CITY OF DALWORTHINGTON GARDENS

NOTICE OF A SPECIAL MEETING
CITY COUNCIL

JUNE 12, 2024 AT 6:00 P.M.

CITY HALL COUNCIL CHAMBERS, 2600 ROOSEVELT DRIVE, DALWORTHINGTON GARDENS, TEXAS

1. **CALL TO ORDER**
2. **CITIZEN COMMENTS**
3. **CONDUCT WORK SESSION ON:**
    i. Comprehensive Plan: Discuss and provide any action to direct staff on changes.
4. **ADJOURN**

CERTIFICATION

This is to certify that a copy of the **June 12, 2024** City Council 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.

DATE OF POSTING: _____ TIME OF POSTING: _____ TAKEN DOWN: _____

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Sandra Ma, City Secretary

City of Dalworthington Gardens

Comprehensive Plan

City Council
Laurie Bianco, Mayor
Ed Motley, Mayor Pro Tem
John King, Alderman
Steve Lafferty, Alderman
Cathy Stein, Alderman
Mark McGuire, Alderman
Joe Kohn, Former Alderman

Planning & Zoning Commission
Todd Batiste, Chairman
Maurice Clark
Brian Colin
Johanna Storm
Paul Sweitzer
Thomas McCarty, Alternate
Anthony Parker, Alternate
Former Chairman Brett Hall
Former Board Member Louis Celone
Former Board Member Tim Butler

City Staff
Cara White, City Attorney
Greg Petty, Director of Public Safety/City Administrator
Sandra Ma, City Secretary
Kay Day, Finance Director
Lola Hazel, Former City Administrator/City Secretary
Gary Harsley, Former Building Official

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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 "DWG". In recent years, 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 DWG. Commercial development along Pioneer Parkway has changed, as the commercial focus for this area of the county has shifted to the Parks Mall.

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. We recognize conditions in the City continued to change, requiring another update. Many of the same issues are still present and amplified by the intensifying development pressure. This Comprehensive Plan Update takes the basic concepts from the previous Comprehensive Plan that has guided the city 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 statues 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, sewer, schools, parks and other public requirements.

History of Dalworthington Gardens

The City of Dalworthington Gardens has a truly unique history. While visiting the area with her son in the 1933, 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. The project would ultimately be comprised of 80 residential lots with 79 new homes built, a community house, a community well lot, a large park and streets.

Because the program was slow in getting started, the first settlers 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.

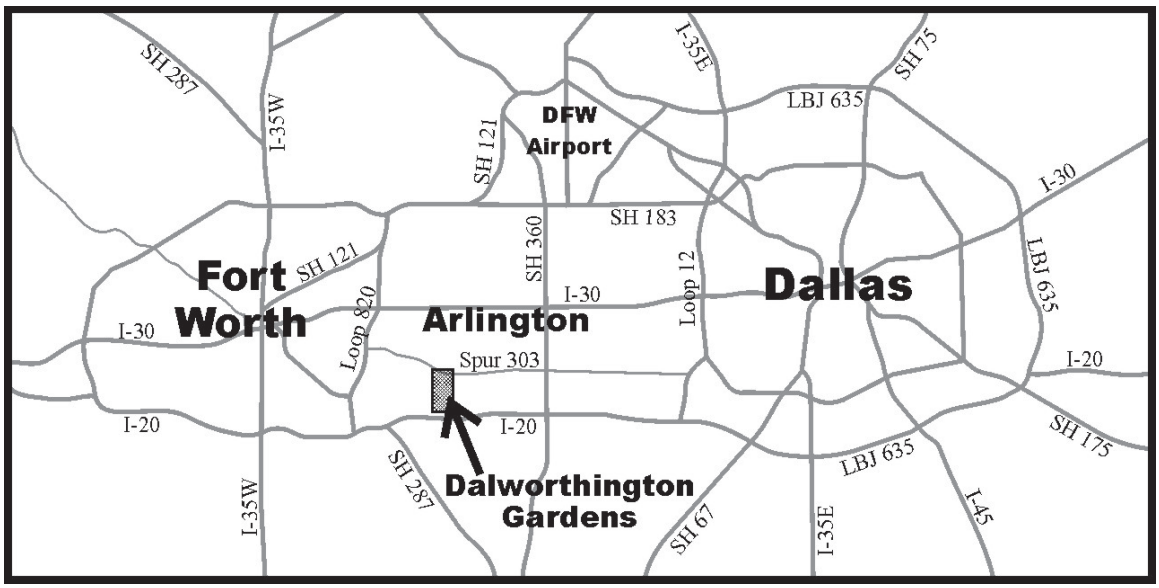
Due to these and other administrative problems with Dalworthington Gardens and other homestead projects, in 1936 President Roosevelt approved a restructuring plan that authorized homestead projects to be transferred to local homestead associations, while remaining under federal jurisdiction. The Dalworthington 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. A community house, located on the site of the present City Hall, was the center of community activity.

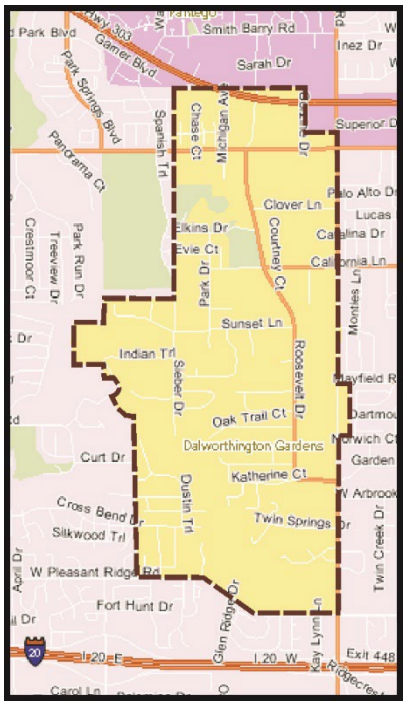
Dalworthington Gardens continued to function as a homestead project under the jurisdiction of the federal government until 1949 when local residents voted to petition for incorporation.

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.



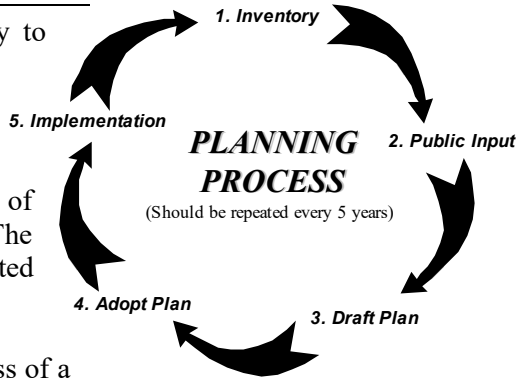
Context of Dalworthington Gardens

Dalworthington Gardens is centrally located in the Dallas-Fort Worth Metroplex, the fourth largest metropolitan area in the United States. As of the 2020 census, all three of the cities from which our name is derived were ranked in the top 50 largest cities in the country. Dallas is ranked as the 9th largest city at, 1304,379. Fort Worth is ranked #13 with 918,915 and Arlington is ranked #50 with 394,266 in population. Tarrant County is ranked the fourth largest growing county in the nation. This phenomenal growth rate is impacting DWG and bringing additional pressure to increase the intensity of development in 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 Town 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. DWG is a low-density residential area in the midst of higher residential density areas in Arlington. 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 an 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 March 26, 2019 at Key Elementary School. The second Town Hall meeting was held June 25, 2024 at 700 p.m. The Goals and Objectives from the previous plan were re-endorsed by a consensus of the citizens attending the Town Hall meetings and/or completing a survey. 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 economic development and revitalization of the Arkansas Lane/Pioneer Parkway Commercial areas and Bowen Road. Once the analysis was complete, decisions were made as to what alternative(s) were 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.

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 the previous review of the Comprehensive Plan. As a result, after discussion and public input, the following goals are ratified for this current comprehensive planning process.

Town Hall Meeting Questionnaire Responses

A questionnaire was distributed in the June 2018 and July 2018 newsletters to allow citizens 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?”

