

CITY OF WESTWORTH VILLAGE



Westworth Village

COMPREHENSIVE LAND USE PLAN



As Approved by City Council
Resolution 2024-12

DATE: 11/12/2024

 817.710.2500

 cityofwestworth.com

 311 Burton Hill Rd.

CITY OF WESTWORTH VILLAGE COMPREHENSIVE LAND USE PLAN

INTRODUCTION

Purpose

The first Comprehensive Land Use Plan ever prepared for the City of Westworth Village by Municipal Planning Resources Group, Inc. was adopted on June 14, 2000. On Date November 12, 2024, the Council adopted the updated Comprehensive Land Use Plan (Plan). The updated Plan is designed to continue to guide the future actions of the City Staff, Planning and Zoning Commission, City Administration and all other Westworth Village committees in developing recommendations to the City Council. The Plan should also encourage City Council, property owners and developers to pursue quality development and redevelopment, which is sensitive to the needs of the entire community, and complement the quality of life in Westworth Village.

The Plan provides continuity across time and gives successive public bodies a common framework for addressing land use issues. The Plan further provides a factual and objective basis to support zoning decisions and can be used by the City to defend their decisions if challenged in court. Effective implementation of this Plan along with consistent policies in place will create synergy between preservation efforts and new development.

VISION & MISSION

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.

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-five 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 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 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).

IH 30 is easily accessible from Roaring Springs Road 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.

EXHIBIT A: AERIAL BOUNDRY 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 December 16, 1941. In June of 1941 the Union Pacific railroad came through the west end of town and SH 183 was established in 1942.

Also, 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. 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 2597. The reason for these fluctuations in population has been the changing status of the military base and 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 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.

The original planning analysis of the City of Westworth Village revealed a broad overview of the major constraints and urban forms. The main intent is to balance competing private interests by creating development patterns that are orderly and rational, provide the greatest benefits for individuals and the community as a whole and to avoid nuisance conflicts between land uses. The role of the government officials is to use the zoning ordinance, zoning map, site plan review, capital improvement planning along with any state and federal assistance to make this Plan a reality.

EXHIBIT B: 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. In the past, the levee system provided ample protection for the City, but growth along the western side of the metroplex has increased storm water runoff. The river levee system and development standards upstream is outside the city's control. As of 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 Branch and Farmers Branch to be in "Regulatory Floodway", or "0.2% Annual Chance 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>.

Two tributaries join in Westworth Village and feed into the West Fork of the Trinity River near the northernmost portion of the City. Kings Branch enters Westworth Village from the southwest behind Target and carries variable/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 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. The City's trail system is connected 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.

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 (Ordinance Section 14.4, Division 2 Landscape Requirements)

1. Preserve the natural drainage/floodplain areas of the City.
Enact and maintain policies and Ordinances to include:
 - a. No major drainage modifications or construction shall be allowed in the designated floodway.
 - b. The 100-year floodplain areas shall be preserved as open space.
 - c. All development shall adhere to the National Floodplain Insurance Program administered by the Federal Emergency Management Agency (FEMA) regarding floodplain management located in flood hazard zones.
 - d. Drainage, floodplain reclamation/analysis, and detention pond plans should be designed in compliance with the Texas Water Code, Section 11.086 and the most current 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.
 - e. Drainage plans should be coordinated with adjoining properties.
 - f. All commercial projects and subdivisions shall 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 effect 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, maintain an attractive character for the City.
Enact and maintain policies and Ordinances to include:
 - a. Preservation of major hardwood trees with a caliper of 8 inches or greater where possible.
 - b. Site plans are designed and developed to avoid specimen trees, in compliance with tree mitigation requirements.
 - c. Ensure that construction techniques are used that will avoid damage to existing trees.
 - d. Utility corridors should occur along proposed roadways.
 - 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.
Enact and maintain policies and Ordinances to include:
 - a. Require landscape and irrigation plans for all permit applications for development or re-development .
 - b. Hardy native species should be included in landscape designs.
 - c.
 - d. Encourage the preservation of native vegetation, especially along roadway frontages, by providing landscape credits and/or bonuses for existing vegetation.
 - e. Create landscaped buffers along major roadways.
 - f. Require landscaping within all parking areas.
 - g. Require that all landscaping areas in non-single family residential zones have automated irrigation systems with rain sensors.
 - h. Restrict or minimize the use of artificial turf, synthetic and rubber mulch and asphalt.

