



City of Mansfield 2012 Land Use Plan

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Statement of Purpose

The Land Use Plan (Plan) is the City of Mansfield's guide for making decisions about growth and development, land use decisions, and serves as a foundation for the zoning and subdivision regulations. The Plan is a summary of the recommended goals, policies, and strategies that will enable the City to make the best decisions about the future. The Plan allocates the general location, concentration, and intensity of development through the use of planning principles, growth strategies, and an analysis of existing conditions as they were during the development of the Plan in 2011-2012.

In the past, a parcel-based land use map was prepared that gave general guidance as to where uses would be beneficial in the future. This Plan is not parcel-based, but rather gives general guidance for future land use via a map and also relies heavily on the text and recommendations. Trying to look at color on one side of the street versus another to determine proper use of land is not an easy task nor is it easily defined on small maps put into a book. This Plan includes a series of maps that help graphically demonstrate some of the information in the text. A generalized future land use map has been included; however, it is important to review the text particularly in the Sub-Area Recommendation Section and to understand the design principles. The text is more descriptive and provides a better understanding of growth and development in that area.

This Plan looks at seven Sub-Areas (See Chapter

8) and makes land use recommendations on the areas based on existing conditions, infrastructure, and future plans, where known. This Plan also establishes policies based on the Ten Principles of Development Excellence developed by North Central Texas Council of Governments and emphasizes the appropriate plan for building out the City. Underlying goals such as building strong neighborhoods, encouraging quality development and strengthening economic engines, while providing a safe community are the base goals for all growth in the city.

The Plan covers the entire jurisdiction of the municipality and has a short time horizon of only 10 years. It is recommended that a revision of the Plan be completed at least once every three to five years.

The Plan does not look at the Extraterritorial Jurisdiction (ETJ) primarily because the City has limited controls in that area. (See Map 2 in Chapter 8). The City does not have zoning control in the ETJ. The City does have subdivision powers as well as, control over municipal water resources to supply development in the ETJ. While developing the Sub-Area recommendations, the existing conditions of the ETJ were considered. If development pressures become stronger in the ETJ, the City may want to consider annexation. Annexation is a process by which the City has to develop a plan as to how to manage new land added into the City Limits. Before that happens, special studies may be conducted to analyze those "pressure" areas and determine the best way to serve them.

The Texas Local Government Code (Code) establishes the legal basis for the comprehensive plan. The Code states that a municipality may adopt a comprehensive plan for long-range development. If a city adopts a

comprehensive plan, it must be used as the basis of subsequent zoning amendments. The powers granted under Chapter 213, Municipal Comprehensive Plan, “are for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.”

The Land Use Plan is comprised of this text document and various maps. Development opportunities may arise that are not consistent with the Plan. A development that deviates from the Plan in some way is not necessarily inconsistent with this Plan, if it meets the overall goals, strategies, objectives and planning principles described in this Plan.

The Land Use Plan is only one component of the comprehensive plan. Other elements include the Master Thoroughfare Plan; Parks, Recreation, Open Space and Trail Master Plan; Water, Sewer and Drainage Master Plans; and Storm Water Management Plan.

Leadership

A key ingredient in the process of creating a vision is leadership. Local leadership often emerges in the form of a champion—some person or group who initiates the process, looks to ensure it is done right, and follows through to completion. The initial goal of such a group should be to define alternate futures, analyze the impacts of each, and engage a larger group in using these scenarios to define a common vision. The Planning and Zoning Commission is such a group for the City.

Vision Statement

Crafting a shared vision is important because it provides a blueprint of the future shared by the people of the area and comprehended in physical, social, economic, and environmental terms. The vision statement for the Land Use Plan was originated by the Planning and Zoning Commission, giving citizens a base line statement to draw upon. And in the final process, it has been honed by the City Council. The vision, issues, goals and strate-

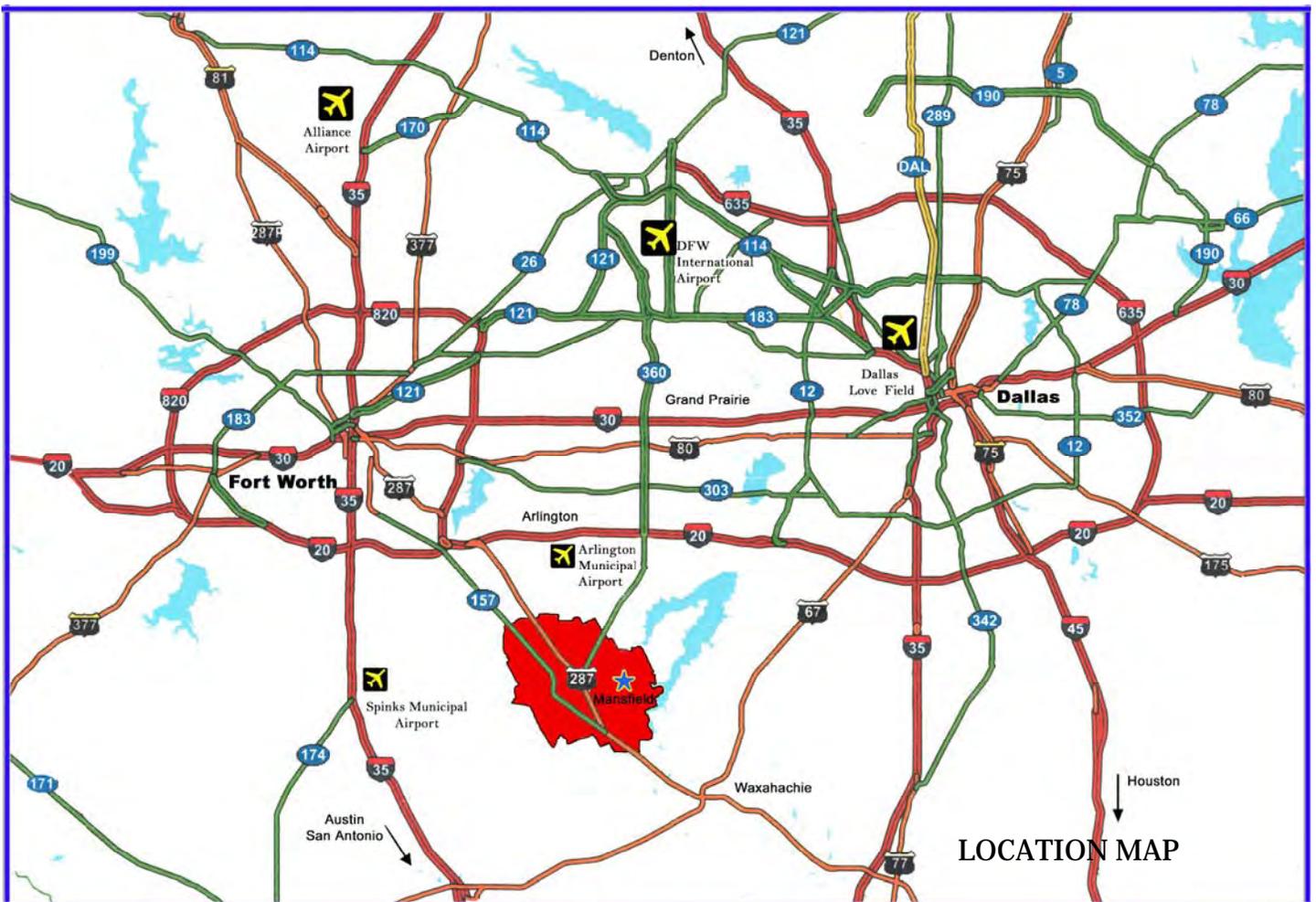
VISION STATEMENT: The City of Mansfield is building on its reputation as one of the best small cities to live in by striving to be a well-planned community; offering opportunities to live, work, and play for a variety of people; preserving its history and natural resources; attracting quality residential and commercial developments; and balancing the costs versus the desire to grow.

gies defined within the Land Use Plan represent the efforts of the community to lay a successful foundation for the future of Mansfield

Location

Adjacent to Joe Pool Lake, the City of Mansfield is located 18 miles southeast of downtown Fort Worth and 26 miles from downtown Dallas on U.S. Highway 287 and State Highway 360. It is nestled between U.S. Highway 67, and Interstate Highways 20 and 35W. Mansfield is situated in southeast Tarrant County, northeast Johnson County and northwest Ellis County with the cities of Fort Worth, Arlington, Grand Prairie, Kennedale, Cedar Hill, and Midlothian surrounding it.

Mansfield is positioned to take advantage of the residential and supporting commercial growth from south Arlington and Fort Worth while maintaining a hometown atmosphere. There are 23,439.95 acres within the City limits. There are 10,569 acres in the current Extraterritorial Jurisdiction (ETJ) and an additional 257 acres in the ultimate ETJ for future growth.



Chapter 2. PROCESS

Planning

Planning refers to the process of deciding what to do and how to do it. This Plan describes key principles and practices for effective planning, particularly in land uses. Effective planning takes into account diverse perspectives and impacts, allowing decision makers to identify and implement the most effective ways to achieve goals.

Planners help communities create their preferred future—good planning makes progress toward great communities while bad planning leaves a legacy of problems and disputes. Planning is an art as well as a science. It requires judgment, sensitivity and creativity.

The role of the Planning Department is to help the community determine its own preferences and develop appropriate responses, similar to physicians who advise patients on how to be healthier and financial advisors who help investors manage their wealth. For example, planners might point out that smart growth development can help achieve a community's economic, social and environmental objectives. It is up to the community to decide whether these benefits justify specific policies.

Planning Process

Although the planning process may differ from community to community depending on the individual needs of the citizens, there are some common elements found in most comprehensive land use plans.

The planning process is a continuous sequence of activities, as noted below:

◆ *Phase 1—Inventory of existing conditions*

◆ *Phase 2—Public Input*

◆ *Phase 3—Formulate Draft Plan*

◆ *Phase 4—Adopt Plan*

◆ *Phase 5—Implementation*

There are opportunities for input at all stages of the process, which begins with the inventory phase. Before planning for the future, it is important to have a sense of the present state of the City and the probable future direction of the City. The inventory phase is like taking a snap shot of what we have today. We examine the thoroughfares, existing zoning, existing land uses, tree covered areas, floodplains and vacant land.

Phase Two, public input, is critical to the success of a land use plan. For the plan to accurately reflect the desires of the community, it is necessary to provide opportunities for the public to participate in the planning process. As the recommending body to the City Council, the Planning and Zoning Commission serves as the reviewer of the existing and proposed plan.

The third phase of the planning process is the formulation of the draft plan. The current conditions of the City, the strategies formulated with the citizens' input, and design principles are considered and weighed to determine the most desirable outcome for the City at the point of ultimate development. Using the Master Thoroughfare Plan as the framework, various alternative land use configurations are considered. Once the analysis is complete, decisions are made as to what alternatives

are most beneficial to the community.

Phase Four is the adoption of the Plan. During this phase, public hearings are held by the Planning and Zoning Commission and City Council, allowing additional comments from citizens. Upon completion of the public hearings and recommendation of the Commission, the Plan is formally adopted by the City Council.

Following adoption, the implementation phase begins. During this phase, the City pursues and executes strategies to implement the Plan. Implementation measures are discussed later in this document.

In many cases, municipalities consider the planning process complete when a plan is adopted. However, it is important to note that the planning process is a cycle. Depending on the growth of a city, all elements of the plan should be reviewed and updated at least every five years at a minimum. As development occurs, the Land Use Plan should change and evolve. Changes in land use, population, economy and development greatly affect a city. By reviewing the Plan on a regular basis, the City may be assured that it continuously represents the changing needs of the citizens.

Committee Input

In the Spring of 2012, the Mayor appointed a sub-committee to review the Plan. Five sessions were held to identify critical issues facing the community and prioritize them. This information helped to formulate goals and strategies for Mansfield's

Land Use Plan. These strategies are presented in later chapters.

Public Meetings

The City Council and Planning and Zoning Commission held a joint work session on June 20. Several items in each of the Sub-Areas were discussed. Amendments were made to the plan following this meeting. Once the corrections were made, the Plan was distributed and posted on line for the public to view.

The Planning and Zoning Commission held public hearings on July 16 and August 6, 2012. There was little or no discussion. There were some minor corrections made to the document then it was posted on line for the public to view.

The City Council held a public hearing on August 27th.

Phase 5 Implementation

Some implementation has begun, with the appointment of sub-committees to work on issues in the Downtown area and to develop strategies to encourage and seek more residential growth.

Following the adoption of this 2012 Land Use Plan, the Council should prioritize the strategies that need to have follow up discussions and consider other sub-committees or similar processes to pursue completion of the goals and objectives where possible.



Today's Approach

Today's approach to preparing this Plan consists of several elements. First, by looking at national, regional and local trends we are able to compare our growth to what is happening in other cities and regions. If a trend fits within our vision, we can adapt methods or policies that can help us achieve that goal. Where there are negative trends in an area, we can look at methods used to reverse that trend. This step of deciding how and where to grow should be embraced as part of the overall process.

Unlike other states, Texas does not mandate a method to control growth. However, being in a metropolitan area, we have some great resources to learn from regarding growth.

Developing a growth management strategy is a process that involves detailed investigation into the existing natural and man-made systems. Multiple methods were utilized to accomplish this investigation, including field surveys, satellite imagery, aerial photography, and verifying data on-site.

Specifically, the following information was studied:

- ◆ Existing land use pattern (Map 3, Chapter 8)
- ◆ Floodplain and floodway (Map 4, Chapter 8)
- ◆ Vegetation and tree cover
- ◆ Existing and Future Roadways (Map 5, Chapter 8)

- ◆ Traffic counts
- ◆ Vacant land
- ◆ Existing zoning (Map 6, Chapter 8)

This information was assembled into maps, which combined the various constraints to development and indicated the portions of Mansfield that are more suitable, less suitable or unsuitable for certain development.

By studying the natural and man-made opportunities and constraints to development, the growth management strategy capitalizes upon the City's assets. This approach helps guide growth where it is most appropriate, as well as preserve and protect environmentally sensitive areas. The development suitability was utilized in the foundation of recommendations.

Rather than rewrite the rules for creating goals, there are a few guides that Mansfield feels are overwhelmingly the right path to take because they contain national and regional strategies, policies, and positions. These include the national trend of Smart Growth and very similarly the regional development trends advocated by the Center for Design Excellence from the North Central Texas Council of Governments (NCTCOG). Not all the goals are necessarily the policies for the City but they serve as a good baseline for discussion and direction.

NCTCOG Center for Development Excellence

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating sound regional development.

NCTCOG’s purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties (shown on map right), cities, school districts and special districts.

NCTCOG carries out various strategic initiatives, including support for Vision North Texas, the CLIDE Awards Program, a Regional Registry of Best Practices, Sustainable Development, and many others.

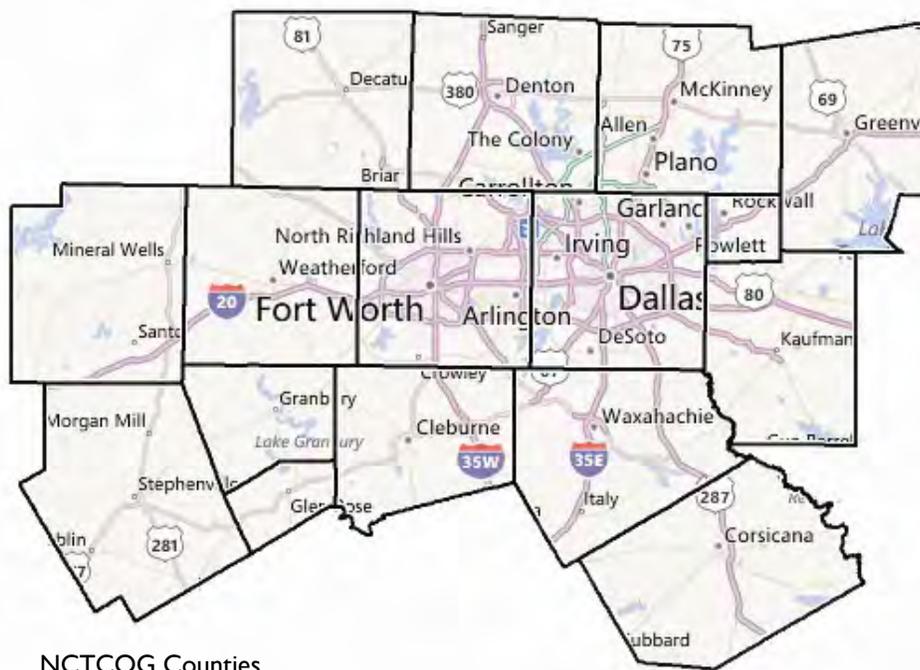
NCTCOG’s strategic plan for 1999—2003 called for the creation of the Center for Development Excellence. The Center is envisioned as a comprehensive effort to bring together public and private-sector experts in the environmental, transportation, development, and information analysis fields to address the regional issues and infrastructure concerns of the future. To achieve these aims, regional leaders have adopted “Principles of Development Excellence” .

Principles of Development Excellence

The Center for Development Excellence recommends **Principles of Development Excellence** as a guide to cities, counties, school districts, other public agencies,

and the private sector as they plan and create future development and redevelopment in the region:

- ◆ **Development Diversity** - Meet the needs of changing markets by providing a mix of development options and land use types in commu-



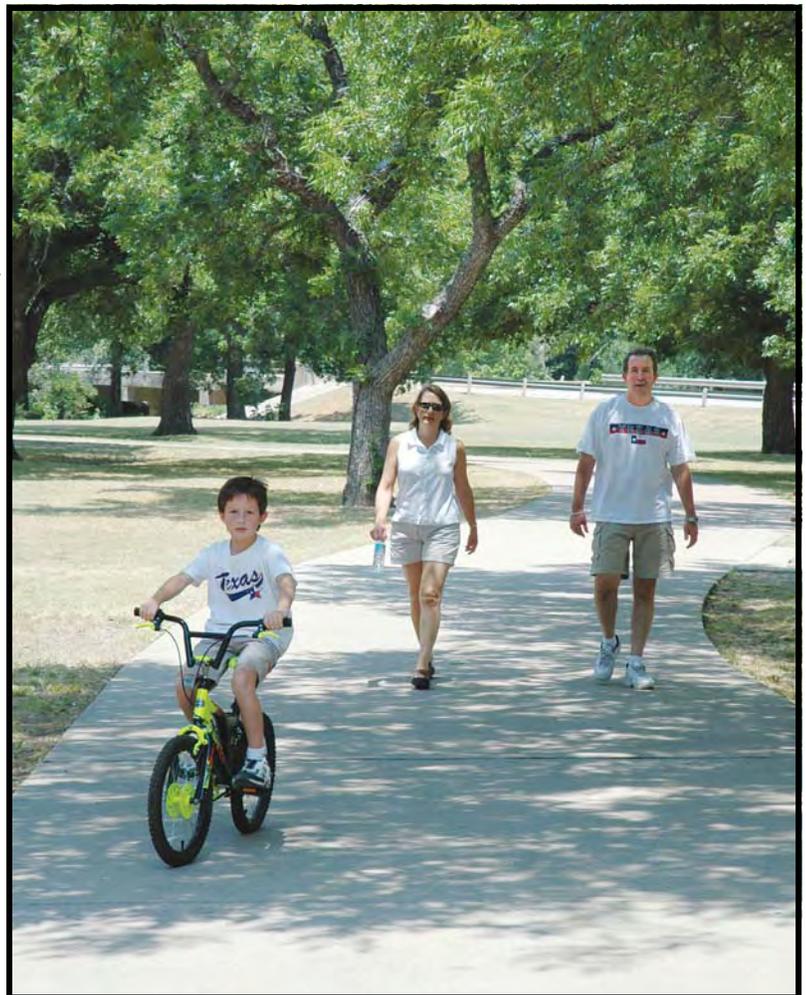
nities through the region.

- ◆ **Efficient Growth** - Promote reinvestment and redevelopment in areas with existing infrastructure, ensure that new infrastructure supports orderly and sustainable growth, and provide coordinated regional systems of natural and built infrastructure.
- ◆ **Pedestrian Design** - Create and connect pedestrian—(and bicyclist) oriented neighborhoods, centers and places throughout the region.
- ◆ **Housing Choice** - Sustain and facilitate a range of housing opportunities and choices

that meets the needs of residents of all economic levels and at all stages of life.

- ◆ **Activity Centers** - Create mixed use developments that are centers of neighborhoods and community activities and serve as hubs of non-automobile transportation systems.
- ◆ **Environmental Stewardship** - Protect, retain or enhance the region's important natural assets (including its air, water, land and forests) and integrate these natural features and systems into the character of the region's communities and experiences of its residents.
- ◆ **Quality Places** - Strengthen the identities of the region's diverse communities through preservation of significant historic structures and natural assets, create of new landmarks and gathering spaces, use of compatible architectural and landscape design, and support for the activities and institutions that make each community unique.
- ◆ **Efficient Mobility Options** - Invest in transportation systems, facilities and operations that provide multi-modal choices for the efficient and sustainable movement of people, goods and services.
- ◆ **Resource Efficiency** - Design buildings, sites, communities and regional systems to use water, energy, and renewable resources responsibly, effectively and efficiently, and to retain non renewable resources for the use of future generations.

- ◆ **Education Opportunity** - Provide opportunities for all North Texans to have access to the schools, people and technology they need for success in learning through their lives.
- ◆ **Healthy Communities** - Identify and support functional, sustainable infrastructure and institutions that offer North Texas access to affordable, nutritious foods, opportunities for physical activity, and access to wellness and primary care services.



- ◆ **Implementation** - Achieve the region's vision by adoption of compatible comprehensive plans and ordinances for cities and consistent investment plans for regional systems; involve citizens and stake-

holders in all aspects of these planning processes.

These policies serve as a good guideline for the preparation of growth in the City. In most instances, where a community is faced with change, these principles can be applied to determine if the right change is being proposed.

In this Plan, more detailed analysis is done by looking at existing growth patterns. Change and development is further refined by mapping growth areas. These policies, along with good design principles included in the next chapter, come into play when preparing the Sub-Area recommendations.

Chapter 4: DESIGN & PLANNING PRINCIPLES

Urban Design Elements

The term "urban design" refers to the planning of development in a comprehensive manner in order to achieve a unified, functional, efficient, and aesthetically pleasing physical setting. Urban design consists of a number of elements that are accepted by planning professionals as desirable and necessary for the orderly growth and development of an area. Urban design enables planners to effectively create the desired form of the City. The urban design elements that are applied in this Land Use Plan are the neighborhood concept; new urbanism; commercial corridor and commercial node development forms; edges and transitions; screening walls and buffers; and focal points and entry statements.

The urban design elements are applicable to future development, and should also be applied to existing development whenever possible. These elements should be considered when opportunities for redevelopment and revitalization arise in established areas of the City. By exercising flexibility in applying these elements to older areas of Mansfield, existing development may be retrofitted to also utilize these planning principles and modify the existing development patterns, and the City as a whole will benefit from increased efficiency and aesthetics.

Neighborhood Concept

The neighborhood concept, as shown opposite is one of the oldest, most widely used and accepted practices in urban land use planning. This concept

helps to create quality spaces in which people may live. The concept places primary emphasis on creating neighborhoods that are buffered from the impacts of elements from outside the neighborhood system. By utilizing a transition of land use intensity, the most sensitive element of a neighborhood, residential use, is protected from the effects of intense commercial use.

The foundation of a neighborhood is its streets. Streets serve two primary purposes: to facilitate the movement of people and goods, and to serve as physical boundaries between adjacent land uses or neighborhoods. Streets should be designed and located so as to accomplish their purpose of efficient traffic service, while discouraging through traffic in neighborhoods. In order to maximize visibility and safety, intersections of more than two streets should be avoided, and intersections should meet at ninety-degree angles. The types of streets, their functions, and characteristics are described as follows:

Arterial streets define the limits of a neighborhood by bordering the area on all sides. These roads, which are designed for heavy traffic, are appropriate locations for commercial uses. The number of entrances from arterials into the neighborhood should be limited. This enhances the efficiency of the arterial system, while preventing a high volume of traffic from entering the neighborhood.

