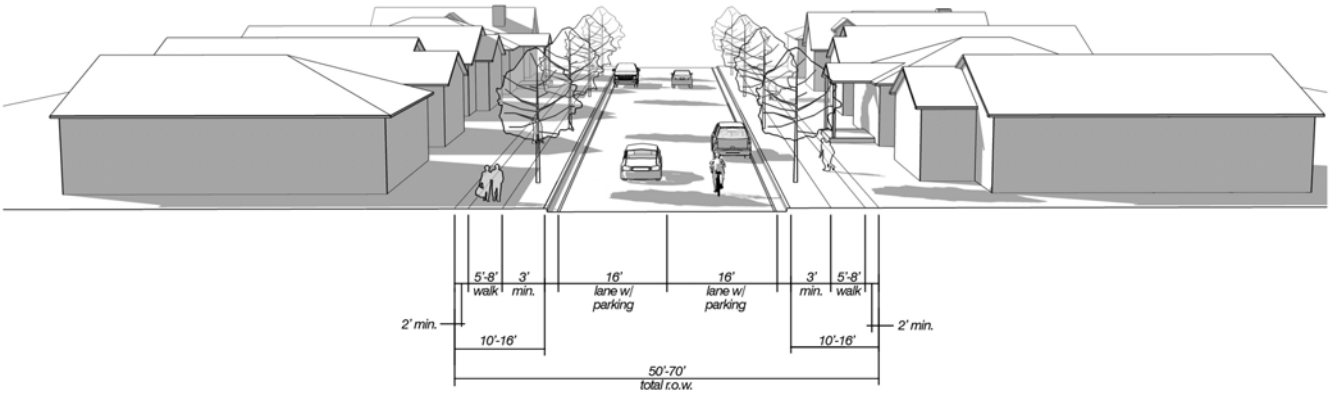
The street category includes all local, non-arterial and non-collector roads in Kennedale. A street is designed to provide mobility within residential neighborhoods, connect neighborhoods with commercial and other districts, and provide connections to boulevards and avenues.

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

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

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

Source: www.pedbikeimages.org/ Dan Burden



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

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

Rural Road

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

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

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

Source: Kentucky Transportation Cabinet

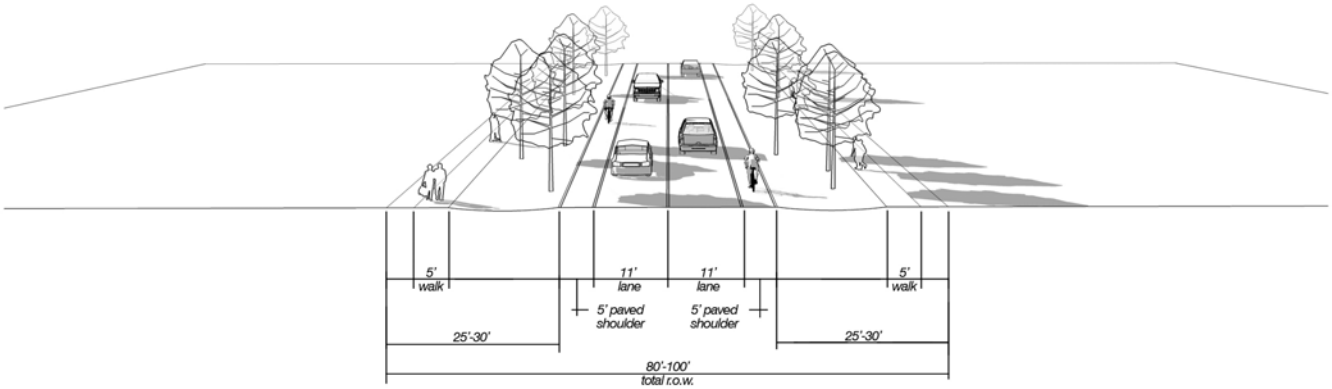
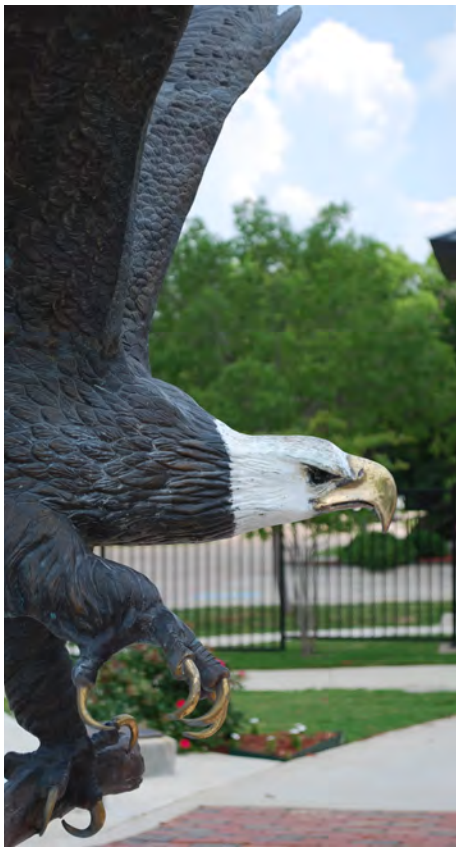


TABLE 6.2 – THOROUGHFARE CONTEXT BY LAND USE DISTRICT						
Land Use District	**Character**	**Building Design**	**Building Placement**	**Frontage Types**	**Building Height**	**Parking Placement**
Town Center	Civic uses, including offices, public gathering places, office-supportive retail.	Attached buildings forming continuous street wall	Small or no setback, oriented to street	Stoops, dooryards, storefronts, arcaded walkways	3 to 5 story	On-street and behind building
Downtown Village	Dense and diverse mix of residences and businesses	Mix of attached buildings and detached buildings	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	2 to 4 story	On-street and behind building
Urban Village	High-intensity nodes of activity with diverse mix of residences and buisinesses	Attached, multi-story	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	3 to 5 story	On-street, garage
Neighborhood Village	Mix of residences and businesses in primarily residential neighborhood	Mix of attached buildings and detached buildings	No setback or shallow setback, oriented to street	Stoops, porches, storefronts, arcaded walkways	1 to 2 story, with some 3 story	On-street and behind building
Urban Corridor	Primarily commercial and businesses on high speed, auto-oriented roadway	Primarily detached buildings	Large setback for parking and landscaping	Parking, storefronts	1 to 5 story	In front of building; on-street for multi-way parkway
Neighborhood Corridor	Primarily commercial and mixed-use along roadway	Predominantly attached buildings to form sense of enclosure and continous street wall	Shallow to medium setback	Storefronts,	2 to 3 story	On-street, behind buildings
Neighborhoods	Primarily residential with walkable development pattern and scattered commercial uses that support residential uses	Predominantly detached buildings	Varying front and side yards	Residential: Lawns, porches Commercial: No to shallow setback, oriented to street	1 to 2 story, with some 3 story	On-street, driveways, behind or beside buildings
Employment Center	Professional offices	Large setbacks	Oriented to street	Landscaping	5+	Parking lot
Light Industrial District	Industrial uses	Large setbacks	NA	Landscaping	1 to 2 story, with some 3 story	Parking lot
Park and Open Space	Recreational activities	NA	NA	NA	NA	NA
Conservation Overlay	Agriculture activities and natural features	Varies	Varies	Varies	Varies	Varies



Chapter 7
Next Steps

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

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

Ordinances & Regulations

Zoning & Subdivision Ordinance Revision

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

There are three potential directions that the city could take:

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

Form-Based Code

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

Update Traditional Zoning

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

Park Land Dedication Ordinance

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

Impact Fees

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

Economic Development

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

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

Studies & Plans

Travel Demand Modeling

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

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

Street Design Template

The Roadway Types[1] described in the Future Transportation Plan include many design variables within each typology, including number of lanes, operating speeds, median widths, sidewalk widths, bike lane types, and right-of-way widths. Determining the specific design of each roadway will require an assessment of the goals and priorities for the corridor. These goals and priorities will result in the determination of specific parameters for each variable (for example, a boulevard designed with wider sidewalks and narrower medians). The community may then wish to apply these parameters to future projects of the same roadway typology and similar context, provided such a template remains flexible.

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

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

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

Trail Design Standards

The core of Kennedale's future open space network is a series of linear parks along creeks. At the heart of these linear parks will be multi-use pathways for biking, walking, jogging, and other forms of active transportation. In order to ensure that the trail system is developed in a consistent manner and is safe and easy to use, trails should be developed based on a set of design standards. In addition to mandated state and national standards[2] that shape certain safety and accessibility factors, a set of design standards should be developed specific to Kennedale for trail width, trailheads, bridges, access points, pavement markings, and overlooks. These design standards should present an aesthetic or "brand" for the community's trail system.

Floodplain Protection Plan

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

Water/Wastewater Master Plan

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

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

Park Master Plan

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

Historic Preservation Plan

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

Streetscape / Gateway Design Study

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

Strategic Conservation Plan

A city-wide strategic conservation plan is primarily a tool to protect and promote ecosystem services[1]. Its purpose will be to protect Kennedale's water and air quality, evaluate green infrastructure and preserve open space for public use and environmental protection. Such a plan typically evaluates the interaction between the natural environment and urban development, and provides metrics that can be used to guide future development in a manner that is both economically and environmentally sustainable. Consequently, the specific focus of a strategic conservation plan depends on the environmental and development needs within the community. For Kennedale, this could include stormwater management, gas drilling, environmental remediation in and around industrial sites, protection of major riparian corridors (i.e. Village Creek), and utilization of low impact development strategies.

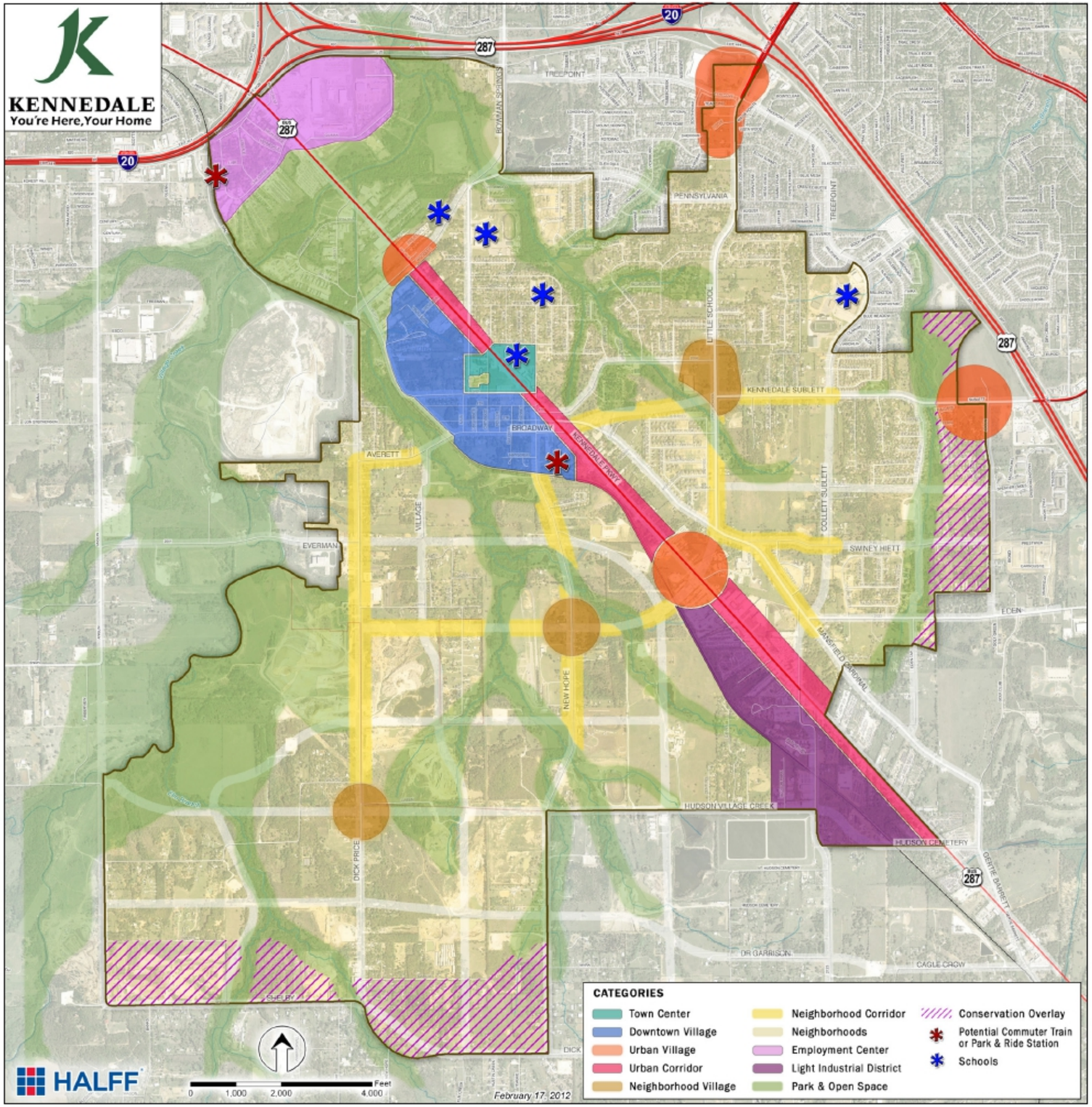
The primary outcome of the plan will be a "greenprint" that is a map and inventory of Kennedale's existing green infrastructure. Using this inventory, ranking criteria can be established to help determine particularly important or sensitive natural areas. The green infrastructure inventory will be used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

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

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

2012 Comprehensive Plan Update

FUTURE LAND USE PLAN



Towncenter

Frontage Type: Urban

Sample Development Types:

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

Downtown Village

Frontage Type: Urban

Sample Development Types:

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

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - C.

