



Parks, Open Space and Trails Master Plan

**City of Westworth Village
Adopted February 2014**

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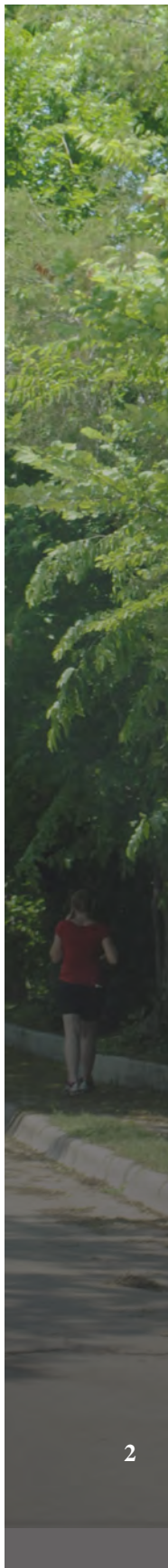
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Introduction

This Parks, Open Space and Trails Master Plan provides a planning process, long-term goals and the guidance to make informed decisions. It establishes direction for the next 10 years (to 2023) and beyond to meet both current and future park and trail needs. The plan is intended to help manage Westworth Village's park system development in an orderly fashion and to guide implementation and policy decisions for future recreation amenities. The plan identifies community desires for recreational uses and associated park locations as well as trail location recommendations. This plan can aid the City in seeking funding opportunities and should be used as a planning tool by citizens, elected officials, boards, the City Council, and developers to understand community desires and ensure long-term community success. The plan is intended to help coordinate local efforts for Westworth Village and to work in conjunctions with the City of Fort Worth, Tarrant County, the Naval Air Station Fort Worth Joint Reserve Base (NAS Fort Worth JRB), Tarrant Regional Water District (TRWD) and North Central Texas Council of Governments (NCTCOG). Westworth Village is a small Tarrant County community of approximately 2,500 residents on the west side of the Dallas-Fort

Worth metroplex. Located on the banks of the Trinity River, five miles west of downtown Fort Worth, the City is surrounded by long-developed communities amid natural vegetation and landscape features that complement its pleasant appearance.

History

Westworth Village is located adjacent to the NAS Fort Worth JRB and has a rich history as a home for military families. The base was first known as Tarrant Field in 1932, but is mostly known as Carswell Air Force Base, a name it held from 1948 to 1993. "The base is named after Medal of Honor Recipient and Texan, Major Horace S. Carswell, Jr. The site adjacent to the field was selected in 1941 as a Consolidated Aircraft factory for the production of B-24 Liberator bombers, that site is now Lockheed Martin; the manufacturer of the F-35 Lightning II. During the government's 1991 Base Realignment and Closure announcements, Carswell AFB was recommended for closure. By September, 1993, the base was closed. The base became a Naval Air Station Joint Reserve Base in October of 1994, and relocated numerous Navy Reserve, Marine Corps, Air Force and Air National Guard commands to the facility. Under the operational command of the Commander, Naval Installations, NAS Fort Worth

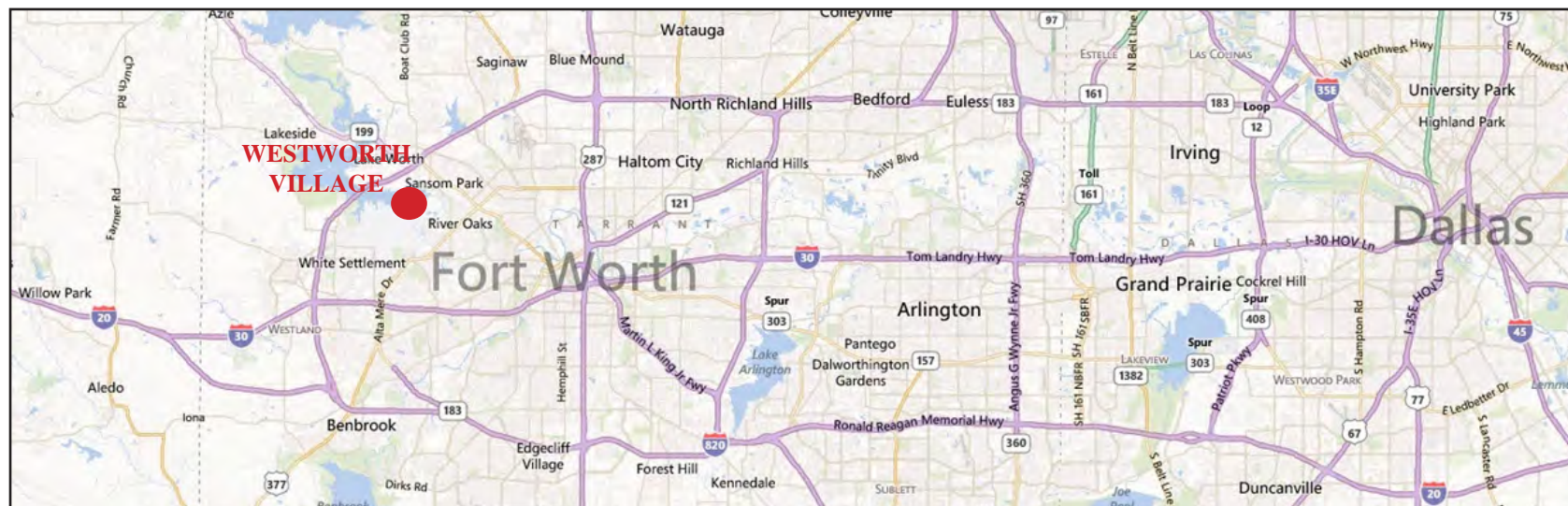
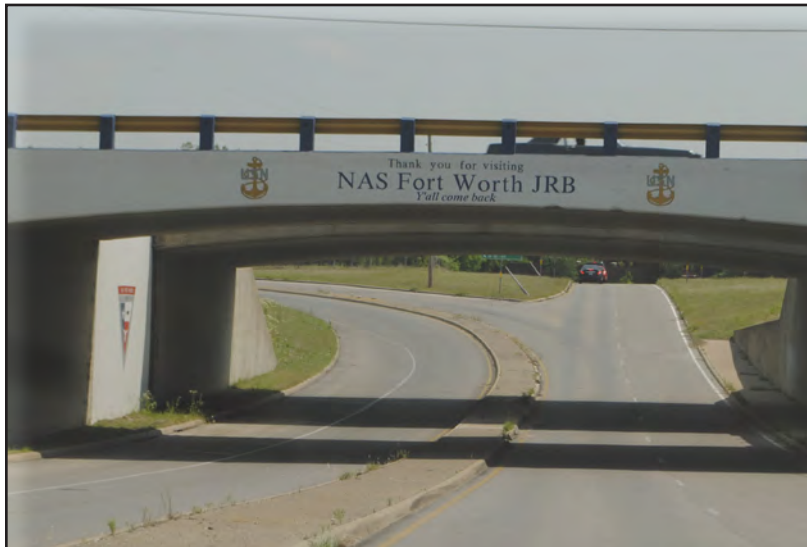


Figure 1.1 Location Map, Source: Mapquest
Westworth Village Park, Open Space and Trail Master Plan

The community prides itself as “The Hidden Jewel of the Metroplex”

JRB is a joint defense facility which plays a pivotal role in the training and equipping of air crews and aviation ground support personnel.” (<http://www.cnic.navy.mil/fortworth>)

Following the transition of Carswell Air Force Base to the NAS Fort Worth JRB in 1998, the City embarked on an ambitious program to transform 400 acres of federal government property and 500 abandoned houses into a high-quality, multi-use urban development. The project’s design reflects attention to extensive greenbelts, separation of residential neighborhoods from master-planned commercial areas, and taking maximum advantage of its convenient location along Highway 183 and White Settlement Road. This bedroom community enjoys an exceptionally low crime rate and one of the lowest ad valorem tax rates in Tarrant County. Westworth Village remains one of the most fiscally sound incorporated cities in the Metroplex.



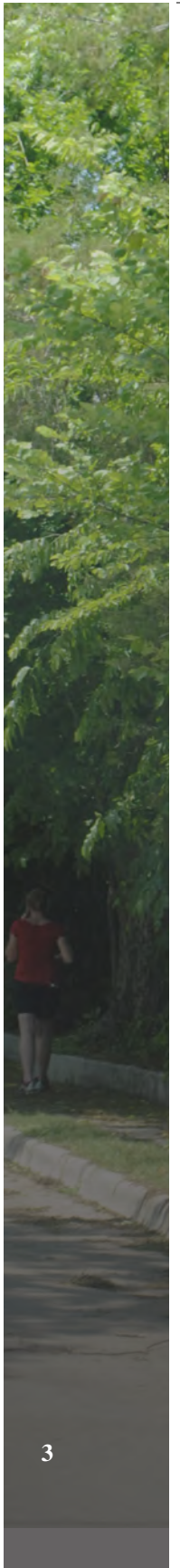
Westworth Village and NAS Fort Worth JRB have rich history together.

The City’s commercial development includes traditional retailers and smaller boutique shops offering a wide range of specialty merchandise and services. Residents also benefit from the City’s proximity to Ridgmar Mall, with its diverse retail mix and restaurants. Contemporary restaurant facilities complement the shopping experience. Several courtyard-style offices are also planned. The City’s modern municipal complex was built in 2008.

Westworth Village’s challenges include a relevant small population, limited growth potential due to its relatively limited surface area and limited undeveloped lands within the City limits. The City is completely surrounded by the City of Fort Worth and essentially landlocked. While the City has seen recent successes in municipal services and infrastructure investment, its park service levels remain extremely low. The City has no dedicated parkland within the city limits except for the Trinity Trail corridor.

In response, the City is beginning a new chapter in its history by addressing parks, trails and overall quality of life for its residents. Westworth Village’s park and trail systems need to increase park service levels. The City needs to take full advantage of the Trinity River, Trinity Trails and the Airfield’s waterfall and build its first City-owned public park.

Increases to park service levels and better connectivity to the Trinity Trail system should be the primary focus for the community in order to create a better future for Westworth Village’s parks and trails.



Study Area

The planning study area includes Westworth Village's city limits. The City is bound to the east by the Trinity River, to the north and west by the NAS Fort Worth JRB and to the south by existing single-family neighborhoods and a private golf course. The city limits encompass just over 1,300 acres or about two square miles. Major physical barriers for consideration include Highway 183, Westworth Boulevard and White Settlement Road, which essentially divide the City in two. The existing land use breakdown is dominated by a few categories, primarily housing, the military base and open areas dedicated to golf and floodplains.

Fast Facts

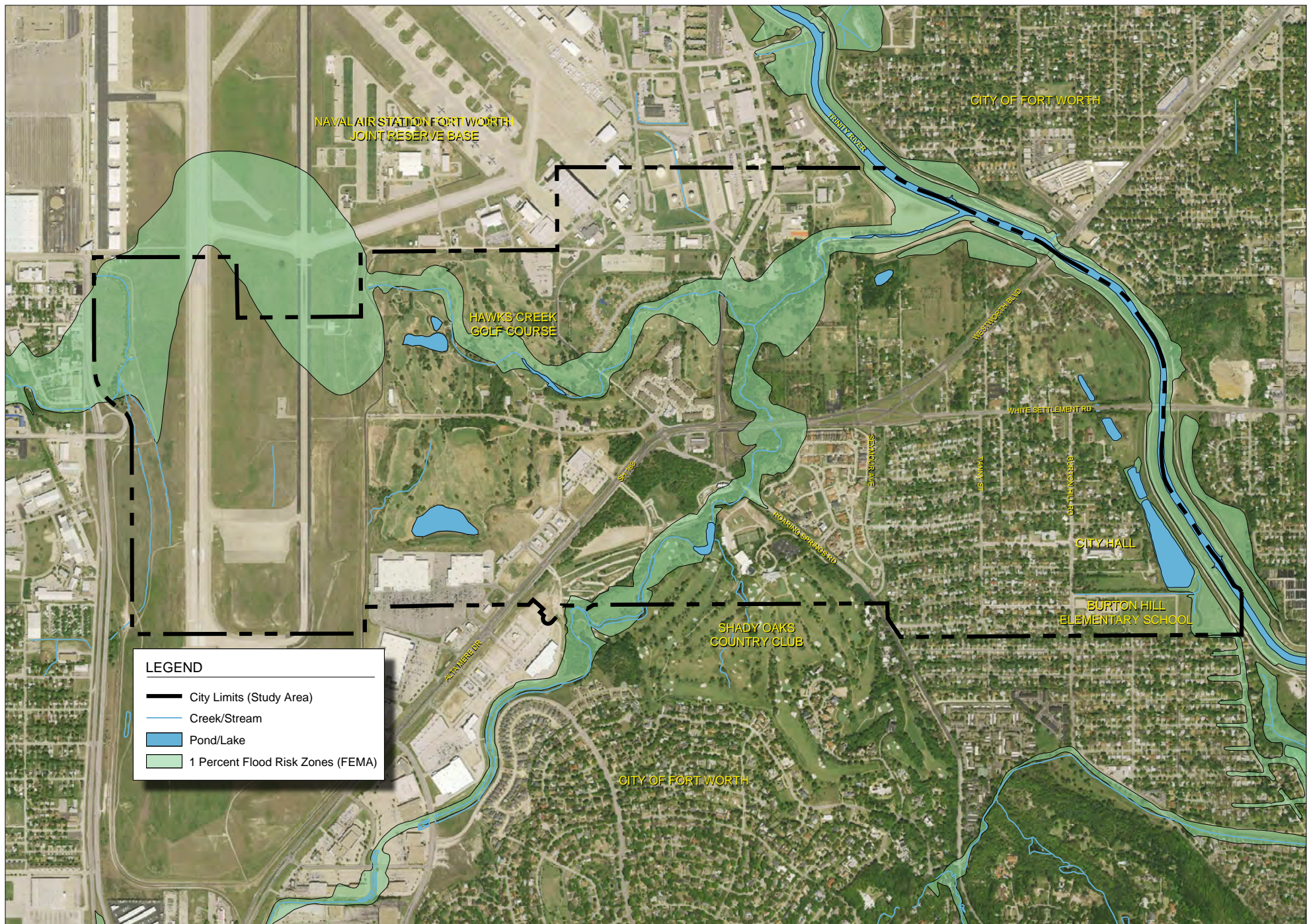
**Study Area: Approximate 1,330 acres
(2.07 square miles)**

Table 1.1 Generalized Existing Land Use

Land Use	Acreage	Percent
Single Family	230	17.3%
Multi-Family	14	1.1%
Other Residential	62	4.7%
Commercial and Industrial	39	2.9%
Institutional/Semi-Public	136	10.2%
Infrastructure	403	30.3%
Dedicated Areas (Flood Plain)	333	25.0%
Water	21	1.6%
Vacant	92	6.9%
Total Acres	1330	100%



Typical single family land uses have traditional neighborhoods of 1950-to 1970 era homes with sidewalks along both sides of many streets. Multi-family includes attached medium density and more recently constructed higher density apartments. Non-residential uses include traditional commercial, retail, public and office.





Baseline Data

A review of relevant demographics of the City is beneficial in understanding the current and future demands for parks and open space. Variables such as age and family composition can help the City ensure that appropriate park facilities are selected and prioritized to meet citizen needs.

Historic Populations

The historic population for Westworth Village and Tarrant County are shown in Table 1.2 Historic Growth. This table illustrates the rate of population growth over the past 60 years. Westworth Village had a decline in population between 1990 and 2000, noting no population figures could be found prior to the 1990 U.S. Census. Tarrant County has seen a 25.1 percent change in the last 10 years, a trend consistent with the growing Dallas-Fort Worth area. Recent years has seen an unsteady percent change between -9.6 percent and 16.4 percent for the City of Westworth Village, but a more conservative planning growth rate can be seen with Westworth Village’s Compound Annual Growth Rate (CAGR). As seen in Table 1.3 Compound Annual Growth Rate, the past 10 years have resulted in a CAGR of 1.53 percent and the past 20 years have resulted in a CAGR of 0.25 percent. These percentages become important for population projection methodology.

Table 1. 2 Historic Growth

Year	Westworth Village		Tarrant County	
	Population	Percent Change	Population	Percent Change
1950		n/a	361,253	n/a
1960			538,495	49.1%
1970			716,317	33.0%
1980			860,880	20.2%
1990	2,350		1,170,103	35.9%
2000	2,124	-9.6%	1,446,219	23.6%
2010	2,472	16.4%	1,809,034	25.1%
Est. 2013	2,500	1.1%	1,850,370	2.3%

Source: NCTCOG, U.S. Census, U.S. Decennial Census

Table 1.3 Compound Annual Growth Rate

Westworth Village	
Compound Annual Growth Rate	
10 Year	1.53%
20 Year	0.25%

Source: NCTCOG, U.S. Census

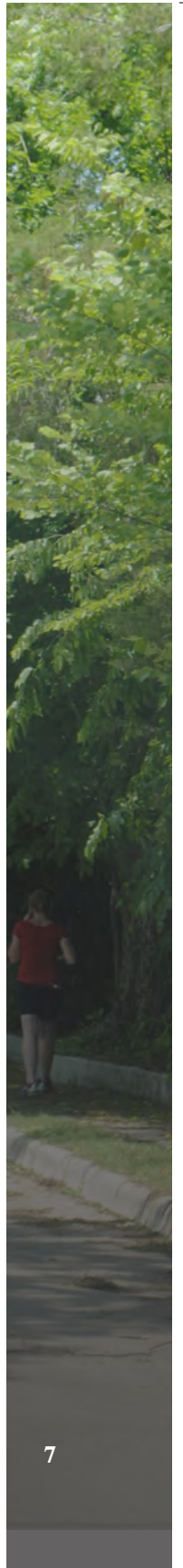
Population Projections

Table 1.4 Population Projections, provides five CAGR scenarios (0.5-2.5 CAGR). While growth for the past 10 years would tend to project future growth on a more progressive path, the past 20 years have seen a lower growth rate at a very minimal 0.25 percent. This slowed growth rate is most likely related to the City's land area size and the fact the City is nearly built-out. It should be noted that the City is essentially landlocked and regulatory boundary expansions are extremely unlikely. Based on logical regional and county growth rates and trends, this plan uses a CAGR of 0.5 percent to project future populations. As highlighted on Table 1.4 Population Projections, the 2023 population for Westworth Village is estimated at 2,638.

Table 1.4 Population Projections

Westworth Village									
0.5% CAGR		1.0 % CAGR		1.5 % CAGR		2.0 % CAGR		2.5 % CAGR	
Year	Population	Year	Population	Year	Population	Year	Population	Year	Population
2010	2,472	2010	2,472	2010	2,472	2010	2,472	2010	2,472
2011	2,484	2011	2,497	2011	2,509	2011	2,521	2011	2,534
2012	2,497	2012	2,522	2012	2,547	2012	2,572	2012	2,597
2013	2,509	2013	2,547	2013	2,585	2013	2,623	2013	2,662
2014	2,522	2014	2,572	2014	2,624	2014	2,676	2014	2,729
2015	2,534	2015	2,598	2015	2,663	2015	2,729	2015	2,797
2016	2,547	2016	2,624	2016	2,703	2016	2,784	2016	2,867
2017	2,560	2017	2,650	2017	2,744	2017	2,840	2017	2,938
2018	2,573	2018	2,677	2018	2,785	2018	2,896	2018	3,012
2019	2,585	2019	2,704	2019	2,826	2019	2,954	2019	3,087
2020	2,598	2020	2,731	2020	2,869	2020	3,013	2020	3,164
2021	2,611	2021	2,758	2021	2,912	2021	3,074	2021	3,243
2022	2,624	2022	2,786	2022	2,956	2022	3,135	2022	3,325
2023	2,638	2023	2,813	2023	3,000	2023	3,198	2023	3,408
2024	2,651	2024	2,842	2024	3,045	2024	3,262	2024	3,493
2025	2,664	2025	2,870	2025	3,091	2025	3,327	2025	3,580
2026	2,677	2026	2,899	2026	3,137	2026	3,394	2026	3,670
2027	2,691	2027	2,928	2027	3,184	2027	3,461	2027	3,761
2028	2,704	2028	2,957	2028	3,232	2028	3,531	2028	3,855
2029	2,718	2029	2,986	2029	3,280	2029	3,601	2029	3,952
2030	2,731	2030	3,016	2030	3,329	2030	3,673	2030	4,051

Source: NCTCOG, U.S. Census



Full Build-Out Scenario

In addition to the 2023 population projection, a full build-out scenario has been examined in order to support the needs assessment's level of service (LOS) analysis in association with determining future park land acreage and amenities. While a full build-out is estimated, the scenario has no time frame and populations are not guaranteed, but full build-out is achievable based on Population Projections within the next ten years. It should be noted that the only major population increase would likely be the results of rezoning commercial uses to residential uses, a situation that was not discussed throughout this planning project. The full build-out scenario is estimated at approximately 2,700 persons, very similar to 0.5 percent CAGR 10-year projections.

The methodology used to determine full build-out assumed the following:

- Full build-out of the city limits based on the current zoning districts
- Undeveloped lands were identified from aerial research and then were coupled with existing zoning district densities

Table 1.5 Build-out Scenario

Westworth Village					
Area	Approximate Acres	Dwelling Units Per Acre	Approximate Units/Lots	Person Per Household	Total Population Potential
Estimated Existing Population					2,500
City Limit- Undeveloped SF-B and SF-C Areas			50	2.6	130
City Limit- Undeveloped MR Areas	2	12.00	24	2.6	62
TOTAL (Full Build-Out Estimates)					2,692

Age Distribution

The age distribution of Westworth Village is one of the elements that should be thoroughly considered when planning for park facilities. Examining the age composition of the community can help to prioritize which facilities would be the most beneficial. Table 1.6 shows that the three most-populated age groups residing in Westworth Village are those under age 5, ages 20 to 24, and ages 25 to 29. These three demographics would suggest young families make up a large percentage of the population most likely due to the average age groups associated with the adjacent NAS Fort Worth JRB.

Table 1.6 Age Distribution for Westworth Village

Westworth Village					
Male			Female		
Age	Population	Percent	Age	Population	Percent
Under 5 years	101	4.1%	Under 5 years	84	3.4%
5 to 9 years	94	3.8%	5 to 9 years	90	3.6%
10 to 14 years	72	2.9%	10 to 14 years	68	2.8%
15 to 19 years	64	2.6%	15 to 19 years	70	2.8%
20 to 24 years	111	4.5%	20 to 24 years	100	4.0%
25 to 29 years	131	5.3%	25 to 29 years	123	5.0%
30 to 34 years	89	3.6%	30 to 34 years	91	3.7%
35 to 39 years	92	3.7%	35 to 39 years	73	3.0%
40 to 44 years	68	2.8%	40 to 44 years	71	2.9%
45 to 49 years	80	3.2%	45 to 49 years	80	3.2%
50 to 54 years	87	3.5%	50 to 54 years	95	3.8%
55 to 59 years	73	3.0%	55 to 59 years	69	2.8%
60 to 64 years	51	2.1%	60 to 64 years	64	2.6%
65 to 69 years	42	1.7%	65 to 69 years	54	2.2%
70 to 74 years	33	1.3%	70 to 74 years	37	1.5%
75 to 79 years	16	0.6%	75 to 79 years	27	1.1%
80 to 84 years	17	0.7%	80 to 84 years	19	0.8%
85 years and over	19	0.8%	85 years and over	17	0.7%

Source: NCTCOG, U.S. Census

Table 1.7 Age Distribution for Texas

Texas					
Texas Male			Texas Female		
Age	Population	Percent	Age	Population	Percent
Under 5 years	984,149	3.9%	Under 5 years	944,324	3.8%
5 to 9 years	983,814	3.9%	5 to 9 years	944,420	3.8%
10 to 14 years	962,866	3.8%	10 to 14 years	919,017	3.7%
15 to 19 years	968,686	3.9%	15 to 19 years	914,438	3.6%
20 to 24 years	932,353	3.7%	20 to 24 years	884,726	3.5%
25 to 29 years	938,966	3.7%	25 to 29 years	914,073	3.6%
30 to 34 years	882,887	3.5%	30 to 34 years	877,547	3.5%
35 to 39 years	876,139	3.5%	35 to 39 years	887,448	3.5%
40 to 44 years	846,865	3.4%	40 to 44 years	847,930	3.4%
45 to 49 years	874,863	3.5%	45 to 49 years	885,604	3.5%
50 to 54 years	827,933	3.3%	50 to 54 years	846,936	3.4%
55 to 59 years	691,275	2.7%	55 to 59 years	731,649	2.9%
60 to 64 years	565,820	2.3%	60 to 64 years	608,947	2.4%
65 to 69 years	403,269	1.6%	65 to 69 years	449,831	1.8%
70 to 74 years	283,865	1.1%	70 to 74 years	335,291	1.3%
75 to 79 years	208,530	0.8%	75 to 79 years	268,715	1.1%
80 to 84 years	139,029	0.6%	80 to 84 years	208,177	0.8%
85 years and over	100,971	0.4%	85 years and over	204,208	0.8%

Source: NCTCOG, U.S. Census

Race and Ethnicity

An element that is sometimes considered with park planning is the ethnic breakdown of the community. Communities with diverse populations may desire a wider range of programs or facilities. The 2010 Census indicates that the ethnic breakdown of Westworth Village is 26 percent Hispanic and 74 percent non-Hispanic, compared to the State of Texas ethnic composition of 38 percent Hispanic and 62 percent non-Hispanic. State-wide trends indicate the growing diversity of Texas as a whole. Demographic changes in Westworth Village should be examined in the future to ensure that park and recreational programs and facilities are inclusive of all residents.

