CITY OF WEATHERFORD

2002 COMPREHENSIVE PLAN

Dunkin, Sefko & Associates • Urban Planning Consultants • Dallas, Texas

TABLE OF CONTENTS

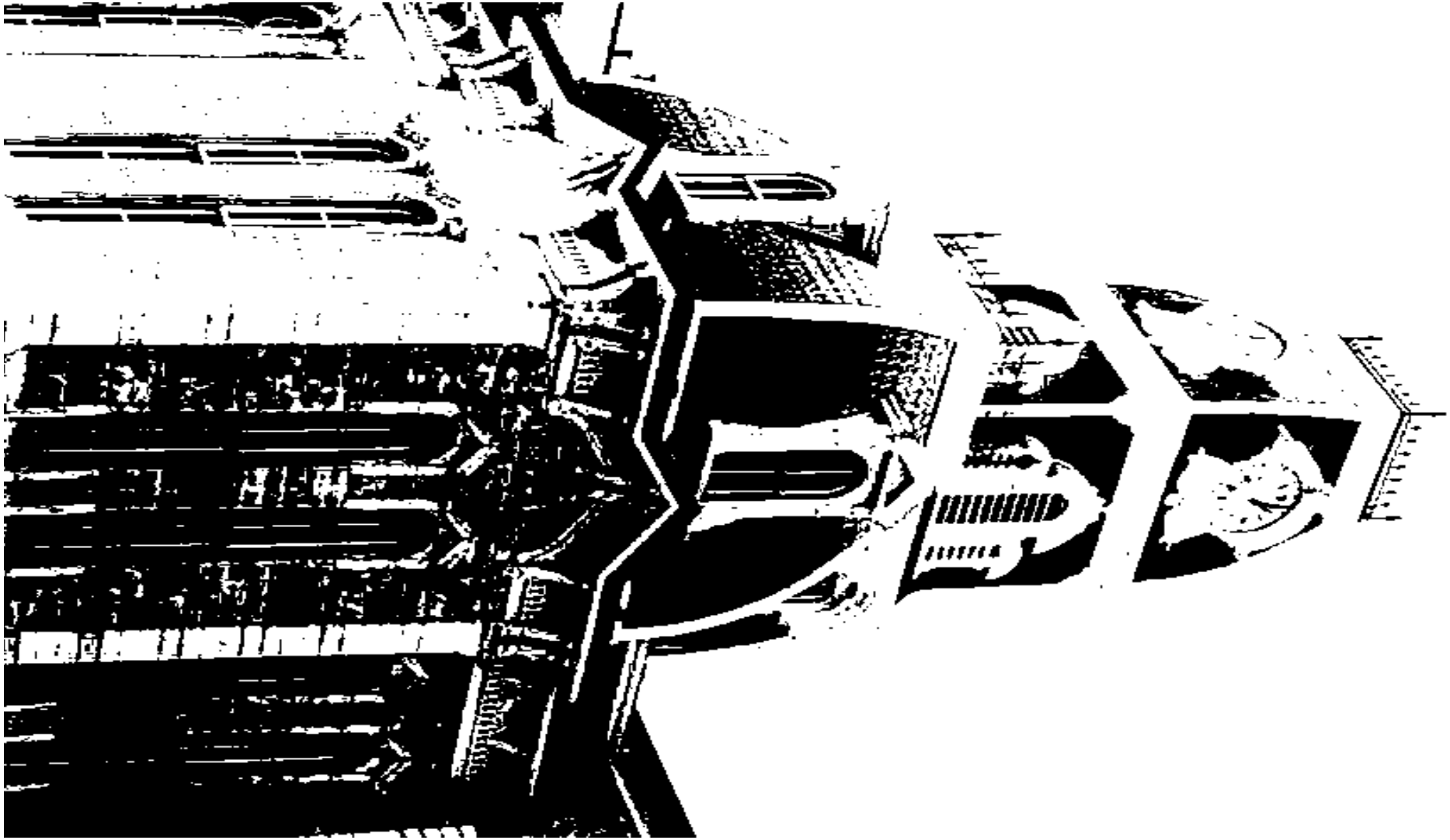
LIST OF PLATES

LIST OF TABLES

Section 1: Baseline Analysis

Section 3: Thoroughfare Plan

Section 4: Future Land Use Plan



2002 COMPREHENSIVE PLAN
SECTION 1: BASELINE ANALYSIS

CITY OF WEATHERFORD

SECTION 1: BASELINE ANALYSIS

INTRODUCTION

The Baseline Analysis component of the Comprehensive Plan is intended to provide background (historical) information, a foundation of facts regarding the City of Weatherford, and documentation of the physical and socioeconomic (demographic) characteristics of the community. The information contained within the following report will be used to formulate goals and objectives pertaining to various aspects of the community, and will also prove useful in generating the final recommendations of the Comprehensive Plan for Weatherford.

The identification of major issues within the community began early in the comprehensive planning process, and served as a basis for creating the following components of this analysis:

- Historical Background
- Regional Relationship
- Influence of Regional Factors
- Population Characteristics: City and County
- Physical Factors Influencing Development
- Public Facilities and Services
- Existing Development Regulations
- Existing Land Use

Each section of the following report contains information pertaining to the subject topic in addition to graphic support, as appropriate. The Baseline Analysis provides documentation of basic information about the community, which then forms the foundation of the comprehensive planning process in Weatherford. It presents an overview of the City's history and its physical characteristics, as well as general insight into the community's urban pattern. The primary objective of this report is to document current conditions within Weatherford, and to identify various opportunities and constraints the community must consider in addressing and shaping its future form and character. The secondary objective of the Baseline Analysis is to ensure that the information being used in the planning process accurately portrays the community.

HISTORY

As the City of Weatherford establishes itself in the new millennium, it is important to recognize the past and understand the major events that shaped the City. The City of Weatherford enjoys a rich history and those who have chosen to live or visit may easily hear faint echoes of the past mingled with the buzz of a vibrant daily life. The gently rolling plains and beautifully maintained antebellum homes transport one back to the early days of Texas, where the pioneer spirit moved settlers to tame the Cross Timbers region.

Illustration 1-1
Parker County Courthouse

The City of Weatherford still carries on the legacy established by its forbearers. It is the economic and political hub of a county whose primary industries remain farming and ranching. However, the City's close proximity to the booming Dallas/Fort Worth Metroplex has generated a healthy technological and manufacturing base. Continued growth of the Dallas/Fort Worth Metroplex will likely generate an economic climate that could greatly alter the existing fabric of the community.

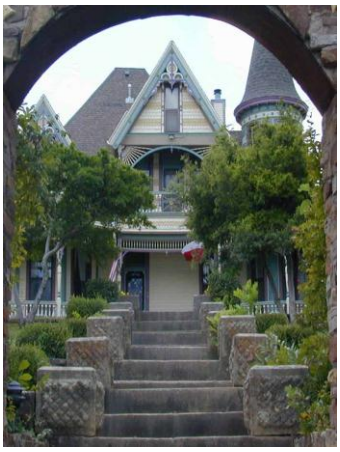


Illustration 1-2
W.E. Tate House
808 South Lamar

In the late 1840s, pioneers began settling what is now Parker County. The Comanche and Kiowa Indian tribes controlled this 903.6 square mile area. Parker County and the City of Weatherford were still very much a part of the Texas frontier in 1855, when the county was established and the city designated the county seat by the Texas Legislature on December 12. In spite of its creation, Parker County was a harsh place to live and work because Indian raids and attacks were a frequent occurrence through the early 1870s. Weatherford, in addition to being the county seat, also served as a safe haven for county residents who fled from the Indian attacks.

Weatherford was incorporated in 1858 with a post office opening in 1859. It was officially regarded as part of the frontier until 1877 and was named for Jefferson Weatherford, a member of the Texas Senate who submitted the petition to create Parker County. In its early years, the city was the last settlement on the western frontier. It was located on a wagon train route that operated between Fort Worth and Fort Belknap.

Illustration 1-3
St. Stephens Church
Built 1902

Once the Indian attacks began to subside, the City of Weatherford began to prosper. The greatest factor influencing the growth and expansion of the city in the late 1800s was the extension of the railroad. In 1858, the town consisted of a two-story brick courthouse surrounded by a handful of cabins and tents. The Texas and Pacific Railway extended its lines to Weatherford in 1880 to be followed by the Santa Fe Railway in 1887. The Weatherford, Mineral Wells and Northwestern Railway were built in 1891. This was a 25-mile local line that connected Weatherford and Mineral Wells. The extension of these rail systems helped establish the City of Weatherford as the county's central point for commerce and shipping. By the mid-1890s, Weatherford's population had grown to approximately 5,000. The business community had grown to approximately 100 commercial establishments, seven churches, three banks, four hotels, three weekly newspapers (Weatherford Sun, Weatherford Constitution, and the Parker County News), and the Weatherford College.

In 1869 the Phoenix Order of the Masonic Lodge founded an educational institution that was to evolve into Weatherford College. The college is considered the oldest continuing junior college in Texas and west of the Mississippi. A major attribute to both the city and the region, Weatherford College enrollment has grown to an average of approximately 2,500 students each semester. The school now has the capacity to house 200 students and employs approximately 500.

Weatherford continued to prosper through the 1920s. It maintained its role as the center for the county's agricultural industry in addition to supporting an expanding industrial and commercial base. During this period, the city's industrial base grew through the establishment of the oilfield and furniture businesses.

Illustration 1-4
Historic Weatherford

The Great Depression had a substantial impact on the city. Its population shrunk from approximately 6,000 in 1920 to approximately 5,000 in the 1930s. However, the 1940s ushered in a new age of prosperity. By the 1950s, Weatherford's population had doubled in size to approximately 8,000 people and by 1990 its population had grown to approximately 14,800.

The 1950s proved to be an active decade that provided for the city's sustained growth. During this period, the city's primary regional roadway systems and water supply were constructed. These roadway and water systems aided in the growth of the commercial and industrial sectors of the community resulting in more than 400 businesses, which included manufacturing plants that produce oilfield equipment, rubber, and plastic products.

In the 1950s, U.S. and State thoroughfares were constructed through Weatherford. Highways 80 and 180 were built in addition to a series of farm-to-market roads. The new road systems expanded the city's regional significance as a retail and shipping point for North Texas farmers and ranchers.

Construction of Lake Weatherford began in 1956 and was completed in 1957. It provided a community water source to serve the growing residential and industrial population. It also provided a new source of regional recreational opportunities in addition to attractive residential sites, each of which helped to generate additional economic activity.

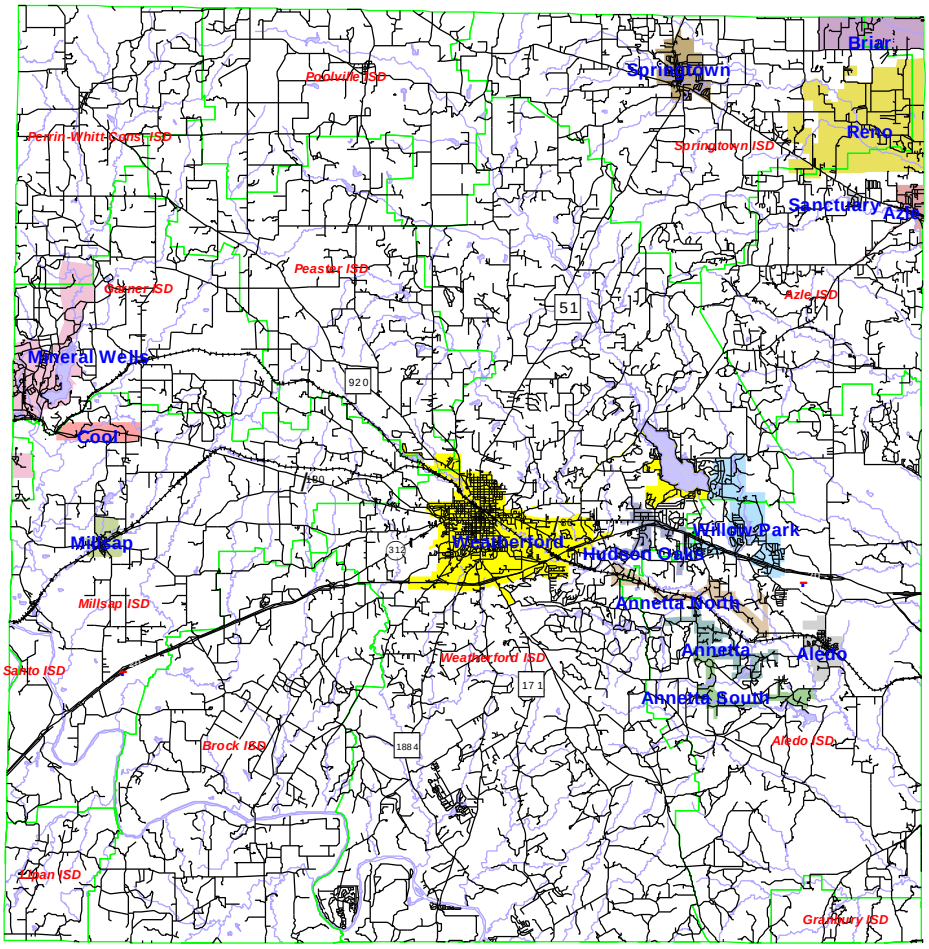
Illustration 1-5
Lake Weatherford

Today, Weatherford has grown to an estimated population of 19,000. The city represents 20 percent of the county's total population of 93,999 and is the transportation hub for the county's agricultural products. Its position as the county's commercial and industrial hub has been further secured by the recent development of the Burette Hobson Industrial Park, located within the city's northwest quadrant.

