ACKNOWLEDGEMENTS

The creation of the Denia Neighborhood Small Area Plan was made possible by the cooperative efforts of concerned citizens, city staff, and elected and appointed officials. The primary objective of this small area planning document is to address important issues and concerns in the Denia neighborhood in greater detail than the Denton Plan.

The Small Area Planning Section of the City of Denton’s Planning and Development Department wishes to thank the many people, organizations and departments for their efforts in providing historical data, direction, insight and constructive criticism in the formulation of the Denia Neighborhood Small Area Plan.

Special Recognition to the

CITIZENS OF DENIA

and

Mayor and City Council

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Euline Brock
Council Member
Raymond Redmon
Council Member
Jane Fulton
Council Member
Michael Phillips
Council Member
Perry McNeill

Mayor Pro-Tem
Roni Beasley
(Former) Mayor
Carl G. Young, Sr.
(Former) Council Member
Neil Durrance
(Former) Council Member
Mike Cochran
(Former) Council Member
Sandy Kristoferson

Council Member

Planning and Zoning Commission

Chair
Salty Rishel
Commissioner
Bob Powell
(Former) Commissioner
Bill Keith
(Former) Commissioner
Susan Apple
(Former) Commissioner
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Planning and Development
Community Development
Police Department
Engineering
Parks and Recreation
Fire Department
Transportation
We also give a very special thanks to the Small Area Planning Section of the Planning and Development and members of the Small Area Planning Team for their effort in the coordination, collaboration, contribution and expertise to the planning process. For, without their dedication and hard work, The Denia Neighborhood Small Area Plan would not exist.

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Particular Thanks and Regards

Mrs. Carol Brantley, DACG President
Mr. John Weber, DACG (former) President
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<td>PLAN GRAPHS</td>
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</tr>
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</table>
THE REVIEW PROCESS

Small area planning is a process that provides analysis, recommendations, and implementation guidelines for specific areas within the City of Denton. A small area planning document is produced to address areas in greater detail than the Denton Plan and to cover existing characteristics, trends, issues, and opportunities for the area.
Through a review process with residents, business owners and other stakeholders of a specific area, a framework of recommendations on future land use, transportation, and public improvements are formulated. This framework will assist decision-makers in making decisions and will guide the case-by-case development of an area.

A small area plan may be for a neighborhood, a business district, a corridor or a new public facility site. Requests for small area plans may come from many sources including City Council, the Planning and Zoning Commission, and citizens. Once a conceptual small area planning document is developed and presented for public comment, it will be forwarded to City Council for review and adoption by resolution.

Citizens are involved in the small area planning process from the earliest stages. Citizens have the best understanding of the strengths and weaknesses of their neighborhood. The small area planning process provides citizens with an opportunity to present information and facts to the City Council, Planning and Zoning Commission, and other appointed boards and commissions that they might not otherwise have.

The development of small area plans also allows the public an opportunity to become better educated about the planning process. Small area planning is an interdisciplinary approach to planning, which relies on the cooperation of all City of Denton departments and other governmental entities. The success of any small area plan depends on the involvement of residents, business owners, landowners and other stakeholders.

The Denia Neighborhood Small Area Plan is a set of principles and recommendations intended to guide City capital investment, private development, public policies and community actions in the Denia neighborhood in ways that fulfill the community’s vision for its future. The small area plan provides the context and rationale for these principles and recommendations. The broad set of recommendations contained in the plan will require community initiative and new, innovative partnerships between community groups, businesses, the City and private citizens. In some cases, the recommendations will require further analysis by the City and community before specific implementation strategies can be identified.

**PROJECT GOALS AND OBJECTIVES**

There are a number of goals and objectives for the small area planning process. The goals and objectives relate to the planning process and not the actual plan. They are:

- Assist residents and businesses in developing priorities and strategies to stimulate revitalization and reinvestment in the area
- Involve citizens in a community planning process that fosters active participation and leadership
- Present existing conditions and trends to provide a picture of the planning area
- Identify strengths and concerns of residents, merchants and other stakeholders within the area
- Enable stakeholders to share ideas and suggestions about their community
- Promote understanding of the process and enthusiasm for further participation in later stages of problem solving and plan implementation

**RELATIONSHIP TO THE DENTON PLAN**

The Denia Neighborhood Small Area Plan is the third in a series of specific community
plans to build on the work of the Denton Plan 1999-2000. The Denton Plan 1999-2000, adopted December 7, 1999, is the City’s comprehensive plan. It provides the basic framework for guiding growth and development in the City of Denton over the next twenty years. While the Denton Plan 1999-2000, focuses on regional growth management, it also emphasizes the need to support and improve the local conditions and characteristics of Denton’s neighborhoods. One of the main components of the city’s comprehensive plan is the provision to prepare Small Area or Neighborhood Plans. The small area plans supplement the comprehensive plan with more detail necessary to guide community development decisions.

**HOW TO USE THIS DOCUMENT**

This document is the Denia neighborhood’s image of its future. It was prepared with the involvement and help of the Denia Area Community Group (DACG) neighborhood association. DACG members, other neighborhood residents, property owners, and other concerned Denton residents shared their evenings to help craft a meaningful document. This plan represents their combined efforts to enhance and preserve the Denia neighborhood area.

This plan contains goal statements, which deal with drainage, engineering, planning, economic and community development, transportation, safety, aesthetics, character, and culture in the neighborhood. These goals identify what the community wants to achieve. Goal statements of neighboring small area plans are taken into account in the formulation of goals for a new small area plan study area. Neighboring communities usually share some of the same issues and concerns.

Goals cannot be achieved without a clearly defined plan of action. Therefore, the Plan contains a broad set of recommendations, many of which will require community initiative and new, innovative partnerships between community groups, businesses, the City and private citizens. In some cases, the recommendations will require further analysis by the City and community before specific implementation strategies can be identified.

The Denia Neighborhood Plan includes:
- A brief history of the Denia neighborhood’s development;
- A review of existing conditions in the Denia neighborhood;
- Goals and recommendations to facilitate area improvements; and
- An “action plan” identifying specific projects and funding sources for area improvements.

In order to foster community-wide support and effective maintenance of the plan and its goals, continued involvement of area stakeholders and Denton citizens is critical. All Denton residents must know that the concerns and issues addressed in this plan are not solely concerns and problems of the Denia neighborhood, separable from the rest of Denton. They are everyone’s concern. The Denia Neighborhood Small Area Plan is designed to provide realistic and feasible recommendations for the revitalization of the area. **However, to be realistic, the plan recognizes the limitations of public financing resources and the need for new partnerships between public agencies and the community, in which the community takes a greater responsibility for its revitalization**.
**BOUNDARY**

The study area for the Denia Neighborhood Small Area Plan is bounded by I-35 E to the north, Fort Worth Drive and the T&P railroad tracks to the east, Roselawn Drive to the south, and Bonnie Brae to the west. *(Figure 2a, 2b, 2c.)*

The study area boundary was defined by Denia residents at the first Denia Neighborhood Small Area Plan meeting. The Denia neighborhood is located one mile southwest of downtown Denton, directly across I-35 E from the University of North Texas. The Denia study area covers approximately 936 acres of land.
Of the 936 acres in the study area, 49.9 percent is developed and 51.1 percent remains undeveloped.

**HISTORY**

The Denia neighborhood takes its name from the Denia Recreation Center and Park located in the neighborhood. Mr. Newton Rayzor, a large property owner in the area, donated land for the recreation center and park site. The recreation center and park were named after Mr. Rayzor’s wife, Mrs. Eugenia P. Rayzor, whose nickname was Denia.

During the late 1800s and early 1900s, the Denia area was characterized by scattered farming/ranching homesteads. The first substantial residential development in the Denia area took place in 1946 when lots in the R.E. Ford Addition were subdivided and sold. *(Figure 3.)* Subsequent residential subdivisions including, the Denworth Addition (1947), Willie H. Barnes Addition (1948), and Taylor Park Subdivision (1959) developed east of McCormick Street. Over the next 30 years, residential development expanded to the north and west over vacant farmland.

Increasing residential growth brought about the need for businesses and services to serve the area’s growing population. In the 1950s and 1960s, the Denia area experienced a growth in non-residential development to support the area’s growing population. This non-residential development included a number of service-oriented businesses to serve the needs of the growing residential community. Retail, commercial, light industrial, and other non-residential establishments were developed along the Fort Worth Drive and I-35 E corridors.

Denia’s growth also brought about the need for more neighborhood services to serve the
area. In 1965, the City of Denton dedicated Denia Park to serve as a place to relax and play for residents of Denia and southwest Denton. In 1979, the City constructed the Denia Recreation Center adjacent to Denia Park. Both Denia Park and Recreation Center have undergone expansion and renovation in recent years. Today, Denia Park covers a total of 25 acres with playgrounds, multi-use courts and parking. Denia Recreation Center has an indoor basketball/volleyball court, weight room, game room, and meeting rooms. The Park and Recreation Center are important elements in neighborhood’s fabric, providing safe and well-maintained places for neighborhood residents to enjoy.

In 1969, the Denton Independent School District open Frank Borman Elementary School in Denia. The school is also an important element in the neighborhood’s fabric. Currently Borman’s enrollment is 560 students. Borman’s service area includes Denia, Bent Creek Estates, and the southwest portion of the Denton Independent School District.

In the 1950s, I-35 E (Denia’s northern boundary) was constructed as part of the National Interstate Highway System. I-35 E served as a barrier, somewhat isolating Denia from The University of North Texas and other adjacent neighborhoods to the north. This isolation allowed Denia to develop independently from the university and other neighborhoods.

Today, Denia is a well-established residential neighborhood. Residential growth over a forty-year period (1950-1990) has provided the neighborhood with a diverse housing stock. New residential development has taken place within Denia in recent years in the form of scattered infill development and multiple lot subdivisions. The newly developed Tremont and Leslie Oaks subdivisions offer housing options ranging in price from $106,000 to $210,000. Presently Denia is made up of 27 residential subdivisions, offering a great diversity of housing. Housing options in Denia range from small cottages to large custom built homes.
**NEIGHBORHOOD PROFILE**

**DEMOGRAPHIC AND SOCIO-ECONOMIC PROFILE**

With any planning activity, it is preferable to review current conditions in order to determine trends taking place. By doing so, the City can face future issues and problem areas to be addressed in a small area plan. The most complete and reliable source of demographic information is the U.S. Department of Commerce, Bureau of Census Enumeration. The Census Bureau provides its most comprehensive package of population and demographic information every ten years. Geographical areas known as standard metropolitan statistical areas (SMSA), consolidated metropolitan statistical areas (CMSA), block numbering areas (BNA), and census tracts are used to group census data. Census tract data is further aggregated to a block group level.

The Denia neighborhood is located southwest of downtown Denton and is partially located in Census Tract 208, block group 3; Census Tract 209, block group 2; and Census Tract 210, block 4. *(Figure 4.)*

Census tract block group data is the most aggregated data available from the Bureau of Census Enumeration. Because the Denia neighborhood is partially located in three Census Tracts, a completely accurate demographic profile of the Denia neighborhood is not possible. Another difficulty in providing the most accurate demographic profile is that Census 2000 socio-economic statistics at the census tract level have not been released.