VISION

For Dalworthington Gardens to be a destination for people seeking a relaxed lifestyle within the DFW Metroplex by fostering a community that:

1. Maintains a small town rural neighborhood feel
2. Blends with its natural environment
3. Responds to the needs of its citizens
4. Allows reasonable and appropriate development that is consistent with the goals and makes a positive contribution to the community.
5. Works in cooperation with its municipal neighbors, county government, and state government to create mutual benefit of the population.
6. Recognizes its responsibility to be a conservative steward of the public’s funds.

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: Maintain rural character of single family subdivisions.

Objective 2: Rejuvenate public amenities and increase walkability and connectivity to local shopping and public parks for the existing area of medium density multi-family residential development.

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

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

Residential Policies

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

Policy 2: Enforce existing codes for the health, safety, and welfare of all residents (floodplain permits, non-conforming uses, minimum standards of building code, etc.).

Policy 3: Establish submission of concept plans for rezoning requests.

Policy 4: Establish Planned Development-Residential zoning to encourage site planning in environmentally sensitive areas and promote compatible transition in land uses.

Policy 5: Limit time to physically start and complete street, drainage and utility improvements for approved plans.

Policy 6: 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 7: Establish standards consistent with state law 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(s).

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 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: Coordinate zoning, site plan, and subdivision review and approval processes with provision of essential public services. Only approve projects with 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 5: 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 6: Promote the identity of the City, such as distinctive DWG street sign toppers and attractive signage at major entry points to the City.

Policy 7: 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 flood plain.

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

Objective 4: Maintain 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: Prohibit through-truck traffic in 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.

Objective 5: No additional vehicular access between Bowen Road and Roosevelt Drive.

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

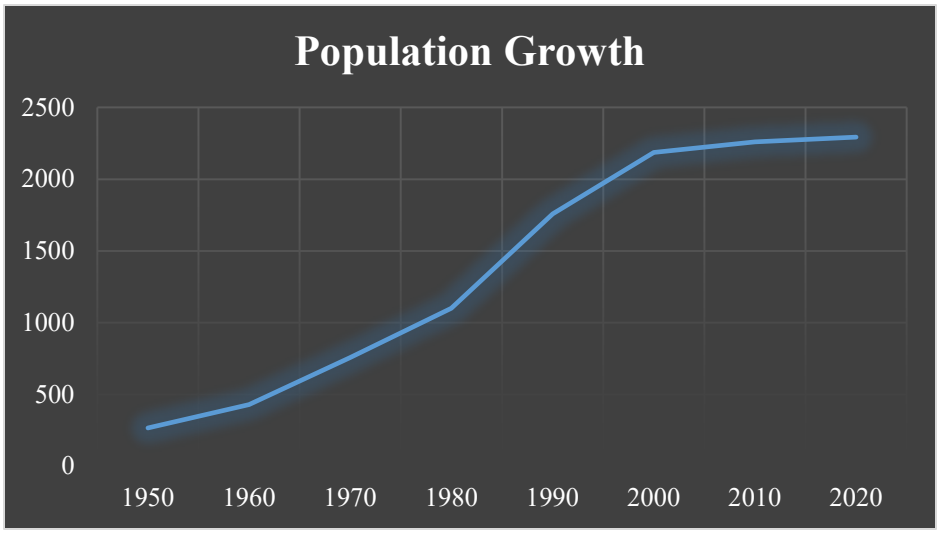
The City of Dalworthington Gardens has had steady increases in the resident population over the last fifty years with the largest absolute growth occurring during the 1980s and the largest percentage growth occurring during the 1960s. During this same period of time the population of Tarrant County has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

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 County
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%
2010	2,259	73	3.34%	1,809,034	0.125%
2020	2,293	34	1.5%	2,110,640	0.109%

Source: U.S. Census Bureau, NCTCOG

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 consider 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 understand 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.

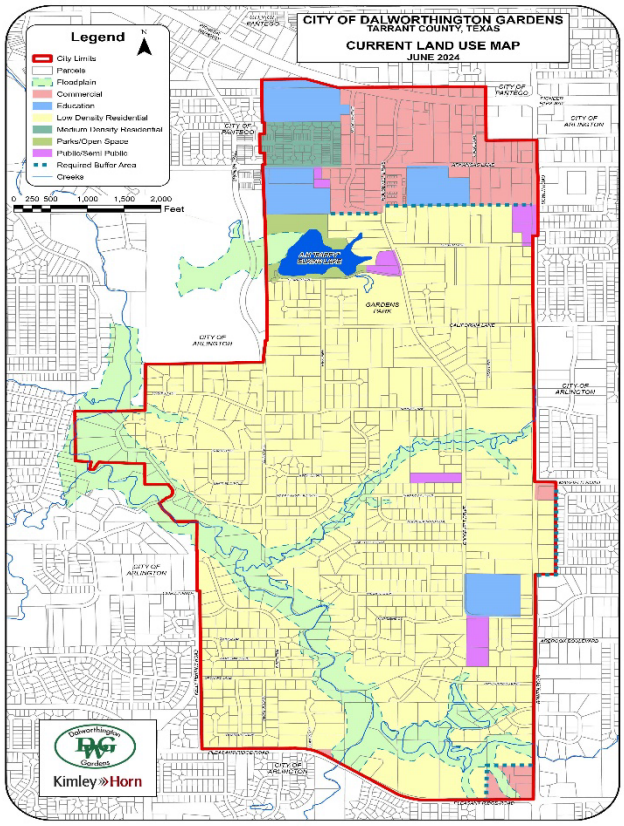
The North Texas Council of Government's (NTCOG) Existing Land Use data was used as a basis to establish existing land uses in Dalworthington Gardens. Staff also used rough measurement tools to determine accuracy of existing data. The NTCOG data are estimates of existing land use and, as such, the existing land use figures in this chapter are estimates, only, and should not be assumed to be exact.

Land Use	Acres	% of Total
Single Family Residential	899	74%
Multi-Family Residential	18	1%
Commercial	116	10%
Public/Semi-Public	16	1%
Education	54	4%
Park	42	3%
Floodway	70	6%
Total City Land in Use	**1,216**	**100%**

The total City area is 1,146 acres. The table above shows floodway acreage, but that number is duplicated in other land areas. Thus, the reason total city land use acres does not match total city area. 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.

Residential Land Use

Residential land use accounts for most of the development in the city. Approximately 917 acres is currently developed as residential use. This type of land use consists of low-density residential units (single family homes) and moderate density units (multi-family). 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 minimum of half acre lots. There are approximately 899 acres of low-density residential land use in the city limits. 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 one-half 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 multi-family development on the north side of Arkansas Lane, east of Spanish Trail. Moderate density residential use accounts for approximately 18 acres of land area within the city. 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.

Commercial Land Use

The commercial land use category includes both service and retail uses. Approximately 116 acres of commercial land use is located in Dalworthington Gardens. The majority of the existing conforming commercial development is located along Pioneer Parkway/Spur 303 and Arkansas Lane in the northern portion of the city. The remaining commercial exists as a commercial planned development at the corner of Pleasant Ridge and Bowen Road, and one commercial planned development at the corner of Mayfield Road and Bowen Road.

Public & Semi-Public Land Use

Public and semi-public land uses include municipal, county, state, and federal government uses. Churches and religious institutions can also be categorized as semi-public. Since there are no county, state, or federal offices, the only public land uses are the City of Dalworthington Gardens municipal facilities and some long-tenured churches and other religious institutions. Approximately 16 acres in the City of Dalworthington Gardens are utilized for public and semi-public land uses.

Education

Approximately 54 acres in the City of Dalworthington Gardens are utilized for education which consists of both public and private schools. The schools in the City of Dalworthington Gardens are Key Elementary School which is a part of the public Arlington Independent School District system (AISD), the AISD Agriculture Science Center, and Arlington Classics Academy and Montessori Academy, both private education institutions.

Park

Gardens Park, with an area of approximately 42 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. 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.

