, provided to commissioners on 08/20/24 as requested.

CITY OF WESTWORTH VILLAGE
COMPREHENSIVE LAND USE PLAN
Month, Day, 2024

INTRODUCTION

Purpose

~~This is t~~The first Comprehensive Land Use Plan ever prepared for the City of Westworth Village was adopted on June 14, 2000, by Municipal Planning Resources Group, Inc. It ~~is~~ was intended to serve as a guide to ~~aid the City Council in making the decisions that will~~ take the City from the year 2000 through a period of tremendous change~~ and new challenges in conjunction with the first substantial commercial development in the City's history~~. In July 2024, the Planning and Zoning Commission was asked to review and recommend needed updates to the original document. On Date TBD, 2024, the Council adopted this updated Comprehensive Land Use Plan. It should provide guidance to the City's staff, boards, advisory committees and professional consultants in developing recommendations to the City Council. It should also encourage property owners and developers to pursue quality development and redevelopment, which is sensitive to the needs of the entire ~~community, and~~community and complement the quality of life in Westworth Village.

VISION, MISSION & GOALS ~~STATEMENT~~

Vision: Represent residents to honor the past, treasure the present and responsibly shape the future.

Mission: Enhance the quality of life for our citizens through sound management, transparency, and wise stewardship of resources.

Goals:

- ***Communication:*** *Support and promote open, two-way communication between the city and its residents and businesses.*
- ***Public Safety:*** *Protect our residents and safeguard the city in order to improve quality of life.*
- ***Fiscal Responsibility:*** *Be responsible stewards of public funds and property and act with integrity while meeting the needs of the community.*
- ***Infrastructure:*** *Invest in infrastructure necessary to ensure reliable and consistent service delivery.*
- ***Zoning:*** *Support orderly growth of the commercial district west of Kings Branch and maintain continuity of single-family neighborhoods across our residential zones.*
- ***Community:*** *Utilize our parks and gathering spaces to provide quality recreational opportunities and city planned events.*

~~"The City of Westworth Village will strive to maintain the quiet residential character of our community, while encouraging commercial and mixed-use development along the SH 183 corridor. The City will seek to preserve natural vegetation, land and water features that contribute substantially to the pleasant appearance of our community, while expanding opportunities for future community amenities. "~~

The legal authority for preparing a Comprehensive Land Use Plan is found in Chapter 219.001 of the Texas Local Government Code, which states that a municipality may adopt a comprehensive plan " ... for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare." In addition, Chapter 211.004 of the Texas Local Government Code, which establishes municipal zoning authority, states that zoning regulations must be adopted "in accordance with a comprehensive plan." This Comprehensive Land Use Plan is part of a long-term planning process. It is a "living document" that may be amended and updated as needed to best serve the evolving needs and desires of the community over

the next twenty years.

CONTEXT

Location

The City of Westworth Village is approximately two square miles in area (1,259 acres) on the west side of the Dallas-Fort Worth Metroplex in North Central Texas. It is located on the banks of the Trinity River approximately five miles west of downtown Fort Worth, in Tarrant County, Texas. It is ~~completely surrounded~~surrounded by long-developed areas of the City of Fort Worth (north, east and south) and the City of White Settlement (west). The city limits are set, since there is no extra territorial jurisdiction (ETJ) or unincorporated territory for expansion of the city limits.

The southern portion of the Naval Air Station Joint Reserve Base (NASJRB) is in Westworth Village. This includes the main entrance gate on Pumphrey Dr. and a large section of the runway that generally separates the cities of Westworth Village and White Settlement. The two exceptions are: 1) a 37-acre triangular tract along SH 183 and on the east side of the runway is in White Settlement, and 2) a 20.8-acre strip between Grants Lane/Spur 341 and the west side of the runway was conditionally conveyed to White Settlement in 1987~~ (The conditions of that conveyance are no longer in place and it remains for the respective city councils to resolve the status of that land)~~.

The City of River Oaks is a close neighbor to the north of the West Fork of the Trinity River on SH 183, that is separated from Westworth Village by a narrow strip of land in Ft. Worth.

The City of Westover Hills, which is located to the south along Roaring Springs Road, is also separated from Westworth Village by a narrow strip of Fort Worth. In fact, the Shady Oaks Country Club buildings are located in Westworth Village; however, the Shady Oaks Golf Course meanders back and forth across the city limits of all three cities (Westworth Village, Fort Worth & Westover Hills).

~~Ridgmar Mall, a major regional shopping center, lies 0.4 mile southwest of the city limits at Green Oaks Rd. and SH 183 which then connects with Interstate 30, a major east/west freeway.~~ IH 30 is ~~also~~ easily accessible from Roaring Springs Road~~/Home Street~~ and SH 183. The Fort Worth central business district is within easy driving distance either by White Settlement Road, Camp Bowie Boulevard, or IH 30.

