



Lake Port Meadows Neighborhood Plan



Adopted September 2011



Lake Port Meadows Homeowners Association

Investing in the future of our community.



Acknowledgements

The Lake Port Meadows Neighborhood Plan is the result of many hours of work, research and discussion by citizens and City staff. This plan could not have been completed without the dedication and effort of the citizens of the Lake Port Meadows neighborhood. Particular recognition goes to the Lake Port Meadows steering committee, whose leadership made this possible.

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Introduction

Lake Port Meadows is located in southeast Arlington, south of Tarrant County College's Southeast Campus and just west of the Arlington City limits. The area is generally bounded by Mansfield Webb Rd (north), New York Ave (east), Chambers Creek Ln (south) and Lake Jackson Dr (west), with future Eden Rd dividing the subdivision in half. The subdivision covers approximately 80.5 acres, all of which is developed with single family residences. Around the periphery of the neighborhood is a large amount of undeveloped land, including two future park sites, and some commercial and industrial uses.

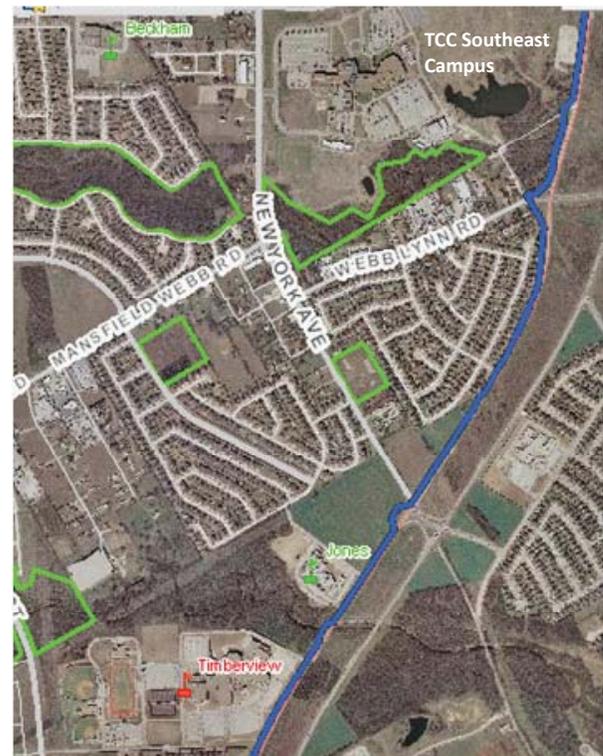
Lake Port Meadows is a relatively new neighborhood, having been rezoned from agricultural to residential in 1998 and platted into individual residential lots between 1999 and 2001. The first home was built in 2000, and the most recent construction occurred in 2004. All 294 residences are zoned Single Family Residential (R).

As previously mentioned, the neighborhood is in close proximity to Tarrant County College's Southeast Campus, as well as two Mansfield Schools: Timberview High School and Thelma Jones Elementary School. (Lake Port Meadows is served by the Mansfield Independent School District.) These nearby educational institutions impact the neighborhood in their own way, and it is important that their impacts are considered in future area development plans.

Lake Port Meadows is located within Council District 3 in the Southeast Sector of the City. The Plan for this sector was approved by City Council on February 17, 1998, by Ordinance 98-27. This Plan was later amended by the 2000 Interstate 20 Business Area Plan, which was adopted April 11, 2000, Resolution 00-228.



Aerial view of the general boundaries of the neighborhood





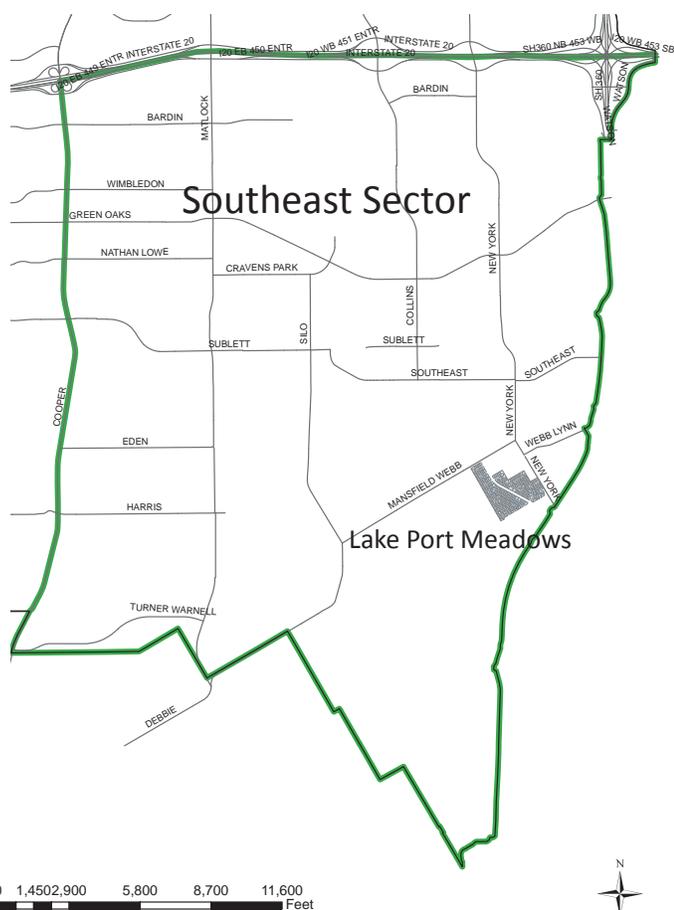
How the Plan will be Used

Much as the previous amendment was, the Lake Port Meadows Neighborhood Plan is a further refinement of the Southeast Sector Plan and the overall Comprehensive Plan for the City of Arlington. The Plan is intended for use by elected and appointed officials; City government administration and staff; residents; businesses; developers; and others with an interest in the future of the Lake Port Meadows neighborhood and Southeast Arlington.

The Plan will be used to:

- Establish the vision and policies that relate to Lake Port Meadows' physical, social and economic growth and development
- Guide decision-making and evaluation of zoning changes and discretionary development approvals
- Identify strategies for the neighborhood to accomplish adopted goals

As a policy and planning document, the Lake Port Meadows Neighborhood Plan is an important tool for both elected and appointed officials, who will use it as a guide to discretionary decisions. The Plan is also a good source of information and guidance to private sector entities involved in property development, as consistency with desired development outcomes will be a factor in the review of rezoning and commercial site plan applications. The Plan will also assist developers in anticipating future public investment priorities.



The Southeast Sector is the second largest of the six sectors, with the West Sector being the largest.





Vision Statement

Lake Port Meadows is an inviting and aesthetically pleasing neighborhood with manicured landscaping, well-maintained homes and convenient access to shopping, exemplary-rated schools and higher education. Due to the well-lit, open streets and active crime watch participation, homeowners feel safe enjoying the neighborhood amenities and open spaces. The quiet country feel of the neighborhood also inspires socialization and camaraderie among the diverse group of family-oriented residents.

The remainder of this neighborhood plan is the approach for making Lake Port Meadow's vision a reality. However, the neighborhood started working to achieve their vision long before beginning the neighborhood planning process. Lake Port Meadows Homeowners Association began in January 2007 with a few neighbors voluntarily getting together to make a difference in their cul-de-sac. Their scope quickly grew to encompass the entire neighborhood of 294 homes into a non-profit corporation with the intent of fostering a feeling of community by having a network of informed and involved homeowners.

Residents realized that in order to have an impact in the neighborhood, they would need to incorporate at not just the state level but the federal level as well. In May 2010, Lake Port Meadows Homeowners Association filed an application for charitable, nonprofit status with the Internal Revenue Service, and by January of 2011, Lake Port Meadows had achieved their goal of becoming a 501(c)3 charitable nonprofit organization.

Charitable nonprofit status was important to the neighborhood because it allowed them to take advantage of grant opportunities. To date, Lake Port Meadow has completed four Neighborhood Matching Grant projects with the City of Arlington.



The neighborhood's first grants were awarded in the fall of 2009 for sign toppers and their federal nonprofit application fee.



Lake Port Meadows received two additional grants in the spring and fall of 2010 for their Tree Lined Streets project.





Demographic Profile

The neighborhood planning process is an effort to both address opportunities for change and promote stability in neighborhoods. It is difficult to determine how to move forward, though, without a clear understanding of where you are starting.

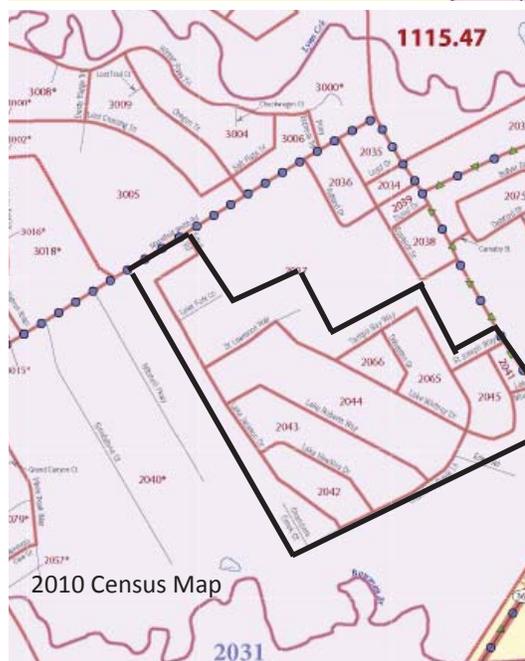
Toward that end, a voluntary neighborhood assessment survey was provided to all residents and businesses in the area. The purpose being to gather general information and offer an opportunity for all interested parties to participate in the process, even if they had not been able to attend a neighborhood planning meeting.

These results were combined with demographic data from the 2010 Census and American Community Survey 2005-2009 five year estimates to provide a snapshot of the neighborhood, which also allows for a comparison of the same characteristics with the City as a whole.

Population

According to the 2010 Census, the population in Lake Port Meadows was 1,185 residents, 0.3% of the total population in Arlington (365,438). This is a more than 1200% increase from the 2000 Census, when the entire area was captured by one Census Block (1036) of 91 residents. Lake Port Meadows now encompasses nine Census Blocks: 2037, 2040, 2041, 2042, 2043, 2044, 2045, 2065 and 2066. While this might seem like an unusually large amount of growth for a fairly established city such as Arlington, it actually represents the steady expansion into Southeast Arlington, the last undeveloped section of the City. While the area is now considered developed, the quiet, country feel that it has retained was the second most cited feature when residents were asked what they liked most about their neighborhood.

Census tracts and blocks were redrawn with the 2010 Census, but since some of the data included in this section is from the 2005-2009 estimates, the Census distributions for this area from both 2000 and 2010 are reflected below. Lake Port Meadows's Census Tract designation changed from 1115.18 in the 2000 Census to 1115.47 in the 2010 Census.





Race and Ethnicity

While the City of Arlington is already considered a very diverse city, Lake Port Meadows’s particular section of Arlington is even more so. Residents identifying their race as “White Alone” made up only 32% of the population in the 2010 Census, making Lake Port Meadows a true “Minority Majority” area,

where minority groups make up the majority of the population. The ethnicity of Lake Port Meadows was very similar to that of the overall city in the 2010 Census, with 26% of residents identifying themselves as Hispanic or Latino, only 1% less than the City as a whole.

Race				
Category	Lake Port Meadows		Arlington	
	Number	Percent	Number	Percent
White Alone	382	32%	215,588	59%
Black or African American Alone	520	44%	68,792	19%
American Indian and Alaskan Native Alone	8	1%	2,439	1%
Asian Alone	103	9%	24,826	7%
Native Hawaiian and Other Pacific Islander Alone	0	0%	410	0.1%
Some Other Race Alone	124	10%	41,150	11%
Two or More Races	48	4%	12,233	3%

Ethnicity				
Category	Lake Port Meadows		Arlington	
	Number	Percent	Number	Percent
Hispanic or Latino (of any race)	306	26%	100,269	27%
Not Hispanic or Latino	879	74%	265,169	73%

Age-Sex Distribution

There are currently more women residing in the Lake Port Meadows area than there are men, though the largest age group in either gender is 30-39, at 21% of the population. The next largest age group was 0-9, making up 19% of the male population and 18% of the female population.