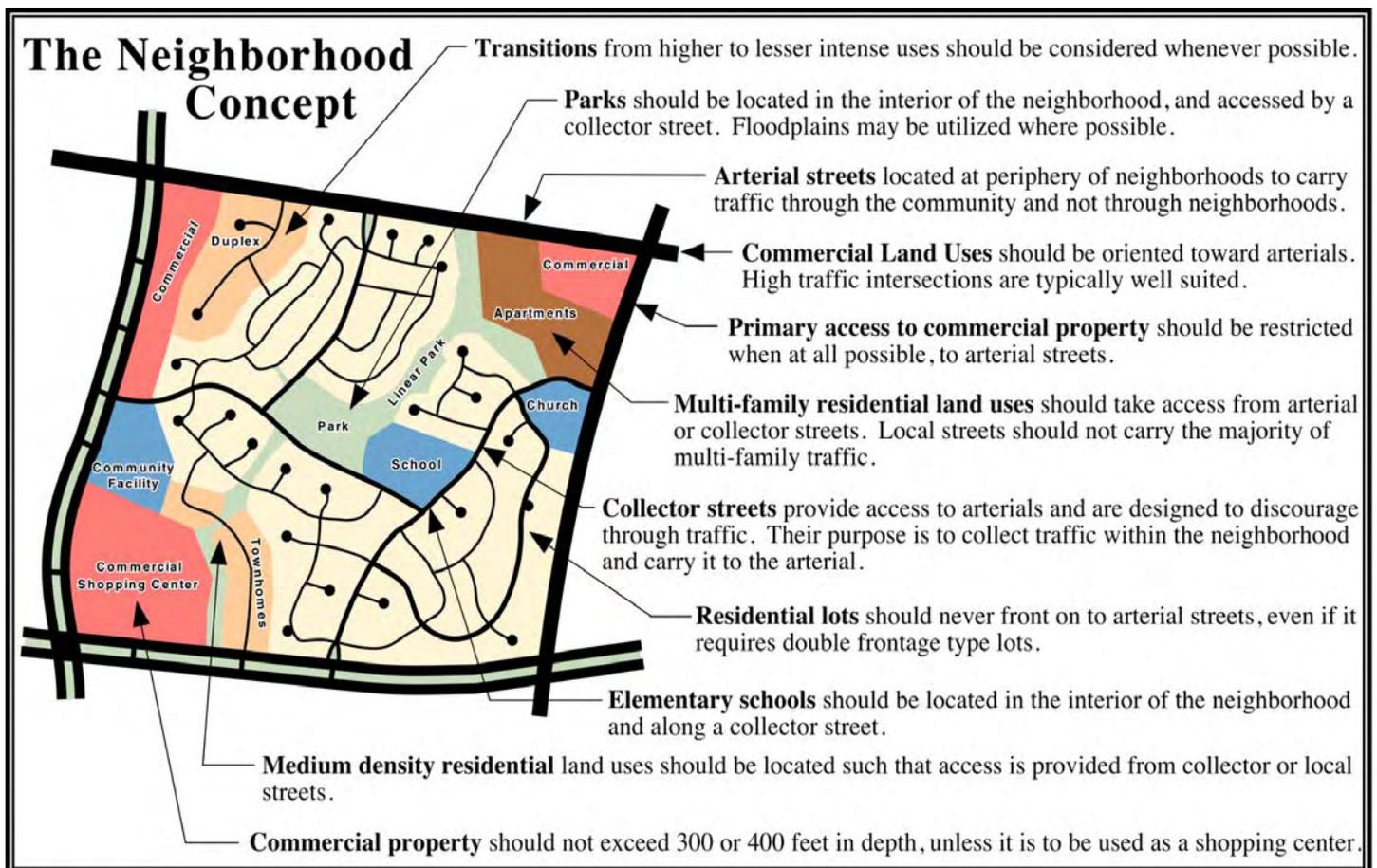
Collector streets provide for circulation within the neighborhood; they connect local streets to the arterials. Collector streets are appropriate locations for moderate and limited high density housing. Residential collectors in neighborhoods should be discontinuous or curvilinear,

rather than traditional grid patterns, to limit traffic and slow traffic speed.

Local streets provide direct access to residences, and carry a low volume of daily traffic. Like collectors, these roads should be curvilinear in design. In addition, the use of loops and cul-de-sacs will further reduce traffic speed and volume.

The neighborhood concept considers the most appropriate location of different land uses within the neighborhood and on its boundaries. Low density housing should typically be located on the interior of the neighborhood, in order to protect the sensitive residential area from intense land use effects on the periphery of the neighborhood. Typically, larger neighborhoods

should also provide for the location of schools and community facilities such as parks and fire stations within this central area. Medium or high density housing should be located toward the periphery of the neighborhood and on arterial streets. These residential land uses may be used as a buffer area between commercial and lower density residential land uses. Commercial land uses should be located on the outer limits of the neighborhood at intersections of arterial streets. These should be oriented toward the arterials, so as not to encourage commercial traffic in the residential neighborhood, and should incorporate buffer yards and/or screening fences when located adjacent to residential uses. Commercial land use within a neighborhood should be limited to retail sale of goods and



personal services primarily for persons residing in the adjacent residential areas.

In addition to the configuration of streets and the location of land uses within the neighborhood, criteria for lot design should be considered. Lots adjacent to arterial streets and corners should be deep and wide, with adequate rear and side yard setbacks to facilitate sight distances at street intersections. Residential lots should not have direct access to adjacent arterials. This access would create safety hazards to the residents and impede traffic flow on the arterials. The above characteristics and criteria function collectively to protect the integrity of the neighborhood from external pressures and to enhance its identity.

New Urbanism or Neotraditional Development

In the last few years an emphasis has been placed on land development that increased the density of uses in order to conserve on utilities and natural resources. This emphasis has been called Smart Growth. Its objective is to provide quality living, recreation, shopping, and work spaces that are located in close proximity to each other. In fact, the purest form of New Urbanism is to create mixed uses that discourage vehicular movement and encourage pedestrian movement.

The principles of New Urbanism can be applied increasingly to projects at the full range of scales from a single building to an entire master-planned development. These principles are summarized as follows:

Walkability: Most destinations, whether recreation, shopping, or dwelling, should be located within a 10-minute walk of home and work. The development should have a pedestrian-friendly street design. Buildings are located close to street. Porches, windows and doors are prevalent on the front of structures and face the tree-lined streets. On street parking is encouraged. The parking lots are designed so that they are secluded and hidden from street view. The residential garages are located along rear alleys. The streets are designed narrow to slow vehicle speeds through the neighborhood.

Connectivity: The New Urbanism neighborhood is interconnected. The street grid network disperses traffic and eases walking. A high priority is given to providing a high quality of pedestrian network that connects home to office to play areas.

Mixed Use: A mix of shops, offices, apartments, and homes are located on site. Mixed uses occur within neighborhood, within block, and within buildings. The conventional segregation of land use as most “Euclidian Zoning” provides does not occur. In its place coordinated placement of all types of land uses occur on one site.

Mixed Housing: A varied range of types, sizes and prices of residential housing is located in closer proximity than in the conventional Neighborhood Concept.

Quality Architecture and Urban Design: The

New Urbanism concept places an emphasis on beauty, aesthetics, human comfort, and creating a sense of place. Special placement of civic uses and sites within community is encouraged.

Smart Transportation: A primary goal of the New Urbanism concept is the promotion of having a network of high-quality mass transit connecting cities and towns together. The transportation goal of the New Urbanism community is to emphasize a pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation.

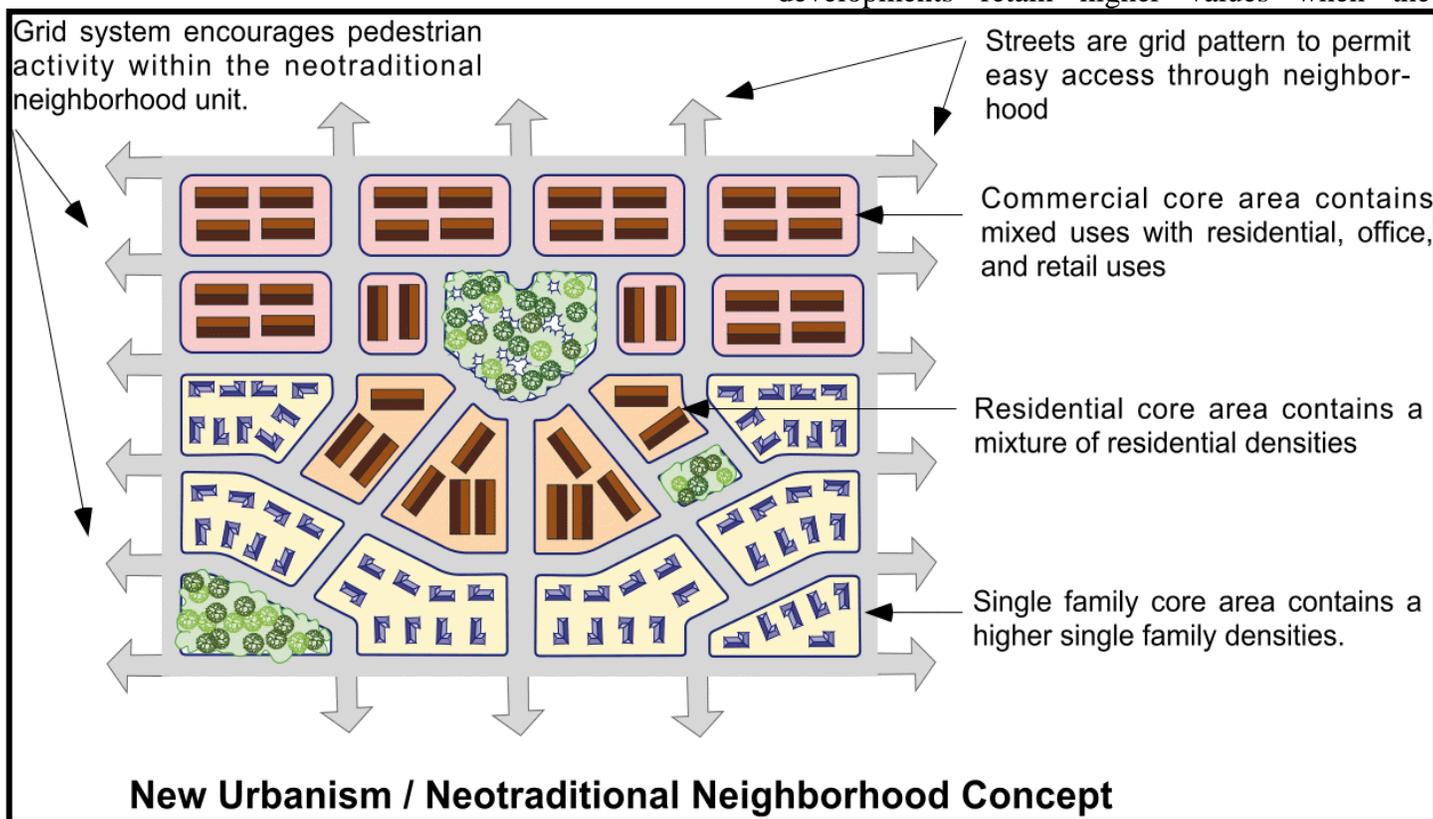
Sustainability: New Urbanism is very ecologically conscious. The application of this development style should have a minimal impact on the environment. It should encourage less use of

finite fuels. It increases more local production and promotes more pedestrian activity.

It should be noted that New Urbanism is a concept as is the Neighborhood Concept presented earlier. Either residential development pattern is acceptable, depending on the growth goals and objectives of the City.

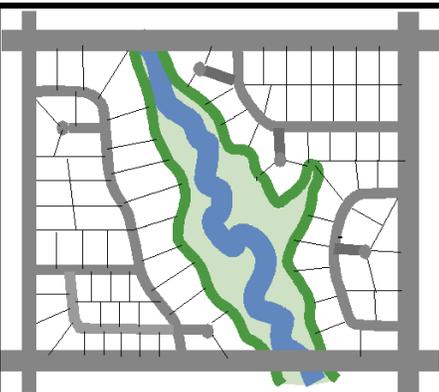
Residential Density

An often misunderstood issue is the concept of residential density. A number of misinformed statements have been circulated for years. It is not true that small lots equate to low value and potentially depressed neighborhoods. The value of the neighborhood usually has a direct relationship to the amenities that have been incorporated into the development. Small lot single-family residential developments retain higher values when the



amenities include items such as sidewalks, special entry features, landscaped islands and common areas, gated entries, special paving features, custom signage, public art, decorative perimeter walls, side and rear entry garage requirements, masonry construction requirements and even homeowner association membership. The value of the prop-

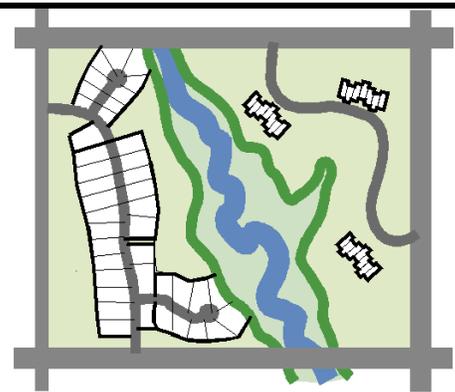
erty is more a function of the market than it is of the square footage of the lot. Small lot subdivisions do not always increase population numbers.



90 Units in a development that uses the total land area for a 3 unit per acre gross area development. Has a limited area dedicated to open space.



90 Units in a development that uses a smaller area for developments with higher than 5 units per acre in net area but still has 3 unit per acre gross area development.



90 Units in a development that has much higher than 5 units per acre in net area, incorporated a large area of open space into the development but still has 3 unit per acre gross area development.

Application of Residential Density to Development

erty is more a function of the market than it is of the square footage of the lot. Small lot subdivisions do not always increase population numbers.

Density levels that are figured on the gross area of developed land permit planners to forecast future populations regardless of how the net area of a property is developed. If a gross residential density of three units per acre is maintained for a property, then different segments of the property may develop at higher net densities and still retain

tain the gross three units per acre density.

Commercial Development Forms

Commercial development, because of its infrastructure needs, intensity, and traffic volume, is a critical land use to the urban form of a community. Elements such as building orientation, lot depth, land use intensity, and location should be planned so that this necessary type of development becomes an asset to the community, rather than an eyesore. The following urban design elements,

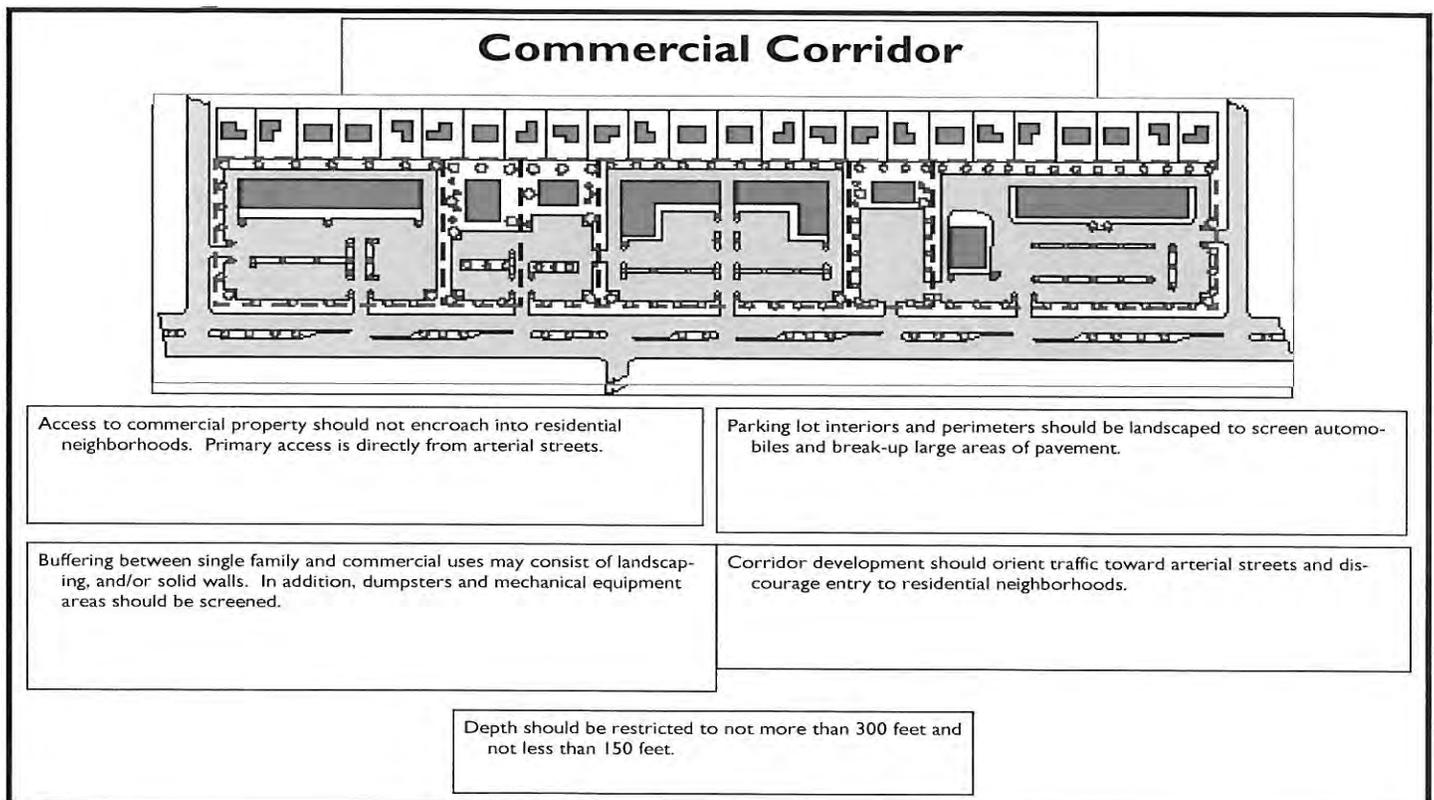
the commercial corridor and the commercial node, are designed to provide appropriate locations for commercial use, while protecting the capacity of streets, buffering adjacent land uses, and maximizing the efficiency of the commercial development.

The commercial node and corridor models are intended to prevent the development of "strip commercial" areas. The familiar negative characteristics of strip commercial include the following:

- ◆ Shallow lots, usually between 100 and 200 feet deep;
- ◆ Numerous small parcels with individual owners;
- ◆ Numerous curb cuts for entrances;
- ◆ Numerous small buildings with no architectural unity;

- ◆ Minimal (or no) landscaping in and around the parking lots;
- ◆ Limited parking usually restricted to the front setback area or along the street; and
- ◆ The lack of landscaping or other buffers, especially in the rear, with the adjacent residential areas exposed to a blighting influence.

If left unchecked, this development style will likely continue, and will be difficult to correct in the near future. However, future commercial developments in Mansfield should be required to incorporate the elements of the following commercial models into their design plans, and as opportunities for redevelopment of older areas arise, these design principles should be observed in order to reverse some of the undesirable effects of strip commercial development.



Commercial Corridors

The commercial corridor development form emphasizes the location of commercial uses along an arterial street. This development form is characterized by high intensity commercial use located near the intersections of major arterials, with less intense commercial uses located along the arterial between intersections. Commercial corridors should be limited in depth to 300 feet to prevent conflicts in land use and minimize the potential of land-locking some properties. In order to create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared driveways, and landscaping along the thoroughfare in commercial corridor developments.

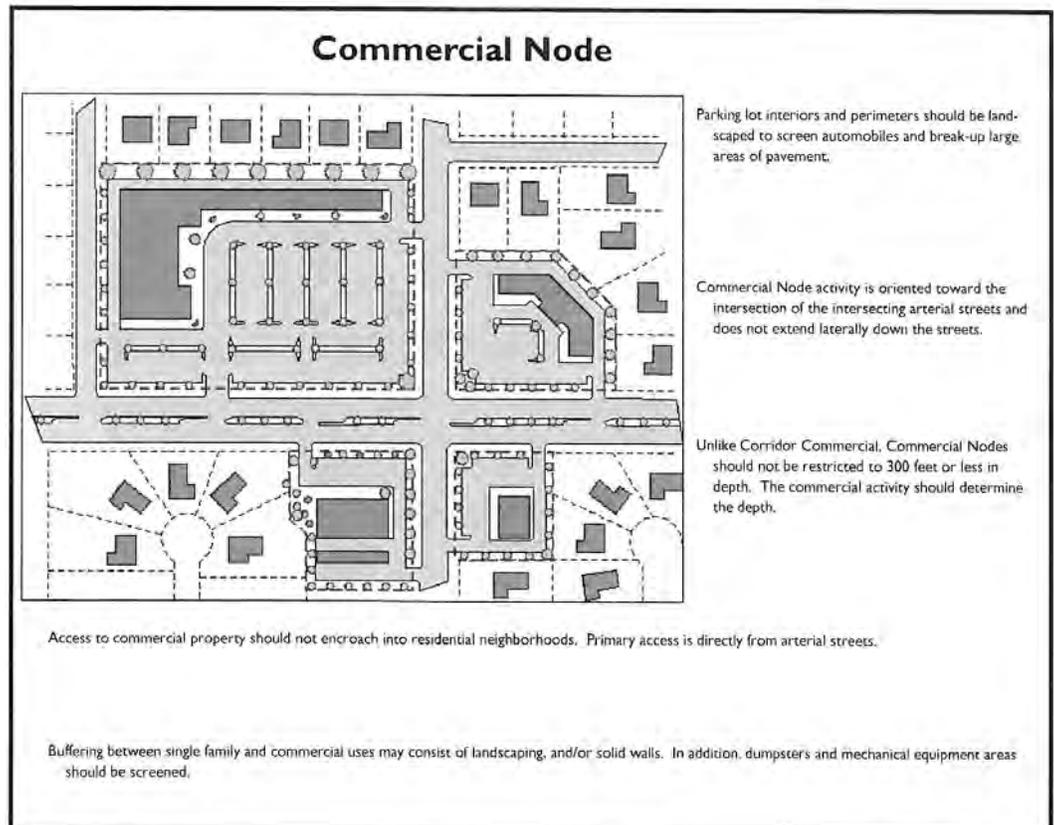
Commercial Nodes

The commercial node development form consists of commercial land use that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The size of a commercial node is generally not limited, but is determined by

the type of commercial use at a particular location. A node may be small, containing neighborhood service type uses, or large shopping centers or a large number of commercial structures. High intensity commercial uses are typically located at the intersection of arterial streets, while less intense commercial uses such as professional offices may be used as a buffer between the high intensity uses and neighboring residential land uses. Additional screening or landscaping should be used to further reduce the effects of the commercial uses on adjacent residential uses and to define the boundary of the adjoining land uses.

Edges and Transitions

Well-defined edges and gradual transitions of land use are important to the function of the Land Use Plan.



Edges are boundaries of land uses which clearly indicate the beginning and termination of a land use type, while transitions are land uses which serve as a buffer zone between uses of differing intensity.

Edges are generally recognized as physical elements, such as a river, creek/floodplain, interstate, or railroad. These physical elements may serve as a barrier to contain intense land uses, such as industrial or heavy commercial use. The significant physical elements that serve as external perimeter edges for Mansfield are U.S. Highway 287, State Highway 360, and Joe Pool Lake. The internal edges within Mansfield are primarily the above mentioned roads, Union Pacific Railroad and the drainage ways and creeks which create physical barriers to development and vehicular access between neighborhoods. Even though U.S. Highway 287 and State Highway 360 are major traffic corridors and transportation spines, they are also physical barriers to some types of development.

Land use edges are especially important in areas of industrial or heavy commercial use because the tendency with these types of use is to gradually expand the intense use into adjacent residential neighborhoods. Commercial or industrial encroachment into a residential neighborhood may have detrimental effects. Residential property values will eventually diminish in the area, and the established neighborhood may tend to become unstable and transitional in nature.