I. Subject:
Discuss and consider AN ORDINANCE UPDATING THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF KENNEDALE BY AMENDING THE FORMER PLAN IN ITS ENTIRETY; PROVING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

II. Originated by:

Rachel Roberts, City Planner

III. Summary:
Please see the attached ordinance.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	ord	Ordinance - Comp Plan Adoption.doc

ORDINANCE NO. _____

AN ORDINANCE UPDATING THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF KENNEDALE BY AMENDING THE FORMER PLAN IN ITS ENTIRETY; PROVING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, in order to effectively plan for infrastructure and long-range development of the City, and to deliver city services adequate to serve the citizenry of the City of Kennedale, the City has previously adopted a Comprehensive Land Use Plan; and

WHEREAS, it is necessary to amend the entirety of the Comprehensive Land Use
Plan to update the information it contains; and

WHEREAS, in accordance with the powers and duties of the Planning and Zoning
Commission, the Planning and Zoning Commission has assessed and developed goals, objectives and policies to guide the future development of the City and has recommended the adoption of the proposed amended comprehensive plan in accordance therewith; and

WHEREAS, it is the opinion of the City Council that the attached document entitled "Comprehensive Plan Update," dated February 2012, developed for the City of Kennedale, Texas, and endorsed by the City's Planning and Zoning Commission, should be adopted and become the primary document on which to base all zoning, platting and other land use decisions; and

WHEREAS, a public hearing was duly held by the Planning and Zoning Commission of the City of Kennedale on the 23rd day of February 2012, and by the City Council on the 8th day of March 2012, with respect to the adoption of the proposed amendments to the Comprehensive Land Use Plan; and

WHEREAS all requirements of law dealing with notice and publication and all Procedural requirements have been complied with in accordance with the Comprehensive Zoning Ordinance and Chapter 213 of the Local Government Code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY

OF KENNEDALE, TEXAS:

SECTION 1.

The Comprehensive Land Use Plan for the City of Kennedale is amended by repealing all previous Comprehensive Land Use Plans and replacing said Plans with the
"Comprehensive Plan Update," dated February 2012, attached hereto as Exhibit "A" and fully incorporated into this Ordinance for all purposes.

SECTION 2.

This ordinance shall be cumulative of all provisions of ordinances of the City of Kennedale, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 3.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance are severable, and if any phrase, clause sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 4.

This ordinance shall be in full force and effect from and after its passage, and it is so ordained.

PASSED AND APPROVED ON THIS 8th DAY OF MARCH, 2012.

_____

MAYOR

ATTEST:

_____

CITY SECRETARY

EFFECTIVE:

APPROVED AS TO FORM AND LEGALITY:

_____

CITY ATTORNEY

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - D.

I. Subject:
Conduct a public hearing relative to Tarrant County Community Development and Housing for the 38th Year Community Development Block Grant (CDBG) Project for water and sewer improvements.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary

II. Originated by:

Larry Ledbetter, Director of Public Works

III. Summary:
The City participates in an annual Public Works project that is funded, in part, by a HUD Community Development Block Grant (CDBG) and administeded by Tarrant County. As part of the application process, the County requires that the City authorize the project and pledge any funds that may exceed the HUD grant for the design and construction.

The recommended 2012 (38th year CDBG) project is the replacement of the sanitary sewer line in Municipal Drive.

The scope of work includes the reconsturction of 1,200' of existing 6" SS and manholes with 8" PVC and HDPE. Construction shall be a combination of open cut and pipe burst.

The estimated engineering and construction cost of the project is $135,280.00. The City's estimated portion of the project is $50,000.00 and would be budgeted in next years Water Utilities Budget.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - E.

I. Subject:
Discuss and consider approval of Resolution 386, to authorize funding participation with Tarrant County Community Development and Housing for the 38th year Community Development Block Grant (CDBG) project for water and sewer improvements.

II. Originated by:

III. Summary:
The City participates in an annual Public Works project that is funded, in part, by a HUD Community Development Block Grant (CDBG) and administeded by Tarrant County. As part of the application process, the County requires that the City authorize the project and pledge any funds that may exceed the HUD grant for the design and construction.

The recommended 2012 (38th year CDBG) project is the replacement of the sanitary sewer line in Municipal Drive.

The scope of work includes the reconsturction of 1,200' of existing 6" SS and manholes with 8" PVC and HDPE. Construction shall be a combination of open cut and pipe burst.

The estimated engineering and construction cost of the project is $135,280.00. The City's estimated portion of the project is $50,000.00 and would be budgeted in next years Water Utilities Budget.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Resolution 386	Resolution 386 - 38th Year CDBG.docx

RESOLUTION NO. 386

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS AUTHORIZING FUNDING PARTICIPATION WITH TARRANT COUNTY COMMUNITY DEVELOPMENT AND HOUSING FOR THE 38th YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROJECT FOR SANITARY SEWER IMPROVEMENTS WITHIN THE CITY OF KENNEDALE, TEXAS AND PROVIDING AN EFFECTIVE DATE

WHEREAS, in the City Council Meeting of March 8, 2012, the City Council of the City of Kennedale approved the 38th Year Community Development Block Grant Project (CDBG) to replace 1,200 feet of existing 6 inch sanitary sewer and manholes on Municipal Drive in the City of Kennedale, Texas; and

WHEREAS, the budget for the project approved on March 8, 2012 reflected an estimated construction cost in an amount of $135,280.00 with the City of Kennedale pledging funds in an amount of $50,000.00; and

WHEREAS, the City funds will be budgeted in the 2012/2013 fiscal year budget and will be utilized for project costs in excess of the CDBG funds available for the project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

Section 1.

That all matters stated in the preamble of this resolution are true and correct and are incorporated herein as if copied in their entirety.

Section 2.

That this resolution shall be effective upon its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS on this 8th day of March 2012.

APPROVED:

SEAL

_____
Mayor Bryan Lankhorst

ATTEST:

_____
Amethyst G. Cirmo, City Secretary

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - F.

I. Subject:

Conduct a public hearing and consider action on CASE PZ 11-1, a request to amend the QuikTrip Planned Development District, approximately 2.6 acres located at 1301, 1209, 1207 W Kennedale Pkwy, 5405 High Ridge Rd, 6605 SE Loop 820, and an unaddressed property on SE Loop 820, Kennedale,Tarrant County, Texas, more particularly described as Oak Crest Addition, Block 4, Lots 1A, 2A, 3A, 4, 5A, 6, and 7, a part of Lot 27, Lot 28A (the Well Lot), and Lot 28, Tarrant County, Texas, by amending regulations governing signs, parking, the approved concept plan, and the approved site plan, and amending the district boundaries. The rezoning is requested by QuikTrip.

1.Staff Presentation
2.Applicant Presentation
3.Public Hearing
4. Applicant Response
5. Staff Response and Summary
6. Action by the City Council

II. Originated by:

Rachel Roberts, City Planner

III. Summary:

The QuikTrip Planned Development District was approved by the city in August 2009. After approval of the PD, the QuikTrip development was unable to move forward until closure of the businesses on site, which are scheduled to close by March 1 of next year. Since the approval date, QuikTrip has purchased additional property for the development and now proposes to build a new prototype store like ones recently built in Plano and under construction in Westlake. The new store type is designed to serve not just gas customers but also customers who stop at the store specifically to buy food and beverages, such as specialty coffees.

The new store design requires more space and a different layout than what was originally approved. Because the zoning approval was based upon an accepted site plan, and changes to the site plan must be reviewed and approved by the city. In addition, QuikTrip is requesting to amend the approved pole sign size to allow for a larger sign. During recent visual testing at the site, QuikTrip determined that a much larger sign is needed in order to allow cars going by on I-20 to see their sign in time to exit at Kennedale Parkway.
Because the applicant wishes to expand the boundaries of the planned development district to include the additional property they purchased, this case is also a rezoning request, in addition to a text change amend request (to amend the standards of the district).

B. Summary of Proposed Changes:

Pole sign (proposed changes based on visual testing in the field)

- Change from **120 square feet** per face to **410 square feet** per face
- Change from **50 feet** in height to **75 feet** in height

Monument sign

- Change original planned monument sign from **15 feet** in height to **18 feet** in height
- Add a maximum size of **135 square feet** (the original PD ordinance did not set a maximum size for the monument sign)
- Add second monument sign, with face size to be a maximum of **150 square feet** and height to be a maximum of **18 feet**

Landscaping

- Correct typographical error by changing **"plans" to "plants."**

Parking

- Change standard requiring **reinforced concrete** to requiring **concrete and referencing the proposed QuikTrip specifications** (QT will have a copy of the specifications available at the meeting).

Site plan and Concept plan

- Change the site plan and concept plan to the attached exhibits.

Staff Recommendation and Summary.

This site sits at the bottom of a hill, and the exit for Kennedale Parkway is quite far back from the street, so sign visibility is a problem. Because of the visibility issues for this site, staff supports QuikTrip's request for a larger sign.

We discussed the parking paving with QuikTrip staff, and we are satisfied that the method they propose to use will meet city goals for parking quality and longevity. We are also pleased to be one of the sites for QT's new prototype store. In addition to being in line with the city's vision for this area, QuikTrip stores typically provide better options for fresh food than regular convenience stores, and from a public health perspective, this is an important service to provide to the Oak Crest neighborhood.

Staff recommends approving the requested changes.

Planning and Zoning Commission Recommendation.

QuikTrip's request for rezoning including enlarging the monument sign(2) to 25 feet tall. Because this

height would make the signs taller than the QuikTrip store and the gas canopies, the Commission asked QT to proposed a height between the gas canopy height (16') and the store height (22'); QT proposed a height of 18'. With that change, the Commission recommended approval of the rezoning request.

IV. Fiscal Impact Summary:

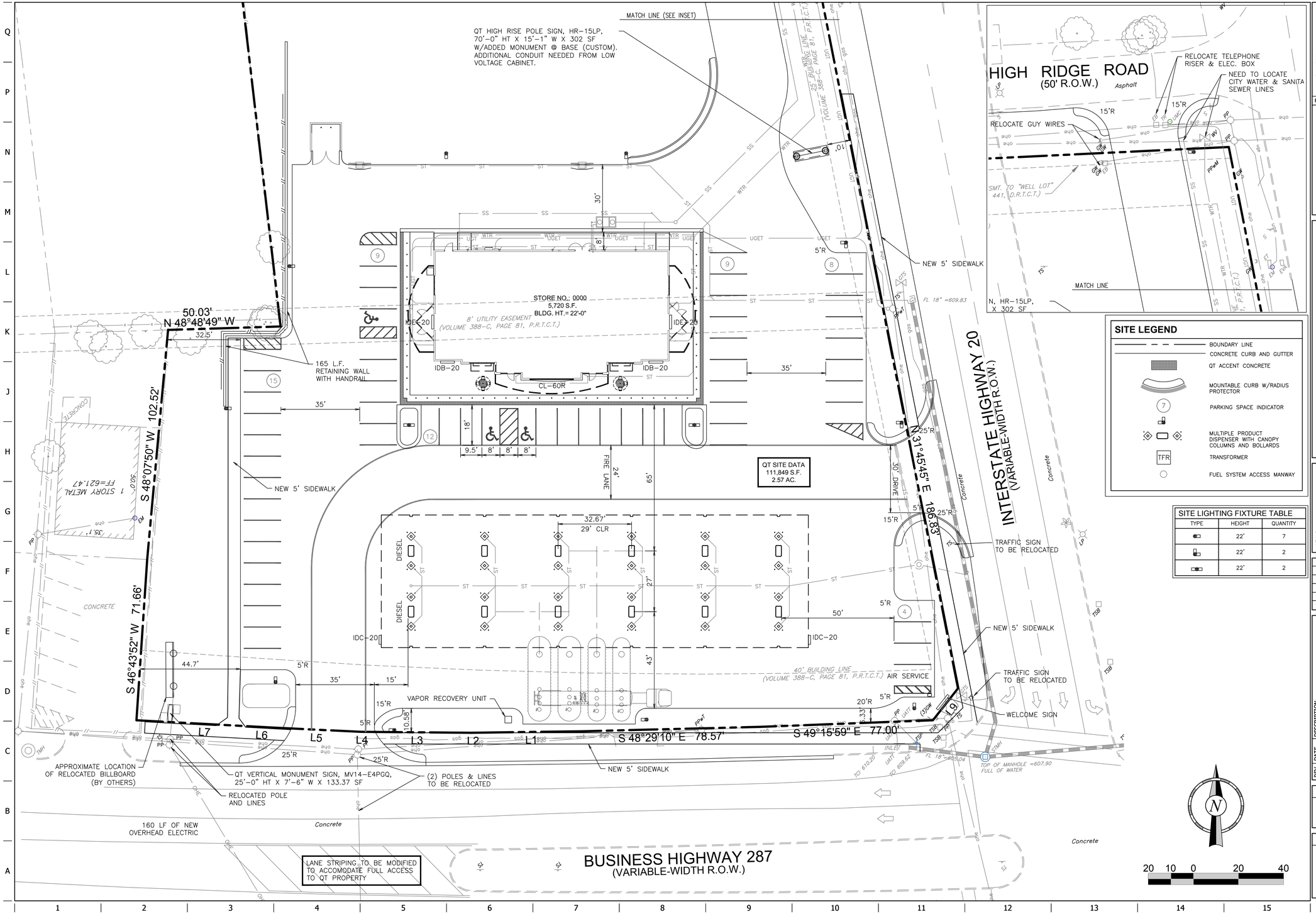
V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	QT proposed site plan	0874 Base GenIII - P68.pdf
2.	QT proposed building elevations	0874 - Building Elevations - GEN III - SDG3BEL00-01 - Tile.pdf
3.	QT proposed gas canopy elevations	0874 - Gas Canopy Elevations - GEN III - DS12 - GD12GEL00-01.pdf
4.	QT Revised sign -- pole	874 - HR-17LP.pdf
5.	QT revised sign--monument	874 - MV14-E4PGQ.pdf
6.	Proposed city monument sign	874 city monument.pdf
7.	QT PD proposed ordinance	QT PD proposed ordinance March 2012.doc



SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- QT ACCENT CONCRETE
- MOUNTABLE CURB W/RADIUS PROTECTOR
- PARKING SPACE INDICATOR
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
- TRANSFORMER
- FUEL SYSTEM ACCESS MANWAY

SITE LIGHTING FIXTURE TABLE

TYPE	HEIGHT	QUANTITY
	22'	7
	22'	2
	22'	2

CHERALYN ARMIJO 84568 TEXAS PROFESSIONAL ENGINEER

The seal appearing on this document was authorized by Cheralyn Armijo, P.E. 84568, on November 17, 2011

PROJECT NO.: 09-663.225

GLENN ENGINEERING
PHONE: (972) 717-5151
FACSIMILE: (972) 717-0776
105 DECKER COURT, SUITE 910
IRVING, TEXAS 75062
DRAWING NAME: 0874 Base-P68
JOB NUMBER: 0874-222
DATE: 10/17/11
TEXAS REGISTRATION NUMBER: F-303

QuikTrip No. 0874

I-20 & HIGHWAY 287
KENNEDALE, TX

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PROTOTYPE: P-68 (08/01/11)
DIVISION: DALLAS
VERSION: 001
DESIGNED BY: CMA
DRAWN BY: KKE
REVIEWED BY: WAR

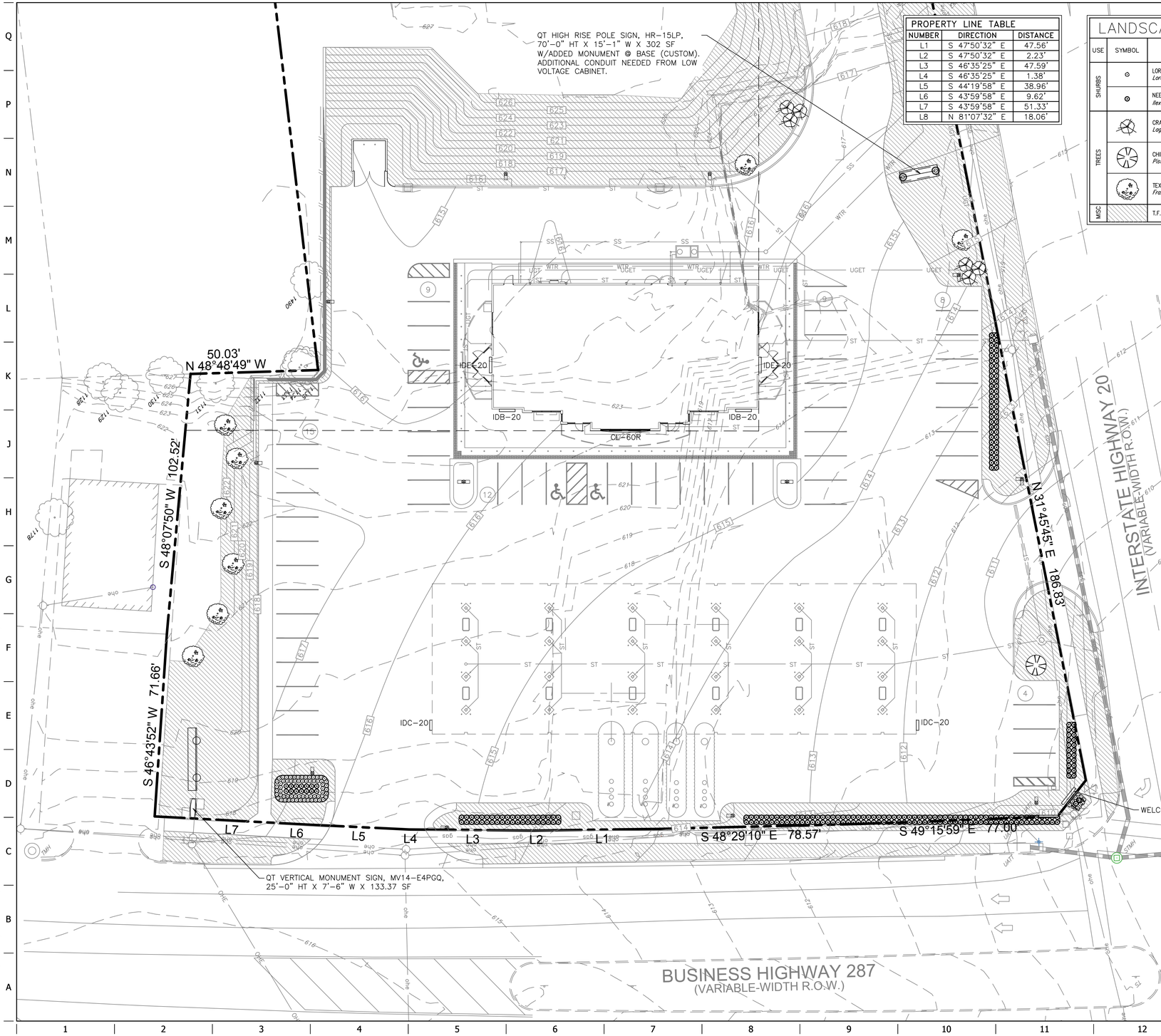
REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 10.17.11

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
C100

FILE LOCATION:Z:\Cher Projects\QuikTrip\874 Kennedale\0874 Base Genill - P68.dwg TAB NAME:Site USER:Cheralyn SAVED:11/17/2011 11:32 AM PLOTTED:11/17/2011 11:32 AM



PROPERTY LINE TABLE		
NUMBER	DIRECTION	DISTANCE
L1	S 47°50'32" E	47.56'
L2	S 47°50'32" E	2.23'
L3	S 46°35'25" E	47.59'
L4	S 46°35'25" E	1.38'
L5	S 44°19'58" E	38.96'
L6	S 43°59'58" E	9.62'
L7	S 43°59'58" E	51.33'
L8	N 81°07'32" E	18.06'

LANDSCAPE SCHEDULE

USE	SYMBOL	COMMON NAME *botanical name*	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS		LOROPETALUM (CHINENSE FRINGE FLOWER) *Loropetalum chinese var. rubrum*	3 GAL. 15"ø X 15" HT MIN	252 EA	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
		NEEDLE POINT HOLLY *Ilex Cornuta "Needle Point"*	5 GAL. 24"ø X 24" HT MIN	66 EA	
TREES		CRAPE MYRTLE *Lagerstroemia Indica*	3" CALIPER (TOTAL) 6' HT	15 EA	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT, AND PLANTING SPECIFICATIONS CONTRACTOR TO VERIFY TREE TYPE, LOCATION, SIZE, HEIGHT, AND SPREAD WITH QT REPRESENTATIVE PRIOR TO INSTALLATION
		CHINESE PISTACHE *Pistacia Chinensis*	3" CALIPER 12' HT	5 EA	
		TEXAS ASH *Fraxinus Texensis*	3" CALIPER 12' HT	8 EA	
MISC		T.F. BERMUDA 419 SOD		27,907 SF	

LANDSCAPE REQUIREMENTS

REQUIRED ORDINANCE	PROVIDED
REQUIRED LANDSCAPE AREA: QUIKTRIP SITE = 111,848 SF 15% OF TOTAL LAND AREA = 16,777 SF 50% OF 15% LOCATED IN FRONT YARD = 8,389 SF	QUIKTRIP SITE = 111,848 SF 34% OF TOTAL LAND AREA = 38,522 SF 89% OF 15% LOCATED IN FRONT YARD = 15,022 SF
INTERNAL PARKING LOT LANDSCAPE: ONE TREE FOR EVERY 20 PARKING SPACES, 57 SPACES/20 = 3 TREES NO TREE SHALL BE LOCATED FURTHER THAN 100 FEET FROM A TREE.	AS SHOWN
REQUIRED TREES: 1 – 3" CALIPER TREE FOR EVERY 500 SF REQUIRED LANDSCAPE AREA 10,735 SF/500 = 22 TREES (UP TO 50% REQUIRED TREES CAN BE REPLACED BY 5 GALLON SHRUBS)	8 LARGE TREES, 3 SMALL TREES AND 68 SHRUBS PROVIDED (UP TO 50% REQUIRED TREES CAN BE REPLACED BY 5 GALLON SHRUBS)
LANDSCAPE BUFFERS: MINIMUM LANDSCAPE SETBACK OF 10' FROM THE RIGHT OF WAY	EXCESS ADJANCENT TO I-20 VARIANCE REQUIRED FOR REDUCTION ALONG BUSINESS HIGHWAY 287
RIGHT OF WAY TREES: IN ADDITION TO REQUIRED TREES, ONE TREE FOR EVERY 50 LINEAR FEET OF FRONTAGE. STREET TREES SHALL BE PLANTED WITHIN 25 FEET OF THE FRONT PROPERTY LINE AND SHALL BE A MINIMUM OF 25 FEET APART (MAXIMUM 50 FEET APART) 491 LF/50 = 10 TREES	(5) LARGE TREES PROVIDED (9) SMALL TREES PROVIDED
PARKING LOT LANDSCAPE: ALL PARKING LOCATED WITHIN 50 FEET OF THE FRONT PROPERTY LINE OR 60 FEET FROM STREET PAVEMENT, WHICHEVER IS LESS, SHALL BE SCREENED. THE SCREEN SHALL BE 24 INCHES IN HEIGHT AND WITHIN 5 FEET FROM THE EDGE OF PARKING.	ALL PARKING LOCATED AWAY FROM STREET FRONTAGE

CHERALYN ARMIJO
84568
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS

The seal appearing on this document was authorized by Cheralyn Armijo, P.E. 84568, on November 17, 2011

PROJECT NO.: 09-663.225

GLENN ENGINEERING
PHONE: (972) 717-5151
FAX: (972) 717-0776
105 DECKER COURT, SUITE 910
IRVING, TEXAS 75062
DRAWING NAME: 0874 Base-P68
JOB NUMBER: 09-663.225
DATE: 10/17/11
TEXAS REGISTRATION NUMBER: F-303

QuikTrip No. 0874

I-20 & HIGHWAY 287
KENNEDALE, TX

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PROTOTYPE: P-68 (08/01/11)
DIVISION: DALLAS
VERSION: 001
DESIGNED BY: CMA
DRAWN BY: KKE
REVIEWED BY: WAR

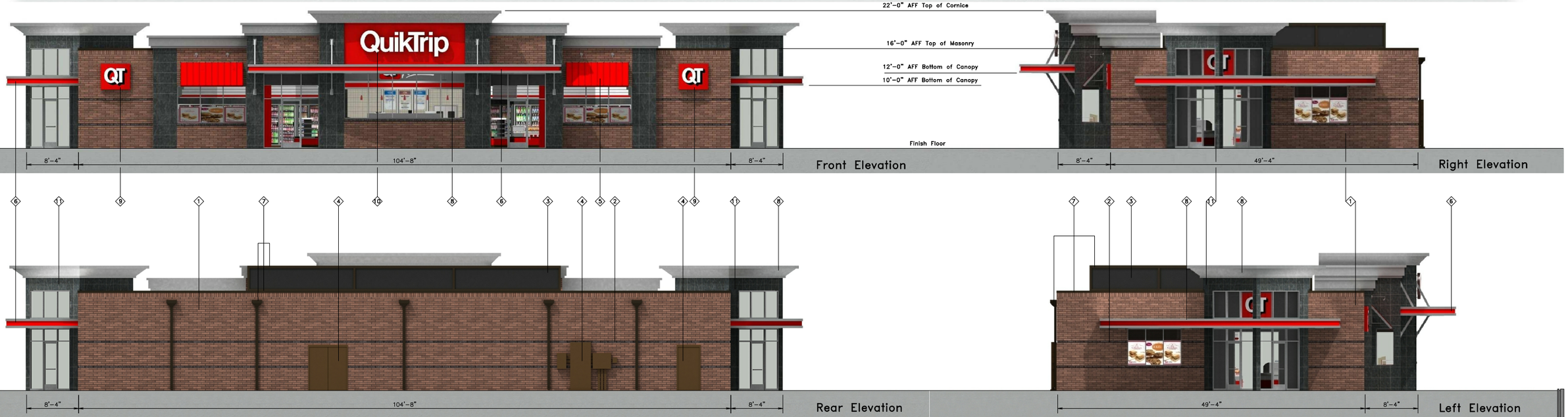
REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 10.17.11

SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER:
L100

FILE LOCATION:Z:\Cher Projects\QuikTrip\874 Kennedale\0874 Base GenIII – P68.dwg TAB NAME:Landscape USER:Cheralyn SAVED:11/17/2011 11:32 AM PLOTTED:11/17/2011 11:32 AM



QuikTrip.