Floodway

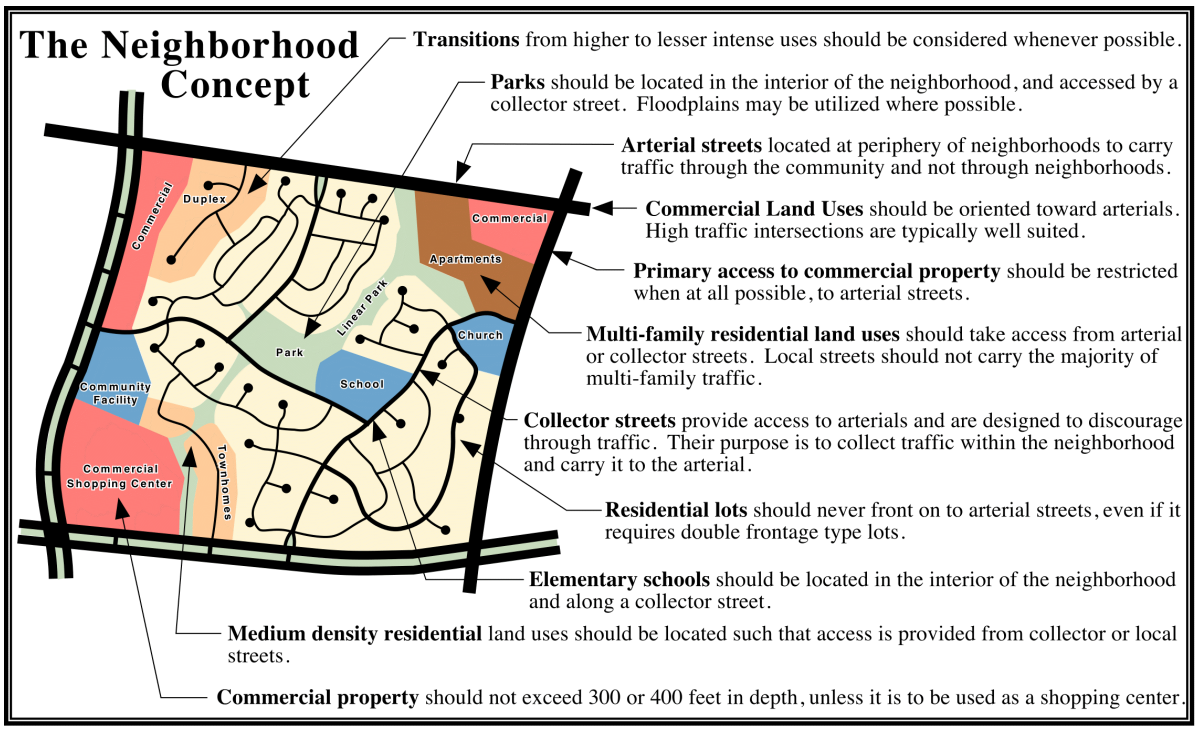
The City of Dalworthington Gardens has approximately 70 acres of floodway throughout the city. This particular acreage will show the amount of land that is not currently buildable. This floodway data was derived from the 2009 FEMA maps. New FEMA maps are not expected to be finalized until sometime in 2023 and were not available at the time of this Comprehensive Plan update.

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.

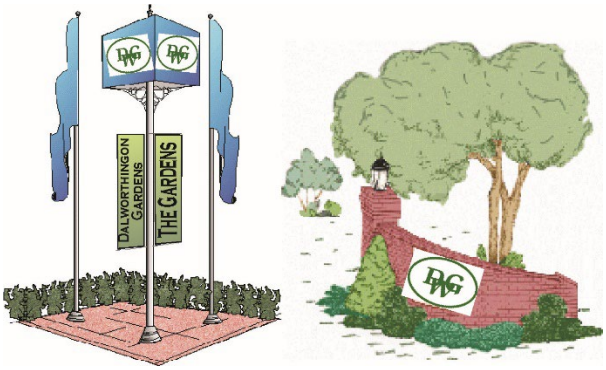
Screening Walls: Walls used to screen incompatible uses should be solid. Wooden fences are not recommended for this purpose because the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses, and they tend to deteriorate over a short period of time. It is 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.

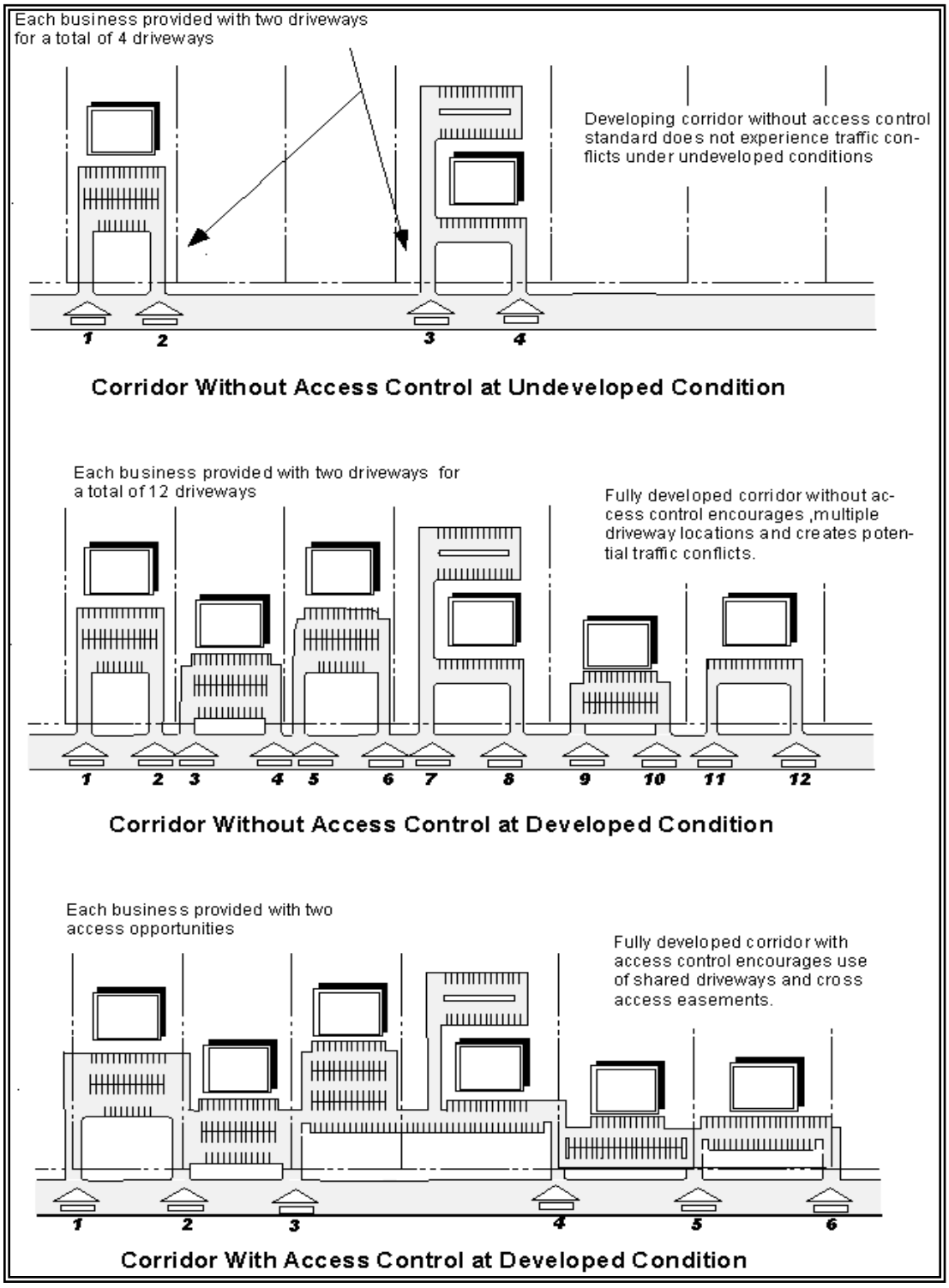
Commercial Driveways-Distance Between Driveways