The demographic and socio-economic profile presented in this plan is a compilation of estimates based on selected 1990 Census data; data from the 2001 Denton, Texas Demographic Profile furnished by the Denton Chamber of Commerce; and 2000 property data from the Denton County Central Appraisal District. This demographic profile is intended to be used as a tool for comparing the Denia neighborhood relative to the City of Denton as a whole. Only the most significant findings are presented.

**POPULATION**

Between 1990 and 2000 Denia experienced a population increase of 1.1% or 23 residents. This is significantly less than the City of Denton’s population increase of 21.5% over the same ten-year period. *(Figure 5.)* Denia’s slow growth rate may be a result of the decreasing number of younger residents in the neighborhood. Between 1990 and 2000, Denia residents between the ages of 18 and 24 years old decreased by 5.3%. *(Figure 7)* This decline in the neighborhood’s younger population...
was offset by new residential construction in the neighborhood.

Figure 5.

Similar to the City of Denton, the Denia neighborhood remains a predominately Caucasian neighborhood. Although the percentage of Caucasian residents in both the City of Denton and Denia declined between 1990 and 2000, they account for the vast majority of the neighborhood’s and City’s total population. (Figure 6 and 7.)

Figure 6.

Denia experienced a slight increase in the number of American Indians, African-Americans, Hispanics, and other minorities living in the neighborhood between 1990 and 2000. (Figure 6.) Denia’s Hispanic population experienced a 10% increase in population, the largest increase of any of the neighborhood’s minority groups. Hispanics also had the largest population increase among minorities in the City of Denton. (See Figure 7)

Figure 7.

Between 1990 and 2000 the proportion of people within the age groups of 40-64 and 65 and over saw substantial increases in Denia. (Figure 8.) Denia residents between 18 and 24 years of age decreased by 5.3% over the same ten-year period.

Figure 8.

EDUCATION

Education attainment of Denia residents is representative of education attainment citywide. (Figure 9.) At the primary and
secondary education levels, education attainment of Denia residents was slightly higher than residents citywide. The percentage of Denia residents, with a post-secondary education degree was lower than residents citywide.

1990 and 2000. Denia’s total population grew by only 23 residents during the same ten-year period. These figures suggest that children below working age in 1990, entered into the workforce during the ensuing decade, thus adding to Denia’s total workforce.

**INCOME**

The median income level of Denia households grew from $26,176 to $27,761, a 6.1% increase between 1990 and 2000. (Figure 11.) Citywide, the median household income level saw a 15.3% increase over the same ten-year period.

Average incomes of Denia households also grew. The number of Denia households with average incomes between $5,000-$24,999 decreased by 16.2% and households between $25,000-$49,999 decreased by 10.3%. In contrast, households with average incomes between $50,000-$99,999 increased by 34.4% and household between $100,000-$149,000 increased by 65.1%. (Figure 12.)
Housing

Property data collected from the Denton County Central Appraisal District indicates Denia had a total of 914 housing units in 2000. Of those 914 units, 96% were occupied. (Figure 13.)

Of those occupied units, 48% were owner occupied and 52% were renter occupied. (Figure 14.)

Single-family housing units accounted for 88% of the neighborhood’s total housing units. (Figure 15.) Ninety-six percent of Denia’s housing was built after 1940.

In 2000, the median price for a house in the Denia neighborhood was $64,326, up from $60,300 in 1990. (Figure 16.)
EXISTING CONDITIONS

The demographic and socio-economic profile reveals that Denia is a stable neighborhood, both economically and socially. To sustain the neighborhood’s stability will require improvements to Denia’s infrastructure, rehabilitation of its existing housing stock, a coordinated plan for future growth, and strong neighborhood leadership. Addressing these issues will be a great challenge facing the neighborhood in the coming years.

INFRASTRUCTURE

Access into and out of Denia is limited and at times problematic, especially during peak traffic hours. Major vehicular transportation corridors, I-35 E to the north and Fort Worth Drive to the east, restrict neighborhood ingress and egress opportunities. Avenue D and McCormick Street are the only neighborhood streets that provide direct outlets to the University of North Texas and other destinations north of I-35 E. Acme Street and the I-35 E Access Road serve as Denia’s only direct outlets to Fort Worth Drive. The removal of the four-way traffic signal at the Acme Street and Fort Worth Drive intersection by the Texas Department of Transportation has aggravated ingress and egress problems at this location. During peak traffic hours, making a left or right turn onto Fort Worth Drive from Acme Street is both time-consuming and dangerous. The presence of a major railroad corridor along Denia’s southeast boundary limits the possibility of providing the neighborhood with an additional outlet to Fort Worth Drive south of Acme Street. Bonnie Brae, which forms Denia’s western boundary, and Roselawn Drive which forms its southern boundary, are both substandard local arteries. Bonnie Brae provides access to the University of North Texas, I-35 E and I-35 W.

Vehicular circulation patterns within Denia are not laid out in a traditional grid pattern. Circulation in Denia is accomplished through the use of one primary north-south arterial road and one primary east-west arterial road. McCormick Street is the primary north-south artery providing direct access to the University of North Texas. Bernard and Highland Park are also heavily traveled north-south streets in the neighborhood. Willowwood Street is the primary east-west artery in the neighborhood. Willowwood begins in the east, at Bernard Street, and runs the full length of the neighborhood to Bonnie Brae. A network of secondary (local) streets feed into the primary arterial roads but generally do not intersect other secondary streets. Neighborhood streets are generally in good condition, however a few streets are in need of repair and maintenance. Hazardous intersections at various locations in the neighborhood require improved line of sight for drivers and/or additional traffic control devices. Vehicles traveling at excessive speeds on neighborhood streets are a major safety concern.

Figure 16.
concern. Speed control devices are needed at various locations throughout the neighborhood.

Pedestrian circulation and safety is a major concern. Pedestrian circulation in Denia is disjointed due to missing sidewalks throughout the study area. Many existing sidewalks are not level or straight and are in need of repair. The need for an interconnected sidewalk system is evident.

**Housing Stock**

The housing stock in the study area is stable and in overall good condition. Substandard structures data furnished by the City of Denton Building Inspection Division indicates that currently there are no substandard residential structures located within the Denia study area. The Building Inspections Division is responsible for the enforcement of various city codes and ordinances including building codes and minimum housing standards. Although no substandard housing is present in Denia, the need for repair and rehabilitation of the neighborhood’s housing stock is evident. The majority of rehabilitative efforts to Denia’s housing stock should focus on the repair of minor nonstructural elements such as the replacement of siding and physical aesthetics like painting and landscaping.

**Property Conditions and Code Enforcement**

Property maintenance in the study area is inconsistent and some properties significantly detract from the overall neighborhood character. The vast majority of property maintenance issues in Denia result from the dumping of trash and debris, overgrown grass and weeds, and abandoned or junk vehicles parked in yards and on neighborhood streets. Code violation data furnished by the City of Denton Code Enforcement Division shows that over a three-year period, from January 1998 through January 2001, a total of 403 code violations were reported in the study area. Trash and debris violations accounted for 44% of all violations reported. Overgrown grass and weeds accounted for 39% and abandoned or junk vehicles accounted for 13% of all reported violations. *(Table 1.)*

**Reported Code Violations**

<table>
<thead>
<tr>
<th>Violation</th>
<th>Number</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Trash/Debris</td>
<td>178</td>
<td>44%</td>
</tr>
<tr>
<td>Grass/Weed</td>
<td>157</td>
<td>39%</td>
</tr>
<tr>
<td>Junk Vehicle</td>
<td>53</td>
<td>13.2%</td>
</tr>
<tr>
<td>Sign</td>
<td>13</td>
<td>3.3%</td>
</tr>
<tr>
<td>Zoning</td>
<td>2</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>403</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*Table 1.*

**Land Use**

Existing land uses in the Denia study area fall into one of six categories residential, commercial, general retail, recreation, institution, agriculture, and vacant/undeveloped. *(See Existing Land Use Map)* Land located north of Parvin and
Willowwood Streets and south of I-35 E is predominantly developed, with single-family residential being the primary land use. (Table 2.) Commercial and other non-residential land uses are concentrated along the I-35 E and Fort Worth Drive corridors, which form the northern and eastern boundaries of the study area. Recreational uses include Denia Park and Recreation Center in southeast Denia and the University of North Texas Golf Course, which occupies a large tract of land along the northwest boundary of the neighborhood. Institutional uses in the neighborhood include Borman Elementary School, Liberty Christian Church School, and a few neighborhood churches. Undeveloped land is generally located south of Parvin and Willowwood Streets and north of Roselawn Drive. Land in this undeveloped portion of the Denia study area is predominantly vacant and is presently zoned for agricultural uses.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>Use</th>
<th>Acres</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Vacant</td>
<td>364</td>
<td>38.9%</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>276</td>
<td>29.5%</td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td>171</td>
<td>18.3%</td>
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</tr>
<tr>
<td>Agriculture</td>
<td>91</td>
<td>9.7%</td>
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</tr>
<tr>
<td>Commercial</td>
<td>24</td>
<td>2.5%</td>
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<tr>
<td>Institution</td>
<td>10</td>
<td>1.1%</td>
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</tr>
<tr>
<td>Total</td>
<td>936</td>
<td>100%</td>
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</tr>
</tbody>
</table>

Table 2.

ZONING

The pattern of land use in the Denia study area is representative of the existing zoning pattern. Existing zoning in the Denia study area is divided into several zoning districts covering both residential and non-residential development. (See Existing Zoning Map)

<table>
<thead>
<tr>
<th>ZONING DISTRICTS</th>
<th>District</th>
<th>Acres</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>A</td>
<td>469</td>
<td>50.1%</td>
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</tr>
<tr>
<td>SF-7</td>
<td>272</td>
<td>29.1%</td>
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</tr>
<tr>
<td>MF-2</td>
<td>153</td>
<td>16.3%</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>14</td>
<td>1.5%</td>
<td></td>
</tr>
<tr>
<td>LI</td>
<td>10</td>
<td>1.1%</td>
<td></td>
</tr>
<tr>
<td>GR</td>
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<tr>
<td>PD</td>
<td>4</td>
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Table 3.

Single-Family Residential is the dominate zoning district in the developed portion of the Denia study area. Property zoned Single Family-7, 10, and 16 (SF-7, SF-10, SF-16) accounts for 272.8 acres of the 467 developed acres in the study area. (Table 3.) Some of the permitted uses in the Single-Family Residential District include one-family detached dwellings, churches, public and private schools, parks, and recreation centers.

Duplexes sit on the only Two-Family (2F) zoning district within the study area which is comprised of eight consecutive lots located on the northwest corner of the Parvin/Bernard Street intersection.

Multi-Family Residential (MF-1 and MF-2) zoning districts account for 158.2 acres of the 467 developed acres in the study area. Property zoned MF-1 and MF-2 includes the
University of North Texas Golf Course, the Willowwood and Sycamore Four apartment complexes located on the northwest corner of the Bernard/Willowwood Street intersection, and property between McCormick and Knight Street near I-35 E.

Non-residential zoning districts in the study area include Commercial (C), General Retail (GR), Light Industrial (LI) and Office (O). These non-residential districts account for 30 acres of the 467 developed acres in the study area, and are located along the major corridors (I-35 E and Fort Worth Drive) in the study area.

Four hundred sixty-nine acres (51%) of the total 936-acre study area is zoned Agricultural (A). The vast majority of this agriculturally zoned property is undeveloped. Permitted uses in the Agricultural Zoning District include, but are not limited to, the production, raising, breeding or maintenance of plants and animals.

