



**Notice of a Meeting
Dalworthington Gardens Planning and Zoning Commission**

August 26, 2019 at 6:00 P.M.

**City Hall Council Chambers
2600 Roosevelt Dr., Dalworthington Gardens, Texas**

1. Call to Order
2. Minutes
 - a. Approval of April 22, 2019 minutes
 - b. Approval of July 15, 2019 minutes
 - c. Approval of July 22, 2019 minutes
3. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding accessory dwellings.
 - a. Public Hearing
 - b. Discussion and possible action
4. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding sign standards.
 - a. Public Hearing
 - b. Discussion and possible action
5. Comprehensive Plan: Discussion and possible action regarding inclusion of changes to the Comprehensive Plan.
6. Discussion regarding need for special meetings for potential developments.
7. Adjourn

CERTIFICATION

This is to certify that a copy of the **August 26, 2019** Planning and Zoning Commission Agenda was posted on the City Hall bulletin board, a place convenient and readily accessible to the general public at all times, and to the City's website, www.cityofdwg.net, in compliance with Chapter 551, Texas Government Code.

POSTED BY: _____

DATE: _____ **TIME:** _____

REMOVED BY: _____

DATE: _____ **TIME:** _____

**Planning and Zoning Commission
Meeting Minutes
April 22, 2019**

1. Call to Order

Chairman Todd Batiste called the meeting to order at 6:00 p.m. with the following present:

Members Present:

Todd Batiste, Chair
Maurice Clark, Vice Chair
Tim Butler
Brian Colin, Alternate

Members Absent:

Johanna Storm
Louis Celone
Paul Sweitzer, Alternate

Staff and Council Present:

Cathy Stein, Council Member
Sherry Roberts, City Administrator
Lola Hazel, City Secretary

2. Introduce new members.

No action taken.

3. Approval of minutes

a. Approval of February 25, 2019 minutes.

A motion was made by Commissioner Maurice Clark and seconded by Commissioner Brian Colin to approve the February 25, 2019 minutes.

Motion carried by the following vote:
Ayes: Members Clark, Butler, and Colin
Nays: None

4. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, to add a special exception to permit the use of a brewpub and winery in certain commercial and mixed-use areas.

- a. Conduct a public hearing.**
- b. Discussion and possible action.**

Chairman Todd Batiste opened the public hearing at 6:01 p.m.

With no one desiring to speak, Chairman Todd Batiste closed the public hearing at 6:01 p.m.

Background information on this item: A gentleman has approached the city wanting to do a brewpub in DWG. We have been in discussions with him for months as he's tried to find the perfect spot for his new business. He wants to be in DWG, not Arlington, so staff has worked with him to figure out appropriate regulations and avenue to get him here.

In looking at allowed uses in commercial districts, there is no current land use allowing a brewpub which is the primary use for this business. The sale of alcoholic beverages is allowed in certain cases but as a secondary or incidental use. Staff went before city council for direction to ensure council would entertain the idea of such a business in DWG. Council gave staff direction to begin the process to add “brewpub” as a special exception in B-2, B-3, and LI commercial zoning districts.

Included in suggested changes is a small revision to the recently adopted mixed-use ordinance. The mixed-use ordinance includes “brewery” in the use matrix. The city can only allow uses involving alcohol in accordance with the local option regulations in DWG. “Brewery” and “brewpub” are different by TABC regulations. The city can allow a “brewpub” under our current regulations but not a “brewery”.

Suggested changes as follows:

1. Define “brewpub”
2. Define “winery” (it is alcohol related and needed to be defined, so addressing at same time)
3. Add “brewpub” as special exception in B-2, B-3, and LI zoning districts.

A motion was made by Commissioner Maurice Clark and seconded by Commissioner Tim Butler to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, to add a special exception to permit the use of a brewpub and winery in B-2, B-3, and LI zoning districts.

Motion carried by the following vote:

Ayes: Members Clark, Butler, and Colin

Nays: None

5. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding accessory buildings being used for dwelling purposes.

Background information on this item: The ordinance regulating accessory buildings was amended in March 2018. During that amendment, the Planning and Zoning Commission (P&Z) intended to review the ordinance at a later date to make amendments that did not explicitly prohibit accessory buildings to be used as dwellings. The review was to take place during the review of the Comprehensive Plan. Now that P&Z is at a stopping point on the Comprehensive Plan, the additional review of the accessory building ordinance can commence.

No action was taken on this item.

6. Adjourn

The meeting was adjourned at 6:50 p.m.

Planning and Zoning Commission
Meeting Minutes
July 15, 2019

1. Call to Order

Chairman Todd Batiste called the meeting to order at 6:00 p.m. with the following present:

Members Present:

Todd Batiste, Chair
Maurice Clark, Vice Chair
Louis Celone
Brian Colin, Alternate
Paul Sweitzer, Alternate

Members Absent:

Johanna Storm
Tim Butler

Staff and Council Present:

Cathy Stein, Council Member
Sherry Roberts, City Administrator
Lola Hazel, City Secretary

2. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding accessory dwellings.

- a. Conduct a public hearing.**
- b. Discussion and possible action.**

Chairman Todd Batiste opened the public hearing at 6:00 p.m.

With no one desiring to speak, Chairman Todd Batiste closed the public hearing at 6:00 p.m.

Background information on this item: The ordinance being presented does the following:

Section 14.02.092

1. Adds definition for “accessory dwelling”
2. Changes references from “building” to “structure”
3. Adds definition for “accessory storage structure” which clarifies what is already in ordinance section A3.002 (f)(4). A3.002 (f)(4) will be altered with the fee schedule amendments.
4. Adds definition for “cargo container”

Section 14.02.124

1. Changes references from “building” to “structure”
2. Adds regulations for “accessory dwellings”
3. Takes 14.02.171(1) – (3) and adds to this section for simplicity.
 - a. Previously, staff had to look in two separate sections for accessory building regulations. Staff is working to consolidate regulations where possible.
4. Provides, again, clarification on structures 300 square feet or less, which also do not require electricity or plumbing, not needing a permit.
5. Provides regulations to prevent the use of cargo containers for storage.

Section 14.02.171(b)

1. Removing (1) through (3) and moving them to 14.02.124 for easier staff review.
2. Staff will need to work to find a new home for number (4). That change can come back with the final ordinance.

The Commission discussed a few additional edits to the ordinance, and decided to continue the ordinance until the August 26, 2019 agenda.

A motion was made by Commissioner Louis Celone and seconded by Commissioner Paul Sweitzer to table this item until August 26, 2019 at 6:00 p.m.

Motion carried by the following vote:

Ayes: Clark, Celone, Colin, and Sweitzer

Nays: None

3. Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding sign standards.

a. Public Hearing

b. Discussion and possible action

Background information on this item: While the sign regulations needed to be updated to allow the specific sign requested by the sign company wanting to put a sign at Arkansas/Bowen, the entire ordinance needed to be updated and staff the opportunity to do so. The ordinance has been completely modified and thus is not quite ready. Staff is hoping to present a version for review at the August meeting.

With that said, staff did advertise for public hearings as is required by state law when making zoning amendments (part of the sign regulations are in the zoning ordinance). In order to avoid another publication and the additional cost, both the Planning and Zoning Commission and City Council are allowed to officially table the agenda item to a specific date and time. The motion needs to include the specific date and time at which the Council would discuss the item.

A motion was made by Commissioner Maurice Clark and seconded by Commissioner Brian Colin to table this item until August 26, 2019 at 6:00 p.m.

Motion carried by the following vote:

Ayes: Clark, Celone, Colin, and Sweitzer

Nays: None

4. Adjourn

The meeting was adjourned at 6:41 p.m.

**Planning and Zoning Commission
Meeting Minutes
July 22, 2019**

1. Call to Order

Chairman Todd Batiste called the meeting to order at 6:00 p.m. with the following present:

Members Present:

Todd Batiste, Chair
Maurice Clark, Vice Chair
Louis Celone
Tim Butler

Members Absent:

Johanna Storm
Paul Sweitzer, Alternate
Brian Colin, Alternate

Staff and Council Present:

Cathy Stein, Council Member
Sherry Roberts, City Administrator
Lola Hazel, City Secretary

2. Conduct planning and zoning training.

Training was conducted.

3. Adjourn

The meeting was adjourned at 8:53 p.m.

AGENDA INFORMATION SHEET

TO: Planning & Zoning Commission

FROM: Lola Hazel, City Secretary

AGENDA DATE: August 26, 2019

Agenda Caption: Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding accessory dwellings.

Background: The Commission reviewed this ordinance at the July 15, 2019 meeting and suggested additional changes. The additional changes are as follows:

Section 14.02.092

1. Accessory structure definition: Adds “All accessory structures shall not exceed 15 feet in height”.

Section 14.02.124

1. (c)(3): Removes language about building material for accessory dwelling units needing to match material for primary structure.
2. (n): Changes title to reflect the content of this section.
3. (n)(1): Creates residential regulations for cargo containers.
4. (n)(2): Creates commercial regulations for cargo containers.
5. (n)(2)(i): Creates screening requirement for commercial cargo containers.
6. (n)(3): Changes temporary storage pod regulations

For the nonconforming uses for cargo containers in existence prior to the ordinance change, our zoning ordinance provides the following process:

Sec. 14.02.538 Registration of nonconforming uses

The operator, owner, or occupant of any nonconforming use of land or buildings shall, within six (6) months after the date of this amendment (of [if] nonconforming on such date) or within six (6) months after having been rendered nonconforming by any subsequent amendment hereto, register such nonconforming [use] by obtaining from the zoning enforcement authority of the city a certificate of occupancy bearing the designation “Nonconforming,” even though a previous certificate of occupancy may have been issued. Such certificate (nonconforming) shall be considered as evidence of the legal existence of a nonconforming use, as contrasted with an illegal use or violation of this article. The enforcement authority shall maintain a register of all certificates of occupancy issued for nonconforming uses and shall, on written request and payment of fee, issue a duplicate certificate to anyone having a proprietary interest in the property in question. A nonconforming structure need not be registered. (2005 Code, sec. 17.12.08)

Staff is looking for approval of the ordinance with all changes to include these new changes. The ordinance will then be taken to council for final approval in September.

Commission Options:

Recommend approval of suggested changes.

Recommend denial of suggested changes.

Attachments: Redlined ordinance

CHANGE I.: ADD/ALTER DEFINITIONS

Sec. 14.02.092 Defined terms

For the purposes of this article, certain terms, words, and phrases shall have the meanings assigned thereto in this division.

Access. A means of passage to and from a place.

Accessory dwelling. ~~An Accessory structure intended for habitation. Accessory dwellings shall not be permitted without a primary structure in existence and are subject to applicable zoning district regulations.~~

Accessory ~~building or use~~structure. A subordinate use or building incident to and located on the lot occupied by the main use or ~~building~~structure. When a substantial part of the wall of an accessory building is a part of the wall of the principal building in a substantial manner, as by a roof, such accessory ~~building~~structure shall be deemed a part of the principal ~~building~~structure. ~~All accessory structures shall not exceed 15 feet in height.~~

Accessory storage structure. ~~An accessory storage structure is an Accessory Structure that is less than 300 square feet, has no electricity, plumbing and no permanent foundation. An accessory storage structure may not be used for habitation.~~

Adjoining or adjacent lot. Any lot, parcel or piece of land that shares with the lot under consideration a common lot line, alley or any point of tangency.

Alley. A public way less in size than a street, designed for the special accommodation of abutting property, and not intended for general travel or primary access.

Amusement, commercial. An establishment offering entertainment or games of skill to the general public for a fee or charge.

Apartment. A dwelling unit in an apartment house.

Apartment house. A building or portion thereof arranged, designed or occupied as two or more dwelling units not for transient use.

Auto wrecking. The collecting and dismantling or wrecking of used motor vehicles or trailers, or the storage, sale or dumping of dismantled, partially dismantled, obsolete, or wrecked motor vehicles or their parts.

Block. A tract of land bounded by streets or by a combination of streets, and public parks, cemeteries, or corporate boundaries of the city.

Board. The board of adjustment of the city.

Buffer area. An area of land, together with specified planting and/or structures thereon, which may be required between land uses of different intensities to eliminate or minimize conflicts between such uses.

Build. To erect, convert, enlarge, reconstruct, restore or alter a building or structure.

Building. Any structure which is built for the support, shelter or enclosure of persons, animals, chattels, or movable property of any kind.

Building line. A line established, in general parallel to the front curblin, between which and the front curblin in which no part of a building shall project, except as otherwise provided in this article.

Business park. An office and warehouse complex that meets the standards of [section 14.02.224\(a\)\(12\)](#) of this article.

Cargo container. ~~Generally, an all steel container with strength to withstand shipment, storage and handling. Such containers include reusable steel boxes, freight containers and bulk shipping containers; originally a standardized reusable vessel that was designed for and used in the parking, shipping, movement, transportation or storage of freight, articles or goods or commodities; generally capable of being mounted or moved on a rail car, truck trailer or loaded on a ship.~~

Child care facility. A facility used for any type of group child care program, including without limitation nurseries for children of working parents, nursery schools for children under the minimum age for education in public schools, privately conducted kindergartens not a part of a public or parochial school, and programs for after-school care of more than six (6) children exclusive of children in the immediate family of the operator of the facility.

City. The City of Dalworthington Gardens.

Clinic. A building in which a group of physicians, dentists, or physicians and dentists and allied professional assistants are associated for the purpose of treating and diagnosing ill or injured outpatients. A clinic may include a dental or medical laboratory or dispensing apothecary.

Commercial parking. A place for the storage or parking of motor, man-powered or unpowered vehicles for a fee.

Commission. The planning and zoning commission of the city.

Council. The city council of the city.

Court. An open, unoccupied space bounded on more than one side by the walls of a building or buildings and used as a primary means of access to all or any part of said buildings. For the purpose hereof, an alcove or entranceway less than twenty (20) feet in depth shall not be considered a court.

CHANGE II: ADD ACCESSORY DWELLING REGULATIONS

Sec. 14.02.124 Principal and accessory ~~buildings structures~~ and uses

- (a) All residential uses and ~~buildings structures~~ are principal uses and ~~buildings structures~~.
- (b) No accessory ~~building structure or accessory storage structure~~ shall be used for dwelling purposes.
- (c) Accessory dwellings shall only be used for dwelling purposes if approved as an accessory dwelling in accordance with the following regulations:

- 1. Accessory dwellings are not permitted without a primary dwelling. The first dwelling built on a property shall be considered the primary dwelling and meet all requirements for single-family residential construction.
- 2. The accessory dwelling unit shall not be attached to the main structure.
- 3. The accessory dwelling unit shall meet the minimum exterior construction and design standards for single-family residential outlined in Section 9.5.
- 4. Setback requirements shall be the same as for the primary structure.
- 5. The accessory dwelling unit shall be served by the same utility meter(s) as the primary structure. Utilities shall be underground.
- 6. The accessory dwelling unit shall be a minimum of 10 feet from the main structure.
- 7. Accessory dwellings shall be clearly incidental to the primary structure and shall not exceed 100% of the area of the primary structure.
 - 1. A maximum of three accessory dwellings are permitted per primary dwelling.
 - 2. The combined area of the primary structure and all accessory dwellings and structures shall not exceed the impervious coverage requirement.
 - 3. Additional structures or size requires approval of a SUP.
- 8. Cargo containers shall not be used as accessory dwellings.

Commented [ad1]: Removed portion about same exterior materials.

- (de) Neither a HUD-code manufactured home nor a mobile home may be used as an accessory ~~building structure~~.
- (ed) In addition to those uses listed as accessory uses in the district regulations, the following are also accessory uses to appropriate principal uses:
 - (1) Storage of goods used or produced by manufacturing activities on the premises occupied by such activities, when such storage is permitted by the district regulations.
 - (2) The production, processing, cleaning, servicing, altering, testing, repairing or storing of merchandise normally incidental to a retail service or business, when conducted by the person engaged in the principal use, when such activity is permitted by the district regulations.
 - (3) Off-street motor vehicle parking areas and loading facilities for the exclusive use of the owners, customers, clients and employees of the principal use.
 - (4) Swimming pools and tennis courts as part of single-family residences, when used by residents and their guests only.
 - (5) In multifamily residential developments: club rooms, clothes washing and drying facilities, swimming pools, sauna baths and other indoor and outdoor recreation facilities common to such developments, when such uses exist for the use and benefit of residents and their guests but not for the general public.

(Ordinance 2018-05, sec. 2, adopted 3/27/18)

- (f) All permits required by the City for an Accessory structure shall be obtained prior to construction.

- (g) All Accessory structures shall be subordinate to and support the primary structure.

***** h-j was formerly 14.02.171(b):**

- (h) Accessory structures may include a private garage and similar uses; provided, that they may not be used for commercial purposes, and may be used for hobbies only insofar as such activities are not offensive by reason of odor, noise or manner of operation.
- (i) An accessory structure shall not occupy any portion of a required front or side yard.
- (j) An accessory structure shall not occupy any portion of a required rear yard, except as provided in section 14.02.123(d)(4) hereof; and further, in the "MF" district, shall not occupy more than 50% of the minimum rear yard of a one-story principal

structure, nor more than 40% of the minimum rear yard of a multi-story principal structure.

(k) Accessory structures shall be maintained and kept in good repair and sound structural condition.

(l) Accessory structures shall not exceed 15 feet in height.

(m) Except as otherwise provided herein, an accessory structure that is less than or equal to 300 square feet in size and has no electricity or plumbing shall not be required to obtain a building permit, but shall meet all requirements of this article. An accessory structure that is greater than 300 square feet in size or any size accessory structure that is in any way attached to the primary structure shall be required to have a building permit, be inspected by the city, and meet the requirements of this article.

(n) Limitations on storage.

1. Residential Zoning Districts:

i. Cargo containers, cargo storage, travel trailer and/or tractor trailer storage shall not be permitted in residential zoning districts.

ii. This does not include residential trailers.

2. Commercial Zoning Districts:

i. Cargo containers and/or cargo storage shall be permitted in commercial zoning districts provided any one location does not exceed three (3) cargo containers or cargo storage containers combined. Cargo containers and cargo storage containers shall be screened from public view.

ii. Travel and/or tractor trailers shall not be permitted in commercial zoning districts.

3. Notwithstanding the above, temporary storage pods may be placed within a private driveway in residential zoning districts (but not blocking any portion of the right-of-way or sidewalk) for the purposes of loading or unloading furnishings or other goods. In commercial districts, temporary storage pods are required to be removed once a Certificate of Occupancy has been issued.

Commented [ad2]: This was titled "prohibited storage, but we're now talking about what is allowed here, too. I thought a title change was appropriate but I don't know if this is the right fit.

Commented [ad3]: Disallowed in residential districts

Commented [ad4]: Limited number in commercial

Commented [ad5]: Added screening requirement for cargo containers.

Commented [ad6]: Changed regulations for storage pods in residential and commercial.

CHANGE III: DELETE 14.02.171(B) (1) – (3) AND ADD IT TO ABOVE SECTION 14.02.124

14.02.171

(b) Accessory uses.

(1) Accessory buildings may include a private garage and similar uses; provided, that they may not be used for commercial purposes, and may be used for hobbies only insofar as such activities are not offensive by reason of odor, noise or manner of operation.

(2) An accessory building shall not occupy any portion of a required front or side yard.

(3) An accessory building shall not occupy any portion of a required rear yard, except as provided in section 14.02.123(d)(4) hereof; and further, in the "MF" district, shall not occupy more than 50% of the minimum rear yard of a one-story principal building, nor more than 40% of the minimum rear yard of a multi-story principal building.

CHANGE IV: FIND A NEW HOME FOR #4 IN 14.02.171

MOVING TO CHAPTER 13, SANTIATION RULES

14.02.171

(4) Refuse containers at nonresidential uses shall be screened so that they shall not be visible from adjacent public streets.

AGENDA INFORMATION SHEET

TO: Planning & Zoning Commission

FROM: Lola Hazel, City Secretary

AGENDA DATE: August 26, 2019

Agenda Caption: Consideration to amend the City of Dalworthington Gardens Code of Ordinances, Chapter 14, Zoning, regarding sign standards.

