



CITY OF BEDFORD

Discover the Center

COMPREHENSIVE LAND USE PLAN

September 28, 2010

PURPOSE

The purpose of a Comprehensive Land Use Plan is to give direction to future development in order to avoid the creation of incompatible physical impacts. Although nothing will insure that all land will develop exactly as it should, focused planning efforts will enable City leaders to address many potential problems before they become incompatible landmarks. The Comprehensive Land Use Plan covers the entire jurisdiction of the municipality and has a long range horizon, typically 20 years. Bedford's first Comprehensive Land Use Plan was prepared in 1970. This current plan seeks to continue the efforts initiated with that first plan.

LEGISLATIVE AUTHORITY

The Texas Local Government Code authorizes the adoption of a comprehensive plan in Chapter 213 "for the purpose of promoting the sound development of municipalities and promoting public health, safety and

welfare," and that "zoning regulations must be adopted in accordance with a comprehensive plan." The state statutes give further guidance by specifying that land use decisions be designed to (1) lessen congestion in the streets; (2) secure safety from fire, panic and other dangers; (3) promote health and the general welfare; (4) provide adequate light and air; (5) prevent the overcrowding of land; (6) avoid undue concentration of population; and, (7) facilitate the adequate provision of transportation, water, sewers, schools, parks and other public requirements.

Bedford



HISTORY

The first settlers began arriving in Bedford around 1840. It was just a gathering of farms at that time with a log cabin school which accommodated a dozen or so students. Sometime around 1870 Weldon Bobo, a settler from Bedford County, Tennessee, built a general store and gristmill to serve the area farmers. The community grew, and the first post office was established in 1877 in Bobo's home. Rapid growth in the area saw the population grow to over a thousand persons by the 1890's, surpassing many of the other towns in Tarrant County. Just after the

turn of the century, the construction of the Dallas-Fort Worth Interurban rail line, US Highway 80, and Rock Island Railroad diverted traffic to the south of the community and, as a result, prosperity slowed in the community. By 1910 the population had dwindled to approximately fifty people, having Bobo's store as the only commercial enterprise remaining.



City of Bedford Municipal Complex

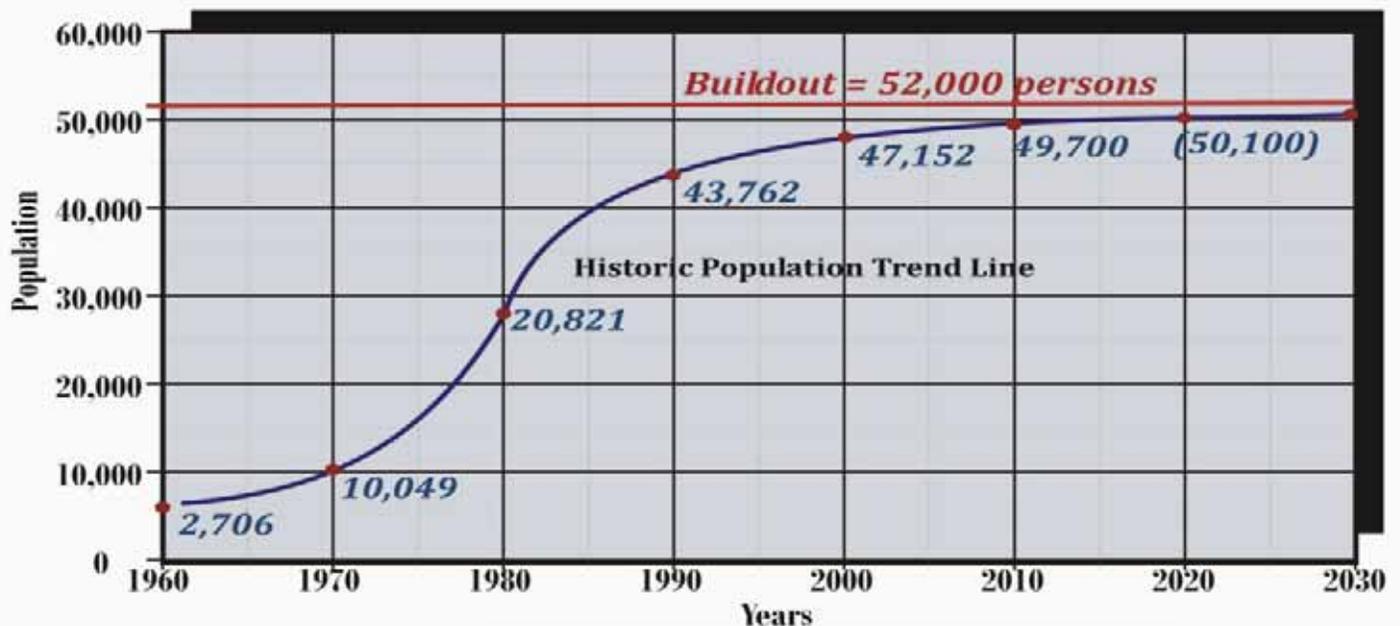
During the War years of early 1940's the location of military bases in the Dallas-Fort Worth areas and the economic boost of a number of defense plants once again started the community's population to increase. The community of 475 persons voted to incorporate in 1953, soon increasing its size of two square miles to ten. Bedford rapidly increased in scope and influence to become the current vital residential and commercial community it is today.

In 1970 the City of Bedford was a rural town nestled closely among other small towns between the rapidly growing cities of Dallas and Fort Worth. The City was experiencing robust growth, swelling from 2,000 persons in 1960 to 10,000 in just ten years. State Highway 121 was just beginning to leave the drawing board and transform itself from a two lane road into the major freeway that it is today. State Highway 183 was an important transportation connector that tied the new Dallas/Fort Worth Regional Airport (later renamed Dallas/Fort Worth International Airport) to the major cities of Tarrant and Dallas Counties.

Bedford's close proximity to DFW almost guaranteed the the sleepy rural town would rapidly become a major metropolitan city. In 1970, sixty-three percent of the land area of the City of Bedford was vacant and unused. Today, planners estimate ninety-seven percent of Bedford is currently developed, leaving very little vacant land remaining for new uses. Over this period of forty years, Bedford grew from a small town of 10,000 people in 1970 to a thriving city of almost 50,000 people today.

DEMOGRAPHICS

The population of the City of Bedford has grown rapidly since the 1970's. The construction of Dallas-Fort Worth International Airport and the freeway systems of S.H. 121 and S.H. 183 encouraged rapid development in the Mid-Cities area. The thirty year period between 1970 and 2000 witnessed an increase of 37,000 persons, to 47,152 persons for the City of Bedford. The current population is estimated to be approximately 49,700



Bedford Historic and Future Population Chart

persons. It is also estimated that 97-percent of the land area has been developed in the City of Bedford. As a result, the City is effectively 'built-out.' Theoretically, considering this build-out scenario, the City will support an ultimate population of 52,000 persons. However, the dynamics of population changes assures that the ultimate population will never be achieved, but shall fluctuate near the build-out population as people migrate in and out of the city and as land uses change.

