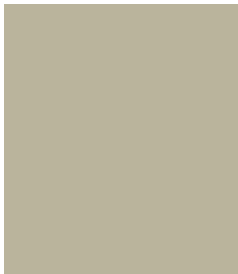
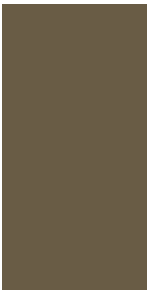


City of Westworth Village



Comprehensive Plan Vision Report | 2013



The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the view of the Government.

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This document has been prepared by AECOM on behalf of the North Central Texas Council of Governments.

Project No. : 60242890
Client : North Central Texas Council of Governments | Planning Livable Military Communities

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WHAT IS NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **237 members**, including 16 counties, 169 cities, 21 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square miles**, which is larger than nine states, and the population of the region is over **6.5 million**, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 306.

NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the U.S. Department of Housing and Urban Development.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the view of the Government.

WESTWORTH VILLAGE COMPREHENSIVE PLAN VISION

Section 1.1 | Plan Purpose

The Comprehensive Plan Vision for the City of Westworth Village serves as a long-term blueprint to enhance quality of life, guide future public investment decisions, and attract new growth to the community in the years ahead. This document sets overarching policies for building the elements that make up a healthy community—safe, efficient and balanced transportation options; attractive housing and retail choices; and strong growth and redevelopment opportunities. The concluding implementation plan then outlines a series of specific action steps designed to achieve the shared vision of the community and the region.

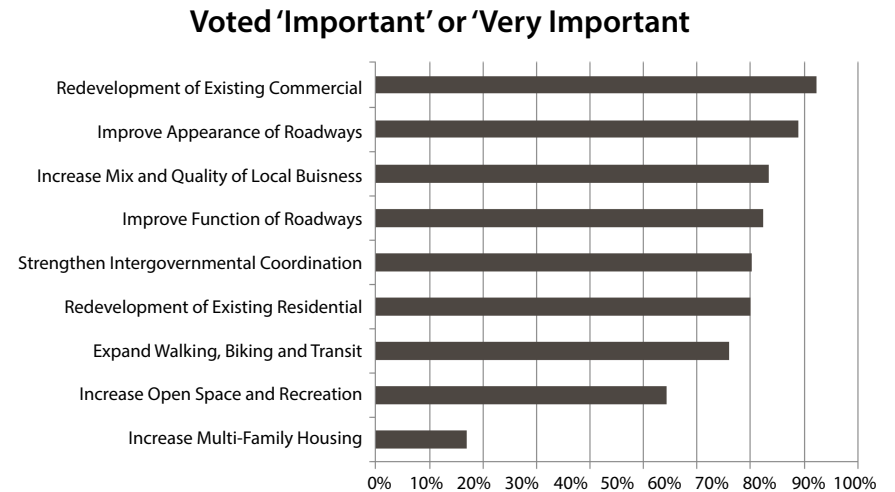
The City of Westworth Village adopted its previous Comprehensive Plan in June of 2000. This framework is not intended as a complete comprehensive planning document but updates the core planning areas of demographics, economic development, land use, transportation, and housing. The community should use the vision as a guide to assist in preparing a complete Comprehensive Plan update.

Section 1.2 | Westworth Village Vision

A central purpose of the Comprehensive Plan Vision is to reflect the values and priorities of the community on issues of quality of life, future growth and redevelopment, and access to services. To ensure that the plan's goals, policies and actions are grounded in local feedback, the planning team conducted a series of Comprehensive Planning Workshops in December of 2012. Participants used a wireless audience response system to rank the importance of a series of opportunities to strengthen the community. Similar feedback on the prioritization of strategies was gathered through an online survey.

Results from Westworth Village, as shown in **Figure 1.1**, indicate a particular emphasis on improving the appearance and function of streets and roadways, increasing park and open space, and redeveloping residential areas in need of revitalization.

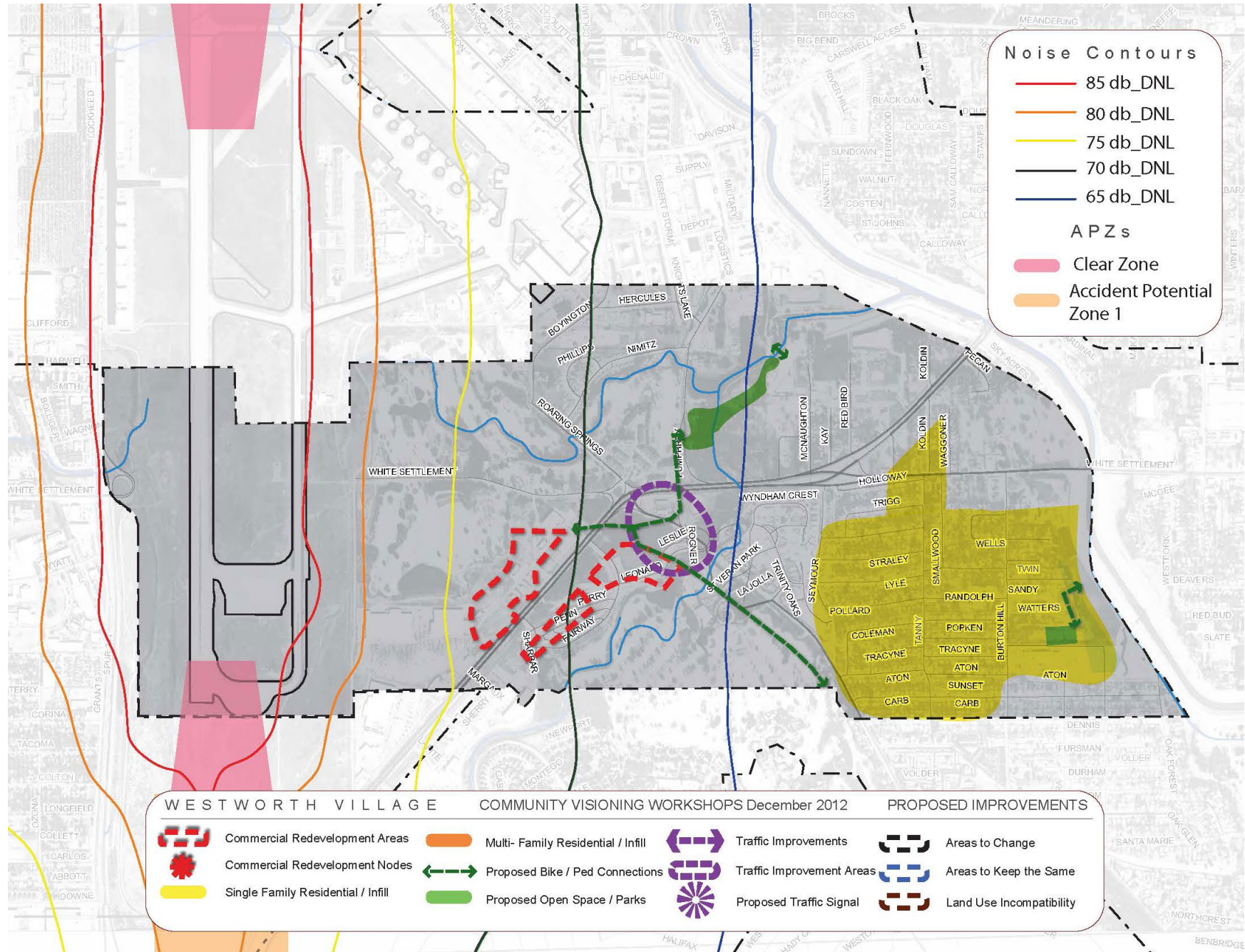
Figure 1.1 – Westworth Village Visioning Workshop Prioritization Results



Workshop attendees were also asked to identify specific transportation and land use issues, local areas to maintain, and areas of the community to enhance or redevelop. **Figure 1.2** maps priorities for single-family and commercial redevelopment, including portions of the city to the east of State Highway 183 and commercial areas along State Highway 183.

Members of the planning team confirmed and further refined public input as part of a follow up strategy session with City of Westworth Village representatives in April of 2013. The priorities that emerged from outreach in the community help to shape the goals, policies and actions in the Comprehensive Plan Vision.

Figure 1.2 – City of Westworth Village Community Input – Priority Action Areas



Section 1.3 | Westworth Village Demographics

Understanding the demographic context of an area is critical in evaluating existing and future community needs. Demands for transportation, housing and services evolve in relation to changes in the size and composition of the local population. In particular, trends such as an aging population emphasize the importance of alternatives to automobile travel and single family detached housing. Regional variation in population growth, housing values and household income levels can also highlight gaps in the diversity and quality of the local housing and economic base.

1.3.1 | Westworth Village Population and Household Trends

Rates of population change across the county and Fort Worth region demonstrate sustained and dramatic growth over the previous two decades. Likewise, Westworth Village experienced a significant 16.38% increase in population between 2000 and 2010, the highest population growth among the PLMC communities. The decline between 1990 and 2000 was due to the conversion of Carswell Air Force Base into NAS Fort Worth, JRB. (See **Table 1.1**)

The PLMC sub-region is generally comparable in age to Texas and Tarrant County overall and it reflects the increasing diversity of the state. Following a pronounced national trend, the state, county and cities saw an aging population across the previous two decades. Likewise, as shown in **Table 1.2**, since 1990, the age profile of Westworth Village has become slightly older with a 2010 median age of 33.6, approximately 3 years older than the city's 1990 median age.

Table 1.2 – Median Age – Fort Worth, Tarrant County and City of Westworth Village, 1990-2010

Median Age	1990	2000	2010
Tarrant County	30.5	32.3	33.4
Fort Worth	30.3	30.9	31.2
Westworth Village	29.8	33.8	33.6

Source: U.S. Census Bureau

Table 1.1 – Population Trends – Fort Worth Region, Tarrant County and City of Westworth Village, 1990 to 2012

Popultaion Trends (1990-2012)	1990*	2000*	1990-2000 % Change	2010*	2000-2010 % Change	2011**	2012*
Westworth Village	2,350	2,124	-9.62%	2,472	16.38%	2,470	2,470
NCTCOG - 12 - County Region	4,013,418	5,197,317	29.50%	6,417,724	23.48%	6,461,120	6,515,710
Tarrant County	1,170,103	1,446,219	23.60%	1,809,034	25.09%	1,818,240	1,832,230

Source: *U.S. Census Bureau

Source: ** NCTCOG

Figure 1.3 – Westworth Village Age Cohort, 1990 – 2010

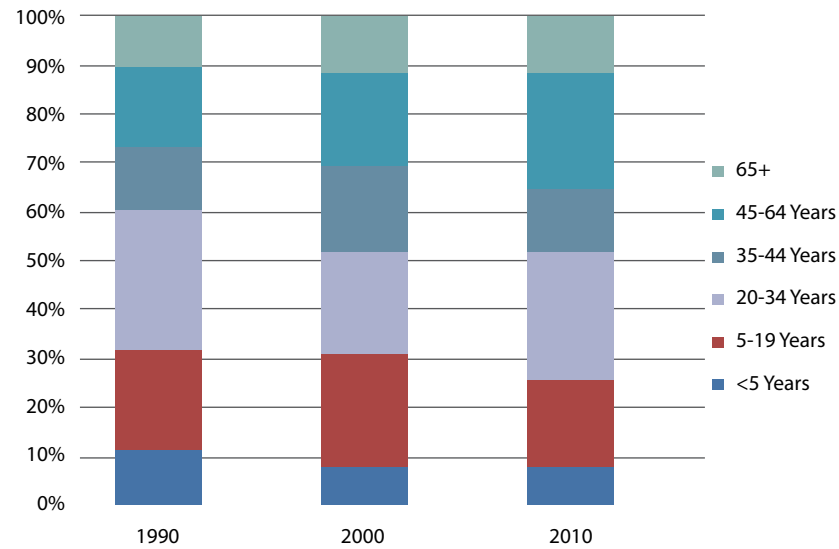
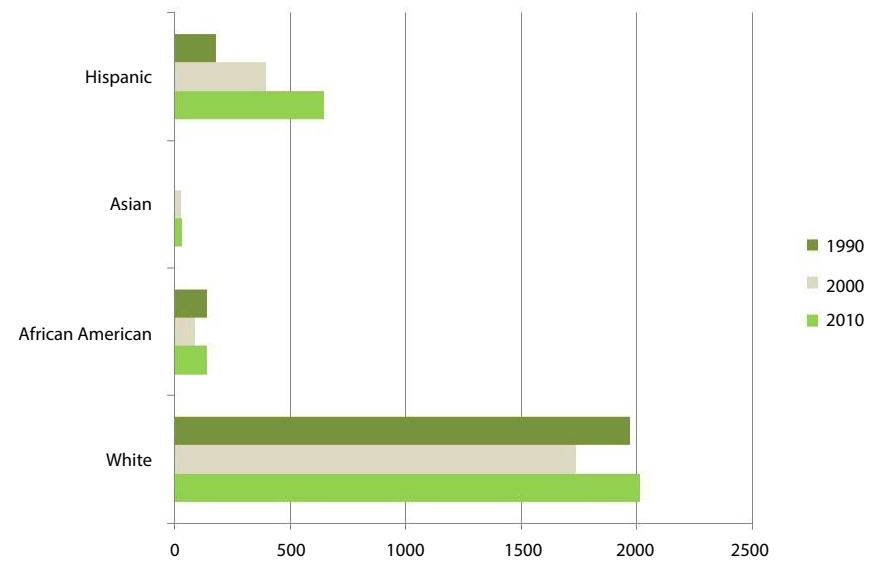


Figure 1.4 – Westworth Village Race Cohort , 1990 – 2010



Almost all of the communities in the study area experienced growth in the Hispanic population between 2000 and 2010. Westworth Village’s Hispanic population increased from 396 to 645 between 2000 and 2010, representing a 62.9% increase in Hispanic population and yielding a total population share of 26.1% in 2010 (See Table 1.3).

Table 1.3 – Race - City of Westworth Village, 1990-2010

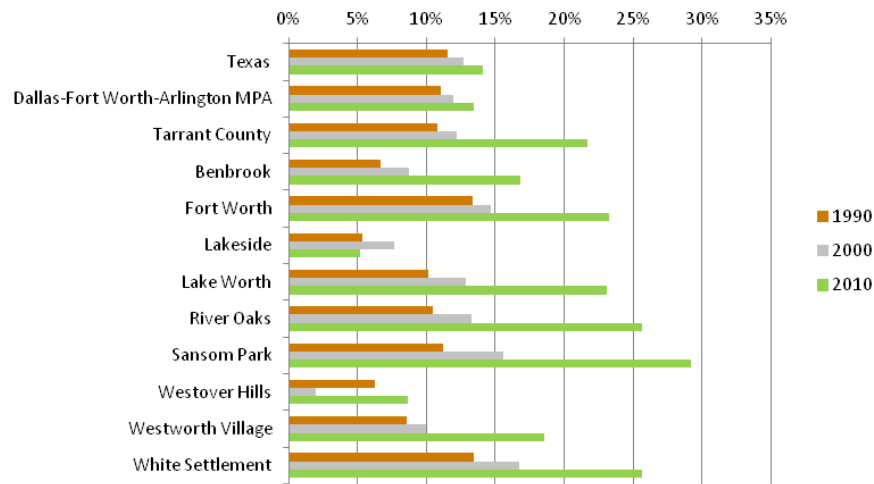
Westworth Village	2000 Pop	% of Total 2000 Pop	2010 Pop	% of Total 2010 Pop
White	1,738	81.8%	2,012	81.4%
Black	90	4.2%	142	5.7%
Asian	28	1.3%	33	0.7%
Hispanic	396	18.6%	645	26.1%
Total Population	2,124 ¹	See Note 1	2,472 ¹	See Note 1

Notes: ¹ The population total by category and category percentages in table do not add to 100%. US Census statistics treat race and ethnicity as separate categories. The Hispanic category includes individuals that self-identify with one or more race categories.

Source: US Census Bureau

A higher percentage of female-headed households in a community can indicate a greater risk of poverty and economic instability in families. As shown in **Figure 1.5**, several PLMC communities, including Westworth Village, have 2010 percentages of female-headed households that exceed state and regional ratios. Westworth Village's percentage of female-headed households is slightly less than the Tarrant County average.

Figure 1.5 – Female Headed Households – State, Region, PLMC Sub-Region, Tarrant County and City of Westworth Village, 1990 - 2010



Source: U.S. Census Bureau

Westworth Village saw fairly strong population growth between 2000 and 2010. The city experienced an even more pronounced increase in total households, with 33.3% compared to Tarrant County's 23.1% increase in total households (See **Table 1.4**). Average household size in Westworth Village decreased from 2.71 to 2.37 between 2000 and 2010.

Table 1.4 – Households - Tarrant County and City of Westworth Village, 1990-2010

Total Households	US Census 1990	US Census 2000	% Change 90-00	US Census 2010	% Change 00-10
Westworth Village	814	783	-3.8%	1,044	33.3%
Tarrant County	438,634	533,864	21.7%	657,134	23.1%

Source: U.S. Census Bureau

1.3.2 | Westworth Village Income Trends

The Dallas-Fort Worth-Arlington Metropolitan Planning Area (MPA) exceeds the State of Texas in median household income for 2010, highlighting a robust regional economy (See **Table 1.5**). Westworth Village's median household income is approximately \$45,550.

Table 1.5 – Median Household Income – State, Region, PLMC Sub-Region, Tarrant County and City of Westworth Village, 2000 - 2010

Median Household Income	US Census 2000	US Census 2010	% Change 00-10
Texas	\$39,927	\$48,615	22%
Dallas-Fort Worth-Arlington MPA	\$49,277	\$54,449	10%
Tarrant County	\$46,179	\$52,385	13%
Benbrook	\$50,978	\$61,917	21%
Fort Worth	\$37,074	\$48,224	30%
Lake Worth	\$39,101	\$43,901	12%
River Oaks	\$31,229	\$46,100	48%
Sansom Park	\$28,714	\$33,750	18%
Westworth Village	\$40,493	\$45,550	12%
White Settlement	\$32,598	\$41,976	29%

Source: U.S. Census Bureau

Section 1.4 | Economic Development

1.4.1 | Strengths, Weaknesses, Opportunities and Threats

Westworth Village is advantageously located within the Fort Worth region, with Interstate 30 and Highway 183 providing easy access to DFW Airport, downtown Fort Worth, the Alliance Area, NAS Fort Worth JRB, Lockheed Martin, and other major employment centers throughout the region. Westworth Village is home to three of the top 20 major employers in the PLMC study area—the Wal-Mart Super Center, Burton Hill Elementary School (Fort Worth ISD), and the Sam's Club shopping center.

EXISTING STRENGTHS AND WEAKNESSES:

To begin to evaluate and develop strategies for Westworth Village's future economic development, the project team conducted a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis.

ECONOMIC DEVELOPMENT STRENGTHS

- Significant new retail development along State Highway 183
- New multi-family development with adjoining recreational opportunities
- Quality recreational assets along the Trinity River
- Major employers in close proximity, including NAS Fort Worth, JRB and Lockheed Martin

ECONOMIC DEVELOPMENT WEAKNESSES

- Traffic handling and turning movements along State Highway 183 and pedestrian connections
- Lack of diverse job opportunities
- Lack of place-making and/or gathering places
- Few transportation options

ECONOMIC DEVELOPMENT OPPORTUNITIES

- Opportunities for mixed use and office development
- Opportunity to incentivize small businesses and start-ups
- Partnerships with the base to seek out opportunities for new investment
- Pedestrian and bicycle opportunities to connect the Trinity River trails, nature trails, and retail shopping centers

ECONOMIC DEVELOPMENT THREATS

- Future mission changes at NAS Fort Worth, JRB
- Lack of employment diversity
- Lack of office and mixed use developments providing diverse opportunities for economic pursuits
- Lack of undeveloped land

Although Westworth Village has a solid employment foundation, the city is vulnerable to some of the issues shared among the PLMC communities. These challenges include aging neighborhoods, limited undeveloped land for new development, competition with areas in and around Fort Worth that pull mixed use investments away from the PLMC communities, and lack of regional market competitiveness. The city has seen significant new retail development along Highway 183 and market-driven interest in the removal and replacement of existing housing stock with larger homes, thus highlighting the appeal of the community for residential investment. With strategic repositioning and planning, Westworth Village can continue to build on these strengths to promote diverse, quality growth opportunities in the years ahead.

1.4.2 | Existing Economic and Retail Base

Approximately 68.3% of Westworth Village's total population over the age of 16 participated in the civilian labor force in 2010 and 63.8% of females over 16 participated in the civilian labor force. **Table 1.6** outlines Westworth Village's civilian employed population by occupation. In 2010, approximately 33.2% of civilian employee occupations were management, business, science, and arts and 30.8% are sales and office positions. As outlined in **Table 1.7**, Westworth Village has a relatively evenly balanced industry mix, with no single dominant industrial sector. Educational services and health care and social assistance held the greatest share of industry, with 15.9% in 2010.

Table 1.6 – Employment by Occupation, City of Westworth Village 2010

Civilian employed population 16 years and over	1,175	1,175
Management, business, science, and arts occupations	390	33.2%
Service occupations	198	16.9%
Sales and office occupations	362	30.8%
Natural resources, construction, and maintenance occupations	90	7.7%
Production, transportation, and material moving occupations	135	11.5%

Source: U.S. Census Bureau 2006-2010 ACS

Table 1.7 – Employment by Industry, City of Westworth Village 2010

Civilian employed population 16 years and over	1,175	1,175
Agriculture, forestry, fishing and hunting, and mining	25	2.1%
Construction	107	9.1%
Manufacturing	92	7.8%
Wholesale trade	22	1.9%
Retail trade	129	11%
Transportation and warehousing, and utilities	49	4.2%
Information	14	1.2%
Finance and insurance, and real estate and rental and leasing	161	13.7%
Professional, scientific, and management, and administrative and waste management services	105	8.9%
Educational services, and health care and social assistance	187	15.9%
Arts, entertainment, and recreation, and accommodation and food services	99	8.4%
Other services, except public administration	53	4.5%
Public administration	132	11.2%

Source: U.S. Census Bureau 2006-2010 ACS

Commercial Corridors

The primary commercial corridors within the PLMC study area play a variety of roles including:

- Meeting the shopping and service needs of local residents,
- Serving as main commuting corridors to the region and sub-region's employment centers,
- Serving as gateway entrances into the study area communities, and
- Moving local traffic through the study area.

In order to conduct an economic analysis of the commercial corridors within the PLMC study area, the project team divided the major commercial corridors into 24 road segments. The segments denote areas where significant clusters of commercial development are occurring. Where possible the road segments were measured within existing jurisdictional boundaries. (See **Appendix D** for a description of the corridor analysis methodology.)

Camp Bowie Boulevard (Segments 11-18)

Segments 11 through 18 are along State Highway 183, south of the base entrance to the junction of State Highway 183 and Interstate 30; State Highway 183 between Interstate 30 and Camp Bowie Boulevard /Highway 580; and Camp Bowie Boulevard /Highway 580 from the junction of Highways 377 and 580 and South Loop 820. A large portion of Segment 18 falls within Westworth Village.

This grouping of segments represents the largest composition of retail establishments and estimated square footage (28% of all study area establishments and 40% of all study area estimated square footage); eight of the 14 NAICS categories summarized in this grouping of segments rank first in number of establishments when compared to all segment groups in the study area. Much of the associated 6.1 million square feet in this segment grouping can be attributed to Ridgmar Mall and the Town Square area developments (Segments 16 and 17). The grouping of segments is dominated by the regional shopping centers and numerous power centers, with the shopping centers becoming quickly outdated in terms of physical features and consumer preference.

Segment 11 features a number of motels/ hotels, discounters, and new car dealerships. Segment 12 is comprised of an eclectic mix of retail store fronts with a high concentration of motor vehicle parts/gas and repair and maintenance establishments. The eastern border of segment 12 is the Z. Boaz Golf Course. Segment 13, directly south of Interstate 30, has a limited number of retail establishments including a new car dealership, multiple parts/gas establishments, and multiple large self-storage establishments. Segment 14, directly north of Interstate 30, is predominantly comprised of vehicle parts/gas establishments and restaurants.

These commercial segments contain the largest retail operations in or near the PLMC study area. Approximately 512 businesses totaling 6.1 million SF of building space are contained in these corridor segments, which include the 1.3 million SF Ridgmar Mall. These segments benefit greatly from the presence of Interstates 20 and 30 in this area. Within the next 3 to 5 years, another 2.7 million SF of retail, hotels and entertainment uses could come on line at the 850-acre mixed-use development known as Clearfork, which is off Vickery Road south of the Trinity River and a 193-acre commercial/mixed use development called the Trails Shopping Center.

State Highway 183 South (Segments 19-21)

Segments 19, 20 and 21 encompass the State Highway 183 corridor between State Highway 199 and NAS Fort Worth, JRB. Segment 19, which falls within Westworth Village, does not contain any retail establishments. **Figure 1.7** illustrates segments 19 through 21.

Figure 1.6 – PLMC Commercial Corridors - Segments 11-18

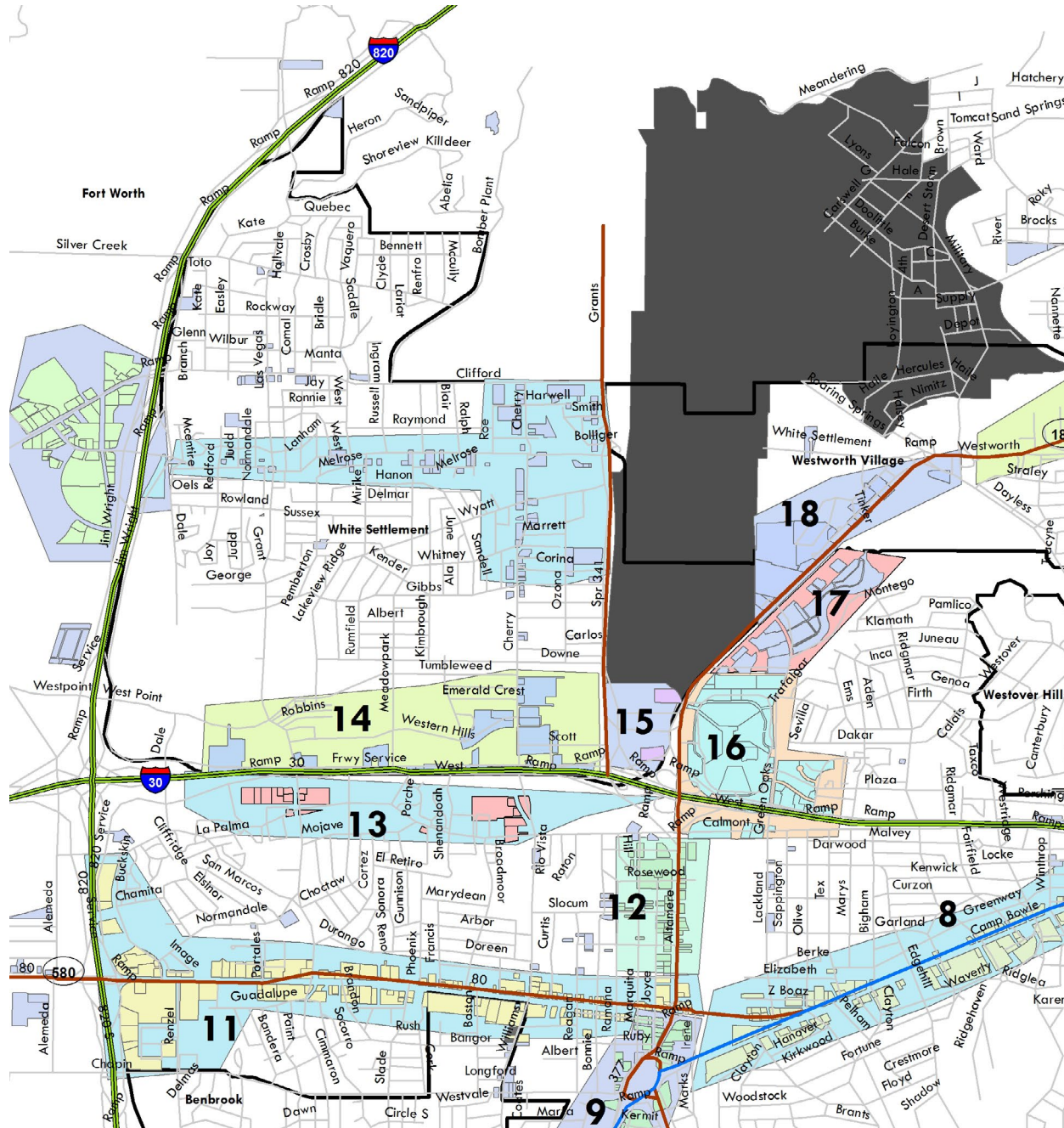
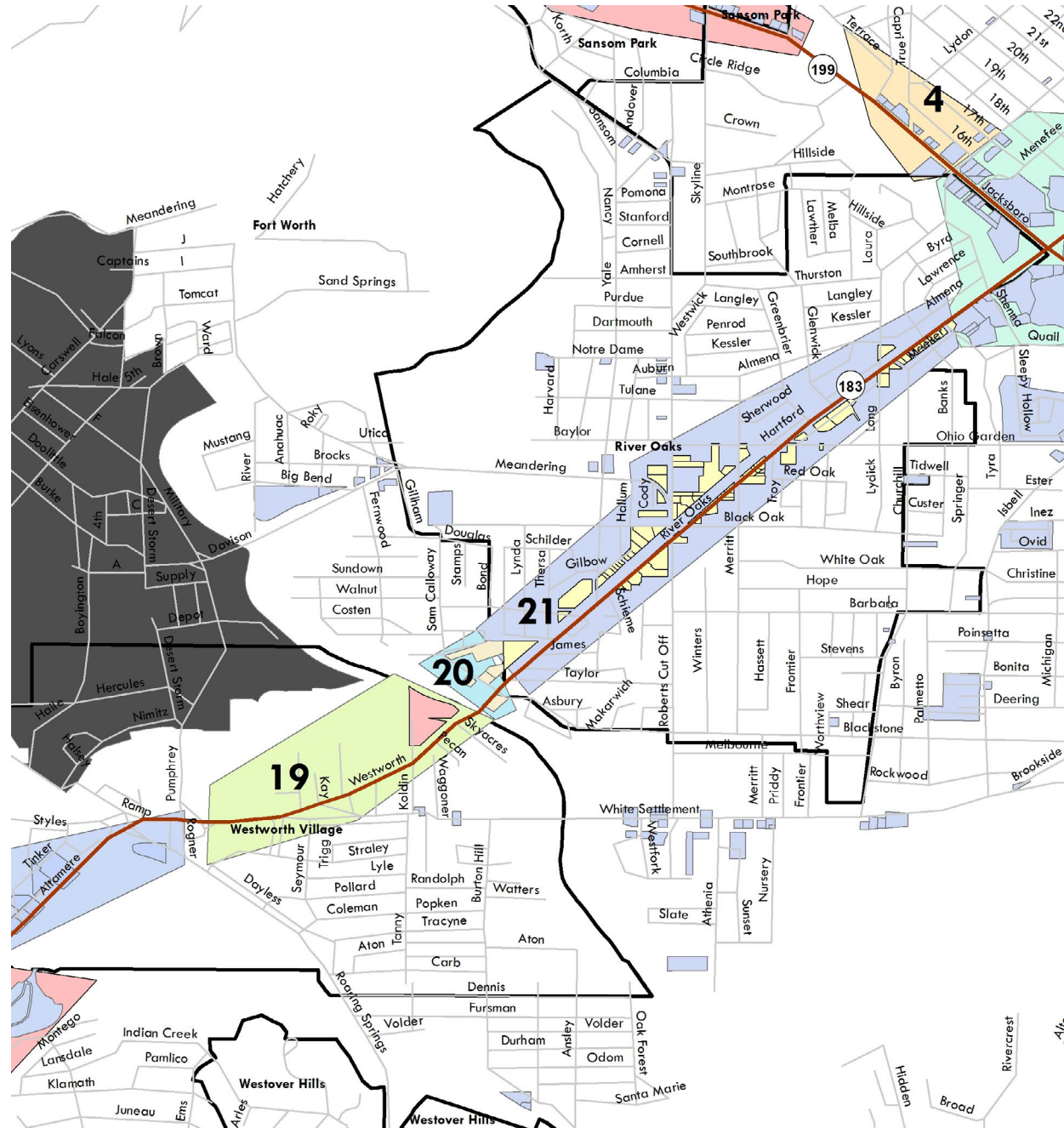


Figure 1.7 – PLMC Commercial Corridors - Segments 19-21



1.4.3 | Retail Gap Analysis

The planning team evaluated the retail environment along State Highway 199 and State Highway 183 by assessing four 3-mile trade areas, as illustrated in Figure 7.8. The City of Westworth Village falls within the Interstate 30 and State Highway 183 trade area. This trade area also includes White Settlement and Westover Hills, as well as portions of Fort Worth north of the NAS Fort Worth, JRB. All four trade areas within the PLMC study area are over-served with retail ranging from neighborhood strip center to regional shopping malls.