SEE AERIAL PHOTOGRAPH EXHIBIT WITH REGIONAL VICINITY MAP

History

The Thompson Community Cemetery and the Thompson Family Cemetery, from the 1880's, are the oldest remnants of settlement in this area. This portion of Tarrant County was primarily scattered rural development through the 1930's. The city incorporated in March 1941 as White Settlement Village, but changed its name to Westworth Village by popular vote ~~in~~ on December 16, 1941. In June of 1941 the Union Pacific railroad came through the West end of town and SH 183 was put in 1942. ~~Several historic homes built in the 1930's are still standing, including the Raymond Buck house, the Pumphrey house, the Potishman house (now the Carswell Golf Clubhouse) and the Hyde house (now the WRA offices).~~

In 1942, the Army Air Force constructed and operated Tarrant Field Air Dome adjacent to the newly built Consolidated Aircraft Corporation's B-24 "Liberator" bomber manufacturing facility, known today as Lockheed Martin~~ Tactical Aircraft Systems~~. Early in the 1950's, the field became a part of the Strategic Air Command and was renamed Carswell Air Force Base, which remained in operation for over 40 years.

From 1950 to 1960 the City of Westworth Village grew from a population of 529 to 3,321. During the 60's the city continued to grow to reach a peak of 4,578 in 1970. The 1980 census showed a population of 3,651 and the 1990 census showed 2,350. The current population estimate from the North Central Texas Council of Governments (NCTCOG) is ~~1,900~~2597. The reason for these fluctuations in population has been the changing status of the military base and the development of residential properties.

In 1993, the proposed closing of Carswell, as well as many other bases across the country, was announced. Before Congress was able to approve the closing, local lobbying efforts resulted in the designation of the base as a Naval Air Station Reserve Base. Transitioning from Air Force to Navy began in 1994 and Carswell was later designated as a Joint Reserve Base to be shared by the Navy, Marines, Air Force and Texas National Guard. As plans for closing Carswell were announced, the Carswell Redevelopment Authority was formed to preside over the restitution of the base properties back to the appropriate local jurisdictions. This first Authority ultimately expired with no real development action being taken. In July of 1997, the Westworth

Village City Council formed the Westworth Redevelopment Authority (WRA), which was, by February of 1998, able to obtain an approved Economic Development Conveyance from the Department of Defense. ~~As of this date the WRA continues to make progress toward its ultimate redevelopment goals.~~As of July 2024, the WRA has sold all but Hawks Creek Golf Course (formerly Carswell Golf Course), one small lot in the vicinity and an area on the East side of NASJRB entrance, currently home to AirField Falls a developed passive park, with bike/walking trails and nature space maintained by the Tarrant Regional Water District (TRWD). The city is nearing full build out, except for the portion of the city located on the runway or owned by the WRA, all other property is now privately owned and in various stages of development.

ORGANIZATION OF THE PLAN

The Comprehensive Land Use Plan text is organized into major topic sections. Each section is introduced by a brief discussion of existing conditions (Background), followed by a discussion of the key issues (Issues). From this base of information, several major Goals have been formulated. These goals and objectives are general statements, which set the standard for the community's desired quality of life. A series of Policies are then listed outlining specific procedures to achieve the desired goals and objectives. The outline boxes refer to the attached series Comprehensive Land Use Plan maps.

One of the first tasks performed, in the original plan, was a Planning Analysis of the City of Westworth Village. This broad overview of the major constraints and urban forms is a schematic diagram of the community and emphasizes the various elements the Comprehensive Land Use Plan must address. The broad overview was from the original plans were reviewed and modified, addressing current major constraints and urban forms.

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SEE PLANNING ANALYSIS MAP

ENVIRONMENT

Background

The West Fork of the Trinity River serves as the eastern boundary of Westworth Village and its neighbor to the East, Ft. Worth. Prior to the construction of the flood control levee system built in the 1960s, the Flood of '57 caused considerable damage to parts of Ft. Worth south of Westworth Village. ~~The river now presents no danger of flooding.~~In the past, the levee system provided ample protection for the Village, but growth along the western side of the metroplex has increased stormwater runoff. The river levee system and development standards up stream is outside the city's control. As if June 2024, the FEMA flood maps label the areas nearest the levee system "Area with Reduced Flood Risk due to Levee", and the areas near both Kings and Farmer Branch to be in "Regulatory Floodway", or "0.2% Annual Change Flood Hazard, Areas with 1% annual chance flood with average depth of less than one foot or with drainage areas of less than one square mile". FEMA flood maps can be viewed online at: https://www.fema.gov/flood-maps.