The nonresidential land uses located in the City of Bedford provide a significant work force base located within the city limits. The North Central Texas Council of Governments estimates the work force available to support commerce and industry to be approximately 25,594 persons. Interestingly, the recent Comprehensive Land Use Plan Survey indicates a significant portion (49.8%) of respondents worked in areas outside the corporate limits of the City, making the City of Bedford primarily a bedroom community, although an effective and considerable amount of commercial activity is present in the City.

The socio-economic make-up of the City, as determined in the 2000 US Census, will likely be maintained in the 2010 US Census data, which is currently being conducted but whose data is not yet available. The median family income in 2000 was recorded as \$71,017. According to the FY 2009-2010 Budget, Reader's Guide, published by the City of Bedford, the average value of property is \$156,853. Pertaining to racial breakdown, the City of Bedford is primarily a white community (88%) with an increasing population of both African American and Asian persons (3.7 and 3.6 percent respectively.) Approximately seven percent of the total population of Bedford is of Hispanic origin.

PUBLIC INPUT

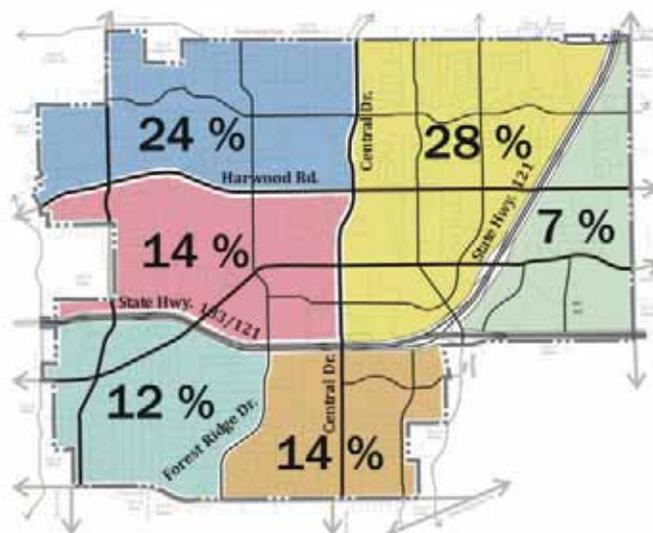
The 2010 update of the Comprehensive Plan received public input in a number of ways. A Comprehensive Land Use Plan Survey was created and posted on the Internet in order to obtain direct feedback from the community regarding perceived positions on various land use issues. The Survey was linked to the City's webpage and was open for over 30 days to receive responses. From these responses general goals were developed as foundation principles for the Comprehensive Land Use Plan. Periodically, information pertaining to the development of the Comprehensive Plan was posted during the process as well as a schedule of meeting and workshops.

Summary of Comprehensive Land Use Plan Survey

The survey consisted of ten questions. The first four questions sought to identify characteristics of the respondents, as to where they lived, length of residency, resident status, and vocational demographic. Although these questions did not address land use issues, it was

beneficial in understanding the general position of the respondents. A summary profile of the typical respondent was developed.

The greatest response regarding location of respondents was West of SH 121, North of SH 183, and East of Central Drive, having 28% of the respondents, followed by the area North of Harwood Rd. and West of Central Dr.



The length of residency in Bedford was very well distributed throughout the City, with a significant quantity (27.2%) of the respondents indicated they lived in Bedford for greater than twenty years. The remainder of the respondents were equally distributed over the remaining five year time periods.

Fifty-one percent of the respondents work outside the City of Bedford, which is confirmed by the 2000 US Census data, and 92 % of those responding to the community survey were property owners.

When asked what the most critical land use issue was facing Bedford today, the three top issues were

- Increase the quality of retail development
- Encourage more retail development, and
- Increase code enforcement.

Similarly, the single most cited issue to increase the value of property and the quality of life in Bedford was the exterior appearance of businesses (aesthetics) with 93.4% strongly supporting such action.

The residents of Bedford indicated they were very pleased with the living environments of their neighborhoods, rating them highly as good places to raise children (88%). In spite of the high ratings of the neighborhoods, only 63.8% indicated they were pleased with the parks and recreation facilities located in or near neighborhoods.

Regarding the preferred nonresidential land use for commercial areas, the residents preferred neighborhood retail uses (82%) over corporate office (71.3%) or industrial (24.9%). The Comprehensive Land Use Plan is designed to reflect these public desires.

COMPREHENSIVE PLAN GOALS

A statement of expected land use goals were developed during the planning process. These goals are general in character and seek to provide general direction for future land use plans and decisions.

Economic Goals

- Seek out and attract high quality, visually appealing retail businesses to provide a more robust economic life to residents of the City.
- Revitalize areas of the City that have seen deterioration of economic activity.
- Revive existing deteriorating commercial centers by making physical investments in adjacent public areas.

Quality of Life Goals

- Focus on redevelopment of existing commercial areas in such a manner that quality of life and value of property is a priority consideration.
- Apply uniform regulations encouraging high aesthetics appearance of existing and future commercial development.
- Maintain the high standard of quality and value existing in the residential areas of the City of Bedford.

Land Use Goals

- Promote the Neighborhood Concept as the desired residential development model for the City.
- Closely monitor alternative residential development concepts which utilize neo-traditional characteristics and provide cost effective/efficient uses of land use types.
- Establish new commercial businesses and expand existing businesses by applying the principals of corridor commercial design and commercial node designs as the primary commercial forms.
- Focus on areas of Bedford that have possibilities for development themes which promote the heritage of the City of Bedford.

Parks, Open Spaces, And Pedestrian Goals:

- Develop a park system which will improve the appearance of the City and enhance the quality of life.
- Provide additional facilities and programs to meet the needs of the City's population.

- Continue renovations of park and recreation facilities and build additional facilities to meet all segments of the population including ADA standards.
- Preserve and enhance the City's valuable natural resources.
- Reduce maintenance and operational costs without compromising park safety and security.
- Coordinate open space/linear park opportunities throughout the City of Bedford by utilizing dedicated open spaces, existing drainage areas, and major utility easements.

Code Enforcement Goals:

- Strengthen code enforcement by the City in residential and business areas.

Utility Goals:

- Improve storm water drainage throughout the City.