Interstate 30 and State Highway 183 Trade Area

The Interstate 30 and State Highway 183 trade area encompass the City of White Settlement, the City of Westworth Village, the Town of Westover Hills, and portions of the City of Fort Worth south of the base. The analysis reveals that this trade area has a “surplus” of total sales (\$772.6 million). In other words, the supply exceeds local demand. Situations in which there is a surplus of sales indicate the trade area has a market cluster, or concentration of businesses, pulling sales in from outside the area. A good example of a market cluster is a large retail mall. Malls typically have several retailers offering a wide range of goods in one place, making it more convenient for shoppers. As a result, they draw customers from a larger geographic region than if the stores located independently. The Interstate 30 trade area is the location of the 1.27 million square foot Ridgmar Mall, at 1888 Green Oaks Road. This mall largely contributes to the sizeable surplus of sales experienced in this trade area. In addition, there is a substantially large surplus of sales in the Automobile Dealers category (\$452.0 million). This trade area is home to a cluster of dealers including Cadillac and Nissan, as well as a variety of used-car dealers.

Although there is a large total surplus of sales in this trade area, there are some specific categories of retail that are experiencing “sales leakage.” Sales leakage indicates the demand for goods is greater than the supply of sales. When this occurs, consumers typically make retail purchases outside their trade area. Because this consumer spending is not captured by local businesses, it is said to have “leaked” to other businesses outside the local market. In such cases, conventional wisdom suggests that there may be opportunities for existing businesses to expand their product lines and for new local businesses to capture this unmet spending potential.

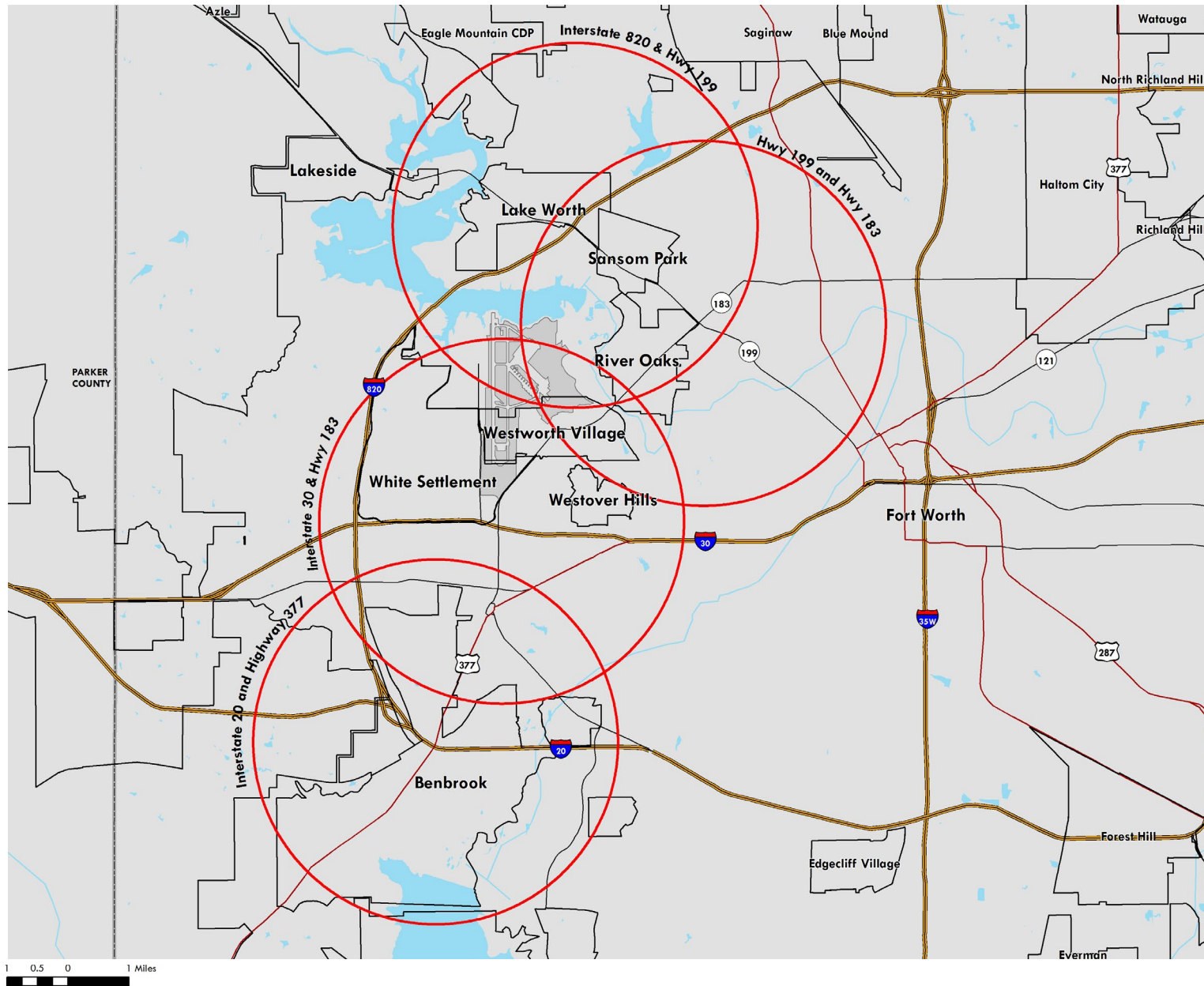
The Interstate 30 and State Highway 183 trade area is leaking sales in 10 of the 31 4-Digit NAICS categories of retail. The largest sales leakage occurs in Furniture Stores (\$9.6 million) and Special Food Services (\$4.5 million). The other categories of retail are all leaking less than \$2 million in sales. These include Home Furnishing Stores (\$1.1 million), Building Material and Supply Dealers (\$797,773), Specialty Food Stores (\$229,437), Book Periodical and Music Stores (\$1.1 million) and Used Merchandise

Stores (\$414,126). It should be noted that Non-Store Retailers also are leaking a comparatively large amount of sales (\$13.1 million leakage); however this category of retail does not have the need for brick-and-mortar retail spaces. While the sales leakage amounts in any of the retail categories within this trade area would likely not be enough to warrant investment in a new establishment, there may be opportunity for existing stores to expand their product lines in some of these categories. See **Appendix D** for the detailed retail gap analysis by trade area.

All four trade areas within the PLMC study area are over-served with retail ranging from neighborhood strip center to regional shopping malls. The study area is home to clusters of automobile dealers, which account for the large amounts of surplus in the Interstate 30 and State Highway 183, State Highway 199 and State Highway 183, and Interstate 20 and Highway 377 trade areas. In addition Ridgmar Mall contributes to the large amount of surplus within the Interstate 30 and State Highway 183 trade area.

However, despite the surplus in each trade area, results of the analysis demonstrated a gap in grocery and clothing stores in the Interstate 820 and State Highway 199 trade area, including Lake Worth. Additionally, retailers throughout the study area capture some of the retail sales lost to other shopping centers outside of the PLMC area through expanded product lines in existing establishments.

Figure 1.8 – PLMC Retail Trade Area



1.4.4 | Economic Development Goals, Policies, and Actions

Economic development strategies in Westworth Village focus on addressing the challenges of aging retail corridors, mature neighborhoods, the limited supply of undeveloped land, and the lack of regional market competitiveness. The goals, policies and actions below highlight opportunities to reinforce the Regional Vision principles of strengthening overall identity, revitalizing prominent roadways, and pursuing cooperation among cities by through strategies related to mixed use redevelopment, local and regional marketing capabilities, and leverage the area's existing educational and workforce training assets. While many of these strategies are directly linked to physical development or job creation, the community should also continue to stress the value of enhancing its existing community assets, including housing, open spaces and lake access, and bike and pedestrian links as a means of attracting growth to the city. The **Appendices D, F, and G** include a full market analysis for the sub-region and information on available economic development incentives and financing tools.

Goal 1.1: Transform aging retail nodes into more compact, high quality, mixed use areas

Policy 1.1.1: Identify and market feasible, high profile mixed use redevelopment opportunities to attract private investment

Action 1.1.1.1: Use the Vision Framework to highlight one to two key redevelopment sites

Action 1.1.1.2: Seek out successful place making projects in Westworth Village and in the sub-region as a way to establish desirable project models and redevelopment approaches

Action 1.1.1.3: Develop a specific branding message and communications strategy for the sites that emphasizes its market position, corridor visibility, transportation access, infrastructure capacity, and other locational assets

Action 1.1.1.4: Identify target groups including developers and investors for a communications campaign designed to create a positive image and stimulate market interest

Action 1.1.1.5: Use zoning to establish clear guidance for organizing project elements such as architectural and public realm design, pedestrian scale, the mix of uses, open spaces, access, and connectivity to the surrounding context

Action 1.1.1.6: Schedule the phasing of planned redevelopment to allow for gradual community acceptance and financial feasibility with an early emphasis on anchor projects that have the highest community value, highest market value and greatest visual impact

Action 1.1.1.7: Plan public investments, including site development and preparation of infrastructure and identify incremental and innovative financing methods to implement necessary improvements

Action 1.1.1.8: Attract interest from prospective developers by increasing awareness of available economic incentives in advance of establishing any formal financing districts prior to project commitment and customize incentives as appropriate (see **Appendix F** for Summary of Economic Development Incentives & Financing Tools)

Goal 1.2: Foster an environment of innovation and entrepreneurship as a means to diversify the local and sub-regional economy and attract and retain talent

Policy 1.2.1: Leverage the proximity of technical experts from the military, defense, and oil and gas sectors to develop a science, technology, engineering, and mathematics (STEM) mentoring program for middle and high school age students

Action 1.2.1.1: Collaborate with area partners including the local Independent School Districts, Lockheed Martin, NAS Fort Worth, JRB, the Texas Air National Guard and the NCTCOG to expand participation in STEM-based curricula and outreach efforts, including STARbase and the North Texas Aviation Education Initiative

Policy 1.2.2: Use community resources to promote entrepreneurship, start up, research and manufacturing and the arts within the community

Action 1.2.1.1: Identify incubator space for an interactive Creativity Center that enables students and adults to explore science, art and technology projects

Action 1.2.1.2: Collaborate with partners including, Tarrant County College, TCU, ISDs, Fort Worth Nature Center, Cultural District Museums and Art Galleries, Lockheed Martin, and NAS Fort Worth, JRB to develop a curriculum

Action 1.2.1.3: Collaborate with local, regional and state economic development organizations to incorporate a workforce training component

Action 1.2.1.4: Market the innovative idea of a Creativity Center as a community amenity to retain and attract young people and families

Action 1.2.1.5: Form a 501 c 3 organization and create a program budget to fund the Creativity Center as an economic sustainability project

Action 1.2.1.6: Expand outreach and funding mechanisms for the development of neighborhood businesses

Goal 1.3: Enhance local economic development and marketing capabilities through regional and sub-regional partnerships

Policy 1.3.1: Establish a sub-regional marketing cooperative with surrounding communities to facilitate collaboration on common economic interests

Action 1.3.1.1: Develop marketing strategies to brand participating communities as the Northwest Fort Worth Area with an emphasis on area strengths such as convenient regional access, open spaces, lakes, and the Trinity River, and a growing technology and energy sector

Action 1.3.1.2: Embrace opportunities to market the community as part of a nationally recognized top metropolitan area for military personnel and veterans based on factors such as a robust regional economy, a strong system of peer support and access to health care and educational programs

Action 1.3.1.3: Use the sub-regional marketing cooperative as a knowledge exchange forum in which local professionals meet on a quarterly basis to share best practices in economic development and community revitalization and strengthen familiarity with available planning, financing and marketing tools

Action 1.3.1.4: Task the sub-regional cooperative with marketing of the selected catalyst redevelopment sites

Action 1.3.1.5: Continue to explore the longer-term creation of a formal and professionally staffed sub-regional economic development corporation with powers and authorities necessary to undertake economic development initiatives of regional and sub-regional significance, such as business park development

Goal 1.4: Promote growth through quality of life initiatives

Policy 1.4.1: Identify ways to strengthen the existing housing stock and neighborhoods as a means to maintain economic value, retain existing residents, and attract new households

Action 1.4.1.1: Identify one to two key neighborhoods in which to conduct an a neighborhood revitalization plan that uses an asset-based approach (see Housing element)

Policy 1.4.2: Enhance sense of place and expand available amenities for residents through a focus on improved physical connectivity

Action 1.4.1.2: Implement elements of the bicycle and pedestrian network plan (see Transportation element)

Section 1.5 | Land Use

Land use patterns within a community interact with many other physical, economic and natural systems. The arrangement of residential, commercial and employment activities generates specific transportation demands on local roads, shapes the overall look and feel of neighborhoods, establishes access to open spaces and natural resources, and frames opportunities for private development. Communities that lack a diversity of land uses or that separate or spread out uses across a bigger area are often at risk of diluting their sense of place and using land and infrastructure less efficiently.

1.5.1 | Existing Land Use Overview

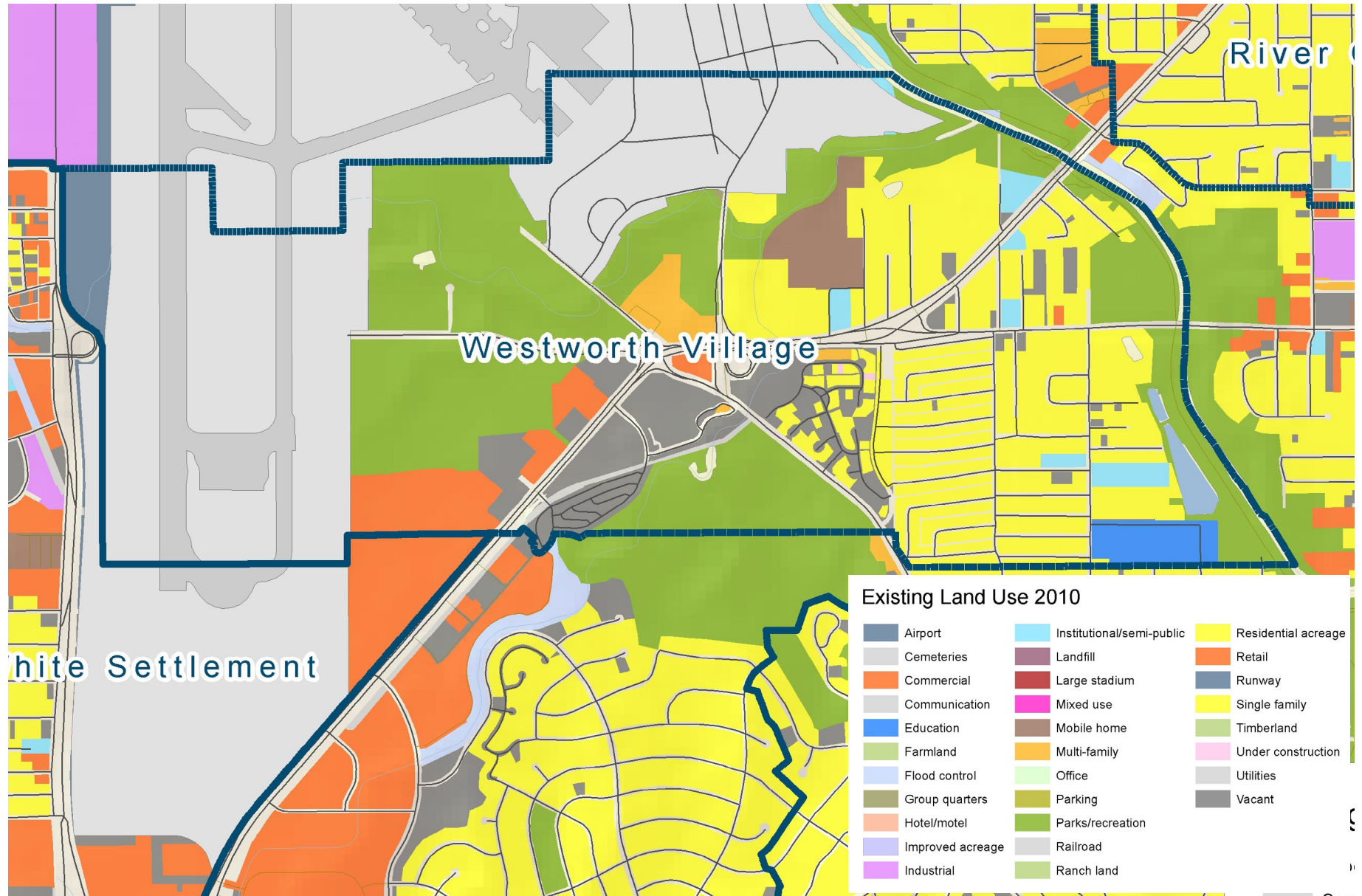
Just over 20% of Westworth Village’s total land acreage is in use for single family housing and approximately 29.2% is parks and open space. Only 1.2% of total land acreage is commercial. As depicted in **Figure 1.8**, the majority of Westworth Village’s commercial land uses are adjacent to State Highway 183 in the southern portion of the city.

Table 1.8– Existing Land Use

Existing Land Use	Acres	Percent of Total
Cemeteries	0.13	0.0%
Commercial	13.6	1.2%
Flood Control	0.01	0.0%
Group Quarters	21.9	1.9%
Industrial	0.17	0.0%
Institutional/Semi-public	120.3	10.6%
Mobile Home	22.1	1.9%
Multi-family	14.2	1.2%
Parks/Recreation	332.9	29.2%
Residential Acreage	17.9	1.6%
Retail	25.3	2.2%
Runway	228.7	20.1%
Single Family	229.8	20.2%
Small Waterbodies	10.3	0.9%
Vacant	91.9	8.1%
Water	10.6	0.9%
Total	1139.81	

Source: NCTCOG, 2010

Figure 1.9 – Westworth Village Existing Land Use



Source: NCTCOG, 2010

1.5.2 | Future Land Use

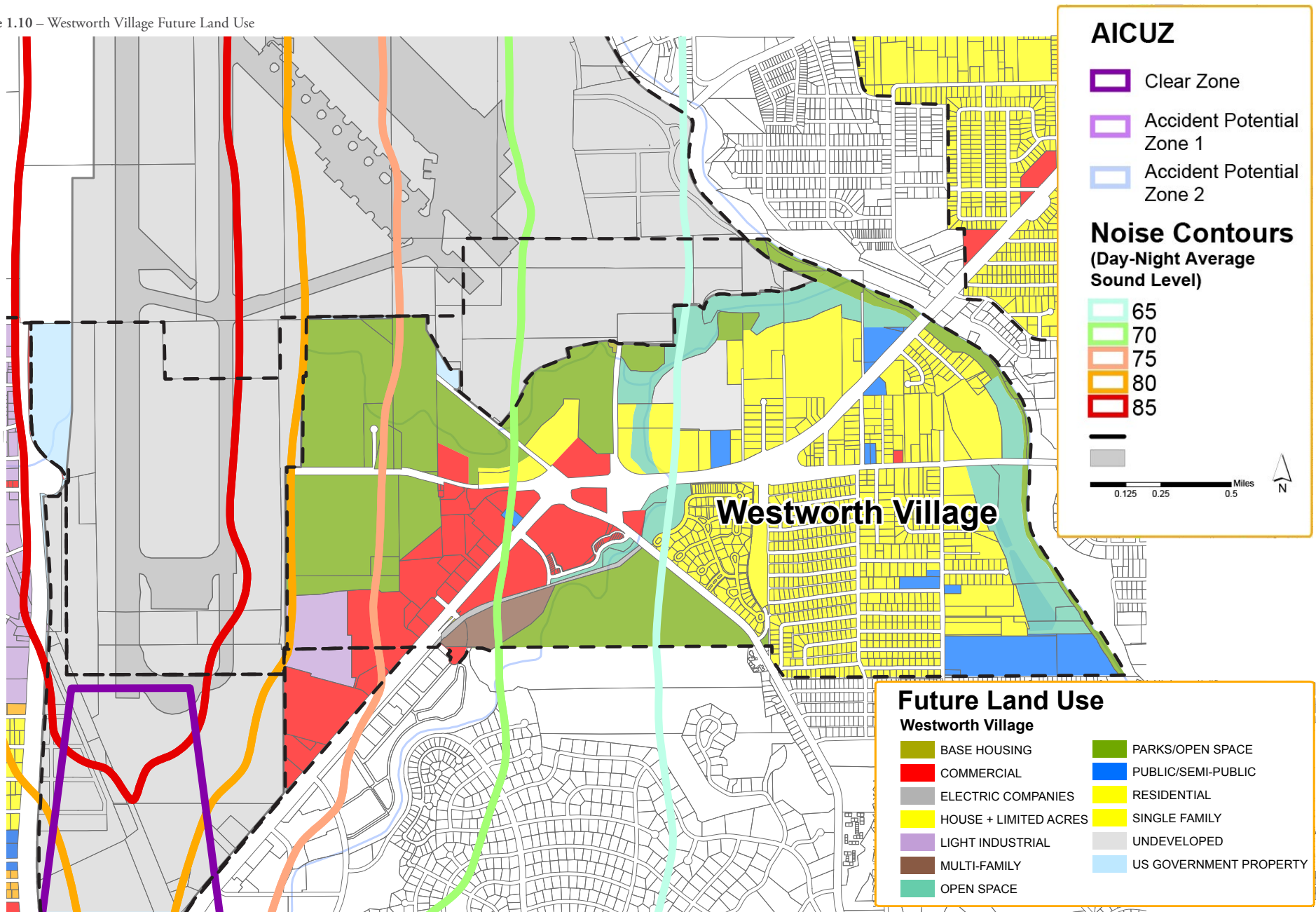
Westworth Village’s future land use plan was last updated in 2000 in conjunction with the most recent comprehensive plan update. The land use categories depicted in the future land use plan may not represent what is on the ground today, but it is important to note the past vision of the city to build upon efforts. As outlined in Table 1.9, Westworth Village’s Future Land Use Plan includes approximately 20.5% single family residential. The Future Land Use Plan allocates 7.7% of area to commercial land uses, an increase from 1.2% in the city’s existing land use.

Table 1.9 – Future Land Use

Future Land Use	Acres	Percent of Total
Base	21.95	1.8%
Commercial	94.5	7.7%
Electric Companies	3.6	0.3%
House + Limited Acres	17.9	1.4%
Light Industrial	12.8	1.0%
Multi-family	11.9	1.0%
Open Space	80.95	6.6%
Parks/Open Space	251.5	20.4%
Public/Semi-public	41.5	3.4%
Residential	28.2	2.3%
Single Family	253.5	20.5%
Undeveloped	19.6	1.6%
U.S. Government	397.1	32.2%
Total	1235	

Source: Westworth Village Comprehensive Plan, 2000

Figure 1.10 – Westworth Village Future Land Use



Source: City of Westworth Village Comprehensive Plan, 2000

*The future land use map was last updated in 2000 and may not accurately reflect existing land uses today.

1.5.3 | Zoning Analysis

The City of Westworth Village's zoning ordinance currently has ten separate districts, as shown below.

- Large lot Single-Family Residential
- Single-Family Residential
- Custom Single-Family Residential
- Manufactured Housing
- Multifamily Residential
- Golf Course
- Office
- Commercial
- Light Industrial
- Planned Development Overlay District

The Planned Development Overlay District brings some flexibility to the existing code, accommodating associated uses developed as integral land use units such as office parks, retail/commercial or service centers, shopping centers, residential developments having a mixture of housing options, or any appropriate combination of uses which may be planned, developed or operated as integral land use units either by a single owner or a combination of owners.

1.5.4 | Compatibility with NAS Fort Worth, JRB

Communities and military installations can face compatibility challenges when certain types of nearby development such as noise sensitive uses or activities that concentrate people reduce the safety and effectiveness of mission operations or when military activities produce higher than normal impacts such as noise or safety risks on surrounding areas. In 2008, regional partners, including NAS Fort Worth, JRB and the City of Westworth Village completed a Joint Land Use Study (JLUS) to address land use compatibility issues resulting from aviation operations.

Two areas of potential incompatibility—noise contours, which delineate land exposed to high levels of aircraft noise and Accident Potential Zones, which indicate areas with a statistically higher risk of an aircraft accident due to runway proximity—extend off of the base over portions of Westworth Village. The JLUS outlines a variety of tools to minimize conflicts between community and military uses. The Comprehensive Plan highlights several critical compatibility strategies related to communication, mitigation techniques to reduce specific impacts such as noise and the gradual transition of land toward less people-intensive, noise sensitive uses, including industrial activities.

1.5.4.1 Ordinance Review

Sound Attenuation

Residents surrounding military installations may experience noise impacts from military aircraft operations. Portions of the city of Westworth Village fall within the 65-69, 70-74, and 75+ Day-Night Average Sound Level contours of NAS Fort Worth, JRB. **Figure 1.11** illustrates the noise contours falling within the City Westworth Village city limits.

For existing development that falls within the noise contours, homeowners and business owners can modify their homes or businesses to make them insulate sound more efficiently. For new development that lies within the noise contours, builders should follow the most updated residential building codes and refer to the Code Comparison Matrix in the Ordinance Review for specific sound attenuation methods (See **Appendix I**).

As shown in **Table 1.10**, there is still vacant land within the areas of high noise in the city of Westworth Village. The city should explore opportunities to preserve this vacant land as long-term open space or develop future uses that would be compatible with noise exposure such as light industrial or manufacturing activities.

Figure 1.11 – Joint Land Use Study Noise Contours in Westworth Village

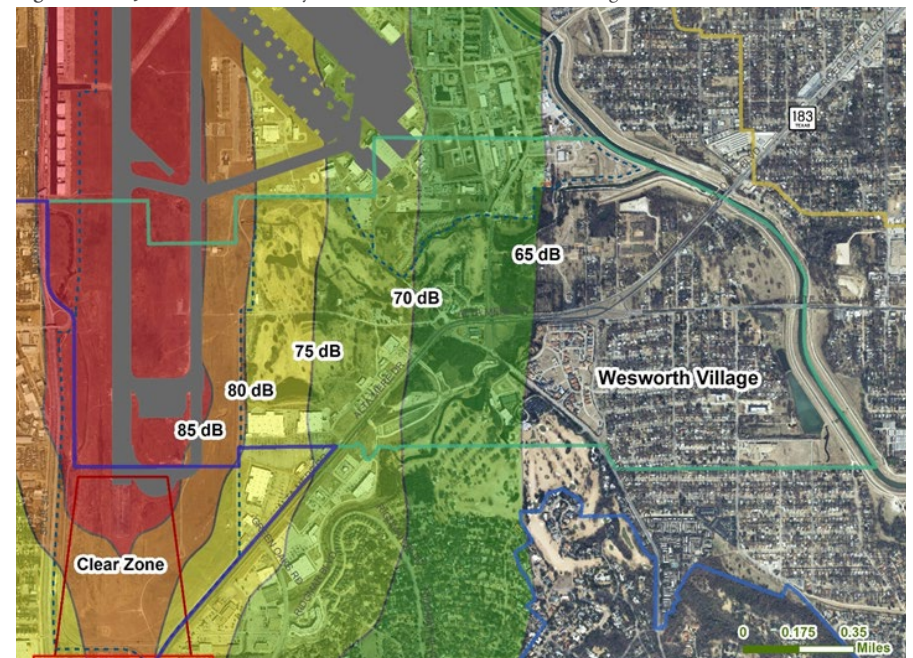


Table 1.10 – Percentage of Land Falling within Joint Land Use Study Noise Contours

	Acreage	Percentage	Vacant Land (Acres)*	Percentage of Vacant Land
<65 DNL	519	39%	60	4%
65-69 DNL	242	18%	140	11%
70-74 DNL	171	13%	46	3%
>75 DNL	399	30%	48	4%
Totals	1,331		294	22%

*Does not include parks or infrastructure

Vacant Land Source: Tarrant County Appraisal District, 2012

Actions that all the local governments could take to increase sound attenuation and energy efficiency are located in **Section 1.6**. Priority efforts that the City of Westworth Village could undergo are listed in **Table 1.11**.