Table 1.8 Race

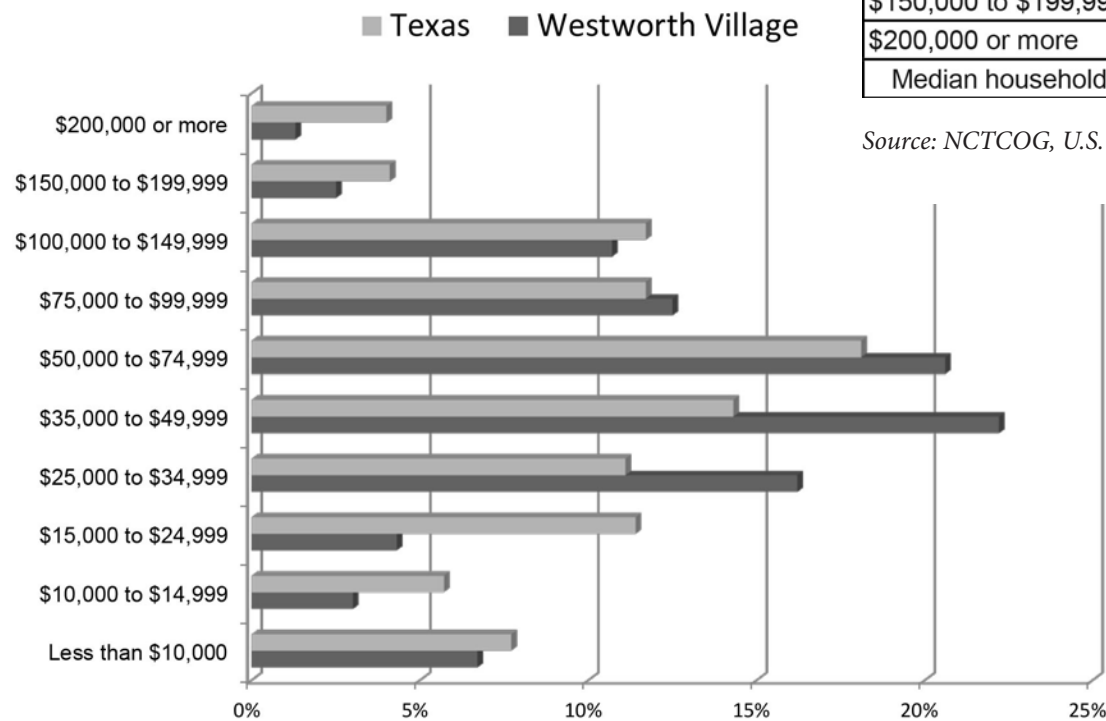
Race	Westworth Village		Texas	
	Number	Percent	Number	Percent
Total Population	2,472	100.0	25,145,561	100.0
One Race	2,392	96.8	24,466,560	97.3
White	2,012	81.4	17,701,552	70.4
Black or African American	142	5.7	2,979,598	11.8
American Indian and Alaska Native	15	0.6	170,972	0.7
Asian	33	1.3	964,596	3.8
Native Hawaiian and Other Pacific Islander	1	0.0	21,656	0.1
Some Other Race	189	7.6	2,628,186	10.5
Two or More Races	80	3.2	679,001	2.7

Source: NCTCOG, 2010 U.S. Census

Economics

Household incomes for Westworth Village are shown in Table 1.9. From 2008 to 2011, the highest income percentages of households in Westworth Village were within the \$35,000 to \$49,999 income range. 30.2 percent of the households have an annual income of \$34,999 or less. The median household income is \$48,226, slightly below the state's median household income of \$50,920 and the national median household income of \$52,762 (2008-2011 American Community Survey).

Table 1.10 Texas and Local Income Levels



Source: NCTCOG, U.S. Census, 2008-2011 American Community Survey

Table 1.9 Income Levels

Westworth Village		
Westworth Village	Number	Percent
Total households	890	
Less than \$10,000	60	6.7%
\$10,000 to \$14,999	27	3.0%
\$15,000 to \$24,999	38	4.3%
\$25,000 to \$34,999	144	16.2%
\$35,000 to \$49,999	198	22.2%
\$50,000 to \$74,999	183	20.6%
\$75,000 to \$99,999	111	12.5%
\$100,000 to \$149,999	95	10.7%
\$150,000 to \$199,999	22	2.5%
\$200,000 or more	12	1.3%
Median household income (dollars)	48,226	n/a

Source: NCTCOG, U.S. Census, 2008-2011 American Community Survey

Society's growing health conscious awareness makes recreational opportunities increasingly important for all age groups. Ultimately, this plan will help enhance quality of life for the City's residents by promoting increased park service levels and trail connections. With urban sprawl increasing from an ever growing metropolitan area, Westworth Village recognizes preservation of its open space and park areas as a top priority.

As the North Texas region continues to expand, citizens are becoming more aware of the diminishing amounts of open spaces around their communities. This awareness leads to an increased interest in open space preservation. Likewise, rural landscapes and natural areas including creeks, lakes, prairies and wooded areas, are receiving more visitors than previous years.

Research have shown that the quality of a city's environment, such as climate, park space and natural resources, plays a significant factor in attracting new residents. Table 1.11 shows that climate, park space and natural resources were ranked number 1. The availability and quality of open spaces play a large role in determining where people choose to reside and therefore maintaining population and economic growth. In return, it is important to understand the trends in parks and recreation in the region to ensure that Westworth Village can attract and retain its residents and businesses into the future.

Table 1.11 City Attributes Attracting Americans

City Attributes Attracting Americans			
City Attribute	Score	Rank (2009)	Rank (2007)
Environment - Climate, Park Space, Natural Resources	1106	1	1
Affordability - Cost of Living, including Housing	941	2	4
Entertainment - Arts, Culture, Dining, Music, Recreation	758	3	3
Opportunity - Professional and Personal (for Self or Spouse)	654	4	2
Family - Great Place to Raise Children or Support Elderly	638	5	5
Community - Connectivity and Sense of Place	531	6	6
Image - Appearance and Reputation	481	7	8
People - Backgrounds, Talents, Perspectives	431	8	7
Health and Safety - Care and Protection	378	9	9 (tie)
Transportation - Ease of Travel	266	10	9 (tie)

Source: Adapted from Schweyer, Allan. National Talent Markets – 2009: A Study by the Human Capital Institute

Vision for Westworth Village

The vision for Westworth Village's parks, open space and trails begins with increasing amenities for all residents. New parks and trail will provide uses for all age groups and will be coordinated with citizens and stakeholders, while taking full advantage of multiple funding resources. New parks will be close-to-home for citizens and will be appropriately sized for a small community. Park programming will focus on both active and passive recreation amenities with an emphasis on creating community spaces. The future park system will provide trails throughout the community that take advantage of and better connect to the existing Trinity Trail system, the natural environment and points of interest. In addition, loop trails and routes through the community will promote pedestrian walkability and increase bike facilities. Finally, the vision for Westworth Village includes the preservation of open space to increase community livability. This includes preservation of greenways, trail corridors and natural water/drainage areas to promote aesthetics and quality of life.

Goals

To take the vision for Westworth Village further, goals have been developed as policy statements, to guide decision making. Goals are what Westworth Village aspires to create. The goals are defined without specific time frames but set the path for continuous improvement. The following goals are organized into three categories; Experience, Connect, and Preserve-Promote.



Community Goals



Experience

Goal 1: Establish an effective park system that is among the best in small communities

Goal 2: Acquire new park lands to increase service levels and park acreage and promote close-to-home park amenities

Goal 3: Provide recreational facilities for all ages

Goal 4: Provide variety in park programming and facilities to meet the City's present and future needs

Goal 5: Design parks that are multi-functional with input from citizens and stakeholders

Goal 6: Implement multiple funding sources for new park creation and improvements

Goal 7: Maintain park facilities at a superior level and continue to provide operational and maintenance resources



Connect

Goal 1: Develop a comprehensive network of trails throughout Westworth Village

Goal 2: Increase and improve access to the existing Trinity Trail system and link to new routes throughout the City

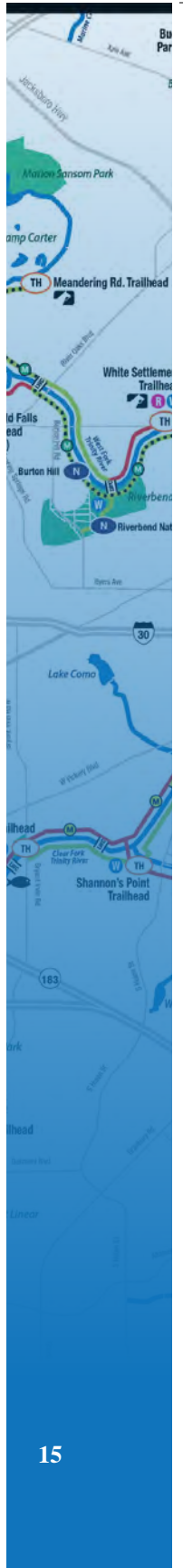
Goal 3: Connect all neighborhoods, parks, schools and major points of interest with effective trails and bike facilities

Goal 4: Provide pedestrian, hiking, biking and jogging facilities

Goal 5: Allow for a community road network and right-of-ways to accommodate additional modes of transportation

Goal 6: Implement multiple funding sources for new trail and bike facilities, including roadway improvements

Goal 7: Maintain trail and bike facilities at a superior level and continue to provide operational and maintenance resources





Preserve-Promote

- Goal 1: Identify and preserve key natural resources including unique water features, creeks, flood areas and areas of significant tree coverage**
- Goal 2: Preserve open space throughout the City and use greenways as trail corridors and linear parks**
- Goal 3: Design parks to preserve and enhance natural resources along with using native plant materials**
- Goal 4: Incorporate new pocket parks as a stabilization technique to promote and enhance existing neighborhoods**
- Goal 5: Use parks and trails to increase community aesthetics and to help define a community image of healthy living and high quality of life**



Park Classifications and Standards





Park Classifications and Standards

The following classifications and general considerations were developed to promote a park system that is appropriate, measurable, and support the community's park and trail vision. The park, open space and trail classifications create a hierarchy of park types through sizes, location, recreational types, and service areas.

Westworth Village's classifications were developed based on many factors. First, the National Recreation and Park Association's *Park, Recreation, Open Space and Greenway Guidelines*, published in 1995, were used as a baseline tool to determine park types but with some modifications. Justification for modifications were based on the community's size, community input and the current and future needs of the community. Only the park types selected are shown in this section. The proposed park system considers existing developments and Westworth Village's very limited lands remaining for future park; it's essentially build-out. To promote new park access for current neighborhoods and to ensure appropriate service levels for future developments, proposed park sizes are generally smaller than parks found in surrounding communities. In addition, the classifications consider local resources, cultural factors, and physical land attributes such as the abundance of floodplain areas and existing Trinity Trails.

These park and trail standards are specific for Westworth Village and capitalize on local features and community desires.

The following identifies classifications for parks and trails, including their description, size and service area, location and site selection, and development considerations. Once established, these guidelines will then be applicable to form a park system that is orderly and responsive to the community's needs.

Pocket Parks

Pocket parks are the smallest park unit and the foundation for Westworth Village's park system. These park types are generally centrally located in a neighborhood. Pocket parks address an isolated developed area and serve a limited population or smaller group of residents. They often serve as a neighborhood center to define character or as a place-making element. In addition, Pocket parks can be used as a neighborhood stabilization technique to increase branding, property values and the livability of a specific neighborhood. These parks should be very accessible.

Pocket parks are limited in purpose and provide close-to-home park services. They can offer a range of passive and active recreational amenities but are not designed for organized team sports.

Size, Service Area and Service Levels

Pocket parks should be between 0.5 to one acre in size. Their service area includes 0.25 mile radius. The recommended service level is 0.75 acres of pocket parks per 1,000 residents.

Locations and Site Selection

Pocket parks are best located near the geographic center of a residential neighborhoods. While population densities play a role in location, their justification often lies more in serving a specific need based on a 0.25 miles service area.

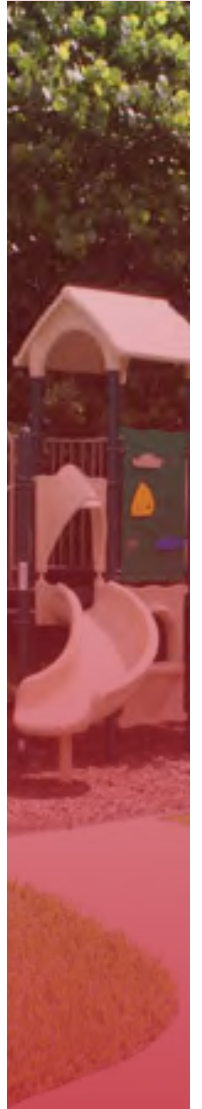
Generally, pocket parks should not be located along heavily traveled streets. Accessibility by way of trails and sidewalks or low-volume residential streets increases use and viability. The park should have adequate soils for sustaining plantings. Generally, their sites should be a gentle slope to increase usability and should properly drain to allow safe use. Street access should be required on at least one side of the park.

Development Considerations

- Additional resident input could be considered during design phases
- Minimal vehicular parking may be required but is not needed and should be based on the individual park design.
- Safe pedestrian access should be provided to the park and include safe internal circulation
- Parks may be located along a trail system and serve as trail access site
- Protection from the sun should be considered through shade structures or trees
- Facilities should have landscape plantings and trees
- Park signage should include small monument park sign, necessary trail signs and posted administrative requirements
- Typical amenities provided for Pocket Parks include:
 - Children's playground with surface and equipment
 - Hard surface play area
 - Court games such as basketball, tennis and volleyball
 - Small lawn for passive non-organized team sports such as toss or frisbee
 - Passive recreation elements such as tables, benches, trash receptacles, walks and small shade structures
 - Gardens or water features



Example of a typical pocket park in a residential neighborhood.





Neighborhood Parks

Neighborhood parks are larger in size than pocket parks and focus on serving a broader population to meet the recreational needs of several neighborhoods and a larger geographic section of the community as a whole. The neighborhood parks for Westworth Village are smaller than traditional community parks but their contribution to levels of service and amenities for residents are much greater than traditional neighborhood parks.

These parks may also serve to preserve natural resources including creeks, streams, slopes, greenbelts, or floodplain areas. Neighborhood parks should include a range of both active and passive recreation opportunities and needs not featured at pocket parks. They should consist of amenities for all user groups but again, are not intended for organized team sports due to limited existing lands available. In addition, many Westworth Village residents participate or use the surrounding communities' facilities for organized team sport activities.

Size, Service Area and Service Levels

The size of typical Westworth Village neighborhood parks is approximately two to three acres. Their sizes should be determined based on intended uses and available lands. The service area should be 0.25 mile radius up to 0.75 mile radius. The recommended service level is 1.75 acres of neighborhood parks per 1,000 residents.

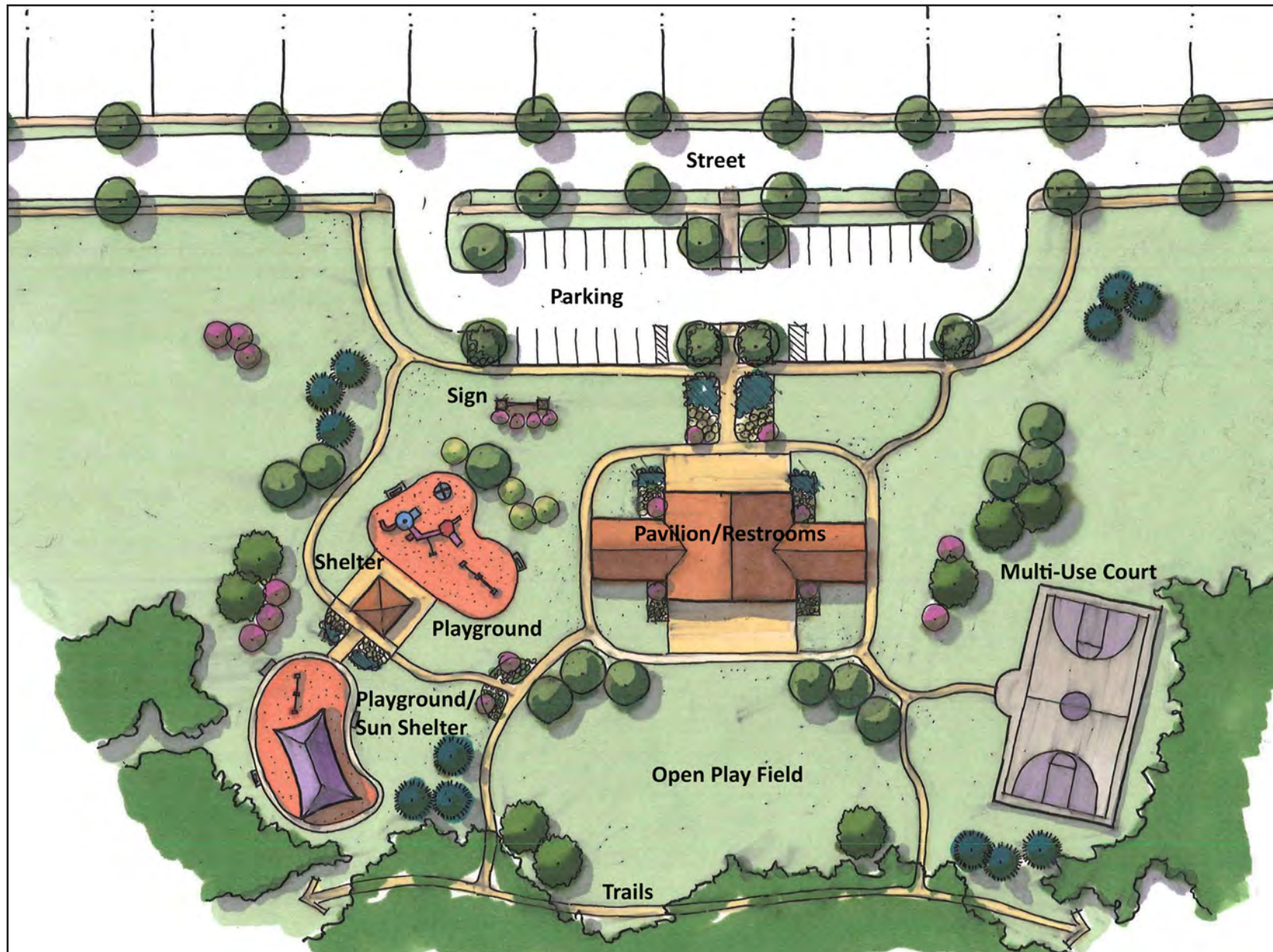
Locations and Site Selection

Neighborhood parks should be integrated to maximize service areas and accessibility while minimizing unnecessary overlap in service level coverage. While most communities consider the physical barriers such as major roadways, this is not practical for Westworth Village, as a result of community size and road patterns. Adequate vehicular access and parking should be provided. The site may include preserved areas for passive recreation but the site's slopes

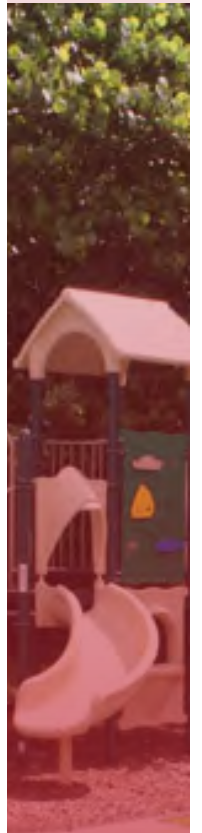
and soils should accommodate safe use for park facilities and allow proper drainage. Neighborhood parks should incorporate nature features when possible and provide access to trail systems.

Development Considerations

- Additional community input could be considered during design phases
- Vehicular parking should be required based on the individual park's programming
- Safe pedestrian access should be provided to the park and as internal circulation
- Parks may be located along a trail system and serve as trail access sites
- Protection from the sun should be considered through shade structures or trees
- Facilities should have landscape plantings and trees
- Park signage should include monument park sign, necessary trail signs and posted administrative requirements
- Typical amenities provided for neighborhood parks could include:
 - Children's playground with surface and equipment
 - Hard surface play area
 - Walking trails, access to trail systems and trail head site
 - Splash pads
 - Court games such as basketball, tennis and volleyball
 - Open lawn for passive non-organized team sports such as toss or frisbee
 - Passive recreation elements such as picnic areas, tables, benches, trash receptacles, and walks.
 - Pavilions or multi-purpose structures for family events or activities
 - Support facilities such as maintenance buildings
 - Natural or preserved areas including unique terrain, floodplains, greenbelts or water features



Example of a typical neighborhood park.





Linear Parks and Greenways

Linear parks and greenways are lands set aside for preserving natural features, man-made resources, unique landscapes, open space or visual aesthetics. These areas can serve as trail corridors and passive recreational amenities. In addition, greenways are used to protect wildlife and natural processes or provide for floodways or drainage. These spaces can help create site amenities for adjacent uses and should be thought of as a community asset. Maintenance is generally not a major factor as much of the space is non-programmable. However, occasional maintenance and safety checks will be needed. These types of recreation areas have many important functions including connecting parks and points of interest within the City. Also, they emphasize natural environments while allowing for uninterrupted pedestrian movements throughout the City. Finally, they provide a unique sense of place, aesthetic features and enhanced property values.

Size, Service Area and Service Levels

Sizes are not applicable because much of the existing land is defined and based on existing natural features. Service areas and levels include the entire City and population. It is important to note that the existing linear parks essentially serve the entire community and in a limited basis act as a community park within the proposed park system.

Locations and Site Selection

Resource availability and natural corridors are the primary determinants for locations. Coordination with future trail locations and the existing Trinity Trail infrastructure will also be major factors. Integrating these types of parks and spaces into the park system often requires coordination with resource agencies such as the U.S. Army Corps of Engineers and the TRWD. In addition, access may require unique acquisitions or consideration of public-private partnerships.