Source: 2005-2009 ACS Data

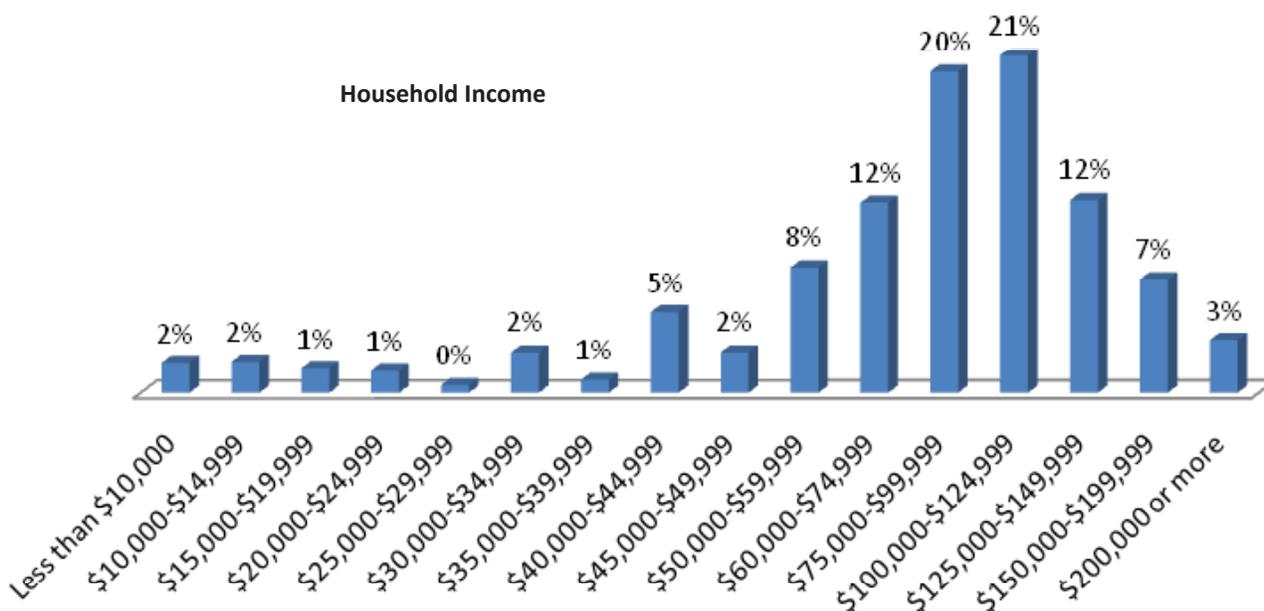
Age by Sex - Males		
Age	Number	Percent
0-9	994	19%
10-19	845	16%
20-29	728	14%
30-39	1,095	21%
40-49	707	14%
50-59	606	12%
60-69	292	4%
70-79	34	1%
80+	15	0%
Total	5,226	100%

Age by Sex - Females		
Age	Number	Percent
0-9	987	18%
10-19	973	17%
20-29	642	11%
30-39	1,153	21%
40-49	922	16%
50-59	432	8%
60-69	337	6%
70-79	85	2%
80+	59	1%
Total	5,590	100%



Household Characteristics

Household characteristics have changed drastically in Lake Port Meadows over the past 10 years. This is probably due to the fact that the area was largely undeveloped when the 2000 Census was taken. Homes did not begin being built in the Lake Port Meadows neighborhood until 2001. Income is a good representation of this fact. While this Census Tract as a whole was considered a low-income area in 2000. Most households in Lake Port Meadows Census Block Group now make between \$75,000 and \$124,999, with the median income being \$94,375.



The majority of families in the neighborhood are married couple families, and, in fact, two-person households, presumably married couples for the most part, make up the largest single category of household size at 28%. This is followed by four-person households at 20% and three-person households at 18%.

Household Breakdown	
Married Couple Family	71%
Male Householder Family	4%
Female Householder Family	9%
Nonfamily Households	16%

Household Size	
1-person	12%
2-person	28%
3-person	18%
4-person	20%
5-person	11%
6-person	7%
7-person	5%

Source: 2005-2009 ACS Data



Housing Characteristics

Based on the responses to the neighborhood survey and according to the 2005-2009 American Community Survey Census estimate, the majority of the homes in Lake Port Meadows are owner-occupied. Almost 96% of the survey respondents were homeowners, however this group only represents 32% of the neighborhood. The Census estimate of homeownership, which took the entire neighborhood into consideration, was slightly lower at 86%. Both of these are much higher than the City rate, which was 58% according to the 2009 ACS Census results. Overall, this is not too surprising, since the neighborhood survey was only looking at the Lake Port Meadows neighborhood boundary, while the citywide data also includes large apartment complexes throughout the City.

One of the advantages for the neighborhood in being largely owner-occupied is that it tends to represent a more stable community. When someone buys a home, they usually stay put for at least a few years. When there is a constant flux of new people into a neighborhood, residents do not have time to get to know each other and forge the close bonds that strengthen community ties. This theory of homeownership is supported by the neighborhood survey responses, as almost 70% of the respondents

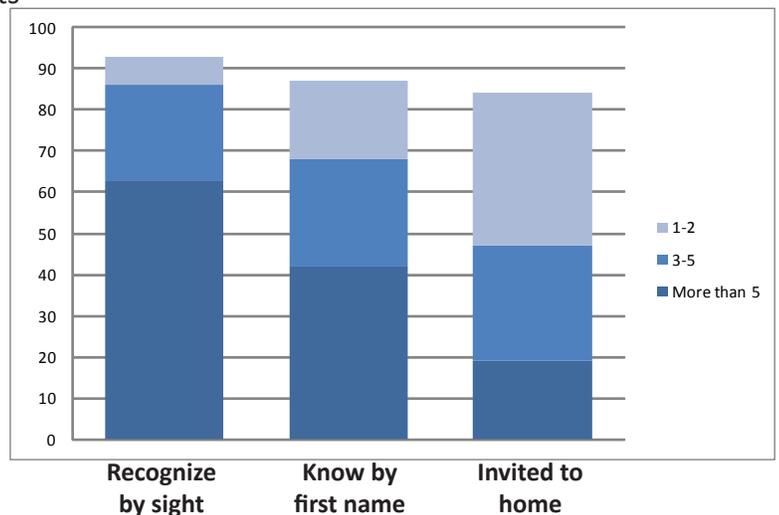
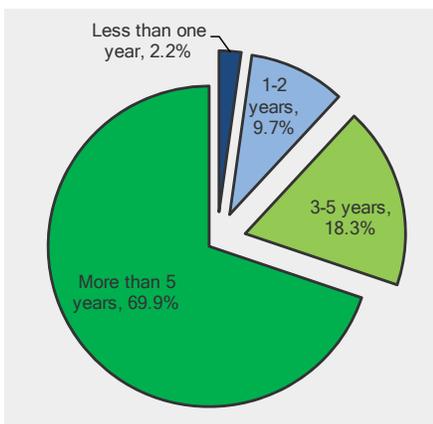
had been in the neighborhood for more than five years and more than half of them knew more than five neighbors by sight and on a first name basis.

Based on discussions among steering committee members as well as some of the survey responses, one of the things that residents perceived as a potential problem for the neighborhood was a high number of vacant homes. And, in fact, there have been almost 20 foreclosures in the Lake Port Meadows neighborhood over the past five years. Foreclosures also frequently mean a loss of community bonds, with neighbors moving in and out.

The even bigger concern, though, is that it means empty homes for extended periods of time, which can serve as havens for criminals or troublemakers. This is particularly concerning to Lake Port Meadows because although they do have a homeowner's association, it is a voluntary association without mandatory dues. This means that financial institutions do not have to let the association know when a home is being foreclosed on, and that makes it more difficult for residents to watch out for suspicious behavior.

How many people in the neighborhood would you:

Length of Residency in Neighborhood





Vacant Properties

To address problems associated with vacant homes, residents could let the HOA know if they are moving out for any reason, so that their neighbors can keep a closer watch on their property.

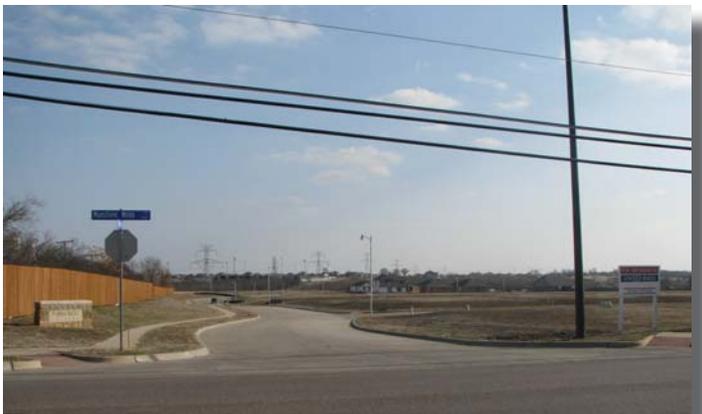
Although there have been some foreclosures in the area, of the 333 homes that were identified within Lake Port Meadows' Census Block (this includes a few properties outside of the neighborhood's immediate boundaries) only nine were currently vacant according to the 2010 Census. This means that more than half of the foreclosed properties have been purchased, which is good news for the neighborhood.

Vacant property is in a different category than vacant land. Vacant land represents properties that have no structures or development on them. All of the residential lots within Lake Port Meadows are currently developed. The only vacant land is the right-of-way that cuts through the center of the neighborhood for the future development of Eden Road. However, the undeveloped property surrounding Lake Port Meadows, while not technically part of the neighborhood's boundaries, still affects



Undeveloped land south of Chambers Creek near Thelma Jones Elementary School

residents. Similarly to vacant structures, vacant land can also attract criminal activities, vandalism and litter. For example, many residents identified the area south of Chambers Creek as a problem area for graffiti and wild animals, as well as a path people were generally frightened to travel late at night.



Nearby undeveloped residential areas, while not necessarily presenting a crime risk, can limit the appreciation potential of houses in Lake Port Meadows. If the land was developed with new housing, those houses would provide higher value comparable sales for adjacent neighborhoods.



Designated right-of-way for the future development of Eden Road



Property Values

To examine property values and any significant appreciation or depreciation over the past three years, data was obtained from Tarrant Appraisal District (TAD) for all 294 residential properties within Lake Port Meadows neighborhood between 2008 and 2010. This is a very telling period of time as it represents the worst of the housing crisis to date. While there was some variation by street between 2008 and 2009 as to whether housing values increased or decreased, every street showed a fairly significant decline in value in 2010, with the average market value for the neighborhood decreasing from \$148,998 to \$134,301. This is a similar trend to what is being seen across the nation.

Property Values				
	Average Market Value			Avg Appraised Value
	2008	2009	2010	2010
Entire Neighborhood	\$147,032	\$148,998	\$134,301	\$134,277
Street Name				
Chambers Creek Ct	\$128,700	\$126,543	\$115,886	\$115,886
Chambers Creek Ln	\$152,209	\$153,640	\$138,303	\$138,303
Galveston Dr	\$148,690	\$149,646	\$135,646	\$135,646
Lake Fork Ln	\$150,450	\$153,517	\$138,283	\$138,283
Lake Hawkins Dr	\$143,205	\$144,500	\$132,370	\$132,370
Lake Jackson Dr	\$144,951	\$145,440	\$132,071	\$131,969
Lake Roberts Way	\$145,009	\$147,323	\$134,331	\$134,331
Lake Whitney Dr	\$149,419	\$153,105	\$136,732	\$136,732
St Joseph Way	\$146,740	\$149,920	\$134,920	\$134,920
St Lawrence Way	\$156,660	\$161,640	\$144,960	\$144,960
Tampa Bay Way	\$148,264	\$151,318	\$135,882	\$135,882





Just looking at values does not give a full picture of development in the neighborhood, though, as properties will vary in lot and structure size as well as year built. The year purchased is also important because it identifies how long current residents have lived in the neighborhood. The chart below was compiled using Tarrant Appraisal District data, and it shows the average value, lot size, house size, year built and year purchased, broken down by street. The typical residence in the neighborhood has a structure value of \$100,758, a lot size of 0.195, 2,646 square feet of living area and was built in 2001 and purchased in 2004.

While the average total housing cost in Lake Port Meadows of \$134,758 was slightly higher than the average for the City as a whole of \$132,300, it is still considered quite affordable. In fact, cost of housing was the most cited reason in the neighborhood survey for what attracted people to the neighborhood.

2010 Structure Information

		Avg Land Value	Avg Structure Value	Total Value	Avg lot size	Avg dwelling size	Avg Year Built	Avg Year Purchased
Neighborhood		\$24,000	\$110,758	\$134,758	0.195	2,646	2001	2004
	# of Lots							
Chambers Creek Ct	7	\$24,000	\$91,886	\$115,886	0.182	1,937	2002	2005
Chambers Creek Ln	30	\$24,000	\$114,303	\$138,303	0.189	2,805	2001	2004
Galveston Dr	13	\$24,000	\$111,646	\$135,646	0.208	2,687	2001	2003
Lake Fork Ln	6	\$24,000	\$114,283	\$138,283	0.229	2,650	2002	2007
Lake Hawkins Dr	30	\$24,000	\$108,370	\$132,370	0.188	2,514	2002	2005
Lake Jackson Dr	72	\$24,000	\$108,071	\$132,071	0.185	2,516	2002	2004
Lake Roberts Way	48	\$24,000	\$110,331	\$134,331	0.194	2,614	2001	2004
Lake Whitney Dr	57	\$24,000	\$112,732	\$136,732	0.201	2,800	2001	2004
St Joseph Way	5	\$24,000	\$110,920	\$134,920	0.170	2,662	2002	2005
St Lawrence Way	15	\$24,000	\$120,960	\$144,960	0.240	3,030	2001	2004
Tampa Bay Way	11	\$24,000	\$111,882	\$135,882	0.198	2,653	2000	2003



Community Development

Zoning



Zoning Districts

A	IM	O
B	LI	PD
CS	LS	R
D	MF14	R1
DB	MF18	R2
E	MF22	TH
ETJ	MH	UNC
F	NS	UTA

The Lake Port Meadows neighborhood was rezoned from Agricultural property to Single Family Residential in 1998 with zoning case Z98-77. The reason the property was originally zoned for agricultural use is because the City’s policy is that when property is annexed into the city limits, it is automatically zoned Agriculture. The thought behind this is that rather than the City arbitrarily deciding the highest and best use of a site, everything will be uniformly zoned after annexation, and the owners can then request rezoning as they see fit. This strategy was effective for Lake Port Meadows; however a large amount of commercial property in the area has never been rezoned. There were already operating businesses on the sites when the property was annexed, and they have simply maintained their legally nonconforming status. This can be an impediment to development because owners cannot expand nonconforming property.



While the above properties are zoned for commercial use, they are the only retail establishments in the area.

Also, new businesses would not be allowed to build on Agriculturally zoned land without completing a rezoning. It is possible that this has limited or discouraged commercial development in the area, as was noted by one respondent to the Business Survey.



Platting



The Lake Port Meadows Neighborhood was platted in three different sections over a period of three years. The first two occurred in 1999, and the third was completed in 2001.

The platting process allows for the definement of lot lines and the establishment of easements for drainage and utilities. This is also the time that the City makes sure there is enough right-of-way for future planned road expansions and that all new homes will have access to adequate utility services.