REGIONAL RELATIONSHIP

Weatherford is located at the intersection of U.S. Highways 180 and 80, approximately 30 miles west of the City of Fort Worth and approximately 60 miles west of the City of Dallas. Interstate 20 runs along the city's southern boundary and provides for major access to Fort Worth and Dallas.

Illustration 1-6
Regional Map



Weatherford is sited such that it has maintained an independent identity from the Dallas/Fort Worth Metroplex yet its close proximity to this major urban area has had a direct effect. Residents may find themselves able to achieve a rural lifestyle without sacrificing the conveniences of a major metropolitan area with world-class shopping, health care, education, museums, and fine arts a short drive away. Its location also offers residents ready access to one of the globe's most dynamic, high-tech employment centers. In fact, data indicates that many of Weatherford's residents commute into the Metroplex to work.

Much of the city's commercial and industrial growth is directly attributable to its relative location to the Metroplex and its major transportation infrastructure. Major commercial and industrial employers may find Weatherford attractive since it offers the advantages of convenient access to the region's major transportation and shipping infrastructure without the disadvantages related to physically locating within a major urban area. Alliance Airport, the world's largest industrial airport is located 45 miles to the east and Dallas/Fort Worth International Airport, one of the world's most active commuter airports, is located 52 miles to the east. The city's commercial transportation infrastructure also includes a Union Pacific Railroad switching station with daily service. The ability to offer employees a high quality of life while maintaining ready access to national and international markets will continue to serve as major factors in the retention, expansion, and recruitment of commercial and industrial prospects.

INFLUENCE OF REGIONAL FACTORS

Historical unemployment rates and the Dallas/Fort Worth Metroplex growth pattern are two regional factors that are likely to have a substantial impact on the City of Weatherford. The area's low unemployment rates mean that more people must move into the area while the "donut-hole" pattern of growth means that the Metroplex is continually expanding outward.

Historically, the Dallas/Fort Worth Metroplex has enjoyed an extremely low unemployment rate. It has also enjoyed the growth of a diverse economic base, especially in the area of industrial technology. As the high-tech industry expands into the greater Dallas/Fort Worth Metroplex, of which Weatherford is a part, it will be required to import and expand the local work force. This type of growth will necessitate additional housing opportunities. It will also generate growth of the retail and service sectors, since this in-migration will elevate the demand for goods and services.

The Dallas/Fort Worth Metroplex has typically grown outward in a ring radiating from the central cities of Fort Worth and Dallas. Growth has moved into those areas where vacant land has been plentiful and relatively inexpensive. Generally, this growth has moved in a northerly direction. This ring of growth has now extended itself as far as 40 miles north of Fort Worth and Dallas. Central cities such as Coppell and Flower Mound are now relatively built-out and this growth has crept northward to McKinney, Denton, and Krum. As the northward region has built-out, this growth pattern has gained momentum to the south. Cities along the U.S. Highway 287 and Interstate 20 corridors are now starting to see substantial residential development. Convenient access to Fort Worth and Dallas is an extremely important element influencing the residential growth pattern throughout the Metroplex. As vacant land to the north and south is used up, the growth will pick up momentum to the west. Interstate 20 provides ready access to the west and vast amounts of vacant land with gentle terrain may prove to be enticing for substantial amounts of residential development in the near future.

POPULATION CHARACTERISTICS: CITY AND COUNTY

Citizens are the single most important resource for any community. Collectively, the population determines the character and texture of a city. The primary characteristics of the citizenry also determines the necessary services that should be provided by the city and an analysis of the existing population is critical in order to prepare a comprehensive plan that truly meets the needs of its populace.

Population Growth

The City of Weatherford is the largest single municipality in Parker County, accounting for 20 percent of the total county residents. However, of the total county populations, Weatherford's share has been declining since 1970, when it accounted for 28 percent. Weatherford has maintained a steady rate of growth over this time period but the cities located along the Interstate 20 corridor between Weatherford and Fort Worth have shown marked increases in total population growth. This indicates a trend of residential growth that is radiating westward from Fort Worth toward Weatherford. **Table 1-1** shows population growth for Weatherford, Parker County, and selected cities in Parker County from 1970 to 2000.

Table 1-1
Population Growth: 1970 to 2000

Place	Population Estimate				Growth 1990-2000		Compound Annual Growth Rate	
	1970	1980	1990	2000	Change	% Change	1970-2000	1990-2000
Weatherford	*11,750*	*12,049*	*14,804*	*19,000*	*4,196*	*28%*	*1.6%*	*2.5%*
Parker County	33,888	44,609	64,785	88,495	23,620	36%	3.3%	3.2%
Aledo	620	1,027	1,169	1,726	557	48%	3.5%	4.0%
Hudson Oaks*	--	309	711	1,637	926	130%	4.3%	8.7%
Springtown	1,194	1,658	1,740	2,062	322	19%	1.8%	1.7%
Reno	688	1,174	2,322	2,441	119	5%	4.3%	0.5%
Willow Park	230	1,113	2,328	2,849	521	22%	8.8%	2.0%

* Compound annual growth rate calculated from 1980 to 2000.

SOURCE: U.S. Census Bureau, 1970, 1980, 1990, and 2000.

Parker County grew at a rate double that for the City of Weatherford over the 30-year period of 1970 to 2000. However, Weatherford grew at a rate comparable to that of the county over the last 10-year period, 2.5 percent compared to 3.2 percent for Parker County. Since 1990, Weatherford has been the county's third fastest growing city. The two fastest growing cities for this same 10-year period, Hudson Oaks (8.7%), and Aledo (4.0%), are all located east of Weatherford, along Interstate 20.

From 1990 to 2000, population for the City of Weatherford grew by 4,196 people and accounted for 18 percent of the county's total growth. With a combined growth in population of 5,679, the top three cities (Weatherford, Aledo, Hudson Oaks) accounted for 24 percent of the county's overall growth. It is evident that a large portion of growth within the county is occurring in unincorporated areas.

It is anticipated that the county population will continue to grow and that the City of Weatherford will capture an increasing amount of this growth. Weatherford is the largest city in the county and is able to offer many more services than its neighboring communities. This will help fuel a continuance of the trend that Weatherford has experienced over the last ten years. The ability to offer services in addition to ample amounts of vacant land with a gentle terrain could conceivably create a fertile environment for a sustained period of significant residential development activity.

Age, Ethnicity, Gender, and Educational Attainment

The societal makeup of a community can provide some insight into the types of facilities and services that may be needed in the future. An analysis of age composition as well as other population characteristics can ensure that the Comprehensive Plan is tailored to meet Weatherford's evolving needs. The age composition for the City of Weatherford from 1980 to 1999 is documented in **Table 1-2**.

Table 1-2
Age Composition: 1980 to 1999

Age Group	Year						Growth 1980 -- 2000	
	1980		1990		1999			
	Count	%	Count	%	Count	%	Count	%
Young (0-11 years)	1,974	16.4%	2,678	18.1%	3,145	16.7%	1,171	17.2%
Middle School, High School (12-17 years)	1,074	8.9%	1,209	8.2%	1,830	9.7%	756	11.1%
College, New Families (18-24 years)	1,472	12.2%	1,477	10.0%	1,557	8.2%	85	1.2%
Younger Labor Force (25-44 years)	2,749	22.8%	4,165	28.1%	5,240	27.8%	2,491	36.5%
Older Labor Force (45-64 years)	2,396	19.9%	2,650	17.9%	3,687	19.5%	1,291	18.9%
Elderly (65 years and older)	2,384	19.8%	2,625	17.7%	3,414	18.1%	1,030	15.1%
TOTAL	**12,049**	**100.0%**	**14,804**	**100.0%**	**18,873**	**100.0%**	**6,824**	**100.0%**

SOURCE: 1980 U.S. Census; 1990 U.S. Census; Demographics Share Analysis, Easy Analytic Software, January 1, 1999.

The largest group comprising Weatherford's citizenry is the younger labor force, individuals between the ages of 25 to 44. An increase of 2,491 for this age group comprised 36.5 percent of the total population increase from 1980 to 1999. During this 19-year period, the proportionate share of the younger labor force increased from 1980 to 1999, with a slight decrease from 1990 to 1999 where the proportionate share of total population dropped from 28.1 percent to 27.8 percent. This group also experienced a greater amount of growth from 1980 to 1990 than from 1990 to 1999.

Except for the colleges and new families group, ages 18 to 24, the proportionate share for the other age groups showed a small amount of variance through 1999. The colleges and new families group showed only a slight increase of 1.2 percent for the period. It is expected that, although fluctuations may occur, the younger labor force will remain the predominant age group over the next several years.

Table 1-3 contains the ethnic composition for the City of Weatherford from 1990 to 1999:

Table 1-3
Ethnic Composition: 1990 to 2000

Ethnic Group	Year 1990		Year 2000	
	Count	%	Count	%
Caucasian	13,678	92.4%	17,516	92.2%
African American	404	2.7%	439	2.3%
Asian	94	0.7%	157	0.8%
American Indian	119	0.8%	246	1.3%
Other	509	3.4%	912	4.8%

SOURCE: U.S. Census Bureau, 1990 and 2000.

These estimates indicate that the ethnicity of Weatherford's total population has remained relatively unchanged over the last ten years, with Caucasians comprising the bulk of the city's total population. It should be noted that only slight fluctuations in the ethnic makeup was experienced from 1990 to 2000. Statewide forecasts project that the distribution of the Hispanic population will increase substantially over the next 30 to 50 years. Accordingly, it is anticipated that Caucasians will remain the largest ethnic group in Weatherford for some time but its proportionate share will decrease as the minority populations, primarily Hispanic, will significantly increase.

Table 1-4 shows the gender composition for the City of Weatherford from 1990 to 2000:

Table 1-4
Gender Composition: 1990 to 2000

Year	Gender				
	Female		Male		Total Population
	Count	%	Count	%	
1990	7,865	53.1%	6,939	46.9%	14,804
2000	9,043	52.4%	9,043	47.6%	19,000
Change	**1,178**	**49.9%**	**2,104**	**50.1%**	**4,196**

SOURCE: U.S. Census; 1990 and 2000.

The gender composition remained constant from 1990 to 2000.

Educational attainment is an important descriptor of any given population. Educational background provides an indication of the knowledge, skills, and abilities of the general population and is a major determinant of the types of industry and economic development that may be appropriate for a given community. **Table 1-5** shows educational attainment for the City of Weatherford for the 1990 and 1999 workforce aged 25 and older.

Table 1-5
Educational Attainment
Workforce 25 Years of Age and Older: 1999

Education	Year				Change 1990 to 1999	
	1990		1999			
	Count	% Workforce	Count	% Workforce	Change	% Change
Less than High School Diploma	2,756	29.3%	2,579	20.9%	(177)	-6.4%
High School Diploma	2,545	27.0%	3,722	30.2%	1,177	46.2%
Some College	2,630	27.9%	3,503	28.4%	873	33.2%
Bachelor's Degree	1,041	11.0%	1,831	14.8%	790	75.9%
Graduate Degree	449	4.8%	706	5.7%	257	57.2%
TOTAL	**9,421**	**100.0%**	**12,341**	**100.0%**	**2,920**	**31.0%**

SOURCE: 1980 U.S. Census; 1990 U.S. Census; Demographics Share Analysis, Easi Analytic Software, January 1, 1999.

Overall, the level of educational attainment increased from 1990 to 1999. The actual number of workers whose education consisted of something less than a high school diploma decreased by 177, a change of 6.4 percent. Meanwhile, that portion of the work force having earned a college degree grew from 15.8 percent to 20.5 percent of the total work force. Those with a bachelor's degree experienced the single largest percentage of growth (75.9 percent). This educational trend is expected to continue and is indicative of the relocation to Weatherford of individuals who commute into the Metroplex to work in addition to the growth of the city's commercial and industrial base.

School Enrollment

An analysis of school enrollment can provide some indication as to any evolving trends with respect to a community's household and family characteristics. A student population that grows at a rate comparable to that for the total population indicates little change in the average household or family. **Table 1-6** shows the enrollment history for the Weatherford Independent School District over the last ten years.

Table 1-6
Weatherford Independent School District
Total Student Enrollment: 1990 to 2000

Year	Highest Enrollment				
	Students	Growth	% Growth	5-Year Rate	Overall Rate
1990	5300	--	--	--	--
1991	5400	100	1.9%	--	--
1992	5600	200	3.7%	--	--
1993	5816	216	3.9%	--	--
1994	5822	6	0.1%	--	--
1995	5918	96	1.6%	2.2%	--
1996	6118	200	3.4%	--	--
1997	6277	159	2.6%	--	--
1998	6429	152	2.4%	--	--
1999	6626	197	3.1%	--	--
2000	6785	159	2.4%	2.8%	2.5%

SOURCE: Weatherford I.S.D.

Enrollment from 1990 to 2000 grew at a rate slightly lower than that for the City of Weatherford for the same time period, a 2.5 percent compound annual growth rate verses a 3.1 percent compound annual growth rate. The Weatherford Independent School District is substantially larger than the City of Weatherford's corporate limits. Much of the school district may be considered rural with most of the district's residential growth occurring in Weatherford and the cities along the Interstate 20 corridor. A slight variation between enrollment growth and total population growth is more a function of the "watering down" effect of the greater district geographic area than it is a deviation or change in family and household characteristics. Conversely, the close correlation between enrollment and population growth indicate slight deviation, if any, in the city's household and family characteristics. It is anticipated that these characteristics will remain relatively constant through the planning period.

Economic/Work Force Characteristics

Weatherford's economy is greatly influenced by several historical, political, and geographic factors. Its history as the final western outpost for many years, coupled with its designation as the seat of government for Parker County, established a core economy that has continued to thrive. Meanwhile, the city's relative location to the Dallas/Fort Worth Metroplex places it conveniently to one of the world's largest economic engines where it now holds a specific niche.