Development Considerations

- Additional community input could be considered during design phases
- Safe pedestrian access and use should be provided in association with any trails
- There are no specific sizes for these areas, however, establishing a minimum width is important to the function in association with trails and grading. As a general rule, 50 feet should be the minimum width. Where a linear park is on either side of a natural drainage course, a minimum of 12 feet should be provided for foot traffic or motorized vehicles performing maintenance along greenways.



Example of a linear park.

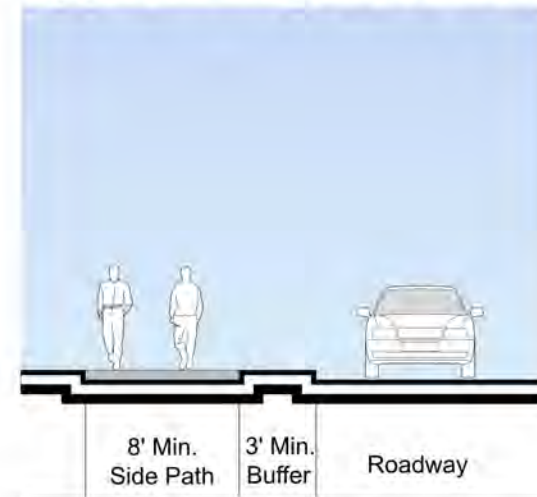
Trails and Bike Facilities

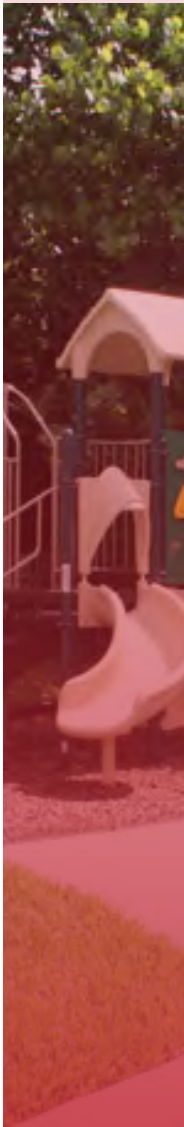
All bicycle and pedestrian facilities should meet the minimum standards required by the local Code as well as the recommendations of the American Association of State Highway and Transportation Officials (AASHTO) in their publication *Guide for the Planning, Design and Operation of Bicycle (Pedestrian) Facilities*. Pavement striping, signage and signals should be in accordance with the local Code and the most current Texas version of the *Manual on Uniform Traffic Control Devices (MUTCD)*. Hike and bike trails and sidepaths should be accessible and traversable by physically disabled persons and should comply with the guidelines set forth by the Americans with Disabilities Act of 1990 (ADA), as enforced in Texas by the Architectural Barriers Section of the Texas Department of Licensing and Regulations.

A bicycle is legally recognized by the State of Texas (and many other states) as a vehicle, with all the rights and responsibilities for roadway use that are also provided to motor vehicles. As such, bicyclists can legally ride on any of the streets in Westworth Village. However, certain roadways are more attractive to riders than others. Basically, local and collector streets are suitable for use by most adult bicycle riders, as long as traffic volumes are not high and speeds are less than 35 miles per hour. Arterial streets typically carry higher traffic volumes with speeds of 35 to 45 miles per hour, and are most suitable for more skilled and assertive bicyclists.



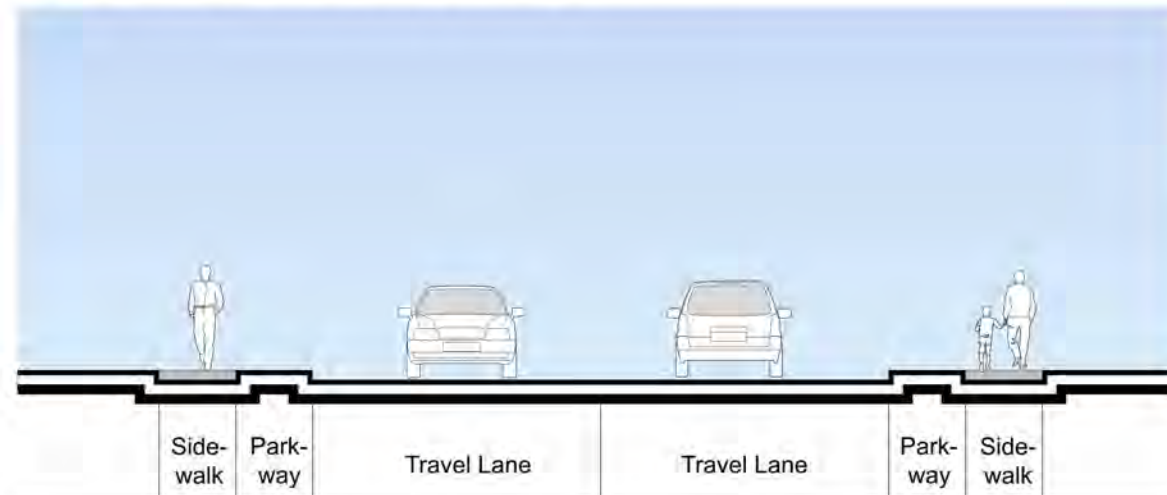
Typical Proposed Side Paths





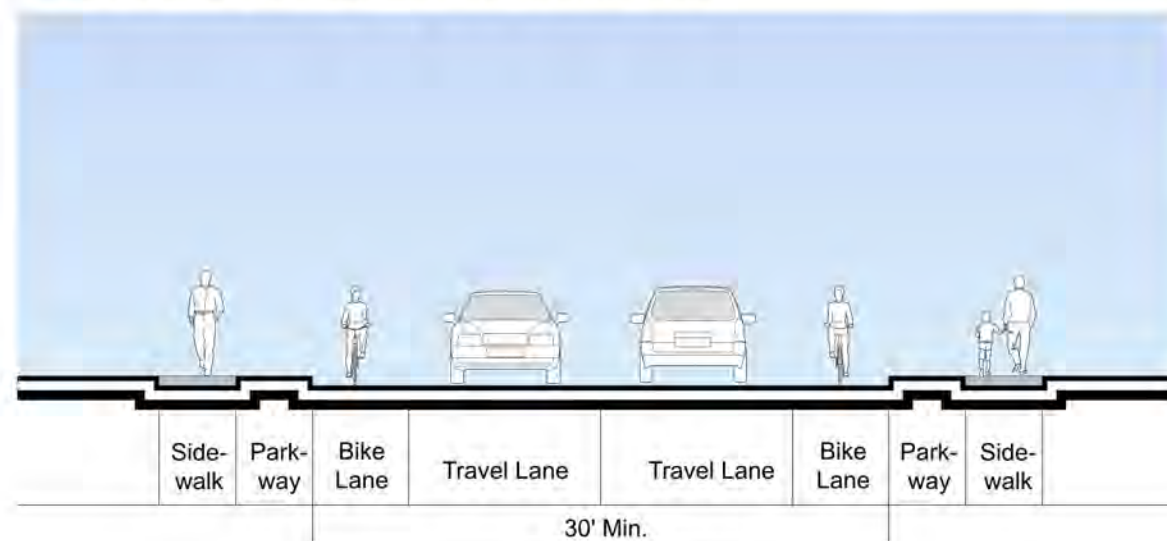
Existing Wide Two Lane Road

Typical, 2 Lanes and Sidewalks



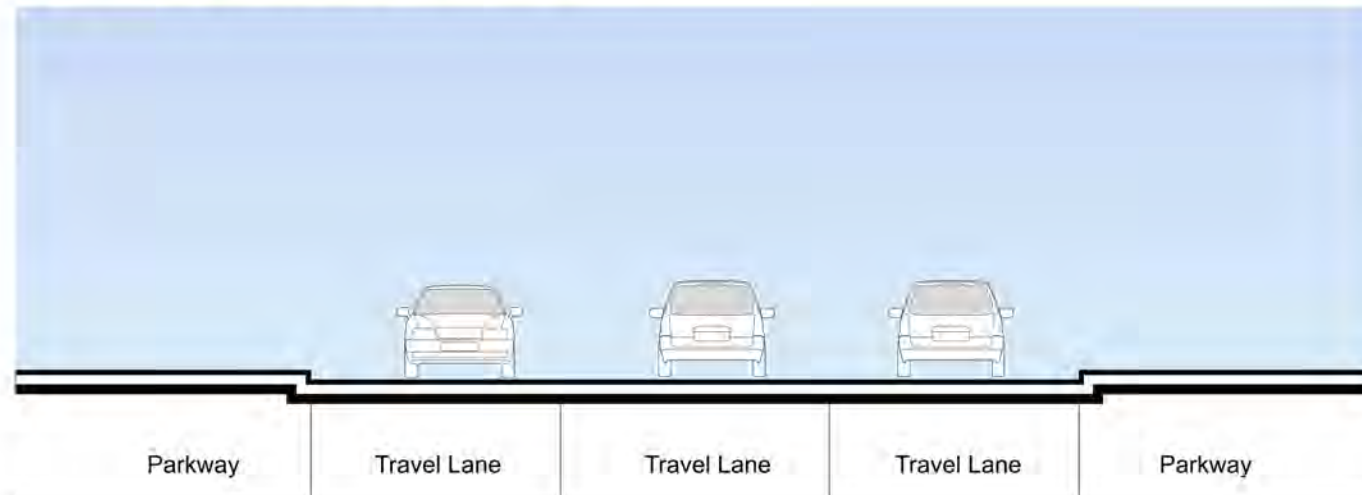
Proposed Two Lane Road with Lane Restripe

2 Lanes, 2 Bike Lanes, and Sidewalks



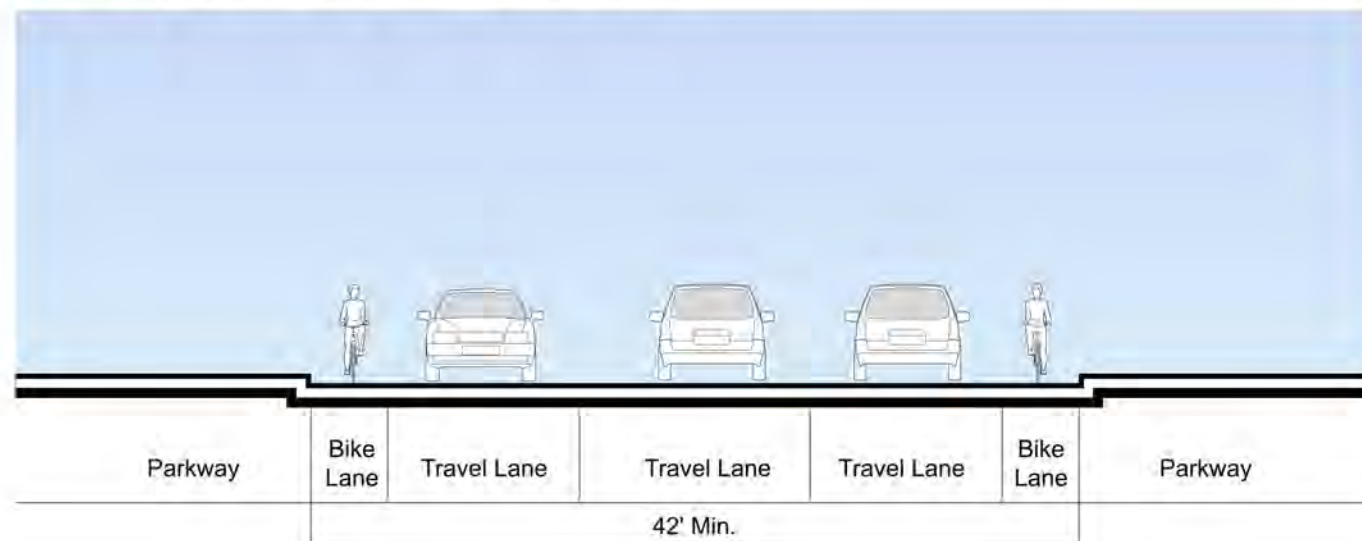
Existing Three Lane Road

Typical, 2 Lanes and Sidewalks



Proposed Three Lane Road with Lane Restripe

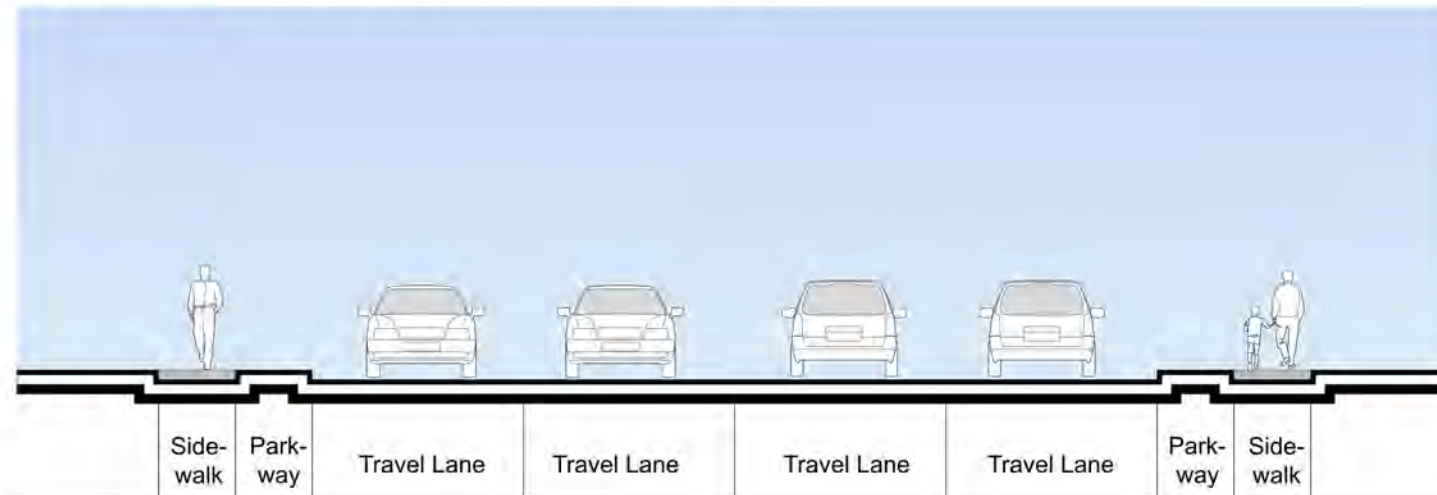
2 Lanes, Turn Lane, Two Bike Lanes





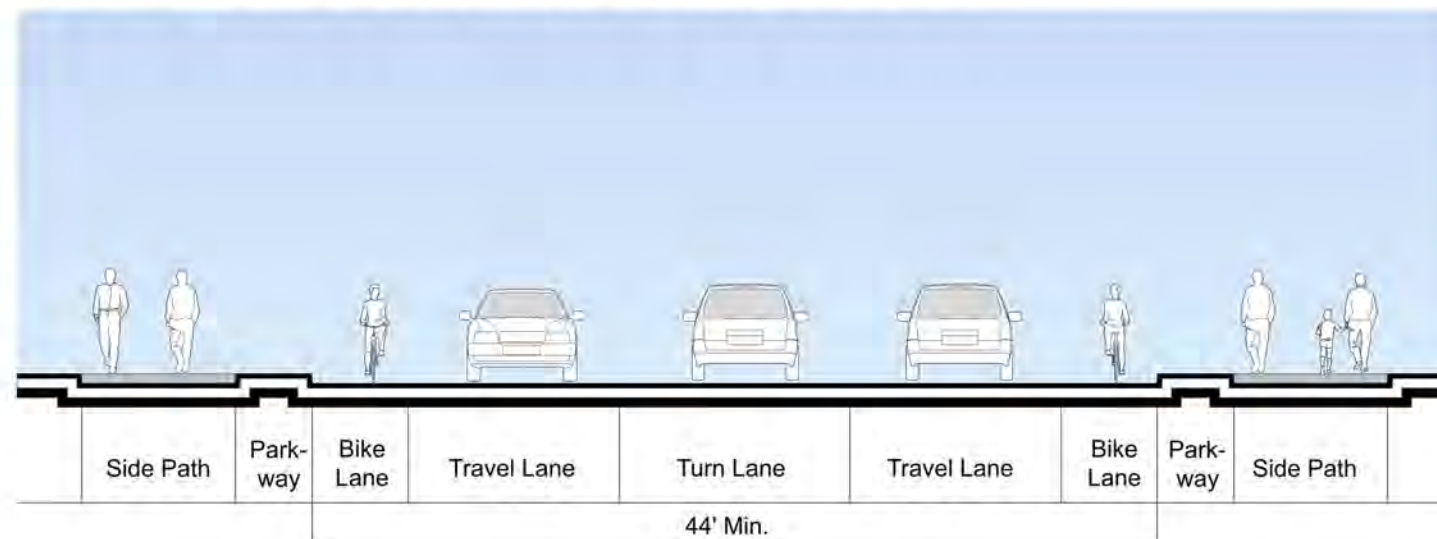
Existing Four Lane Road

Typical, 4 Lanes and Occasional Sidewalk



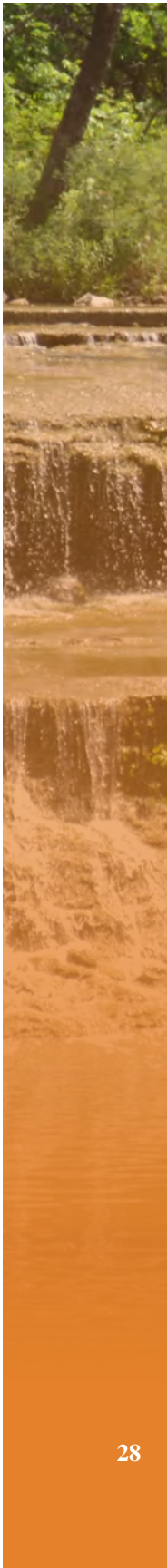
Proposed Four Lane Road Conversion with Side Paths

2 Lanes, Turn Lane, Two Bike Lanes, and Side Paths



Park Inventory





Park Inventory

The following information documents existing park, open space, and trail facilities for Westworth Village. Planning for future livability requires an assessment and understanding of the existing recreation facilities both as City parks and other significant public and private facilities. In order to identify deficiencies based on the park classifications and standards, this inventory provides a baseline understanding for parks as they existed at the beginning of this study.

Existing publicly accessible park spaces are noted along with other publicly and privately owned recreation facilities. These other areas are maintained and operated outside the City's control and often have limited access; however, it is important to note these areas in order to understand their restrictions and to identify potential opportunities and partnerships. In this document, these other parks are referred to as Other Existing/Planned Public Facilities Within or Near Westworth Village. See Maps 4.1 and 4.2 for existing facilities, activity generators, trails and sidewalks.

Existing City Facilities

Westworth Village currently offers no city-owned or operated park facilities. Including other significant facilities outside the City's control, there are limited recreational opportunities currently within Westworth Village.

Hawks Creek Golf Club

Classification: This facility is not being included within the current or future park system. The course is only being noted as a municipal facility.

Size: 150+ acres

Location: 6520 White Settlement Road. The course is located in the northwest portion of the City.

Surrounding Land Uses: The golf club is essentially land locked. The NAS Fort Worth JRB is along the course's northern and western boundaries. Multi-family and non-residential land uses make up the remaining adjacent land uses.

Facilities: 18-hole golf course with practice tee and driving range. Also includes maintenance facilities, golf shop and grill.

Condition/ Comments: The City-owned Hawks Creek Golf Club has seen recent improvements to the course and clubhouse. Access is based on daily rates or annual memberships.

Other Existing/Planned Public Facilities Within or Near Westworth Village

Fort Worth Trinity Trails

Classification: Linear Park/ Greenway

Size: Approximately 60 acres within Westworth Village City limits. This is a small portion of the overall Trinity Trails system within Tarrant County.

Location: Within Westworth Village, the linear park is along the West Fork segment of the Trinity River and along the Farmers Branch Creek which empties into the Trinity River.

Surrounding Land Uses: The Farmers Branch Creek is bordered by NAS Fort Worth JRB to the north and larger lot single family and agriculture uses to the south. The West Fork segment is bound to the west by single family and public uses and the Trinity River to the east.



Typical trail segment along the West Fork branch of the Trinity River.



Pedestrian bridge and trail within the Farmers Branch Creek segment of the linear park and greenway.

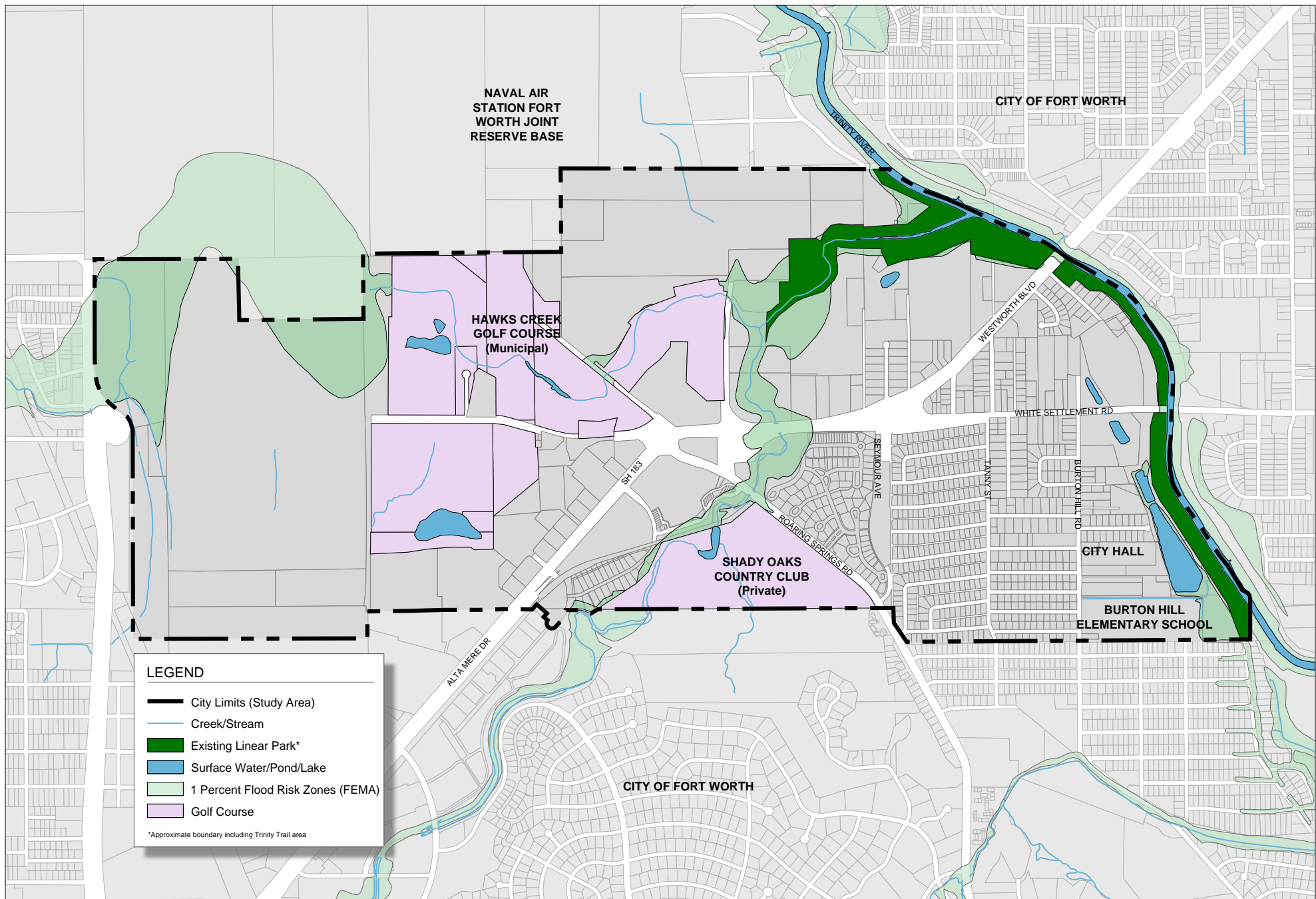
Facilities: 14,240 linear feet (2.7 miles) of mixed-surface trails including crushed gravel and concrete. Mile marker stones, several promotion and trailhead signs with maps are present along the West Fort segment.