Table 1.11 – Westworth Village Priority Recommendations to Increase Sound Attenuation

Recommendation	Time	Cost	Responsible Entity	Participants	Notes
Coordinate with the Community Plans and Liaison Officer at NAS Fort Worth, JRB on new development projects that are within the noise contours.	Short Term	Low	Developers	Cities NAS Fort Worth, JRB	
Encourage active code enforcement to ensure that new developments are adhering to the most recent building code standards.	Short Term	Medium	City	Building Community	
Provide resources to residential, commercial, and industrial developers and builders on residential energy efficiency.	Mid Term	Low	City	Homeowners	
Consider incorporating sound attenuation elements from the code comparison matrix (found in Appendix I) for new residential units.	Mid Term	High	Development Community; Local Government Code Officials	Homeowners	
Update noise mitigation requirements when Joint Land Use Study noise contours are updated.	Long Term	Medium	City	NAS Fort Worth, JRB	
Determine the feasibility of adopting a noise mitigation and/or safety overlay for areas that fall within the AICUZ noise contours and/or APZ.	Long Term	High	City Council; Development Community		Case study: city of Fort Worth airport overlay zones

*Generally, Short Term = 0 -2 years; Mid Term = 2-5 years; Long Term = 5+ years

**Costs are relative to other recommendations on the list

Energy Efficiency

There are several efforts that residents and Westworth Village staff can undergo to increase the energy efficiency of residences and other buildings. Residents can utilize online resources to learn about proper insulation methods, renewable energy tax credits, and energy efficient appliances. Additionally, Tarrant County has an assistance program to help low-income homeowners weather-proof their homes which would increase sound attenuation and make the residence more energy efficient. The South-Central Partnership for Energy Efficiency as a Resource provides resources for how residential, commercial, and industrial uses in Texas can become more energy efficient. Several electricity providers also offer energy efficiency incentive programs. Westworth Village staff could develop a Community Energy Strategic Plan to set goals for reducing energy use and apply for Energy Efficiency and Conservation Block Grant funding through the U.S. Department of Energy. More information about these resources and funding opportunities are in **Appendix I**.

1.5.5 | Westworth Village Vision Framework

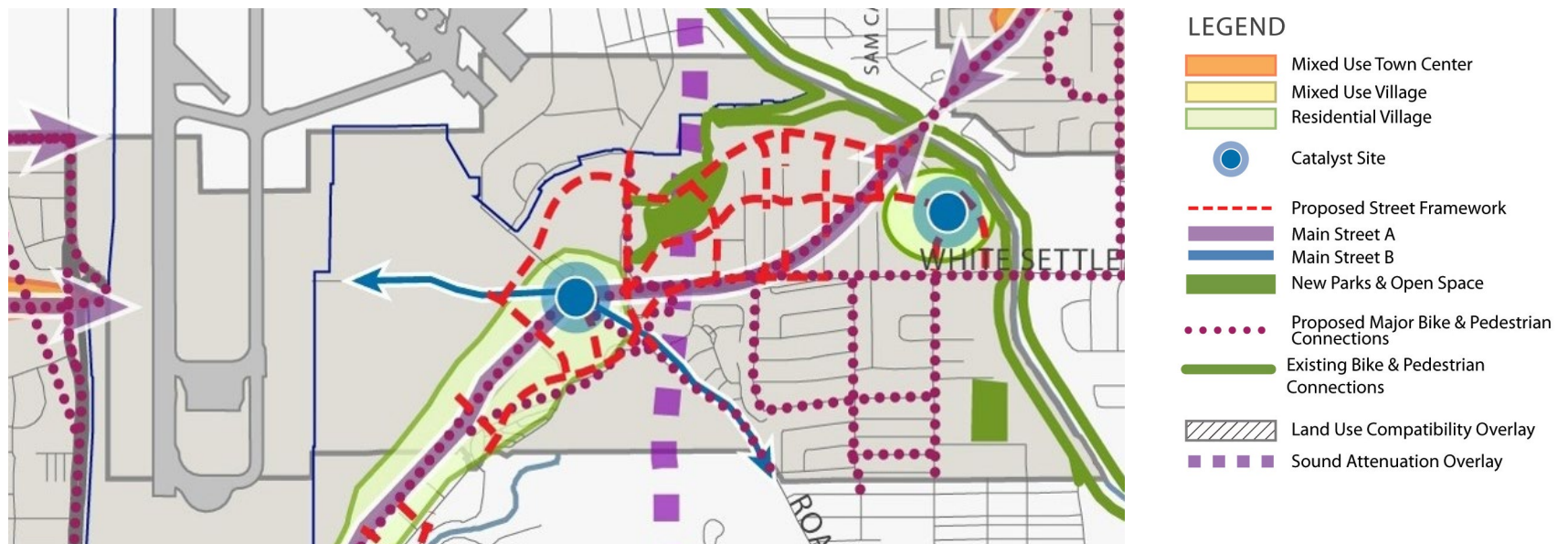
The vision framework as shown in **Figure 1.12** illustrates basic planning and design concepts to organize growth and inform future land use and public investment decisions in the City of Westworth Village. The graphic highlights conceptual areas, each with an overall character based on existing land uses, market potential, current development

patterns, growth opportunities, and community priorities. It also shows key physical connections, including bicycle and pedestrian links and refinements to the street network, which can frame future development in the city and expand transportation choices. The character areas are described more fully in the next section.

The framework is not intended as a parcel-specific future land use or zoning map but as a flexible guide for development of more detailed zoning and land use maps as the city adopts new regulatory policies. The ‘Residential Village’ designation illustrated along State Highway 183 is intended to enhance existing residential uses by emphasizing small scale neighborhood-serving retail and pedestrian amenities. Future zoning and redevelopment initiatives within this area should be coordinated with NAS Fort Worth, JRB to ensure the compatibility of future development in higher noise contour areas.

The framework also features increased street connectivity and pedestrian and bicycle facility improvements to provide connections to existing neighborhoods, parks, and other destinations. The intent of the framework is to establish bike and pedestrian connections through neighborhoods, refine the street network in and around Highway 183 to enhance access and frame additional development opportunities, and to complement existing commercial areas along Highway 183 with more diverse residential options organized in a more compact setting.

Figure 1.12 – Westworth Village Vision Framework



Vision Framework Character Area Descriptions

Mixed Use Town Center

- Accommodate mixed-use buildings with regional and neighborhood-serving retail & services
- Pedestrian-oriented, storefront-style shopping streets with shared parking and coordinated ingress/egress, with parking in back unless on-street parking
- Buildings oriented and built to the street
- Provide incentives to develop larger parcels at higher densities and in a coordinated, planned environment

Mixed Use Village

- Smaller and more compact in scale than Mixed Use Town Center
- Oriented around connected street network and intersections
- Accommodate mixed-use buildings with neighborhood-serving retail, office, service, and other uses
- Build upon the historic development patterns in existing village centers to create attractive and walkable places
- Encourage adaptive reuse of abandoned, vacant or underutilized buildings or parcels
- Maintain a consistently high level of design quality throughout the district
- Outline open space requirements and encourage civic uses

Residential Village

Predominantly residential, pedestrian-oriented development, including a range of housing styles and small scale neighborhood-serving retail

Catalyst Sites

Priority areas offering opportunity for economic redevelopment and reinvestment, selected based upon short- and long-term analysis of the regional market and redevelopment potential, existing infrastructure, land use, and growth opportunities. Catalyst sites provide opportunities for targeted public and private reinvestment in critical areas throughout the PLMC study area.

Main Street A - Street design elements and land use and urban design guidelines to promote livability, access/mobility, and safety

Livability

- Mix of land uses, buildings oriented and built to the street
- Sidewalks and landscaping/Streetscaping

Access/mobility

- On street parking or rear and side parking
- Access points for structured/shared parking as much as possible
- Turn lanes where driveway consolidation/access management lanes have not been implemented

Safety

- Clearly marked crosswalks and traffic control markings
- Clearly marked and oriented bike facilities as appropriate

Main Street B - Street design elements and land use and urban design guidelines to promote livability, access/mobility, and safety

Livability

- Residential and lower density mixed uses
- Ample sidewalks and landscaping/Streetscaping to provide both leisure and utilitarian travel areas

Access/mobility

- Driveways can access the street directly if necessary

Safety

- Slower travel speeds
- Clearly marked and oriented bike facilities as appropriate

Land Use Compatibility Overlay - Local governments could adopt an overlay district to guide or restrict development falling in noise and safety zones of NAS Fort Worth, JRB to increase land use compatibility

- Areas falling within Accident Potential Zones 1 and 2 as determined by the 2004 Air Installation Compatible Use Study. These areas have the greatest potential for accidents near military air installations.
- Areas falling with 65 dB DNL noise contours or greater. These areas are exposed to high noise levels so new development should be limited or incorporate sound mitigation strategies.
- Land use policies and redevelopment activities should promote uses such as light industrial, small-scale commercial and open space that are compatible with military operations at NAS Fort Worth, JRB
- Consider implementing additional compatibility measures, such as sound attenuation guidelines for existing and future residential uses

1.5.6 | Land Use Goals, Policies and Actions

Land use strategies in Westworth Village focus on addressing the challenges of limited housing choices; traffic, aesthetic issues, and the diminished sense of place created by conventional strip commercial development patterns; and land use conflicts associated with noise and air safety zones. The goals, policies and actions below seek to promote the Regional Vision principles of strengthening overall identity, revitalizing roadways and creating mixed use centers, refining the transportation network, and enhancing compatibility with NAS Fort Worth, JRB by directing growth and investment to core areas; promoting flexible, varied, and appealing living and shopping environments; increasing physical connectivity and travel options among destinations; and encouraging more compatible development patterns in proximity to aviation operations.

Goal 1.5: Complement and strengthen the visual identity and character of existing community cores

Policy 1.5.1: Focus public realm improvements to reinforce sense of place within city cores and identified residential villages

Action 1.5.1.1: Designate gateway features, such as signs, public art, or special landscaping, to accentuate entries into the city and its neighborhoods, particularly along Westworth Boulevard/ State Highway 183 and Roaring Springs Road

Action 1.5.1.2: Use landscaping and decorative elements to draw visual interest into established commercial and residential areas, enhance aesthetics, and create a consistent look and feel

Action 1.5.1.3: Develop pedestrian facilities, particularly at key intersections, to provide for safe movement and encourage activity

Policy 1.5.2: Concentrate new institutional and civic uses, such as schools, library branches, recreation centers, and common gathering spaces within the city cores and identified residential village nodes

Action 1.5.2.1: Designate highly visible and centrally accessible sites, particularly at major intersections, to anchor future public uses and common spaces

Action 1.5.2.2: Integrate public uses with unifying visual elements, such as landscaping and signs, and physical links such as sidewalks or a walking trail that connects the site to adjoining residential and commercial areas

Policy 1.5.3: Use villages and corridors as a framework to organize redevelopment into high quality commercial and residential areas that complement the surrounding context

Action 1.5.3.1: Promote appropriate infill development of vacant lots and old commercial centers within developed areas

Action 1.5.3.2: Include projects in future Capital Improvement Programs that support the framework of neighborhoods, residential villages and corridors

Policy 1.5.4: Improve the visual character along State Highway 183 to attract local investment and create a consistent, high quality corridor throughout the sub-region

Action 1.5.4.1: As major corridors redevelop, work with property owners and developers to incorporate context-sensitive design guidelines that enhance the built environment and complement surrounding areas

Action 1.5.4.2: Coordinate zoning and project initiatives with adjacent jurisdictions to achieve a coordinated approach to corridor redevelopment

Action 1.5.4.3: Coordinate with TXDOT and the NCTCOG to leverage public improvement investments that enhance the physical character as well as the transportation function and capacity of city roadways

Action 1.5.4.4: Improve the design, function, and appearance of major corridors by addressing traffic safety issues, drainage, excess parking, lighting, landscaping, outdoor storage, refuse containers, the amount and size of advertising, and related issues

Policy 1.5.5: Strengthen quality of life in existing residential areas

Action 1.5.5.1: Work with community organizations to create neighborhood plans that emphasize housing rehabilitation, improved aesthetics, including consistent signage and landscaping and the addition of amenities such as parks, gardens, and community centers

Goal 1.6: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation

Policy 1.6.1: Enhance the quality of residential subdivision design on a city-wide basis

Action 1.6.1.1: Strengthen the existing Subdivision Regulations for the city by incorporating street design and improvement requirements emphasizing street connections, pedestrian and bicycle facilities, small and walkable block sizes, and shared parking arrangements

Action 1.6.1.2: Require developers of future projects to provide outlined on-site improvements, such as water and sewer lines, sidewalks, curbs, public street connections, and street lighting according to establish design guidelines

Policy 1.6.2: Align land use, zoning, and subdivision regulations to guide diverse housing options and walkable retail, office, and amenities to corridors and residential villages

Action 1.6.2.1: Conduct an in-depth review of existing zoning and subdivision ordinances to evaluate the ability of current regulations to implement the policies and goals set forth in the Comprehensive Plan Vision

Action 1.6.2.2: Explore the adoption of a residential village concept for sites north of White Settlement Road and east of State Highway 183 and Roaring Springs with an emphasis on predominantly residential, pedestrian-oriented development, including a range of housing styles and small-scale neighborhood-serving retail

Action 1.6.2.3: Evaluate infill development opportunities as a means to transition existing commercial areas along State Highway 183 into a more cohesively designed and planned mixed use town center that combines retail, service, and residential space

Policy 1.6.3: Continue to direct future growth toward identified residential villages and corridors and encourage quality projects

Action 1.6.3.1: Prioritize the application of more compact, walkable, human-scale design and planning concepts in designated catalyst redevelopment sites, particularly along State Highway 183

Action 1.6.3.2: Continue to work with interested organizations, developers, and property owners to identify other areas appropriate for rezoning to Planned Development Districts

Policy 1.6.4: Use transportation and open space planning to connect the city's activity centers

Action 1.6.4.1: Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks

Goal 1.7: Ensure that neighborhoods are designed with quality housing choices, amenities and services to maintain quality of life for existing residents and attract new residents

Policy 1.7.1: Encourage best practices in the design and construction of residential developments to meet the needs of seniors, individuals with disabilities, and other special needs populations

Action 1.7.1.1: Encourage "Aging in Place" neighborhoods that can accommodate residents throughout all life stages

Action 1.7.1.2: Explore the possibility of adopting a Universal Design Ordinance, requiring developers to incorporate accessibility provisions into a specified percentage of new housing units

Policy 1.7.2: Encourage the development of a range of housing options to accommodate households of all ages, specifically housing developments such as cottage-style houses and other residential options that balance community support with privacy and independence

Action 1.7.2.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of senior housing options, including cottage-style, small-lot developments, small-scale assisted living facilities and other multifamily developments that emphasize services and on-site amenities

Action 1.7.2.2: Enhance the ability of the existing local land use and development framework to accommodate new small lot and multifamily residential construction and to facilitate the delivery of affordable housing units that meet the needs of seniors and others

Action 1.7.2.3: Ease the local regulatory process for projects designed to meet the needs of seniors by streamlining the plan submittal review, waiving development fees, and creating a fast-track approval process.

Policy 1.7.3: Ensure that neighborhoods offer a range of housing options for households of all sizes and income-levels

Action 1.7.3.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of alternative housing options, including cottage-style, small-lot developments and other multifamily developments that emphasize a range of housing sizes and prices

Action 1.7.3.2: Explore the addition of inclusionary zoning policies to create mixed income housing neighborhoods and expand the supply of affordable housing units.

Action 1.7.3.3: Provide density bonuses, which permit more units to be built than otherwise would be allowed under conventional zoning to encourage the voluntary inclusion of affordable units

Action 1.7.3.4: Consider establishing a mandatory set-aside policy, wherein developers of market-rate housing projects establish a given percentage of units for low to moderate income households

Action 1.7.3.5: Require that affordable units be constructed in similar appearance as market-rate housing units and with access to comparable amenities and facilities

Action 1.7.3.6: Consider adopting an urban residential or residential village zoning classification, which provides for predominantly residential, pedestrian-oriented development, including small-scale neighborhood-serving retail and creates a transition between commercial areas and existing single-family neighborhoods

Policy 1.7.4: Promote more compact development as a means to improve land use efficiency, mobility, and sustainability

Action 1.7.4.1: Expand housing diversity and access to neighborhood-serving retail in identified town centers and villages and along strategic corridors to support increased transit feasibility and to promote reduced automobile dependence, improved air quality, and healthier lifestyles through more physical activity

Policy 1.7.5: Promote neighborhood access to parks and recreational facilities

Action 1.7.5.1: Locate public neighborhood parks within easy access of residents (less than one-half mile)

Action 1.7.5.2: To the extent possible, locate elementary schools, parks, and neighborhood commercial uses within walking distance of major residential areas

Goal 1.8: Ensure the safety and quality of life of city residents and protect the mission of NAS Fort Worth, JRB through the adoption of land use compatibility strategies as identified in the 2008 Joint Land Use Study

Policy 1.8.1: Strengthen zoning and building code policies to minimize incompatible uses in areas affected by the most current Joint Land Use Study for NAS Fort Worth JRB

Action 1.8.1.1: Adopt the 2012 International Residential Code, 2012 International Energy Conservation Code and recommended code amendments to achieve the complementary goals of sound attenuation and energy efficiency for future construction and major renovation projects

Action 1.8.1.2: Provide local homeowners with information and education about home weatherization techniques and funding opportunities as a means to insulate existing residences from aircraft noise

Action 1.8.1.3: Identify and adopt a Noise Attenuation Overlay and encourage sound attenuation measures for future compatible developments falling within designated noise zones

Action 1.8.1.4: Consider the adoption of incentives to encourage future commercial construction to incorporate LEED energy and sustainability best practices and other performance-based design improvements

Policy 1.8.2: Continue to coordinate land use and development decisions to promote safe, compatible growth across the sub-region

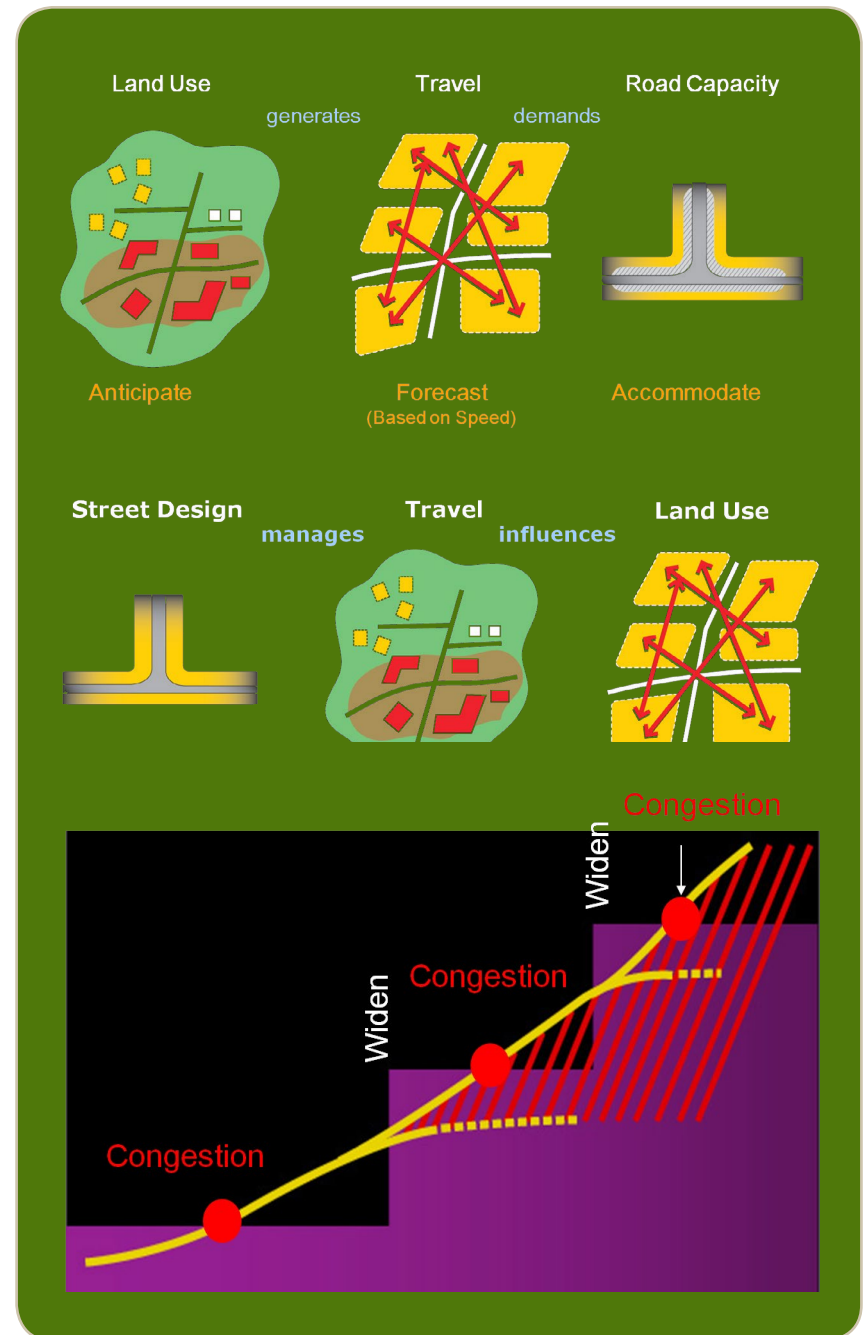
Action 1.8.2.1: Continue use of the Regional Coordination Committee Development Review Tool as a platform to facilitate the review of proposed development projects for compatibility issues related to noise

Section 1.6 | Transportation

Mobility has a significant impact on quality of life. It allows people to live where they want; to access jobs, education, and healthcare; and to connect with cultural and recreational activities. In addition to quality of life impacts, mobility also influences economic vitality and appeal. The ability to move goods easily from producers to consumers is a major factor in growing a local economy. The mobility needs of residents and businesses vary and what works for one area or group may not for another.

The conventional response to traffic congestion is roadway widening, such as converting a four-lane to a six-lane road. Roadway performance measures generally examine future growth patterns, forecast potential travel demand, and identify improvements to satisfy future needs. Transportation systems, in turn, significantly influence the quality of the built environment. A more sustainable transportation approach develops a street design that manages travel and shapes a land use pattern that is more balanced. Moving forward, a sustainable transportation system should:

- Manage mobility needs
- Move people and cars
- Improve the quality of travel and
- Create a framework for investment and development



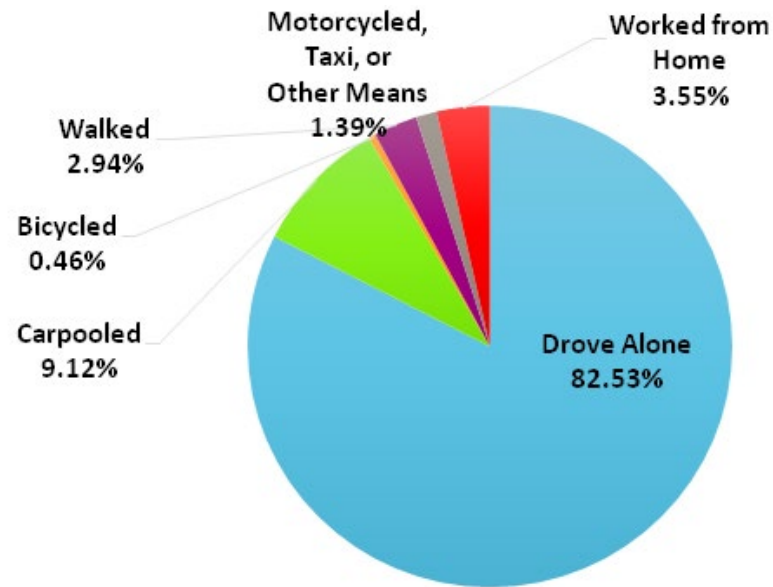
According to the 2007 – 2011 American Community Survey, 82% of Westworth Village residents drove alone to work. **Figure 1.13** illustrates that driving alone is the dominant method of travel in Westworth Village, while carpooling is another significant mode. Other modes of travel to work such as using a motorcycle, taxi, or other means; working from home; walking; bicycling; and public transportation were minimally used.

Expanded transportation options can enhance overall livability in Westworth Village and support healthier lifestyles. Encouraging other modes of transportation such as bicycling, walking, and public transportation can reduce congestion, improve air quality, spur economic development, and meet the needs of residents who cannot drive or who do not have access to a car. Since transportation related expenditures account for 18% of the spending by the average U.S. household—as much as food and health care combined—additional mobility options can also increase affordability for families.

1.6.1 | Maintaining and Improving Roadway Infrastructure

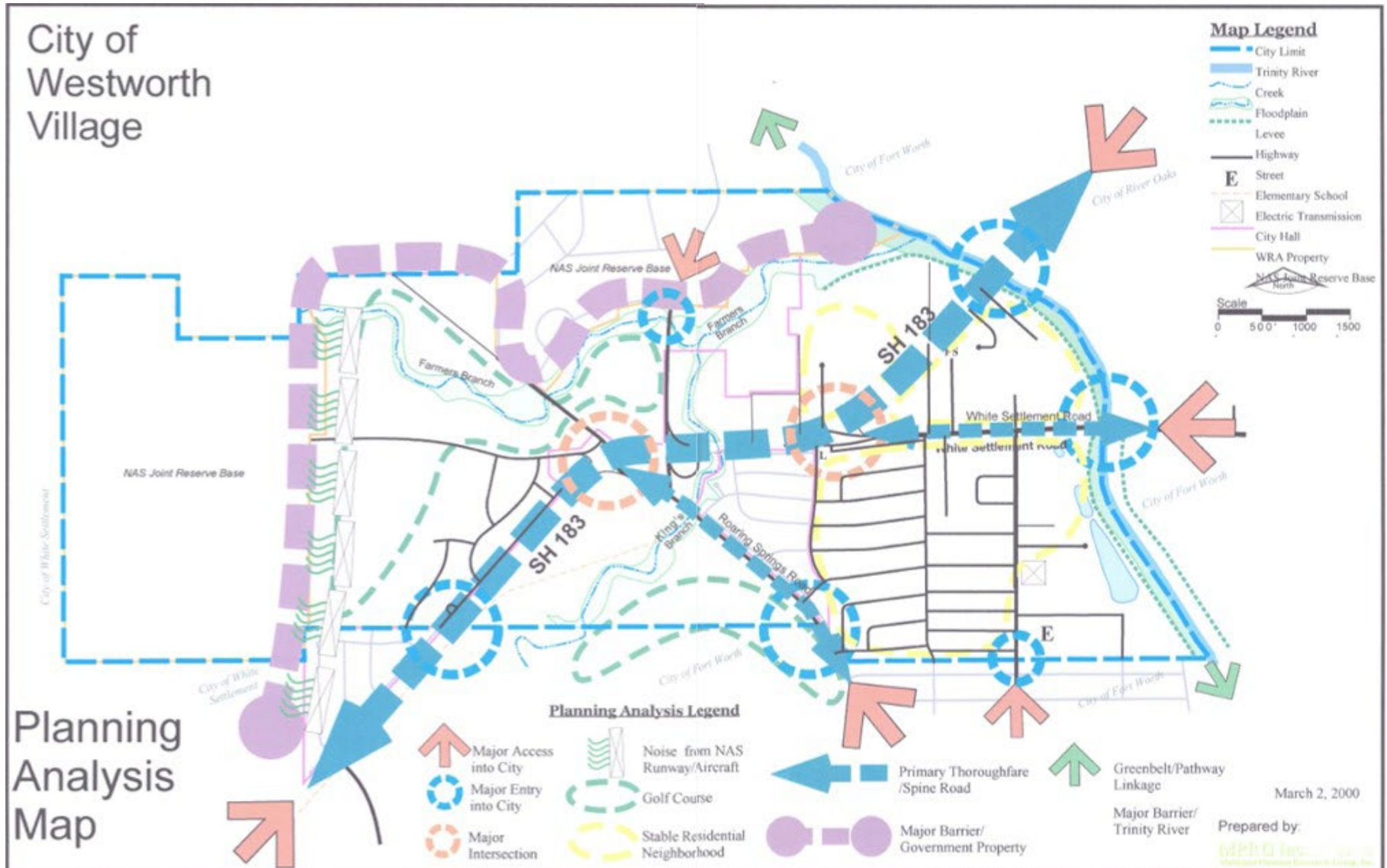
Because the roadway system overwhelmingly serves large portions of the population and is vital to the movement of goods, it is important that this network be well developed and adequately maintained. Westworth Village has adopted a 2000 Westworth Village Future Land Use Plan shown in **Figure 1.14**. This plan summarizes the city’s vision for major thoroughfares and major and minor collectors that the city is responsible for maintaining and Highway 183 which is a Texas Department of Transportation owned and maintained facility.