Transportation Goals:

- Improve traffic safety in residential neighborhoods, including speed limit enforcement, traffic calming, and improved signage and signalization.
- Improve residential street lighting.
- Increase the amount of sidewalks along public thoroughfares.
- Maintain the City transportation network at a high level for use by residents and businesses.

LAND USE PRINCIPLES

A number of factors must be considered when planning for the future development of a city. The primary factor is a clear image of the type of city that the residents of Bedford want at the point of ultimate development, which in Bedford's case is now. However, it must be noted that development for Bedford will not cease when build-out occurs. Development at build-out will be redirected to refining, improving, and redeveloping that which has already been built. Land uses are always in the process of change and reforming. The *Comprehensive Land Use Plan Map* shows how the City plans to utilize land at the time of build-out. This Plan is based upon input from the Planning and Zoning Commission and the City Council, with input from citizens;

Urban Design Elements

The term "urban design" refers to the planning of development in a comprehensive manner in order to achieve a unified, functional, efficient, and aesthetically pleasing physical setting. Urban design consists of a number of elements that are accepted by planning professionals as desirable and necessary for the orderly

growth and development of an area. They enable planners to effectively create the desired form of the City. The urban design elements that have been applied in the City of Bedford's Comprehensive Land Use Plan are described in the following pages of this brochure. The urban design elements are applicable to future development and should also be applied to existing development whenever possible.

It is important to note that the residential concepts provided herein are usually applied to developments that have much higher densities than is projected in the goals of Bedford. But, this does not alter the application of these principles for planning for future growth. The intent of this plan is to guide the City to maintain and encourage residential and nonresidential development which provides high value and excellent quality of life for the residents of the City.

Neighborhood Concept

The **neighborhood concept** is one of the oldest and most widely used and accepted practices in urban land use planning. This concept helps create quality spaces in which people may live.

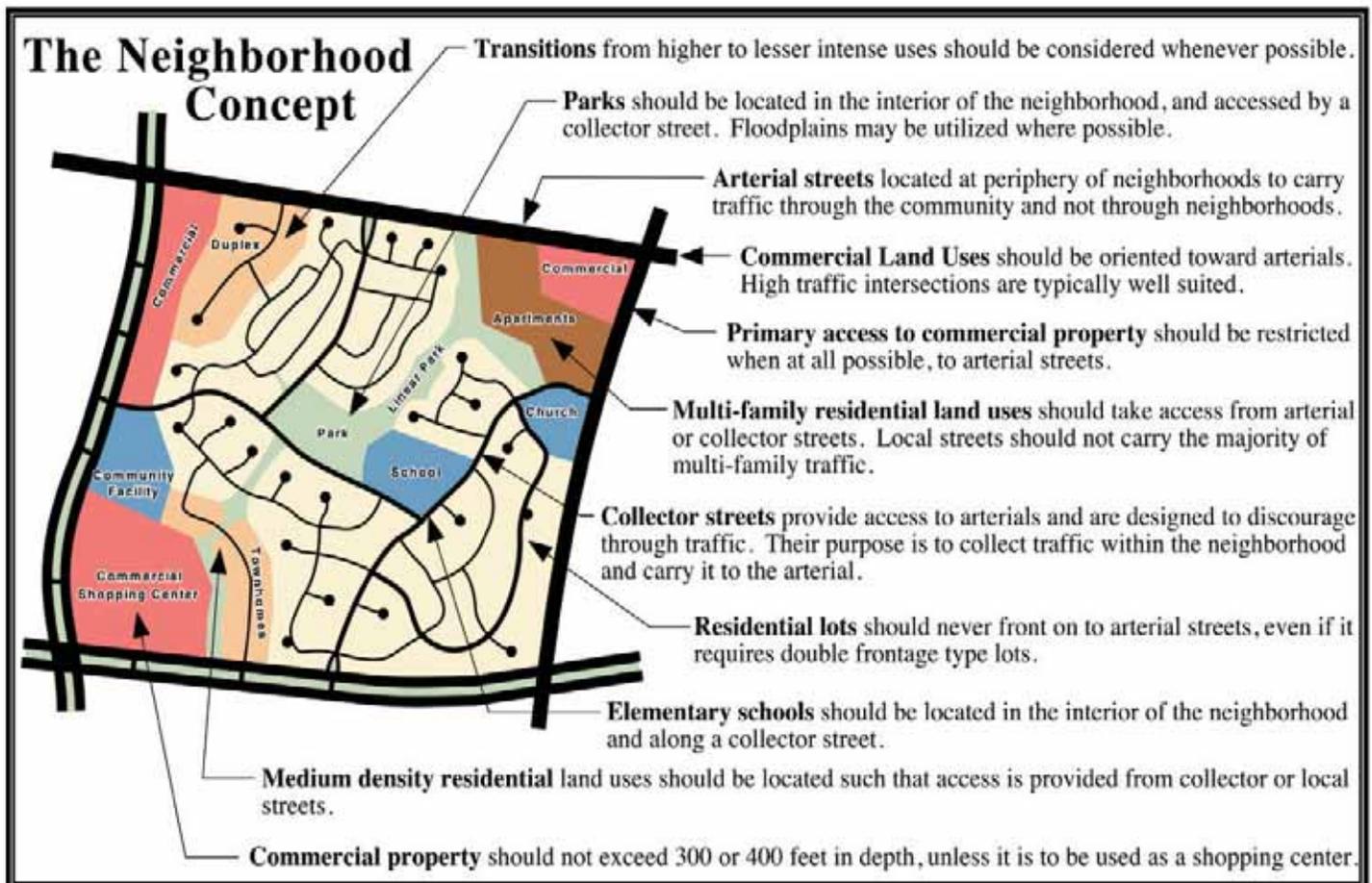
The concept places primary emphasis on creating neighborhoods that are buffered from the impacts of elements outside the neighborhood system. By using a transition of

land use intensity, the most sensitive element of a neighborhood, residential use, is protected from the effects of intense commercial use.

The neighborhood concept recognizes that the foundation of a neighborhood is its streets. Streets serve two primary purposes in neighborhood systems: to facilitate the movement of people and goods, and to serve as physical boundaries between adjacent land uses or neighborhoods. Streets should be designed and located so as to accomplish their purpose of efficient traffic service, while discouraging through traffic in neighborhoods. Curvilinear street patterns are encouraged. In addition, a high priority is placed on connectivity of subdivisions to insure appropriate traffic circulation. This concept of connectivity also includes pedestrian traffic.

New Urbanism or Neo-Traditional Development

In the last few years, an emphasis has been placed on land development that increased the density of uses in order to conserve on utilities and natural resources. This emphasis has been called "smart growth." Its objective is to provide quality living, recreation, shopping, and work spaces that are located in close proximity to each other.