It was at this stage that the right-of-way for future Eden Road was dedicated, based on traffic patterns at the time, which indicated the Eden extension would need to be six-lanes. After revisiting traffic patterns in 2011, City Council reduced future Eden Road to two lanes through the Thoroughfare Development Plan update with a note that further analysis will have to be completed prior to construction, and it is possible that the number of lanes will increase.



Transportation

Transportation is a critical element for Lake Port Meadows. The neighborhood's location was the second most cited reason for what attracted people to the neighborhood in the resident survey. It was also the number one thing people liked most about the neighborhood. Location addresses proximity to amenities and schools, but also access and how easy it is to navigate both the City and the Metroplex.

Thoroughfare Development Plan

The Arlington Thoroughfare Development Plan (TDP) is a long-range plan that the City follows when it designs and constructs new roadways or roadway reconstruction projects. The TDP provides general alignment, facility type and design guidelines for roadway facilities needed to meet projected long-term growth; enables the City to preserve future corridors for transportation system development; and forms the basis for the roadway capital improvement program, roadway impact fees and developer requirements. There had not been a significant update to the plan

since the mid-1990s, and the previously mentioned Eden Road reduction was just one of several recently adopted changes designed to better accommodate current development and population patterns, improve service and reduce overall construction costs. Based on the proposed Eden lane reduction, Lake Port Meadows worked with the Urban Design Center to illustrate some possibilities for the future development of the road as it passes through the neighborhood. These are simply the residents' ideas for how this section of Eden could be designed if further analysis finds that a two-lane road would provide adequate capacity at this location. The designs can be viewed in Appendix B, but are in no way binding and are subject to funding availability, as a bond election and sale would have to occur prior to construction.

While Eden Road was the only new change to the TDP that will directly affect Lake Port Meadows, there are other changes proposed to occur in the area that remained after the update. Mansfield Webb and New

York (after its intersection with Mansfield Webb) are both designated to eventually be expanded into four-lane roads rather than two.



An updated version of the Thoroughfare Development Plan was adopted by City Council on June 28, 2011.



Traffic Counts

The proposed reduction to the number of lanes on Eden Road was based on a traffic model that forecasted the trips people take on a daily basis within the City of Arlington and throughout the region. Using this model, the City found that in 2030, Eden Road was expected to have a traffic volume of 27,000 vehicles. As a two-lane road, this puts the Level of Service for future Eden Road at the C/D level. This category typically means that traffic moves along at an efficient rate and posted speeds are maintained.

The City's Public Works and Transportation Department also completes traffic counts on Arlington streets using special mechanical counters. This helps provide them with a gauge of congestion and traffic volume as well. However, the only segments that have been monitored near Lake Port Meadows over the last few years were Webb Lynn Road between Port Phillip Drive and Webb Lynn Road and Mansfield Webb Road between Silo and Webb Ferrell Roads. Between 2007 and 2009, Webb Lynn Rd decreased in traffic from 2,400 vehicles a day to only 1,455 vehicles. On the other hand, the Mansfield Webb segment varied some, starting at 12,637 vehicles a day in 2007, dropping to 8,608 in 2008 and jumping to 14,023 in 2009.

Traffic counts are not typically conducted on local, neighborhood streets, yet these are often the places where residents run into the most problems with speeding and cut-through traffic. Though the majority of residents that responded to the neighborhood survey did not feel that cut-through traffic was a problem in Lake Port Meadows, most did feel that speeding was a concern. The three roads that residents felt experienced the most speeding problems were Lake Jackson, Lake Whitney and Chambers Creek. This makes sense considering these are the three longest straightaways in the neighborhood, allowing drivers to build up the most speed. It is also anticipated that speeding could be a concern on Eden Road, once it is developed, for the same reason. It will be a long straightaway with no required stops in between Mansfield Webb and Chambers Creek. Since this is a concern residents are raising prior to the design of Eden, there might be an opportunity to incorporate some natural traffic calming in the roadway design by having the road curve slightly as it passes through the neighborhood. An example of this is located in Appendix B. Again, this is simply an illustration of the neighborhood's ideas, is in no way binding and is subject to funding availability and traffic needs at the time.

2009 Traffic Count Map





Traffic Calming

There are options that the neighborhood can consider to address potential speeding problems on the other streets as well. The Public Works and Transportation Department handles citizen concerns regarding speeding in neighborhoods. Lake Port Meadows can request their assistance in monitoring speeding on Lake Jackson Dr, Lake Whitney Dr and Chambers Creek, as well as Eden Rd once it is developed. In order to do this, Public Works staff would place strips in the designated areas to monitor the number of vehicles traveling on a specific roadway and the speed that the vehicles are traveling.

If this speed study finds that at least 85% of the cars on a specific local street travel at 36 miles per hour or more and 70% of property owners in the area (as determined by Public Works) are willing to sign a petition agreeing to a traffic calming device, then Public Works can fund the devices' installation. The most cost effective, and therefore most commonly used, traffic calming method in Arlington is speed

Even if the traffic study does not find that speeding in the area warrants City-funded traffic calming, as long as 70% of the surrounding property owners are willing to sign the petition supporting the traffic calming measures, the neighborhood can apply for a grant for the materials cost, and the Public Works Department would still provide installation.

Another traffic issue that affects residents is the timing of the traffic lights at the intersections of Mansfield Webb and Eden Roads and New York Ave and S Watson Rd. State Highway 360 officially ends at SE Green Oaks Blvd, but there is still a great deal of traffic that continues south along S Watson Rd heading towards Mansfield. Having this volume of traffic trying to negotiate stop lights leads to long delays for drivers that are trying to continue on a straight course, as well as for those trying to exit or enter the neighborhood from New York Ave Or Mansfield Webb Rd.



humps. Speed humps were also the most requested safety measure residents listed in the neighborhood survey to ensure children's safety when walking to school.



Unfortunately, S Watson Rd and the associated traffic lights are outside the City of Arlington's boundaries, so there is little the City can do to address the issue.



State Highway 360 Corridor

The good news is that there is relief in sight for some of the 360 traffic. The Texas Department of Transportation (TxDOT) has initiated the State Highway (SH) 360 corridor study, which would extend the highway an additional 25 miles, connecting from State Highway 161 and extending down all the way to FM 2258. The portion of this that would be most important to Lake Port Meadows is the 9.7 mile long stretch that encompasses Section 1, which will start at SE Green Oaks Blvd and end at US 287.

To date, TxDOT has conducted preliminary studies for the project, processed environmental reviews and obtained environmental clearance and right-of-way all the way to US 287. The North Texas Tollway Authority (NTTA) is now conducting further studies of the corridor, and the project may go through a market valuation process, a joint NTTA_TxDOT effort.

Milestones for the project are as follows. In September 2007, the NTTA Board of Directors approved a resolution authorizing \$1.9 million for Section 1 project development services, including preliminary concept design and environmental documentation. On September 24, 2009, the Texas Transportation Commission (TTC) approved the Section 1 work plan. Lastly, a public meeting was held on June 24, 2010 in Mansfield on Section 1. Once the Section 1 Environmental Assessment is reviewed by TxDOT and the Federal highway Administration, another public hearing will be held.

It would be in Lake Port Meadows best interest for residents to attend this meeting once the date is determined, so that they understand the process and timing of the project as it moves forward and are able to express any concerns they might identify.





Parking

Vehicles parking along neighborhood streets is one thing that can slow down speeders, but can also make it difficult for residents to navigate the neighborhood. Seventy-two percent of residents responding to the neighborhood survey stated they considered vehicles parked along the street to be a problem in Lake Port Meadows.

Below are some regulations designed to ensure traffic safety that residents should keep in mind when parking on the street:

Parking is prohibited:

- in front of a public or private driveway (While this refers to directly blocking driveway access, avoiding parking in front of driveways, even on the opposite side of the street, will prevent residents of the associated home from accidentally backing into your vehicle.)
- within 15 feet of a fire hydrant
- within 20 feet of a crosswalk at an intersection
- within 30 feet on the approach to a stop sign



Additional Parking Regulations:

- When parking along a street, vehicles must be oriented to face the same direction that traffic flows
- Vehicle wheels must be located within 18 inches of the curb or edge of the roadway



While there are sections of some streets in the neighborhood (Chambers Creek Ln, St Lawrence Way, Lake Murray Dr, etc) that are wide enough to allow parking on either side and two cars to pass each other going opposite directions, the majority of the neighborhood streets are only wide enough to allow three car widths. This means that when there are cars parked on either side of the street and two vehicles trying to pass each other going in opposite directions, one of the vehicles must pull in behind a parked car to allow the other to pass. A good policy for residents to adopt in the neighborhood is to stagger street parking on either side of the street, so that passing vehicles can more easily maneuver between cars.





Sidewalks and Trails

Lake Port Meadows has excellent pedestrian access throughout the neighborhood, as all of the residential streets include sidewalks on either side. However, the neighborhood is somewhat isolated when it comes to accessing restaurants and shopping in anything besides an automobile. This is partially due to the limited commercial development in the area, but also because of the lack of sidewalk or bike trails on the larger streets that serve the neighborhood such as

Mansfield Webb Rd and New York Ave. However, the recently adopted Hike & Bike Plan will address these limitations. The adopted plan requires that sidewalks be added to Mansfield Webb Rd and New York Ave, bike lanes be added to Mansfield Webb and trails be added to New York linking Bowman Branch Linear Park to the south with Lynn Creek Linear Park to the north. (This will not occur until the roads need to be rebuilt or expanded.)



Another access issue within the neighborhood is that it can be somewhat time-consuming to visit other residents if they do not live on the same street due to the circular nature of the residential streets. This issue should be resolved when future Eden Road is built, as the City's standards for new road construction require the addition of sidewalks, and, once constructed, Eden will provide easier access to all of the other

neighborhood streets. However, as the development of Eden is not scheduled at this time, it could be quite a while before this happens. The Public Works and Transportation Department has stated, though, that if the neighborhood can find the funding (possibly through grants) to design and construct the sidewalks themselves, they can be built prior to the construction of the street.



Neighborhood Services

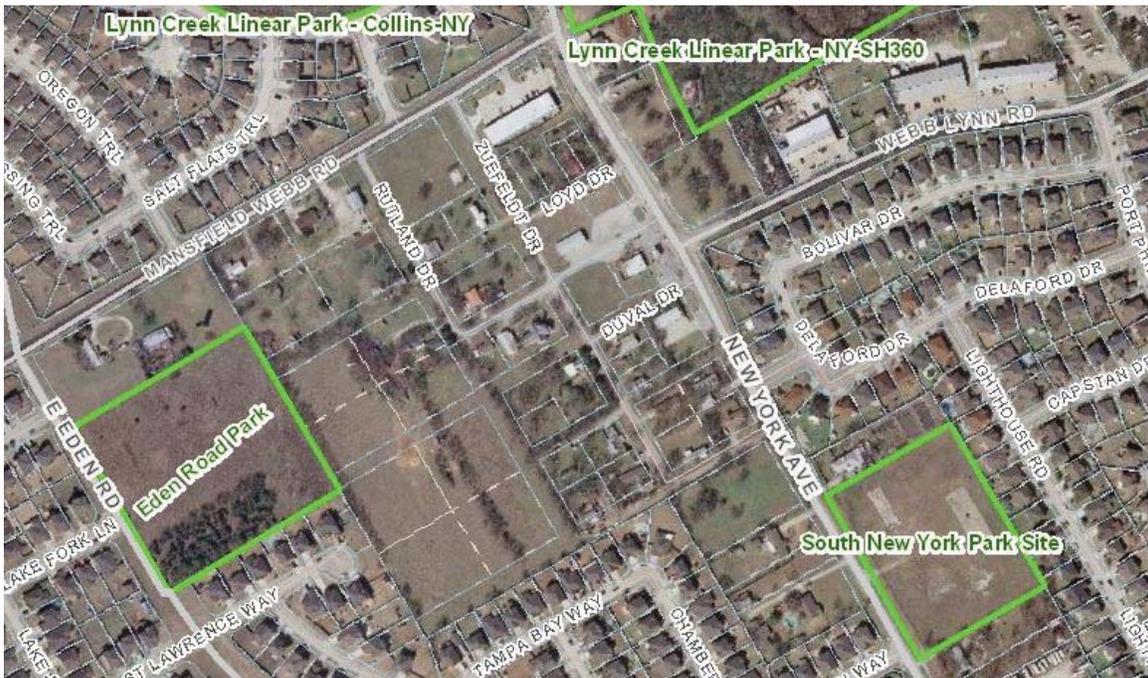
Parks

While there are no City park facilities located within the boundaries of Lake Port Meadows neighborhood, there are two future park sites on the immediate periphery. Future Eden Road Park is located just south of Mansfield Webb Rd where Eden currently dead ends, and the future South New York Park Site is located on the east side of New York Ave, across the street from St Joseph Way. As previously mentioned, there are also linear park trails to the north and south of the neighborhood.

Lake Port Meadows has already begun meeting with the Parks and Recreation Department to determine how they can assist in the development of future Eden Road Park. If still considered eligible at the start of the next Community Development Block Grant (CDBG) funding cycle, Lake Port Meadows HOA can

apply for infrastructure funding for the park and the sidewalks along future Eden Rd leading to the park. This is an endeavor that would appear to have significant support from residents as almost 90% of respondents stated that they would be in favor of the development of Eden Road Park and sidewalks or trails along future Eden Rd leading to the park. Below are the other recreational facilities that were most requested by residents in the survey.

Walking or jogging trails	87.8%
Biking trails	54.4%
Playground	66.7%
Picnic Areas	50.0%
Athletic ball fields/courts	51.1%
Passive open areas	32.2%





While not site-specific, this is a typical site plan for a City park the size of Eden Road Park. It gives residents a general idea of the features the Parks and Recreation Department usually includes in a park this size, though customization is always an option based on neighborhood preferences.

