

NORTHEAST



Denton



AREA PLAN

NORTHEAST DENTON AREA PLAN

PLANNING & ZONING COMMISSION MEETING

November 1, 2023



Today's Agenda

1 Background

2 Recommendations
Framework

3 Goals

4 Objectives

5 Recommended Strategies

6 Direction & Discussion



STAKEHOLDER INTERVIEWS

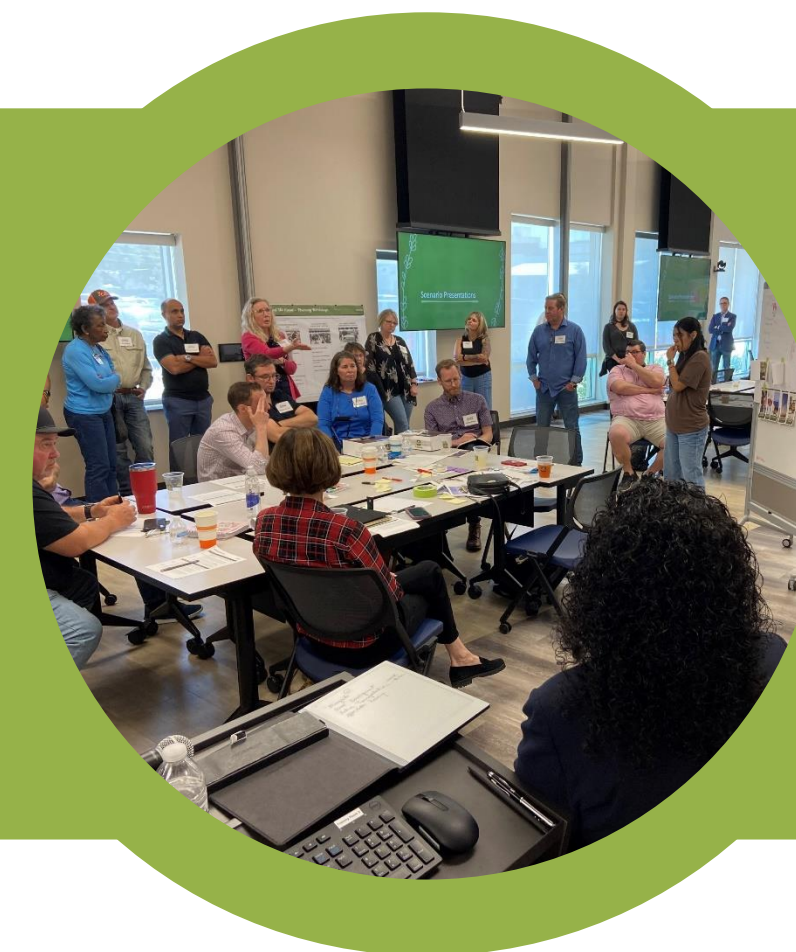
- + Interviewed 25 stakeholders
- + Elected & appointed officials (7)
- + Residents (7*)
- + Large landowners (4*)
- + Developers (3*)
- + Agencies - TxDOT, USACE, County (9)

* Some individuals are counted twice as both large landowners & study area residents or large landowners & developer



VISIONING WORKSHOPS 1 & 2

- + 265 attendees (in-person)
- + Community at-large
- + In-person
- + Online Survey



STRATEGIC FORESIGHT WORKSHOP

- + 39 attendees
- + Students and professors (12**)
- + Elected and appointed officials (10)
- + Residents (10**)
- + Large landowners (5**)
- + Developers and real estate professionals (5**)
- + Natural systems professionals (6**)

** Some individuals are counted twice as both large landowners & study area resident or large landowners & developer or resident & professor or natural systems & students/professors





Pastoral serenity, quality life, peaceful existence

Trees, cattle, alpacas, vistas, herons, quiet

Stop cutting down the trees please

Keep the rural area rural please

No more apartments on the loop

More nature now rare in Denton

Stop approving planned development in Denton

Way, way, way, too much construction

Cooper creek, new black top road

Built forever home on family land

Preserve natural feeling peaceful countryside

Open country rural no dense population

Less apartments, more trees, reduce traffic

Affordable housing, bike routes, green spaces

Greenspace, wildlife, outside, rural, listen, history

Open area peace rural low density

Remain less density family heritage homes

Conservation safety stop building apartment traffic

Expand roads before creating more traffic

Walkable, exciting, transit, affordable, friendly community.





Vision Statement recommended by the Steering Committee following the Strategic Workshop

Our vision for Northeast Denton is to maintain a sustainable community that **prioritizes environmental preservation, preservation of historic spaces, and healthy recreation, while still honoring the rural character of the area.** We are committed to providing **rural housing (2-5 acre lots)** and development options that are consistent with the **standards outlined in the 2040 Comprehensive Plan** as well as current zoning.






To quote the Community Vision Statement in the Denton Comprehensive Plan regarding the ‘rural fringe’ in which the Northeast Denton study area sits, “in our rural fringe areas of the city and the Extraterritorial Jurisdiction (ETJ) we see...**conservation development which retains rural character, protects open space and greenways...**”

Our vision recognizes the special and sensitive environmental realities of Northeast Denton, including the invaluable Greenbelt and crucial Watershed. It recognizes the historic significance of Hartlee Field and aims to preserve and highlight the airfield. It recognizes the way Northeast Denton **is valued by people across Denton** as a **rural, natural space** free of traffic and **available for recreation such as biking, walking, horseback riding, and enjoyment of quiet nature.** Our vision incorporates the vision of those who participated in the 2022/2023 community meetings and seeks to follow the guidelines set by residents who with the 2030 and 2040 Comprehensive Plans sought to **establish Northeast Denton as a special place for all of Denton to enjoy.**

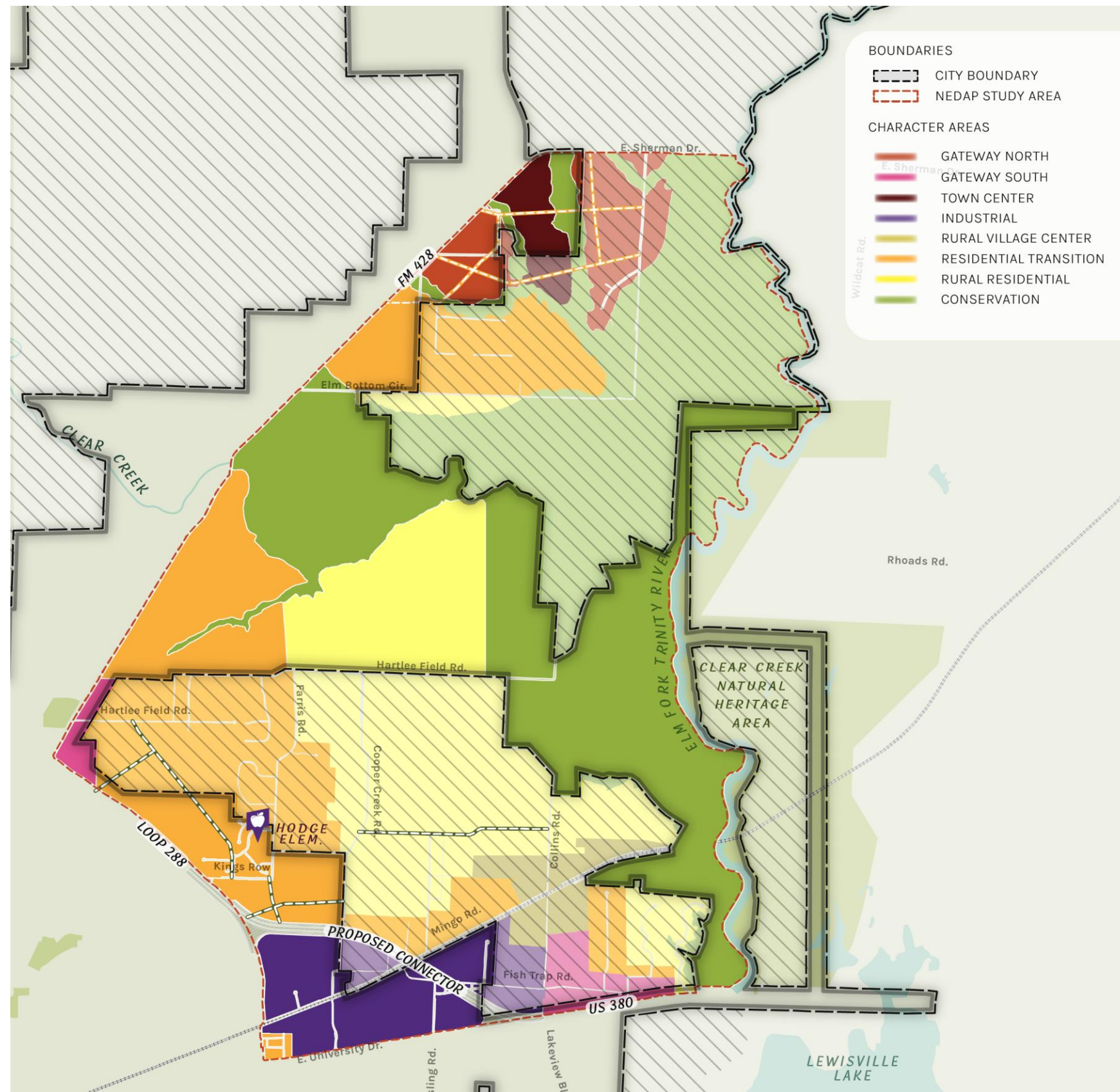


- + During the August 1, 2023 joint meeting of the City Council, Planning and Zoning Commission, and the NEDAP steering committee, staff presented two scenarios for future land use in Northeast Denton.
- + Council directed staff to proceed with Scenario 2, which provides for development to be focused near existing infrastructure and away from the City's Environmentally Sensitive Areas.
- + The following slide has two maps:
 - + A proposed land use map for the area, based on Scenario 2
 - + Proposed amendments to the City's Thoroughfare Plan

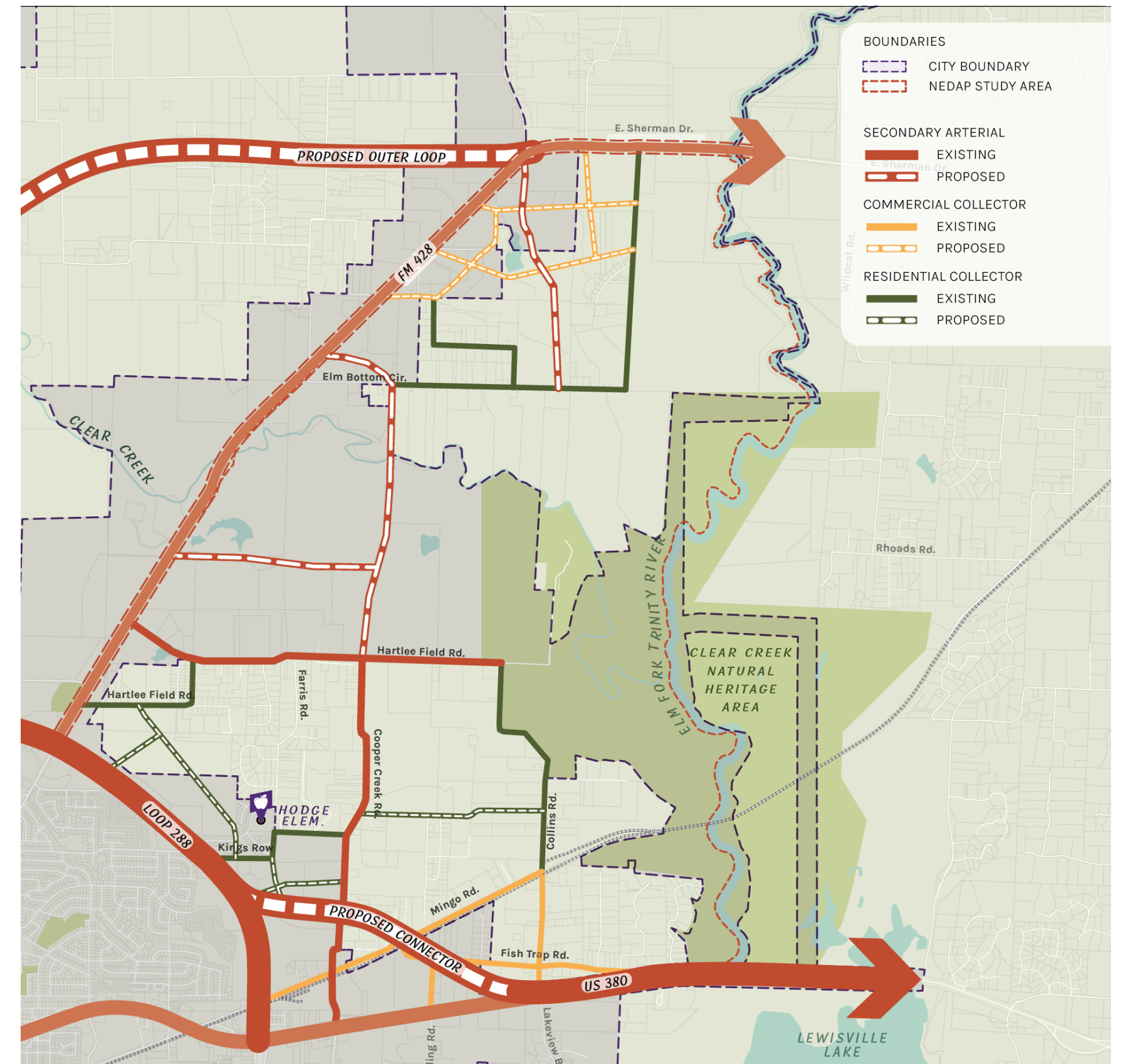
Land Use Descriptions:

-  **Conservation** - Natural areas for environmental preservation or recreation, including floodplain.
-  **Rural Residential** - 2-5 acre lots for very low-density housing, agriculture, equestrian activities, or open space.
-  **Residential Transition** - 3 lots per acre (suburban residential density) and some supporting retail. This land use serves as a transition between the higher density and more intensive uses and the rural areas. Development here should be clustered in mixed-use neighborhoods designed to promote walking and biking for daily trips.
-  **Gateway North** - Areas for focused commercial and mixed-use development with regional connections, including higher-density uses such as multifamily residential.
-  **Gateway South** - Areas for focused commercial and mixed-use development with regional connections, including higher-density uses (but excluding multifamily).
-  **Town Center** - Areas for walkable mixed-use development in four or five story buildings with local and regional connections, including higher-density uses such as multifamily residential. Development layouts should prioritize active transportation over vehicle use and promote walking and biking for daily trips.
-  **Industrial** - Areas for industrial and employment activities with regional connections. Development layouts should accommodate future transit and active transportation access.
-  **Rural Village Center** - mix of commercial and residential uses (such as town home and/or duplex) in one- or two-story buildings with rural village feel in a walkable Main-Street style setting. Development layouts should prioritize active transportation over vehicle use and promote walking and biking for daily trips.

PROPOSED MAPS



Proposed Land Use Map



Proposed Thoroughfare Plan



Framework

- 1 Land development
- 2 Infrastructure development
- 3 Economic development
- 4 Environmental preservation
- 5 Historic preservation

Goals

- 1 Contiguous, staged growth, which is fiscally and environmentally sound, reduces fragmentation and sprawl, discourages premature development, and conserves the city's environmental and natural resources.
- 2 Conservation development which retains rural character, protects open space and greenways, enhances development value, and provides greater land use pattern choices to landowners.

Objectives



Promote **environmental preservation**, restoration, sustainability & climate resilience.



Protect health, safety, and **quality of life**.



Maintain & enhance rural character & **historic assets**.



Develop the area as a **regional** asset and **legacy for future generations**.



Foster **economic sustainability**.