Agriculture remains Parker County's primary industry. It is well known for its produce, namely peaches and watermelons. Farming has continued to grow through recent years. **Table 1-7** compares the county's agricultural performance to that for the State of Texas from 1987 to 1997.

Table 1-7
State of Texas vs. Parker County
Census of Agriculture: 1987 to 1997

Item	State of Texas			Parker County		
	Year		Percent Change 87-97	Year		Percent Change 87-97
	1987	1997		1987	1997	
Farms (#)	188,788	194,301	2.9%	1,943	2,301	18.4%
Land in Farms (Acres)	130,502,792	131,308,286	0.6%	403,385	479,807	18.9%
Land in Farms - Average Size of Farms (Acres)	691	676	-2.2%	208	209	0.5%
Total Cropland (Farms)	147,174	149,104	1.3%	1,536	1,884	22.7%
Total Cropland (Acres)	35,610,951	37,662,040	5.8%	121,320	169,855	40.0%
Irrigated Land (Farms)	19,806	18,756	-5.3%	86	101	17.4%
Irrigated Land (Acres)	4,271,043	5,484,663	28.4%	892	1,200	34.5%
Total Cropland Harvested (Farms)	110,358	108,169	-2.0%	1,048	1,315	25.5%
Total Cropland Harvested (Acres)	16,521,315	19,607,847	18.7%	121,320	169,855	40.0%
Market Value of Agricultural Products Sold ($1,000)	$10,548,907	$13,766,527	30.5%	$31,585	$43,837	38.8%

The agricultural industry for Parker County outperformed that for the entire State of Texas from 1987 to 1997. The data contained in **Table 1-7** indicate that Parker County significantly outpaced the State of Texas in terms of the increase in both the land used for agricultural purposes and the market value of agricultural products sold.

As the shipping and economic hub for Parker County, this agricultural orientation directly influences Weatherford's economic makeup. Weatherford has become the county's retail and wholesale center, where goods and services may be concentrated for distribution to the area's rural population. **Table 1-8** shows Weatherford's share of the retail and wholesale market within Parker County for 1992, the most recent data available.

Table 1-8
City of Weatherford
Share of Retail and Wholesale Trade for Parker County: 1992

Place	Trade					
	Retail			Wholesale		
	Number Establishments	Sales ($1,000)	Number Employees	Number Establishments	Sales ($1,000)	Number Employees
Parker County	292	$ 418,393	3205	77	$ 190,218	631
City of Weatherford	182	$ 255,446	2072	45	$ 140,211	435
Percent City of Weatherford	*62.3%*	*61.1%*	*64.6%*	*58.4%*	*73.7%*	*68.9%*

SOURCE: U.S. Bureau of Census, Bureau of Economic Analysis, National Center for Educational Statistics, The Mesa Group.

This retail and wholesale data illustrate Weatherford's regional importance. Weatherford is home to 62.3 percent of the county's retail and 58.4 percent of the county's wholesale businesses. Furthermore, 61.1 percent of the county's retail and 73.7 percent of the county's wholesale sales activity occurred within the city. The city is also home to a majority of retail and wholesale employees.

Even though Weatherford has developed a relatively independent economy, its proximity to the Dallas/Fort Worth Metroplex has created a dichotomy in terms of the people who reside there. As indicated in **Table 1-8**, the city is home to the employees who serve local businesses; however, its convenient access to Fort Worth and Dallas has also made it a desirable home to many who commute into the Metroplex to work. **Table 1-9** contains the travel to work characteristics for the workforce aged 25 and older.

Table 1-9
City of Weatherford
Travel Time to Work: 1990 to 1999

Travel Time	Year				Change	
	1990		1999		1990 to 1999	
	Count	%	Count	%	Growth	% Change
Less than 15 Minutes	2,689	45.0%	4,050	48.2%	1,361	50.6%
15 - 29 Minutes	1,208	20.2%	1,563	18.6%	355	29.4%
30 - 59 Minutes	1,717	28.8%	2,262	26.9%	545	31.7%
60 Minutes and More	358	6.0%	523	6.2%	165	46.1%
TOTAL	**5,972**	**100.0%**	**8,398**	**100.0%**	**2,426**	**40.6%**

SOURCE: 1990 Census; Demographics Share Analysis, Easi Analytic Software, 1/1/1999.

Travel time to work characteristics remained relatively constant from 1990 to 1999. The greatest increases occurred for those who traveled less than 15 minutes and those who traveled 30 minutes or more. The proportionate share for those traveling 15 to 29 minutes actually decreased. This data indicates that, while more local jobs have become available, the close proximity to the Dallas/Fort Worth labor market remains an important factor in terms of the selection of Weatherford as a place to live.

An analysis of occupational characteristics for the workforce aged 16 and older also underscores the dual nature of Weatherford's residents. **Table 1-10** compares occupational characteristics from 1990 to 1999 for the city.

Table 1-10
City of Weatherford
Occupational Characteristics: 1990 to 1999

Type Occupation	Year				Growth 1990-1999	
	1990		1999			
	Count	% Workforce	Count	% Workforce	Count	% Growth
Executive, Administration, Management	727	11.5%	1,097	13.1%	370	50.9%
Professional Specialties	807	12.8%	1,086	12.9%	279	34.6%
Technicians	250	4.0%	266	3.2%	16	6.4%
Sales	837	13.3%	1,172	14.0%	335	40.0%
Administrative Support	965	15.3%	1,141	13.6%	176	18.2%
Private Household	14	0.2%	22	0.3%	8	57.1%
Protective Services	159	2.5%	200	2.4%	41	25.8%
Services	724	11.5%	977	11.6%	253	34.9%
Farming, Forestry, Fishing	131	2.1%	194	2.3%	63	48.1%
Precision Production, Craft	853	13.5%	1,139	13.6%	286	33.5%
Operators, Fabrication, and Laborers	837	13.3%	1,104	13.1%	267	31.9%
TOTAL	**6,304**	**100.0%**	**8,398**	**100.0%**	**2,094**	**33.2%**

SOURCE: 1990 Census; Demographics Share Analysis,
Easi Analytic Software, 1/1/1999.

The executive, administration, management occupation type experienced the largest increase of any other occupation class. Significant increases were experienced in other white-collar and skilled labor force classifications. The growth of these categories coupled with the consistency of travel time to work data illustrates the continued impact of the Dallas/Fort Worth labor market.

PHYSICAL FACTORS INFLUENCING DEVELOPMENT

The shape and form of a city is directly relational to the various natural and man-made features of the surrounding region. These physical characteristics will often influence the potential and pattern of urban expansion. It is important to understand the relationships between man and the environment, the results of this interaction, and the influences of this interaction upon the community and its residents. An understanding of these relationships will help the residents of a community to identify positive and negative aspects of the area, and to possibly minimize any negative influences or accentuate the positive aspects of community character. It is also important to document these existing features, as they will likely have a significant effect upon the types of land uses that can be planned within various portions of the City. **Plate 1.1** on the following page shows both man-made and natural features that may influence decisions about Weatherford's future expansion and future development.

NATURAL FEATURES

Flood Prone Areas Including Rivers, Creeks, and Sloughs

Weatherford's primary drainage feature is Town Creek and its associated Black Warrior Branch, which bisects the city along a northwesterly line. This is a major feature that severely limits the flow of north/south traffic. Access connecting the northern and southern portion of the city is limited to one major arterial, State Highway 51/171, and one residential collector, Shannon Street. Most of the remaining thoroughfares either run parallel to or terminate at the limits of the drainage way.

There are also three other major creeks located to the east and south of the planning area. These creeks remain primarily in their natural states and, in periods of heavy rain, are the sole means by which storm water runoff is drained from their respective basins. Failure to protect these creeks may result in severe flooding and erosion problems downstream.

Generally, each of the waterways may be characterized as densely wooded and vegetated areas that provide natural habitats for birds and other wildlife. The various creeks and tributaries may offer opportunities for the development of linear park systems and other passive recreational opportunities that will allow the community to take advantage of these valuable assets.

CLICK HERE TO ACCESS PLATE 1.1

Vegetation, Soil and Topography Assessment

Weatherford is located at the heart of the Cross Timbers and Prairies vegetational area. This area may generally be characterized by sharp contrasts in vegetational cover where patches of oak woodland are interspersed with grassland. Variations in the vegetative cover are directly attributable to differing soils and topography. Upland soils are typically light colored, acidic sandy loam or sands while bottomland soils range from light brown to dark gray acidic sandy loams and clays. The topography is gently rolling and hilly with elevations ranging from 300 to 800 feet above sea level.

The Cross Timbers area was named by early settlers for the belts of woodland crossing the prairie grasslands. Native grasses within the Cross Timbers soils consist of big bluestem, little bluestem, hooded windmillgrass, sand lovegrass, indiangrass, switchgrass, and many species of legumes. The Cross Timbers areas contain a cumulative area of approximately 15 million acres of tree stands consisting primarily of shinnery, blackjack, post, and live oaks.

The prairie areas have been named the Blackland Prairies for the deep, fertile black soils that are predominant in the area. "Black gumbo," as the soil is commonly known, supports the following indigenous tall grasses: bluestem, little bluestem, indiangrass, switchgrass, Canada wildrye, sideoats grama, hairy grama, tall grama, tall dropseed, Texas whitegrass, blue grama, and buffalo grass. These fertile soils make the plains attractive for agricultural uses and, as a result, much of the original prairie has been cultivated for food and forage crops. Black gumbo has a substantial shrink-swell characteristic that could result in severe foundation problems without appropriate engineering and design considerations.

TOPOGRAPHY

An important factor to consider when making development decisions is the degree of variance in the topography of the land. Topography throughout the planning area varies from gently rolling hills to relatively steep grades. The gentlest terrain is located in the southern and western portions of the planning area. Terrain in the northern sections of the planning area contains the greatest variations and steepest slopes. Elevations throughout the planning area vary from an elevation of approximately 700 to 1,275 feet above sea level.

THOROUGHFARES

Thoroughfare Routing Study/Existing Street System

The thoroughfare system is the means by which people, goods, and services are transported throughout the community and is the city's lifeline to the region beyond its boundaries. An effective thoroughfare system coordinates the street grid system with the specific needs of each area served. It also ensures the efficient and orderly flow of traffic through the community to lessen congestion, minimize negative environmental impacts, and improve public safety.

Regional access is provided to Weatherford primarily via Interstate Highway 20 (I.H. 20). To a lesser extent, U.S. Highways 80 and 180, State Highway 171, F.M. 51, and F.M. 730, also provide regional access. F.M. 920, F.M. 2421, F.M. 1884, and F.M. 1886 provide additional access. Access to the downtown area is limited to U.S. Highway 80 and F.M. 51.

The following is a list of major traffic generators in the city:

- Weatherford High School
- Middle and Elementary Schools
- P.A.S.S. Learning Center
- Weatherford College
- Central Business District/Parker County Courthouse and Offices
- Burette Hobson Industrial Park
- Lake Weatherford
- Sunshine Lake/Cartwright Park
- Retail and Commercial Uses Along U.S. Highway 80

Problems and Deficiencies

A thoroughfare system that is able to accommodate the expanding volume of vehicular traffic is essential. The system must continue to provide convenient and efficient access to the existing major traffic generators while also expanding to meet growing local and regional needs.

I.H. 20 provides major regional access to the south of the city. It was built without service roads and does not currently provide access other than that for through traffic. The I.H. 20 bypass alleviated traffic congestion at the city's center for east/west through traffic; however, Weatherford's existing circulation system still provides limited north/south through access. All local industrial, commercial, and residential traffic is funneled onto State Highway 80, which must compete with the local traffic pattern generated along this, the city's major retail and commercial corridor. This problem is

further exacerbated by the expanding Burette Hobson Industrial Park located on F.M. 920 that is forced to route its industrial traffic along U.S. Highway 80. Funneling all this competing traffic along this limited corridor creates a host of compatibility issues that decrease the entire system's capacity and efficiency. Restricted north/south access is due primarily to the location of Town Creek and the Union Pacific Railroad. Through access for north/south traffic is limited to the following three streets:

- F.M. 51 (Main Street)
- F.M. 2552 (Santa Fe Drive)/Spring Street
- Bowie Street

Of these three, F.M. 51 is the only major street designed to accommodate heavier traffic volumes. It also provides the only continuous, major north/south access through the planning area. As a result, overflow traffic is forced onto the few local streets that cross Town Creek and the Union Pacific Railroad. These streets are undersized and fail to provide a continuous flow, forcing traffic to snake through the city's core area.

Weatherford's street grid lacks a series of appropriately spaced, continuous minor arterials within the city's core area. It is anticipated that congestion along the existing major thoroughfares and local streets will continue to worsen as the residential and business communities continue to grow.

INFRASTRUCTURE

Weatherford's land use pattern is a result of the public/private decision-making process, integrated with the area's natural and physical attributes and constraints. Many factors contributed to the creation of the city's current land use pattern including growth trends, market demands, and other similar factors. The type, location, capacity, and availability of public infrastructure (i.e., water, wastewater, electric, parks, schools) also contribute to how land is developed over time. For example, a parcel with ready access to the water and wastewater distribution and collection systems tends to encourage more compact growth than one in which these basic services are less readily available. The adequacy and availability of these services (or lack of the same) is often a factor that helps determine which areas of a community will develop first and which areas will remain unused. Another example of this is the availability of a public elementary school, and perhaps a city park, in or immediately accessible to a newly developing neighborhood. Provision of public infrastructure in advance of their actual need will sometimes encourage development within preferred areas rather than in remote, difficult to serve locations. Weatherford has generally been able to provide a system of public infrastructure adequate to serve its community.

Water and Wastewater

Weatherford owns and operates its own water and wastewater utilities. Both systems provide substantial capacities that serve both residential and commercial uses.