Figure 1.13 – Percentage of Mode of Transportation Used to Get to Work for Westworth Village



Source: 2007 – 2011 American Community Survey

Figure 1.14 – City of Westworth Village Future Land Use Plan, 2000



Source: City of Westworth Village Future Land Use Plan, 2000

Roadway Existing and Future Levels of Service

Level of Service (LOS), is just one measure to evaluate roadway performance. LOS, as stated in the American Association of State Highway and Transportation Officials (AASHTO) ‘Green Book’, should be used as guidelines and not as a mandate for solely identifying infrastructure improvements. A comprehensive approach that examines the overall network, including non-motorized trips, should be considered. LOS is most effective when examining the conditions along freeways and interstates where high-rates of speed are appropriate and there is minimal pedestrian and bicycle activity is present.

LOS, expressed as a letter ranging from A to F, indicates how well a roadway is performing with respect to the number of vehicles using it, particularly during peak times. Roadways showing LOS A have relatively low volumes of traffic compared to their design capacity, allowing traffic to flow freely. Roadways at LOS E have volumes that are approaching their capacity, leading to crowded conditions and lower speeds. Roadways reaching LOS F have, in effect, more traffic than they can handle, leading to heavy congestion. Inputs to this measure include the average daily volume of the defined roadway segment, its average capacity (based on the functional class of the roadway and the type of land uses on either side), and the average number of travel lanes within the segment.

Figure 1.15 and **1.16** illustrate the LOS during the peak period in 2012 and 2035 on selected corridors in Westworth Village. This analysis indicates that several segments of roadway facilities in Westworth Village will experience worsening congestion between 2012 and 2035. The largest decline in service levels will occur on Westworth Boulevard (Highway 183) from Sam Calloway Drive to White Settlement Road; and, Alta Mere Drive (Highway 183). Worsening congestion will be due to future demographic growth and economic development in Westworth Village and surrounding areas; particularly areas West and Northwest of Westworth Village and the surrounding Fort Worth area.

It is worth noting that the actual peak in traffic volume may occur at different times on different roadways, or even different directions on the same roadway. For example, during the morning peak period, drivers driving southwest on State Highway 183 may experience heavy congestion while northeast-bound drivers experience lighter conditions. These exhibits offer a summary view of where congestion occurs during the course of the average weekday.



LOS ABC

A LOS of A, B, or C represents a relatively uncongested facility. Vehicles can move freely with little interference.



LOS DE

A LOS of D or E represents a relatively congested facility. Vehicles can move with some interference.



LOS F

A LOS of F represents the worst level of congestion. Vehicles are unable to move freely without interference.

Figure 1.15 – 2012 Peak Hour Level of Service



Source: NCTCOG

Figure 1.16 – Peak Hour Level of Service 2035



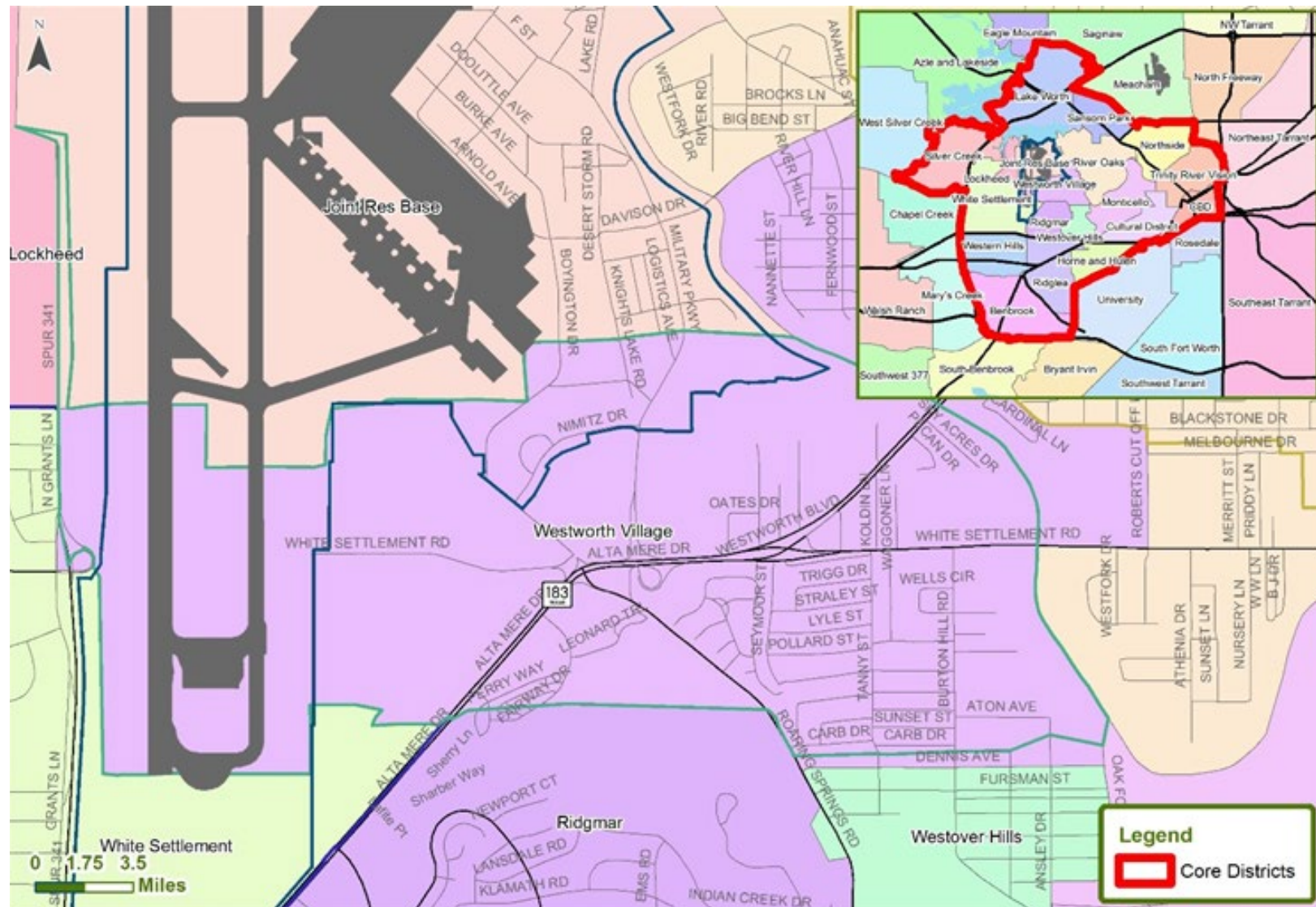
Source: NCTCOG

Local Travel

Considering traffic movements in smaller districts that roughly correspond to city boundaries or other logical boundaries, it is possible to analyze changes in different roadway characteristics from 2012 to 2035.

These local travel and demographic measures provide additional insight into local conditions that will impact congestion levels at a finer scale. **Figure 1.17** shows the location of the Westworth Village District in relation to the larger 16 districts making up the sub-region.

Figure 1.17– Westworth Village Analysis Districts



Source: NCTCOG

Table 1.12 shows the percent change from 2012 to 2035 in population, households, and employment in the Westworth Village District compared to the Sub-Region and DFW Region totals. In general, the Westworth Village District will experience higher growth in population and employment than the sub-region or DFW region and will have higher growth in households than the sub-region. Notably, the Westworth Village District percent change in employment (180%) is nearly quadruple the forecasted employment growth of the DFW region as a whole (47%).

The forecasted population, employment, and household growth will contribute to significant changes in the vehicle miles traveled and growth in congestion levels on all roadway facilities in the Westworth Village District and region-wide. **Table 7.13** shows the percent change in lane miles and vehicle miles traveled for all roads (i.e. thoroughfares, freeways, ramps, and frontage roads), as well as the change in the percentage of lane-miles that represent LOS D, E, or F.

The percent of lane miles that represent LOS D, E, or F indicates the spread of congestion rather than its intensity; meaning rather than demonstrating the increase in hours people are spending in congestion in each district, it shows how many more roads are suddenly congested.

Table 1.13 demonstrates the Westworth Village District is forecasted to experience a 775% increase in percent of lane miles at LOS D, E, or F and 0% growth in lane miles when considering all roads. The lack of increased capacity (0% growth in lane miles) on all roadways in the Westworth Village District coupled with population, employment, and vehicle miles of traveled growth will result in a decline in the ability of the roadway system to meet demand in 2035.

Table 1.12 – Percent Change in Demographics for the Westworth Village District and Sub-Region and DFW Regional Totals from 2012 to 2035

District ¹	Population			Households			Employment		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
Westworth Village	4,222	6,296	49%	1,542	2,258	46%	1,241	3,477	180%
Sub-region Total	192,552	271,464	41%	70,339	97,351	38%	183,188	235,844	29%
DFW Regional Total	6,699,977	9,902,543	48%	2,397,313	3,523,735	47%	4,222,781	6,198,013	47%

¹ District boundaries do not exactly align with city boundaries.

Table 1.13 – Percent Change in Lane Miles and Vehicle Miles Traveled for All Roads for the River Oaks District and Sub-Regional and DFW Regional Totals from 2012 to 2035

District ¹	Lane Miles ²			Vehicle Miles Traveled			Percent of Lane Miles at LOS D, E, or F		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
Westworth Village	18	18	0%	64,656	92,122	42%	6%	53%	775%
Sub-region Total	876	916	5%	3,911,240	5,281,789	35%	21%	44%	108%
DFW Regional Total	47,675	53,794	13%	181,274,462	287,336,463	59%	17%	33%	91%

¹ District boundaries do not exactly align with city boundaries.

² Lane Miles are the number of lanes in each roadway segment, multiplied by the length of that segment, summed up within that district.

Table 1.14 shows the growth in lane miles, vehicle miles traveled, and growth in congestion delay on thoroughfares (Principal arterials, minor arterials, and collectors) for the Westworth Village District and Sub-region and DFW regional totals. **Tables 1.13 and 1.14** demonstrate that the Westworth Village District will experience a triple-digit increase in the vehicle hours spent in congestion (Congestion Delay) and that congestion will increase more on arterial and collector streets (297%) in the Westworth Village District than the increase in the region as a whole (255% for arterial and collector streets alone). The key contributing factor to this increase in congestion delay is again the lack of increased capacity (0% growth in lane miles) on thoroughfares only in the Westworth Village District coupled with growth in population and vehicle miles of traveled.

The forecasted increases in congestion delay, vehicle miles traveled, and a 775% increase in roadways moving to LOS D, E, or F in 2035 in the Westworth Village District suggest future consideration for increasing lane miles and capacity and use of demand management strategies may be warranted. This strategy, while important in providing an impetus to discuss roadway and intersection re-configurations, should be tempered with the overall vision for the area as a multi-modal mixed use community that retains its cultural character.

Capacity and Lane Warrants

In order to evaluate roadways based on the volume of traffic they carry with respect to their capacity for accommodating that volume, a capacity analysis can be used to evaluate the performance of a selected segment of roadway. The inputs to this analysis include the average volume of the defined roadway segment, its average capacity (based on the functional class of the roadway, its speed limit, and the type of land uses on either side), and the average number of travel lanes within the segment.

Based on these inputs, it is possible to project congestion levels during the busiest travel period of the day. Congestion levels are expressed in terms of Level of Service (LOS) on a scale between C+ (free-flow to steady traffic) and F (heavy congestion). Projected volumes and LOS are used to indicate which roadway segments may warrant additional lanes. In this analysis, the lane warrants are expressed in terms of how many lanes are required in order to achieve an LOS of D, a level between C+ and F. This information is helpful when considering or prioritizing potential roadway expansion or redesign needs. **Appendix J**, provides the detailed description, volumes, and lane warrants of the major Westworth Village thoroughfares. **Figure 1.15** provides a summarized version of the Capacity and Lane Warrants and provides information for each corridor as it is identified in the 2000 Westworth Village Future Land Use Map.

Table 1.14 – Percent Change in Lane Miles, Vehicle Miles Traveled, and Congestion Delay on Thoroughfares for the River Oaks District and Sub-Region and DFW Regional Totals from 2012 to 2035

District ¹	Lane Miles ²			Vehicle Miles Traveled			Congestion Delay (hours)		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
Westworth Village	17	17	0%	62,183	88,800	43%	104	413	297%
Sub-region Total	620	638	3%	1,883,864	2,615,218	39%	5,634	15,865	182%
DFW Regional Total	38,227	41,174	8%	83,800,836	135,844,459	62%	217,198	770,288	255%

¹ District boundaries do not exactly align with city boundaries.

² Lane Miles are the number of lanes in each roadway segment, multiplied by the length of that segment, summed up within that district.

Table 1.15 – City of Westworth Village Lane Warrants for 2012 and 2035

Facility	From	To	2012	2035		City Thoroughfare Plan ³		
			LANES ¹	LANES ¹	Lanes Warranted (LOS E/D) ²	LANES ¹	Functional Classification	Divided
PUMPHREY DRIVE								
PUMPHREY DR	NAS FORT WORTH, JRB GATE	SH 183 WB ACCESS	4	4	4/6	4	Minor Art	Undivided
WESTWORTH BOULEVARD (SH 183)								
WESTWORTH BLVD	CASSTEVENS ST	SAM CALLOWAY RD	4	4	4/6	4	Principal Art	Divided
ROARING SPRINGS ROAD								
ROARING SPRINGS RD	ALTAMERE (SH 183)	WESTOVER DR	2	2	2	4	Minor Art	Undivided
WESTWORTH BOULEVARD (SH 183)								
SH 183 WESTWORTH BLVD	WESTWORTH VILLAGE CITY LIMIT	ROARING SPRINGS RD	4	4	6/8	4	Principal Art	Divided
WESTWORTH BOULEVARD/WHITE SETTLEMENT ROAD INTERSECTION								
SH 183 WESTWORTH BLVD	McNAUGHTON LANE	CASSTEVENS ST	4	4	6/8	4	Principal Art	Divided
WESTWORTH BLVD (SH 183)								
SH 183 ALTAMERE	ROARING SPRINGS RD	McNAUGHTON LN (WHITE SETTLEMENT RD)	4	4	6/8	4	Principal Art	Divided
WHITE SETTLEMENT ROAD								
WHITE SETTLEMENT RD	SH 183	EAST OF SH 183	4	4	2	4	Minor Art	Undivided
WHITE SETTLEMENT RD	EAST OF SH 183	ROBERTS CUT OFF RD	4	4	2/4	4	Minor Art	Undivided

¹ LANES: The average number of lanes in each road segment, including lanes in both directions. Source: NCTCOG, 2013

² LANES WARRANTED: The number of lanes required to raise the Level of Service during the busiest hour to LOS E or D. Source: NCTCOG, 2013

³ City of Westworth Village Future Land Use and Thoroughfare Plan, 2000

The lane warrant analysis demonstrates a potential future need to increase lanes on several Westworth Village thoroughfares in order to maintain a LOS of D in 2035. The greatest increase in lanes warranted occurs on Alta Mere (State Highway 183) from the Westworth Village City Limit to McNaughton Lane (White Settlement Road). Based on the evaluation of local travel and lane warrants for thoroughfare facilities in Westworth Village, public input, and known transportation challenges, several roadway segments are recommended for future studies to evaluate improving mobility and safety and provide economic development opportunities. Since adding lanes can be financially restricting, there are alternative improvements that could be pursued to alleviate congestion. Future studies and roadway improvements should balance capacity demands with the community’s vision for a walkable and multi-modal street network that contributes to the overall quality and character of the area.

Roadway Recommended as Critical Mobility Linkage

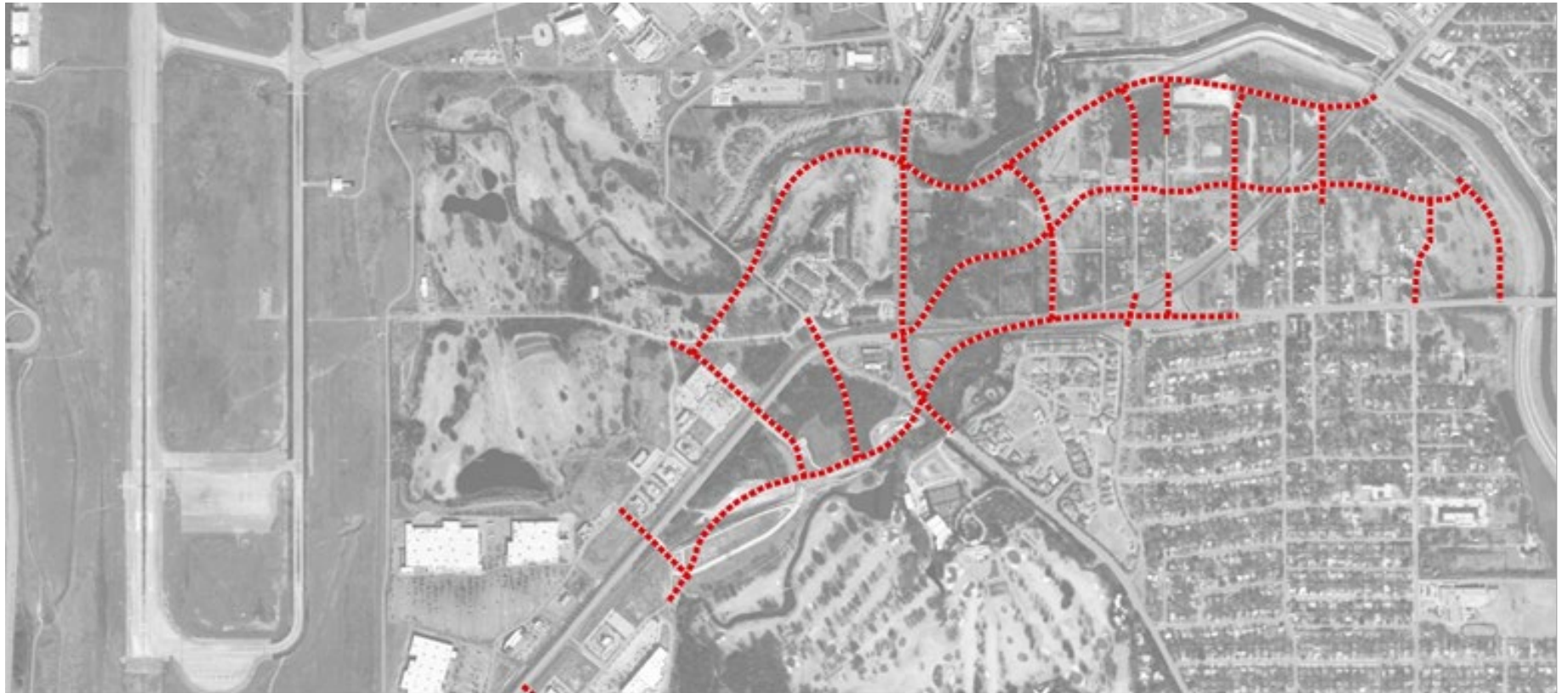
One roadway in Westworth Village that provides critical mobility linkages is recommended for future study consideration. Definition of this corridor is based on future traffic forecasts, need to reduce future congestion, and access to residential areas and other key interest points in the study area. Additionally, the identification of needed access management improvements, roadway design challenges, and public input are considered. Table 1.16 lists this roadway and identifies the key emphasis areas identified through this planning process for future study consideration.

Table 1.16 – Roadway Providing Critical Mobility Linkages for Future Study Consideration

Roadway	Focus Area	Key Challenges	Potential Solutions
Alta Mere/ Westworth Blvd. (SH 183)	IH 30 to North of White Settlement Road	<ul style="list-style-type: none"> Declining level of service due to increasing traffic volumes Access to NAS Fort Worth, JRB Access to Ridgmar Mall Signal synchronization New NAS Fort Worth, JRB Commercial Gate installation and traffic signal No sidewalks or bike paths Infrastructure design 	<ul style="list-style-type: none"> Signal re-timing (completed 2011 but should be re-evaluated periodically) Long-term evaluation of additional lane capacity and intersection redesign Improved access management near Ridgmar Mall and other major commercial development Active transportation improvements Context Sensitive Solutions

In addition to moving people, roadways can serve as a framework for catalytic economic development/re-development opportunities for communities. The re-work of the State Highway 183 and White Settlement Road intersection is an opportunity to provide a framework for redevelopment that connects the community to the river and creates a more robust street network. This network could improve not only vehicular circulation but also create bicycle facilities that link to the existing network along the River.

Figure 1.18 - Long-term connectivity to improve overall mobility and connect the community to the River and its amenities.



1.6.2 | Roadway Infrastructure Goals, Policies and Actions

Roadway infrastructure strategies in Westworth Village focus on addressing the challenges of existing and future traffic congestion and access to commercial areas along major thoroughfares. Consistent with the overarching principles of refining the transportation network, expanding transportation choices and promoting cooperation among cities, the goals, policies, and actions below seek to reduce congestion levels along major thoroughfares; strengthen connections to major commercial districts; and, provide a framework for long-term coordination with partners to implement roadway improvement projects.

Goal 1.9: Reduce congestion and improve safety on major roadway thoroughfares.

Policy 1.9.1: Improve traffic throughput, minimize delays, reduce stops, and increase driver comfort and safety through operational efficiency strategies.

Action 1.9.1.1: Coordinate with NCTCOG, major employers, commercial districts, and other agencies to encourage the use of travel demand management programs such as telecommuting, carpooling, employer trip reduction (ETR) programs and vanpooling. Increase the marketing and participation of major employers in Westworth Village in the ETR programs.

Action 1.9.1.2: Coordinate with TxDOT and NCTCOG to provide well-signed routes.

Action 1.9.1.3: Coordinate with TxDOT and other jurisdictions to improve traffic signal synchronization by evaluating existing timing plans, installing new signals, and having repairs and maintenance performed promptly. Develop an interagency plan for signal timing to address future conditions.

Policy 1.9.2: Improve safety conditions on major thoroughfares.

Action 1.9.2.1: Coordinate with NCTCOG and TxDOT to conduct analysis of the number of crashes related to the traffic volume to identify top safety needs.

Action 1.9.2.2: Identify the contributing factors in order to determine an appropriate strategy for safety improvements such as engineering solutions, signing or lighting, traffic control, education, or design and identify funding sources to implement appropriate safety improvement strategies.

Goal 1.10: Develop a roadway network that provides adequate capacity to accommodate travel demand and sufficiently maintain the network.

Policy 1.10.1: Provide a well-connected network of thoroughfares to improve local travel and connectivity to major roadways.

Action 1.10.1.1: Review and update the thoroughfare plan as necessary and include considerations for future land uses, economic development needs, neighboring jurisdiction plans, and alternative roadway design and operation strategies such as context sensitive design.

Action 1.10.1.2: Form a coalition between neighboring cities to assist and coordinate for common needs and mutual benefit along facilities that cross jurisdictional boundaries.

Action 1.10.1.3: Prioritize maintenance in the local budget to ensure that local roadway facilities remain in optimal condition.

Action 1.10.1.4: Identify and prioritize improvements.

Action 1.10.1.5: Submit requests for planning assistance, such as thoroughfare plans, to NCTCOG through the biannual Unified Planning Work Program process.

Action 1.10.1.6: Submit formal requests for projects of regional significance to be considered during development of the Metropolitan Transportation Plan.

Policy 1.10.2: Coordinate with regional transportation partners to evaluate long-term transportation needs, define priorities, secure funding, and implement improvements.

Action 1.10.2.1: Coordinate with NCTCOG, TxDOT, and neighboring jurisdictions to identify needed improvements and initial formal corridor studies for regionally significant transportation facilities such as Highway 183.

Action 1.10.2.2: Coordinate with TxDOT and NCTCOG on corridors that provide critical mobility linkages and that are recommended for future study consideration. For those roadways that are local facilities, prioritize needs, initiate a formal corridor study, and work with regional partners to identify funding.

Action 1.10.2.3: Submit formal requests for improvements to regionally significant transportation facilities to be considered during development of the Metropolitan Transportation Plan.

Action 1.10.2.4: Form a coalition with partner cities or agencies to build consensus, leverage resources, and develop projects that maximize benefits for the area instead of one entity.

Action 1.10.2.5: Consider land use compatibility associated with NAS Fort Worth, JRB Accident Potential Zones and noise contours to ensure compatibility of future infrastructure improvements.

Policy 1.10.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 7.10.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance.

Goal 1.11: Enhance roadway design and support the provision of mobility options on local roadways

Policy 1.11.1: Consider and integrate alternative design and multi-modal features in future local thoroughfare planning

Action 1.11.1.1: Integrate Context Sensitive Design principles, including consideration for Green Streets principles, into future local roadway planning, design, construction, operations, and maintenance.

Action 1.11.1.2: Consider alternative roadway and intersection design features such as modern roundabouts, neighborhood traffic circles, traffic calming measures, or other features to improve safety, improve air quality, and enhance roadway attractiveness.

Action 1.11.1.3: Include bicycle and pedestrian modes in roadway corridor studies and support the funding and construction of bicycle and pedestrian elements of final corridor studies.

Action 1.11.1.4: Prioritize, fund, and implement sidewalks and other pedestrian facilities such as crosswalks, median islands, signage, and pedestrian signals as part of all new roadway construction or reconstruction projects, new developments, and re-developments, and in high pedestrian traffic locations.

Action 1.11.1.5: Provide accessibility to bicyclists through preservation of bicycle and pedestrian access within appropriate roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street bicycle facilities and enhancements as routine accommodations for all new roadway construction or reconstruction.

Action 1.11.1.6: Evaluate existing roadway right-of-ways for public transportation service options.

Action 1.11.1.7: Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks.

1.6.3 | Public Transportation

Individuals that may need transportation options beyond a personal vehicle live in communities throughout the study area. The City of Westworth Village's population of just under 2,500 people is expected to grow by 49% between 2012 and 2035, and population growth will bring additional needs for transportation options. Compared to Tarrant County as a whole, where approximately 13% of the population is over the age of 60, Westworth Village has a fairly average population of older adults. About 17% of the population in Westworth Village is made up of people over 60. For residents of all ages who work, Westworth Village is largely a suburban community, where many workers that live in Westworth Village must commute to jobs dispersed throughout the region. Through 2035, employment opportunities within Westworth Village are expected to grow by 180% above its approximately 810 jobs that currently exist. Large big box retailers such as Wal-Mart and Target are expected to continue to be major employers within the city. Further, the development of housing and retail as the study area continues to grow will allow Westworth Village to flourish.

For most residents and workers of all abilities and incomes in Westworth Village, there are no public transportation options currently available. For Westworth Village residents that are age 65 and older and for individuals with disabilities, Tarrant County Transportation Services (TCTS) is available to provide lifeline transportation on a limited basis. With funding participation from the city of Westworth Village, the service is administered by the T and operated by Catholic Charities of Fort Worth. Eligible riders are able to schedule trips every Wednesday to destinations within Tarrant County.

There are no limitations on trip purpose so that riders can use the service for medical and non-medical trips. Beyond service that's guaranteed for eligible Westworth Village riders on Wednesdays, trips may be available on other days of the week based on availability. Additionally, limited transportation options are available to some residents with the greatest needs through Catholic Charities of Fort Worth's Medical Transportation service or through the Non-Emergency Medical Transportation Program (MTP) through Medicaid.

Table 1.17 provides a summary of the many different types of public transportation services available and parameters commonly associated with each type of service. When considering the needs of Westworth Village residents and the type of services that should be evaluated, service parameters such as frequency of service, type of trips serviced, costs, and potential funding options are critical to the decision-making and implementation process.

Table 1.17 – Public Transportation Service Types and Service Parameters

Service Type	Fixed-Route	Demand Response	Population Served	Frequency of Service	Type of Trips Included in Service	Relative Cost	Primary Funding Entity and Partners
Community Shuttle	X	X	Seniors, individuals with disabilities, or general public	Ranges from one round trip to dozens of trips/day on specified days	Shopping, medical services, other key interest points	Low	Could include many such as city, group of cities, social service agencies, private industry, etc.
Site Specific Shuttle	Links to existing transit centers or stops		Daily employees of large employers, institutions development, or retail centers	Shift change times, peak periods, or other frequency depending on the sponsor needs	Trips for employees of major employment centers	Low to Medium	Could include large employers, institutions, retail destinations, and city or other local, state, or federal funds.
ADA/Eligibility Based Dial-A-Ride		X	Older adults, individuals with disabilities	Pre-scheduled day and time pick-up and drop-off	Specific trip types are served	High	City, partnership with existing provider (the T) or other communities
General Public Dial-A-Ride		X	General Public	Pre-scheduled day and time pick-up and drop-off	Specific trip types are served	High	City, partnership with existing provider (the T) or other communities
Voucher Program/Far Reimbursement		X	General public but could focus on specific groups with greater needs (i.e. seniors, low-income)	Can be personalized depending on private and non-profit options	Varies and defined by partners	Based on parameters and participation	City, Private and non-profit providers
Volunteer Driver Program/Driver Reimbursement Program		X	Generally provided for specific groups (i.e. seniors, individuals with disabilities, those with temporary needs)	Potential for same-day service	Varies and defined by partners	Low	City, Non-profit, Volunteers
Regional Rail	X		General public	Daily and frequent	No Defined Trip Purpose	Very High	Federal, state, local, and existing transit authority partnerships
Light Rail	X		General public	Daily and frequent	No Defined Trip Purpose	Very High	Federal, state, local, and existing transit authority partnerships
Streetcar	X		General public	Daily and frequent	No Defined Trip Purpose	Very High	Federal, state, local, and existing transit authority partnerships
Local/Express Buses	X		General public	Daily and frequent	No Defined Trip Purpose	High	Federal, state, local, and existing transit authority partnerships

Source: NCTCOG

Though Westworth Village is currently a very small city, the demographic growth trends show Westworth Village to be one of the fastest growing cities in the study area. Expected growth in Westworth Village warrants a review of transportation service options to meet the needs of current residents as well as continue to attract potential new residents and economic development to the small city. The following section outlines potential options for improving access to public transit and ultimately improving access to jobs, medical appointments and life’s daily activities for Westworth Village’s residents.