4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #	Address:	City, State:
874	SWC of Business 287 & I-20	Kennedale, TX
Serial #	Scale:	
SDG3BEL00-01	1/16"=1'-0"	

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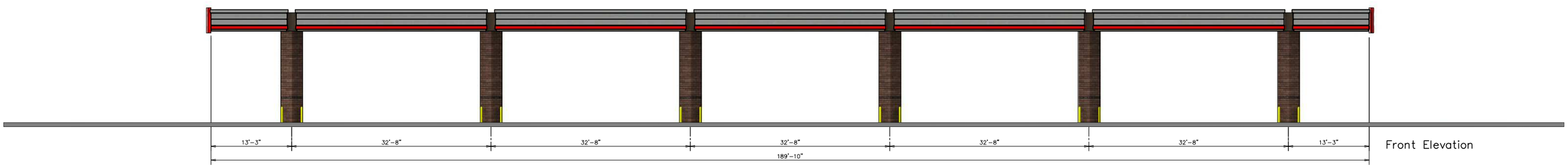
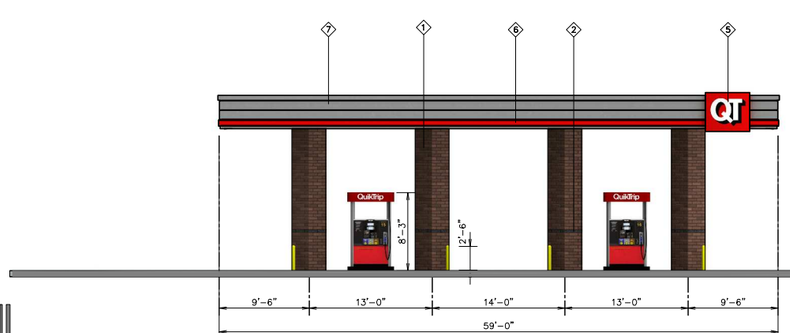
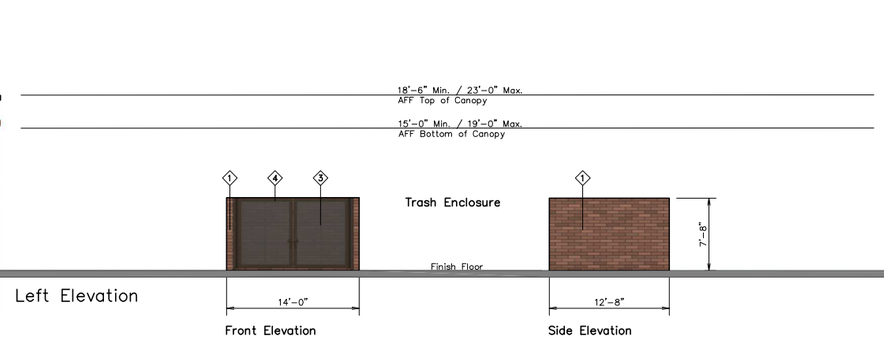
#	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
4	QT BROWN	SHERWIN WILLIAMS	PAINT
5	QT RED	LANE	STANDING SEAM AWNING
6	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
7	DARK BRONZE	LANE	METAL/PAINT
8	HLZ-ALUMINUM	ALPOLIC	FASCIA
9	IDB-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
10	CL-60R	ALLEN INDUSTRIES	SIGNAGE
11	MP04 - RADIANT IRON	DALTILE	PORCELAIN TILE



Front Elevation

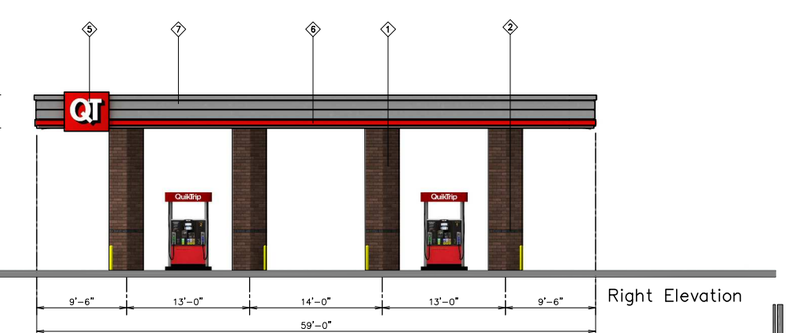


Left Elevation



Front Elevation

Side Elevation



Right Elevation

QuikTrip.
4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #	Address:	City, State:
874	SWC of Business 287 & I-20	Kennedale, TX
Serial #	Scale:	
GD12GEL00-01	1/16"=1'-0"	

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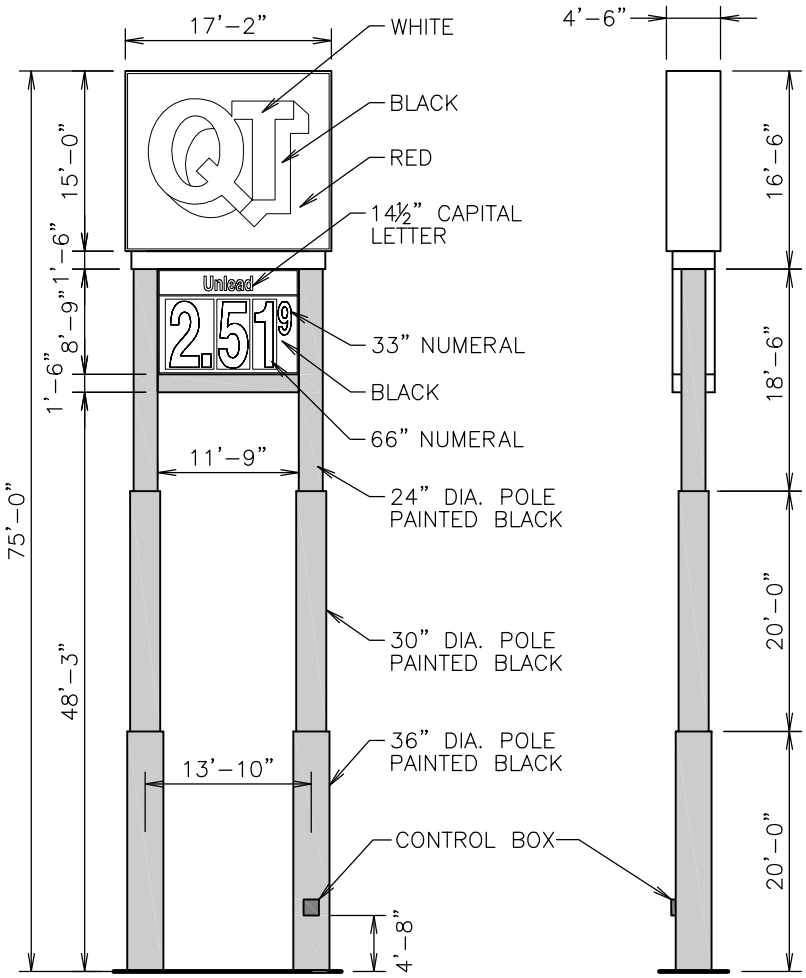
#	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT BLACK	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
4	DARK BRONZE	LANE	METAL/PAINT
5	IDC-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
6	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
7	HLZ-ALUMINUM	ALPOLIC	CANOPY



QuikTrip

4705 S. 129th E. Ave. – Tulsa, OK 74134-7108
P.O. Box 3475 – Tulsa, OK 74101-3475
p:918.615.7700

High Rise Pole Sign
HR-17LP

10.19.11

SQUARE FOOTAGE	
TYPEFACE	202
INSIDE CAN	344
ENTIRE SIGN	360

SPECIFICATIONS:

LOGO
3M Translucent Vinyl Face, 3M Cardinal Red Translucent #3632-53, surface applied graphics.

Pricer
Flat Solar grade, Clear Lexan Face, .177 thickness, painted on 2nd surface, Akzo Noble Black, Scrolling Price Numerals, White Helvetica Condensed font, Unlead Product Panels, White text area, painted 2nd surface Akzo Nobel Opaque Black, Auto Diesel Product Panels, White text area, painted 2nd surface to match PMS 7481C Translucent Green, Akzo Noble.

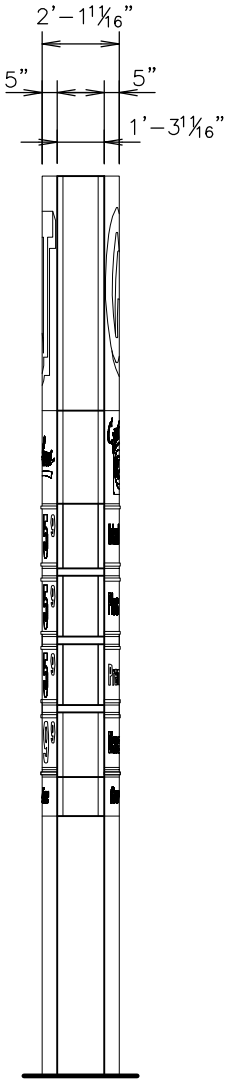
LOGO Cabinet/Pricer Cabinet/Base
Aluminum Construction, Internally illuminated with AI30 LED Lamp Fixture BXCR9002, AI30 Power Supplies BXCR9003. LOGO Cabinet painted Akzo Noble, QT Red SIGN9141 Low Gloss. Pricer Cabinet painted Akzo Noble Black Low Gloss. Accent Trim section painted 1st surface Akzo Noble Silver-Low Gloss.

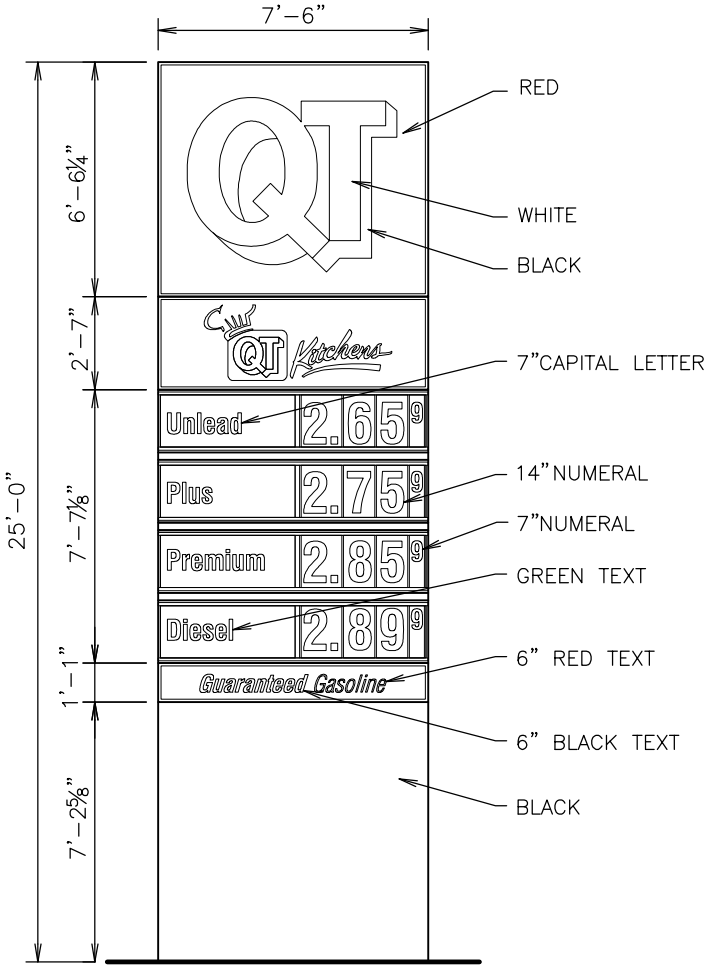
SCALE:
1/16" = 1'-0"

SERIAL NUMBER:
HR-17LP

STORE NUMBER:
874

K:\Reference Files\Signage\GEN III Signage\HR-17LP.dwg - 1_#00 Nov 22, 2011 - 8:52am - conley





QuikTrip
4705 S. 129th E. Ave. – Tulsa, OK 74134-7108
P.O. Box 3475 – Tulsa, OK 74101-3475
p:918.615.7700

Vertical Monument Sign

MV14-E4PGQ

8/11/11

SQUARE FOOTAGE	
TYPEFACE	61
INSIDE CAN	114
ENTIRE SIGN	134

SPECIFICATIONS:

LOGO
Flat Solar grade, Clear Lexan Face, .177 thickness, painted on 2nd surface to match 3M Cardinal Red Translucent #3632-53 with Akzo Nobel, no embossment.