Transitional land uses are also an important element of the Land Use Plan. While it is recognized that not all land uses are compatible with another, some land uses are quite compatible with others. For example, an industrial land use is generally not considered to be com-

patible with low density residential use. It is therefore desirable to avoid development of these two uses adjacent to one other. By limiting the number of areas where these land uses are located next to one another, the City avoids encroachment of non-residential uses into residential neighborhoods. On the other hand, industrial land use is often considered to be compatible with commercial land use, so it would be more appropriate to develop the two uses adjacent to one other. In the same manner, a professional office building that exhibits characteristics of residential development would be compatible with residential development in some instances. In situations where incompatible land uses are developed adjacent to one another, it is important to keep impact relationships in mind and provide either transitions or buffers to protect the less intense use. The recognition of land use compatibility establishes a transition from high intensity uses to less intense uses. Usually this is considered to be from a heavy industrial use on one extreme to low density residential use on the other extreme.

Screening Walls and Landscape Buffers

Unfortunately, it is inevitable that conflicting land uses will occasionally be located next to one another. When this occurs, the appropriate strategy is to provide a means to soften the impact of the more intense use. This may be accomplished in two ways: by constructing screening walls or by providing a buffer area between the two incompatible uses. The preferred option would be to have a significant open space area located between

the uses. When that is not possible, the next preferred option would be to have the combined use of a screening wall and landscaping.

Screening Walls: Walls that are used for the purpose of screening incompatible uses should be solid. Wooden fences are not recommended for this purpose because the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses, and they have a tendency to deteriorate over a short period of time. They may eventually lose panels and cease to function as a visual barrier. The visual unsightliness of deteriorated wooden fences may constitute a more offensive situation than the unscreened incompatible uses. For these reasons, it is recommended that screening walls consist of solid masonry material. When combined with landscaping, this type of buffer provides an adequate barrier from visual and sound pollution of adjacent incompatible uses.

Screening walls placed adjacent to public roadways should always be combined with a variety of landscaping material. This will help to avoid a "tunnel effect" which may occur along a road which is lined on both sides with fencing or screening walls. Landscaping combined with fencing or screening walls not only improves the appearance along the roadway, but increases protection from the noise of a high traffic thoroughfare. In addition to landscaping,

construction techniques should be used that provide for a visual variation in wall pattern and elevation. Alternating runs of masonry and wrought iron can provide variety in the screening wall. When wrought iron is used, landscaping should be included to assure visual screening. In addition, instead of a straight alignment along the property line, a ten-foot screening easement may be permitted adjacent to the property line to permit a curvilinear alignment within the easement.

Landscape Buffers: Incompatible land uses may also be effectively screened with the use of landscaping material. There may be occasions where an six or eight-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. This may occur, for example, when an intense commercial or industrial use is located on an elevation significantly above a less intense residential use. When the elevation at the foot of the screening wall is at least four feet lower than the base of the commercial or industrial structure being screened, a wall may not sufficiently screen the commercial or industrial use. Since it is unreasonable to expect a wall to be constructed that would be tall enough to accomplish the screening, the use of landscaping is necessary. For all sites which exhibit this condition, it is recommended that rapid growing trees, at least three inches in diameter at planting, be placed along the screening wall at fifteen-foot intervals. If sufficient land area exists between the incompatible land uses, the commercial or

industrial use may wish to incorporate the use of berms in the screening and buffering plan.

Focal Points and Entry Statements: Focal points and entry statements are design elements that are used to draw attention to significant areas of the City. These elements, which are intended to make a statement about the community, may incorporate a combination of landscaping, decorative pavers, banners or signage, street furniture, and statuary in order to create interest in a particular location, and establish a community theme throughout the City.

Focal points are used in locations where unique characteristics are evident, such as the Historic Downtown area. These sites are different from other areas of the City because of the amount of traffic and visibility associated with their locations. These areas become focal points in order to capitalize on the unique nature of these locations and may be used to establish a theme, when similar elements are placed throughout the community. Focal points could also be established at other city owned facilities by using uniform signage incorporating the City's logo at each location. Focal points may be simple or elaborate; the primary importance is placed on setting special areas apart and establishing a theme for the City. The round-about on Matlock in The Reserve is a good example.

Entry statements, like focal points, are intended to communicate to a resident or visitor that they have entered a new place. Entry statements, as the name implies, are special treatments applied where significant amounts of traffic enter the City. Monument signage, a flag with the City's logo, or landscaping treatment may

be used to emphasize these locations and focus a driver's attention. Major points of entry for the City of Mansfield are located along the major highways. Minor entry statements should also be considered at some of the county and local roads throughout the City. Points of entry and focal point statements should be seen as an opportunity to "put the City's best foot forward."



Population Estimates Methodology

North Central Texas Council of Governments (NCTCOG) population estimates are based on current housing inventories for each city in the NCTCOG region with a population of 1,000 or more. Cities complete a building permit form that provides NCTCOG with information on building completions, demolitions, annexations and other changes in housing stock that occurred throughout the prior year.

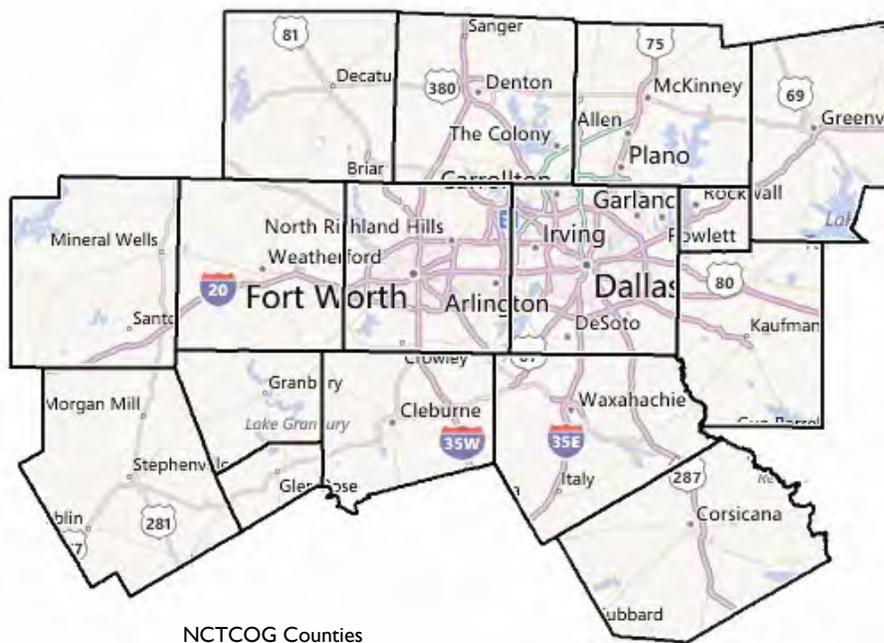
The 2011 population estimates were developed using 2010 Census population numbers combined with building activity that occurred during the last three quarters of 2010. Current estimates use persons-per-household figures from the 2005-2009 American Community Survey (ACS). Occupancy rates were derived through purchased secondary data from the 2005-2009 ACS. The occupancy rates and average sizes were used in conjunction with change in housing stock and group quarters to arrive at city level population growth in the last three quarters of 2010. This figure was added to the April 1, 2010 census figure to produce the estimates as of January 1, 2011.

Regional Population Trends and Estimates

Since April 1, 2010, Census Day, North Central Texas has added approximately 41,950 persons resulting in a January 1, 2011 estimated total

population of 6,581,900. The official Census count for the sixteen-county NCTCOG region is a population of 6,539,950.

In the last decade, Fort Worth led population growth in the region on terms of absolute change by adding 206,512 residents to reach a total population of 741,206, which is a 39% increase. Frisco grew by 247% (83,275 residents) bringing that city's total population to 116,989. McKinney added 76,748 residents and Grand Prairie added 47,969 residents bringing the total population in these cities to 131,117 and 175,396, respectively. Allen rounds out the top five with a growth of 40,692 residents and a total population of 84,246, which is a 93% increase over the decade.



NCTCOG Counties

More than half of last year's growth occurred in ten cities. Fort Worth (746,290) grew by 5,084. Population in Frisco reached 120,000, an increase of 3,011. Dallas (1,200,530) grew by 2,714. McKinney added 1,673 residents bringing the city's total population to 132,790. Plano (261,350) grew by 2,509. Allen (85,530) and

Prosper (10,560) are also among the cities that increased by over 1,000, adding 1,284 and 1,137 person respectively. Denton, Little Elm and Garland made up the remaining cities on the top ten list.

Local Population Projections

Population and growth rates play a large role in long range planning, especially in determining the future needs for public facilities and services. For the purpose of this Plan, the population of Mansfield was projected out to the year 2030. Data was gathered from the following sources: City of Mansfield, North Central Texas Council of Governments (NCTCOG) and 2010 U.S. Census.

Future population projections for Mansfield are summarized in the graphic titled “Population”.

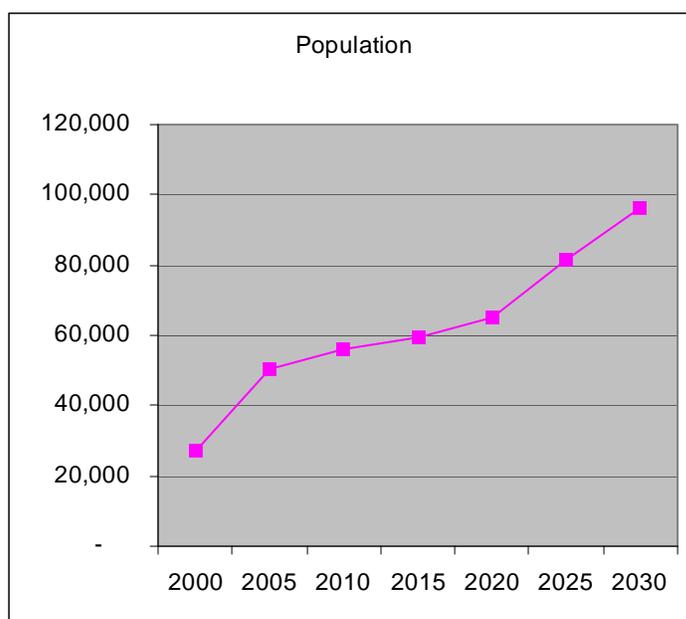
Citizens

We are currently at about 19,106 households according to the 2010 Census Population by Race and Hispanic Origin produced by NCTCOG.

The table below summarizes the race of the total population, Hispanic persons, and non-Hispanic persons. The U.S. Census Bureau considers race to be separate from

ethnicity. Because the two are distinct concepts, persons of Hispanic origin may be of any race.

The majority of the population over 25 years of age have completed high school. Less than 50% of this same age bracket have bachelor’s degrees or higher.



Tapestry Segmentation

Based on the foundation of proven segmentation methodology introduced more than 30 years ago,

	Total Population		Hispanic		Non-Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	56,368	100.0%	8,689	15.4%	47,679	84.6%
White alone	41,445	73.5%	5,153	9.1%	36,292	64.4%
Black/African American alone	7,982	14.2%	131	20.0%	7851	13.9%
American Indian and Alaska Native alone	315	0.6%	108	20.0%	207	0.4%
Asian alone	2,094	3.7%	31	10.0%	2063	3.7%
Native Hawaiian and other Pacific Islander alone	44	0.1%	1	0.0%	43	0.1%
Some other race alone	2,900	5.1%	2,802	500.0%	98	0.2%
Two or more races	1,588	2.8%	463	80.0%	1125	2.0%

the Tapestry Segmentation system classifies U.S. neighborhoods into 65 market segments. Neighborhoods with the most similar characteristics are grouped together, while neighborhoods showing divergent characteristics are separated.

Three groups have been identified within the Mansfield zip code 76063.

Up and Coming Families—Up and coming families represents the second highest household growth market and, with a median age of 31.9 years, is the youngest of Community Tapestry’s affluent family markets. The profile for these neighborhoods is young, affluent families with young children. Approximately half of the households are concentrated in the south, with another half in the west and mid-west. Neighborhoods are located in suburban outskirts of mid-sized metropolitan areas. The homes are newer, with a median value of \$213,306. Because family and home priorities dictate their consumer purchases, they frequently shop for baby and children’s products and household furniture. Leisure activities include playing softball, going to the Zoo, and visiting theme parks (generally SeaWorld or Disney World). Residents enjoy watching science fiction, comedy, and family-type movies on DVD. A neighborhood that might fit this description would be Twin Creeks off of Cardinal Rd..

Suburban Splendor—These successful suburbanites are the epitome of upward mobility, just a couple of rungs below the top, situated in growing neighborhoods of affluent homes with a median value of \$442,916, similar to Strawberry Fields or Kings Mill. Most households are composed of two-income, married couple families with or without children. The population is well educated and well employed, with a median age

EDUCATIONAL ATTAINMENT

Among Citizens of Mansfield

Population 18 to 24 years	4,152
Less than High School graduate	18.5%
High School graduate (includes equivalency)	27.7%
Some college or Assoc. degree	48.0%
Bachelor’s degree or higher	5.7%
Population 25 to 34 years	6,324
High school grad or higher	89.1%
Bachelor’s degree or higher	44.8%
Population 35 to 44 years	9,979
High school grad or higher	95.2%
Bachelor’s degree or higher	42.0%
Population 45 to 64 years	11,804
High school grad or higher	91.8%
Bachelor’s degree or higher	37.9%
Population 65 years and older	3,314
High school grad or higher	87.5%
Bachelor’s degree or higher	34.4%

Source: US Census Bureau ACS 20120

of 41.5 years. Home improvements and remodeling are a main focus of Suburban Splendor residents. Their homes feature the latest amenities and reflect the latest in-home design. Residents travel extensively in the United States and overseas for business and pleasure. Leisure activities include physical fitness, reading, visiting museums, or attending the theater. This market is proactive in tracking investments, financial planning, and holding life insurance policies.

Midland Crowd—Approximately 11.9 million people represent Midland Crowd, Community Tapestry’s largest market. The median age of 37 is similar to the US Median. Most households are composed of married-couple families, half with children and half without. The median household income is \$50,462. Housing developments are generally in rural areas throughout the United States (more village or town than farm), more in the south. Home ownership is at 83%. Two-thirds of households are single family structures; 28 percent are mobile homes. This is a somewhat conservative market politically. These do-it-yourselfers take pride in their homes, lawns, and vehicles. Hunting, fishing, and wood-working are favorite pursuits. Pet ownership, especially birds or dogs, is common. Many households have a satellite dish, and TV viewing include various news programs as well as shows on CMT and Outdoor Life Network. A neighborhood that might fit this type of population would be Hillcrest located just south of City Hall.

Income

The average household income has risen gently in the past ten years to \$90,417. Approximately 56% of the population make less than \$100,000 annually.

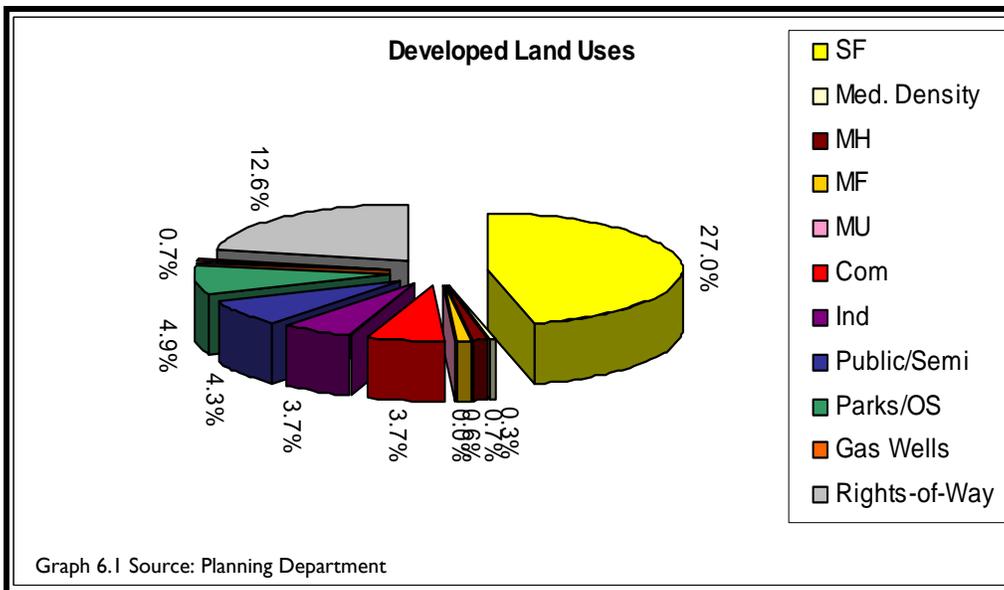
HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2010 INFLATION-ADJUSTED DOLLARS)	
Year 2010	
Below \$14,999	4.4%
\$15,000 — \$24,999	4.0%
\$25,000 — \$34,999	10.5%
\$35,000 — \$49,999	9.2%
\$50,000 — \$74,999	17.2%
\$75,000 — \$99,999	15.0%
\$100,000 — \$149,999	27.6%
\$150,000 or more	16.0%
Median Household Income	\$90,417
Source: US Census Bureau ACS	

Chapter 6. EXISTING LAND USE

General Land Use Characteristics

Before developing a plan for the future, a city must first have an understanding of its present condition. In addition to demographic data, this understanding is gained through an analysis of existing land use, which represents how land is currently being used. An analysis of current land use can document development trends that have been and are being established. This analysis will also provide City officials with an opportunity to correct trends that may be detrimental to future development goals and to initiate policies that will encourage development in accordance with strategies developed in this plan.

Existing Land Use Map & Percentages



The City contains approximately 23,440 acres of land. Of this land, approximately 58% is developed. The City has been divided into the following land use categories, with each color in the chart shown above representing a type of land use

as well. The categories of land use, corresponding acreage, and total percentages are shown in the Table opposite. The physical locations of the different land uses within the City may be found on the Existing Land Use Map (Map 3, Chapter 8).

Residentially Developed and Zoned Land

The predominant land use in the City is single-family residential. This land use currently makes up 27.0 % or 6,325 developed acres of the total land area of the City.

Residential Categories

Low Density— Low density refers to single-family residential homes with a broad range of housing sizes and values. In suburban areas, generally anything less than five units per acre is considered low density. It generally includes all detached single-family houses regardless of the size of the lot or house. It also includes patio homes or garden homes and zero lot line homes. Except as needed for infill development, this land use should mix housing sizes and lot sizes to avoid a monotonous development.

Medium Density—Medium density refers to duplexes, four-plexes or row houses, and townhouses. This density would be greater than five units per acre and less than the high density categories which include multi-family at twelve and greater units per acre. It in-

cludes housing types that fall within low density and multi-family residential uses. This type of housing should generally be used as a transitional land use from more intense non-residential

inspected at the factory in conformance with the building standards of the industry. Generally these units are clustered in manufactured housing parks or subdivisions.

Land Use	Acres	% of Developed	% of Total
SF Single Family	6325.22	46.2%	27.0%
Med Density	60.42	0.4%	0.3%
MH Manufactured Housing	164.82	1.2%	0.7%
Multi Family	139.59	1.0%	0.6%
Mixed Use	0.0	0.0%	0.0%
Commercial	870.85	6.4%	3.7%
Industrial	865.79	6.3%	3.7%
Public/Semi Public	1,010.17	7.4%	4.3%
Parks/Open Space	1,140.17	8.3%	4.9%
Gas Wells	158.52	1.2%	0.7%
Rights-of-way	2963.44	21.6%	12.6%
Total Developed	13,698.99	100%	58%

Source: Planning Department

Multi-family or High Density—High density refers to multi-family residential uses such as apartments. Generally, apartments in the North Texas area are restricted to two or three story “garden apartments”, although some cities do allow high-rise apartments. This density starts at twelve units per acre as regulated by existing multi-family zoning districts. One category of high density may include restricted housing such as that for seniors - active or not. Providing amenities like garages, carports, internal parks and buffers should be mandatory in this category.

development to low density residential development. Medium density residential is appropriate within areas adjacent to major thoroughfares or within close proximity to high intensity, non-residential land uses. Other than infill opportunities, this land use should generally mix with lower density residential in an overall planned development.

Manufactured Housing—These residential units are not site built, but manufactured in a factory and brought to the home site. The houses are

Housing Types

The quality of residential development within the City is outstanding. Many of the newer residential developments contain numerous amenities such as access to golf courses, swimming pools, tennis courts, playgrounds, natural lakes and jogging trails.

In striking contrast to other major metropolitan areas, the Dallas/Fort Worth Metroplex offers prospective homebuyers and renters an excellent

value for their housing dollar.

In 2011, the average value of new home construction is \$190,353. (Value is as stated by home builder for new home structure only.) The average house size being constructed is 3,338 square feet.

A variety of housing types is important to communities because such a variety is one of the key ways to provide living options that appeal to people in all stages of life. Analysis of the existing housing types within Mansfield will provide a basis on which to make recommendations regarding a variety of future housing. Two sources of data can be analyzed for this purpose: data gathered during the land use phase of this and the previous Comprehensive plan, as well as the more specific data from the US Census.

In 2011, 205 new homes were constructed for the year. The majority of these homes were in the 2,000 to 3,500 square foot range, while 22 homes were constructed in the 5,001 to 6,000 square foot range. This has been a consistent pattern of single-family residential development for the past 5 years.



their life cycles, and people who desire to remain mobile for employment or other reasons. Multi-family units also tend to accommodate people who desire to live near certain businesses or public facilities. In addition to the need for multi-family housing, denser apartment buildings have smaller fiscal impacts per unit on the community, including less demand on schools, fewer and shorter car trips, and often a positive impact on surrounding property values. The proximity of multi-family homes also promotes a sense of community. (*Housing Policy for the 21st Century*).

Homes provide a social fabric that improves the community, benefits the residents and neighbors and economizes on fiscal costs. An array of evidence from numerous sources supports the claims of social benefit from owned and rented homes. Papers published on the social benefits of homeownership find at least one, and in many cases several, of the following: increased civic involvement, greater neighborhood stability, a better

sense of well-being, and increased savings and wealth.

While specific benefits to owning have been documented, a community requires an adequate supply of all types of housing in order to address all housing demand.

Home Ownership

Multi-family rental housing is generally needed to accommodate people who are at certain stages of

Stability is evident in Mansfield's housing characteris-

tics. Over 80% of Mansfield's homes are owner-occupied and approximately 42% of households have lived in their residence for at least five years. According to the 2010 Census approximately 79% of the monthly housing costs exceed \$1,000. Only 3.9% spend less than \$500. And more than 27% spend more than \$2,000 per month on housing costs.

Residential Issues

While many of Mansfield's residents want to keep a rural atmosphere and the quaint home town nature prevalent in the City, this is in direct conflict with desires to also have wonderful restaurants, services, entertainment, lodging, and jobs. Mansfield could easily just be a bedroom community and let progress, industry, jobs and eventually people migrate to adjacent growing cities such as Grand Prairie, Arlington, Cedar Hill, Midlothian, and Burleson. One way to address this issue is to allow more density adjacent to the major thoroughfares, highways and existing commercial activity centers. Other residential uses can be on larger lots and less dense.

Suburban development has been described as the American dream: a big house on a nice large lot and a two-car garage. Nationally, developers building for that segment, however, are serving an ever-diminishing market as family size continues to decrease. If growth on the fringe is going to be "smart," it will be necessary to

provide more housing choices to appeal to various market segments and demographic groups in the population. Of critical importance to the success of smart growth on the fringe is a mix of housing types, price points, and uses offering a more vital and diverse community.

Mansfield needs to articulate a clear vision of what housing should be sought after and where to place it, as attempted by this Plan. Providing a diverse housing product can be a very effective recruitment tool. Offering single-family detached, garden homes, townhouses, duplexes, apartments and condominiums will provide a choice to the diverse interests of the employees who are here or are



coming with future business prospects. It is also important to provide lifestyle opportunities from an urban/downtown neighborhood to rural/ranchette settings. Strong goals that give clear guidance will help

Mansfield market itself to corporations, retailers and those seeking this lifestyle. A mix of housing opportunities helps to create a sustainable community, not just a one-generation subdivision.

Residential Land Use Goals and Strategies

GOAL 1: Promote attractive, inviting, imaginative, high quality and functional neighbor-

hoods.

Strategy 1.1: Preserve and incorporate natural amenities unique to the site such as topography, mature trees, water features, green belts and connectivity into the project.