1.6.4 | Public Transportation Goals, Policies and Actions

Public transportation strategies in Westworth Village focus on addressing the challenges of a lack of transportation options available to residents; demographic shifts such as increases in the elderly populations; existing and future congestion; and needs of potentially transit-dependent individuals such as low-income residents, older adults, individuals with disabilities, and residents without access to a vehicle. The goals, policies and actions below seek to promote the guiding principles of expanded mobility choices and strengthened regional cooperation by improving the availability of public transportation; increasing connections to community services, jobs, medical facilities, and other quality of life points of interest; and, providing a framework for long-term coordination with partners to implement public transportation projects.

Goal 1.12: Raise public awareness of existing public transportation options through outreach, marketing, and educational efforts

Policy 1.12.1: Increase education on existing services provided by the City and throughout the county to assist residents in making regional connections

Action 1.12.1.1: Enhance marketing of the existing transportation option, Tarrant County Transportation Services (TCTS), as a service available to provide lifeline transportation services to residents aged 65 and older and individuals with disabilities.

Action 1.12.1.2: Target outreach to particular groups who are more likely to be transit-dependent, such as low-income residents, older adults, individuals with disabilities and residents who may not have access to a car. Distribute via city website, flyers in public buildings, and community newsletters.

Action 1.12.1.3: Institute a travel navigation service that provides comprehensive information about a variety of services that are available, a user’s eligibility for select transportation programs, and a one-stop-shop that can assist in evaluating needs and match them to a service provider.

Policy 1.12.2: Identify and prioritize existing transportation needs in Westworth Village

Action 1.12.2.1: Conduct interviews, public meetings, or other public involvement to identify specific information about who needs transportation, what locations need to be accessible, frequency of needed services, and level of mobility assistance needed

Action 1.12.2.2: Identify resources and community leadership available to fulfill those needs

Goal 1.13: Improve public transportation options to meet the needs of special populations and support employee access to jobs

Policy 1.13.1: Evaluate opportunities to partner with sponsoring employers, institutions, or retail/commercial destinations, and surrounding jurisdictions and transportation partners to implement a Site Specific Shuttle Service

Action 1.13.1.1: Evaluate the need for a site specific shuttle to provide links to and from regional public transit services such as the T to large employers, commercial and retail developments, or institutions

Action 1.13.1.2: Work with employers, retail and commercial development management to establish a link to the T to enhance the attractiveness of the development

Action 1.13.1.3: Determine joint funding, marketing sponsors, and transit center or stations in close proximity to major employment destinations

Action 1.13.1.4: Explore partnerships and potential funding assistance from large employers, institutions, retail/commercial developments and Federal, state and local funds aimed at job access

Policy 1.13.2: Establish a lifeline service such as ADA/Eligibility Based Dial-A-Ride demand-response service for sensitive population groups that need higher level of services than a Community Shuttle or the existing Tarrant County Transportation Services Shuttle

Action 1.13.2.1: Evaluate service needs and potential demand of older adults and individuals with disabilities and the costs to implement such a service

Action 1.13.2.2: Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options because this service is expensive to operate, especially as a stand-alone service.

Goal 1.14: Improve public transportation options to meet the needs of the general population

Policy 1.14.1: Evaluate opportunities to partner with surrounding jurisdictions and public/private agencies to implement a Community Shuttle, General Dial-A-Ride service, Voucher Program, or Volunteer Driver Program

Action 1.14.1.1: Maintain existing Tarrant County Transportation Services (a type of community shuttle) service for those with disabilities and over age 65.

Action 1.14.1.2: Evaluate needs and potential demand for a more frequent and expanded Community Shuttle service, potential service design (fixed schedule and/or route or rider-requested), and frequency.

Action 1.14.1.3: Evaluate financing of a Community Shuttle such as cost-sharing options with other jurisdictions, grant funding, private industry and social service agency contributions and sponsorships.

Action 1.14.1.4: Conduct necessary planning of Community Shuttle routes and services and develop financial program to implement a community shuttle.

Action 1.14.1.5: Evaluate the needs and potential demand for a General Public Dial-A-Ride Service

Action 1.14.1.6: Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options because this service is expensive to operate, especially as a stand-alone service. Collaboration with other like size communities and an existing provider could assist in allaying some of the capital and operating costs and allow leveraging of greater federal, state, and local dollars.

Action 1.14.1.7: Evaluate demand for a Transportation Voucher/Fare Reimbursement Program that would help residents pay for transportation trips from private and non-profit providers at a pre-negotiated rate.

Action 1.14.1.8: Consider a voucher program to support very low-income individuals that need transportation assistance.

Action 1.14.1.9: Evaluate the demand or need for a Volunteer Driver/Driver Reimbursement Program to fill gaps in the transportation system.

Action 1.14.1.10: Establish a strong network of volunteer drivers and an entity such as the city or nonprofit to manage the program.

Action 1.14.1.11: Review opportunities to coordinate services already offered in the area by nonprofit organizations such as SeniorMovers, Social Transportation for Seniors, and Mid-Cities Care Corps.

Goal 1.15: Coordinate and leverage resources to provide effective and efficient transportation services and improve transportation options

Policy 1.15.1: Evaluate opportunities to cost-share with others with a stake in improving transportation service options

Action 1.15.1.1: Leverage a wide variety of resources to provide additional local transportation service options such as large employers, major retail/commercial developments, non-profits, health and human service agencies, other jurisdictions, chambers of commerce, and the county.

Policy 1.15.2: Coordinate with the existing transit authority, NCTCOG, and other partners to conduct further public transportation fixed-route service evaluations

Action 1.15.2.1: Prioritize public transportation needs and work with regional partners to identify funding and develop innovative partnerships to implement interim or permanent services.

Action 1.15.2.2: Coordinate with The T and NCTCOG to continue modification and evaluation of potential fixed-route bus service routes identified in the PLMC Regional Comprehensive Plan.

Action 1.15.2.3: Submit formal public transportation requests to NCTCOG for consideration during development of the Metropolitan Transportation Plan.

Policy 1.15.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 1.15.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance.

1.6.5 | Overview of Bicycle and Pedestrian Network

A well-connected network of bicycle and pedestrian facilities, such as sidewalks, bicycle and walking paths, and on-street bike lanes, benefits communities by encouraging active and healthy lifestyles, offering transportation alternatives for short trips, and decreasing overall vehicle traffic on local roadways. Additionally, pedestrian and bicycle links create appealing amenities that can attract new residents and visitors to the community, while the associated activity can help to support local businesses and spark economic growth.

Westworth Village Plans and Existing Bicycle and Trail Network

Currently, Westworth Village has no on-street bicycle facilities. An existing trail east of Pumphrey Road along Farmers Branch Creek connects with the existing West Fork West Trinity Trail segment and makes up part of the Regional Veloweb. The Regional Veloweb is an extensive 12-county network of off-street shared use paths or trails designed for use by bicyclists, pedestrians, and other non-motorized forms of transportation. NCTCOG works with local governments in the region to update the Veloweb recommendations.

The 2000 Westworth Village Comprehensive Plan identifies several planned hike and bike facilities that would provide connections to the Tarrant Regional Water District's Trinity Trails system. Development of a hike and bike trail along Farmers Branch Creek was discussed as a potential connection to the existing West Fork Trinity Trail. This area is home to the only natural waterfall in Tarrant County. Additionally, the 2000 Comprehensive Plan identified a greenbelt/pathway linkage to the West Fork Trinity Trail along Dennis Avenue, just south of the Westworth Village city limit.

The Tarrant Regional Water District also conducts planning for future trails, trailheads, and trail connections to connect and expand the Trinity Trails system. The 2009 Trinity River Vision Neighborhood and Recreational Enhancement Plan identifies several trail recommendations along Pumphrey Drive and Kings Branch to access and connect the Westworth Village area to the Ridgmar area.

Existing Pedestrian Facilities

Westworth Village has an active sidewalk construction program in place that has installed sidewalks on many roads over the past few years. This has improved sidewalk connectivity and provides residents with greater access and improved safety. Additionally, the West Fork Trinity Trail also provides pedestrians from Westworth Village opportunities to connect to the larger Trinity Trail regional system.

The 2000 Comprehensive Plan supports policy goals to construct or rebuild sidewalks where needed in addition to encouraging the reduction in speeds through traffic calming improvements. These policy goals support the improvement of safety and efficiency of the overall network of streets and roadways in the city. Additional policies outlined in the 2000 Comprehensive Plan include development of parks and open spaces that provide opportunities for jogging/walking/biking and nature trails that connect with the Trinity River Trails and for locating parks along floodplain areas. These land use policies support additional pedestrian and bicycle facilities in the city.

Regional and Community Connectivity Priorities

Planning Process

At the Westworth Village Comprehensive Plan meeting in December 2012, 70 percent of participants indicated that both expanding bicycling, walking and transit facilities and strengthening intergovernmental coordination was important or very important. Recognizing the need for intergovernmental coordination is a key strategy for creating seamless inter-jurisdictional bicyclist and pedestrian systems. In addition, almost 80 percent of residents supported increasing open space and recreation. Improved bicycle and pedestrian connections from the western portion of the city to Roaring Springs Road and Pumphrey Drive and additional improvements that emphasize access to the Trinity Trails system were important to meeting participants.

Regional Bicycle and Pedestrian Recommendations

The PLMC Regional bicycle and pedestrian recommendations also support local bicycle and pedestrian travel in Westworth Village. PLMC Regional Bicycle and Pedestrian recommendations in proximity to Westworth Village include:

- State Highway 183 - A regional bicycle and pedestrian facility that has not yet been determined to be on or off-street is recommended to provide bike lanes/trails and sidewalks. This facility would traverse Westworth Village along Westworth Boulevard and provide access via Pumphrey Drive to the Airfield Falls Trinity Trails Trailhead (see Airfield Falls and Westworth Village Connection recommendation below).
- Southeast Connection to Base Entrance (Roaring Springs Road and Horne Street) - Recommended to be an off-street side path extending from Vickery Boulevard in Fort Worth along Horne Street/Roaring Springs Road to SH 183.

- Airfield Falls and Westworth Village Connection - The Airfield Falls Trailhead is located adjacent to Pumphrey Drive and near the entrance to NAS Fort Worth, JRB. A priority recommendation for additional study, engineering, and eventual construction is a connection from Roaring Springs Road in Westworth Village to the Airfield Falls Trailhead. The SH 183/Roaring Springs Road intersection in Westworth Village would be a critical consideration of this route in order to provide a safe access and crossing point for bicyclists and pedestrians.

The PLMC Regional Bicycle and Pedestrian section, in addition to **Appendix K**, provides additional information and maps illustrating the recommended regional bicycle facilities.

Local Bicyclist and Pedestrian Network Recommendations

The recommended local bicycle and pedestrian network reflects community feedback, regional priorities, and local access to Westworth Village schools, parks, work, retail, and civic destinations. **Appendix K** includes information on bicycle and pedestrian facility design and funding sources. The majority of the local bicycle recommendations align with existing planned routes in the BikeFW Plan and city comprehensive plans except for a few minor modifications for ensuring local, regional, and sub-regional connectivity in the study area. Additional local facilities have been added, and some BikeFW bike routes are indicated in this planned network as bike lanes or trails due to city and stakeholder input.

The short- and mid-term recommended implementation projects, shown in **Table 1.18** below begin to address overall citywide connectivity and access from residential neighborhoods to school, work, parks, shopping, and other civic destinations. The remainder of the long-term recommended projects expand the local system and can be seen on the bicycle map (**Figure 1.19**) and pedestrian map (**Figure 1.20**) for Westworth Village, including Westworth Village's connectivity to adjacent jurisdictions. One long term local trail project, a trail in the Hawks Creek Golf Club area is subject to further modifications due to ongoing park and golf course studies the City is conducting.

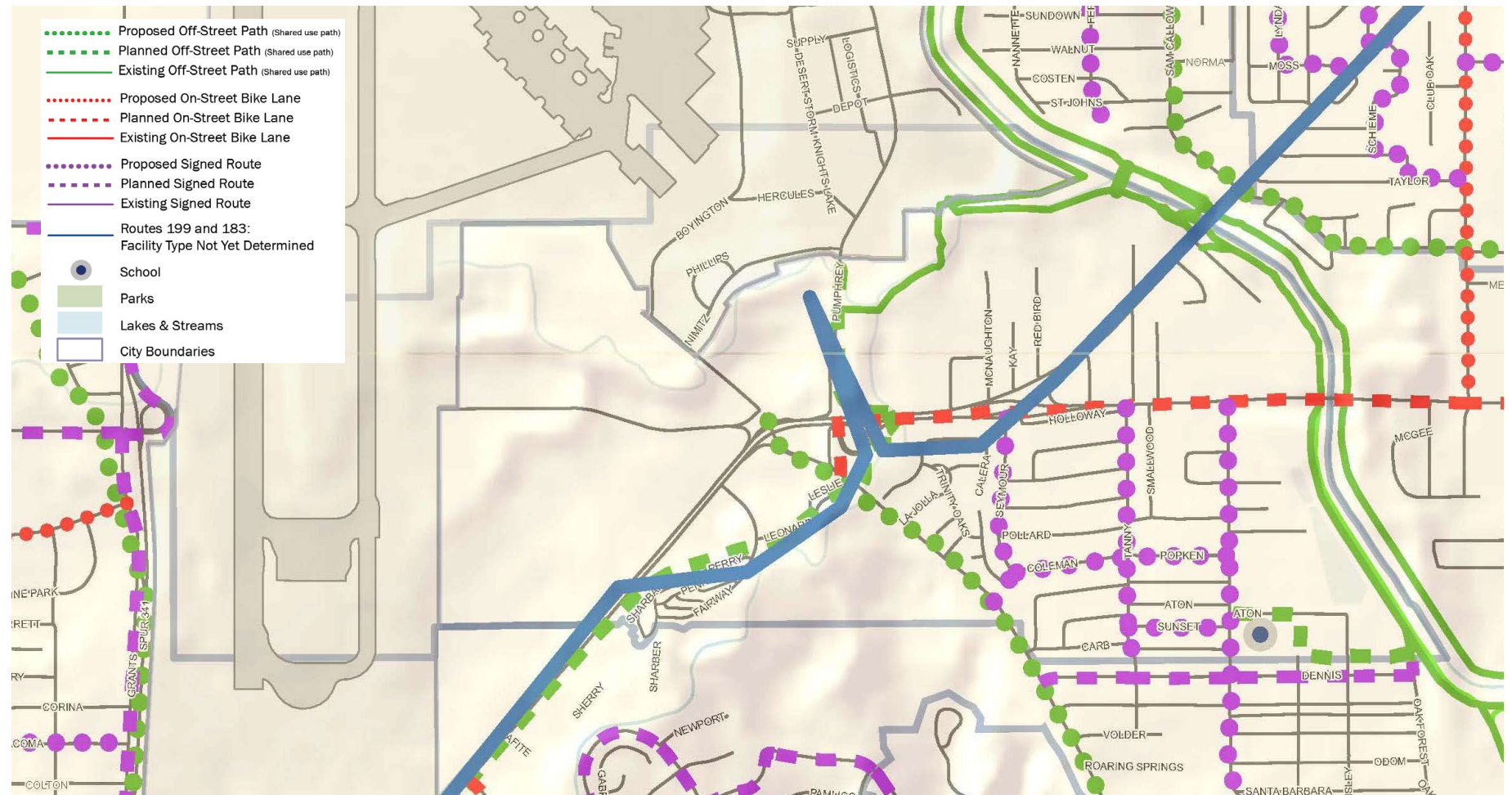
Long term, sidewalks are recommended along both sides of all arterial and collector streets. However, in the short and mid-term, in order to gain connectivity over a larger area, and when implemented as a project separate from overall street reconstruction, installing sidewalks along only one side of most streets is acceptable. While ideally all city streets would include sidewalks, this Plan selects residential streets and regional routes that support safer access to schools, parks, and jobs for short and mid-term implementation.

There are three locally planned off-road trails serving both bicyclists and pedestrians within Westworth Village. Planned local trails include:

- An off-street trail (sidepath) along the east side of Roaring Springs Road from Carb Drive to the SH 183
- An off-street trail through the Hawks Creek Golf Club
- An off-street trail connecting to the existing Trinity Trails from Aton Avenue heading south, then east adjacent to the Burton Hill Elementary School property.

In addition to off-street facilities, the City of Fort Worth has proposed bike lanes along White Settlement Road from the regionally recommended SH 183 route eastward to and beyond Westworth Village's city limit.

Figure 1.19 – Recommended Westworth Village Bicycle Network



*Proposed: New recommendations resulting from the PLMC study

*Planned: Recommendations from existing planning efforts such as local plans, Bike Fort Worth, or the Regional Veloweb

Local Bicycle and Pedestrian Project Implementation

Bicycle and pedestrian facilities in Westworth Village that provide key links between areas of interest can begin to be implemented through short-term (1-2 years) and mid-term (2-5 years) projects as listed in Table 1.19. Table 1.18 provides estimated costs associated with different types of bicycle facilities.

Prior to undertaking the long term on-street projects (those that are 5 years or more in the future), it is recommended that a citywide fully developed bicycle and pedestrian plan be undertaken. This document would update the network for bicyclists and for pedestrians, and include other important elements in establishing a bike and pedestrian friendly community. This Master Plan would include the network facility update and priorities, and chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation.

Table 1.18 – Estimates of Probable Costs

Facility	Width	Unit*	Cost Per Linear Foot (LF)	Cost Estimate Source	Comments
On-Street Bike Lanes (curbed street)	5' minimum each side, 6' preferred where space available	LF (2 lanes, one each direction)	\$3.60	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Suitable for arterials, and some collector streets. Includes bike lane striping each side, pavement markings every 300', and signs every 500'
On-Street Bike Lanes (no curbs)	4' minimum each side, 5' preferred	LF (2 lanes, one each direction)	\$3.60	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Suitable for arterials, and some collector streets. Includes bike lane striping each side, pavement markings every 300', and signs every 500'
On-Street Signed (Bike) Route – route signage	NA	LF (both sides of street)	\$0.30	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Suitable for local / residential streets and some collectors with low speeds and traffic volumes. Signs every ¼ mile, plus at intersections where route turns or is intersected by another route (assume 2 intersections)
On-Street Signed (Bike) Route – Shared Lane Marking (pavement marking)	40"	LF	\$0.76	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Suitable for roadways with speed limit of 35 mph or less. Where on-street parallel parking may exist, place 11' from edge of curb face or edge of pavement; without parking 4' from curb or edge. Use immediately after an intersection, and at least every 250'. Assumes old paint does not need to be changed.
On-Street Signed (Bike) Route “Bikes May Use Full Lane” (R4-11) Signs	NA	EA	\$0.045	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	\$200 each, 4 per miles each side
Off-Street Trail (Shared Use Path)(Regional)	12'+4'	LF	\$151.52	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Includes 2' minimum shoulder each side of trail. Does not include engineering and other associated costs, contingency, or land costs

Table 1.18 – Estimates of Probable Costs (continued)

Facility	Width	Unit*	Cost Per Linear Foot (LF)	Cost Estimate Source	Comments
Off-Street Trail (Shared Use Path) (Suburban/Local)	10'+4'	LF	\$144.00	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Includes 2' minimum shoulder each side of trail. Does not include engineering and other associated costs, contingency, or land costs
Sidepath	10'	LF	\$ 85.23	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Plus 2' minimum shoulder each side, 3' preferred; plus 5' setback required from curb or shoulder, barrier if less than 5' setback.
Sidewalk – 4" deep	5'	LF	\$22.98	TxDOT Average Low Bid Unit price – construction only Fort Worth District (5/8/13)	Sidewalk construction cost only (4" deep, \$41.37/square yard)
Sidewalk -4" deep	6'	LF	\$27.58	TxDOT Average Low Bid Unit price – construction only Fort Worth District (5/8/13)	Sidewalk construction cost only (4" deep, \$41.37/square yard)
Sidewalk (Greenwalk) – 5"deep	8'	LF	\$44.44	TxDOT Average Low Bid Unit price – construction only Fort Worth District (5/8/13)	Sidewalk construction cost only (\$50.00/ square yard)
Sidewalk Ramp	4' excluding flared sides	EA	\$1500.00	TxDOT Average Low Bid Unit price – construction only Fort Worth District (5/8/13)	2 per corner recommended
Examples of Other Costs (may be identified during design phase) include:					
Remove parking stripes, where needed	NA	LF - Cost depends on the number of lanes that need to be repainted.	\$.95-\$1.89	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Need for parking removal to be determined during design – costs not included in the Order of Magnitude Costs below. Removing parking requires extensive public outreach, prior to implementation
Lane Diet	NA	LF - Cost depends on the number of lanes that need to be repainted.	\$0.95-\$1.89	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Used to create space for bicycle facilities within existing road right-of-way. The 2010 Highway Capacity Manual includes safety data supporting 10' wide travel lanes as a standard option.
Road Diet	NA	LF - Cost depends on the number of lanes that need to be repainted.	\$0.95-\$1.89	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	Used to reduce the number of motorized travel lanes to create space for bicycle and/or pedestrian facilities.
Buffered Bike Lanes	2x5' lanes + 2x 2-6' buffer and bicycle pavement marking every 50-100'	LF - Cost depends on the number of lanes that need to be repainted.	\$3.60-\$5.87	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	For roads with high motor vehicle traffic volume and/or traffic speeds; on roadways with on-street parking that has a high turnover.
Cycle Track	2x 6-8' wide track with 2' buffer on the motor vehicle side.	LF	\$81.44	<u>Mobility 2035 - 2013 Update</u> , Appendix E, pp. E.39-E.40. NCTCOG	For roadways with high motor vehicle volumes and / or speeds. Separation from the motor vehicle lane is channelized (elevated or at-grade), a mountable curb, or bollards/markings.

Table 1.18 – Estimates of Probable Costs (continued)

Facility	Width	Unit*	Cost Per Linear Foot (LF)	Cost Estimate Source	Comments
Paved Shoulders	2x 4' minimum, without a curb, 5' minimum with curb. Signage optional.	LF	\$1.52 striping only (\$2.27 striping and signage)	<i>Mobility 2035 - 2013 Update</i> , Appendix E, pp. E.39-E.40. NCTCOG	For rural roadways, or where adequate ROW for on-street facilities cannot be acquired.
Crosswalk (Ladder)	6' minimum	Leg	\$100 for transverse crosswalk. \$300 for ladder crosswalk	http://safety.fhwa.dot.gov/saferjourney/library/countermeasures/04.htm	Determination for placement of a crosswalk should be determined by an engineering study. (Note: Cost estimate is dated 2004)
Pedestrian Signal Head	NA	EA	\$573.34	TxDOT Average Low Bid Unit price – construction only Fort Worth District (5/8/13)	LED Countdown pedestrian module with housing
Inverted U Bike Parking Rack	NA	EA	Under \$100.00 each	Many brands now available on line	Parking for 2 bikes; type of rack bicyclists prefer

*LF = Linear Feet

EA = Each

Table 1.19 – Westworth Village Local Bicycle and Pedestrian Project Implementation Matrix

Project #	Street	From	To	Type of Facility/Treatment	Comments and Potential Improvements	Timeframe
1	Burton Hill Road	White Settlement Road	South of Carb Drive at Southern city limit	On-Street Signed (Bike) Route	Creates bicyclist connectivity to Westworth Village Town Hall and Burton Hill ES	Short Term
2	Tanny Street	Carb Street	White Settlement	On-Street Signed (Bike) Route	Creates bicyclist connectivity from residential neighborhoods to school,	Short Term
3	Seymour Avenue	White Settlement Road	Roaring Springs Road	On-Street Signed (Bike) Route	Creates connectivity from residential neighborhoods to library,	Short Term
4	Roberts Cut Off Road	Almena Rd	Meandering Road	On-Street Signed (Bike) Route	Connects Meandering Road improvements to school and retail along SH 183 – is along part of a Regional Priority corridor	Short Term

Table 1.19 – Westworth Village Local Bicycle and Pedestrian Project Implementation Matrix (continued)

Project #	Street	From	To	Type of Facility/ Treatment	Comments and Potential Improvements	Timeframe
4	Coleman Street/ Popken Drive	Burton Hill Road	Seymour Avenue	On-Street Signed (Bike) Route	Expands bicycle network to create bicyclist mobility between residential neighborhoods and civic, educational and residential destinations	Short Term
5	“School to Trinity Trail”	Existing Trinity Trail	Burton Hill Road	Off-Street Trail(Shared Use Path) south of Aton through school complex to Trinity Trail	Creates bicyclist and pedestrian connectivity to school and recreation	Mid Term
6	Roaring Springs Road	Regional Veloweb east of SH 183	SH 183	On-street signed (bike) route	Completes connectivity to SH 183 in advance of Veloweb implementation	Mid Term
7	White Settlement Road	Regional Veloweb –Trinity Trail	SH 183	Infill sidewalks, both sides. Note: existing sidewalk south side from Tanny to Burton Hill	Creates pedestrian connectivity to City Hall and Regional Veloweb – Trinity Trail	Mid Term
8	White Settlement Road	Regional Veloweb –Trinity Trail	SH 183	Bike lanes	Creates bicyclist connectivity to City Hall and Regional Veloweb – Trinity Trail	Mid Term

1.6.6 | Bicycle and Pedestrian Network Goals, Policies and Actions

The goals, policies and actions below seek to promote the guiding principle of expanded mobility choices by enhancing pedestrian and bicycle access and overall physical connectivity throughout the community.

Goal 1.16: Connect to the region and sub-region's planned bicycle and pedestrian network

Policy 1.16.1: Implement high priority, sub-regional links to establish the basis for an integrated set of bicycle and pedestrian links

Action 1.16.1.1: Add bike and pedestrian facilities recommended in the regional PLMC bicycle and pedestrian plans and prioritize local routes that connect to regional bicycle routes, paths, and sidewalks

Action 1.16.1.2: Implement bike lanes and sidewalks along State Highway 183 to support envisioned pedestrian friendly redevelopment in the area

Action 1.16.1.3: Prioritize bicycle/pedestrian access to the existing Trinity Trails system and the base through Westworth Village

Goal 1.17: Build on the regional bicycle and pedestrian network by enhancing local connectivity

Policy 1.17.1: Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations

Action 1.17.2.1: Implement short- and mid-term bicycle and pedestrian projects (see Implementation section)

Action 1.17.2.2: Prioritize sidewalk installation for residential streets and sub-regional routes that provide access to schools, parks, and employment areas

Action 1.17.2.3: Prioritize the addition of bicycle and pedestrian facilities within and around proposed redevelopment sites, particularly those for areas with a mixed use focus

Policy 1.17.2: Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps the bicycle and pedestrian network

Action 1.17.2.1: Implement long-term bicycle and pedestrian projects (see Implementation section)

Action 1.17.2.2: Install sidewalks on both sides of all arterial and collector streets

Action 1.17.2.3: Prior to undertaking long term on-street projects, develop a bicycle and pedestrian plan that includes an update of network facilities, confirms priorities for enhancements and features chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation

Action 1.17.2.4: Coordinate results from the Hawks Creek Feasibility Study and the parks study initiated by the city with recommended bicycle and pedestrian routes from this planning effort

Appendix K contains an overview of bicycle and pedestrian facility design guidelines and possible funding sources.

Section 1.7 | Housing

The City of Westworth Village strives to provide a safe, healthy, affordable, and sustainable environment in which to live. The housing analysis seeks to evaluate the status of Westworth Village’s housing base and provide strategies to ensure equitable, affordable, and sustainable housing options in the community.

1.7.1 | Existing Conditions and Trends

Residential Value Analysis

The Tarrant Appraisal District keeps record of land and improvement values for each parcel in the county. Land values describe how much a site is worth, while improvement values represent the worth of any buildings or structures on the piece of land. Comparing land and improvement values of residential sites can help reveal potential sites for redevelopment or infill, as well as areas to maintain as a residential strength. For this study, a residential SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was conducted to compare the value of residential sites in the City of Westworth Village. This is an empirical analysis based on parcel data and does not consider intrinsic or community value that a site could possess.

The SWOT analysis compares the land and improvement values per acre for each residential parcel to the average land and improvements values per acre for all of the residential parcels in Westworth Village. In the City of Westworth Village, the average land value for all residential parcels is \$128,240 per acre and the average improvement value for all residential parcels is \$289,386 per acre. To determine the final SWOT designation for each parcel, the following classifications are used:

Strength: higher than average land and improvement values

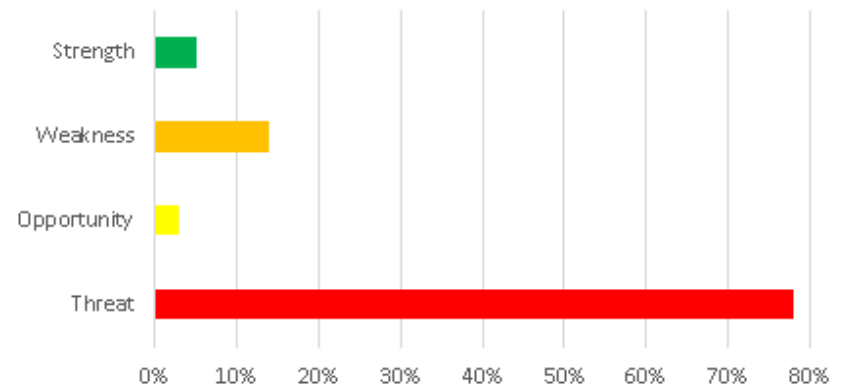
Weakness: lower than average land value and higher than average improvement value

Opportunity: higher than average land value and lower than average improvement value

Threat: lower than average land and improvement values

Figure 1.21 shows the percentage of strengths, weaknesses, opportunities, and threats in the City of Westworth Village based on 2012 Tarrant Appraisal District data. The high percentage of threats could be attributed to a small number of homes that have much higher land and improvement values per acre than the average.