**Future Land Use and Zoning**

The City of Denton is in the process of preparing a new development code to support the goals and objectives of the Denton Plan 1999-2020. A primary function of the new development code will be to encourage the most appropriate use of land, buildings and other structures throughout the City. Under the proposed development code, all developed land in the study area will retain its existing use. *(See Future Land Use Map)* The majority of vacant undeveloped land will be designated for future residential use.

Under the proposed Development Code, existing residential developments in Denia will be zoned Neighborhood Residential 3 (NR-3), Neighborhood Residential 4 (NR-4), Neighborhood Residential Mixed Use (NRMU), or Neighborhood Residential Mixed Use 12 (NRMU-12). *(See Future Zoning Map)* These zoning districts are characterized by existing neighborhoods with infill development compatibility. The purpose of the NR-3, NR-4, and NRMU-12 districts is to preserve and protect existing neighborhoods and to ensure that any new infill development is compatible with existing land uses, patterns, and design standards. Existing non-residential developments will be zoned Neighborhood Center Mixed Use (NCMU), Community Mixed Use General (CM-G) or Community Mixed Use Employment (CM-E). These districts, concentrated along the I-35 E and Fort Worth Drive corridors, will provide the necessary shopping, services, recreation, employment, and institutional facilities that are required by Denia and surrounding communities.

Existing agricultural and vacant undeveloped land will be zoned Neighborhood Center Residential 2, 4, or 6 (NCR-2, NCR-4, NCR-6). These zoning districts will be Denia’s new residential neighborhoods encouraging an appropriate mix of housing with supportive commercial uses.

**Development Activity**

New residential development activity in the study area has taken place over the last four years. Two major developments, the Tremont and Leslie Oaks subdivisions, introduced a combined total of forty-five single-family lots to the neighborhood. Infill housing development has also occurred in recent years and more infill opportunities
exist in the study area. Large-scale non-residential development in the study area has not occurred in the area since the mid 1980s. An increase in residential development is certain, given the amount of developable land in the area. Improvements to the neighborhood’s infrastructure must be undertaken to adequately serve this future development. The majority of neighborhood residents are supportive of future residential development and growth as long as it is properly planned and coordinated.

PUBLIC SAFETY

Public safety is currently not a major issue in the study area. Neighborhood groups and residents have a good relationship with local law enforcement officials. The neighborhood must build upon this positive relationship to obtain neighborhood goals and objectives identified in this Plan. In the future, Denia residents must continue to work with neighborhood police officers to address neighborhood issues, such as deteriorating housing, abandoned vehicles, and residential traffic problems.

COMMUNITY RESOURCES AND LEADERSHIP

The Denia Area Community Group (DACG) is one of the strongest assets that the Denia neighborhood possesses. DACG was originally organized in 1992. In 1994, three independent neighborhood groups merged with DACG in an effort to resist the rezoning of a residential property for commercial use. Today, this grass-roots organization is led by a group of concerned residents dedicated to enhancing the quality of life in their neighborhood. DACG is well organized and very active. Various neighborhood programs and initiatives are coordinated through DACG. The group publishes a monthly newsletter that is sponsored by the City of Denton Parks and Recreation Department. The group is in the process of developing a neighborhood website. DACG has established a good relationship with the City. This relationship must continue and strengthen in order to achieve the overall quality of life the neighborhood desires.
NEIGHBORHOOD PARTICIPATION

Work began on the Denia Neighborhood Small Area Plan in the Winter of 2001. Neighborhood residents provided valuable input to the planning process by participating in a neighborhood survey, attending several neighborhood meetings, and participating in sub-committee workshops.

In the early stages of the planning process, a neighborhood survey was mailed to 559 households in the study area. Of the 559 surveys mailed, a total of 120 or 21.5% were returned. The survey asked residents to identify neighborhood strengths and weaknesses. Survey respondents identified accessibility, a safe environment, good neighbors, trees and atmosphere, and Denia Park and Recreation Center as major strengths of the neighborhood. Major neighborhood weaknesses identified were street and sidewalk conditions, traffic and circulation patterns, parking, and speeding.

During the extent of the planning process, neighborhood meetings and workshops were utilized to gather and classify neighborhood input. In these meetings, neighborhood residents and other stakeholders worked together with City staff to formulate Plan goals and objectives; develop a visioning statement; and identify and prioritize neighborhood issues and concerns.

PURPOSE OF THE PLAN

This Plan is the result of the Denia neighborhood’s desire to improve the quality of life for its residents and at the same time plan for the challenges of future growth. The City of Denton is predicted to grow by over one hundred thousand inhabitants over the next twenty years. The impact of such rapid growth will have an effect on neighborhoods throughout the City.

This planning document will provide the vision and the foundation for residents of Denia to provide constructive and consistent direction to the City Council, Planning and Zoning Commission, City staff, developers, and any other organization or person that plays a role in the growth and development of the Denia Neighborhood. More specifically the Plan will serve as:

1. a focus for neighborhood policy adoption, decision making and priority setting,
2. a central theme for the organizing of neighborhood programs and efforts,
3. a statement of neighborhood objectives for businesses and organizations interested in locating in the Denia Neighborhood,
4. a tool for the City to provide to applicants who wish to develop in the neighborhood, and
5. a framework for the City to use in approving projects and expenditures in the Denia Neighborhood.
**PLAN ORGANIZATION**

Issues identified in the planning process are organized into three general categories: Community and Economic Development; Planning and Development; and Infrastructure. The Community and Economic Development category encompasses a wide range of issues relating to physical aesthetics, property rehabilitation and maintenance, homeownership programs, public transportation, parks and recreation, and the recruiting of commercial businesses. The Planning and Development category includes issues related to the physical development of the built environment such as land use, zoning and emergency management. The Infrastructure category includes issues relating to traffic, circulation, pedestrian pathways, drainage, and parking. Each category has specific neighborhood goals and objectives that reflect the priorities of the Denia neighborhood.

**Goals:** are general statements of values that provide a target or a condition of life the neighborhood wishes to achieve.

**Objectives:** are specific short-term measurable benchmarks that are implementing actions for specific guiding principles.

**NEIGHBORHOOD PLANNING PRINCIPLES**

The Denia neighborhood recognizes that rehabilitative efforts must be undertaken to rejuvenate pockets of the neighborhood experiencing deterioration and decline. The neighborhood must also prepare for future growth and expansion into its undeveloped areas and at the same time, preserve the character of its established areas. This Plan is a statement of how the neighborhood wants to revitalize its depressed areas, protect those elements of the neighborhood which are valued, and permit new growth opportunities in a coordinated and controlled manner. The following are guiding principles of this Plan:

1. Improve the overall appearance of the Denia neighborhood,
2. Maintain and rehabilitate existing housing stock,
3. Improve coordination of social and community service providers that will result in efficient use of limited resources to meet the needs of neighborhood residents,
4. Enhance pedestrian circulation network throughout the community,
5. Support existing businesses while seeking to attract new businesses to serve the neighborhood,
6. Promote coordinated neighborhood growth and expansion,
7. Provide adequate infrastructure to help make the neighborhood a safe and pleasant place to live, and
8. Acquire more parkland/open space for neighborhood recreation and enjoyment.

**DENIA NEIGHBORHOOD VISION STATEMENT**

The following vision statement has been adopted by the Denia neighborhood to serve as a conceptual guide in helping the neighborhood obtain the quality of life it desires.

“Through broad participation of our neighbors, the Denia Neighborhood will be a neighborhood united together for pride and progress well into the future. Our neighborhood will retain its residential character with a safe, healthy, pleasant and sustainable environment. Our neighborhood will be committed to shaping its own future, developing leadership in residents of all ages, and serving the interests, needs and values of this and future generations.”
PLAN GOAL AND OBJECTIVES

COMMUNITY AND ECONOMIC DEVELOPMENT

**Goal:** Improve the appearance of the neighborhood by maintaining and rehabilitating the existing housing stock to stabilize residential areas and preserve affordability; helping market neighborhood to new homebuyers; and helping to spur economic development in the community; and developing a pedestrian circulatory network throughout the community.

**Objective 1:** Establish a neighborhood-wide clean-up program and create a property maintenance cooperative to promote the general maintenance of vacant lots and to assist property owners who are unable to maintain their properties.

**Objective 2:** Encourage better utilization of rehabilitation programs for single-family homeowners and rental property owners; homebuyer and homeowner programs.

**Objective 3:** Promote an affordable infill-housing program that encourages homeownership.

* Infill-housing is the planned conversion of empty lots, underused or rundown buildings for use as sites for residential dwellings.

**Objective 4:** Market Denia neighborhood as a single family residential community to attract quality, well integrated residential development.

**Objective 5:** Enhance the pedestrian circulation network (sidewalks, nature trails, etc.) throughout the neighborhood, while improving pedestrian character and safety on all neighborhood streets.

**Objective 6:** Promote new open space and the expansion of Denia Park.

**Objective 7:** Redevelop the existing retail and commercial areas in and around the neighborhood into attractive and vibrant areas for residents and visitors.

PLANNING AND DEVELOPMENT

**Goal:** Protect the residential integrity of the neighborhood and encourage development that supports Denia’s identity as a residential neighborhood.

**Objective 1:** Encourage the expansion of neighborhood-oriented services and retail businesses along existing commercial and retail corridors (I-35 E Access Road, Fort Worth Drive and Bonnie Brae).

**Objective 2:** Discourage non-residential encroachment and development that adversely impacts neighborhood infrastructure, facilities, and services.

**Objective 3:** Monitor development south of Willowwood and north of Roselawn to insure that a full range of urban services (streets, water, sewer, utilities and adequate storm water runoff) are in place to accommodate new development.

**Objective 4:** Develop an emergency evacuation plan of action that is site specific to the Denia neighborhood.

INFRASTRUCTURE

**Goal:** Provide adequate public infrastructure to help make the neighborhood a safe, pleasant and walkable neighborhood.

**Objective 1:** Improve traffic circulation patterns and street connectivity in the neighborhood.

**Objective 2:** Make Streetscape improvements area-wide, which includes adding curbs, gutters and sidewalks where they are missing and widening major traffic
arteries within the neighborhood to adequately carry expected increases in traffic.

**Objective 3:** Improve drainage to eliminate flooding and standing water on local streets throughout the neighborhood.

**Objective 4:** Encourage adequate traffic signals and signage at appropriate locations.

**Objective 5:** Promote more off-street parking to facilitate traffic flow and improve the image of neighborhood streets.

**Objective 6:** Work with other neighborhood associations in the City to address issues of common interest and concern.
This section identifies issues that are of concern to the residents of the neighborhood, and provides recommended actions for addressing these concerns. The issues are categorized by topic into the three general categories discussed in the Plan Organization section. The order in which issues and recommended actions are presented does not necessarily correspond to their relative degree of importance. For a more detailed description of funding methods, timelines, and the various agencies responsible for implementing each recommended action, see the IMPLEMENTAION STRATEGY AGENDA presented in the final section of this document.

COMMUNITY DEVELOPMENT ISSUES

NEIGHBORHOOD PARTICIPATION AND ACTION

Issue 1: Identify, organize, and utilize the knowledge, skill, and energy of neighborhood residents.