One important feature to note in this site plan is the Picnic Shelter. Lake Port Meadows does not currently have a meeting area that is free and large enough to hold a sizeable number of residents. The development of this pavilion could be very helpful in planning future events such as National Night Out, and in increasing social networking among neighbors. Also, if Lake Port Meadows is able to establish a regular rotation of events with positive attendance, there might be an opportunity to reach out to local businesses for potential partnerships or sponsorship opportunities. As Lake Port Meadows is a 501(c)3 nonprofit, any donations toward neighborhood events would be considered deductible, charitable contributions.

Social Networking

To further the social networking goal, the HOA has implemented quarterly newsletters and has also created its own facebook page. The neighborhood has found that in today's digital age, it is sometimes easier to

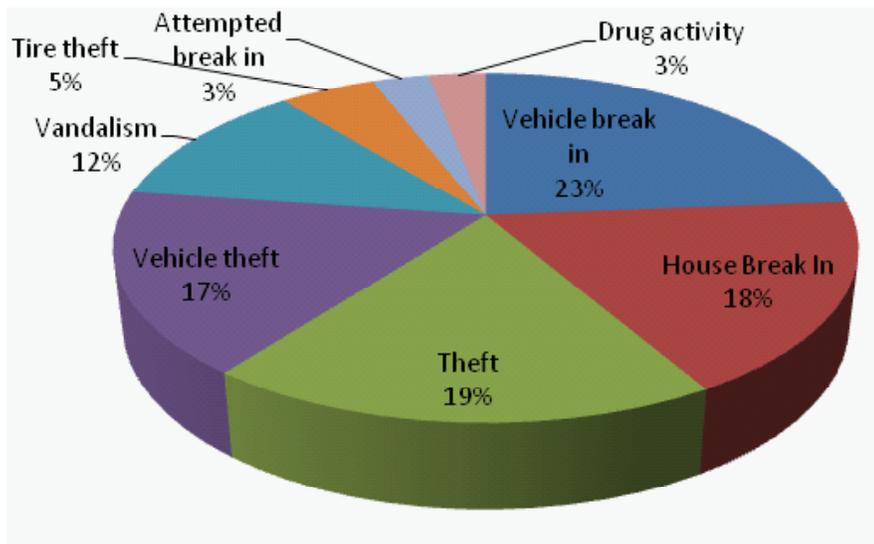


reach people electronically. For example, more than 95% of respondents to the neighborhood survey stated that they felt the best means of communication for neighborhood activities was e-mail. Having a facebook page will allow the HOA to notify residents about upcoming events, have people sign up for volunteer work toward grant projects, such as mowing the vacant area south of Chambers Creek, and allow all residents to report any criminal activity or suspicious behavior they notice in the neighborhood.



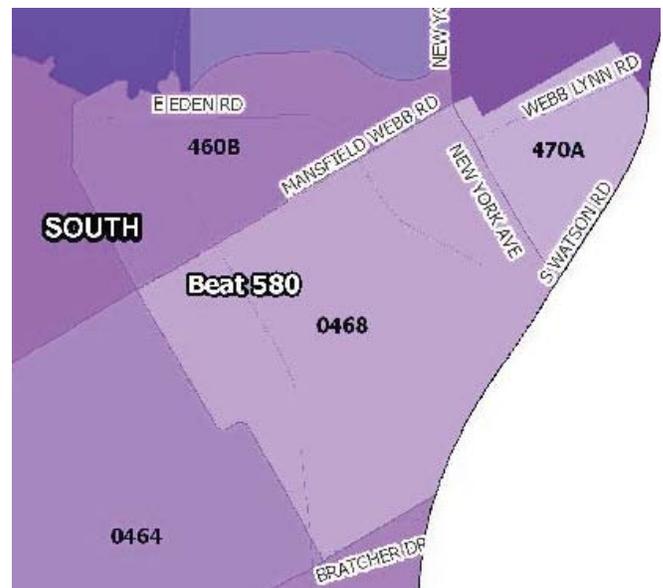
Public Safety

Crime is a significant concern to Lake Port Meadows residents. Sixty-six percent of neighborhood survey respondents stated they considered crime a problem in the neighborhood and 79% stated that they or their neighbors had been a victim of crime in the area. Below is a breakdown of the types of crimes survey respondents stated they have experienced (see pie chart) as well as a record of the types of police calls reported multiple times in this area between February 2010 and March 2011.



Type of Call	Total by Type
Vehicle Burglary	13
Residential Burglary	10
Criminal Mischief	9
Motor Vehicle Theft	9
Domestic Assault	9
Fraud	8
Domestic Disturbance	7
Assault Report	6
Aggravated Assault	5
Threat/Harassment	5
Marijuana Possession	3

It is important to note that not all of the crimes listed in the call table actually occurred in the Lake Port Meadows neighborhood. The Arlington Police Department divides the City into different geographic subsets, and Lake Port Meadows is located in the South Sector, Beat 580, Police Reporting Area (PRA) 468. The PRA is the smallest subset and the one used to compile service call information, but PRA 468 still stretches from New York Ave on the east, to S Watson Rd on the south, to Webb Ferrell Rd on the west and Mansfield Webb Rd on the north. This could explain why although there are similarities in the types of crimes reported by residents in the neighborhood survey and those reported in the Police call log, there are also some noticeable differences. Examples of this are the high number of assault and domestic disturbance reports by the Police in this area, which were not reflected by the residents.





One of the best ways to address criminal activity is to increase communication between residents. The facebook page is a good start toward this effort. Another opportunity that is available through the Arlington Police Department is to establish a Crime Watch Group with trained Citizens On Patrol. In order to establish a Crime Watch Group, at least 50% of neighborhood residents must attend a presentation by the Police Department on crime detection and prevention. Once this has occurred, the neighborhood is eligible for posted community watch signs, which can be a great crime deterrent. Interested residents that are members of a crime watch group can also move forward with the training necessary to become a Citizen On Patrol (COP). In this volunteer program, participants are trained on topics including legal issues, standard police operating

and patrol procedures, 9-1-1 interaction, identifying suspicious activity and recognizing code enforcement complaints. COP members wear police-issued vests and their volunteer ID badges while on patrol, and use magnetic car signs when patrolling in a vehicle.

Another service that the Police Department offers is free residential security inspections. These can help identify security weaknesses, and homes that pass inspection may also qualify for a homeowner's insurance discount. For more information go to www.arlingtonpd.org/index.asp?nextpg=CrimePrevention/SafeResidenceInitiative.asp. Lastly, it is a good idea to check out an etching machine from the Police Department before a burglary occurs, so that if the unthinkable does happen, stolen goods are more easily recovered.

Lighting

Lighting is another method to deter crime, and one that residents tend to support. Seventy-eight percent of the neighborhood survey respondents felt that additional lighting was needed in the neighborhood, with almost 90% supporting the addition of street lighting along future Eden Rd and more than 95% supporting enhanced entrance lighting. One of the challenges this presents is the fact that Lake Port Meadows is already adequately lit based on the City's standard that streetlights be a maximum of 600 feet apart. For that reason, the HOA would have to fund the installation and ongoing utility cost for any new lighting. City Council approved Lake Port Meadows' most recent Neighborhood Matching Grant request to assist with the installation costs of an entrance light at Eden Rd in June 2011. However, as this is a "matching" grant, neighbors will need to work together to provide the necessary match in neighborhood volunteer time. New lighting along future Eden Rd could be part of the Community Development Block Grant funding request in conjunction with the new sidewalks/trails.



Homeowners can help improve lighting on their street themselves, though, by leaving outside lights on overnight. According to the Energy Star Cost Estimate Calculator, it only costs \$13 per year to run a 15 watt compact fluorescent light bulb 24 hours per day. Residents can try out the calculator on the Energy Star website for themselves at <http://www.energystar.gov/ia/products/lighting/cfls/downloads/CalculatorCFLs.xls>. See an example in Appendix C.



Fire Protection



Fire Station #16



Lake Port Meadows is located in Fire District 16, which is served by Fire Station #16, located at 1503 Mansfield Webb Rd. Fire District 16 serves an area in southeast Arlington that extends from the Grand Prairie and Mansfield city limits to the east and south all the way up to SE Green Oaks Blvd in one area to the north and dropping down to Eden Rd in another. The western boundary extends just past Silo Rd.

The Texas Department of Insurance rates communities from 1 to 10, with 1 being the highest, on their ability to protect the public from fire hazard. As of December 1, 2007, the Insurance Service Organization (ISO) rating for the City of Arlington changed from a 3 to a 2. The new rating placed Arlington in the top 2% of cities in the United States with a 2 rating or better. As this rating is used by most insurance companies as a basis for homeowner’s insurance rates, in addition to superior fire protection, residents of Lake Port Meadows may have also seen a reduction in their residential insurance premiums starting in 2008. Residents seem to appreciate this level of fire protection, as Fire/Ambulance Service, along with Water/Sewage Service and Schools received 74 votes of “Good” or “Excellent” in the neighborhood survey, the most positive votes for any services.

Answer Options	Excellent	Good	Fair	Poor
Police Protection	12	38	25	13
Fire/Ambulance Service	24	50	14	2
Water/Sewage Service	24	50	14	0
Garbage/Recycling Collection	16	41	20	12
Street Maintenance	9	34	36	10
Library Facilities	19	47	12	10
Social Services	6	50	21	8
Schools	34	40	6	3



Education

Schools were actually the highest ranked service by residents, though, as they received the most “Excellent” votes (34) in the neighborhood survey. And, in fact, the Mansfield Independent School District (MISD) schools that serve the Lake Port Meadows neighborhood are quite impressive, with three of the four receiving ratings of “Recognized” in 2010. The Texas Education Agency rates schools

on how students perform on the Texas Assessment of Knowledge and Skills (TAKS) test, a statewide standardized test. Thelma Jones Elementary, James Coble Middle and Timberview High were all rated as “Recognized” based on their students’ scores. Della Icenhower Intermediate was “Academically Acceptable”.



Thelma Jones Elementary



James Coble Middle

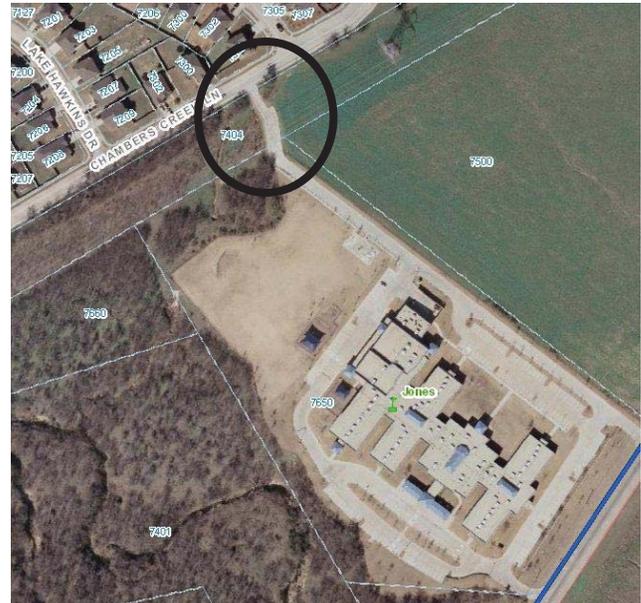


Timberview High

Public Schools Serving Lake Port Meadows				
School	Location	Grade Levels	Enrollment	Accountability Rating
Thelma Jones Elementary	7650 S Watson Rd	Pre-k - 4th	494	Recognized
Della Icenhower Intermediate	8100 Webb Ferrell Rd	5th & 6th	612	Academically Acceptable
James Coble Middle	1200 Ballweg Rd	7th & 8th	656	Recognized
Timberview High	7700 S Watson Rd	9th - 12th	2,500	Recognized



The school that has the most impact on Lake Port Meadows neighborhood is Thelma Jones Elementary. This is due to the fact that school buses, and presumably many parents, gain access to and from the school via Chambers Creek Ln. This is more convenient than having the buses turn around on SH 360, but it does add increased traffic to the neighborhood, which means increased safety concerns for those students that choose to walk to school. This actually appears to be a fairly large group, as more than 75% of residents responded that they had children under the age of 18 living at home, but less than 36% stated that their children rode an MISD bus. Some of this variation could be due to the fact that parents are driving their children to school, but it would seem that there are also quite a few students walking.



In order to address traffic and safety concerns, the Public Works and Transportation Department completed an assessment of the school zone on Chambers Creek Ln. They found that the painted lines on the street identifying the boundaries of the school zone had worn off and that there was not adequate signage identifying the necessary reduced speed in this area from all directions. The Department added these improvement to their list of projects for the Fiscal Year 2012 school year.



In discussions with MISD, the HOA has identified another way to reduce school traffic in the neighborhood. By designating two school bus pickup locations at the north and south end of Eden Road, rather than having each child picked up individually at their houses, the amount of bus traffic on Lake Port Meadows' residential streets could be minimized. An illustration of this concept is available for viewing in Appendix B.