Commented [BB2]: I'm checking with the City Engineer to confirm this statement is still accurate. They will not be preforming a study, just a validation opinion, based on current construction studies that have been recently completed or in process (ie Fort Worths M199 and water and sewer line projects)

Two tributaries join in Westworth Village and feed into the. West Fork of the Trinity River near the northernmost portion of the ~~City~~city. Kings Branch enters Westworth Village from the southwest ~~through Ridgmar Mall~~behind Target and carries ~~little~~ increasing amounts of flowing water for much of the year. Near the main gates of NASJRB, Kings Branch joins Farmers Branch that flows year-round into Westworth Village from the west through the ~~Carswell~~ Hawks Creek Golf Course. Just downstream from the confluence, Farmers Branch passes over the only naturally occurring waterfall in Tarrant County. Tarrant Regional Water District controls land on both sides of the creek from just below the waterfall to the Trinity. The city, working in conjunction with TRWD, NCTCOG, and NASJRB, completed Airfield Falls a passive park, with bike and walking trails and natural spaces including ADA compliant access to the waterfall. On September 29, 2017, the city received its first Texas Historical Commission historical marker commemorating the Fort Worth Army Airfield and Major Horace Seaver Carswell, Jr. ~~This offers the possibility of developing a hike and bike trail through a beautiful natural area that could~~ The cities trail system is connected ~~connect~~ to the larger Fort Worth trail system already in existence along Westworth Village's side of the river. The planned redevelopment of SH 183 will complete the connection of NASJRB and Airfield Falls to the regional trail system.

Due to its location in the Trinity's West Fork river valley the City has deeper, better soils and attractive wooded areas compared to other parts of the Metroplex. The city has worked to maintain the trees, implementing zoning regulations and enacting tree preservations and replacement measures for development.~~The densely wooded tracts along Kings Branch currently provide both a pleasant entryway and an effective noise and visual buffer.~~

Issues

The major environmental issues are: preservation of the natural drainage/floodplain areas, preservation of major wooded areas, minimization of the noise and visual impacts from SH 183 on residential areas and minimization of air and water pollution in and around the city.

Goals

1. Preserve the natural drainage/floodplain areas of the ~~City~~city.
   ~~a. Policies~~ Enact and maintain policies and Ordinances to include:

   ~~b.~~a. No major drainage modifications or construction shall be allowed in the designated floodway.
   ~~c.~~b. The 100-year floodplain areas shall be preserved as open space.
   ~~d.~~c. All development shall adhere to the National Floodplain Insurance Program ~~(NFIP 44CFR, part 59-78)~~administered by the Federal Emergency Management Agency (FEMA) regarding floodplain management located in flood hazard zones.
   ~~e.~~d. ~~Drainage plans shall be designed to control the 100-year flood conditions~~Drainage and detention pond plans shall be designed in compliance with the Texas Water Code, Section 11.086 and the City of Fort Worth's Criteria manual to mitigate the peak discharge during the 1, 5 and 100-year storm/flood events on the property; preventing damage to neighboring properties from the overflow of water diverted or impounded caused by the property improvements.
   ~~f.~~e. Drainage plans should be coordinated with adjoining properties.
   f. All commercial projects and subdivisions of 5 lots or more should be required to submit drainage studies that demonstrate no substantial impact on other properties.
   g. All single residential lots must comply with the impervious zoning regulations in affect for the zone and must submit drainage plans with mitigation actions for review and approval prior to being issued a permit for any construction that will have an impact on storm drainage.
2. Preserve major hardwood **trees** as an important natural resource, to maintain an attractive character for the ~~City~~city.
   ~~a. Policies~~Enact and maintain policies and Ordinances to include:

   ~~b.~~a. Preserv~~ation of~~e major hardwood trees with a caliper of 8 inches or greater where possible.
   ~~c.~~b. Site plans are designed and developed ~~Ensure that buildings are designed and sited and that parking is laid out~~ to avoid specimen trees, in compliance with tree mitigation requirements.
   ~~d.~~c. Ensure that construction techniques are used that will avoid damage to existing trees.
   ~~e.~~d. Utility corridors should occur along proposed roadways.
   ~~f.~~e. Where storm drainage and sanitary sewer lines must be located in the floodplain, they should be carefully sited in easements to preserve natural vegetation. Tree mitigation should prevent new trees from being planted in or immediately adjacent to utility easements.
3. Encourage **landscaping** that enhances and preserves natural features.
   ~~a. Policies~~Enact and maintain policies and Ordinances to include:

   ~~b.~~a. Require landscape and irrigation plans for all ~~non-single family developments~~ permit applications for development or re-development.
   ~~c.~~b. Hardy native species should be included in landscape designs.
   ~~d.~~c. Encourage the preservation of native vegetation, especially along roadway frontages, by providing landscape credits and/or bonuses for existing vegetation.