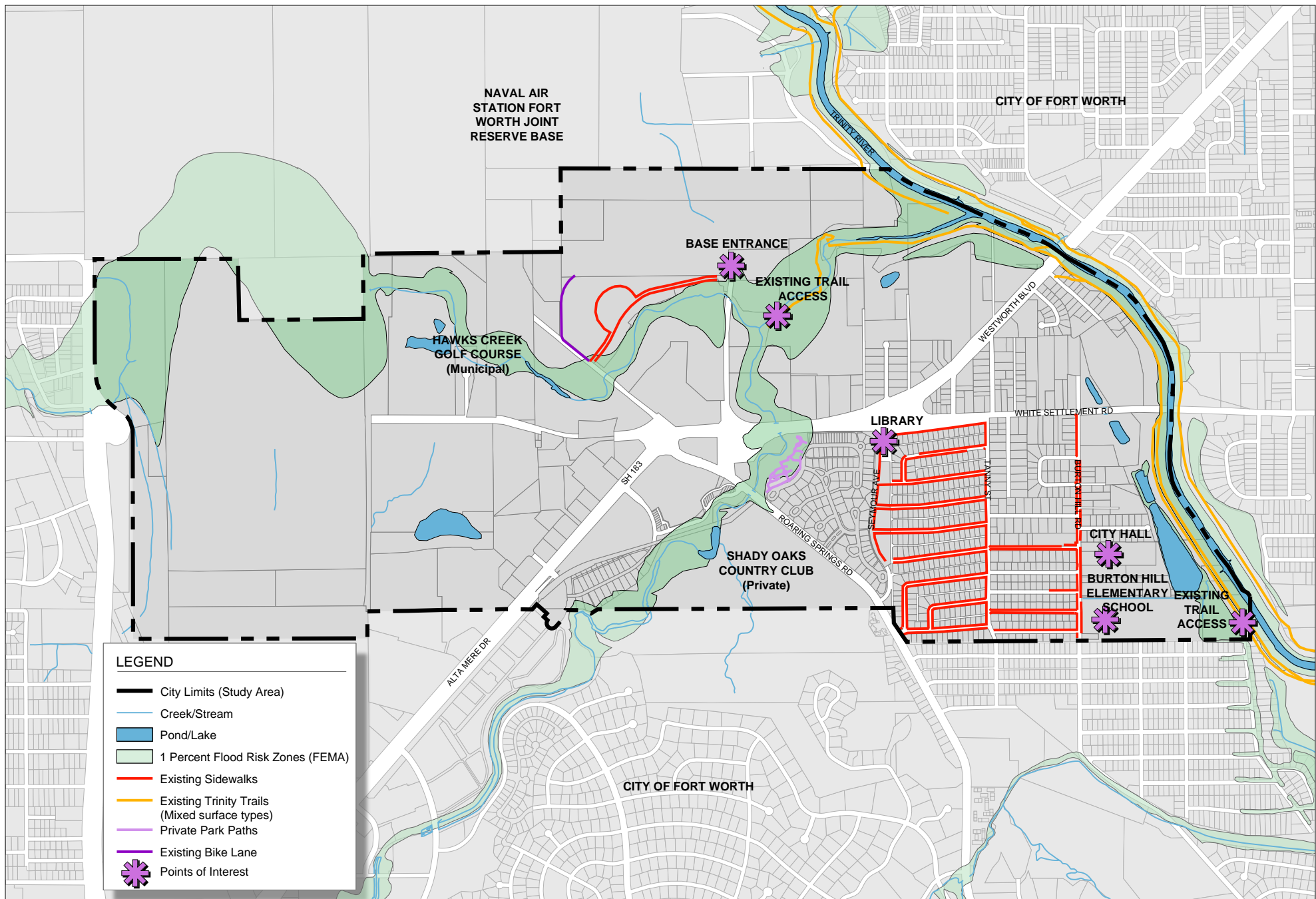
The Farmers Branch Creek includes Airfield Falls waterfalls, erosion control walls and bank stabilization elements, three pedestrian bridges, three benches and one bench with shade cover.

Condition/ Comments: The Trinity River and Trinity Trail system are invaluable resources and benefits for Westworth Village residents. Future needs and connectivity assessments need to include resource-based analysis with a focus on helping the City take full advantage of natural and trail resources.



Airfield Falls along Farmers Branch Creek.





Fort Worth Trinity Trails



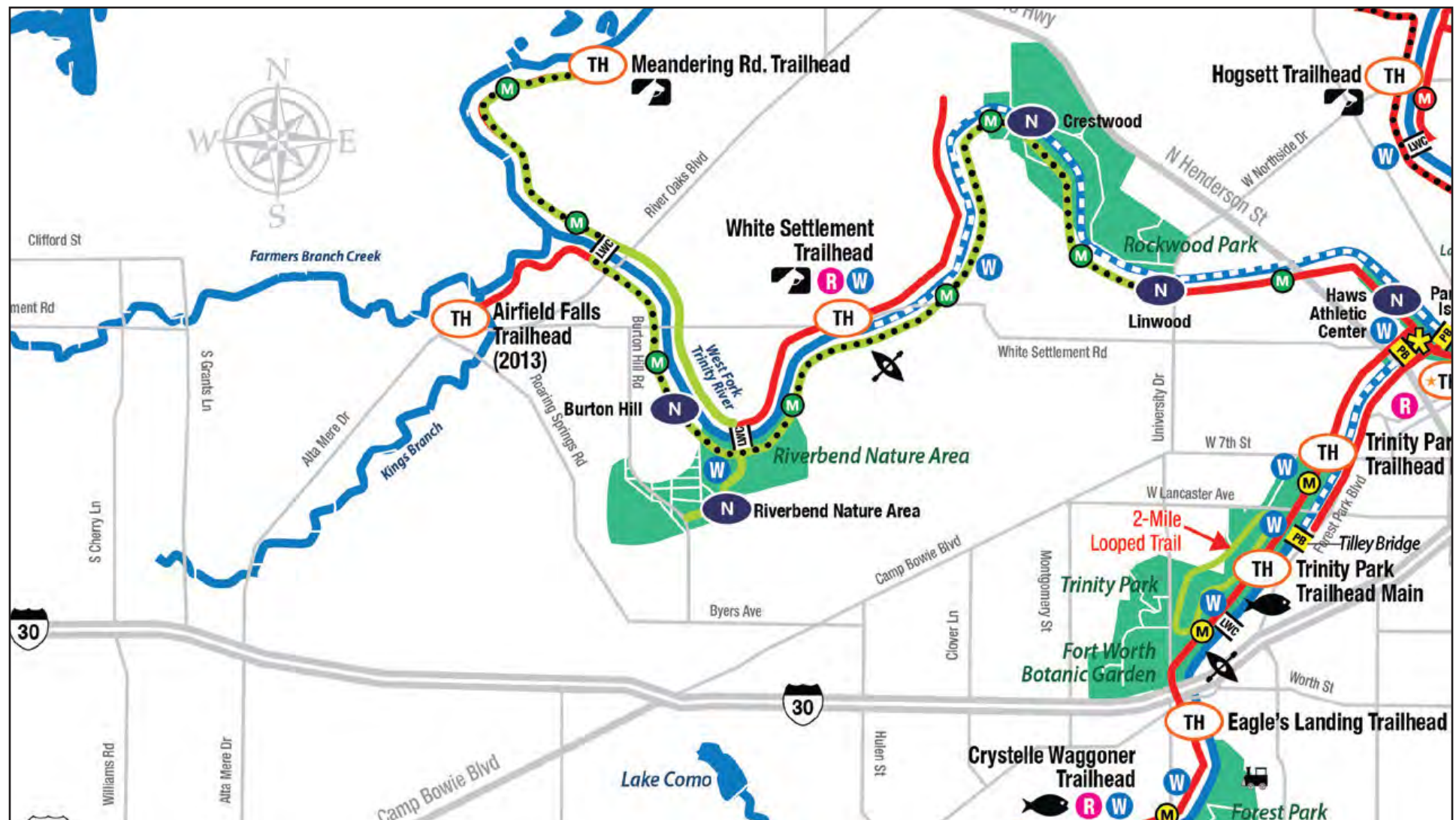
Legend

Crushed Limestone Trails	Low-Water Crossing	Mile Marker for Upper West Fork Trail	Horse Trailer Parking
Paved Trails	Pedestrian Bridge	Mile Marker for Lower West Fork Trail	Non-Motorized Boat Launch
On-street segment of trail	Neighborhood Access/No Parking Area	Mile Marker for Clear Fork Trail	Wakeboarding
Equestrian Trails	Trailhead/Parking Area	Water Fountain	Tubing
Paddle Routes	Entertainment Venue	Restroom	Mountain Biking
	Mile 0	Fishing Area	Basketball
			Playground

You keep the river cool.

Support the river and enjoy special perks at KeepTheRiverCool.org.
See the progress we're making together at TrinityRiverVision.org.

We keep the river running.



Trinity River Trails Map,
Source: Tarrant Regional Water District (Note, map has been cropped)

North Central Texas Council of Governments Veloweb

North Central Texas Council of Governments Veloweb Mobility 2030 is a regional plan produced by NCTCOG. It includes ideals for various modes of transportation for the North Central Texas region and sets goals and strategies for the year 2030, none of which are mandates. Chapter 15 of the Plan addresses pedestrian/bicycle systems for the region, stating that NCTCOG has a regional goal of eight percent combined alternate transportation mode share.

The Veloweb is a 644-mile, designated off-street trail network for the Dallas-Fort Worth metroplex, primarily intended for use by fast-moving bicyclists. Trails in the Veloweb tend to follow rail lines and other non-road corridors, such as major drainage and easement corridors.

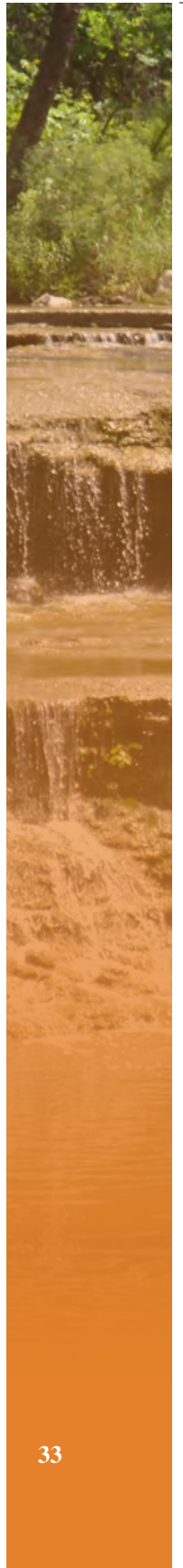
Within Westworth Village, the Veloweb includes trails along Alta Mere Drive and within the Trinity River and the Trinity River's Kings Branch and the Farmers Branch Creek.

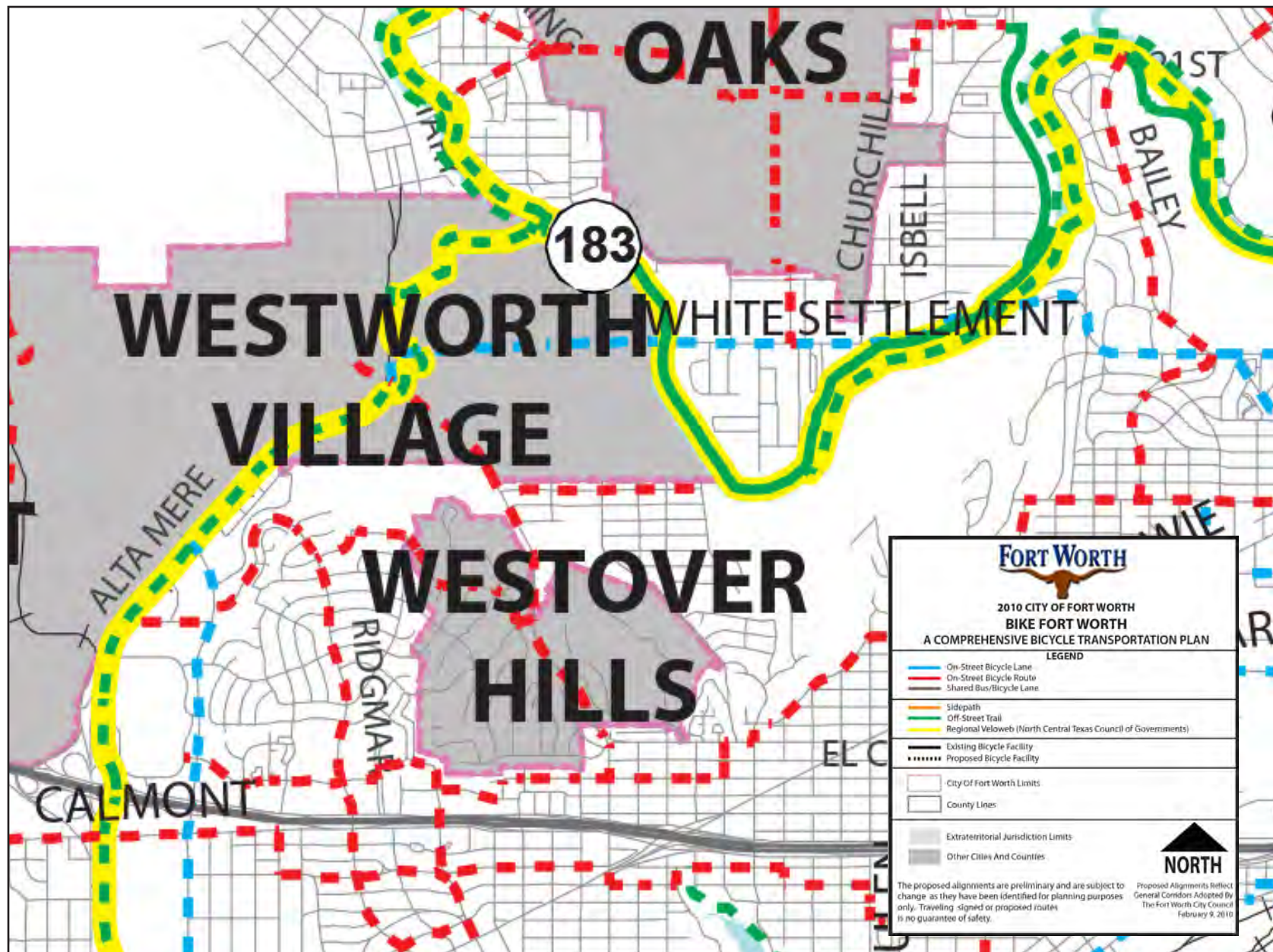
2010 City of Fort Worth Bike Fort Worth Comprehensive Bicycle Transportation Plan

The *Bike Fort Worth* plan is a comprehensive bicycle transportation plan for the City of Fort Worth. The plan contains policies, programs and facilities to increase bicycle transportation within the City of Fort Worth. The plan's study area includes the entire Fort Worth City Limits and extra territorial jurisdiction. However, the plan recognized the importance of linking bicycle facilities across multiple jurisdictions, thus including Westworth Village, along with other surrounding communities near Fort Worth.

The plan states, "Implementation of the Bike Fort Worth plan will promote bicycling as a safe and attractive transportation alternative. A bicycle transportation network will serve to improve livability in Fort Worth by providing an alternative travel option to residents of the City and improved access to other modes of transit; allowing for better access to goods, services and activities."

Within Westworth Village, the *Bike Fort Worth* plan identifies three components to link Fort Worth and Westworth Village. First is the previously mentioned Veloweb trails identified on the *Bike Fort Worth* plan as on off-street trail. Second, White Settlement Road is identified to have future on-street bicycle lanes. This is likely a key east-west bike connection for western Fort Worth and Westworth Village. Finally, Roaring Springs Road is identified as an on-street bicycle route. See the map on the next page.





*Bike Fort Worth Map,
Source: City of Fort Worth (Note, map has been cropped)*

Needs Assessment





When communities are smaller in size with few existing recreational opportunities, new park amenities can have a significant impact to services, essentially providing more bang for the buck. As illustrated in the park classifications and standards, large community park types are not necessarily appropriate for Westworth Village. Further, it could be argued that the existing linear parks essentially serve as community/regional parks for Westworth Village.

A Venn diagram illustrating the components of a community needs assessment. It consists of three overlapping circles. The top circle is labeled "Standards-Based Assessment". The bottom-left circle is labeled "Demand-Based Assessment". The bottom-right circle is labeled "Resource-Based Assessment". The central area where all three circles overlap is labeled "Community Needs".

Figure 5.1 This planning process uses multiple assessments to determine community needs

Demand-Based Assessment

The demand-based approach is the reflection of a community's needs as provided by citizens and elected officials. It essentially relies on public input as determined through various community engagement channels. In this case, community engagement included a public meeting, questionnaires collected during various luncheons and an online survey. Summaries and conclusions are provided below for both meeting input and the online survey. Additional public meeting information and documentation along with the online survey results are provided in the appendix.

Public Meeting Input Summary

Vision

Meeting participants were asked a series of questions to identify visioning for parks and trails. Questions included:

- 1. If you could look into the future what would Westworth Village's park system be?*
- 2. If you could look into the future, what key words would help to describe your vision?*
- 3. If you could look into the future, what are your major goals for parks and trails?*

General Vision Input Received During the Public Meeting

- Increase amenities
- Provide uses for all ages
- Connect residential areas to non-residential areas
- Provide loop trail through the City to connect to the Trinity Trails
- Promote Airfield Waterfalls
- Provide bike facilities
- Promote walkability
- Preserve open space

- Have open play areas
- Support the natural environment
- Promote pocket parks in neighborhoods
- Buffer park and trail uses from the NAS Fort Worth JRB for security purposes

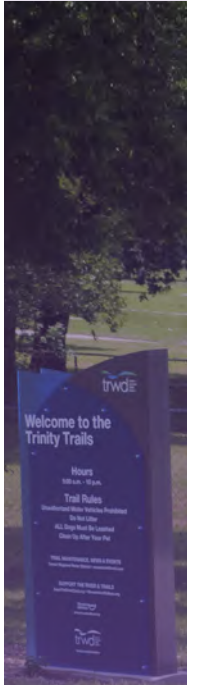
Park and Trail Desires

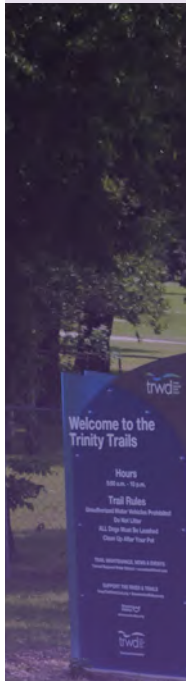
Meeting participants were asked a series of questions to identify park and trail desires. Questions included:

- 1. Where would you build a new park?*
- 2. What activities do you desire in new parks?*
- 3. Where would you build trails and bike facilities?*
- 4. What would you connect?*

General Park and Trail Desire Input Received During the Public Meeting (No hierarchy is represented below)

- Skate park
- Splash pad
- Open play areas
- Multi-use courts
- Pavilions for small events
- Outdoor classrooms
- Property maintenance for new facilities
- Water fountains
- Restrooms
- Shade structures
- Trash receptacles
- Benches in parks
- Benches along existing trails
- Appropriate security and lighting
- Good access to trails





- Connections to Airfield Waterfalls
- Loop trail through the City
- Maps and mile markers for trails
- Playgrounds
- Additional outdoor amenities at the library
- New park near the City Municipal building
- New pocket parks in the existing neighborhoods
- Use existing Westworth Village Redevelopment Authority owned lands for park
- Wide paths for new trails

Park and Trail Priorities

Meeting participants were asked the following question to identify park and trail priorities:

1. If you could only build one or two things, what would those be?

General Park and Trail Priorities Input Received During the Public Meeting

- Trails
- Playgrounds
- Park near the City Municipal building
- Park near Library and Neighborhoods
- Connect all areas of the City
- Provide a pavilion for events
- Greenspace

Bike and Trail Connectivity Summary

Public input has identified trails and trail access as a top priority. A simple bike and trail network connectivity assessment was conducted to identify destinations, surrounding connections and existing gaps in service. Analysis was based on public input, surrounding systems, site visits and the Bike, Walks and Trails Map. In general, the level of service based on miles of trails in relation to the existing and future populations is good. Important identified bike and trail needs/issues are:

- Providing additional trail access to the river and trails
- Closing the gap between points of interest
- Providing last segment of safe routes between home and existing trails
- Creating trail loops through the city using existing greenways and connecting to existing trail segments
- Providing bike facilities
- Providing safe crossing at major roadways and improving intersections to better accommodate pedestrian movements
- Trail facilities exist along the perimeter of the community but do not traverse the neighborhoods

Online Survey Summary

The full survey results can be found in the appendix. The survey results were very similar to comments heard during the public meeting. Lack of parks and limited trail access were major challenges identified by respondents. The vision for future parks revolves around providing increased trails and access along with increased opportunities for family-type amenities. New park location desires included close-to-home parks with the overwhelming identification for a park near City Hall (Westworth Village Municipal Complex). New trails and better trail access were very popular responses. Trail loops through the City were also desired.

Open-ended questions about future amenities and amenity priorities within future parks varied. However, most responses are very suited for pocket and neighborhood parks, further supporting needs for those park types. Amenity types included active sports and playgrounds along with passive recreation elements such as benches, pavilions and greenspace.

Off-street, bicycle-friendly trails were the highest response to solutions for bicycle routes through Westworth Village. These trail types such as sidepaths could be supported along existing major roadways and greenbelt areas. Again, these types of responses identify and support need for additional City trail loops connected to the existing Trinity Trail system.

Question 10, “How important or unimportant are the following in terms of how YOU would use future park and trail improvements”, had responses with identifiable trends for community desires. Passive-style improvements such as benches, restrooms, pavilion, and picnic areas scored high in the “very important” category. Organized sport improvements such as youth soccer fields, youth baseball fields and tennis courts scored higher in the “unimportant” and “very unimportant” categories. This again helps to identify smaller, close-to-home parks along with trails as most important desires for residents. Trails, trail access and playgrounds have the highest scores in the “very important” category.

	Very Important	Important	Unimportant	Very Unimportant	No Opinion	Rating Count
Youth Baseball field	13.6% (3)	18.2% (4)	31.8% (7)	27.3% (6)	9.1% (2)	22
Basketball court	13.6% (3)	36.4% (8)	22.7% (5)	13.6% (3)	13.6% (3)	22
Benches	50.0% (11)	45.5% (10)	0.0% (0)	4.5% (1)	0.0% (0)	22
Dog Park	22.7% (5)	18.2% (4)	22.7% (5)	36.4% (8)	0.0% (0)	22
Exercise stations	22.7% (5)	27.3% (6)	13.6% (3)	27.3% (6)	9.1% (2)	22
Horseshoe pits	9.1% (2)	18.2% (4)	40.9% (9)	27.3% (6)	4.5% (1)	22
Pavilion	45.5% (10)	45.5% (10)	4.5% (1)	4.5% (1)	0.0% (0)	22
Picnic areas	50.0% (11)	45.5% (10)	4.5% (1)	0.0% (0)	0.0% (0)	22
Playground	59.1% (13)	13.6% (3)	4.5% (1)	13.6% (3)	9.1% (2)	22
Restrooms	68.2% (15)	18.2% (4)	9.1% (2)	0.0% (0)	4.5% (1)	22
Skate park	0.0% (0)	9.1% (2)	36.4% (8)	45.5% (10)	9.1% (2)	22
Youth Soccer field	9.1% (2)	27.3% (6)	13.6% (3)	36.4% (8)	13.6% (3)	22
Tennis court	4.5% (1)	27.3% (6)	22.7% (5)	31.8% (7)	13.6% (3)	22
Trail access	59.1% (13)	13.6% (3)	4.5% (1)	18.2% (4)	4.5% (1)	22
Volleyball court	9.1% (2)	27.3% (6)	22.7% (5)	27.3% (6)	13.6% (3)	22
Walking trails	63.6% (14)	22.7% (5)	4.5% (1)	9.1% (2)	0.0% (0)	22

The online survey helped to identify trends in community needs and desires.