Figure 1.21 – Westworth Village Residential SWOT Analysis



Source: Tarrant Appraisal District, 2012

Number of Housing Units

In 2010, Westworth Village had a total of 1,142 housing units, 33.4% greater than the City's 855 units in 2000.¹ Of all housing units in 2010, 75.3% were categorized as single-family detached housing units, 0.8% contained two to four units, 22.5% were multifamily units, and 1.5% were mobile home and other types of units. The share of single-family housing units decreased by 23.6% between 2000 and 2010, while the share of multifamily housing increased by 22.3%.

Table 1.20 – Housing Type for Westworth Village, 2000-2010

Units in Structure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Single-Family detached	832	97.3%	855	74.4%	23	2.8%
Single-Family attached	14	1.6%	10	0.9%	-4	-28.6%
2-4 units	7	0.8%	9	0.8%	2	28.6%
Multifamily	2	0.2%	259	22.5%	257	12850.0%
Mobile home or Other	0	0.0%	17	1.5%	17	-
Total	855	100.0%	1,150	100.0%	295	34.5%

U.S. Census Bureau, 2006-2010 American Community Survey, Census 2000

Homeownership and Vacancy History

Of the total number of housing units in the 2010, 44.5% were owner-occupied, 46.9% were renter-occupied, and the remaining 8.6% were vacant.² Table 1.21 outlines housing tenure in Westworth Village.

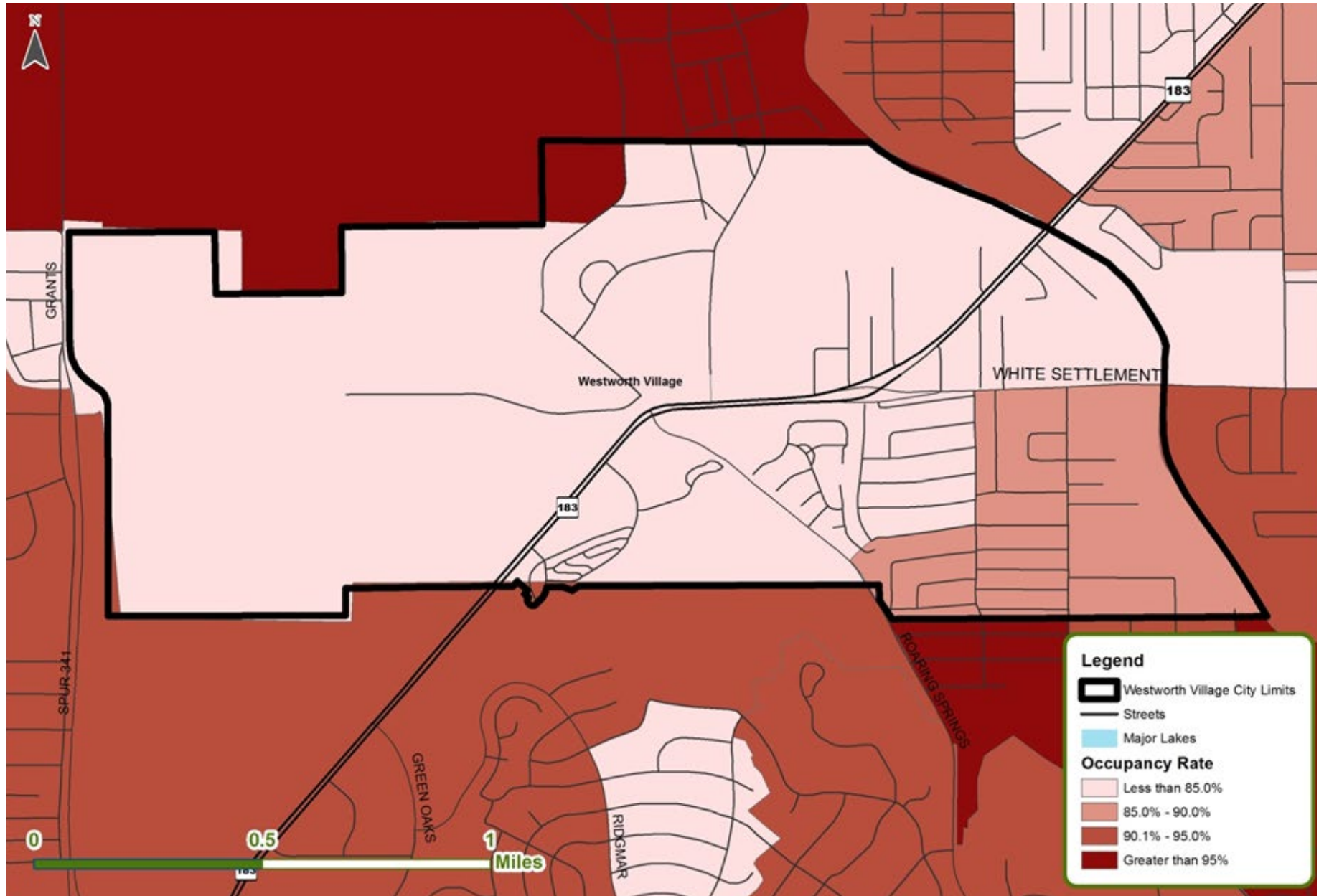
Table 1.21 – Tenure for Housing in Westworth Village, 2010

Tenure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Owner-occupied	467	54.6%	508	44.5%	41	8.8%
Renter-occupied	316	36.9%	536	46.9%	220	69.6%
Total occupied (Owner + Renter)	783	91.5%	1,044	91.4%	261	-2.8%
Vacant	73	8.5%	98	8.6%	25	34.2%
Total housing units	856	100.0%	1,142	100.0%	286	33.4%

Source: U.S. Census Bureau, 2010 Census, Census 2000

The percentage of owner-occupied units in Westworth Village decreased by 10.1% between 2000 and 2010. Approximately 30% of single-family housing in the city was renter-occupied in 2010. Figure 1.22 illustrates the occupancy rates in Westworth Village by census block group between 2006 and 2010. Figures 1.23 and 1.24 illustrate the percentage of owner-occupied and rental housing in the city by census block group. Westworth Village had 98 vacant units in 2010. Vacancy rates in the city increased by 0.1% during the ten-year period to 8.6% in 2010.

Figure 1.22 – Occupancy Rate, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Housing Conditions

Without adequate maintenance, housing stock deteriorates over time and most structures begin to need significant repairs 30 years after construction. Typically, housing condition is related directly to housing age. As shown in Table 1.22, 63.5% of Westworth Village's housing was built prior to 1970, and based on national standards, these units may contain lead-based paint and are likely in need of repairs. Approximately 58% of units were built prior to 1960 and may be in need of major maintenance and repairs. Figure 7.23 illustrates the percentage of pre-1960 housing in Westworth Village by census block group.

Table 1.22 – Age of Housing Stock in Westworth Village, 2010

Year Structure Built	# of Units	% of Units
1939 or earlier	14	1.2%
1940-1949	123	10.7%
1950-1959	527	45.8%
1960-1969	67	5.8%
1970-1979	9	0.8%
1980-1989	40	3.5%
1990-1999	34	3.0%
2000-2004	160	13.9%
2005 or later	176	15.3%
Total	1,150	100.0%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

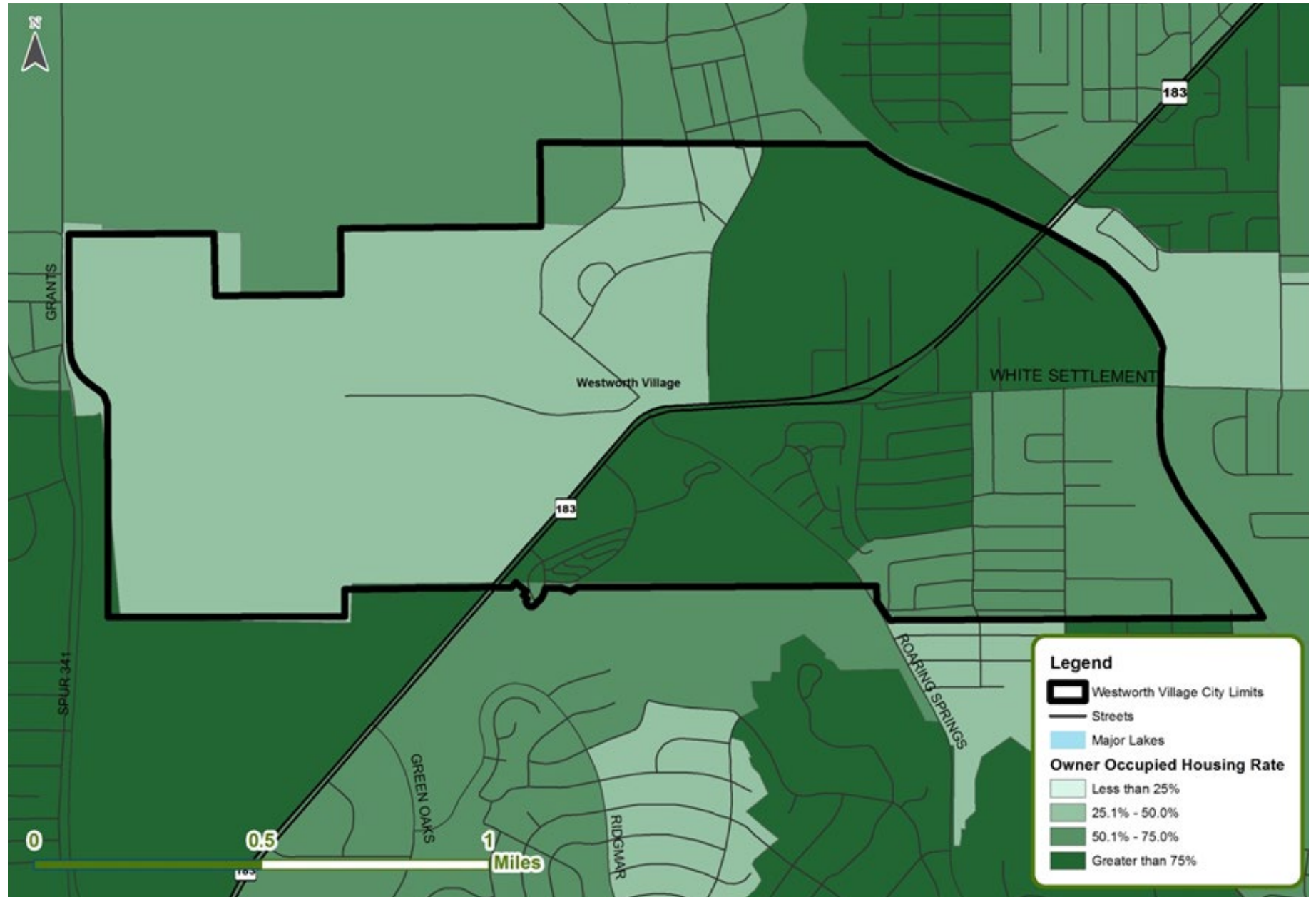
Though relatively constant over the last three years, housing values in the PLMC study area lag behind the state and county, as shown in Tables 1.23. Owner-occupied median value is above \$100,000 for Texas and Tarrant County. Westworth Village's median owner-occupied home value was approximately \$78,100 in 2010 and the average single family market value for 2010 was approximately \$ 139,057, which is comparable to Tarrant County's average single family market value of \$146,873.

Table 1.23 – Median Owner-Occupied Home Value – State, PLMC Sub-Region, Tarrant County and City of Westworth Village, 2010

Median Owner-Occupied Home Value	2010
Texas	\$128,000
Tarrant County	\$137,100
Benbrook	\$132,900
Fort Worth	\$124,400
Lake Worth	\$83,900
River Oaks	\$82,000
Sansom Park	\$64,600
Westworth Village	\$78,100
White Settlement	\$77,100

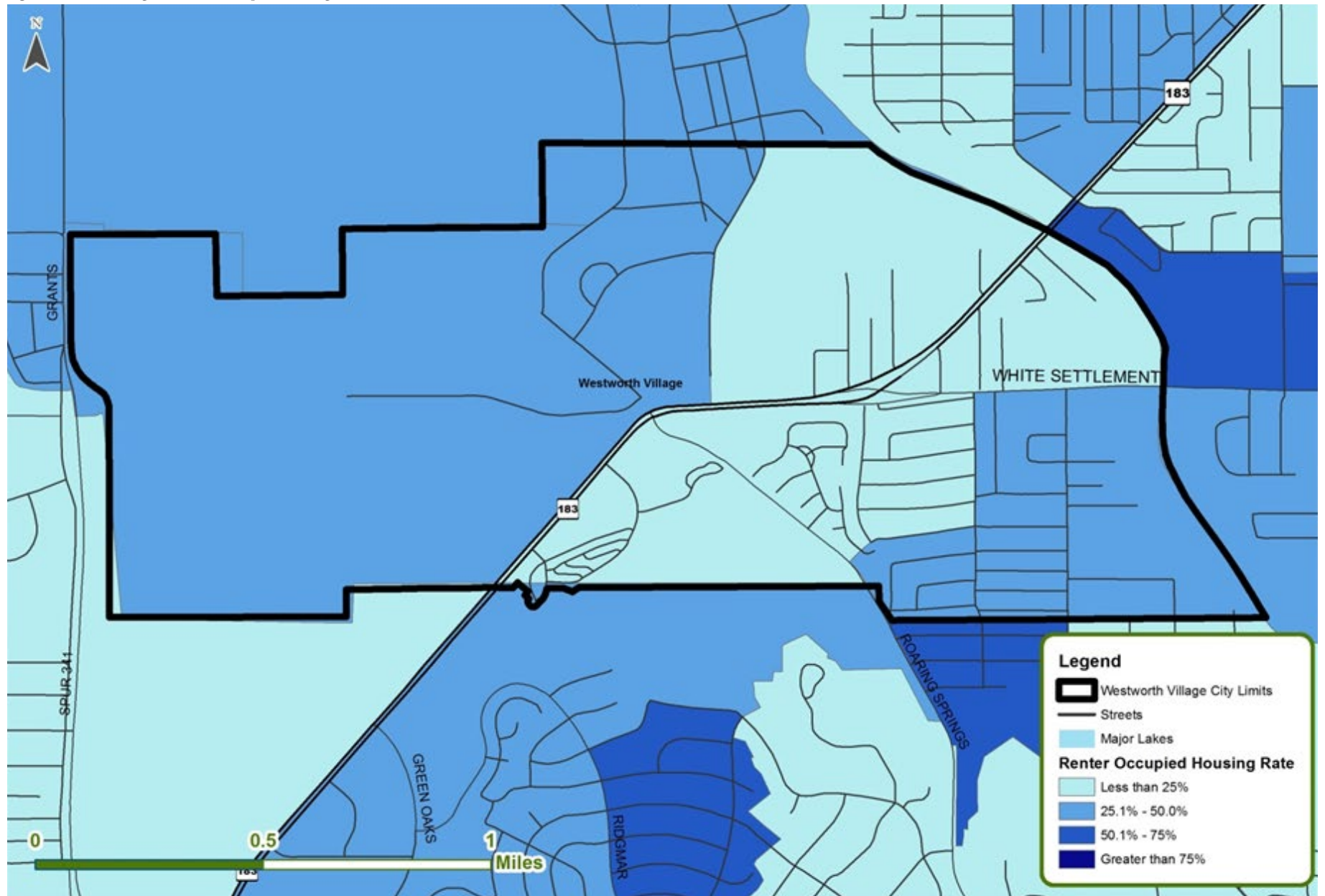
Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 1.23 – Percentage of Owner-Occupied Housing, 2010



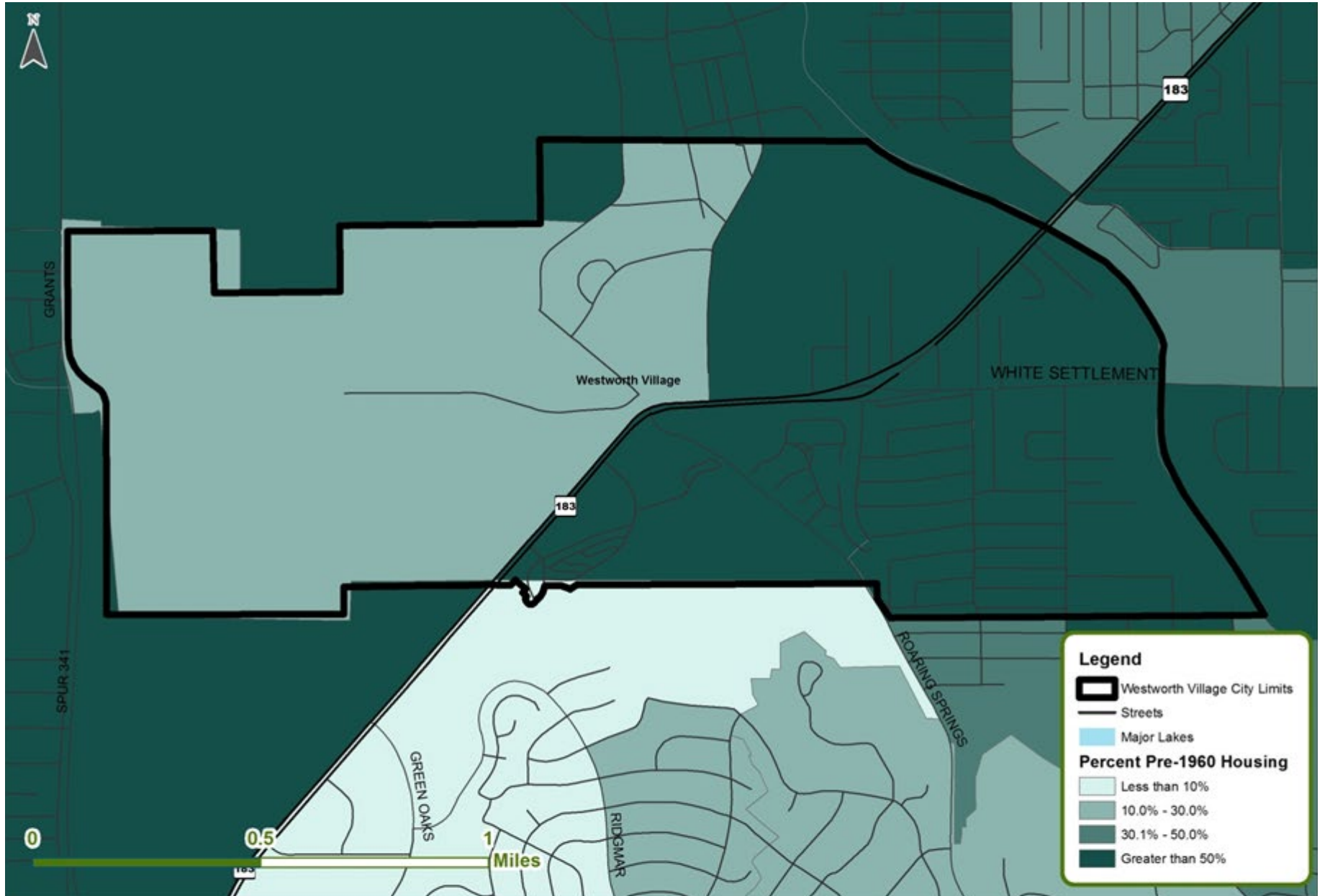
Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.24 – Percentage of Renter-Occupied Housing, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.25– Percentage of Pre-1960 Housing Units



Source: Census Bureau, 2006-2010 American Community Survey

Quality Affordable Housing

The Comprehensive Housing Affordability Strategy Data (2000) provided by HUD, as outlined in Table 1.24, shows the percentage of housing problems, such as incomplete kitchen and plumbing facilities or overcrowding (more than 1 person per room as defined by HUD) by income group. Overall, 21% of housing units in Westworth Village had housing problems. Approximately 86% of Very Low Income households, 51% of Low Income households, 28% of Moderate Income households lived in housing units with housing problems in 2000. Table 1.24 outlines housing problems in Westworth Village by income group and tenure. Housing problems among renter households in Very Low, Low, and Moderate Income households were higher than owner households, indicating the need for quality rental housing among low to moderate income households in Westworth Village.

Table 1.24 – Housing Problems in Westworth Village, 2000

Household by Type, Income, & Housing Problem	Total Renters	Total Owners	Total Households
Household Income <= 50% MFI	70	102	172
Household Income <=30% MFI (Very Low)	38	48	86
% with any housing problems	42.1	66.7	55.8
Household Income >30 to <=50% MFI (Low)	32	54	86
% with any housing problems	75	37	51.2
Household Income >50 to <=80% MFI (Moderate)	108	121	229
% with any housing problems	44.4	13.2	27.9
Household Income >80% MFI	161	265	426
% with any housing problems	5	3	3.8
Total Households	339	488	827
% with any housing problems	28.3	15.6	20.8

Source: HUD- Comprehensive Housing Affordability Strategy Data, 2000

Housing Sales and Homeownership Costs

According to the 2006-2010 ACS data, the median housing value in Westworth Village was \$78,100. The average sale price of a single-family house in the city was \$318,707 and the median sales price in of a single-family house was \$62,000 in 2011.³ Housing demand, as measured by existing home sales, is outlined in Table 1.25. Between 2007 and 2011, 68 single-family units were sold in Westworth Village and the number of home sales peaked in 2008 to 2010. The average housing sale price and the median sales price for single-family housing dropped in the city between 2007 and 2011. The average number of days a single-family home remained on the market unsold increased from 97 days in 2007 to 155 days in 2011.

Table 1.25 – Housing Sales in Westworth Village

Westworth Village city, Texas Single Family	2007	2008	2009	2010	2011
Number sales	9	17	13	19	10
Average sales price	\$347,578	\$83,622	\$193,715	\$262,714	\$318,707
Median sales price	\$112,500	\$73,000	\$90,000	\$74,000	\$62,000
Average number of days on the market	97	111	109	166	155

Source: MetroTex Association of Realtors

³ MetroTex Association of Realtors

Table 1.26 outlines the number of units in Westworth Village by housing value. The most frequent housing value range in the city was \$70,000 to \$99,999, with approximately 45% of the units in this range. Approximately 33% of housing units were valued below \$70,000 and approximately 22% were valued at \$100,000 or more. The median household income in Westworth Village was \$45,550 between 2006 and 2010. **Figure 1.26** illustrates median household income and **Figure 1.27** illustrates median housing value by census block group.

Table 1.26 – Value of Owner-Occupied Units in Westworth Village, 2010

Housing Value	# of Units	% of Units
Less than \$50,000	58	10.4%
\$50,000 to \$69,999	127	22.7%
\$70,000 to \$99,999	249	44.5%
\$100,000 to \$149,999	54	9.6%
\$150,000 to \$199,999	8	1.4%
\$200,000 to \$299,999	6	1.1%
\$300,000 or more	17	3.0%
\$400,000 to \$499,999	9	1.6%
\$500,000 to \$749,999	8	1.4%
\$750,000 to \$999,999	0	0.0%
\$1,000,000 or more	24	4.3%
Total Units	560	100.0%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

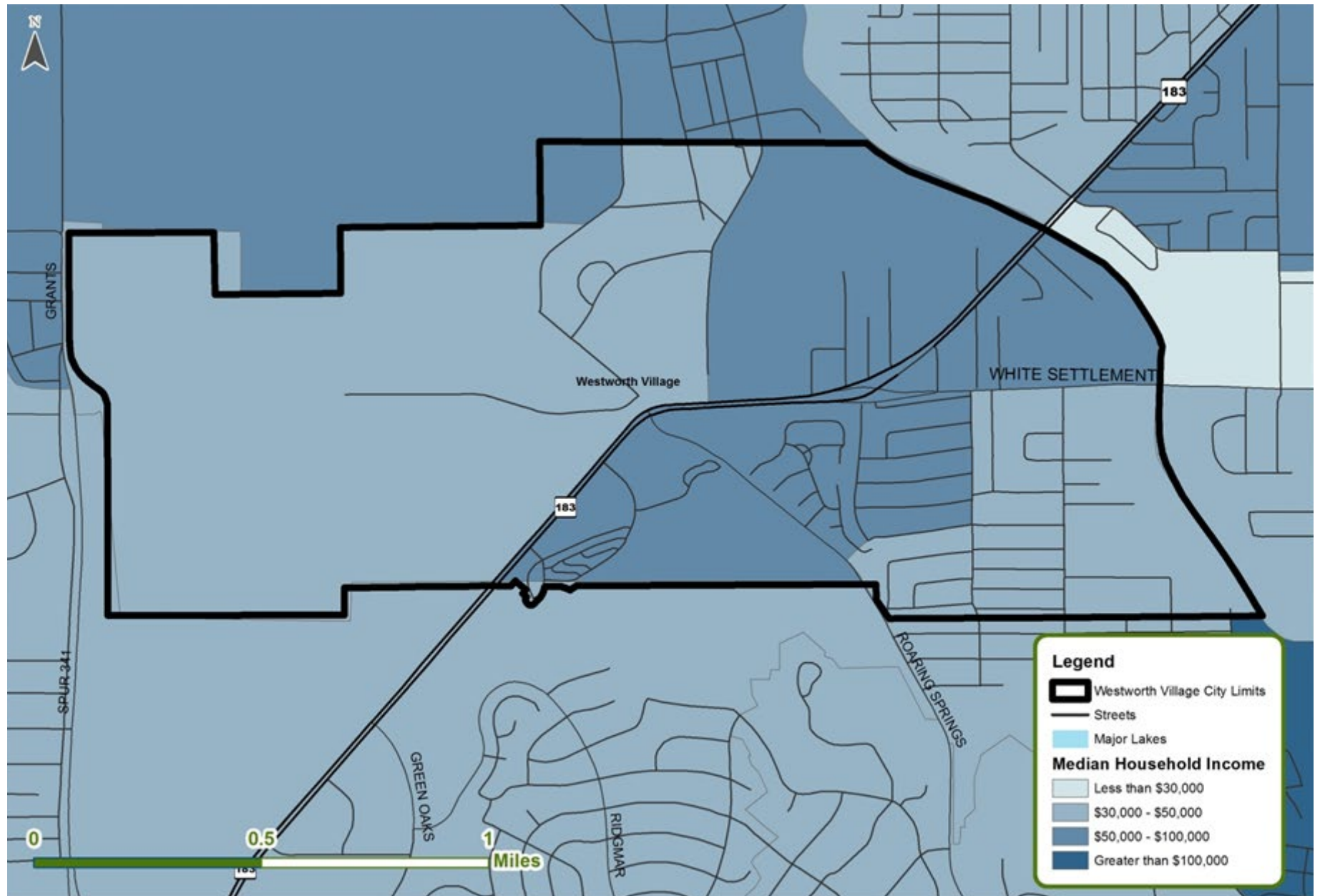
Table 1.27 outlines the percentage of owner occupied households paying more than 30% of their household income towards housing expenses such as mortgage. HUD defines 30% of the median household income as the affordability threshold for housing costs. Approximately 17% of the owner households in the city were under cost burden in 2010.

Table 1.27 – Housing Costs as a Percentage of Household Income for Westworth Village, 2010

Percent of Income in Owner-Occupied units	# of Units	% of Units
Less than 20%	263	47.0%
20 to 29%	198	35.4%
30% or more	96	17.1%
Households with zero or negative income	3	0.5%
Total Owner-Occupied units	560	100.0%

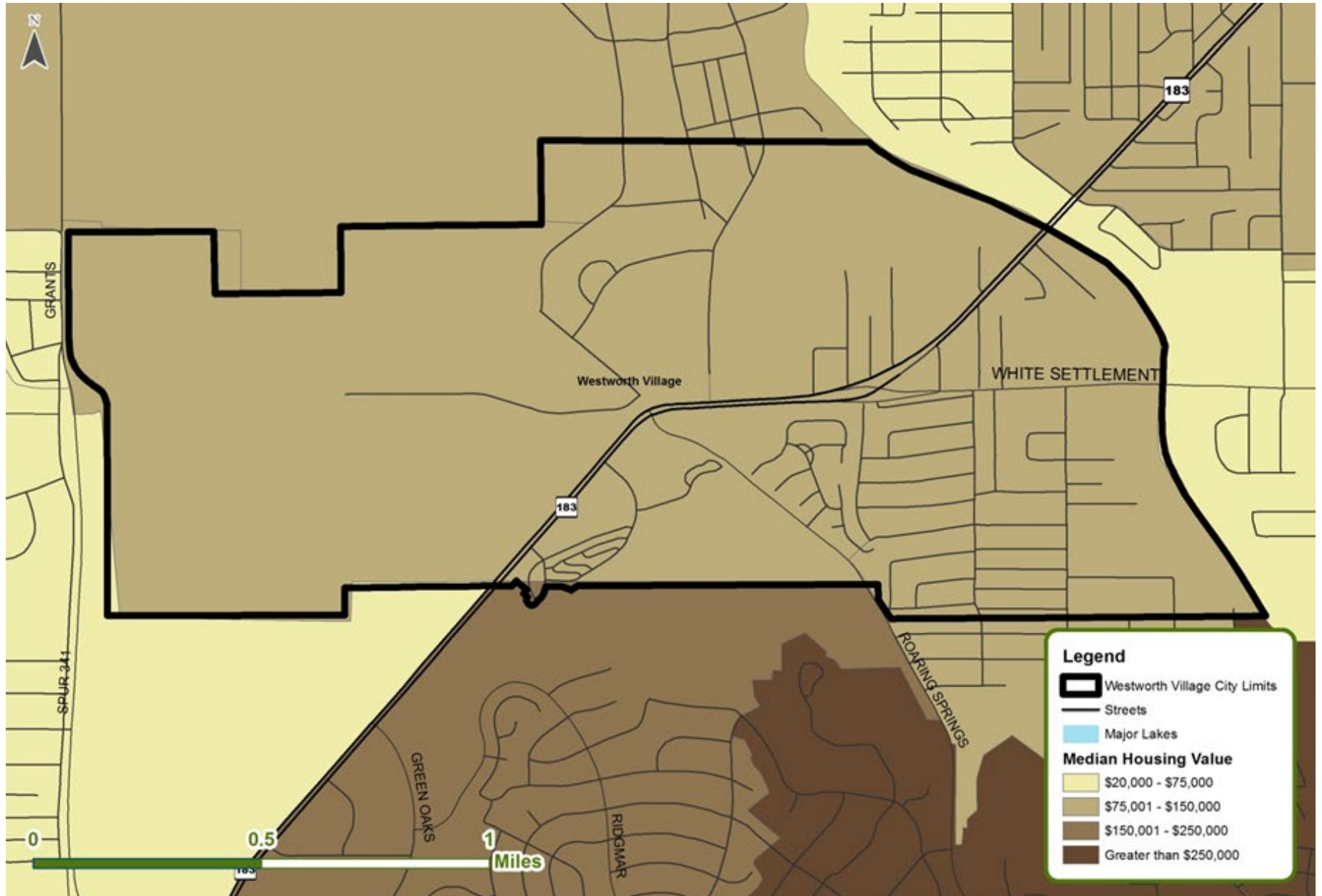
Source: U.S. Census Bureau and 2006-2010 American Community Survey

Figure 1.26 – Median Income Household Income, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.27 – Median Housing Value, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Rental Housing Costs

According to the 2006-2010 ACS data, 46.9% of housing stock in the city was rental housing and 22.5% was multifamily housing. The median contract rent for Westworth Village was \$854 in 2010, compared to \$592 in 2000. This represents an increase of \$262, or 44.2%, in rent over the ten year period. **Figure 1.28** illustrates median contract rent by census block group.