Pricer
Flat Solar grade, Clear Lexan Face, .177 thickness, painted on 2nd surface, Akzo Noble Black, Scrolling Price Numerals, White Helvetica Condensed font, Unlead Product Panels, White text area, painted 2nd surface Akzo Nobel Opaque Black, Auto Diesel Product Panels, White text area, painted 2nd surface to match PMS 7481C Translucent Green, Akzo Noble.

LOGO Cabinet/Pricer Cabinet/Base
Aluminum Construction, Internally illuminated with GE Tetra PowerStrip DS65/GE PS24 Power Supplies. LOGO Cabinet painted Akzo Noble, QT Red SIGN9141 Low Gloss. Pricer Cabinet painted Akzo Noble Black Low Gloss. Accent Trim section painted 1st surface Akzo Noble Silver-Low Gloss. Base - Aluminum Construction, painted Akzo Noble Black Low Gloss.

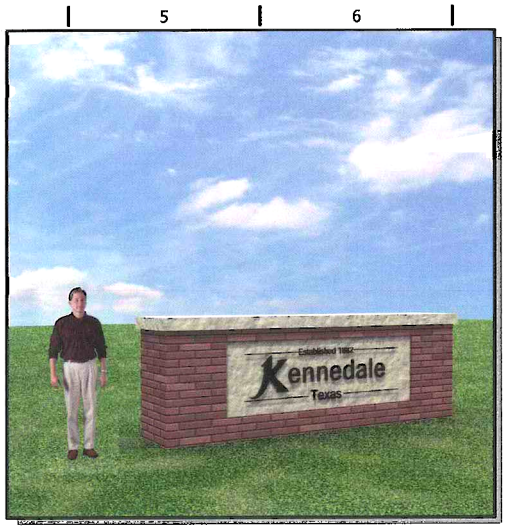
SCALE:
3/16" = 1'-0"

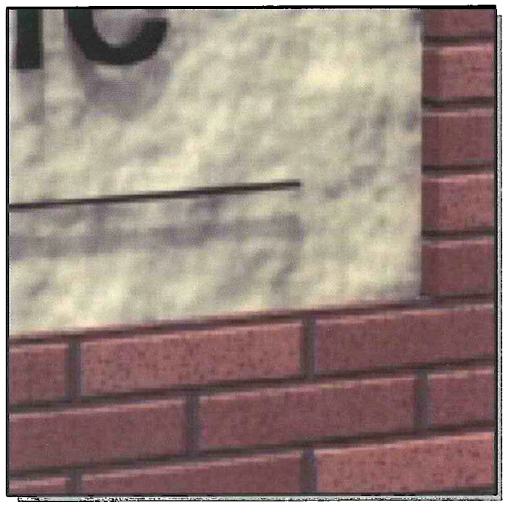
SERIAL NUMBER:
MV14-E4PGQ

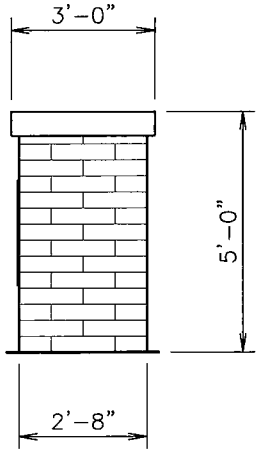
STORE NUMBER:
874

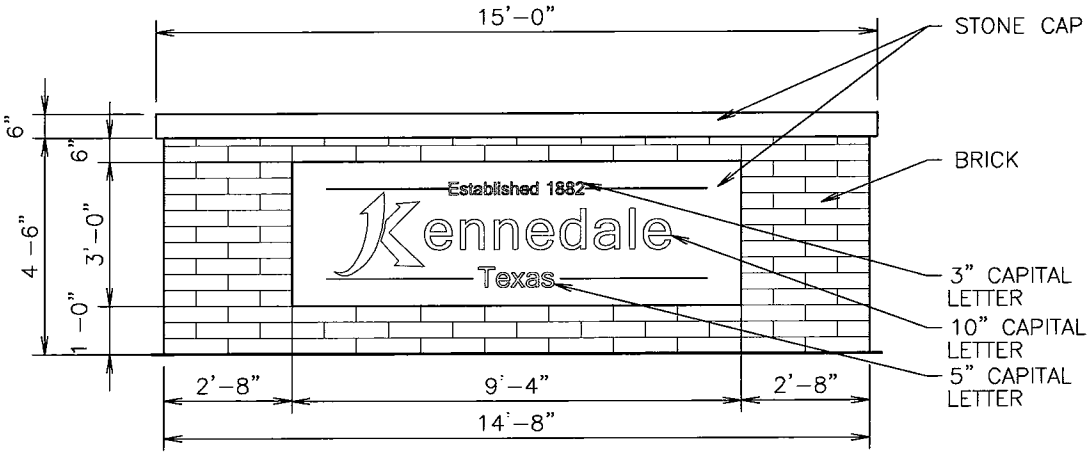
K:\Reference Files\Signage\GEN III Signage\MV14-E4PGQ.dwg - I_#00 Oct 05, 2011 - 10:04am - jkim

PS 12/8/11









QuikTrip®

4705 S. 129th E. Ave. Tulsa, OK 74134-7008
P.O. Box 3475 Tulsa, OK 74101-3475
918.615.7700

Custom Monument Sign
Brick Encased - City Sign

6/1/11

SQUARE FOOTAGE	
TYPEFACE	
INSIDE CAN	
ENTIRE SIGN	

SCALE: 1/4" = 1'-0"

SERIAL NUMBER:

STORE NUMBER: 874

SPECIFICATIONS:

Letters
½" deep channel letters, aluminum construction, painted black. Letters are projected ½" off back panel with lag bolts and stand offs.

Stone Back Panel
1" thick stone to match stone cap or like material, inset ½" from brick Face.

Structure
Brick Construction, Stone Cap. Externally Illuminated. Seal joints between brick and stone using clear caulk.

K:\Projects\Div 08 Dallas\0874\Signage\0874 - Custom City Sign.dwg - 1_#00 Dec 08, 2011 - 8:48am - conley

CITY OF KENNEDALE
ORDINANCE NO. ___

AN ORDINANCE AMENDING ORDINANCE NO. 40, AS AMENDED, THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF KENNEDALE; BY AMENDING THE QUIKTRIP PLANNED DEVELOPMENT DISTRICT; PROVIDING FOR THE AMENDMENT OF THE OFFICIAL ZONING MAP TO REFLECT SUCH CHANGES; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government;

WHEREAS, pursuant to Chapter 211 of the Local Government Code, the City has adopted a comprehensive zoning ordinance and map regulating the location and use of buildings, other structures and land for business, industrial, residential or other purposes, for the purpose of promoting the public health, safety, morals and general welfare, all in accordance with a comprehensive plan; and

WHEREAS, a change in the zoning classification of the property listed below was requested by a person or entity having a proprietary interest in said property; and

WHEREAS, a public hearing was duly held by the Planning and Zoning Commission of the City of Kennedale on January 19, 2011 and by the City Council of the City of Kennedale on March 8, 2012, with respect to the zoning change described herein; and

WHEREAS, all requirements of law dealing with notice to other property owners, publication and all procedural requirements have been complied with in accordance with Chapter 211 of the Local Government Code; and

WHEREAS, the City of Kennedale, Texas does hereby deem it advisable and in the public interest to amend Ordinance No. 40, as amended, as described herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

SECTION 1.

The QuikTrip Planned Development District is hereby amended so that the District includes the property described below:

> Approximately 2.6 acres, being described as Oak Crest Addition, Block 4, Lots 1A, 2A, 3A, 4, 5A, 6, and 7, a part of Lot 27, Lot 28A (the Well Lot), and Lot 28, Tarrant County, Texas, on the illustration attached hereto as Exhibit "A" and incorporated herein for all purposes of this ordinance, is hereby rezoned from C-1 Restricted Commercial District to QuikTrip Planned Development District District.

SECTION 2.

Not withstanding the requirements adopted under Ordinance No. 433 of the City of Kennedale, the following signs shall be allowed in the QuikTrip Planned Development District:

a. *Pole signs*. A maximum of one 1 pole sign, as defined in Section 17-502 of the City of Kennedale Code of Ordinances, shall be allowed. The pole sign shall not exceed seventy-five (75) feet in height and width at the top of the sign shall not exceed eighteen (18) feet. The pole sign face shall not exceed four hundred ten (410) square feet per face.

b. *Monument signs*. Monument signs, as defined in Section 17502 of the City of Kennedale Code of Ordinances, shall be allowed in the QTPDD and shall conform to all requirements in Ordinance No. 433 except that two (2) monument signs may be installed. Monument signs shall not exceed eighteen (18) feet in height and shall not exceed one hundred thirty five (135) square feet each. Monument signs owned by the City may vary from these requirements.

SECTION 3.

Parking requirements shall be amended as follows:

Parking. Parking areas shall be constructed of reinforced concrete or of equivalent strength concrete and shall have a minimum of 35 parking spaces.

SECTION 4.

Landscaping requirements shall be amended as follows:

Landscaping. Landscaping shall conform substantially to the Concept Plan approved with Ordinance No. 433 and attached thereto as Exhibit B. The use of native or adapted plants is encouraged. Landscaping shall be maintained in good condition

SECTION 5.

The zoning districts and boundaries as herein established have been made in accordance with the comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the community. They have been designed to lessen congestion in the streets, to secure safety from fire, panic, flood and other dangers, to provide adequate light and air, to prevent overcrowding of land, to avoid undue concentration of population, to facilitate the adequate provisions of transportation, water, sewerage, parks and other public requirements. They have been made after a full and complete hearing with reasonable consideration among other things of the character of the district and its peculiar suitability for the particular uses allowed and with a view of conserving the value of the buildings and encouraging the most appropriate use of land throughout the community.

SECTION 6.

The City Secretary is hereby directed to amend the official zoning map to reflect the changes in classifications approved herein.

SECTION 7.

The use of the property hereinabove described shall be subject to all the applicable regulations contained in the Comprehensive Zoning Ordinance and all other applicable and pertinent ordinances of the City of Kennedale, Texas.

SECTION 8.

This Ordinance shall be cumulative of Ordinance No. 40, as amended, and all other Ordinances of the City of Kennedale affecting zoning and land use, and shall not repeal any of the provisions of such ordinances except in those instances where provisions of such ordinances are in direct conflict with the provisions of this ordinance.

SECTION 9.

All rights or remedies of the City of Kennedale, Texas are expressly saved as to any and all violations of Ordinance No. 40 or of any amendments thereto that have accrued at the time of the effective date of this Ordinance and as to such accrued violations and all pending litigation, both civil and criminal, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the Courts.

SECTION 10.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 11.

This ordinance shall be in full force and effect from and after its passage and it is so ordained.

PASSED AND APPROVED this **8th** day of **March**.

_____
Mayor, Bryan Lankhorst

ATTEST:

_____
City Secretary

APPROVED AS TO FORM AND LEGALITY:

_____
City Attorney

KENNEDALE
You're Here, Your Home
www.cityofkennedale.com

Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - G.

I. Subject:

Conduct a public hearing and consider action on CASE PZ 12-0, an Ordinance amending the comprehensive zoning ordinance of the City of Kennedale, as amended, by amending section 17-420 of the city code, regulations governing overlay districts; and by amending section 17-424, regulations governing loading docks; providing that the ordinance shall be cumulative of all ordinances; providing a penalty clause; providing a savings clause; providing a severability clause; and providing an effective date.

1. Staff Presentation
2. Public Hearing
3. Staff Response and Summary
4. Action by the City Council

II. Originated by:

Rachel Roberts, City Planner

III. Summary:
If approved, the ordinance will remove duplication in the zoning code by removing requirements in the overlay district that are also listed elsewhere in the code. Instead of being listed twice, the duplicate regulations will be published in one section, and the overlay district code will then refer to those sections.

The ordinance will also make regulations clearer when there are similar standards in both the overlay district and elsewhere in the zoning code, and one section is a bit stricter than the other. Since the overlay district standards were adopted, other parts of the zoning code have been amended to have very similar standards, but in some cases the newer regulations are more restrictive. In general, the proposed ordinance would make the stricter provisions prevail.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:

VII. Alternative Actions:

VIII. Attachments:

1.	PZ 12-01 proposed ordinance	Proposed Changes overlay district.doc

CITY OF KENNEDALE
ORDINANCE NO. ___

AN ORDINANCE AMENDING ORDINANCE NO. 40, AS AMENDED, THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF KENNEDALE; BY AMENDING SECTION 17-420 OF THE CITY CODE, REGULATIONS GOVERNING OVERLAY DISTRICTS; AND BY AMENDING SECTION 17-424, REGULATIONS GOVERNING LOADING DOCKS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A PENALTY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government;

WHEREAS, pursuant to Chapter 211 of the Local Government Code, the City has adopted a comprehensive zoning ordinance and map regulating the location and use of buildings, other structures and land for business, industrial, residential or other purposes, for the purpose of promoting the public health, safety, morals and general welfare, all in accordance with a comprehensive plan; and

WHEREAS, amendments to the sections of the city code described above are necessary in order to eliminate redundancy and facilitate ease of use; and

WHEREAS, a public hearing was duly held by the Planning and Zoning Commission of the City of Kennedale on January 19, 2011 and by the City Council of the City of Kennedale on February 9, 2012, with respect to the zoning change described herein; and

WHEREAS, the City of Kennedale, Texas does hereby deem it advisable and in the public interest to amend Ordinance No. 40, as amended, as described herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

SECTION 1.