URBAN DESIGN

Background

The majority of Westworth Village is single family residential development, the predominate urban form is the residential neighborhood. Neighborhoods foster distinctive, attractive communities with a strong sense of place that reflect the values, culture and vision of residents through the growth and history of their community. 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 ordinarily. The residential zones in Westworth Village make up less than a quarter of the entire city.

The majority of the commercial corridor along SH 183 has been built. Historically, the long-term viability of the commercial corridor through the desirable urban design elements 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 identity for the city remains focused on supporting the military base and the men and women who protect and serve our nation. The locational guidance or preferred locations for different housing types, such as multifamily, along commercial corridors, in transition areas between non-residential and existing residential areas, on former commercial properties, and possibly on lots between NASJRB and the city should be encouraged.

The more intense land uses, such as commercial or multifamily development, should be located west of Kings Branch, away from established neighborhoods, with good access to the major roadways. The less intensive land uses, such as single family residential, should be located in zones designed to preserve the desirable character of the established neighborhoods. Complimentary uses, such as neighborhood parks and elementary schools, should be located strategically to allow safe pedestrian access while minimizing potential traffic conflicts. Above all, optimize use of land based on suitability and capability.

Goals (Ordinance Section 14.4 Division 2 Landscape Requirements and Division 8 Signs)

1. Protect and promote the aesthetically pleasing appearance of the City.
Enact and maintain policies and Ordinances to include:
 - a. Restrict commercial and industrial development to the SH 183 corridor west of Kings Branch creek.
 - b. Buildings should be set back from streets and thoroughfares to provide for a landscape buffer (see Environmental section).
 - c. Site lighting should be designed to provide adequate lighting for security and safety, while not being obtrusive to the adjoining property or roadway traffic.
 - d. Require underground utilities in all new developments.
 - e. Require landscape buffers between incompatible land uses along zone change boundaries.
2. Minimize the impact of signage.
Enact and maintain policies and Ordinances to include:
 - a. Continue to Monitor the Sign Ordinance regulating all signage, in compliance with state law.
 - b. Restrict signage to on-site business identification or for public information (No off-site product or service advertising should be allowed).
 - c. Regulate freestanding signage to Monument Signs, location, size and materials.
 - d. Continue to monitor ordinances regarding temporary on-site signs.
3. Maintain city entrance signs along major roadways to delineate "arrival" into Westworth Village.
Enact and maintain policies and Ordinances to include:
 - a. Two located at both the north and south city limits along SH 183 with TxDOT (See Transportation section below).
 - b. One located on White Settlement Road at the city entrance from Fort Worth. (See Transportation section below).
 - c. One 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 ambulance services are currently provided through a contract with the City of Fort Worth. The police force is comprised of an appropriate number of sworn officers and two civilian employees, with mutual aid agreements with the cities of Westover Hills, River Oaks, Sansom Park, White Settlement, Lake Worth, Saginaw and Fort Worth. The City contracts with WestCom, the area joint emergency services dispatch, for emergency and non-emergency service calls.

The City provides water, sewer, and storm sewer services through 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 currently operated by the City of Fort Worth.

Legal, accounting, engineering, code enforcement, and planning work are contracted with outside professional consultants. Financial investment and debt advisory and engineering services related to funding of a capital improvement program (CIP) have been secured with outside professional advisors. Library services are obtained through an Interlocal Agreement with the city of Fort Worth.

The City levies one of the lowest ad valorem tax in the area. Ad Valorem and sales taxes are the two major sources of revenue, along with various fines and fees. The Water Department and Hawks Creek Golf Course, are designed to be self-supporting and may contribute a moderate amount of income to the support of broader services, including capital improvement 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 vacant property, of which mainly exists in residential zoned areas with a small amount remaining in the commercial corridor, there will be an increased demand for municipal services. Each new development will relationally increase demand on water, sewer, police, fire, code enforcement, street maintenance and other areas. Residents may desire additional green space, public parks and open spaces as the city and its neighboring cities have continued to grow in population.