The city's primary water source is Lake Weatherford. It has a total storage capacity of 19,600 acre-feet. The city's water treatment plant is rated to treat 8 million gallons per day with a maximum peak load of 5,800,000 gallons per day.

The city's sewer system is designed to treat residential and commercial wastewater. It is permitted to treat a maximum of 2,700,000 gallons per day.

PUBLIC FACILITIES AND SERVICES

It is appropriate to review the status of existing municipal facilities and their respective services as a basis for determining the future changes and additions that will likely be required in the future. The following sections are a general evaluation and explanation of existing buildings and facilities. As both residential and non-residential development occurs throughout the City and its extraterritorial-jurisdiction, public facilities and services must be expanded and increased to maintain current levels of service.

Municipal Building(s)

Weatherford's primary municipal building is located at 303 Palo Pinto Street. It contains the management offices for various City departments. Housed within this 23,871 square-foot building are the City Manager, Community Development, Finance, Human Resources, Municipal Services, Municipal Utilities and Parks and Recreation main offices.

Older, secondary municipal buildings contain Municipal Court and Garbage/Solid Waste operations. The Municipal Court and all related court activities are located within the "Old City Hall" at 119 Palo Pinto Street. Garbage/Solid Waste operations office in the "Old Garage Area" located at 612 Fort Worth Highway.

Police Department

The Weatherford Police Department is physically located at 801 Santa Fe Drive and consists of a 15,500 square foot building situated on approximately four acres of property. It houses the entire police administrative and operational personnel for the department, with the exception of six personnel housed at the Weatherford/Parker County Animal Shelter. In fiscal year 2001, the Weatherford Police Department consisted of seventy-two total personnel of which twenty-one are non-sworn. Sworn personnel include the Chief of Police, two Deputy Chiefs, on Captain, five Lieutenants, six Sergeants, seven Corporals, twenty-eight Patrolmen, one Part-time Officer for First Monday and one Part-time Officer for the Animal Shelter.

Municipal Utilities

Electric, water and wastewater operations are located in the Service Center located at 917 Eureka Street. This 25,148 square-foot facility includes 12,574 square feet of office space and 12,574 square feet of warehouse space.

Animal Control and Shelter Facility

Weatherford's animal control and shelter facility is located at 403 Hickory Lane. Upon completion of its current expansion, the facility will contain 73 kennels.

Public Library

The Weatherford Public Library is located at 1214 Charles Street. The library contains approximately 100,000 volumes housed within a 17,000 square-foot building.

Fire Department

The Fire Department operates out of two facilities with a third under construction. The department's administration is housed within Fire Station Number 1, 122 South Alamo Street. Fire Station Number 2 is located at 122 West Lake Drive, on the western shoreline of Lake Weatherford. Fire Station Number 3 is being built at 122 Atwood Court. Each station is designed and built to accommodate at least one fire engine or pump truck and a brush truck.

Parks and Recreation

The City's parks and recreation infrastructure is composed of eight parks, a community center, and a swimming pool located on 240 acres of developed park land. The Harberger Hill Community Center is located at 701 Narrow Street and contains approximately 5,000 square feet of air-conditioned space. The open-air swimming pool is located in Cherry Park, at the southwest corner of South Alamo and West Columbia streets. This 40-yard pool is only open during the summer months. Weatherford's park system includes the following:

Neighborhood Parks

- Cherry Park – southwest corner of South Alamo and West Columbia Streets
- Crockett Park – southwest corner of North Denton and Jameson Streets
- Marshall Park – southwest corner of North Elm and East Sixth Streets
- McGratton Park – east side of North Main Street, just south of Wheeler Street
- Vine Street Park – southwest corner of Hobson and Vine Streets

Community Parks

- Cartwright Park – immediately adjacent to Sunshine Lake
- Holland's Lake Park – northwest corner of Santa Fe and Holland Lake Drives
- Soldier Springs Park – southeast corner of Charles and West Russell Streets

Lake Weatherford and the Mineral Wells Rail Trail provide two other major regional recreational systems within the planning area that greatly enhances the City's existing park system. This system could be further expanded through joint efforts between the

City and the Weatherford Independent School District as the two new elementary schools and the new high school are built. Joint efforts to build neighborhood parks in conjunction with the elementary schools and a community park in conjunction with the high school would allow the City to expand its park system into evolving residential areas in a cost-effective manner.

MAN-MADE FEATURES/CONSTRAINTS

Man-made features and constraints, such as outlying development, extraterritorial jurisdiction and major transportation routes are factors that exert both a positive and a negative influence on urban development patterns within a city or a region.

Extraterritorial Jurisdiction

Extraterritorial jurisdiction (ETJ) may be defined as the land area that an incorporated city may legally annex for the purpose of future growth and development. The Texas State Legislature established the amount of land area that a municipality may annex based upon the amount of its population. The City of Weatherford has an ETJ area that generally extends one mile outward from its corporate limits. ETJs may not overlap and cities are unable to encroach into those of other municipalities.

Weatherford has no neighboring cities immediately to the north, west and south. Its closest neighbors lie immediately to the southeast where the cities of Willow Park and Hudson Oaks share common city limits with Weatherford. Anetta North is located less than one mile from the Weatherford corporate limits where an apportionment agreement has established a final ETJ boundary. This agreement with Anetta North only affects that area generally within one-half mile of the Anetta North city limits. With the vast amount of open land surrounding the City, Weatherford has the physical space to accommodate long-term growth and the opportunity to manage immediately adjacent development.

Outlying Development within the County

Existing development within the ETJ may be generally characterized as rural, large-lot single family residential. Much of the land within this area is still largely vacant and agricultural. Recently, some small pockets of urbanized residential development have occurred to the south and northwest of the City. Specific pockets of development activity have occurred at the following locations:

Southeast

- 153 Platted Lots – northwest corner of Clear Lake and Airport Roads

Northwest

- 49 Platted Lots – east side of Garner Road
- 62 Platted Lots – east side of F.M. 920, just north of Cartwright Park

Strips of higher density, small-lot developments with a mixture of uses immediately adjacent to one another have evolved along the primary gateways into the city – F.M. 51, U.S. Hwy. 80 and U.S. Hwy. 180. This strip development is typical of unincorporated property located along the major transportation routes leading into cities.

Vast amounts of vacant land immediately surrounding the City offer the potential for substantial positive and negative impacts. Development evolving according to a well-defined and efficient pattern of growth guided by sound policy will contribute to the City's and the region's overall economy and quality of life. Conversely, haphazard growth has the potential to create substantial negative impacts that become costly to correct after the fact.

Major Transportation Routes

Weatherford is located conveniently to the Dallas/Fort Worth Metroplex and is beginning to feel the effects of the sustained growth of one of the State's most active economic engines. It is the Parker County Seat and the most populous city in the surrounding region. Because of its ready access to the Dallas/Fort Worth and the region's expanding employment base, Weatherford is primed for a period of sustained growth.

Interstate Highway 20 (I.H. 20) serves as a significant travel corridor for regional traffic through the southern portion of the City. Convenient access to I.H. 20 will serve as a major impetus for residential and commercial growth to the south of the planning area. As vacant land to the south builds-out and property values rise, substantial development is expected to move into the western portion of the planning area that has ready access to I.H. 20. One major limiting factor for development along I.H. 20 west of the City is the absence of access or feeder roads. Alternatives for access to I.H. 20 include the construction of feeder roads and/or the construction of major collectors with grade-separated intersections, the opportunity of which is limited to two or three locations within the planning area. Secondary east-west access through Weatherford occurs along U.S. Highway 80, which extends through the heart of the planning area. U.S. Highway 80 provides the only primary east/west access through the City's core and funnels competing local and regional traffic along this limited corridor. The existing land use pattern within the City's core area severely limits alternative realignments for U.S. Highway 80.

Primary north-south access through the planning area is limited to F.M. 51. Substantial strip retail and commercial development has occurred along both sides of F.M. 51 from I.H. 20 north to the ETJ. As with U.S. Highway 80, F.M. 51 funnels substantial volumes of competing local and regional traffic through the City's center. Alternative north-south thoroughfares will be necessary to meet increasing demand. However, the active rail line and Town Creek will limit options for future routes. Each bisects the planning area along a diagonal line extending from the northwest to the southeast and will require substantial above grade crossings.

EXISTING DEVELOPMENT REGULATIONS

Existing Zoning Characteristics

Zoning is primarily a tool used to implement a community's land use objectives. Therefore, it can also be stated that zoning is used to implement the guidelines outlined in a city's Comprehensive Plan, because the Comprehensive Plan is directly related to a community's land use objectives. The fact that these three elements, (1) a community's land use objectives, (2) zoning and (3) the Comprehensive Plan, are interrelated should be expressed in a city's land use policies.

The following is a discussion of the current zoning policies in the City of Weatherford.

Residential Districts

There are ten zoning districts related to residential land uses.

Single Family Detached

The single family detached residential districts are intended to create a suitable environment for development of quality detached single family dwellings with compatible densities and uses to protect the value of these homes.

The permitted uses within these districts include:

- single-family detached dwellings
- public uses (parks, libraries, buildings)
- colleges or universities
- schools (Agricultural Zoning District Only)
- churches
- golf courses

A limited number of other uses are allowed by special use permit include:

- bed-and-breakfasts
- nursing homes (Agricultural Zoning District Only)
- community or senior service centers

There are seven single-family residential districts that allow for similar uses with slight variations to their purposes, permitted uses and standards.

a. **Agricultural District (A)**
This district is intended to provide for low to moderate density residential development with a limited mixture of retail, wholesale sales or commercial land uses.

b. **Ranch Single Family Residential (RR-1)**
This district is intended to provide for low-density development in a rural environment.

c. **Ranchette Single Family Residential (RR-2)**
This district is intended to provide for low to moderate density development in a semi-rural environment.

d. **Single Family Residential District (R-1-A)**
This district is intended to provide for moderate density development in an urban environment.

e. **Single Family Residential District (RAB-1)**
This district is intended to provide for low to moderate density development in an urban environment.

f. **Single Family Residential District (R-1-B)**
This district is intended to provide for moderate to high-density development in an urban development.

g. **Single Family Residential (Water Supply Reservoir Licensed Lots) (R-1-L)**
This district is intended to provide specific criteria for high-density development immediately adjacent to public water supply reservoirs.

Two-Family Residential District (R-2)

This district is intended to provide for development of attached dwellings at moderate densities. These areas should serve as transition zones between single-family residential areas and more intensive uses, or in locations with convenient access to major thoroughfares.

The permitted uses in this district generally include those allowed in the single-family residential districts in addition to two-family dwellings (duplexes) and all other uses allowed by special permit.

Residential Multi-Family

There are two multi-family residential districts that allow for similar uses with slight variations to their purposes, permitted uses and standards.

Uses within these two zoning districts are limited to multi-family residential.

a. **Residential Multi-Family (R-MF-1)**
   This district is intended to provide for low to moderate density multi-family development within close proximity to single-family residential development.

b. **Residential Multi-Family (R-MF-2)**
   This district is intended to provide for moderate to high density multi-family developments.

Commercial Districts

Restricted Light Commercial District (C-1)

This district is intended to provide for development of small-scale or low intensity office, retail and commercial developments serving primarily local and community needs in locations with convenient access to major transportation routes. These locations may be adjacent to residential areas and, therefore, this district contains performance criteria in order to ensure compatibility.

Permitted uses in this district include:

- single-family detached dwellings
- two-family dwellings
- public uses (parks, libraries, buildings)
- colleges or universities
- schools
- churches
- golf courses
- swimming or tennis clubs
- indoor athletic uses
- community or senior service centers
- upholstery or furniture shops

A limited number of other uses are allowed by special use permit include:

- bed-and-breakfasts
- childcare centers

Thoroughfare Commercial District (C-2)

This district is intended to provide for development of medium to large scale office, retail and commercial developments in convenient areas with accessibility to major thoroughfares.

Permitted uses include all those allowable in the C-1 zoning district in addition to:

- boarding or rooming houses
- hotels or motels
- indoor commercial amusement facilities
- job or newspaper printing
- automotive parts sales and automotive service centers
- motorcycle or bicycle sales
- gasoline sales and service stations
- commercial parking lots
- local, state or federal public buildings
- utility company business offices

A limited number of other uses are allowed by special use permit include:

- bed-and-breakfasts
- private clubs for the sale of alcoholic beverages
- indoor arcades

Central Business District (C-3)

This district is intended to provide for a wide variety of business, residential and civic activities within a central core area of the City. It is intended to provide an area for a mix of functions, including retail, service, office and residential land uses.

With the exception of multi-family, permitted uses include all those allowable in the C-2 zoning district.

A limited number of other uses are allowed by special use permit include:

- bed-and-breakfasts
- childcare centers
- indoor arcades

Restricted Office District (C-4)

This district is intended to provide for the development of compatible office-type uses that are convenient to residential areas for businesses that serve primarily local needs. It is the intent that the development of these uses be located within close proximity to major thoroughfares in order to mitigate traffic congestion.

Permitted uses include:

- single-family detached dwellings
- public uses (parks, libraries, buildings)
- churches
- golf courses
- swimming or tennis clubs
- indoor athletic facilities
- community or senior service centers

A limited number of other uses are allowed by special use permit include:

- private clubs for the sale of alcoholic beverages
- childcare centers

Industrial Districts

Interstate District

This district is intended to provide primarily for the development of large-scale, regional commercial and light manufacturing uses immediately adjacent to Interstate Highway 20. It also provides for a mixture of residential uses and contains performance criteria to ensure compatibility.