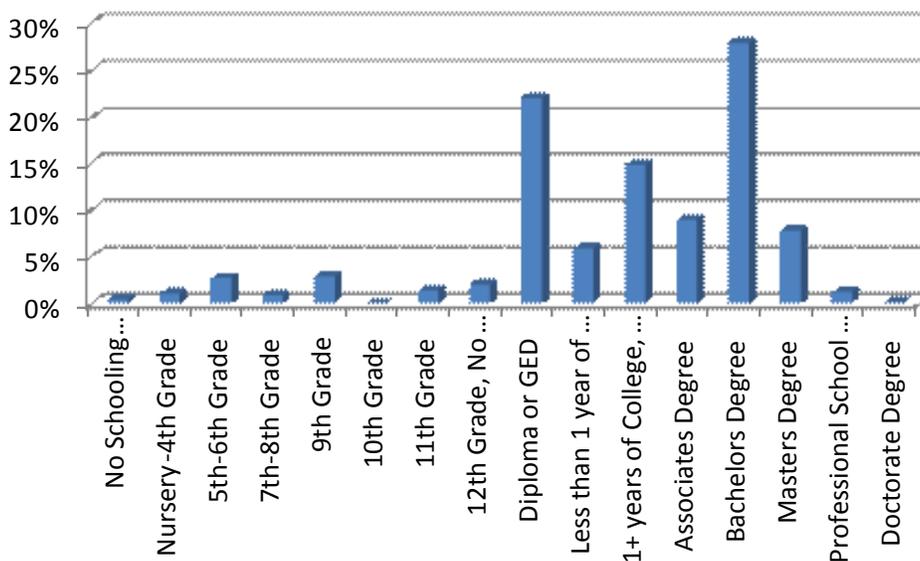




Another nearby educational institution is the Southeast Campus of Tarrant County College (TCC), which is located at the southeast intersection of Southeast Pkwy and New York Ave. This provides a definite advantage to the neighborhood as TCC offers numerous workforce education programs, technical programs, adult literacy courses and continuing education and community service opportunities.



This is clearly important to the neighborhood, as the 2005-2009 ACS Census data found that 67% of residents had at least some college.





Property Maintenance and Appearance

The City of Arlington has ordinances related to maintenance, sanitation, rehabilitation, conservation and safety of existing residential and commercial properties. The ordinances cover issues such as graffiti, high weeds and grass, junked vehicles, cars parked in yards, fence maintenance and generally unclean premises. These codes are intended to make neighborhoods and the City a better place to live and work, and compliance with these standards can help reduce vandalism, deter crime, maintain property values and prevent neighborhood deterioration.

Poor maintenance and landscaping was actually one of the top two things (the other being parking in the streets) that residents identified as least liked features of the neighborhood. The two issues that were identified as being the biggest maintenance problems were high weeds and grass and dilapidated fences.

A couple of rules of thumb for residents to keep in mind are:

- Weeds and grass are prohibited from being over 12 inches in height.
- A fence is considered dilapidated if 10% of its pickets or structural members are damaged, missing or rotted; or if any eight foot section is more than 15% off vertical alignment.



Another problem that was noted in the residential survey was litter or insecure trash that is spread around by the wind. This can be addressed to some extent by not putting trash out too early (7:00 pm the night before a pick-up is scheduled should be the earliest), and by properly packing recycling containers. The City also allows residents to obtain a second recycling bin to handle spillover.



Thank you for recycling.

Please remember to secure recycling, especially on windy days. Flatten items such as milk jugs and cereal boxes and place heavier items on top.

If you need an additional bin, you may pick one up free of charge at the Water Department offices located at 101 W. Abram Street or 1100 SW Green Oaks Blvd.

Thank you very much.

Lorrie Anderle
Recycling Coordinator
Lorrie.anderle@arlingtontx.gov

Printed on recycled paper.





Lake Port Meadows HOA wants to be proactive in helping to improve neighborhood appearance, and one way to do this would be to institute a fence repair program for residential fencing that is visible from the street. In this way, the HOA could either contribute funds to the replacement of fences that are considered dilapidated by City standards or able-bodied neighbors could sign up to assist qualifying homeowners who are not able to make fence repairs themselves. Initiatives such as this will help homeowners take pride in their homes as well as their neighborhood.



Improving neighborhood appearance is about more than just cutting high grass and picking up litter. It is about creating attractive, livable neighborhoods that residents can take pride in and call their own. Small design details can make a huge difference toward this goal. As previously mentioned, the HOA has installed sign toppers throughout the neighborhood that identify the area. When doing this, they also replaced the silver (and sometimes rusted) stop sign poles with black, powder-coated poles. The residents are trying to carry this theme throughout the neighborhood with all of their infrastructure hardware.



Current Cluster Mailboxes

The HOA has already spoken to the City Streetlight System Administrator to obtain permission to paint the streetlights throughout the neighborhood black, so that they match the stop sign poles and provide some uniformity. (The colors and designs of the current streetlights vary, as some of them were installed by the City and some by the developer of the subdivision.)

Another initiative the HOA would like to undertake is replacing the current cluster mailboxes. This would again provide cohesion in neighborhood design.

Proposed Cluster Mailbox



Also, if the residents purchased the mailboxes themselves, they would have the ability to post information on them. (The Post Office does not allow fliers to be taped to their mailboxes.) Then, not only would the new mailboxes provide an interesting design element, they would also become a vehicle for communication among residents.



Neighborhood Goals and Strategies

Goal 1: Create a Safe Environment where Residents Feel Secure in their Homes

- Increase Neighborhood Lighting

Install Additional Entrance Lighting

Work with Public Works and Transportation Department to Install Sidewalk and/or Street Lighting along Future Eden Road

Continue Awareness Campaign on the Limited Costs of Leaving Outside Residential Lights On

- Utilize Crime Prevention Resources Available Through the Police Department

Establish Crime Watch Group with Citizens on Patrol

Use Police Department's Free Security Surveys to Identify Potential Security Weaknesses in and around Homes

Check out an Etching Machine from the Police Department to identify valuables

- Increase Community Awareness of Criminal Activity and Circumstances that can Contribute to Crime

Notify the HOA (so that it can be Noted in the Community Newsletter) and/or Post Warnings on Lake Port Meadows' facebook Page if you are a Victim of a Crime or Scam in the Neighborhood

Notify the HOA if your House is Going to be Empty for any Significant Period of Time

Goal 2: Improve Neighborhood Quality of Life

- Incorporate Additional Neighborhood Amenities

Establish Eden Road Park in Collaboration with the Parks & Recreation Department

Coordinate with the City of Arlington and Mansfield ISD to Install Covered Benches/Bus Stops at Both Ends of Eden Rd

- Improve the Appearance of the Neighborhood

Replace Existing Cluster Mailboxes with more Attractive Versions with Black, Powder-coated Finish

Paint Existing Lightpoles Black for Consistent Appearance that Coordinates with Mailboxes

Establish an HOA Sponsored Fencing Improvement Program for Fencing Visible from the Street

Institute a Resident Rotation for Mowing the Vacant Chambers Creek Property

- Prevent Loose Trash and Debris

Abide by City Restrictions Prohibiting the Placement of Trash or Recycling on the Curb Earlier than 7:00 pm the Night Before Pick-up

Follow Recommended Recycling Practices of Flattening Items such as Milk Jugs and Cereal Boxes and Placing Heavier Items on Top to Prevent Loose Trash from Flying Away

Use Two Recycling Bins when Necessary



Goal 3: Strengthen Community Ties

- Establish Lines of Communication

Continue E-Newsletter
Advertise Events Using Fliers on Mailboxes (once New Mailboxes are Installed)
Publicize facebook page as Source of Neighborhood Information
Reach out to Commercial Businesses as Potential Event Sponsors and Local Partners

- Build Leadership in Community

Identify Residents Interested in Leading Crime Watch Group and Social Events and Activities
Identify Specific Opportunities for Volunteer Support that Residents can Sign up for on facebook
Support City Initiatives that would Encourage Business Development in the Area

- Celebrate Successes at every Opportunity

Continue National Night Out Activities
Implement Additional Social Events

Goal 4: Encourage Coordinated Transportation Efforts

- Work with Government Officials to Ensure Adequate Access to the Neighborhood

Attend Future Public Hearings Regarding TxDOT's planned SH 360 Corridor Extension
Provide Input to the Public Works & Transportation Department on the Eden Rd Entrance Design
Construct Bike Lanes or Side Paths Along the Section of Eden Rd that Divides Lake Port Meadows, Providing a Connection to the Proposed Bike Lanes and Sidewalks on Mansfield Webb Rd

- Improve Traffic Flow by Addressing Street Parking Concerns

Adopt Staggered Parking Policy Along Neighborhood Streets
Abide by Current Laws Addressing Parking in Front of Driveways or Near Crosswalks or Intersections

- Incorporate Traffic Calming Methods where Needed

Request Speeding Analysis from Public Works & Transportation Department on Lake Jackson, Lake Whitney and Chambers Creek and consider the Installation of Speed Humps
Work with Public Works & Transportation Department to Investigate the Possibility of Incorporating Curves into Eden Road to Provide Natural Traffic Calming when Road Design Occurs

Amendments

The Lake Port Meadows Neighborhood Plan is intended to be a dynamic document that is responsive to the changing conditions within the neighborhood as well as Southeast Arlington. As circumstances change and new issues arise, the Plan may need to be revised or updated. Any amendments to the Plan should occur using the same public input process by which it was created.



Potential Funding Resources

Capital Improvements Plan

Major Infrastructure improvements are typically planned for through a capital improvements plan. Each year the City of Arlington prepares a five-year plan for the construction of new infrastructure such as streets, water lines, sewer lines, storm drainage facilities and parks. Since these types of improvements usually require multi-year financing, they are typically paid for through the issuance of bonds. This financing mechanism allows the City to pursue large-scale projects and spread the cost over several years. The future design and construction of Eden Road is likely to be funded, at least in part, through this process.

Community Development Block Grants

The Community Development Block Grant Program (CDBG) of the US Department of Housing and Urban Development gives annual grants to entitled cities and counties throughout the nation. Arlington receives CDBG funds each year and uses them in eligible areas to strengthen the community. These funds are frequently used for infrastructure projects. If Lake Port meadows is still considered an eligible community in 2011, they can partner with the Parks and Recreation and Public Works and Transportation Departments to apply for funds for Eden Road Park and neighborhood sidewalks/trails along Eden Rd leading to the park.

Neighborhood Matching Grants

The Arlington Strong Neighborhood Initiative (ASNI) strives to reinvigorate Arlington's neighborhoods and ensure sustainability by leveraging resources, increasing citizen participation and encouraging community stakeholder collaborations. ASNI's Neighborhood Matching Grants program gives neighborhood organizations the opportunity to implement public projects with City funds to be matched equally by a private source of funds, donated funds, labor and/or in-kind contributions.

To date, Lake Port Meadows has received five Neighborhood Matching Grants for the following projects: sign toppers, federal nonprofit application fee, two phases of "Tree Lined Streets" and, most recently, entrance lighting. (City Council just approved this request in June 2011, so the project has not been completed yet.)



To accomplish the Tree Lined Streets project, residents planted crepe myrtle trees along neighborhood streets, providing visual interest and a natural traffic calming effect.



Arlington Tomorrow Foundation

The Arlington Tomorrow Foundation (ATF) was formed by the Arlington City Council to oversee an endowment fund created from natural gas revenues realized on City-owned property. Ninety percent of gas well lease bonus earnings and 50% of all royalties earned on the wells go into a permanent endowment fund. The interest earnings from this fund are distributed through grants to help improve the quality of life for Arlington residents. Lake Port Meadows HOA is eligible to apply for ATF grants to further their neighborhood projects.



Other Grant Opportunities

As Lake Port Meadows has received their 501(c)3 nonprofit status from the Internal Revenue Service (IRS), they are eligible to apply for other grant opportunities as well. Through the George W. Hawkes Central Library's Foundation Center, nonprofits can search for funders and grant opportunities that fit their needs free of charge.



As long as Lake Port Meadows remains an active, involved community, they should not have any trouble providing the necessary volunteer labor and in-kind donations to make their grant projects successful.

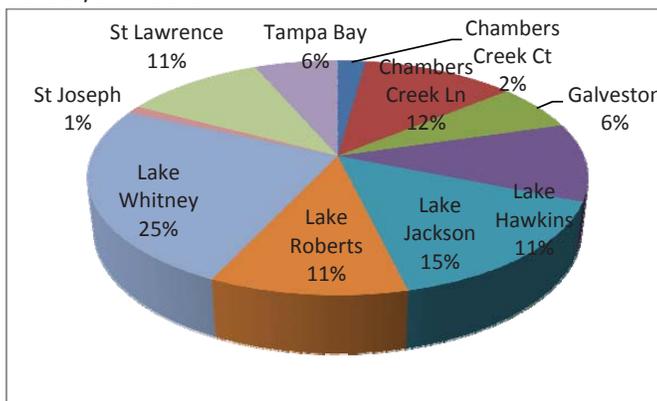


Appendix A

Neighborhood Survey Analysis



1. What street do you live on?



2. Do you own or rent your dwelling?

Own	95.7%	89
Rent	4.3%	4

3. How long have you lived in the neighborhood?

Less than one year	2.2%	2
1-2 years	9.7%	9
3-5 years	18.3%	17
More than 5 years	69.9%	65

4. How many people in the neighborhood would you

Answer Options	1-2	3-5	More than 5
Recognize by sight?	7	23	63
Know on a first name basis?	19	26	42
Have invited to your home?	37	28	19

5. What attracted you to the neighborhood?

People	6.5%	6
Schools	50.5%	47
Type of housing	39.8%	37
Cost of housing	60.2%	56
Convenience to work	18.3%	17
Location	55.9%	52
Other (please specify)		11

(All of the "Other" answers were different, so they weren't statistically significant.)

6. Are you planning to move this year?

Yes	6.5%	6
No	93.5%	87

7. If so, why are you planning to move this year?

Need a larger house	16.7%	1
Going to better or safer neighborhood	100.0%	6



Lake Port Meadows Homeowners Association

Investing in the future of our community.