Goals

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

Enact and maintain policies and Ordinances to include:

- a. Adopt development standards that require new developments to make all the needed infrastructure improvements to support that development.
 - b. All municipal improvements shall include a two- (2) year maintenance bond.
 - 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.

Enact and maintain policies and Ordinances to include:

- a. Annually review the Capital Improvements Program to repair and replace the aging infrastructure (see the Implementation section below).
- b. Maintain the municipal complex.
- c. Maintain city parks (Melva Campbell Park, Kaster Korner, and Airfield Falls) biking/walking trails and the municipal golf course (Hawks Creek Golf Course).
- d. Maintain competent city staff and contracted services to meet the requirements of administration, code

enforcement, building inspection, infrastructure maintenance, parks maintenance and 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 continues to increase. The origins, patterns of behavior and destinations of vehicle trips vary. It is anticipated that the traffic volumes on the main roads within the city, SH 183, Roaring Springs and White Settlement will continue to increase with the growth of neighboring cities. The ongoing improvements of SH 183, increasing housing density in neighboring towns, and the arrival of the new F-35 activity at the base will also impact the traffic volumes on the residential streets of Tanny Road, Burton Hill Road, Koldin Lane and Casstevens Street as people create routes to and from their points of origin and their destinations.

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

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

EXHIBIT C: TXDOT PRELIMINARY PLANS FOR SH 183

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. Traffic safety and minimizing the noise impact of traffic in residential areas should also be considered. The development of the SH 183 commercial corridor has and will have major impacts on traffic throughout Westworth Village. The type of development and physical layout of both commercial and residential zone areas will effect 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.
Enact and maintain policies and Ordinances to include:
 - a. Consider additional traffic signals and traffic control signs as needed.
 - b. Construct or rebuild sidewalks where needed.
 - c. Consider modification and/or reclassification of White Settlement Road after the TXDOT SH 183 corridor is completed.
2. Improve the SH 183 corridor intersections and medians. For more information about the SH 183 Corridor Master Plan Phase II – Trinity River to IH 30 please go to the Final Draft Presentation located on the North Central Texas Council of Governments website <https://www.nctcog.org> and search for the Westworth Village SH 183 Corridor Master Plan Phase II.
Enact and maintain policies and Ordinances to include:
 - a. Work with TxDOT on the reconstruction and reconfiguration of the SH 183 corridor including new lighted intersections at SH 183/White Settlement Road and SH 183/Roaring Springs Road.
 - b. Reduce the number of street intersections and/or improve intersection geometrics to be closer to 90-degree intersections along SH 183.
 - c. Work with TxDOT to restrict median crossings throughout the SH 183 corridor, dissuading “cut-through” traffic onto residential streets.
 - d. Work with TxDOT to promote the beautification of medians, intersections and highway frontages that are environmentally friendly, self-sustaining, low maintenance and positively represent the city, along the SH 183 corridor.
3. Systematically make improvements to impact SH 183 (Westworth Boulevard) through development practices.
Enact and maintain policies and Ordinances to include:
 - a. Reduce or eliminate the residential driveways connecting directly to SH 183.
 - b. Limit the number and type of access points from the new commercial development to SH 183 and Roaring Springs Road.
4. Consider modifications to Roaring Springs Road.
Enact and maintain policies and Ordinances to include:
 - 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.
Enact and maintain policies and Ordinances to include:
 - a. Consider traffic calming improvements to encourage a reduction in speeds.
 - b. Create cul-de-sacs in selected locations to eliminate passing-through traffic.

LAND USE

Background

The current zoning ordinance for the City of Westworth Village includes

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 remaining undeveloped land in the city is largely single family residential. These residentially 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, Burton Hill Elementary. The four churches are considered semi-public uses. The other commercial uses are also considered recreational uses. These are Shady Oaks Country Club and the Hawks Creek Golf Club. These uses not only preserve the open space, but also supply sales tax to the city. 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.

EXHIBIT D: LAND USE MAP

Issues

With the limited availability of undeveloped commercially zoned properties remaining, permitted commercial zoning uses should be reviewed as those 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.