Land Development Strategies

Strategy #1



Promote conservation development patterns for all future residential developments. (pg. 12 & 13 NDNA plan)

Example: 1,272 homes on 421 acres with a goal of a gross density of 3 units per acre.



Traditional Development -
Minimal open space +
net density of 3.5 homes/acre



Conservation Subdivision -
~49% additional open space +
net density of 6 homes/acre



Density Incentive -
~80% additional open space +
net density of 15 homes/acre



Promote conservation development patterns for all future residential developments. (pg. 12 & 13 NDNA plan)



What? Conservation development patterns are a design strategy that aims to preserve larger areas of land as public open space or conservation easement for the public and the environment. This public open space is usually **in addition to** the required landscaping and park/open space dedications required by the development code for typical developments in the city.

How? Incentivize 30% of the buildable area (not floodplain) of the property to be dedicated as permanent public open space or conservation easement **in addition to** the required landscaping and park land dedications.

Through zoning, offer additional development rights in exchange for

- Creating additional open space in specific types of areas, such as adjacent to the floodplain, adjacent to conservation easements on adjoining properties, or other existing open areas nearby, especially areas identified for restoration and repair of existing natural systems
- Actively repairing and restoring riparian corridors within and adjacent to the proposed development

Enforce the dedication as a part of subdivision, site plan, and zoning review.

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Promote conservation development patterns for all future residential developments. (pg. 12 & 13 NDNA plan)



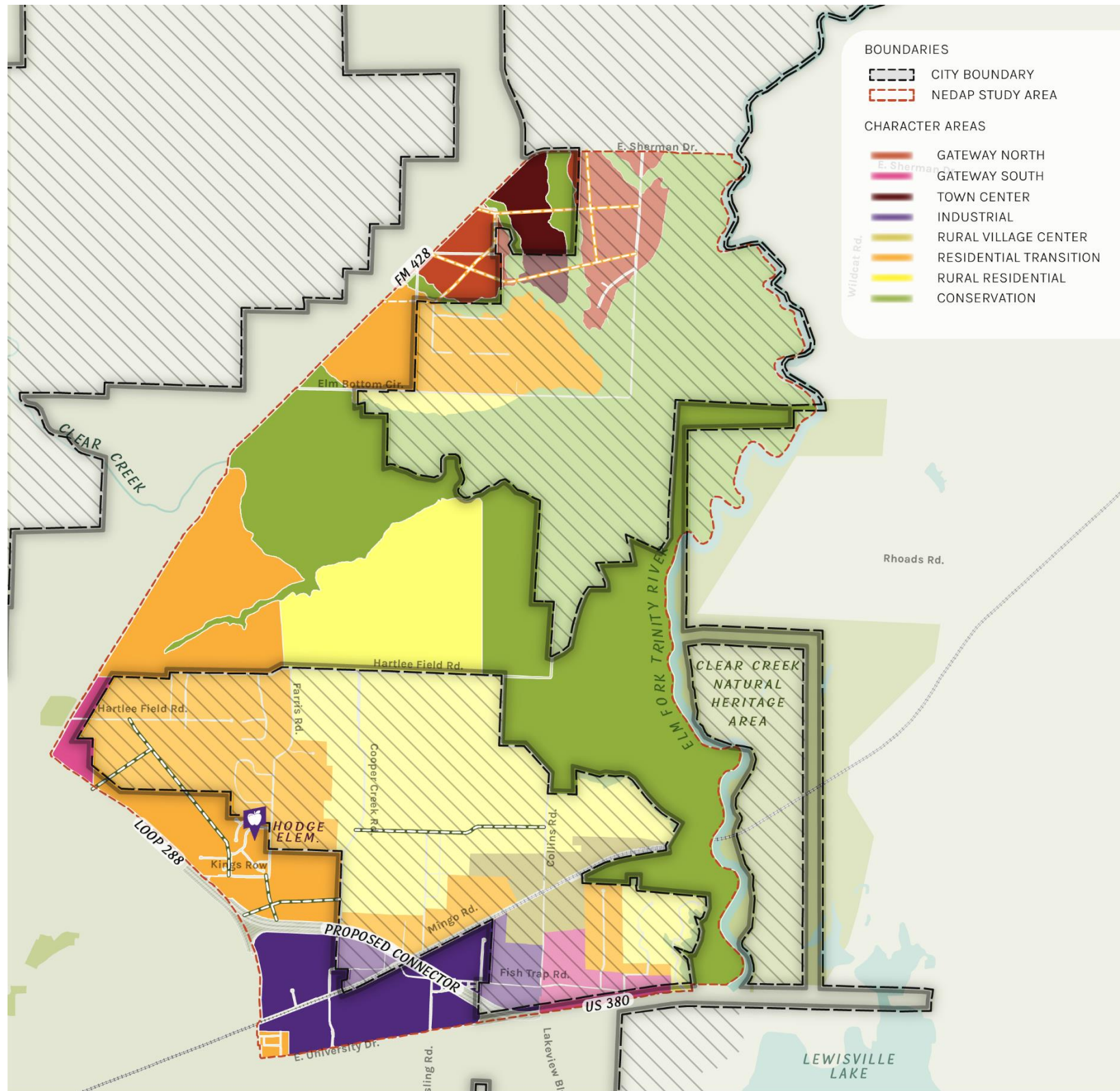
Why? Incentivizing development on a smaller portion of land as a part of a conservation development pattern will create larger, contiguous open spaces in addition to the existing floodplain and Conservation land use in the area. This strategy would:

- Provide public open space for expansion of existing assets like the Clear Creek Natural Heritage Center and Denton Mountain Bike Park
- Provide land for public trails (bike/walking/hiking/equestrian) that extend across Northeast Denton through a variety of natural ecosystems ranging from cross timbers uplands to prairie to riparian bottomland forests. This offers educational opportunities and will attract regional ecotourists
- Allow for a contiguous central park-like public regional amenity in Northeast Denton
- Help with reducing runoff and reducing fertilizer and pesticide pollution in the water channels and protect the floodplains because a larger percentage of the developable land in the area would serve to capture and filter the runoff
- Help maintain the rural character in the majority of the area
- Help preserve the plant and wildlife habitat in the area
- Support economically sustainable development by requiring infrastructure over a smaller development footprint

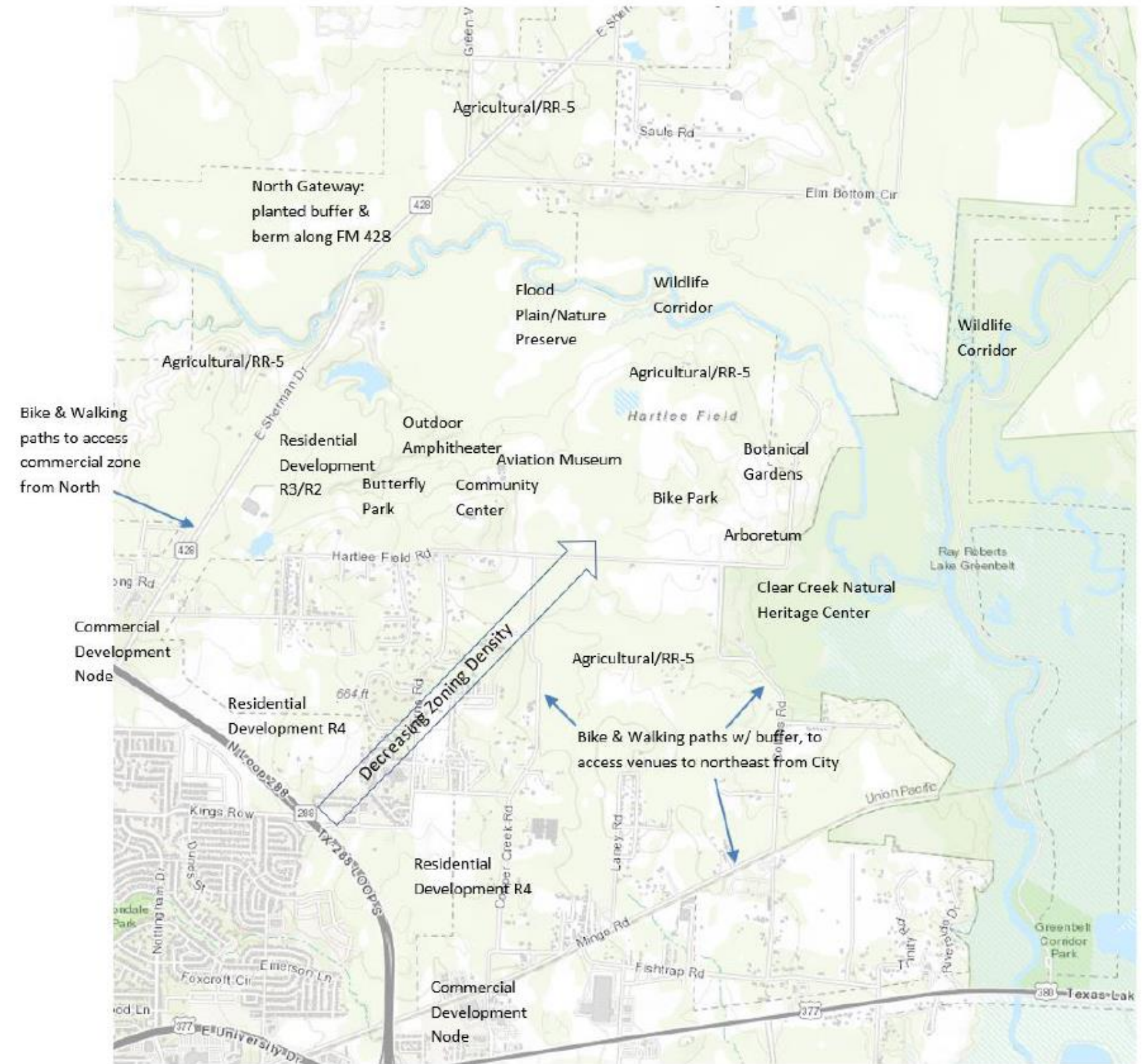
Strategy #2



Scale higher residential development densities closer to major thoroughfares, and transition to lower density rural lot sizes towards the center of the study area closer to the floodplain. (pg.13 NDNA)



Proposed Land Uses



NDNA Map of Proposed Uses





Scale higher residential development densities closer to major thoroughfares, and transition to lower density rural lot sizes towards the center of the study area closer to the floodplain.

(pg. 13 NDNA)



What? A small area plan brings the elements of a comprehensive plan, especially the natural resources, land use, economic development, housing, and transportation into a parcel-based map of what an area should look like in the future. This small area plan then informs the designation of zoning on property within that study area. It is this zoning designation that lays out the rules for physical development of parcels which ultimately results in a built environment that meets the goals of both the area plan and the comprehensive plan.

How? Consider rezoning applications in the Residential Transition land use areas, adjacent to FM 428 and Loop 288 for an overall residential density range between 3 units to 5 units per acre. Use this range to acquire more public open space by allowing 3 units per acre as a base density and incentivizing an increase in density per acre in exchange for dedication of additional open space (in addition to landscape, tree preservation, parkland dedication, etc. that is already required in the Denton Development Code).

For rezoning applications in areas away from major thoroughfares and near more environmentally sensitive areas around the existing Clear Creek floodplain and Clear Creek Nature Center, consider a residential density range between 1 unit on 2-acre lots to 1 unit on 5-acre lots. Use 1 unit per 5 acres as base density and incentivize higher density in exchange for additional open space.

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Scale higher residential development densities closer to major thoroughfares, and transition to lower density rural lot sizes towards the center of the study area closer to the floodplain.

(pg. 13 NDNA)



Why? The FLUM (Future Land Use Map) in the Denton 2040 Plan envisioned the areas in Northeast Denton adjacent to major thoroughfares for residential uses with density up to 5 units per acre.

This strategy refines that concept by allowing 3 to 5 units per acre in Residential Transition areas near major thoroughfares and existing infrastructure. This is designed to draw such development away from land near the City's Environmentally Sensitive Areas, especially outside the City limits where there are no zoning controls.

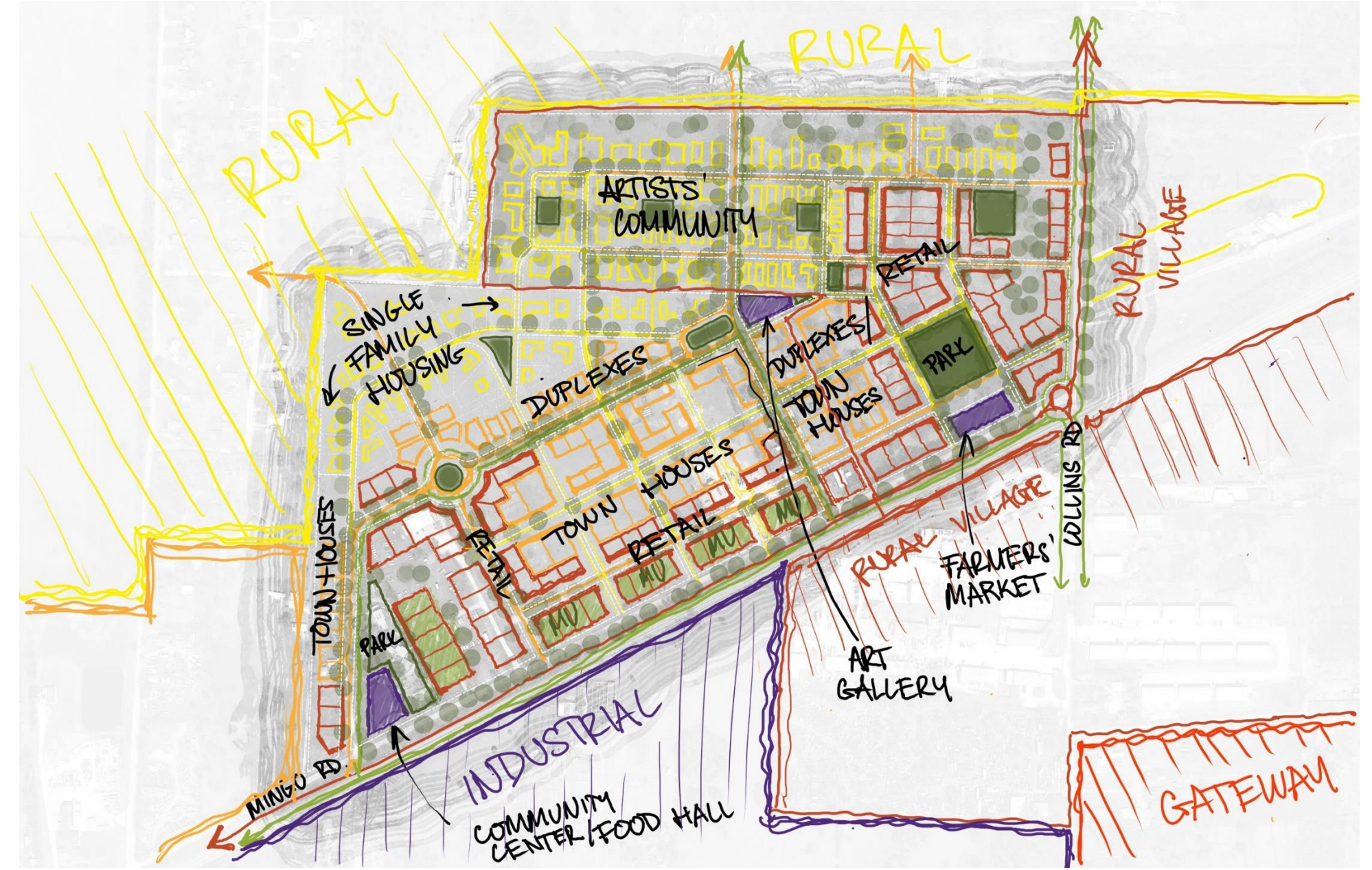
In addition to protecting land near Environmentally Sensitive Areas from higher intensity development, this strategy will preserve more public open space and promote economic sustainability by ensuring development in areas where adequate infrastructure is easily available.