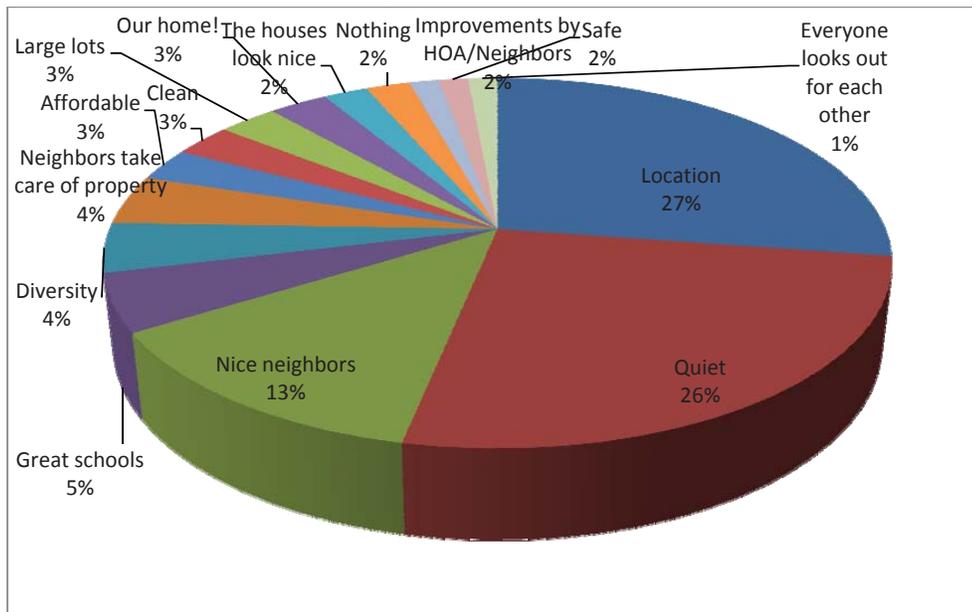
8. Do you have children under the age of 18 living in your home?

Yes	75.3%	70
No	24.7%	23

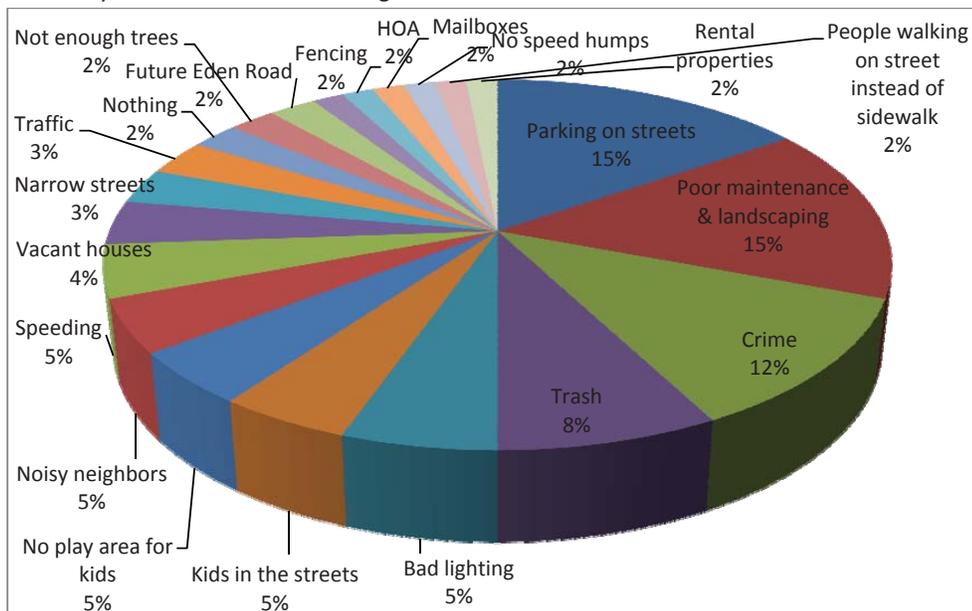
9. If so, do they ride an MISD bus?

Yes	35.7%	25
No	64.3%	45

10. What do you like most about the neighborhood?



11. What do you like least about the neighborhood?





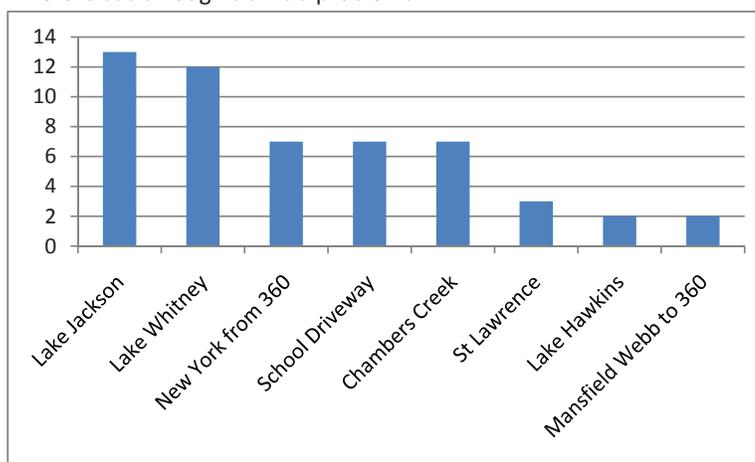
12. Is cut-through traffic a problem on your street?

Yes	23.7%	22
No	76.3%	71

13. Is cut-through traffic a problem elsewhere in the neighborhood?

Yes	39.8%	37
No	60.2%	56

14. Where is cut-through traffic a problem?



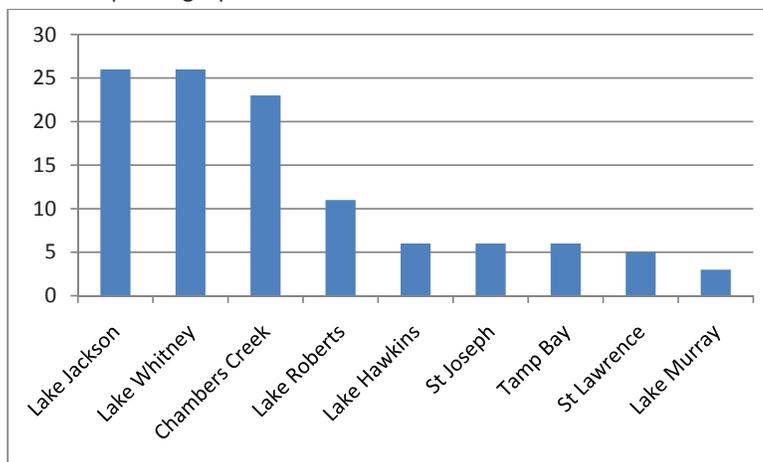
15. Are motor vehicles speeding a problem on your street?

Yes	55.9%	52
No	44.1%	41

16. Are motor vehicles speeding a problem elsewhere in the neighborhood?

Yes	63.4%	59
No	36.6%	34

17. Where is speeding a problem?

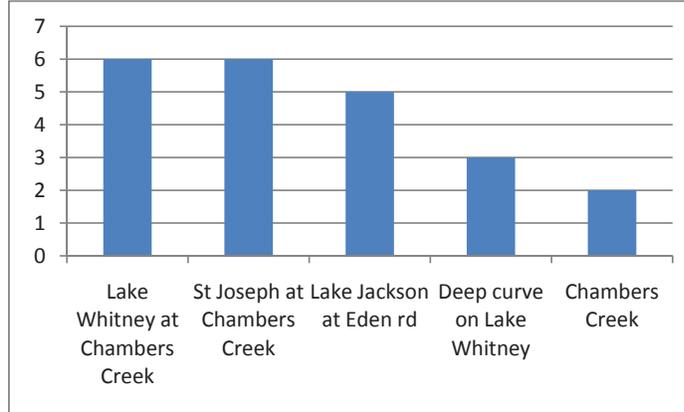




18. Are there corners where vehicles, trees or fences obstruct your vision of oncoming traffic?

Yes	35.5%	33
No	64.5%	60

19. Which corners have obstructions that limit vision of oncoming traffic?



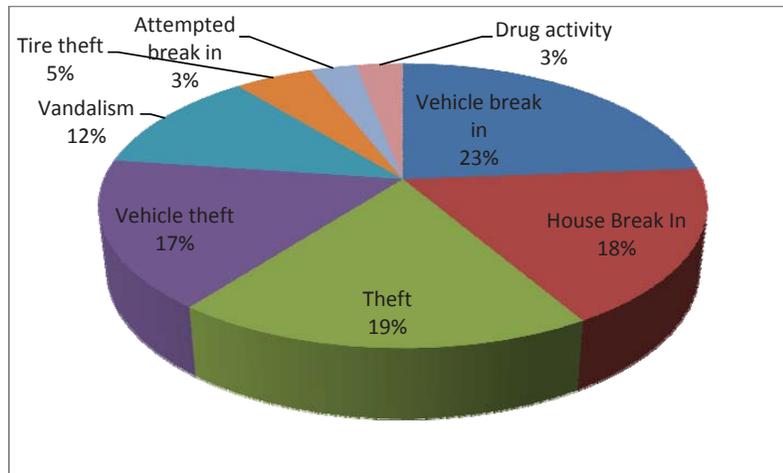
20. Do you consider crime a problem in the neighborhood?

Yes	65.9%	60
No	34.1%	31

21. Have you or your neighbors been a victim of crime in the neighborhood?

Yes	79.1%	72
No	20.9%	19

22. What type of crime was it?

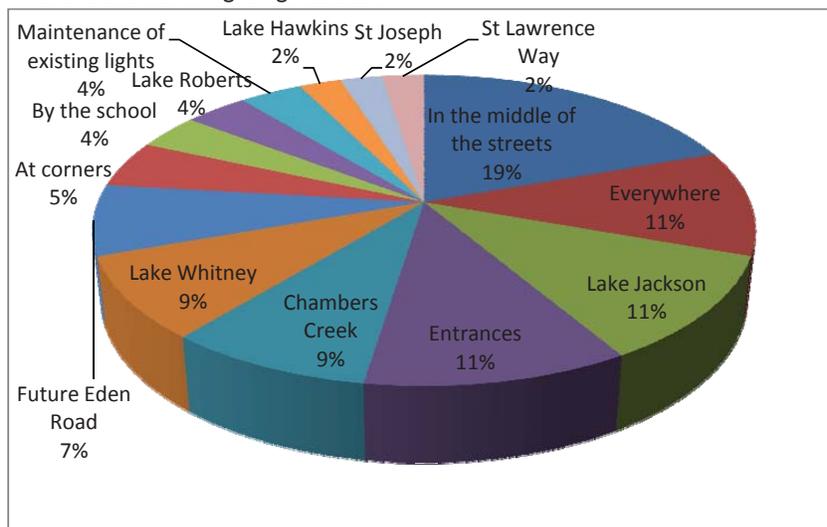


23. Is additional street lighting needed in the neighborhood?

Yes	78.0%	71
No	22.0%	20



24. Where is additional lighting needed?



25. Would you support the addition of street lighting along future Eden Road?

Yes	88.6%	62
No	11.4%	8

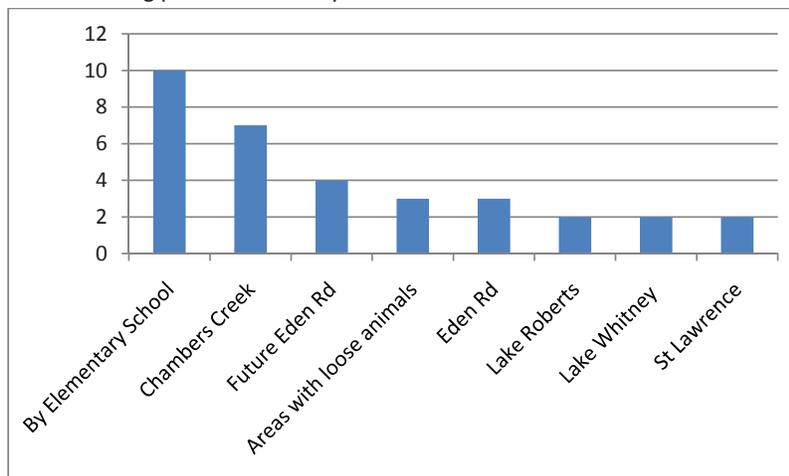
26. Would you support the installation of additional lighting at neighborhood entrances?

Yes	95.7%	67
No	4.3%	3

27. Do you think it is safe to walk throughout all areas of the neighborhood (including routes taken by school)?

Yes	47.8%	43
No	52.2%	47

28. Which walking paths have safety issues?

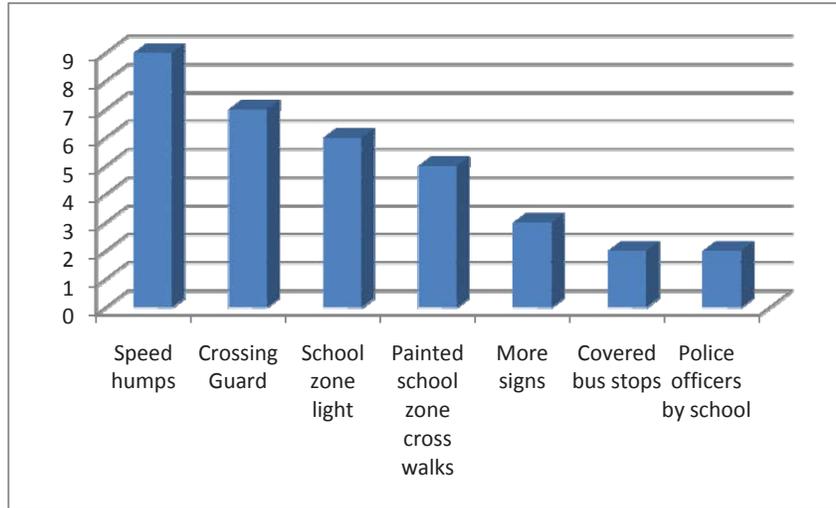




29. Are current precautions in the neighborhood (i.e. crosswalk and school zone sign) adequate to ensure children's safety?