Background: The sign ordinance still isn't ready, so we will need to continue this item to a future agenda.

Staff recommends no earlier than the October meeting as there isn't a need to meet in September right now. Staff would like to bring the Comprehensive Plan in October as well.

Commission Options:

Officially table the ordinance to the next regular meeting

Attachments:

AGENDA INFORMATION SHEET

TO: Planning & Zoning Commission

FROM: Lola Hazel, City Secretary

AGENDA DATE: August 26, 2019

Agenda Caption: Comprehensive Plan: Discussion and possible action regarding inclusion of changes to the Comprehensive Plan.

Background: You have a copy of the 2005 Comprehensive Plan with redlined changes. Tonight, staff would like to discuss the future land use map and any changes the Commission would like to recommend. There are other text changes needed, but the land use map is the topic for tonight. Staff would like to bring back the text for discussion and changes in October. Then, the goal is to meet again in January to finalize changes before council sees the document.

A synopsis of the survey results are in your packet. Please review this to provide input for changes to the land use map. Staff did want to point out multiple calls received for the house for sale at Bowen and Roosevelt next to Key Elementary. Callers were inquiring about putting commercial businesses there, and it was explained that we're updating the Comprehensive Plan and would discuss that property in conjunction with the land use map updates.

Commission Options:

Recommend approval of suggested changes.

Recommend denial of suggested changes.

Attachments: Redlined Comp Plan
Survey Results
Future Land Use Map

City of Dalworthington Gardens, Texas

Comprehensive Plan

2019

City Council

Laura Bianco, Mayor
Ed Motley, Mayor Pro Tem
Mark McGuire, Alderman
Guy Snodgrass, Alderman
Cathy Stein, Alderman
Richard Pell, Alderman

Planning & Zoning Commission

Todd Batiste, Chairman
Louis Celone
Chad Woodard
Maurice Clark
Johanna Storm
Brian Colin, Alternate
Tim Butler, Alternate

City Staff

Sherry Roberts, City Administrator
Cara White, City Attorney
Lola Hazel, City Secretary
Greg Petty, Chief of DPS
Kay Day, Finance Director
Gary Harsley, Building Official

Table of Contents

Chapter 1 INTRODUCTION.....6
Introduction.....5
Purpose of a Comprehensive Plan5
Legislative Authority.....5
History of Dalworthington Gardens6
Context of Dalworthington Gardens7
Planning Process.....8
Chapter 2 GOALS AND OBJECTIVES10
Purpose and Definition.....10
Goals and Objectives Development Process10
Town Hall Meeting Questionnaire Responses11
General Goals11
Goal 1: RESIDENTIAL.....11
Residential Objectives.....12
Residential Policies12
Goal 2: COMMERCIAL.....13
Commercial Objectives13
Commercial Policies.....13
Goal 3: MUNICIPAL ACTIVITY14
Municipal Activity Objectives.....14
Municipal Activity Policies14
Goal 4: ENVIRONMENTAL.....15
Environmental Objectives.....15
Goal 5: TRANSPORTATION.....15
Transportation Objectives15
Transportation Policies.....16
Chapter 3 DEMOGRAPHICS17
Chapter 4 EXISTING LAND USE.....19
General Land Use Characteristics19
Residential Land Use.....20
Low Density Residential20

Moderate Density Residential.....	21
Commercial Land Use.....	21
Public & Semi-Public Land Use.....	21
Parks and Open Space.....	21
Infrastructure.....	22
Undeveloped Land.....	22
Chapter 5 PLANNING PRINCIPLES & DESIGN STANDARDS.....	23
Urban Design Elements.....	23
Neighborhood Concept.....	24
Commercial Development Forms.....	24
Commercial Corridors.....	25
Commercial Nodes.....	25
Screening Walls and Buffers.....	26
Focal Points and Entry Statements.....	26
Commercial Driveways-Distance Between Driveways.....	27
Shared Access and Cross Lot Access Easements.....	30
Distance from Intersection.....	30
Service Drives.....	30
Parking Lot Design.....	30
Curbs.....	30
Wheel stops (Curb stops).....	31
Parking Location.....	31
Entry Features.....	32
Landscaping.....	33
Lighting.....	34
Subdivision Lighting.....	34
Commercial Lighting.....	34
Perimeter Fences and Walls.....	35
Pedestrian and Non-Vehicular Transportation.....	36
Public Art.....	37
Signage.....	38
Building Articulation.....	38
Building Materials.....	40

Chapter 6 THOROUGHFARES.....	41
Thoroughfare Definitions.....	41
Street Functions & Classifications	42
Thoroughfare Plan	43
Pedestrian Pathways & Alternative Modes of Transportation	45
Chapter 7 FUTURE LAND USE	48
Introduction.....	48
Physical Features	48
Large-Lot Residential Neighborhoods	49
Planned Development Areas.....	49
Professional Offices	49
Medium Density Single Family Garden Homes.....	50
Pioneer Parkway/Arkansas Lane Commercial Area	50
Bowen Road Corridor Area	51
Pleasant Ridge Corridor Area	52
Parks, Open Space, & Municipal Complex	52
Future Land Use Plan Map	53
Park Plan Map.....	54
Chapter 8 IMPLEMENTATION STRATEGIES.....	55
Planned Development Site Plan Procedures	55
Urban Design Standards.....	56
Ordinance Revisions.....	56
Official Maps	57
Planning Program	57

Chapter 1 INTRODUCTION

Introduction

Dalworthington Gardens is an oasis in the vast suburban sprawl that is southwest Arlington. It is an enclave of larger lot residential development that has evolved from the utopian New Deal concept of individual self-sufficient homesteads. From this rural agrarian origin, the residents prefer to refer to the city as simply “The GardensDWG”. In recent years, ~~The Gardens DWG~~ has experienced increased demands for development within the city. Smaller, higher density residential lots continue to develop all around the city, in Arlington. Apartments have been built along the western city limit of ~~The GardensDWG~~. Commercial development along Pioneer Parkway has changed, as the commercial focus for this area of the county has shifted to the Parks Mall. ~~The construction of the Bowen Road connection has brought traffic congestion and development pressures to be dealt with.~~

~~DWG's first Comprehensive Plan was adopted in August 1989. Conditions and attitudes changed dramatically in the 16 years following and were reflected in the 2005 update. are dramatically different than they were 18 years ago when the current Comprehensive Plan was drafted in November 1986. There were numerous issues to be addressed at that time and the approval process for the plan spanned almost two and a half years (approved by City Council August 21, 1989). We recognize conditions in the City have changed/continued to change, requiring another update. more progressive approach.~~ Many of the same issues are still present and amplified by the intensifying development pressure. ~~Several of the key policies of the previous plan, such as the connection of the Bowen Road, widening of Bowen Road and Arkansas Lane, and implementation of capital improvements to the water distribution system, were completed.~~ This Comprehensive Plan Update takes the basic concepts from the previous Comprehensive Plan that has ~~ve~~ guided the city ~~for the last 15 years since 2005~~, and validates the underlying values and fine tunes the recommendations for future development. This Comprehensive Plan update is needed at this time to provide direction and to ensure quality and orderly development in the future. The Comprehensive Land Use Plan includes the future land use map exhibit and this accompanying text, which forms the basis of the plan drawing and provides parameters for future urban design.

Purpose of a Comprehensive Plan

The purpose of a Comprehensive Land Use Plan is to give direction for the future development of the city. The Comprehensive Land Use Plan should provide a vision of what the city aspires to be, a roadmap to guide decisions to achieve that vision, and a measuring stick to evaluate progress towards that vision. The Comprehensive Land Use Plan covers the entire jurisdiction of the municipality and has a long time horizon, typically 20 years. However, it is recommended that the Comprehensive Plan be reviewed and updated at least every five years.

Legislative Authority

In addition to the theoretical purpose of developing a Comprehensive Land Use Plan, there are also practical and legal reasons for this effort to be completed. The legal authority for preparing a Comprehensive Land Use Plan is found in state statutes that provide municipal authority for comprehensive planning and for zoning. Chapter 213 of the Texas Local Government Code specifically empowers cities to "adopt a comprehensive plan for the long range development of the municipality." The stated purpose in the state statutes is "for the purpose of promoting sound development of municipalities and promoting health, safety, and welfare." Section 211.004 of the Texas Local Government Code, which authorizes zoning, states, "Zoning regulations must be adopted in accordance with a comprehensive plan..." (Emphasis added). This legislation establishes the City's authority in making zoning decisions in accordance with the Comprehensive Land Use Plan. The state statutes give further guidance by specifying that land use decisions be designed to (1) lessen congestion in the streets;

(2) secure safety from fire, panic and other dangers; (3) promote health and the general welfare; (4) provide adequate light and air; (5) prevent the overcrowding of land; (6) avoid undue concentration of population (7) facilitate the adequate provision of transportation, water sewers, schools, parks and other public requirements.

History of Dalworthington Gardens

The City of Dalworthington Gardens has a truly unique history. The City began in the spring of 1933, when Carl G. Mosig bought a 15-acre homestead in the unincorporated area of Tarrant County on Arkansas Lane.

About the same time, Elliott Roosevelt, son of President Franklin D. and Eleanor Roosevelt, married a woman who lived near the Mosig homestead. While visiting the area with her son in the early 1930's, Eleanor Roosevelt recognized the value of this area for inclusion in the National Industrial Recovery Act.

This Act was enacted by Congress on June 16, 1933 as part of President Roosevelt's "New Deal", a program developed to improve conditions during the Great Depression of the 1930's. The purpose of the Act was to "provide for aiding in the redistribution of the overbalance of population in industrial centers" by funding the purchase of subsistence homesteads in rural areas." These homesteads were to be developed by the federal government into "model colonies" consisting of affordable homes and infrastructure such as roads, utilities and livestock fencing. The homes were to be sold to applicants who earned no more than \$200 a month, and who proved to be "earnest people of good reputation" and who "desire to better their condition by making a part of their living during unemployed hours."

The Dalworthington Gardens area was chosen for inclusion in the program and on December 2, 1933, the "project" was formally approved by the federal government. The project name was developed from the names of the cities that were nearest to it, which included Dallas, Fort Worth and Arlington. Thus, Dal-worth-ington Gardens was named.

Because the program was slow in getting started, the first settlers to the "~~The Gardens~~DWG" were faced with numerous hardships including no paved roads, no utilities, no clean water and no fences. Fuel for cooking and heating was either wood or coal until butane gas was provided sometime later. Animals roamed the City due to the lack of fencing, which created some controversy when the animals ruined others' gardens. Of the first 52 families who settled in the City, just 26 remained only a few months later.

Due to these and other administrative problems with Dalworthington Gardens and other homestead projects, in 1936 President Roosevelt approved a restructuring plan that authorized homestead projects to be transferred to local homestead associations, while remaining under federal jurisdiction. As a result, on June 1, 1936, the Dalworthington

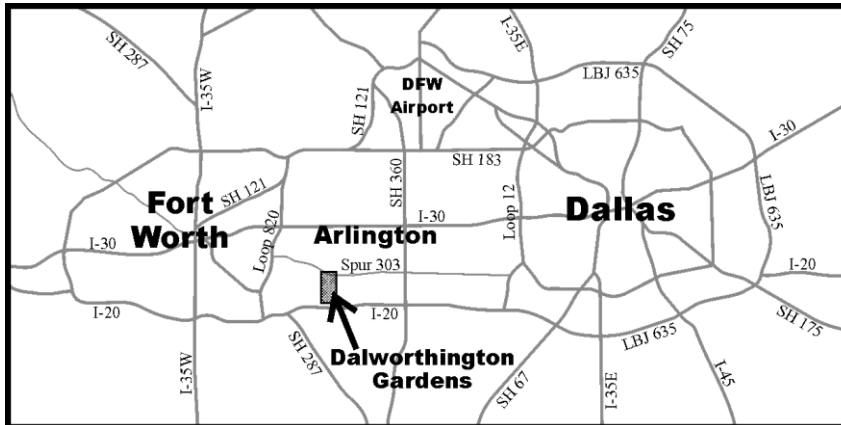
Homestead Association purchased the Dalworthington Gardens project for a total of \$143,000 to be paid over a 40-year period.

Each homestead within the homestead area was represented in the Association by one voting member and a six-member board was selected from local residents to examine applications for admission into the Association and to address project problems. Local resident Guy Estill was appointed project manager in 1936 and served as general manager and liaison with the federal government.

Under this new system and Mr. Estill's management, Dalworthington Gardens began to thrive. By early 1937, only nine of the original 79 homesteads were vacant and a community house, located on the site of the present City Hall, was the center of community activity.

Dalworthington Gardens continued to function as a homestead project under the jurisdiction of the federal government until 1949 when local residents voted to petition for incorporation.

Today, although the old community house has been replaced with the current City Hall and many of the remaining original housing has been altered, the general concept of the original homestead project remains in tact, coexisting with new areas of the City including commercial and neighborhood development.



Context of Dalworthington Gardens

Dalworthington Gardens is centrally located in the Dallas-Fort Worth Metroplex, one of the largest urban fourth largest metropolitan areas in the United States. As of July 1, 2017, all three of the surrounding cities were are ranked in the top 50 largest cities in the country. Dallas is ranked as the 98th largest city at 1,208,318, Fort Worth is ranked #20-15 with 585,122, 874,168 and Arlington is ranked #49-48 with 335,007-396,394 in population. While many cities grew dramatically between 1990 and 2000, Arlington's 27.2% growth during the decade pushed it from #62 to #54. Then during the next three years Arlington jumped five more spots to #49. Tarrant County is ranked the fifth largest gaining county in the nation. Since the City of Dalworthington Gardens is surrounded by As a part of Tarrant County, the City of Dalworthington Gardens the City of Arlington on three sides, this phenomenal growth rate is impacting The Gardens DWG and bringing additional pressure to increase the intensity of development in-around the edges of the city. D/FW Airport, one of the nation's busiest airports, is less than 20 miles away with a travel time of only 30 minutes. The City of Pantego is located to the north and has a significant amount of Spur 303 frontage.

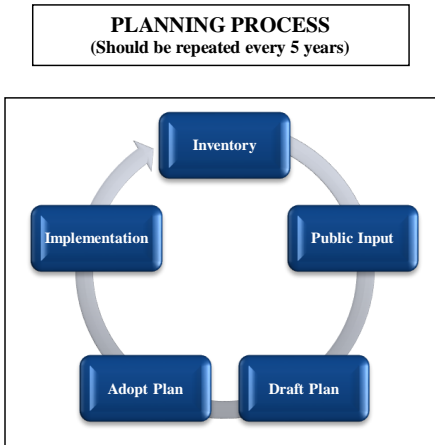


The land area of Dalworthington Gardens is approximately 1.8 square miles and the city limits generally follows Pleasant Ridge Road on the south, Bowen Road on the east, and Pioneer Parkway/Spur 303 on the north. The western city limit line follows Kelly-Perkins Road, the centerline of Rush Creek, and then jogs to the east of Veterans Park. A.H. "Pappy" Elkins Lake is located in Gardens Park and Lake Arlington is

approximately three miles to the west. **The Gardens DWG** is a low density residential area in the midst of higher residential density areas in Arlington. **The Gardens DWG** has a rolling terrain with heavily wooded areas, particularly along the Rush Creek floodplain and the smaller drainage ways that flow into Rush Creek. Although most of the property in the city is platted with homes on the lots, many properties are larger residential tracts with a potential for redevelopment of individual lots. Dalworthington Gardens has experienced development pressures and rapid growth in the past and this trend is intensifying. In spite of these development pressures, the City is committed to maintaining its low to moderate densities which contributes to its small-City character.

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 usually 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 Dalworthington Gardens comprehensive planning process started with a data gathering and forecasting phase.

Public input is critical to the development and ultimate success of a Comprehensive Land Use Plan. In order 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. Two Town Hall meetings were held to gather this public input. The first Town Hall meeting was on Tuesday, ~~August 10, 2004~~ March 26, 2019, at Key Elementary School. The second Town Hall meeting was ~~held in conjunction with the Gardens DWG Gathering on Saturday, October 2, 2004~~ TBD in 2019/2020. The Goals and Objectives from the previous plan were re-endorsed by a consensus of the citizens attending the Town Hall meetings. To supplement the Town Hall public forums, meetings with the city staff, City Council and the Planning & Zoning Commission were also held.

The third phase of the planning process is the formulation of the plan. The current conditions of the city, the reaffirmed Goals and Objectives, the citizens' input from the Town Hall meetings, and professional planning principles were considered and weighed, in order to determine the most desirable outcome for the City at the point of total development. Major emphasis was placed on ~~the review of the Master Thoroughfare Plan (MTP) and how the thoroughfare plans of Arlington relate to the roadway network in Dalworthington Gardens. With the updated Thoroughfare Plan as the framework, various alternative land use configurations were considered.~~ economic development and revitalization of the 303 Corridor. Once the analysis was complete, decisions were made as to what alternative(s) was the most beneficial to the community and that could best achieve the goals and objectives set forth in phase two of the planning process.

Following the adoption of the Plan by the City, the implementation phase is a very important part of the planning process. By establishing an implementation plan, city leaders provide a mechanism by which the Goals and Objectives in the Comprehensive Plan can be realized. A number of methods may be used to implement the Comprehensive Plan, and the City may choose one or a combination of these methods. Implementation measures are discussed further in the Implementation chapter of this document.

In many cases, municipalities consider the planning process complete when it reaches the point of implementation. However, it is important to note that the planning process is a cycle. Depending upon growth rates occurring in a city, all elements of the comprehensive planning process should be reviewed periodically. As the planning process continues, the land use plan will change and evolve. Land use, demographics, the economy, and development patterns greatly affect the growth rate and pattern of a city. By reviewing the Plan on a regular basis, decision makers may be assured that it continuously represents the changing needs of the citizenry. The twenty-year planning period should never be realized, but should continually be extended five more years at the occasion of each revision.

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Chapter 2 GOALS AND OBJECTIVES

Purpose and Definition

The foundation elements of a Comprehensive Land Use Plan are the Goals and Objectives adopted by the city. The City of Dalworthington Gardens Goals and Objectives are tangible directives desired by the citizens to guide the development of the city during the 21st century. These directives were used to establish the relationships among land uses on the Future Land Use Plan Map, and should guide officials as they make decisions regarding growth and development of the City.

In order to provide an understanding of what is required in the development of Goals and Objectives, the following definitions are provided:

Goals are general statements of the community's desired ultimate physical, social, economic, or environmental status. Goals set the standard with respect to the community's desired quality of life.

Objectives are the approaches used to achieve the quality of life expressed by the community's goals. They identify the critical issues and provide direction in steering the city toward eventual achievement of its goals.

Policies are the means by which objectives are carried out in order to achieve the goals of the City. Policies outline specific procedures to achieve a desired objective. Policies should be as specific and as measurable as possible so that they can be put into action with consistency and their effectiveness can be evaluated.

Goals and Objectives Development Process

In 1987, the City of Dalworthington Gardens developed goals, objectives and policies based upon input compiled by a professional planning consultant, staff and input from citizens through opinion surveys and public hearings. These goals have remained the primary guide for City since that time. During this current Comprehensive Planning process, the City revisited these goals and found most them to be as relevant today as they were in ~~1987~~[the previous review of the Comprehensive Plan](#). As a result, after discussion and ~~a public hearing input~~, the following goals are ratified for this current comprehensive planning process. ~~Various policies, the means by which these goals are carried out, have been revised due largely to examination of the impact of the construction of Bowen Road and Arkansas Lane as four-lane arterials and the resulting land use plans specified in this Comprehensive Plan.~~

Town Hall Meetings [and](#) Questionnaire Responses

~~At the Town Hall meeting on August 10, 2004, a~~ questionnaire was distributed ~~in the 2018 June and July newsletters~~ to allow the citizen's ~~in-attendance to express~~ their thoughts regarding their vision for Dalworthington Gardens in writing. Questionnaires were also available at city hall for those that were not able to attend the meeting. The questionnaire posed three questions.