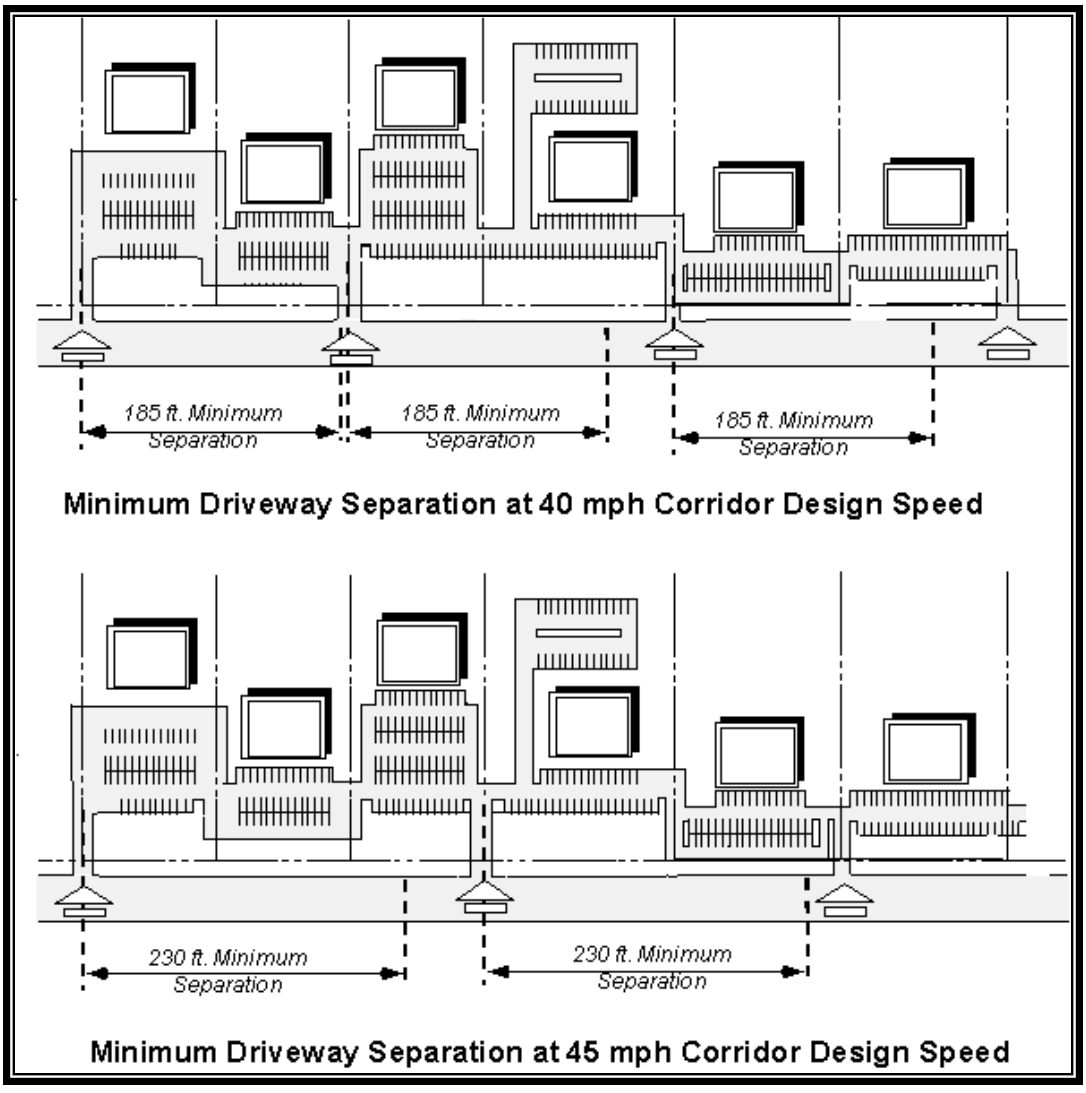
The number and location of commercial driveways shall be controlled such that the distance between driveways is increased, relative to design speed of the roadway so that the number of opportunities for traffic conflicts may be reduced. Adequate distances between driveways will help to ensure the safety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

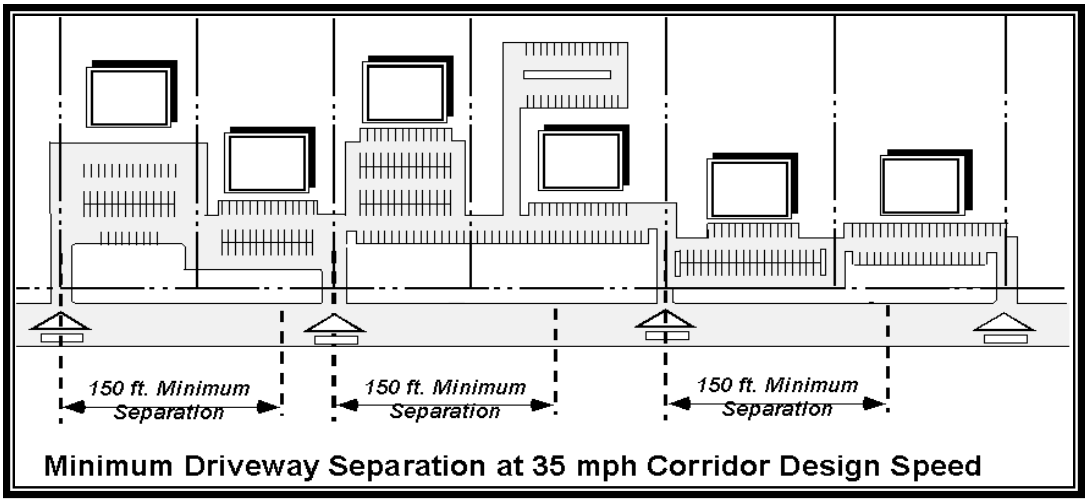
Conventional thinking of commercial development, in times past, sought to provide numerous opportunities (at least 2 driveway cuts) for circulation on and off of each individual commercial site. Whereas this certainly provided access, there is no documentation that indicates a direct relationship with 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

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.


Each business provided with two driveways for a total of 4 driveways
Developing corridor without access control standard does not experience traffic conflicts under undeveloped conditions
1
2
3
4
Corridor Without Access Control at Undeveloped Condition
Each business provided with two driveways for a total of 12 driveways
Fully developed corridor without access control encourages ,multiple driveway locations and creates potential traffic conflicts.
1
2
3
4
5
6
7
8
9
10
11
12
Corridor Without Access Control at Developed Condition
Each business provided with two access opportunities
Fully developed corridor with access control encourages use of shared driveways and cross access easements.
1
2
3
4
5
6
Corridor With Access Control at Developed Condition


185 ft. Minimum Separation
185 ft. Minimum Separation
185 ft. Minimum Separation
Minimum Driveway Separation at 40 mph Corridor Design Speed
230 ft. Minimum Separation
230 ft. Minimum Separation
Minimum Driveway Separation at 45 mph Corridor Design Speed

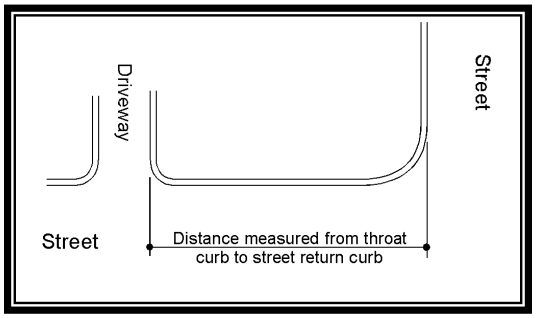

150 ft. Minimum Separation
150 ft. Minimum Separation
150 ft. Minimum Separation
Minimum Driveway Separation at 35 mph Corridor Design Speed

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.

Parking Location

Buffering will be required 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.

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.