Yes	60.0%	54
No	40.0%	36

30. Please list any additional safety measures you suggest.



31. How many vehicles do you park on and in front of your property?

1-2	68.9%	62
3-4	27.8%	25
More than 4	3.3%	3

32. Is parking in front of your house a regular problem for you or your guests?

Yes	25.6%	23
No	74.4%	67

33. If you have parking problems, what do you think are the causes?

Residents not using their driveways for parking	44.4%	40
Commercial parking	10.0%	9
Not enough off-street parking for residents	24.4%	22
NA	42.2%	38
Other (please specify)		20
- Residents own too many vehicles		7
- Too many people/multiple families in home		2
- Residents have parties/lots of guests		2
- People are blocking sidewalks		2

34. Do you consider vehicles parked along the street a problem in the neighborhood?

Yes	72.2%	65
No	27.8%	25



35. Have you or anyone in your household visited a park in the last:

Month	53.3%	48
3 months	23.3%	21
6 months	22.2%	20
NA	17.8%	16

36. What type of parks and facilities do you use or would you use if made available?

Walking or jogging trails	87.8%	79
Biking trails	54.4%	49
Playground	66.7%	60
Picnic Areas	50.0%	45
Athletic ball fields and/or courts	51.1%	46
Passive open areas	32.2%	29
NA	5.6%	5
Other (please specify)		8
- Basketball court		2
- Place to walk dogs		2
- Swimming pool		2
- Spray park		2
- Neighborhood/community center		2

37. Would you support the development of a park near Mansfield Webb and future Eden Roads?

Yes	91.1%	82
No	8.9%	8

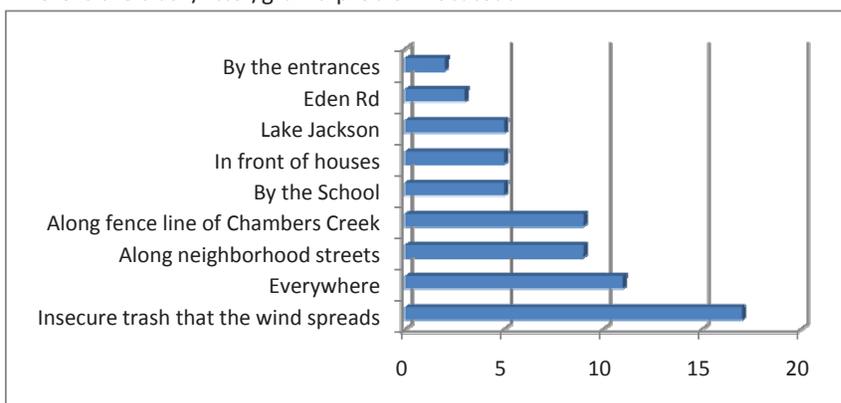
38. Would you support the addition of sidewalks or trails along future Eden Road?

Yes	94.4%	85
No	5.6%	5

39. Do you think the neighborhood has a problem with:

Trash	45.6%	41
Litter	58.9%	53
Graffiti	1.1%	1
NA	34.4%	31

40. Where is the trash/litter/graffiti problem located?





41. In reading the list below, do you feel that these situations are a problem in the neighborhood?

Answer Options	Yes	No	Don't Know
Abandoned or junk vehicles	29	41	17
Car burglaries	53	12	21
Dilapidated fences	72	14	4
Property cleanliness	46	38	4
Houses in need of repair	30	43	12
Weeds and unmowed grass	59	29	2
Illegal drug sales	29	18	39
Illegal dumping	16	44	25
Neighborhood gangs	13	29	44
Residential burglaries	35	16	35
Violent crime	4	35	46
Stray animals	47	30	11
Wild animals	26	43	18
Vacant properties	47	23	17

42. Please rate the following services.

Answer Options	Excellent	Good	Fair	Poor
Police protection	12	38	25	13
Fire/ambulance service	24	50	14	2
Water/sewage service	24	50	14	0
Garbage/recycling collection	16	41	20	12
Street maintenance	9	34	36	10
Library facilities	19	47	12	10
Social services	6	50	21	8
Schools	34	40	6	3
Comments:				
- Need more police patrols			2	
- Police response is slow			2	
- Needs cans for trash			2	

43. How do you get most of your news about Arlington?

Newspaper	46.7%	42
Local television news	76.7%	69
Calling the City	1.1%	1
Email from HOA	44.4%	40
Channel 16 government access	1.1%	1
City web page	30.0%	27
Word of mouth	31.1%	28
Other (please specify)		13
- Internet		7

44. What do you feel is the best means for neighborhood communication for activities, crime watch data and/or general neighborhood information?

Email	95.4%	83
Flyers on the mailboxes	44.8%	39
Word of mouth	29.9%	26



Mailed newsletter	40.2%	35
Other (please specify)		5
- Facebook		3

45. We would appreciate your additional comments on any topic about the neighborhood.

I don't feel a sense of "community" in this neighborhood. I rarely see adults walking or trying to get to know each other. We talk a good game, but it seems that what we say isn't really meant for all.

There is a huge problem with neighbors' dogs outside barking constantly. They leave them out all the time no matter what weather, cold or hot.

Now you tell me b/c I left all my comments in the questions.

When is the construction for Eden Rd going to begin? Is it possible to stop this project?

Curbside trees look great as do the plants in the entrances & the decorations at Christmas

I think you guys are doing a great job of being persistent and keeping us aware of current issues. I would like to say thank you and I hope that doors open for this neighborhood to be the best that it can be.

I think I have stated most of my concerns

Thanks for all your hard work!

people need to make their yards look neat and clean with shrubs and weed killer

The biggest problem (for me) in the neighborhood is people driving down the middle, or even completely on the wrong side of the street, and you can't do anything about jerks like that.

thank you for all you do

Neighbors driving through the neighborhood and partying/playing music loudly at night are upsetting to the climate, and should be addressed.

We don't plan to stay in neighborhood longer than we have to. As soon as we are in a place where we can move, we will.

NEIGHBORS REPAIRING AND UPKEEPING THEIR FENCE, WHO HAVE LARGE DOGS, AND SMALL CHILDREN. NOISE CONTROL OF BARKING DOGS, LATE AT NIGHT.

I like the atmosphere of our street. It has been good to get to know the neighbors and our kids play regularly with them. I appreciate that Lisa Wood has continued to keep the neighborhood communicating.

I think we overall have a good neighborhood. There are some issues in regards to people keep their own things clean and a place for the children to play.

I'm definitely interested in a neighborhood watch I'm overseas and I have a house sitter but I think it's important that we all look out for our neighbors

Overall we love the neighborhood with the exception to the break in of my son's vehicle and theft of my husband's spare tire from underneath his truck. The past month or so we are having a major problem with the city NOT picking up our trash thanks for your help

WISH LAKE PORT MEADOWS WOULD BE MORE OF A COMMUNITY

Our HOA representative Lisa is excellent for this job.

to get a good protective environment

Would like to see more togetherness amongst the neighbors and participation and help with neighborhood functions, even from myself.

I HAVE NEIGHBOR THAT HAS A CAR PARKED AT END OF MY YARD THAT IS NEVER USED, IT TAKES UP PARKING SPACE. I'M SURPRIZED THE POLICE HAS NOT GIVEN A TICKET ON THE CAR. THAT NEEDS TO BE ADDRESSED



Appendix B

Design Options for Eden Road



1st Conceptual Design for Eden Road



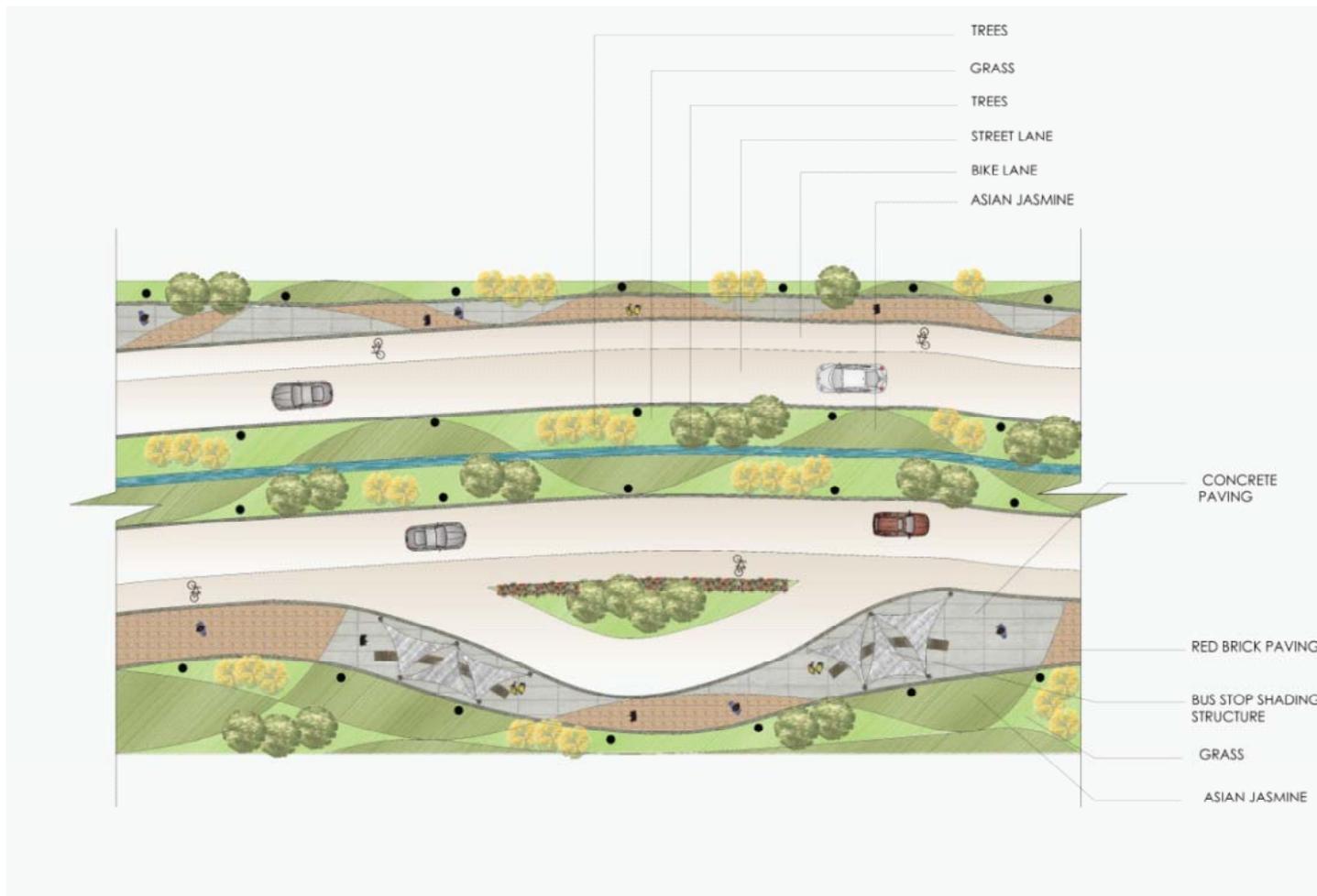
LAKE PORT MEADOWS NEIGHBORHOOD: EDEN ROAD CONCEPTUAL DESIGN
SITE PLAN



Concept 1 attempts to follow the natural drainage pattern that exists along future Eden Road. The goal is to provide a slightly more curvy roadway to decrease traffic speeds. However, before any plans could be finalized, the City would have to ensure that the designs met the horizontal curve requirements from the Design Criteria Manual.



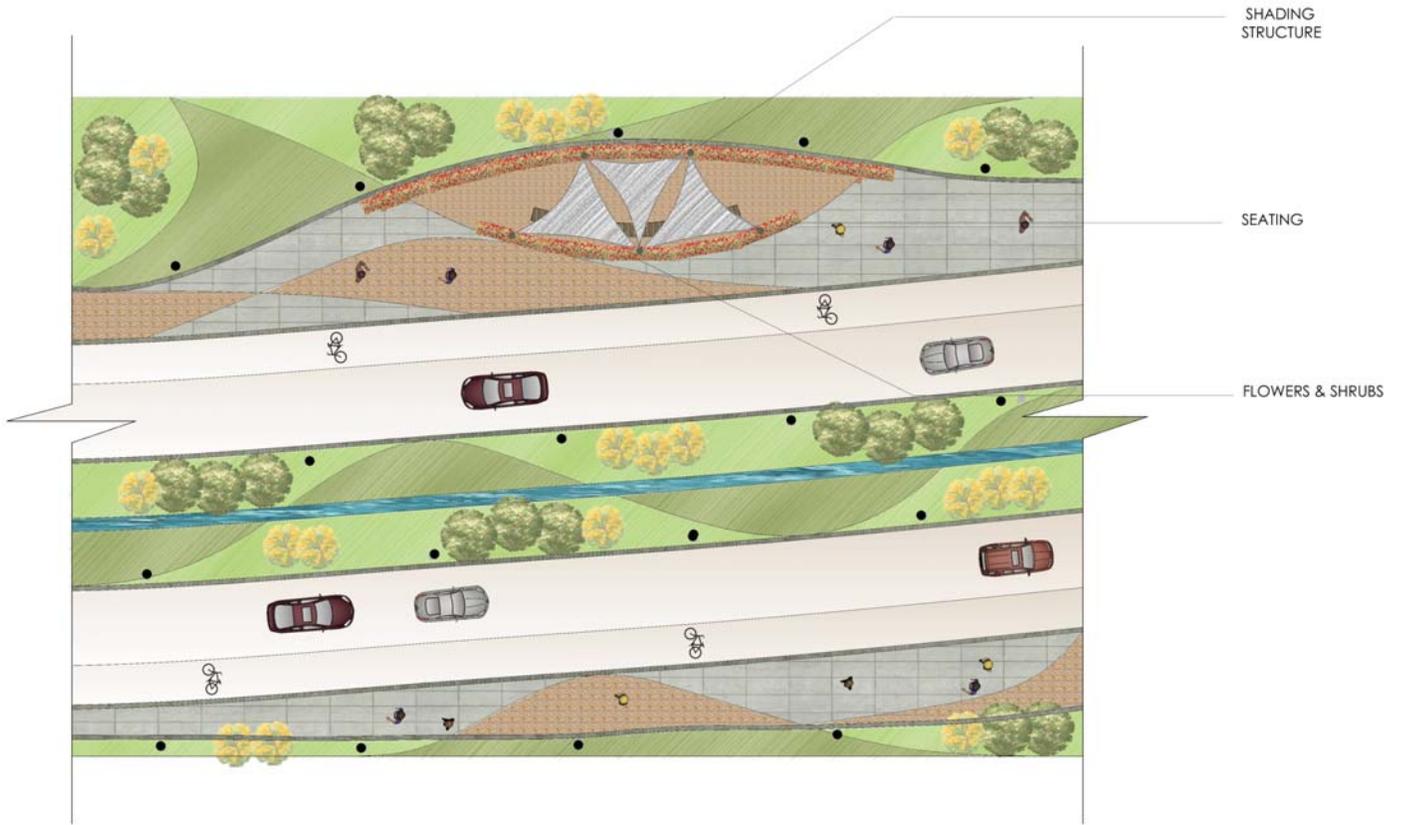
The street cross-section from Concept 1 incorporates a landscape buffer along the residential lots on the perimeter of the roadway as well as sidewalks, bike lanes and a large median.



