



# **City of Grapevine Comprehensive Master Plan**

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CITY OF GRAPEVINE, TEXAS

COMPREHENSIVE MASTER PLAN: 1974 – 1994

UPDATED 1987

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## I. INTRODUCTION

### A. Purpose of the Comprehensive Plan Update

A comprehensive plan was prepared by Freese and Nichols for the City of Grapevine in 1974 to assist public officials in making decisions regarding the future growth of the city. The information contained in the comprehensive plan is intended to provide basic data, formulated in a convenient way that can be used to accomplish the following objectives:

1. To delineate a guide to be used in making day-to-day development and zoning decisions.
2. To foster communication between citizens and their government by placing the government's intentions on display.
3. To provide a coordinating mechanism between city departments.
4. To establish a basis for development of land use and other regulations which govern the growth of the city.

The Comprehensive Plan for the City of Grapevine is written with a twenty-year scope looking toward 1994. As with all long-range planning, predictions and projections are only educated estimates about the future based on historical trends and current circumstances. As circumstances change with time, past predictions and projections must be evaluated for their accuracy and adjusted to fit reality. While the base studies and goals of a long-range plan may remain valid and useful for the duration of the projected scope of the plan, circumstances within the time frame of the plan may require new objectives and policies to achieve the desired goals.

As an update of The Grapevine Comprehensive Master Plan : 1974-1994, this document examines population, development, and land use trends since 1974 and provides current land use and housing data and revised future land use and thoroughfare plans that reflect the adjusted population projections. This document emphasizes planning as a process by including goals, objectives, and policies that continue to be revised throughout the planning period to guide political decision-making and the implementation of the plan by city staff and private developers.

In updating the land use and transportation elements of the comprehensive plan this document incorporates the entire existing plan by reference, including the environmental, historical, and economic setting, with only enough of that information summarized to allow comparisons with the current situation.

## B. Summary of Major Policies

The plan should be updated annually with major revisions approximately every five years. This report and the accompanying maps are intended to be working documents that keep up with continuous urban change.

“Goals”, “objectives”, and “policies”, as used in this comprehensive plan, are defined as the follows:

1. Goals: A planning goal is a general statement of the community’s desired ultimate physical, social, or economic environment. Goals set the tone for development decisions in terms of the community’s desired qualities of life.
2. Objectives: Objectives are the approaches toward achieving the type of quality living environment expressed by the community’s goals. They identify the things or actions that should be changed to set the course toward achieving goals.
3. Policies: A policy is a directive adopted by the city council that establishes an official means by which objectives are carried out toward the achievement of the ultimate goal. A policy specifies the steps that are necessary to make objectives operative. Policies are as specific and as measurable as possible so that they can be put into action with consistency to the council’s intent and their effectiveness evaluated. The goals in this plan are written for general application, but policies are written as direct implementation procedures for the objectives.

Overall development goals, objectives, and policies for growth choices and urban form alternatives are located in separate sections which precede the recommended actions that are listed in each element of the plan. The effectiveness of policies should be evaluated yearly. Goals and objectives should be evaluated at least every five years.

In order to make this comprehensive plan as effective as possible, it should be adopted by the Planning Commission and the City Council and should be used as a day-to-day guide in decision-making.

## II. BASE STUDIES

### A. Current Population Trends

Section II, Report 2, of the Grapevine Comprehensive Master Plan: 1974-1994 (1974) describes the factors influencing population change in the Grapevine area prior to 1974 (pages II-1 and II-2). Grapevine grew from a population of 1,824 in 1950 to 2,821 in 1960 and 7,023 in 1970, according to the U.S. Bureau of the Census. In 1974, Freese and Nichols conducted a land use and housing survey for the city. From that survey, it was determined that there were 2,587 occupied dwelling units within the city limits and the city's limited extraterritorial jurisdiction with an estimated 9,055 persons in the planning area. This 1974 population was based on a projected increase in the average household size from 3.14 persons per household in 1960 and 3.26 persons per household in 1970 to 3.5 in 1974.

From these population counts and estimates, Freese and Nichols projected the population in the Grapevine planning area to the year 1994. The projected population figures are listed in Table 1.

TABLE 1  
POPULATION PROJECTIONS FROM THE 1974 COMPREHENSIVE MASTER PLAN

<b>1974</b>	<b>1979</b>	<b>1984</b>	<b>1989</b>	<b>1994</b>
9,055	14,224	22,408	35,250	55,451

From these figures, the interpolated population projected in 1974 for 1980 is approximately 16,000 persons. Data from the 1980 Census, a recent housing and land use survey, and population estimates based on projected water usage indicate that the projections made in 1974 are too high.

The preliminary results of the 1980 Census indicate that there were, 4,608 occupied dwelling units in April 1980 housing 12,203 persons at an average of 2.67 persons per household. The major difference between this population figure and the one projected for 1980 in the 1974 plan is the number used for the average household size. If, for example, 3.5 persons per household were applied to the number of households counted in the census, the computed population for the 1980 would be 16,128, which is almost exactly what was projected in 1974. The dramatic decrease in the average family size has caused a shift in the population projections for Grapevine.

Freese and Nichols conducted a land use and housing survey in August 1980 and prepared population projections based on historical data, including water meter and housing counts. . The 1980 populations derived from these studies support each other and the April 1980 Census data. The land use and housing survey indicates that there were 5,171 occupied dwelling units in the planning area. At 2.67 persons per household, the estimated population in the planning area (on the basis of occupied housing units), for August 1980 was 13,807. By comparison, the Census figure for April 1980 is 11,801, and the estimate for October 1980, based on historical projections, is 14,610.

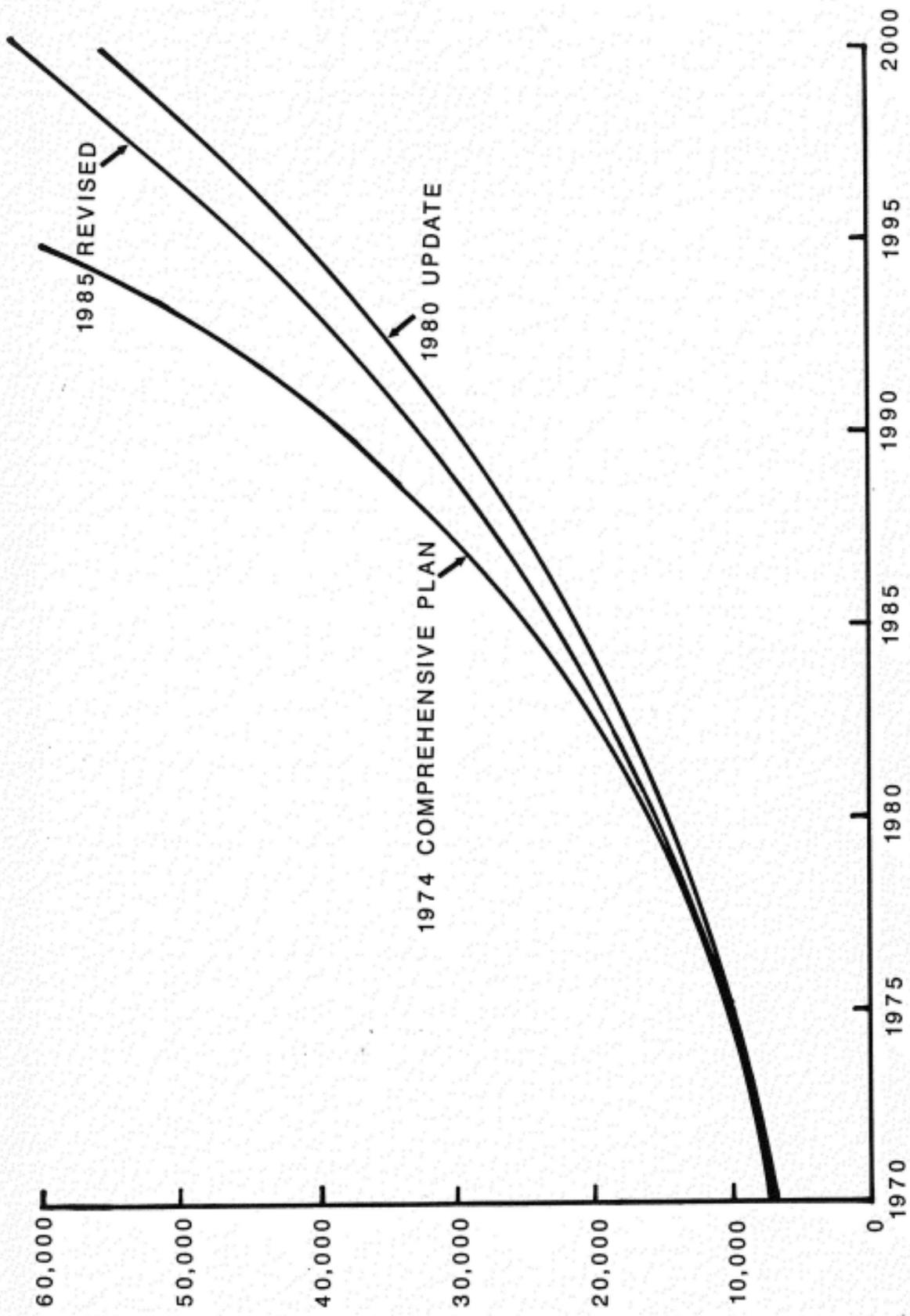
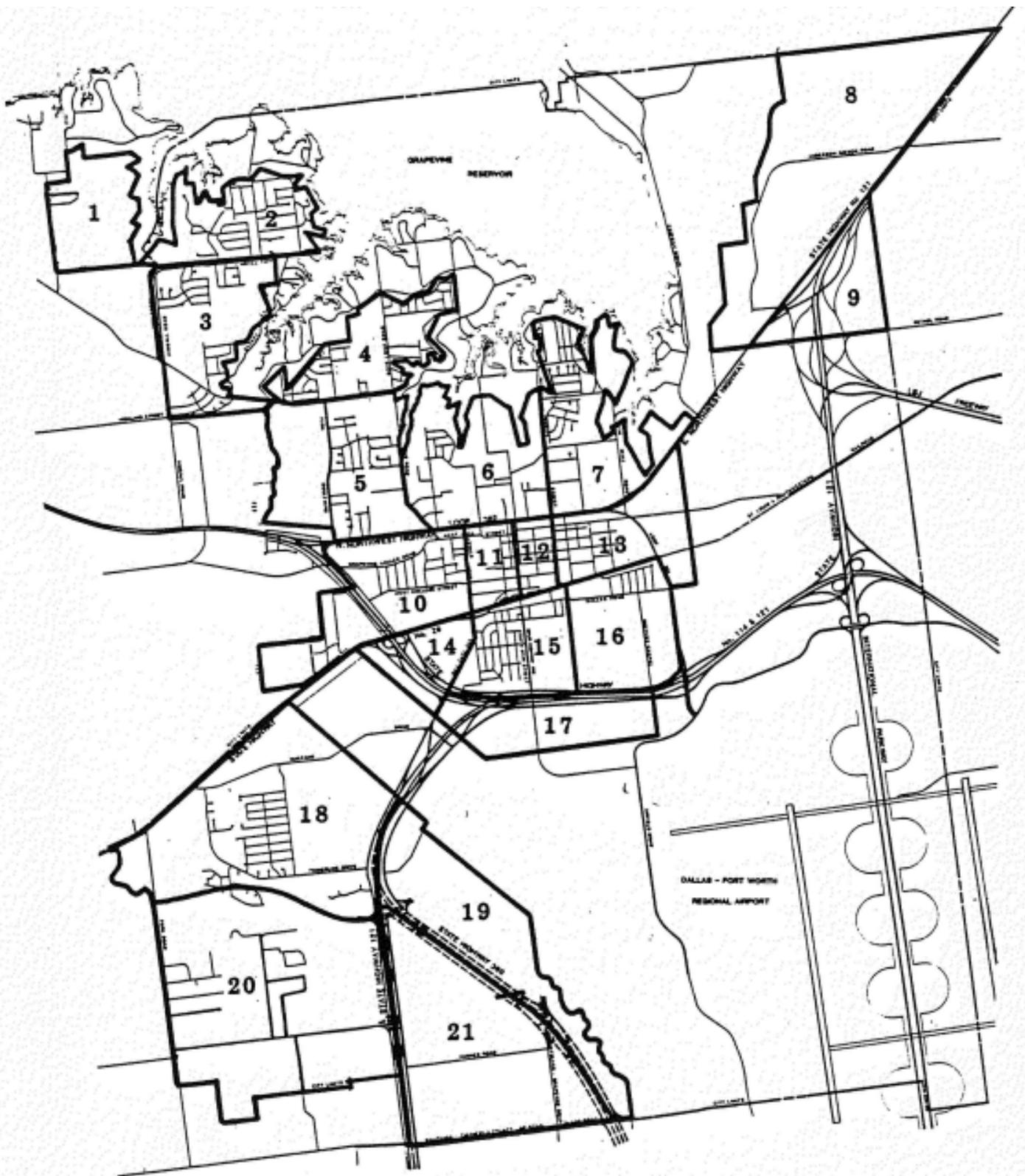
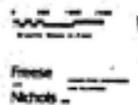


FIGURE 1  
REVISED POPULATION PROJECTIONS



CITY OF GRAPEVINE, TEXAS  
 COMPREHENSIVE MASTER PLAN 1974 - 1994

UPDATE 1980



PLANNING DISTRICTS

MAP 1

The analysis of the 1980 population trends for the purpose of updating the Comprehensive Master Plan indicated that the population projections developed for the 1980 water system analysis were valid and were used for guiding future land use until the 1985 Water Distribution System Master Plan was adopted. These updated population projections are summarized in Table 2 and are presented graphically in figure 1 along with the 1974 and 1985 projections.