Permitted uses include:

- single-family detached dwellings
- two-family dwellings
- boarding or rooming houses
- hotels or motels
- public uses (parks, libraries, buildings)
- colleges or universities
- schools
- churches
- golf courses
- swimming or tennis clubs
- indoor athletic uses
- outdoor athletic uses
- community or senior service centers
- wholesale bakeries
- building material sales
- cabinet or millwork shops
- upholstery or furniture shops
- commercial greenhouses
- car washes
- garages – general repair

- outdoor commercial amusement facilities
- indoor commercial amusement facilities
- trucking transfer or distribution companies
- private club for sale of alcoholic beverages
- job or newspaper printing
- automotive parts sales and automotive service centers
- motorcycle or bicycle sales
- gasoline sales and service stations
- commercial parking lots
- ministorage warehouses
- commercial, industrial freight storage warehouses and distribution warehouses
- manufacturing and assembling processes
- local, state or federal public buildings
- utility company business offices

A limited number of other uses are allowed by special use permit include:

- private or rental animal boarding and stable facilities
- indoor arcades

Light Industrial District (M-1)

This district is intended to provide locations for a variety of nuisance-free industrial uses and compatible related uses, with design guidelines incorporated to ensure compatibility with adjacent uses.

Permitted uses include those in the Interstate Zoning District (I), except outdoor commercial amusements, private clubs for the sale of alcoholic beverages, in addition to:

- contractor shops and storage yards
- feed – bulk sales or feedmills
- commercial laundry plants
- milk depots, dairies or ice cream plants
- retail sales with outside storage or display of materials
- paint and body repair
- new automobile sales
- used automobile sales
- used tire sales, retreading and recapping
- smelters or foundries
- welding or machine shops

A limited number of other uses are allowed by special use permit include:

- bed and breakfast
- outdoor commercial amusements

- private or rental animal boarding facilities
- indoor arcades
- animal kennels

Heavy Industrial District (M-2)

This district is intended to provide locations for all types of industrial uses, with guidelines implemented to accommodate major industries requiring large sites. This district also provides for the mixture of low-density, single-family detached residential uses and includes requirements to mitigate negative impacts between potentially incompatible land uses.

Permitted uses include those in the Light Industrial Zoning District (M-1), with the exception of two-family dwellings, multi-family, board or rooming houses, hotels or motels, art galleries or museums, colleges or universities, fraternal lodges or civic clubs, funeral homes, libraries, nursing homes, schools and gasoline service stations.

A limited number of other uses are allowed by special use permit include:

- childcare centers
- outdoor commercial amusements
- private or rental animal boarding facilities
- outdoor athletic uses
- indoor arcades

Planned District (P-D)

This district is intended for large-scale developments that include a mixture of two or more zoning classifications. These developments are typically built in phases over several years and require a detailed zoning process that allows the city to place additional conditions beyond those contained in the other zoning districts to ensure compatibility between different land uses. P-Ds are also the only districts that a manufactured home park may be located within.

All uses are allowed within this zoning district, pursuant to specific zoning processes and requirements established for the creation and adoption of a P-D.

General Development Standards

Public Access Required

Every building must be located on a lot adjacent to a public street or on a lot with access to an approved private street. Each building must also be located so as to provide access for public safety services and to accommodate required off-street parking.

Parking and Loading

- Maneuvering space shall be completely off the public right-of-way.
- Except for single-family detached dwellings, driveways and parking spaces shall be hard surfaced.
- With the exception of single-family detached dwellings and for the Central Business District, parking areas that require the use of public right-of-way for maneuvering shall not be acceptable for the furnishing of off-street parking spaces.
- Except within the Central Business District, all buildings shall have adequate, permanent off-street facilities provided for the loading and unloading of merchandise and goods within or adjacent to the building, built in such a manner as not to obstruct the freedom of traffic movement on the public right-of-way.

Sign Regulations

- A permit is required for the installation, replacement or substantial alteration of a sign.
- Billboard or off-site advertising signs are prohibited.
- Signs on public right-of-way are prohibited.
- Shopping centers or areas consisting of multiple occupancies are allowed one free-standing sign.
- Signs with flashing, blinking or traveling light are prohibited within forty-three feet of a roadway right-of-way and within 1,000 feet of any roadway intersection.
- Banners, pennants, searchlights, twirling signs, sandwich, frame signs, sidewalk or curb signs, portable or wheeled signs, balloons larger than three feet in diameter and other gas-filled objects may be permitted for a period not to exceed 15 days.
- Signs that emit sound, odor or visible matter that serves as a distraction to persons within the public right-of-way are prohibited.
- Signs must conform to the design criteria established for the zoning district in which they are located.

Landscaping Requirements

- The C-3, R-1-A and R-1-B zoning districts are exempt from landscape regulations.
- A landscape plan is required prior to the issuance of a grading, building, paving or other construction permit.
- Plant materials must be in good condition at the time of planting.
- Trees must be selected from the established plant list and 20 percent of the required trees must have a minimum height of 12 feet and minimum caliper of two inches at the time of planting with the remainder of the required trees being at least five feet in height and a minimum caliper of one inch.

- Screening hedges must be planted and installed to form a continuous, unbroken, solid, visual screen that will grow to a minimum height of three feet within one year after planting.
- The minimum area to be landscaped is determined on a case-by-case basis according to a formula established by this ordinance.
- One tree is required for each 400 square feet of mandatory landscaped area.
- Ground covers may be used in lieu of lawn grass so long as it is used in such a manner as to present a finished appearance and reasonably complete coverage within one year of planting.
- Landscaping may not obstruct sight visibility, pursuant to ordinance requirements for sight distance and visibility.

Telecommunications Antennas and Towers

- These regulations exempt amateur radio and receive-only antennas.
- The goals of this section are to: a) encourage the location of towers in non-residential areas, b) encourage the joint use of new and existing towers, c) encourage towers to be located so that their negative impacts on the community are minimized, d) encourage users of towers to configure them in such a way that minimizes their adverse visual impact, and e) enhance the ability of telecommunications services providers to provide such services to community quickly, effectively and efficiently.
- Towers may be considered principal or accessory uses.
- Towers must meet minimum aesthetic and lighting standards.
- Towers must meet all applicable federal and state regulations.
- Towers must meet the minimum standards contained within the City's building code(s).

SUBDIVISION REGULATIONS

Whereas zoning governs the appropriate location of land uses and establishes the standards by which uses will be distributed throughout the community, subdivision regulations establish the specific details to be addressed by a proposed development. They provide the procedures to help ensure the orderly and safe development of areas within the City and its ETJ.

Weatherford's subdivision ordinance contains requirements pursuant the division and development of land. The following sections outline the general provision of the City's current subdivision regulations.

Purpose

As stated in *Section 11-1-3: Purpose,*

"The purpose of this Title is to provide procedures and standards for the orderly, safe and healthful development of areas within the City and to promote the health, safety and general welfare of the community. (Ord. 1991-1, 4-23-1991, eff. retroactive to 4-1-1991)."

The process by which land is subdivided and/or prepared for development is called platting. This is a system whereby a potential developer submits various plans and drawings for review by the City to ensure that the public interest is satisfactorily served.

Platting

Platting is a two-step process, requiring a preliminary and a final plat. The preliminary plat provides very detailed information regarding the land to be developed and the way it relates to immediately adjacent properties. The final plat contains less detailed information and actually becomes the legal description for the property being subdivided or developed.

Preliminary Plat

The purpose of the preliminary plat is to show the planning factors necessary to enable the proper municipal authorities to determine whether the proposed plan for land development is satisfactory from the standpoint of the public interest. The preliminary plat and the review thereof are intended to produce a subdivision design in which all the planning factors have been recognized and reconciled.

The preliminary plat must include the following basic information:

Ownership

- Ownership and information regarding the subject property in addition to that for immediately adjacent tracts.

Existing Conditions

- The location, dimensions, name and description of all existing or recorded public or private easements and rights-of-way located within, intersecting or contiguous to the proposed subdivision.
- The location, dimensions, identification or name of all existing or recorded residential lots, parks and public areas within the proposed subdivision.
- Permanent structures and uses within the proposed subdivision.
- The location, dimensions, description and flow line of existing drainage structures and the location of any existing floodplain.
- Utilities on the tract or contiguous thereto.
- Topography of the site using two-foot contours.

- The proposed connection of streets and utilities to the nearest existing subdivisions.

Proposed Layout

- Any major proposed changes to topography shown by two-foot contour lines.
- Location, dimensions, description and purpose of all proposed alleys, drainageways, parks, open spaces, other public areas, easements, street rights-of-ways, blocks, lots and other sites within the proposed subdivision.
- All building setback lines on each lot and tract.
- Preliminary construction plans to support the proposed location or extension of infrastructure necessary to serve the development.
- A preliminary drainage study.

Final Plat

The purpose of the final plat is to establish the official, accurate, permanent record of the division of land. It must conform to the preliminary plat. It is through the final plat process that final engineering considerations for the development of the property are made.

The final plat must include the following basic information:

Reference and Identification

- Title, name of subdivision, written and graphic scale, north arrow, date of plat and key map to reference existing or proposed streets or highways.

Property Description

- A metes and bounds and pictorial description of the subject property, inclusive of the location and dimension of any and all dedicated easements, rights-of-ways and other such public dedications.

Engineering Plans and Specifications

- The engineering plans and specifications for any public improvements to be incorporated into the subdivision as part of the development – i.e. sidewalks, streets, water and wastewater lines, and drainage systems.

Other Requirements

The subdivision regulations also contain provisions for the minimum design standards of the public infrastructure improvements required of the proposed development.

Streets and Other Rights-of-Way

- The streets of a proposed development must conform to the City's adopted Thoroughfare Plan.
- Generally, each subdivision must have at least two points of ingress and egress.
- Proposed streets must be effectively related to the present and future street system and development of the surrounding areas.
- The following right-of-way shall be provided for each class of street:
    - Thoroughfare: 80 to 120 Feet
    - Collector: 70 to 80 Feet
    - Minor or Local Street: 50 to 60 Feet
    - Alley: 20 Feet
- The developer shall be responsible for the cost to construct streets within the subdivision and for the improvement of those portions of existing roadways bordering or abutting the proposed subdivision if such construction is necessary for the safe and convenient access to and from the project.
- Minimum criteria pertaining to the design and construction of street improvements.

Drainage and Stormwater Control

- The developer shall be responsible for the cost to construct drainage infrastructure within the subdivision and for the improvement of those portions of the existing drainage system upstream and downstream from the proposed subdivision if such construction is necessary for the proper drainage of the project.
- Minimum criteria pertaining to the design and construction of drainage improvements.

Water and Sanitary Sewer

- Proposed subdivisions are required to connect to a water and sanitary sewer system approved by the City.
- Only those subdivisions approved in conformance with the Subdivision Regulations may be connected to the City's water and sanitary sewer systems.
- The owner shall be responsible for the cost to install the infrastructure to serve the proposed development pursuant to the requirements and conditions of the Subdivision Regulations.

Electric Service

- All subdivisions must be designed for the installation of street lights with the proper easements.
- All electrical installations shall be in conformance with all applicable electric codes.

Extraterritorial Jurisdiction

- The Subdivision Rules and Regulations are extended to the ETJ of the City.

EXISTING LAND USE

Many different factors influence the way a city grows and develops over time. The existing land use pattern is a reflection of the effect these factors have on the community. When combined with ever-changing market demands, the land use pattern continually evolves and changes to satisfy the requirements of a growing community. The diverse activities of a community's residents create a need for residential, office, retail, commercial and industrial areas. The development of these areas in turn generates the need for efficient thoroughfare and utility systems. Growth and development occurring within Weatherford in the future will require the conversion of vacant and agricultural land to more intensified urban uses. The conversion process and how it occurs will be very important to the City in that it is one of the primary factors that will determine the community's urban form. It will not only have an impact upon how Weatherford develops economically, but the relationships of existing and future land uses will shape the character, attractiveness and livability of the community for many years to come. Likewise, these relationships will be reflected in the provision of services and facilities throughout the community. An orderly and compact land use arrangement can be served more easily and efficiently than a random and scattered association of unrelated uses. Providing for the orderly and efficient use of land should be a major planning consideration for Weatherford.

A better understanding of the use of land in the City and the influence land use has on the City's physical environment is gained through an evaluation and analysis of the present types of land use, the land use pattern, and other characteristics found in the urban areas resulting from the use of land. Using this data as a basis for formulating land use decisions and projections results in a sound and meaningful plan for the future.

Existing Land Use Survey

A land use survey was conducted to provide a basis for evaluating present land use and to develop the data necessary for the formulation of a Future Land Use Plan. The nature of the survey was a parcel-by-parcel inventory to establish current land uses throughout the City and its extra-territorial jurisdiction. Uses were placed into one of several categories. A land use category is defined as a group of similar uses. This similarity refers to their nature and compatibility. Existing land uses are shown on **Plate 1.2** on the next page. The following categories are those used in the survey for classifying use of land:

CLICK HERE TO ACCESS PLATE 1.2

Residential Uses

- Single-Family – one family, detached dwellings and related accessory buildings
- Townhome – one family, attached dwellings and related accessory buildings
- Two-Family – duplex dwellings and related accessory buildings
- Group Home – institutional facilities (i.e. retirement centers, orphanages)
- Multi-Family – apartments, rooming houses and related accessory buildings
- Manufactured Home Park – single tract containing two or more manufactured homes or other non-site, built structure used as a residence

Office Uses

- Professional/administrative offices, doctors, dentists, real estate, architects, accountants, secretarial services, etc.