The first question was: "What is the most significant feature in Dalworthington Gardens that should be preserved or protected?" The majority of the responses to this question were related to preserving the rural, small town atmosphere and the large lot residential neighborhoods.

The second question was: "Where should new development occur in Dalworthington Gardens and what type of development should it be?" The majority of the responses focused on commercial development along Arkansas Lane and Pioneer Parkway/Spur 303. Others mentioned Planned Development along Bowen Road and Pleasant Ridge, and others questioned the need for new development.

The third question was: "If additional development were to occur along Bowen Road, what type of development should it be?" There were a wide variety of responses to this question. They ranged from Planned Development, to garden homes, to garden offices, to commercial development. This diversity of opinions was verbalized during the Town Hall meeting as several speakers spoke passionately for or against a particular type of development along Bowen Road.

The fourth question was: "Any additional input you want to share?"

[add information about the Town Hall meetings held – March 26, 2019 and _____, 2019

General Goals

1. PRESERVE the quality of life enjoyed by its residents while ensuring the City's fiscally sound future.
2. PROTECT the natural environmental features and rural character of the City.
3. PROVIDE the quality services of a City in our circumstances, located in the midst of a metropolitan area to the citizens in our City.
4. PERMIT reasonable and appropriate development consistent with these goals, encouraging development that makes a positive contribution to its neighbors and the community.
5. PROMOTE cooperation with other political subdivisions in the area.

Goal 1: RESIDENTIAL

To ensure a desirable residential environment with quality housing to meet the housing and social needs of the City's present and future population.

Residential Objectives

Objective 1: Encourage large lot single family residential subdivisions in appropriate locations for residential development. Maintain rural character of single family subdivisions.

Objective 2: Maintain existing area of medium density multi-family residential development. Provide adequate zoning for an aging community with smaller lot sizes.

Objective 3: Ensure the high quality of housing conditions through development standards and policies.

Objective 4: Promote good design and compatible land use relationships in all developments.

Objective 5: Maintain existing area of medium density multi-family residential development.

Residential Policies

Policy 1: Establish required buffer zones for transition in zoning where appropriate.

Policy 2: Establish occupancy permit procedures for rental/leased residential properties to maintain compliance with building and fire codes.

Policy 3: Enforce existing codes for the health, safety, and welfare of all residents (floodplain permits, non-conforming uses, minimum standards of building code, etc.).

~~Policy 4: Where appropriate, work with homeowner associations (HOA) to provide upkeep of private accesses and utilities and to encourage enforcement of deed restrictions in respective subdivisions.~~

Policy 5: Establish submission of concept plans for rezoning requests.

Policy 6: Establish Planned Development-Residential zoning to encourage site planning in environmentally sensitive areas and promote compatible transition in land uses.

Policy 7: Limit time to physically start and complete street, drainage and utility improvements for approved plans.

Policy 8: Establish standards to limit access to major or secondary thoroughfares, discourage through-traffic in neighborhoods through use of loop and cul-de-sac type streets, and increase lot sizes adjacent to major roads. (Individual residences should not directly access thoroughfares or major arterials.)

Policy 9: Establish architectural and other standards for higher density residential developments in approved zones or planned developments that promote desirable development consistent with the character of the City.

Goal 2: COMMERCIAL

To provide a stronger economic base by providing for the growth and compatibility of commercial development in a manner consistent with the character of the garden community.

Commercial Objectives

Objective 1: Ensure that quality office/office park, services and retail developments are located in appropriate areas.

Objective 2: Encourage the improvement and redevelopment of existing commercial area.

Objective 3: Promote good design and compatible land use relationships in all developments.

Commercial Policies

Policy 1: Establish buffer zones required for land use transitions.

Policy 2: Establish commercial planned development zoning to encourage careful site planning and compatibility of uses.

Policy 3: Establish traffic impact standards to control access and to reduce traffic congestion.

Policy 4: Establish urban design standards and a review process to promote landscaping, preservation of wooded areas and other natural features, and to minimize environmental impact.

Example: Development should observe the following environmental criteria:

- a. No noxious odors should be generated.
- b. Environmental pollution should be minimal.
- c. Use should not generate more vehicular traffic than existing road system can handle.
- d. Use should not require more water than current lines can handle.
- e. Use should not create noise problems for adjacent property owners.

Policy 5: Establish redevelopment zoning district where existing development has deteriorated substantially and does not meet current standards of development for proposed new land uses.

Policy 6: Establish building design standards and strengthened landscaping, sign, lighting, and parking standards for all new structures other than large lot single family residential dwellings in order to promote land use of a character consistent with ~~the Gardens-DWG~~ community.

Policy 7: Establish a planned development designation for carefully circumscribed areas adjacent to portions of Bowen Road and Pleasant Ridge Road. More intensive land use should be permitted in these areas only as planned developments that promote unified groupings instead of strip development and otherwise meet or exceed other applicable standards.

Goal 3: MUNICIPAL ACTIVITY

To provide adequate community facilities and municipal services to meet the needs of the City's current and future population.

Municipal Activity Objectives

Objective 1: Ensure that every residence and business has access to an adequate, fresh and safe supply of water for domestic use and firefighting purposes.

Objective 2: Expand municipal activities as necessary to meet the needs of the future growth of population.

Objective 3: Ensure that developers bear the costs of extending services to new development as well as the costs of providing streets and utilities within their development and pay any additional costs identified as created by their development.

Objective 4: Ensure development and maintenance of public park land compatible with outdoor activities of residents, physical features, open space needs, and environmental impact to minimize noise and air pollution.

Objective 5: Promote the identity of the unique character of the City of Dalworthington Gardens.

Municipal Activity Policies

Policy 1: Establish program for capital improvements to water distribution system and maintenance of State approved public water supply.

Policy 2: Encourage citizen awareness in prevention of crime and fire emergencies.

Policy 3: Provide road maintenance and improvements through intergovernmental cooperation agreements and capital improvements program.

~~Policy 4: Initiate a study to develop impact fees for utilities, streets and parks.~~

Policy 5: Coordinate zoning, site plan, and subdivision review and approval processes with provision of essential public services. No project shall be approved without adequate thoroughfare access, water and sewer service, and storm drainage in place or scheduled to be in place by the time the project is constructed.

Policy 6: Work with neighboring city, county and regional officials to minimize conflicts on land uses and essential public facilities (roads, water & sewer, storm drainage) through cooperative efforts and timely notification.

Policy 7: Promote the identity of the City with distinctive Gardens street sign toppers and attractive signage at major entry points to the City.

Policy 8: Implement the City of Dalworthington Gardens 10 Year Parks Plan.

Goal 4: ENVIRONMENTAL

To provide suitable controls for the preservation of lake areas, creeks, and flood-prone areas to prevent development that exposes persons or property to the hazards of flooding or increases the possibility of downstream flooding.

Environmental Objectives

Objective 1: Maintain policies and procedures controlling development in flood-prone areas - - prohibiting development in the floodway and carefully monitoring development in the floodplain.

Objective 2: Encourage utilization of flood-prone areas and small reservoirs as open-space areas maintained as private common areas/parks or public reserves.

Objective 3: Establish tree preservation program to discourage unnecessary clearing of land and require wooded areas to be identified during zoning and platting procedures.

Objective 4: Establish landscaping and maximum lot coverage standards to reduce storm water runoff problems of impervious cover created by parking lots, roads and buildings.

Objective 5: Encourage open common space without impervious cover in planned developments.

Objective 6: Encourage water-wise landscape practices.

Goal 5: TRANSPORTATION

To develop a balanced, safe and efficient transportation system.

Transportation Objectives

Objective 1: Discourage commercial traffic from entering residential neighborhoods.

Objective 2: Improve road conditions on heavy traffic corridors.

Objective 3: Provide access for proposed new development.

Objective 4: Cooperate with adjacent cities to improve shared thoroughfares.

Transportation Policies

Policy 1: Formulate design and traffic impact standards (including corridor access and commercial driveway separation requirements) consistent with the "Planning Principles and Design Standards" outlined in the Comprehensive Plan.

Policy 2: Formulate off-street parking standards for commercial developments that enhance the

attractiveness of the development and promote effective traffic management.

Policy 3: Evaluate the need for further improvements in traffic control and management at major intersections.

Policy 4: Develop a plan for installation of sidewalks on designated pedestrian corridors.

Chapter 3 DEMOGRAPHICS

The City of Dalworthington Gardens has had steady increases in the resident population over the last fifty years with the largest absolute growth occurring during the 1980s and the largest percentage growth occurring during the 1960s. During this same period of time the population of Tarrant County has also seen phenomenal growth, but the growth in Dalworthington Gardens has outpaced the population growth of the county. The 2004 population estimate for the city was 2,300 and the population estimate for the county was 1,589,200.

Populations for the City of Dalworthington Gardens & Tarrant County

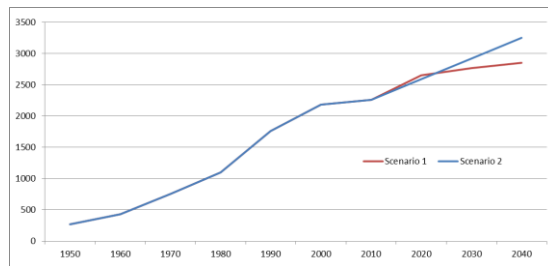
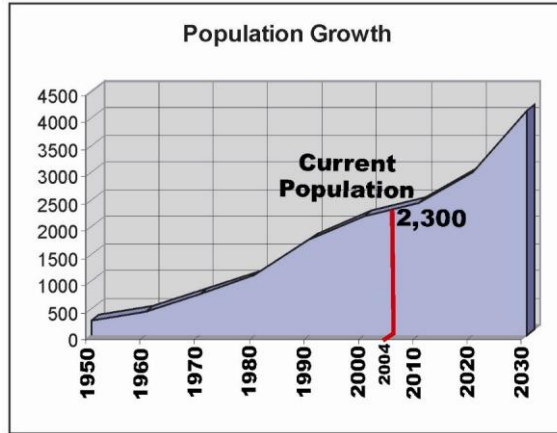
Year	DWG Population	Absolute Change Per Decade	% Growth Per Decade	Tarrant Co. Population	DWG % of Tarrant Co.
1950	267	NA	NA	361,253	0.007%
1960	430	163	61.05%	538,495	0.008%
1970	757	327	76.05%	716,317	0.101%
1980	1,100	343	45.31%	860,880	0.128%
1990	1,758	658	59.82%	1,170,103	0.150%
2000	2,186	428	24.35%	1,446,219	0.151%
2004	2,300	NA	NA	1,589,200	0.145%
2010 est.	2,430	244	11.16%	1,746,082	0.139%
2020 est.	2,996	566	23.29%	2,047,553	0.146%
2030 est.	4,140	1,144	38.18%	2,291,723	0.181%

Source: U.S. Census Bureau, NCTCOG

Population for the City of Dalworthington Gardens and Tarrant County

Year	DWG Population	Absolute Change Per Decade	Geometric Increase Rate of Growth	Percentage Growth Per Decade	Tarrant Co. Population	DWG % of Tarrant Co.
1950	267	NA		NA	361253	0.07391
1960	430	163	0.61	61.05	538495	0.07985
1970	757	327	0.76	76.05	716317	0.10568
1980	1100	343	0.45	45.31	860880	0.12778
1990	1758	658	0.60	59.82	1170103	0.15024
2000	2186	428	0.24	24.35	1446219	0.15115
2010	2259	73	0.03	3.34	1809034	0.12487
Average Decadal Increment		332	Geometric Mean	0.3174		
	Arithmetic Projections	Geometric Projections	Excel Forecast Tool	TWDB Population Projections	County Projections	
2020	2591	2976	2749	2650	2,064,437	
2030	2923	3921	3124	2771	2,339,940	
2040	3255	5165	3499	2850	2,659,109	

When the population growth is shown graphically it reinforces the steady growth of the city. The North Central Texas Council of Governments (NCTCOG) is the regional planning organization that tracks development trends and makes population, land use, and traffic projections for the future. Their numbers are calculated from a complex matrix of development factors for the entire region and sub-areas of the region. The total projected demographics for the region are factored into a gravity computer model to distribute the growth to individual cities. The increasing population projections for 2020 and 2030 seem to be high and not take into account the limited amount of vacant land in Dalworthington Gardens for new development.



Chapter 4 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 provide documentation of 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 and to initiate policies that will encourage development in accordance with goals and objectives developed by the citizens.

The North Texas Council of Government's (NTCOG) Existing Land Use data was used as a basis to establish existing land uses in Dalworthington Gardens. This data was modified slightly by MPRG, using aerial photographs and driving the city streets, to develop a more accurate representation of existing land use. The NTCOG data are estimates of existing land use and, as such, the existing land use figures in this chapter are estimates, only, and should not be assumed to be exact.

The total City area is 1,480 acres. The physical location of the different land uses within the City, along with approximately acreage of each use, may be found on the City of Dalworthington Gardens Existing Land Use Map.

City of Dalworthington Gardens Existing Land Uses			
Land Use	Acres	% Developed	% of Total
Single Family Residential	634	70%	43%
Patio Homes	20	2%	1%
Commercial	66	7%	5%
Public/Semi-Public	19	2%	1%
Parks/Open Space	63	7%	4%
Major Roadways	103	11%	7%
Total Developed	905	100%	61%
Under Construction	22		1%
Vacant Land	543		37%
Private Lakes	10		1%
Total Undeveloped	575		39%
Total City Acreage	1,480		100

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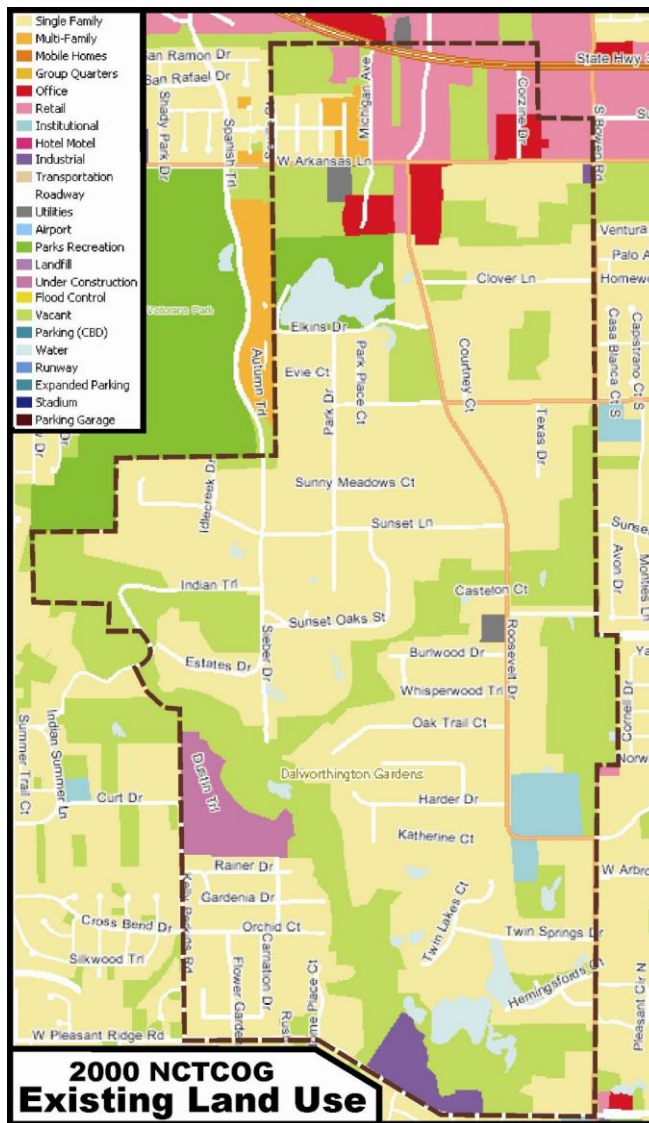
Residential Land Use

Residential land use accounts for most of the development in the city. Approximately 654 acres, or 44 percent of the city area, is currently developed as residential use. This type of land use consists of low density residential units (single family homes) and moderate density units (patio homes). The text below provides information regarding residential development in Dalworthington Gardens.

Low Density Residential

Low density residential use refers to single family, detached dwelling units, developed at a density of one to two units per acre. There are approximately 634 acres of low density residential land use in the city limits, which represents 70 percent of the total developed land and 43 percent of the total City. The Existing Land Use Map provides information regarding the pattern of existing residential development within the City of Dalworthington Gardens.

The neighborhoods located generally in the southern most half of the City are newer and generally consist of .5 acre lots or greater. The neighborhoods in the northern half of the City are generally older homes on larger lots of one acre or greater.



Moderate Density Residential

Moderate density residential development refers to residential development containing from six to twelve dwelling units per acre. The only moderate density housing in Dalworthington Gardens is the patio home development on the north side of Arkansas Lane, east of Spanish Trail. Moderate density residential use accounts for approximately 20 acres of land area within the city. This is 2 percent of the developed land in Dalworthington Gardens and 1.3 percent of the total land area. Most cities also have higher density residential development in the form of apartments, either garden apartments or high rise apartments, with densities of 18 dwelling units per acre or greater. Although there are apartments along the western city limits, there are currently no existing apartments in Dalworthington Gardens.

Commented [M6]: Is this the best description "patio home dev."?

Commercial Land Use

The commercial land use category includes both service and retail uses. Approximately 66 acres of commercial land use is located in Dalworthington Gardens, which accounts for approximately 7 percent of the developed area of the city and 5 percent of the total city area. All of the existing conforming commercial development is located along Pioneer Parkway/Spur 303 and Arkansas Lane in the northern portion of the city.

Public & Semi-Public Land Use

Public and semi-public land uses includes municipal, county, state, and federal government uses, cemeteries, and schools. Since there are no county, state, or federal offices and no cemeteries within the city limits, the only public land uses are the City of Dalworthington Gardens municipal facilities, ~~and~~ Key Elementary School (Arlington Independent School District (AISD)), [Arlington Classics Academy](#), and the [AISD Agriculture Science Center](#). The former driving range, south of the TXU transmission line and Pioneer Parkway, that is owned by the Arlington ISD is shown as undeveloped since there are no school improvements on the property at the present time. Land uses typically considered semi-public include churches and electric, gas, telephone, and television utility uses. There are several existing churches in this category. Approximately 19 acres in the City of Dalworthington Gardens are utilized for public and semi-public land uses. These uses account for 2 percent of the total area within the City, and approximately 1 percent of the developed area in the City.

Parks and Open Space

Gardens Park, with an area of approximately 63 acres, is the only public park in Dalworthington Gardens. This park consists of active and passive park areas, open space and the 12 acre Pappy Elkins Lake. This represents approximately 7% of the developed property in the city and approximately 4% of the total acreage in Dalworthington Gardens. The park has convenient access from Roosevelt Drive, California Lane and Elkins Drive and the location adjacent to the municipal complex compliments both uses. Since this is the only parkland within the city, it functions as both a neighborhood park and a community park. Nearby Veterans Park in the City of Arlington and Lake Arlington provide regional park uses to residents in the city. The City of Dalworthington Gardens Ten-Year Park Plan provides details regarding existing uses as well as future plans for the park's development.

Commented [M7]: Verify accuracy. Do we want to add gas well site in here?

Infrastructure

Approximately 103 acres, or 7 percent of the total land area of the city, is occupied by public street right-of-ways within the City of Dalworthington Gardens. Although this is a significant percentage of the land within the city, it is not as high as in most cities. Since Dalworthington Gardens has larger lots and few major streets the ratio of streets to developed land is relatively low. The public street right-of-ways and the paving, drainage, and municipal utility improvements within those right-of-ways provide access and utilities to all development within the city. These public infrastructure improvements also represent the facilities that the city must maintain.

Undeveloped Land

According to the NCTCOG existing land use assessment, there are approximately 575 acres of undeveloped land in the City of Dalworthington Gardens. This assessment is based upon the analysis of the current aerial photographs available. This analysis does not attempt to cross reference the property ownership records and the platted lot lines with the aerial photographs, so if only a portion of a tract of land has been improved (developed), then the remainder is classified as undeveloped. Due to this methodology, fingers of “undeveloped” land extend through the city. This includes the areas along Rush Creek, the tributary drainage way to Rush Creek, the “back” of Roosevelt fronting lots along Bowen Road, and the “backs” of tracts along Arkansas Lane. This undeveloped land accounts for 39 percent of the total land area within the City. Much of the undeveloped land is located generally in the perimeter areas of the city, but there are also some undeveloped areas, including flood plain, throughout the interior of the city.