Strategy #3



Promote neighborhood-level commercial development at specific nodes that allow residents to walk or bike for nearby trips instead of driving for all trips within the study area. (pg. 14 NDNA plan)



Rendering from hypothetical site plan

Hypothetical Residential Transition + Rural Village Center site plan



Promote neighborhood-level commercial development at specific nodes that allow residents to walk or bike for nearby trips instead of driving for all trips within the study area. (pg. 14 NDNA plan)



What? The various community engagement events revealed that the community desires a quality of life where they have access to basic shopping located and designed to minimize automobile traffic in the heart of Northeast Denton. Allowing neighborhood shopping (small grocery stores, bike repair shops, dry cleaners, farmers market style stalls/shops, local diners/coffee shops) in areas where residents can walk or bike creates the quality of life and unique/rural village type of experience desired by the community.

How? Residential Transition areas, for example, allow neighborhood-serving retail and restaurants in addition to housing. Create walkable retail near housing in Residential Transition areas by writing development standards that include maximum (rather than minimum) front yards and wide sidewalks. Limit retail building sizes to reduce development intensity and encourage small local businesses rather than big-box stores.

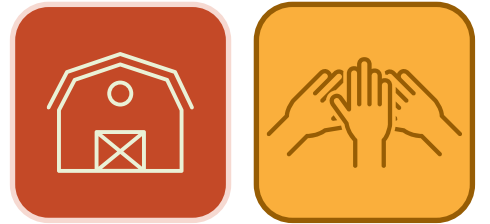
Consider rezoning requests together with incentives to promote local, unique boutique-style businesses and limit the introduction of national chains per Strategy #12.

Why? This strategy reduces the number of vehicular trips needed to access basic daily needs by allowing for commercial development within walking/biking distance from residential areas. Reduced car trips improve safety and health, and access to basic shopping enhances quality of life. This strategy also helps maintain rural character by adding sidewalks, bike lanes, and green infrastructure. Minimizing roadway travel lanes encourages economic development by reducing the cost of construction and maintenance of infrastructure.

Strategy #4



Create design standards for future developments that enhance the rural character of the area. (pg. 14 NDNA plan)



From Visioning Workshop

Step 2: Identify Potential Conservation and Development Areas

After identifying the natural and cultural features that are most unique and significant to the site including unbuildable areas (wetlands and surface waters), ("potential conservation areas"). The remaining part of the proposed development site (s)" (excluding any regulated wetland buffers). The application approval by town staff at the initial or final approval of proposed potential development overlay the potential conservation and development areas.

Step 3: Delimit Houses, Streets, Access and Trails

Once the development sites are identified, infrastructure such as streets, access points and trails should be identified.

STREETS: All streets shall be designed to mirror the surrounding context. The use of cul-de-sacs is discouraged and there are no other options for connection to the future. The use of shared roadways and driveways surrounding context should be considered.

ACCESS: Any road providing ingress or egress to the subdivision shall be located in a manner so as to create fully functioning four-way intersections with other subdivision entrances/exits where feasible. Roadside vegetation shall only be cleared to the minimum amount necessary to provide adequate sight distance.

TRAILS/PATHWAYS: If a trail system is included in the plan, it shall link internal neighborhood trails to external trail systems and to public open space areas. The proposed site shall not cause any existing trail or pathway to be disconnected.

Step 4: Identify Lot Lines and Open Space Areas

After identifying locations for houses, streets, access areas and trails, the lot lines (or building envelopes), showing approximate dimensions, shall be drawn to show the boundaries of each house lot. The lots shall show the required setbacks. The conservation area(s) should also be clearly identified on the map. On the following pages, some examples of creative solutions for residential design are provided (examples 1-5) as guidance.

Left: Lot lines are drawn and open space to be permanently protected is demarcated (black hatched line). This development has managed to avoid a majority of the significant natural and cultural features while preserving key views from hilltops and roadways. By maintaining farmland along the major road and tucking the development into the woodlands, the rural character of the area is preserved from the roadway.

Town of Henrietta: Rural Development Design Guidelines

Town of Henrietta: Rural Development Design Guidelines

Town of Henrietta: Rural Development Design Guidelines

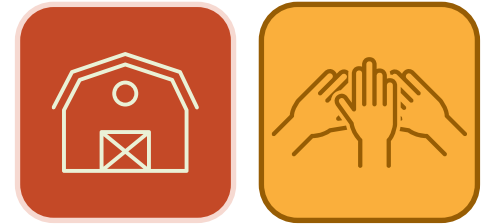
page 8

Example Development Design Guidelines





Create design standards for future developments that enhance the rural character of the area. (pg. 14 NDNA plan)



What? Design standards are a mechanism that allow for a higher-quality built environment that celebrates and enhances an area's identity by establishing a clear and consistent design language through the layout and design of buildings, roadways, and open spaces. These regulations can help establish an aesthetic framework in the rural context desired for Northeast Denton.

How? Develop and establish new zoning districts with design standards for Northeast Denton that address site layout, building placement, massing, orientation, façade articulation, height, location of doors and windows, landscaping, parking, screening, lighting, signage, street design, and open space design for any new building or development project. Encourage Low Impact Development designs for stormwater (Strategy #18).

Ensure that design guidelines prioritize travel for pedestrians, cyclists, and other active transportation modes while de-emphasizing car usage. In the mixed-use and commercial areas, encourage direct pedestrian access from the building to the sidewalk, which enhances mode shift from auto-centric travel to active transportation. In residential areas, encourage landscaping that helps to repair the natural environment.

Require design standards as a part of rezoning applications in this area, and/or adopt zoning districts within the Denton Development Code that are appropriate for Northeast Denton and are consistent with this plan.

Why? Establishing and requiring rural design standards for buildings and roadways in Northeast Denton will ensure preservation and enhancement of the rural character of the area.

Strategy #5



Utilize development agreements and other available tools to protect land within City limits and ETJ that aligns with the preservation and restoration of environmentally sensitive lands and other open space area. (pg. 37 NDNA plan)



Existing Developments in the ETJ



Can Be Preserved with Development Agreements



Utilize development agreements and other available tools to protect land within City limits and ETJ that aligns with the preservation and restoration of environmentally sensitive lands and other open space area. (pg. 37 NDNA plan)



What? A development agreement is a voluntary contract between the city and a property owner that details the obligations of both parties and specifies the standards and conditions that will govern development of the property. These agreements can apply to property within the City limits as well as the ETJ. Additionally, these agreements are voluntary and provide assurances to the City and the property owner that the development regulations that apply to the land will not change during the term of the agreement. The City may impose requirements to mitigate impacts if the land use on the property is changed during the term of the agreement.

How? Property owners in the ETJ can enter into voluntary development agreements with the City. These agreements should stipulate that the property would continue to stay in the ETJ and **not** be annexed into the City¹ as long as the current land use on the property stays the same and/or the changes adhere to the land uses and densities mutually established in the agreement.

However, if or when the land is sold to a developer and slated for development that is more intense than mutually agreed upon in the development agreement, the terms of the development agreement would trigger a voluntary annexation and require the property to follow the City's development regulations (example - zoning per this plan, as well as ESA regulations, tree preservation, parkland dedication, infrastructure standards, landscaping etc.).

¹SB 2038, approved during the 2023 State Legislative session, provides a process for property owners to request to be released from a city's ETJ but doesn't prohibit development agreements.

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Utilize development agreements and other available tools to protect land within City limits and ETJ that aligns with the preservation and restoration of environmentally sensitive lands and other open space area. (pg. 37 NDNA plan)



Why? A majority (53%) of land in Northeast Denton is in the City's Division 1 Extra Territorial Jurisdiction (ETJ), where neither Denton County nor the City of Denton have the legal authority to regulate land use. The County only issues development permits, fire marshal permits for commercial construction and, where applicable, septic permits. The City only reviews and approves subdivision plats, which primarily ensures roadway access and utility needs are provided to the property. The City cannot extend its zoning regulations to the ETJ.

Currently the lack of water and sewer infrastructure restricts lot sizes in the ETJ to 1-acre or 2-acre minimums, but with the necessary infrastructure, the property would have no limits on density, design standards, impermeable surfaces, tree removal, etc. for any development in the ETJ.

Higher density development outside of the City limits will generate traffic on City roads but will not generate City tax revenue to pay for roadway construction or maintenance.

Development agreements are a tool to 1) preserve the rural character in Northeast Denton by protecting this land from higher intensity developments and land uses, and 2) allow for environmental preservation and economic sustainability by ensuring that if the land use changes then adequate infrastructure and environmental regulations will apply.



Infrastructure Development Strategies

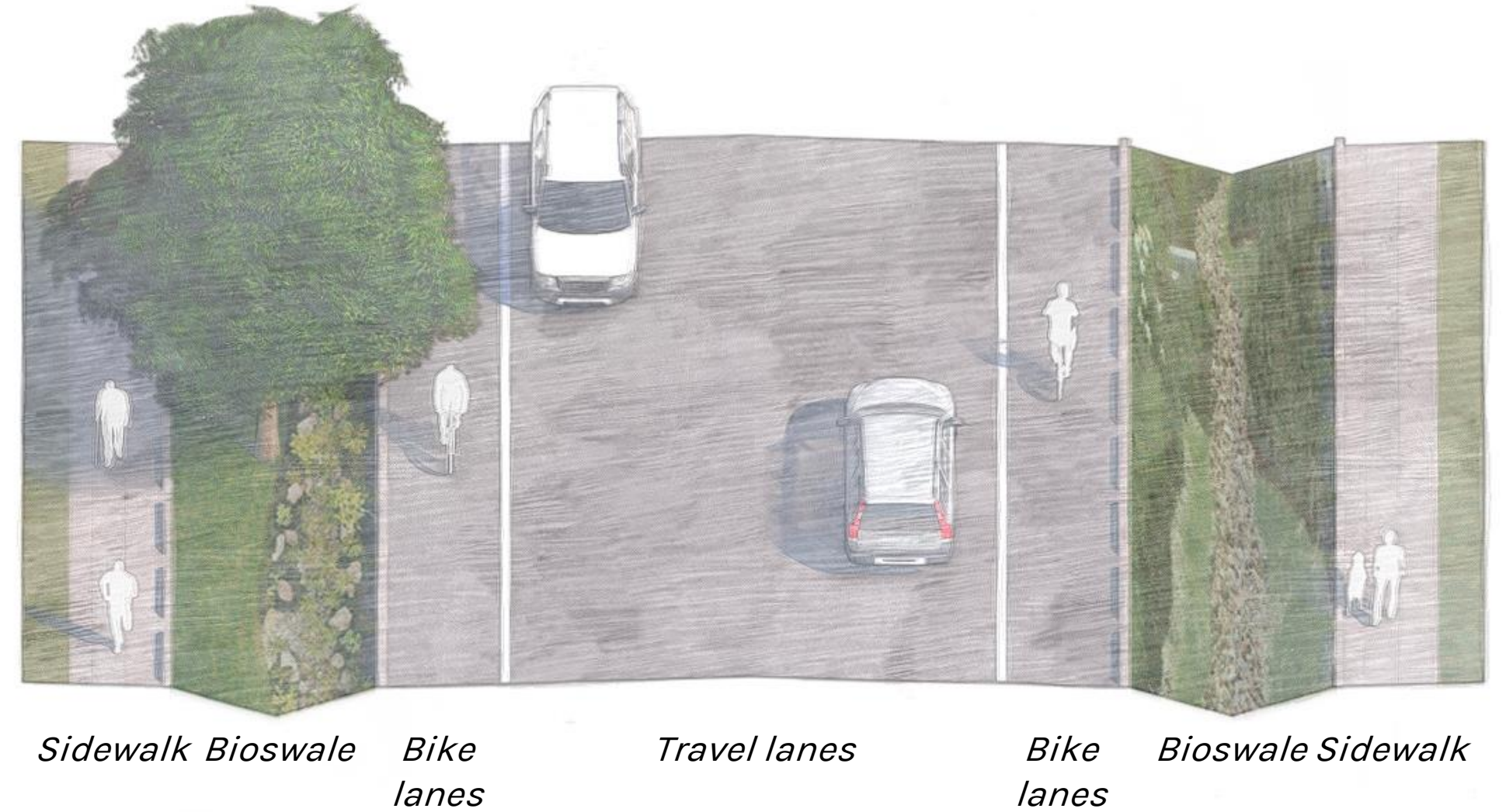
Strategy #6



Require Complete Streets for improved safety for all people regardless of transportation mode while also incorporating rural and environmental context-sensitive design. (pg. 15 NDNA plan)



Possible for areas east of Collins Road adjacent to Clear Creek Natural Heritage Area



Possible for Collins Road between Mingo Road & Clear Creek Heritage Area



Require Complete Streets for improved safety for all people regardless of transportation mode while also incorporating rural and environmental context-sensitive design. (pg. 15 NDNA plan)



What? The roadway system forms one of the most visible and permanent elements of a community. Together with land use, it establishes the framework for community growth and development that determines the physical, social, and economic future of a community. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, horseback riders, motorists and transit riders of all ages and abilities. In addition, the Complete Streets design approach can take into consideration the desired surrounding context, such as the rural character and environmental preservation desired within Northeast Denton.

How? Modify traditional roadway sections to allow for modes of transportation other than cars, such as facilities for pedestrians, bicyclists, and horseback riders. This can be done by amending the Transportation Criteria Manual to add new street cross sections and design standards:

- Change the cross sections for roadways in this area to require pedestrian- and bicycle-friendly elements such as sidewalks separated from traffic with a tree-lined landscape buffer and dedicated bike lanes.
- Create context-sensitive design requirements to preserve natural areas and green spaces, aligning with the area's vision for conservation development.
- Consider the specific needs of each land use area by specifying roadway and lane widths according to specific adjacent land uses.

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Require Complete Streets for improved safety for all people regardless of transportation mode while also incorporating rural and environmental context-sensitive design. (pg. 15 NDNA plan)



How? (Cont.)

- Incorporate sustainable roadway design elements in the design manual, such as permeable pavement and bioswales to aid in stormwater management and to reduce pollution risks.
- Promote walking and cycling as options by providing easier connections to popular places in the area through these active transportation choices as opposed to access and parking for cars.
- Create designated bike paths separated from automobile traffic by a wide landscape buffer.