**Table 2**  
**REVISED POPULATION PROJECTIONS: UPDATE 1980**

<b>1980</b>	<b>1985</b>	<b>1990</b>	<b>1995</b>	<b>2000</b>
13,807	21,000	29,550	40,610	54,680

**TABLE 2A**  
**REVISED POPULATION PROJECTIONS: UPDATE 1985**

<b>1985</b>	<b>1990</b>	<b>1995</b>	<b>2000</b>	<b>2005</b>
22,026	39,316	49,718	62,873	62,873

In 1984 The City of Grapevine completed the process of rezoning all the land within the City limits. The 1985 population projections are based on the current zoning density regulations to predict ultimate population. The 1985 population projections are summarized in Table 2A and are presented graphically in Figure 1 and with the 1974 and 1980 projections.

**Table 3  
1980 ACREAGES OF CURRENT LAND USES BY PLANNING UNIT\***

Planning Unit	Total Area	Single Family	Town House	Duplex	Multi-Family	Mobile Homes	Commercial	Light Industry	Heavy Industry	Schools & Parks	Public & Semi-Public	Vacant
1	284.6	173	0	0	0	14.1	4.0	0	0	0	0	2492
2	360.8	215.9	0	0	0	0.1	0.6	0	0	0	0	1442
3	409.7	74.9	0	0	0	0	0.3	0	0	0	0.2	334.2
4	345.2	131.4	7.6	0	7.8	28.9	0.3	0	0	0	18.8	150.4
5	573.6	114.9	4.0	0	0	0	2.1	0	0	0	3.6	449.0
6	479.2	66.8	0	0.8	8.2	13.4	93.6	2.1	0	0	19.3	275.0
7	475.9	34.4	0	0	4	4.3	5.8	0	2.6	0	0	424.8
8	1154.3	9.8	0	0	0	0.9	6.2	0	27.5	0	0	1109.9
9	283.5	1.3	0	0	0	0	0	0	2.1	0	0	280.1
10	528.3	61.1	0	0.8	0.5	0.4	7.4	15.4	12.0	9.1	7.5	414.1
11	190.8	28.3	0	0	10.5	0	11.7	1.8	0	.04	6.8	131.1
12	90.3	35.3	0	1.3	3.7	0	19.9	0.9	0	0.1	3.8	25.3
13	323.2	47.9	0	1	9.7	0.7	10.8	0	25.0	16.6	2.6	208.9
14	180.3	0	0	0	0	0	0	0	0	0	0	180.3
15	326.3	71.5	0	0.8	0.3	2.5	32.1	11.5	3.9	1.3	2.1	200.3
16	387.8	37.8	0	0	0.7	0.4	5.1	12.9	8.3	0	1.8	320.8
17	313.9	0	0	0	0	0	0	21.7	0	0	0	292.2
18	1157.7	214.2	0	0.3	23.3	41.9	3.5	0.4	0	71.8	5.5	796.8
19	594.2	5	0	0	0	0	0.4	0	0	0	0	588.8
20	1163.7	138.4	0	0	0	1.3	2.6	0	0	0	3.0	1018.4
21	901.7	28.9	0	0	0	1.4	0	0	0	0	0.3	871.1
	10525	1490.8	11.6	5	68.7	110.3	206.4	66.7	81.4	98.94	75.3	12005.5

\*Refer to Map 1

**Table 4**  
**CHARACTERISTICS OF LAND USE IN THE PLANNING AREA: 1980 VS. 1974**

	Total Area	Single Family	Town House	Duplex & Multi-Family	Mobile Home	Commercial	Light Industrial	Heavy Industrial	Schools & Parks	Public & Semi-Public	Vacant
<b>Gross Area in 1980*</b>	10,525.0	1,335.1	11.6	73.7	110.3	206.4	66.7	81.4	99.3	75.3	8,465.2
<b>% of Total Gross Area:</b>											
<b>1974**</b>	100	5.8	0	0.2	0.9	0.9	0.3	0.2	0.7	0.9	90.0
<b>1980</b>	100	12.7	0.1	0.7	1.0	2.0	.06	0.8	0.9	0.7	80.4
<b>Gross Area Per 100 Persons (Acres)***</b>											
<b>1974</b>	110.5	6.4	0	0.3	1.0	1.0	0.3	0.2	0.8	1.0	99.5
<b>1980</b>	75.2	9.7	0.1	0.5	0.8	1.5	0.5	0.6	0.7	0.5	61.3
<b>% of Developed (non-vacant) Area</b>											
<b>1974</b>	0	58.6	0	2.4	9.1	8.8	2.6	2.1	7.3	9.1	0
<b>1980</b>	0	64.8	0.6	3.6	5.4	10.0	3.2	4.0	4.8	3.7	0
<b>% Developed</b>											
<b>1974</b>	8.9										
<b>1980</b>	19.6										

\* Includes Railroad and Major Rights-of-way

\*\* Based on Population Estimates and Acreages in the 1974 Comprehensive Plan

\*\*\* Based on 13,807 persons in August, 1980

**Table 4A  
Acreages of Current Platted Zoning Districts by Planning Unit in 1986**

Planning Unit	Total Area	Single Family	Zero Lot-Line	Town House	Duplex	Multi-Family	Mobile Home	Commercial	Light Industrial	Govt. Use	Vacant
1	284.6	17.30	0	0	0	0	14.1	4.0	0	0	249.20
2	360.8	237.97	0	0	0	0	0	0	0	0	122.83
3	409.7	192.19	0	0	0	0	0	0	0	17.51	200.00
4	345.2	183.88	52.07	19.06	0	30.47	0	0	0	19.43	40.29
5	573.6	262.60	27.10	24.29	24.87	44.56	0	22.52	0	0	167.66
6	479.2	98.43	0	14.01	0	5.49	0	45.13	0	37.74	278.49
7	475.9	152.39	0	4.68	15.5	62.73	4.62	84.27	0	0	151.71
8	1154.3	0	0	0	0	0	0	58.65	0	0	1095.65
9	283.5	0	0	0	0	0	0	0	1.99	0	281.51
10	528.3	90.82	0	0	12.75	0	0	35.39	54.59	15.3	319.45
11	190.8	0	0	30.57	0.26	0	0	31.44	15.48	7.86	105.19
12	90.3	49.23	0	0	0	0	0	36.13	4.94	0	90.3
13	323.2	53.27	0	0	0	5.7	0	2.46	0	19.57	242.2
14	180.3	17.79	0	0	0	0	0	0	0	0	162.51
15	326.3	76.79	0	0	0	0	0	16.42	0	19.31	210.78
16	387.8	44.6	0	0	0	0	0	0	36.37	0	306.83
17	313.9	0	0	0	0	0	0	5.5	68.17	0	240.23
18	1157.7	350.69	0	10.22	13.21	51.44	0	69.01	44.64	121.42	497.07
19	594.2	0	0	0	0	0	0	0	0	0	554.37
20	1437.9	484.1	0	0	0	0	0	0	0	0	953.8
21	901.7	239.02	0	21.81	0	0	0	11.84	0	0	616.37
	10799.2	2551.07	79.17	124.64	66.59	200.39	18.72	422.76	226.18	258.14	6886.44

Figure 1 indicates the 1980 population projections predict that the City of Grapevine will not reach a population of 55,000 until the year 2000, as opposed to 1994 as predicted in the 1974 plan. However, the 1985 population projections predict that the City of Grapevine will not reach a population of 55,000 until the year 1997. The ultimate population is projected to be 62,873 in the year 2000. The 1985 and 1974 population estimates shown on Figure 1 indicate a consistent population growth to the year 1990. The 1985 population estimates show an average growth to the year 200 between the 1974 and 1980 update estimates. Although the shift in the population curve gives the city valuable time to construct the capital improvements that will be needed, development in Grapevine continues at a booming pace that will keep the city busy trying to maintain its current level of service.

## B. EXISTING LAND USE

The amount of developed land in the Grapevine planning area doubled between 1974 and 1980. At that time, approximately 20 percent of the total area had been developed. Table 3 indicates the acreages of land uses by planning unit as of the adoption of the 1980 update, and table 4 examined the characteristics of the existing land use in Grapevine versus the situation in 1974. Table 4A indicates acreages of current land uses by planning units that have resulted from zone changes since the 1980 update.

Although the national trend for single family housing appears to be toward

smaller lots, the overall single-family residential lot sizes continue to increase in Grapevine. The lot sizes of new housing development in Grapevine continue to be much larger than those lots of the original townsite in the first half of this century. Therefore, overall residential densities continue to decrease in Grapevine.

Grapevine has experienced growth in its commercial and light industrial base, in the past twelve years, which illustrates a change from the predominant residential land use in 1974. Mobile homes comprised 9.1 percent in 1974 and 5.4 percent in 1980 of the developed area. Public and semi-public land uses, and schools and parks, also occupy a smaller share of total urban land development in 1980. These land uses comprised 16.4 percent of total urban land development in 1980, in comparison to 8.5 percent in 1974. (See Table 4)

**Table 5**  
**CURRENT APPROXIMATE HOUSING UNIT MIX**

	Single Family	Town House	Duplex & Multi-Family	Mobile Homes
%of Total Units	57	2	31	10
%of Residential Land Use	87	1	5	7

Table 6 shows the current densities of development by planning unit in terms of dwelling units per acre. As is indicated in Table 5, most of the existing residential land area has been developed in single family houses.

**Table 6**  
**DENSITIES (DWELLING UNITS/ACRE)**

Planning Unit	Single Family	Town House	Multi-Family	Mobile Homes	Average
1	1.62			4.75	3.03
2	1.36			10	1.36
3	2.07				2.07
4	2.98	11.97	28.72	2.08	4.37
5	2.39	5.25			2.49
6	4.03		15.78	3.58	5.15
7	1.83		11.5	6.28	3.19
8	1.53			1.11	1.5
9	0.77				0.77
10	2.93		15.38	5	3.2
11	2.93		9.71		4.79
12	2.72		16.6		4.44
13	3.05		22.71	1.43	6.58
14	0		0	0	0
15	3.97		20.91	10.8	4.45
16	4.21		5.71	2.5	4.22
17	0		0	0	0
18	2.11		33.14	7.59	5.55
19	1.2				1.2
20	1.22			10	1.3
21	1.18			1.43	1.19
	2.32	9.66	22.65	5.16	3.56

**Table 7**  
**ESTIMATED AVERAGE HOUSEHOLD SIZE**  
**(PERSONS PER HOUSEHOLD)**

Single Family	Town House	Duplex & Multi-Family	Mobile Homes	Average
3.25	2.0	1.75	2.0	2.67

These densities and relative densities of development by type of residential unit are useful for allocating population to each planning unit and for predicting future demands on public services. Table 8, therefore, shows population allocated to each planning unit, based on the average household size for each dwelling unit type and the average population density in each planning unit.