Strategy 1.2: Encourage architectural controls on residential building design.

Strategy 1.3: Provide pedestrian friendly features, adequate open space and other design characteristics such as ample parking and privacy.

Strategy 1.4: Promote infill developments that respect the scale, proportion, and character of the surrounding areas.

Strategy 1.5: Distinguish neighborhoods by entry and edge design features such as ornamental landscaping, open space areas, natural features, architectural monuments and enhanced paving.

Strategy 1.6: Provide a variety of housing to meet the needs of all residents, including seniors, empty nesters, young professionals and families.

Strategy 1.7: Allow higher-density, single and multi-family housing along major arterials and near commercial activity centers.

Strategy 1.8: Define a downtown core and develop a plan to address the types, forms

and intensity of housing in this special area.

Strategy 1.9: Establish the direction and extent to promote housing in the downtown area by considering variable rate fees associated with water, sewer, parks, etc.



Strategy 1.10: Higher density should be concentrated near jobs, schools, shopping, cultural centers and where infrastructure can support it.

Strategy 1.11: Allow moderate densities in or adjacent to low density single family in a mixed use design.

Strategy 1.12: Limit development in the 100-year floodplain.

Strategy 1.13: Use natural buffers to separate different types of housing or other uses.

Strategy 1.14: Require that new developments build their amenities up front at the early phases of development (can still be phased).

GOAL 2: Provide older neighborhoods with opportunities for restoration, renewal, and improvement.

Strategy 2.1: Establish methods for repair or replacement of deteriorated amenities, screening fences or walls, and landscaping.

Strategy 2.2: Prepare plans for the improvement of neighborhoods with special and unique needs.

Strategy 2.3: Preserve structures that are distinctive because of their age, cultural significance, or unique architectural style.

Strategy 2.4: Encourage compatible housing in terms of style, materials, scale and massing.

Strategy 2.5: Consider conservation districts to preserve character of existing older neighborhoods.

Commercially Developed and Zoned Land

The role of commercial activity in the City is to provide convenient and available retail, service, and office opportunities to residents in the Mansfield market place. Commercial activity provides return on investment for business and property owners, employment opportunities for local residents, and an economic base for local taxing entities. Commercial activity generally supports community residential activity, but certain aspects of the retail, service, and

office such as big box retail, hotels, and service and office headquarters may be more regionally oriented and act as basic elements of the economy. Less than 4% of the area of land in Mansfield is developed commercially. The commercial land uses include all service, retail and office uses.

Much of the commercial land uses have been built in the previous 5 years. Most were constructed under architectural design standards approved by the City Council in 2005, which are still good standards.

Of existing commercial land uses and zoning, several levels of commercial were analyzed. These are described as follows:

Regional Centers are generally located along the U.S. 287 or S.H. 360 corridors



and at the intersections of major thoroughfares in the city. The traffic counts at these locations are the highest in the City. The

centers are significant as they have uses that draw from a broader area than just within the current city population. These uses include the big box retailers like Home Depot, Target, Lowes, and Wal-Mart as well as a smattering of hotels and restaurants in their proximities. Specialty

uses such as entertainment venues may also be in these areas. Some of these are also considered gateways into the City of



Mansfield. Single-family uses should not be permitted close to these areas, unless significant buffers are in place to protect the single family use from commercial impacts such as lighting, noise, and traffic. Medium and high density residential uses are appropriate. Such residential areas help generate the traffic necessary to keep retail centers vital and put the center in “town center”. They also provide an opportunity for shared parking; that is, commercial establishments can use parking facilities during the day, residents in the evening and on weekends. A mixture of uses both horizontally and vertically are appropriate in these areas. They are identified as the intersec-

tions of U.S. 287/Calendar; U.S. 287/F.M. 157; U.S. 287/Debbie; U.S. 287/Walnut Creek Dr./Country Club; U.S. 287/Broad Street; U.S. 287/Heritage Pkwy.; S.H. 360/Lone Star Rd. and S.H. 360/Heritage Pkwy. Other intersections with S.H. 360 cannot be considered regional due to some existing uses or other constraints already

in place, such as floodway areas owned by the Corps of Engineers.

Community Centers are generally located at the crossing of two major thoroughfares. They serve a group of neighborhoods, but it is unlikely that people from outside the immediate area would drive to

that destination to use their services. They contain uses such as grocery stores, restaurants, banks and offices. Parks, open space and some residential uses are also in the mix. Store sizes should be smaller than the “big box” retailers. Some pedestrian connectivity to the neighborhoods should be provided. However, regulations should be in place to protect adjacent residential uses from the commercial “pollutants”.

Neighborhood Centers are generally flanked by residential uses on more than one side of the development. Uses should be limited to “mom and pop” stores; convenience retail; service; schools; parks and open space; and office. All neighborhoods should have some neighborhood centers

within a close distance. This is the place you go when you want to bike, walk or otherwise limit your drive time, it's close to home.

Mixed Use Centers are becoming more appealing. This type of community means ensuring a convenient mix of the things that meet people's daily needs—homes, schools, stores, services, and amenities. Traditional neighborhoods historically have offered a place to live and work for people of all ages, incomes, and stages of life. A concentration of mixed uses and density provides a critical mass and a sense of place that gives communities a strong identity and a heart. Mixed use projects create a destination that involves more than

housing; they also include employment, retail, and public services. Successful communities include a full range of uses and activities—office, retail, entertainment, hotels, housing and civic institutions.

A mixed use project called “The L” was approved by the City Council in 2008. It shows up on the existing land use map as “mixed use”. This project combines retail uses on the first floor with residential above.



More mixed use projects are appropriate in retail and employment corridors as depicted on the Adopted Land Use Plan Map (Map 9).

Rapidly urbanizing suburbs attract retailers and small businesses more interested in building projects cheaply to meet a current “affordable” market than in contributing to a community’s long-term quality. This is why the architectural controls were put into place.

Commercial Issues

Prior to the adoption of architectural standards in 2005, Mansfield permitted metal buildings in the

city’s commercial districts, with the exception of the Freeway Overlay districts situated along U.S. 287 and S.H.

360. Luckily, commercial development was slow and sporadic prior to 2005.

Looking at the Commercial Corridors and Commercial Nodes exhibits, the east side of U.S. 287 has nodes developed or zoned for commercial

whereas the west side of U.S. 287 has more corridors.

Currently one issue the city is facing is the proliferation of C-2, Community Business District zoning in proximity to residential uses, on minor streets, or too much commercial at an intersection.

The northern section of Sub-Area 3 (see Map 1 in Chapter 8) is bounded by community and regional centers. Low density residential is not appropriate due to traffic and the intensity and massing of commercial uses within the boundaries of this area.



“Mixed use” is a relatively new term to Mansfield. Although mixed use can be considered a category of commercial, to be truly mixed it should also contain some residential components. As noted in Chapter 3, compact multi-use developments fit the good design policies. Mixing a residential use with some commercial and office uses also changes the look of what is constructed.

Commercial Land Use Goals & Strategies

GOAL 3: Promote the development of service, retail and commercial uses to meet the needs of the community.

Strategy 3.1: Neighborhood centers should be located in close proximity to the

neighborhoods they serve. These centers should include service-oriented uses such as a small grocery, personal services or small professional offices.

Strategy 3.2: Encourage larger centers to locate away from residences, along thoroughfares, and at major intersections. These centers should serve a group of neighborhoods or the entire city.

Strategy 3.3: Identify suitable locations for regional land uses in areas such as S.H. 360 and U.S. 287.

Strategy 3.4: Ensure that the necessary infrastructure including roads, water, sewer, and telecommunications at major inter-

sections and in areas designated for commercial or light industrial parks are in place or planned.

Strategy 3.5: Ensure that standards related to the development of non-residential uses along major corridors are the highest possible so that a positive visual perception of Mansfield is projected to citizens and visitors.

Strategy 3.6: Ensure that development enhances and contributes to the livability of the city.

Strategy 3.7: Establish specific ways to integrate commercial uses with residential uses while providing proper buffering for odor, noise, light, and traffic impacts.

GOAL 4: Continue to improve landscaping and architectural requirements for commercial development while understanding constraints such as water rationing.

Strategy 4.1: Promote uniformity between sign standards and architectural standards such as larger signs on highways and smaller pedestrian signage in neighborhood centers.

Strategy 4.2: Encourage “Big Picture” site planning of commercial areas to provide continuity in design elements.

Strategy 4.3: Encourage the application of The Commercial node and corridor development forms as described in the Plan, where appropriate.

GOAL 5: Provide local service commercial areas at thoroughfare intersections to minimize cross-town traffic from the outer areas of the City.

Strategy 5.1: Provide for smaller neighborhood oriented commercial retail and office uses in limited areas and of a limited size.

GOAL 6: Revise the “C-2 Community Business” standards to be less intrusive on adjacent residential properties.

Strategy 6.1: Consider adding conditions to some uses in the C-2 district and develop the special standards to help make the district more compatible with adjacent residential.

Strategy 6.2: Encourage buffer zoning such as medium density (5 units per acre and greater) between single-family and commercial zoning.

Industrially Developed and Zoned Land

The developed industrial land takes up 3.7% of the total developed land in Mansfield. The role of industry in Mansfield is not new. Some industries date back to the late 1960’s. The types of industrial include warehousing to heavy manufacturing plants. Most of the land is situated south of the downtown area along S. Main St. Mansfield currently has approximately 1,921 acres of industrially zoned land throughout the City. Depending on site and infrastructure needs, prospective businesses are presented with several options as to lo-



cation, price of land, and degree of infrastructure in place. Internal existing infrastructure varies as well as highway access.

Industrial uses could be described as those engaged in the basic processing and manufacturing of materials or products predominantly from extracted or raw materials; a use engaged in storage; manufacturing using flammable or explosive materials; or storage or manufacturing processes that

potentially involve hazardous conditions.

Industrial would also include those uses engaged in the cleaning of equipment or work processes involving solvents, solid waste or sanitary waste transfer stations, recycling establishments, and transport terminals (truck terminal, public works yards, container storage).

Industrial Issues

The Mansfield industrial sector located in the southwest quadrant of the City has approximately 400 acres of land remaining for development. The biggest single issue is infrastructure development (water and sewer) for these areas. Having “shovel ready” industrial sites is key to a successful new business development program as well as being competitive with other communities. Additional concerns are with the increases in the costs to develop.

The role of industrial has changed in the world and in Mansfield. True manufacturing has declined as jobs have moved out of the country to take advantage of cheap labor. We may be seeing a reverse in this trend due to transportation costs and quality of workmanship.

Mansfield is home to several small to medium manufacturing plants, warehousing and storage facilities. Mansfield industrial users include plastics, specialty chemicals, warehouse and distribution, metal fabrication, food processing and concrete products.

Industrial Land Use Goals and Strategies

GOAL 7: Promote the development and expansion of light and clean industries that provide a strong economic base.

Strategy 7.1: Encourage industrial land uses that are supportive and compatible with existing residential and commercial areas.

Strategy 7.2: Encourage industrial land uses to develop within designated industrial areas.

Strategy 7.3: Improve the landscaping , architectural and aesthetic aspects within the industrial districts and at the entrances to the industrial districts.



Strategy 7.4: Develop a financing plan to assist with the branding of the existing and new industrial parks.

Public/Semi-Public Developed Land

This land use category makes up 4.3% of the land area in the City. Public/semi-public includes land owned by public or private nonprofit entities that are accessible to

the general public and contribute to the fabric of the community. These uses include the public buildings maintained by the City, county, state and federal governments, as well as privately-owned and maintained institutions such as churches and private schools. They do not make up a significant share of the total area of the City. These uses are represented in blue on Existing



Land Use Map (Map 6, Chapter 8). They are scattered throughout the city and serve as local landmarks. These uses can be organized to provide focus for regional, community, and neighborhood activity centers.

Schools

Schools are part of the public/semi-public land uses. With the exception of the portion of Mansfield in Ellis County, Mansfield residents are primarily served by the Mansfield Independent School District. The MISD is known for strong academic and extra curricular programs (athletics, fine arts, etc.) It is the primary district serving Mansfield and the southeast Tarrant

County residents of Arlington, Grand Prairie, and Kennedale. A map of Mansfield schools is included in Map 8, in Chapter 8.

Public/Semi-Public Land Use Goals and Strategies

GOAL 8: Provide citizens with the most cost effective community services available.

Strategy 8.1: Plan and design the most efficient and cost-effective arrangement of land uses that allows Mansfield to distinguish itself with high quality public services.

Strategy 8.2: Improve police and fire protection to match growth.

Strategy 8.3 Improve and expand library services and parks and open space to meet the needs of the residents.

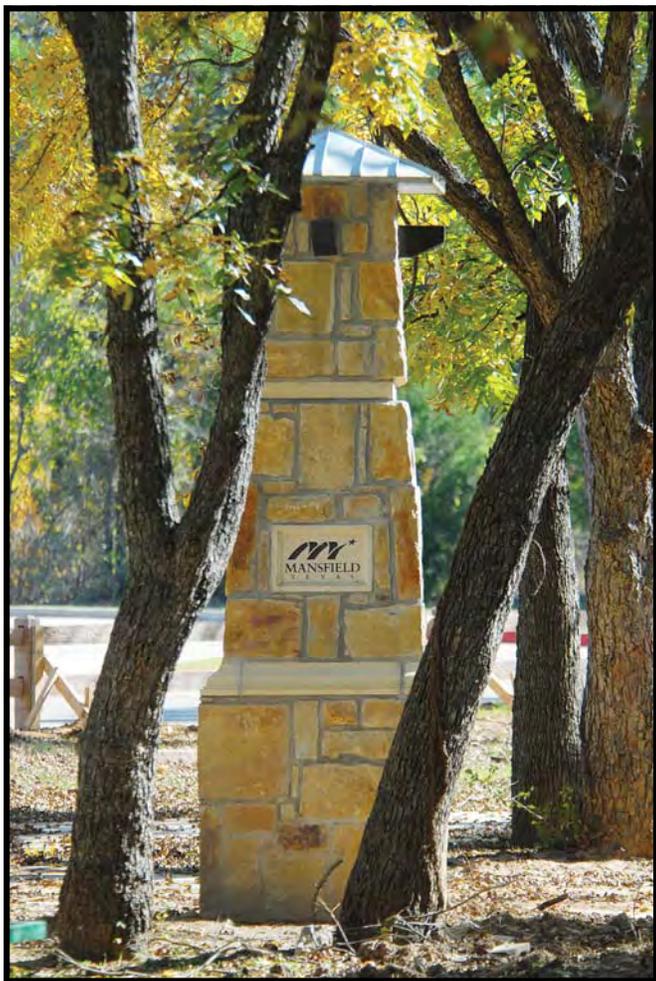
GOAL 9: Minimize public and private expenditure while not compromising commitment to efficient, quality services.

Parks and Open Space

Urban open space lands may be publicly or privately owned, developed with recreation facilities or preserved natural landscape, as small as a house lot or as large as thousands of acres. While private open space and recreation facilities are important elements of urban design, we only address the public system of parks, recreation facilities and open space.

Parks and open spaces are places to play, relax,

enjoy the natural environment, and connect socially with others in the community. They can define a neighborhood and provide a cultural and historical focal point, as does Walnut Creek Linear Park. If properly designed and maintained, parks



can enhance the economic value of nearby properties. Linear open spaces can be used to knit together neighborhoods with other important elements of the city's fabric, including schools, government centers, and commercial developments. Such land can also serve as an effective buffer between incompatible land uses.

In short, public parks and open spaces help to protect the social, economic, and aesthetic qualities

that Mansfield values. In order to preserve these qualities, the City will continue to expand its award-winning parks system as the community grows.

In 2002, the City of Mansfield adopted the 2002 Parks, Recreation, Open Space and Trails Master Plan. Since the adoption of that plan, the City has been very successful in improving the quality of life in Mansfield. Some of these successes include the development of a Business Plan for park facilities, the creation of the much-loved Walnut Creek Linear Park, the attractions of Hawaiian Falls and Big League Dreams, and the achievement of winning the 2009 Gold Medal Award for Excellence in Parks and Recreation Management. This distinguishes Mansfield as being *the best* city of its size for parks and recreation in Texas and causes other cities in North Texas to look to Mansfield as an example of a premier parks and recreation system.

The Parks Department updated the Parks Master Plan in 2009. Park issues are discussed in depth in that plan. They have created the following goals:

Parks and Open Space Land Use Goals and Strategies

GOAL 10: Create a park system that will improve the physical form and appearance of the City.

Goal 11: Provide an adequate distribution of parks and recreation facilities throughout Mansfield.

Goal 12: Provide a variety of recreation facilities and programs to meet the needs and desires of Mansfield's diverse growing and aging population.

Goal 13: Preserve and enhance Mansfield's histori-

cal, cultural, open space and natural resources.

Strategy 13.1: Identify heavily wooded areas and require protection from development.

Goal 14: Develop a network of pedestrian and bicycle ways for hiking, jogging, and cycling through as much of Mansfield as is feasible.

Goal 15: Continue to maintain all of the Mansfield parks and recreational facilities in a superior condition.



Goal 16: Create mechanisms to work with public and private entities to provide resources to acquire, develop, and maintain parks, recreation facilities, services and open space.

Goal 17: Maintain a citizen participation process for the evaluation and update of the Master Plan and for subsequent parks, recreation, and open space planning.

Gas Wells

Mansfield is located at the eastern edge of the Barnett Shale, a large natural gas reserve. Like Fort Worth, Arlington, and other surrounding cities, Mansfield has attracted its share of drilling operations. As of June 2012,

there were 57 drill sites approved throughout the City to accommodate up to 512 natural gas wells. One hundred ninety-three wells have been drilled to date. These facilities, including drill sites, frac ponds, and compressor stations, occupy approximately 350 acres, or 1.5%, of the City's land area.

The Barnett Shale formation stretches underground across a 17-county area, including Tarrant, Johnson and Ellis Counties. It contains an estimated 30 trillion cubic feet of natural gas and is located approximately 1.5 miles below the surface. In recent years, advances in drilling technology have made it possible for gas well operators to extract large amounts of natural gas from the shale.

Drilling operations have provided positive economic benefits for Mansfield residents and property owners from the development of their mineral interests in the form of natural gas leases and royalties. Yet the City also has to deal with potential negative impacts, such as noise, traffic, and environmental concerns, especially as these operations move closer to heavily populated areas of the City. Through its gas well drilling and production ordinances, Mansfield has attempted to balance the sometimes competing interests of concerned residents, mineral rights owners, the natural gas industry, and state and local agencies.

In drafting regulations for drilling, the City recognized that drilling and production operations, with their related facilities, constitute a significant land use, requiring special consideration as to placement and impact on surrounding properties. A

drilling operator must obtain a Specific Use Permit (SUP) through the zoning process to make a property eligible for drilling operations. The first SUP in Mansfield was granted in 2005 for the Set/Back Partners Lease, originally consisting of four drill sites. This lease is located in the southwest sector of the City (see Gas Well Map 7, in Chapter 8, Pad Nos. 14-16 and 18).

There are no drill sites on City property. However, the Mansfield Park Facilities Development Corporation has a drill site located on the Mansfield Sports Complex property in the eastern portion of the City (Pad Site No. 51 on the gas well map). The Mansfield Economic Development Corporation also has a drill site on property owned by MEDC in the Heritage Industrial Park across from the Pier 1 warehouse (Pad Site No. 26 on Map 7, in Chapter 8).

Gas Wells Goals and Strategies

Goal 18: Minimize the impact of natural resource extraction activities on streets and traffic.

Strategy 18.1: Encourage vehicular access routes that direct traffic on to highways and major arterial roads designed for heavy traffic and avoid the use of local streets.

Strategy 18.2: Promote routes that avoid streets with high traffic uses such as schools, residential areas and commercial developments.

Strategy 18.3: Encourage the centralization of production equipment such as separators and water tanks apart from the drill site to minimize the impact of truck traffic on adjacent land uses.

Goal 19: Minimize the impact of natural resource extraction activities, including the instal-

lation and operation of pipelines, on surrounding properties, specifically residential and protected uses.

Strategy 19.1: Production activities and equipment should be buffered adequately from adjoining uses, using screening, landscaping, and other fencing that minimizes the nuisance impacts of the extraction activity.

Strategy 19.2: Access roads to drill sites should be given the appearance of a residential or commercial driveway, depending on adjacent development, by extending the concrete approach a sufficient distance into the property. This also serves to mitigate nuisances such as dust and mud on the street.

Goal 20: Minimize the impact of natural resource extraction activities on Mansfield's historical, cultural, open space and natural resources, including, but not limited to, trees and water bodies.

Strategy 20.1: Consider the following factors when evaluating permit applications for natural resource extraction activities:

- ◆ Disturbance of existing vegetation;
- ◆ Grading of soils;
- ◆ Soil and erosion control;
- ◆ Wildlife habitats;
- ◆ Ground water resources;
- ◆ Surface water resources; and
- ◆ Federal, state and local regulations.

Goal 21: Improve communication between the City, gas well operators, developers, and citizens regarding proposed drill site locations.

Strategy 21.1: Encourage gas well operators to conduct educational and informational meetings between the City, the citizens, and property owners to ensure cooperation and communication.

Strategy 21.2: Work with gas well operators and developers of new residential and commercial projects to plan for current and future natural resource extraction activities to the extent they can be reasonably anticipated.

Strategy 21.3: Promote consultation between Mansfield and surrounding cities when considering applications for drill sites on property in Mansfield near its neighbors and applications for drill sites on properties in neighboring cities near Mansfield, particularly regarding setbacks, nuisances, and traffic.

Goal 22: Limit the impact of the facilities needed for natural resource extraction operations on vacant property and adjacent existing surface uses.

Strategy 22.1: Encourage sharing of facilities such as drill sites, access roads, and frac ponds to eliminate unnecessary duplication, to minimize the total amount of surface area needed and to avoid the creation of unusable parcels of land.

Strategy 22.2: Ensure that drilling and production facilities are situated so as not to negatively impact future planned land uses, roadways, pathways, sidewalks, open space areas and parks.

Strategy 22.3: Encourage the joint use of existing pipeline easements where possible. Otherwise, pipeline easements should be located along property boundaries or parallel to existing pipeline corridors.

Goal 23: Encourage proper operation and maintenance of drill sites and related production facilities:

Strategy 23.1: Require the gas well operator to obtain all necessary permits and meet all applicable City regulations and ordinances prior to the commencement of any activities related to natural resource extraction.

Strategy 23.2: Require the gas well operator to demonstrate to the City that the natural resource extraction activity can be conducted in a manner that ensures the health, safety and welfare of the citizens through plans and other documentation.

Strategy 23.3: Require the on-going maintenance of wells, production equipment, landscaping and screening on drill sites.

Goal 24: Reclaim abandoned sites in a manner that leaves the property developable.

Strategy 24.1: Encourage proper techniques for closing and reclaiming abandoned drill sites that ensure that the future use of the property is not impaired because of environmental or safety problems.



Strategy 24.2: Ensure the proper removal and disposal of equipment such as well heads, tank batteries, separators and compressors from abandoned drill sites.

Rights-of-way

There are 2,963 acres of right-of-way in the City. This includes all public roadways and interstate highways. That makes up approximately 12% of the developed land area in the City. The figures make it the second highest land use in the city, just after single-family.

While right-of-way is non-developable public property, the corridors created by the thorough-

fares exert a considerable impact on the development of land in the City. Sound planning principles and urban design guidelines should be adhered to in order to limit negative land use development that may have a tendency to develop in these areas.

The City has a Master Thoroughfare Plan (MTP), adopted in 2006 and updated in 2009. The MTP serves as a guide to all decision making as it pertains to the City's transportation network and establishes the future roadway network. (Map 5, Chapter 8)

Transportation issues are not discussed in this Plan as they are part of the overall MTP, which should be referred to for more in-depth information. The goals are the same as those provided in the MTP.

Transportation Goals and Strategies

Goal 25: Encourage development of well-constructed local roadways which promote circulation, interconnectivity, reduce congestion, and ensure the safety and general welfare of neighborhoods.

Goal 26: Develop a well-defined and maintained system of thoroughfares, collectors and local roads.