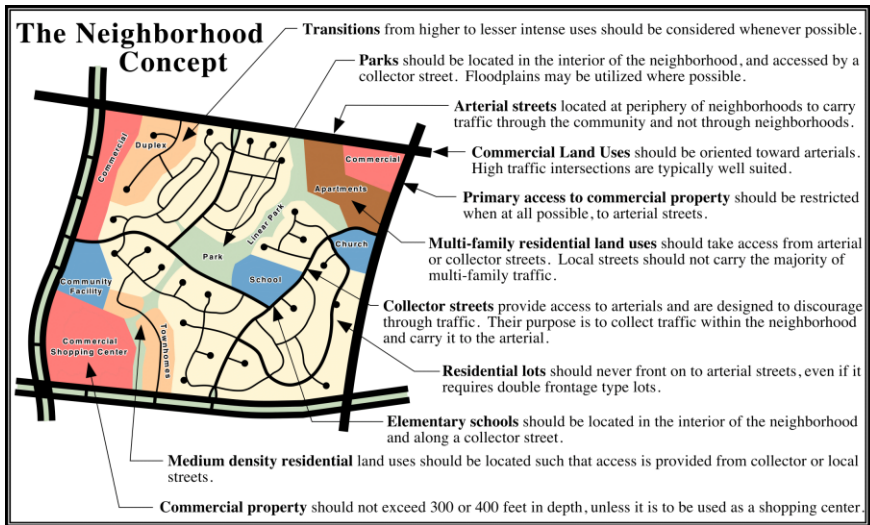
Chapter 5 PLANNING PRINCIPLES & DESIGN STANDARDS

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; they enable planners to effectively create the desired form of the City. The urban design elements that have been applied in the City of Dalworthington Gardens Comprehensive Plan are described in the following sections of this plan. The urban design elements are applicable to future development, and should also be applied to existing development whenever possible.

Neighborhood Concept

The neighborhood concept is one of the oldest and most widely used and accepted practices in urban land use planning. This concept helps to create quality spaces in which people may live. The Neighborhood Concept considers the most appropriate location of different land uses within the neighborhood and on its boundaries. Low density housing would 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 would also provide for the location of schools and community facilities such as parks and fire stations within this central area. Moderate or high-density housing would be located toward the periphery of the neighborhood and on collector streets. These residential land uses may be used as a buffer area between commercial and lower density residential land uses. Commercial land uses would be located on the outer limits of the neighborhood at intersections of arterial streets. These would be oriented toward the arterials, so as not to encourage commercial traffic in the residential neighborhood, and would incorporate buffer yards and/or screening fences when located adjacent to residential uses. Commercial land use within a neighborhood would 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. Typically, lots adjacent to arterial streets and corners would be deep and wide, with adequate rear and side yard setbacks to facilitate sight distances at street intersections. Low-density residential lots would not have direct access to adjacent arterials. The above characteristics and criteria function collectively to protect the integrity of the neighborhood from external pressures and to enhance its identity.

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.

In the City of Dalworthington Gardens, the application of the Neighborhood Concept must be modified due to existing development patterns in the City. In effect, when one considers the parameters of a neighborhood according to the Neighborhood Concept theory, the City as a whole constitutes one large neighborhood. That is, the City is surrounded by arterial streets, residential land uses are located in the interior of the City and commercial land uses are located along the perimeter streets. The guidelines set forth by the Neighborhood Concept should be considered for future development, particularly in terms of lot and road configuration and relationships, but the concept should be applied on a city-wide basis.

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 type of development becomes an asset to the community, rather than an eyesore.

The commercial node and corridor models, as described below, are intended to prevent the development of "strip commercial" areas, a commercial development form that is undesirable in regard to quality development. The familiar characteristics of strip commercial include the following:

- Shallow lots
- Numerous small parcels
- Numerous curb cuts for entrances
- Numerous small buildings with no architectural unity
- Minimal (or no) landscaping
- Limited parking usually restricted to the front setback area or along the street
- The lack of landscaping or other buffers

To avoid this type of undesirable development in the future, commercial developments in Dalworthington Gardens should be required to incorporate the elements of the following commercial models into their design plans as well as for the redevelopment of older areas.

Commercial Corridors

The commercial corridor development form emphasizes the location of commercial uses along an arterial. 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 Nodes

The commercial node development form consists of commercial land uses that generally develop around intersections of major thoroughfares and around intersections of collector streets and 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 with a 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 use. 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.

Screening Walls and Buffers

When conflicting land uses must be located next to one another, a means must be provided to soften the impact of the more intense uses. This can be accomplished by providing screening walls or by providing a buffer area between the incompatible uses.

Screening Walls: Walls used to screen 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. It is recommended that screening walls consist of solid masonry materials, combined with landscaping.

Screening walls that are adjacent to public roadways should always be combined with a variety of landscaping materials.

Landscape Buffers: Incompatible land uses may also be effectively screened with the use of landscaping material. There may be occasions when a six-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. In such cases, 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 exists, berms may also be used.

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 characteristics unique to Dalworthington Gardens are evident. An example of such an area would be where the amount of traffic and visibility is high. Focal points should be used to establish a City theme by using such elements as uniform signage and the City logo.

Entry statements are special treatments applied where significant amounts of traffic enter the City. They are intended to communicate that one has entered the City.

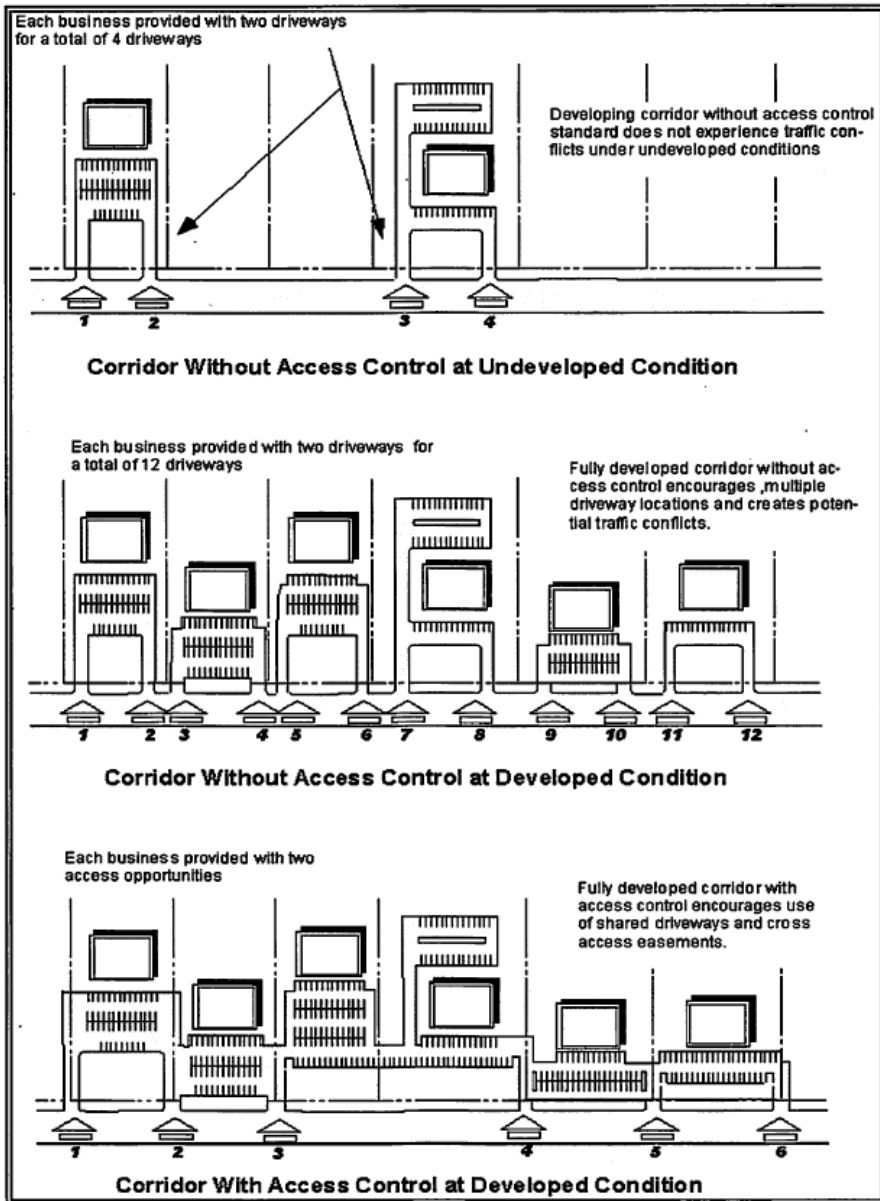
Commercial Driveways-Distance Between Driveways

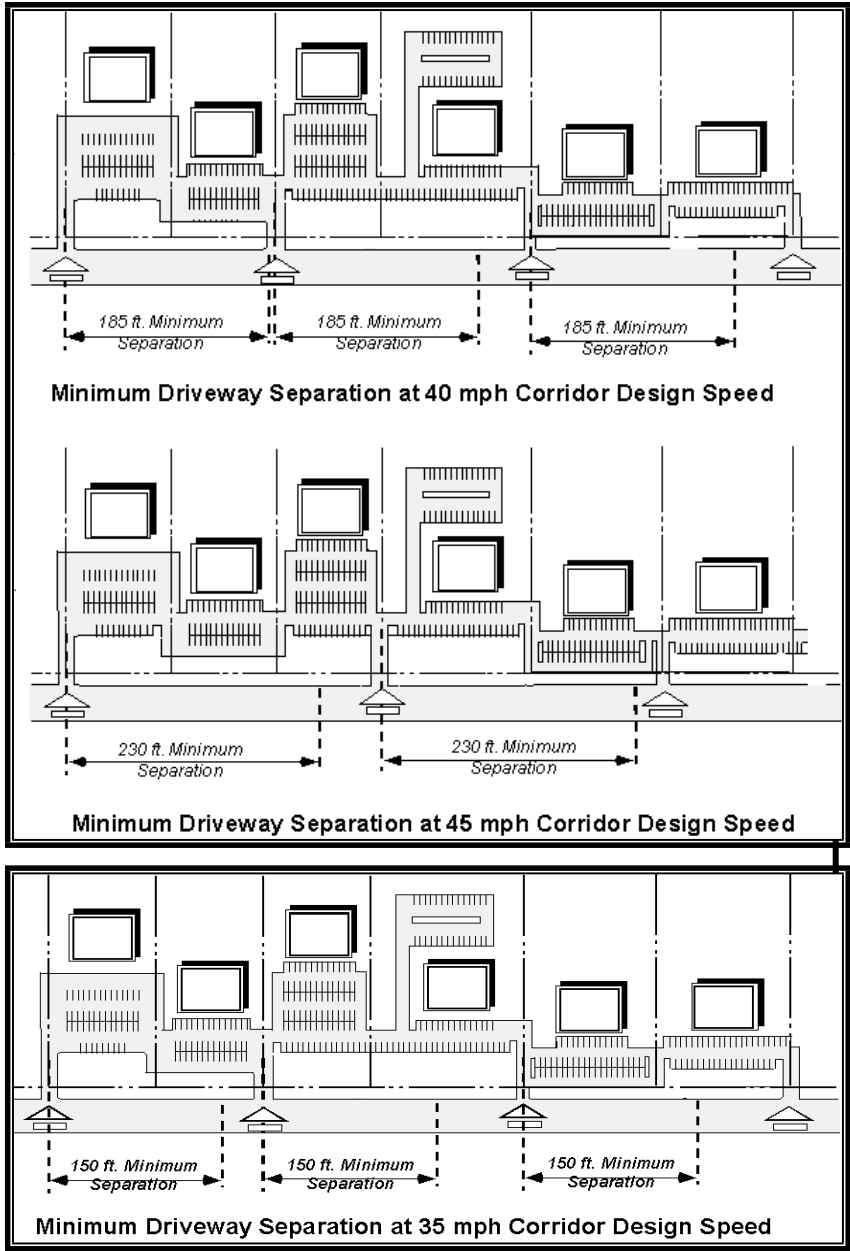
The number and location of commercial driveways shall be controlled such that the distance between driveways is increased, relative to design speed of the roadway so that the number of opportunities for traffic conflicts may be reduced. Adequate distances between driveways will help to ensure the safety of motorists and pedestrians by reducing areas of potential conflict between vehicles attempting to enter or exit corridor properties.

Conventional thinking of commercial development, in times past, sought to provide numerous opportunities (at least 2 driveway cuts) for circulation on and off of each individual commercial site. Whereas this certainly provided access, there is no documentation that indicates a direct relationship with business profits and the number of driveways that are provided on a site. What has been documented is that the increased opportunity for traffic conflicts presented by increasing the number of intersections along a roadway significantly increased the vehicle collisions on the arterial. Increased distances between driveways do not necessarily inhibit access to commercial businesses. However, increased design speeds require increased separation distances, which certainly will be a challenge to commercial development.

Minimum Driveway Separation	
Design Speed Limit (mph)	Minimum Spacing (Feet)
25	105
30	125
35	150
40	185
45	230
50	275

Increasing the separation between driveways will, without a doubt, cause some properties to have a difficult time providing a driveway curb cut on their property. This is not unusual. Shared access between commercial properties and cross-access easements that provided access across property has been utilized to provide adequate access for commercial properties.



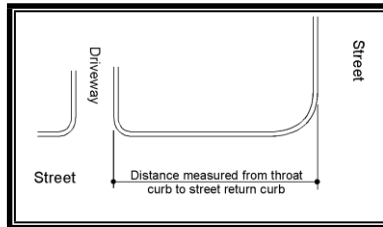


Shared Access and Cross Lot Access Easements

Shared driveways and cross-lot access easements are design methods that can provide adequate access while reducing the number of access driveways. These design methods are required for commercial development unless otherwise approved by the City. Shared driveways and easements will require the dedication of a joint-use, private access easement on each affected property. Shared easements must encompass the entire width of the planned driveway plus an additional width of one foot on both sides of the drive.

Distance from Intersection

The minimum and maximum distances to intersections from access driveways along an arterial roadway will be between 100 feet and 250 feet. The City Engineer, in consultation with the City Transportation Planner, will evaluate each driveway to determine a specific combination of dimensions within this range based upon the anticipated traffic flow and safety characteristics of the driveway and public street. The distance will be measured from the nearest edge of the driveway return to the intersecting street curb return.



Service Drives

In conjunction with cross access easements and shared driveways, short service drives parallel to the thoroughfare will be implemented whenever possible. This is particularly important along corridors with narrow lots where individual driveways could result in numerous closely spaced driveways. In largely undeveloped areas, an individual temporary driveway would serve each site until adjacent lots were developed. At that time, a service road would be constructed to serve multiple lots, and the temporary drives would be closed and consolidated into one or two access points. At the time of development, easements would be reserved for use when the future permanent drive is developed.

Parking Lot Design

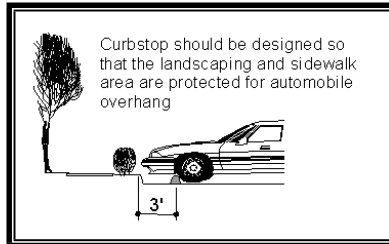
Parking lots shall be designed with attention being given to parking lot edges and interior spaces. Parking lots, with their large expanses of asphalt and concrete and clutter of parked cars can be unsightly. Parking lots and drive lanes will comprise a significant amount of corridor area. Design of these improvements must provide an aesthetic appearance and still insure safe and efficient traffic circulation.

Curbs

Curbs must be provided on all driving and parking surfaces. Parking lots and driving areas generally have poor edge treatment. Often, the paving simply stops at grassed areas without the use of curbing. Therefore, a raised curb will be required for all parking and driving surfaces.

Wheel stops (Curb stops)

When vehicles extend over the curb, landscaping can be destroyed. Wheel stops will be required for all head-in parking spaces adjacent to landscaped areas. Wheel stops will be designed so that the overhang of vehicles is contained totally within the parking space.



Parking Location

Locating a parking lot behind buildings is strongly encouraged. If parking lots cannot be located behind buildings, they may be located to the side of buildings. However, this will require that they be buffered from roadway corridors with berms, decorative walls, hedges, shade trees and other landscaping. With appropriate buffering, the view of parking lots as seen from the road may be softened. Large parking lots should be “compartmentalized”. They should be divided into smaller, separate lots, which are dispersed throughout the site to reduce the impact of a “sea of asphalt” and provide more opportunities for landscaping.

Striping: All parking lots will be striped in a manner that will clearly delineate parking spaces, fire lanes, and pedestrian crosswalks. In large lots with two-way drive lanes, directional arrows will be provided. Directional arrows will be provided for all one-way drive lanes and driveways.



Over design of parking lots often provide more spaces than what is needed, resulting in a “sea of parking spaces



Utilize maximum number of parking spaces and require that landscaping be used as a buffer between the parking lot and the arterial.



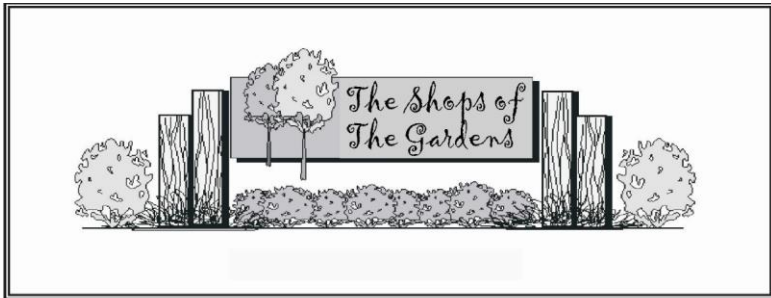
Compartmentalize the parking by breaking up into compartments with a maximum number of spaces.

Parking Lot Maneuvering: Off-street maneuvering areas and internal driveways must be sufficient for all vehicle movements into a parking space, up to a loading dock, or to safely accomplish any other turning movements. No back-in or back-out vehicle maneuvering from a driveway will be allowed onto any public street or right-of-way.

Entry Features

Commented [LH8]: Staff update photos

Commercial development that serves multiple tenants shall have a signed entrance that incorporates landscaping, public art, special street treatment, and drive-through corridors proportional to the commercial development.



↳ Entry features should establish the theme of the commercial development. Material should be natural elements, including stone and rock.

Plan should incorporate landscaping and special street treatment in addition to signs and public art. ↳



Entry statement does not have to be located in a center boulevard. Although this site is an entry for a subdivision, the same treatment may be applied to a commercial shopping center. In fact, smaller commercial developments that are limited to simple entrances would be well suited for side entry statements.

Every commercial development must have an entry feature that is appropriate in scale to the size of the development. Entry features can contribute to corridor safety and aesthetics by providing unique driveway entrances that are easily recognized and accessible. Entry features can also create identities for individual developments and help establish the character of the corridor as a whole. The incorporation of walls, berms, decorative fencing, and landscaping into any entry feature design is encouraged. Decorative signs, either freestanding or attached to a decorative wall or fence, which identify the project, should be encouraged at the primary project entrances. Stand-alone developments may provide the entry statement on either side of the drive entrance; whereas, multi-user commercial developments may incorporate the entry feature into a boulevard entrance.

Landscaping

Commercial developments shall provide landscaping that includes seasonal color, shrubs, ground cover and trees, with an emphasis to save existing trees. Landscaping shall be prominent in the yards adjacent to public rights-of-way and throughout the parking lot.



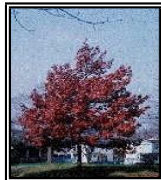
Solana, Westlake, TX

Landscaping in containers may be used very successfully to provide an aesthetic treatment on gravel, decorative stone, asphalt, and even concrete. The lack of earth surface should not prevent landscaping.