Sec. 17-420(f) of the Kennedale City Code, as amended, is hereby amended to read as follows:

(f) *Parking regulations.*
(1) For each permissible use in an overlay district, all off-street parking shall be regulated in accordance with the regulations of section 17-424 of this article.

(2) Any building or use not in an overlay district before the effective date of this article shall be required to comply with the parking regulations of this subsection by September 9, 2000. All other uses shall be required to comply immediately with this subsection.

SECTION 2.

Sec. 17-420(h) of the Kennedale City Code, as amended, is hereby amended to read as follows:

(h) *Outside storage regulations.*
(1) All outside storage, when permitted by the regulations of both the underlying zoning district and the overlay district, shall be regulated in accordance with Section 4-226 of the city code.
(2) Any building or use not in an overlay district before the effective date of this article shall be required to comply with the outside storage by the earlier of the following dates:
a. March 9, 2002; or
b. When the land use or ownership changes.

SECTION 3.

Sec. 17-420(i) of the Kennedale City Code, as amended, is hereby amended to read as follows:

(i) *Screening regulations*.
(1) Screening shall be in accordance with the underlying zoning district and with Section 17-425 of the city code, except for salvage yards. When a conflict occurs between the underlying zoning district and Section 17-425, the stricter regulations shall prevail.
(2) Special screening regulations for salvage yards are described in subsection (m) (Special conditions for salvage yards) hereof.
(3) Any building or use not in an overlay district before the effective date of Ordinance No. 187 shall be required to comply with the screening regulations by the earlier of the following dates:
a. March 9, 2003; or
b. When the land use or ownership changes.

SECTION 4.

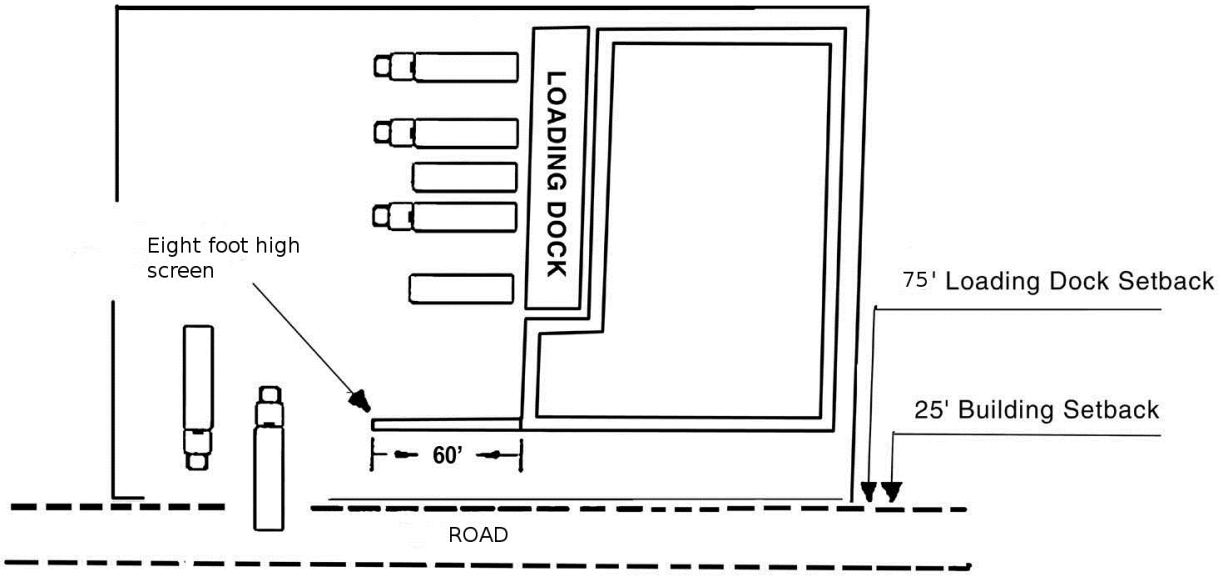
Sec. 17-420(l) of the Kennedale City Code, as amended, is hereby amended to read as follows:

(l) *Loading dock regulations for new construction*. The following applies to new construction:
(1) For each permissible use in an overlay district, all off-street parking shall be regulated in accordance with the regulations of section 17-424 of this article.

SECTION 5.

Sec. 17-424(g)(2) of the Kennedale City Code, as amended, is hereby amended as follows:

The following diagram provides an illustration of these regulations as applied to the loading dock permitted on a side wall:



SECTION 6.

This Ordinance shall be cumulative of Ordinance No. 40, as amended, and all other Ordinances of the City of Kennedale affecting zoning and land use, and shall not repeal any of the provisions of such ordinances except in those instances where provisions of such ordinances are in direct conflict with the provisions of this ordinance.

SECTION 7.

All rights or remedies of the City of Kennedale, Texas are expressly saved as to any and all violations of Ordinance No. 40 or of any amendments thereto that have accrued at the time of the effective date of this Ordinance and as to such accrued violations and all pending litigation, both civil and criminal, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the Courts.

SECTION 8.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 9.

[PUBLICATION STATEMENT IF REQUIRED]

SECTION 10.

This ordinance shall be in full force and effect from and after its passage and it is so ordained.

PASSED AND APPROVED this **9th** day of **February 2012**.

_____

Mayor, Bryan Lankhorst

ATTEST:

_____

City Secretary

APPROVED AS TO FORM AND LEGALITY:

_____

City Attorney

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - H.

I. Subject:
Discuss and consider adoption of AN ORDINANCE ADOPTING SPEED LIMITS ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

II. Originated by:

Bob Hart, City Manager

III. Summary:

The Speed Limit Ordinance is intended to standardize the speed limits based on street classifications throughout the city. It is also being prepared in anticipation of the completion of various road projects throughout the city. Finally, it is intended to bring the city into compliance with state law regarding speed limits.

State law provides that a city may not set a speed limit at less than 25 mph on any street unless it is within a school zone. Further that the prima facie speed limit for streets is considered to be 30 mph unless the city has done a traffic study and determined that a prima facie speed limit of 25 mph is justified. We have done a traffic study and the ordinance recommends that prima facia speed limits on all streets in Kennedale should be 25 mph with the exception of the streets noted within the ordinance and on the map as summarized below.

The streets to be 30 mph include Tower Drive, Wildcat Way, Pennsylvania Avenue, Corry A. Edwards Drive, Gilman Road, Broadway Street, Averett Road, New Hope Road from Kennedale Parkway to Pine Meadow Drive, and Sublett Road from Little School Road to Kennedale Parkway.

The streets to be 35 mph include New Hope Road from Pine Meadow Drive to Hudson Village Creek, Bowman Springs Road, Dick Price Road, Mansfield Cardinal Road, Hudson Village Creek Road, Little School Road, Eden Road, Swiney-Hiett Road, and Sublett Road from Little School Road to east city limits.

The street to be 40 mph is Kennedale Parkway from Corry A. Edwards Drive to south city limits.

The street to be 45 mph is Kennedale Parkway from IH-20 service road to Corry A. Edwards Drive.

Staff recommends the adoption of the ordinance and the installation of new speed limit signs to comply with state requirements for reflectivity of the speed limit signs.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Speed Limit Ordinance	Ordinance XXX - Speed Limits.docx
2.	Map	Speed Limit Map.pdf

ORDINANCE NO. _____

AN ORDINANCE ADOPTING SPEED LIMITS ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, pursuant to Section 545.356 of the Texas Transportation Code, the City of Kennedale, Texas has the authority to establish prima facie maximum reasonable and prudent speeds within its corporate boundaries for vehicles on streets and highways; and

WHEREAS, the city council has determined that on two-lane, undivided streets within the City a prima facie speed limit of more than 25 miles per hour is unreasonable except on the streets specified herein; and

WHEREAS, the prima facie maximum reasonable speed limits adopted herein are based upon the results of an engineering and traffic investigation which took into consideration the width and condition of the pavement as well as any special hazards that exist and the usual traffic on the streets and highways designated below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

SECTION 1.

The prima facie maximum reasonable and prudent speed on the streets or highways in the City of Kennedale shall be the speed in miles per hour (mph) designated in this section, provided that an appropriate sign giving notice of such speed zone is erected. The prima facie speed for all streets in the City that are not listed below shall be 25 mph.

Street	Speed Limit
Tower Drive	30
Wildcat Way	30
Pennsylvania Avenue	30
Corry A. Edwards Drive	30
Gilman Road	30
Broadway Street	30
Averett Road	30
New Hope Road from Kennedale Parkway to Pine Meadow Drive	30
Sublett Road from Little School Road to Kennedale Parkway	30
New Hope Road from Pine Meadow Drive to Hudson Village Creek	35
Bowman Springs Road	35
Dick Price Road	35
Mansfield Cardinal Road	35
Hudson Village Creek Road	35
Little School Road	35
Eden Road	35

Swiney-Hiett Road	35
Sublett Road from Little School Road to east City Limits	35
Kennedale Parkway from Corry A. Edwards Drive to south City Limits	40
Kennedale Parkway from IH-20 service road to Corry A. Edwards Drive	45

SECTION 2.

The Director of Public Works is hereby directed to ensure that appropriate signs are erected and maintained giving notice of the speed limits adopted in this ordinance.

SECTION 3.

This ordinance shall be cumulative of all provisions of ordinances of the City of Kennedale, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed. This ordinance shall not alter the speed limits during designated hours in previously approved school zones within the City.

SECTION 4.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses,

sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 5.

Any person, firm or corporation, who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of any of the provisions of this ordinance shall be fined not more than Two Hundred Dollars ($200.00) for each offense. Each day that violation is permitted to exist shall constitute a separate offense.

SECTION 6.

All rights and remedies of the City of Kennedale are expressly saved as to any and all violations of the provisions of the Kennedale City Code or any other ordinances affecting speed limits which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

SECTION 7.

The City Secretary of the City of Kennedale is hereby directed to publish in the official newspaper of the City of Kennedale, the caption, Section 1, penalty clause, publication clause and effective date clause of this as provided by Section 3.10 of the Charter of the City of Kennedale.

SECTION 8.

This ordinance shall be in full force and effect from and after its passage and publication as required by law, and it is so ordained.

PASSED AND APPROVED ON THIS 8TH DAY OF MARCH, 2012.

_____
Bryan Lankhorst, Mayor

ATTEST:

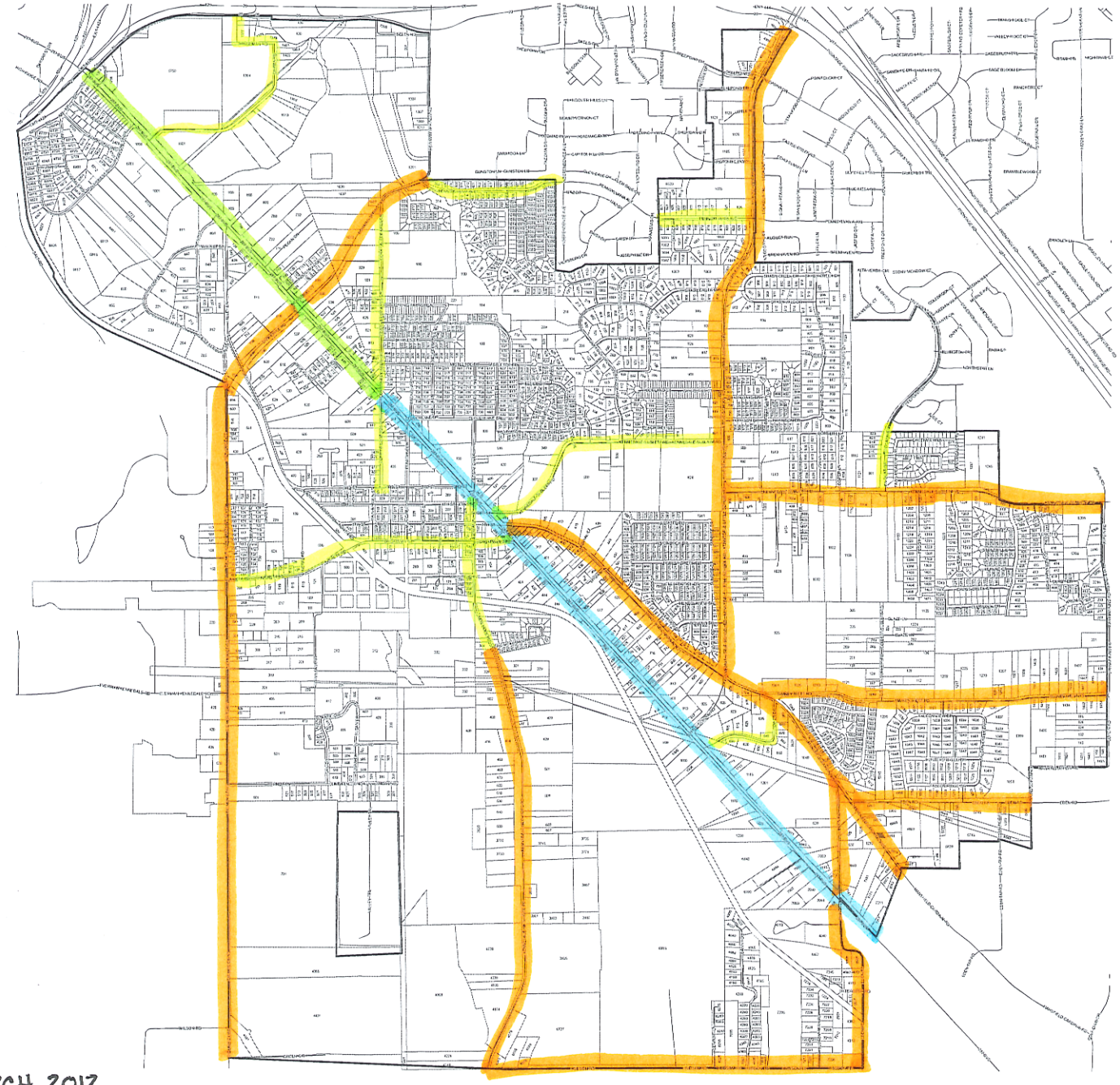
_____
Amethyst Cirmo, City Secretary

Effective: _____

APPROVED AS TO FORM AND LEGALITY:

_____
Wayne K. Olson, City Attorney

Street Map
City of Kennedale



Symbols

- City of Kennedale boundary
- 45 MPH
- 40 MPH
- 35 MPH
- 30 MPH
- All others 25 MPH

N W E S

1,500 0 1,500 Feet

MARCH 2012

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - I.