LAKE PORT MEADOWS NEIGHBORHOOD: EDEN ROAD CONCEPTUAL DESIGN STREETSCAPE DETAIL 1



This is an illustration of the bus stop area that could be incorporated into Concept 1, as well as potential landscape and paving suggestions. The ongoing maintenance of any proposed landscape improvements would have to be approved by the Parks and Recreation Department.



LAKE PORT MEADOWS NEIGHBORHOOD: EDEN ROAD CONCEPTUAL DESIGN STREETScape DETAIL 2



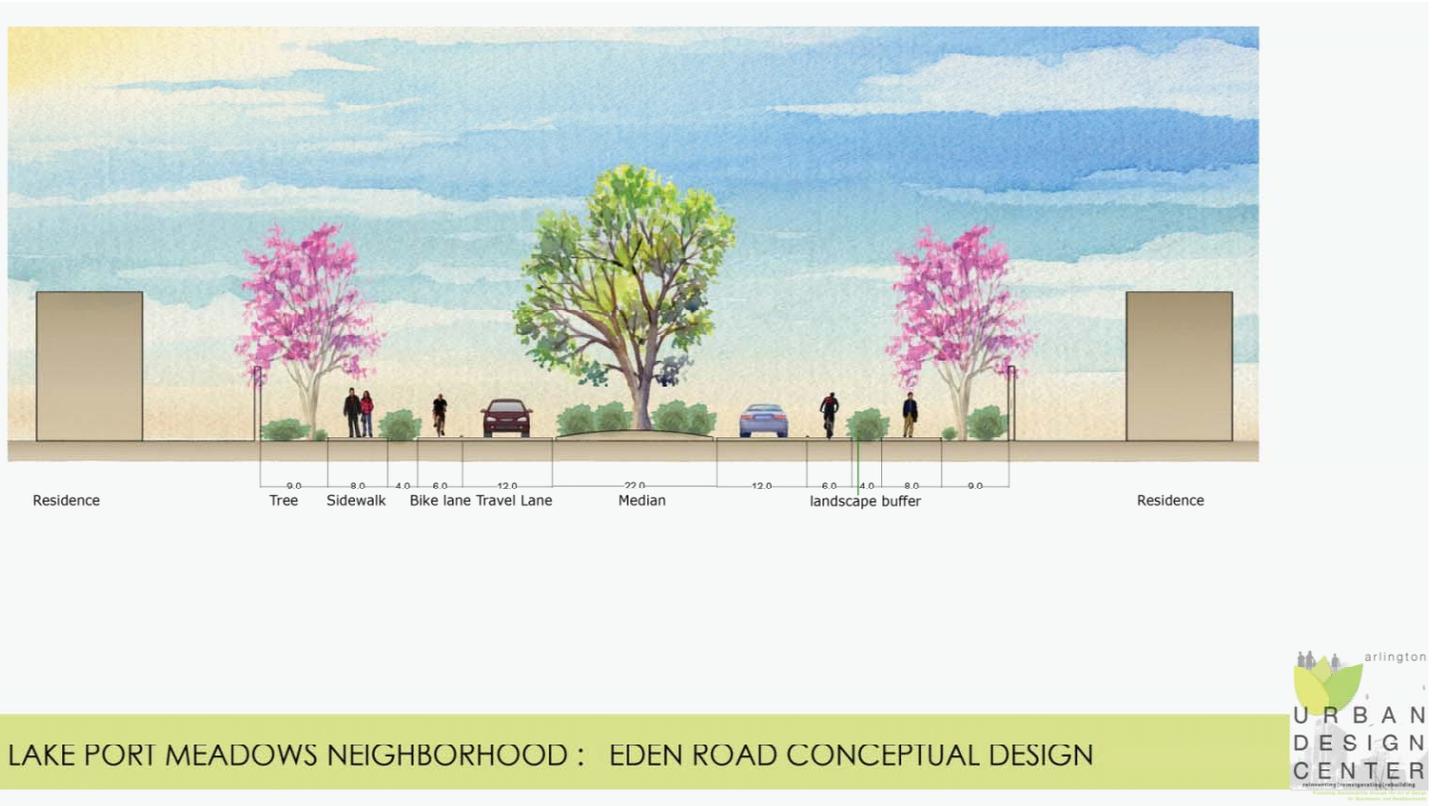
This is an illustration of another seating area that could be incorporated into Concept 1.



2nd Conceptual Design for Eden Road

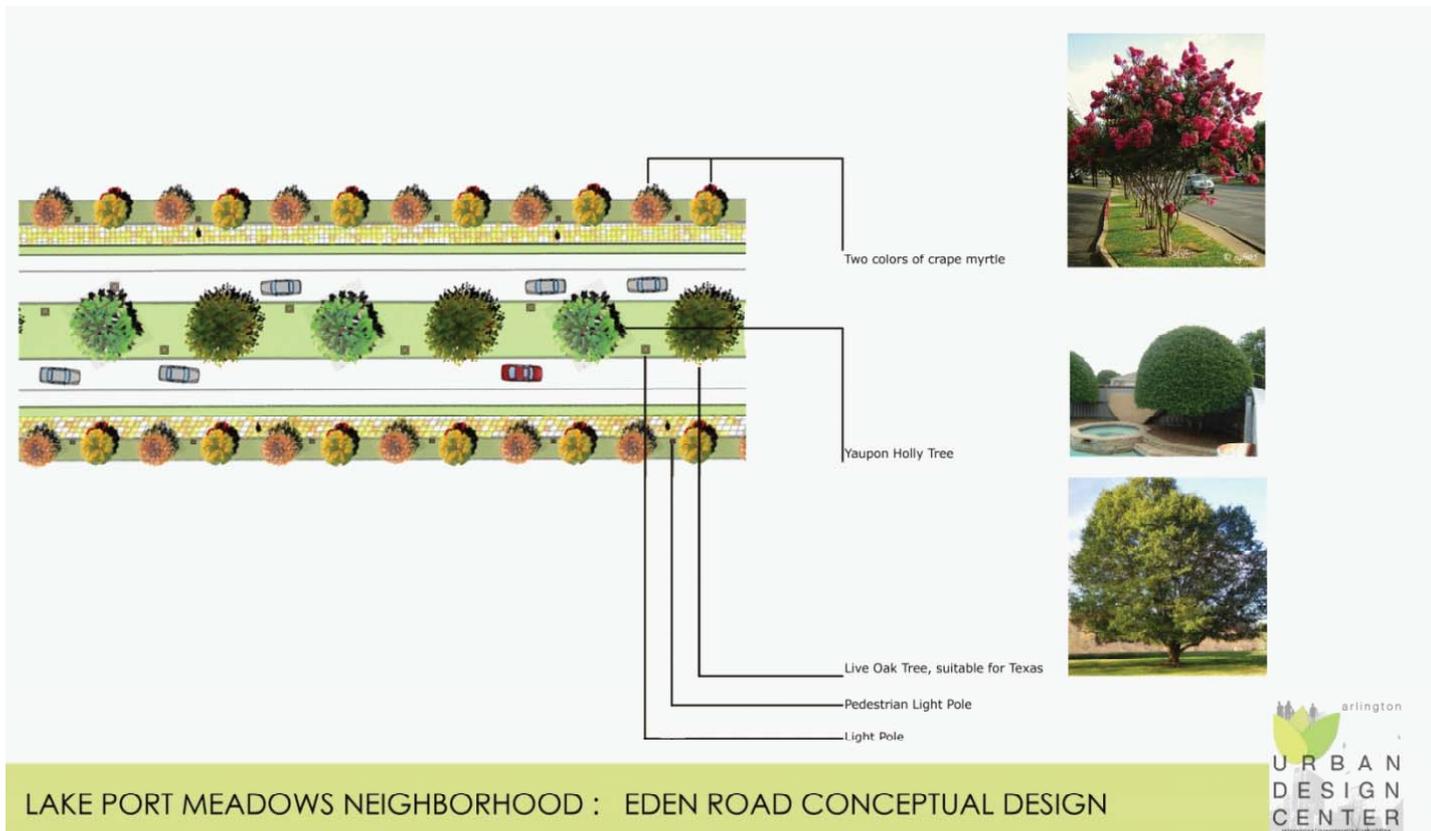


Concept 2 represents a more traditional roadway design, following a relatively straight line from St Lawrence Way down to Chambers Creek Lane. This site plan also identifies where bus stops could be incorporated on future Eden Road.



LAKE PORT MEADOWS NEIGHBORHOOD : EDEN ROAD CONCEPTUAL DESIGN

The street cross-section from Concept 2 incorporates a landscape buffer along the residential lots on the perimeter of the roadway as well as sidewalks, bike lanes and a larger median than what is shown throughout Concept 1. The goal behind using a larger median is that if additional travel lanes are needed in the future, they could be established within the median area and not interfere with the sidewalks, landscaping and pedestrian lights existing on the outer edges of the right-of-way.



LAKE PORT MEADOWS NEIGHBORHOOD : EDEN ROAD CONCEPTUAL DESIGN

This is an illustration of potential landscape and paving suggestions for Concept 2. The ongoing maintenance of any proposed landscape improvements would have to be approved by the Parks and Recreation Department.



Appendix C

Energy Star Cost Estimate Calculator



Products that earn the ENERGY STAR prevent greenhouse gas emissions by meeting strict energy efficiency guidelines set by the U.S. Environmental Protection Agency and the U.S. Department of Energy.
www.energystar.gov



**CHANGE FOR THE
BETTER WITH
ENERGY STAR**

Life Cycle Cost Estimate for 1 ENERGY STAR Qualified Compact Fluorescent Lamp(s)

This energy savings calculator was developed by the U.S. EPA and U.S. DOE and is provided for estimating purposes only. Actual energy savings may vary based on use and other factors. CFLs are available in a variety of shapes and sizes, but pricing in this calculator is based on the most common spiral or globe with standard screw-in base.

Enter your own values in the gray boxes or use our default values.

Number of units	<input type="text" value="1"/>		
Electricity Rate (\$/kWh)	<input type="text" value="\$ 0.100"/>		
Hours used per day	<input type="text" value="24"/>		
	ENERGY STAR Qualified Unit	Conventional Unit	
Initial cost per unit (estimated retail price)	<input type="text" value="\$3.40"/>	<input type="text" value="\$0.60"/>	
Wattage (watts)	<input type="text" value="15"/>	<input type="text" value="60"/>	
Lifetime (hours)	<input type="text" value="10,000"/>	<input type="text" value="1,000"/>	

*ENERGY STAR wattage is calculated based on the wattage selected for the incandescent unit, user can enter an alternative value if desired.

Annual and Life Cycle Costs and Savings for 1 CFLs

	1 ENERGY STAR Qualified Units	1 Conventional Units	Savings with ENERGY STAR
Annual Operating Costs*			
Energy cost	\$13	\$53	\$39
Maintenance cost	\$0	\$32	\$32
Total	\$13	\$84	\$71
Life Cycle Costs*			
Operating cost (energy and maintenance)	\$14	\$92	\$78
Energy costs (lifetime)	\$14	\$58	\$43
Maintenance costs (lifetime)	\$0	\$35	\$35
Purchase price for 1 unit(s)	\$3.40	\$0.60	-\$2.80
Total	\$18	\$93	\$75
	Simple payback of initial additional cost (years) [†]		0.0

* Annual costs exclude the initial purchase price. All costs, except initial cost, are discounted over the products' lifetime using a real discount rate of 4%. See "Assumptions" to change factors including the discount rate.

[†] A simple payback period of zero years means that the payback is immediate.

Summary of Benefits for 1 CFLs

Initial cost difference	\$3
Life cycle savings	\$78
Net life cycle savings (life cycle savings - additional cost)	\$75
Simple payback of additional cost (years)	0.0
Life cycle energy saved (kWh)	450
Life cycle air pollution reduction (lbs of CO ₂)	693
Air pollution reduction equivalence (number of cars removed from the road for a year)	0.06
Air pollution reduction equivalence (acres of forest)	0.07
Savings as a percent of retail price	2202%