The "Future Land Use Plan" in the 1974 Comprehensive Master Plan defined low density residential as 10 to 20 persons per acre and medium to high density as 21 to 80 persons per acre. None of the then-existing single family, low-density residential developments in Grapevine had a population density as high as ten persons per residential acre. Even in planning units with a large number of multifamily units, the average residential densities were below 15 persons per acre. The average population density for the entire city was only 9.02 persons per residential acre. (Table 8)

**Table 8**  
**OCCUPIED HOUSING UNITS AND POPULATIONS BY PLANNING UNITS\***

Planning Units	Single Family (DU's)	Town House (DU's)	Duplex (DU's)	Multi-Family (DU's)	Mobile Home (DU's)	Population	Population Density (Person per Residential Acre)
1	25	0	0	0	67	250	7.96
2	286	0	0	0	1	937	4.34
3	86	0	0	0	0	281	3.74
4	378	91	0	224	60	1,963	11.17
5	212	21	0	0	0	735	6.18
6	252	0	8	134	48	1,194	13.39
7	56	0	0	46	27	332	7.78
8	14	0	0	0	1	48	4.49
9	1	0	0	0	0	3	2.30
10	170	0	8	12	2	596	9.49
11	81	0	0	102	1	446	11.49
12	0	14	69	0	446	11.07	13
13	138	0	10	233	1	880	14.84
14	-	-	-	-	-	-	0
15	279	0	12	11	27	1,020	13.65
16	158	0	0	4	1	526	13.52
17	-	-	-	-	-	-	0
18	390	0	4	778	318	3,448	12.33
19	6	0	0	0	0	20	3.70
20	164	0	0	0	13	569	4.07
21	33	0	0	0	2	113	3.73
<b>TOTAL AREA</b>	<b>2,821</b>	<b>112</b>	<b>56</b>	<b>1,613</b>	<b>569</b>	<b>13,807</b>	<b>9.02</b>

\* Results of the 1980 Land Use Survey

\*\* DU's – Dwelling Units

Because of the variability of household sizes from generation to generation, this update of the Comprehensive Master Plan defines density in terms of dwelling units per acre. Thus, low density residential is hereby defined as zero through four dwelling units per acre; and high density is over 12 through 20 units per acre; in accordance with the density policies of the City of Grapevine. These definitions fit the existing relative development densities that exist in Grapevine and that are indicated on Map 2, "Land Use Plan" in the 1987 Comprehensive Master Plan.

A problem for the provision of adequate city services, are the instances in which medium to high density development has occurred in areas designated for low density residential development. This problem is exemplified by the development of duplexes and apartments just east of downtown in an area that was originally subdivided for single family houses. As a result, the local streets and utilities have become inadequate to serve these higher density developments.

One of the major problems with more intense use of land in single family residential areas is the impact of traffic. Traffic from intense land uses that must flow through single family residential neighborhoods disrupts those neighborhoods and clogs local streets. In the future traffic generating land uses should be located on arterial and collector streets to alleviate this problem. Recent development has already eliminated the option to construct needed arterials that were proposed in the 1974 plan to run along and across Big Bear creek in the southern portion of Grapevine. When this area is fully developed, traffic congestion will be a serious problem on the existing street system, unless alternative arterial locations can be found.

Commercial development in Grapevine has tended to expand in strips along Main Street and Northwest Highway. Regulation of commercial development has been controlled to limit the amount of access points or driveways to these thoroughfares. Regulations are necessary to eliminate conflicts with turning traffic all along these streets, which slows down arterial traffic and reduces the street's capacity.

Land use surrounding the city also influences the existing conditions. The Dallas/Fort Worth International Airport impacts the surrounding area with noise and other potential hazards. Although most of the residential development in Grapevine lies outside the noise impact zone, the single-family development off East Dallas Street southwest of the CBD does not lie within that zone. There are other areas with the potential of developing residentially within the higher noise level contours.

Finally, Grapevine is within the regional Dallas/Fort Worth "Metroplex" which includes many other small and medium sized cities surrounding Grapevine.

As a result, Grapevine's extraterritorial jurisdiction (ETJ) is very limited and the incorporated areas of other cities dovetail into Grapevine's own area. Grapevine reservoir to the north of the city, with its parkland and marinas, attracts people from all over the Metroplex. This situation gives Grapevine regional problems and responsibilities in terms of population growth, housing, and industrial and commercial development that it would not have if the city were not part of this complex metropolitan area. In this context, a growing demand for apartment living has raised the issue of where to locate new apartment complexes so that they will not disrupt the single-family character of existing residential neighborhoods. The Comprehensive Master Plan addresses this issue and others that have been mentioned above or will be defined in the needs identification section.

### III. GUIDE TO MANAGED GROWTH:

#### A. GROWTH CHOICES:

Growth has been accepted and welcomed community-wide in Grapevine. From the perspective of the advantages of growth, this attitude is understandable. Growth causes retail sales to increase, land values to rise, and the tax base to broaden, and increases the variety of goods and services that are available. Growth has a few disadvantages as well. With growth comes increased traffic, air pollution, noise, urbanization of prime agricultural lands, increased development costs, and increasing demands on existing urban services and few new ones. The people of Grapevine must consider both the advantages and disadvantages of growth and should develop a comprehensive growth policy to maximize the advantages while minimizing the disadvantages.

The public official ultimately bears the responsibility to implement a growth policy and must make decisions concerning the desirability of different types of growth. The decisions basic to the delineation of development policy are summarized in the following steps. First, determine whether growth is desirable and at what rate it is desirable. Second, define the role that the city should have in development in terms of master planning, site planning, and subdivision review and regulation. Last, but not least, determine the quality of growth relative to the quantity of growth that is desired.

The constitutional right to own and use property cannot be taken from anyone without due process of law and then only with just compensation, even when the act is for public good.

Nevertheless, the courts have upheld efforts to regulate the timing and location of growth when such regulations are applied consistently according to a comprehensive plan and the ability of the city to finance and provide adequate public facilities and services as prescribed in a Capital improvement plan. The comprehensive plan update and the new plans that succeed the 1980

Comprehensive Plan are the basis for growth choices and the protection of quality of life in Grapevine for the entire community.

## B. DEVELOPMENT CONSTRAINTS:

The factors that influence development decisions in Grapevine are the proximity of the Dallas/Fort Worth International Airport: its land ownership, airplane crash hazard potential, and noise impacts; federal ownership of the land surrounding Grapevine Reservoir; flood prone areas along the creeks in the area; and expansive soils in primarily the southeast portion of the city.

The updated Land Use Plan that follows in Section IV of this document responds to these development constraints in its land use proposals. Airport and federal lands are not part of the Grapevine planning area as far as development potential goes. Those areas are controlled by separate plans that should be coordinated with the Grapevine Comprehensive Plan on a continuing basis. Map 2, Land Use Plan, reflects the planning of adjacent governmental jurisdictions. The airport noise impact zones, which correspond with the crash hazard zones, are shown on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Airport and Environs Map.

Policies guiding development in or near these constrained areas have been included in Section III. D., "Overall Development Goals, Objectives, and Policies," in Section IV. D., "Objectives and Policies," in the Land Use Plan, and in Section V.C., "Transportation Goals", in the Thoroughfare Plan.

## C. URBAN FORM ALTERNATIVES:

The land use and growth policies imply active municipal participation in the development of urban form through public works projects and land use controls. This role is traditional for city government. The city's use of zoning, subdivision controls, and annexation policies affect the transportation system, the utility system, existing development, and private development attitudes to define the character of Grapevine.

Trying to guide a city's growth is a complex task, and it is difficult to predict the effectiveness and side effects of a municipality's attempts to guide this growth. Policies and ordinances to direct growth should be developed carefully and limited at first to a general growth and land use pattern. As the selected growth pattern evolves, additional policies can and should be adopted to meet the needs of the city.

There are a number of concepts that have been developed to try to direct growth into an efficient and functional urban form. There are two development concepts, the "corridors concept" and the "centers concept", that can be applied to Grapevine's existing development pattern with sufficient flexibility to

efficiently accommodate growth needs.

Both concepts can be applied to reflect current residential densities as the predominant land use. In each case residential land uses are interspersed with retail businesses, churches, schools, parks and other supporting land uses. Both concepts are suitable for automobiles as the primary means of transportation, but also provide for other forms of transportation. Both concepts are efficient to serve with public services, and they are less of a burden on the city than many other forms of development. There are some differences in the two concepts, however.

## 1. THE CENTERS CONCEPT

The Centers Concept tries to direct high intensity land uses such as high-density multifamily, commercial or industrial uses, into “centers” or nodes of activity at carefully selected locations where transportation facilities can support them, such as the intersection of major arterials. The lower intensity uses are then located along the rest of the thoroughfares and in those areas lying between thoroughfares.

Actual application of the concept to an existing urban area usually consists of the designation of certain major centers of activity and the systematic distribution of shopping center complexes at arterial street intersections.

## 2. THE CORRIDORS CONCEPT

The corridors concept directs multifamily residential, commercial, and industrial land uses into a linear configuration (or corridor) of activity along the major arterials of the transportation network the concept locates the most intense development along the major transportation corridors, with less intensive uses in between the corridors. This concept acknowledges the relationship between the thoroughfare system and the intensity of land uses, but it does create some difficulties in the transition from higher to lower land uses.

While the corridor concept as described does offer the opportunity to establish limited use corridors for specific land use application such as commercial or multifamily uses, such designations must not be abused or uncontrolled, or the concept will be lost and strip development will occur. With this in mind, then, it is mandatory in creating limited use corridors to specify allowable uses and densities permitted in very precise and understandable terms.

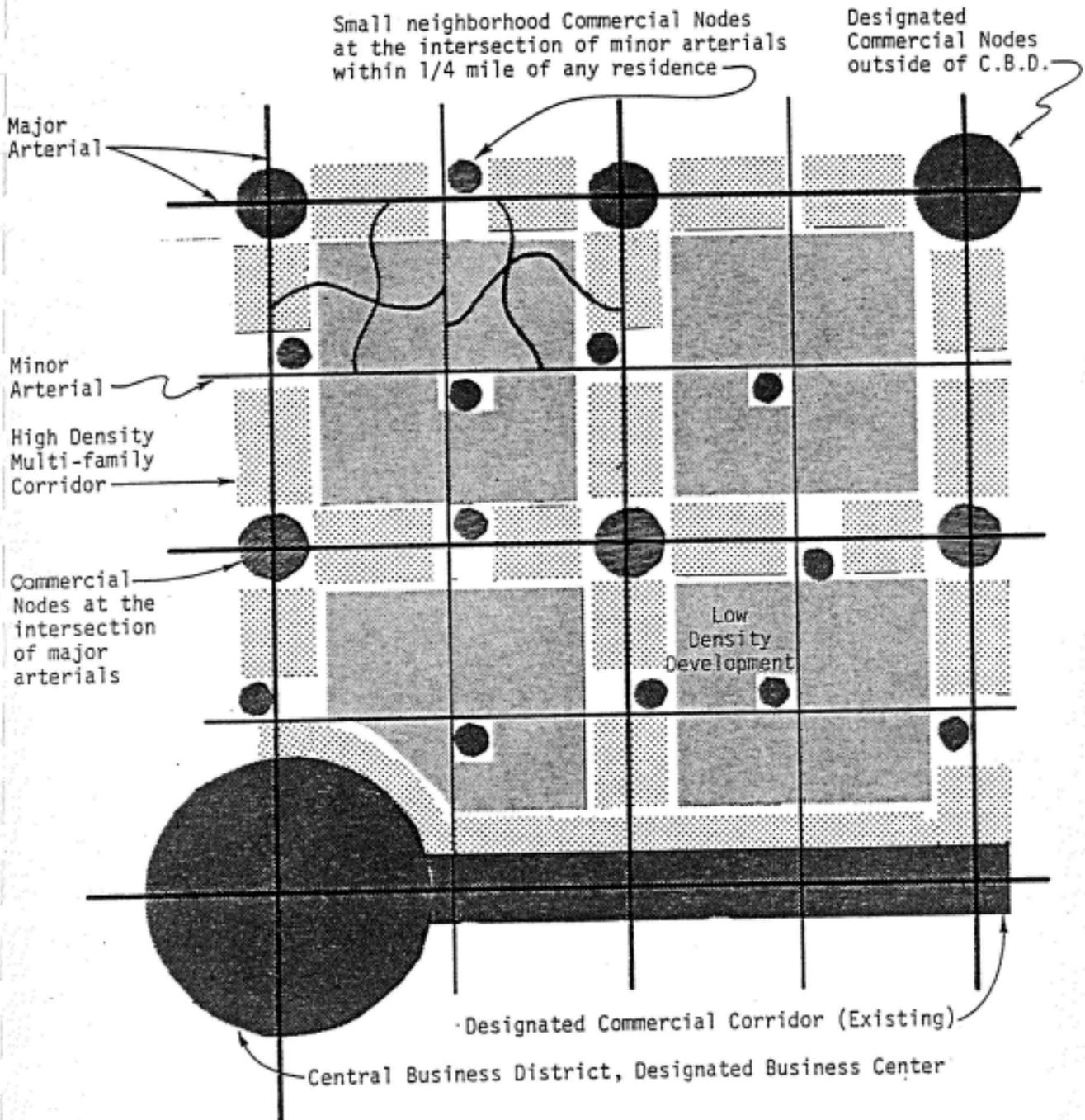
### 3. THE COMBINED CENTERS AND CORRIDORS CONCEPT