Goals (Ordinance 14.1.2 Zoning Map, 14.1.3 District Boundaries & 14.1.4 Compliance & Application)

1. Adhere to and comply with our current zoning districts with development reflecting the respective zone.
Enact and maintain policies and Ordinances to include:
 - a. Routinely review existing ordinances to ensure the protection of neighborhoods.
 - b. Routinely review the existing Zoning Ordinances representing the commercial use table to ensure inclusion of all desired business types.
 - c. Planned Development zoning cases should be considered with base zoning that is consistent with current zoning for that area. The city should endeavor to avoid displacement concerns, inconsistent land use, high density, and other conflicting matters due to the absence of clarifying language recommending single-family neighborhoods be protected.
 - d. Enforce standards and maintenance of minimum screening and buffering requirements between two differently zoned land uses.
2. There are no properties available for residential development adjacent to HCGC. Multiplex development 7 or more units per acre should be restricted to multifamily zone districts only. Retail business should be encouraged along SH 183 west of King's Branch Creek.
Enact and maintain policies and Ordinances to include:
 - a. Encourage national & local restaurants to develop pad sites coordinated with the anchor tenants along SH183.

- b. Encourage development of a wide variety of commercial and retail uses along SH 183 commercial corridor.
- 3. Limit light industrial uses:
 - Enact and maintain policies and Ordinances to include:***
 - a. Maintain the Light Industrial Zone currently in use by NASJRB as a runway.
 - b. Promote commercial property development opportunities, touting the cities' low ad valorem tax rate, proximity to downtown and easy access to the interstate highway.
 - c. Coordinate adjoining development with the City of White Settlement.
- 4. Develop a variety of parks, trails, walking paths, open spaces and recreational facilities compatible with the environment and designed to serve both the active and passive needs of the community.
 - Enact and maintain policies and Ordinances to include:***
 - a. Consider passive parks for "quiet" areas for citizens who have no interest in active sports.
 - b. Preserve Airfield Falls and natural open space areas as places for people and wildlife to share.
 - c. Maintain jogging/walking/biking and nature trails that connect with the Trinity River trail system.
 - d. Consider safe playground equipment to serve the needs of young children.
 - e. Locate eco-friendly drainage mitigation opportunities and open spaces along floodplain areas to create a network of greenbelts.
 - f. Preserve the Hawks Creek Golf Club as a public golf course.

IMPLEMENTATION

It is important for city planning purposes, to think twenty-five years into the future. The Plan should be reviewed by the Planning and Zoning Commission on a 10-year rolling basis. The Plan should also be used as basic orientation material for all current and any newly elected or appointed City Council, commission, board or committee members and City employees and consultants.

Review by those who make the formal decisions and recommendations on behalf of the citizens is crucial for effective implementation of the Plan. Since the adoption of the original Comprehensive Land Use Plan in 2000, the city has taken the recommended steps to adopt, review and update a Zoning Ordinance, Zoning Map and Subdivision Ordinance. These and other ordinances related to physical control and development regulations are primary implementation tools for the city. Maintaining a developed Capital Improvements Program (CIP) is essential to the future quality of life for the citizens in Westworth Village. The City intends to replace aged infrastructure as needed. The CIP should include the enumerated items in this Plan and prioritize implementation with the water, sewer, paving and drainage projects in mind. The city created a 10-year budgeting model in 2023 in hopes to provide a solid financial path for Westworth Village and its long-term success. Guidance on how to make decisions on public and private land development proposals, the expenditure of public funds, availability of tax policy, cooperative efforts and issues of pressing concern, such as neighborhood preservation or the rehabilitation of older neighborhood areas all present a vision for the future, with long –range goals and objectives for all activities that affect the local government and foster a sense of place for its' residents.

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 to other levels of government (such as Tarrant County, NCTCOG, TxDOT, FEMA, FWISD, etc.). Many other governmental entities have similar concerns and missions, and joint funding of projects can leverage local dollars.

EXHIBIT A: AERIAL BOUNDARY MAP (2023)

Per section 213.005 of the Texas Local Government Code: “A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.”