Retail Uses

- Retail stores, shops and personal service establishments, shopping centers, service stations, banks and any associated off-street parking facilities

Commercial Uses

- Commercial amusements, building materials yards, automobile garages and sales lots, automobile body repair, warehouses, telecommunications/broadcasting towers and facilities, wholesale establishments, sale of used merchandise, welding shops, and cabinet shops

Industrial Uses

- Industrial processing, storage, fabrication, assembly and repair

Parks and Open Spaces

- Parks and associated facilities, playgrounds and public or private open spaces

Public/Semi-Public Uses

- Schools, churches, cemeteries, public utility structures and public buildings

Right-of-Way

- Land dedicated to public use for street, alley and railroad, whether open or closed to use

Vacant and Agricultural Uses

- Vacant land having no apparent use (including small bodies of water), or land used for agricultural purposes (ranching/farming)

Existing Land Use Analysis

Generally, Weatherford and its extra-territorial jurisdiction may be considered a quickly urbanizing rural area. The planning area contains approximately 37,361 acres and includes both Weatherford's corporate limits and extraterritorial jurisdiction. Approximately two-thirds of the entire planning area has been classified as *Agricultural and Vacant.* The remaining one-third of the planning area is primarily residential with approximately 6,695.5 acres or 67 percent of the developed land comprised of *Residential Uses*. **Table 1-11** below shows the distribution of land uses throughout the E.T.J.

Table 1-11
Existing Land Uses – 2000
Weatherford E.T.J.

Land Use Category	Acreage	% Developed
Residential	6695.5	17.9%
Single Family	*6256.5*	*16.7%*
Townhome	*42.7*	*0.1%*
Duplex	*38.5*	*0.1%*
Group Home	*95.0*	*0.3%*
Multi-Family	*66.6*	*0.2%*
Manufactured Home	*100.0*	*0.3%*
Manufactured Home Park	*96.1*	*0.3%*
Office	64.6	0.2%
Retail	419.6	1.1%
Commercial	405.0	1.1%
Industrial	142.6	0.4%
Parks and Open Spaces	1500.9	4.0%
Public/Semi-Public	764.3	2.0%
TOTAL DEVELOPED LAND	9927.9	26.6%
Right-of-Way	2978.4	8.0%
Agricultural and Vacant	24455.0	65.5%
TOTAL LAND AREA	**37361.2**	**100.0%**

Parks and Open Spaces occupy approximately 4 percent of the existing developed acreage and *Public/Semi-Public* uses occupy approximately 2 percent. Given the relatively rural nature of the planning area, the proportionate share of both these uses may be considered somewhat larger than that of typical Texas cities. Weatherford's *Parks and Open Spaces* calculation includes both Lake Weatherford and Sunshine Lake Park. These are two extremely important amenities that actually serve as regional recreational facilities, especially with the 26-mile rail trail that connects Sunshine Lake to downtown Mineral Wells. Weatherford is the Parker County Seat and home to Weatherford College. The Weatherford Independent School District (W.I.S.D.), which serves a geographic area appreciably larger than the planning area, has also built all its facilities within the Weatherford corporate limits. These three entities, Parker County, Weatherford College, and W.I.S.D. generate the need for substantial acreage dedicated to public uses.

Weatherford serves an important regional role, as evidenced by its designation as the Parker County Seat and center for W.I.S.D. educational activities. The proportionate share of retail and commercial development reflects its regional importance. As indicated in **Table 1-11**, these non-residential land uses account for approximately 824.6 acres (8.3 percent) of the developed land. Weatherford is the primary hub for the collection and distribution of goods and serves exported from and imported into Parker County. It serves as Parker County's primary commercial and cultural center and enjoys a healthy mix of non-residential land uses commensurate with its regional importance.

An analysis of the per capita distribution of land uses provides some insight into future land use demand. Assumptions can be made regarding the future consumption of land based upon these relationships, balanced with the community's own desired goals and objectives. **Table 1-12** shows the land uses related to population by acres per 100 persons for the City of Weatherford. These calculations are based on the North Central Texas Council of Governments' 2000 population estimate of 20,150 for the City of Weatherford.

Table 1-12
Per Capita Land Use
City of Weatherford – 2000

Land Use Category	Acreage	% Total Land Use	Acres Per 100 Persons
Residential	3,681.3	25.2%	18.3
Single Family	*3,368.2*	*23.0%*	*16.7*
Townhome	*42.7*	*0.3%*	*0.2*
Duplex	*38.5*	*0.3%*	*0.2*
Group Home	*95.0*	*0.6%*	*0.5*
Multi-Family	*58.6*	*0.4%*	*0.3*
Manufactured Home	*11.3*	*0.1%*	*0.1*
Manufactured Home Park	*66.9*	*0.5%*	*0.3*
Office	64.6	0.4%	0.3
Retail	409.1	2.8%	2.0
Commercial	295.9	2.0%	1.5
Industrial	135.9	0.9%	0.7
Parks and Open Spaces	1,497.4	10.2%	7.4
Public/Semi-Public	648.2	4.4%	3.2
TOTAL DEVELOPED LAND	6,732.4	46.1%	33.4
Right-of-Way	2,019.7	13.8%	10.0
Agricultural and Vacant	5,864.5	40.1%	29.1
TOTAL LAND AREA	**14,616.6**	**59.9%**	**43.4**

As mentioned, the City of Weatherford enjoys a healthy share of retail and commercial land uses. The relationship of retail and commercial uses to the total population is higher than generally accepted ratios. The ideal retail mix is usually targeted for 0.5 acres per 100 persons with retail uses averaging from 0.3 to 0.4 acres per 100 persons on the low end to 0.6 to 0.7 persons on the high end. At 2.0 acres per 100 persons, Weatherford is well above average. At 1.5 acres per 100 persons, the commercial/population ratio is also considered healthy. Higher retail and commercial ratios generally represent either a strong market with a large population with disposable income (high-income families) or they imply that retail and commercial sales are being captured or imported from other areas. The latter assumption is the most likely scenario for Weatherford, considering its relative regional importance. It is likely that these retail and commercial ratios will become somewhat diluted as the pockets of higher-density residential developments within and immediately adjacent to the City continue to grow.

Also noteworthy are the office and industrial ratios, which are considered low. An office ratio of 0.5 acres per 100 persons is about average for Texas cities. With an office ratio of 0.3, Weatherford is somewhat below average. An industrial ratio of 0.7 is approximately one-third that of the 2.0 typical for Texas cities. The relatively low ratios

of office and industrial uses may be attributed to the agricultural nature of Parker County, Weatherford's proximity to the Dallas/Fort Worth Metroplex, and the street network. Weatherford's economic base has evolved to serve the region's single largest industry, agriculture. The City serves a sparse residential and largely agricultural population throughout the County whose primary needs have been retail and commercial. In addition, a large portion of the City's residents commutes into the Dallas/Fort Worth Metroplex to work. Accordingly, retail and commercial uses have evolved to serve the needs of this commuter population. The existing transportation network does not provide for the efficient transport of goods, supplies and employees to and from the City. I.H. 20 has limited access that is costly for industrial prospects to improve and the City's existing industrial parks are forced to funnel their related traffic through downtown and other core areas, which is extremely inefficient and dangerous. This effectively reduces the viability of Weatherford for the relocation or expansion of medium to large-scale industrial prospects.

Recent trends in residential development will substantially alter the existing pattern of single-family development. Typical of many Texas cities established in the mid to late 1800s, Weatherford's greatest concentration of single development has evolved within the original core area or "Old Town." Over the years, substantial residential developments have also grown up around Lake Weatherford. Residential development throughout the remainder of the planning area generally consisted of widely dispersed single-family dwellings on large-acre tracts. Recently, substantial residential developments have sprung up in the central and southern portions of the planning area. This trend is expected to continue due to the abundance of vacant land with utility access and gentle terrain. As these areas start to build out, it is anticipated that residential growth will begin expanding to the west. The topography in the northeastern and north central portions of the planning area is extremely hilly, which is expected to deter higher density, large-scale residential development. However, this area is visually striking and may prove attractive to lower-density, high-end single-family developments.

The following statements summarize the major features of the existing land use pattern for the Weatherford planning area:

1. The predominant land use is single-family residential.

2. The greatest concentration of single-family residential land uses is located at the Weatherford City center.

3. A secondary node of higher-density residential development has grown up immediately around Lake Weatherford.

4. The majority of new single-family residential growth is occurring in the central and southern portions of the planning area.

5. The City of Weatherford enjoys a healthy retail and commercial base that meets or exceeds that of other Texas communities.

6. The majority of non-residential land uses (office, retail, commercial) are located in strips along the City's primary corridors – F.M. 51, U.S. Hwy. 80 and Ranger Highway – Spur 312.

7. Active rail service is available to Weatherford businesses.

8. The planning area is bisected by Town Creek, a major geographic barrier that physically bisects the City of Weatherford along a diagonal line extending from the northwest to the southeast.

9. The thoroughfare system forces a high volume of local and through traffic through downtown Weatherford.

10. The thoroughfare system provides limited service to Weatherford's primary industrial park.

11. Weatherford is home to two of the region's major recreational facilities – the Mineral Wells Rail Trail and Lake Weatherford.

12. Lake Weatherford and Sunshine Like, both owned by the City of Weatherford, provide a quality water supply that should prove adequate to meet the communities growing demands for the foreseeable future.

13. As the Parker County Seat and home to Weatherford College and Weatherford I.S.D., the City of Weatherford contains a proportionately large amount of

publicly held property that may be maximized to the mutual benefit of the City and the respective agency.

14. Weatherford is a fast-urbanizing, rural area with large tracts of vacant land that offer many opportunities for a variety of infill development.

Existing Housing Conditions

The quality of housing and the affordability of housing options are very important planning considerations. Among the factors influencing the desirability of Weatherford as a place to live and play is the availability of existing housing and the quality of the existing neighborhoods. Housing also plays an important role in affecting the potential commercial and industrial development of various portions of the City as well as the immediately surrounding area. The community has an interest in the ability to attract new industry and other businesses in addition to insuring an adequate habitation for its residents.

The quality and physical condition of housing units within Weatherford are important considerations in evaluating the adequacy of the existing housing stock and in estimating future housing requirements. Condition is a primary physical characteristic of the housing supply that reflects the present quality of housing. The condition of housing within an area also influences the attractiveness of reinvestment in new or remodeled dwelling units. Neighborhood areas with well-maintained housing units and adequate public facilities, such as adequate streets, parks, schools, and drainage, typically experience greatly reduced levels of health, economic, and social problems.

Analysis of a residential neighborhood area assists in defining any existing problems or deficiencies that are related to the physical features found within the surrounding environment. It further provides a basis for determining proper directive measures required to bring targeted areas into compliance with acceptable community standards. To help ensure the long-term viability of future residential neighborhoods, it is appropriate to establish goals and pursue development standards that will emphasize and encourage the continuation of existing characteristics that positively contribute to the City's livability and quality of life as a whole.

2000 Housing Inventory

A housing inventory was conducted in September 2000 in order to determine the physical condition of housing and identify any blighted areas. Each structure within the City limits was classified according to visible exterior physical conditions. Four categories of condition were used:

Good Repair: Structures identified within this category were either new or older housing units being well maintained and in sound physical condition.

Minor Repairs Needed: These structures included those needing minor maintenance that could be performed by the occupant and generally included painting of trim or exterior surfaces, minor replacement of trim areas, or other repairs of a similar nature or magnitude.

Major Repairs Needed: Structures placed within this category were those needing repairs that would normally be performed as annual maintenance by the occupant. Generally, the structures placed in this category were in various stages of deterioration and showed signs of sagging roofs, missing shingles, and similar major repairs.

Dilapidated: When a structure was considered to be inadequate as a dwelling unit and major structural deficiencies were apparent, it was placed in this category. Structures identified as dilapidated were considered questionable for rehabilitation.

Data obtained from the field survey provides a basis for evaluating existing housing conditions and any factors influencing blight. Analysis of existing conditions serves to guide the measures needed to either preserve or physically upgrade the overall housing inventory, as necessary. The results of the field survey are summarized in **Table 1-13**.