This Land Use Plan proposes a practical combination of the best aspects of the centers and the corridors concepts for urban form. This combined concept is shown graphically in Figure 2. It calls for a hierarchy of commercial and industrial centers with possibly some high-density residential development located at the intersections of major arterials. Most of the high-density residential development, however, would be located along the major traffic corridors. Existing commercial and industrial development would continue to be located along primary transportation thoroughfares in addition to the activity nodes. For any development along these major traffic corridors, access would be strictly controlled to avoid excessive traffic conflicts. Finally, as with the two concepts in pure form, the areas at the interior of this framework would be lower density residential land uses.

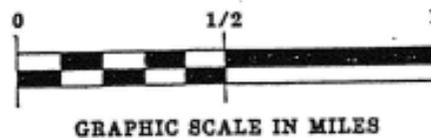
The Land Use Plan utilizes the combined centers and corridors concept and applies it to the City of Grapevine. The existing land uses are already following an uncontrolled strip commercial concept, as defined in Section IV. Therefore, most of the new development should be focused around activity centers. In addition, the city should work to unify the strip development into linear groupings with controlled access and landscape buffers. For example, Main Street, and parts of Dallas Road (Highway 121) and Northwest Highway (Loop 382) are designated as commercial corridors, primarily because they already exist. Other commercial development will be located in a commercial center or node. High-density residential development (over 12 through 20 dwelling units per acre) will locate between the new highway 121 and proposed arterials, or in the high-density corridors not more than 600 feet in depth along the major thoroughfares as indicated in figure 2. The residential areas within the framework will be low density, single family, detached houses (not more than four units per acre).

The combined effort of the application of the best of both the centers and the corridors concepts is to develop an overall community structure made up of smaller, identifiable subarea, each with its own characteristics and appropriate community services, yet each an integral part of the total community.

FIGURE 2  
 CONCEPTUAL DIAGRAM OF COMBINATION  
 OF CENTERS CONCEPT/CORRIDORS CONCEPT



Source: Freese and Nichols, Inc.



#### D. GROWTH MANAGEMENT AND POLICIES:

The growth management policies contained in this plan will direct the development and use of land. The map represents how the land may be developed to meet the policies. The policies as well as the land use plan must be consulted before deciding whether a zoning request or development plan is in conformance with the Comprehensive Master Plan. As the council changes the city's policies, the land use plan should be amended to reflect those changes. The map should also be amended as new studies provide additional information. Studies such as water and wastewater system analyses, transportation plans, and drainage system analyses may or may not indicate the need for changes in policy, but will almost certainly generate the need for a change in the land use plan to reflect more accurately the physical features and development constraints in Grapevine.

Based on information presented at public hearings, Planning and Zoning Commission meetings, and City Council meetings, the city staff and public officials have shaped this plan to represent the community's attitudes toward growth and intend to be consistent in their future decisions with the precedents that have been set. City officials recognize that there is a need to provide housing for existing and future residents of all income levels; but, at the same time they do not want the city to become predominantly an apartment or bedroom community. Through public hearings and neighborhood meetings the citizens of Grapevine have indicated that they want to preserve the single-family residential character of their neighborhoods. To avoid making Grapevine a bedroom community, however, employment opportunities need to increase in proportion with the population. City officials, therefore, recognize the need to maintain a diversified economic base, rather than to become dependent on just a few businesses or industries. Grapevine has experienced a few problems directly attributable to the amount of growth that has occurred in the past. There is room for new development, but because of eventual constraints, there is a limit to the amount that can take place. There are advantages to be gained by continued growth that will offset the disadvantages. However, care must be exercised to ensure that the distribution of the new development does not magnify the disadvantages inherent in growth.

**GOALS, OBJECTIVES AND POLICIES AS REVISED AND ADOPTED**

**BY THE CITY OF GRAPEVINE**

To delineate the city's position regarding future development in areas that have physical features that reduces their suitability for any development or for certain types of uses and to delineate the city's position regarding future development, the following goals, objectives and policies are recommended.

1. GOALS

GOAL 1

To acknowledge that continuing increases in population and land development are in the best interest of the community as a whole.

Goal 1 -Objective 1

To provide enough land for all types of land uses and housing for residents of all income levels.

Goal 1 - Objective 1 - Policy 1-1

The Comprehensive Plan will attempt to show land uses sufficient to support the ultimate population that maximum development at the current densities and land use intensities can accommodate. Residential land uses will maintain the desired relative proportions of the numbers of dwelling units by type as follows:

<b>Single Family</b>	Low Density	50%
	0 through 4 units per acre	
<b>Townhouses Duplexes &amp; Zero Lot line</b>	Medium density	25%
	over 4 through 12 units per acre	
<b>Apartments</b>	High density	25%
	over 12 through 20 units per acre	

Goal 1 - Objective 1 - Policy 1-2

The City will monitor the amount of land developed and/or rezoned for residences by type of dwelling units proposed and will deny those requests that will disrupt the ultimate housing mix.

Goal 1 - Objective 1 - Policy 1-3

All development and zoning designations proposals submitted after the adoption of the Comprehensive Master Plan either must be consistent with the adopted Map

2, Land Use Plan, or must show that they meet the policies contained in the plan, or must include a proposal to amend the plan. Comprehensive plan amendments must be processed prior to and separate from rezone and project approval applications. Amendments to the Land Use Plan Map that increase the area allotted to any land use over what is shown in the comprehensive plan shall require an offsetting decrease of the area for that land use in another location on the map such that the adopted land use mix is maintained city wide unless the City Council adopts a different land use mix as an amendment to the comprehensive plan.

#### Goal 1 - Objective 2

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 1 - Objective 2 - Policy 2-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. Denial of plat approval
- b. Withholding of utilities and services
- c. Denial of access
- d. Refusal to issue building permits
- e. Court injunctions

#### Goal 1 - Objective 3

To direct and encourage growth so that it occurs as a logical and contiguous addition to the existing community.

#### Goal 1 - Objective 3 - Policy 3-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

#### Goal 1 - Objective 3 - Policy 3-2

The City will refuse services or utility extensions to development that is premature based on the phasing in the City's capital improvements program and which would place an undue burden on city services, unless developer will bear the total related cost.

Goal 1 - Objective 3 - Policy 3-3

The City shall require a concept plan of all development except low density residential as to the layout or the proposed development's impact on existing or future development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

## GOAL 2

To acknowledge that the City should encourage new development provided, however, that each new development makes a positive contribution to its neighbors and the community.

### Goal 2 - Objective 1

To provide enough land for all types of land uses and housing for residents of all income levels.

### Goal 2 - Objective 1 - Policy 1-1

The Comprehensive Plan will attempt to show land uses sufficient to support the ultimate population that maximum development at the current densities and land use intensities can accommodate. Residential land uses will maintain the desired relative proportions of the numbers of dwelling units by type as follows:

<b>Single Family</b>	Low Density	50%
	0 through 4 units per acre	
<b>Townhouses, Duplexes &amp; Zero Lot Line</b>	Medium density	25%
	over 4 through 12 units per acre	
<b>Apartments</b>	High density	25%
	over 12 through 20 units per acre	

### Goal 2 - Objective 1 - Policy 1-2

The City will monitor the amount of land developed and/or rezoned for residences by type of dwelling units proposed and will deny those requests that will disrupt the ultimate housing mix.

### Goal 2 - Objective 1 - Policy 1-3

All development and zoning designations proposals submitted after the adoption of the Comprehensive Master Plan either must be consistent with the adopted Map 2, Land Use Plan, or must show that they meet the policies contained in the plan, or must include a proposal to amend the plan. Comprehensive plan amendments must be processed prior to and separate from rezone and project approval applications. Amendments to Map 2, Land Use Plan that increases the area allotted to any land use over what is shown in the Comprehensive Plan shall require an offsetting decrease of the area for that land use in another location on the map such that the adopted land use mix is maintained city wide unless the City Council adopts a different land use mix as amendment to the comprehensive plan.

## Goal 2 - Objective 2

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

### Goal 2 - Objective 2 - Policy 2-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. Denial of plat approval
- b. Withholding of utilities and services
- c. Denial of access
- d. Refusal to issue building permits
- e. Court injunctions

## Goal 2 - Objective 3

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### Goal 2 - Objective 3 - Policy 3-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

### Goal 2 - Objective 3 - Policy 3-2

The City will refuse services or utility extensions to development that is premature based on the phasing in the City's capital improvements program and which would place an undue burden on city services, unless developer will bear the total related cost.

### Goal 2 - Objective 3 - Policy 3-3

The City shall require a concept plan of all development except Low density Residential as to the layout or the proposed development's impact on existing or future development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

## Goal 2 - Objective 4

To require new development to pay as many direct and indirect costs created by

that development as possible, thereby reducing the tax load on the existing residents.

Goal 2 - Objective 4 - Policy 4-1

Developers will be required to pay for any costs that can be identified as being created by their development, including administrative costs.

Goal 2 - Objective 5

To require development in accordance to Chapter 7, Article IX, of the Grapevine Code of Ordinances, to reduce or eliminate entirely, development in the flood plain that exposes persons or property to the hazard of flooding, or increases the possibility of flooding downstream.

Goal 2 - Objective 5 - Policy 5-1

The City will prohibit development in areas that the City determines is subject to flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

Goal 2 - Objective 5 - Policy 5-2

The City will utilize as much of the flood plains as possible, for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

Goal 2 - Objective 6

To recognize that the proximity of the Dallas/Ft. Worth Airport creates a noise and height constraint to development in Grapevine, and to protect the future population accordingly by development controls and positive soundproofing development techniques.

Goal 2 - Objective 6 - Policy 6-1

The City will enforce the Airport Hazard Zoning Ordinance.

Goal 2 - Objective 6 - Policy 6-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Regional Airport as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be discouraged, and other activities will be required to use some type of sound control in their building design.

Goal 2 - Objective 6 - Policy 6-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 2 - Objective 6 - Policy 6-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as some agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

### GOAL 3

To encourage a level and type of development that will sustain the quality of life desired in the city.

#### Goal 3 - Objective 1

To provide enough land for all types of land uses and housing for residents of all income levels.

#### Goal 3 - Objective 1 -Policy 1-1

The Comprehensive Plan will attempt to show land uses sufficient to support the ultimate population that maximum development at the current densities and land use intensities can accommodate. Residential land uses will maintain the desired relative proportions of the numbers of dwelling units by type as follows:

<b>Single Family</b>	Low density	50%
	0 through 4 units per acre	
<b>Townhouses, Duplexes Zero Lot Line</b>	Medium density	25%
	over 4 through 12 units per acre	
<b>Apartments</b>	High density	25%
	over 12 through 20 units per acre	

#### Goal 3 - Objective 1 - Policy 1-2

The City will monitor the amount of land developed and/or rezoned for residences by type of dwelling units proposed and will deny those requests that will disrupt the ultimate housing mix.