EXHIBIT B: PLANNING ANALYSIS MAP (Original 2000, updated 2024)
 Per section 213.005 of the Texas Local Government Code: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

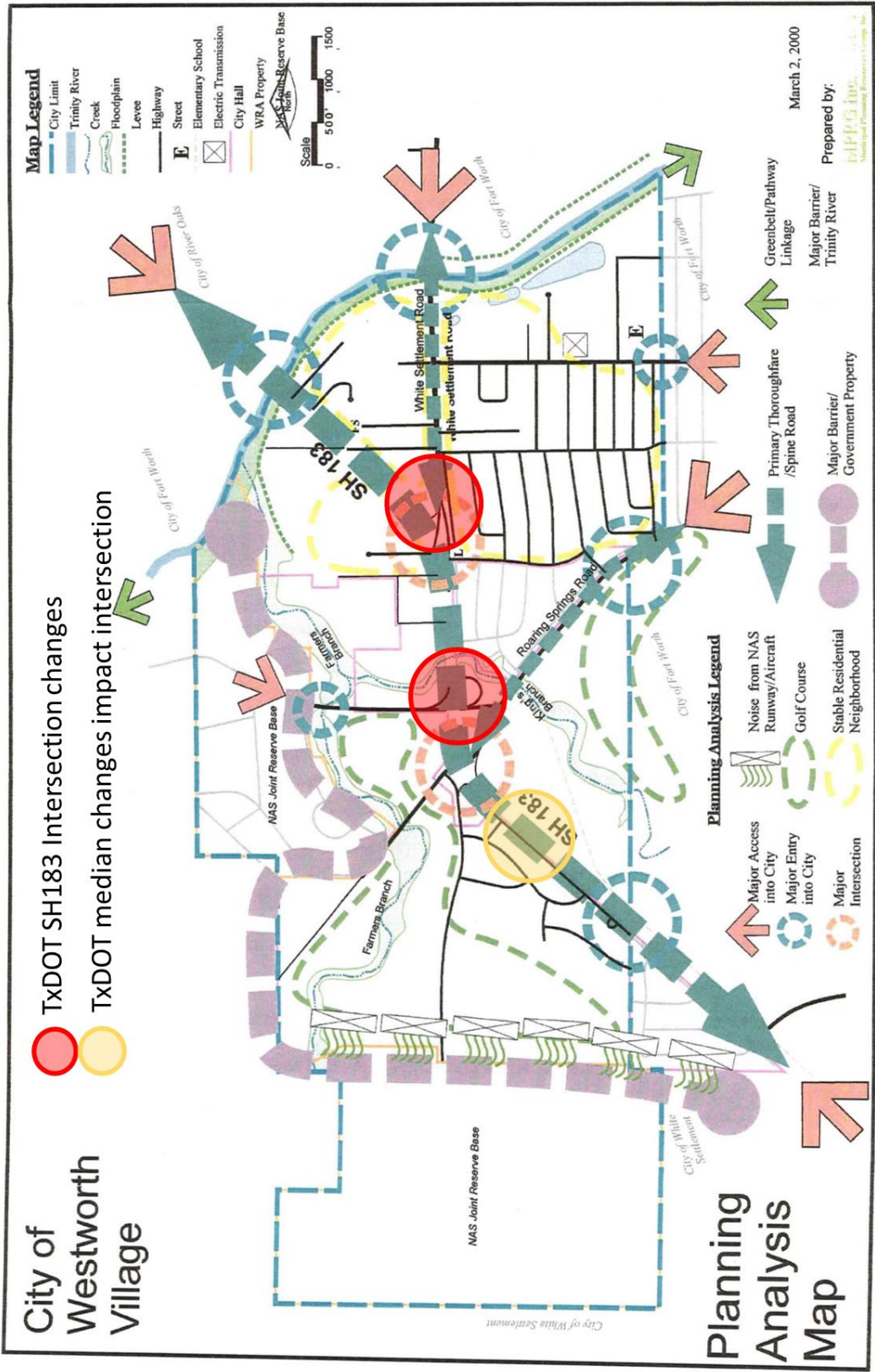


EXHIBIT C: TXDOT PRELIMINARY PLANS FOR SH183 (2024)

Per section 213.005 of the Texas Local Government Code: “A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.”