Smart growth includes the planning concepts of New Urbanism (also referred to as Neo-traditional) development. The primary characteristics of the New Urbanism/Neo-Traditional concept as summarized by the Congress of New Urbanism (www.cnu.org) are:

- Connectivity
- Mixed Use
- Mixed Housing
- Quality Architecture and Urban Design
- Smart Transportation
- Sustainability



Pedestrian and Vehicular Connectivity

It is an established fact that the purpose of residential neighborhoods is for dwelling and recreation. As such, neighborhoods should be pedestrian oriented. Contemporary designs for residential neighborhoods have emphasized the circulation of vehicle traffic to, through, and around the neighborhood. Most residents do not use their vehicle inside the neighborhood. Circulation through the neighborhood by the residents of the neighborhood is preferred to occur on foot or by other modes of transportation, such as bicycles, in-line skates, and in some cases golf-carts.

Unfortunately, the development community has emphasized the construction of streets and minimized the provision of circulation systems for pedestrians. The well-designed neighborhood should include the appropriate circulation of both vehicle and pedestrian interests. It is also critical to note that streets are designed for vehicles, not pedestrians. Therefore, the reliance on a ribbon of concrete adjacent to the street as a pedestrian pathway is the least desirable manner of providing pedestrian circulation facilities.

Each subdivision should be designed such that a separate pedestrian circulation system and a vehicular circulation system are provided. The two systems may coincide occasionally, but the vehicular roadways must not be the sole evidence of pedestrian circulation.

Commercial Development Forms

Commercial development, because of its infrastructure needs, intensity, and traffic volume, is a critical land use to the urban form of a community. Elements such as building orientation, lot depth, land use intensity, and location should be planned so that commercial development becomes an asset to the community rather than an eyesore.

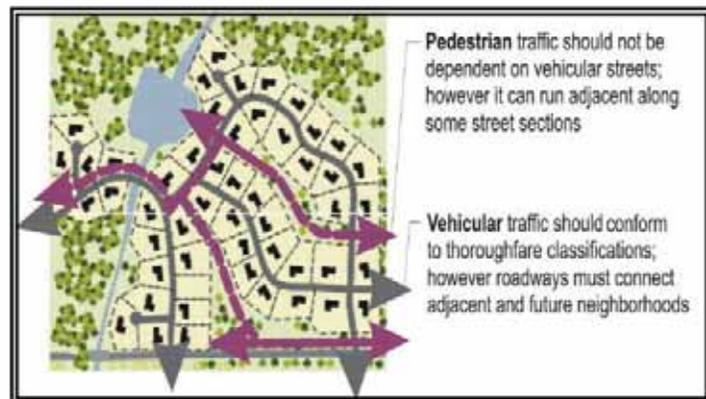
“Strip commercial” is a common, but undesirable, type of commercial development. The primary characteristics of strip commercial are:

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

To avoid this type of undesirable development in the future, commercial developments in Bedford should be required to incorporate the elements of the commercial node and commercial corridor models into their design plans, as should redevelopment of older areas.

Commercial Corridors

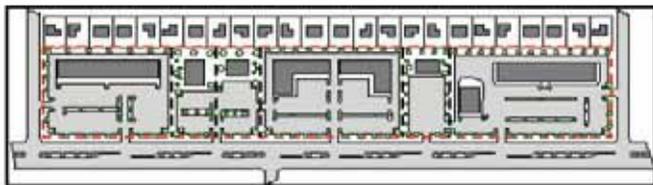
The commercial corridor development form emphasizes the location of commercial uses along an arterial. This development form is characterized by high intensity commercial use located near the intersections of major arterials, with less intense commercial uses located along the arterial between intersections. To create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared



driveways, and landscaping along the thoroughfare in commercial corridor developments.

The following are the primary elements of commercial corridors:

- Depth should be restricted to not more than 300 feet and not less than 150 feet.
- Parking lot interiors and perimeters should be landscaped to screen automobiles and break-up large areas of pavement.
- Access to commercial property should not encroach into residential neighborhoods. Primary access is directly from arterial streets.
- Buffering between single family and commercial uses may consist of landscaping, and/or solid walls. In addition, dumpsters and mechanical equipment areas should be screened.
- Corridor development should orient traffic toward arterial streets and discourage entry to residential neighborhoods.



The Commercial Corridor

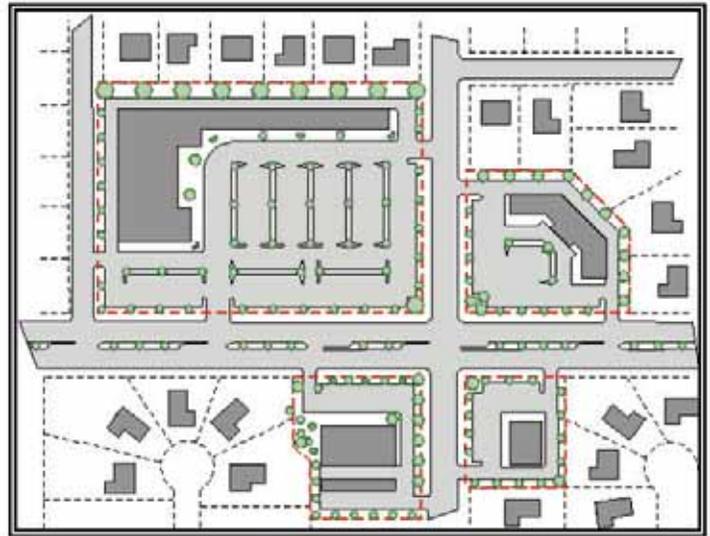
Commercial Nodes

The commercial node development form consists of commercial land use that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The size of a commercial node is generally not limited, but is determined by the type of commercial use at a particular location. These physical elements may serve as barriers to contain intense land uses.

The following are the primary elements of commercial node development:

- Parking lot interiors and perimeters should be landscaped to screen automobiles and break up large areas of pavement.
- Unlike Commercial Corridors, Commercial Nodes should not be restricted to 300 feet or less in depth. The commercial activity should determine the depth.

- Buffering between single family and commercial uses may consist of landscaping.



The Commercial Node

Edges and Transitions

Well-defined edges and gradual transitions of land use are important to the function of the Comprehensive Land Use Plan. Edges are boundaries of land uses that clearly indicate the beginning and termination of a land use type, while transitions are land uses that serve as a buffer zone between uses of differing intensities. Edges are generally recognized as physical elements, such as creeks/floodplains, interstate freeways, or thoroughfares. These physical elements may serve as barriers to contain intense land uses.