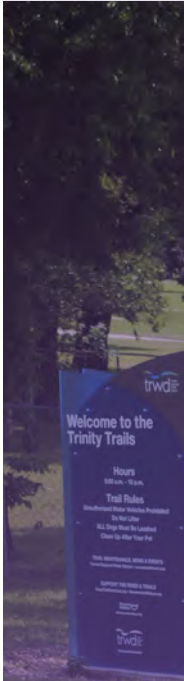
Standards-Based Assessment

Note: Facility standards were not used, as the needs assessment relied heavily on demand-based results to determine specific amenity types and facilities within parks.

The standards-based assessment uses established standards set by the National Recreation and Park Association (NRPA) in 1995. A Level of Service (LOS) is described for park types and how they serve the community. LOS figures represent a specific acreage of park land or number of parks needed per given population.

Two types of standards were examined. The first standard is Acreage Level of Service (ALOS) is based on NPRA park acreage and is applied to only the identified Westworth Village Park types. The results are expressed as park acreage per 1,000 residents. The ALOS is the standard. A Target Level of Service (TLOS) is defined through refinement of the NPRA standards to better align with Westworth Village goals, local challenges and trends. The TLOS is then used to determine park acreage needs based on existing park acreage, current populations and future populations.

The second is a Spatial LOS assessment and identifies LOS-based spatial distributions. The standards are based on NPRA service radius and are expressed or illustrated per park type within a specific distance, usually 0.25 or 0.50 mile.



Acreage Level of Service

It should be noted that 10 acres per 1,000 residents as a general rule of thumb has been used in planning for decades. While this is a basic standard and has since been scientifically refined, it remains a nice checkpoint to see if standard assessment are on course. According to the NRPA, park acreage should be between 6.25 and 10.25 per 1,000 residents. Westworth Village's Acreage LOS assessment identifies a much smaller LOS but it should be noted that the Linear Park and Greenbelt acreages are not included.

Acreage LOS Conclusion

Acreages assessed are for pocket parks and neighborhood parks. TLOS was increased due to the importance of both pocket parks and neighborhood parks within the Westworth Village park system. Westworth Village Total LOS is recommended at 2.50 acres per 1,000 residents. Based on current populations, 6.26 park acres are needed to met establish TLOS. At full estimated community build-out, based on Chapter One findings, 6.76 park acres are needed.

Based on the established Westworth Village Park Classifications and Standards, approximately three to four new pocket parks are needed and approximately two neighborhood parks are needed.

Table 5.1 NRPA Park Acreage Standards

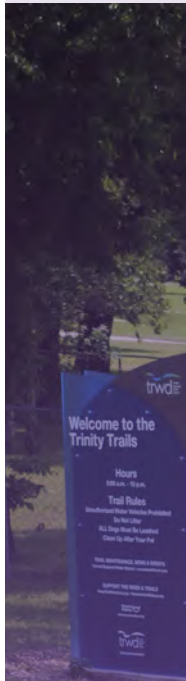
NRPA Park Acreage Standards By Park Type	
Park Type	Recommended Acres per 1,000 Persons
Pocket Park	0.25 to 0.5 acres
Neighborhood Park	1 to 2 acres
Community Park	5 to 8 acres
TOTAL	6.25 to 10.25 acres
Other Parks	
Special Use Park	Varies
Linear Park/Greenway	Varies
Nature Preserve and Open Space	Varies
Regional Park	5 to 10 acres

Table 5.2 Park Acreage Analysis

Pocket Park and Neighborhood Park Acreage Analysis					
Park Type	NRPA Recommended Acres per 1,000 Persons (ALOS)	Westworth Village Acres per 1,000 Persons (TLOS)	Existing Park Acres	Park Acres Needed for Existing Population (2,500 Persons)	Park Acres Needed for Build-out Population (2,700 Persons)
Pocket Park	0.25 to 0.5 acres	0.75 acres	0.00 acres	1.88 acres	2.03 acres
Neighborhood Park	1.00 to 2.00 acres	1.75 acres	0.00 acres	4.38 acres	4.73 acres
TOTAL	1.25 to 2.50 acres*	2.50 acres*	0.00 acres	6.26 acres	6.76 acres

*Below NRPA total park acreage standards but excludes community park acreage due to community size, available lands and populations; and in part due to efficiency of existing linear park resources





Spatial Level of service

Spatial analyses are general in nature. The goal is to minimize service area overlap while maximizing service coverage. Spatial LOS has been conducted for pocket parks and neighborhood parks, the foundation for Westworth Village's future park system. Service areas include 0.25 and 0.50 mile radii respectively. Service areas are applied to existing residential areas only.

Spatial LOS Conclusion

Existing park coverage maps were not produced, because no existing public parks fall within these categories. The entire City is under-served in both park types. In other words, a deficiency would be shown for the entire City in both park categories. However, a coverage analysis was conducted to determine the number of future parks needed per park type.

Note: The coverage analysis does not illustrate recommended park locations; it was instead conducted in conjunction with Acreage LOS to determine the number of future parks needed.

With a result similar to the Acreage LOS analysis, the Spatial LOS analysis identified a need for approximately four pocket parks and approximately two neighborhood parks.

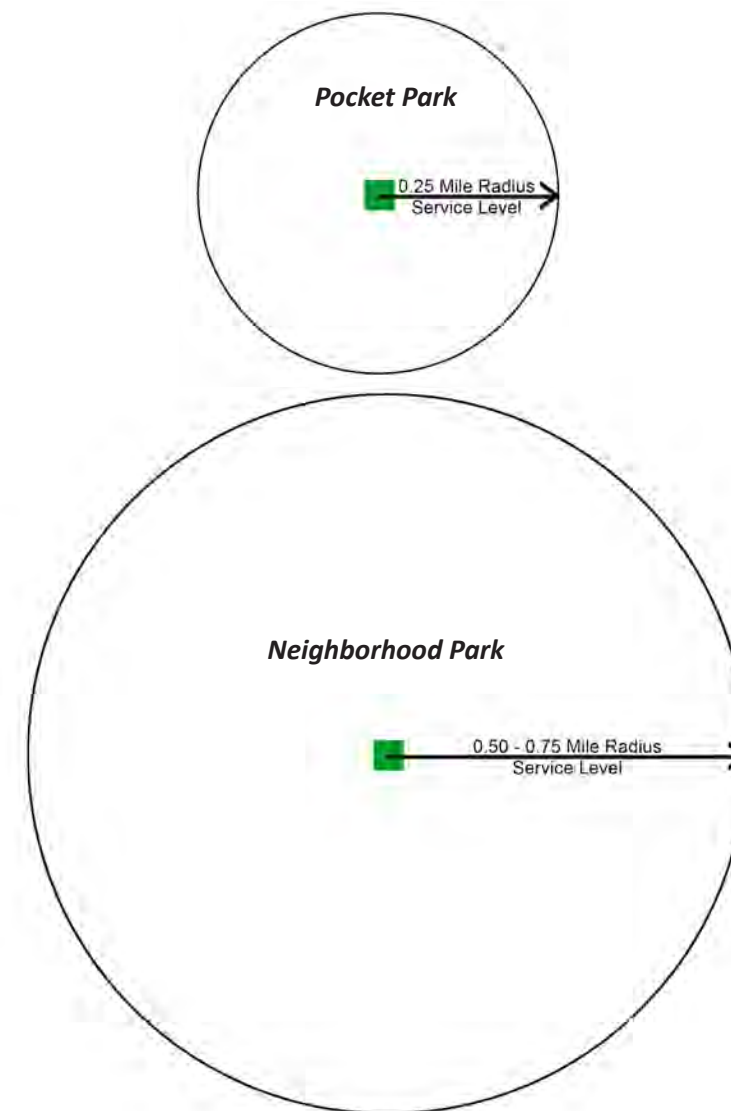
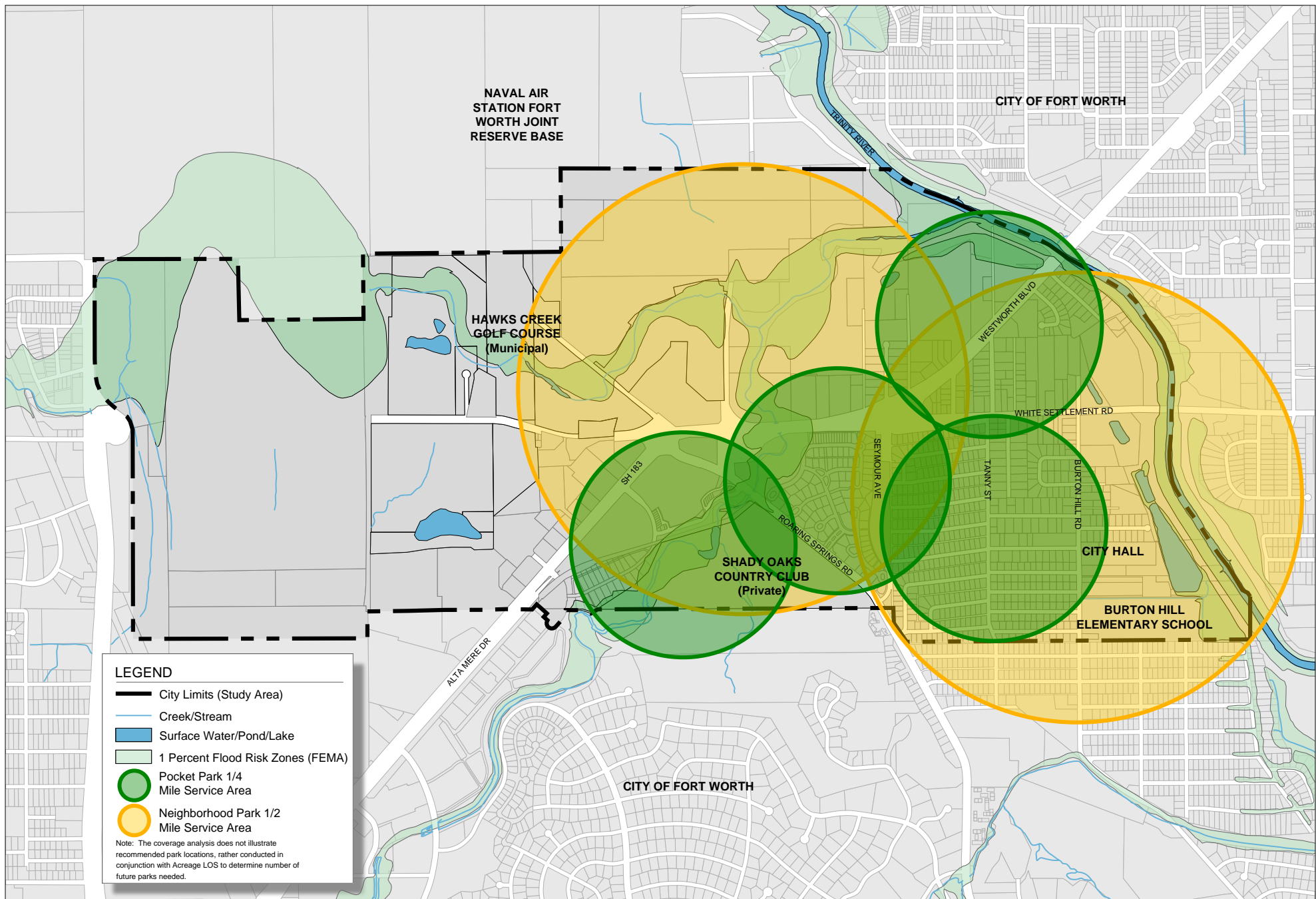


Figure 5.2 Service Areas; Not to Scale



Resource-Based Assessment

The third assessment for Westworth Village is a resource-based analysis. This exercise recognizes key man-made, physical or natural resources within the community. It identifies issues and opportunities for the resources and their relationship to the future park system.

Trinity River and Trinity Trails

Westworth Village is blessed with an existing regional trail corridor, the Trinity Trails, along the West Fork of the Trinity River. The West Fork segment near Westworth Village starts north of the city at Lake Worth and meanders south along the eastern edge of the community, along about 1.25 miles of river adjacent to Westworth Village. Westworth Village has over 2 miles of existing mixed surface trails. The challenges for the existing trails remain as neighborhood access, last-mile connections and access, due to Trinity River's levees and their associated slopes. The Trinity River Corridor is about 600 feet in width and about 375 feet from level-top to levee-top on the opposite bank. For the most part, the Trinity River does not offer unique tree coverage or vegetation due to the construction of flood control devices. However, several

recreation opportunities exist. Fishing, multi-use trails, and kayaking are possible. There is a canoe/kayak launch about a mile east of the city limits.

Farmers Branch Creek, Airfield Waterfalls and Trail

Farmers Branch Creek feeds into the Trinity River. The creek and its greenway have significant tree coverage, existing trails and bridge crossings. Within the branch is the Airfield Waterfalls, the largest in Tarrant County. The waterfalls are a unique physical feature and draw visitors to the areas. The waterfalls have existing access except for the first segment near Pumphrey Drive. Parking is not provided, but is planned as part of a future TRWD trailhead park.

Other Features

The City includes substantial floodways and greenways. Many of these areas have significant tree coverage along creeks or drainage ways. They offer the opportunity for additional trails or trail loops in conjunction with the existing Trinity Trails. Challenges for these areas are generally associated with access and ownership. Many cross single family lots or existing private and municipal golf facilities.



Trinity River and trails along Westworth Villages eastern boundary, trail surfaces include both concrete and crushed gravel



Existing trail sign and maps



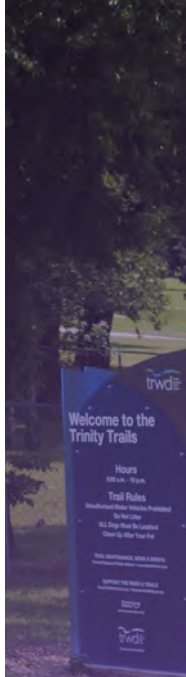
Airfield Waterfalls



Creeks and greenways

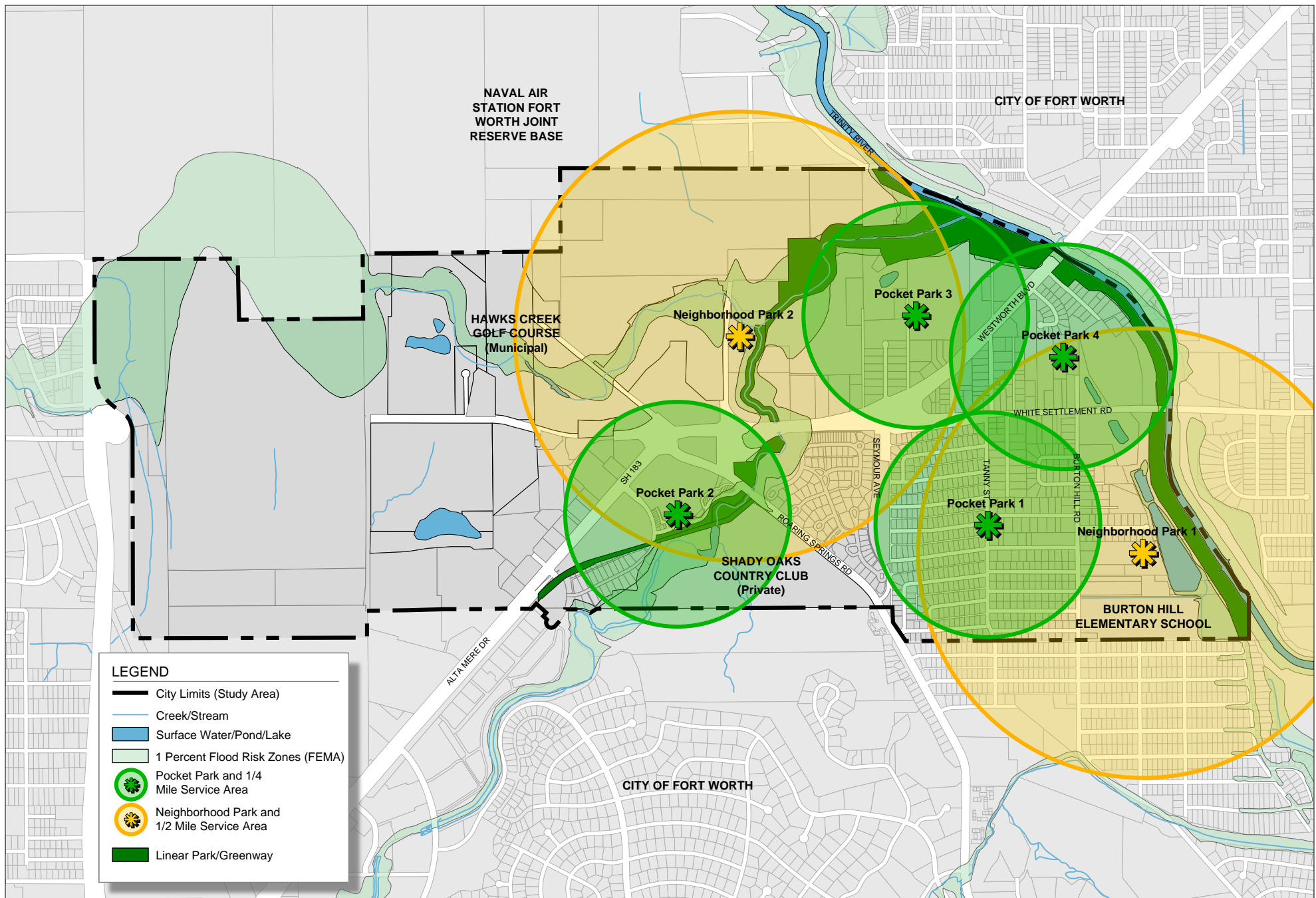


Existing greenways within the City



Future Parks and Trails





Pocket Parks

Pocket parks are small in size but will create the foundation for Westworth Village's park system. They are important because they offer close-to-home amenities within walking distance for residents. As identified in the needs assessment, four new pocket parks are recommended. Their general locations should be in the center of residential areas. Since major roadways serve as barriers to pocket park's service areas, existing road and neighborhood patterns have to be taken into account when designing future pocket parks. Space for pocket parks may be developed in a variety of scenarios, including greenfield development or redevelopment of existing single family lots. Park signage is recommended at each park. Signage should be consistent to create an identifiable community image and to build continuity throughout the City. Signs should compliment the existing monument entry signs and the existing monument sign found at the Municipal Complex. Light tan blended natural stone is recommended for sign designs along with large, easy-to-read fonts and sign faces.



Example of pocket park incorporated into an existing neighborhood.

Pocket Park 1

Recommended Size

Approximately 0.5 acres

Recommended Location

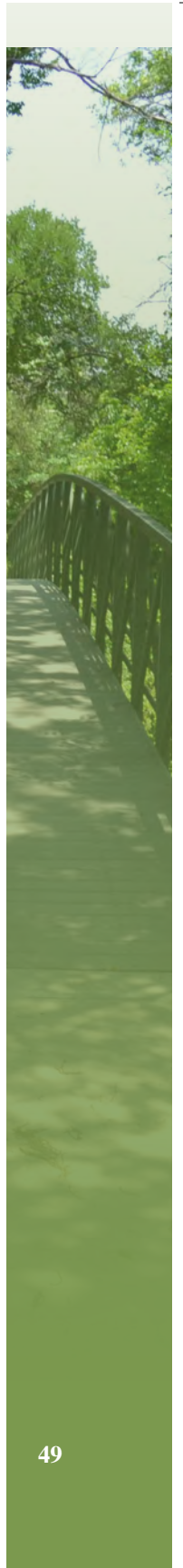
In the neighborhoods south of White Settlement Road, east of Seymour Avenue, west of Burton Hill Road and north of Carb Drive. The park should be centrally located in the existing neighborhoods, meaning as close to Tanny Street and to Popken Drive as is reasonably possible.

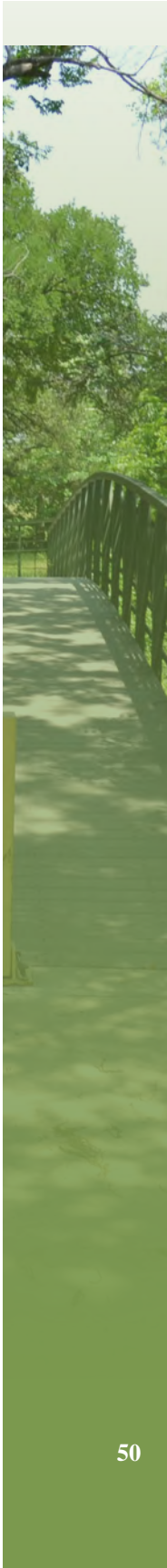
Recommended Improvements/Programming*

- Playground
- Shade structure for playground
- Trash receptacle
- Benches
- Picnic table and small shelter
- Trees and landscaping
- Irrigation
- Sidewalk and hardscape

Preliminary Budget +/- \$75,000 - \$150,000

**Cost estimates are preliminary and for planning purposes only. Cost estimating does not include land acquisitions, design fees or infrastructure. Cost estimates are general in nature and will vary depending on site conditions and program elements.*





Pocket Park 2

Recommended Size

Approximately 0.5 acres

Recommended Location

In the developing neighborhoods south and east of SH 183, west of Roaring Springs Road and north of the Shady Oaks Country Club. The park should be as centrally located in the existing and developing neighborhoods as reasonably possible.

Recommended Improvements/Programming*

- Playground
- Shade structure for playscape
- Trash receptacle
- Benches
- Picnic table and small shelter
- Trees and landscaping
- Irrigation
- Sidewalk and hardscape

Preliminary Budget +/- \$75,000 - \$150,000

**Cost estimates are preliminary and for planning purposes only. Cost estimating does not include land acquisitions, design fees or infrastructure. Cost estimates are general in nature and will vary depending on future site designs.*

Pocket Park 3

Recommended Size

Approximately 0.5 acres

Recommended Location

In the developing neighborhoods south of the Trinity River, east of McNaughton Lane and north and west of Westworth Boulevard. The park should be as centrally located in the existing neighborhoods as reasonably possible.

Recommended Improvements/Programming*

- Playground
- Shade structure for playscape
- Trash receptacle
- Benches
- Picnic table and small shelter
- Trees and landscaping
- Irrigation
- Sidewalk and hardscape

Preliminary Budget +/- \$75,000 - \$150,000

**Cost estimates are preliminary and for planning purposes only. Cost estimating does not include land acquisitions, design fees or infrastructure. Cost estimates are general in nature and will vary depending on future site designs.*



Pocket Park 4

Recommended Size

Approximately 0.5 acres

Recommended Location

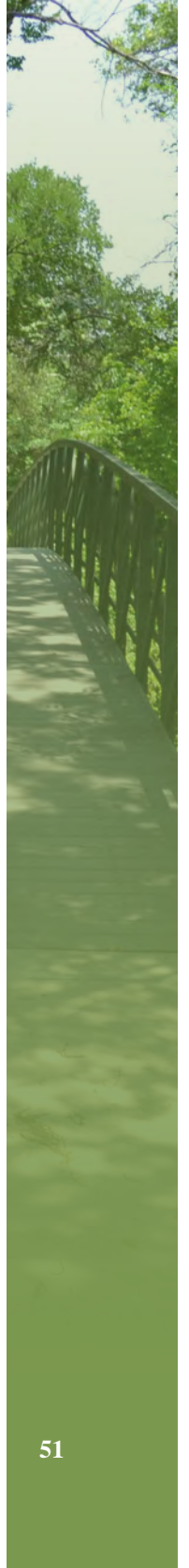
In the neighborhoods south and east of Westworth Boulevard, west of Trinity River and north of White Settlement Road. The park should be as centrally located in the existing neighborhoods as reasonably possible.