Strategy 26.1: Develop programs and action plans for upgrading and maintaining roads and streets.

Strategy 26.2: Evaluate the condition of streets and establish priorities for regular repair and maintenance.

Strategy 26.3: Provide the necessary resources to maintain neat and orderly rights-of-way.

Goal 27: Incorporate alternative forms of transportation into future plans and development policies.

Strategy 27.1: Encourage interconnected sidewalks and trails that promote pedestrian and bicycle movement throughout the City.

Strategy 27.2: Study long term opportunities for light rail connecting the City to major employment centers.

Strategy 27.3: Design and promote links from neighborhoods to nearby activity centers such as parks, amenity centers and commercial areas.

Goal 28: Utilize public rights-of-way to promote the spirit and identity of Mansfield.

Strategy 28.1: Employ features at strategic points in Mansfield that identify districts in the City and welcomes everyone.

Strategy 28.2 Use banners, signage, public art and urban design elements such as lighting and median treatments along corridors and at intersections to provide a consistent identity and promote activities.

Historic Preservation

Historic preservation is a movement in planning designed to conserve old buildings and areas in an effort to tie a place's history to its population and culture. It is also an essential component to green building in that it reuses structures that are already in place as opposed to new construction. Additionally, historic preservation can help a city become more competitive because his-

toric, unique buildings give areas more prominence when compared to the homogeneous architecture that dominates in many large cities.

Historic preservation is important to urban planning because it represents an effort to conserve old building styles. In doing so, it forces planners to identify and work around the protected places. This usually means the insides of buildings are renovated for prestigious office, retail, or residential space, which can result in a competitive downtown as rents are normally high in these areas because they are popular gathering places.

Historic Preservation Land Goals and Strategies

GOAL 29: Develop and support efforts to revitalize historic neighborhoods, preserve the City’s historic environment, and promote rehabilitation, restoration and adaptive reuse of historic properties.

Strategy 29.1: Work with community leaders, business owners, residents and other interested stakeholders in Historic Mansfield to implement the recommendations in the “Discover Historic Mansfield: A Vision and Strategy Plan” document.

Strategy 29.2: Create conservation districts or historic landmark districts where necessary to preserve the City’s historic built environment and heritage.

Strategy 29.3: Create incentives to encourage the rehabilitation of historic homes and commercial

buildings.

Strategy 29.4: Revise City regulations to accommodate the special needs of historic properties.

Strategy 29.5: Protect individual sites or



aspects of areas identified as being of historical significance.

GOAL 30: Encourage development of a “Town Center” along the historic, governmental and geographic center of Mansfield.

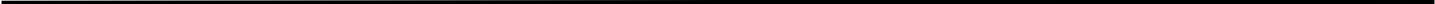
Strategy 30.1: Prepare a plan for the “Town Center” that incorporates the historic downtown, Broad Street, and the governmental nexus of Mansfield.

Strategy 30.2: Provide for a mix of municipal, commercial retail, office and residential uses.

Strategy 30.3: Develop guidelines that encourage the historic bulk, construction and aesthetics of structures so that the historic integrity of the area is not diminished.

Strategy 30.4: Enhance the historic tourism potential of the downtown and surrounding areas.

Strategy 30.5: Create funding sources to help with improvements in the town center.



Chapter 7. SUB-AREA RECOMMENDATIONS

Sub-Areas

In order to look at all parts of the City, it is easier to break it into smaller blocks of land with similar characteristics and defined boundaries. For discussion and work purposes the City is broken into seven Sub-Areas. (See Sub-Area Map 1, in Chapter 8.) Since over half the city is developed, there are very different scenarios for each area of town. It's no longer a one-size-fits-all type of residential or commercial design.

Each Sub-Area is described and analyzed, then long range land use and development recommendations are provided. The Design and Planning Principles discussed earlier in this document can be used to make detailed development decisions on a case-by-case basis within each of the Sub-Areas.

This approach to the Land Use Plan is more appealing at this time in the City's history than just a land use map depicting what uses can go where.

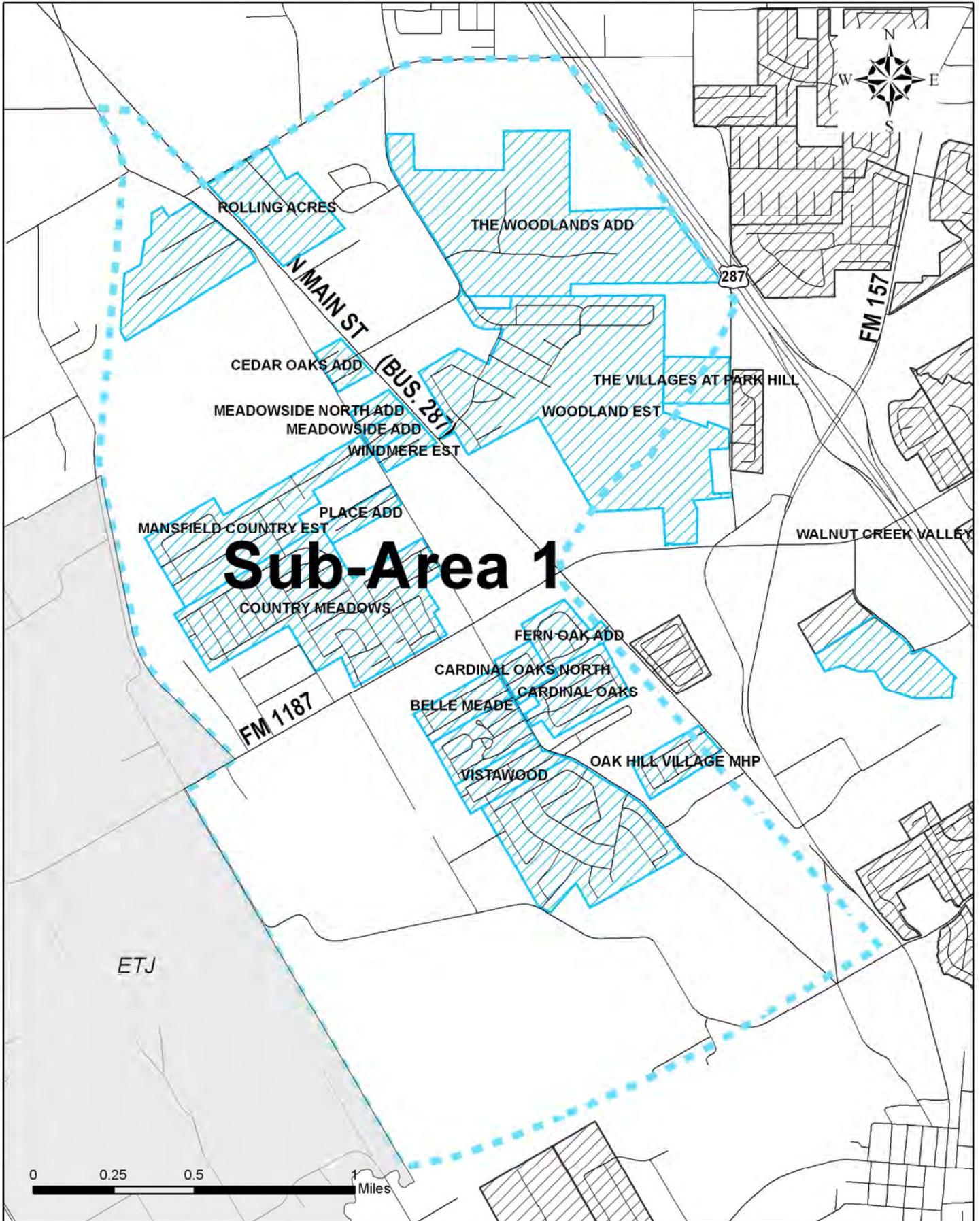
Sub-Area 1

Sub-Area 1 is bounded by the City limits on the north and west sides, U.S. 287 in the northeast, Business 287/Main St. in the southeast, and Walnut Creek to the south. There are a smattering of small subdivisions in this area as well as several large subdivisions — Country Meadows, Twin Creeks, The Woodlands and Woodland Estates. The Woodlands is an established neighborhood started in the early 80's with minimum 5 acre-sized lots. Woodland Estates is zoned PR-12/22 with mostly 12,000 square feet or greater sized lots

and also has 2F, Two-family residential zoning with 3,700 s.f. per side of the duplex. Existing phases are built-out since the end of 2011. Country Meadows is also an established neighborhood begun in the late 90's and continued in several phases which are nearly built out. Mabra Acres and Rolling Acres were developed in the late 70's early 80's, as "ranchette" style subdivisions with wider than average lots and rural residential streets. The term "rural residential" means that the road is typically asphalt pavement, with no curb and gutter. Instead it has bar ditches on either side of the pavement to manage drainage. The pavement width may not be as wide as a standard City street, however the right-of-way width is greater to accommodate the bar ditches. Lots on rural residential streets must be wide enough to limit the number of driveway culverts so as not to impede drainage. In The Woodlands, the rural residential street section actually uses concrete pavement.

Twin Creeks is another large subdivision developed in the early 90's, with homes under construction but almost built out. Open space and back yard drainage easements





exist throughout this neighborhood to accommodate Nichols Branch which runs through this subdivision

Sub-Area 1 has more variety in housing than probably any other area of town. There are many different categories of zoning in this area. Many of the lots do not fit the actual zoning categories as some properties were annexed into the city and zoning was applied based on the house size rather than the lot size. The majority of zoning in this Sub-Area is PR. Pre Development.

Bordering this area on the west city limit line is a planned principal arterial. For purposes of this Plan, we will refer to this arterial as Newt Patterson/Retta/Jessica Rd. because it intersects or overlays each of these roads at different points. This arterial ties into Dick Price Rd./Turner Warnell Rd. in the northwest portion of the city, runs along the west city limit line to the southwest tip of the city and beyond. This road will be a dividing point between the current city limit line and the ETJ. The timing of this roadway depends on development and funding. The existing routes in, around and out of the Sub-Area will remain generally static. Other existing routes include N. Main St. (Business 287) a Texas Department of Transportation (TxDOT) controlled roadway, maintained by TxDOT. Farm to Market (F.M.) 1187, another TxDOT roadway, traverses this Sub-Area east to west to the west city limit boundary. Northern Gertie Barrett Rd. is a rural residential roadway north of Country Meadows, and newly rebuilt with curbs and gutters south of Country

Meadows.

Access within and around this area is adequate, however with few future roadways to be constructed, *the area will not sustain heavy growth.* F.M. 1187 is the predominant east-west roadway, while N. Main St. serves as the predominant north-south roadway, until the new arterial is constructed. F.M. 1187 and N. Main St. have scattered development along them today. Redevelopment may occur in the future, however unless someone puts several tracts of land together there is not likely to be any significant development in this area. There is a large single tract of property belonging to the Back family bordered by Newt Patterson Rd., the railroad and Walnut Creek. This property has significant trees, creek and floodplain on it.

Any commercial development to serve the neighborhoods should be limited in size and scope and may have to make road improvements to be approved. Non-residential development should be focused at the intersections of arterials/collectors as noted in the Commer-



cial Node or Commercial Corridor development guidelines. There are several lots zoned for commercial uses along F.M. 1187 that should be able to support any convenience retail/service and office development needed in the area.

Driveway access on TxDOT roadways is limited. Development that restricts access through creative design is encouraged. This may be a single drive serving multiple lots such as a slip road design.

Within Sub-Area 1 there are schools or school sites for several MISD facilities. These include Legacy High School at the intersection of N. Main St. and F.M. 157, Linda Jobe Middle School—newly constructed and opened in 2009 on Gertie Barrett Rd., Donna Shepard Intermediate at the intersection of F.M. 1187 and N. Main St. and Mary Jo Sheppard Elementary on F.M. 1187 and Nancy Neal Elementary newly constructed and opened in 2011 located within the Woodland Estates subdivision.

There are a few parks in Sub-Area 1. The most recent is the dedication of heavily wooded property and lakes in the Woodland Estates subdivision. The area in and along Walnut Creek is heavily wooded and scenic. It is a natural extension to the existing Town Park and Walnut Creek Linear Park, located east of F.M. 157.

There are other small creeks and tributaries that traverse through this area. Major water courses include: Hogpen Branch to the north and Walnut Creek to the south of this Sub-Area. Each of these drainage ways provides unique and incredibly valuable environmental benefits to Mansfield, including habitat for wildlife, water quality protection, flood protection, and connections and

linkages between different parts of the city. As noted in the 2009 Parks, Recreation, Open Space and Trails Master Plan, steps must be taken to completely protect these resources and provide trail connections through them including limiting floodplain reclamation and acquiring easements.

This area lends itself very well to a coined-phrase “selling lifestyles, not density”. There is a way of life established in this area with larger than average lots, a range of housing sizes, including some manufactured housing; and some rural roads that will stay that way for many years to come.

Sub-Area 1 Recommendations

Sub-Area 1 is generally rural in nature and should remain that way. The City should do all that it can to put the floodplain and the naturally wooded areas into public parks to preserve the trees, habitats and drainage ways that are naturally established.

These recommendations are intended to be a general guide about future development. Specific tracts of land are not designated as a particular land use. The Design Principles will help guide any proposed changes in the area.

- ◆ **Continue development as Rural Estate residential lots with large acreages or “ranchettes”**
- ◆ **Allow 3 units per acre or less, where development includes city sewer and water, consistent with the existing feel and character of the area**
- ◆ **Allow rural residential streets where pro-**

posed lots are wide enough to permit proper drainage in bar ditches and accommodate septic systems

- ◆ **Use the Residential Guidelines adopted by Council resolution as a guide to any new residential development**
- ◆ **Consider cluster development to protect and preserve drainage ways, open space and trees or to create buffers between land uses**
- ◆ **Save heavily wooded areas, creeks and tributaries for linear parks, habitats for animals and natural buffers**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the neighborhoods and public to enjoy**
- ◆ **Limit access on arterials; encourage development that restricts or limits access on N. Main St. and F.M. 1187 through the use of slip roads or private drives**
- ◆ **Some limited retail and service uses may be added at a neighborhood level**
- ◆ **Develop a plan to rehabilitate or revitalize N. Main St. as a primary entrance into the city**
- ◆ **Develop a plan to mark the entrances to the City at F.M. 1187, Newt Patterson/Retta/Jessica Rd., N. Main St. and U.S. 287 where possible.**

Sub Area 2

Sub-Area 2 is immediately south of Sub-Area 1. It is bounded by the City limits on the west, south of Walnut Creek, and west of S. Main St. and extends south to approximately F.M. 917. There are approximately 2,700 acres in this Sub-Area. This area is included in both Tarrant and Johnson counties. Most of the undeveloped land is zoned PR, Pre Development.

North of W. Broad St., most of the developed tracts are residential. Many of these properties were developed as shotgun-style houses, small cottages and simple “country homes” prior to being annexed into the City. Most are constructed of wood and clad in wood siding or use other siding materials, rarely brick. Although this type of construction was prevalent at the time, it does not meet the current City standards. An effort by the City to build new affordable homes in this area has been underway for several years. These homes have been constructed with assistance from Tarrant County Development Corporation and *Habitat for Humanity*.

South of the downtown area are several industrial parks. These land uses range from light commercial to heavy industrial. Mansfield is one City that can brag about having true industrial areas in the city. These industrial parks began in approximately 1960 and are currently promoted for this type of continued development today.

South of W. Broad St. and west of the industrial parks is approximately 800 acres of vacant land, with some drill sites on these tracts. With the lack of new industrial development, it is unlikely that industrial would expand this much. This area was generally recommended for residential land use in the previously approved 2002

Comprehensive Land Use Plan. Although the map showed residential, there was no guidance as to how to make it happen. There is an opportunity to build some unique housing in this area like no other in the City. Playing off of the existing industrial land uses, a developer might build to the size and mass of some industrial structures. Lots could remain small. Home ownership is preferred. Commercial cannot exist without roof tops. It's a good location for workforce housing as it is adjacent to work opportunities.



Mansfield could create a warehouse district from scratch, rather than converting an old one to residential many years in the future. There have to be some proper buffers in place to protect the industrial uses from any new proposed residential. A buffer of commercial is also an option.

Fire Station No. 1 is in this area along S Main St. MISD has purchased several properties within this Sub-Area for future school sites.

In the southwest corner of this Sub-Area are several tracts of land owned by M.R. Development Company. The developer is generally planning for residential uses with pockets of convenience retail/service uses to cater to the southern area of town. Parks should be provided that are also conveniently sited for any neighborhoods. Any plan will need to follow the Residential Guidelines adopted by Council. There are some drill sites on the property. Not much of the property on the west side of F.M. 917 has been farmed but is rather used as ranch land. There are some trees on certain tracts of land.

McClendon Park East and McClendon Park West situated along W. Broad St. provide outdoor recreation and

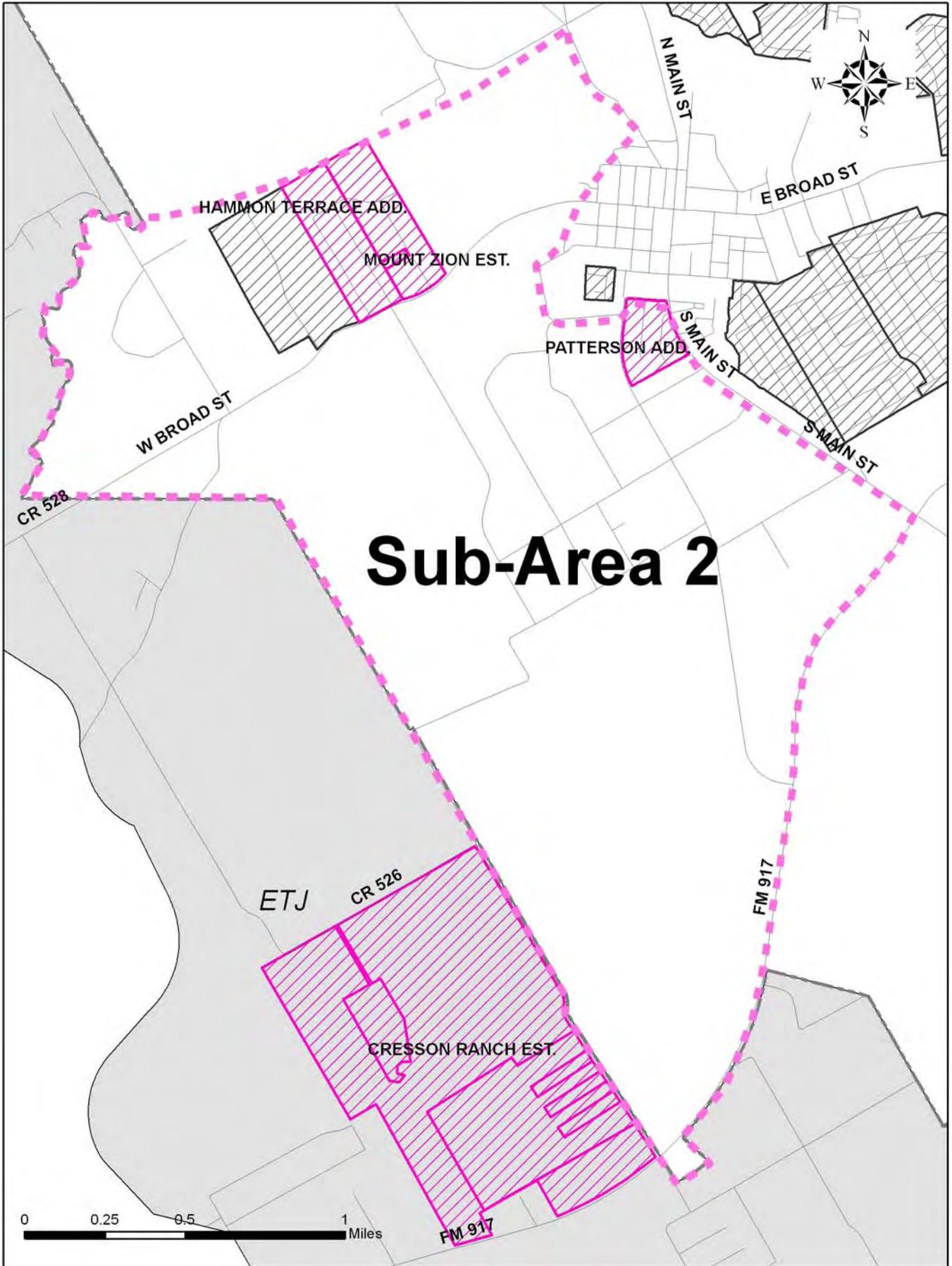
gathering space.

There are some thoroughfare improvements that need to be made in this area. The extension of F.M. 917 was a significant improvement done several years ago. Also within this area is the extension of Easy St. to the City limit line on the west, linking it to Sentry Dr. approximately at S. 2nd Ave. and extending over to S. Main St. Route A is another east/west roadway proposed from CR 526 outside the City limits to 2nd Ave. Refer to Thoroughfare Plan Map 5, in Chapter 8.

Reece Branch is in the southwestern most portion of this Sub-Area. A portion of its floodplain should be preserved for natural open space and trails.

Sub-Area 2 Recommendations

Sub-Area 2 is generally rural. However, most of the vacant land within the boundaries is situated adjacent to the industrial parks in the City. There is limited access within this area. A blend of high



Sub-Area 2

0 0.25 0.5 1 Miles

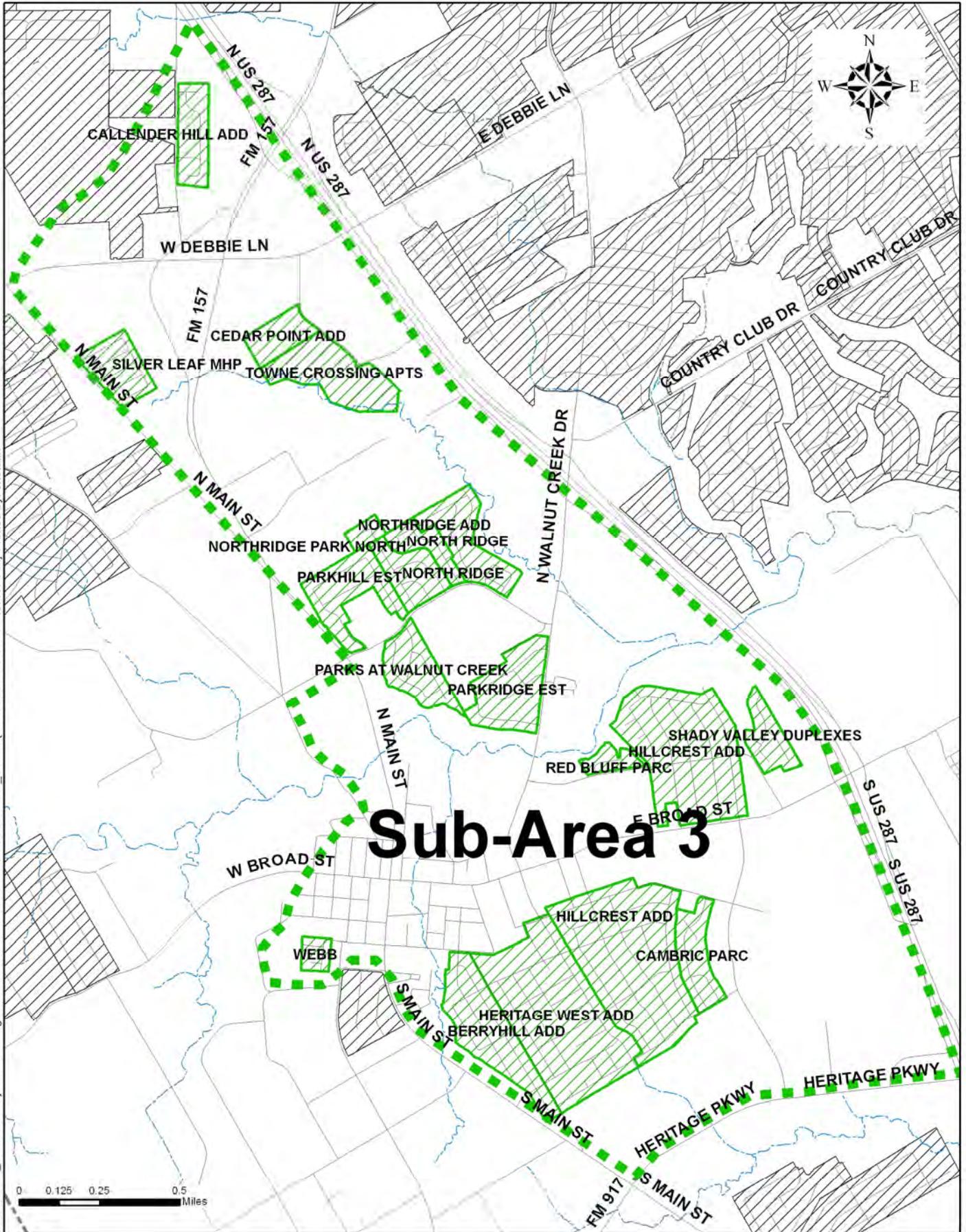
density housing adjacent to some of the industrial development would be interesting and mellow to single-family as it moves west. Since infrastructure is in place in most of the existing industrial areas, the immediate adjacent property would likely be the first to develop. Older cities developed in much the same way that Mansfield has and land use patterns have evolved. Typically a city starts with a nucleus of mercantile, then homes are built around that and then jobs i.e. industrial/commercial areas. Eventually, people move away from town. After years and years there is a trend to move back to the downtown area. In larger cities like Dallas and Fort Worth some of their initial industrial/commercial development is being revitalized to housing. As our industrial land uses are all very active, we don't have the opportunity to rehabilitate existing warehousing building. However, we could create new warehousing districts for housing to make it architecturally more interesting and compatible with the size and mass of some existing industrial/commercial buildings.