Screening Walls and Buffers

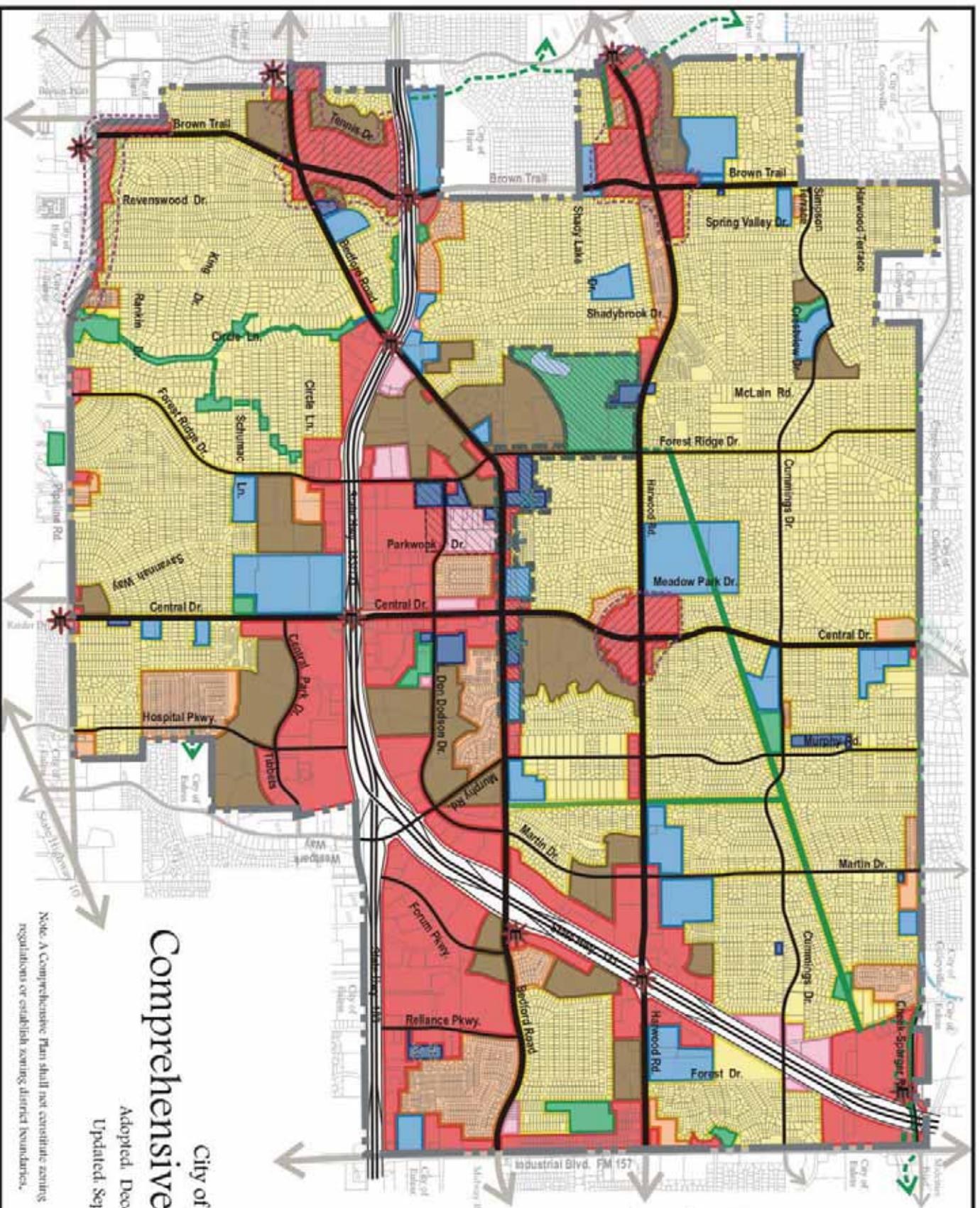
When conflicting land uses must be located next to one another, a means must be provided to soften the impact of the more intense use. This can be accomplished by providing screening walls or landscape buffer areas between the incompatible uses.

Screening Walls

Walls used to screen incompatible uses should be solid. Wooden fences are not recommended for this purpose because the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses, and they have a tendency to deteriorate over a short period of time. It is recommended that screening walls consist of solid masonry materials, combined with landscaping. Screening walls that are adjacent to public roadways should always be combined with a variety of landscaping materials.

Landscape Buffers

Incompatible land uses may also be effectively screened with the use of landscaping material. There may be occasions



LEGEND

| | |
|--------------------|--------------------------------|
| [Yellow Box] | Low Density Residential |
| [Light Orange Box] | Medium Density Residential |
| [Orange Box] | High Density Residential |
| [Light Green Box] | Service Commercial/Office |
| [Pink Box] | Commercial |
| [Blue Box] | Governmental/Public |
| [Dark Blue Box] | Schools & Churches/Semi-Public |
| [Green Box] | Parks & Open Space |
| [Red Box] | Commercial Focus Area |
| [Dotted Circle] | Neo-traditional Opportunity |
| [Dashed Circle] | Cultural District General Area |
| [Star] | Historic site |
| [Thick Black Line] | Emory Feature Area |
| [Thin Black Line] | City Limit |
| [Dashed Line] | Arterial Street |
| [Thin Grey Line] | Collector Street |
| [Green Line] | Public Greenbelt |
| [Light Green Line] | Private Greenbelt |
| [Green Arrow] | Greenbelt Extension |
| [Green Arrow] | Elementary School |
| [Green Arrow] | Junior High School |
| [Green Arrow] | High School |
| [Green Arrow] | Post Office |
| [Green Arrow] | Municipal Building |
| [Green Arrow] | Law Enforcement Center |
| [Green Arrow] | Library |
| [Green Arrow] | Fire Station |
| [Green Arrow] | Service Center |
| [Green Arrow] | Animal Control |
| [Green Arrow] | Community Center |

City of Bedford Comprehensive Land Use Plan

Adopted, December 11, 2001
Updated, September, 2010



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

when a six-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. In such cases, it is recommended that rapid growing trees, at least three inches in diameter at the time of planting, be placed along the screening wall at intervals that will provide full coverage at ultimate tree growth. If sufficient land exists, berms may also be used.

Focal Points and Entry Statements

Focal points and entry statements are design elements that are used to draw attention to significant areas of the City. Focal points are intended to make a statement about the community and to establish a City theme by using such elements as uniform signage and the City logo. Other elements that may be incorporated could be a combination of landscaping, decorative pavers, banners, signage, street furniture, and statuary. These elements can create interest in a particular location, and establish a community theme throughout the City.



Focal points are used at locations where characteristics unique to Bedford are evident such as in an area where the amount of traffic and visibility are high.