Denia residents recognize that the City alone cannot address all of the issues and concerns that exist within the neighborhood. Many issues must be dealt with by the residents of the neighborhood themselves. One strategy that many neighborhoods have used successfully is to capitalize on the willingness of residents to contribute their individual time, effort, and abilities towards improving the safety, appearance, and sense of community within the neighborhood. Examples include organizing neighborhood clean-up and beautification projects, neighborhood fund raising events, and volunteering to assist elderly residents.

The Denia Area Community Group (DACG) already serves the neighborhood in this capacity, but the group needs more participation from neighborhood residents.

**Recommended Action:**

- Denia Area Community Group should aggressively recruit neighborhood residents to join and participate in the neighborhood organization.
- Conduct an assessment of community assets within the neighborhood. Publish and distribute the results from the assessment and establish strategies for organizing individuals.
- Encourage area business owners, churches, organizations to participate in neighborhood activities and events (e.g., neighborhood picnics, parties, fund raisers, etc.).
- Work with other neighborhood associations in the City to address issues of common interest and concern.

PHYSICAL AESTHETICS

Issue 1: Encourage neighborhood residents and property owners to maintain their homes and properties.

The character of a neighborhood is reflected in the maintenance and upkeep of homes and yards within it. Well-maintained homes and yards enhance the aesthetic appeal and charm of a neighborhood. Denia encourages its residents and property owners to show pride in their neighborhood through the practice of good property maintenance and the upkeep of the entire neighborhood.
**Recommended Action:**

- Educate residents and property owners about the importance of maintaining their homes and properties.
- Establish a Good Neighbor Program to recognize residents and property owners that clean up and improve their homes and/or properties.

**Issue 2:** Promote good property maintenance and clean-up trash and junk throughout the neighborhood.

The City’s Trash and Debris, Grass and Weed, and Junk Vehicles Ordinances benefit the neighborhood by requiring property owners to clean up lots that are overgrown with grass and weeds, littered with garbage and debris, or possess vehicles that are not in working condition or that have been abandoned. The Denia Neighborhood supports these nuisance ordinances and desires to work with the City to enhance their enforcement and make them more effective.

**Recommended Action:**

- Increase enforcement of the City’s Trash and Debris, Grass and Weed, and Junk Vehicles Ordinances, and other existing regulations intended to ensure that properties are properly maintained.
- Volunteers organize a neighborhood action committee to conduct regularly scheduled neighborhood audits of neglected properties. Committee will work with Code Enforcement Department to determine what the audits should focus on identifying. Results of audit will be submitted to Code Enforcement officers for follow-up action.
- Establish a neighborhood-wide clean-up program and create a property maintenance cooperative to promote the general maintenance of vacant lots and to assist property owners who are unable to maintain their properties.
- Develop methods to identify absentee property owners in the neighborhood so that they may be held accountable for property maintenance and code violations.
- Work with the City to explore the possibility of establishing new regulations requiring rental properties to be periodically inspected and properly maintained. Study similar regulations requiring owner-occupied properties to be maintained.

**HOUSING**

**Issue 1:** Preserve and enhance the neighborhood’s existing housing stock.

Enhancing the quality of Denia’s housing stock is one of the top priorities of the neighborhood. The City of Denton has an existing home improvement program, available through the Community Development Department, which provides assistance to property owners wanting to rehabilitate their properties.

**Recommended Action:**

- Advertise and promote the City’s existing Home Improvement Program--and advocate new programs (e.g., grants, loans, technical assistance)--for providing assistance to individuals and/or groups for the purpose of restoring and rehabilitating housing in the Denia neighborhood.

**Issue 2:** Ensure that infill-housing development is consistent with the surrounding architectural character of the neighborhood.

On vacant infill lots, the neighborhood encourages building new single-family homes that are compatible with existing homes in the vicinity. All new infill-housing
should be compatible in terms of architectural style, materials, scale, and orientation with existing homes in the immediate vicinity.

**Recommended Action:**

- Create a standing “Housing Review Committee” of the Denia Area Community Group. Duties of the committee would include the following:
  - Inventory potential sites for new housing and make site-specific recommendations for the appropriate type of housing;
  - Develop criteria for newly constructed housing, relocated housing, and major housing rehabilitation projects.
  - Make criteria known to developers, investors, and public agencies that have either decision-making authority or resources available to assist development.
  - Work with potential developers early in the process.

**Issue 3: Neighborhood renter households in the City of Denton do not have a place where they can obtain assistance with tenant issues, like inadequate property maintenance.**

Year 2000 estimates show that renters account for 52% of Denia’s resident population. In many cases, neighborhood renters are at the mercy of absentee property owners and landlords who are not properly maintaining their properties. Therefore, tenants must be knowledgeable about their rights as renters and owner/landlord responsibility.

Renters should also be informed about the various homebuyer programs that are available. An increase in homeownership is desirable in the Denia neighborhood because it helps to increase the stability, safety and general appearance of the neighborhood. People who have invested money and time in property generally are dedicated to maintaining the value of their investment. While it remains important to provide a variety of housing options, homeownership creates a greater sense of involvement and dedication in the neighborhood.

**Recommended Action:**

- Establish a renters association to disseminate information for and provide assistance to neighborhood renters.
- Maximize awareness of programs to promote home ownership sponsored through the City’s Community Development Department, The Denton Housing Authority, and other organizations.
- Consider sponsoring a homebuyer information seminar for neighborhood residents. Invite lenders and mortgage experts to provide advice.

**PARKS AND RECREATION**

**Issue 1:** Acquire and develop additional parkland for playground and open space expansion (non-athletic uses) of Denia Park.

Currently, Denia Park is the only public open space within the neighborhood. Denia Park is 25 acres, of which roughly 3 acres is dedicated to playgrounds, picnic facilities, and a multi-use court. This figure excludes the recreation center. If the adjacent school grounds are included in the total open space/recreation land, the neighborhood (est. population of 2,027) presently meets the City’s adopted standards for neighborhood and community parkland. However, Denia is the only park in the neighborhood. Rather than acquiring additional land to expand Denia Park, it will be more advantageous to evenly distribute park land/open space throughout the neighborhood. Presently, growth is slow in
the Denia planning area. However, vacant land to the west and south of Denia Park will be the target of new development in the future. Some of these lands are identified in the Denton Comprehensive Plan as ESAs (environmentally sensitive areas) and floodplain lands that present opportunities for preservation and recreational use as development occurs. Strategies should be developed to preserve these opportunities.

**Recommended Action:**

- Explore opportunities for the acquisition and development of a small park closer to the middle of the existing neighborhood in order to improve the distribution of neighborhood park facilities.

**Issue 2:** Acquire land south of Denia Park for a green belt and neighborhood trail system.

**Recommended Action:**

- Develop strategies to preserve targeted ESAs and floodplain for use as open space, neighborhood trails and public recreation land, in accordance with the adopted Denton Plan, Parks Master Plan and Trails Plan objectives.
- Develop a neighborhood trail following the existing drainage easement that runs parallel to McCormick Street.
- Denia neighborhood work with the Parks and Recreation Department and Drainage Division to prepare a new master plan for neighborhood parks and a neighborhood trail system.

**PUBLIC TRANSPORTATION**

**Issue 1:** Maintain adequate bus service to the neighborhood.

The Denia neighborhood is served by one City of Denton Transit System (LINK) bus route. LINK Route 8 provides roundtrip service from the Denia neighborhood to the LINK’s central station downtown.

**Recommended Action:**

- Provide bus shelters with seating at major stops in the neighborhood.
- Ensure bus stops are easily visible from the road.
- Provide route maps at public use places in the neighborhood, i.e., Denia Recreation Center and Borman Elementary School.
- Denia Area Community Group should appoint a representative to serve as the neighborhood contact to the City of Denton Transit System (LINK). This representative will be responsible for communicating all transit related issues to Denia residents.

**ECONOMIC DEVELOPMENT ISSUES**

**FUTURE DEVELOPMENT**

**Issue 1:** Develop an economic strategy to attract commercial, retail and office development along the Fort Worth Drive and I-35 E corridors. Neighborhood residents also identified Bonnie Brae and Roselawn Drive as areas where they would like to see future commercial and residential development take place. In their current state, Bonnie Brae and Roselawn Drive or substandard local roads that are limiting factors in the recruitment of businesses considering locating in the area. Improvements to Bonnie Brae and Roselawn will make the area more attractive for future development. that upon improvement.

In order to preserve the future vitality of the neighborhood, and the availability of services, it is advantageous for the neighborhood to encourage the attraction and retention of local neighborhood based commercial activity.
**Recommended Action:**
- Create an inventory of available sites for commercial and office uses along Fort Worth Drive, I-35 E and Bonnie Brae and Roselawn Drive upon their improvement with contact names and other information to be used for referrals when commercial/office developers are looking for land.
- When detailed 2000 Census information is available, use the data to create a neighborhood demographics package as part of the marketing plan to attract commercial and office development.

**Issue 2: Develop economic development strategy to attract quality single-family residential development.**

Denia residents realize that with the abundance of undeveloped land within the neighborhood, future development is certain. Throughout the planning process, Denia residents expressed their desire to attract quality single-family residential development to the neighborhood.

**Recommended Action:**
- Attract quality single-family residential development by improving neighborhood aesthetics and interaction. This can be accomplished by utilizing Neighborhood Empowerment Programs which provides matching grants for:
  - **Youth improvements** such as small play areas, basketball court/hoops
  - **Neighborhood identity** such as signage, entrance beautification
  - **Public art or amenity** such as benches, sculptures, gardens
  - **Traffic safety** such as speed humps or traffic calming amenities
  - **Capital equipment purchases** such as neighborhood bulletin boards, and neighborhood picnic areas
  - **Environmental improvement** such as ride-sharing, LINK shelters, composting, tree planting, trail head enhancements.
- Identify single-family homebuilders and invite them to consider the area for development projects.

**PLANNING AND DEVELOPMENT ISSUES**

**LAND USE**

**Issue 1:** Evaluate the impact of future development upon neighborhood infrastructure, public facilities and services delivery.

Future development should not negatively impact or overload neighborhood infrastructure, public facilities, and City services delivery capacities. The Denia neighborhood desires to maintain concurrency between new development and the level of neighborhood infrastructure, facilities and services by: 1) Performing traffic generation studies for proposed developments with neighborhood input; 2) Addressing all negative traffic and circulation problems/impacts before construction of proposed development; and 3) Assessing the proposed development’s impact on facilities and services, i.e., Borman Elementary School, Denia Recreation Center, Denia Park, …etc.

**Recommended Action:**
- A Traffic Impact Analysis is already required for land developments that are expected to generate a threshold level of 1,000 trips per day, or more, or are expected to generate 100 trips per peak hour impact as determined by the City’s Engineering Department. Traffic Impact Analysis may also be performed for land developments that impact a sensitive area, issue, or a known public concern.
Denia Area Community Group request Engineering Department to perform traffic impact analysis for land developments that fall below the expected traffic generation threshold of 1,000 trips per day or 100 trips per peak hour. Denia Area Community Group will work with the Parks and Recreation Department and agencies independent of the City, i.e., Denton ISD to assess a proposed development’s impact on Denia Recreation Center and Park capacity and Borman Elementary School capacity.

The Planning and Development Department will send a courtesy notification to the Denia Area Community Group of any proposed development within the neighborhood boundary.