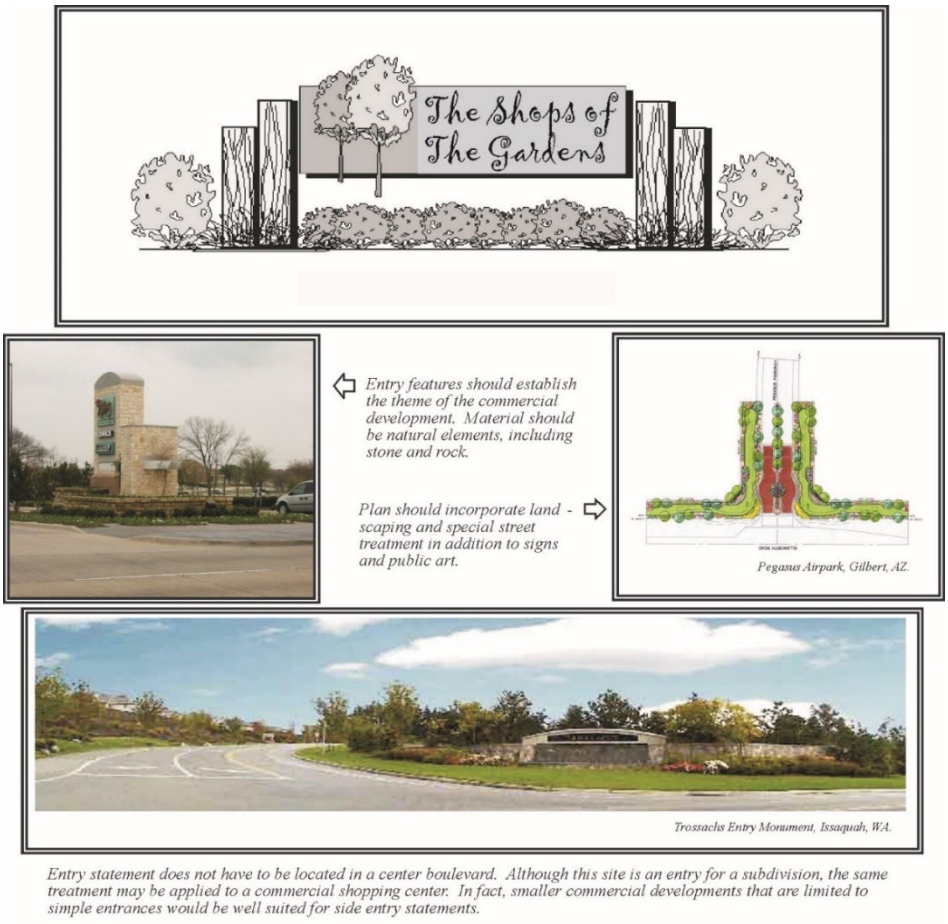
Compartmentalize the parking by breaking up into compartments with a maximum number of spaces.

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

Commercial development that serves multiple tenants shall have a signed entrance that is visible from each major thoroughfare adjacent to the property.

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.



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.

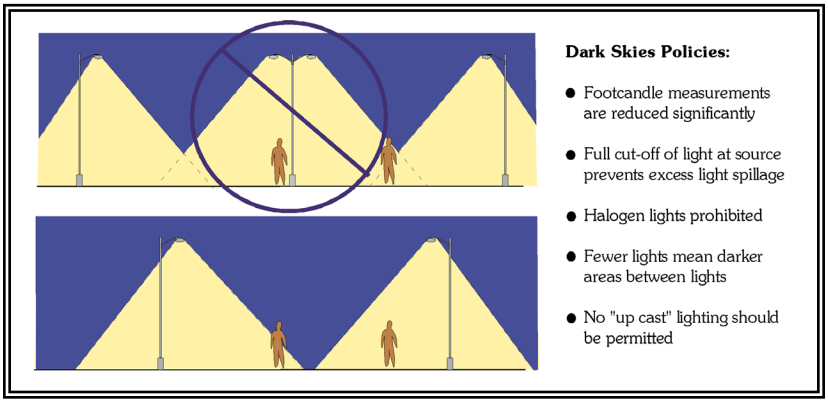
Landscaping

Commercial developments should provide landscaping they feel enhances the development and provides a pleasant shopping experience.

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.

Lighting

Subdivision Lighting



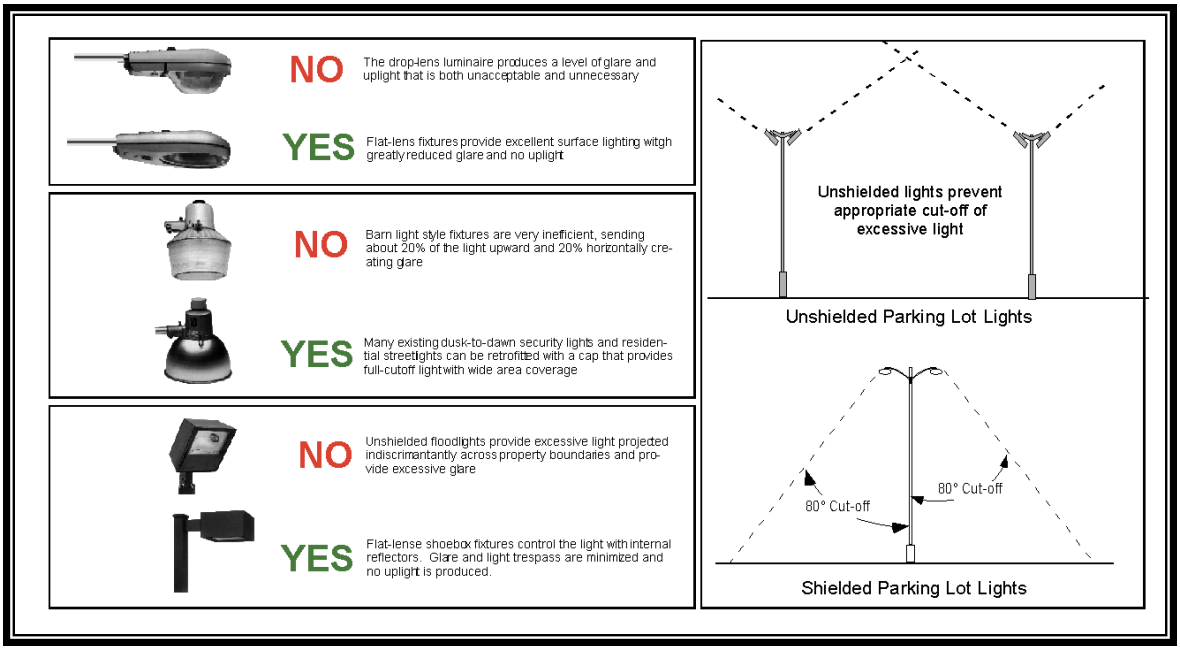
Subdivisions shall be designed such that light pollution will be held to an absolute minimum while still providing adequate safety for residents.

One of the rural aspects of Dalworthington Gardens is the ability to see the stars. It is Dalworthington Gardens' desire to mitigate the urban glow that is produced by any development occurring in Dalworthington Gardens wherever possible and safe to do so. These measures shall address both residential and non-residential development. Dalworthington Gardens has committed to lighting standards that allow for minimum lighting for all development while still providing adequate safety for its residents.

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.



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.

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

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.

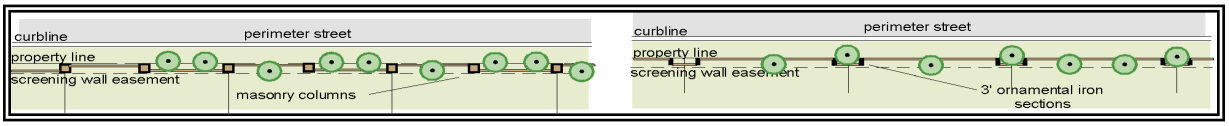
Perimeter fences may be located around subdivisions, especially where a subdivision abuts a principal or minor arterial roadway. They shall be designed to complement the environment. It is also important that the perimeter fence / wall be designed and installed as one unit. Often perimeter fences and 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.

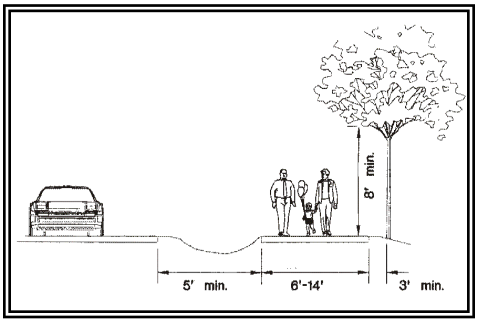
Combination of metal fence with masonry columns and base permits "openness" along the perimeter. Notice that extensive landscaping is included along the perimeter line.