~~e.~~d. Create landscaped buffers along major roadways
~~f.~~e. Require landscaping within all parking areas.
f. Require that all landscaping areas in non-single family residential zones have automated irrigation systems with rain sensors.
g. Restrict or minimize the use of artificial turf, synthetic and rubber mulch and asphalt.

URBAN DESIGN

Background

Since the majority of Westworth Village is single family residential development, the predominate urban form is the residential neighborhood. The neighborhood unit concept is the basic building block of cities. Major arterial roads or natural features create physical and psychological boundaries that define a neighborhood. The more intense land uses, such as commercial or multifamily development, should be located around the perimeter of the neighborhood with good access to the major roadways. The less intensive land uses, such as single family residential, should be located toward the interior of the neighborhood. Complimentary uses, such as neighborhood parks and elementary schools, should be located to allow good pedestrian access while minimizing potential traffic conflicts.

The majority of the commercial corridor ~~is an urban development pattern that will be occurring in Westworth Village during the next ten years~~ along SH 183 has been built. ~~By requiring coordination between developing properties along a major thoroughfare, the city can improve the viability of the commercial area by avoiding the pitfalls of "strip commercial" development. Some of~~ Maintaining the longer-term viability of the commercial corridor through the desirable urban design elements ~~are~~including: 1) coordinated access driveways with cross access agreements, 2) coordinated perimeter landscaping along the streets, in the parking lots and adjacent to residential areas, 3) coordinated signage, 4) variable parking layouts with coordinated circulation, 5) enhanced paving or streetscape features, and 6) complimentary architectural styles and building materials. This has largely been accomplished through the WRA established design standards for the commercial corridor, which were included in the deed restrictions on each lot.

Issues

All ~~of the~~ existing neighborhoods should be preserved with their unique identities. New developments (whether residential, commercial, industrial or public) should create their own personalities without infringing on the established areas of the city. Since there is not an existing downtown or historic business area in Westworth Village, the ~~new development along the SH 183 corridor will create a new~~ identity for the city remains focused on supporting the military base and the men and women who protect and serve our nation. ~~How this commercial corridor develops will set the course of the city for many years to come.~~

Goals

1. Protect and promote the aesthetically pleasing appearance of the City.
   ~~a. Policies~~ Enact and maintain policies and Ordinances to include:

   ~~b.~~a. Restricting all commercial and industrial development to the SH 183 corridor west of Kings Branch creek.
   ~~c. Set minimum masonry standards for all new non-residential buildings.~~
   ~~d.~~b. Require quality landscaping in all new developments (see Environmental section).
   ~~e.~~c. Buildings should be set back from streets and thoroughfares to provide for a landscape buffer (see Environmental section).
   ~~f.~~d. Site lighting should be designed to provide adequate lighting for security and safety, while not being obtrusive to the adjoining property or roadway traffic.
   ~~g.~~e. Require underground utilities in all new developments.
   ~~h.~~f. Require landscape buffers between incompatible land uses.
2. Minimize the impact of signage.
   ~~a. Policies~~ Enact and maintain policies and Ordinances to include:

   ~~b.~~a. ~~Adopt~~ Monitor the ~~a~~ Sign Ordinance regulating all signage, in compliance with state law.

Commented [BB3]: This is no longer allowed by state law. The city can no longer set a minimum building material standard. (We obviously highly encourage this 100% masonary materials.) For legal reasons this must be removed.

~~c.~~b. Restrict signage to on-site business identification or for public information (No off-site product or service advertising should be allowed).

~~d.~~c. ~~Restrict~~ Regulate freestanding signage to Monument Signs, location, size and materials.

~~e.~~d. Strict controls should be ~~adopted~~ maintained for all temporary ~~on-site~~ signs.

3. ~~Create~~ Maintain city entrance signs ~~entry features~~ along major roadways to delineate "arrival" into Westworth Village.

Enact and maintain policies and Ordinances to include:

a. ~~Coordinate the creation of entry features near~~Located at both the north and south city limits along SH 183 with TxDOT (see Transportation section).

b. ~~Coordinate the creation of "focal area" near the~~Located on ~~SH 183/~~White Settlement Road ~~intersection with TxDOT~~at the city entrance from Fort Worth. (see Transportation section).

c. ~~Consider entry features on White Settlement Road, Roaring Springs Road and Burton Hill Road~~Located at the city entrance on Roaring Springs Road from Westover Hills.