Denia Area Community Group should establish a Development Monitoring Committee. This committee will be responsible for updating residents on proposed development activities so that the neighborhood will be able to make an informed decision about the development’s compatibility with the neighborhood (the Housing Review Committee may assume these responsibilities).

**EMERGENCY MANAGEMENT**

**Issue 1:** Develop an emergency evacuation plan for the neighborhood.

Denia residents expressed concerns about not having a neighborhood evacuation plan in place for emergencies. In addition to an emergency evacuation plan, residents expressed the need for stationary (non-rotating) emergency sirens and neighborhood workshops on emergency evacuation plan procedures.

**Recommended Action:**

Development of an emergency evacuation plan for the neighborhood is in process. If evacuations are performed there must be adequate power supplies, bathroom facilities and food available.

- **Hazardous Material Spills** – Most likely will call for in-house protection instead of evacuation.
- **During Severe Weather** – Evacuation to Denia Recreation Center, Borman Elementary School, neighborhood churches and buildings with adequate facilities.

Emergency sirens are outdoor warning systems only. The sirens are not intended to warn residents inside their homes of oncoming danger. Residents are encouraged to obtain a National Oceanic and Atmospheric Administration (NOAA) weather radio for their homes or businesses. Residents are also encouraged to obtain scanners with frequency 146.920 to listen to the SKYWARN network (Storm Spotters) when it is activated. SKYWARN talks to the National Weather Service and has the very latest weather information.

Initiate a neighborhood emergency management workshop program. The workshop program will focus on the purpose of emergency management and its benefits to the community. In the workshops residents will receive handouts and participate in demonstrations on the use of Disaster Supply Kits, building safe rooms, and safety tips and facts for all emergencies.

**INFRASTRUCTURE ISSUES**

**TRAFFIC AND CIRCULATION PATTERNS**

Listed below are various traffic concerns that have been identified by the neighborhood. For each issue, one or more possible solutions have been identified. It is
understood that each issue and possible solution will need to be analyzed in greater detail by the City’s Engineering Department, both individually and in relationship to other potential improvements, as well as to the traffic system as a whole.

**Issue 1:** Reinstall traffic light at Acme Street and Fort Worth Drive.

The intersection of Acme and Fort Worth Drive is considered to be dangerous by many neighborhood residents. With no traffic light in place to regulate the flow of traffic at the intersection, accessing Fort Worth Drive from Acme Street is both time-consuming and dangerous. The City has limited options in resolving this issue. Fort Worth Drive (U.S. 377) is a state road that is regulated and maintained by the Texas Department of Transportation (TxDOT). The traffic light was removed to reduce the dangerous action of drivers trying to access Fort Worth Drive by maneuvering their vehicles through stacked vehicles traveling north and south. TxDOT has the ultimate authority of deciding when and if traffic volume at the Acme and Fort Worth Drive intersection warrants a new traffic light.

**Recommended Action:**

- Widen Fort Worth Drive by adding additional north and south bound lanes from the railroad trestle north to I-35 E.
- Re-stripe Fort Worth Drive from the Acme Street intersection to I-35 E so that motorist can clearly identify the intersection and turning lanes.
- Monitor traffic patterns at the Acme/Fort Worth Drive intersection to determine if a traffic light is warranted. If the traffic study results indicate that a traffic light is warranted, request TxDOT to reinstall a traffic light.
- Explore alternative solutions for improving traffic and safety conditions at the Acme/Fort Worth Drive intersection.

**Issue 2:** Prevent automobiles from speeding within the neighborhood.

Drivers traveling at excessive speeds pose a serious danger to other drivers and pedestrians. Unfortunately, many drivers including neighborhood residents operate their vehicles at speeds in excess of the lawful speed limit. Specific problem areas that have been identified include McCormick between I-35 E and Willowwood, Highland Park, and Willowwood between McCormick and Bonnie Brae.

**Recommended Action:**

- Identify strategic locations for installing traffic calming devices such as speed humps, traffic circles, and stop signs.
- Post additional speed limit signs at strategic locations throughout the neighborhood.
- Increase enforcement of speed limit regulations within the neighborhood.
- Establish a neighborhood-based program to educate residents about the importance of honoring speed limits and controlled intersections within the neighborhood.

**Issue 3:** Identify and remedy dangerous intersections and street conditions within the neighborhood.

Although not representing the same magnitude of danger as the intersection at Fort Worth Drive and Acme, other intersections within the neighborhood are potentially dangerous. The Underwood and Avenue D intersection is considered dangerous by neighborhood residents, because there are not enough stop signs present to properly regulate the flow of traffic at the three-way intersection. The curve at Highland Park and Underwood (by the pond) is also considered hazardous by neighborhood residents, especially when drivers try to negotiate the curve at
excessive speeds. Other intersections and streets considered dangerous include Kendolph and Willowwood, Highland Park and Laurel, Avenue D and I-35 E Access Road, and the stretch of Bonnie Brae from Airport Road to Willowwood.

**Recommended Action:**

- Perform a traffic study of the Underwood and Avenue D intersection to identify possible solutions for improving traffic and safety conditions at that location.
- Install all-way stop signs at the Highland Park and Laurel Street intersection.
- Install a flashing 20 MPH caution signal to warn drivers of dangerous curve at Highland Park and Underwood.
- Eliminate blind intersection at Kendolph and Willowwood.
- Perform study to see if Highland Park/Underwood curve can be redesigned.
- Widen and resurface Bonnie Brae from Airport Rd. to Willowwood.
- Develop alternatives for mitigation (i.e., stop signs, traffic circles, speed humps, etc.) as part of a comprehensive strategy for improving traffic safety in the neighborhood.

**Issue 4:** Improve the condition of neighborhood streets.

Neighborhood residents identified several streets in the neighborhood that need improvement and resurfacing. Specific streets identified include Willowwood, Highland Park, and Bernard.

**Recommended Action:**

- Willowwood is in the process of being improved. The improvement to Willowwood from Bernard to McCormick is completed. Improvements to Willowwood from McCormick to Bonnie Brae are scheduled to begin between the summer and fall of 2001.
- Conduct an inventory of pavement conditions within the neighborhood and repair or resurface as required.
- Establish better lines of communication between the Engineering Department, contractors, utilities and neighborhood residents in the scheduling and coordination of street repair and resurfacing project.

**PEDESTRIAN CIRCULATION AND SAFETY**

**Issue 1:** Increase pedestrian circulation and safety to and from the neighborhood.

The neighborhood's pedestrian circulation system is very disjointed. The pedestrian circulation system’s lack of continuity is due to the deteriorating conditions of existing sidewalks and the general absence of sidewalks and crosswalks within the neighborhood. High priority sidewalk installation and repair projects identified by the neighborhood include:

1) Install sidewalk on Bernard from Willowwood to Parvin;
2) Install sidewalk on Highland Park from Willowwood to Underwood;
3) Install sidewalk on Underwood and Avenue D;
4) Install crosswalks at the Underwood and Avenue D and Underwood and Kendolph intersections.

The neighborhood has expressed the need for an interconnected sidewalk system to insure the safety of pedestrians, especially children.

**Recommended Action:**

Citywide sidewalk installation and repair projects are funded through a miscellaneous sidewalk fund. Sidewalk projects are identified via citizen input, City staff investigation, and planning for projects like schools, park, etc. Sidewalk projects that are identified are then presented to the
Sidewalk Oversight Committee for consideration.

- Submit sidewalk installation and repair project identified above to the Sidewalk Oversight Committee for funding consideration.
- Continually monitor and identify neighborhood sidewalk improvement priorities and initiate repairs as required (present to Sidewalk Oversight Committee for consideration).
- Develop a comprehensive strategy for the improvement of pedestrian traffic and safety in the neighborhood.

**DRAINAGE**

**Issue 1:** Eliminate stormwater drainage deficiencies within the neighborhood.

The majority of drainage deficiencies identified by the neighborhood are due to inadequate drainage features (e.g., curb and gutter, storm sewers, or drainage channels and ditches). Street and drainage improvements to Willowwood are currently in progress and should remedy all drainage deficiencies identified along that stretch of road. Another major drainage problem is the McCormick drainage channel. Erosion of the channel next to its concrete bottom has allowed grass and weeds to grow along the channel bed. Growth of vegetation along the channel bed has resulted in standing or stagnant water which is an ideal breeding ground for mosquitoes. Other drainage problems identified include standing water around the Texaco gas station and flooding on Bonnie Brae during heavy rains.

**Recommended Action:**

- Redesign and reconstruct only the portion of the McCormick drainage channel that is earthen and add a drop structure to reduce high velocity water flow that has caused the channel erosion.
- Investigate standing water at Texaco near the fire station to determine if storm sewer is clogged or low point exists in the street.
- Design is currently underway to enlarge the box culverts under Bonnie Brae, north of Liberty Christian School, and to possibly enlarge the drainage ditch on the east side of Bonnie Brae. Obtaining drainage easements on the golf course will dictate the level of ditch improvements.
- Coordinate with Liberty Christian School to resolve drainage problems created by the school’s recent grading of the drainage ditch and installation of driveway culverts.

**PARKING**

**Issue 1:** Manage Parking on neighborhood streets for safety and appearance.

Adequate off-street parking is not provided in many locations within the neighborhood. The lack of off-street parking in this predominately single-family neighborhood is a combination of poor design and changing times. Many of the older homes in the neighborhood provide off-street parking for one, maybe two vehicles. These homes were not designed to accommodate parking for today’s two and three car households. Therefore, residents park their cars on the street or in their front yards. Where on-street parking is utilized, it is not done efficiently. An effort should be made to maximize the efficiency of on-street parking where it exists, and to eliminate pedestrian and automobile safety hazards.

**Recommended Action:**

- Develop parking ordinance restricting on-street parking on Bernard Street to one side of the street Monday through Friday from 7am to 5pm.
➢ Stripe on-street parking in key areas to maintain orderly parking, as well as maximize parking use.

➢ Perform feasibility study for developing an ordinance to prohibit the parking of vehicles in front yards or find suitable alternative to front yard parking.