Table 1.28 outlines gross rent by number of bedrooms in Westworth Village between 2006 and 2010. For studio units, the modal rent category was \$500 to \$749, with 53.9% of units in this rent range. For one-, two-, and three or more bedroom units, the modal rent category was \$1,000 or more, with 52.8% , 55.2%, and 43.9% of units falling within this range respectively.

Table 1.28 – Rent by Number of Bedrooms in Westworth Village, 2006-2010

Rent Range	No Bedroom		One Bedroom		Two Bedroom		Three or More Bedrooms	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
<i>With cash rent</i>	13	100.0%	89	100.0%	112	83.6%	125	80.7%
Less than \$200	0	0.0%	0	0.0%	0	0.0%	0	0.0%
\$200 to \$299	0	0.0%	0	0.0%	0	0.0%	6	3.9%
\$300 to \$499	0	0.0%	0	0.0%	0	0.0%	3	1.9%
\$500 to \$749	7	53.9%	7	7.9%	0	0.0%	0	0.0%
\$750 to \$999	6	46.2%	35	39.3%	38	28.4%	48	31.0%
\$1,000 or more	0	0.0%	47	52.8%	74	55.2%	68	43.9%
<i>No cash rent</i>	0	0.0%	0	0.0%	22	16.4%	30	19.4%
Total	13	100.0%	89	100.0%	134	100.0%	155	100.0%

Source: U.S. Census Bureau and 2006-2010 American Community Survey

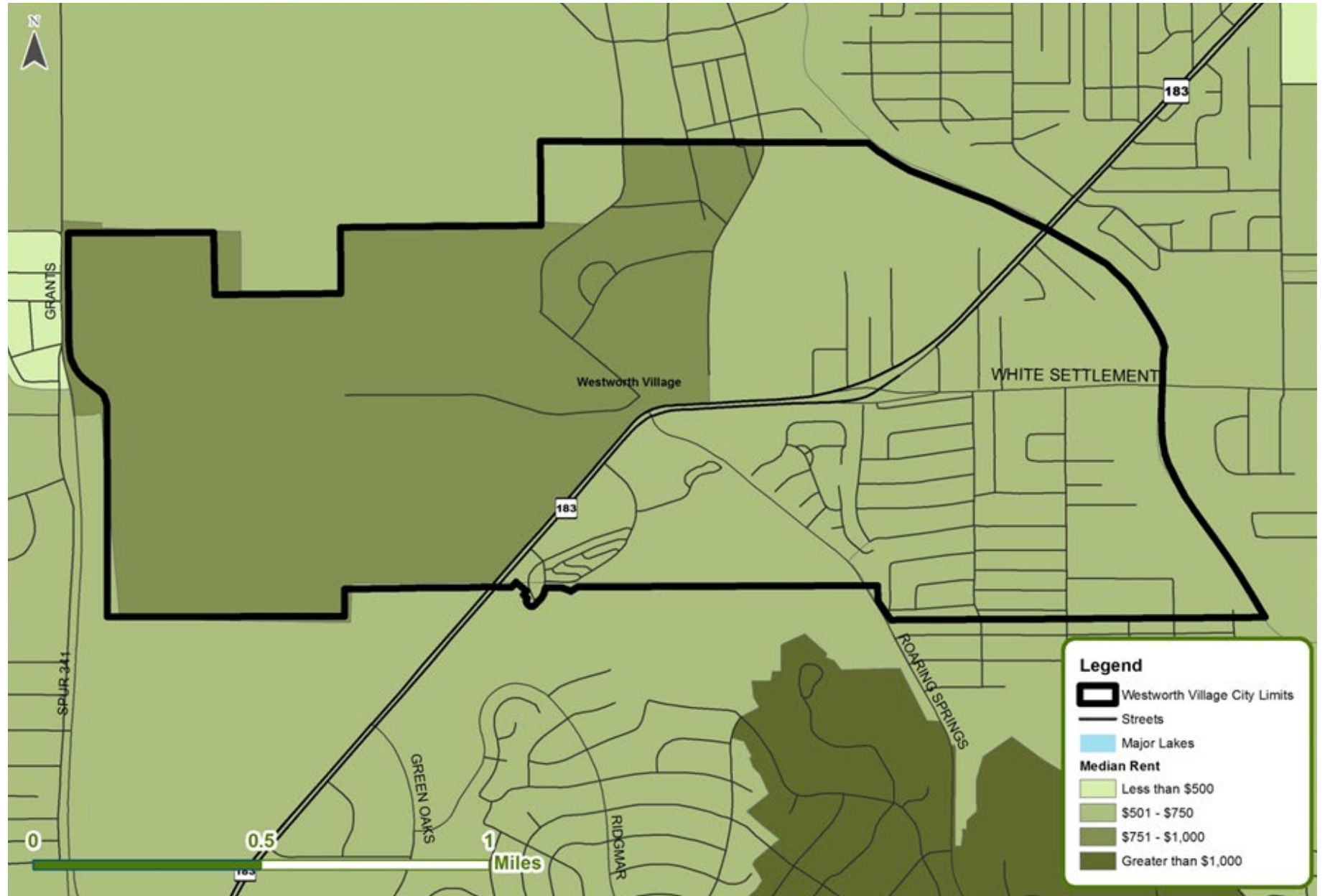
Table 1.29 outlines the percentage of household income paid towards housing expenses among renter households between 2006 and 2010. Approximately 56% of renters in Westworth Village paid more than 30% of their income towards rent, indicating that these households are under cost burden according to HUD's definition.

Table 1.29 – Housing Costs as a Percentage of Household Income for Westworth Village, 2010

Renter-occupied units	# of Units	% of Units
Less than 20%	100	29.5%
20 to 29%	50	14.7%
30% or more	189	55.8
Renters with zero or negative income	0	0.0%
Renters with no cash rent	339	100.0%
Total Renter-occupied Units	100	29.5%

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 1.28 – Median Contract Rent, 2010



Source: Census Bureau, 2006-2010 American Community Survey

1.7.2 | Housing Goals, Policies and Actions

The analysis of land, real estate and housing conditions in Westworth Village indicates several key challenges that can affect the supply, quality and diversity of residential choices in the community:

- The limited availability of land for new development
- Land use compatibility issues related to general conflicts between land use types, as well as exposure to the noise and air safety impacts of aviation operations at NAS Fort Worth, JRB
- A lack of diversity in available housing types
- 56% of renters in Westworth Village paid more than 30% of their income and are considered under cost burden

The goals, policies and actions below seek to reinforce the overarching principles of an increased range of housing options and compatibility with NAS Fort Worth, JRB through strategies that facilitate the development of varied housing types, promote greater land use compatibility and mitigate noise impacts for new construction, enhance housing and neighborhood conditions through revitalization and rehabilitation strategies and increase access to fair housing and financial education resources. **Appendix H** contains the full housing analysis report and more detailed information on recommended sound attenuation practices.

Goal 1.18: Promote quality infill development as a means to expand the supply and type of available housing

Policy 1.18.1: Ease the site challenges associated with infill development

Action 1.18.1.1: Prepare an inventory of available infill sites

Action 1.18.1.2: Explore land assembly strategies and collaborate with developers as necessary to acquire land

Policy 1.18.2: Increase market interest in infill development

Action 1.18.2.1: Generate developer interest through a marketing strategy that features available sites, economic incentives, and market characteristics

Action 1.18.2.2: Participate in economic development and real estate development events as a way to showcase available opportunities

Action 1.18.2.3: Register developments in the Rental Partnership Program at NAS Fort Worth, JRB and market residential opportunities to other major employers within or near the city

Policy 1.18.3: Increase the city's organizational capacity to support mixed use and residential infill development

Action 1.18.2.1: Partner with area non-profit agencies or developers to develop quality, affordable housing

Action 1.18.2.2: Target and leverage Tarrant County and HUD housing resources to provide stimulus for redevelopment in targeted geographic areas

Goal 1.19: Improve the aesthetic character of the community by reducing general land use incompatibilities

Policy 1.19.1: Reduce incompatibilities associated with abrupt land use transitions or visual intrusion

Action 1.19.1.1: Evaluate and enhance existing guidelines to allow for appropriate transitions from commercial development to residential neighborhoods and other less intensive land uses

Action 1.19.1.2: Evaluate and enhance existing guidelines to establish adequate buffering and screening

Action 1.19.1.3: Identify areas with specific land use compatibility issues

Goal 1.20: Minimize compatibility issues associated with noise exposure from aviation operations

Policy 1.20.1: Implement sound attenuation techniques

Action 1.20.1.1: Adopt a Noise Attenuation Overlay and encourage sound attenuation measures for future compatible developments falling within designated noise zones (see Housing section)

Action 1.20.1.2: Adopt the 2012 International Residential Code, 2012 International Energy Conservation Code and recommended code amendments to achieve sound attenuation for future construction and major renovation projects

Action 1.20.1.3: Create a subcommittee of the Regional Coordination Committee comprised of area building officials that meets periodically to discuss noise mitigation and energy efficiency issues

Action 1.20.1.4: Work with real estate community to disclose aircraft noise to potential commercial/residential buyers within noise contours

Action 1.20.1.5: Adopt measures to increase sound attenuation in new construction non-residential buildings

Policy 1.20.2: Promote weatherization and other energy efficient building practices as complementary tools for achieving sound reduction

Action 1.20.2.1: Provide local homeowners with information and education about home weatherization techniques and funding opportunities as a means to insulate existing residences from aircraft noise

Action 1.20.2.2: Consider the adoption of incentives to encourage future commercial construction to incorporate LEED energy and sustainability best practices and other performance-based design improvements

Goal 1.21: Increase household and neighborhood capacity by building on the social, economic and physical assets of the community and its residents

Policy 1.21.1: Promote an integrated asset-based approach to neighborhood revitalization

Action 1.21.1.1: Identify one to two key neighborhoods in which to conduct a revitalization plan that focuses on the inter-related elements of healthy, sustainable places:

- Quality schools to attract new residents and retain existing families;
- Workforce and human capital development;
- Protection of unique characteristics of the built environment;
- Development of place-making features such as consistent signage and landscape improvements
- Equity-building through affordable homeownership; and
- Job creation through business development and entrepreneurship

Action 1.21.1.2: Provide technical assistance to neighborhoods interested in participating in the planning process

Action 1.21.1.3: Form a partnership with area non-profit groups, faith-based organizations and financial institutions to support community planning initiatives

Policy 1.21.2: Improve the quality of existing housing stock

Action 1.21.2.1: Promote housing rehabilitation by:

- Strengthening local code enforcement
- Providing direct financial assistance to homeowners for home repairs or linking residents to other available resources
- Funding non-profit agencies that rehabilitate houses
- Creating a Rental Registration Program for rental units in the community and documenting conditions

Goal 1.22: Diversify the mix of housing choices in the community

Policy 1.22.1: Expand housing options for young families

Action 1.22.1.1: Promote development in compact, pedestrian-friendly, mixed use environments (see Economic Development and Land use sections)

Policy 1.22.2: Increase the supply of mid-range and high-end housing

Action 1.22.2.1: Identify land appropriate for mid-range and high-end housing housing development and assemble land

Action 1.22.2.2: Reduce barriers to the development of mid-range and high-end housing housing by (see Economic Development section):

- Using marketing and communications strategies to enhance the image of the area and stimulate developer interest
- Identifying public improvements or other amenities to increase the appeal of available sites
- Collaborating with NAS Fort Worth, JRB Lockheed Martin, and other major employers to establish employee incentives to live in the area

Policy 1.22.3: Encourage best practices in the design and construction of residential and mixed use developments to meet the needs of seniors, individuals with disabilities, and other special needs populations

Action 1.22.3.1: Encourage “Aging in Place” neighborhoods that can accommodate residents throughout all life stages

Action 1.22.3.2: Explore the possibility of adopting a Universal Design Ordinance, requiring developers to incorporate accessibility provisions into a specified percentage of new housing units

Policy 1.22.4: Encourage the development of a range of housing options to accommodate households of all ages, specifically housing developments such as cottage-style houses and other residential options that balance community support with privacy and independence

Action 1.22.4.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of senior housing options, including cottage-style, small-lot developments, small-scale assisted living facilities and other multifamily and mixed use developments that emphasize services and on-site amenities

Action 1.22.4.2: Consider enhancing the ability of the existing local land use and development framework to accommodate multiple housing styles that complement the stock of single-family housing and meet the needs of residents

Action 1.22.4.3: Ease the local regulatory process for projects designed to meet the needs of seniors by streamlining the plan submittal review, waiving development fees, and creating a fast-track approval process.

Policy 1.22.5: Ensure that neighborhoods offer a range of housing options for households of all sizes and income-levels

Action 1.22.5.1: Require that affordable units be constructed in similar appearance as market-rate housing units and with access to comparable amenities and facilities

Action 1.22.5.2: Consider adopting an urban residential or residential village zoning classification, which provides for predominantly residential, pedestrian-oriented development, including small-scale neighborhood-serving retail and creates a transition between mixed use centers and existing single-family neighborhoods

Goal 1.23: Increase access to quality, affordable housing choices for all residents

Policy 1.23.1: Promote fair housing outreach

Action 1.23.1.1: Conduct an annual housing fair in collaboration with faith-based institutions, public agencies and non-profit organizations as a means to market the availability of housing programs and resources

Action 1.23.1.2: Create publications, such as newsletter articles and posters to publicize informational resources and outreach events

Policy 1.23.2: Promote greater financial literacy for households

Action 1.23.1.1: Create a broad partnership among financial institutions and community reinvestment entities to promote increased participation in comprehensive financial literacy programs as a means to strengthen the economic stability of families and neighborhoods:

- Promote use of financial literacy programs such as the Federal Deposit Insurance Corporation sponsored Money Smart curriculum to enhance personal financial management skills
- Explore partnerships with local schools and faith-based institutions to target participation in young adult and train-the-trainer classes

Section 1.8 | Implementation Plan

The Implementation Section lays out the critical programs and initiatives necessary to realize the goals and policies of the City of Westworth Village Comprehensive Plan Vision. The tables below organize recommended steps by resource area with corresponding goals and policies, timeframes, responsible entities, partnerships, and order of magnitude costs. **Table 1.30** focuses specifically on the most critical actions

designed to strengthen the local community, catalyze private investment, and improve regional coordination. This table serves as a near-term guide for the foundational implementation steps of the Comprehensive Plan Vision. **Table 1.31** summarizes all of the recommended action items across resource areas, reflecting a range of short-, mid-, and long-term strategies.

Table 1.30 – Implementation Plan: City of Westworth Village - Priority Actions

Implementation Plan: City of Westworth Village – Priority Actions				
Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-21)				
Goal: Enhance local economic development and marketing capabilities through regional and sub-regional partnerships				
Build on the creation of the joint economic development coalition by developing a regional marketing identity to attract new businesses and residents and to facilitate collaboration on other common economic interests <ul style="list-style-type: none"> Develop marketing strategies to brand participating communities as the Northwest Fort Worth Area Embrace opportunities to market the community as part of a nationally recognized top metropolitan area for military personnel and veterans Use the PLMC joint economic development coalition as a knowledge exchange forum 	Short- Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, Sansom Park, River Oaks, White Settlement, Chambers of Commerce, Economic Development Corporations
Collaborate with other communities when applying for implementation funding <ul style="list-style-type: none"> Coordinate with other communities to identify project needs 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement
Land Use (pp. 22-33)				
Goal: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation				
Align future land use, zoning, and subdivision regulations to guide diverse housing options and walkable retail, office, and amenities to mixed use corridors, town centers and villages <ul style="list-style-type: none"> Conduct an in-depth review of existing zoning and subdivision ordinances to evaluate the ability of current regulations to implement the policies and goals set forth in the Comprehensive Plan Vision Update the Future Land Use map to reflect key elements of the Vision Framework 	Short-Term	Medium	City	Public

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.30 – Implementation Plan: City of Westworth Village - Priority Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Minimize compatibility issues associated with noise exposure from aviation operations				
Incorporate compatible land use strategies in coordination with NAS FW JRB as appropriate <ul style="list-style-type: none"> Continue entering proposed development projects onto the RCC Development Review Tool for city staff to review and consider land use AICUZ compatibility for proposed development projects Consider updating future land use to align with Vision Framework and AICUZ Create a subcommittee from the Regional Coordination Committee comprised of area building officials to meet periodically on noise mitigation and energy efficiency issues Coordinate with the Community Plans and Liaison Officer at NAS Fort Worth, JRB on new development projects that are within the noise contours 	Short-Term	Low	City	RCC Partners, NAS Fort Worth, JRB
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Adopt and follow the 2012 International Residential Code and the 2012 International Energy Efficiency Code, as well as the accompanying NCTCOG Regional Amendments 	Mid-Term	Medium	City	Local Government Code Officials, Developers
Transportation (pp. 33-59)				
Goal: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network				
Further assess roadways identified as critical mobility linkages <ul style="list-style-type: none"> Participate in future studies related to alleviating congestion and improving access along State Highway 183 	Mid-Term	Medium	City, TxDOT, and NCTCOG	Neighboring Cities, Economic Development Corporations, The T, Tarrant County, Major Employers, Property Owners, Public
Goal: Connect to the region and sub-region's planned bicycle and pedestrian network				
Establish an implementation program for bicycle infrastructure <ul style="list-style-type: none"> Include/adopt Trail Recommendations in this study, Regional Veloweb and Bike Fort Worth plan into city thoroughfare plan to ensure that future roadway and development accommodates the appropriate bike facility 	Short-Term	Low	City	NCTCOG, Tarrant Regional Water District
Housing (pp. 60-76)				
Goal: Ensure that neighborhoods are designed with quality housing choices, amenities and services to maintain quality of life for existing residents and attract new residents				
Encourage the development of a range of housing options <ul style="list-style-type: none"> Consider enhancing the ability of the existing local land use and development framework to accommodate multiple housing styles that complement the stock of single-family housing and meet the needs of residents 	Short-Term	Low	City	Neighborhood and Business Associations, Developers, Public

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-21)				
Goal: Transform aging retail nodes into more compact, high quality, mixed use areas				
Identify and market feasible, high profile mixed use redevelopment opportunities to attract private investment <ul style="list-style-type: none"> Use the Vision Framework to highlight one to two key redevelopment sites 	Short-Term	Low	City	Tarrant County and Developers
Develop a specific branding message and communications strategy for the sites <ul style="list-style-type: none"> Identify target groups including developers and investors for a communications campaign Attract interest from prospective developers by increasing awareness of available economic incentives 	Mid-Term	Medium	City	Developers
Establish clear guidance for organizing project elements <ul style="list-style-type: none"> Use zoning to organize project elements such as architectural and public realm design, pedestrian scale, the mix of uses, open spaces, access, and connectivity 	Mid-Term	Low	City	Developers
Prepare sites for redevelopment <ul style="list-style-type: none"> Schedule the phasing of planned redevelopment to allow for gradual community acceptance and financial feasibility with an early emphasis on anchor projects Plan public investments, including site development and preparation of infrastructure and identify incremental and innovative financing methods 	Long-Term	High	City	Developers and NAS Fort Worth, JRB
Goal: Foster an environment of innovation and entrepreneurship as a means to diversify the local and sub-regional economy and attract and retain talent				
Develop a science, technology, engineering, and mathematics (STEM) mentoring program for middle and high school age students <ul style="list-style-type: none"> Collaborate with area partners to expand participation in STEM-based curricula and outreach efforts, including STARbase and the North Texas Aviation Education Initiative 	Short-Term	Medium	Regional Partners	Independent School Districts, Lockheed Martin, NAS Fort Worth, JRB, the Texas Air National Guard and the NCTCOG
Use community resources to promote entrepreneurship, start up, research and manufacturing and the arts within the community <ul style="list-style-type: none"> Identify incubator space for an interactive Creativity Center that enables students and adults to explore science, art and technology projects Collaborate with partners to develop a curriculum and incorporate a workforce training component Form a 501 c 3 organization and create a program budget to fund the Creativity Center as an economic sustainability project Expand outreach and funding mechanisms for the development of neighborhood businesses 	Short- to Mid-Term	Medium	Regional Partners	Tarrant County College, TCU, ISDs, Fort Worth Nature Center, Cultural District Museums and Art Galleries, Lockheed Martin, and NAS Fort Worth, JRB, NCTCOG and Workforce Solutions

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Enhance local economic development and marketing capabilities through regional and sub-regional partnerships				
Build on the creation of the joint economic development coalition by developing a regional marketing identity to attract new businesses and residents and to facilitate collaboration on other common economic interests <ul style="list-style-type: none"> • Develop marketing strategies to brand participating communities as the Northwest Fort Worth Area • Embrace opportunities to market the community as part of a nationally recognized top metropolitan area for military personnel and veterans • Use the PLMC joint economic development coalition as a knowledge exchange forum • Task the PLMC joint economic development coalition with marketing of the selected catalyst redevelopment sites 	Short- to Mid-Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement, Chambers of Commerce, Economic Development Corporations
Collaborate with other communities when applying for implementation funding <ul style="list-style-type: none"> • Coordinate with other communities to identify project needs when applying for available implementation funding 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement
Continue to explore the longer-term creation of a formal and professionally staffed sub-regional economic development corporation <ul style="list-style-type: none"> • Establish powers and authorities necessary to undertake economic development initiatives of regional and sub-regional significance, such as business park development 	Long-Term	High	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Land Use (pp. 22-33)				
Goal: Complement and strengthen the visual identity and character of existing community cores				
Focus public realm improvements to reinforce sense of place within city cores and identified town centers and villages <ul style="list-style-type: none"> • Designate gateway features, such as signs, public art, or special landscaping, to accentuate entries into the city and its neighborhoods, particularly along State Highway 183 and Roaring Springs Road • Use landscaping and decorative elements to draw visual interest into established commercial and residential areas, • Develop pedestrian facilities, particularly at key intersections 	Short- to Mid-Term	Medium	City	Neighborhood and Business Associations, Property Owners, TXDOT
Concentrate new institutional and civic uses and common gathering spaces within the city cores and identified town centers and village nodes <ul style="list-style-type: none"> • Revise the future land and zoning map to designate highly visible and centrally accessible sites, particularly at major intersections, to anchor future public uses and common spaces 	Short- to Mid-Term	Low	City	Neighborhood and Business Associations, Property Owners
Use the Vision Framework to organize redevelopment around town centers, villages and corridors <ul style="list-style-type: none"> • Include projects in future Capital Improvement Programs that support the framework of town centers, villages and mixed use corridors 	Short- to Mid-Term	High	City	Neighborhood and Business Associations, Property Owners, Developers
Participate in a coordinated, inter-jurisdictional approach to corridor redevelopment <ul style="list-style-type: none"> • Coordinate zoning and project initiatives with adjacent jurisdictions • Leverage public improvement investments that enhance the physical character as well as the transportation function and capacity of city roadways 	Short- to Long-Term	High	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement, TXDOT, NCTCOG
Strengthen quality of life in existing residential areas <ul style="list-style-type: none"> • Work with community organizations to create neighborhood plans that emphasize housing rehabilitation, improved aesthetics, including consistent signage and landscaping and the addition of amenities 	Mid-Term	Medium	City	Neighborhood Associations, Public
Improve the visual character along State Highway 183 to attract local investment and create a consistent, high quality corridor throughout the PLMC sub-region <ul style="list-style-type: none"> • Work with property owners and developers to incorporate context-sensitive design guidelines • Improve the design, function, and appearance of major corridors by addressing traffic safety issues, drainage, excess parking, lighting, landscaping, outdoor storage, refuse containers, the amount and size of advertising, and related issues 	Long-Term	High	City	Neighborhood and Business Associations, Property Owners, TXDOT

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation				
<p>Enhance the quality of residential subdivision design on a city-wide basis</p> <ul style="list-style-type: none"> Strengthen the existing Subdivision Regulations for the city by incorporating street design and improvement requirements emphasizing street connections, pedestrian and bicycle facilities, small and walkable block sizes, and shared parking arrangements Require developers of future projects to provide outlined on-site improvements, such as water and sewer lines, sidewalks, curbs, public street connections, and street lighting according to establish design guidelines 	Short- to Mid-Term	Medium	City	Neighborhood and Business Associations, Property Owners, Developers, Public
<p>Align future land use, zoning, and subdivision regulations to guide diverse housing options and walkable retail, office, and amenities to mixed use corridors, town centers and villages</p> <ul style="list-style-type: none"> Conduct an in-depth review of existing zoning and subdivision ordinances to evaluate the ability of current regulations to implement the policies and goals set forth in the Comprehensive Plan Vision Update the Future Land Use map to reflect key elements of the Vision Framework Explore the adoption of a residential village concept for sites north of White Settlement Road and east of State Highway 183 and Roaring Springs Road with an emphasis on predominantly residential, pedestrian-oriented development Evaluate infill development opportunities as a means to transition existing commercial areas along State Highway 183 into a more cohesively designed and planned mixed use town center that combines retail, service, and residential space 	Short- to Mid-Term	Low	City	Public
<p>Revise zoning ordinance as appropriate to implement the policies and goals</p> <ul style="list-style-type: none"> Strengthen mixed use zoning policy in the Mixed Use District to ensure that existing provisions can accommodate a range of residential, retail and office uses Explore the adoption of a mixed use zoning and design overlay for designated town centers, villages and Main Street "A" corridors Explore the adoption of a mixed use zoning and design overlay for designated Main Street "B" corridors that emphasize on-street parking, a planting strip, minimum 5' sidewalk, and narrow building setbacks Update the Zoning Map to reflect the addition of mixed use categories Promote the transition of existing strip commercial areas at the intersections of State Highway 199/State Highway 183 and State Highway 183/Meandering Road/Roberts Cut Off into a cohesively designed and planned mixed use town centers guidelines 	Short- to Mid-Term	Medium	City	Neighborhood and Business Associations, Property Owners, Public
<p>Continue to direct future growth toward identified town centers, villages, and mixed use corridors and encourage quality projects</p> <ul style="list-style-type: none"> Prioritize the application of mixed use, human-scale, walkable main street design and planning concepts in designated catalyst redevelopment sites, particularly along State Highway 183 Continue to work with interested organizations, developers, and property owners to identify other areas appropriate for rezoning to mixed use 	Short- to Mid-Term	Low	City	Neighborhood and Business Associations, Developers

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Use transportation and open space planning to connect the city's activity centers <ul style="list-style-type: none"> Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks 	Long-Term	High	City	Neighborhood and Business Associations, Developers, TXDOT
Goal: Ensure that neighborhoods are designed with quality housing choices, amenities and services to maintain quality of life for existing residents and attract new residents				
Encourage the development of a range of housing options <ul style="list-style-type: none"> Consider enhancing the ability of the existing local land use and development framework to accommodate multiple housing styles that complement the stock of single-family housing and meet the needs of residents 	Short-Term	Medium	City	Neighborhood and Business Associations, Developers, Public
Promote more compact, mixed use development as a means to improve land use efficiency, mobility, and sustainability <ul style="list-style-type: none"> Expand housing diversity and access to neighborhood-serving retail in identified mixed use centers and villages and along strategic corridors 	Mid- to Long-Term	Medium	City	Neighborhood and Business Associations, Developers, TXDOT
Promote neighborhood access to parks and recreational facilities <ul style="list-style-type: none"> Locate public neighborhood parks within easy access of residents (less than one-half mile) To the extent possible, locate elementary schools, parks, and neighborhood commercial uses within walking distance of major residential areas 	Mid- to Long-Term	High	City	Neighborhood and Business Associations, Developers, TXDOT
Goal: Ensure the safety and quality of life of city residents and protect the mission of NAS Fort Worth, JRB through the adoption of land use compatibility strategies				
Strengthen zoning and building code policies to minimize compatibility issues in areas affected by the most current Air Installation Compatible Use Zone study for NAS Fort Worth JRB <ul style="list-style-type: none"> Consider adopting a Land Use Compatibility Overlay to limit future incompatible land uses for properties falling within designated Accident Potential Zones Consider adopting a Noise Attenuation Overlay and encourage sound attenuation measures for future compatible developments falling within designated noise zones 	Short-Term	Low	City	Neighborhood and Business Associations, Property Owners, NAS Fort Worth, JRB
Continue to coordinate land use and development decisions to promote safe, compatible growth across the PLMC sub-region <ul style="list-style-type: none"> Continue use of the Regional Coordination Committee Development Review Tool as a platform to facilitate the review of proposed development projects for compatibility issues related to noise and aviation safety 	Short-Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement, NAS Fort Worth, JRB, NCTCOG
Strengthen zoning and building code policies to minimize compatibility issues in areas affected by the most current Air Installation Compatible Use Zone study for NAS Fort Worth JRB <ul style="list-style-type: none"> As redevelopment opportunities emerge in Accident Potential Zone I and Accident Potential Zone II, promote compatible land uses such as light industrial, small-scale commercial and open space 	Short- to Long-Term	Low	City	Neighborhood and Business Associations, Property Owners, NAS Fort Worth, JRB