MUNICIPAL SERVICES

Background

Presently, the City of Westworth Village provides administrative, police, fire, ambulance and court services. ~~Fire and emergency response~~Fire and ambulance services are ~~is~~ provided through a contract with the City of Fort Worth. ~~city funded volunteer department,~~ The police force is comprised of 17 sworn officers and two civilian employees, with ~~backed up by~~ mutual aid agreements with the cities of Westover Hills, River Oaks, Sansom Park, White Settlement, Lake Worth, Saginaw and Fort Worth. ~~, plus the Naval Air Station Joint Reserve Base Fire Department. Med Star provides ambulance service and the~~ The City participates in WestCom the areas joint emergency services dispatch for emergency and non-emergency calls for service. ~~the 911 program.~~

The City provides water, ~~and~~ sewer and stormsewer services through ~~most, but not all~~95% of the currently developed residential areas. The distribution infrastructure is owned and maintained by Westworth Village, but the water and wastewater treatment facilities are operated by the City of Fort Worth. ~~The area north of SH 183 is served directly by Fort Worth water and these lots have individual septic systems.~~

Legal, accounting, engineering, code enforcement and planning work are contracted with professional consultants. Financial investment and debt advisory and engineering services related to funding of a capital improvement program (CIP) have been secured. ~~The City recently established and operates a small public library through the efforts of volunteers.~~ Library services are obtained through an Interlocal Agreement with the city of Fort Worth.

The ~~City~~city levies ~~no~~ one of the lowest ad valorem tax ~~at this time~~in the area. Ad Valorem and ~~Sales~~ sales taxes ~~and utility franchise taxes~~ are two major sources of revenue along with various fines and fees. The Water Department and Hawks Creek Golf Course are both ~~is~~ self-supporting and contributes a moderate amount of income to the support of broader services~~, especially street maintenance~~ including capital improvements and debt payments.

The entire city is in the Fort Worth Independent School District (FWISD) and one elementary school (Burton Hill Elementary) is located within the city limits. Older students attend Stripling Middle School and Arlington Heights High School (located in Fort Worth).

Issues

With the ongoing development of ~~the WRA~~ previously undeveloped property, of which the vast majority exists in residentially zoned areas and a small amount remains in the commercial corridor, ~~and other more intense land uses along SH 183,~~ there will be an increased ~~in~~ demand for municipal services. ~~The new businesses~~Each will increase demands on water, sewer, police, fire, code enforcement, street maintenance and other areas. Residents may desire ~~availability~~ additional ~~of~~ public parks and open spaces.

Goals

1. Provide effective municipal government that maximizes services to the residents and property owners in the city while minimizing the need for *ad valorem* taxes.

~~a.~~ Enact and maintain policies and Ordinances to include:~~Policies~~

~~b.~~a. Adopt development standards that require new developments to make all the needed infrastructure improvements to support that development.

~~c.~~b. All municipal improvements shall include a two- (2) year maintenance bond.

~~d.~~c. Ensure that new development is coordinated with the City's ability to provide adequate services.

2. Expand municipal facilities and services to meet the current and future needs of the ~~City~~city.

~~a.~~ Enact and maintain policies and Ordinances to include:~~Policies~~

~~b.~~a. ~~Adopt a~~Annually review the Capital Improvements Program to repair and replace the aging infrastructure (see the Implementation section).

~~c.~~b. ~~Proceed with a feasibility study for~~ Maintain the~~a~~ municipal complex.

~~d.~~c. ~~Consider the possible need for cultural facilities, a museum or a community center~~Maintain city parks (Melva Campbell Park, Kaster Korner, and Airfield Falls) biking and walking trails and the municipal golf course (Hawks Creek Golf Course).

~~e.~~d. Maintain city staff or contracted services to meet the required minimum services of: ~~Consider an expanded city staff for~~ administration, code enforcement, building inspection, infrastructure maintenance, parks & recreation and ~~expanded~~ emergency services.

TRANSPORTATION

Background

The primary form of transportation in the City of Westworth Village is the automobile. For this reason, the transportation element of the Comprehensive Land Use Plan is focused on the system of public roadways, which is designed to facilitate traffic movements, provide access to residential and business uses, and enhance safety.

The roadways system of Westworth Village is established and has been in place for many years, but the volume and type of traffic ~~has varied~~continues to increase. The origins and destinations of vehicle trips have changed in the past and are going to change in the future. ~~When Consolidated Aircraft Corporation's Bomber Plant was originally constructed in 1941, White Settlement Road was the main access to Tarrant County's largest employer, located just west of the Westworth Village city limits. In the years since then, the Carswell runway has been extended, White Settlement Road has been "cut-off", Spur 341 has been constructed and the majority of the Bomber Plant traffic has been rerouted so that it did not "cut-through" Westworth Village. Along the same lines, Roaring Springs Road has provided the direct access to Pumphrey Drive and to the main security gate of Carswell Air Force Base since 1942. As activity at the base has varied the traffic volumes on Roaring Springs Road have varied significantly. During the base closure and transitional period to the Naval Air Station Joint Reserve Base traffic volumes decreased dramatically.~~ It is anticipated that the traffic volumes on, the cities' main roads, SH 183, Roaring Springs and White Settlement will continue increase ~~significantly to exceed previous levels~~ with the influx and rapid growth of neighboring communities. The continued improvements of SH 183, increasing housing density in neighboring towns, and arrival of the new F-35 activity at the base will also impact the traffic volumes on the residential streets of Tanny, Burton Hill, Koldin and Casstevens as people search for alternative routes to and from NASJRB, Lockheed Martin, downtown Fort Worth and I30.