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

FUTURE LAND USE PLAN

The development patterns of future land use are graphically shown on the *Comprehensive Land Use Plan* map. A summary of the land uses indicated thereon are provided in the following text.

Note: When considering the Comprehensive Land Use Plan map, it is critical that one understands the map is not intended to represent zoning. In other words, do not mistake the Comprehensive Land Use Plan for a zoning map. The Comprehensive Land Use Plan Map denotes intended land uses and not the actual zoning of land.

Residential Land Use

Although the zoning ordinance may permit a variety of residential districts, the Comprehensive Land Use Plan presents residential land uses grouped into three basic categories: low density, medium density, and high density. As is apparent upon examination of the Comprehensive Land Use Map, the single family residential category is the predominant residential use in the City of Bedford. Higher densities of residential development consisting of zero lot line, two-family, and town homes, are grouped within the medium density designation. And, of course, the multi-family land use products are included in the high density residential category. The implementation of the comprehensive plan through the vehicle of the zoning ordinance will utilize a number of zoning districts to distribute these uses across the City.

In addition, uses other than single family may be permitted by specific approval of each project for areas within any area of the City contingent on the development satisfying the parameters as detailed in the Land Use Principles section. This flexibility will permit zero lot line and higher density development as provided for in this text.

Single Family Land Use

Single family development within the City of Bedford is, for all practical purposes, complete. There exists no significant quantity of vacant land remaining which may be dedicated to developing as a traditional single family product. Historically, the single family lots in Bedford have developed as larger sized lots than in communities in the Dallas/Fort Worth area. There are small amounts, typically in the southeastern portion of the City, of lots developed as sizes of 6,500 sq.ft. The majority of the lots are 7,500 sq.ft. and above, with a large portion being 9,000 sq.ft. or larger. Opportunity for single family development will consist primarily of redevelopment of land areas from very large estate size lots to smaller single residential lots. However, even that opportunity will be limited.

Medium and High Density Land Use

Sound planning principles dictate that a healthy community encourage a mixture of residential uses of varying densities. Residential land uses other than large lot residential serve their own special purpose. The medium and multi-family land uses provide buffers in the form of transitional residential uses between more intense non-residential uses, having the densest residential uses located near the non-residential use and decreasing the density as distance is gained from the non-residential use. In addition, some properties are better suited for higher density residential use because of topographical features,

limitation of the size of the development in land area, or geographic location.

Similar to low density residential development, the available locations for new development for medium and high density in the City of Bedford are almost nonexistent. Nevertheless, there may be opportunities for increased residential density in designated areas of mixed development. Neo-traditional and New Urbanism developments which support close and compatible relationship with neighborhood commercial service and retail businesses may be well suited for areas located in the central city area near the existing City Hall facilities. This development will likely be a planned development which utilizes innovative urban designs and smart growth principles. In addition, there may be opportunities for redevelopment of areas currently used for residential purposes upon combining multiple residential lots in a new development. These locations are not shown on the Comprehensive Land Use map but are in agreement with the Comprehensive Plan as long as the planning principles outlined herein are observed.

Along that line, it is very important to note that higher density does not necessarily equate to decreased value and quality. As future residential densities increase, so must the amenities located within the developments. Future residential development of densities with significantly decreased square foot lots will require exceedingly greater application of features that increase the value and quality of the development.

Commercial Land Use

Outside of public and quasi-public uses, non-residential uses in Bedford are generally limited to commercial type uses. The commercial uses are generally limited to the State Highway 183 and 121 commercial corridors. Some node development occurs within the interior of the City along the major intersections on Harwood and Brown Trail. However the predominant commercial impact is along the freeway systems that bisect the City of Bedford.

Since most of the growth of Bedford occurred after 1970, the commercial development is relatively new. However, the commercial nodes along Harwood and Brown Trail, which tend to be older developments, are experiencing a degree of deterioration due to the age of the improvements. As such emphasis should be given to encouraging and providing incentives for commercial redevelopment in these existing commercial node areas. These areas of particular focus have been identified on the Comprehensive Land Use Plan map as Commercial Focus Areas.

Commercial Focus Areas

Four areas have been identified during the planning efforts to focus for future commercial opportunities. These areas are prime study locations for more in-depth urban planning studies. These studies should provide the following:



- Involvement with the property owners and City in a focused redevelopment plan for the area.
- Commitment on the part of the City to improve the public elements of the area, including street art/furniture, special street treatment, and an identified theme of the development.
- Commitment on the part of the Owners to implement efforts regarding development based on the findings of the urban study.
- Development of an urban plan for development of the focus opportunity area.

The commercial focus areas identified during the planning effort are shown on the Comprehensive Land Use Plan map, but generally include:

- Harwood Road and Central Drive
- Harwood Road & Brown Trail and the Harwood Corridor
- Brown Trail & Bedford Road and the Brown Trail Corridor
- Brown Trail & Pipeline Road Node and the Pipeline Corridor

Industrial Land Use

Industrial land use is the least abundant use within the City of Bedford. Originally, in the 1970 Comprehensive Plan, the area north of S.H. Hwy 183 and east of S.H. Hwy 121 was planned for Industrial use. The area is known as The Forum and was zoned as a Planned Development containing intensive commercial, industrial and multi-family uses. Development patterns since 1970 have redirected the development plans of the area to be more commercial uses. In addition, recent development has established a viable medical office and hospital element. Although, industrial uses are still considered for that area, any industrial development will need to be very clean industrial users which are compatible with commercial and residential uses. Therefore, the opportunity for extensive industrial uses is not a viable option within the City of Bedford.

Public and Quasi-Public Land Use

These uses consist primarily of governmental uses, with the predominate use being locations for schools. Bedford has a significant number of schools scattered throughout the City. City facilities are located adjacent to major arterials centrally within the City, with the City Hall complex being located on Forest Ridge Drive. Bedford does not have a central business district, however the location of these governmental services central to the City provides a degree of identity as patrons visit them to conduct City business. Until recently, the City library

was located adjacent to the City Hall. With the advent of the new Library, which is under construction, citizen activity to that facility will still bring patrons to the central portion of the city because of its location at Bedford Road and Forest Ridge Drive. The location and expansion of Bedford Boys Ranch Park will also add to the activity along Forest Ridge Drive in the vicinity of the Library and the City Hall. This activity is important because it assists in providing identity to the City through physical features which are centrally located in the City.

Future public services should include and encourage activity relative to the performing arts. As locations for this type of development are considered, it is critical that the facilities be located within the physical limits of the central city. In the event available land area may be acquired in the vicinity of the existing City Hall, a performing arts venue could be an integral part of a New Urbanism development. The Comprehensive Land Use Plan map indicates a potential area for this Neo-traditional (or New Urban) development. Such development will need the cooperative efforts of the development community and the City.