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Roadway Infrastructure (pp. 33.46)				
Goal: Reduce congestion and improve safety on major roadway thoroughfares				
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Continue coordination with NAS Fort Worth, JRB, Lockheed and other major employers in the area on supporting their transportation needs Coordinate with NCTCOG, major employers, commercial districts, and other agencies to encourage the use of travel demand management programs such as telecommuting, carpooling, employer trip reduction (ETR) programs and vanpooling. Increase the marketing and participation of major employers in the study area in ETR programs 	Short-Term	Low	City, Tarrant County	Major Employers, NCTCOG, Tarrant County, Neighboring Cities
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Prioritize maintenance in local budgets to ensure that local roadway facilities remain in optimal condition 	Short-Term	Medium	City	Tarrant County, TxDOT
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Conduct regular interval traffic counts Conduct crash analysis and identify top safety needs and contributing factors 	Short-Term	High	City	Tarrant County, TxDOT, NCTCOG
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Coordinate to improve traffic signal synchronization by evaluating existing timing plans, installing new signals, and having repairs and maintenance performed promptly. Develop an interagency plan for signal timing to address future conditions. Coordinate to provide well-signed routes 	Short to Long-term	Medium	City and/or TxDOT	Tarrant County, TxDOT, NCTCOG
Use transportation and open space planning to connect the city's activity centers <ul style="list-style-type: none"> Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks 	Long-Term	High	City	Neighborhood and Business Associations, Developers, TxDOT
Goal: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network				
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <ul style="list-style-type: none"> Submit formal requests for projects of regional significance to be considered for further evaluation during the development of the Metropolitan Transportation Plan 	Short-Term	Low	City	TxDOT, Tarrant County, NCTCOG

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Further assess roadways identified as critical mobility linkages <ul style="list-style-type: none"> Participate in future studies related to alleviating congestion and improving access along State Highway 183 	Mid-Term	Medium	City, TxDOT, and NCTCOG	Neighboring Cities, Economic Development Corporations, The T, Tarrant County, Major Employers, Property Owners, Public
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Establish a review and update schedule for local thoroughfare plans and include considerations for future land uses, economic development needs, neighboring jurisdiction plans, and alternative roadway design and operation strategies such as context sensitive design Identify and prioritize improvements of importance to individual cities, the study area, and the larger Dallas-Fort Worth region as part of thoroughfare planning process Submit requests for transportation technical planning assistance to NCTCOG through the biannual Unified Planning Work Program process 	Short-Term and Ongoing	Low	City	Tarrant County, Economic Development Corporations, NCTCOG
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Consider land use compatibility associated with NAS Fort Worth, JRB noise contours to ensure compatibility of future infrastructure improvements 	Short-Term	Low	City	NCTCOG, Other Jurisdictions, NAS Fort Worth, JRB
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Integrate multi-modal considerations, context sensitive design, access management, parking, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into local roadway planning, design, construction, operations, and maintenance. Update local regulations to reflect desired access management, design features, landscaping, maintenance, parking regulations and other requirements associated with streets and thoroughfares Consider Corridor Overlays or other land use planning tools (e.g. Form Based Codes) to encourage desired future commercial development 	Short to Long-Term	Low to Medium	City	TxDOT, NCTCOG, Economic Development Corporation, Public

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Coordinate with Regional Transportation Partners to Evaluate Transportation Needs, Define Priorities, Secure Funding, and Implement Improvements <ul style="list-style-type: none"> Engage with your Regional Transportation Council representative Engage with Tarrant County and NCTCOG for planning assistance and other technical/policy needs Engage other transportation implementers such as TxDOT and Tarrant Regional Water District and non-profit agencies 	Short to Long-Term	Low	City	Tarrant County, NCTCOG, Regional Transportation Council, Other Transportation Implementers
Coordinate with Regional Transportation Partners to Evaluate Transportation Needs, Define Priorities, Secure Funding, and Implement Improvements <ul style="list-style-type: none"> Adopt Regional Transportation Council (RTC) Clean Fleet Vehicle Policy and Model Ordinance 	Short-Term	Low	City	NCTCOG
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <ul style="list-style-type: none"> Identify and prioritize improvements of importance to individual cities, the study area, and the larger Dallas-Fort Worth region. Integrate multi-modal considerations, context sensitive design, access management, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into local roadway planning, design, construction, operations, and maintenance. Update local thoroughfare plans to reflect priorities and implementation actions 	Mid- to Long-Term	Low	City, Tarrant County	TxDOT, NCTCOG, Tarrant County, Neighboring Cities
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <ul style="list-style-type: none"> Establish local bond programs to implement or improve local facilities. Pursue Tarrant County Bond program funds for identified priority projects. Pursue all applicable traditional and non-traditional funding opportunities and leverage partnership opportunities 	Mid- to Long-Term	High	City, Tarrant County	TxDOT, NCTCOG, Tarrant County
Goal: Enhance roadway design and support the provision of mobility options on local roadways				
Incorporate multi-modal components in roadway design and planning <ul style="list-style-type: none"> Integrate Context Sensitive Design principles, including consideration for Green Streets principles, into future local roadway planning, design, construction, operations, and maintenance. Consider alternative roadway and intersection design features such as modern roundabouts, neighborhood traffic circles, traffic calming measures, or other features to improve safety, improve air quality, and enhance roadway attractiveness. Include bicycle and pedestrian modes in roadway corridor studies. Evaluate existing roadway rights-of-way for public transportation service options. 	Short- to Long-Term	Low to High	City	Tarrant County, TxDOT, NCTCOG

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Incorporate multi-modal components in roadway design and planning <ul style="list-style-type: none"> • Prioritize, fund, and implement sidewalks and other pedestrian facilities such as crosswalks, median islands, signage, and pedestrian signals as part of new roadway construction or reconstruction projects, new developments, and re-developments, and in high pedestrian traffic locations. • Provide accessibility to bicyclists through preservation of bicycle and pedestrian access within appropriate roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street bicycle facilities as routine accommodations for new roadway construction or reconstruction 	Short- to Long-Term	High	City	Tarrant County, TxDOT, NCTCOG, Neighboring Cities
Implement PLMC Mobility Linkages Corridor Improvement Studies <ul style="list-style-type: none"> • Identify and define specific needs and goals of transportation corridor • Engage with Tarrant County and NCTCOG for planning assistance and other technical/policy needs • Engage other transportation implementers such as TxDOT and Tarrant Regional Water District and non-profit agencies such as Streams and Valleys • Integrate multi-modal considerations, context sensitive design, access management, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into studies. • Seek out and utilize non-traditional funding such as grants from non-profits, philanthropies, non-transportation and transportation federal and state agencies (e.g. National Park Service, FHWA safety technical resources, etc.) 	Mid- to Long-Term	Low	City and/or TxDOT	Neighboring Cities, Tarrant County, NCTCOG, Txdot, The T, Economic Development Corporations, TRWD, Major Employers, Property Owners, Public
Incorporate multi-modal components in roadway design and planning <ul style="list-style-type: none"> • Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks 	Long-Term	Medium	City	The T, NCTCOG
Public Transportation (pp. 46-50)				
Goal: Raise public awareness of existing public transportation options through outreach, marketing, and educational efforts				
Increase education on services provided throughout the county to assist residents in making regional connections <ul style="list-style-type: none"> • Increase education and marketing of existing services provided by cities and throughout Tarrant County • Target outreach to particular groups who are more likely to be transit-dependent, such as low-income, older adults, individuals with disabilities and residents who may not have access to a car • Institute a travel navigation service that serves as a one-stop-shop to assist in evaluating user needs and eligibility for available services 	Short-Term	Low	City	TCTS, Other Existing Service Providers, Tarrant County, Neighboring Jurisdictions, NCTCOG

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Improve public transportation options to meet the needs of potentially transit-dependent populations				
Evaluate opportunities to partner with sponsoring employers, institutions, or retail/commercial destinations, and surrounding jurisdictions and transportation partners <ul style="list-style-type: none"> Evaluate demand and need for Volunteer Driver/Driver Reimbursement Program Establish a network of volunteer drivers and an entity to manage the program Review and coordinate with services already offered in the area by non-profit organizations such as SeniorMovers, Social Transportation for Seniors, and Mid-Cities Care Corps 	Short- to Long-Term depending on need	Low	City	Neighboring jurisdictions, Existing service providers, Non-profit organizations, volunteers, Tarrant County
Evaluate opportunities to partner with sponsoring employers, institutions, or retail/commercial destinations, and surrounding jurisdictions and transportation partners <ul style="list-style-type: none"> Evaluate opportunities to partner with sponsoring employers, institutions, or retail/commercial destinations, and surrounding jurisdictions and transportation partners Establish a lifeline service such as ADA/Eligibility Based Dial-A-Ride demand-response service for sensitive population groups Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options 	Mid-Term	High	City	Neighboring Jurisdictions, Tarrant County, Major Employers, Institutions, Retail/Commercial Centers, The T, NCTCOG, Senior Centers, Human Service Agencies, Non-Profits, Existing Providers
Goal: Improve public transportation options to meet the needs of the general population				
Evaluate needs and potential demand for a more frequent and expanded Community Shuttle Service <ul style="list-style-type: none"> Evaluate demand for a Transportation Voucher/Fare Reimbursement Program Consider a voucher program for low-income individuals 	Short- to Long-Term	Low to Medium	City	Neighboring Jurisdictions, Employment Centers, Private Industry, Health and Social Service agencies, Tarrant County
Enhance, Market, and Monitor Park and Ride System <ul style="list-style-type: none"> Market the two existing park-and-ride lots in the study area Identify and evaluate informal park-and-ride lots to determine if they should be formal park-and-ride lots or alternative options for improving park-and-ride facilities Implement candidate park-and-rides currently identified by the Fort Worth Transportation Authority Park-and-Ride Study and the Metropolitan Transportation Plan, Mobility 2035 – 2013 Update as deemed appropriate Monitor the need for additional park-and-ride facilities in the area 	Short- to Mid-Term	Medium to High	City, The T, NCTCOG	Neighboring jurisdictions, Employment, Entertainment, and Retail centers
Evaluate needs and potential demand for a more frequent and expanded Community Shuttle Service <ul style="list-style-type: none"> Conduct further modification and assessments of potential fixed-route (shuttle, bus and Bus Rapid Transit) service options at the community and sub-regional level 	Mid- to Long-Term	Low	City	The T and NCTCOG

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Evaluate needs and potential demand for a more frequent and expanded Community Shuttle Service <ul style="list-style-type: none"> Consider pilot programs or service demonstrations to build support for public transportation 	Mid- to Long-Term	High	City	The T, NCTCOG, Neighboring Jurisdictions
Evaluate needs and potential demand for a more frequent and expanded Community Shuttle Service <ul style="list-style-type: none"> Evaluate potential service design and frequency Evaluate financing such as cost-sharing options with other jurisdictions, grant funding, private industry, and social service agency contributions and sponsorships Conduct planning of Community Shuttle routes and services 	Long-Term	High	City	Neighboring Jurisdictions, Tarrant County, The T, Other Existing Providers, Private, Non-Profits, NCTCOG
Evaluate needs and potential demand for a more frequent and expanded Community Shuttle Service <ul style="list-style-type: none"> Evaluate needs and demand for a general Public Dial-A-Ride Service Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options 	Long-Term	High	City	Neighboring jurisdictions, Tarrant County, Existing providers
Goal: Coordinate and leverage resources to provide effective and efficient public transportation services and improve transportation options				
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Review and update comprehensive plans to reflect public transportation service needs, priorities, and implementation actions Identify and prioritize public transportation needs for individual city, the study area, and the larger Dallas-Fort Worth region Submit requests for transportation technical planning assistance to NCTCOG through the biannual Unified Planning Work Program process Submit formal requests for public transportation projects of regional significance to be considered during development of the Metropolitan Transportation Plan 	Short-Term	Low	City	The T, NCTCOG, Tarrant County, Transportation Providers, Public
Coordinate with Transportation Partners and Leverage Resources to Improve Transportation Options <ul style="list-style-type: none"> Collectively prioritize needs Engage with your Regional Transportation Council representative Engage with Tarrant County and NCTCOG for planning assistance and other technical/policy needs Engage others interested or already providing public transportation services such as non-profit agencies, health and social services, volunteer groups, etc. 	Short- to Long-Term	Low	City	Neighboring jurisdictions, The T, Tarrant County, NCTCOG, Regional Transportation Council, Other transportation implementers

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
<p>Coordinate with Transportation Partners and Leverage Resources to Improve Transportation Options</p> <ul style="list-style-type: none"> Continue coordination with NAS Fort Worth, JRB, Lockheed and other major employers in the area on supporting their public transportation needs 	Short-Term	Low	City, The T	The T, Major employers, NCTCOG, Tarrant County, Neighboring cities
<p>Create partnerships to pool funding amongst multiple communities or other partners</p> <ul style="list-style-type: none"> Look beyond study participants to local agencies such as businesses, nonprofits, and health-care facilities that have an interest in their clients' mobility Evaluate collective contracting for specific services with the T and leverage existing resources, such as through contracts or other agreements with the T, nonprofits, or taxi companies Strategically seek grant funding such as start-up costs or capital expenditures Seek out and utilize non-traditional funding such as grants from non-profits, philanthropies, non-transportation and transportation federal and state agencies 	Short-Term	Low	City	The T, NCTCOG, Tarrant County, Neighboring jurisdictions
Bicycle and Pedestrian Network (pp. 50-59)				
Goal: Connect to the region and sub-region's planned bicycle and pedestrian network				
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Include consistent language to describe the existing or planned bike facilities in the general descriptions and in maps as bike plans, thoroughfare plans, and comprehensive plans are being updated Continue with regional partnerships to pursue all eligible federal and state funds for bicycle and pedestrian planning and development through grant programs/applications 	Short-Term	Low	City Staff, County Staff, NCTCOG	Private /Non-profit
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Bike education regarding existing and planned facilities and safety via website, social media, paper publications/brochures 	Short-Term	Low to Medium	City, Schools	Police Department, NCTCOG
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Support and encourage regular and continuing bicycle and pedestrian training and safety programs in conjunction with local institutions, organizations, and bicycle and pedestrian interest groups 	Short-Term	Low to Medium	City, Schools	Police Department, Tarrant County, Private / Non-profit
<p>Establish an implementation program for bicycle infrastructure</p> <ul style="list-style-type: none"> Include/adopt Trail Recommendations in this study, Regional Veloweb and Bike Fort Worth plan into city thoroughfare plan to ensure that future roadway and development accommodates the appropriate bike facility 	Short-Term	Low	City	NCTCOG
<p>Implement pedestrian safety measures for bicycle infrastructure</p> <ul style="list-style-type: none"> Develop a Pedestrian Safety Action Plan (PSAP) that identifies safety issues and challenges, analyzes and prioritizes concerns, identifies funding opportunities for implementation of safety solutions, and evaluates the effectiveness of proposed implementation solutions 	Short-Term	Medium	City	ISD, School Staff, Public

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Implement pedestrian safety measures <ul style="list-style-type: none"> • Create a Safe Routes to School team to identify needs and work towards applying for funding opportunities 	Short Term	Medium	City, ISD	Public
Implement pedestrian safety measures <ul style="list-style-type: none"> • Work with local governments and law enforcement to patrol areas around schools during arrival and dismissal and place crossing guards and key intersections 	Short-Term	Medium to High	City	ISD, School Staff, Law Enforcement
Implement a pedestrian educational awareness campaign <ul style="list-style-type: none"> • Create after-school clubs or programs that reinforce walking and bicycling safety through fun excursions that are both educational and recreational • Incorporate lessons and messages about bicycling and walking into health curricula, physical education, lessons, school announcements, and other events at school • Promote walk and bike to school days combined with health and safety messaging to students and parents. (Schools and ISDs can participate in International Walk and Bike to School Day, or hold campus/district level events like “walking Wednesdays” to encourage more active transportation • Encourage walking and biking through school-based events. Encourage parents and staff members to model active transportation behaviors whenever possible • Coordinate community-based events like walking school buses to encourage students to walk to school 	Short-Term	Low	ISD	ISD
Implement a pedestrian educational awareness campaign <ul style="list-style-type: none"> • Begin collection counts of pedestrians and bicyclists in target areas that can provide a baseline of data regarding active transportation and serve as an objective analysis to support investment in active transportation facilities for the future. This data is important for evaluation of changes made and projects constructed • Conduct surveys among students and parents to determine current commuting habits and identify barriers to active transportation 	Short-Term	Low	City /School Staff	NCTCOG, ISD, Public
Implement a bicycle educational awareness campaign <ul style="list-style-type: none"> • In depth safety analysis to get additional information on the reason(s) for bicycle/pedestrian accidents 	Mid-Term	Medium to High	City, Tarrant County	Hospitals, Police Department, NCTCOG
Establish an implementation program for bicycle infrastructure <ul style="list-style-type: none"> • Move forward with trail engineering plans to continue planning efforts to take opportunity of federal funding 	Mid-Term	Medium	City	
Implement pedestrian safety measures <ul style="list-style-type: none"> • Coordinate with local governments and law enforcement personnel to expand the radius protected by school zones into the neighborhoods adjacent to schools • Advocate for policies that reduce speed limits in designated school zones, increase fines/sanctions against drivers who disobey school zone laws, and dedicate additional fines to fund safety programs and/or infrastructure improvements near schools 	Mid-Term	Low to Medium	State/County Agencies	TxDOT, City , ISD, School Staff Law Enforcement

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Adopt engineering and design elements for pedestrian infrastructure <ul style="list-style-type: none"> Partner with local governments on a comprehensive assessment of infrastructure and safety issues around schools to help prioritize investments Develop school transportation safety policies at the district or campus level that included considerations specific to safety for students walking and biking Develop a sidewalk maintenance program to ensure facilities are safe and operational for all users including individuals with mobility impairments 	Mid-Term	Medium	City	ISD, School Staff, Law Enforcement
Implement a pedestrian educational awareness campaign <ul style="list-style-type: none"> Engage students (and families) in activities to assess traffic safety issues and needed infrastructure improvements near schools Create safe walking route maps for every school with input from city officials, school personnel, parents, and students Engage students and community members in the process of assessing their environment through traffic counts, hazard assessments, photo documentation, air quality sampling, and community surveys 	Mid-Term	Low	ISD	School Staff, Public, Law Enforcement
Adopt engineering and design elements for bicycle infrastructure <ul style="list-style-type: none"> Provide amenities and end-of-trip facilities such as bicycle parking and storage, lighting, landscaping, signing, pavement marking, and signalization to enhance the value and increase the utility and safety of the bicycle facilities Include bicycle and pedestrian planning infrastructure in all transportation improvements (resurfacing, paving, new construction, intersection improvements, reconstruction, and maintenance) 	Long-Term	Medium	City	Private /Non-profit
Adopt engineering and design elements for bicycle infrastructure <ul style="list-style-type: none"> Establish a maintenance program and maintenance standards that ensure safe and usable bicycle and pedestrian facilities 	Long-Term	Medium to High	City	
Adopt engineering and design elements for bicycle infrastructure <ul style="list-style-type: none"> Move recommended trails to implementation. When evaluating engineering solutions, each community should continue to vet each recommendation through the planning process to ensure the largest representation possible of public feedback and buy-in. Cost will also need to be considered and the physical viability through initial engineering 	Long-Term	High	City	Private/Non-profit
Implement pedestrian safety measures <ul style="list-style-type: none"> Work with school districts to site future school sites to capitalize on existing pedestrian facilities 	Long-Term	High	City	ISD
Adopt engineering and design elements for pedestrian infrastructure <ul style="list-style-type: none"> Require proposed developments to include pedestrian facilities on their property to promote pedestrian connectivity among major origin/destination land uses Preserve right-of-way for proposed sidewalks and other off-street facilities, particularly near school sites, parks, and residential areas 	Long-Term	Medium	City	TxDOT

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
<p>Adopt engineering and design elements for pedestrian infrastructure</p> <ul style="list-style-type: none"> Develop a connected system of pedestrian facilities that can serve major origin and destination points, linking compatible land uses like residential areas, commercial zones, civic centers, schools, parks, and other recreational facilities Include pedestrian planning considerations in all transportation improvements (i.e. new construction, intersection improvements, and maintenance) 	Long-Term	High	City Staff	NCTCOG, TxDOT Public
Goal: Build on the regional bicycle and pedestrian network by enhancing local connectivity				
<p>Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations</p> <ul style="list-style-type: none"> Implement short- and mid-term bicycle and pedestrian projects Prioritize sidewalk installation for residential streets and PLMC sub-regional routes that provide access to schools, parks, and employment areas Prioritize the addition of bicycle and pedestrian facilities within and around proposed redevelopment sites, particularly those for areas with a mixed use focus 	Short- to Long-Term	Medium to High	City	Major Employers, Schools, Developers
<p>Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps in the bicycle and pedestrian network</p> <ul style="list-style-type: none"> Prior to undertaking long term on-street projects, develop a bicycle and pedestrian plan that includes an update of network facilities, confirms priorities for enhancements and features chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation 	Mid-Term	Medium	City	Public
<p>Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps in the bicycle and pedestrian network</p> <ul style="list-style-type: none"> Implement long-term bicycle and pedestrian projects Install sidewalks on both sides of all arterial and collector streets 	Long-Term	Medium to High	City	Property Owners, TxDOT
Housing (pp. 60-76)				
Goal: Promote quality infill development as a means to expand the supply and type of available housing				
<p>Intergovernmental Coordination</p> <ul style="list-style-type: none"> Explore options to create a consortium of governments 	Short-Term	Low	Tarrant County	Cities
<p>Generate developer interest</p> <ul style="list-style-type: none"> Create development incentives Prepare list of available infill sites Event to showcase city incentives and developments/marketing 	Mid-Term	Medium	City	Developers
<p>Land acquisition and land assembly</p> <ul style="list-style-type: none"> Prepare list of available infill sites Purchase land and work with developers 	Mid-Term	High	City	Developers

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Infill development for Base housing or other major employers <ul style="list-style-type: none"> Register developments in Rental Partnership Program or market to major employers 	Long-Term	Low	City	Developers and NAS Fort Worth, JRB
Increase Land Availability for New Development <ul style="list-style-type: none"> Cities can partner with area non-profit agencies or developers to develop housing Research requirements/seek housing funding sources from Tarrant County and HUD 	Long-Term	High	City	Tarrant County, Developers
Goal: Improve the aesthetic character of the community by reducing general land use incompatibilities				
Set standards for adequate buffering and screening <ul style="list-style-type: none"> Collect examples of comparable community ordinances and best practices Evaluate city standards for buffering between incompatible land uses Amend zoning ordinance 	Short-Term	Low	City	
Establish future land uses in long-term vision plan <ul style="list-style-type: none"> Update the Future Land Use map 	Short-Term	Low	City	Public
Make zoning changes to match long-term vision <ul style="list-style-type: none"> Update Zoning Ordinance 	Mid-Term	Medium	City	Neighborhood and Business Associations, Property Owners, Public
Goal: Minimize compatibility issues associated with noise exposure from aviation operations				
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Continue entering proposed development projects onto the RCC Development Review Tool for city staff to review and consider land use AICUZ compatibility for proposed development projects 	Short-Term	Low	City	RCC Partners
Establish future land uses in long-term vision plan <ul style="list-style-type: none"> Update Future Land Use Map 	Short-Term	Low	City	Public
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Create a subcommittee from the Regional Coordination Committee comprised of area building officials to meet periodically on noise mitigation and energy efficiency issues 	Short-Term	Low	City	RCC Members, Local Government Code Officials
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Coordinate with the Community Plans and Liaison Officer at NAS Fort Worth, JRB on new development projects that are within the noise and safety contours 	Short-Term	Low	Developers	Cities, NAS Fort Worth, JRB
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Adopt and follow the 2012 International Residential Code and the 2012 International Energy Efficiency Code, as well as the accompanying NCTCOG Regional Amendments 	Mid-Term	Medium	City	Local Government Code Officials, Developers

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Promote weatherization and other energy efficient building practices as complementary tools for achieving sound reduction <ul style="list-style-type: none"> • Provide local homeowners with information and education about home weatherization techniques and funding opportunities • Apply for weatherization program grants to insulate existing residences from aircraft noise 	Mid-Term	Low to Medium	City	Neighborhood and Business Associations, Property Owners, Public
Incorporate compatible land use strategies in coordination with NAS FW JRB as appropriate <ul style="list-style-type: none"> • Work with the real estate community to disclose aircraft noise to potential commercial/residential buyers 	Long-Term	Medium	Real Estate Agents	Cities; NAS Fort Worth, JRB
Incorporate compatible land use strategies in coordination with NAS FW JRB as appropriate <ul style="list-style-type: none"> • Update noise mitigation requirements if and when AICUZ noise contours are modified 	Long-Term	Medium	City	NAS Fort Worth, JRB
Incorporate compatible land use strategies in coordination with NAS FW JRB as appropriate <ul style="list-style-type: none"> • Determine feasibility of adopting a noise mitigation overlay for areas that fall within the AICUZ noise contours 	Long-Term	High	City	Developers
Make building improvements for noise attenuation <ul style="list-style-type: none"> • Identify noise attenuation measures • Incorporate in building codes • Code enforcement 	Long-Term	Medium	City	Building Owners and Developers
Consider incorporating sound attenuation elements beyond the 2012 residential code <ul style="list-style-type: none"> • Consider adopting the Green Construction Code for additional energy efficiency measures in residential development. • Adopt measures to increase sound attenuation in new construction non-residential buildings. • Encourage new commercial development to adopt Leadership in Energy and Environmental Design (LEED) standards 	Long-Term	High	City	Developers
Goal: Increase household and neighborhood capacity by building on the social, economic and physical assets of the community and its residents				
Improve the quality of existing housing stock <ul style="list-style-type: none"> • Proactive code enforcement 	Short-Term	Low	City	
Create rental registration program <ul style="list-style-type: none"> • Create inventory of rental housing • Document housing conditions • Code enforcement 	Short-Term	Low	City	

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Promote an integrated asset-based approach to neighborhood revitalization <ul style="list-style-type: none"> Identify neighborhoods in need of a study Conduct a revitalization plan that focuses on the inter-related elements of healthy, sustainable places 	Mid-Term	Medium	City	Neighborhood Associations, Public
Create neighborhood identity <ul style="list-style-type: none"> Create plans for consistent signage and landscape improvements Provide technical assistance to neighborhoods to make improvements 	Mid-Term	Medium	City	Neighborhood Associations, Public
Enhance multifamily site development requirements <ul style="list-style-type: none"> Identify improvements to multifamily site development requirements Update development regulations 	Mid-Term	Low	City	Tarrant County Apartment Association
Housing rehabilitation <ul style="list-style-type: none"> Research requirements/seek housing funding sources from Tarrant County and HUD Code enforcement Provide financial assistance to homeowners for repairs Fund non-profit agencies for housing rehabilitation 	Long-Term	High	City	Tarrant County and Developers
Infrastructure improvements to attract development <ul style="list-style-type: none"> Identify infrastructure improvement needs Seek CDBG or other funding sources to create amenities to attract development 	Long-Term	High	City	Tarrant County
Goal: Diversify the mix of housing choices in the community				
Improve development climate <ul style="list-style-type: none"> Identify impediments for the creation of mid-range and high-value housing 	Short-Term	Low	City	Developers
Expand Supply of Mid and High Value Housing <ul style="list-style-type: none"> Identify land appropriate for mid-range and high-value housing development 	Mid-Term	High	City	Developers
Create employer incentives <ul style="list-style-type: none"> Work with the Base, Lockheed Martin, and other major employers on employee incentives 	Mid-Term	Medium	City	Major Employers
Promote universal design through incentives <ul style="list-style-type: none"> Review local plans and zoning requirements Explore options to create incentive programs for the development of housing options for aging populations 	Mid-Term	Low	City	Housing Developers for Seniors
Encourage the development of a range of housing options to accommodate households of all ages <ul style="list-style-type: none"> Review existing land use, zoning, and subdivision regulations to identify barriers to the development of senior housing options Review existing land use, zoning, and subdivision regulations to identify barriers to the development of alternative housing options, including cottage-style, small-lot developments and other multifamily and mixed use developments 	Mid-Term	Medium	City	

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

Table 1.31 – Implementation Plan: City of Westworth Village - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Develop downtown mixed use housing <ul style="list-style-type: none"> Identify sites for mixed use housing Zoning updates to remove barriers for mixed use development Incentivize mixed use development 	Long-Term	High	City	Developers
Goal: Increase access to quality, affordable housing choices for all residents				
Promote fair housing outreach <ul style="list-style-type: none"> Coordinate with Tarrant County and non-profit fair housing education providers Create publications - Newsletter articles and posters 	Short-Term	Low	City	Tarrant County and Non-Profit Housing Education Providers
Promote greater financial literacy for households <ul style="list-style-type: none"> Promote use of financial literacy programs to enhance personal financial management skills Explore partnerships with local schools and faith-based institutions to target participation in young adult classes 	Mid-Term	Medium	City	Tarrant County and Non-Profit Housing Education Providers

Short: 1-2 years
 Mid: 3-5 years
 Long: 5+ years