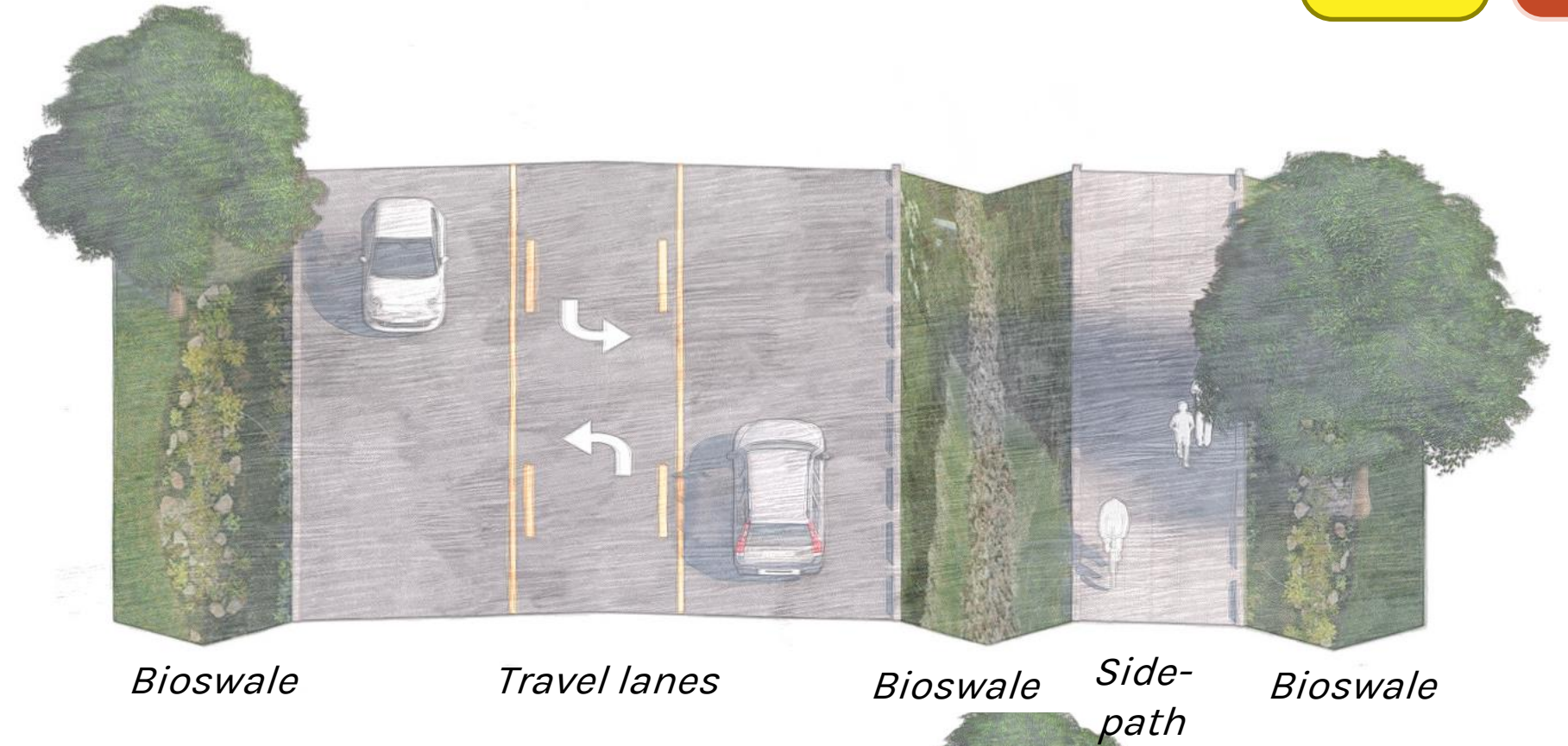
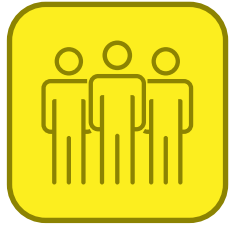
Why? Currently Northeast Denton does not have a dedicated pedestrian or bicycle mobility network. People currently walk and bike in the roadways with cars and other motorized vehicles. Complete streets strategy will:

- Improve safety for vulnerable road users through dedicated facilities (sidewalks and bike paths) for walking and biking in Northeast Denton
- Preserve the environment by creating context sensitive roadway cross sections and alignments
- Reduce imperviousness surfaces and mitigate the associated stormwater and heat island challenges
- Enhance stormwater management through context-sensitive roadway design
- Create community connectivity by adding facilities for additional modes of transportation in the area.

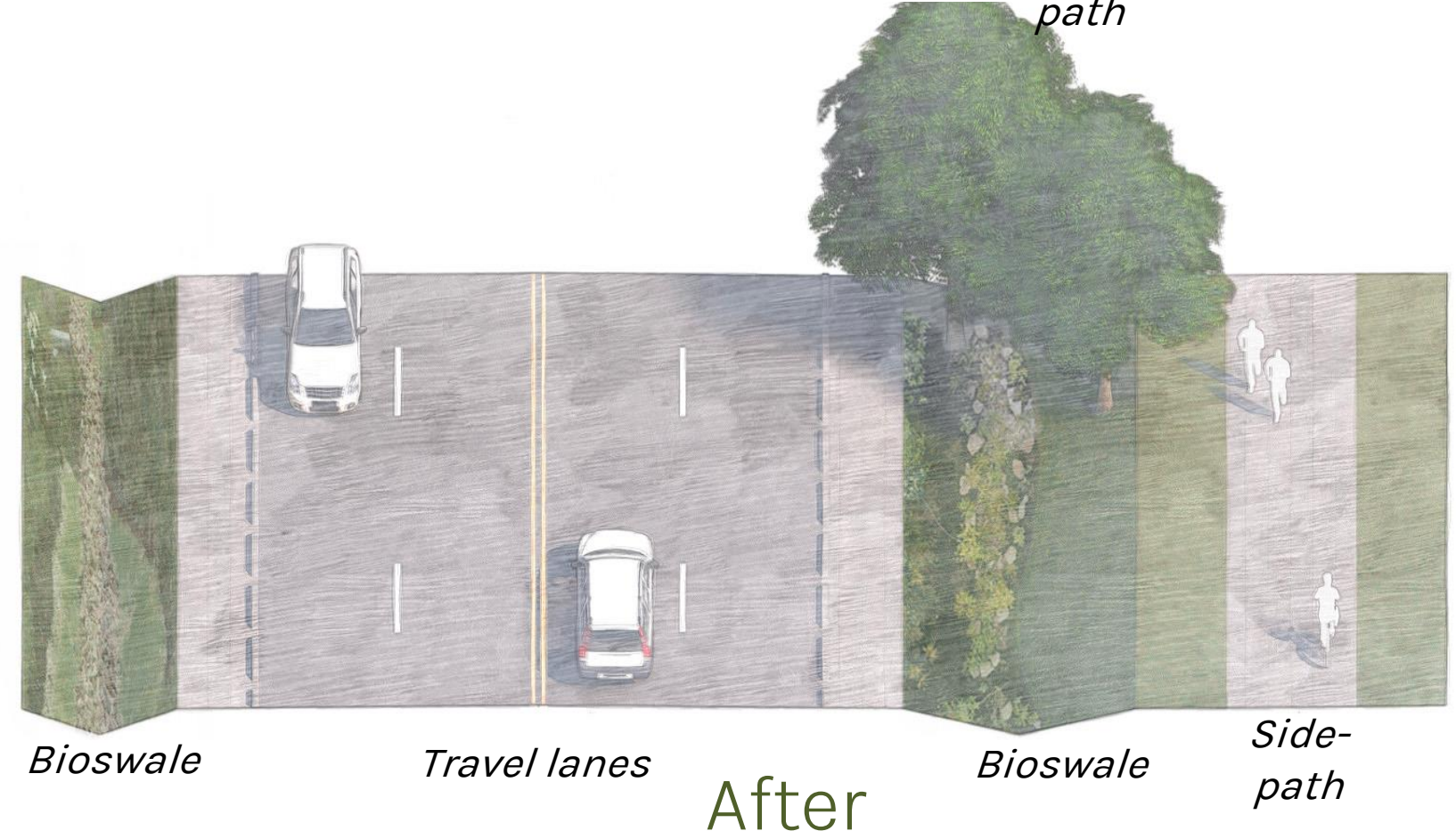
Strategy #7



Amend the Transportation Criteria Manual to include street cross sections to reflect designs compatible with the rural character and environmentally sensitive context of the area. (pg. 15 NDNA plan)



Before

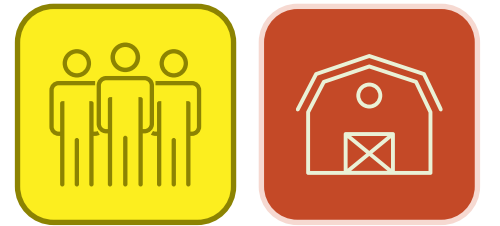


After





Amend the Transportation Criteria Manual to include street cross sections to reflect designs compatible with the rural character and environmentally sensitive context of the area. (pg. 15 NDNA plan)



What? Create new street cross sections that include on- or off-street separated bicycle paths, wider sidewalks, street plantings, bioswales, connections between off-street trails and on-street improvement, pavement rehabilitation, congestion management, and traffic safety to enhance connectivity and safety depending upon the adjacent land use context and character.

How? Amend the Transportation Criteria Manual to include proposed NEDAP-specific street cross sections for roadway classifications designed to serve each land use area shown in the proposed future land use map.

Why? Northeast Denton's vision of a sustainable, environmentally conscious, and rural character can be realized by modifying traditional roadway sections to be more context-sensitive, sustainable, and pedestrian-, cyclist-, and horseback rider-friendly.

The proposed street cross sections would:

- allow residents to choose from various modes of transportation
- make navigation in or across Northeast Denton safer for people, especially children and people walking or biking in Northeast Denton
- reduce carbon emissions by encouraging active modes of transportation (walking, biking, horseback riding)
- beautify the community with the green infrastructure integrated in the roadways
- help maintain and enhance the rural character of the area
- reduce stormwater runoff by incorporating bioswales

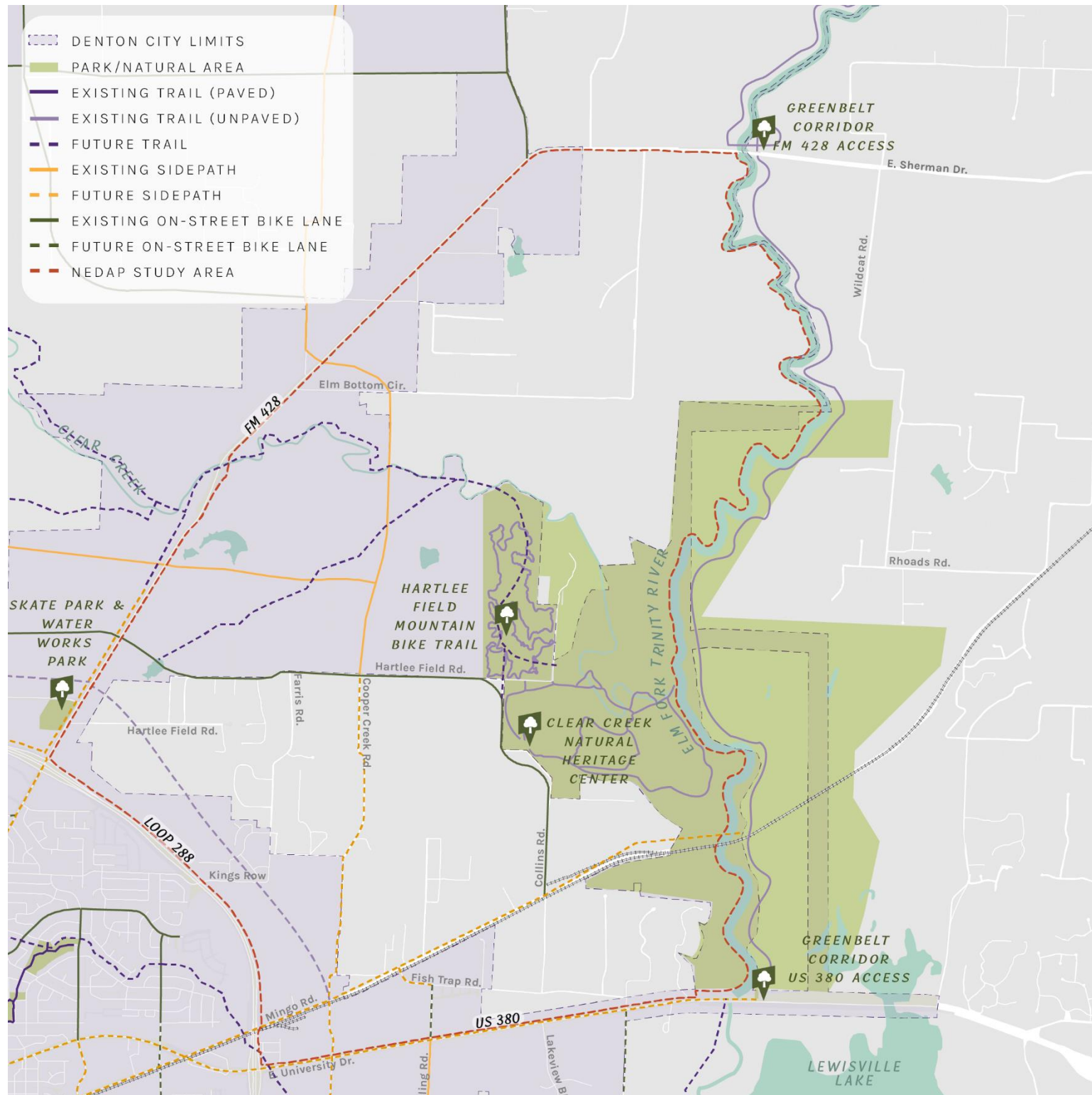
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Strategy #8



Develop a network of trails that connect residential, commercial, and open spaces to form an active transportation network within Northeast Denton. (pg. 8, 13 & 15 NDNA plan)



Existing/proposed bike map

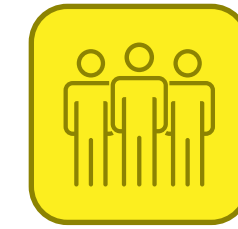


Example of trail in a rural, ecologically sensitive area





Develop a network of trails that connect residential, commercial, and open spaces to form an active transportation network within Northeast Denton. (pg. 8, 13 & 15 NDNA plan)



What? Off-street trails are safe, convenient, enjoyable places where residents can walk, bike, and connect with neighbors. Off-street trails complement roadway infrastructure to offer a safe, well-connected system for pedestrians and bikes to get around the area for both recreation and daily trips. These trails also help connect residents to community assets including daily needs, schools, and parks by aligning the trail system with proposed roadway improvements.

How? Amend the park dedication requirements to prioritize dedication of land adjacent to existing streams, floodplain, and Environmentally Sensitive Areas. Especially, consider using the Timber Branch corridor to create a central linear public open space to provide bike/pedestrian greenway mobility to mitigate air quality impacts from nearby roadway and highway emissions. Open space here can also mitigate noise and heat island impacts from large industrial developments, surface lots, driveways and new roadways.

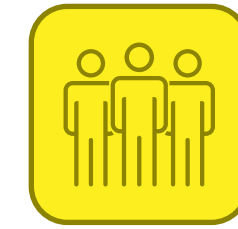
Ensure that the trail network is fully integrated with the pedestrian and bike improvements proposed for the roadways in this area. Ensure areas prioritized for dedication and identified for trails are aligned with the Environmental Preservation strategies in this plan.

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Develop a network of trails that connect residential, commercial, and open spaces to form an active transportation network within Northeast Denton. (pg. 8, 13 & 15 NDNA plan)



How? (continued)

Amend relevant design standards to encourage use of natural and low impact materials for trail construction, and require ecological plantings and bioswales along the pathways.

Ensure trails connect housing with retail, jobs, and schools (in addition to parks) to encourage residents to walk or bike for daily trips instead of driving.

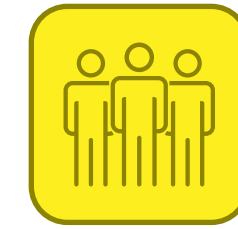
Why? Off-street trails provide an opportunity to develop linear parks in the community while creating a safer system for walking and biking in Northeast Denton. These trails would:

- connect people and places in the community
- provide a social infrastructure to build strong neighborhood bonds to add to the rural character
- encourage healthy lifestyle by providing residents with easy access to linear parks and walk/bike paths
- protect the environment
- increase the value of nearby properties
- increase quality of life in Northeast Denton as an attractive place to live

Strategy #9



Continue to work with Denton County Transportation Authority to explore methods to expand transit options in the employment centers in the southern portion of Northeast Denton. (pg. 15 NDNA plan)



Denton County Transportation Authority





Continue to work with Denton County Transportation Authority to explore methods to expand transit options in the employment centers in the southern portion of Northeast Denton. (pg. 15 NDNA plan)



What? The DCTA service area includes the City of Denton portion of Northeast Denton, although there are currently no transit service options provided within this area.

Growth in commercial development in the southern portion of Northeast Denton, particularly between Mingo Road and U.S. 380, will increase traffic, but frequent transit service can reduce single-occupant vehicles and provide additional mobility options.

How? Work with DCTA to research and provide new transit service to jobs within Northeast Denton.