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

If a subdivision abuts a principal or minor arterial roadway, the fences and walls located along the perimeter roadways of the 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 principal or minor arterial 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 into the design. Fences and walls located along the interior boundaries of the subdivision may have much simpler designs that limit the masonry content.

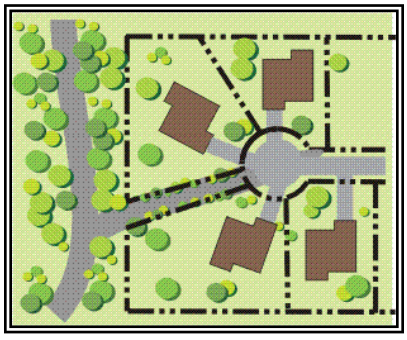
Pedestrian and Non-Vehicular Transportation





***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.*



Pedestrian and non-vehicular transportation opportunities shall be emphasized in the design of all subdivisions and commercial development, 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 is encouraged to indicate how or if it plans to utilize

the existing flood plain area for pedestrian and equestrian purposes. In addition, linkage opportunities should 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.

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.

Signage

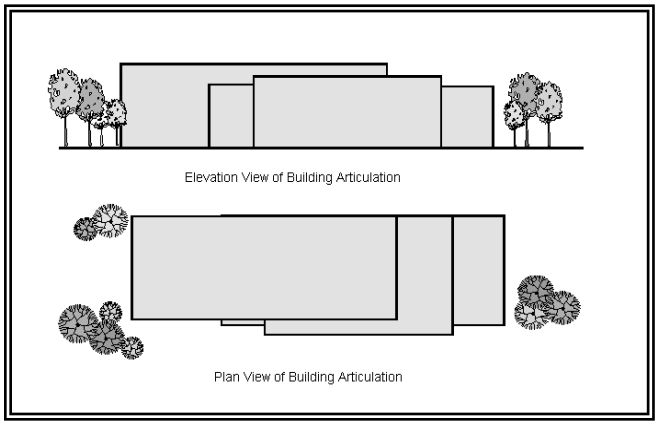
All signage shall be low level and shall be monument type unless otherwise permitted by the City.

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. Commercial developments that are bordered by more than one thoroughfare should provide signage on each thoroughfare.

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 are encouraged to 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.

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

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

- 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.

- To the extent allowed by law, all exterior surfaces of structures shall be 80% masonry material. Masonry includes brick, stone or tile, hand laid unit by unit; veneer simulations of the materials having the appearance of hand-laid units, when approved by the city; and stucco when applied in accordance with building code standards. 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 be discouraged. To the extent allowed by law, all structures having 6,000 square feet or less footprint shall be constructed with a pitched roof having a pitch not less than 2/12. To the extent allowed by law, those having a footprint greater than 6,000 square feet shall be constructed with either a pitched, parapet or mansard roof system, which shall be enclosed on all sides. Standing seam metal roofs shall be made of copper or shall have a factory-treated, nonmetallic, matte finish. Metal roofs with lapped-seam construction, bituminous built-up roofs, and flat membrane roofs that are visible shall be prohibited. Pitched roofs shall have roofing material of a lusterless neutral/earth tone or green color. Green colors shall be limited to dark forest greens, pale bluish-gray greens, slate greens and copper patina. Roof-mounted equipment otherwise visible from the same or adjacent property shall be screened from view. The screen shall be the color of the roof material or the wall material, whichever most effectively minimizes visibility from the ground.

- 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.

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.

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.

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.

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

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 comply 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.

Bowen Road is a five-lane undivided north-south Principal Arterial roadway. The five-lane pavement section provides for a continuous left turn lane. 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 a four-lane divided Minor Arterial street. 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 had 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**.

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.

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 on Roosevelt going northbound to turn east onto Arkansas.

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. A right turn lane should be added turning onto Bowen Road. 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

The pedestrian pathways in DWG currently are along the west side of Roosevelt Drive from the elementary school to Gardens Park at California Lane. There are also pathways in and around Gardens Park and a sidewalk along Arkansas Lane and Bowen Road. There are sidewalks from QT all the way to Kelly Perkins on Pleasant Ridge. Enchanted Gardens, located on Pleasant Ridge, also has sidewalks. The City of Arlington's Hike and Bike Plan includes planned bike routes that would enter DWG along California Lane from the east, Spanish Trail from the north and Indian Trail from the west. If DWG adopts the suggestions for DWG in Arlington's Hike and Bike Plan, California Lane from Bowen Road to Park Drive, Roosevelt Drive from California Lane to Sunset Lane, Sunset Lane from Roosevelt Drive to Sieber Drive, Sieber Drive from Spanish Trail to Indian Trail and Indian Trail from Sieber Drive to the Arlington City Limits would be designated as planned bike routes to provide connectivity to regional bicycle routes. Additionally, in Arlington's plan, there is some planned connectivity to existing and planned trails, sidepaths and bike routes along the southwest border of DWG.

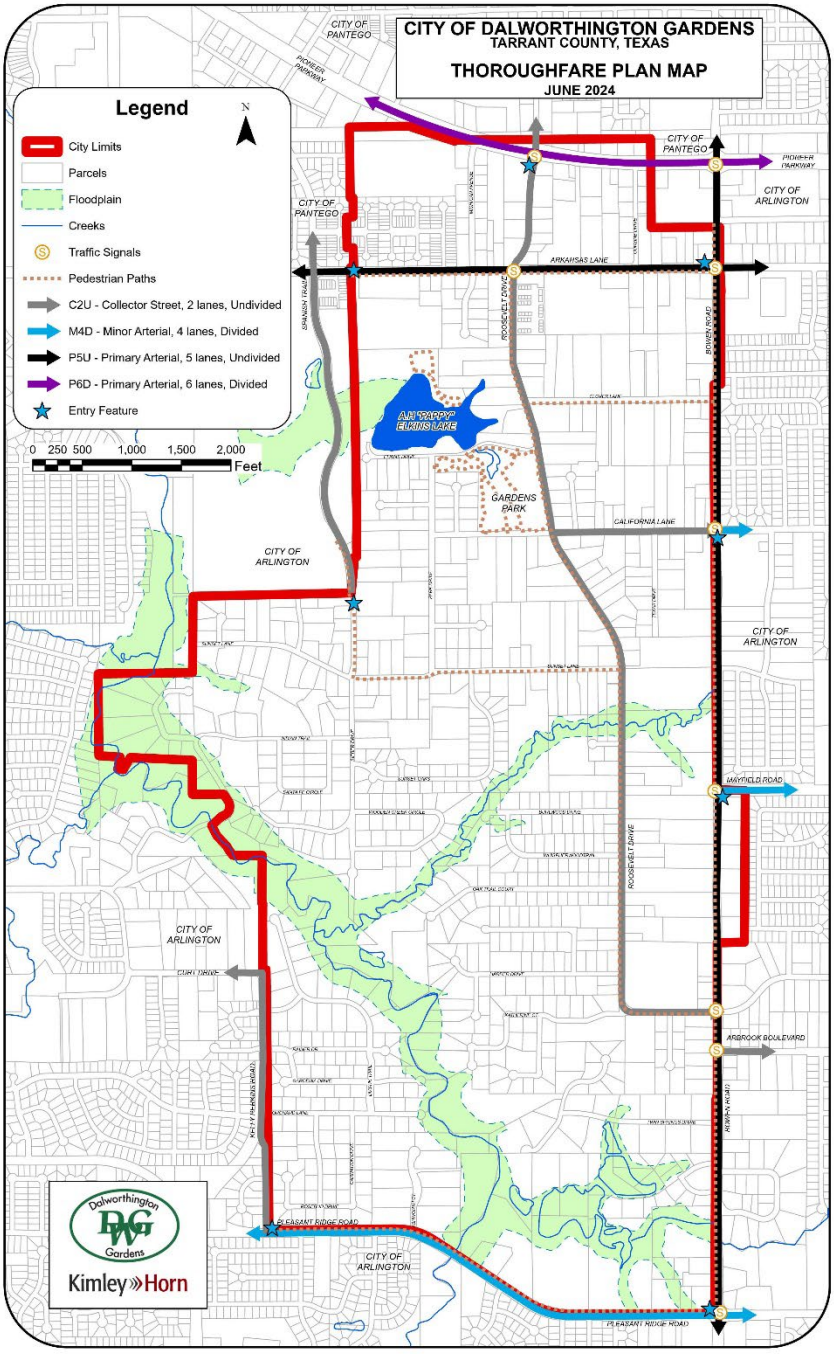
A new pedestrian path has been included in this Comprehensive Plan update to go along the south side of Sunset Lane from Roosevelt Drive to Sieber Drive and then to proceed north along the east or west side of Sieber Drive. At the DWG/Arlington city limits a connection could be made to the pathway network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

Other pathways and sidewalks should be encouraged along major streets as a part of the site plan review process for planned developments.