Table 1-13
Housing Conditions – 2000
City of Weatherford

Housing Conditions	Count	%
Good Condition	5,035	79.0%
Minor Repairs Needed	946	14.9%
Major Repairs Needed	328	5.1%
Dilapidated	61	1.0%
TOTAL UNITS	**6,370**	**100.0%**

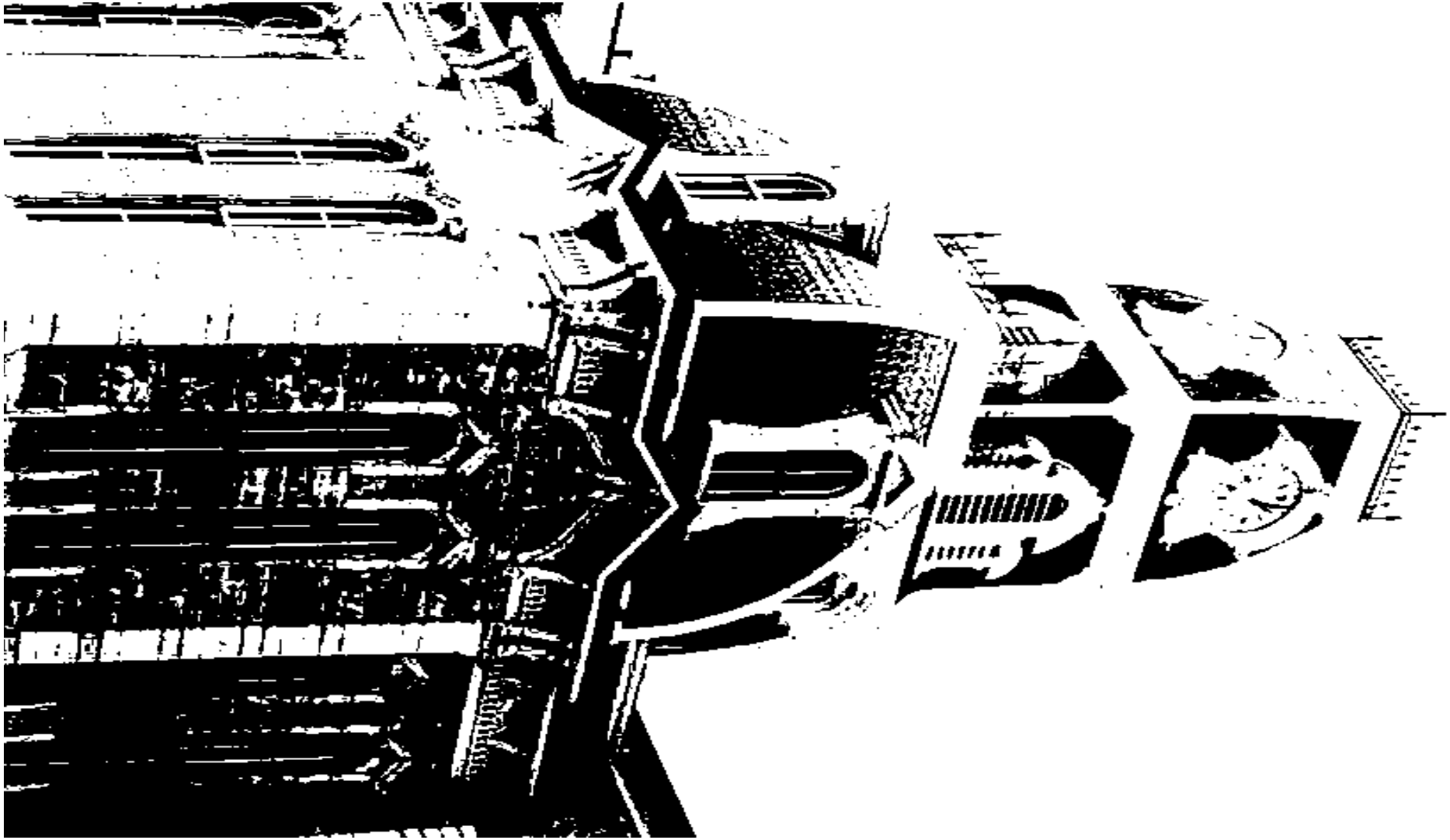
NOTE: Excludes multi-family apartment complexes and manufatured homes.

SOURCE: Dunkin, Sefko & Associates, Inc., Housing Survey, 2000.

Based upon the field survey data, most of Weatherford's housing stock is in good condition or in need of minor repairs (93.9 percent). The dwelling units in need of major repairs or classified as dilapidated are concentrated in the north central section of the City, where the oldest housing developments are located. **Plate 1.3** on the following page maps the results of the survey. It is important to note that housing units in need of minor repairs will require specific attention in the coming years to prevent further deterioration. If these structures are neglected, they could result in the evolution of blighted areas.

Overall, Weatherford's housing stock may be generally considered in good to fair condition. It is evident that some maintenance programs will be necessary to ensure that home requiring minor repairs do not further deteriorate and those homes requiring major repairs are addressed.

CLICK HERE TO ACCESS PLATE 1.3



2002 COMPREHENSIVE PLAN
SECTION 2: GOALS

CITY OF WEATHERFORD

SECTION 2: GOALS

INTRODUCTION

The Goals and Objectives section of the Plan reflects the ideology and values of the community. Goals are philosophical in nature and are a guide to the community's shared vision of what Weatherford should and will become. The objectives discussed in this section are similar to implementation-oriented policies, which help to shape and direct growth and development of the City for the next ten years and beyond. The "Goals & Objectives" section of this Comprehensive Plan articulates the community's aspirations for the future through broadly termed goals and provides specific objectives that will enable the City to lead toward the citizens' desired vision for their community.

The following goals have been developed to guide the community's vision of itself as it grows, matures and ultimately attains its anticipated build-out configuration. They establish a framework for specific actions (i.e., policies), to be conceived during later phases of the comprehensive planning process, that will help the citizens and stakeholders of Weatherford achieve their ultimate vision of the City's future.

General ideas of citizen's views regarding the City of Weatherford were derived from a dozen citizen workshops held through October 2000. This input, as well as dialogues with the City Staff and the Planning and Zoning Commission, assisted in formulating these goals and objectives for the City's Comprehensive Plan. These discussions clearly indicated citizens' views concerning the quality of life in Weatherford, as well as Weatherford' strengths and weaknesses. The discussion investigated the following areas of interest:

- Elements about the City that are liked or considered positive by the residents;
- Elements or aspects of the City that should be preserved;
- Elements about the City that are disliked or considered to need improvement;
- Elements or aspects of the City that require change;
- Top issues facing Weatherford that will affect the City most in the future.

GENERAL CONCLUSIONS

These were obtained through discussions with City leaders, the Planning and Zoning Commission and the comprehensive planning workshop were as follows:

The top five elements about the City that are liked or considered positive by the residents in Weatherford were found to be:

- Quality schools/education;
- Weatherford's history and heritage;
- Small town quality;
- Growth and expansion; and
- Proximity to the Dallas/Fort Worth Metroplex.

Elements or aspects of the City that should be preserved were determined as:

- Historical quality and significance of the City;
- Integrity and economic viability of downtown;
- Community spirit;
- Small town quality; and
- Friendly atmosphere.

The five predominant elements about the City that are disliked or considered to need improvement were found to be:

- Existing thoroughfare system;
- Traffic loop around the Parker County Courthouse;
- Parks and recreation infrastructure;
- Community involvement; and
- Cooperative efforts between the City and the County.

The top four elements or aspects of the City that require change were found to be:

- Traffic circulation and flow;
- Impediments to rapid growth;
- Future development; and
- Preservation of the central business district/town square.

Top issues facing Weatherford that will affect it the most in the future:

- Thoroughfare planning — address existing deficiencies and expand for growth;
- Growth planning — prepare for future development;
- Utilities infrastructure — ensure adequate water, wastewater and electric to keep pace with growing needs;
- Street maintenance — ensure a quality system to meet the City's needs;
- Industrial interests — proactive steps to facilitate industrial growth appropriate for the City; and
- Parks and recreation — ensure a high quality of life for each citizen.

A discussion regarding the above topics led to summarization into seven major issues facing the City. These issues are as follows:

- Need to address the thoroughfare system/traffic patterns;
- Need to preserve the historical fabric of the City;
- Need to preserve and upgrade deteriorated sections of the existing housing stock;
- Need to enhance the appearance of major entryways into the community;
- Need for a balanced housing stock;
- Need for a proper balance between growth and conservation;
- Need to promote high-quality non-residential developments;
- Need to promote open communication with the County;
- Need to support and encourage the Chamber of Commerce and/or the Economic Development Corporation into targeting industries that support skilled labor to locate in the City of Weatherford.

The Comprehensive Plan goals and objectives were formulated using input received in the community workshops in addition to information card results, as well as input received from City staff, elected and appointed officials, and other interested individuals. In general, goals, objectives and policies can be distinguished by their following definitions:

Goals are general statements concerning an aspect of the City's desired ultimate physical, social and/or economic environment. Goals set the tone for development decisions in terms of the citizens' desired quality of life.

Objectives express the kinds of action that are necessary to achieve the stated goals without assigning responsibility to any specific action.

Policies will clarify the specific position of the City regarding a specific objective, and will encourage specific courses of action for the community to undertake to achieve the applicable stated objective. Policies are often associated with Plan recommendations, and they will be developed during that phase of the comprehensive planning process.

The goals and objectives formulated during the comprehensive planning process pertain to the following areas:

- Transportation and the Thoroughfare network
- Land Use
- Parks and Open Space
- Public Services and Facilities
- Infrastructure and Utility Systems
- Quality of Life

TRANSPORTATION & THE THOROUGHFARE NETWORK

Safe & Efficient Travel

GOAL 1: To provide a transportation system that will effectively and economically serve the existing and projected travel needs of the community in a safe and efficient manner.

LAND USE

Physical Form of the City

GOAL 2: To provide opportunities for coordinated, well-planned growth and development, while retaining the natural setting and "small-town" character of the City.

GOAL 3: Encourage development of high quality residential neighborhoods that are aesthetically pleasing, yet meet the diverse housing market needs of the community.

GOAL 4: Encourage quality nonresidential development that is aesthetically pleasing, yet meets the market and economic development needs of the community.

GOAL 5: Provide for coordinated growth and physical expansion of the City.

GOAL 6: Encourage and positively influence the development of existing vacant properties within the City of Weatherford.

GOAL 7: Develop a strategy and plan for the City's historic downtown that will help maintain the area's heritage and character, enhance Historic downtown as the "heart" of the City and increase community pride.

GOAL 8: Develop a strategy to encourage the preservation of the City's historic residential neighborhoods in order to maintain Weatherford's unique residential character. Appropriate actions should include the adoption and implementation of a historical preservation district.

PARKS AND OPEN SPACES

Conservation of Open Spaces

GOAL 9: To promote respect, conservation and enhancement of important natural features and resources within the community.

Expansion of the Trail System

GOAL 10: Expand the rail-trail as a city-wide system by creating pedestrian and bicycle linkages (connections) between residential neighborhoods, parks/linear greenbelts, schools, downtown, public administrative facilities and other activity centers, wherever physically and financially possible.

Leisure Parks

GOAL 11: Provide areas for leisure activities in the City, especially oriented toward serving senior citizens.

Recreational Facilities

GOAL 12: Encourage the recreational needs of youth in the City.

PUBLIC SERVICES AND FACILITIES

Provision of Public Services

GOAL 13: Ensure that public services and facilities (e.g., police and fire protection, library services, administrative facilities, etc.) will adequately serve present and future residents and businesses.

INFRASTRUCTURE AND UTILITY SYSTEMS

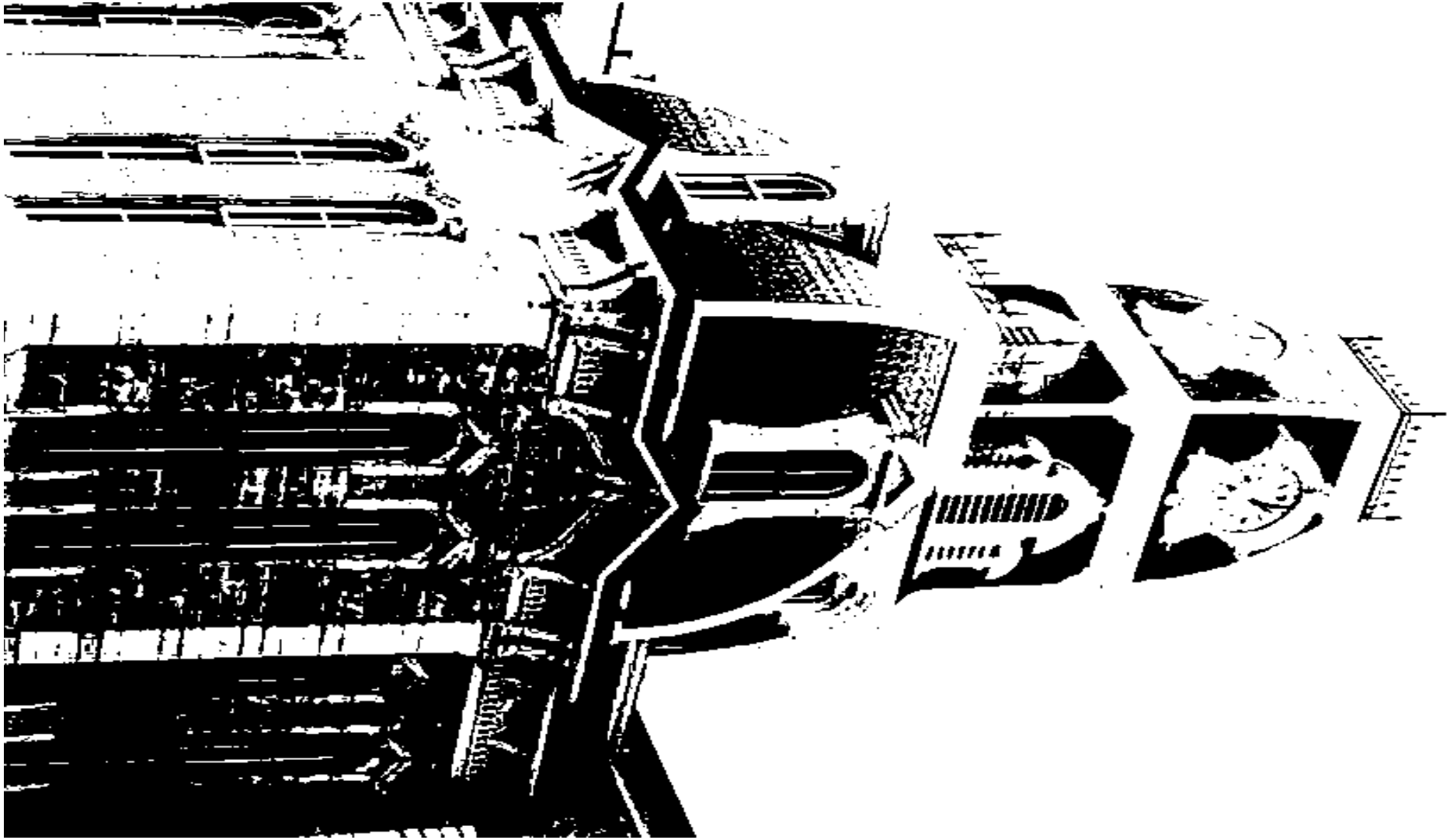
Provision of Service

GOAL 14: Ensure that utility and infrastructure system (e.g., water supply, wastewater treatment, storm drainage, etc.) will adequately serve present and future residents and businesses.