The most flexible feature within commercial development is the landscaping. The developer has a wide range of options regarding the style and character of the landscaped area. However, it is important that the application of landscaping be consistent with an overall theme and not appear to be forced on the area. The use of large planters may be appropriate in areas that have an extensive quantity of concrete. The photographs below show how Juniper trees, planted in large pots, are utilized on a paved surface to provide a small forested area.



Live Oak



Red Oak



Bradford Pear



Mexican Plum



Crape Myrtle

Plant material used on commercial sites should consist of a mixture of ground cover, shrubs, trees, and flowering plants that provide seasonal color. The tree material should generally be of varieties that require a minimum amount of maintenance. It is critical that an irrigation system be required for all landscaped area. Popular landscape trees for interior drive medians and parking lots include Live Oaks, Red Oaks, Bradford Pears, Mexican Plums, and Crape Myrtle for seasonal color, as shown below.

Commented [M9]: Update all suggested plant materials

As part of the statement, shrubs and tall grasses are suggested to be incorporated into the treatment. The physical character of these grasses



Juniper



Texas Needle Grass



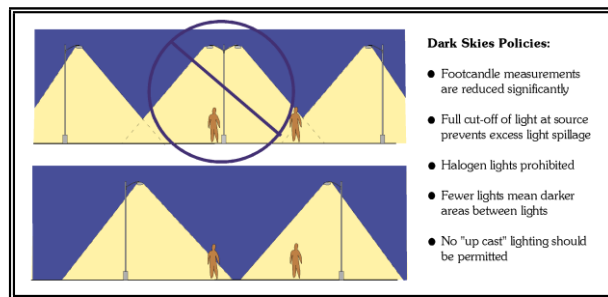
Dwarf Pampas Grass

should be such that visible movement is apparent when blown by the wind. The following photographs are examples of these plant materials.

Lighting

Subdivision Lighting

Subdivisions shall be designed such that light pollution will be held to an absolute minimum by using full cut-off shielding of streetlights and control of the footcandle output of lighting sources.



One of the rural aspects of Dalworthington Gardens is the ability to see the stars. The denser growth of the City of Arlington brings an increasing urban glow that threatens to dilute the visual clarity of the night sky. It is Dalworthington Gardens' desire to mitigate the urban glow that is produced by any development occurring in Dalworthington Gardens. These measures shall address both residential and non-residential development. They will include a strict measurement of the footcandle produced by light sources. Urban development has acclimated itself to brightnesses that are excessive. As a result, many of the standards used by developers provide for footcandle measurements that exceed the goals of the City of Dalworthington Gardens. Dalworthington Gardens has committed to lighting standards that allow for minimum lighting for all development.

Commented [M10]: Decision is to keep in here

Commented [M11]: Decision is to keep in here

Commented [M12]: Decision is to keep in here. We want only very minimal lighting in commercial areas

Commercial Lighting

Commercial development shall be designed such that light pollution will be held to an absolute minimum.

Illumination creates glare, reduces visibility of the night sky, and intrudes upon adjacent properties. There is no question that illumination levels must be adequate to meet safety requirements and should enhance the visual quality of Dalworthington Gardens' commercial corridors. However, shielded light fixtures and appropriate illumination levels can accomplish this goal without causing glare to extend to areas where it is not needed.

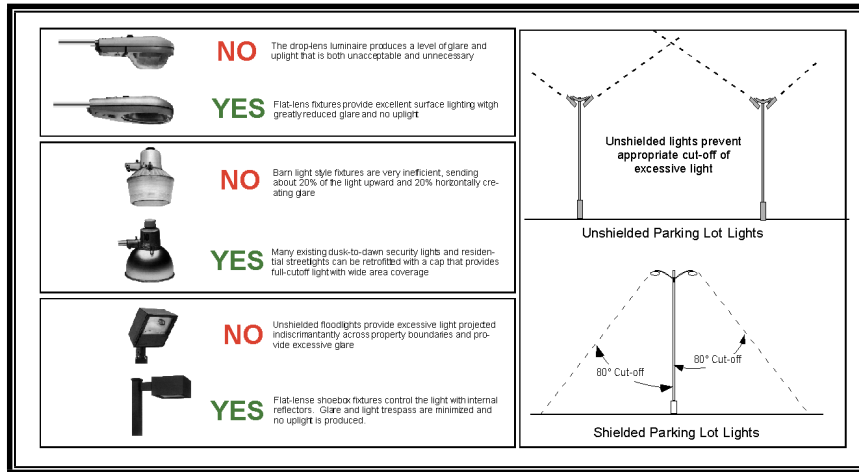
Commented [M13]: Look in ordinances to see if reflective of this. If it is, then keep it

Commented [ad14R13]: NOT IN ORDINANCES

Commented [M15]: Same here

Illumination: Lighting should not produce glare across the bounding property line into a residentially zoned property; and, illumination levels must not exceed that which is necessary to adequately illuminate an area for the intended purpose. In addition, all lighting, including security lights, should be fully shielded with 80% cutoff, and should not allow upward distribution of light. Finally, all lighting not required for security purposes should be turned off after business hours.

Commented [M16]: Same here



Light Fixtures: Decorative lighting fixtures are encouraged. The design of lighting fixtures must be consistent with the character of the project and should be limited to the height and illumination required for safety purposes.

Perimeter Fences and Walls

Perimeter fences and walls may be required to be located around subdivisions. However, they shall be designed to complement the environment. All fences and walls shall apply horizontal and vertical articulation in the design and shall incorporate a variety of material and landscaping as part of the fence design.

All residential subdivisions shall have decorative walls around the perimeter of the subdivision. These walls identify the subdivision and help to establish the theme of the subdivision. It is also important that the perimeter fence/wall be installed as one unit. Often perimeter fences and walls are built on a “piece-meal” basis, with incremental portions being installed as construction occurs on the individual lots. This encourages inconsistency in material and weathering. Split rail fence may be decorative as well as functional.



Combination of wood fences with masonry columns and bases is an appropriate fence. The capstones provide the vertical articulation. However, landscaping should be included as a part of any fence located along perimeter streets.

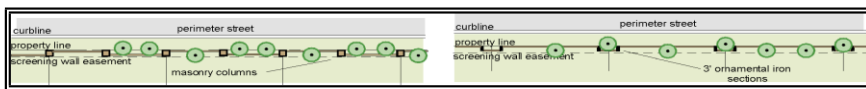


Combination of metal fence with masonry columns and base permits “openness” along the perimeter. Notice that extensive landscaping is included along the perimeter line.

The fences and walls located along the perimeter roadways of a subdivision should be considered differently than those located in the interior of the subdivision, which may have common lines with other subdivisions. For fences and walls located on perimeter roadways, the City will require decorative walls to include varying combinations of masonry, stone, wood, and metal. In addition, these walls shall have articulation occurring vertically and horizontally and have landscaping integrated in to the design. Fences and walls located along the interior boundaries of the subdivision may have much simpler designs that limit the masonry content to the support columns.

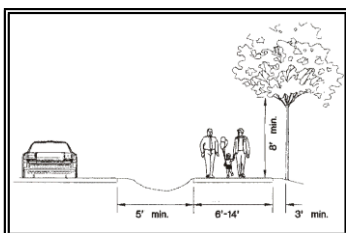


Natural rock wall is compatible with the environment and may be constructed in such a manner that it appears to have historical significance.



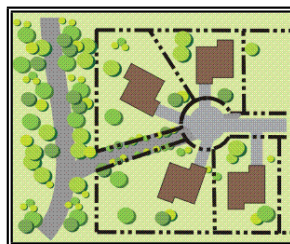
Pedestrian and Non-Vehicular Transportation

Pedestrian and non-vehicular transportation opportunities shall be emphasized in the design of all subdivisions, such that pathways, sidewalks, bicycle lanes, and equestrian trails are included in the design. Dalworthington Gardens is committed to creating opportunities for pedestrian activity throughout the community. This pedestrian orientation includes equestrian opportunities also. All new development must indicate how it plans to utilize the existing flood plain area for pedestrian and equestrian purposes. In addition, linkage opportunities must be provided between neighborhoods and to the floodplain areas. Standard design parameters shall be developed and incorporated into the subdivision and site plan design criteria that provide for all new development.



Multi-Use paths. When combined with equestrian use, the clearance should be a min. of 12 feet.

Pedestrian Access to paths and trails must be provided from subdivision interior to the pathway.



~~Subdivisions shall include special amenities such as decorative mailbox features, decorative street lighting, decorative street signs and traffic signs, uniform and decorative street numbers on the curb or structures, decorative street paving, and entry features~~

Value is established in subdivisions where the “extras” are visible amenities. These extras indicate to visitors in the neighborhood that attention to detail has gone “the extra mile” in the subdivision. Providing “extras” of this nature will require that the subdivision have a homeowner’s association that collects dues from the residents that allow maintenance of the amenities installed as extras.

Entrance ways, pedestrian cross-walks, and focus areas shall have special street treatment applied throughout the commercial development.

Particular emphasis should be given to specific locations where pedestrian traffic crosses interior drive lanes. These accented pedestrian cross walks serve to identify the selected location for pedestrian traffic and discourage pedestrians from crossing drive lanes at uncontrolled and undesignated locations.

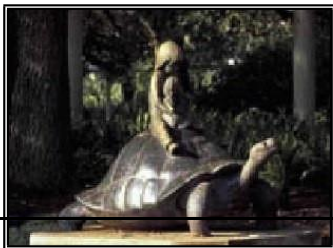
Public Art

Public art should be incorporated into all commercial developments.

Public art adds to the character and aesthetic value of a community. Public art also assists a community in establishing an identity that is separate from its neighbors. In the Metroplex, where more than 65 municipal governments are located, this is a critical element. The City of Dalworthington Gardens has ample opportunities to incorporate public art within its corporate limits.

Public art comes in a myriad variety of forms and media. While selection of particular pieces on public rights-of-way should be carefully made by a selected body of citizens serving the City for that particular purpose, the commercial development has much more flexibility in the selection of art. What is mandatory is the pieces of art must be included in all commercial development.

Sculpture: Sculpture should be durable and able to withstand abuse from the weather as well as the general public. For this reason, the primary material to be used should be bronze, other metals, and stone. The art should be placed at locations where there it will encourage interaction with the public. Pedestrians should have easy access to the art and be permitted to examine it from varied directions and distances. They should be able to touch and feel the art. This freedom of accessibility validates public ownership of the art and makes the art “theirs”. These pieces should reflect the interest, character, and heritage of the City of Dalworthington Gardens. Placement of public art pieces, as related to the corridors, should normally be located at thoroughfare intersections and at particular points of interest.



Signage

All signage shall be low level and shall be monument type unless otherwise permitted by the City.

In an attempt to attract attention from passing motorists, merchants tend to desire signs that are larger, taller, and brighter than others in the area. This often results in “sign pollution”, which is a clutter of signs that are confusing to read and unpleasant to view. Fewer and shorter signs with less intense illumination can present a sense of order and can improve the view for passing motorists.

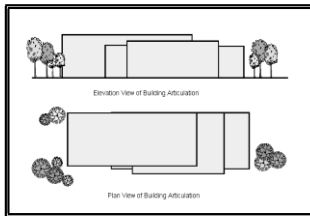
In addition to currently existing City sign regulations, commercial developments shall provide an integrated sign design for the City’s evaluation and approval. The City’s evaluation will include consideration of, but will not be limited to, features such as sign material, shape, location, total size, size in proportion to signs on adjacent and nearby properties, and integration with the design and style of the structures. In addition, multi-tenant signs are encouraged to help reduce the number of signs within a commercial development.

Building Articulation

Commercial buildings shall have a diverse elevation that includes both vertical and horizontal articulation of the building.

Building design is an important component of the appearance of the commercial corridor. It is a major element contributing to corridor identity and character. Although it is not necessary for all projects along the length of a corridor to have the same architectural style, the architecture of each project should accomplish the following:

- Help create an identity for the project,
- Reflect the character of the community, and
- Enhance the image of the corridor.



The architectural appearance of a building is related to its shape, roof design, window and door treatments, porches, and the number of surface planes created. For example, flat roofs are unattractive as compared to roofs with slope. The corridor regulations should encourage articulation in the structures. Square

buildings with straight, box-shaped storefronts should be discouraged.

horizontal and vertical surfaces

Lack of Articulation: Even extensive treatment of landscaping, awnings, and other frills cannot overcome a structure that has no variety in its

The following architectural features should be addressed in the **corridor design standards**.

- ~~Except in primarily pedestrian oriented areas where buildings would be located close to the sidewalk, two story structures are prohibited within the first 100 feet of any lot.~~ It is important to maintain the scale and aesthetic character of the corridor. Multi-story structures set close to the corridor tend to disrupt the visual effect of the landscaping and other aesthetic treatments applied throughout the corridor.
- All exterior surfaces of structures are limited to brick or stone. Concrete block and stucco are prohibited. However, allowances may be made to permit the use of wood, glass, or other material, when that material completes the architectural theme of the structure. Use of these materials must be specifically approved.
- The structure should include articulation in the walls and roof design. Single, uninterrupted surface-planes should not be permitted. The roof of the structure may be a flat roof construction, but must provide a variation of the roofline, which may include a pitched roof for architectural relief.
- Coordinated awnings, signage, window treatment, and/or other similar building components should be encouraged in order to establish a coordinated theme and project identity. Surface relief produced by changing the material and color of brick and stone can add to the appearance and create variations that may not be as pronounced as they actually are.

Commented [ad17]: Leave in; we can't enforce design standards after September 1, but leave in.

Commented [LH18]: Not ordinance compliant; pull other city ordinances

Commented [M19]: Change to match ordinances

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Building Materials

The principal material for exterior construction for nonresidential structures shall be masonry; however, alternative materials may be permitted upon architectural review on a site-by-site basis.

The material used for building construction shall be compatible with native material. Brick, stone, and rock are strongly encouraged. The use of wood as trim for doors and windows is an appropriate application of natural materials. High-tech glass buildings, although architecturally acceptable in most areas, does not lend itself well to the rural context of Dalworthington Gardens. Although glass is not prohibited in any manner, its use should enhance and accent the native materials common to Dalworthington Gardens.



Chapter 6 THOROUGHFARES

Thoroughfare Definitions

The following terms are used throughout this chapter and are defined below to provide an understanding of existing and future transportation needs.

Functional classification: The roadway classification system is intended to categorize streets by function for the purpose of clarifying administrative and fiscal responsibility. A complete circulation system provides separate facilities for the movement, transition, distribution, collection, access, and termination of trips.

Principal Arterial: a street designed to serve major traffic movements through the city by carrying large volumes of traffic as efficiently as possible. These roadways should be continuous in length and connect with freeways and other principal arterial streets in the regional transportation network.

Minor Arterial: a street that also handles major through traffic and provide regional transportation connections, but has a lower volume of traffic.

Collector Street: a street that serves to gather traffic from local streets and feed it to the arterial street system and to provide access in commercial and industrial areas.

Local Street: a low volume and low speed street that provides direct access to adjacent property.

Capacity: The capacity of a roadway, as defined by the Highway Capacity Manual, is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or section of a roadway during a given time period under prevailing roadway, traffic and control conditions.

Roadway conditions: the geometric characteristics of the street such as type of facility, number and width of lanes, alignment and design speed.

Control Conditions: types and specific design of traffic control devices such as traffic signals, signs and turn restrictions.

Traffic Volume: Traffic volume is a measurement of the total number of vehicles that pass a given section of a roadway during a given time period. Volume is generally expressed in terms of annual, daily, or hourly rates. Annual average daily traffic (AADT) is the average daily traffic on a roadway, averaged over a full year and is often used in travel forecasting and planning. Vehicles per day (vpd) reflects traffic counts, made over a 24-hour period, that have not been converted to AADT and so may not account for daily, weekly or seasonal variations.

Other factors: weather and driver characteristics.

Thoroughfare Traffic: trips that do not have a local destination (i.e. are not stopping in Dalworthington Gardens).

Traffic calming: design techniques to slow traffic and increase safety for pedestrians and non-motorized vehicles.

Street Functions & Classifications

Streets located within municipalities generally are various sizes, and have different numbers of vehicle traffic lanes and design requirements. This Plan has categorized Dalworthington Gardens' streets according to the Standard Street Classification System used by the Texas Department of Transportation (TXDOT).

Principal Arterials: Principal arterials are designed to serve major traffic movements through the City efficiently by carrying large volumes of traffic across or through the City. These roadways should be continuous in length, connect with freeways, and serve major traffic generators. Pioneer Parkway/ Spur 303, Bowen Road, and Arkansas Lane are the principal arterial streets in the Dalworthington Gardens street system.

Minor Arterials: Minor arterials are usually designed as four-lane roadways. They may be either divided or undivided, and are designed to connect the primary arterials and provide system continuity. Generally, minor arterials are spaced at approximately one-mile intervals, and define the limits of a neighborhood. They are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day, and like principal arterials, direct access should be limited. Intersections should be spaced at intervals of no less than one-fourth of a mile. Intermediate access points to accommodate public streets or private driveways should be avoided. Pleasant Ridge Road is a minor arterial. Mayfield Road and Arbrook Boulevard in Arlington are also minor arterial streets that "T" into Bowen Road.

Commented [LH21]: LEAVE AS IS

Collector Streets: Collector streets are intended to serve internal traffic movements within an area and carry traffic from local streets to the arterial network. Generally, collector streets are designed with two lanes, are between a half mile and one mile in length, and carry traffic volumes between 1,000 and 10,000 vehicles per day. Collector streets should be located to provide access to the local street system in a neighborhood and be curvilinear in design, in order to discourage through traffic in neighborhoods. Typically, they include two traffic lanes and two parking lanes. Roosevelt Drive and California Lane are the two designated collector streets within Dalworthington Gardens. Other collector streets on the thoroughfare plan are Kelly Perkins Road and Spanish Trail in Arlington. The Sunset Lane/Sieber Drive connection between Roosevelt and Spanish Trail has not been designated a collector street, nor has Indian Trail. Due to the lack of east-west connections both of these streets have some characteristics of residential collector streets, but they are not designed or intended to function in this manner. If "cut-through" traffic increases there may be a need for some traffic calming improvements to control the speed and deter unwanted traffic on these streets.

Local Streets: Local streets provide access to residential property and feed the collector street system. Local streets typically carry volumes of less than 1,000 vehicles per day. Streets are no more than two lanes and should be designed to discourage any type of through traffic movements, either through a curvilinear arrangement, through the incorporation of loops and cul-de-sacs, or through the use of traffic calming improvements.

Summary of Street Classification

Land Use Plan Classification	Thoroughfare Plan Classification	
Principal Arterial Street	P6D	Primary Arterial, Six Lanes, Divided
	P5U	Primary Arterial Five Lanes, Undivided
Minor Arterial Street	M4D	Minor Arterial, Four Lanes, Divided
Collector Street	C2U	Collector, Two Lanes, Undivided
Local Residential Street	R2U	Residential, Two Lanes, Undivided

Thoroughfare Plan

Transportation planning is an integral part of the City of Dalworthington Gardens Comprehensive Land Use Plan. As the City changes, the thoroughfare system must be capable of handling traffic movement in a safe and efficient manner. The City of Dalworthington Gardens Thoroughfare Plan is coordinated with the Future Land Use Plan and provides the tools to develop a transportation system that can accommodate the needs of existing and future land use.

The primary form of transportation in Dalworthington Gardens is the automobile. For this reason, the transportation element of the Comprehensive Land Use Plan is focused on the system of public roadways, which is designed to expedite traffic movement and enhance safety.

The Thoroughfare Plan should enable the City to implement a systematic process of upgrading and developing thoroughfares in accordance with the City's Future Land Use Plan. This process should include an evaluation of proposed thoroughfare development regarding compliance to the Thoroughfare Plan; preparation of route studies once a proposed thoroughfare has been determined to be in compliance the Thoroughfare Plan; and preparation of engineering designs once routes have been established.

Although no freeways are within the city limits of Dalworthington Gardens, Interstate 20 is only 1,000' (0.2 mile) to the south. This freeway connection via Bowen Road links Dalworthington Gardens to the all areas of the Dallas-Fort Worth Metroplex and to the interstate highway system.