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.

The city of Arlington has established a program called Via Rideshare which offers a new transportation method whereby Arlington citizens use a smartphone application to share rides throughout Arlington. Rideshare has no fixed schedules, no fixed routes and an infinite number of on-demand stops. Citizens in Dalworthington Gardens may use Via Rideshare if they schedule a ride within Arlington city limits. Opportunities for alternative modes of transportation are very limited in Dalworthington Gardens. Since there are no existing or proposed railways with 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 DWG. An experiment with slightly smaller lot sizes (one-third acre) in the early 1980's was soon ended. The City continues to grapple 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.

Estates Lot Residential Neighborhood

A neighborhood comprised of lots of one acre or more.

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 an appropriate minimum area (at least two (2) acres) or adequate frontage (at least 200 feet).

Heavy commercial uses should be largely confined to the Commercial/Redevelopment District. Planned Development Areas on Bowen Road and Pleasant Ridge Road should also permit commercial.

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.

Professional office use is intended to include uses similar to those permitted in the current B-1 zoning classification and could be included in a Planned Development. However, clarification is needed as 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 permits 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 a component of the Bowen Road Planned Development Overlay District. 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 1800 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.

Business Redevelopment District

Most of the area of Dalworthington Gardens north of the Arkansas Lane Corridor is a long-standing commercial area that is the largest portion of the City dedicated to commercial zoning. Collectively, a private school (Montessori Academy), a charter school (Arlington Classics Academy) and Arlington ISD's Agricultural Sciences Center occupy 32.5% of the land in this district (or 39.298 acres out of a total of 120.9716 acres in this area) and are owned by the respective entities. While it is a disadvantage to have so much of the tax base of this section of DWG removed from the roles, it does provide opportunities the City should try to capitalize on. With so many families and students driving through this commercial area twice daily during the school year, there is opportunity to attract businesses to DWG that can fill the needs of these families. In addition to these three schools, the City's water well site and a few other small properties qualify for a property tax exemption so that just over a third of the area anticipated to be developed commercially is excluded from the property tax rolls.

Arkansas Lane has a mixture of limited residential uses that continue as non-conforming, commercial uses and vacant land. In addition, much of the entire commercial area is aging and in need of a facelift. The redevelopment of these properties is important to the commercial development of DWG and the need for additional sales tax revenue. Moreover, portions of the area need physical improvement and/or new infrastructure (both on city and private property). To address this need, the City should consider establishing a property tax baseline before more development or redevelopment occurs and annually determine how much of the property tax increase over that baseline can be banked into a separate Business Redevelopment District fund to accumulate and pay for city infrastructure upgrades and/or grant incentives for businesses to upgrade their street presence. Special incentives to encourage development or redevelopment such as Chapter 380 Economic Development Agreements.

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 enforcement of appropriate, codified design and landscaping standards will provide confidence to developers that future buildings in the area will also meet similarly high standards.

Bowen Road Corridor Area (Planned Development Overlay)

The Bowen Road corridor will have a multi-use purpose. Its future development will focus on commercial as well as residential development. Existing large residential lots that have both Bowen and Roosevelt access may be subdivided to allow commercial development on the Bowen Corridor only. These said lots shall remain residential on the Roosevelt side with no vehicular traffic connection between them.

One Planned Development Area of higher intensity use is designated along Bowen Road. The area on the east side of Bowen Road, south of Mayfield, would be an ideal location for an office or retail development.

The west side of the Bowen Road corridor between Roosevelt Drive and Bowen Road from the Roosevelt Drive intersection to the California Lane intersection shall be designated as a Planned Development Overlay Area.

Such a community shall be defined as an organized mixed-use community that integrates agricultural and food service commercial businesses, with residential uses, and open spaces that might be used as parks or community gardens.

Most of the west side of the Bowen Road corridor between Roosevelt Drive and Bowen Road from the Roosevelt Drive intersection to the California Lane intersection shall be designated as a Planned Development. The exection to including all of the land between Roosevelt Drive and Bowen Road begins at the California Lane intersection. Here the Planned Development shall only extend approximately 290 feet to the west from the Bowen Road right-of-way line for a distance of approximately 1,042 feet south along Bowen Road. (See the Future Land Use Map.)

The Bowen Road Planned Development Overlay may include Large Lot Residential uses but may also include a mixture of Medium Density Single Family Garden Homes, and Commercial Uses with a preference toward agricultural related businesses (vegetable and meat markets, farm and ranch supply, etc.) and restaurants. 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. Garden Home developments shall include 10 percent open space for parks and community gardens. The Planned Development shall provide an orderly transition from commercial uses to the large lot Residential uses and incorporate suitable separation barriers with a preference to vegetated barriers in lieu of hardened barriers such as fences. Uses other than large lot residential uses shall be planned development.

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.

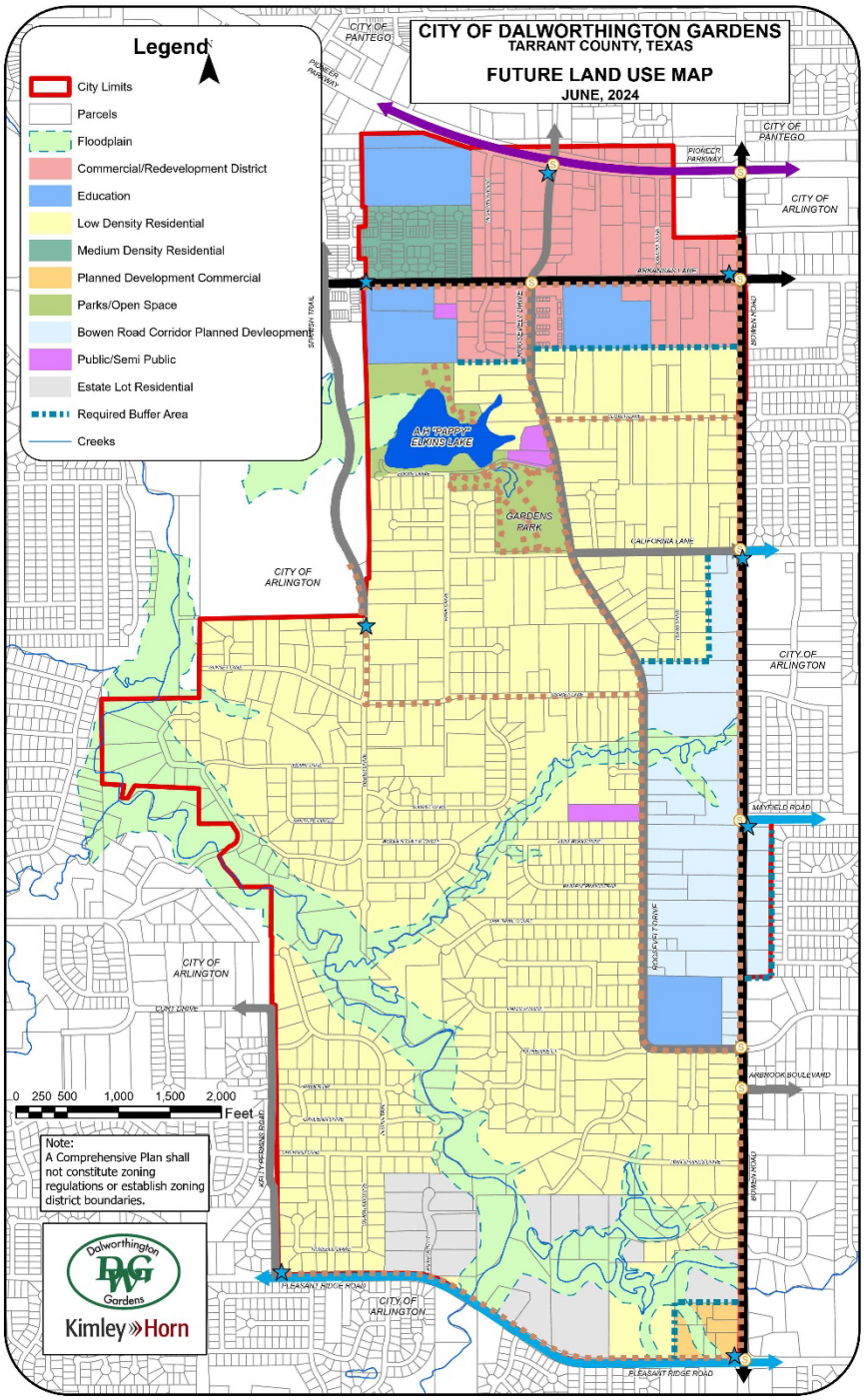
The other large tracts to the west on the north side of Pleasant Ridge Road are suitable locations for residential. Estates Lot Residential is permitted west to Ashworth Homeplace as well as north to certain lots on Twin Lakes Drive.