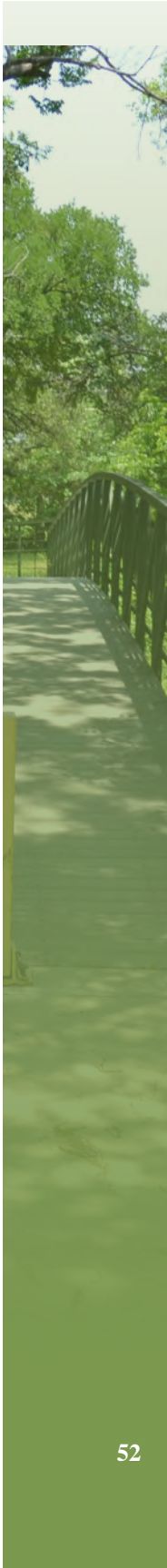
Recommended Improvements/Programming*

- Playground
- Shade structure for playscape
- Multi-use court
- Trash receptacle
- Benches
- Picnic table and small shelter
- Trees and landscaping
- Irrigation
- Sidewalk and hardscape

Preliminary Budget +/- \$75,000 - \$150,000

**Cost estimates are preliminary and for planning purposes only. Cost estimating does not include land acquisitions, design fees or infrastructure. Cost estimates are general in nature and will vary depending on future site designs.*





Neighborhood Park

Outside the existing Trinity Trail linear park, neighborhood parks are the largest amenity component for the Westworth Village park system. Based on the needs assessment, approximately 4.7 acres park space or two neighborhood parks, are recommended. These park types work in conjunction with pocket parks to meet the recreational needs of the community. They serve a larger area of the population and thus have a greater need for variety in programming and amenity types. Tarrant Regional Water District is currently designing and bidding the Trinity Trails Airfield Falls Trailhead Park. Based on the TRWD's park size and location, we have classified this as a neighborhood park within the proposed park system. Its future amenities will be very different from those recommended at Neighborhood Park 1.

Neighborhood Park 1 will be a key recreational site for Westworth Village. It will contain many of the desired amenities identified through public input. Park signage is recommended at each neighborhood park. Signage should be consistent to create an identifiable community image and to build continuity throughout the City. Signs should complement the existing monument entry signs and the existing monument sign found at the Municipal Complex. Light tan blended natural stone is recommended for sign designs along with large, easy-to-read fonts and sign faces.

Neighborhood Park 1

Recommended Size

Approximately 2.0 acres

Recommended Location

Adjacent to the existing Westworth Village Municipal Complex.

Recommended Improvements/Programming*

- Playscape structure and play equipment
- Shade structure for playscape
- Splash pad
- Open play areas
- Multi-use court
- Pavilions for small events
- Water fountains
- Trash receptacles
- Benches
- Lighting
- Picnic tables
- Signage
- Trees and landscaping
- Irrigation
- Sidewalk and hardscape

Preliminary Budget +/- \$300,000 - \$400,000

**Cost estimates are preliminary and for planning purposes only. Cost estimating does not include land acquisitions, design fees or infrastructure. Cost estimates are general in nature and will vary depending on future site designs.*

Neighborhood Park 2 (TRWD Airfield Falls Trailhead Park)

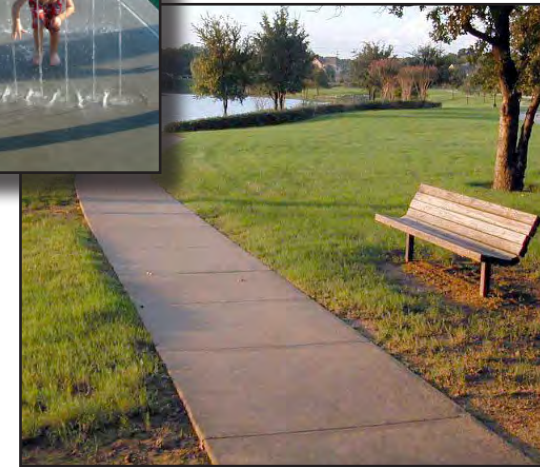
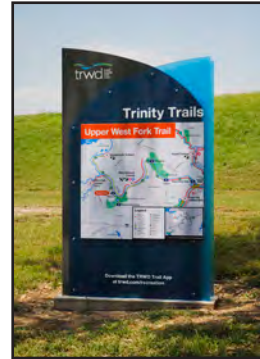
Recommended Size

Existing TRWD lands under design

Recommended Location

TRDW Airfield Falls Trailhead Park

Neighborhood Park 1 Character Image Examples





Linear Park and Greenways

Recommended Size

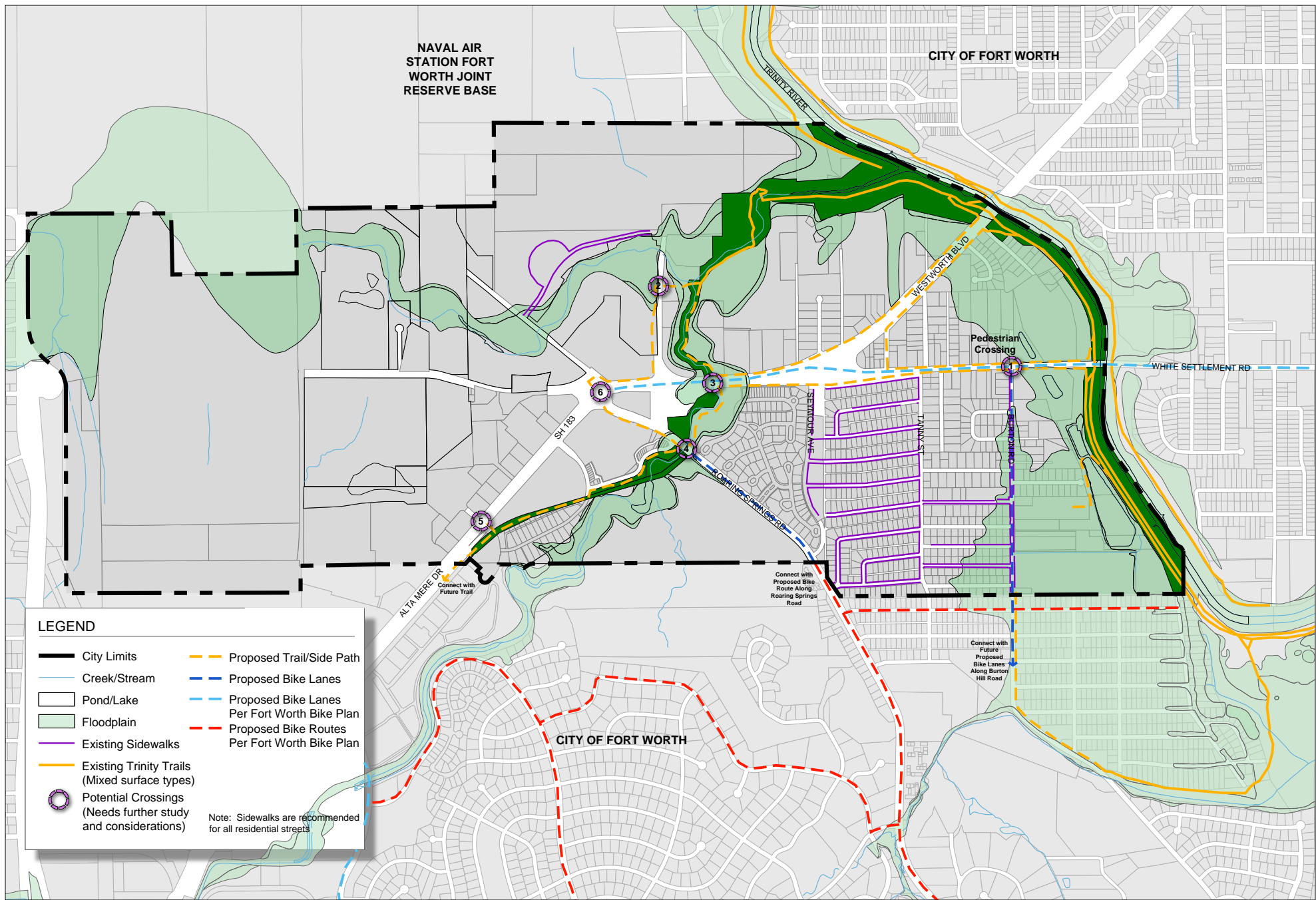
Approximately 10.0 to 12.0 additional acres

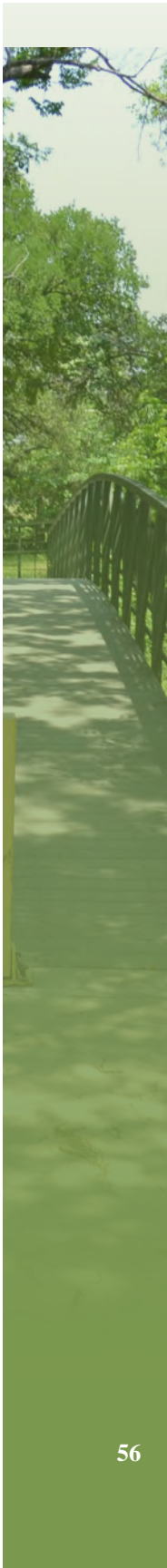
Recommended Location

An extension of the existing trail and linear park. The park would start at Airfield Falls Trail Head Park and extend directly south along an existing creek to Westworth Boulevard. It would then continue to the southwest, along existing creek and tree coverage, to the north side of the Shady Oaks Country Club. It would then continue adjacent to the Shady Oaks Country Club's northern boundary and along Leonard Trail to an existing overhead powerline easement and continue within the easement to Alta Mere Drive and the southern city limits.

The City is fortunate to have the Kings Branch of the Trinity River within its boundaries. This feature should be preserved as a linear park. The linear park for Westworth Village will serve to preserve community open space, create new trail corridors, and to increase community image. Linear parks and greenways work in conjunction with the regional Veloweb and create additional loop trails through Westworth Village, with connections to the Trinity Trails.







Trails

Trails were a top priority identified by the community during public input and the needs assessment. The key concept for trail recommendations is to provide smaller loop routes throughout the City that connect to the proposed Veloweb and the existing Trinity Trails. The Trails Recommendations maps has proposed trail routes for sidepaths adjacent to streets and future off-street trails. The series of proposed trail loops work to minimize unnecessary road crossings. For instance, the trail routes purposely use the existing trail underpasses at Westworth Boulevard and White Settlement Road.

The proposed trail loop routes are designed to allow residents in neighborhoods to access trails and continue on relatively uninterrupted travel and return home. The smaller trail loops are between approximately one mile to two miles in length. The trails provide the desired links to key points of interest in the community such as schools, future parks, other existing trails and non-residential areas.

Trail types for Westworth Village include two primary facilities, roadside trails and off-street trails. Roadside trails primarily serve as connectors. They place emphasis on safe travel for pedestrians to and from points of interests. Recommended trail types are smooth, hard, all-weather paving, such as concrete, adjacent to low-volume residential streets and wider paved surfaces separated from collector and arterial-type streets.

Off-street trails emphasize a strong relationship with the natural surroundings within a park-like setting. These trail types can be multi purpose and are generally located within greenways or natural areas. The greenway trails provide relatively uninterrupted travel throughout portions of the City. They can serve as an element of linear parks/greenways or as connectors between parks. Off-street trail types can vary to accommodate multiple user groups

including walkers, joggers, bicyclists, and even horses in some portions of the existing Trinity Trail system. Surface types may vary depending on the anticipated users and what is being connected. Surface types could include smooth, hard, all-weather paving such as concrete or soft surfaces such as gravel, decomposed granite or crushed limestone.

Sidewalks are recommended for all residential streets. The City has done a great job reinvesting in existing neighborhoods with new infrastructure and streets in recent years. As residential streets have improved, sidewalks have been replaced or added, and is recommended that this continues in order to provide good pedestrian facilities within neighborhoods. Existing and future sidewalks are recommended for traversing neighborhood areas.

Fast Facts

Additional Trail and Bike Facilities Proposed for Westworth Village

Trail/Sidepaths	Approximately 25,800 Linear Feet (4.88 miles)
Bike Lanes	Approximately 4,650 Linear Feet (0.88 miles)
Bike Lanes per Fort Worth Bike Plan:	Approximately 5,800 Linear Feet (1.09 miles)

Bicycle

Recommended bicycle facilities tie into the proposed *Bike Fort Worth* plan routes and lanes, in addition to using the proposed sidepath facilities in concert with trail uses. Bike facilities are paved segments of roadways that serve to safely separate bicyclists from traffic. It is important to recognize that bike facilities serve distinct user groups including; commuters, fitness enthusiasts and competitive athletes. The needs of these user groups are distinctly different from those using parks and trails for recreational purposes. The biggest difference is speed. At speeds in excess of 10 to 15 mph, the safety of a typical user becomes important. Although some commuter-type trails are specifically designed to accommodate higher speeds, the vast majority of trails are not. It is important that the inherent differences in user groups be recognized and that trails are not a direct substitution for bike facilities. Bikeways are a stand-alone system that connect to trail system. For sidepath facilities, those with both pedestrian and bike users, 10-foot paths are recommended with 8-foot widths being the minimums.

Understanding the types of bicyclists will help to understand the types and whereabouts of desired bicycle facilities. Nearly 100 million people in the United States own bicycles. Fewer than five percent would likely qualify as experienced or highly skilled cyclists.

Bicycle Parking

Bicycle parking should be provided at all public buildings that are potential cyclist destinations and at privately owned facilities that are potential cyclist destinations.



Advanced Bicyclists

These are experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets, and are best served by the following:

- Direct access to destinations, usually via the existing street and highway system
- The opportunity to operate at maximum speed with minimum delays
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing

Basic Bicyclists

These are casual or new adult and teenage riders, who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many of basic bicyclists. They prefer:

- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic volume streets or designated bicycle and pedestrian facilities
- Well-defined separation of bicycles, pedestrians and motor vehicles on arterial and collector streets (bike lane shoulders) or separate bike and pedestrian paths

Children

These are pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system. They and their parents prefer the following:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential area
- Residential streets with low motor vehicle speed limits and volumes
- Hike and bike trails or other off-street pedestrian and bicycle facilities

Signage and Striping

Signage delineating bicycle routes should be visible for both bicyclists and vehicular traffic. Caution and notice signs should also be included to provide a safe bicycling environment. Signs and pavement markings for bicycle facilities on roadways encourage bicycling use and advertise the bicycle as a vehicle on the road. All signage and lane striping should be in general accordance with the current edition of the Texas Manual of Uniform Traffic Control Devices (MUTCD).



Bicycle Facilities

There are many different bicycle facility types which must be understood from the perspective of those whom they serve. Differing bicycle experience levels and usage purposes require different facility types to accommodate and encourage use as well as to ensure the safety of bicyclists. In addition to considering bicycle experience levels, the existing environment may provide physical barriers with regard to the types of bicycle facilities used or desired. This section is intended to provide general understanding of the types of bicycle facilities that may be considered for use in Westworth Village as well as general design characteristics associated with each facility.



Shared Roadway

Because a bicycle is a vehicle, any roadway (except limited-access highways, freeways and others specifically prohibiting bicycle traffic) may be considered part of the on-road bicycle network. Because existing roads typically offer the most direct route to many destinations, they tend to be favored by cyclists.

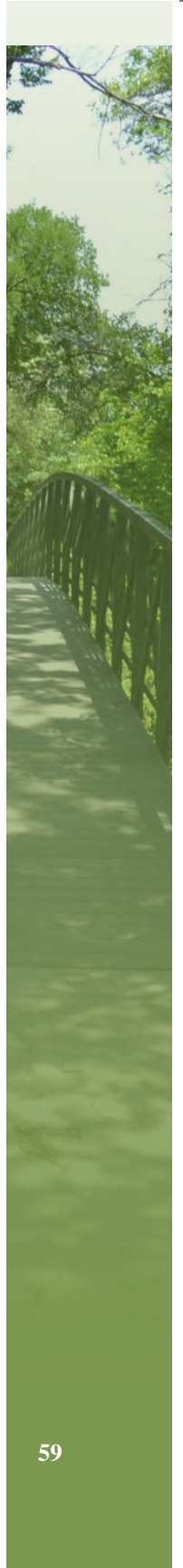
The network of local streets, by their nature, do not extend long distances or across arterials. Collector streets often provide longer continuity and signalized crossings of arterial streets. But continuity and signalized crossings attract higher traffic volumes and often higher speeds than local streets. Though lanes can be shared, wide lanes allow better coexistence of bicyclists and vehicles.


Arterial roadways can be shared but should be considered for additional accommodations, such as shoulder lanes, bike lanes or wide curb lanes. On-street parking along local streets in residential areas is compatible with bicycle use, although parking may be a conflict with bicyclist provisions along streets in commercial areas.

Bike Lanes

Bike lanes are marked portions of the roadway that are designated for exclusive use by bicycles. Typically, bike lanes may be established on arterials and other major streets where a bike lane would enhance the safety and encouragement of bicycling. The standard width for a bike lane is 5 feet and the minimum is 4 feet. If the curb and gutter is separate from the roadway, the 4-foot to 5-foot standard is measured out from the joint between the roadway and the curb and gutter. A bike lane between on-street parking and a motor vehicle travel lane should be 5 feet wide, at a minimum. Bike lanes wider than 6 feet may encourage parking or other inappropriate uses.

Bike lanes should be signed and marked with a 6-inch-wide stripe and appropriate bike symbols and arrow markings in accordance





with the Texas MUTCD and AASHTO standards. As vehicles, bicycles must ride with the flow of traffic. Bike lanes, therefore, should be one-way and should be clearly marked as such. Two-way bike lanes are discouraged. Curbs, raised pavement, or raised buttons are generally not recommended for use as bike lane markings since they are a safety hazard to cyclists and interfere with the natural and mechanical sweeping of the bike lane.

Bike Routes

Shared roadways designated as bike routes should be signed using standard MUTCD signage. Many cities, such as Dallas, have developed specially designed signs with logos and/or route numbers. Such designations are used to denote streets that can see significant bicycle usage or are a link in the bikeway network. Designation and improvement as a bike route may warrant a higher level of street maintenance (debris, potholes) than a shared roadway.

Paths, Sidepaths and Trails

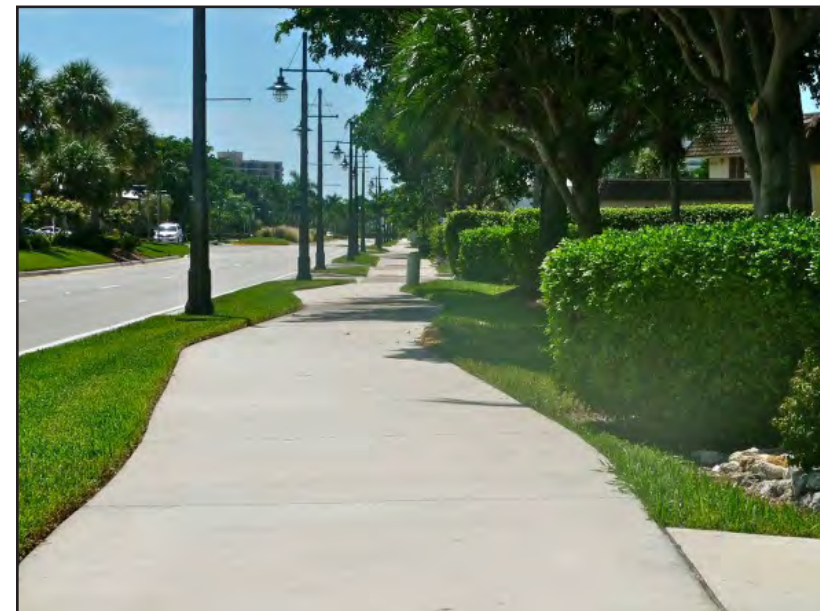
A bike path is an off-road bikeway/pedway that is physically separated from roadways by open space or a barrier. It may be within the roadway right-of-way, a utility right-of-way (only if allowed by easement) or an independent easement. These facilities are sometimes referred to as bike trails or hike and bike trails. Bike paths should be 10 to 12 feet wide, as a desirable standard depending upon activity levels, with a minimum width of 8 feet. Maintenance vehicles driving on 8-foot-wide paths tend to damage the edges. Therefore, 8-foot-wide paths should be avoided unless physical limitations cannot accommodate a greater width. Bike paths with high traffic volumes should be 12 feet wide or more, but should narrow to 10 feet in the vicinity of a street intersection. One-way bike paths are difficult to police and should be avoided, if possible. Where they are used, they should be clearly signed as one-way, with a standard width of 6 feet and a minimum width of 5 feet. Bike paths should have an additional 2 feet of smoothly

graded area on either side of the pavement. In addition, there should be 3 feet of horizontal and 10 feet (8 feet minimum) of overhead clearance on either side of the pavement. Bike paths should be constructed of smooth, hard, all-weather paving such as concrete or asphalt.

It should be noted that bike paths that pass in close proximity to neighborhoods or provide high levels of recreational activity can be expected to be multiple-use trails. Conflicts between cyclists and skaters, joggers, pedestrians, animals and less experienced cyclists should be anticipated and considered in appropriate design.

Retrofit Roadway Designs

When traffic conditions allow, “road diet” treatments can be employed to reduce the number of travel lane(s) in order to add bike lanes or wide curb lanes. Existing four-lane roadways with 12-foot-wide travel lanes can be re-stripped to provide 10-foot inside lanes and 14-foot outside lanes, creating a wide curb lane.



Barriers and Pedestrian Crossings

The crossing of barriers is one of the most important features of a trail or bike system plan for a community. Highways, major arterials, railroads, water features, and topography can all impose significant barriers to bicycle and pedestrian access and mobility. The Westworth Village urbanized area poses several significant barriers to safe and convenient bicycle and pedestrian travel. These conflict areas offer aggressive vehicular travel, often with limited pedestrian spaces. In addition, points of acceleration or areas with uninterrupted traffic flows should be avoided. Example conflict areas included:

- The conveyance of Westworth Boulevard and White Settlement Road
- The intersection of Westworth Boulevard and Pumphrey Drive
- The intersection of Westworth Boulevard and Roaring Springs Road

Circulation routes have purposefully avoided crossing these areas or placing pedestrians and bicyclist in these intersections. It is recommended to route bikes and pedestrians around these intersections with alternative routes or with off-street trails. Examples of this include the routing along Casstevens Drive or off-street systems south of Westworth Boulevard to Roaring Springs Road.

The Trail Recommendations Maps identifies six key pedestrian crossings. Existing signalized intersections at White Settlement Road and Burton Hill Road, Westworth Boulevard and Roaring Springs Road, and Alta Mere Drive and Tinker Drive should be enhanced to add Pedestrian Countdown signal heads and Accessible Pedestrian Signal pushbuttons.

New pedestrian hybrid beacons should be installed at proposed pedestrian crossings on Pumphrey Drive and Roaring Springs Drive. Commonly called a HAWK beacon (High-Intensity Activated

crossWalk beacon) is a traffic signal used to stop road traffic and allow pedestrians to cross safely. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Research has shown motorists' compliance with the HAWK beacon is up to 97 percent, higher than with traditional un-signalized crossings.