As the industrial and logistics employment opportunities within the area continue to grow, explore opportunities for vanpools with major employers.

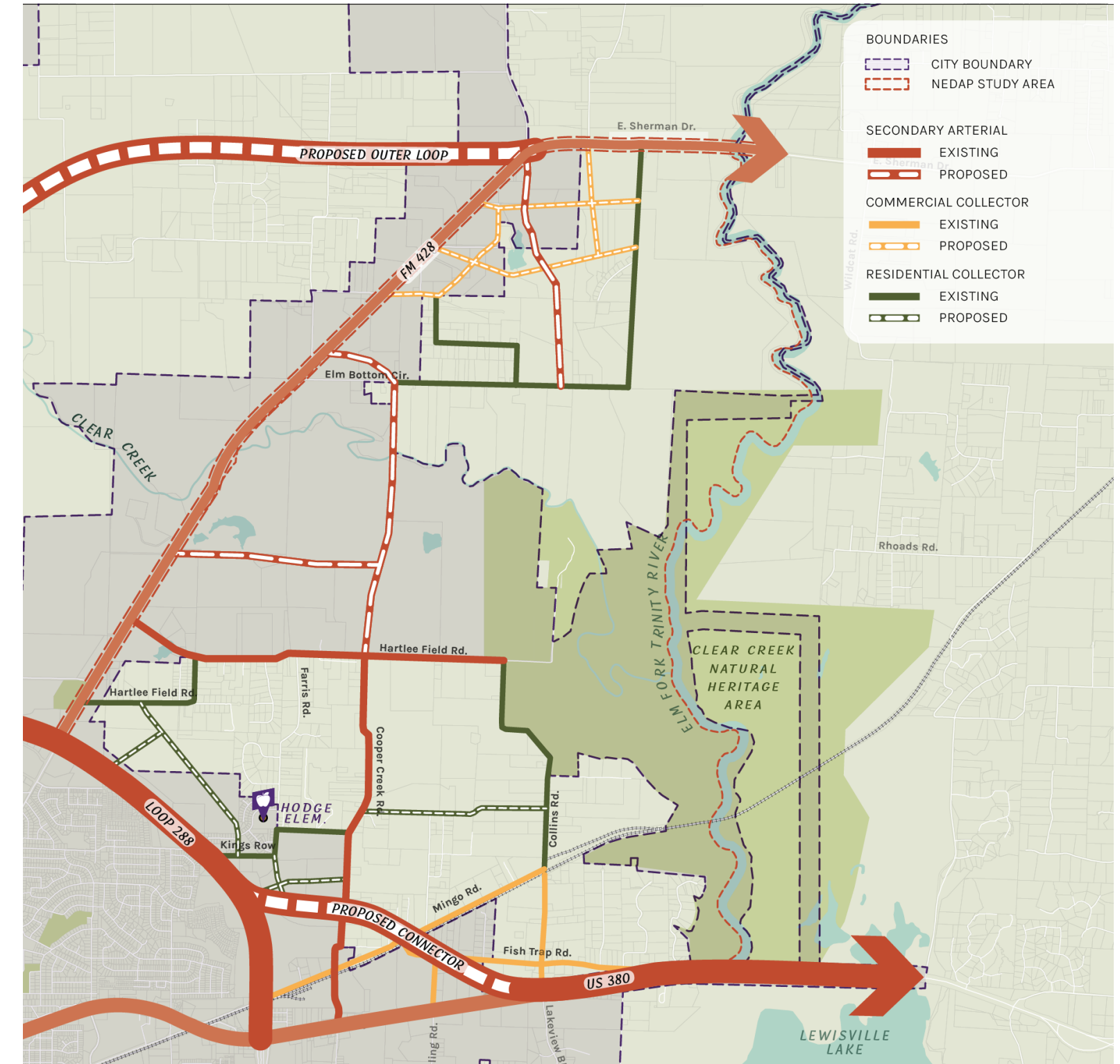
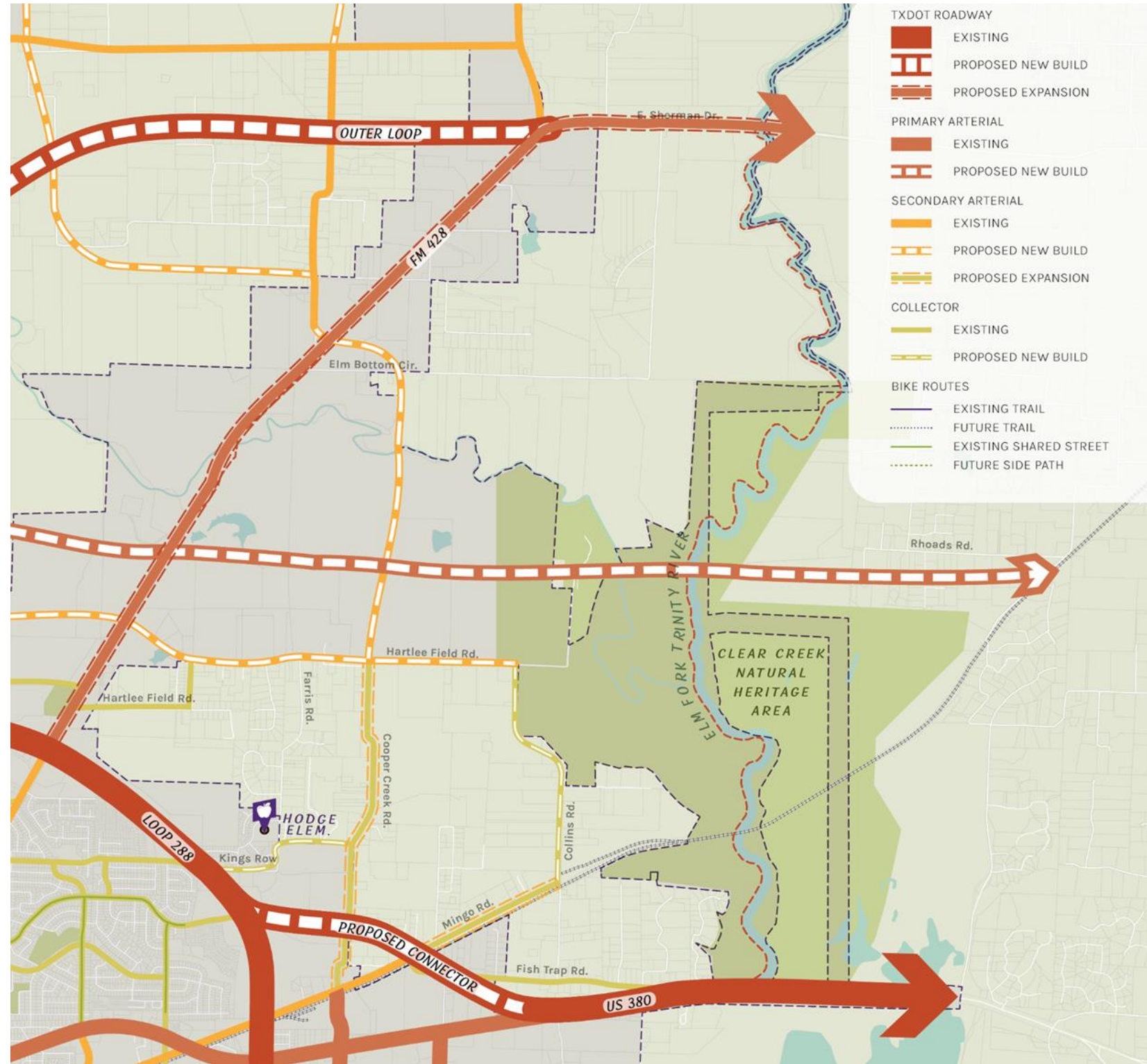
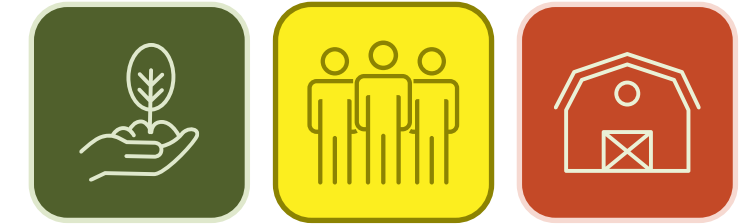
Ensure that design guidelines prioritize pedestrians and cyclists so that land use and site design encourage transit, walking, and biking, instead of driving.

Why? Currently, the street network in Northeast Denton does not provide efficient connectivity either inside or outside the study area or to the regional roadway network, nor does it have a dedicated safe pedestrian or bicycle mobility network. Providing transit will help to alleviate the current traffic issues in the area and increase safety and convenience for residents and visitors. Public transit would also address environmental protection by lowering the air pollution and noise generated by multiple individual car trips.

Strategy #10



Ensure new development is consistent with the Mobility Plan provided by this plan to ensure traffic from leads directly to major thoroughfares and does not negatively impact existing residential. (pg. 13 & 15 NDNA plan)



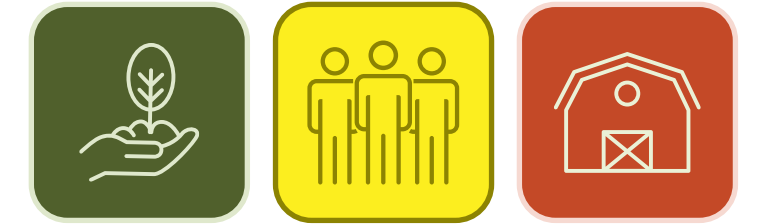
Existing Thoroughfare Plan (with the Outer Loop)

Proposed Thoroughfare Plan





Ensure new development is consistent with the Mobility Plan provided by this plan to ensure traffic from leads directly to major thoroughfares and does not negatively impact existing residential. (pg. 13 & 15 NDNA plan)



What? In conjunction with amendments to the Transportation Criteria Manual to include Complete Streets, this is a tailored and adjusted approach to the 2022 Denton Mobility Plan in Northeast Denton to harmonize with the unique features and elements delineated in the Vision statement of this plan. This approach will ensure the roadways' appropriateness for the distinctive area and its mobility requirements. This customized strategy attempts to adeptly tackle the area's current transportation issues and long-term growth, all while mindful of its unique character.

How? This plan makes the following modifications to the 2022 Denton Mobility Plan:

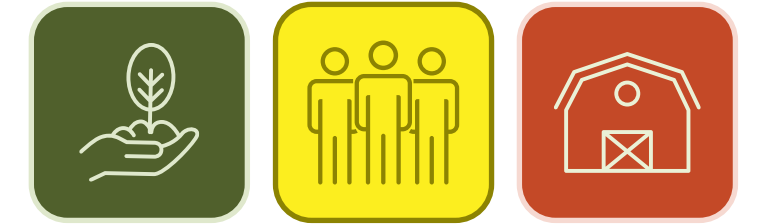
- Change FM 428 (Sherman Road) classification from Freeway to Proposed Primary Arterial.
- Remove the east/west Primary Arterial east of the proposed Cooper Creek Road extension.
- Extend Windsor Drive to the northeast across Loop 288 to Cooper Creek Road.
- Add a Residential Collector connecting existing Hartlee Field Road and Kings Row
- Extend Farris Road to the extended Windsor Drive.
- Designate Collins Road south of the railroad as a Commercial Collector and north of railroad as a Residential Collector.
- Add proposed Residential Collectors connecting Kings Row to Proposed Loop 288 bypass and connecting Loop 288 to Cooper Creek Road.

Continued next slide





Ensure new development is consistent with the Mobility Plan provided by this plan to ensure traffic from leads directly to major thoroughfares and does not negatively impact existing residential. (pg. 13 & 15 NDNA plan)



How? (Cont.)

As a long-term construction option if higher density development occurs in the unincorporated area bounded by Hartlee Field Road, Collins Road, Mingo Road, and Cooper Creek Road):

- Add a proposed Residential Collector connecting Cooper Creek Road and Collins Road north of Mingo Road
- Consider following modifications to the 2022 Mobility Plan subject to a reevaluation once the Outer Loop alignment and design is finalized by TxDOT:
- Add a proposed north-south Secondary Arterial connecting Sherman Road to Elm Bottom Circle.
 - Designate Elm Bottom Circle as a Residential Collector.
 - Add multiple proposed Commercial Collectors between FM 428, East Sherman Road, and Elm Bottom Circle (see NEDAP future Mobility Plan).

Why? The thoroughfare classification changes recommended by this plan allow the City to indicate recommended rights-of-way (ROW) dedication during the platting process. This will help plan for future roadways to address and/or prevent traffic issues. This strategy is especially important as the city has no land use control and therefore cannot adequately plan for the growth that may or may not occur on land outside the City limits. Recommending ROW provides a way to address future traffic issues and encourage multi-modal transportation options.

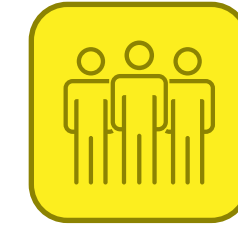


Economic Development Strategies

Strategy #11



Create new economic development programs and incentives that promote small business development unique to Denton. (pg. 14 NDNA plan)



Tionesta Market Village, PA



Restaurant in Yountville, CA





Create new economic development programs and incentives that promote small business development unique to Denton. (pg. 14 NDNA plan)



What? An economic development incentive package is designed to stimulate business growth and foster job creation in an area. In addition, incentive packages can also be used to ensure that developments or buildings built using these incentives are designed according to a community's vision by including design or performance standards as a condition of receiving the incentives.

How? Identify the types of incentives available to developers and businesses for locating smaller, local, and independent businesses in Northeast Denton by creating new City programs and working with the State of Texas, Denton County, and NCTCOG economic development programs.

Establish the criteria/conditions/design standards required in exchange for incentives.

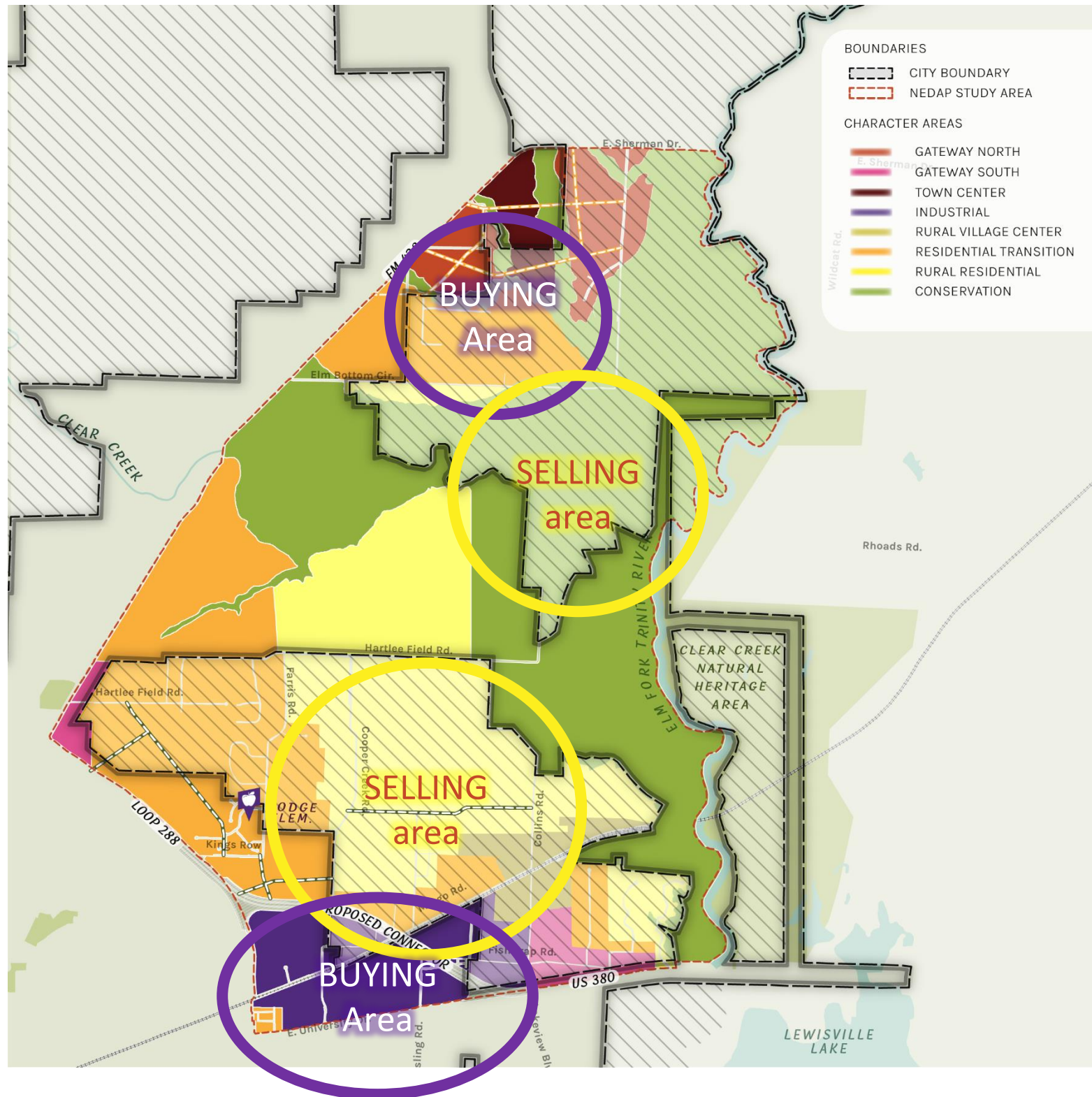
Develop the processes required to obtain these incentives.