The Implementation Strategy Agenda on the following pages summarize, in table format, the issues and recommended action steps identified in the previous section. Additional information identifying who is responsible for implementing the action steps, the relative cost, funding source, and project implementation timeline is also provided.
## Community Development

<table>
<thead>
<tr>
<th>Issues and Recommended Action</th>
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<tbody>
<tr>
<td><strong>Neighborhood Participation and Action</strong></td>
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</tr>
<tr>
<td>Issue 1: Identify, organize, and utilize the knowledge, skill, and energy of neighborhood residents.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step: Aggressively recruit neighborhood residents to join and participate.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step: Conduct assessment of community assets, publish and distribute assessment results, and develop strategies for organizing individuals.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step: Encourage area business owners, churches, and organizations to participate in neighborhood activities and events.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step: Work with other neighborhood associations to address issues of common interest and concern.</td>
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<tr>
<td><strong>Physical Aesthetics</strong></td>
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<tr>
<td>Issue 1: Encourage neighborhood residents and property owners to maintain their homes and properties.</td>
<td>Code Enforcement Debbie Bronham DACG Carol Brantley</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step: Educate residents and property owners about the importance of maintaining their homes and properties.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
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</table>
### COMMUNITY DEVELOPMENT (CONTINUED)

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<tbody>
<tr>
<td><strong>Issue 2</strong>: Promote good property maintenance and clean up trash and junk throughout the neighborhood.</td>
<td>Code Enforcement Debbie Bronham Marie Torres</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Increase enforcement of all City ordinances and regulations that are intended to ensure safe, healthy and aesthetically pleasing property maintenance.</td>
<td>Code Enforcement Debbie Bronham Marie Torres</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Work with volunteers to setup neighborhood audit program of neglected properties.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Establish neighborhood-wide clean up program and cooperative to promote general maintenance of vacant lots and assist property owners who are unable to maintain their properties</td>
<td>Code Enforcement Debbie Bronham Maria Torres DACG Carol Brantley</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Develop methods to identify absentee property owners so they may be held accountable for property maintenance and code violations.</td>
<td>Building Inspections Greg Mitchell Code Enforcement Debbie Bronham Maria Torres</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Explore the establishment of new regulations requiring owner occupied and rental properties to be periodically inspected and properly maintained.</td>
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#### Housing

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</thead>
<tbody>
<tr>
<td><strong>Issue 1</strong>: Preserve and enhance the neighborhood’s existing housing stock.</td>
<td>Community Development Barbara Ross</td>
<td>$1,000 - $1,500</td>
<td>CDBG, HOME, Denton County Housing Finance Corporation, City of Denton general funds</td>
<td>Immediately</td>
<td>Ongoing (Until funds are no longer available)</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Advertise and promote the City’s existing home improvement program and advocate new programs for providing assistance to property owners for the rehabilitation of housing.</td>
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## Community Development (Continued)

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</thead>
<tbody>
<tr>
<td>Issue 2: Ensure that infill-housing development is consistent with the surrounding architectural character of the neighborhood.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step:</strong> Establish Housing Review Committee responsible for: Inventory of potential infill-housing sites, Developing criteria for new construction and major rehabilitation projects, and working with developers.</td>
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</tr>
<tr>
<td>Issue 3: Neighborhood renter households do not have a place where they can obtain assistance with tenant issues, like inadequate property maintenance.</td>
<td>DACG Carol Brantley Community Development Barbara Ross</td>
<td>$1,500 to $2,500 in Staff costs</td>
<td>CDBG/HOME</td>
<td>Immediately</td>
<td>Disseminate information and determine interest in association development by November 2001. If sufficient interest, develop assoc by June 2002.</td>
</tr>
<tr>
<td><strong>Action Step:</strong> Establish a renters association to disseminate information for and provide assistance to neighborhood renters.</td>
<td></td>
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</tr>
<tr>
<td><strong>Action Step:</strong> Maximize awareness of programs to promote home ownership sponsored through the City’s Community Development Department, the Denton Housing Authority, and other organizations.</td>
<td>Community Development Barbara Ross</td>
<td>$500 - $750 in staff costs to disseminate program information</td>
<td>CDBG/HOME</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step:</strong> Sponsor home buying information seminars for neighborhood residents. Invite lenders and mortgage experts to provide advice.</td>
<td>Community Development Barbara Ross</td>
<td>$150 per seminar Current program (homebuyer assistance) budget is approx $400,000</td>
<td></td>
<td>Immediately</td>
<td>Ongoing</td>
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</table>
### Parks and Recreation

**Issue 1**: Acquire and develop additional parkland for playground and open space expansion (non-athletic uses) of Denia Park.

**Action Step**: Acquire and develop land for small parks closer to the middle of the existing neighborhood to improve distribution of neighborhood park facilities.

<table>
<thead>
<tr>
<th>Responsible for Implementation</th>
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<th>Funding Source</th>
<th>Implementing Date</th>
<th>Project Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and Recreation Ed Hodney</td>
<td>Up to 5 acres @ $40,000 to 50,000/acre = $200,000-250,000</td>
<td>Future CDBG or bond funds, Not yet programmed</td>
<td>Dependent on funding schedule</td>
<td>2 years from date of funding availability</td>
</tr>
</tbody>
</table>

**Issue 2**: Acquire land south of Denia Park for a greenbelt and neighborhood trail system.

**Action Step**: Develop strategies to preserve targeted ESAs and floodplain for use as open space, neighborhood trails and public recreation land in accordance with the adopted Denton Plan, Parks Master Plan and Trails Plan objectives.

**Action Step**: Develop a neighborhood trail following the existing drainage easement that runs parallel to McCormick Street.

**Action Step**: Work with the Parks and Recreation and Drainage Departments to prepare a new master plan for parks and a neighborhood trail system.

<table>
<thead>
<tr>
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<th>Implementing Date</th>
<th>Project Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and Recreation Ed Hodney</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Within 6 months of small area plan approval</td>
<td>6 months from start date</td>
</tr>
<tr>
<td>Parks and Recreation Ed Hodney Drainage Dale Hoelting</td>
<td>$10,000-15,000</td>
<td>Future CDBG or bond funds</td>
<td>Depending on funding schedule</td>
<td>6 months from start date</td>
</tr>
<tr>
<td>DACG Carol Brantley Parks and Recreation Ed Hodney</td>
<td>$40-50 per linear foot, or $211,000-264,000 per mile</td>
<td>Future CDBG or bond funds</td>
<td>Depending on funding schedule</td>
<td>18 months from start of master planning phase (see above)</td>
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</table>
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<tr>
<td><strong>Public Transportation</strong></td>
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<tr>
<td><strong>Issue 1</strong>: Maintain adequate bus service to the neighborhood.</td>
<td>Public Transportation Stan Nixon</td>
<td>$3,000 per shelter</td>
<td>Grant funding</td>
<td>Part of infrastructure improvements for FY 2002</td>
<td>Unknown at this time</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Provide bus shelters with seating at major stops in the neighborhood.</td>
<td>Public Transportation Stan Nixon</td>
<td>$13,000 for contract</td>
<td>Grant funding</td>
<td>Contract with Parks and Recreation to maintain stops</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Ensure bus stops are easily visible from the road.</td>
<td>Public Transportation Stan Nixon</td>
<td>$85,000</td>
<td>Grant funding</td>
<td>August 2001</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Provide route maps at public use places in the neighborhood.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Appoint a representative to serve as the neighborhood contact to LINK.</td>
<td>Economic Development Lori Shelton</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>January 2002</td>
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</tbody>
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### ECONOMIC DEVELOPMENT

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<tr>
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<tr>
<td><strong>Future Development</strong></td>
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<tr>
<td><strong>Issue 1</strong>: Develop economic strategy to attract commercial, retail and office development along the Fort Worth Dr. and I-35E Corridors, and Bonnie Brae and Roselawn upon improvements.</td>
<td>Economic Development Lori Shelton</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>January 2002</td>
</tr>
<tr>
<td><strong>Action Step</strong>: Create inventory of available sites for commercial and offices along Fort Worth Drive, I-35 E, and Bonnie Brae and Roselawn upon their improvement with contact names and other information to be used for referrals when developers are looking for land.</td>
<td>Economic Development Lori Shelton</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>January 2002</td>
<td>April 2002</td>
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</table>
### Economic Development (continued)

<table>
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<tr>
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<tbody>
<tr>
<td><strong>Issue 2</strong>: Develop economic development strategy to attract quality single-family residential development. Action Step: Attract quality single-family residential development by improving neighborhood aesthetics and interaction by utilizing Neighborhood Empowerment Programs which provides matching grants for:  - Youth improvements such as small play areas, basketball court/hoops  - Neighborhood identity such as signage, entrance beautification  - Public art or amenity such as benches, sculptures, gardens  - Traffic safety such as speed humps or traffic calming amenities  - Capital equipment purchases such as neighborhood bulletin boards, and neighborhood picnic areas  - Environmental improvement such as ride-sharing, LINK shelters, composting, tree planting, trail head enhancements. Action Step: Identify single-family homebuilders and invite them to consider the area for development projects.</td>
<td>DACG or other neighborhood groups of 5 people, or businesses, or more can apply for Neighborhood Empowerment Program funds.</td>
<td>Unknown at this time</td>
<td>Neighborhood Empowerment Program - Neighborhoods compete for matching grant funds</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>Lori Shelton Economic Development</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>January 2002</td>
<td>April 2002</td>
</tr>
<tr>
<td>Land Use</td>
<td>Issues and Recommended Action</td>
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<tr>
<td>Issue 1</td>
<td>Evaluate the impacts of future development upon neighborhood infrastructure, public facilities and services delivery.</td>
<td>Denia residents DACG Carol Brantley Transportation Engineering David Salmon</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
</tr>
<tr>
<td></td>
<td>Action Step : Request Engineering and Transportation Department to perform traffic impact analysis for land developments that fall below the expected traffic generation threshold of 1,000 trips per day or 100 trips per peak hour.</td>
<td></td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
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<tr>
<td></td>
<td>Action Step : Work with the Parks and Recreations Department and agencies independent of the City, i.e., Denton ISD to assess a proposed development’s impact on Denia Recreation Center and Park capacity and Borman Elementary School capacity.</td>
<td>DACG Carol Brantley</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
</tr>
<tr>
<td></td>
<td>Action Step : Send a courtesy notification to the Denia Area Community Group of any proposed development within the neighborhood boundary.</td>
<td>Planning Department Development Review Case Manager Small Area Planning Debra Ragland Chris Hatcher</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Cost of letter incurred by the applicant</td>
</tr>
<tr>
<td></td>
<td>Action Step : Establish a Development Monitoring Committee responsible for updating residents on proposed development activities so that the neighborhood will be able to make an informed decision about the development’s compatibility with the neighborhood (the Housing Review Committee may assume these responsibilities).</td>
<td>DACG Carol Brantley Planning Department</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Immediately</td>
</tr>
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<tr>
<td><strong>Emergency Management</strong></td>
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<tr>
<td><strong>Issue 1:</strong> Develop an emergency evacuation plan for the neighborhood.</td>
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</tbody>
</table>
|     **Action Step:** Development of an emergency evacuation plan for the neighborhood is in process. If evacuations are performed there must be adequate power supplies, bathroom facilities and food available. | **Emergency Management**  
John Hudson | Cost depends on the current facilities at the Denia Rec. Center. Also depends on a staff person to help develop | Parks and Recreation Department, possibly Risk Retention Fund, and grants  
(No funding for additional help) | Depends on ability to find funding and staff to implement | Depends on the current facilities at the Denia Recreation Center. Also depends on a staff person to help develop |
| **Hazardous Material Spills** — Most likely will call for in-house protection instead of evacuation. |                              |      |                |                  |                        |
| **During Severe Weather** — Evacuation to Denia Recreation Center, Borman Elementary School, neighborhood churches and buildings with adequate facilities. | **Emergency Management**  
John Hudson  
DACG  
Carol Brantley | Depends on ability to find staff help for Public Education program. | Grants and a staff person to find a source.  
UNT interns(s). | Depends on ability to find funding and staff to implement | Depends on ability to find staff help for Public Education program. |
| **Action Step:** Encourage residents to obtain a National Oceanic and Atmospheric Administration (NOAA) weather radio for their homes or businesses. | **Emergency Management**  
John Hudson  
DACG  
Carol Brantley | $30K to $60K for NOAA weather radio promotions | Grants, interns for staff, Risk Retention fund | Depends on ability to find funding and staff to implement | Depends on assessment of schools and churches in the area and staff help to do MOU’s for their use. |
| **Action Step:** Encourage residents to obtain scanners with frequency 146.920 to listen to the SKYWARN network (Storm Spotters) when it is activated. SKYWARN talks to the National Weather Service and has the very latest weather information. | **Emergency Management**  
John Hudson  
DACG  
Carol Brantley | $50K to $80K for scanner promotion program. | Local business, Risk Retention Fund, and Grants for a portion or all of the funding. | Depends on ability to find funding and staff to implement | Depends on assessment of schools and churches in the area and staff help to do MOU’s for their use. |
| **Action Step:** Establish a neighborhood emergency management workshop program focusing on the purpose and benefits of emergency management. | **Emergency Management**  
John Hudson | Find staff support to assist with set up of neighborhood groups for public education. | Grants and UNT interns | Depends on ability to find funding and staff to implement | Depends on assessment of schools and churches in the area and staff help to do MOU’s for their use. |

Depends on the current facilities at the Denia Recreation Center. Also depends on a staff person to help develop.