The roadway classification system is intended to categorize streets by function for the purpose of clarifying administrative and fiscal responsibility. A complete circulation system provides separate facilities for the movement, transition, distribution, collection, access, and termination of trips. Freeways and highways provide regional circulation. Arterials handle principal movement functions for through traffic. Collector streets serve to gather traffic from local streets and feed it to the arterial system and to provide access in commercial and industrial areas. Local streets provide direct access to adjacent property.

Roadway Classification Table

Roadway Type	Designation	Thoroughfare Plan Classification	Right-of-way/Paving

Local Residential Street	**R2U**	Residential 2 lanes Undivided*	50'/30'
Collector Street	**C2U**	Collector street 2 lanes Undivided	60'/40'
Commercial Collector	**C4U**	Collector street 4 lanes Undivided	68'/48'
Minor Arterial Street	**M4U**	Minor Arterial 4 lanes Undivided	80'/60'
Principal Arterial Street	**P4D**	Principal Arterial 4 lanes Divided	120'+/2 - 28'

* R2U streets are not shown on the Thoroughfare Plan.

The major roadways in Westworth Village are classified as follows:

State Highway 183 *(SH 183, AKA Westworth Boulevard, AKA Alta Mere Boulevard in Fort Worth and AKA River Oaks Boulevard in River Oaks),*	**P4D** Principal Arterial 4 lanes Divided
White Settlement Road	**M4U** Minor Arterial 4 lanes Undivided
Roaring Springs Road	**M4U** Minor Arterial 4 lanes Undivided
Pumphrey Drive	**M4U** Minor Arterial 4 lanes Undivided
Burton Hill Road	**C2U** Collector street 2 lanes Undivided
Tanny Road	**C2U** Collector street 2 lanes Undivided

SEE THOROUGHFARE ELEMENTS OF FUTURE LAND US PLAN MAP

Issues

Many of the daily vehicle trips in Westworth Village are "through trips" that have both their origin and destination outside of the city limits. With the high percentage of through traffic, care should be taken to establish and monitor appropriate traffic speeds, safety measures, traffic calming devices and development plans the traffic speeds and volumes are excessive. Traffic safety and minimizing the noise impact of traffic in residential areas should also be consideredare major issues. The development of the SH 183 commercial corridor will havehas had and will continue to have a major impacts on traffic throughout Westworth Village. The type of development and physical layout of both commercial and residential zone areas will influence the number of daily vehicle trips and the distribution of those trips during the day. The physical layout of the commercial development will effectaffect the efficiency of the traffic flow and the accessibility of the developments.

Goals

1. Improve the safety and efficiency of the overall network of streets and roadways.
   a. Enact and maintain policies and Ordinances to include:Policies

   b.a. Consider additional traffic signals and traffic control signs as needed.
   c.b. Construct or rebuild sidewalks where needed.
2. Improve the SH 183 corridor intersections and medians/White Settlement Road intersection.
2.
   a. Enact and maintain policies and Ordinances to include:Policies

   a. Work with TxDOT on Pursue the reconstruction and reconfiguration of the SH 183 corridor including new lighted intersections at SH 183/White Settlement Road, SH 183/Roaring Springs Road, intersection
   b. Reduce the number of street intersections and/or improve intersection geometrics to be closer to 90-degree intersections along SH 183.
   Work with TxDOT to restrict median crossings throughout the SH 183 corridor, dissuading "cut-through" traffic onto residential streets. with the Texas Department of Transportation (TxDOT).
   c.
   b. Allocate local funds for seed money to leverage SH 183 paving modifications.

Coordinate the creation of "focal area" near the SH 183/White Settlement Road intersection with TxDOT (see Urban Design section).Work with TxDOT to promote the beautification of medians, intersections and highway frontages that are environmentally friendly, self-sustaining, low maintenance, that positively represent the city, along the SH 183 corridor.

d.