Historic and Heritage Impacts to the City

Historic preservation efforts are usually associated with communities which have a significant quantity of structures which were built at the turn of the Twentieth Century, or in the early decades of that period. Most of Bedford's structures, both residential and commercial were constructed post World War II, with the majority being constructed after 1970. Early structures have not survived, with the exception of the Old Bedford School. The Historic patrons of the City of Bedford have been meticulous in preserving and restoring that structure to a useful condition.



Old Bedford School

However, even though significant structures have not survived, there is physical evidence of Bedford's heritage. There are a number of significant historic sites located along Bedford Road. As part of the Comprehensive

Planning effort, emphasis should be addressed to the historic contribution of Bedford Road to the City's heritage. Significant sites along Bedford Road include:

- Old Bedford School (circa 1915)
- Fitch General Store and Well (circa 1920)
- Old Fire Station (circa 1958)
- Bedford Road Cemetery (circa 1870)
- Northeast Tarrant County Civil War Memorial



Bedford Community Center / Fire Department

Actions precipitated by the Comprehensive Plan should include a designation of Historical Significance of the Bedford Road corridor from Forest Ridge Drive to Park Place Blvd. Within this area construction and demolition should first be preceded by a report of historic significance of the area. In addition, any development may be regulated in nature of construction such that it is compatible with the heritage of the corridor. In addition, public improvements to streetscape may include banners and furniture that support the heritage theme of the district.

Cultural District

Bedford Boys Ranch, the City Library, Old Bedford School all provide cultural opportunities for the city. Efforts to develop this opportunities should be focused on this area.



Northeast Tarrant County Civil War Memorial

THOROUGHFARES

Transportation planning is an integral part of the Comprehensive Land Use Plan. The thoroughfare element of the Plan is coordinated with the Comprehensive Land Use Plan and provides the City with the tools to develop a thoroughfare circulation system which accommodates the needs of existing and future development. The predominate form of transportation in the City of Bedford is the automobile. As a result, the focus of the transportation element is on the thoroughfares of the City.

Functional Classification System

Thoroughfare classification systems are intended to classify streets for the purpose of clarifying administrative and fiscal responsibility. A complete circulation system provides for separate facilities for the movement, transition, distribution, collection, access and termination of vehicle trips. Principle movement functions are handled by freeways and arterials. Collector streets serve to distribute traffic from local streets and feed it to the arterial system



and provide access function.

Bedford's thoroughfare system consists of a six-level roadway classification system, including freeways, major arterials, minor arterials, major collectors, minor collectors, and local streets. Roadways are defined and classified as a result of how they function within the total thoroughfare system. A listing of Bedford's thoroughfares according to classification are as follows:

Freeways

S.H. No. 183 S.H. No 121

Major Arterials

Harwood Dr Pipeline Rd* Cheek-Sparger Rd.*
Industrial Blvd* Central Dr

(*These roadways are located totally outside the corporate jurisdiction of the City and are shown only because of their impact on the remainder of thoroughfares located within the corporate boundaries.)

Minor Arterials

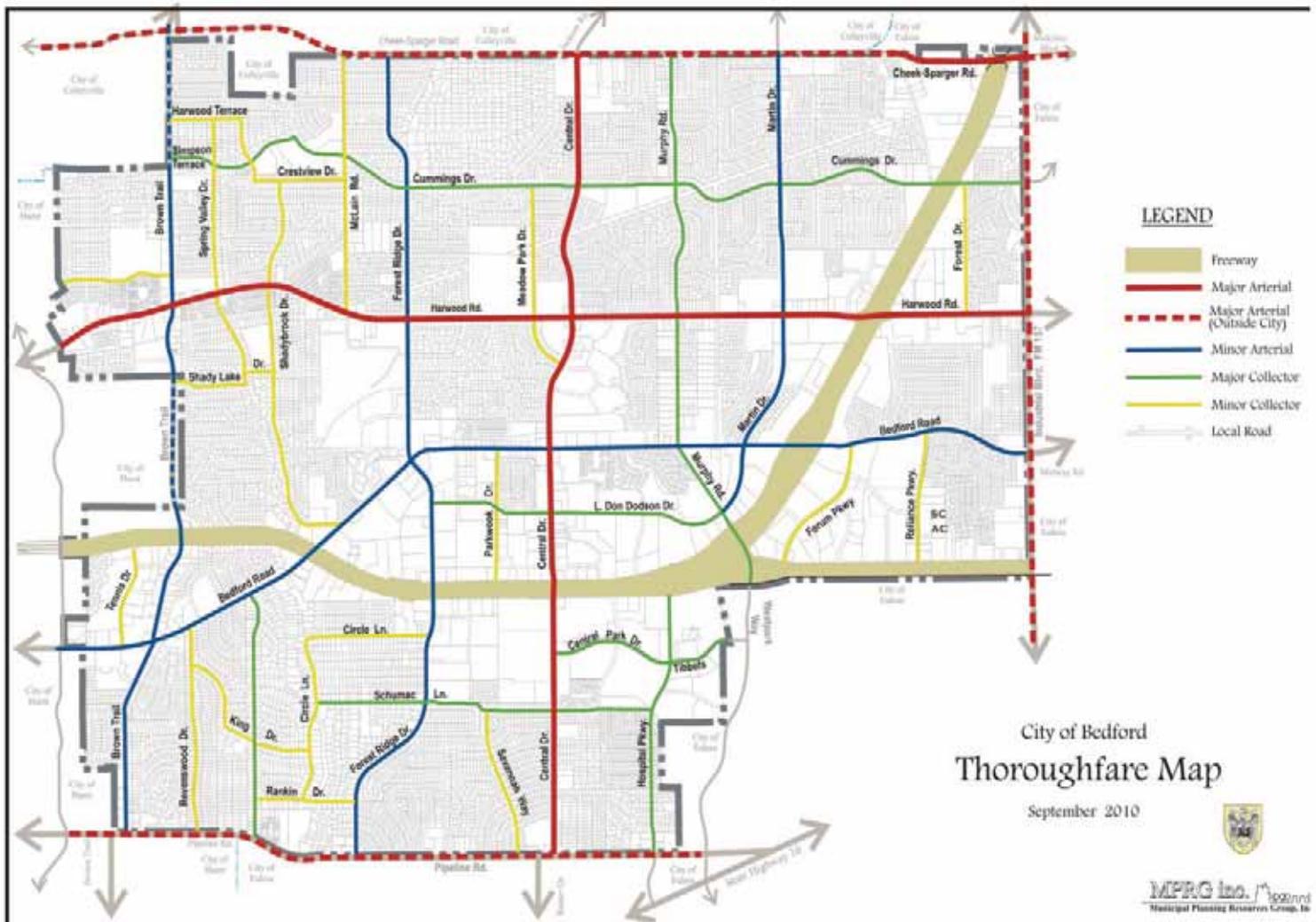
Bedford Rd Brown Trail Forest Ridge Rd
Martin Dr