I. Subject:
Discuss and consider approval of AN ORDINANCE ADOPTING SPEED LIMITS WITHIN SCHOOL ZONES ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

II. Originated by:

Tommy Williams, Police Chief

III. Summary:
This ordinance is designed to bring all school zones into one comprehensive ordinance. The new Fellowship Academy on Bowman Springs Road is included. It is a companion to the ordinance establishing new speed limits throughout the city.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	School Zone Speed Limits	Ordinance XXX - School Zone Speed Limit.docx

ORDINANCE NO. _____

AN ORDINANCE ADOPTING SPEED LIMITS WITHIN SCHOOL ZONES ON CERTAIN ROADWAYS WITHIN THE CITY OF KENNEDALE, TEXAS; DIRECTING THE ERECTION OF SIGNS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, pursuant to Section 545.356 of the Texas Transportation Code, the City of Kennedale, Texas has the authority to establish prima facie maximum reasonable and prudent speeds within its corporate boundaries for vehicles on streets and highways; and

WHEREAS, the city council has determined that in order to protect school children lower speed limits are advisable during designated times within areas designated as school zones within the City; and

WHEREAS, the prima facie maximum reasonable speed limits adopted herein are based upon the results of an engineering and traffic investigation which took into consideration the width and condition of the pavement as well as any special hazards that exist and the usual traffic on the streets and highways designated below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

SECTION 1.

The prima facie maximum reasonable and prudent speed on the following portions of streets or highways in the City of Kennedale during the times listed below shall be the speed in miles per hour (mph) designated in this section, provided that an appropriate sign giving notice of such school speed zone is erected.

1. Kennedale Parkway (Business 287) from Crestview Drive to Cloverlane Drive (30 MPH WHEN FLASHING from 7:30 am to 8:30 am and 3:00 pm to 4:00 pm).

2. Cloverlane Drive from Kennedale Parkway to Crestview Drive (20 mph from 7:30 am to 4:00 pm)
3. Crestview Drive from Cloverlane Drive to a point 200 feet north of Kennedale Parkway (20 mph from 7:30 am to 8:30 am and 3:00 pm to 4:00 pm)
4. Mistletoe Drive from Timberline Drive to Arthur Drive (20 mph from 7:30 am to 8:30 am and 3:00 pm to 3:45 pm)
5. Arthur Drive from a point 100 feet east of the James A. Arthur Intermediate School east school property line to a point 100 feet west of the James A. Arthur Intermediate School west property line (20 mph from 7:30 am to 8:30 am and 3:00 pm to 3:45 pm)
6. Corry A. Edwards Drive from Rolanda Street to a point 100 feet east of Bowman Springs Road (20 mph WHEN FLASHING from 7:00 am to 9:00 am and 2:00 pm to 4:30 pm)
7. Bowman Springs Road from a point 200 feet east of the Fellowship Academy School east property line to a point 200 feet west of the Fellowship Academy School west property line (30 mph from 7:45 am to 8:45 am and 2:15 pm to 3:45 pm)

SECTION 2.

The Director of Public Works is hereby directed to ensure that appropriate signs are erected and maintained giving notice of the speed limits adopted in this ordinance.

SECTION 3.

This ordinance shall be cumulative of all provisions of ordinances of the City of Kennedale, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 4.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 5.

Any person, firm or corporation, who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of any of the provisions of this ordinance shall be fined not more than Two Hundred Dollars ($200.00) for each offense. Each day that violation is permitted to exist shall constitute a separate offense.

SECTION 6.

All rights and remedies of the City of Kennedale are expressly saved as to any and all violations of the provisions of the Kennedale City Code or any other ordinances affecting speed limits which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

SECTION 7.

The City Secretary of the City of Kennedale is hereby directed to publish in the official newspaper of the City of Kennedale, the caption, Section 1, penalty clause, publication clause and effective date clause of this as provided by Section 3.10 of the Charter of the City of Kennedale.

SECTION 8.

This ordinance shall be in full force and effect from and after its passage and publication as required by law, and it is so ordained.

PASSED AND APPROVED ON THIS 8TH DAY OF MARCH, 2012.

_____
Bryan Lankhorst, Mayor

ATTEST:

_____
Amethyst Cirmo, City Secretary

Effective: _____

APPROVED AS TO FORM AND LEGALITY:

_____
Wayne K. Olson, City Attorney

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - J.

I. Subject:
Discuss and consider approval of AN ORDINANCE PROVIDING FOR THE ENFORCEMENT OF TEXAS TRANSPORTATION CODE PROHIBITIONS ON THE USE OF WIRELESS COMMUNICATION DEVICES WHILE OPERATING A MOTOR VEHICLE IN SCHOOL ZONES WITHIN THE CITY OF KENNEDALE; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

II. Originated by:

Tommy Williams, Police Chief

III. Summary:
State Law allows cities to prohibit the use of cell phones and other wireless communication devices for texting while operating a vehicle in school zones. To do this the city must adopt an ordinance requiring signs to be posted.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	WIreless	Ordinance XXX - Wireless in School Zones.docx

ORDINANCE NO. ___

AN ORDINANCE PROVIDING FOR THE ENFORCEMENT OF TEXAS TRANSPORTATION CODE PROHIBITIONS ON THE USE OF WIRELESS COMMUNICATION DEVICES WHILE OPERATING A MOTOR VEHICLE IN SCHOOL ZONES WITHIN THE CITY OF KENNEDALE; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY FOR VIOLATIONS HEREOF; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Kennedale, Texas is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, Section 545.425 of the Texas Transportation Code prohibits the use of wireless communication devices while operating a motor vehicle in a school crossing zone with certain exceptions; and

WHEREAS, a municipality desiring to enforce such prohibitions must post appropriate signage at the entrance to each school crossing zone; and

WHEREAS, the City Council desires to provide for the enforcement of the prohibition on the use of wireless communication devices in school crossing zones.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

SECTION 1.

In any school crossing zone within the City, the Director of Public Works is hereby authorized and directed to erect appropriate signs that comply with the standards in Section 545.425 of the Texas Transportation Code to authorize the City to

enforce the prohibitions in that section on the use of wireless communication devices while operating a motor vehicle in a school crossing zone.

SECTION 2.

This ordinance shall be cumulative of all provisions of ordinances of the City of Kennedale, Texas, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 3.

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs and sections of this ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

SECTION 4.

No citations will be issued for the first 30 days following the effective date of this Ordinance so that an educational effort by the City may be conducted to inform the public about the importance and requirements of this new Ordinance. Thereafter, any person, firm or corporation, who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of any of the provisions of this ordinance shall be

fined not more than Two Hundred Dollars ($200.00) for each offense. Each day that violation is permitted to exist shall constitute a separate offense.

SECTION 5.

All rights and remedies of the City of Kennedale are expressly saved as to any and all violations of the provisions of the Kennedale City Code or any other ordinances affecting speed limits which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

SECTION 6.

The City Secretary of the City of Kennedale is hereby directed to publish in the official newspaper of the City of Kennedale, the caption, Section 2, penalty clause, publication clause and effective date clause of this as provided by Section 3.10 of the Charter of the City of Kennedale.

SECTION 7.

This ordinance shall be in full force and effect from and after its passage and publication as required by law, and it is so ordained.

PASSED AND APPROVED ON THIS 8TH DAY OF MARCH, 2012.

_____
Bryan Lankhorst, Mayor

ATTEST:

_____
Amethyst Cirmo, City Secretary

Effective: _____

APPROVED AS TO FORM AND LEGALITY:

_____
Wayne K. Olson, City Attorney

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Staff Report to the Honorable Mayor and City Council

Date: March 8, 2012

Agenda Item No: REGULAR ITEMS - K.

I. Subject:
Discuss and consider appointments to the Library Advisory Board.

II. Originated by:

Amethyst G. Cirmo, City Secretary and Communications Coordinator

III. Summary:
Please consider the attached application for a seat on the Library Advisory Board.

IV. Fiscal Impact Summary:

V. Legal Impact:

VI. Recommendation:
Approve

VII. Alternative Actions:

VIII. Attachments:

1.	Application	Dehnel - Kennedale board application.pdf

KENNEDALE
City Secretary
www.cityofkennedale.com

APPLICATION

CONSIDERATION FOR APPOINTMENT TO A CITY BOARD OR COMMISSION

Please check the box of the Board/Commission on which you would like to serve:

- ☐ Parks & Recreation Advisory Board
- ☐ Planning & Zoning Commission
- ☐ Building Board of Appeals
- ☐ Board of Adjustment
- ☑ Library Advisory Board
- ☐ Arts & Culture Advisory Board
- ☐ Economic Development Corporation
- ☐ Keep Kennedale Beautiful Commission

FULL NAME:	Sharon S. Dehnel		
AGE (Optional):			
HOME ADDRESS:	1119 Fawn Meadow Trl, Kennedale, TX 76060		
HOME PHONE:	817-483-2758	**CELL PHONE:**	817-705-2612
EMAIL ADDRESS:	sdehnel@sbcglobal.net		
OCCUPATION:	Systems / Cataloging Librarian		
EDUCATION:	MLIS (UNT- Aug 2010) ; BBA - Programming (Hardin Simmons May-87)		
VOTER REG. #	1166657		
RESIDENCY:	I have been a resident of the City of Kennedale for 5 1/2 years.		

I have special knowledge or experience in the following areas:

- ☐ Banking/Finance
- ☐ Business Development
- ☐ Building/Construction
- ☐ Promotion/Marketing
- ☐ Real Estate/Development
- ☐ Industrial Training
- ☐ Law/Contracts
- ☐ Manufacturing/Industrial Operations
- ☒ Other (please describe) Library info systems

Please describe any other relevant experience, civic activities, or other necessary information:
Work at Dallas Baptist University as the Systems / Cataloging Librarian. I have held this position since Sept 2010. Prior to that, I have worked in the DBU Library as Assistant to the Director of Distance Learning (March 03 - Dec 05) and Library Secretary (Dec 05 - Sept 2010).

I have attended one or more meetings of this board or commission: ☐ Yes ☒ No

Signature: Sharon S Dehnel Date: 2/21/12

PLEASE RETURN THE COMPLETED FORM TO THE CITY SECRETARY'S OFFICE AT THE ADDRESS BELOW OR EMAIL TO acirmo@cityofkennedale.com

KENNEDALE
Kennedale Economic
Development Corporation
www.cityofkennedale.com

Staff Report to the Board of Directors

Date: March 8, 2012

Agenda Item No: EXECUTIVE SESSION - A.

I. Subject:
The City Council and the Economic Development Corporation will meet in closed session pursuant to Section 551.071 of the Texas Government Code for consultation with the City Attorney pertaining to any matter in which the duty of the City Attorney under the Texas Disciplinary Rules of Professional Conduct may conflict with the Open Meetings Act, including discussion on any item posted on the agenda and Section 551.072 of the Texas Government Code to deliberate the purchase, sale, exchange, lease, or value of real property.

1. Proposal from Speed Fab-Crete to purchase property at 1000 E Kennedale Parkway.

II. Originated by:

III. Summary:
Please see the attached documents from Speed Fab-Crete.

IV. Recommendation:

V. Alternative Actions:

VI. Attachments:

1.	SFC1	SFC Scope of Development.pdf
2.	SFC2	SFC_1.pdf
3.	SFC3	SFC_2.pdf

Speed Fab-Crete

Design - Build General Contractor
Precast Concrete Manufacturer

P.O. BOX 15580
FORT WORTH, TEXAS 76119

Delivery:
1150 E. KENNEDALE PKWY.
KENNEDALE, TEXAS 76060

MEMBER DBIA DESIGN-BUILD INSTITUTE OF AMERICA

817/478-1137
METRO 817/572-0351
FAX 817/561-2544

info @ speedfab-crete.com
www.speedfab-crete.com

Scope of Development

Speed Fab-Crete is a Kennedale-based corporation celebrating its 61st year in business. The company relocated to Kennedale in 1978 and has since experienced steady growth. We presently occupy approximately 15 acres along Kennedale Parkway. The development includes our corporate offices, manufacturing and support buildings, and storage and production areas. We presently employ 123 people with employment surpassing 150 just three years ago.