Why? A proactive approach is more likely than following only market demand to help attract desired developers and businesses. Specific criteria and a transparent process for awarding public funds for private developments help to develop trust in both the residents and the business community.

Strategy #12



Create economic development incentive policies and programs that promote open space conservation and management. (pg. 8,10, 12 & 37 NDNA plan)



Proposed Character Areas





Create economic development incentive policies and programs that promote open space conservation and management. (pg. 8,10, 12 & 37 NDNA plan)



What? Policies and programs can be created to offer landowners incentives **not** to develop their property and, in return, to protect open space and environmentally sensitive lands. For example, landowners can profit from selling land credits to parties on a different property that need to dedicate open space or need more density for a development. As a result, selling landowners can generate income, keep large parcels of land intact, and possibly reduce their property taxes without developing their property.

How? Consider appropriate methodologies to protect open spaces and Environmentally Sensitive Areas in Northeast Denton for resource protection and mitigation of environmental hazards. Examples include tax incentives for landowners to preserve their lands, transfer of development rights¹, participation in land banking², public acquisition, conservation easements, and/or land exchanges.

Consider the land in the center of Northeast Denton and near Environmentally Sensitive Areas as the ‘selling area’ and land adjacent to FM 428 and near the intersection of FM 428 and proposed Outer Loop as the ‘buying area’. (Land elsewhere in the city that maybe appropriate for higher density may also be considered as a ‘buying area’.) Create development agreements and adopt zoning tools to enforce land preservation and/or transfer of development rights.

Amend the park dedication ordinance to allow areas in the ‘selling area’ to be used for park dedication requirements needed by developments elsewhere in the City.



Create economic development incentive policies and programs that promote open space conservation and management. (pg. 8,10, 12 & 37 NDNA plan)



Why? 53% of land in Northeast Denton is outside the City limits, and there are no land use or zoning limitations to control the density or type of development on this land. Land near Environmentally Sensitive Areas contributes to the environmental health of the area if it is preserved.

Incentivizing landowners **not** to develop their property by selling their land for conservation would be an effective way to preserve open space and the rural character in Northeast Denton.

NOTES:

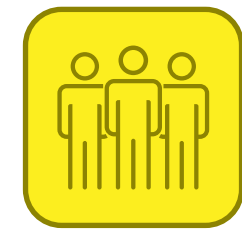
¹Transfer of Development Rights (TDR) is a voluntary, incentive-based program that allows landowners in the designated selling area to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development in the designated buying area.

²Land banking is a practice of aggregating parcels of land for future sale or development. Land banks are public authorities or non-profit organizations created to acquire, hold, manage, and occasionally redevelop properties.

Strategy #13



Create economic development incentive policies for each character area to ensure appropriate design standards per this plan are met. (pg. 14 NDNA plan)



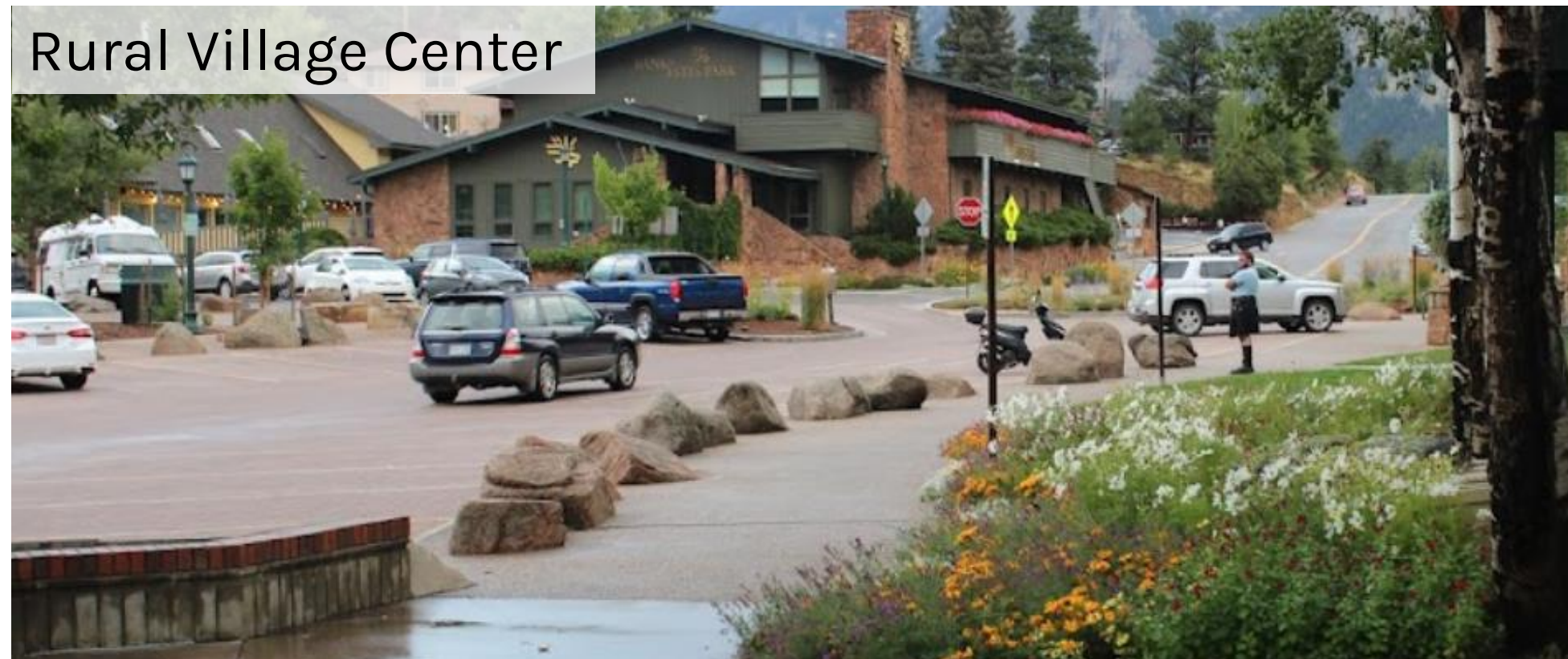
Rural Residential



Residential Transition



Rural Village Center

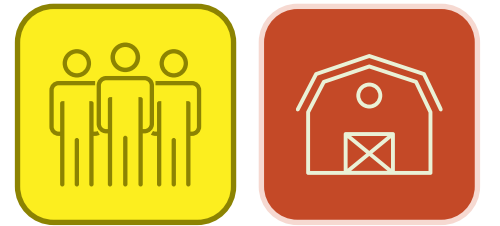


Gateway North





Create economic development incentive policies for each character area to ensure appropriate design standards per this plan are met. (pg. 14 NDNA plan)



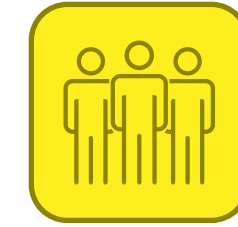
- What?** Additional incentivized design standards can help establish an aesthetic framework in the rural context of Northeast Denton. Such policies offer developers incentives for building developments that follow a specific set of design standards that are above and beyond the recommended base design standards and market demands. These incentives can include development rights (density, height etc.), infrastructure participation, and even tax abatements.
- How?** Use the design standards developed as part of Strategy #4 to develop appropriate incentive packages for each character area to include adherence to the enhanced standards as a requirement in exchange for receiving economic development incentives.
- Why?** Currently, Texas legislation limits municipal powers to regulate exterior building materials in developments outside the downtown and historic areas. In addition, the development demand in North Texas has lowered the design quality of developments, especially in areas of high market opportunity such as Northeast Denton. Developments incentivized to build using enhanced building materials and design standards help to retain the desired character in this area.



Strategy #14



Actively recruit businesses and amenities that attract the eco-conscious digital nomad workforce looking for a rural, outdoor environment. (pg. 11 NDNA plan)



Eco-Conscious Digital Nomad





Actively recruit businesses and amenities that attract the eco-conscious digital nomad workforce looking for a rural, outdoor environment. (pg. 11 NDNA plan)



What? Digital nomads are people who travel freely while working remotely using technology and the internet. Eco-conscious nomads generally have minimal material possessions and utilize co-working and co-living spaces. Many eco-conscious digital nomads appreciate the outdoors and an authentic local environment.

How? Create a recruitment strategy for businesses that serve the digital nomad population, such as co-working and co-living spaces, local entrepreneurs, small businesses, access to open space, etc.

Work with developers and landowners to incentivize a built environment that would be attractive to this population.

Why? Eco-conscious digital nomads have a very small footprint – they generate fewer daily car trips, prefer to spend their free time in the outdoors, are environmentally friendly, and volunteer for such causes.

They prefer local, small-scale businesses unique to the community for their shopping needs. They also support music and art venues and events. Because businesses follow people, this population would help to support the types of commercial businesses envisioned by the Northeast Denton community.

The community would also gain a population that cares for the environment and will work towards preserving both the rural character and natural systems in the area.

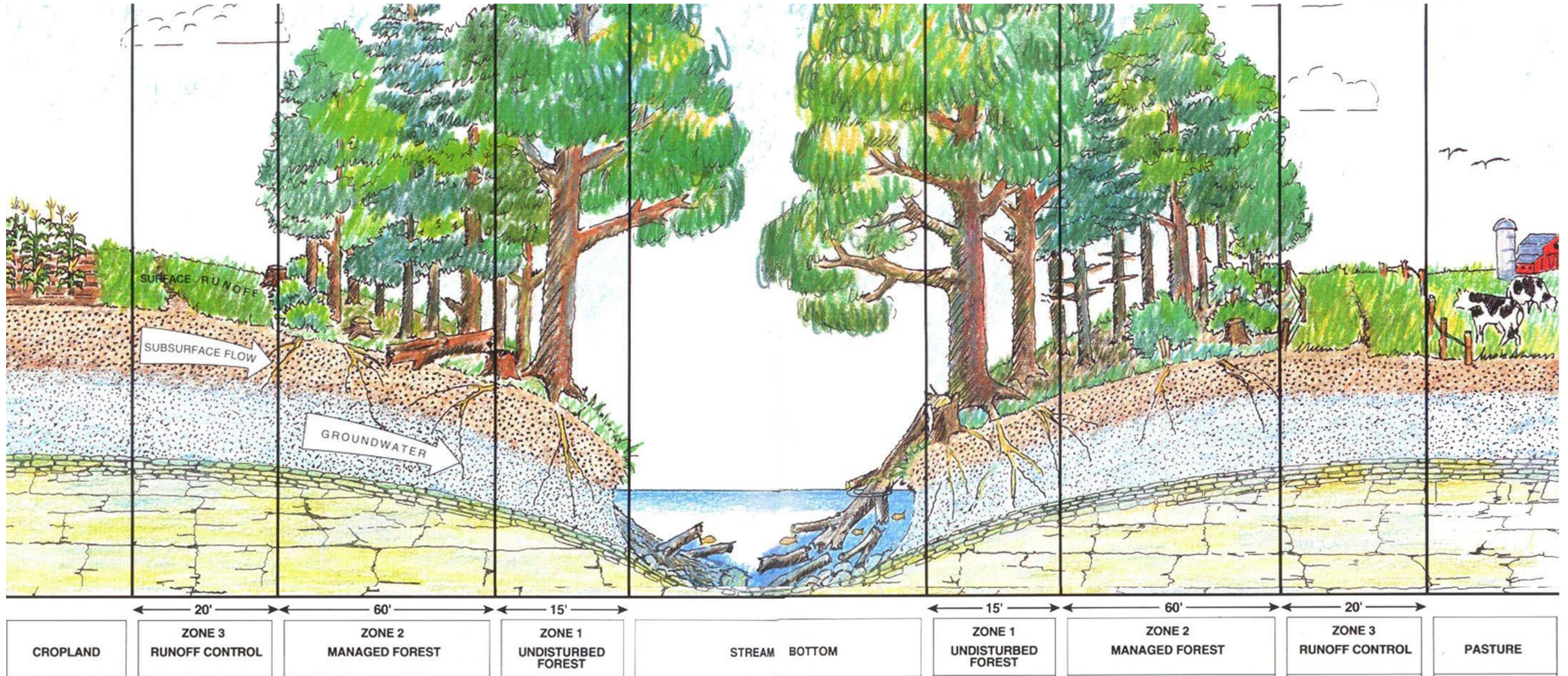


Historic and Environmental Preservation Strategies

Strategy #15



Adopt regulations that provide for appropriate vegetative riparian buffers along all major streams and tributaries. (pg. 5 NDNA plan)