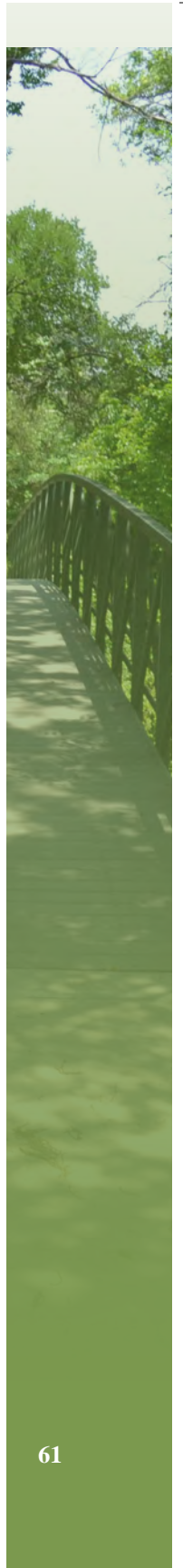
The proposed crossing #3 on the Trail Recommendations map needs further study and consideration. This crossing could consider an underpass, HAWK beacon or other pedestrian solution.

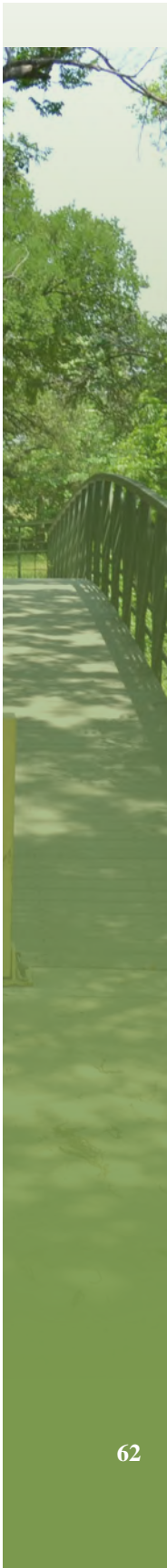


HAWK beacon example



Pedestrian Countdown signal head example





Prioritization

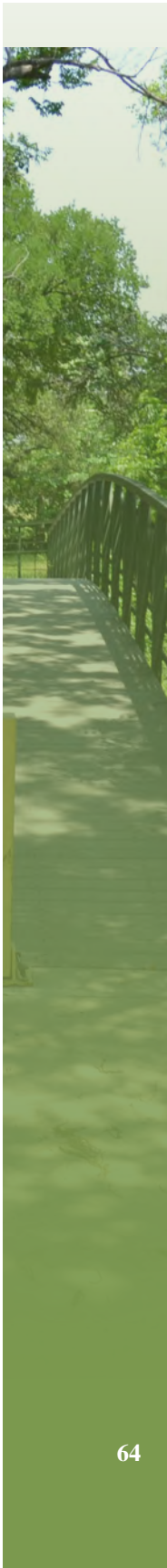
Table 6.1 Prioritizations

Prioritizations		
Priority	Facility/Project	Actions
Near Term (1-5 Years)	Trails	<ul style="list-style-type: none"> Secure and coordinate funding Acquire necessary right-of-ways Expand trails along Westworth Boulevard, (north side from Trinity River to linear park, south side from Trinity River to Casstevens Drive) Expand trails along Casstevens Drive Expand trails along White Settlement Road, (north side from Trinity River to Casstevens Drive, south side from Trinity River to Burton Hill Road) Expand trails in linear park (from Westworth Boulevard to Neighborhood Park 2)
Near Term (1-5 Years)	Bike Facilities	<ul style="list-style-type: none"> Secure and coordinate funding Implement bike lanes, signage and restriping on Burton Hill Road Implement bike lanes, signage and restriping on Roaring Springs Road Implement bike lanes, signage and restriping on White Settlement Road
Near Term (1-5 Years)	Pedestrian Crossings	<ul style="list-style-type: none"> Secure and coordinate funding Implement pedestrian signal improvements at the intersection of White Settlement Road and Burton Hill Road
Near Term (1-5 Years)	Neighborhood Park 1	<ul style="list-style-type: none"> Secure and coordinate funding Acquire necessary lands Implement Neighborhood Park 1
Near Term (1-5 Years)	Pocket Park 1	<ul style="list-style-type: none"> Secure and coordinate funding Acquire necessary lands Implement Pocket Park 1
Near Term (1-5 Years)	Linear Park	<ul style="list-style-type: none"> Secure and coordinate funding Acquire and coordinate lands from Neighborhood Park 2 to Westworth Boulevard

Table 6.2 Prioritizations

Prioritizations		
Priority	Facility/Project	Actions
Mid Term (Beyond Near Term)	Trails	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire necessary right-of-ways • Expand trails along White Settlement Road, (south side from Burton Hill Road to linear park) • Expand trails in linear park (from Westworth Boulevard to Roaring Springs Road) • Expand trails along Roaring Springs Road (from linear park to Westworth Boulevard) • Expand trails along Westworth Boulevard (north side from Alta Mere Drive to Pumphrey Drive) • Expand trails along Pumphrey Drive (west side from Westworth Boulevard to Neighborhood Park 2)
Mid Term (Beyond Near Term)	Pedestrian Crossings	<ul style="list-style-type: none"> • Secure and coordinate funding • Implement pedestrian signal improvements at the intersection of Westworth Boulevard and linear park • Implement pedestrian signal improvements on Pumphrey Drive • Implement pedestrian signal improvements at the intersection of Westworth Boulevard and Roaring Springs Road • Implement pedestrian signal improvements on Roaring Springs Road
Mid Term (Beyond Near Term)	Pocket Park 2	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire necessary lands • Implement Pocket Park 2
Mid Term (Beyond Near Term)	Linear Park	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire and coordinate lands from Westworth Boulevard to Roaring Springs Road
Long Term (Beyond Mid Term)	Trails	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire necessary right-of-ways • Expand trails in linear park (from Roaring Springs Road to Alta Mere Drive)
Long Term (Beyond Mid Term)	Pedestrian Crossings	<ul style="list-style-type: none"> • Secure and coordinate funding • Implement pedestrian signal improvements at the intersection of Alta Mere Drive and Tinker Drive
Long Term (Beyond Mid Term)	Pocket Parks 3 and 4 (Based on future needs as residential land uses expand)	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire necessary lands • Implement Pocket Park 3 and 4
Long Term (Beyond Mid Term)	Linear Park	<ul style="list-style-type: none"> • Secure and coordinate funding • Acquire and coordinate lands from Roaring Springs Road to Alta Mere Drive





Resources

In order to achieve an orderly implementation, a prioritization of projects is needed. Levels and resources of funding can change during the implementation period; therefore, the prioritization plan must be flexible and reviewed on a regular basis. The prioritization tables were developed to help align the needs assessment with implementable projects.

This report should be continuously referenced in the future. When making informed decisions regarding parks and trails, this report should be considered as a whole. While the implementation guide provides direction, not all recommendations and possible courses of action are contained within the tables. The most important implementation items are to increase trails and park service levels for Westworth Village.

A “multi-tool” approach is recommended, in which multiple strategies, funding sources and partners are employed in order to collectively work to achieve the desired results. A range of strategies may be appropriate within a given location and, therefore, each possible strategy should be understood and examined in order to determine where it may be most appropriately used. In many cases, funding could include multiple sources such as private funding, City funds, bonds, state and federal grants, and sponsor-based funding. The following are funding resource examples but others opportunities may be discovered during implementation.

Westworth Village Redevelopment Authority

Westworth Village has already established the Westworth Village Redevelopment Authority, Inc. The organization is an independent business organization for the marketing and promotion of the economy and the community to business and industry. It exists as an independent, non-profit 501(c)(6) economic development business corporation.

General Funds

This source of funding is supported by ad valorem tax revenues and is generally the primary source of funds for maintenance and operation of the existing park system. The general fund is also the source for projects requiring smaller amounts of capital investment. Although projects funded by this source make a small annual contribution to the expansion of the park system, analysis over a number of years usually reflects a major accomplishment in improvements to the park system. It is important to include funding for on-going maintenance and staff requirements for new trail and park improvements.

Bonds

Bonds are generally the most common source used by cities for the purchase of land and for providing development monies. Debt financing through the issuance of municipal bonds is one of the most common ways in which to fund park, recreation, and open space projects. This type of funding is a strategy wherein a city issues a bond, receives an immediate cash payment to finance projects, and must repay the bond with interest over a set period of time ranging from a few years to several decades.

A General Obligation Bond is amortized using ad valorem taxes and is used for the funding of capital projects which are not supported by a revenue source. These projects include water service, sanitary sewer service, and park acquisition and development. The availability of bonding for parks is often dependent upon the overall municipal needs financed by this source. Capital items such as purchase of land and physical improvements with a usable life expectancy of 15 to 20 years can be funded with general obligation bonds.

A revenue bond finances projects which produce enough revenue to retire their debt, such as golf courses, batting cages and enterprise-oriented park projects.

Developer Requirements

This involves requiring new development to provide a dedication of land for parks (or fee-in-lieu of land), park development fees, and trail rights-of-way or easements to offset the City's costs.

Texas Parks and Wildlife Department Outdoor Recreation Grants

This grant provides 50% matching grant funds to municipalities, counties, MUDs and other local units of government with populations less than 500,000 to acquire and develop parkland or to renovate existing public recreation areas. Eligible sponsors include cities, counties, MUDs, river authorities, and other special districts. Projects must be completed within three years of approval.

Texas Parks and Wildlife Department Small Community Grants

This grant was created to meet the recreation needs of small Texas communities with a population of 20,000 and under. The grant provides 50% matching grant funds to eligible municipalities and counties. Funds must be used for development or acquisition of parkland. Eligible projects include ball fields, boating, fishing, and hunting facilities, picnic facilities, playgrounds, swimming pools, trails, camping facilities, beautification, restoration, gardens, sports courts and support facilities.

Texas Parks and Wildlife Department Regional Grants

This grant program was created to assist local governments with the acquisition and development of multi-jurisdictional public recreation areas in the metropolitan areas of the state. It allows cities, counties, water districts, and other units of local government to acquire and develop parkland. The program provides 50% matching fund, reimbursement grants to eligible local governments for both active recreation and conservation opportunities.

Texas Parks and Wildlife Department Recreational Trail Grants

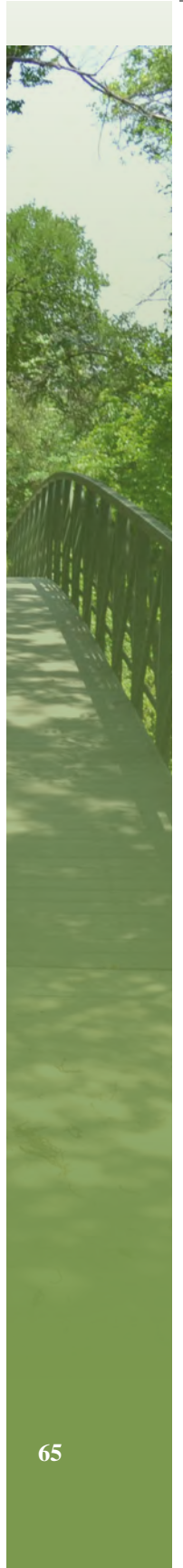
TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.

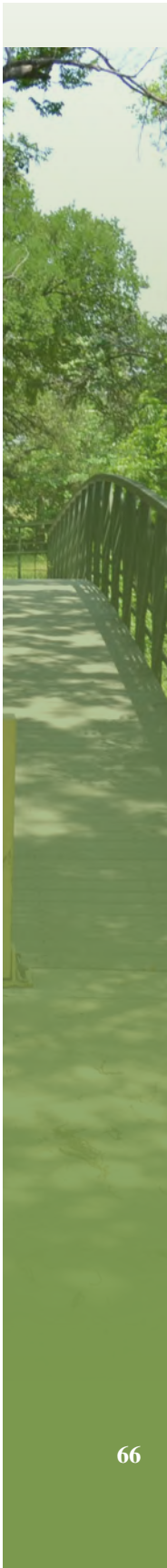
North Central Texas Council of Governments (NCTCOG) Sustainable Development Funding Program

The NCTCOG's Sustainable Development Funding Program was created by its policy body, the Regional Transportation Council (RTC), to encourage public/private partnerships that positively enhance existing transportation system capacity, rail access, air quality concerns, and mixed land uses. By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address escalating air quality, congestion, and quality of life issues.

North Central Texas Council of Governments (NCTCOG) Regional Transportation Council Partnership Program

Through the Local Air Quality Program, NCTCOG's Regional Transportation Council funds transportation projects that address the new air quality standard, including traffic signal timing, trip reduction, air quality outreach and marketing programs, vanpool programs, bicycle/pedestrian regional connections, high-emitting-vehicle programs, diesel freight programs, off-road construction vehicle emissions reduction programs, park-and-ride facilities, and other air quality strategies.





Transportation Enhancement Program

The Texas Department of Transportation (TxDOT) issued the 2009 Statewide Transportation Enhancement Program (STEP) Call for Projects on October 9, 2009. As stipulated in the “Texas Transportation Enhancement Program Guide 2009,” projects that fall within the North Central Texas Council of Governments (NCTCOG) Metropolitan Planning Area (MPA) must be submitted to NCTCOG for approval prior to the submission to TxDOT. A letter of support for eligible projects is provided by NCTCOG to local governments to include in their completed applications to their local TxDOT District Office.

Safe Routes to School Program

Safe Routes to School programs create practical projects to make school routes safer for children to walk and bicycle, such as sidewalks, crosswalks and bicycle facilities. Community leaders, parents and schools also use education programs to help children travel safely to and from school.

Sponsor-Based Funding

Several cities have begun to use sponsor-based funding for public improvements; these allow for increased community ownership, support and buy-in for many projects. Fund-raising or donations by community organizations or citizen-sponsored improvements could include public art, park amenities, landscape enhancements, trails or signage. Such sponsor-based funding could be marketed towards a promotion campaign for the new parks. Additionally, sponsor-based funding projects create opportunities for community participation by engaging and encouraging businesses and citizens to take an active role in the beautification of the City.

W

Appendix

Plan Development Process

The Westworth Village planning process spanned an approximate six-month period and included input from citizens, elected and appointed officials, City staff and stakeholders. This planning report was prepared by Freese and Nichols, Inc. and was funded by the Westworth Village Redevelopment Authority. Public involvement was a fundamental component to the Westworth Village park planning process. Gathering knowledge from local citizens and community leaders was crucial to providing background information and discovering recreational desires. Critical input was collected from a variety of sources, including an online survey, kick-off meetings, City Council meetings, Westworth Village Redevelopment Authority meetings, and a public meeting. This information helped define the community's vision, build consensus and form the basis for planning recommendations.

City Council, WRA and Coordination Meetings

The City Council and Westworth Village Redevelopment Authority (WRA) served as oversight committees for the master-planning process. They reviewed planning assessments, provided input and served as a sounding board for recommendations. During the course of this plan, park planning agenda items were discussed during the following regular meetings:

- January 29th, 2013, WRA regular meeting: Freese and Nichols, Inc. presented a park planning presentation to outline the importance of parks and the planning process key elements
- March 12, 2013, WRA regular meeting: WRA discussed and approved park master plan study
- July 9, 2013, City Council regular meeting: Council promoted online park survey and recommended the August 23, 2013 public meeting

Public Meeting

Date: August 23, 2013

Time: 7:00 PM

Location: Municipal Complex, 311 Burton Hill Road

Attendance: 30

A public meeting was conducted to introduce residents and stakeholders to the park planning project and engage them in the planning process. Their input helped to guide planning directions and park and trail recommendations. The meeting was kicked off by the city administrator and the meeting was called to order by a council member. Following, members of the Freese and Nichols consultant team provided a presentation outlining the meeting agenda, the project's purpose, planning expectation and tasks associated with the planning process.

Next, public input was gathered in an open forum setting. Three topic areas were discussed and public comment was recorded by City staff and on flip charts and maps. General comments and conclusions can be found in the needs assessment section.



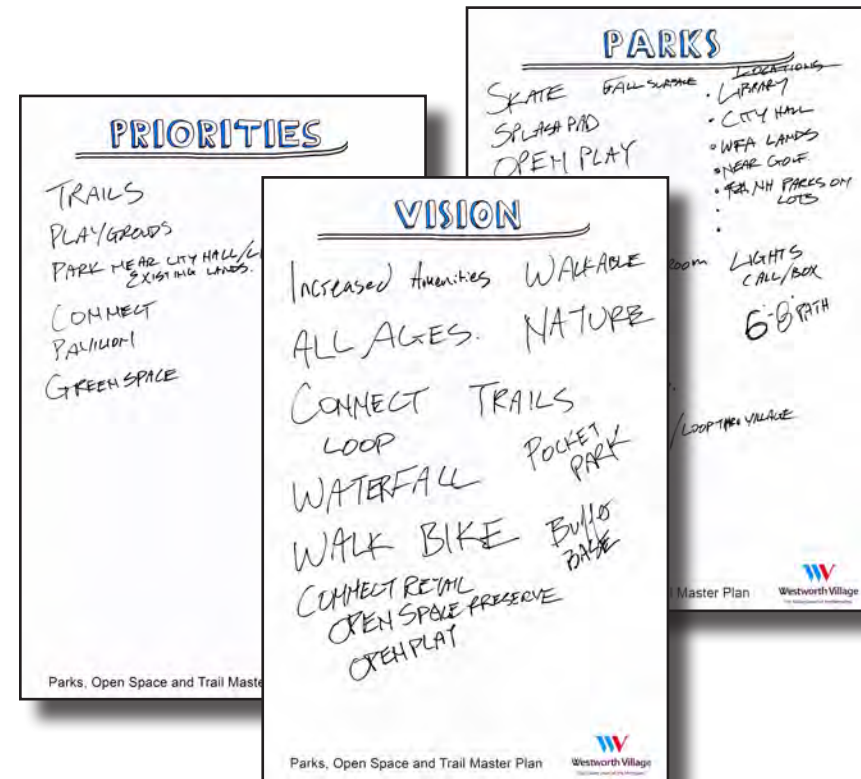
Meeting participants during the August 23, 2013 public meeting.



Meeting participants discussed park and trail ideas.



Meeting participants provided visioning and desired recommendations.



Meeting participants were encouraged to ask questions, provide open feedback captured on flip charts, and use online surveys and comment cards.

Westworth Village
The Hidden Jewel of the Triangle.

Westworth Village News

AUGUST 2013 VOLUME 9, ISSUE 8

Calendar

August 9-11 - Tax Free Weekend
August 13 - Community Luncheon Noon-1pm
Payment Windows Closed for Lunch
August 13 - 6pm Finance Committee Meeting
August 13 - 7pm Council Meeting, Pre-Council proceeding
August 27 - 7pm Public Meeting for parks

Lunch Guest Speaker
Sharing Center

Westworth Church of Christ

Perrotti's Pizza and Subs will cater Salad, Pizza, and Sub Sandwiches

Perrotti's Pizza and Subs

Please bring your favorite dessert. Sponsored by the Crime Control and

Phone: 817-710-2500 www.cityofwestworth.com Fax: 817-710-2501

BURTON HILL ELEMENTARY OPENS FOR SCHOOL

As the school year approaches, please be aware of children walking to school and crossing the streets. The school zone on Burton Hill Road is 20mph. Flashing light signals will remind you to slow down. Principal Dugan and Mr. Bigley look forward to seeing all the students and hope everyone had a safe and fun summer. The following dates are back-to-school events families should plan to attend:

August 6: New student registration - 8am to 3pm
August 20: Ice Cream / Meet and Greet - 5pm to 6:30pm (School supplies available to purchase)
August 27: First day of school. The building opens daily at 7:30am. The school parking lot is for School Staff only. Drivers are asked to park on the right hand side, of the street, by the fence, in front of the school. For more information, please call the school at 817-815-1400.

NEW MINISTER IN WESTWORTH

Please welcome Westworth Church of Christ's new Minister, Nathan Keller, and his family to our community. They have relocated from Amarillo, Texas, and look forward to serving the community and their congregation. Church services are Sundays at 10:00am and 1:15pm.

BURTON HILL BAPTIST CHURCH BACK TO SCHOOL BASH
Saturday, August 24 1pm to 4pm
Pre-K thru 5th grade

Burton Hill Baptist Church will hold their final summer celebration event for Pre-K through 5th grade students on Saturday, August 24th, with food, games, prizes and much more. For all other church events, please access www.burtonhill.org

LIBRARY SUMMER READING LOGS

Children's Pop Open a Good Book Reading Logs need to be turned into Miss Rhonda by Friday, August 2nd. Drawing for prizes will be Saturday, August 3rd at 11:00am. Children and parents are welcome to attend the drawing.

The public meeting was advertised in local newsletters.

WE ARE HAVING A MEETING AND YOU ARE INVITED

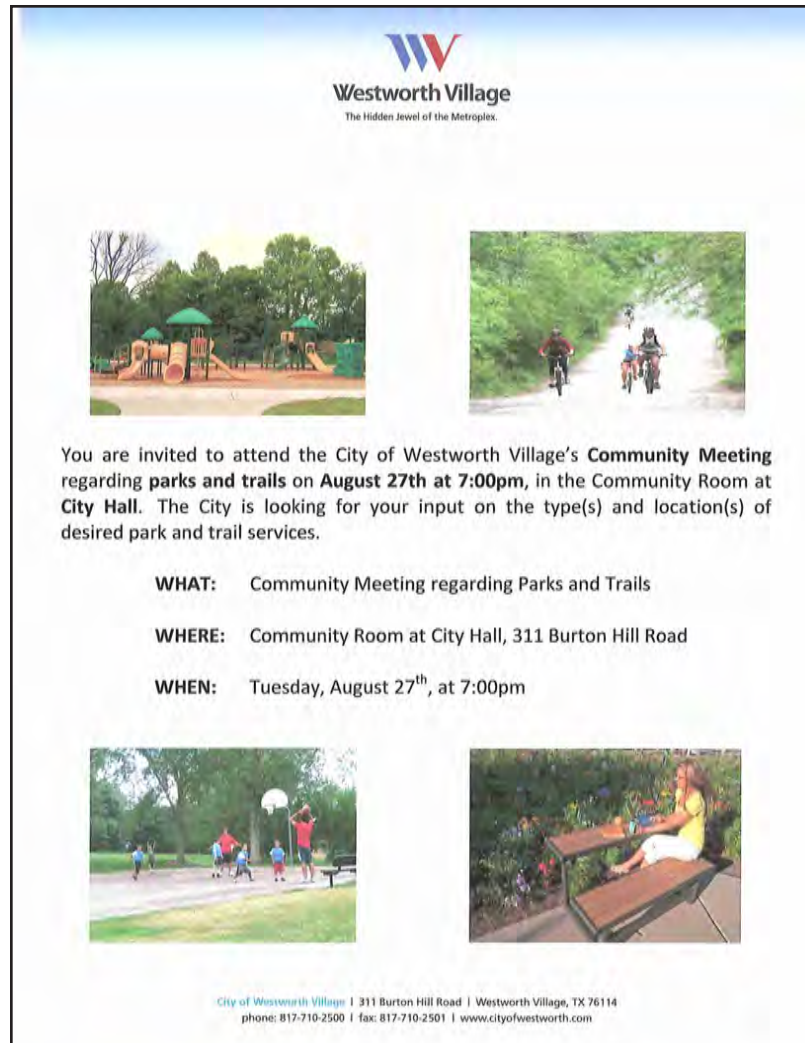
TENEMOS UNA REUNIÓN Y SE INVITA

The City of Westworth Village has scheduled a public meeting for August 27, 2013 to receive input from our residents concerning the future of parks in our city.