The industrial areas within this Sub-Area are considered part of an important employment center in the city, bringing both commercial, industry and jobs to the area. The recommended Land Use Plan should protect this area as an employment corridor and steps should be taken to expand it when possible—either through the expansion of more commercial uses or the provision of work force housing.

- ◆ **Continue to rehab and revitalize the housing along W. Broad through special financial programs seeking more investors**
- ◆ **Promote special housing opportunities for those who wish to age in place, which include assisted**

living facilities and other similar, denser products

- ◆ **Use the Residential Guidelines as a guide to any new residential development, where appropriate**
- ◆ **Allow smaller, narrower lots to match the existing lots on the north side of W Broad St.**
- ◆ **Save heavily wooded areas, creeks, and tributaries for linear parks, habitat for animals and natural buffers**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the public to enjoy**
- ◆ **Limit access on arterials; encourage development that restricts or limits access on N. Main St. and W. Broad St.**
- ◆ **West of the industrial areas, housing should be grouped to help create open space and park land that is non existent. Encourage creative solutions to add identity to the area and transition zoning from industrial land uses**
- ◆ **More neighborhood/community serving retail needs to be placed strategically to serve W. Broad St.residents**
- ◆ **There is a good opportunity for a community-serving center at the intersection of F.M.917 and 2nd Ave.**
- ◆ **There is a good opportunity for a neighbor-**



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hood center at W. Broad St. and 6th Ave. where some service uses currently exist

- ◆ **Other retail and service centers may be necessary depending on the areas ultimate population**
- ◆ **Consider this area as a “New Frontier”. Industrial is in place and development can buffer accordingly**
- ◆ **Look at ways to incentivize and encourage development.**

Sub-Area 3

Sub-Area 3 is bounded by floodplain on the north which runs through Woodland Estates subdivision. The east boundary is U.S. 287 and the southern boundary is F.M. 917. The area is bounded on the west by N. Main St. to the downtown area then encompasses the older area of housing that surrounds downtown, and continues south on S. Main St. to F.M. 917.

Sub-Area 3 is really a mixed bag of land uses and zoning. Included in this Sub-Area are several residential subdivisions. The oldest area of course includes the historic downtown Mansfield consisting of both residential and commercial development. Some of these buildings were constructed from 1866 to the 1870’s. Most of the residential structures are wood sided, one and two-story residences. For more information about the downtown area, read *A Vision and Plan for Historic Mansfield*, prepared for the City of Mansfield. These homes are also inconsistent with the current

rules, regarding masonry construction.

The properties included in the historic downtown vicinity must be protected and preserved. Special studies should continue to promote these areas as they are, including the older sections of housing nearby. Either historic designations or conservation districts should be pursued to memorialize Mansfield’s roots and preserve a quality of housing/neighborhood that does not exist elsewhere in the City.

Downtown struggles to keep its existence. Further special studies and efforts are underway to keep bringing life back to this area, as the heart and soul of the City. Some houses have been converted to businesses. The zoning of the land is often inconsistent with the use where there are some homes zoned commercially and some commercial uses in single-family zoning. The historic downtown is a very small block of businesses at the intersection of Broad St. and Main St.

Other subdivisions in this Sub-Area include Shady Valley, Hillcrest, and Heritage West which were developed in the 50’s through 70’s, Parks at Walnut Creek (90’s) and Park Ridge Estates is circa 1980’s. Northridge and Park Hill Estates were developed in the 1990’s. Cedar Point Townhomes and Mansfield Town Crossing are multi-family projects built in early 2005—2007, as is part of Woodland Estates which is still undeveloped. Densities of these single family residential neighborhoods range from 3 units per acre up to 5.6 units per acre.

There are approximately 200 acres of industrially zoned land available in the area north of F.M. 917.

In the northern portion of this Sub-Area, between Hog-

pen Branch and Debbie Ln. there are about 50 acres of land abutting Mansfield Independent School District (MISD) properties including Ben Barber, Career Tech Academy, the bus barn/transportation facility and the Agriculture barn/land. There are a few homes scattered along Callender Rd. on the west side. There is a residential subdivision, Callender Hill, on the east side. It backs up to a commercial development that contains the Cinemark Theater. Low density single-family is not the highest and best use of this area as the vacant land is generally surrounded by commercial or other non-residential uses. There are opportunities for medium to high density residential here while recognizing the single-family already in place.

South of Debbie Ln. Between Main and U.S. 287 there is a good bit of commercial land uses from warehousing to light industrial. These types of existing uses make it unsuitable to continue any low density single-family uses. More dense housing in this vicinity will hopefully bring more residential near downtown to help make it a more vibrant place. Again developers should keep in mind the proper buffering where there are single-family uses already in place.

The Union Pacific Railroad runs north of downtown. The Railroad is used for hauling freight through town from downtown Ft Worth and beyond to southern locations as far as Houston.

There are significant roadways in this Sub-Area. U.S. 287 serves as the eastern boundary and is a major north-south highway serving Mansfield. Main St., Walnut Creek Dr. and F.M. 157 are also major thoroughfares serving north-south traffic within Mansfield.

The major east-west thoroughfares are Broad St., F.M. 917, Debbie Ln. and future Mouser Way. There is significant traffic at these intersections that connect with U.S. 287.

F.M. 917 serves some commuter traffic from outside the City from the south. However, it is also a primary route for some of Mansfield's truck traffic.

Mansfield Independent School District has several other facilities other than the ones mentioned at the intersection of Debbie Ln. and N. Main St. earlier. These include Alice Ponder and Erma Nash Elementary Schools, Eugene Worley Middle School, RL Anderson field and stadium, and Anderson Education building on E Broad St. Also on East Broad is the historic MISD administration building and school gymnasium.

Several government buildings are also located in this Sub-Area along Broad St. including: City Hall, Public Safety, Law Enforcement Center, Mansfield Activity Center, the Library and miscellaneous service buildings for utilities and transportation. There is one fire station near downtown and a new station on N. Main St., just north of Debbie Ln. A new fire station opened in 2009 just north of the intersection of F.M. 1187 and N. Main St. There is an existing water tower behind the fire station. Mansfield Economic Development Corporation and Parks Department have offices in the downtown area, as well. Next to City Hall is the Tarrant County Sub-Courthouse Building. This area does fit the typical Central Business District in that it houses a number of government fa-

cilities.

This area also houses most of the City's big box uses like Home Depot, Super Target, Lowe's, and Wal-Mart. Mouser Electronics built a warehouse facility that blends nicely with these big boxes.

City park facilities include Town Park which connects to Walnut Creek Linear Park and to Katherine Rose Park and the Hardy Allmon soccer fields on Walnut Creek Dr. at the railroad tracks. Julian Fields Park – Serenity Gardens is on E. Broad St., just east of City Hall. North of this park is McKnight East which has trails and goes under the highway and connects with McKnight West ball fields. There is other floodplain, creeks and wooded areas that should be protected in this Sub-Area as well.

Walnut Creek, Watson Branch and Pond Branch are all creeks and tributaries located within this Sub-Area. Watson Branch is a constraint to connecting F.M. 157 and U.S. 287 at Mouser Way. It also provides some beautiful wooded land that should be protected for natural trails and parks.

Sub-Area 3 Recommendations

This Sub-Area lends itself well to new commercial and clean industrial uses consistent with today's land use pattern. More opportunities exist for government buildings in the downtown core/heart of the City. Medium and higher density residential are appropriate as infill projects in accordance with the Residential Guidelines adopted by Council. The more people/population that can be brought to the downtown area—where infrastructure is al-

ready in place—the more business and commercial uses will expand and help downtown to become a vibrant core.

Within this planning area, two special districts warrant additional attention because of their unique character, special role in land use patterns, or unique opportunities for the community. The Historic Downtown area, including both commercial and residential structures, and The older neighborhood immediately adjacent to downtown in the southeast section, built in the mid 1900's, should be studied and plans for a conservation district considered.

- ◆ **Emphasis should be on medium and higher (greater than 5 units per acre) density housing as infill projects, with appropriate buffers next to existing low density (under 5 units per acre) single-family residential.**
- ◆ **Use the Residential Guidelines as a guide to any new residential development, where appropriate.**
- ◆ **Save heavily wooded areas, creeks and tributaries for linear parks, habitats for animals and natural buffers.**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the public to enjoy.**
- ◆ **Consider cluster development to protect and preserve drainage ways, open space and trees or to create buffers between land uses.**
- ◆ **Continue efforts on the Historic Downtown and associated residential properties in close proximity.**

- ◆ **Study the housing area southeast of the downtown for a conservation district to protect the integrity of the area.**
- ◆ **Build on the government opportunities in the area with new facilities or expansion of existing facilities. They offer both service to the residents and provide landmarks. Look for other civic opportunities in the area.**
- ◆ **Set little or no limits on the amount of commercial development along U.S. 287 as it is predominantly commercial now.**
- ◆ **Look for opportunities to use the railroad as a catalyst for other clean industrial uses. Consider transit-oriented plans along the railroad. Plan for development around future commuter rail.**
- ◆ **Encourage more industrial uses in areas already zoned for such.**
- ◆ **There are some pockets of SF and PR zoned lands inconsistent with the existing land use pattern, such as the land east of Mouser extending out to U.S. 287.**
- ◆ **Consider extending Mouser Way to U.S. 287 to encourage growth.**
- ◆ **Imagine a commercial corridor along U.S. 287 within Sub-Area 3 where density and intensity of uses is higher than anywhere else in the city**
- ◆ **Look at special financing overlays in this area to promote growth.**

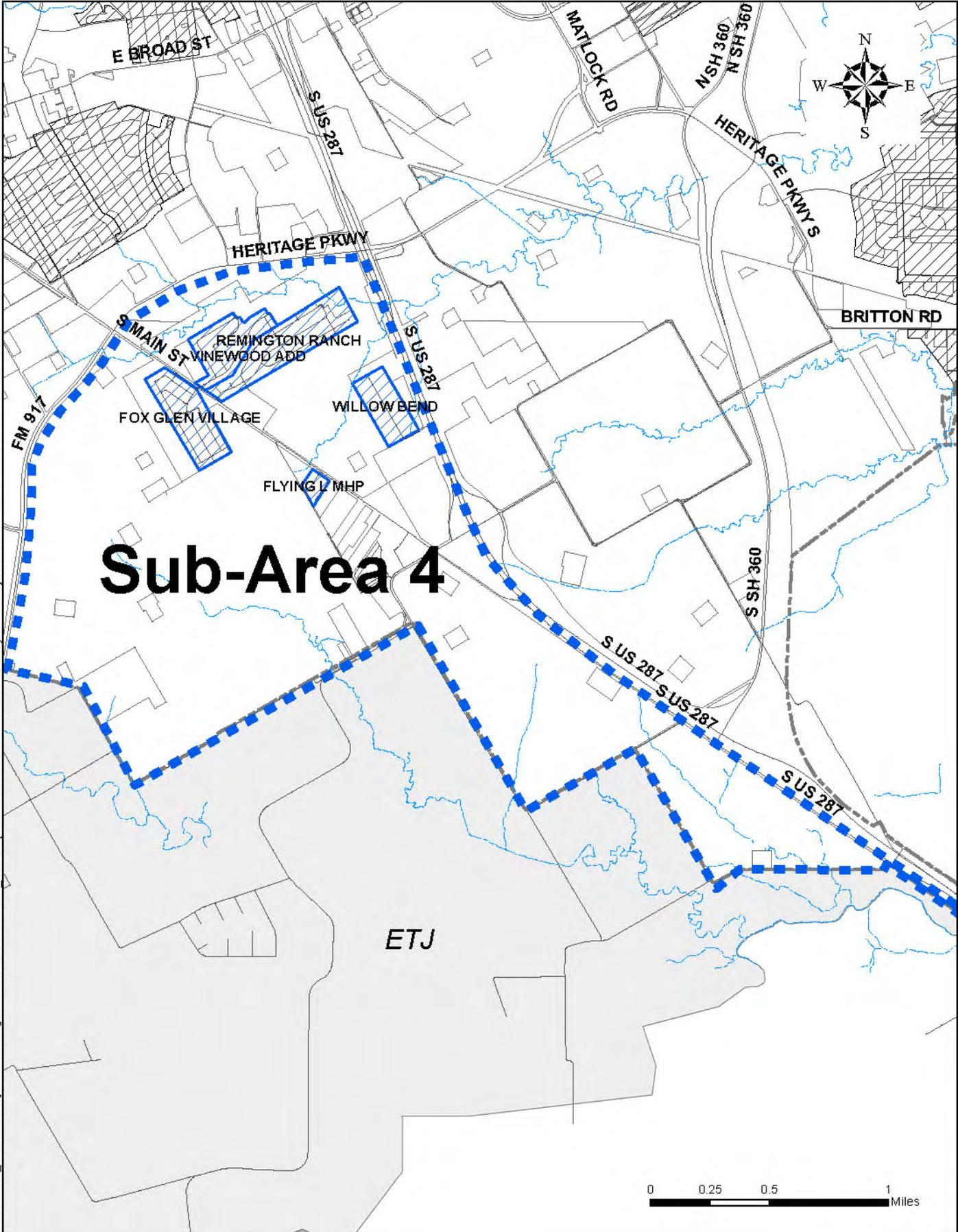
Sub-Area 4

Sub-Area 4 consists of all the land south of F.M. 917 and west of U.S. 287 to the City limit lines. There are a few residential subdivisions in this area. They include Vinewood Addition, Fox Glen Village, Remington Ranch, Willow Bend and some other manufactured housing parks. Vinewood Addition is a manufactured home subdivision. The lots vary for single-wide and double-wide products. Remington Ranch is south of Vinewood with small lots. There is some floodplain at the east end of both these subdivision which may prevent them from building a connection to U.S. 287. It also serves as a buffer from some industrial uses to the north of Low Branch. Fox Glenn Village is a newer subdivision that is built out. Willow Bend is another manufactured housing addition.

M.R. Development Corp. owns a large portion of the land in this area similar to Sub-Area 2. There are some drills sites on this property which must be designed around when preparing a plan.

Most of the land in this area, not associated with the residential subdivisions already discussed, is zoned PR, Pre-Development or I-1, Light Industrial. This amount of industrially zoned land, would take years, if not decades, to develop and is likely more than can be reasonably marketed. Single and medium density housing is appropriate in this area, in accordance with the Residential Guidelines. Since there is little infrastructure in place, much of this area is not necessarily ready for immediate development. There are other areas

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Sub-Area 4

E BROAD ST

S US 287

MATLOCK RD

N SH 360
N SH 360



HERITAGE PKWYS

BRITTON RD

S MAIN ST

REMINGTON RANCH
WINEWOOD ADD

S US 287

FOX GLEN VILLAGE

WILLOW BEND

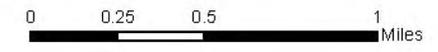
FLYING L MHP

S SH 360

S US 287
S US 287

S US 287

ETJ



more appropriate for infill before this area will be ready.

When rooftops are built, there is room for some community and neighborhood services at the intersection of Lone Star and U.S. 287. Due to the existing zoning in place, it could be on either side of U.S. 287 or both. It's too early to be certain about other commercial uses in this area—but along F.M. 917 is likely.

Many years ago plans were made with the Dalton Family to move the Best Maid manufacturing operation to F.M. 157 in this area. No progress has been made to make that move as far as the City is aware.

S. Main St. will tie into Flying L Ln. in the south portion of the Sub-Area and extend along the city limit line to connect to Business 287.

Low Branch and its tributaries are located just south of F.M. 917 at the edge of Tarrant and Johnson Counties.

Annette Perry Elementary is a new elementary school constructed in 2009 located along S. Main St.

Sub-Area 4 Recommendations

- ◆ **Allow the market to determine how much industrial zoning is appropriate.**
- ◆ **Continue development as Rural Estate residential lots with large acreages or “ranchettes” in the lower (south of Lone Star Rd.) portion of the area.**
- ◆ **Allow 3 units per acre, consistent with the existing feel and character of the area in the northern portion adjacent to existing subdivisions and industrial uses. Some areas may warrant slightly higher density or specialty residential like nurs-**

ing homes, assisted living facilities etc.

- ◆ **Allow rural residential streets where proposed lots are wide enough to permit proper drainage in bar ditches.**
- ◆ **Use the Residential Guidelines as a guide to any new residential development where appropriate.**
- ◆ **Consider cluster development to protect and preserve drainage ways, open space and trees or to create buffers between land uses.**
- ◆ **Save heavily wooded areas, creeks and tributaries for linear parks, habitats for animals and natural buffers.**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the neighborhoods and public to enjoy.**
- ◆ **Limit access on arterials; encourage development that restricts or limits access on N. Main St. and F.M. 917 through the use of slip roads or private drives.**
- ◆ **Some limited retail and service uses may be added at a neighborhood level when rooftops warrant such.**
- ◆ **Develop a plan to mark the critical entrances to the City.**

Sub-Area 5

This is the area of the first golf course established in the City. Walnut Creek Country Club is almost the center of this Sub-Area. The boundaries are

U.S. 287 on the west, city limit lines on the north and east and E. Broad St. on the south.

Around the Country Club are many subdivisions, extending out to the City limit line, and Arlington subdivisions pick up from there. There is a wide variety of homes in this area with multiple zoning districts. Most of this area is built out. There are small vacant tracts of land scattered here and there, but there are not too many large tracts left to develop. Most of the development to continue in these areas will be considered infill development and care should be taken to match or compliment existing development in the vicinity. Most notable are the Weatherford and Ervin family tracts east of Matlock on both sides of Debbie Ln. that are currently zoned PR, Pre Development and contain about 150 acres total. Residential development in this Sub-Area is generally at three units per acre and greater.

There is some C-2, Community Business at the intersection of Debbie Ln. and Walnut Creek Dr. and at the intersection of F.M. 157 and Turner Warnell Rd. behind the existing CVS Pharmacy. C-2 may be too intense at the Walnut Creek Dr./Debbie Ln. intersection and it has residential adjacency requirements to comply with. Another prominent C-2 tract is the intersection of E. Broad St. and U.S. 287. This intersection is already a regional center due to the amount of traffic that passes through and the uses that are already in place. For several years the City has tried to attract a retail center for a tract of land at the northeast corner of the intersection. The recent downturn of the economy has stalled any progress to date. Intense commercial development in close proximity to the downtown will work well at that intersection. Some type of residential component that helps to

make the center vibrant during the day and night time is encouraged. This area is adjacent to some very nice homes. Some level of compatible transition must be reached to buffer the existing homes.

East/West roadways in this Sub-Area include Broad St., Debbie Ln., Country Club Dr., and Turner Warnell Rd. at the northern boundary line. S.H. 360, U.S. 287, Matlock Rd., Walnut Creek Dr. and F.M. 157 are the major north-south roadways in this area. Other roadways that will be improved in the future include Debbie Ln., east of Matlock Rd. and Turner Warnell Rd., west to Callender Rd.

There are three identifiable commercial nodes in this Sub-Area: Matlock Rd. at Debbie, Matlock Rd. at Country Club Dr. and Debbie Ln. at Walnut Creek Dr. The first two are fairly well defined and developed. However, the Debbie Ln./ N. Walnut Creek Dr. intersection is relatively undeveloped, but zoned C-2.

Walnut Creek continues its east-west pattern through the lower half of this Sub-Area, as well as portions of Hogpen Branch which runs parallel to U.S. 287.

MISD has several schools within this Sub-Area including Roberta Tipps, Willie Brown and J.L. Boren Elementary schools, Asa E. Low Jr. and Mary Orr Intermediates, Brooks Wester Middle, Mansfield High School, Vernon Newsom Athletic Complex, and MISD Police and Technology Center.

Sub-Area 5 Recommendations

Sub-Area 5 is generally built out. There are few large tracts of land available to develop.

- ◆ **Continue development as suburban residential consistent with adjacent development.**
- ◆ **Continue to encourage mixed use and commercial uses along U.S. 287 and Broad St.**
- ◆ **Use the Residential Guidelines and residential concepts in this plan as a guide to any new residential development where appropriate.**
- ◆ **Consider cluster development to protect and preserve drainage ways, open space and trees or to create buffers between land uses.**
- ◆ **Save heavily wooded areas, creeks and tributaries for linear parks, habitats for animals and natural buffers.**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the neighborhoods and public to enjoy.**
- ◆ **Limit access on arterials; encourage development that restricts or limits access on F.M. 157, E Debbie Ln., Walnut Creek Dr., Country Club Dr. and Matlock Rd.**
- ◆ **Some limited retail and service uses may be added at a neighborhood level.**
- ◆ **Develop a plan to mark the entrances to the City at Matlock Rd., and S.H. 360/E. Broad St. where possible.**

Sub-Area 6

Sub-Area 6 is bounded on the north by E. Broad St., on the west by S.H. 360, and the City limit lines on the east.

Sub-Area 6 is generally built out. There are several large subdivisions around the Mansfield National Golf Course, developed in 1998. Most of these subdivisions have access off of Holland Rd. and National Pkwy. This Sub-Area is home to an 18-hole golf course, Big League Dreams, a unique eight diamond ballpark, and Hawaiian Falls Water Park. Grouped together off S.H. 360 at Heritage Pkwy. S., these uses combine to create a small entertainment location, which could be expanded in the future. There is a good bit of vacant land in that area. Generally, residential development is greater than three units per acre.

Several apartments have developed along S.H. 360. There is some limited zoning for additional multi-family development.

Also in this Sub-Area in the lower southeast corner is the small Township of Britton. This area was annexed into the City in 1991.

Commercial land uses in this Sub-Area are sparse. There is a shopping center at E Broad St. and N. Holland Rd., and a small neighborhood retail center at Holland Rd. and Grand Meadow Blvd. Zoning is in place for additional commercial uses at the intersection of Holland Rd. and National Pkwy. North of the Union Pacific Railroad, there is not much need for additional commercial to

serve this area of town—other than small neighborhood uses.

South of the railroad may hold opportunities for more regional commercial, additional entertainment venues or corporate headquarters. However, if residential plans were to come in first, it would limit the opportunities for any adjacent land uses.

Day Miard Rd./Seeton Rd., S.H. 360, Holland Rd. are all major north-south roadways. E Broad St., Grand Meadow Blvd., National Pkwy. and Seeton Rd. are all major east-west roadways. South Holland Road is proposed to be extended to the Town of Britton on the current Thoroughfare Plan Map (See Map 5, Chapter 8). Lone Star Pkwy. is to be extended from S.H. 360, drop south to the southern city limits. Seeton Rd. will be improved to a local collector in the future. National Pkwy. will eventually connect to existing Seeton Rd.