Ongoing

Ongoing

Ongoing

Ongoing

Ongoing
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<tr>
<td>Traffic and Circulation Patterns</td>
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<tr>
<td><strong>Issue 1</strong>: Reinstall traffic light at Acme Street and Fort Worth Drive.</td>
<td>Texas Department of Transportation (TxDOT) Claude Elsom</td>
<td>Transportation Engineering staff will consult with TxDOT and Denton County to determine project cost.</td>
<td>Transportation Engineering staff will consult with TxDOT and Denton County to determine funding sources.</td>
<td>Transportation Engineering staff will consult with TxDOT and Denton County to determine implementation timeline.</td>
<td>Unknown at this time</td>
</tr>
<tr>
<td>Action Step : Widen Fort Worth Drive by adding additional north and south bound lanes from the railroad trestle north to I-35E.</td>
<td>Texas Department of Transportation (TxDOT) Claude Elsom</td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step : Re-stripe Fort Worth Drive from the Acme Street intersection to I-35E so that motorist can clearly identify the intersection and turning lanes.</td>
<td>Field Services Jerry Clark Transportation Engineering David Salmon</td>
<td>Possibility of in house study. $2000-$3000 cost if consultant used.</td>
<td>City of Denton operating funds.</td>
<td>Fiscal year 2001-02</td>
<td>Study complete in fiscal year 2001-02. Implementation dependant on results of study and funding of identified improvements</td>
</tr>
<tr>
<td>Action Step : Monitor traffic patterns at the Acme/Fort Worth Drive intersection to determine if a traffic light is warranted. If the traffic study results indicate that a traffic light is warranted, request TxDOT to reinstall a traffic light.</td>
<td>Transportation Engineering David Salmon Field Services Jerry Clark</td>
<td></td>
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<tr>
<td>Action Step : Explore alternative solutions for improving traffic and safety conditions at the Acme/Fort Worth Drive intersection.</td>
<td></td>
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</tr>
<tr>
<td><strong>Issue 2</strong>: Prevent automobiles from speeding within the neighborhood.</td>
<td>Transportation Engineering David Salmon Field Services Jerry Clark</td>
<td>Speed humps cost $2500 a piece. Other measures are more costly.</td>
<td>In accordance with the City of Denton speed hump policy, speed hump funding is generally based on the magnitude of the speeding problem. Funding is generally a Neighborhood / City cooperative effort. Traffic Circles and other more expensive items require CIP funding.</td>
<td>City can do speed studies at specific locations identified by the neighborhood immediately.</td>
<td>Timing of study depends on number of locations. Implementation is dependant on funding.</td>
</tr>
<tr>
<td>Action Step : Identify strategic locations for installing traffic calming devices such as speed humps, traffic circles, and stop signs.</td>
<td>Transportation &amp; Safety Jerry Clark Denton Police Department DACG Carol Brantley Denton Police</td>
<td>$100 per sign including installation</td>
<td>Depends on investigative study to determine where signs are most needed.</td>
<td>November 2001</td>
<td></td>
</tr>
<tr>
<td>Action Step : Post additional speed limit signs at strategic locations throughout the neighborhood.</td>
<td></td>
<td>Staff Time</td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing and Regular</td>
</tr>
<tr>
<td>Action Step : Increase enforcement of speed limit regulations within the neighborhood.</td>
<td></td>
<td></td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Action Step : Establish a neighborhood-based program to educate residents about the importance of honoring speed limits and controlled intersections within the neighborhood.</td>
<td></td>
<td></td>
<td>General Fund</td>
<td>Immediately</td>
<td>Ongoing</td>
</tr>
</tbody>
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| **Issue 3** Identify and remedy dangerous intersections and street conditions within the neighborhood. | Field Services  
Jerry Clark | $500 | General Fund | Depends on results of warrant study | Unknown at this time |
| Action Step : Perform a traffic study at the Underwood and Avenue D intersection to identify possible solutions for improving traffic and safety conditions at that location. | Field Services  
Jerry Clark | $500 | General Fund | Depends on results of warrant study | Unknown at this time |
| Action Step : Install all-way stop signs at Highland Park and Laurel. | Field Services  
Jerry Clark | Unknown at this time | General Fund | Depends on results of warrant study. There is no evidence to suggest that flashing caution signal are more effective. | Unknown at this time |
| Action Step : Install a flashing 20 MPH caution signal to warn drivers of dangerous curve at Highland Park and Underwood. | | | | |
| Action Step : Eliminate blind intersection at Kendolph and Willowwood. | Transportation Engineering  
David Salmon | | Willowwood Street Capital Improvement Program Funding | Current | Late Summer 2001 |
| Action Step : Perform study to see if Highland Park/Underwood curve can be redesigned. | Transportation Engineering  
David Salmon | Possibility of in house study. $2000-$3000 cost if consultant used. | City of Denton operating funds | Fiscal year 2001-02 | Study complete in fiscal year 2001-02. Implementation dependent on results of study and funding of identified improvements |
| Action Step : Widen and resurface Bonne Brae from Airport Rd. to Willowood. | Transportation Engineering  
David Salmon | Cost estimate being prepared | Capital Improvements Program Funding | Not currently funded. Staff will offer for consideration in future bond issue. Possibly 2002 | Dependant on future bond election. |
| Action Step : Work with Field Services Department to develop alternatives for mitigation (i.e., stop signs, traffic circles, speed humps, etc.) as part of a comprehensive strategy for improving traffic safety in the neighborhood. | DACG  
Carol Brantley | $50 | Not Applicable | Immediately | Ongoing |
| **Issue 4** Improve the condition of neighborhood streets. | Transportation Engineering  
David Salmon | Contract cost for Willowwood Street improvements is approximately $900,000. | Willowwood Street Capital Improvement Program Funding | Current | Late Summer 2001 |
| Action Step : Improve Willowwood from McCormick to Bonne Brae. | Transportation Engineering  
David Salmon | Recently purchased Pavement View Program is used to inventory pavement conditions throughout the city. | Pavement repair is funded through City of Denton operating funds | Ongoing. Streets are inventoried and rated on a 2-3 year cycle. | Pavement repair and maintenance is scheduled annually based on rating and funding availability. Emergency repair is scheduled immediately upon becoming aware of a new situation. |
| Action Step : Conduct an inventory of pavement conditions within the neighborhood and repair or resurface as required. | Transportation Engineering  
David Salmon | Not Applicable | Not Applicable | Ongoing. Recent restructuring of Engineering Department should help facilitate coordination effort. | Ongoing |
| Action Step : Establish better line of communication between the Engineering and Transportation Department, contractors, utilities and neighborhood in the scheduling and coordination of street repair and resurfacing projects. | Transportation Engineering  
David Salmon | | | | |
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<tbody>
<tr>
<td><strong>Pedestrian Circulation and Safety</strong></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td><strong>Issue 1</strong>: Increase pedestrian circulation and safety to and from the neighborhood.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Action Step : Submit the following sidewalk installation and repair projects identified to the Sidewalk Oversight Committee for funding consideration.</td>
<td>Transportation Engineering David Salmon Field Services Jerry Clark</td>
<td>Cost Estimates are being prepared.</td>
<td>Capital Improvement Program Funding</td>
<td>Dependent on funding availability. 2001 sidewalk funds are allocated. Funding for 2002 subject to Oversight Committee approval.</td>
<td>Dependent on funding availability.</td>
</tr>
<tr>
<td>• Install sidewalk on Bernard from Willowwood to Parvin;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Install sidewalk on Highland Park from Willowwood to Underwood;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Install sidewalks on Underwood and Avenue D;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Install crosswalks at the Underwood and Avenue D and Underwood and Kendolph intersections.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action Step : Continually monitor and identify neighborhood sidewalk improvement priorities and initiate repairs as required (present to Sidewalk Oversight Committee for consideration).</td>
<td>Transportation Engineering David Salmon Field Services Jerry Clark</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Study identified in action step below would facilitate this action step.</td>
<td>Installation of new sidewalks is dependent on funding. Safety related repair of existing sidewalks would be accomplished through the small concrete repair program. 1-2 year lead time.</td>
</tr>
<tr>
<td>Action Step : Develop a comprehensive strategy for the improvement of pedestrian traffic and safety in the neighborhood.</td>
<td>Transportation Engineering David Salmon Field Services Jerry Clark</td>
<td>May be completed in house. Consultant study would cost approximately $5000.</td>
<td>City of Denton operating or Capital Improvement Program funding.</td>
<td>In house study could begin in fiscal year 2002</td>
<td>Study could be complete within 2002 fiscal year. Implementation is dependent on funding.</td>
</tr>
<tr>
<td><strong>Drainage</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Issue 1</strong>: Eliminate stormwater drainage deficiencies within the neighborhood.</td>
<td>Drainage Dale Hoelting</td>
<td>Unknown at this time</td>
<td>Drainage Bonds</td>
<td>Unknown, depends on the time it takes to acquire additional drainage easement.</td>
<td>Unknown, depends on the time it takes to acquire additional drainage easement.</td>
</tr>
<tr>
<td>Redesign and reconstruct only the portion of the McCormick drainage channel that is earthen and add a drop structure to reduce high velocity water flow that has caused the channel erosion.</td>
<td>Drainage Dale Hoelting</td>
<td>Unknown at this time</td>
<td>Drainage O&amp;M,</td>
<td>Begin investigation 08/01/01</td>
<td>Unknown, depends on scope of project and available funding.</td>
</tr>
<tr>
<td>Action Step : Investigate standing water at Texaco near the fire station to determine if storm sewer is clogged or low point exists in the street.</td>
<td>Drainage Dale Hoelting</td>
<td>Unknown at this time</td>
<td>Drainage O&amp;M,</td>
<td>Begin construction 02/01/02</td>
<td>June 2002</td>
</tr>
<tr>
<td>Action Step : Design is currently underway to enlarge the box culverts under Bonnie Brae, north of Liberty Christian School, and to possibly enlarge the drainage ditch on the east side of Bonnie Brae.</td>
<td>Drainage Dale Hoelting</td>
<td>Up to $500,000 depending on scope of improvements</td>
<td>Drainage Bonds</td>
<td>Begin construction 02/01/02</td>
<td>June 2002</td>
</tr>
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<tr>
<td>Action Step: Coordinate with Liberty Christian School to resolve drainage problems created by the school’s recent grading of the drainage ditch and installation of driveway culverts.</td>
<td>Drainage Dale Hoelting</td>
<td>Unknown at this time</td>
<td>Liberty Christian School</td>
<td>Begin investigation August 2001</td>
<td>Unknown at this time</td>
</tr>
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**Parking**

**Issue 1: Manage Parking on neighborhood streets for safety and appearance.**

- **Action Step:** Develop parking ordinance restricting on-street parking on Bernand street to one side of the street Monday through Friday from 7am to 5pm.
  - Responsible: DACG Carol Brantley Field Services Jerry Clark Legal Stephanie Berry
  - Cost: 80% of property owners signatures
  - Funding: Not Applicable
  - Implementing: Immediately
  - Project Completion: January 2002
  - Funding Source: General Fund
  - Implementing Date: Within 60 days of parking ordinance approval by City Council.