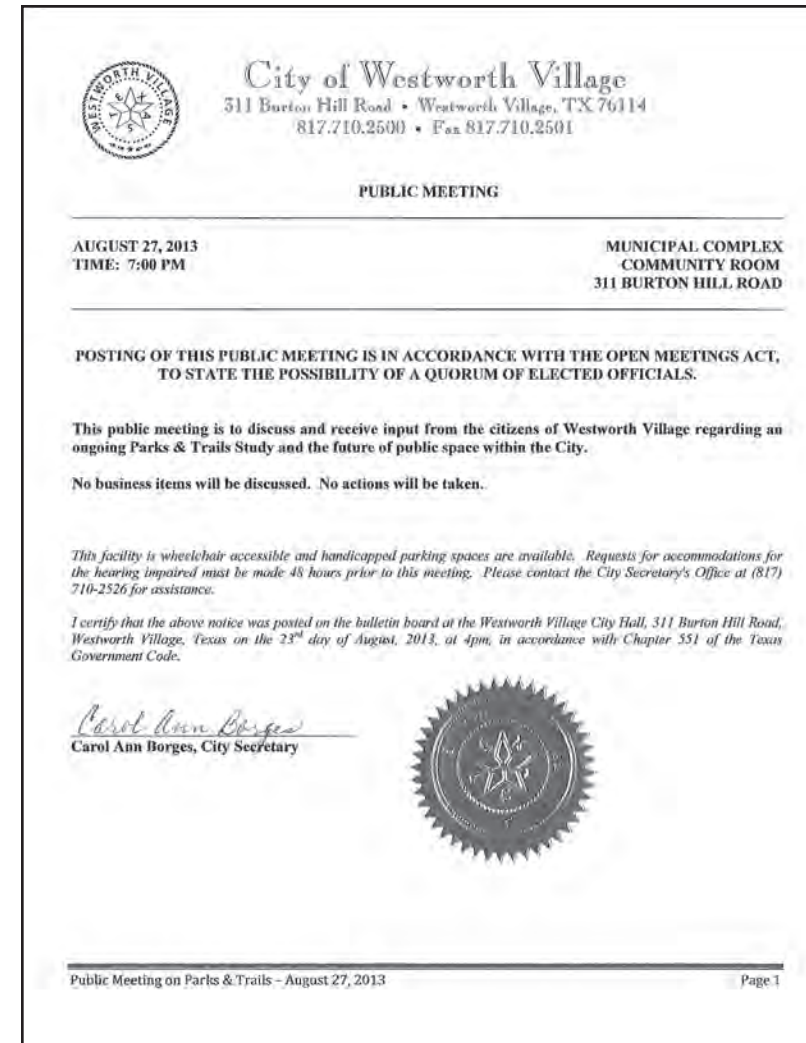
The City has retained a consultant to perform a Parks and Trails study and they will be conducting the meeting scheduled for 7:00 P.M. in the community room at City Hall on August 27, 2013. We are actively seeking input from all residents concerning their desires for a parks and recreation system in the City. We hope to see you there.

La ciudad de Westworth Village ha programado una reunión pública para el 27 de agosto de 2013 recibir la señal de nuestros residentes acerca del futuro de parques en nuestra ciudad. La ciudad ha conservado un consultor para llevar a cabo un parques y senderos de estudio y llevará a cabo la reunión prevista para el 19:00 en la sala de comunidad en el Ayuntamiento el 27 de agosto de 2013. Estamos buscando la entrada de todos los residentes con respecto a sus deseos de parques y recreación de la ciudad. Esperamos contar con tu presencia.

Public meeting door fliers were placed on every house in Westworth Village.



Public fliers were placed around town to promote the public meeting.



Public meeting agenda for the park public meeting.

PUBLIC MEETING MINUTES

AUGUST 27, 2013
TIME: 7:00 PM

MUNICIPAL COMPLEX
COMMUNITY ROOM
311 BURTON HILL ROAD

POSTING OF THIS PUBLIC MEETING WAS IN ACCORDANCE WITH THE TEXAS OPEN MEETINGS ACT, TO STATE THE POSSIBILITY OF A QUORUM OF ELECTED OFFICIALS.

This public meeting was held to receive a presentation from Freese & Nichols, the City's engineers and to receive input from the citizens of Westworth Village regarding an ongoing Parks & Trails Study and the future of public space within the City.

ATTENDEES:

ELECTED OFFICIALS: Jill Patton, Nick Eneké, Mike Coleman, Steve Beckman

STAFF: Roger Unger, Carol Borges, Chief Reim

FREESE & NICHOLS: Robert McGee, Cody Richardson

TRWD: Rachel Navejar

NAS JRB: Rachel Wiggins

PUBLIC: Tom Weaver, Melva Campbell, Karl Hoffman, Devanie Fergus, Roger Linn, Patricia Beckman, Devin Colvard, Regina Martinez, Paul Wagner, Susan Coleman, Jeannette Jones, Tiffany Aller, Amber Yourman, Daniel Guerra

CALLED TO ORDER at 7:02pm by Councilwoman Jill Patton.

City Administrator Roger Unger noted that a quorum of the City Council was present at this meeting. Accordingly, Jill Patton, the most tenured Councilmember in attendance, opened the meeting.

Cody Richardson presented data collected from the ongoing Parks Survey as well as national standards on city park space. The audience engaged in conversation, stating their ideas and desires for future services. Council members and staff provided input as well. Rachel Wiggins asked that noise attenuation and Base security be taken into consideration. Rachel Navejar confirmed that the TRWD has received funding for a trailhead behind City Hall.

Ideas discussed: age appropriate playgrounds, multi-use courts (basketball/volleyball), skate park, splash park, open play space, picnic pavilion space, and trails connecting parks to TRWD trailhead(s) and commercial property. Requested considerations: shade, restrooms, water fountains, benches, trash receptacles, and trail map/mile markers. Safety concerns: lighting, emergency call boxes, video cameras, and police access. Possible locations: behind City Hall, Library, golf course, and other undeveloped lots/green space. Funding sources may include WRA (EDC) or City accounts, recent sale of Certificates of Obligation, state grants, and/or other.

Freese & Nichols will continue to gather data and present feedback and recommendations to Council in the fall. The Council, WRA Board, and staff will create a long range plan for services, which will include grant applications and continued partnership with the TRWD.

No action was taken by Council.

ADJOURNED at 7:59pm by Councilwoman Patton.

MINUTES APPROVED BY:

_____, This, the _____ day of _____, 2013.
Anthony Yeager, Mayor

SIGNATURE ATTESTED BY:

Carol Ann Borges, City Secretary

Public meeting minutes for the parks meeting.

Online Survey

Freese and Nichols prepared a 13-question online survey. The survey included open-ended, multiple-choice and scaling question types. The City promoted the survey to its citizens and provided a link on the City's website. The survey was designed to extract the community's vision for parks and trails as well as discover specifics on trail locations, park locations, amenities to be provided and help with prioritizing needs. The full survey results follow and open-ended responses are provided without editing.

Question 1

What is your vision for parks and trails in Westworth Village?

Responses

- For there to be direct access to the from White Settlement Road. It is too dangerous to walk on the road. We need a sidewalk. Otherwise, citizens have to go all the way around by the school to reach the trail. A park should be in a residential area to insure safety. There is property for sale next to the Westworth Village City Building. The park should be for children of all ages. There be cover as a canopy from the sun. It would be nice to add in a new library by the park.
- Place where our kids and families can go together and play safely and picnic. A place that can be patrolled often so no gangs take over.
- The City of Azle did a great job planning and building their new library and park in the same location. The land and money were all donated. The park will have several play areas for multiple ages with plenty of shade. There parking will be easily accessible.
- I would like to see a toddler and a children's playground. Also, I would like to have a water park. (Look into Bryan, Texas Parks). Those little water parks were the best! My child enjoyed them! Also, I would like to have different sports fields. Another thing I would like to see would be a restroom and picnic tables with covers for the community to rent for parties. In future, I would like to see an aquatic center as well.
- I envision a park like Veteran's Park in Arlington, TX or

the children's park in Dalworthington Gardens. Trails and greenspaces should be depicted as "water wise" - a teaching landscape like a Wildscape - not a water sucking formal garden.

- I would like to see as much greenspace parkland with trails included as part of the community.
- Family parks opportunities
- Bike lanes on the thoroughfares (Roaring Springs, Burton Hill, and White Settlement), ultimately connecting to Airfield Falls, would be ideal. A developed park behind City Hall would be great.
- I really don't have a vision for parks or trails. I don't foresee myself spending a lot of time in a park.
- We need more trails with much easier access and adequate parking facilities....
- behind city complex
- A small park with play ground for our children that families could walk to would be wonderful! Where is there vacant land centrally located in Westworth Village or anywhere in Westworth that might accommodate such a notion ??
- I would like to see a system of trails in Westworth Village that provide varied distance walks within the community and take advantage of the beauty of the waterfalls and river
- Parks where children can play & people can gather for social occasions.
- Have a nice walking path.
- a fenced dog park (separation between small and large dogs); safe bike trails that go to the stores in the area. Parks would be great if there was a pavillion that could be rented for parties, allow for concerts to happen there as well - much like Fridays on the Green in Magnolia area.
- A dog park
- having somewhere near to have a picnic or a lunch outside. Somewhere for the kids to play instead of in the street.
- something shady
- to have a dog park
- Pocket parks (i.e. playgrounds targeting different age groups) throughout the city.

Question 2

Where would you build a new park and why?

Responses

- I would build this near the Westworth Village City Building by the land for sale, church, or school. There will insure and protection of our citizens. This would provide access to the facility.
- Close to city hall where it can be watched at all times.
- I would build the park near public facilities as the Burton Hill Elementary or Burton Hill Baptist Church. You want to have a location that is residential where is safe to walk or drive and park. The people driving through are not going at a high rate of speed. The community will have plenty of parking in these locations for events.
- I am new to Westworth Village so I really do not know how big it is but I would like to see one next to the new city building.
- I'm new to the city and live in an isolated area
- By Hawk's Creek golf course. lenty of greenspace ready to go. Also along the creek that leads into the waterfall.
- Near city hall, if possible - potentially taking advantage of the open space between the municipal building and the river
- Behind City Hall; the space is available.
- I don't know. I haven't given the thought a bit of thought.
- near family homes with children
- Where?? Good question! Why, is obvious; to improve the quality of life for the citizens of the city and make the community more desirable to prospective first time home owners whom might purchase an older home and rebuild on the lot also raising the property values and tax base of our city.
- Probably on land where the library is located
- Not sure where.
- Off 183 by Kay Lane but we would need a walking path on Roaring Springs to get to Kay Lane So we aren't walking or jogging on the street not just single but family safety included.
- None - need access to waterfall from base road by rock house

- Not sure of what property is owned by the city.
- near city hall or near the s.h oaks county club
- on 183 across from QT
- on the land behind city hall - it appears to be a flood area
- Behind City Hall/PD would be a good teen/basketball court type park. Behind the Library would be a good youngster playground area. Airfield Falls trailhead is a good all-around family picnicking area.

Question 3

Where would you locate new trails or trail access?

Responses

- The trail access must come from White Settlement Road. This provides many opportunities to explore the trails.
- Waster money! No, do not want. There is enough close by already.
- You can start right now by removing the overgrown brush starting at the corner of Burton Hill and White Settlement heading east toward the Trinity Trail. You could easily create a safe path to the Trinity Trail. Our cars hit the brush every day.
- Not sure.
- Access to the Trinity Trails would be nice
- New tails would be nice along White Settlement. And would like to see trail access south of the municipal building.
- Wherever space is available!
- An access to the Trinity River Trails from Ansley, behind Burton Hill Elementary, would be fairly easy to establish.
- Around the area of the Waterfall. Perhaps some benches there for resting & viewing the water.
- mulitple locations would be helpful with adequate parking if needed
- East end of Burton Hill Elementary school property, leading to the Trinity Trails. There IS enough vacant land there to accommodate a parking area for biking and joggers who wish

to drive near there starting point. For safety purposes wireless IP cameras with 1terabite memory are now vary affordable in over 100 brands for less than \$1000,(check the internet, I just bought two)!!

- 1. From Carb and Roaring Springs to Airfield Falls in the safest and most direct route. 2. From the Trinity River Trail to City Hall 3. Along White Settlement from the Trinity River to Pumphrey Drive to provide access to Airfield Falls
- I think we have sufficient trails access. A better parking area for Airfield Falls would help.
- In the farm area by Kay Lane or across 183 by the Fire Dept where Baptist Church.
- We already have walking and bike trails along the Trinity River - No more needed
- Be nice if had access via White Settlement Road. Space for parking.
- city hall
- dog park/run (fenced in area) playground for children
- A trail system linking the Elementary School, potential PD site park, the Trailhead, and the Golf Club would be ideal.

Question 4

What types of amenities would you like to see in future parks?

Responses

- Park should be for children of all ages. There should be cover as a canopy from the sun. This should in a residential area to allow safe access.
- volleyball, basketball, restrooms, water fountains, play area for small children, pavilion, place to sit and watch, shade!
- The park will be safe and accessible to use the park. There are several play areas for multiple ages.
- Great play equipment for children Drinking fountain
- A disc golf course. Playgrounds for kids.

- Swimming pool, children's play areas, sports fields
- Picnic tables with covers.
- Playground equipment. Picnic tables & maybe a built-in barbecue (charcoal) pit. Definite benches & critter-proof trash containers. Not all amenities need to be at all park sites. Selecting a variety of equipment for different locations will encourage residents to visit more than only one site.
- safe and certainly family centric
- bench & table
- Dog Park
- Picnic tables, playground equipment and maybe a small skate board area that could also accommodate BMX trick riding. Something along the lines of what the park on Roberts Cutoff near Hwy 820 has.
- Where kids can play pickup football and basketball
- Childrens' Playgrounds. Pavilions.
- walking trails, Bike Paths, water fountains, benches, BBQ pits, picnic tables, gazebo , basketball and volleyball court horse shoe stakes.. Some activities for family and the kids that live in the village.
- Pavilions/ benches/ grills Area for concerts to happen
- None
- Water for people and dogs.
- benches, drinking fountains, shade, grass, basketball court
- restrooms water to drink
- Bathrooms and trash containers are a must. Water fountains, benches, some shade awnings, and emergency pull alerts are sensible additions.

Question 5

What existing community buildings or features would you connect with new trails?

Responses

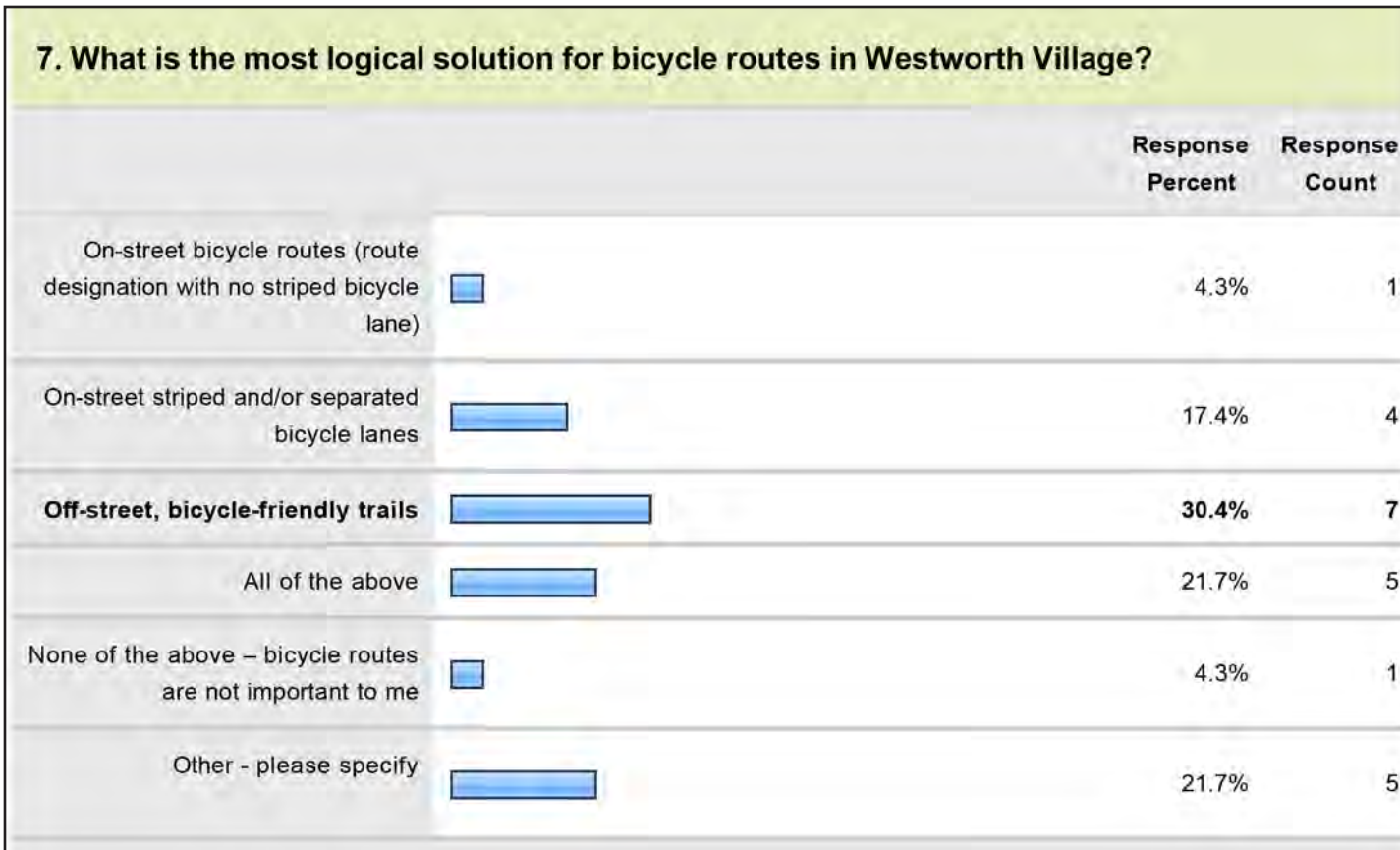
- The library and park should have access to the new trails. It would be important to have them near the Westworth Village City Building in case of an emergency.
- No!
- I would connect the community to the new trail starting at the corner Burton Hill and White Settlement. You could easily create a safe path to the Trinity Trail. This is the easiest solution. It can be done tomorrow.
- Near the city building and near the elementary school.
- I'm quite impressed with our community center - so something near there would be nice.
- Municipal building to the Trinity Trails.
- The municipal building
- City Hall and the Airfield Falls.
- A community center for broad usage would be nice. Year round indoor facilities for games, etc., & restroom facilities are a Must.
- do not know
- city hall
- Burton Hill School
- Airfield Falls waterfall
- Bathroom facilities.
- The city hall
- It is dangerous to ride bikes to business across 183 - maybe some sort of safe crossing (ex: to LA fitness, etc.)
- None!
- CITY HALL
- city hall
- The Library for a potential youngster park. The Municipal Complex (City offices and PD) for a teen/basketball court, and HCGC for scenic walks along the trail system.

Question 6





What is your highest priority need for recreational amenities?

Responses






- That White Settlement Road would have a pathway to the Trinity Trail.
- shade and a place to sit and watch, water, restrooms
- We cannot access the Trinity Trail because the City of Westworth Village does not maintain the overgrown brush starting at the corner of Burton Hill and White Settlement going east toward the river. You could easily create a safe path to the Trinity Trail.
- Playground
- Good lighting
- A lot greenspace. A disc golf course.
- Swimming pool, sports fields, indoor recreation center opportunities like fitness, classes, etc.
- Picnic areas and bike lanes.
- I really have no opinion on priority of need.
- more walking and biking trails with easier access....
- I walk every day
- Small playground parks to encourage new young families to buy homes in our area.
- Safe and enjoyable walking paths
- A place for people to gather, & local communities to have a common area. Keep some green space in the city.
- walking! jogging paved trails only the we use is the elementary track or the trail that are very to get to if you don't drive to them from white settlement or end of burton hill rd by American legion
- have none
- security
- places to sit in shade
- Young children, teens, and urban walkers.



8. What would you consider the greatest issue facing Westworth Village's parks and trails today?

		Response Percent	Response Count
Lack of parks		34.8%	8
Need for trails		4.3%	1
Access to Trinity Trails/Airfield Falls		30.4%	7
Lack of bike facilities		0.0%	0
Other - please specify		30.4%	7

9. What would you consider the greatest opportunity for future Westworth Village's parks and trails?

		Response Percent	Response Count
Open space/ preserve areas		9.1%	2
Trinity Trails/Airfield Falls		27.3%	6
New smaller neighborhood parks		9.1%	2
Park near City Hall		31.8%	7
Other - please specify		22.7%	5

10. How important or unimportant are the following in terms of how YOU would use future park and trail improvements?

	Very Important	Important	Unimportant	Very Unimportant	No Opinion	Rating Count
Youth Baseball field	13.6% (3)	18.2% (4)	31.8% (7)	27.3% (6)	9.1% (2)	22
Basketball court	13.6% (3)	36.4% (8)	22.7% (5)	13.6% (3)	13.6% (3)	22
Benches	50.0% (11)	45.5% (10)	0.0% (0)	4.5% (1)	0.0% (0)	22
Dog Park	22.7% (5)	18.2% (4)	22.7% (5)	36.4% (8)	0.0% (0)	22
Exercise stations	22.7% (5)	27.3% (6)	13.6% (3)	27.3% (6)	9.1% (2)	22
Horseshoe pits	9.1% (2)	18.2% (4)	40.9% (9)	27.3% (6)	4.5% (1)	22
Pavilion	45.5% (10)	45.5% (10)	4.5% (1)	4.5% (1)	0.0% (0)	22
Picnic areas	50.0% (11)	45.5% (10)	4.5% (1)	0.0% (0)	0.0% (0)	22
Playground	59.1% (13)	13.6% (3)	4.5% (1)	13.6% (3)	9.1% (2)	22
Restrooms	68.2% (15)	18.2% (4)	9.1% (2)	0.0% (0)	4.5% (1)	22
Skate park	0.0% (0)	9.1% (2)	36.4% (8)	45.5% (10)	9.1% (2)	22
Youth Soccer field	9.1% (2)	27.3% (6)	13.6% (3)	36.4% (8)	13.6% (3)	22
Tennis court	4.5% (1)	27.3% (6)	22.7% (5)	31.8% (7)	13.6% (3)	22
Trail access	59.1% (13)	13.6% (3)	4.5% (1)	18.2% (4)	4.5% (1)	22
Volleyball court	9.1% (2)	27.3% (6)	22.7% (5)	27.3% (6)	13.6% (3)	22
Walking trails	63.6% (14)	22.7% (5)	4.5% (1)	9.1% (2)	0.0% (0)	22






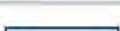

Question 11

Any additional comments or ideas?




Responses

- Again, a disc golf course.
- It would be awesome to see the city attract classes to the community room or an expended community rec center as River Oaks seems to do.
- The Airfield Falls parking area could be improved. Also, non-native trees and shrubs (Chinese privet, etc.) in the Airfield Falls area should be controlled as they are overwhelming the native forest vegetation. Natural heritage is important.
- No.
- none
- Stop the jerks who drive 55 on White Settlement Road from making it through our city unfazed by the fact they are breaking the law!!! Remote controlled tire spikes might work or a suggestion From the late George Carlin, hand out pink paintball guns to residents of the Village, when the police see a car with multiple pink dots pull it over!! But seriously we could use some more restaurant chosers in the shopping area up past QT, if we can encourage some to come here !! It would increase the tax base!
- We have a 4.3 mile walk around the city that loops from Westworth Park to Airfield Falls to the Trinity River to Burton Hill Elementary back to Westworth Park. We need several enjoyable walking routes within the city. Airfield Falls is a beautiful area that needs to be easily accessible from anywhere in Westworth Village by walking.
- We can always have concerts in the park to bring in the community again,
- The reason baseball, basketball, tennis, etc are not important because there are plenty around. I grew up in WWV and would do all those at Burton Hill. Further keeping cost down open natural spaces do not need as much maintance and repairs as the others.

12. Into which age group do you belong? (for classification purposes only)

		Response Percent	Response Count
18 and younger		0.0%	0
19-25 years		4.2%	1
26-35 years		12.5%	3
36-45 years		20.8%	5
46-55 years		20.8%	5
56-65 years		20.8%	5
Over 65 years		16.7%	4
Do not wish to identify		4.2%	1

13. Are you...? (for classification purposes only)

		Response Percent	Response Count
Male		33.3%	8
Female		62.5%	15
Do not wish to identify		4.2%	1





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