MISD has a number of facilities in this area including: Newsom Stadium and the Natatorium, Mary Lillard Intermediate School, Danny Jones Middle School, Lake Ridge High School, opening Fall 2012, Elizabeth Smith Elementary School and Holland Road Elementary School.

The City's Sports Complex is adjacent to Mansfield National Golf Course on the north side of Low Branch. There are a few pocket parks in existing subdivisions such as land dedicated with Spring Lake Estates. Plans are on the books to preserve more floodplain area for linear parks trails.

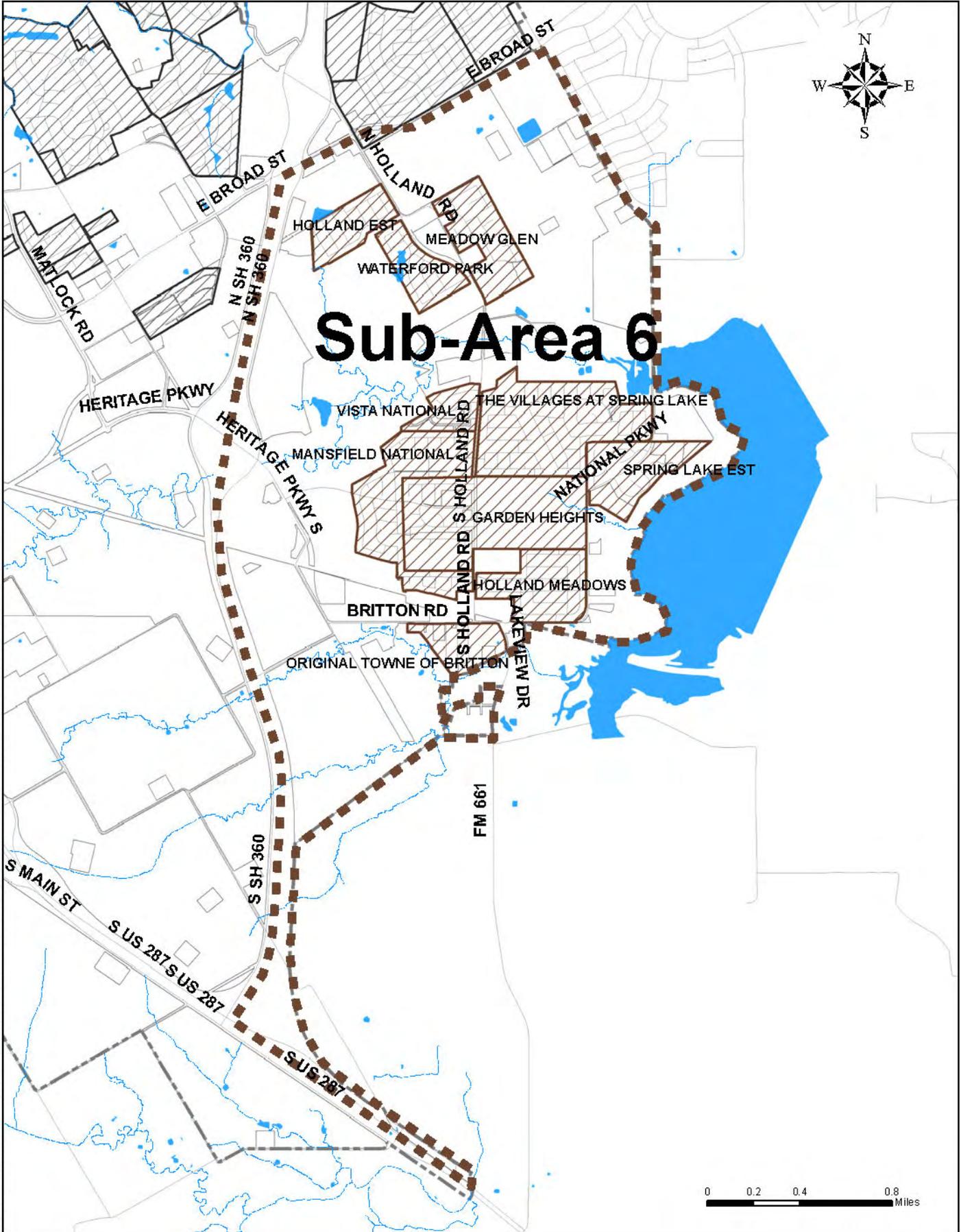
There is floodplain along Low Branch, as well as land owned by the Corps of Engineers that will not be developed. This intersects with Joe Pool Lake on the eastern

most limit of the city. Some of the tracts north of this floodplain and on the border of Joe Pool Lake are estate lots, that may redevelop in time. Residential development should remain similar to that already developed.

Sub-Area 6 Recommendations

Sub-Area 6 has a few large tracts of land available to develop.

- ◆ **Continue development as suburban residential**
- ◆ **Use the Residential Guidelines and residential concepts in this plan as a guide to any new residential development, where appropriate**
- ◆ **Save heavily wooded areas, creeks and tributaries for linear parks, habitats for animals and natural buffers**
- ◆ **Encourage single loaded streets to allow views and scenic vistas for the neighborhoods and public to enjoy**
- ◆ **Limit access on arterials; encourage development that restricts or limits access on Holland Rd. and National Pkwy.**
- ◆ **Some limited retail and service uses may be added at a neighborhood level**
- ◆ **Develop a plan to mark the entrances to the City along S.H. 360 where possible.**
- ◆ **Consider expansion of the entertainment area that is developing at Heritage Pkwy.**



Sub-Area 6

and S.H. 360. Study the feasibility of such and other uses that the City may market to or try to attract

- ◆ **Allow rural residential streets and lots south of the railroad.**

Sub-Area 7

Sub-Area 7 is bounded by E. Broad St. to the north, U.S. 287 on the west and S.H. 360 on the east. This area is almost entirely made up of two large planned development districts (PD's). The northern part is The Reserve at Mansfield and the southern half is South Pointe.

The Reserve Planned Development District is intended to promote the creation of contained, mixed use neighborhoods that are not wholly dependent on the automobile. The Reserve is designed to encourage and permit a wide range of integrated land uses within a framework of streets and alleys of a scale conducive to pedestrian activity. The intent is to accommodate a range of compatible land uses, mixing employment opportunities with housing, retail, and service uses. The PD emphasizes control over the scale and urban form of each building—building setback, size, height—as well as the relationship of building to the street, street landscaping and other characteristics. Density in this area would ultimately support public transit. Mixed use development encourages sustainability.

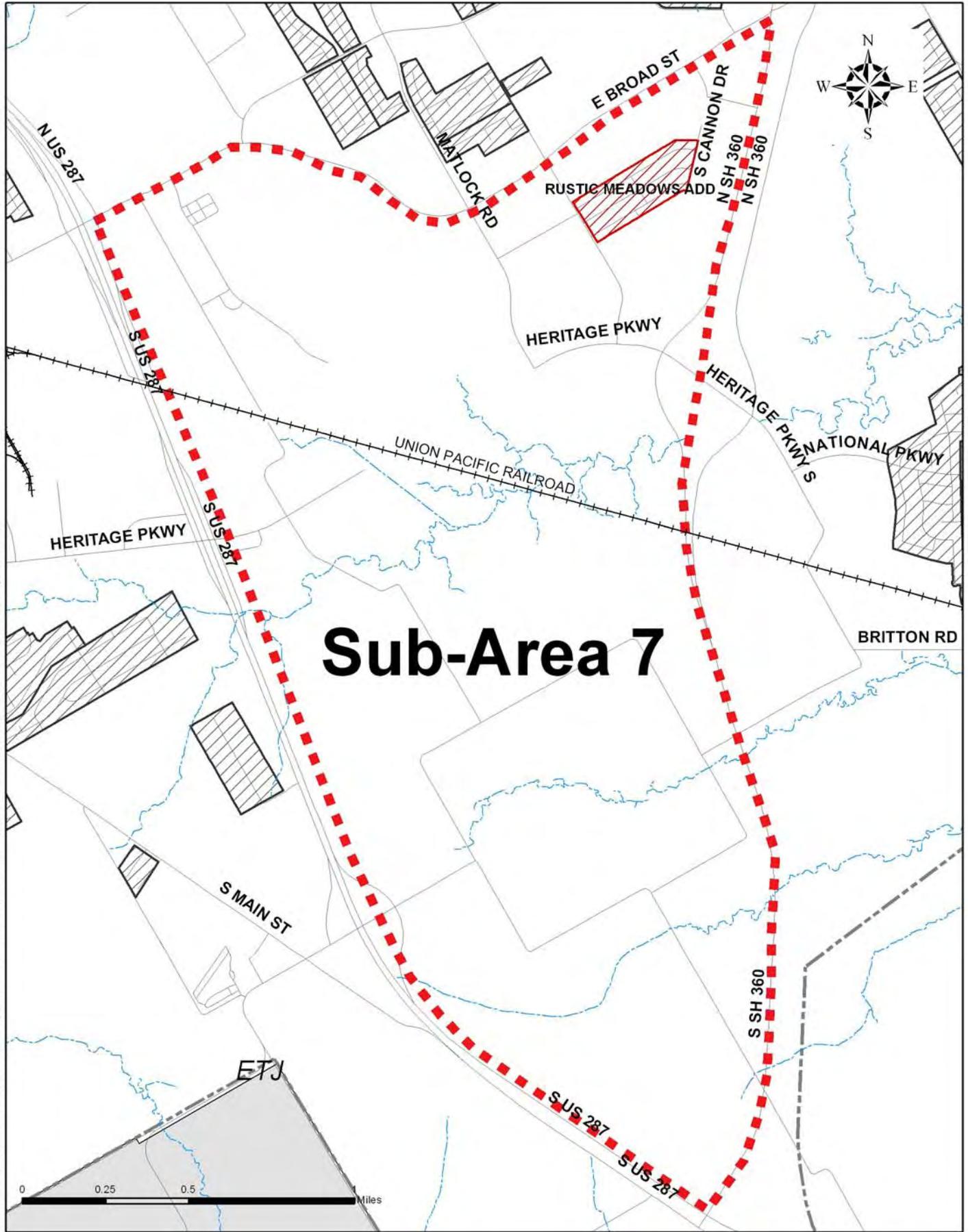
South Pointe is a mixed use community purposefully designed to facilitate quality development and livability. It is less dense and contains more residential uses than The Reserve. South Pointe is

designed with generous common open space that is distributed throughout the community in the form of natural areas, parks, squares, greens, circles and school yards. Homes and businesses are encouraged to front on these open spaces resulting in a significantly more valuable tax base, while creating a more open environment.

South Pointe will offer a variety of residential products that will provide a broad range of distinctive and varied home sites. Additionally, a combination of tree-lined streets, short block lengths and wide sidewalks foster a pedestrian-friendly atmosphere in South Pointe, with lower density than The Reserve.

Methodist Hospital Mansfield is located in this Sub-Area at the intersection of E. Broad St. and Matlock Rd. Some growth, particularly medical uses, have been active in this Sub-Area due to the hospital. Not much new construction has taken advantage of the special features of The Reserve development standards, but the perimeter was believed to develop first and the requirements provide for a transition to the urban form. Kroger's new concept store was completed in 2011 at the southwest corner of S.H. 360 and E. Broad St., along with strip retail and other stand alone retail buildings in front of the store. This serves existing and future residents of the area, as well as homes located east of S.H. 360. This will likely spur more retail activity in the near vicinity.

S.H. 360 and U.S. 287 are two major north-south roadways bordering this Sub-Area. Although not complete through the area, Matlock Rd. is intended to be another major north-south roadway. East-west roadways include Broad St., Heritage Pkwy. and Lone Star Rd.



Sub-Area 7

ETJ

Lone Star Rd. and Heritage Pkwy. are incomplete at this time.

Low Branch is a major tributary that traverses the area west to east, just south of Heritage Pkwy. There are two other minor tributaries in the southern portion of the area. One is located where Lone Star Rd. is proposed through South Pointe district and one further south. These tributaries offer opportunities for linear parks within the Sub-Area. Currently no parks are located within this area, other than small community pocket parks.

Sub-Area 7 Recommendations

It is not anticipated that any major changes to the zoning in this area are necessary. However, the city will consider a development proposal that does not completely fit within the existing zoning but meets the intent of the district.

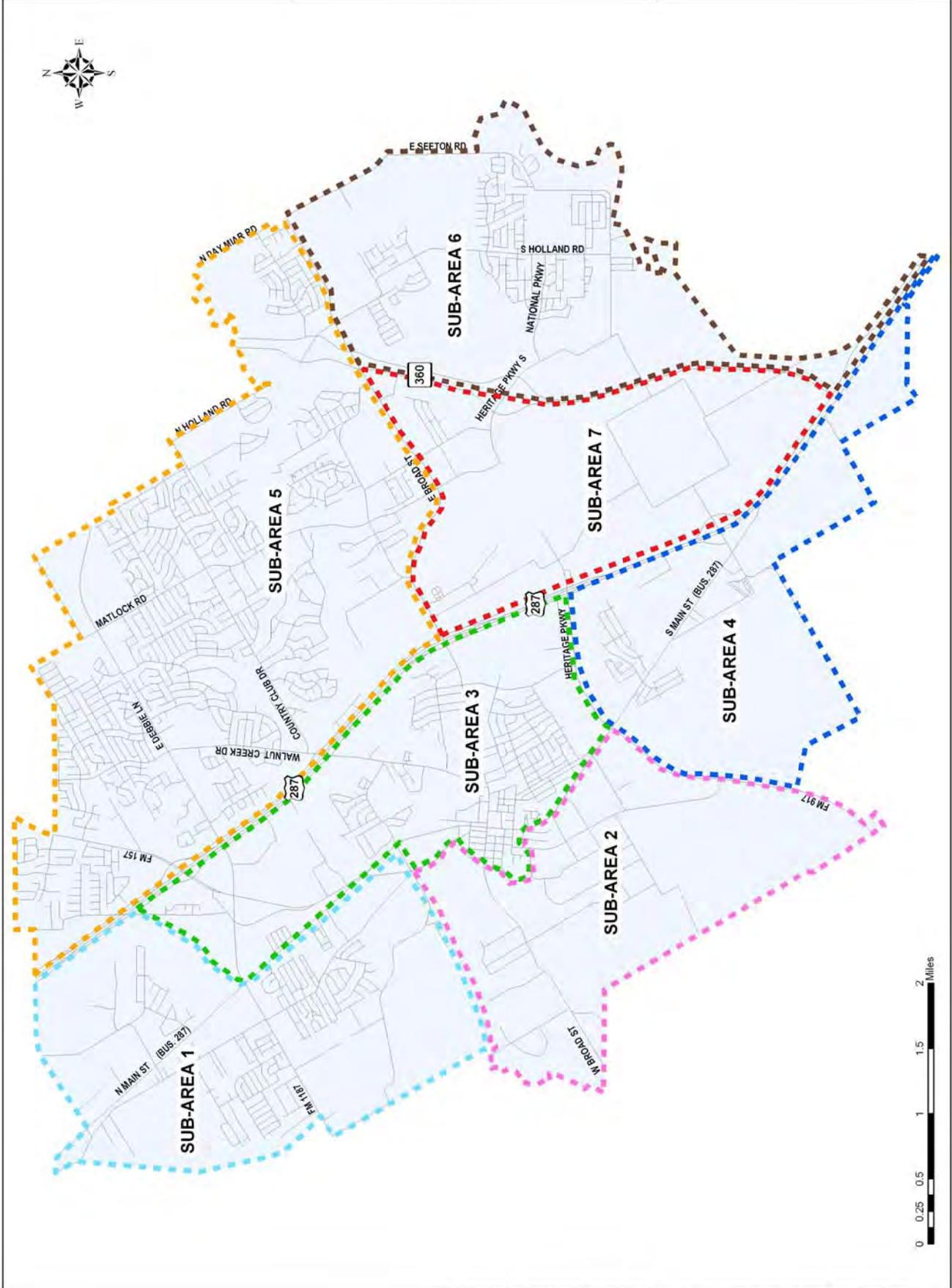
The recent recession has deterred development, impacting this area. Medical related businesses have continued to gain ground in the area.

The Broad Street Commons Center opened in the fall of 2011 with tenants in the out-parcels and the retail strip center next to Kroger.

- ◆ **Consider E. Broad St. to be an employment center and allow both residential and commercial to comingle for growth and development of this area.**
- ◆ **Promote advertising of the Tax Increment Reinvestment Zone (TIRZ) already in place in this Sub-Area.**

- ◆ **Consider a Public Improvement District to assist with the maintenance and oversight of the special landscaping, paving, furniture and signage supported by this special district.**
- ◆ **Continue to consider any development requests that meets the intent and goals of The Reserve Planned Development District.**

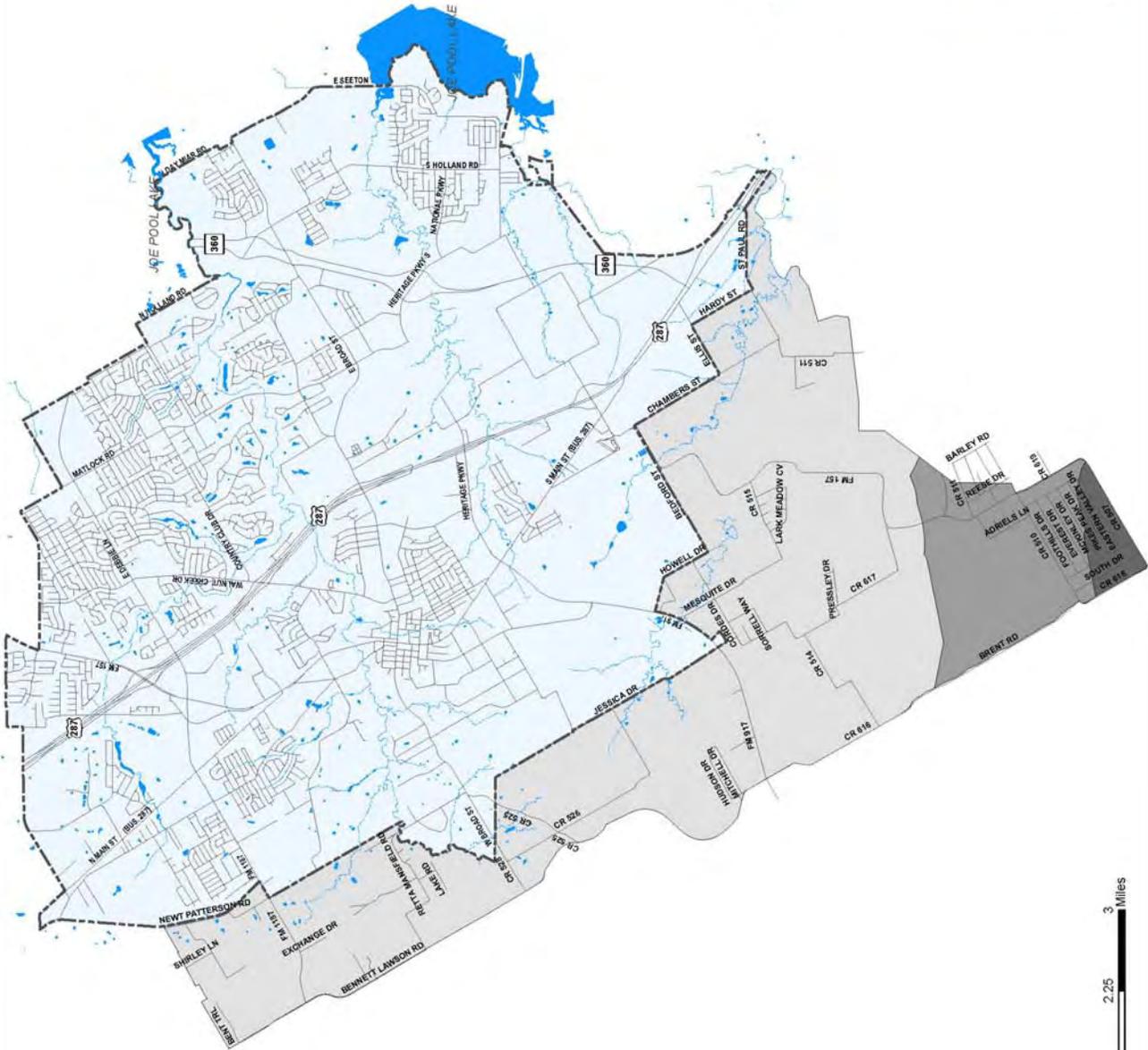
Chapter 8. MAPS

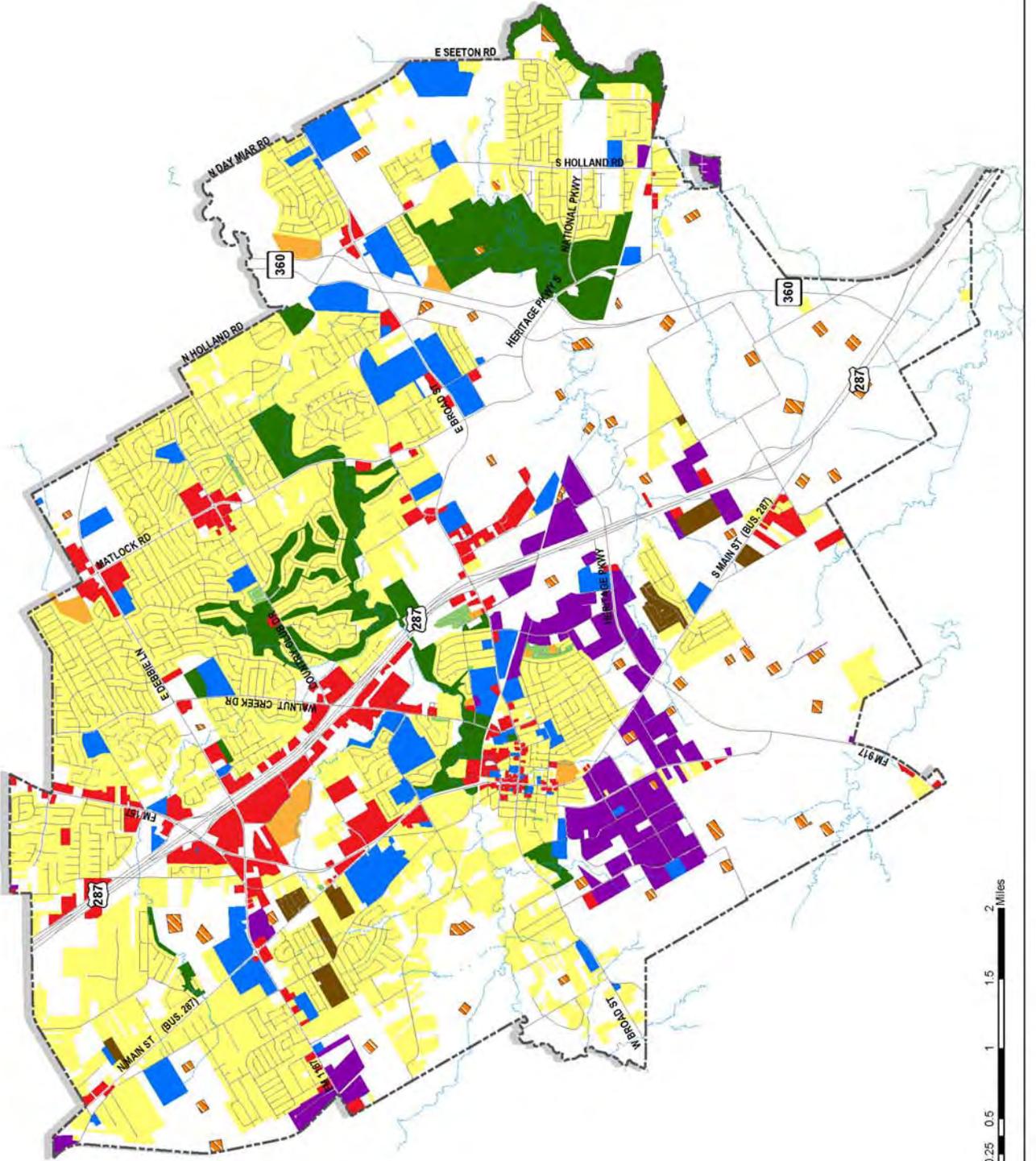
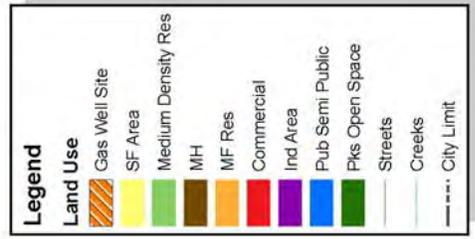