#### Goal 3 - Objective - Policy 1-3

All development and zoning designations proposals submitted after the adoption of the Comprehensive Master Plan either must be consistent with the adopted map 2, Land Use Plan, or must show that they meet the policies contained in the plan, or must include a proposal to amend the plan. Comprehensive plan amendments must be processed prior to and separate from rezone and project approval applications. Amendments to the Land Use Plan Map that increase the area allotted to any land use over what is shown in the comprehensive plan shall require an offsetting decrease of the area for that land use in another location on the map such that the adopted land use mix is maintained citywide unless the City Council adopts a different land use mix as an amendment to the comprehensive plan.

### Goal 3 - Objective 2

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 3 - Objective 2 - Policy 2-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a) denial of plat approval
- b) withholding of utilities and services
- c) denial of access
- d) refusal to issue building permits
- e) court injunctions

### Goal 3 - Objective 3

To direct and encourage growth so that it occurs as a logical and contiguous addition to the existing community.

#### Goal 3 - objective 3 - Policy 3-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

#### Goal 3 - Objective 3 - Policy 3-2

The City shall require a concept plan of all development except Low Density Residential as to the layout or the proposed development's impact on existing or future development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

### Goal 3 - Objective 4

To require new development to pay as many direct and indirect costs created by that development as possible, thereby reducing the tax load on the existing residents.

#### Goal 3 - Objective 4 - Policy 4-1

Developers will be required to pay for any costs that can be identified as being created by their development, including administrative costs.

Goal 3 - Objective 5

To require development in accordance to Chapter 7, Article IX of the Grapevine Code of ordinances to reduce or eliminate entirely, development in the flood plain that exposes persons or property to the hazard of flooding, or increases the possibility of flooding downstream.

Goal 3 - Objective 5 - Policy 5-1

The City will prohibit development in areas that the City determines is subject to flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

Goal 3 - Objective 5 - Policy 5-2

The City will utilize as much of the flood plains as possible for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

Goal 3 - Objective 6

To recognize that the proximity of the Dallas/Ft. Worth Airport creates a noise and height constraint to development in Grapevine and to protect the future population accordingly by development controls and positive soundproofing development techniques.

Goal 3 - Objective 6 - Policy 6-1

The City will enforce the Airport Hazard Zoning ordinance.

Goal 3 - Objective 6 - Policy 6-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Regional Airport and Environs Map as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be discouraged, and other activities will be required to use some type of sound control in their building design.

Goal 3 - Objective 6 - Policy 6-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 3 - Objective 6 - Policy 6-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as some agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

## GOAL 4

To encourage a level of growth that provides housing opportunities to meet the different housing needs of all income groups of the city's present and future populations.

### Goal 4 - Objective 1

To provide enough land for all types of land uses and housing for residents of all income levels.

### Goal 4 - Objective 1 - Policy 1-1

The Comprehensive Plan will attempt to show land uses sufficient to support the ultimate population that maximum development at the current densities and land use intensities can accommodate. Residential land uses will maintain the desired relative proportions of the numbers of dwelling units by type as follows:

<b>Single Family</b>	Low density	50%
	0 through 4 units per acre	
<b>Townhouses, Duplex &amp; Zero Lot Line</b>	Medium density	25%
	over 4 through 12 units per acre	
<b>Apartments</b>	High density	25%
	over 12 through 20 units per acre	

### Goal- 4 - Objective 1 - Policy 1-2

The City will monitor the amount of land developed and/or rezoned for residences by type of dwelling units proposed and will deny those requests that will disrupt the ultimate housing mix.

### Goal 4 - Objective 1 - Policy 1-3

All development and zoning designations proposals submitted after the adoption of the Comprehensive Master plan either must be consistent with the Adopted Map 2, Land Use Plan, or must show that they meet the policies contained in the plan, or must include a proposal to amend the plan. Comprehensive plan amendments must be processed prior to and separate from rezone and project approval applications. Amendments to the Land Use Plan Map that increase the area allotted to any land use over what is shown in the Comprehensive Plan shall require an offsetting decrease of the area for that land use in another location on the map such that the adopted land use mix is maintained citywide unless the City Council adopts a different land use mix as an amendment to the comprehensive plan.

#### Goal 4 - Objective - 2

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 4 - Objective 2 - Policy 2-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. denial of plat approval
- b. withholding of utilities and services
- c. denial of access
- d. refusal to issue building permits
- e. court injunctions

#### Goal 4 - Objective 3

To direct and encourage growth so that it occurs as a logical and contiguous addition to the existing community.

#### Goal 4 - Objective 3 - Policy 3-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

#### Goal 4 - Objective 3 - Policy 3-2

The City will refuse services or utility extensions to development that is premature based on the phasing in the City's capital improvements program and which would place an undue burden on city services, unless developer will bear the total related cost.

#### Goal 4 - Objective 3 - Policy 3-3

The City shall require a concept plan of all development except Low Density Residential as to the layout or the proposed development's impact on existing or future development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

#### Goal 4 - Objective 4

To require new development to pay as many direct and indirect costs created by

that development as possible, thereby reducing the tax load on the existing residents.

Goal 4 - Policy 4-1

Developers will be required to pay for any costs that can be identified as being created by their development, including administrative costs.

Goal 4 - Objective 5

To require development in accordance to Chapter 7, Article IX, of the Grapevine Code of Ordinances. To reduce or eliminate entirely development in the flood plain that exposes persons or property to the hazard of flooding, or increases the possibility of flooding downstream.

Goal 4 - Objective 5 - Policy 5-1

The City will prohibit development in areas that the City determines is subject to flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

Goal 4 - Objective 5 - Policy 5-2

The City will utilize as much of the flood plains as possible, for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

Goal 4 - Objective 6

To recognize that the proximity of the Dallas/Ft. Worth Airport creates a noise and height constraint to development in Grapevine, and to protect the future population accordingly by development controls and positive soundproofing development techniques.

Goal 4 - Objective 6 - Policy 6-1

The City will enforce the Airport Hazard Zoning Ordinance.

Goal 4 - Objective 6 - Policy 6-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Regional Airport and Environs Map, as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be discouraged, and other activities will be required to use same type of sound control in their building design.

Goal 4 - Objective 6 - Policy 6-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 4 - Objective 6 - Policy 6-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as some agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

## GOAL 5

To encourage a level of growth that provides sufficient commercial and industrial development to provide a diversified economic base and employment opportunities for the future population of the city.

### Goal 5 - Objective 1

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 5 - Objective 1 - Policy 1-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. denial of plat approval
- b. withholding of utilities and services
- c. denial of access
- d. refusal to issue building permits
- e. court injunctions

### Goal 5 - Objective 2

To direct and encourage growth so that it occurs as a logical and contiguous addition to the existing community.

#### Goal 5 - Objective 2 - Policy 2-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

#### Goal 5 - Objective 2 - Policy 2-2

The City will refuse services or utility extensions to development that is premature based on the phasing in the City's capital improvements program and which would place an undue burden on city services, unless developer will bear the total related cost.

#### Goal 5 - Objective 2 - Policy 2-3

The City shall require a concept plan of an entire area whenever there is some doubt as to the layout or the proposed development's impact on existing or future

development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

Goal 5 - Objective 3

To require new development to pay as many direct and indirect costs created by that development as possible, thereby reducing the tax load on the existing residents.

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Goal 5 - Objective 4 - Policy 4-1

The city will prohibit development in areas that the City determines is subject to flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

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The City will utilize as much of the flood plains as possible, for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

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Goal 5 - Objective 5 - Policy 5-1

The City will enforce the Airport Hazard Zoning Ordinance.

Goal 5 - Objective 5 - Policy 5-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft

Sound Exposure: Dallas/Fort Worth Regional Airport and Environs map as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be discouraged, and other activities will be required to use some type of sound control in their building design.

Goal 5 -Objective 5 -Policy 5-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 5 - Objective 5 - Policy 5-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as some agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

## GOAL 6

To recognize that land is a valuable and limited resource, and to acknowledge that there is a limited amount of land in the city that can be developed, and that the use of that land must be planned and developed with careful consideration given to the conservation of land resources.

### Goal 6 - Objective 1

To provide enough land for all types of land uses and housing for residents of all income levels.

### Goal 6 - Objective 1 -Policy 1-1

The Comprehensive Plan will attempt to show land uses sufficient to support the ultimate population that maximum development at the current densities and land use intensities can accommodate. Residential land uses will maintain the desired relative proportions of the numbers of dwelling units by type as follows:

<b>Single Family</b>	Low Density	50%
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	over 4 through 12 units per acre	
<b>Apartments</b>	High density	25%
	over 12 through 20 units per acre	

### Goal 6 - Objective 1 -Policy 1-2

The City will monitor the amount of land developed and/or rezoned for residences by type of dwelling units proposed and will deny those requests that will disrupt the ultimate housing mix.

### Goal 6 - Objective 1 - Policy 1-3

All development and zoning designations proposals submitted after the adoption of the Comprehensive Master Plan either must be consistent with the adopted Map 2, Land Use Plan, or must show that they meet the policies contained in the plan, or must include a proposal to amend the plan. Comprehensive plan amendments must be processed prior to and separate from rezone and project approval applications. Amendments to the Land Use Plan Map that increase the area allotted to any land use over what is shown in the comprehensive plan shall require an offsetting decrease of the area for that land use in another location on the map such that the adopted land use mix is maintained citywide unless the City Council adopts a different land use mix as an amendment to the comprehensive plan.

### Goal 6 - Objective 2

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 6 - Objective 2 - Policy 2-1

The City shall not allow substandard subdivisions or any development on Property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. denial of plat approval
- b. withholding of utilities and services
- c. denial of access
- d. refusal to issue building permits
- e. Court injunctions

### Goal 6 - Objective 3

To direct and encourage growth so that it occurs as a logical and contiguous addition to the existing community.

#### Goal 6 - Objective 3 - Policy 3-1

The City will require development that is not adjacent to existing utility lines or streets to pay for the utility and street extensions under a uniform rate setting procedure to be established and adopted by the City Council.

#### Goal 6 - Objective 3 - Policy-3-2

The City will refuse services or utility extensions to development that is premature based on the phasing in the City's capital improvements program and which would place an undue burden on city services, unless developer will bear the total related cost.

#### Goal 6 - Objective 3 - Policy-3-3

The City shall require a concept plan of all development except Low Density Residential as to the layout or the proposed development's impact on existing or future development. A concept plan may be required for low-density development whenever there is some doubt as to the impact on existing or future development.

#### Goal 6 - Objective 4

To require new development to pay as many direct and indirect costs created by that development as possible, thereby reducing the tax load on the existing residents.

#### Goal 6 - Objective 4 - Policy 4-1

Developers will be required to pay for any costs that can be identified as being created by their development, including administrative costs.

#### Goal 6 - Objective 5

To require development in accordance to Chapter 7, Article IX of the Grapevine Code of Ordinances to reduce or eliminate entirely, development in the flood plain that exposes persons or property to the hazard of flooding or increases the possibility of flooding downstream.

#### Goal 6 - Objective 5 - Policy 5-1

The City will prohibit development in areas that the City determines is subject to flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

#### Goal 6 - Objective 5 - Policy 5-2

The City will utilize as much of the flood plains as possible, for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

#### Goal 6 - Objective 6

To recognize that the proximity of the Dallas/Ft. Worth Airport creates a noise and height constraint to development in Grapevine, and to protect the future population accordingly by development controls and positive soundproofing development techniques.

#### Goal 6 - Objective 6 - Policy 6-1

The City will enforce the Airport Hazard Zoning Ordinance.

#### Goal 6 - Objective 6 - Policy 6-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Regional Airport and Environs Map, as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be

discouraged, and other activities will be required to use some type of sound control in their building design.

Goal 6 - Objective 6 - Policy 6-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 6 - Objective 6 - Policy 6-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as some agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

## GOAL 7

To discourage and prevent, as appropriate, the development of land uses in flood prone areas or in other environmentally sensitive or hazardous areas in such cases that the health, safety or welfare of the local citizens or the natural environment is threatened.