Proposed SH 183 Conceptual 3D Rendering

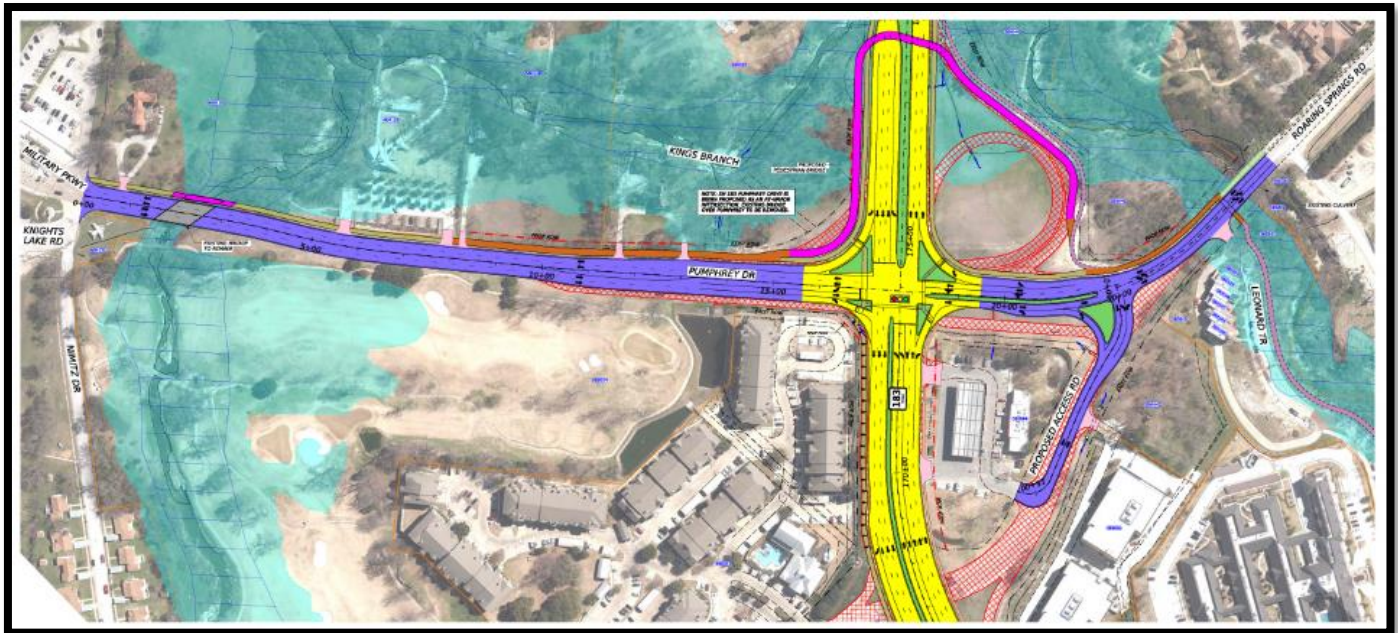


Looking North Towards the West Fork Trinity River



SH 183 from I-30 to SH 199 | CSJs: 0094-05-067, 0094-05-070

PRELIMINARY DRAFT – SUBJECT TO CHANGE