Our precast concrete products and their quality of construction have boosted our sales in recent years. Our highway components, such as sound walls and retaining walls, are in large demand. We currently have a lengthy backlog of orders. Our arch bridge span division continues to grow, and we are projecting increased sales for years to come. And, as always, we continue to fabricate wall panels to meet our general contracting requirements.

Our immediate need (Phase 1) is to develop the subject property to support our sound wall production and storage. This involves casting beds, product, and material storage. The phase would commence immediately upon concluding a contract with the Kennedale Economic Development Corporation. Approximately 7 recently hired employees would be moved to this area.

Phase 2 is very important to our production efficiency. We will continue to develop and plan for the building and anticipate occupancy within a year. We want to relocate the retaining wall production to the new facility. Our present indoor production area is too small for production of this product. This would free up the existing building to develop our architectural precast product line. The remaining space in the office building will be leased or absorbed by our own forces. We anticipate hiring an additional 20 people once Phase 2 opens.

Once developed, we will have approximately $3,500,000 invested in both phases. We will meet or exceed the required screening and landscape codes.

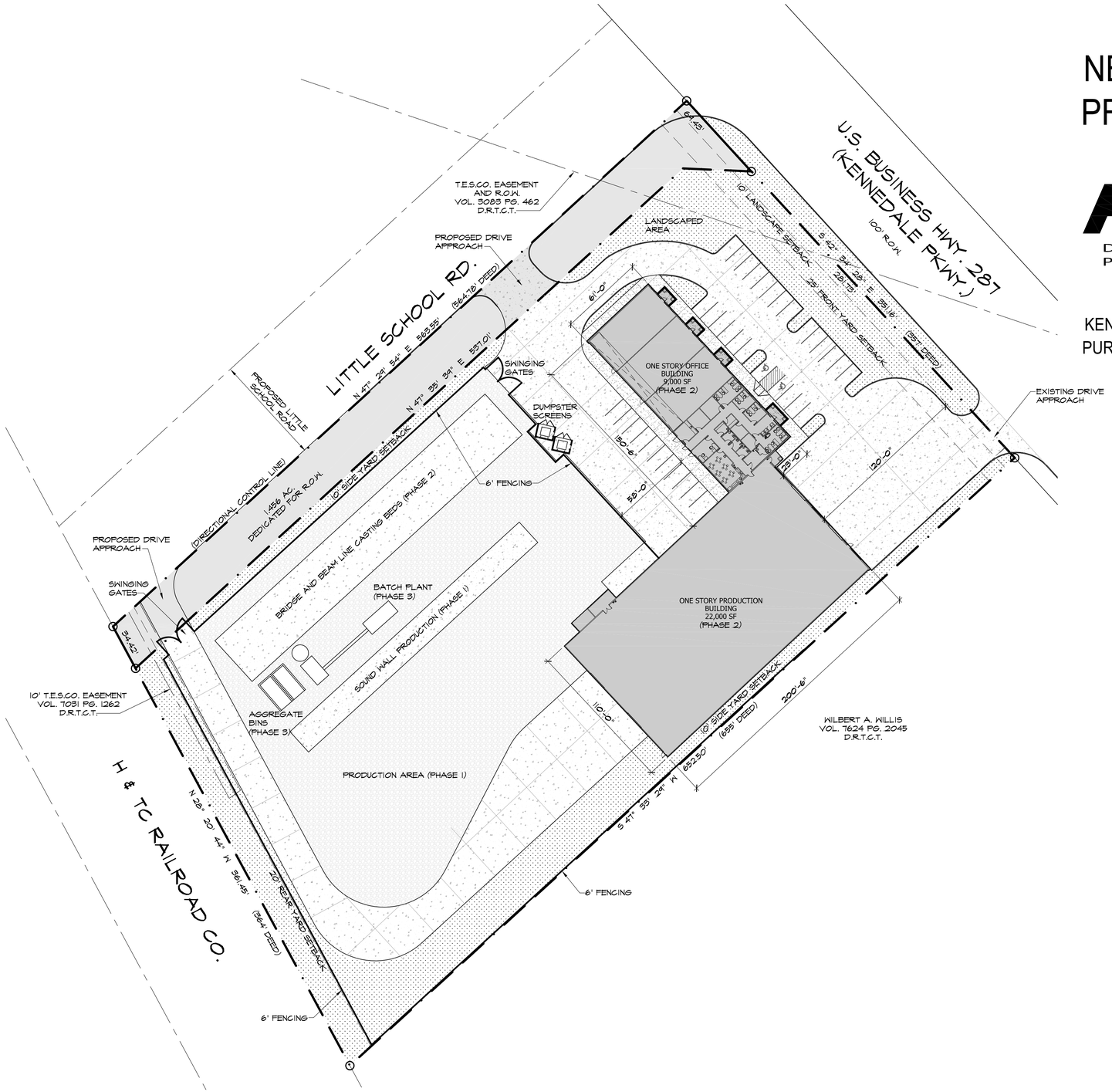
Speed Fab-Crete has pursued the subject property for many years. Our need for expansion has driven our quest to obtain this property for a long time. We hope that Speed Fab-Crete and the KEDC can reach a mutual agreement for the purchase of the property and expansion of a vital manufacturing facility in the North Texas area.

NEW OFFICE WAREHOUSE AND PRODUCTION EXPANSION FOR:

Speed Fab-Crete

Design - Build General Contractor
Precast Concrete Manufacturer

KENNEDALE ECONOMIC DEVELOPMENT CORPORATION:
PURCHASE AND DEVELOPMENT AT 1000 E. KENNEDALE PARKWAY



4.442 ACRES

ARCHITECTURAL SITE PLAN

SCALE: 1" = 40'-0"

Speed Fab-Crete
DESIGN - BUILD GENERAL CONTRACTOR
P: 817.478.1137
1150 E. KENNEDALE PKWY.
KENNEDALE, TEXAS 76060

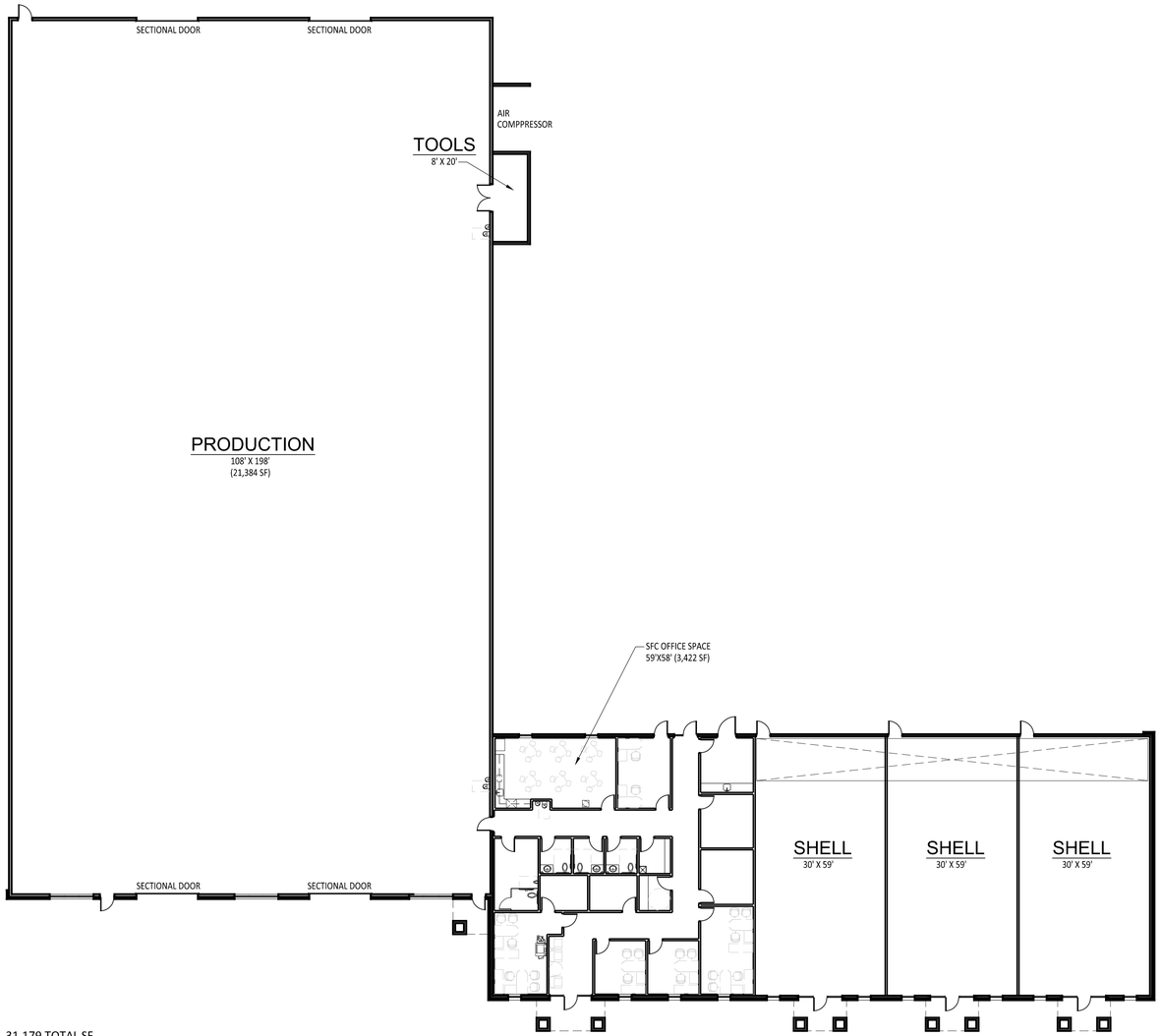
NEW OFFICE WAREHOUSE AND PLANT EXPANSION FOR
SPEED FAB-CRETE
1000 E. KENNEDALE PARKWAY
KENNEDALE, TEXAS

PRELIMINARY
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

DATE: 02/15/2012
REVISIONS:

DRAWN BY: SB
JOB NO: 50151 SFC

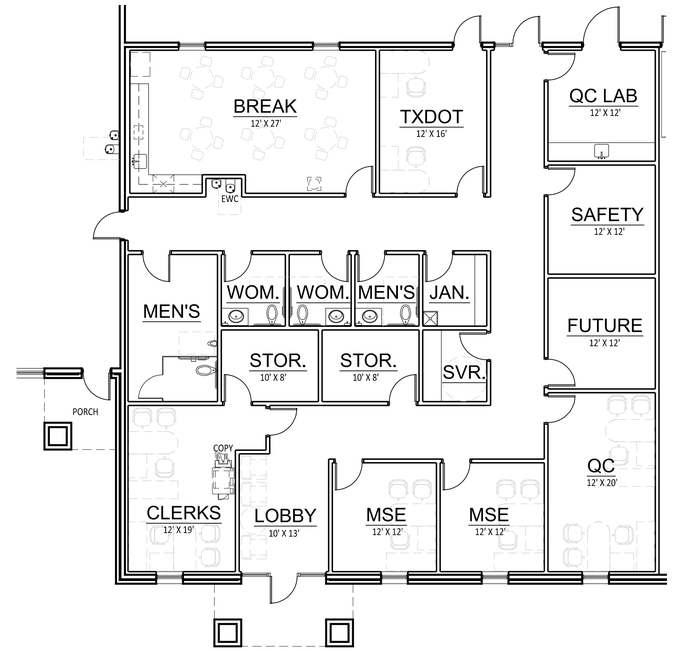
SHEET NO.
1
1 OF 1 SHEETS



31,179 TOTAL SF

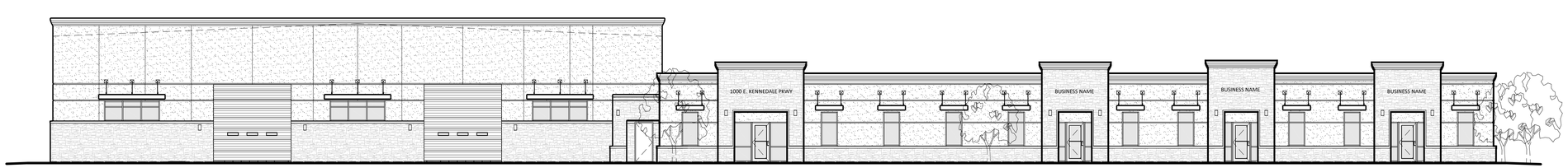
OVERALL FLOOR PLAN

SCALE: 1/16" = 1'-0"



ENLARGED FLOOR PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 3/32" = 1'-0"

Speed Fab-Crete
DESIGN - BUILD GENERAL CONTRACTOR
P: 817.478.1137
1150 E. KENNEDALE PKWY.
KENNEDALE, TEXAS 76060

NEW OFFICE WAREHOUSE AND PLANT EXPANSION FOR

SPEED FAB-CRETE

1000 E. KENNEDALE PARKWAY
KENNEDALE, TEXAS

PRELIMINARY
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

DATE: 02/15/2012
REVISIONS:

DRAWN BY: SB
JOB NO: 50151 SFC

SHEET NO.
2
2 OF 2 SHEETS