INSERT 183 DESIGN PLANS -SEE 183/WHITE SETTLEMENT INTERSECTION RECONFIGURATION EXHIBIT

3. Systematically make city improvements to impact SH 183 (Westworth Boulevard) through development practices.
   a. Enact and maintain policies and Ordinances to include:Policies

   b. Study the SH 183/Roaring Springs Road intersection for potential improvements.
   c. Study the SH 183/Pumphrey Drive intersection for potential improvements.
   d.a. Reduce the number or eliminate the residential driveways connecting directly to SH 183.
   e.b. Limit the number and type of access points from the new commercial development to SH 183 and Roaring Springs Road.
   f. Reduce the number of street intersections and/or improve intersection geometrics to be closer to 90-degree intersections along SH 183.
   g. Encourage beautification of the SH 183 medians and highway frontages.
   h. Create entry features near the north and south city limits along SH 183.
   i. Coordinate all of the above activities with TxDOT.
4. Consider modifications to Roaring Springs Road.
   a. Enact and maintain policies and Ordinances to include:Policies

   b.a. Study the impact of new development along Roaring Springs Road and methods to maximize both the safety and utility of the street.
5. Control traffic speeds on residential streets.
   a. Enact and maintain policies and Ordinances to include:Policies

   b.a. Consider traffic calming improvements to encourage a reduction in speeds.
   c.b. Create cul-de-sacs in selected locations to relocate through traffic.

LAND USE

Background

The current zoning ordinance for the City of Westworth Village includes three single family residential districts and a commercial district with four categories: 4-B, Business, 4-O, Office, 4-MF, Multi-Family, and 4-MS, Multi-Story.:

C = Commercial	SF-A = Large Lot Single Family Residential
C-PD = Commercial Planned Development	SF-A-1 = Single Family Residential
GC = Golf Course	SF-B = Single Family Residential
LI = Light Industrial	SF-B-PD = Single Family Residential Planned Dev.
MF = Multi-Family	SF-C = Custom Single Family Residential
O = Office	SF-R-1 = Single Family Residential
O-PD = Office Planned Development	SF-R-2 = Single Family Residential
	SF-R-3 = Single Family Residential

The vast majority of tThe remaining undeveloped land in the city is largely single family residential. These rResidentially zoned properties are grouped into three major neighborhoods: 1) south of White Settlement Road, 2) between White Settlement Road and SH 183, and 3) north of SH 183. The second major land use is

governmental due to the portion of the NASJRB located within the city limits, currently zoned Light Industrial. Other public uses include city hall, the utility maintenance facility, Hawks Creek Golf Course, and the fire station, the library, Burton Hill Elementary, the WRA offices and the WRA maintenance facility. The four churches are considered semi-public uses. There is one convenience store located on White Settlement Road. The other commercial uses are also considered recreational uses. These are Shady Oaks Country Club and the Carswell Hawks Creek Golf Club. These uses not only preserve the open space, but also supply sales tax to the city. The absence of any other commercial or industrial uses in Westworth Village is conspicuous for a city of this size and maturity. Although there are no There are three city- owned parks, Melva Campbell Park is an aviation themed active park and both Kaster Korner and Airfield Falls are passive parks. the Trinity River and the creek discussed previously provide open space.

The key element of the existing land use is the largeremaining amount of undeveloped land available for immediate development. The property on both sides of SH 183 from the southern city limits line to Pumphrey Drive and beyond is ripe for development.

SEE EXISTING LAND USE MAP PLAN

Issues

With the limited availability of undeveloped commercially zoned variety of existing land usesproperties remaining, any type of new development will have a permitted commercial zoning uses should be reviewed as that will have a significant impact on the quality of life in the city. The challenge is to attract development that will complement the existing neighborhoods and benefit the overall city. Commercial and business development will bring jobs and sales taxes to the city. Other housing types will allow more choices in the types of residences. Some areas may need to be reserved for public or park uses.Attention should be given to the include public and private parks and designated green spaces in planned development areas.

Goals

1. Create zoning and development standards that require quality development while giving flexibility to the developer to use a wide variety of approaches to achieve these goals.
   a. Enact and maintain policies and Ordinances to include: Policies

   b.a. Adopt a newRoutinely review the existing Zoning Ordinance modifying the use commercial use tablewith straight zoning districts outlining the requirements for a wider range of development types.
   c.b. Allow for Planned Development zoning in order to allow greater flexibility in land use, density, and other regulations, and to more closely reflect special conditions of development sites.
   d.c. Set standards for minimum screening and buffering requirements between land uses.
   e.d. Encourage Maintain high quality residential developments in the Kings Branch area and adjacent to the Carswell Hawks Creek Golf Course.
   f.e. Require extra amenities and open space in non-single family residential developments.
2. Retail business should be encouraged along SH 183 west of King's Branch Creek.
   Enact and maintain policies and Ordinances to include:Policies
   a. **Zone selected undeveloped properties for commercial uses.**
   Aggressively pursue major grocery store chains to locate along SH 183 on the WRA property.
   b.
   c.a. Encourage national and local restaurants to develop pad sites coordinated with the anchor tenants along SH 183 on the WRA property.
   d.b. Encourage development of a wide variety of commercial and retail uses along SH 183.
3. Limited light industrial uses should be encouraged, but restricted to the WRA property adjacent to the NASJRB runway:
   a. Enact and maintain policies and Ordinances to include:Policies

   b.a. Maintain the Light Industrial Zone selected undeveloped properties for light industrial usescurrently in use by NASJRB as a runway.
   c.b. Through the WRA recruit potential businesses and employers.Promote commercial property

development opportunities, touting the cities' low *ad valorem* tax rate, proximity to downtown and easy access to the interstate.