### Goal 7 - Objective 1

To use the City's statutory powers to prohibit substandard development as determined by the City Council from occurring within the city or its extraterritorial jurisdiction.

#### Goal 7 - Objective 1 - Policy 1-1

The City shall not allow substandard subdivisions or any development on property that meets the definition of subdivided property but has not had a plat approved by the City and recorded. The City's major statutory powers include:

- a. denial of plat approval
- b. withholding of utilities and services
- c. denial of access
- d. refusal to issue building permits
- e. court injunctions

### Goal 7 - Objective 2

To require new development to pay as many direct and indirect costs created by that development as possible, thereby reducing the tax load on the existing residents.

#### Goal 7 - Objective 2 - Policy 2-1

Developers will be required to pay for any costs that can be identified as being created by their development, including administrative costs.

### Goal 7 - Objective 3

To require development in accordance to Chapter 7, Article IX of the Grapevine Code of ordinances to reduce or eliminate entirely, development in the flood plain that exposes persons or property to the hazard of flooding, or increases the possibility of flooding downstream.

#### Goal 7 - Objective 3 - Policy 3-1

The City will prohibit development in areas that the City determines is subject to

flooding, with the exception of development that can utilize the flood plain and not substantially alter it.

Goal 7 - Objective 3 - Policy 3-2

The City will utilize as much of the flood plains as possible, for public open space, parks, golf courses and other uses that are compatible with the flood hazard.

Goal 7 - Objective 4

To recognize that the proximity of the Dallas/Ft. Worth Airport creates a noise and height constraint to development in Grapevine, and to protect the future population accordingly by development controls and positive soundproofing development techniques.

Goal 7 - Objective 4 - Policy 4-1

The City will enforce the Airport Hazard Zoning Ordinance.

Goal 7 - Objective 4 - Policy 4-2

In Zone A, defined on the North Central Texas Council of Governments Aircraft Sound Exposure: Dallas/Fort Worth Regional Airport and Environs Map, as the zone of minimal noise effect, activities that are sound sensitive, such as auditoriums, churches, schools, hospitals, theaters and open-air activities, will be discouraged, and other activities will be required to use some type of sound control in their building design.

Goal 7 -Objective 4 - Policy 4-3

In Zone B, the middle zone of noise effect, residential development will not be considered a suitable use. The construction of auditoriums, schools, churches, hospitals, theaters, and like activities shall be avoided wherever possible. Activities where uninterrupted communication is essential shall utilize sound exposure control.

Goal 7 - Objective 4 - Policy 4-4

In Zone C, land will be reserved for activities that can tolerate a high level of sound exposure such as scan agricultural, industrial and commercial uses. All regularly occupied structures shall utilize sound control in the design. Residential and sound sensitive activities will not be allowed to locate in this area.

## IV. LAND USE

### A. GENERAL

The Land Use Plan reflects current circumstances in the City of Grapevine that were not foreseeable when the Comprehensive Master Plan was prepared in 1974 and 1980. This Comprehensive Plan reflects the revised population projections which moderate those made in 1974 and 1980 because of the trend toward smaller families and an increasing number of single person households.

This Plan looks at maximum potential build-out of the city, which, according to the projections herein, could occur by the year 2000 when the city reaches a population of approximately 62,873 persons. Since this is an update of an existing plan, the primary purpose is to adjust planning practice as deemed necessary by the trends of the last decade, the 1984 Citywide rezoning and current circumstances. This update amends the existing Comprehensive Master Plan and adds new goals, objectives, and policies that have been added to meet the planning challenges through the year 1994.

The Land Use Plan takes a comprehensive approach in its land use recommendations. Land use plans from adjacent communities have been considered in developing this Plan. With such explosive population growth and because of the rapid economic development of the Dallas/Fort Worth Metroplex, however, it is extremely important that population growth and development trends are monitored closely and the Comprehensive Master Plan be updated every five to ten years. Also, as Grapevine grows and becomes more complex, the city will need and will want to add more elements to its plan, especially in the general area of community facilities and services.

Map 2, the Land Use Plan is a graphic representation of the City's adopted land use policies as they relate to the physical characteristics of Grapevine. These policies establish the reasoning and set the design standards for the type and density of development shown on the map. The land use patterns of the map cannot be achieved without adopted policies directed toward that end.

Unlike other land use plans in which projections are made as to what the most likely development of property will be, no such projection is made here. All land is shown as being developed, and no land is being left out as agricultural or for future development. This does not mean that Grapevine will develop all the land in the planning area by the year 2000. This means that any tract of land may be developed in the planning area at any time as long as the developer meets the conditions imposed by the plan.

### B. NEEDS IDENTIFICATION

1. The need to keep dwelling unit densities consistent with the Plan. The

residential lots in some areas of Grapevine are overcrowded due to multiple single-family dwellings or mobile homes on lots subdivided for one single-family house. The problem is not density per se. Rather the problem is that when the subdivision was approved, only one house per lot was anticipated and public facilities and services were sized and allocated based on that assumption. The City shall not rezone to a more intense use, single family subdivisions with streets, water, and sewage lines sized and in place to serve only a fraction of the average daily load that would be generated by the more intense use. In the same manner, crowding several dwelling units on one single family lot or converting a single-family neighborhood to multifamily usage tends to overload water and wastewater lines, to increase traffic disproportionately, and to create access and parking problems. With the rezoning in 1984, the areas disproportionately zoned were rezoned to fit within the density constraints of the surrounding areas.

2. The need to protect residential land values without overly restricting access to commercial and industrial areas. Conventional zoning ordinances are based on the principle that land uses should be segregated into single use districts in order to preserve property values. However, a mixture of land uses can be complementary in the proper proportions, on the proper scale, and depending on the type of activity and the hours of that activity. For example, neighborhood shopping centers that include medical and professional services, restaurants, and other sources of entertainment can be quite complementary to a residential neighborhood. On the other hand, industrial and commercial uses that generate noise, noxious odors, or fumes, or heavy truck traffic, are not compatible with residential neighborhoods. These sources of employment should be readily accessible to residents; but they should be physically buffered from residential areas. The mixture of land uses that are complementary to one another were accomplished in the adoption of the Appendix D Zoning Ordinance which created well defined principal uses for each zoning district.
3. The need to encourage redevelopment under current standards along the Northwest Highway corridor. Grapevine has some heavy commercial and industrial land uses, especially along Northwest Highway, that does not mix well with surrounding residential development. The deterioration of some of the commercial and industrial structures adds to the "blighting" influence on the neighborhoods. The outside storage of equipment, junk, and possibly flammable or otherwise hazardous materials is not aesthetically pleasing and is a potential health hazard in a residential neighborhood. The 1984 rezoning of the Northwest Highway corridor to "HC", Highway Commercial and subsequent amendments to the Highway Commercial District requirements were accomplished to work toward eliminating these problems. Redevelopment of the Northwest Highway corridor is essential to improve the image of one of the main doorways to the City of Grapevine.

4. The need to continually review the zoning ordinance. The Zoning Ordinance shall continually be revised to address the needs and goals of the Comprehensive Master Plan. The Appendix D Zoning Ordinance was totally rewritten in 1984 following the completion of the Citywide rezoning. The development guidelines established by continual Ordinance revisions will provide a workable tool for implementation of the Comprehensive Master Plan.
5. The need for controls on corridor development. The tendency to establish commercial retail development along traffic corridors creates the potential for strip commercial development of inadequate design that creates traffic problems with visual obstructions and distractions, and with numerous entrances and exits.

Strip or ribbon commercial development is spreading in Grapevine. Commercial development along a major thoroughfare does not have to be hazardous or unsightly. In order to avoid the negative connotations of the term "strip" or "ribbon" commercial development, this plan uses the term "corridor" or "linear" commercial development along thoroughfares. For further clarification, undesirable strip commercial development can be characterized by the following problems:

- a. shallow lots, usually between 100 and 200 feet deep
- b. numerous small ownership's
- c. numerous curb cuts for entrances
- d. numerous small buildings with no architectural unity
- e. little or no landscaping in and around the parking lots
- f. limited parking usually restricted to the front setback area or along the street, and sometimes backing into the street
- g. building entrances directly facing the major thoroughfare
- h. The lack of landscaping or other buffers especially in the rear.

In contrast with the above indicators of strip commercial development, a properly planned linear commercial development is often characterized by ownership by a single group, large amounts of commonly owned parking, preferably in the rear, architectural unity or consistency of building styles and bulk, controlled and limited access and egress points, and landscaped buffers separating the commercial development from adjacent residential development.

This is not to say that small, independent retailers cannot create appropriate linear commercial development. Nevertheless, there, is a need to provide a mechanism to establish cooperation, organization, and unity among independently owned small businesses along a major thoroughfare.

Attempts were made to solve problems, a through h, of "strip" or "ribbon" commercial development through the 1984 rezoning and adoption of the Appendix D Zoning ordinance. Regulations now in place prevent the majority of the problems mentioned. It should be noted that there are still potential problems with the Highway Commercial District and the Central Business District, which are special districts created to accommodate existing developed areas. Rezoning to "HC" or "CBD" could result in further "strip" or "ribbon" commercial development.

6. The need for buffering between incompatible land uses. For those commercial land uses that are compatible with surrounding or adjacent residential or other land uses, visual and sound buffers, shall be used. Multifamily housing in itself is not a suitable buffer between low density residential and more intense land uses, and actually needs the same buffering that single family neighborhoods do. Buffering was added to the various zoning districts of the Appendix D Zoning ordinance to accomplish this need.
7. The need to protect the character of existing neighborhoods and encourage rehabilitation. As older single-family residential neighborhoods begin to deteriorate, valuable housing stock, much of which is available at a low cost, is subject to transition to more intensive residential, commercial, or even industrial uses. Such is the case in residential areas around the CBD in Grapevine. These neighborhoods do have opportunities for compatible mixed uses that can provide a range of housing types and prices; but the mix must be stable, the character of the neighborhood reaffirmed, and land values protected. This situation can be achieved through proper buffering, increased code enforcement, and incentives, such as a public or private loan program or assistance, for rehabilitating homes. Also, thoroughfares should be established to handle through traffic from apartments and commercial uses without impacting low-density residential areas.
8. The need to segregate light commercial activities from heavy commercial and industrial land uses. Retail and some wholesale establishments have very different needs and are often incompatible with warehousing and industrial land uses. Yet, in Grapevine, there are several instances in which these land uses come into contact with each other.
9. The need to facilitate through traffic and truck traffic on arterials away from local and residential collector streets. In certain instances, industrial and commercial land uses generate truck traffic that must use residential streets. There is a need to provide designated truck routes within the city.

10. The need for historic preservation and conservation policies. Whereas many residents of Grapevine recognize the historic value of the CBD, there is no City policy that insures the preservation and conservation of the historic resources in the downtown area. The City should adopt a historical preservation district for the protection of existing buildings that would include the CBD and any area deemed historical by the City. The City should use and encourage the use of zoning controls, deed restrictions, or merely a requirement for council review of all proposals within a defined historical district, which should include Main Street from the railroad tracks to Northwest Highway.
  
11. The need to coordinate the planning efforts in Grapevine with the Dallas/Fort Worth International Airport master plan, the NCTCOG regional plan, and the comprehensive plans of the surrounding communities. There are residential, commercial and industrial uses within the jurisdictions of the U.S. Army Corps of Engineers, the Dallas/Fort Worth International Airport, the cities of Southlake, Colleyville, and Euless, and other surrounding cities that have impacts on land use and the thoroughfare system in Grapevine. Particular attention should be given to the interfacing land use activities among these jurisdictions.

**GOALS, OBJECTIVES AND POLICIES AS REVISED AND ADOPTED  
BY THE CITY OF GRAPEVINE**

**C. URBAN STANDARDS GOALS**

The goals that follow are oriented toward utilization of the combined corridors/centers concept as the means of systematically directing the city's urban form (see Figure 2).

**GOAL 1**

To recognize that the physical environment is the single most important element in determining a city's desirability and efficiency.

**GOAL 2**

To direct that the corridors/centers concept as defined be utilized to guide the city's future development.

**GOAL 3**

To develop an overall community structure made up of smaller, identifiable subareas, each with its own characteristics and appropriate community services, yet each an integral part of the total community.