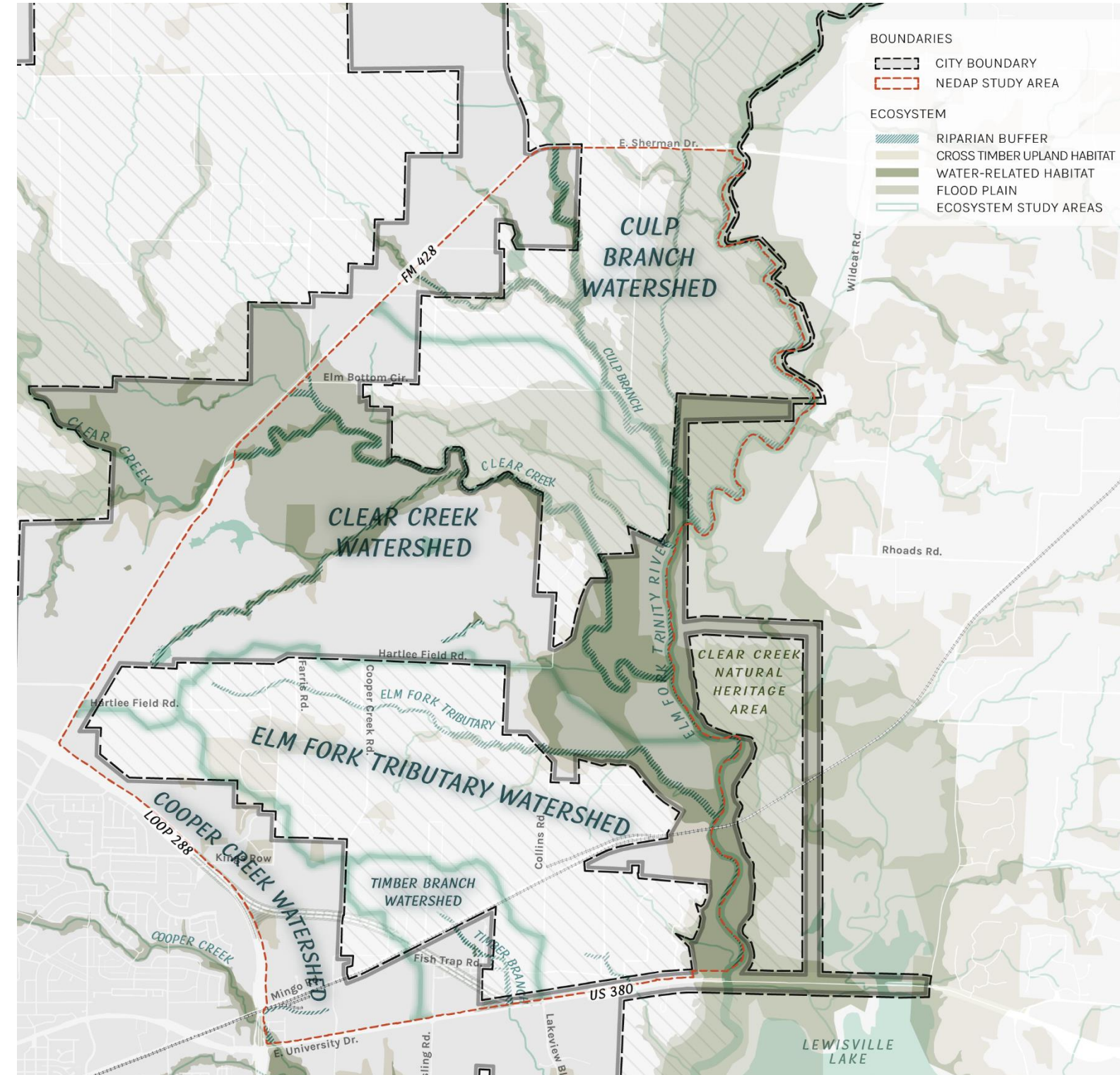
Riparian Buffer Diagram



Strategy #15



Adopt regulations that provide for appropriate vegetative riparian buffers along all major streams and tributaries. (pg. 5 NDNA plan)



Vegetative Riparian Buffer

Riparian Buffer and Watershed Map





Adopt regulations that provide for appropriate vegetative riparian buffers along all major streams and tributaries. (pg. 5 NDNA plan)



What? Riparian buffers are the area 50 feet to 100 feet on either side of a stream bank. Healthy riparian buffers reduce erosion and strengthen the stream bank. Buffer repair may require reestablishment of riparian plant communities impacted by agricultural and residential uses as well as stream bank erosion. With adequate maintenance, they may accommodate both concrete and soft surface trails. In Denton, the riparian buffers are included in the Environmentally Sensitive Areas.

How? As a part of development **in the proposed Gateway North and Town Center character areas** adjacent to the future Outer Loop, incentivize conservation development patterns and encourage transfer of development rights to protect and maintain the existing riparian corridors.

As a part of development that utilizes a **conservation development pattern** (especially in the Residential Transition and Rural Residential character areas north of Hartlee Field Road) require the property owner/developer to reestablish a healthy riparian buffer and conduct stream stabilization along tributary corridors and along eroded tertiary tributaries as a condition of the rezoning application.

As a part of a development that **utilizes the transfer of development rights concept**, prioritize reestablishing a riparian buffer in the Timber Branch corridor near Fishtrap Road and Collins Road to create a central linear public open space to provide bike/pedestrian greenway mobility and passive open space along with reestablished woodlands.



Adopt regulations that provide for appropriate vegetative riparian buffers along all major streams and tributaries. (pg. 5 NDNA plan)



Why? The Gateway North and Town Center areas in the northern portion of Northeast Denton are part of the Culp Branch watershed. The proposed Residential Transition character area north of the floodplain near Elm Bottom Circle is in both the Clear Creek and Culp Branch watersheds. Reestablishment of a healthy riparian buffer and stream stabilization along the tributary corridors, in addition to protecting the tributaries and the natural environment, would also mitigate air quality impacts from FM 428 and future Outer Loop and protect water quality and quantity farther south.

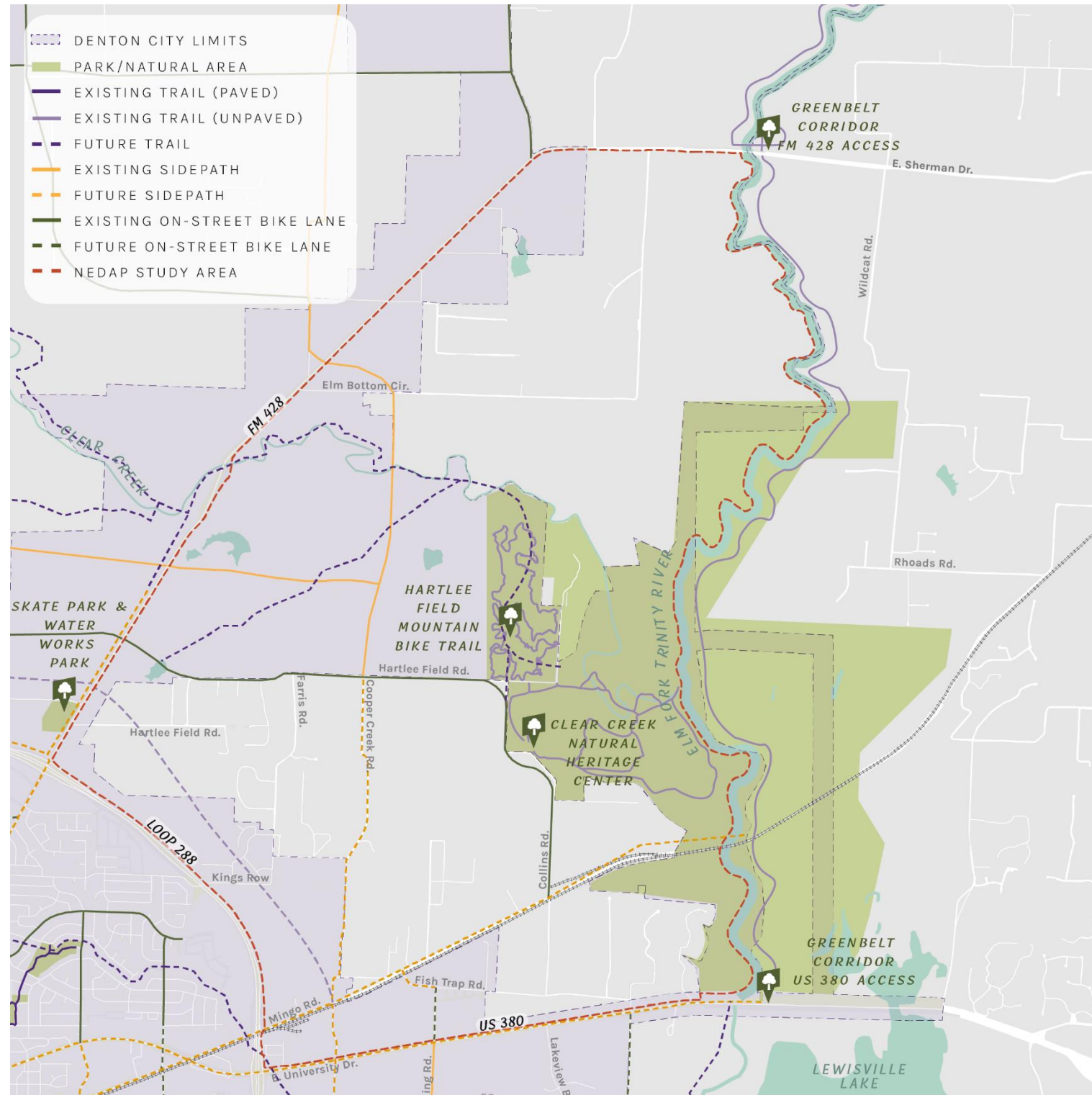
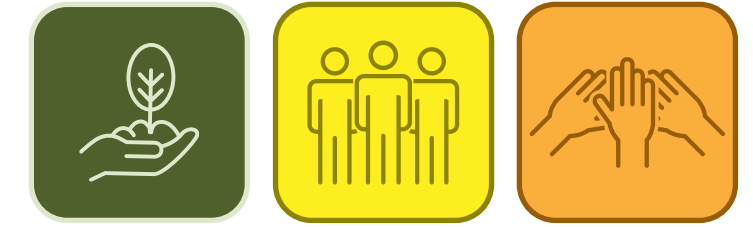
The proposed future Residential Transition and Rural Residential land use areas north of Hartlee Field Road are in the Clear Creek watershed and are bound by a significant tributary to Clear Creek along the northwest boundary. This tributary is significantly eroded and will require reestablishment of a high-quality riparian buffer. Multiple stock ponds with substantial sediment accumulation are located at the top of the Clear Creek watershed. These stock ponds have a reduced water quality and quantity management even under undeveloped conditions, and they discharge stormwater polluted with fertilizers and other impurities into significantly eroded earthen channels (tributaries) to the main tributary to Clear Creek. A healthy riparian buffer would help with both the water quality and water quantity issues.

Establishing the riparian buffer in the Timber Branch corridor near Fishtrap Road and Collins Road will mitigate air quality impacts from nearby U.S. 380 and proposed by-pass highway emissions. This can also mitigate noise impacts and offset heat island impacts from large industrial developments, surface lots, driveways, and new roadways.

Strategy #16



Prioritize bicycle, pedestrian, and equestrian transportation corridors along and within established riparian buffers to create a connected greenway system. (pg. 8 NDNA plan)



Possible Locations in NEDAP

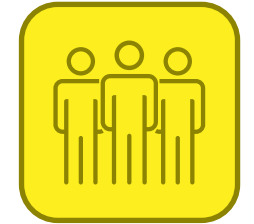


Example of a Trail in a Riparian Buffer





Prioritize bicycle, pedestrian, and equestrian transportation corridors along and within established riparian buffers to create a connected greenway system. (pg. 8 NDNA plan)



What? A scaled and centralized nature-based infrastructure within connected and publicly accessible open spaces provides for both safe and aesthetic connected bike and pedestrian off-street corridors. It also provides for reestablishment of tree canopy, shared use storm water management systems and general preservation and maintenance of the natural systems as a part of facility maintenance.

How? Amend various development-related ordinances to require natural drainage corridors to be reestablished with open spaces and greenway corridors. These corridors should connect to and reach into development areas and focus on the centralized existing tributary. These requirements can be written into the regulations for conservation development to create open space, additional ROW dedication, and/or park dedication.

Prioritize and design active transportation corridors to reduce daily car trips by connecting residential neighborhoods and employment areas with retail, services, schools, and other daily activities.

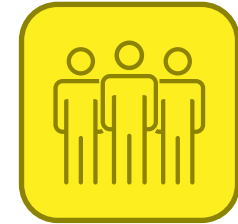
To support these greenways, amend the Denton Transportation Design Criteria Manual to adopt recommended street cross sections for the roadways in Northeast Denton to ensure that a primary active transportation corridor connects Clear Creek Natural Heritage Center and the Elm Fork Greenway to regional systems and to all areas adjacent to Northeast Denton.



Strategy #16



Prioritize bicycle, pedestrian, and equestrian transportation corridors along and within established riparian buffers to create a connected greenway system. (pg. 8 NDNA plan)



Why? A connected greenway system for bikes, pedestrians, and horseback riders can help with stream stabilization along the tributary corridors and along eroded tertiary tributaries as a part of facility maintenance by the city or by future development in these areas.

Connected bike and pedestrian off-street corridors reduce daily car trips, which would mitigate noise impacts, reduce air pollution, and minimize surface lots, driveways, and new roadways to offset heat island impacts.

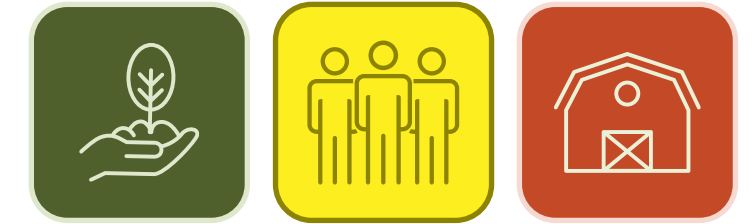
In the upland areas of the Cooper Creek watershed (proposed Residential Transition and Gateway South character areas south of Hartlee Field Road), most of the wooded areas exist along fence lines and drainage swales adjacent to those fence lines. The remainder of the land has been disturbed by agricultural and residential uses. Therefore, requiring creation of a connected greenway system for bikes and pedestrians to be built in exiting or newly reestablished riparian buffers along creeks in this area will also help to reestablish tree canopy and shared use stormwater management systems.



Strategy #17



Prioritize shared use and multi-benefit nature-based infrastructure including best management practices such as bioswales, bioretention, enhanced swales, and enhanced stormwater detention and retention within and adjacent to all riparian buffer corridors. (pg. 7 NDNA plan)



Stormwater Infiltration Trench

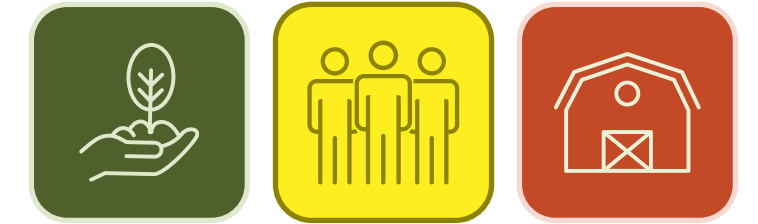


Naturalized Bioswale





Prioritize shared use and multi-benefit nature-based infrastructure including best management practices such as bioswales, bioretention, enhanced swales, and enhanced stormwater detention and retention within and adjacent to all riparian buffer corridors. (pg. 7 NDNA plan)



What? A nature-based infrastructure approach can be used to manage the quantity and quality of stormwater runoff and often includes prevention and source control practices. It may consist of one or multiple best management practices (BMPs), depending on many considerations, including available space, physical conditions at a site, and regulatory requirements.

Low Impact Development (LID) and Traditional Development are two typical configurations of nature-based infrastructure treatment trains.¹

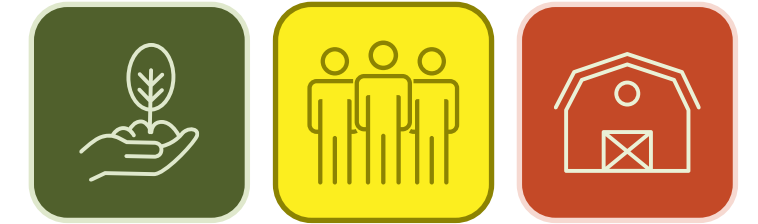
The focus of LID is to keep the raindrop as close to its source as possible by utilizing techniques such as infiltration and capture/storage/reuse. Traditional Development typically employs filtration and sedimentation practices such as bioswales and constructed ponds and wetlands.

¹Treatment train system refers to the use of multiple BMPs such as rain gardens, permeable pavement, bioswales in roadway medians or parking lot landscaping, detention ponds, stormwater wetlands etc. in a single development and/or the entire area.





Prioritize shared use and multi-benefit nature-based infrastructure including best management practices such as bioswales, bioretention, enhanced swales, and enhanced stormwater detention and retention within and adjacent to all riparian buffer corridors. (pg. 7 NDNA plan)



How? As a part of required stormwater detention, require nature-based infrastructure ‘treatment train’ systems that expand from scaled shared-use best management practices and extend to future developments. Enhance co-benefits by requiring these stormwater treatment systems to support comfortable, shaded, and natural bike and pedestrian connections within the primary greenway system.

Evaluate the Stormwater Criteria Manual to facilitate these recommended practices.