~~d.~~c. Leverage the location adjacent to NASJRB to attract related uses.

~~e.~~d. Coordinate adjoining development with the City of White Settlement

4. Develop a variety of parks, open spaces and recreational facilities compatible with the environment and designed to serve both the active and passive needs of the community.

~~a.~~ Enact and maintain policies and Ordinances to include:~~Policies~~

~~b.~~a. Consider passive parks for "quiet" areas for citizens who have no interest in active sports.

~~c.~~b. Preserve Airfield Falls, a natural open space areas as places for people and wildlife to share.

~~d.~~c. ~~Consider~~ Maintain jogging/walking/biking and nature trails that connect with the Trinity River trail system.

~~e.~~d. Consider "tot lots" with safe playground equipment to serve the needs of young children.

~~f.~~e. Locate parks and open spaces along floodplain areas to create a network of greenbelts.

~~g. Consider development of a community center or senior citizen's center for a place of community assembly and interaction.~~

~~h.~~f. Preserve the ~~Carswell~~ Hawks Creek Golf Club as a public golf course.

~~i. Coordinate with the FWISD for joint use of the Burton Hill Elementary School playground as a location for active sports fields.~~

SEE FUTURE LAND USE MAP PLAN

IMPLEMENTATION

While it is important for city planning purposes, to think twenty years into the future, it is obvious that even very near-term events are often unpredictable. ~~Due to the anticipated rapid pace of development and relative magnitude of the changes, this is especially true in Westworth Village.~~ Because of this, the Comprehensive Land Use Plan should be reviewed and refined on a regular basis. Informal review will naturally occur if the Plan is used as basic orientation material for Council members, and City staff, boards, committees, and consultants. It is recommended that the Planning and Zoning Committee undertake a formal review at least every two years as long as major development efforts are underway.

Such review by those who make the formal decisions and pertinent recommendations on behalf of the City is crucial for effective implementation of the Comprehensive Plan. This Comprehensive Land Use Plan is the road map to direct the City of Westworth Village towards ~~it's~~its future, but it is only the first step in a ~~long range~~long-range Planning Program. Since the adoption of the original Comprehensive Land Use Plan in 2020, the city has taken the recommended steps to adopt, review and update a ~~Other steps being taken at this time include the adoption of a new~~ Zoning Ordinance, Zoning Map and ~~the adoption of a new~~ Subdivision Ordinance. These and other ordinances related to physical control and development regulations are primary implementation tools. Special studies have been used and may be needed for specific ~~needs~~ developments or additional city facilities~~in the future~~, such as: ~~a municipal complex feasibility study a~~ traffic study for a particular ~~problem~~ area or sub division or planned development, municipal parks and facilities as the needs of the citizens evolve, or additional refinements to ~~the landscaping or signage sections of the~~ Zoning Ordinance.

~~The WRA provides a unique implementation tool for Westworth Village and an unusual degree of control over major new development. The redevelopment of the 340 acres within the City of Westworth Village, as well as the 37 contiguous acres in White Settlement, will be controlled by the WRA as a partner to the developers, with the statutory responsibility of looking out for the City's best interest.~~

~~The establishment of a~~ Maintaining a developed Capital Improvements Program (CIP) is essential to the future quality of life in Westworth Village. ~~The~~ Replacing aging infrastructure ~~just be maintained and eventually replaced. This must be done~~ in a systematic method that prioritizes the needs of the ~~City~~city. The CIP should also consider inclusion of new city facilities. Some of these items are enumerated in this plan, but they must be compared and prioritized with the water, sewer, paving and drainage considerations. The city implemented a 10-year budgeting model in 2023 and that process should continue to improve, providing a solid financial path for the long-term success of the city.

Intergovernmental coordination needs to continue between Westworth Village and all of the

surrounding cities (Fort Worth, White Settlement, River Oaks and Westover Hills). This coordination ~~also needs to extend~~includes ~~to~~ other levels of government (such as Tarrant County, NCTCOG, TxDOT, FEMA, FWISD, etc.). Many other governmental entities have similar concerns and ~~missions~~missions, and joint funding of projects can leverage local dollars.

DRAFT