

(Crime Prevention Through Environmental Design) as outlined on the City's website and newsletters, and to participate in neighborhood meetings, the Citizens on Patrol (COPs) program and National Night Out.

2.5: Establish buffers or other screening methods to minimize conflicts with non-residential uses.

2.6: Consider adoption of the Property Maintenance Code.

Goal 3: Promote quality new residential development.

Action Items

3.1: Establish new multi-family development standards that ensure new development is of the highest quality to endure the test of time.

3.2: Review and update the residential subdivision development standards.

Goal 4: Maintain, update, or establish land-use regulations and processes that are business-friendly and community-focused.

Action Items

4.1: Revise existing sign code regulations to better meet the needs of businesses while ensuring signs are visually compatible with surrounding development.

4.2: Encourage and support the rezoning of existing Planned Development zoning districts that do not have specific development standards or clear review procedures.

4.3: Establish development review procedures that foster good communication and timely responses.

Goal 5: Promote redevelopment and infilling of undeveloped areas in the city.

5.1: Identify and encourage redevelopment or revitalization of distressed or under-



Built in 1919, the Corn Ranch House is still standing, and is located south of the city on the east side of Benbrook Highway/U.S. 377.

developed areas through the adoption of Area Plans. City Council may call on the Planning and Zoning Commission (P&Z) or the Economic Development Corporation (EDC) to provide suggestions or recommendations.

5.2: Review adopted development standards and, where prudent, revise these standards to lessen redevelopment barriers.

5.3: Encourage cooperation and coordination between property owners during the property redevelopment process. City staff should help facilitate meetings whenever possible.

Goal 6: Establish an active and vibrant downtown Benbrook.

Action Items

6.1: Establish a downtown zoning district ordinance that promotes a wide variety of land uses and activities, including: commercial, residential, and community-oriented activities.

6.2: Explore the feasibility of building a new City Hall that incorporates the police department, city administration offices, senior center, and other public use facilities into a single municipal complex.

By following the Future Land Use Map, and implementing this Comprehensive Plan, we believe Benbrook can maintain its current healthy balance of land use — and be well-prepared for our community's growth and future development.

Land-use planning revolves around the city's transportation system — and vice versa

Two-way Traffic



Every development decision the City makes must include careful consideration of the impact on the transportation system.

For example, planners must determine if the current and future system will support the proposed land uses.

They must also assess the amount of time required to build a new system, and the likelihood that public or private capital funds will be available to maintain and improve it in the future.

Similarly, decisions about changes to the transportation system require careful consideration of their impact on Benbrook's current and long-term land use.

The work is complicated by the fact that changes in land use and transportation often occur at different rates.

Land use changes often result from citizens making decisions about their private property; these changes tend to occur in a piecemeal manner. Transportation changes, meanwhile, impact large areas, if not the

entire city. This means the City must sometimes make transportation system decisions based on *projected* land-use activity.

It's an inexact science. But it is critical work, because the city's land use and transportation system are inseparable.

So just as the City needs to have a desired land use arrangement, we also need to have a preferred transportation system arrangement. This helps Benbrook maintain an acceptable balance between the land use and transportation system—one that meets the community's mobility and circulation needs and maintains a high-quality urban environment.

Principle 4.1: The City should ensure that future development and related roadway improvements address capacity and connectivity needs in a proactive manner.

Principle 4.2: The City should deny development proposals that are in conflict with the Master Thoroughfare Plan.