Adopt recommended street cross sections in the Transportation Criteria Manual scaled to provide stormwater quality mitigation for all adjacent existing and planned land development throughout Northeast Denton.

Why? Utilizing both LID and Traditional Development BMPs will help maintain stormwater runoff onsite while allowing sufficient time for hydraulic, physical, biological, and chemical processes to take place. This additionally removes pollutants from stormwater run-off, especially off-site, depending on stormwater volume.

Using nature-based or green infrastructure will help maintain the rural character of Northeast Denton while providing safe and adequate infrastructure to serve the current and future residents as well as visitors to the area.



Strategy #18



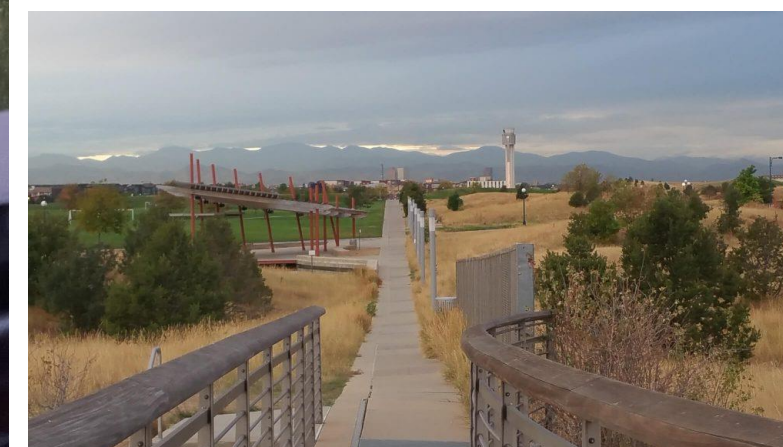
Prioritize the protection, restoration, and expansion of remnant tallgrass prairie and connected woodland spaces in the area. (pg. 7 & 37 NDNA plan)



Tallgrass Prairie Ecosystem



Example of a Tallgrass Prairie Restoration in a Development
Central Park Neighborhood, Denver, CO





Prioritize the protection, restoration, and expansion of remnant tallgrass prairie and connected woodland spaces in the area. (pg. 7 & 37 NDNA plan)



What? Tallgrass prairie is one of the rarest and most endangered ecosystems in the world because it is the most fertile and well-watered region, and therefore the soils are outstanding for crop production. The majority of Northeast Denton is in the tallgrass prairie region.

However, the natural tallgrass prairie has been severely disturbed by agricultural and large lot residential uses, which replaced the natural grassland with crops and landscaping that use herbicides, insecticides, fertilizers, mowing, and irrigation. The natural tallgrass prairie will therefore need to be reestablished.

How? Consider amending City's ordinances related to the City's Environmentally Sensitive Area (ESA) processes to require preservation or restoration of tallgrass prairie either as a conservation development pattern dedication or as a part of parkland dedication.

Amend the landscape ordinance to integrate tallgrass prairie or complementary planting requirements throughout all future developments in Northeast Denton in both public open spaces and private development areas. Property Maintenance Codes may also need to be amended to exempt tallgrass prairie from maximum height requirements for grasses.

Include tallgrass prairie preservation and reestablishment in the economic development incentive program recommended in Strategy 13.

If land in the ETJ identified for tallgrass prairie reestablishment enters into a development agreement with the City, then require in the agreement integration of tallgrass prairie or complementary planting on the property.

Strategy #18



Prioritize the protection, restoration, and expansion of remnant tallgrass prairie and connected woodland spaces in the area. (pg. 7 & 37 NDNA plan)



Why? By restoring the land's original vegetation, developments can have strikingly beautiful landscapes, rich in biodiversity, and save landscaping and maintenance costs at the same time.

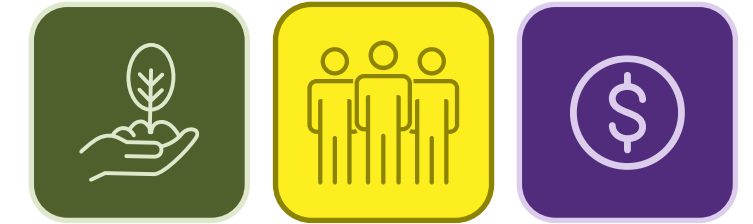
The ability of native tallgrass prairie plants to help keep the water where it falls will be an important benefit and key to water management while saving landscaping and irrigation maintenance costs.

Restoring tallgrass prairie ecosystem can provide an important educational opportunity as people can see the native ecosystem at work and watch it change over the seasons.

Strategy #19



Evaluate retrofitting existing stock ponds in the area as a part of a centralized drainage plan focused on natural drainage corridors and existing tributaries. (pg. 7 & 39 NDNA plan)



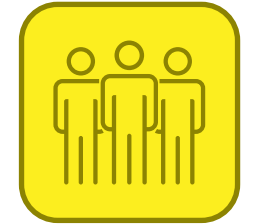
Unimproved Pond



Pond Retrofitted for Stormwater Management



Evaluate retrofitting existing stock ponds in the area as a part of a centralized drainage plan focused on natural drainage corridors and existing tributaries. (pg. 7 & 39 NDNA plan)



What? Ponds and “pondscapes” (networks of ponds) are crucial habitats for biodiversity and for delivering multiple benefits to humans such as regulation of water quantity and quality, the creation and maintenance of habitats for biodiversity, food provision, carbon storage and climate regulation, food control, groundwater recharge, natural pest control, pollution amelioration, pollination, and nutrient flux to adjacent ecosystems, as well as co-benefits such as opportunities for recreation and tourism.

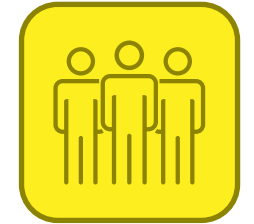
How? Create a centralized drainage plan focused on natural drainage corridors and existing tributaries. As part of the plan, evaluate retrofitting existing stock ponds in line with significant streams and tributaries to provide stormwater quantity and quality mitigation throughout the area.

Evaluate and amend the Stormwater Criteria Manual to ensure stock pond retrofit associated with stormwater management plans.

As a part of development applications, require stock pond retrofit as a part of stormwater management plans.



Evaluate retrofitting existing stock ponds in the area as a part of a centralized drainage plan focused on natural drainage corridors and existing tributaries. (pg. 7 & 39 NDNA plan)



- Why?** Based on satellite imagery and area tours, most of the stock ponds in Northeast Denton have substantial sediment accumulation that has reduced water quality and quantity management - even where the land is undeveloped. Most do not have adequate contributing drainage areas to provide adequate water balance to maintain healthy and functional normal pool elevations.
- If expanded and utilized as regional stormwater management ponds and as aesthetic and recreational features, these stock ponds would support landscape connectivity, as well as enhance biodiversity through strategic conservation and restoration measures linked to ponds and pondscares.
- Using existing stock ponds as a part of a centralized nature-based stormwater management system and public open space would reduce the cost of stormwater management for the site while generating and integrating biodiversity providing opportunities for outdoor recreation.





Historic Preservation Strategies

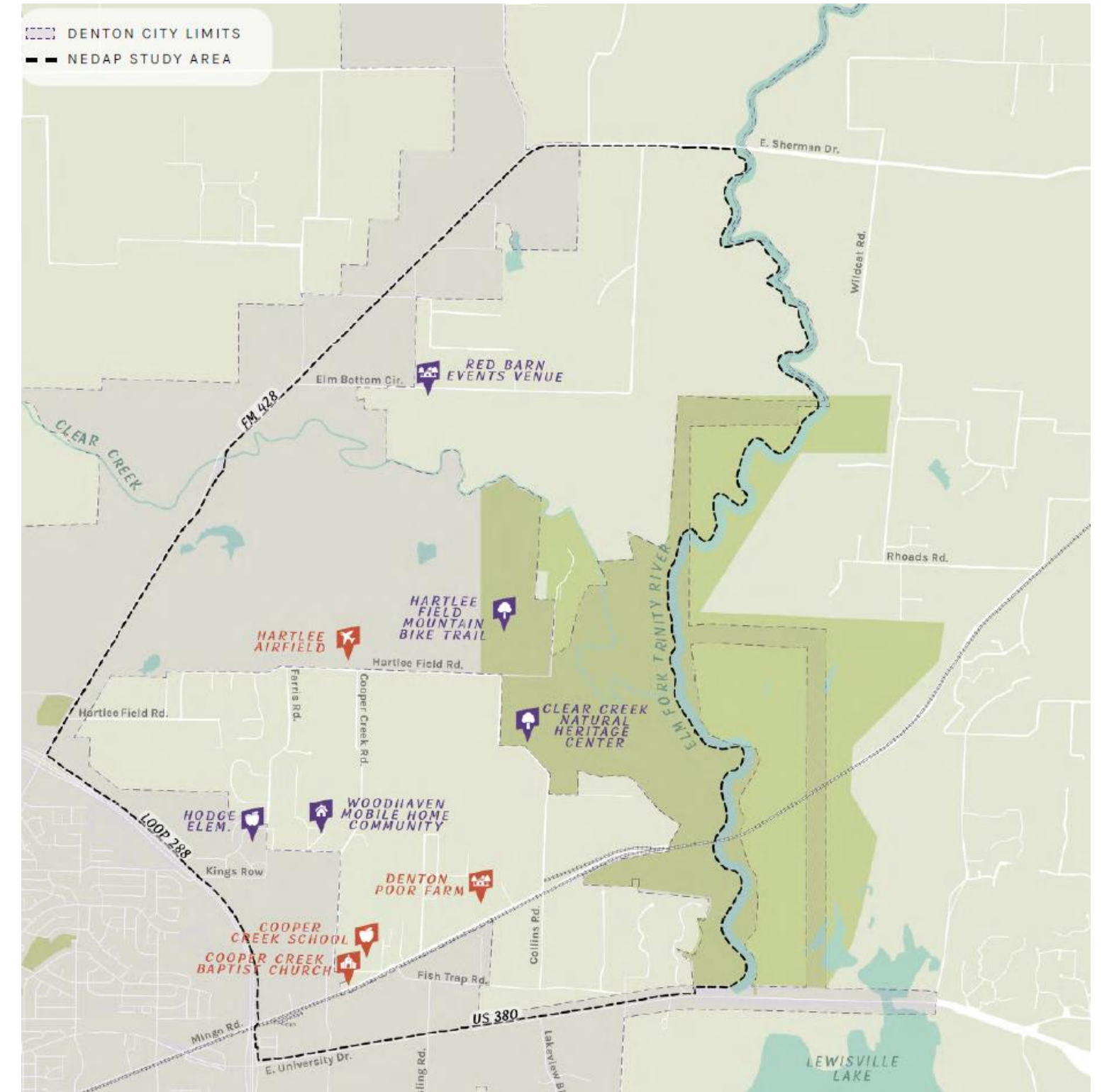
Strategy #20



Conduct a historic resource survey and seek historic designation of vital historic assets in the area. (pg. 30-32 NDNA plan)



Cooper Creek Cemetery

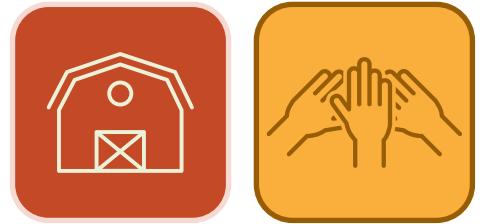


Historic Assets





Conduct a historic resource survey and seek historic designation of vital historic assets in the area. (pg. 30-32 NDNA plan)



What? Historic designation can protect vital historic assets in an area from threats such as encroaching development and disrepair. Historic assets can be protected at the national, state, or local level.

The National Park Service administers the National Register of Historic Places and the National Historic Landmarks Program. The Texas Historical Commission administers state and national designations such as Recorded Texas Historic Landmarks, State Antiquities Landmarks, Historic Texas Cemeteries, and National Historic Landmarks. The City's Historic Preservation Plan regulates and protects local historic landmarks and districts.

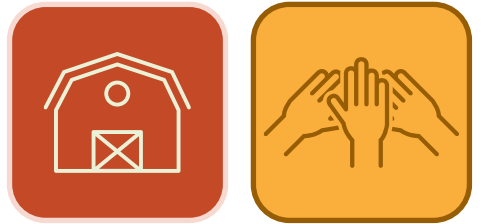
How? Several historic assets in Northeast Denton are designated state historic sites, including Cooper Creek Cemetery, which has a Historic Texas Cemetery Marker, the Cooper Creek School, which is a Recorded Texas Historic Landmark, and the Cooper Creek Baptist Church, which has a Texas Historical Commission Subject Marker. The Cooper Creek Cemetery Association maintains the cemetery and the school.

Conduct historic resource surveys of historic assets that are not yet locally designated. Follow the Historic Preservation Plan process to seek City Council approval of landmark status for sites in the City limits.

Consider seeking national protection through the National Park Service for Hartlee Airfield and the hangars.



Conduct a historic resource survey and seek historic designation of vital historic assets in the area. (pg. 30-32 NDNA plan)



Why? Historic designation helps to protect historic sites from damage caused by poor maintenance, encroaching development, and demolition.

Historic assets can be protected by becoming locally designated historic landmarks or historic districts.

The designation process requires research and documentation, which helps to preserve the history and context of the asset as well as the asset itself.

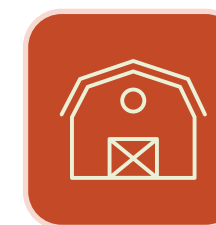
Section 211 of the Texas Local Government Code allows cities to protect designated places of historic significance by regulating their construction, alteration, and demolition. The City's Development Code lays out specific protections for local historic landmarks and buildings and land in historic districts.

In addition to the protections of local designation, the National Park Service provides avenues to protect landscapes and natural areas.

Strategy #21



Seek Cultural Landscape status for Hartlee Airfield.



Hartlee Field Hangar

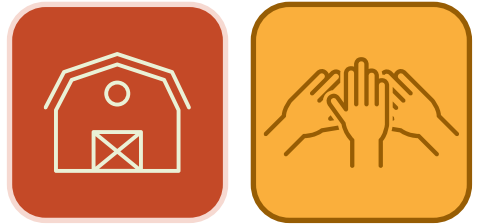


Hartlee Field





Seek Cultural Landscape status for Hartlee Airfield.



What? Cultural Landscapes are defined as a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values.

The National Park Service recognizes four cultural landscape categories: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes. These landscape categories help to distinguish the values that make them cultural resources and to determine how they should be treated, managed, and interpreted.

How? Conduct historic resource survey of the Hartlee Field hangars and airstrip.

Follow the Historic Preservation Plan process to seek City Council approval of landmark status for Hartlee Field hangars and airstrip.

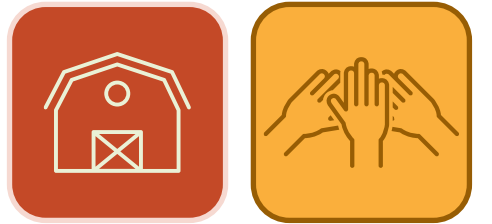
Consider seeking national protection through the National Park Service for Hartlee Field hangars and airstrip.

Review the National Park Services Guide to Cultural Landscape Reports: Contents, Processes and Techniques to pursue Cultural Landscape status.





Seek Cultural Landscape status for Hartlee Airfield.



Why? Historic designation helps to protect historic sites from damage caused by poor maintenance, encroaching development, and demolition.

Hartlee Airfield is an area of significant historic value to the area and was first opened in 1939 as a pilot training program by the Civilian Aeronautics Authority and the North Texas State Teachers College. The airfield hosted a military pilot training program in 1942. After World War II, the airfield was used as private airfield for flight instruction. A National Guard Unit was stationed there until 1955.

Cultural Landscapes provide a sense of place and identity; they map our relationship with the land over time; and they are part of our national heritage and each of our lives.

There are currently no Cultural Landscape designations within the City of Denton.



Direction and Discussion