Pioneer Parkway/Spur 303, a Principal Arterial, is a state highway maintained by the Texas Department of Transportation (TXDOT). This is an existing six-lane divided roadway with a signalized intersection at Roosevelt Drive. There are also signalized intersections at Bowen Road and Smith-Barry Road (Spanish Trail) to the east and west of the Dalworthington Gardens city limits. Since there is a median in Pioneer Parkway, there are limited left turn opportunities. This minimizes potential turning conflicts and increases the safety and vehicular capacity of the roadway.

~~The major change in the traffic circulation pattern for the area is the completion of~~ Bowen Road ~~is a~~ a five lane undivided north-south Principal Arterial roadway. The five-lane pavement section provides for a continuous left turn lane. ~~The construction was coordinated between the City of Dalworthington Gardens and the City of Arlington.~~ This arterial roadway connection relieved Roosevelt Drive of a significant amount of through traffic. Bowen Road has signalized intersections at Pleasant Ridge Drive, Arbrook Boulevard, Roosevelt Drive, Mayfield Road, and Arkansas Lane.

Although Arkansas Lane is located only 1,100 feet south of Pioneer Parkway, it is also classified as a Principal Arterial. The P5U designation indicates that it is a five-lane undivided roadway. The close proximity of these two major streets dictates that higher intensity land uses will be located along this corridor.

Pleasant Ridge Road is ~~planned to be widened to~~ a four-lane divided Minor Arterial street. ~~The paving improvements are being coordinated between the City of Dalworthington Gardens and the City of Arlington.~~ The character of development along Pleasant Ridge ranges from low density single family residential to commercial. Pleasant Ridge Road provides opportunities for counter-flow traffic on the north side of Interstate 20. Both Pleasant Ridge Road and Arbrook Boulevard (which "T"s into Bowen Road) help handle the traffic congestion from the major commercial developments that surround the Parks Mall.

The City of Arlington Thoroughfare Plan has for many years shown a connection of Park Springs Boulevard as a Major Arterial roadway through the westernmost part of Dalworthington Gardens (within the Rush Creek floodplain). The southern portion of Park Springs was planned to align with Kelly Perkins Road and the northern portion was to follow the western boundary of Veterans Park. Due to the high cost of construction, drainage considerations, environmental considerations, the lack of right-of-way, and the limited service this roadway would provide, the City of Dalworthington Gardens considers this project unfeasible and has consciously omitted it from the Thoroughfare Plan. This roadway would not be an amenity for the residents of Dalworthington Gardens, would adversely affect established residential areas, and will not be extended through Dalworthington Gardens. Since Dalworthington Gardens is not designating Kelly-Perkins Road for major widening it is shown as functioning as a perimeter collector street along with Curt Drive.

Commented [M22]: See if this is still in their plan. If it's not, we can take out.

The City of Arlington Thoroughfare Plan shows two other Minor Arterials that affect Dalworthington Gardens. The Arbrook Boulevard "T" intersection is mentioned above and there is also Mayfield Road. The location of the Bowen Road /Mayfield Road intersection near the mid-point between Arkansas Lane and Pleasant Ridge (and mid-point between Interstate 20 and Spur 303) offers increased opportunities for commercial development around it.

Commented [LH23]: LEAVE IN, per P&Z on 8.7.2018

Roosevelt Drive was the only through north-south street in Dalworthington Gardens for many years. As a collector street, it is almost double the desirable collector street length (approximately 1.9 miles from Pioneer Parkway to Bowen Road); but, it serves individual residential properties and collects local traffic from numerous local residential streets. No major improvements are anticipated to Roosevelt Drive beyond consideration of the addition of a right-turn lane at Bowen Road and California, and an additional right turn lane on Roosevelt going Northbound to turn east onto Arkansas.

Commented [LH24]: AUSMUS ADDITION

California Lane is a designated collector street in Arlington and also serves this function between Bowen Road and Roosevelt Drive in Dalworthington Gardens. This street gives improved access to Gardens Park and the municipal complex.

As noted previously, Spanish Trail is an Arlington collector street serving the apartments east of Veterans Park and connecting to Arkansas Lane and Pioneer Parkway/Spur 303, but the collector street designation is not continued on Sieber Drive in Dalworthington Gardens.

Pedestrian Pathways & Alternative Modes of Transportation

Currently the only pedestrian pathway in the Gardens DWG is along the west side of Roosevelt Drive from the elementary school to Gardens Park at California Lane. The DWG Gardens Park master plan envisions the extension of the pathway meandering within the park and extending along the west side of Roosevelt Drive to the municipal complex. The park plan also provides for a nature path through the four natural areas north of Pappy Elkins Lake.

Commented [M25]: We will update with sidewalk locations

Commented [LH26]: LEAVE IN per P&Z on 8.7.2018

Pathways in and around Gardens Park. Sidewalk along Arkansas.

A new pedestrian path has been included in this Comprehensive Plan update to go along the south side of Sunset Lane from Roosevelt Drive to Sieber Drive and then to proceed north along the east or west side of Sieber Drive. At the DWG/Arlington city limits a connection could be made to the pathway network in the City

of Arlington's Veteran's Park to the northwest. New pedestrian paths have also been designated along the west side of Roosevelt Drive from the Municipal Complex to Arkansas Lane and along California Lane from Roosevelt Drive to Bowen Road. [Subdivision across from Key Elementary – connection to Bowen Road.](#)

Commented [M27]: Not sure if this is possible; park board doesn't want

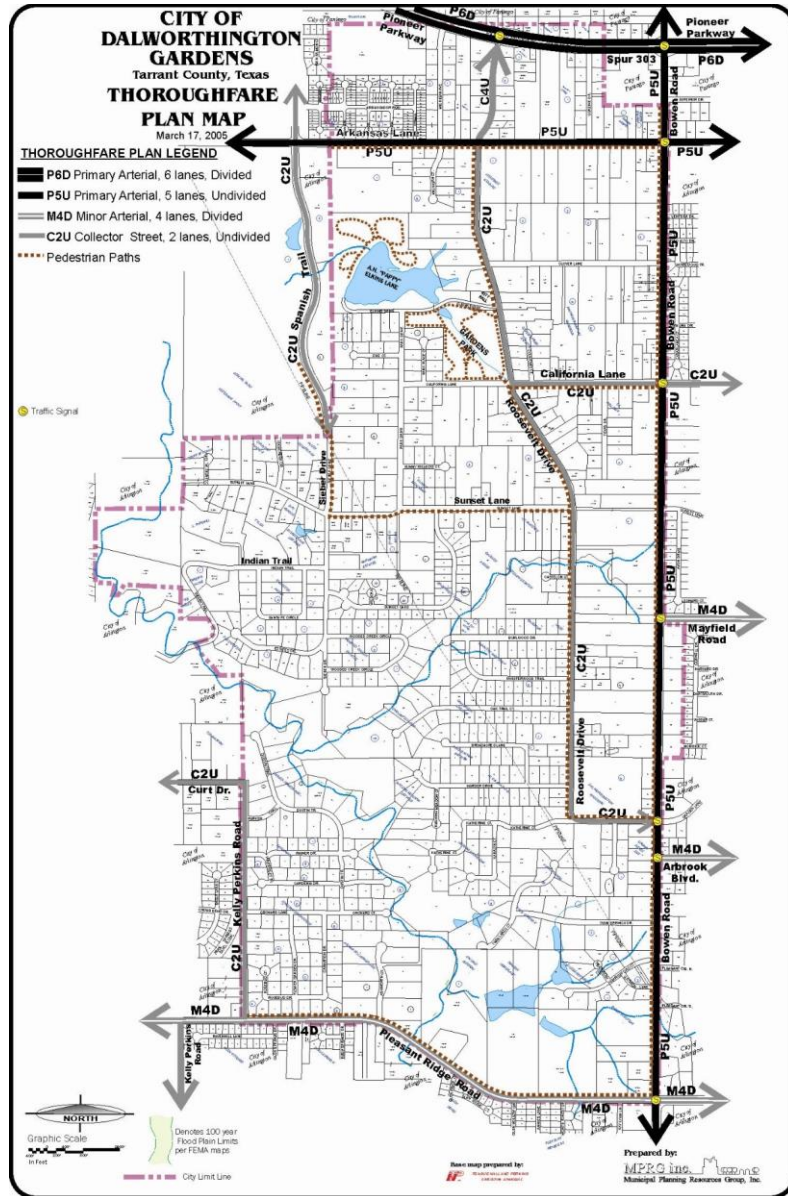
Other pathways and sidewalks should be encouraged along major streets as a part of the site plan review process for planned developments. [Pathways and sidewalks encourage walkability \(look at trend for walkability as a component of urban villages\).](#)

Commented [M28]: Look up urban village models and walkability in those areas. Look at how we could define here for DWG.

A regional pedestrian/bicycle pathway (veloweb) was discussed along the Rush Creek floodplain, but it was rejected as not being consistent with the type of residential development already existing. The large single family residential lots along both sides of the Rush Creek floodplain are platted to the approximate centerline of the creek. Many of these residential estates include houses that are appraised at over \$1,000,000. To allow and encourage non-resident access to the rear lot lines of these houses could pose a significant security risk. Conceptually pedestrian/bicycle pathways are ideally located along creeks in floodplain areas; but this particular location does not seem to be suited to this application due to existing development patterns.

Opportunities for alternative modes of transportation are very limited in Dalworthington Gardens. Since there are no existing or proposed railways within the city limits of Dalworthington Gardens, the only foreseeable opportunities for area mass transit would be from changeable route rubber-tired vehicles (bus service). In that the City of Arlington does not currently participate in any regional bus service, the opportunity for Dalworthington Gardens to link with another city is remote.

Thoroughfare Plan Map



Chapter 7 FUTURE LAND USE

Introduction

A number of factors must be considered when planning for the future development of a city. The primary factor is a clear image of the type of city that residents want Dalworthington Gardens to be at the point of ultimate development. The details of the image may change often as conditions change, but the overall vision will typically endure for long periods. The land use in the City today clearly reflects its unique history and the desire of its citizens to retain it. Its establishment as a city of subsistence homesteads in the center of what would eventually become a vast suburban sprawl between Dallas and Fort Worth established both its large residential lots and protected it from the land use policies of the City of Arlington which grew to surround the Gardens DWG. An experiment with slightly smaller lot sizes (one-third acre) in the early 1980's was soon ended. The City has now been continues to grappling with the challenges raised by the widening of Arkansas Lane and the completion of Bowen Road. The Future Land Use Plan Map indicates how all of the land in the City is planned to be utilized in light of current conditions and based on input from the citizens during the planning process.

Physical elements, including major roadways, the floodplain, and flood-prone areas, also have an impact upon a city's development. These physical features serve as barriers to growth, and can be either naturally formed or man-made. Physical elements can also serve as a buffer and natural line of demarcation between areas of different land use. Such features can be more effective than simple lines on a zoning map to prevent undesirable impacts on other properties and provide clear boundaries to any tendency for differing land uses to encroach upon one another.

Additionally, there are several general planning principles that must be considered when preparing a Future Land Use Plan including the concepts summarized below.

Physical Features

The major natural feature that influences the physical layout and the development of Dalworthington Gardens is the floodplain of Rush Creek and its tributaries. This low area has a natural beauty and large trees that have been preserved as development has occurred outside of the floodplain. This natural greenbelt area has provided an area for extra large lots that extend to the centerline of the creek. Since these large lots have already been platted, it precludes the dedication of a linear park along the creek, but it still preserves the natural green space for the community. Rush Creek also provides an environmental barrier to additional major east-west streets or the connection of Kelly-Perkins Road, as discussed in the transportation chapter of this plan.

The other major physical features that affect the location and intensity of future land uses within the city are the major roadways that provide access to the individual parcels. These thoroughfares regulate the traffic volumes and the intensity of development.

Large-Lot Residential Neighborhoods

The vast majority of the developed land within the City of Dalworthington Gardens is devoted to large lot single family residential homes. The highest priority of the residents is to preserve, protect, and enhance the quality of life in these homes by protecting the neighborhoods. The consensus of the residents and the leadership of the city is to continue to require a minimum lot size of at least one-half acre for each house in the residential neighborhoods. This will allow some limited replatting and redevelopment in the residential areas, but half acre lots will be compatible with the recent development and will enhance the older homes on

larger lots. All residential neighborhoods need to be protected from the encroachment of higher density single family residential development and from more intense land uses, such as multifamily or commercial development. The methods of protecting these neighborhoods include: not providing major through streets; keeping higher intensity development inside of the Pioneer Parkway/ Arkansas Lane commercial area or in carefully limited areas; designating zones of more intensive use only in areas largely circumscribed by physical boundaries such as major streets and other natural topographic features; requiring a significant buffer between higher intensity uses and large lot residential uses; and requiring that permitted higher intensity development be of a character compatible with existing neighborhoods. The preferred use of most of the undeveloped land in the City south of the Pioneer Parkway/Arkansas Lane area continues to be one-half acre or larger single family residential use.

Planned Development Areas

Higher intensity land uses outside the Pioneer/Arkansas commercial area should occur only in the areas designated on the Future Land Use Map as Planned Development Areas. Each of these Planned Development Areas should have its potential uses specified in the Zoning Ordinance rather than determined on a case-by-case basis. The higher intensity uses in Planned Development Areas should not include any industrial or manufacturing uses. In order to avoid small individual developments driving future development within an entire Planned Development Area and to avoid negative effects on adjacent properties from spot uses differing from the uses of adjacent properties, planned developments must be of a sufficient minimum area (at least four (4) acres) or frontage (at least 500 feet).

Commented [M29]: Change after future land use map updated

Heavy commercial uses should be largely confined to the Pioneer/Arkansas commercial area. In addition, the three Planned Development Areas on Bowen Road and Pleasant Ridge Road would permit professional offices and retail use. At the prime commercial intersection of Bowen and Pleasant Ridge, it is expected that retail use would predominate as currently provided in the existing planned development for the property. These types of development are further described below both generically and their application in each of the key geographic areas is addressed.

Professional Offices

Professional offices are appropriate in any of the Planned Development Areas along Bowen Road and Pleasant Ridge Road so long as the developments comply with standards appropriate for high-quality developments near high-value, low-density residential land uses. These professional offices should be required to construct buildings sensitive to nearby residential developments by incorporating high-quality building design standards that are compatible and comply with other requirements recommended to be mandated by zoning ordinance improvements.

Commented [M30]: Make sure P&Z looks at

Professional office use is intended to include uses similar to those permitted in the current B-1 zoning classification. However, a permitted use (8) of the current B-1 zoning classification authorizes additional uses in planned developments. It should be eliminated or clarified insofar as it would apply to offices in a Planned Development Area in that the intent of this Comprehensive Plan is to specify the more intensive uses permitted in each Planned Development Area. The current B-1 zoning classification also includes a permitted use (7) that would permit some retail activity. Consideration should be given to clarifying this provision in order to assure that it is not used to place a predominant retail use in a portion of a development not designated for retail use.

Medium Density Single Family Garden Homes

Medium density single family garden homes can be an appropriate land use in a carefully located Planned Development Area. Garden home development is intended to refer to high-quality residential units on smaller individually platted lots that provide common area open space or other amenities for the residents. These common areas should be designed to buffer the garden homes from the adjacent thoroughfare and even higher

intensity uses and also to buffer any large lot residential lots near the development. A secondary private access drive or private street should be provided to minimize the access points to the public street. Such residential units should be clustered to facilitate buffering and to allow common area open space within the garden home development.

To assure appropriate high-quality developments, garden home developments must be subject to appropriate standards and an approved development plan. It is believed that density should be limited to a maximum of 5 units per acre with dwelling units each containing a minimum of 2000 square feet of living space. Additional stringent design standards should be adopted covering both building standards (such as approved masonry exteriors, garage layouts, and similar requirements) and development layout.

Commented [M31]: Should be more like 1500. 2000 too big. Max of 5 units per acre – is this reasonable.

The western portion of Arkansas Lane, adjacent to the boundary with Arlington, contains the only area in the City of Dalworthington Gardens designated and used for multi-family housing. Much of Arkansas Lane west of the City in Arlington is residential and the large Veterans Park is only yards away. The land use in Arlington between Veterans Park and the City of Dalworthington Gardens is also multi-family residential. A private primary school with a new building is on the south side of Arkansas in this area with only minimal street frontage. It is believed that the undeveloped property along the south side of Arkansas Lane would be appropriate for garden homes as part of a planned development and this area is designated as a Planned Development Area in which garden homes would be a permitted use.

Commented [M32]: Change in accordance with land use map, probably better suited for commercial.

Pioneer Parkway/Arkansas Lane Commercial Area

Pioneer Parkway/Spur 303 is an established commercial area that is aging. Redevelopment and revitalization of this area should be encouraged, although only a limited amount of frontage to the state highway is within the city limits of Dalworthington Gardens. The community shopping center with a grocery store located on the southwest corner of the Pioneer Parkway/Bowen Road intersection is in the Pantego city limits, but other viable retail and service commercial businesses should be recruited for this area.

Arkansas Lane has a mixture of commercial and residential uses. The properties have been zoned for business uses for many years, but limited residential use has continued as non-conforming. The redevelopment of these properties is important to the commercial development of the city and the need for additional sales tax revenue. Moreover, portions of the area are in need of physical improvements. The City should consider adopting special incentives to promote redevelopment of portions of this area.

An important factor in promoting desirable development and growth in this commercial area is assuring that new construction meets high standards of building and site design. The adoption and enforcement of appropriate enhanced standards will provide confidence to developers that future buildings in the area will also meet similarly high standards. In order to help assure compliance and to avoid misunderstandings, the City should consider requiring approval of site plans that include the proposed building design and construction standards before any construction is commenced.

Bowen Road Corridor Area

The Bowen Road corridor will have a multi-use purpose. Its future development will focus on commercial as well as residential development. ~~is intended to retain its current large lot single family residential use. Except in limited areas at the intersection of major arterials, such use is the preferred form of development in most of the Bowen corridor. Large lot residential developments accessed by cul de sacs or loop streets Existing large residential lots that have both Bowen and Roosevelt access may be subdivided to allow commercial development on Bowen Corridor only. These said lots shall remain residential on the Roosevelt side with no vehicular traffic connection between them. from Roosevelt Drive would be ideal and should be encouraged. Commercial developments shall be on lots no deeper than 300 feet unless noted otherwise on the Future Land Use Map. Such a layout of Bowen corridor residential developments would help tie these new neighborhoods with the rest of the Gardens, provide a highly desirable~~

~~character to the developments themselves, and would minimize access points to the primary arterial that Bowen Road has become. This form of land use is similar to the uses along Bowen Road south of I-20 in Arlington. Although gated streets have been and will continue to be disfavored in the Gardens, it is believed that security and other factors could make gated residential streets appropriate for large lot residential developments that are sought to be developed with direct access to Bowen Road. Such a development is already in place at Bowen Court, just south of Roosevelt Drive, although it utilizes substantial frontage rather than depth as might well be available in many areas of Bowen between Roosevelt Drive and California Lane. In that private streets necessarily require substantial resources for maintenance, especially for gated streets which would necessarily be subject to additional requirements, such developments should only be permitted when of a sufficient size to be readily able to provide the necessary resources to maintain the infrastructure.~~

~~Two **One Planned Development Areas of higher intensity use are designated along Bowen Road.** The area north of California Lane is an appropriate Planned Development Area for professional offices desiring the arterial frontage provided by Bowen Road and would provide a transition from the even more intensive, largely retail use of the Pioneer/Arkansas commercial area. The area on the east side of Bowen Road, south of Mayfield where property on both sides of Bowen Road is in the city limits of Dalworthington Gardens, would be an ideal location for an office or retail development. [add language for Ag/Eco Tourism area (may be left PD but need to spell out what desired on those lots)].~~

~~The small strip of land between Key Elementary School and Bowen Road just north of Roosevelt Drive appears appropriate for expansion of the school property. Other uses should be residential and due to the narrow shape of the area and the adjoining intersection, any development should be as a planned development.~~

The decisions made now by the City as to the type of uses permitted along Bowen Road as it passes the core of the City are surely critical to the future of Dalworthington Gardens. Although it may be possible to attract some limited retail uses to this corridor, it is believed that such development would likely not be of a character clearly compatible with the residential development along Roosevelt Drive and would almost certainly tend toward the sort of intermittent strip development seen along Pioneer Parkway. The most promising area is at the intersection of Mayfield/Bowen between the Rush Creek tributaries. The light there affords good traffic flow in all directions. It is also highly probable that indecisiveness in the land use designation for Bowen Road will inhibit the build-out of the area between Bowen and Roosevelt south of California Lane as large lot residential developments. Dalworthington Gardens is a very small city surrounded by a very large one. Build-out of the area within Bowen Road, Roosevelt Drive, and California Lane as large lot residential properties is highly desirable in order to maintain a critical mass of large lot residential properties and identity of ~~the Gardens~~ DWG as having such attractive land use. This is the surest path to maintaining the property values of the residential property in the City.