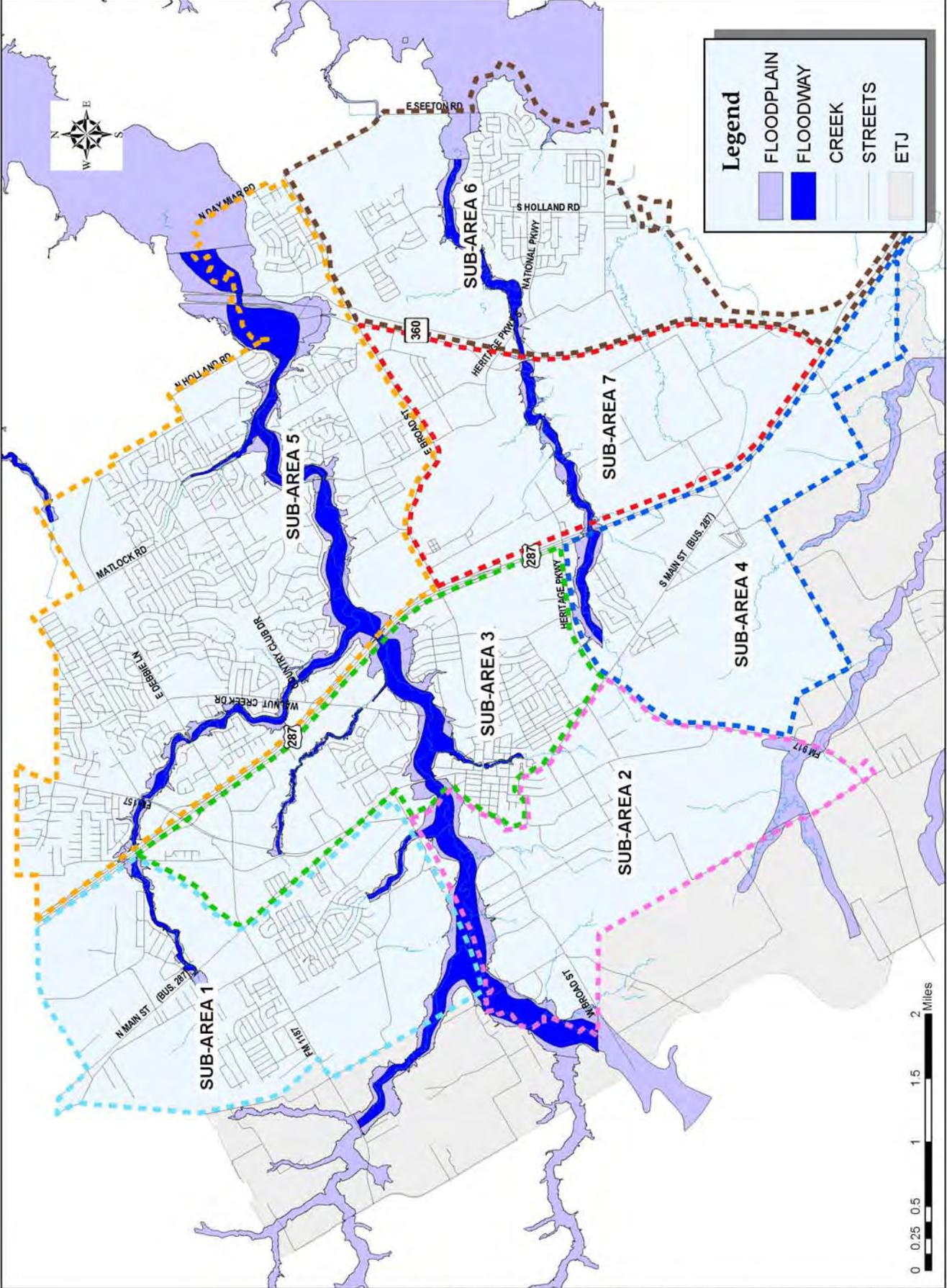


Legend

- CITY LIMIT
- STREETS
- CREEK
- POND
- ETJ ≤ 2 MILES
- ETJ > 2 MILES
- ETJ > 3.5 MILES





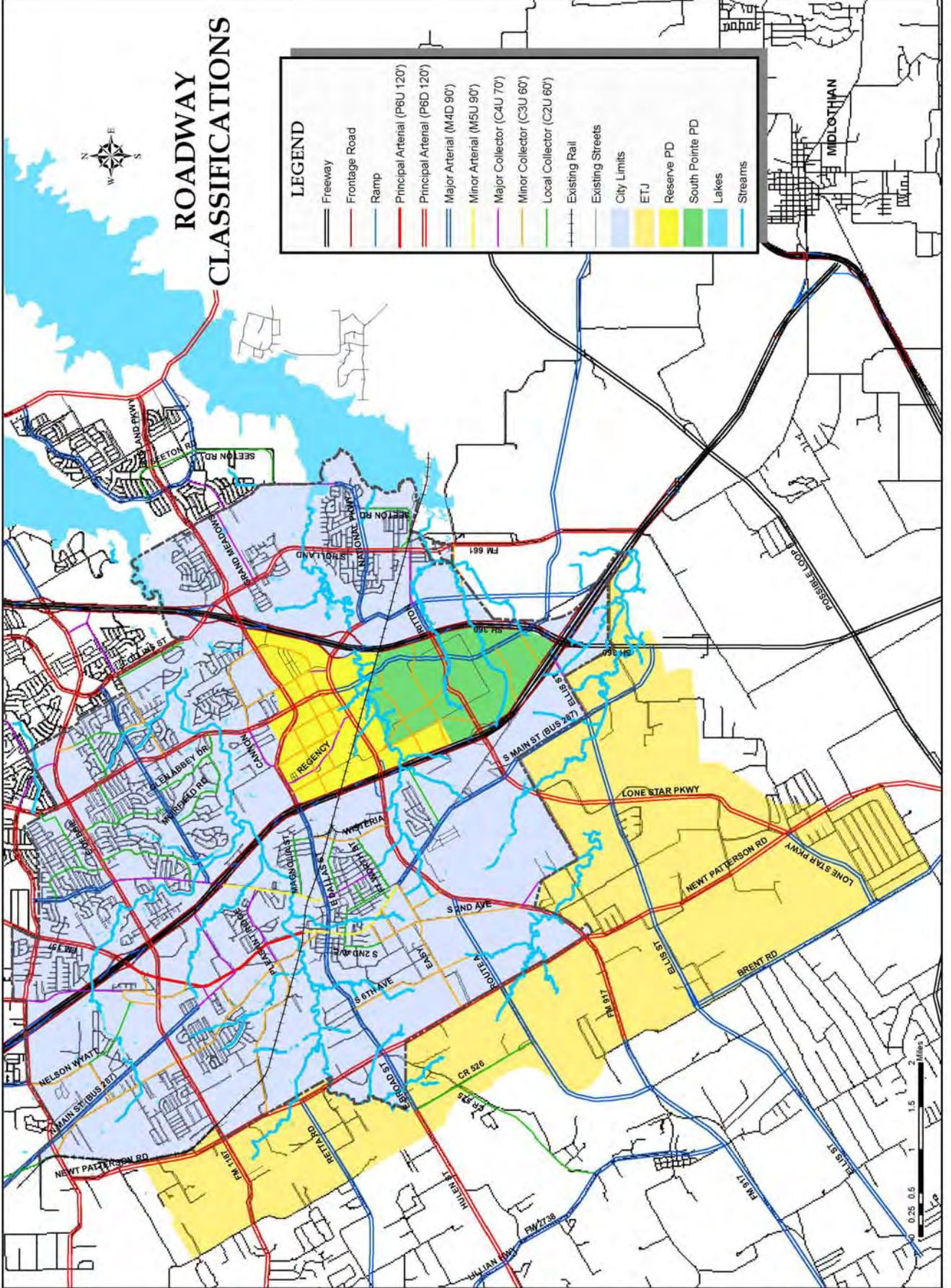


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ROADWAY CLASSIFICATIONS

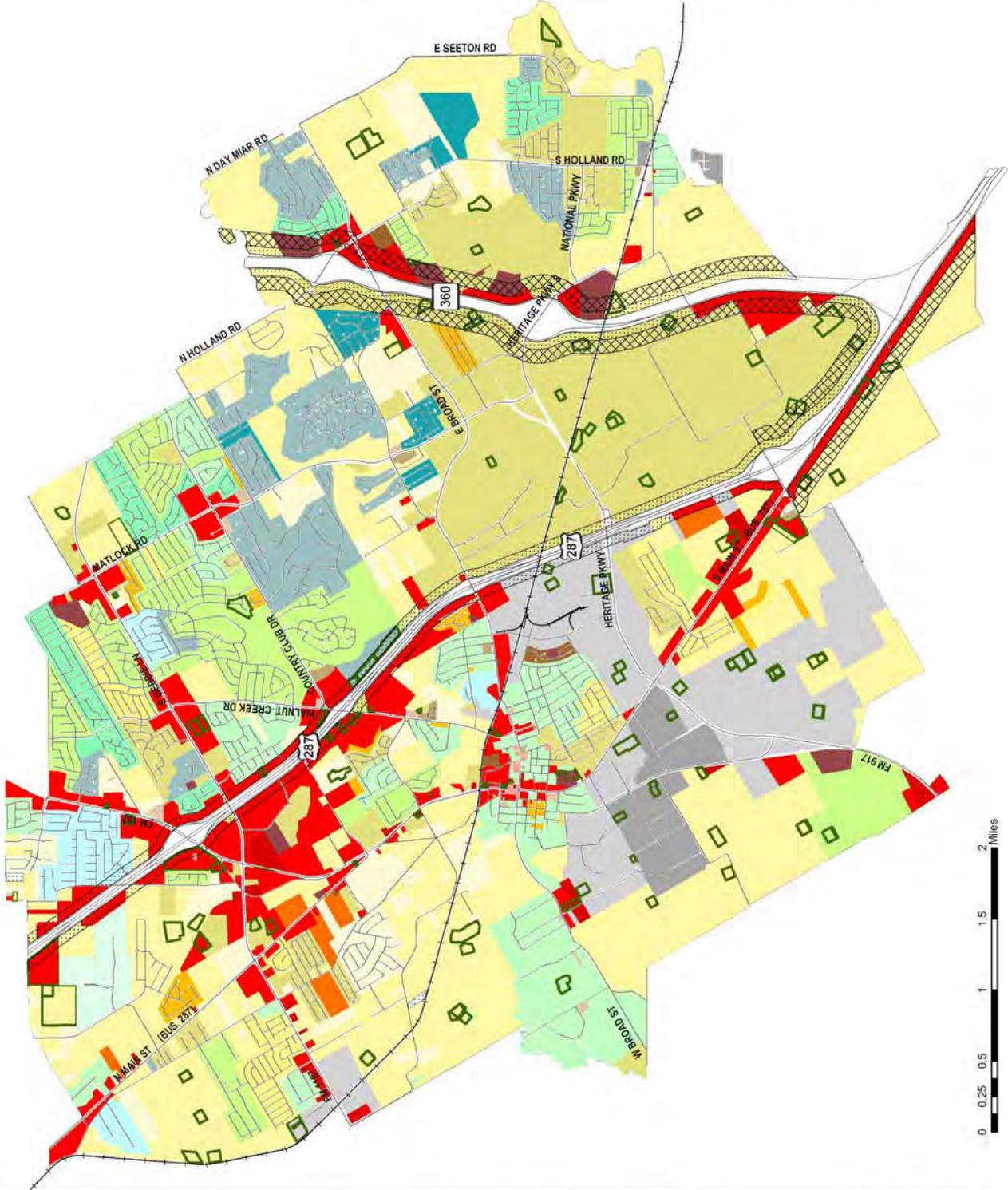
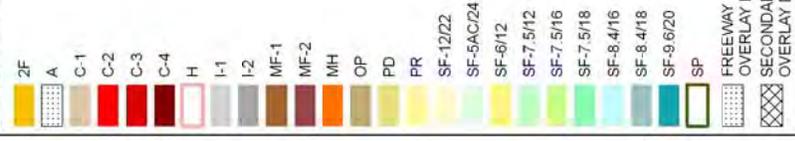


LEGEND	
	Freeway
	Frontage Road
	Ramp
	Principal Arterial (P6U 120')
	Principal Arterial (P6D 120')
	Major Arterial (M4D 90')
	Minor Arterial (M5U 90')
	Major Collector (C4U 70')
	Minor Collector (C3U 60')
	Local Collector (C2U 60')
	Existing Rail
	Existing Streets
	City Limits
	ETJ
	Reserve PD
	South Pointe PD
	Lakes
	Streams





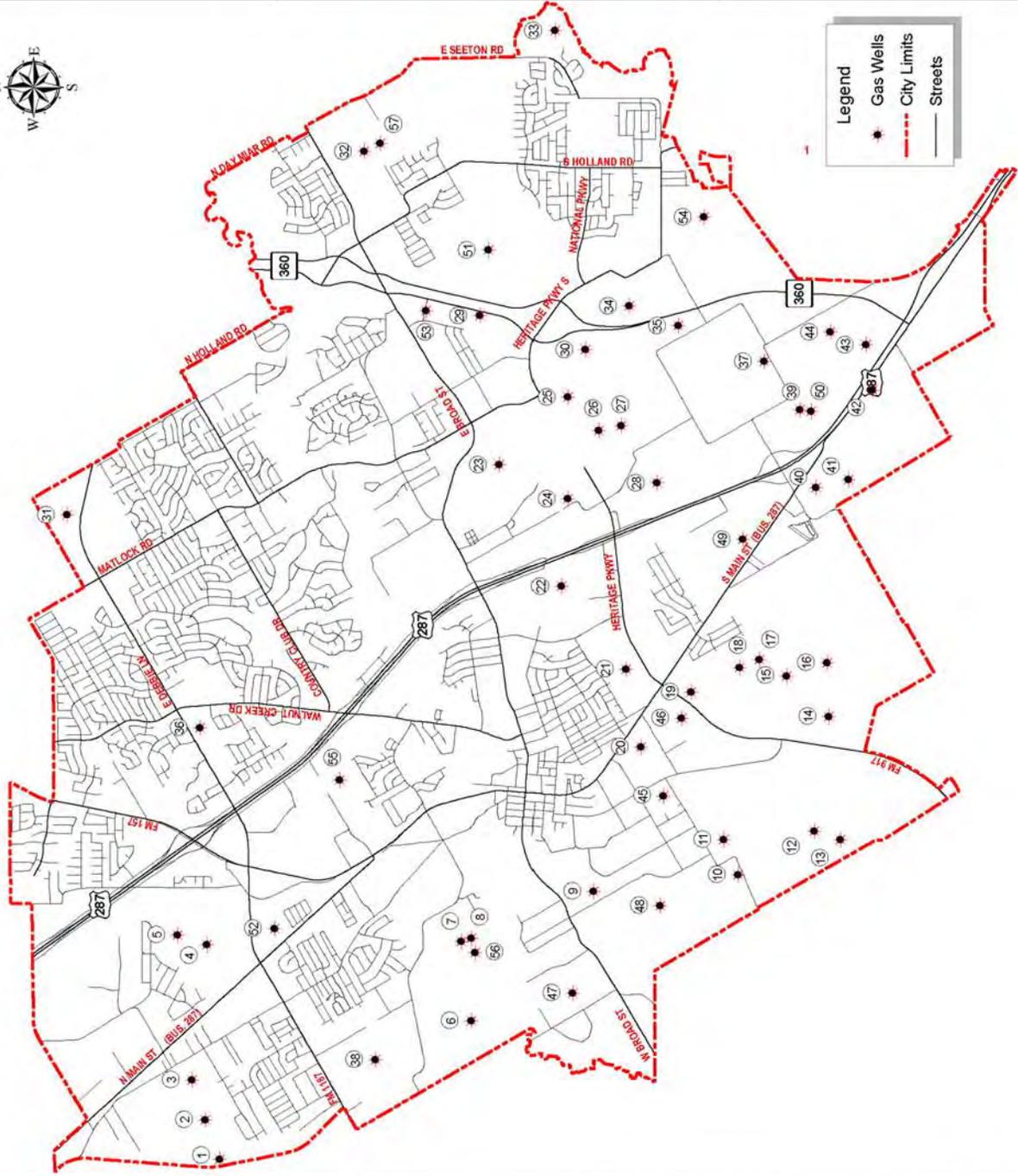
ZONE DISTRICTS





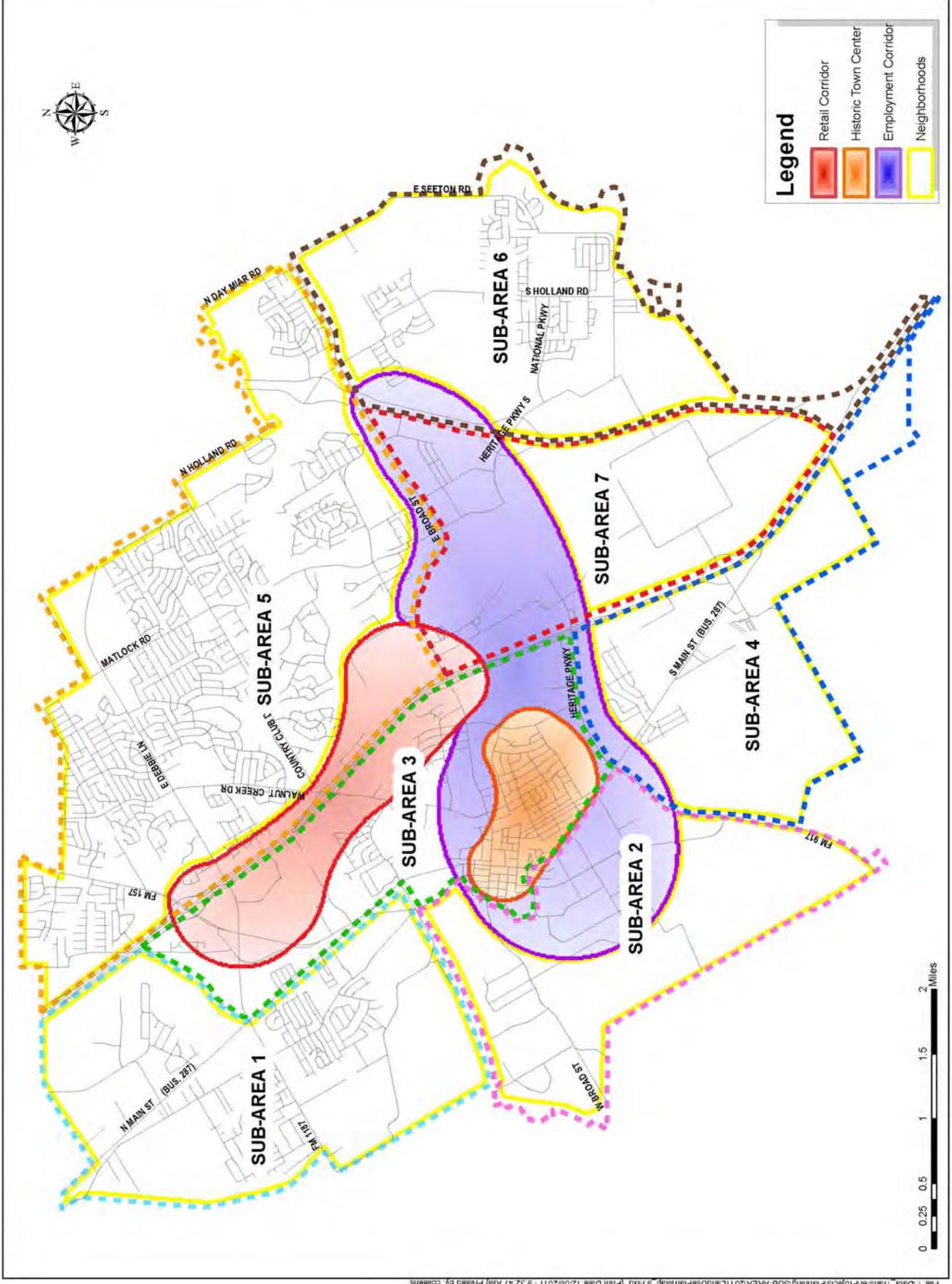
Legend

- Gas Wells
- - - City Limits
- Streets



ID	Well Name	Operator
1	Knapp West	XTO Energy
2	Knapp B1H, C1H, B2H, C6H	XTO Energy
3	S Knapp 1A2H, D1A2H, E1A2H, F1A2H	XTO Energy
4	Woodland 8-10H, West 11H	TX International
5	Woodland 2H-6H	TX International
6	Flashback 1H-5H	XTO Energy
7	Rochina Unit 1H-5H	XTO Energy
8	Southern Rochina 1H-4H	Camzo Oil & Gas
9	Cain Unit 1H-6H	Camzo Oil & Gas
10	Brown-Johnson Unit 1H	EOG Resources
11	Luttrell Unit 1H-3H	EOG Resources
12	Kimbrough Unit 2H	EOG Resources
13	Set/Back A Unit 2H & D Unit 2H	EOG Resources
14	Set/Back D Unit 1H	EOG Resources
15	Set/Back B Unit 2H & 3H	EOG Resources
16	Set/Back C Unit 1H & 2H	EOG Resources
17	Casstevens 4H & 6H	EOG Resources
18	Casstevens 1H-3H	EOG Resources
19	Casstevens 7H-8H	EOG Resources
20	Kennedy 1-H-5H	Camzo Oil & Gas
21	Flowers 1H-3H	XTO Energy
22	Premier 1H-2H	Camzo Oil & Gas
23	Lockwood Offset 1H-2H, 4H	Chesapeake
24	Regency 1H-3H, West 2H	Chesapeake
25	Lockwood 1H-7H	Chesapeake
26	MEDC 1H-4H	Chesapeake
27	Mathis Coal Car 1H-6H	XTO Energy
28	Copper Car 1H-3H	XTO Energy
29	Mansfield Partners 3H, 5H, 7H	Legend/Natural Gas JV
30	Ruete Meadows 1H-2H	Oil & Gas
31	Mansfield Partners 2H, 4H Erving 1-5H, 8H, Debbie Lane A7H, B6H, B9H, B11H	Camzo Oil & Oil
32	Keep A Steppin	Chesapeake
33	Lester Levy	Camzo Oil & Gas
34	Westerfield Mathis	Chesapeake
35	Walking T Unit 3H-5H	EOG Resources
36	Debbie Lane Unit 1V	EOG Resources
37	Walking T Ranch 11H	EOG Resources
38	Rockerfeller Unit	XTO Energy
39	Walking T Ranch 16H-23H	EOG Resources
40	Eagle Ford B 1H	EOG Resources
41	Eagle Ford B 2H	EOG Resources
42	Eagle Ford C	EOG Resources
43	Eagle Ford A 4H	EOG Resources
44	Eagle Ford A 6H	EOG Resources
45	Trinity Forge	Chesapeake
46	Shiuleno	Chesapeake
47	Washington	Chesapeake
48	Brown-Johnson Unit 2H	EOG Resources
49	Freight Train	XTO Energy
50	Eagle Ford A 1H	EOG Resources
51	Mansfield Sports Complex 1H	XTO Energy
52	Dalton	XTO Energy
53	360/Broad Site	Chesapeake
54	Britton Unit	Range Productions
55	Overstreet Unit	Granite Resources
56	Rawdon Unit	Devon Energy
57	SE Mansfield Unit	EOG Resources

This information is for illustrative purposes only. Not for design or development purposes. Site-specific studies may be required to obtain accurate feature locations. Every effort is made to ensure the information displayed here is accurate; however, the City of Mansfield makes no claims to its accuracy or completeness.





Chapter 9. SOURCES

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