**GOAL 4**

To plan land uses in such a manner as to produce an efficient, convenient, and harmonious land use pattern, eliminating mixtures of incompatible and conflicting uses.

**GOAL 5**

To promote the identity of the city by emphasizing significant physical features and providing better boundary definitions between neighborhoods.

**GOAL 6**

To promote orderly, timely, economical growth and to recognize current land use patterns.

**GOAL 7**

To provide for the health, safety and welfare of the people of the city through

effective land use planning.

### GOAL 8

To establish a living environment that is aesthetically pleasing, as well as functionally efficient and practical.

Because managed growth has been determined to be desirable in the city and because the corridors/centers concept has been adopted as the urban standards most desirable, the objectives and policies have been incorporated into their respective sections under land use, housing, and transportation.

## D. LAND USE GOALS

The overall development goals, objectives, and policies in Chapter III, "Guide to Managed Growth," and the urban standards in the preceding section set the tone for the residential, commercial, and industrial development goals that follow. This package of goals, in turn, provides a framework within which to interpret how the more specific land use objectives and policies should be implemented.

### 1. Residential Development

#### GOAL 1

To provide sufficient and adequate space in appropriate locations for residential development in order to provide safe and sanitary housing, to meet the housing and social needs for a desired standard of living for the city's present and future population, and to meet the housing mix ratio as previously defined in Policy 1-1, Section III D. which are the overall growth policies.

#### GOAL 2

To provide within the framework of the residential land use plan a wide choice of owner occupied and rental housing types that will give adequate housing to families and individuals of all income levels.

#### GOAL 3

To allow residential densities that reflect not only the desired lifestyle of the citizens but also the fact that housing demand is sensitive to price, which is based on land values, and that density and site design flexibility can compensate for rising land values.

#### GOAL 4

To plan and develop public facilities and services consistent with the residential

densities designated on the land use plan and to recognize and uphold the principles that different residential densities require different housing solutions and that land designated for one density on the land use plan may not be suitable for a different density without substantial modifications in existing or planned public facilities and services.

#### GOAL 5

To encourage the protection of residential neighborhoods or structures with historical or cultural value to the community.

#### GOAL 6

To prevent, as appropriate, the development of residences in flood prone areas or in other environmentally sensitive or hazardous areas such that the health, safety, or welfare of the residents or the natural environment is threatened.

### Objectives and Policies of Residential Development

#### OBJECTIVE 1

To utilize the corridors/centers concept as herein defined, and the neighborhood concept as defined in the 1974 plan to create as many neighborhoods as needed to accommodate the community's future population.

##### POLICY 1-1

The City will encourage the development of quiet, safe, clearly defined neighborhoods with an inwardly oriented atmosphere.

##### POLICY 1-2

Developers will be encouraged to utilize thoroughfares, water bodies and creeks, and other topographic or physical features to define the boundary of a neighborhood clearly, and to orient their developments inward from such boundaries.

##### POLICY 1-3

The City will encourage land use patterns that reflect this inward function of a neighborhood. The interior of the unit will generally contain low and medium density uses. Heavy traffic generators, such as apartments or commercial uses will be located on the periphery of the neighborhood, along the designated arterials in corridors of intensified development.

##### POLICY 1-4

Existing stable residential neighborhoods shall be protected from encroachment of commercial or higher density residential uses.

##### POLICY 1-5

Land uses that support the neighborhood, such as neighborhood shopping centers and churches, are important elements for a neighborhood's development and shall be located on the periphery of the neighborhood.

POLICY 1-6

Schools and parks shall be encouraged to locate centrally within walking distance of any section of the neighborhood. This will also give the neighborhood a central focal point, a center of interest.

POLICY 1-7

The concept plan, and neighborhood planning should be used as often as feasible to address the cumulative effects of growth and residential development and to provide adequate social amenities through complementary land uses on the neighborhood level.

POLICY 1-8

Residential development will be discouraged in areas that do not have adequate public facilities and services. Adequate public facilities and services include, but should not be limited to roads and streets, police and fire protection, sewage disposal, water supply and pressure, telephone, gas, electricity, schools, parks, and sidewalks.

OBJECTIVE 2

To discourage the concentration of any type of multi-family or single-family residential development in such concentrations and expanses that, by accepted planning standards and in the opinion of the city council, there are not sufficient amenities to support such development and additional development of similar kind would diminish the quality of life in the area.

POLICY 2-1

Residential areas, especially higher density uses, should have access to shopping, recreation, and work places that are convenient not only for automobile traffic but also for foot and bicycle traffic in order to minimize energy consumption, air pollution, and traffic congestion.

POLICY 2-2

Public facilities and services should be scaled to match different residential densities.

POLICY 2-3

Multi-family and other medium and high-density housing shall not be allowed in areas planned for single family or otherwise low-density

residential dwelling units.

### OBJECTIVE 3

To use open space or other natural or structural buffers between land uses or residential densities where appropriate but not to preclude a mixture of land uses and densities when advantageous and not disruptive to the social unity of the neighborhood.

#### POLICY 3-1

Physical buffers, such as permanent open space, land uses that are transitional and unobtrusive, landscaping, fencing, or walls should be used as appropriate between residential areas and non-residential areas and between residential areas of different densities except where mixed land uses are desired in specific circumstances.

#### POLICY 3-2

Residential uses shall provide adequate buffering.

#### POLICY 3-3

The City and developers should recognize that higher density dwelling units and mobile homes require the same buffering from incompatible land uses as low density, single family housing and that such residential development shall not be used as a buffer between single family and commercial and industrial areas.

#### POLICY 3-4

Different housing densities may abut one another as long as a proper buffer is provided and traffic generated by each use does not mix within the neighborhood.

### OBJECTIVE 4

To protect single family residential areas from truck traffic, traffic congestion and all through traffic, including traffic generated by commercial, industrial, and multifamily uses.

#### POLICY 4-1

To prohibit residential developments that, because of design or location, will expose the residents to through traffic or heavy traffic from other types of land uses.

#### POLICY 4-2

Residential lots along major thoroughfares shall be designed in one of the following ways:

- a. Deep lots shall be designed such that the houses back onto the major thoroughfare and are screened from the traffic by a fence or a wall as part of the site development. When high noise levels from traffic are anticipated on the property, a masonry wall or other suitable noise dampening device or design standard shall be used on the site to provide adequate outdoor living space that is not impacted by excessive noise levels.
- b. If houses are to face a major thoroughfare, they shall be given access via a frontage road or service street that will give the house an additional setback from the highway.
- c. Whenever possible, the developer shall construct short cul-de-sacs or loop streets, extending from the arterial into the subdivision so that the lots front on that local residential street and houses do not directly face the arterial and all outdoor living spaces are protected from traffic noise by the same standards mentioned above.
- d. Houses may face a major thoroughfare without the provision of access from a service road if they are sufficiently set back, are protected from traffic noise in the same manner as mentioned above, and are given access from rear alleys or drives such that direct access to the highway is limited or prohibited. If access to the arterial must be provided, then circular drives shall be required so vehicles will not back into the arterial.

#### POLICY 4-3

High density residential development shall have direct access to developed four-lane streets, excluding parking, to accommodate the traffic volumes and turning patterns generated by high concentrations of people. They shall be located on arterials such that low-density residential development is not impacted by heavy traffic.

#### POLICY 4-4

Medium density residential development shall have direct access to collector width (40 feet of pavement width or more) streets to accommodate the traffic volumes generated. Their traffic should not be routed through single family neighborhoods.

#### POLICY 4-5

Through traffic should be limited to arterials and away from residential development as much as possible. Local truck traffic should be limited to specifically designated truck routes except for deliveries, in which case the shortest and least disruptive route over local streets should be designated and used.

#### POLICY 4-6

Residential subdivisions should be designed to include loop streets and cul-de-sacs to discourage through traffic on residential streets.

### OBJECTIVE 5

To provide, within residential areas, open areas for relaxation, recreation, and visual enjoyment.

#### POLICY 5-1

The approved Parks and Recreation Master Plan shall be an element to the city's comprehensive plan.

#### POLICY 5-2

Land should be acquired for parks in advance of development or dedicated with development, and land in the flood plain and other areas where development is constrained should be given highest priority for public use.

### OBJECTIVE 6

To recognize that different types of residential uses have different requirements, and that land developed for one density requires more than rezoning to make it suitable for another density.

#### POLICY 6-1

Medium and high-density residential developments shall be located on larger sites of sufficient size to allow for proper buffering, adequate parking and landscaping, and enough flexibility in design and layout to insure adequate development.

#### POLICY 6-2

Medium and high-density developments will be required to have wider internal streets, increased utility and drainage capacity, increased fire

protection, and more facilities than a single-family type development.

#### POLICY 6-3

Existing neighborhoods designed for single family use that, because of age or other factors, are in transition to other uses, will not be rezoned without meeting current standards.

#### POLICY 6-4

The City will not rezone property to a more intensive residential district without determination that the street system, utilities, drainage and other requirements are adequate for that density.

#### POLICY 6-5

The City will not rezone property to a residential use that is not in accordance with the comprehensive plan without a prior amendment to that plan.

### OBJECTIVE 7

To revise the zoning and subdivision ordinances and capital improvements program, as necessary, and utilize the ordinances to implement the above policies.

#### POLICY 7-1

The zoning ordinance shall be enforced and revised as needed.

#### POLICY 7-2

The subdivision ordinance shall be enforced and revised as needed.

#### POLICY 7-3

A capital improvement plan will be developed and implemented to meet the facilities and service demands of existing and proposed residential developments.

## 2. Commercial Development

### GOAL 1

To provide an economic climate for the City that will encourage the improvement of traditional and other existing businesses and the establishment of new

businesses that will be of benefit to the community.

## GOAL 2

To promote the use of a corridors/centers concept for the most desirable use of land and to influence the direction of development as part of a comprehensive growth policy.

## GOAL 3

To promote stability of commercial development and to strengthen the economic base of the city.

### Objectives and Policies of Commercial Development

#### OBJECTIVE 1

To maintain our sufficient amount of commercially zoned land to meet the existing and future shopping and employment needs of the citizens and to encourage the clustering of like commercial and accessory uses as appropriate and a diversity of uses where complementary.

##### POLICY 1-1

The City shall maintain enough land designated for commercial areas to meet the economic demand, but should at the same time direct the location of commercial development so that all land uses, whether mixed or segregated, are compatible with each other.

##### POLICY 1-2

The City shall allow development of commercial land in the future, in approximately the same ratio as it currently exists in comparison with other land uses, unless there is a substantial change in the land use trends, as determined by the city council.

##### POLICY 1-3

The City shall discourage the zoning or rezoning of property solely for the intent of inflating the property's market value or where the zoning is to the benefit of the applicant and to the detriment of the adjacent property owners.

##### POLICY 1-4

The City recognizes that retail uses may or may not be compatible with other types of commercial or industrial uses, and will provide for the

separation of the various commercial enterprises that are incompatible and the clustering of those that are compatible, and shall approve properly zoned land in which those types of commercial activities can conduct business.

#### POLICY 1-5

The City recognizes that commercial and residential uses are not necessarily compatible and shall prohibit residential usage of land, in commercial districts. These considerations include giving close neighborhood access to only those commercial establishments, such as convenience stores, that have a direct relationship with the neighborhood. In all cases, truck traffic should not use local residential streets, and local retail traffic should not mix with wholesalers' trucking operations.

#### POLICY 1-6

The City will rezone land for more intensive (non-residential) commercial purposes only in areas that meet the following criteria:

- a. are along a designated activity corridor
- b. are central to the market that is served
- c. are sufficiently large to allow adequate buffering from adjacent land uses, adequate parking, truck loading areas and landscaping and flexible enough in design to meet city staff approval based on accepted design standards.
- d. will not cause traffic to be routed through residential neighborhoods or force commercial traffic onto residential sized streets
- e. have an adequate overall transportation system to handle the additional traffic
- f. have adequate public facilities, including sewer, water, electricity, and fire protection, to support such development
- g. have sufficient drainage for a high percentage of impervious cover.

#### OBJECTIVE 2

To encourage commercial land uses to develop in accordance with the corridors concept as defined herein, and to discourage development that is "strip commercial" as herein defined.