Major Collectors

Cummings Dr Murphy Dr L. Don Dodson Blvd
Wade Street Schumac Lane Hospital Parkway
Simpson Tr Central Park Dr Tibbets Dr

Minor Collectors

Spring Valley Dr Crestview Dr Shady Lake Dr
Shadybrook Dr McLain Rd Meadow Park Dr
Forest Dr Parkwood Dr Forum Parkway
Reliance Pkwy Circle Ln Savannah Way
Rankin Dr King Dr Ravenwood Dr
Tennis Dr



City of Bedford
Thoroughfare Map

September 2010



PARKS

The City is currently in the process of developing a Parks and Open Space Master Plan. This comprehensive land use plan represents a supplement to that effort and defers all details regarding future designs for parks and open spaces to that effort, incorporating its findings and recommendations into this document.

As listed in the City of Bedford Parks Guide (www.ci.bedford.tx.us) there are eight parks with various improvements located throughout Bedford and one undeveloped park.

- Boys Ranch and Activity Center 68 Acres
- Meadowpark Athletic Complex 11 Acres
- Bedford Trails/Linear Park 32 Acres
- Brook Hollow Park 9 Acres
- Central Park 5 Acres
- Monterrey Park 0.5 Acres
- Carousel Park 1 Acres
- Stormie Jones Park 13 Acres
- Baker Park (Undeveloped)



Trail/Linear Park

Although rapid development since the early 1970s hampered the City in acquiring and developing land area for parks, the City has been very resourceful in using available land area for open space and park purposes. The 32-acre linear park located in the northeast quadrant of the City is located within Oncor's utility transmission easements. The jogging trail winds through the easement affording an extensive length of jogging and walking paths. In addition, leased area from the H.E.B. Independent School District provides an athletic complex with two lighted softball fields, soccer field, concession stand and play equipment.

However, the most significant park and open space facility is Boys Ranch and Activity Center, which serves

as a regional facility drawing patrons from well outside the limits of the City. Boys Ranch facilities are extensive, including among many things a water park, gymnasium, Aquatic Center, lake and jogging trails, and meeting facilities.

Not included in the Parks and Open Space Master Plan document, but critical to the land use goals of the Comprehensive Land Use Plan, is the desire to incorporate existing storm drainage easements located in the southwest quadrant of the City into a system of



Boy's Ranch Park

walking paths. These drainage areas are currently located on out-parcels of subdivisions which have not developed due to drainage issues. In addition, engineering criteria makes it difficult to easily adapt these drainage areas to an open space/linear park system. However, more detailed study should be made to create innovative and cost effective ways to adapt these trails for public use. This would provide a walking trail system within the southwest portion of the City similar to that located in the Oncor easement in the northeast portion of the City.

IMPLEMENTATION

A critical component of the planning process is the implementation, or execution, of the adopted plan. If implementation measures are not included in the Comprehensive Planning process plans may never be realized. A number of approaches may be addressed by a city to implement the Comprehensive Land Use Plan. In fact implementation is usually accomplished by a number of actions, as address in the following.

Adopted Policies

Official policies of operation related to the direction of the Comprehensive Land Use Plan provides a credible process of action as planning issues are considered. The staff and officials of many municipalities consider

adopted policies as only step short of law. Generally, official policies provide the City staff and the City Council with specific guidelines regarding development issues. While the following possible actions is not an exhaustive accounting of policies, it is recommended that the City consider establishing one or all of these actions in order to provide guidelines to assist the staff and appointed and elected officials in following through with the adopted plan.

Consider Conformance With the Plan

The City has established a policy of requiring development to conform to the Comprehensive Plan. All zoning and platting requests are measured for compatibility with the Plan. Staff reports written on platting and zoning issues include commentary on the conformance with the request to the Plan, and non-conformance with the Plan may be sufficient grounds for denial or a negative recommendation of the request.

Maintenance of the Plan:

The effectiveness of the Plan should continue to be monitored annually. Monitoring allows the City to measure progress of plan implementation. It also serves as an indication of changing conditions and trends, which may suggest the need for revisions to the Plan. Items to be addressed in the annual staff review should include conformance with current development trends, number of zoning requests granted that did not conform to the Plan, and recommendations of the Plan that are being implemented or have been implemented. The result of this evaluation will determine to what degree, if any, revisions or updates are required of the plan.

Update Materials

The City staff should refine and update applications, checklists, and procedures to insure that development controls are adequate to retain long-term property values and quality of life.

Enforcement of Ordinances and Regulations

The City should consider adopting new ordinances and regulations which will better assist in fulfilling the goals and planning principles outlined in the plan.

City Initiated Re-zoning

The City may choose to review existing zoning. If deemed appropriate, the City may initiate re-zoning of areas that do not conform to the general guidelines for development or reflect the proposed land uses according to the updated *Comprehensive Land Use Plan* map.

Public Involvement

The Comprehensive Plan is a tool to be used by the City. The application of this tool may be better facilitated if the development community also realizes that it is a document which must be respected. The City should continue the policy of compliance with the Comprehensive. The City should keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner as the Subdivision Regulations Ordinance and Zoning Ordinance. The Plan should be posted on the City Webpage for easy reference.

Zoning Ordinance

The basic purpose of the Zoning Ordinance is to carry out the land use policies and recommendations, which are contained in the Comprehensive Land Use Plan. Specifically, the Zoning Ordinance classifies and regulates the use of land, buildings, and structures within the corporate limits of the City. The ordinance is divided into two elements, which are dependent upon one another: the zoning text and the zoning map. The zoning text tells how the land may be used. The zoning map indicates where it may be used in the manner described in the zoning text.

Subdivision Regulations

Subdivisions may be required to comply with the general layout of streets, placement of corridors and arterials, and the general urban form principles as provided in the Comprehensive Plan. Each plat should be reviewed by the planning staff and addressed by City Council regarding this compliance. Noncompliance with the Plan may constitute a position contrary to the public health, welfare, and general safety of the residents of the community. Language in the Subdivision Regulations should be reviewed to confirm that compliance with the Comprehensive Plan is required. In addition, the Subdivision Regulations should be updated to include recent changes in state law which have occurred.

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For More Information Contact:

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