Pleasant Ridge Corridor Area

The eastern portion of the Pleasant Ridge corridor area is isolated from the established residential areas by the floodplain area of Rush Creek and its tributaries. The extreme eastern portion is part of the Bowen Road/Pleasant Ridge retail node that would be appropriate for numerous commercial businesses, if they are well designed with the site enhancements that would be appropriate for the southern entry into the city. Preservation of the natural environment and additional landscaping should be required in this area.

Commented [M33]: Update that it's in development

The other large tract to the west on the north side of Pleasant Ridge Road could be a suitable location for retail uses or professional offices. The approval for such more intensive use in this area should be pursuant to a planned development subject to the same standards described in Bowen corridor description above.

Commented [M34]: Change to reflect residential or garden home use

Parks, Open Space, & Municipal Complex

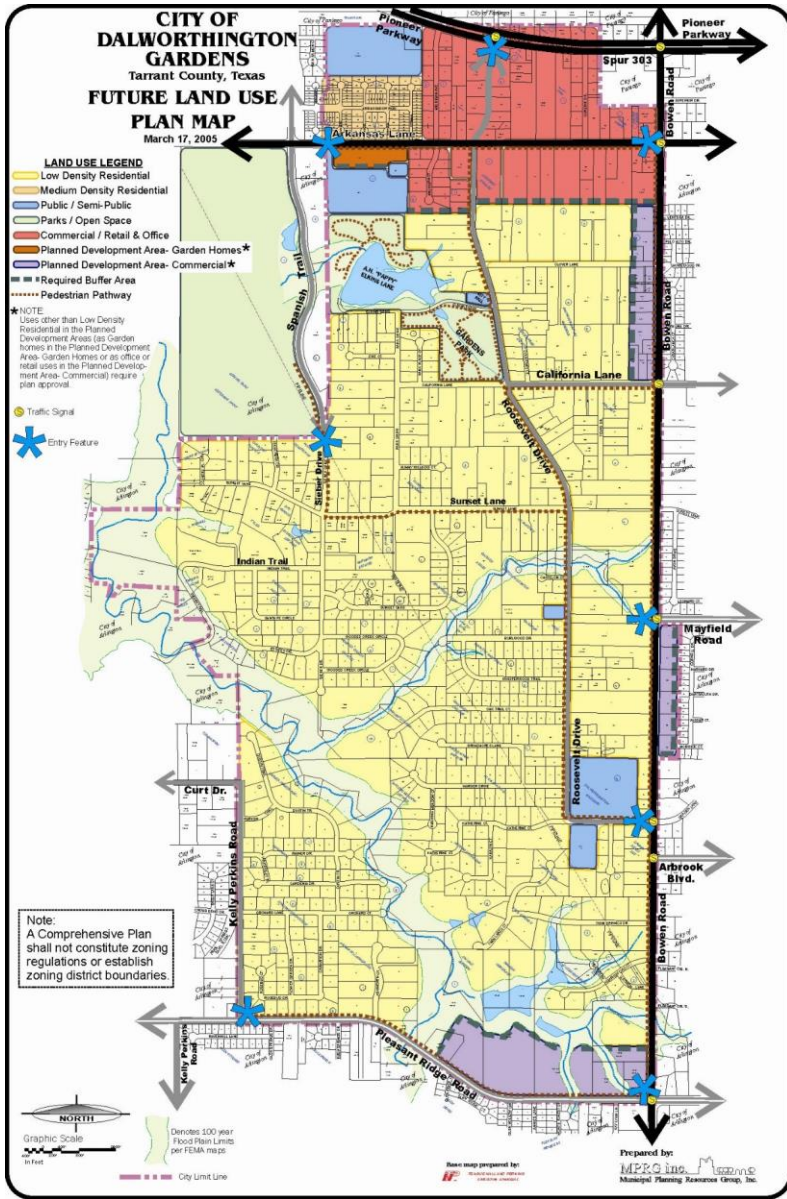
The Parks and Open Space component of the Comprehensive Plan should include all of the park and recreation

improvements adopted by the City of Dalworthington Gardens Ten Year Park Plan. Consideration should be given to future requirements of the Municipal Complex consistent with the adjacent park. This could include possible land acquisition north of the Municipal Complex for future expansion or connecting the park around the lake.

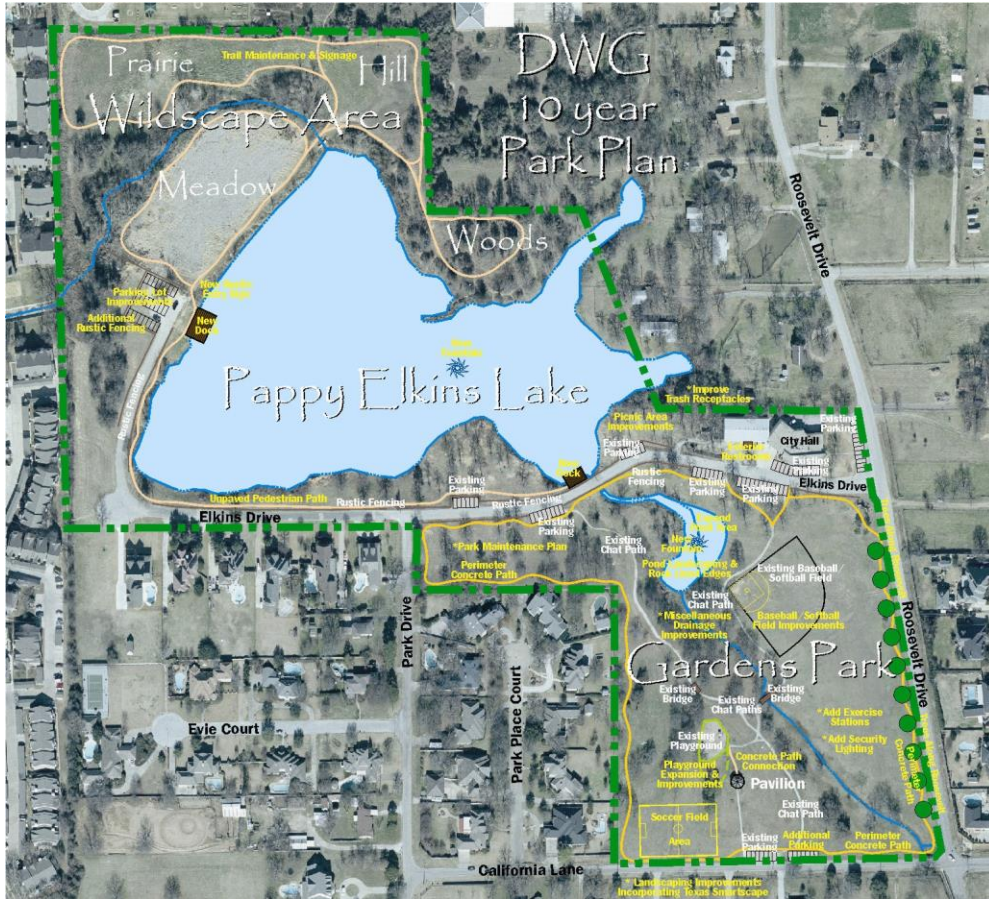
For ease of reference a copy of the current Park Plan Map is included following the Future Land Use Map.

Commented [M35]: Change to reflect new city hall at that empty piece of land

Future Land Use Plan Map



Park Plan Map



Chapter 8 IMPLEMENTATION STRATEGIES

Implementation measures will be critical to the success of the Dalworthington Gardens Comprehensive Plan. There are many methods and tools that may be used to implement a plan. Some of these include, but may not be limited to, the following:

- Planned Development Site Plan Procedures;
- Urban Design Standards;
- Ordinance Revisions;
- Official Maps; and
- The Planning Program

A Comprehensive Plan is usually implemented by utilizing a combination of the above methods. One method may adequately implement one portion of a plan, or a number of methods may be required. The following text addresses the different implementation methods and provides a description of how they are to be used. The Comprehensive Land Use Plan provides guidance for future development. It is recommended that planning and zoning decisions be made with regard to the goals and objectives and Future Land Use Map developed during the planning process. Decisions other than those literally shown on the map can be made with the assurance that they are not in conflict with the Comprehensive Land Use Plan if they are in agreement with the goals and objectives. The Comprehensive Land Use Plan has also provided a description of applicable planning principles for Dalworthington Gardens, which are provided in the Urban Design section of this document.

Planned Development Site Plan Procedures

In that this Comprehensive Plan clearly envisions more extensive reliance on the planned development process for significant areas of the City, the process should be reviewed in connection with necessary ordinance revisions. The Comprehensive Plan envisions a different type of planned development than that currently authorized by the zoning ordinance in that there is a potential for planned developments of sufficient size in the anticipated Planned Development Zones to authorize different uses. Such significant planned developments should be supported by the establishment in advance of the design, construction, and use standards called for elsewhere in this Comprehensive Plan and identified below as required in revisions to the Zoning Ordinance.

Consideration should also be given to developing appropriate guidance material for applicants to help assure acceptable plans. The process should also provide an opportunity for sufficient prior review and consultation with the Planning and Zoning Commission to assure effective review and revisions of proposed plans prior to presentation to the City Council.

Urban Design Standards

Chapter 5 of this Comprehensive Plan summarized many of the key elements of contemporary urban design standards incorporated in high-quality commercial and medium density residential developments. Most of the standards indicated are appropriate for the City of Dalworthington Gardens. These include requirements for:

- Building Design and Construction Standards (including, e.g., using certain types of masonry for exterior facades and some fences; architectural articulation; and entry features)
- Corridor Access Control (appropriate for all land uses)
- Off-Street Parking Requirements and Parking Lot Design
- Signage
- Lighting

Ordinance Revisions

Ordinances are recognized as municipal law and are binding as such. Two ordinances which serve as the primary implementation tools for the Comprehensive Plan are the Zoning Ordinance and the Subdivision Regulations.

The Zoning Ordinance is used to carry out the land use policies and recommendations as contained in the Comprehensive Plan. The ordinance is divided into two elements that are dependent upon one another: the zoning text and the zoning map. The zoning text tells how the land may be used. The zoning map tells where it may be used in the manner described in the zoning text.

This Comprehensive Plan anticipates the establishment of a new zoning classification in the City – Planned Development Zones. These zones are to be located in four areas: (i) Bowen Road from California Lane to the Arkansas commercial zone (for retail or office use); (ii) the east side only of Bowen Road south of Mayfield (for retail or office use); Pleasant Ridge from Bowen to the Rush Creek flood plain (for retail or office use); and (iv) the south side of the western portion of Arkansas Lane (for garden home use). The location of these zones would be specified on the zoning map, presumably with an appropriate code linked to new text in the Zoning Ordinance indicating the potential uses allowed in each of the Planned Development Zones.

The Zoning Ordinance of the City of Dalworthington Gardens must also be revised to describe the conditions and limitations of the new Planned Development Zones. The Zoning Ordinance already contains some requirements concerning signs, landscaping, and parking applicable to non-residential developments. In order to assure the character of development the City desires, these provisions should be strengthened and made applicable to residential uses other than large lot residential. In addition, architectural, building, lighting, and corridor access control standards should be added. However, these enhanced standards should be applicable to all new developments and redevelopment of existing uses. These standards (except for corridor access control) need not be made applicable to large lot residential use. It is highly undesirable for such standards to be established on an ad hoc basis in connection with each individual planned development. Rather, planned developments should be required at a minimum to adhere to appropriate enhanced requirements to be established for generally uniform application.

The current Zoning Ordinance has no definition of garden homes and no specification of standards applicable to them. Such definition and standards will be required. More generally, careful review must be given to the integration of the permitted uses in existing zones with the standards applicable in the new Planned Development Zones. Buffering requirements including landscaping, screening devices, and reduced building size and intensity of use will also need to be placed in the Zoning Ordinance applicable to portions of planned developments or other more intensive uses near existing or potential large lot residential use. If additional gated communities are to be considered along Bowen and/or Pleasant Ridge Roads, appropriate guidelines should be established by ordinance. Although existing commercial zones are not proposed to be subject to the planned development process, it is recommended that all construction other than large lot single family residential be required to be pursuant to an approved site plan.

Subdivision Regulations are intended to guide the development of future platting of land within the corporate limits of the City. Language in the Subdivision Regulations should be reviewed to confirm compliance with the Comprehensive Plan.

Official Maps

The Future Land Use Map and the Zoning Map are the official maps associated with the implementation of comprehensive planning efforts for Dalworthington Gardens. Initially, these maps may be inconsistent with each other and, as indicated on the Land Use Map, it does not constitute zoning regulations or establish zoning boundaries. The City may bring them into agreement by applying the Future Land Use Plan in the development of appropriate zoning ordinance revisions. It is believed that this should be accomplished as expeditiously as possible. Property owners interested in proceeding with new construction

Commented [M36]: Update after land use map updates, mixed use prop.

Commented [M37]: Not accurate. change

Commented [M38]: Have P&Z review

Commented [M39]: Have P&Z review

are entitled to know what standards will be applicable and that other property owners in the vicinity will be subject to the same standards.

Planning Program

A Planning Program divides the tasks and recommendations contained in the Comprehensive Plan into definable action items. The Planning Program may also be reviewed periodically and is an important step toward ensuring that land located within the city is utilized, developed, and maintained in a consistent fashion that is supported by the citizens' goals, objectives, and vision of the future. Proposals for significant changes in land use from that described in this Comprehensive Plan should trigger review of the plan before acceptance of the proposed changes.



CITY OF DALWORTHINGTON GARDENS

2019 Comprehensive Plan Citizen Survey Results

What do you value most about DWG?

Small town/rural character	87.72%
Public safety presence	85.09%
Natural Beauty	49.12%
City-sponsored events	13.16%
Other	13.16%
Recreation opportunities	7.89%
Shopping & services	5.26%

What concerns you most about DWG's future?

Economic Development	58.04%
Traffic & lack of alternative transportation routes	34.82%
Lack of shopping or services	30.36%
Population growth	29.46%
Housing for empty nesters	22.32%
Affordability	20.54%
Other	16.96%
Housing for young professionals & workforce	5.36%

"Continue forward with a responsible financial plan aimed at reducing cost and increasing revenue thru commercial development."

Should DWG welcome new growth & development?

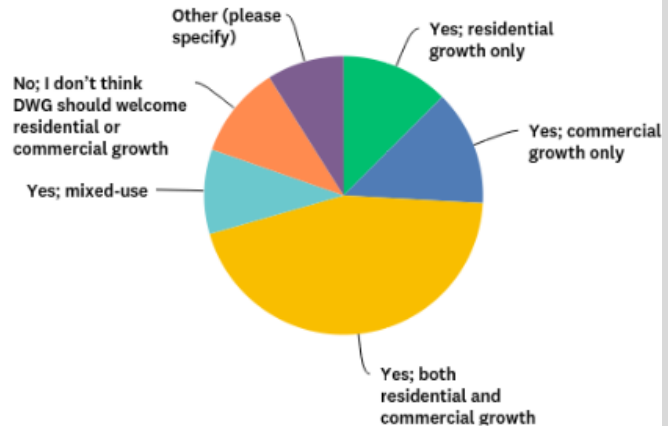
What types of residential development does DWG need?



69.57%



43.48%



NONE OF THE ABOVE

11.30%

OTHER

9.57%

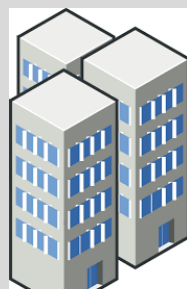
*See notes



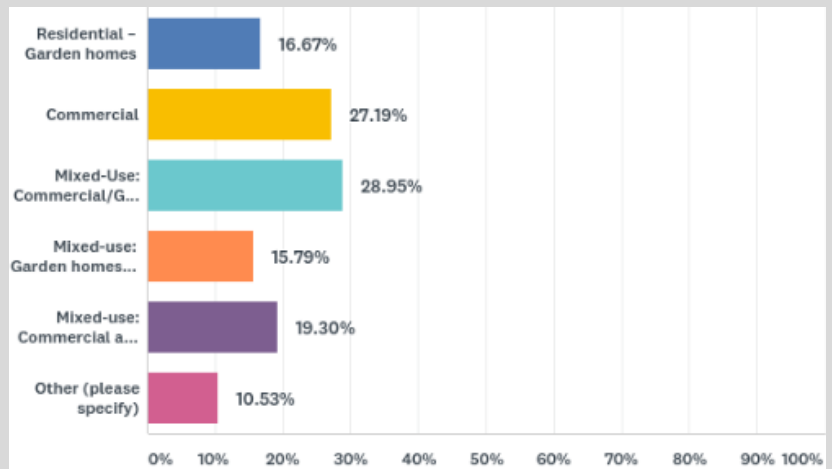
Duplexes & Townhomes
6.09%



Apartments & Condos
3.48%

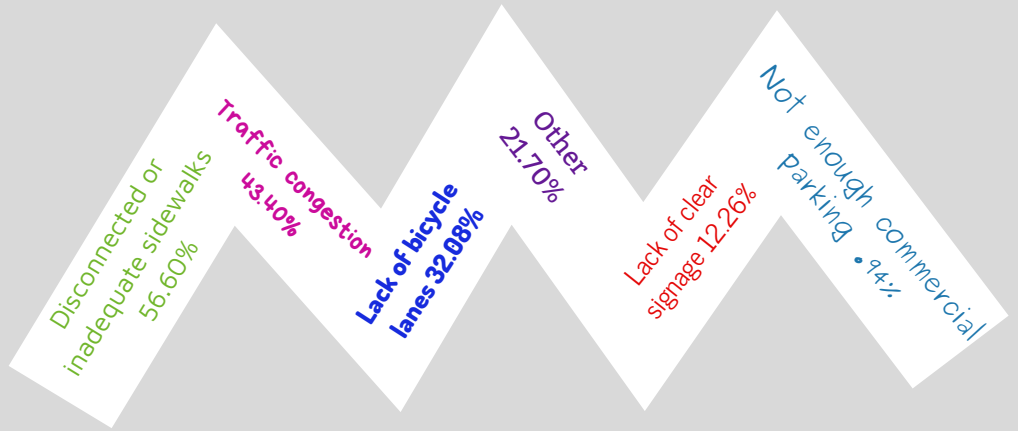


Relative to the undeveloped Bowen corridor, what type of new growth and development should DWG welcome?



"I would love to see the commercial development of the Bowen corridor, as well as the revitalization of the Pioneer Parkway corridor."

What transportation problems exist in DWG?



Survey Stats

Number of survey respondents: 134

54 citizen comments

"I would like to see more restaurants, upscale retail only. No strip malls!"

So, what will staff do with the survey results?

Give results to the Planning & Zoning Board for Comprehensive Plan revision

Give results to City Council for Comprehensive Plan revision

"I want to see development happen that is like the development in Southlake - high end retail/restaurant development on the Bowen corridor."