### Policy 2-1

The City will discourage the zoning or commercial usage of land that has the potential of becoming undesirable strip commercial development, which is characterized by one or more of the following problems:

- a. Shallow Lots, usually between 100 and 200 feet deep.
- b. Numerous small ownerships.
- c. Numerous curb cuts for entrances.
- d. Little or no landscaping in and around the parking lots.
- e. Limited parking usually restricted to the front setback area or along the street.
- f. The lack of landscape or other buffers, especially in the rear, with the adjacent residential areas exposed to a blighting influence.

### POLICY 2-2

Land that is currently zoned or cannot be used for anything but commercial usage and falls under one or more of the conditions in Policy 2-1 will be encouraged to develop as low traffic generating uses, such as professional or neighborhood services, that support the residential uses rather than creating instability and transition from residential to commercial use.

### POLICY 2-3

Linear commercial districts shall be located based on the following criteria:

- a. Only on designated corridors on the land use plan.
- b. With lots deeper than 200 feet.
- c. On large parcels with single ownership or on smaller parcels whose owners are organized into an association and have the ability to share parking or entrances.
- d. Where the curb cuts are minimized and/or shared while still maintaining adequate traffic circulation on parking lots where adequate parking is provided, preferably to the side and/or in the rear.
- e. Where adequate landscaping and/or open space is provided for

visual buffers from adjacent residential development.

- f. Where nearby residential areas are adequately buffered from noise, traffic, and air pollution.
- g. Where the proposed development will not disrupt the orderly development of adjacent residential neighborhoods.

#### POLICY 2-4

The City will designate sufficient space in residential areas for commercial services on a scale that is compatible with and caters to the convenience needs of the neighborhood.

#### POLICY 2-5

Major shopping centers shall be encouraged to be located in commercial nodes at the intersection of major arterials, meeting the same requirements as Policy 2-3. This policy shall not be interpreted to warrant commercial development at all arterial intersections.

#### POLICY 2-6

The City shall require a concept plan of the layout or the proposed development's impact on existing or future development.

### OBJECTIVE 3

To preserve the integrity of those existing commercial areas, especially the central business district, which have made significant contributions to the wellbeing of the citizens.

#### POLICY 3-1

The City shall update and revise its plans for the central business district and shall plan to maintain and increase the viability of the CBD as a commercial center.

#### POLICY 3-2

The City should seek any funding sources available to enhance the attractiveness of the urban streetscape and the viability of the CBD.

#### POLICY 3-3

The City should designate as nonconforming uses those that are not

compatible with established commercial land uses.

#### POLICY 3-4

The City will encourage proposed commercial development to consider the central business district first among alternative sites for proposed commercial development.

### 3. Industrial Development

#### GOAL 1

To maintain a sufficient amount of appropriate land areas within the City for existing land future industrial and heavy commercial activities.

#### GOAL 2

To guide land development in a desirable pattern and in a manner that utilizes efficiently City facilities and services, while protecting the City's employment base, the character of industrial areas, accompanying land values, and the City's tax base.

#### Objectives and Policies of Industrial Development

#### OBJECTIVE 1

To provide enough industrially zoned land to meet the existing and future manufacturing and employment needs of the City.

#### POLICY 1-1

The City should provide enough land designated for industrial uses to meet the economic demand, but should at the same time direct the location of industrial development so that all land uses, whether mixed or segregated, are compatible with each other.

#### POLICY 1-2

The City shall not rezone land to industrial other than in the airport noise zones or in proximity to the airport.

#### POLICY 1-3

The City will discourage the zoning or rezoning of property solely for the intent of inflating the property's market value or where the zoning is to the benefit of the

applicant and to the detriment of the adjacent property owners.

#### POLICY 1-4

The City recognizes that industrial, commercial and residential uses are not compatible. The City shall prohibit residential and some types of commercial use of land in industrial districts, unless they are a Planned Industrial Development that has taken the basic difference of the two uses into account.

#### POLICY 1-5

Industrial areas will be protected from the encroachment of residential or commercial land uses that could inhibit the full expansion of the district through the use of specific industrial land use designations and the use of open space buffers at the edge of the industrial district.

#### OBJECTIVE 2

To encourage industrial development on sites that are large enough to be planned as unified, fully integrated industrial districts, that are located with access to major highways and away from residential areas. The City shall require landscaped or natural buffers separating Light Industrial Districts from adjacent residential or commercial districts and offer a variety of locations and site configurations to meet the needs of local industries.

#### POLICY 2-1

Industrial districts shall be located based on the following criteria:

- a. The site appropriate transportation access, and routes for the types of activities proposed including truck routes and/or rail access.
- b. The traffic generated by the proposed development will not go through residential or light commercial areas, or other areas that would be adversely impacted by such traffic.
- c. The public services and facilities are or can be made available in sufficient quantities or capacity to support the proposed development, including:
  1. extra width and strengthened streets for truck traffic
  2. oversized utilities
  3. sufficient drainage for a high percentage of impervious cover
  4. extra fire protection
- d. On sites large enough to be planned as a unified, fully integrated

industrial district or unit, capable of accommodating buffer zones, accessory land uses, parking, truck loading, and other amenities necessary for viable development.

POLICY 2-2

Truck traffic shall be routed to avoid residential areas and industrial and heavy commercial land uses shall not be located at the end of collectors that serve or pass through residential areas.

E. FUTURE LAND USE

Map 2 is the Land Use Plan for the City of Grapevine, and is the graphic representation of the goals, objectives and policies of the City of Grapevine, as adopted by the City Council. The land use policies establish the reasoning and set the design standards of the type, amount, and density of development shown on the map. The land use patterns of the map cannot be achieved without adopted policies directed toward that end, and when the map is in conflict with the policies, the map should be revised to meet those policies. Likewise, when a development proposal is in conformance with the policies but in conflict with the map, it is in accordance with the Comprehensive Plan as the map is nothing more than a graphic representation of those policies.

Map 2 as a graphic representation denotes the land uses with colors.

<b>COMPREHENSIVE MASTER PLAN LAND USE CATEGORIES</b>	<b>COLORS REPRESENTED ON MAP 2: LAND USE PLAN</b>
Residential Low Density (RL) Land Use	Light Pink
Residential Medium Density (RM) Land Use	Dark Green
Residential High Density (RH) Land Use	Light Purple
Governmental Use (GU) Land Use	Red Pink
Central Business District (CB) Land Use	Blue Gray
Low Intensity Commercial (LC) Land Use	Light Blue
Commercial (CO) Land Use	Light Green
Industrial (IN) Land Use	Hot Pink
Recreation/Amusement (RA)	Plum
Transit District Low Intensity (TD-L)	Pale Yellow
Transit District Medium Intensity (TD-M)	Bright Yellow
Transit District High Intensity (TD-H)	Orange

<b>Residential Low Density</b>	<b>Residential Medium Density</b>
"R-20" Single Family (2 DUs/ac)	"R-5.0" Zero-Lot-Line (8 DU/ac)
"R-12.5" Single Family (3 DUs/ac)	"R-3.5" Two Family District (8 DU/ac)
"R-7.5" Single Family (4 DUs/ac)	"R-3.75" Three & Four Family (10 DU/ac)
	"R-MH" Manufactured Home (10 ac min.)
	"R-TH" Townhouse (8 DU/ac)
	"R-MODH" Modular Home (Consistent with R-7.5 regulations)

<b>Residential High Density</b>	<b>Governmental Use</b>
"R-MF" Multifamily (20 DU/ac)	"GU" Governmental Use

<b>Central Business District</b>	<b>Flood Plain*</b>
"CBD" Central Business District	Any District

<b>Low Intensity Commercial</b>	<b>Commercial</b>
"CN" Neighborhood Commercial	"CC" Community Commercial
"GV" Grapevine Vintage	"HC" Highway Commercial
"PO" Professional Office	"HCO" Hotel/Corporate Office
	"PCD" Planned Commerce Development
	"BP" Business Park

<b>Recreation/Amusement</b>	<b>Industrial</b>
"RA" Recreation/Amusement	"LI" Light Industrial
	"PID" Planned Industrial Development

Transit District Low Intensity	
Transit District Medium Intensity	
Transit District High Intensity	

\*Flood Plain refers to a geographical feature affecting a property.

## AMENDMENTS

Case No.	Ordinance No.	Date Approved	Description
NA	81-61	09/15/81	Adopted the Comprehensive Master Plan and Thoroughfare Plan 1974-1994, amended 1980.
NA	83-13	03/15/83	Amended Map 2: Land Use Plan and Thoroughfare Plan; Shadybrook and arterial rerouted.
NA	84-25	05/15/84	Amended Map 2: Land Use Plan and Thoroughfare Plan; Shadybrook and Cheek-Sparger arterials rerouted.
NA	84-58	08/07/84	Amended Map 2: Land Use Plan; Pebblebrook Drive east to Ball Street on the south side of Wall Street (Grapevine-Keller Road), extending south approximately 225 feet changed from Residential Low-Density designation to Low Intensity Office/Commercial.
NA	86-27	03/18/86	Amended Map 2: Land Use Plan; deleted all Neighborhood Commercial and Commercial Floating land use designations.
NA	87-11	02/17/87	Adopted updates to Comprehensive Master Plan. Supersedes Comprehensive Master Land Use and Thoroughfare Plan 1974-1994, as amended.
NA	87-93	12/15/87	Amended Map 2: Land Use Plan; added the Commercial (CO) and Governmental Use (GU) future land use designations.
NA	93-55	11/16/93	Amended Map 2: Land Use Plan; amended properties along SH 121 corridor and amended text of the plan. Added a chart denoting which zoning districts are consistent/ appropriate with each future land use designation based on type, amount and density.
NA	94-27	04/05/94	Amended Map 2: Land Use Plan; amended properties along south Grapevine/SH 360 corridor.
MP1994-01	95-20	03/21/95	Amended Map 2: Land Use Plan; amended properties in the northwest quadrant of the city and amended the text of the plan. Created a new land use designation, Recreation/ Amusement (RA) and a concurrent new Section 30, "RA", Recreation/ Amusement District to the Zoning Ordinance.
MP2000-01	00-09	02/01/00	Amended Map 2: Land Use Plan; amended properties near 2450 SH 121 area, Main Street and SH 114 corridor.
MP2000-02	00-108	10/17/00	Amended Map 2: Land Use Plan; amended properties along Business 114, Industrial to Commercial.
MP2003-01	2003-08	01/21/03	Amended Map 2: Land Use Plan; amended 35 areas where zoning did not conform to Map 2: Land Use Plan.
MP2005-01	2005-57	07/19/05	Amended Map 2: Land Use Plan amended 24 areas where zoning do not conform to Map 2: Land Use Plan.
MP2007-01	07-26	05/15/07	Amended Map 2: Land Use Plan; amended properties around Barton, Ball, Wall, and Hudgins Streets from Residential Medium Density (RM) to Residential Low Density (RL) designation.
MP2007-02	08-06	01/15/08	Amended Map 2: Land Use Plan; amended properties east of Wood Street between East Wall and East Worth Streets from Residential High Density (RH) to Residential Low Density (RL).
MP2008-01	08-31	06/23/08	Amended Map 2: Land Use Plan; amended properties around Main, Banyan, and Peach Streets from Commercial Low-Intensity (LC) and Residential High Intensity (RH) to Residential Medium Density (RM) designation.

MP2008-02	08-51	09/16/08	Amended Map 2: Land Use Plan; amended properties on Starnes Street from Residential Medium Density (RM) and Commercial (CO) to Low Intensity Commercial (LC) designation.
MP2017-01	17-05	01/17/17	Amended Map 2: Land Use Plan; created a new future land use designation, Commercial/Mixed Use (C/MU) and designated five areas throughout the City (733.10 acres), and text of the plan.
MP23-01	23-098	12/19/23	Amend Subsection E., <i>Future Land Use</i> , of Section IV., <i>Land Use</i> (table) and future land use category colors on Map 2: Land Use Plan.
MP24-01	25-083	01/20/26	Amend Map 2: Land Use Plan (Future Land Use Map) of the Comprehensive Master Plan and to amend the future land use tables in Subsection E., <i>Future Land Use</i> , of Section IV. <i>Land Use</i> of the Comprehensive Master Plan to create new future land use designations.