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.

Visit the city's website to view the most recent 10 year park plan.

Future Land Use 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 agree 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

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 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
TARRANT COUNTY, TEXAS

CURRENT LAND USE MAP
JUNE 2024

Legend

- City Limits
- Parcels
- Floodplain
- Commercial
- Education
- Low Density Residential
- Medium Density Residential
- Parks/Open Space
- Public/Semi Public
- Required Buffer Area
- Creeks

N

0 250 500 1,000 1,500 2,000 Feet

CITY OF PANTEGO
PIONEER PARKWAY
CITY OF ARLINGTON
MICHIGAN AVENUE
CORZINE DRIVE
SPANISH TRAIL
ROOSEVELT DRIVE
ARKANSAS LANE
BOWEN ROAD
A.H "PAPPY" ELKINS LAKE
CLOVER LANE
ELKINS DRIVE
GARDENS PARK
CALIFORNIA LANE
PARK DRIVE
TEXAS DRIVE
SUNSET LANE
INDIAN TRAIL
SIEBER DRIVE
SUNSET OAKS
SANTA FE CIRCLE
WOODEN CREEK CIRCLE
BURLWOOD DRIVE
MAYFIELD ROAD
WHISPERWOOD TRAIL
OAK TRAIL COURT
HARDER DRIVE
KATHERINE CT.
RAINER DR.
GARDENIA DRIVE
DUSTIN TRAIL
ORCHARD LANE
TWIN SPRINGS DRIVE
CARNATION DRIVE
ASHWORTH CT.
ROSEBUD DRIVE
CURT DRIVE
KELLY PERKINS ROAD
PLEASANT RIDGE ROAD
ARBROOK BOULEVARD

Dalworthington Gardens

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CITY OF DALWORTHINGTON GARDENS
TARRANT COUNTY, TEXAS

THOROUGHFARE PLAN MAP
JUNE 2024

Legend

N

- City Limits
- Parcels
- Floodplain
- Creeks
- Traffic Signals
- Pedestrian Paths
- C2U - Collector Street, 2 lanes, Undivided
- M4D - Minor Arterial, 4 lanes, Divided
- P5U - Primary Arterial, 5 lanes, Undivided
- P6D - Primary Arterial, 6 lanes, Divided
- Entry Feature

0 250 500 1,000 1,500 2,000 Feet

CITY OF PANTEGO
PIONEER PARKWAY
CITY OF PANTEGO
PIONEER PARKWAY
CITY OF ARLINGTON
CITY OF PANTEGO
MICHIGAN AVENUE
CORZINE DRIVE
ARKANSAS LANE
SPANISH TRAIL
ROOSEVELT DRIVE
BOWEN ROAD
CLOVER LANE
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CALIFORNIA LANE
CITY OF ARLINGTON
PARK DRIVE
TEXAS DRIVE
CITY OF ARLINGTON
SUNSET LANE
SUNSET LANE
INDIAN TRAIL
SIEBER DRIVE
SUNSET OAKS
SANTA FE CIRCLE
WOODEN CREEK CIRCLE
BURLWOOD DRIVE
MAYFIELD ROAD
WHISPERWOODTRAIL
ROOSEVELT DRIVE
OAK TRAIL COURT
CITY OF ARLINGTON
CURT DRIVE
HARDER DRIVE
KATHERINE CT.
ARBROOK BOULEVARD
RAINER DR.
GARDENIA DRIVE
DUSTIN TRAIL
KELLY PERKINS ROAD
ORCHARD LANE
TWIN SPRINGS DRIVE
BOWEN ROAD
CARNATION DRIVE
ASHWORTH CT.
ROSEBUD DRIVE
PLEASANT RIDGE ROAD
CITY OF ARLINGTON
PLEASANT RIDGE ROAD

Dalworthington Gardens

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CITY OF DALWORTHINGTON GARDENS
TARRANT COUNTY, TEXAS

FUTURE LAND USE MAP
JUNE, 2024

Legend

- City Limits
- Parcels
- Floodplain
- Commercial/Redevelopment District
- Education
- Low Density Residential
- Medium Density Residential
- Planned Development Commercial
- Parks/Open Space
- Bowen Road Corridor Planned Devleopment
- Public/Semi Public
- Estate Lot Residential
- Required Buffer Area
- Creeks

CITY OF PANTEGO
PIONEER PARKWAY
CITY OF PANTEGO
PIONEER PARKWAY
CITY OF ARLINGTON
MICHIGAN AVENUE
CORZINE DRIVE
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ROOSEVELT DRIVE
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WOODEN CREEK CIRCLE
BURLWOOD DRIVE
WHISPHERWOOD TRAIL
OAK TRAIL COURT
ROOSEVELT DRIVE
CITY OF ARLINGTON
CURT DRIVE
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KATHERINE CT
ARBROOK BOULEVARD
RAINER DR
GARDENIA DRIVE
DUSTIN TRAIL
ORCHARD LANE
TWIN SPRINGS DRIVE
BOWEN ROAD
KELLY PERKINS ROAD
CARNATION DRIVE
ASHWORTH CT
ROSEBUD DRIVE
PLEASANT RIDGE ROAD
CITY OF ARLINGTON
PLEASANT RIDGE ROAD

0 250 500 1,000 1,500 2,000 Feet

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

Dalworthington Gardens

Kimley»Horn

CITY OF DALWORTHINGTON GARDENS
TARRANT COUNTY, TEXAS
ZONING MAP
JUNE 2024

N

Legend

- City Limits
- Parcels
- B-2
- B-3
- L-1
- MF
- PD
- SF
- Floodplain
- Creeks

0 250 500 1,000 1,500 2,000 Feet

CITY OF PANTEGO
PIONEER PARKWAY
CITY OF ARLINGTON
MICHIGAN AVENUE
CORZINE DRIVE
SPANISH TRAIL
ARKANSAS LANE
ROOSEVELT DRIVE
PD-5
BOWEN ROAD
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TEXAS DRIVE
SUNSET LANE
INDIAN TRAIL
SIEBER DRIVE
SUNSET OAKS
SANTA FE CIRCLE
WOODEN CREEK CIRCLE
BURLWOOD DRIVE
MAYFIELD ROAD
PD-4
PD-3
WHISPHERWOODTRAIL
OAK TRAIL COURT
CURT DRIVE
HARDER DRIVE
KATHERINE CT
RAINER DR
GARDENIA DRIVE
ORCHARD LANE
DUSTIN TRAIL
CARNATION DRIVE
ASHWORTH CT
ROSEBUD DRIVE
KELLY PERKINS ROAD
TWIN SPRINGS DRIVE
ARBROOK BOULEVARD
PLEASANT RIDGE ROAD
PD-1
PD-2

Dalworthington Gardens

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