- **Action Step:** Stripe on-street parking in key areas to maintain orderly parking, as well as maximize parking use.
  - Responsible: Field Services Jerry Clark
  - Cost: Unknown at this time
  - Funding: General Fund
  - Implementing: Within 3 months of Plan approval by City Council
  - Project Completion: March 2002

- **Action Step:** Perform feasibility study for developing an ordinance to prohibit the parking of vehicles in front yards or find suitable alternative to front yard parking.
  - Responsible: Code Enforcement Debbie Branham Legal Stephanie Berry
  - Cost: Staff Time
  - Funding: General Fund
  - Implementing: Within 90 days of Plan approval by City Council
  - Project Completion: Unknown

**Issues and Recommended Action** | **Responsible for Implementation** | **Cost** | **Funding Source** | **Implementing Date** | **Project Completion Date**
--- | --- | --- | --- | --- | ---
Action Step: Coordinate with Liberty Christian School to resolve drainage problems created by the school’s recent grading of the drainage ditch and installation of driveway culverts. | Drainage Dale Hoelting | Unknown at this time | Liberty Christian School | Begin investigation August 2001 | Unknown at this time

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The following pages contain neighborhood design examples taken from the Denton Plan 1999-2020. These broad examples of neighborhood design focus on infill development, neighborhood centers (new development), residential densities, connectivity, and street sections. The examples in Appendix A are to be used as a basic point of reference when residential development takes place in the Denia Neighborhood. For more in depth guidelines about neighborhood design, refer to the Denton Plan 1999-2020 or contact the Planning and Development Department.
Existing Neighborhoods - Infill Compatibility

Design standards will be developed.

Existing Neighborhoods are Protected and Preserved.

Future development within established residential areas is developed in a manner that responds to the existing residential development with compatible land uses, patterns and design standards.

Housing that is compatible with the existing density, neighborhood service and commercial land uses is allowed.

Areas with existing infrastructure including roads, water and sewer, and police and fire protection should be developed to economize efficient and effective services delivery.

Existing neighborhood are all shapes and sizes and are as varied as the people who reside in Denton. Every neighborhood is important not only to the residents who live there but also to the community as a whole.

Before infill development is allowed, its compatibility with the surrounding neighborhoods will be addressed.

Compatibility includes building shapes, styles, height and use issues.
Neighborhood Centers

Design standards will be developed.

Applies to new neighborhood developments.

Neighborhood size is limited to a 5 minute walk or 1/4 mile.

Corridors & natural features are the boundaries between neighborhoods.

Infill Development must be compatible with surrounding neighborhood. Compatibility includes building shapes, styles, height and use issues.

Centers based on community space (parks, libraries, schools, low-impact retail).

Housing types will be mixed into design.

In addition to roads and buses, access to compatible neighborhood-oriented retail and services can be made available to bicycles and pedestrians.

Neighborhood Centers are based on traditional neighborhood designs. Sidewalks that lead to neighborhood-oriented facilities, tree-lined streets, and slower neighborhood traffic provide safe, livable spaces.
What Does Density Look Like?

The following pictures show a range of housing types and residential densities. When we talk about housing density, we refer to “dwelling units per acre,” meaning how many dwelling units (houses or apartments) would fit on one acre. One Acre is about the size of a football field, 43,560 square feet.

Another way to visualize an acre is to imagine six 70 by 100 foot lots. Many of us have lived on a 7,000 square foot lot; picture your house and five of your neighbors. This would be 42,000 square feet, or nearly an acre. It should be noted that the densities listed with the pictures are gross densities - not net densities; so space has not been subtracted for roads, parks, schools and the other public facilities that must be provided for.

Residential Densities

A neighborhood approximately 4 units to the acre in North Denton

Multi-Family Residential Densities

A recently-built four-plex in Denton. These are 14 - 16 units per acre.

Pecan Place Retirement Apartments take only about 1/3rd of an acre but have a workable density of 70 units to an acre in downtown Denton.

A way to add housing units in a single-family neighborhood is to allow accessory units, sometimes called granny flats. This house has an accessory unit over the garage on the right. It is in a neighborhood north of Downtown Denton.

Owner-occupied townhomes such as these in Denton range from 17 to 22 dwelling units an acre, a little over four times the density of some single-family detached houses. You might find these close to main streets, neighborhood centers or transit corridors.

A recently-built four-plex in Denton. These are 14 - 16 units per acre.

A typical multi-family apartment complex that has a density of about 21 units per acre.

Mixed-Use Development

Mixing uses is not a new idea, but is as old as Denton itself. Many Downtown buildings support retail or offices on the ground floor and apartments and offices on the second floor.

Victoria Square on Locust houses residents, a restaurant and some offices.

This building on Bell Avenue mixes offices, retail and a convenience store.
The Connection Between Density and Quality

Denton is an attractive and unique city. When residents describe why they have lived all their lives here or why they recently chose to move to Denton, phrases such as “quality of life,” “small-town feel,” “safe neighborhoods” and “great downtown” are frequently used. However, sprawling land use patterns have separated residences, employment, and shopping to a point where large areas of land are consumed, traffic has increased and pollution is created. Reinvestment in the City should be based on certain values of diversity, community, frugality, and human scale. Positive aspects of Denton’s Downtown are reflected in these connections. The connections are not a retreat to nostalgia, but a recognition that certain qualities of culture and community are timeless.

The goal of creating quality development with a diversity of density is not to eliminate the car, but to balance it with alternatives such as bicycles and pedestrians.

Ecology and Habitat - New neighborhoods need a broad array of environmental strategies. Parks and open spaces provide for community interaction, allow for the proliferation of natural wildlife, maintain natural water flows, and help maintain cooler climates. Densities allow for integration of open spaces into neighborhoods.

Core Commercial Areas - Retail development should evolve both in terms of location and configuration. Commercial centers should place an emphasis on the needs of pedestrians in addition to other forms of transportation, and integrate retail with civic and transit uses. By placing vast, hot parking lots in front of buildings sends signals to consumers that cars are the primary mode of transportation.

Transportation and Mobility - Traffic is created when demand is greater than capacity of the roads. By allowing choices of mobility and creating opportunities to use them through design, we can increase density without significantly increasing traffic. Narrower streets are safer, and more pedestrian friendly. There is no need to have 35-45 mph roads through neighborhoods. Connector roads should be accessible through grided street networks allowing a choice to travel to and from destinations rather than relying on one major highway in which everyone must use.

Transit - Land use and transit must be planned together. Transit should be planned on a regional scale for multiple jobs, shopping and residences at single points.

Residential Areas - The key to the housing program of neighborhood centers is diversity and flexibility. Guidelines can be developed to allow considerable flexibility for developers to invent new combinations of housing types.

Providing the opportunity for various types of housing to be constructed in this form allows greater access for all types of families to community assets including shopping, jobs and recreation without necessarily having to own a car.

The photos to the right show that on the very same block, with two different densities. The lower block allows a higher marketability with multiple uses within the same buildings. They are inviting to pedestrian traffic and provide a focus for the intersection.

A-4 Denia Small Area Plan
The Range of Single-Family Densities

**Beverly Park Estates**
Northeast Denton - off of King's Row
Single-Family - 10,000sq ft minimum lot size
3.1 dwelling units to the gross acre
Amenities - sidewalks

**Hills of Argyle**
South Denton - off of US Hwy 377
Agricultural
1 acre minimum lot size
0.5 dwelling units to the gross acre
Amenities - Perimeter walking area, pond

**Ellison Park Estates**
Southeast Denton - off of Teasley Lane
5000 sqft minimum lot size
5.4 dwelling units to the gross acre.
Amenities - Close to elementary school

**Southmont Place**
Southeast Denton - off of Teasley Lane
Zero-lot line development
6000 sqft minimum lot size
3.0 units to the gross acre
Amenities - Common greenspace, pool, alleys

These two plans show different configurations of the same property.

Average density - 14 dwelling units to the acre
Multi-family densities 18 to 30 units to the acre
Open space limited to modified floodplain
No civic uses are included
Three types of conventional housing, duplex, multi-family complex, single family
Lot sizes 5,000sf to 9,000sf
Dependence on collector traffic
Physical separation of uses

See Density and Quality Boards for images of typical developments.

Conventional Development

Urban Village Development

Average density - 11 dwelling units to the acre
Multi-family densities 8 units to the acre, with up to 50 units to the acre at neighborhood center
30% of land area is open space including floodplain and parks
Civic uses (library, post office) included.
Diversity of housing, single-family large-lot and small -lot, townhomes, 8 unit multi-family homes, patio/garden homes, vertical mixed use
Lot sizes 3,500sf to 12,000sf
Connectivity to other developments
Walkability and slower traffic
Street Sections

- Existing Residential Street
- Residential Alley
- Residential Lane
- Residential Street
- Residential Large Lot Street
- Residential Avenue
- Main Street / Mixed-Use Collector
- Commercial Center Collector
- Primary and Secondary Arterials
Street Sections Emergency Vehicle Access

Average Width of Passenger Car: 6 Feet
Average Width of Emergency Vehicle: 9 Feet

Existing Residential Street
Parking allowed on both sides.
Remaining access width: 19 feet.

Residential Lane
No parking on street, supplemental parking in block.
Access width: 20 Feet

Residential Street
Parking allowed on one side of street.
Remaining Access Width: 16 Feet

Residential Large Lot Street
Parking allowed on both sides of street.
Remaining Access Width: 22 Feet with one car, 16 Feet with two cars.
Figure 4.

Population Change 1990-2000
Source: U.S. Census Bureau, 1990 and NCTCOG Census 2000 Estimates

Figure 5.

Denia Race and Ethnicity Change 1990-2000
Source: U.S. Census Bureau, 1990 and NCTCOG Census 2000 Estimates

*Other contains all additional race and ethnic groups not listed in the

Figure 5.
**Figure 10.**

**Median Household Income 1990-2000**

Source: 2001 Denton, Texas Demographic Profile

**Figure 11.**

**Denia Average Household Income 1990-2000**

Source: 2001 Denton, Texas Demographic Profile
2000 Denia Housing Occupancy
Source: Denton County Appraisal District Statistical Analysis

- Vacant Units: 5%
- Occupied Units: 95%

Denia Household Owner Vs. Renter
Source: Denton County Appraisal District Statistical Analysis

- Renter Occupied: 52%
- Owner Occupied: 48%
2000 Denia Household Type
Source: Denton County Appraisal District Statistical Analysis

- Single Family: 88%
- 2-4 Units: 4%
- 5 or more Units: 7%
- Mobile Other: 1%

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Denia Median Household Price 1990-2000
Source: Denton County Appraisal District Statistical Analysis

Year | Dollars
---|---
1990 | 60,300
2000 | 64,326

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Figure 14.

Figure 15.