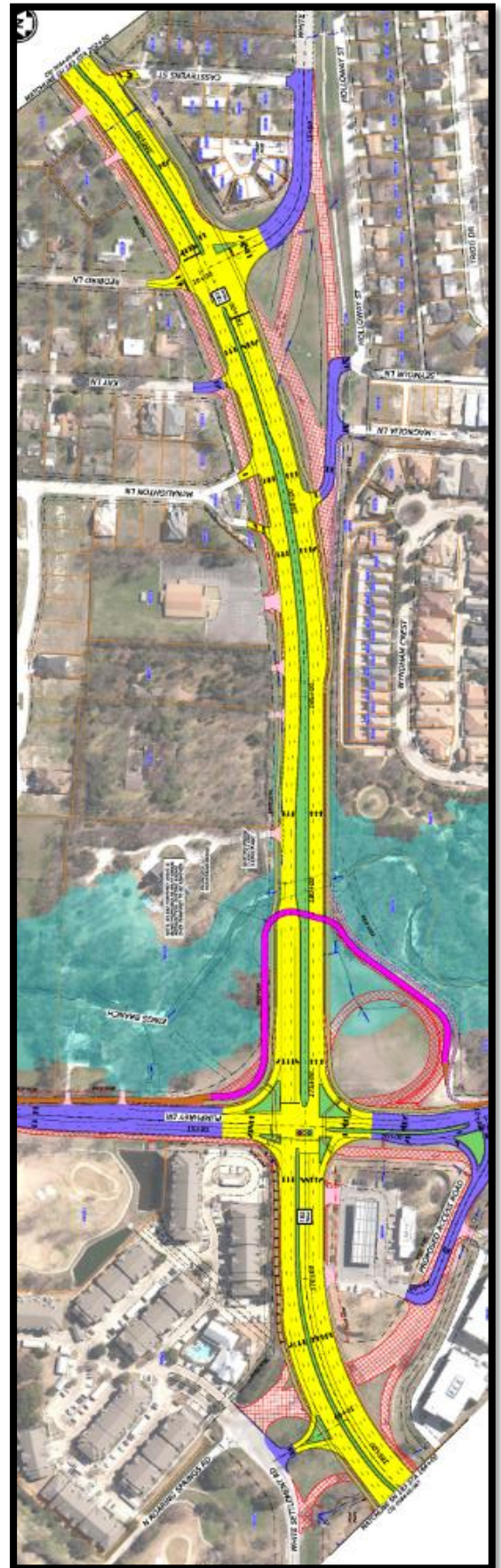
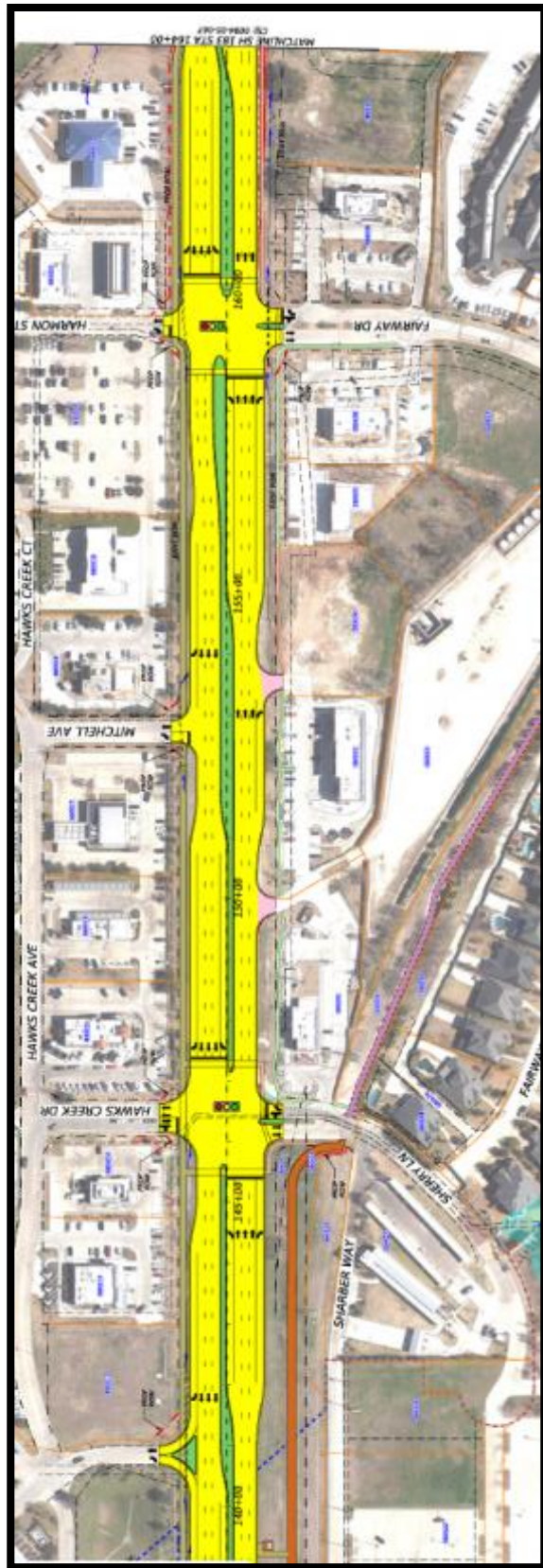


EXHIBIT D: Land Use Plan

Per section 213.005 of the Texas Local Government Code: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