The 2019 Comprehensive Plan Citizen Survey was created by the DWG City Council to gather citizen input for the Comprehensive Plan revision. If you have questions or comments, please contact:

Sherry Roberts, City Administrator
sroberts@cityofdwg.net
(682) 330-7419

2019 Comprehensive Plan Citizen Survey Additional Comments

These comments are presented as submitted in the citizen survey. Q13: Please share any other comments you have below:

1. Q5. For existing planned development and redevelopment. Between California and Roosevelt. I want the same as south of Roosevelt, but if you decide over my objectives to rezone the California corner, then use garden homes as a buffer. I am for garden homes on Arkansas and mixed with single homes on Pleasant Ridge. No overlay of mixed use with apartments or condos. Please keep the farm and the large, empty lots.

2. Q5. For existing planned development and redevelopment. Between California and Roosevelt. I want the same as south of Roosevelt, but if you decide over my objectives to rezone the California corner, then use garden homes as a buffer. I am for garden homes on Arkansas and mixed with single homes on Pleasant Ridge. No overlay of mixed use with apartments or condos. Please keep the farm and the large, empty lots.

3. Q 5. For existing planned development and redevelopment. Between California and Roosevelt. I want the same as south of Roosevelt, but if you decide over my objectives to rezone the California corner, then use garden homes as a buffer. I am for garden homes on Arkansas and mixed with single homes on Pleasant Ridge. No overlay of mixed use with apartments or condos. Please keep the farm and the large, empty lots.

(Yes, these are the same answers but from 3 different family members)

4. Q4. I don't believe that "economic development" s/b tallied. I am concerned about too much commercial, but someone else may feel too little. The word is nebulous. It can be homes or businesses, etc. You have specific question on the subject that can be used. Q5. For existing planned development & redevelopment. Between California and Roosevelt, I want same as south of Roosevelt, but if you decide to rezone the California corner then use garden homes as a buffer. For garden homes on Arkansas and mixed with single homes on Pleasant Ridge. No overlay of mixed use with apartments or condos. I love the farm and the large empty lots.

5. With the ballpark and football stadium so close-maybe high-end garden homes. DWG is situated between Ft. Worth and Dallas - We should be attractive to working people and retired people.

6. Keep DWG independent from Arlington

7. Continue forward with a responsible financial plan aimed at reducing cost and increasing revenue thru planned commercial development. I also would like to thank the Mayor & City staff for tackling a very difficult job of turning the City around from a downward spiral. Additionally I would like to thank the city administrator, Sherry Roberts and city secretary Lola Hazle for returning professionalism to the city staff. It's wonderful!

8. We love DWG. I appreciate all the new "joy" that is apparent at our city offices. thank you for the positivity.

9. We love DWG as it is but recognize commercial growth is needed for income. We would like to "down size" within DWG.

10. The corridor between Greens produce and the Mexican restaurant appears to be severely under developed and simply an eyesore. It would be nice if that area was cleaned up so it would be attractive for potential developers.

11. Please serve and protect. No need to Sita do waite.

12. All good agencies except for code enforcement Best Police and fire depts in Texas

13. Should always be family friendly and safe to ride bicycles - play in park - gear toward younger families

14. Great city. Be careful to increase tax base without losing small town atmosphere.

15. We love this area!

16. The proposed long term development plan proposed residential uses for high traffic locations on Pleasant Ridge and Spanish Trail-Arkansas Lane. We need clean up and redevelopment of existing vacant commercial spots
17. If we grow residential (not overly opposed), I most encourage garden homes, especially on Pleasant Ridge.
18. DWG's future depends on attracting firms to Bowen Rd. that will generate Sales Taxes Changes are needed to make that happen. Perhaps, some of the Developers identified potential users and depth of lots needed. With adequate screening and a green belt on the east side, more types of retail should be acceptable. Communicate with Owners of adjacent land to get their views and determine their willingness to sell.
19. Please keep DWG residential at least 1/2 acre lots. If the empty nesters want to stay here, there are smaller homes within the city limits. We don't need another Ambassador's Row
20. DWG zoning and subdivision ordinances need to be updated to be aligned with the new comprehensive plan.
21. Please do not allow multi family building (apartments, condos, etc.). I would love if you kept to not allowing commercial business on Bowen. That would ruin the country feel and property values for those of us that neighbor those properties.
22. I entered qualifications to my comments throughout the survey and have no additional comments at this time.
23. I love our city and city service people. It's a gem in the metro area. Thank you for all you do.
24. While I support growth, I would like it to be well controlled. Arlington has become so run down and crime-ridden in general; I would like to maintain our small town charm and property values.
25. I think there are many decisions that have been made in the past that are affecting our lack of resources today. The low tax rates of the past can't be fixed by bringing in commercial development-there isn't enough land available to bring in that kind of money. Streets need to be repaired, drainage issues need to be solved, parks need enhancements, codes need to be reviewed and enforced.
26. I feel like past governing has placed us in an untenable situation. Low taxes for an upscale city. City services ignored except for public safety. Poor construction oversight and city permit inspections. Drainage issues with new permits. Trash and debris left unchallenged. "good buddy system among its leaders" Ignoring the park and its potential far too long. Poor planning for the new city hall (looks like and is a residential building rather than a public building that would present us in a more professional manner) Frankly, unless we (me included) can reverse some of the issues, citizens will one day wish to be annexed in order to provide services they expect.
27. I like the rural community feel. I think if apartments or townhomes are built it will diminish that. Tasteful garden homes would be ok.
28. I would like to see the city encourage/require improvements to current residential areas. code enforcement needs significant improvement. way too many dilapidated/poor condition properties. love our city but we need residents to show pride in their properties.
29. We love & value our city & all that it includes. Thank you Mayor & Sherry for keeping us informed in all that is going on, whether it involves us directly or not.

30. Love we seem very "rural" In the middle of a big city, BUT I feel a lot of Arlington residents + Martin HS students drive through & throw out litter & trash on Indian Trail & Garden Lane. Also, I believe we need more code enforcement. We need more mowing along curb lines on empty lots to discourage people from littering & dumping illegal trash. Where people are building right now, on my Street, the Construction sights are extremely dirty, with LOTS of old materials & trash. We should be holding more Builders accountable for the condition they leave their job sites. My street is the WORST, not to mention the City has allowed final inspections & people to move in (3 years ago) & they still have no landscaping! Houses look abandoned. I don't believe Indian Trail was built for all the traffic it now gets (large construction trucks too) the pot holes are bad & filling them in repetitively looks cheap & Unsightly. I believe the new Construction (2 new neighborhoods) on Kelly Elliott/Kelly Perkins should be paying towards redoing Indian Trail-all the large trucks tearing up the road are from those job sites... A City-wide "Clean Up day" once or twice a year, for along our roads more traveled would be nice.
31. Overall I love DWG the way it is. Please stick to government basic functions and leave the frills to the other guys.
32. I grew up in DWG, my husband and I decided to also start our family here in DWG, and I work in a well know business in DWG. I love what this city has to offer. My main concern going forward is that in the attempts to make DWG more economically proficient it will lose the charm that DWG is known for. As a young couple, I would love to see other young couples have the opportunity to live in this great city which is why if we are adding housing, I want to suggest garden homes, but feel that apartments could attract the wrong demographic.
33. I love the independence of Dalworthington Gardens. The monitoring of security systems at the DPS dispatch is one of the mos important features to us. Considering the fees charged by monitoring companies, I'd happily pay the city for monitoring.
34. I would love to see the commercial development of the Bowen corridor, as well as the revitalization of the Pioneer Parkway corridor.
35. I want to see development happen that is like the development in Southlake—high end retail/restaurant development on the Bowen corridor.
36. We love the neighbors and have enjoyed the rural feel of the city. Please don't change anything just for the sake of change.
37. Hemingsfords community should be gated when Bowen corridors developed in order to keep the community in better safety
38. DWG is known for it's Public Safety, open spaces, park-like, friendly neighbors, volunteer Council, interest in the DWG history, a refuge in this massive Metroplex. Try tokeep it that way.
39. Continue to improve social/internet based communication.
40. It would be nice to have some nicer restaurants nearby
41. Our neighborhood is an ideal location on Bowen Road being close to Interstate, commercial but far enough away to provide some buffer. Unfortunately, because the neighborhood is on Bowen it is often used for "turn around" traffic which has been dangerous for children in the neighborhood and brought lots of unwanted and unnecessary traffic. We are looking to form a gated community because of this.
42. Keep up the street repair would be nice.
43. We need an ordinance concerning inoperable vehicles, junk which is an eyesore, and enforcement of unmowed grass.
44. DWG should welcome gated communities for increased security of its citizens.
45. Love DWG

46. Wish we had the money to make entrance to our city like Westlake! Beautiful drive thru city with wide sidewalks, lighting, water features and beautiful homes! There are only a few spots new businesses could go in and I doubt they're going to want to build their own building and try to make a profit...only a hardware store etc would work in corner of Bowen and Arkansas. The trees are so pretty there ...maybe high end garden homes there??? I'm worried that economically NO business is going to open anywhere right now. Online ordering, shopping etc has changed the old fashioned storefronts! Grocery stores are making very little profit...so that's out too! To give you an example, my husband is an attorney...several years ago he moved his office home. We needed NO employees anymore because technology and dragon software replaced the need for human beings. The internet became the law library and his huge practice became very efficient. I wish I knew the answer but fear it may be long road ahead!

47. Backyard zoning requirements so we don't have a bunch of odds and end thrown in the back of our lots that are not covered by a shed or building

48. Let's keep commercial development to Arkansas Lane and Pleasant Ridge.

49. I love the strong police presence in DWG, and we have no complaints about city services. I would love more dining options in DWG, and the traffic on Bowen can be, at times, terrible. These things are minor however.

50. Our rural small town feel with large lots and open spaces is one of our biggest draws. I am very concerned that the city is becoming much too involved in how we use and maintain our property. The city should have very limited powers pertaining to Outbuildings, landscaping, livestock etc except where it clearly is a health and safety issue. Our exclusivity is based on our down home, small government feel not on how beautiful or fancy our homes are. DWG has some of the highest property values in the metroplex - not because we are "fancy". If people want fancy they can go to Southlake. We are a bedroom community not Pantego. And yes, I am very much in support of commercial development as long as it fits in with our small town feel.

51. Love DWG but the city is beginning to look old and unkempt. The traffic is horrid, especially on Seiber and Indian Trail. Roads need attention.

52. need to consider any commercial even if it's not "high class" For example, a new Dollar General store would generate a lot of sales, but a lot of residents see that as "low class" retail. These kinds of businesses will generate the sales tax revenue the City desperately needs.

53. Something needs to be done to lower the number of loose dogs & stray cats. Police presence could be used at lake to avoid it turning into a hangout for vagrants, low quality people, non-DWG-citizens, etc. We have seen many people disregarding catch & release rule.

54. I appreciate the meeting and appreciate all the time and energy spent on our town. Thank you

These comments are presented as submitted in the citizen survey, Question #3 Other - What do you value most about DWG?

1. Shawn (public works employee)
2. Quiet surroundings
3. Patrol of neighborhoods
4. City Services - road repair. Small enough for each resident to participate in city activities.
5. no HOA
6. in DFW (30 minutes to DFW Airport, Dallas-20 minutes to Ft. Worth)
7. The people - the folks who live in our community and the people who work at city hall.
8. Large lot size
9. Large acreage lots
10. The close proximity to church, shopping, airport, and major highways.
11. Quiet but close to other cities, work, etc.
12. Private property rights

These comments are presented as submitted in the citizen survey, Question #4 Other - What concerns you the most about DWG's future?

1. Changing the character of the city
2. Changing the character of our city because it is NOT necessary
3. Loss of rural atmosphere
4. Traffic stops within neighborhoods
5. Lack of action and follow ups by code enforcement sheds bad light on DWG
6. Lack of entertainment facilities attractive to both young professionals and older persons.
7. Maintaining the presence of nature/health of the lake
8. Maintaining the level of safety (police presence) and property values
9. Instrastructure in terrible shape
10. No sidewalks to allow walkers/bikers safe passage around the neighborhood or to the park
11. Tax increases

12. I'm concerned about where the economic developments will be. Plenty of old worn out areas on the north end that could be redeveloped providing the needed tax increase without affecting our property values in residential areas.

13. City government will spend to much on amenities like other cities

14. Apartments

15. Maintaining small town feel

16. Real estate taxes and cost of city services.

17. Infrastructure upkeep

18. No public transportation

19. The turn towards infringing on my private property rights.

These comments are presented as submitted in the citizen survey, Question #5 Other - Should DWG welcome new growth & development?

1. Upscale commercial

2. Substantially residential growth with minimal commercial growth

3. Well controlled residential/commercial growth...no apartments; no cheap businesses

4. But with emphasis on residential

5. Residential and commercial (but commercial only where roads support traffic)

6. No apartments

7. But as long as they don't change our small town feel.

These comments are presented as submitted in the citizen survey, Question #6 Other - What types of residential development does DWG need?

1. GH-high end

2. SF-only 1/2+ acres; GH-only off Arkansas north of pond possibly to Bowen

3. Non-rental

4. We don't need zero lot lines homes, townhomes, apartments, or duplexes. We need retail for tax revenue.

5. Active Senior Living Facility

6. I would like to see the city encourage improvements to current residential areas. Code enforcement needs significant improvement. Way too many dilapidated/poor condition properties.

7. High class/luxury residential growths

8. Whatever development fits location

9. I don't know. Where would it be located?

10. In moderation. The draw for our community is the open space, larger land/lot sizes and the city's hands-off approach to private property rights.

11. Senior housing

These comments are presented as submitted in the citizen survey, Question #7 Other - Relative to the undeveloped Bowen corridor, what type of new growth and development should DWG welcome?

1. All of the above

2. Retail, sales tax producing businesses.

3. Commercial in the Mayfield area. Commercial at Arkansas (old car wash).

4. I admit to being wishy-washy on the garden homes. Some of our current residents wish to downsize.

5. Commercial in currently zoned commercial areas, possibly some low impact farm to table type of commercial PD overlay on a portion of the stretch from California to Roosevelt, garden homes at the corner of California and Bowen and possibly other areas along Bowen, single family also works with access off Roosevelt.

6. I'd like to see a set aside historical park featuring a reconstructed DWG subsistence farm and associated structures to create a "destination learning space" that tells the unique DWG story.

7. Commercial with upper part of building used as residential.

8. I am not familiar with some of these options, so I will decline to specify a preference at this time.

9. North end only

10. Garden homes with an off-Bowen entrance so not directly involved in traffic of Bowen.

11. Restaurants, upscale retail only, no strip centers!

12. This is one of the very few places for appropriate commercial growth. Part of the problem we currently have is residential use of property better suited to commercial.

These comments are presented as submitted in the citizen survey, Question #8 Other - What transportation problems exist in DWG?

1. Faster traffic signal at Roosevelt/Bowen & California/Bowen.

2. Speeding - not enough tickets given.

3. Large school zones for schools with zero walkers.

4. Traffic congestion around schools

5. Increased traffic on narrow roads

6. Streets and drainage, construction projects that are done and RE-done

7. Congestion at Roosevelt and Arkansas. Light timing on Arkansas at both Bowen and Roosevelt during rush hour. Left turn visibility from Clover to Bowen.
8. Not really room for bicycle lanes, but informing the public that cyclists deserve space on the road is necessary.
9. No right turn lane at California & Bowen, currently we do not have a problem with lack of commercial parking with the possible exception of around Campo Verde. It will be important as our commercial continues to develop to ensure there is adequate parking.
10. I just purchased my home last week, and know these are two issues i have seen driving through.
11. Walking and cycling can be dangerous. There have been several articles lately about lowering speed limits to 25 mph in residential areas and I think we should consider this.
12. Streets intended as rural lanes being used and developed as throughfare.
13. Minor traffic at certain times around Key and borders. Don't spend on bike lanes and sidewalks, that is what parks are for.
14. Red lights crossing Arkansas Lane are too long. Sometime I wait 5 minutes to cross when nobody is going east or west on Arkansas Lane.
15. None
16. Roosevelt needs road work.
17. School traffic congestion relating to ACA.
18. I think for the type of community we are, DWG is doing good.
19. Too much traffic on our internal roads from persons not living in DWG.
20. Don't see a transportation problem.

CITY OF DALWORTHINGTON GARDENS

Tarrant County, Texas

FUTURE LAND USE PLAN MAP

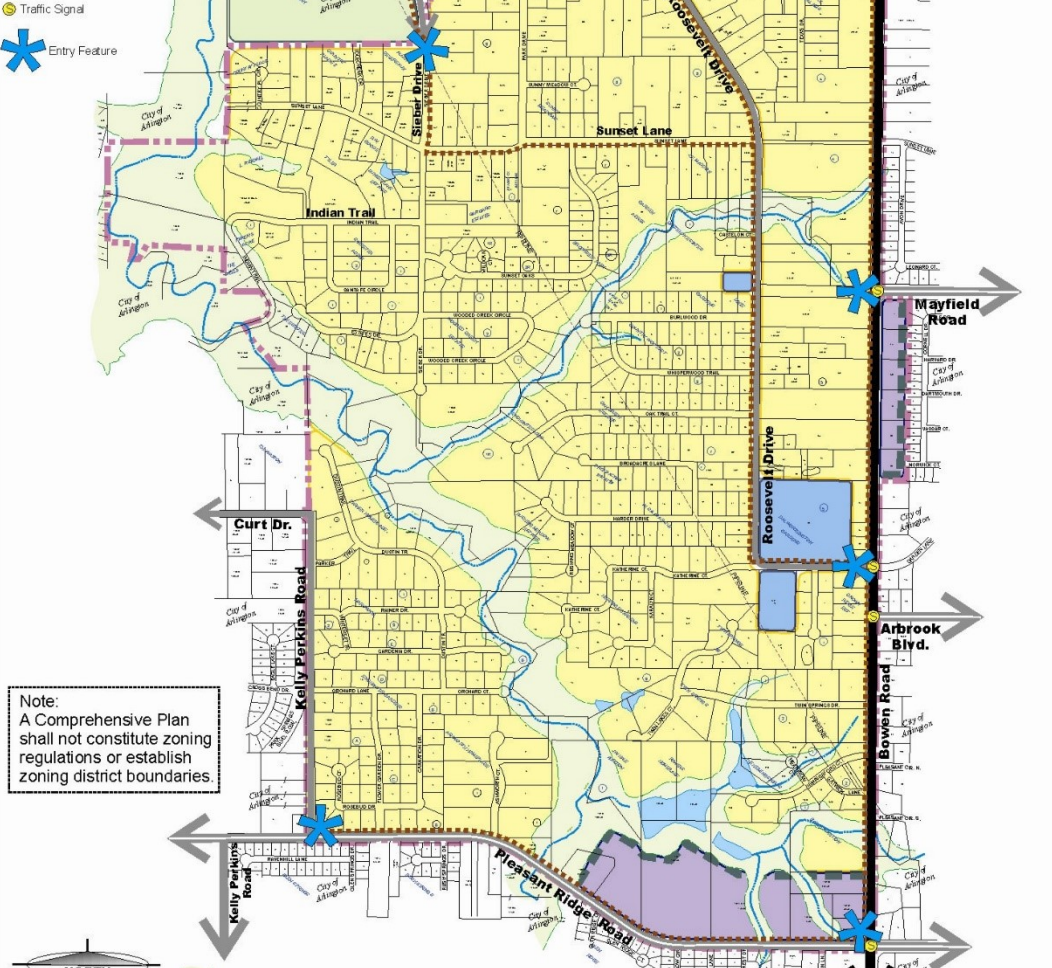
March 17, 2005

LAND USE LEGEND

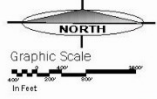
- Low Density Residential
- Medium Density Residential
- Public / Semi-Public
- Parks / Open Space
- Commercial / Retail & Office
- Planned Development Area- Garden Homes*
- Planned Development Area- Commercial*
- Required Buffer Area
- Pedestrian Pathway

*NOTE
 Uses other than Low Density Residential in the Planned Development Areas (as Garden Homes in the Planned Development Area- Garden Homes or as office or retail uses in the Planned Development Area- Commercial) require plan approval.

- Traffic Signal
- Entry Feature



Note:
 A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.



Denotes 100 year Flood Plain Limits per FEMA maps

City Limit Line