QUALITY OF LIFE

Enhancement Through Urban Design

GOAL 15: Promote a more livable city and high quality of life through good urban design practices and through a proactive approach to the City's appearance. Reinforce Weatherford's image and identity as a community of excellence in business, residence, leisure and education through urban design and increased public awareness and involvement.



2002 COMPREHENSIVE PLAN
SECTION 3: THOROUGHFARE PLAN

CITY OF WEATHERFORD

SECTION 3: THOROUGHFARE PLAN

INTRODUCTION

Through the various public hearings and the citizen survey, the top issue of concern expressed by the community was the existing thoroughfare system. A common theme was the frustration caused by the lack of connectivity between various sections of the City and the fact that all local traffic is forced into one major east/west corridor (Fort Worth Street/Palo Pinto Street) where it is also forced to compete with regional and commercial traffic. The inefficiency of the current thoroughfare system is considered an impediment to local economic development activities, especially in efforts to recruit industrial prospects.

Weatherford is beginning to feel the initial impacts of a substantial period of residential growth. This growth is accompanied by an expansion of the retail and office sectors as well. Additional growth equates to additional transportation demands being placed on this system, which is already failing to meet the current traffic demand.

The Thoroughfare Plan is designed and intended to provide an efficient, structured framework for the smooth flow of traffic throughout the study area that will result from future growth and development. Improving certain key aspects of the system also ensures that existing traffic movement may be accommodated. The Thoroughfare Plan is an overall guide that will enable individual developments and roadways within the City to be coordinated into an integrated, unified transportation system. The Plan encourages the creation of neighborhoods with a minimal amount of through traffic, while providing high capacities for routes intended to move both regional and local traffic through the community. Because of the relationship that Weatherford has to I.H. 20 and its context within the Metroplex, people live in surrounding areas and travel into and through the City to work, conduct business, or to buy goods and services. While this has a positive relationship for the City of Weatherford, it also tends to have a tremendous impact upon its traffic circulation system.

The thoroughfare system is one of the most visible and permanent elements of the urban structure. Once the alignments and rights-of-way of major transportation facilities are established and adjacent properties are developed, it becomes very difficult to make significant changes to the system. Therefore, it is important that the existing system be evaluated, with particular attention given to enhancing the overall system's capacity and efficiency. The continued growth of Weatherford will depend largely upon the efficiency of local and regional thoroughfares and of the overall regional transportation system.

It is essential that a comprehensive thoroughfare system be developed for Weatherford that is capable of accommodating the expanding vehicular traffic volumes that growth is creating, and to also provide convenient access to major traffic generators.

The Thoroughfare Plan includes multi-modal transportation options such as bicycles and pedestrian facilities. The Thoroughfare Plan is intended to provide a system that is safe and enjoyable for vehicles, bicycles and pedestrians alike.

FUNCTIONS OF THOROUGHFARE PLANNING

The Thoroughfare Plan defines a hierarchy of roadway functions that provide for both traffic movement and property access. The Plan also provides a clear statement of future roadway alignments, capacities and right-of-way requirements throughout the planning area. It has been developed in support of the Future Land Use Plan and will help facilitate the orderly development of the community.

The Plan serves as a guide for determining the ultimate configuration of the thoroughfare network. It establishes parameters whereby appropriate transportation corridors are preserved and/or developed to provide adequate levels of service. It also serves as a guide for programming improvement projects. The Plan should reflect community goals, provide efficient, continuous traffic routes, complement expected land use patterns and characteristics, integrate with both the regional freeway/highway and arterial system, as well as the roadway systems of surrounding local jurisdictions, be sensitive to topographical features and constraints, and be responsive to changing conditions.

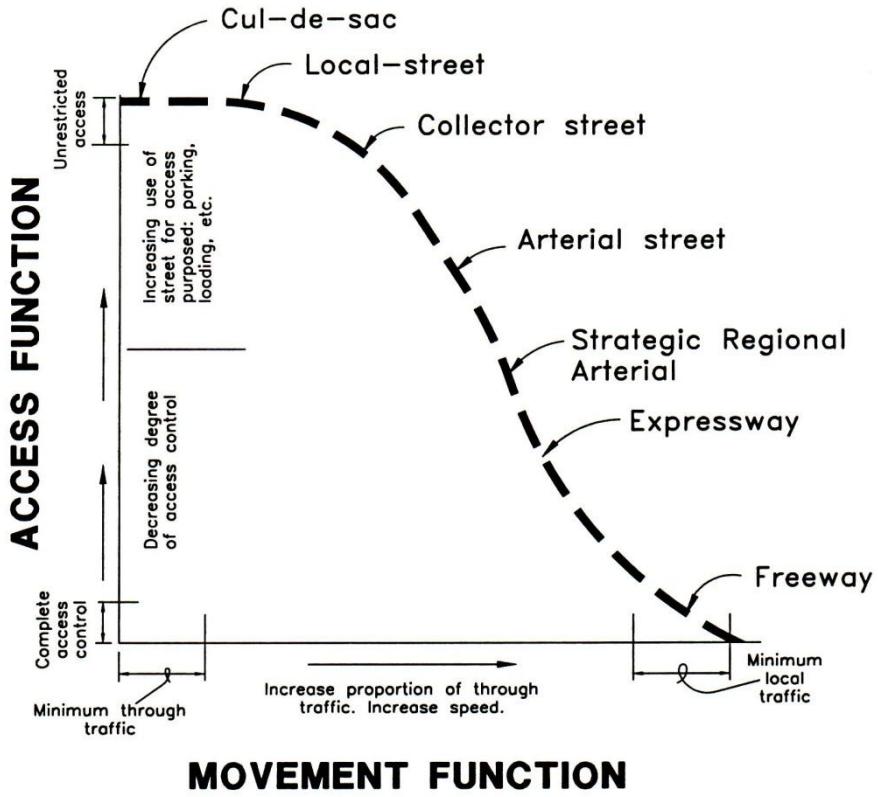
This element was prepared by analyzing the existing system of thoroughfares and by proposing changes and recommendations for future thoroughfares based upon goals and objectives formulated during the comprehensive planning process.

FUNCTIONAL CLASSIFICATION SYSTEM AND THOROUGHFARE STANDARDS

A functional classification system is proposed that reflects the role or function of each roadway within the Plan. This system translates into physical design features that include thoroughfare cross-sections, pavement standards, pavement widths and access management.

Illustration 3-1 helps depict the functional street system, or hierarchy, for the community as a whole. The *movement function* refers to the accessibility of adjacent properties from a particular street or thoroughfare. As the illustration indicates, local streets provide the most access to the adjacent properties, but function poorly in terms of mobility. Freeways function very well mobility-wise but, because of speeds and volumes, they serve very poorly as access to adjacent roads and properties. With this in mind, streets that carry higher volumes of traffic should have a limited number of "curb cuts" (driveway openings) so traffic movement will not be impeded. This concept is referred to as the property *access function*.

Illustration 3-1
Functional Street System



A system consisting of the following thoroughfare types is proposed:

- Freeways – high capacity highways in which direct access from adjacent properties is eliminated or significantly reduced, and where ingress and egress to the traffic lanes is controlled by widely spaced access ramps and interchanges (i.e. I.H. 20)

- Major Thoroughfares or Arterials – provides for continuity and high traffic volume movement between major activity centers (neighborhoods, commercial centers, etc.)

- Collector Streets – collects and distributes traffic from local access streets, as in residential neighborhoods, to a major arterial or the major street system

- Local Residential Street – internal streets within a neighborhood that provides access to residential lots and building sites and should be arranged to discourage most through traffic, except that which is directly related to the area

Freeways

Freeways are typically funded through the Federal Highway Administration and are administered through the Texas Department of Transportation. No new freeways are anticipated through Weatherford in the near future.

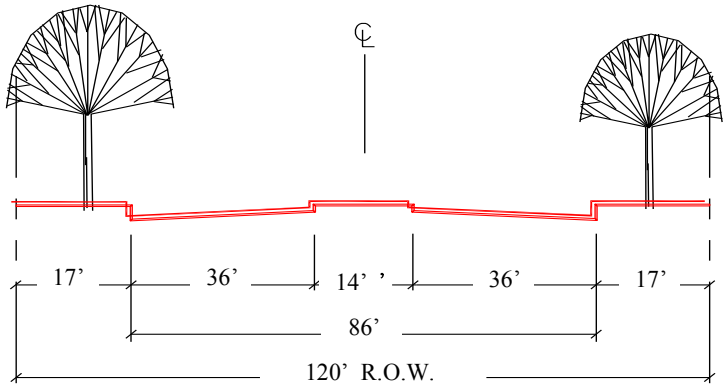
Major Thoroughfares or Arterials

These thoroughfares are usually spaced at one-mile intervals unless terrain or other physical barriers create a need for major deviation. The minimum cross section consists of four moving lanes, two in each direction, within 100 to 120 feet of right-of-way.

Often, four lanes are constructed within the full right-of-way, leaving a wider median than for a six-lane thoroughfare. This concept allows for an interim solution until traffic volumes warrant the construction of the additional two inside lanes. These thoroughfares will carry traffic volumes ranging from 15,000 to 40,000 vehicles per day and it is essential they have continuous and direct alignment and that they interconnect to freeways.

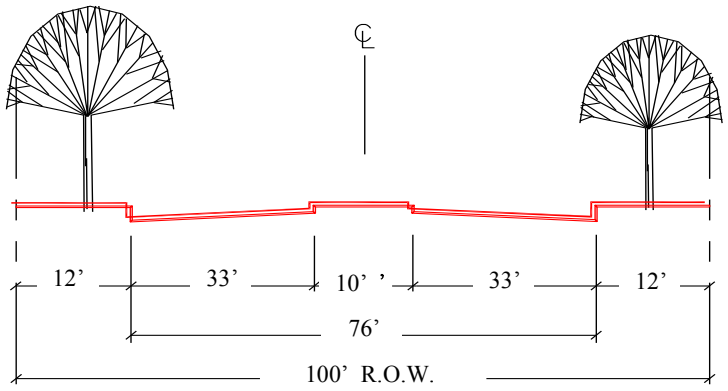
- **Type "AA" Major Regional Arterial** – provides three twelve-foot wide lanes in either direction with a 14-foot wide median.

Illustration 3-2
Type "AA" Major Arterial



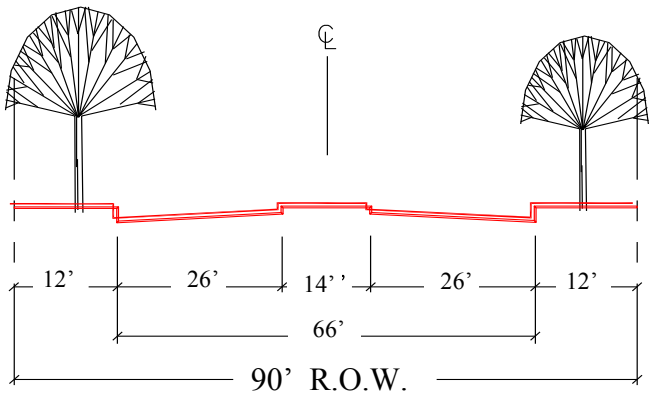
- **Type "A" Major Arterial** – provides three lanes in either direction (i.e. six lanes total) with a center median. The median may be the "lay down" or painted type, which allows more flexibility in access for emergency vehicles. The median may also be raised to create a divided roadway. A minimum right-of-way of 100 feet is required.

Illustration 3-3
Type "A" Major Arterial



- **Type "B" Minor Arterial** – provides a 4-lane divided or undivided thoroughfare. This arterial has a 26-foot wide pavement section and a 14-foot center median that may be the "lay down" or painted type, which allows more flexibility for emergency vehicle access. The median may also be raised to create a divided roadway. These streets are intended where traffic volumes are more moderate, 20,000 to 25,000 vehicle trips per day. A minimum right-of-way of 90 feet is required.

Illustration 3-4
Type "B" Minor Arterial

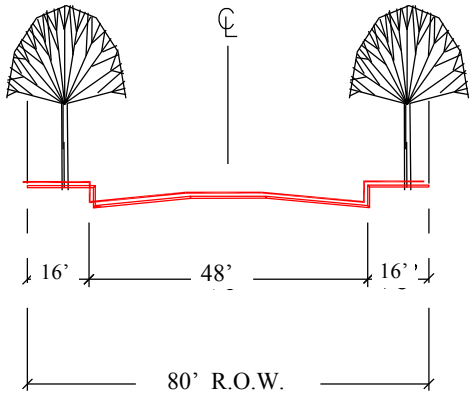


Collector Streets

These streets may be placed in a manner that discourages through traffic movement. To discourage through traffic, they are typically disrupted at some point by off-setting intersections or by incorporating curvilinear design. The collector street may also be used as a local street internal to industrial areas or adjacent to multi-family areas as well as access routes to elementary schools and neighborhood playgrounds.

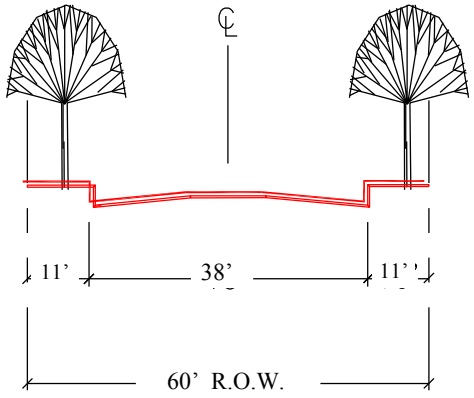
- **Type "C" Major Collector** – low to moderate volume facilities whose primary purpose is to collect traffic from smaller streets within an area to convey to the nearest principal or secondary arterial. Average daily volume should not exceed 10,000 trips per day. Provides for 80 feet of right-of-way with 48 feet of paving.

Illustration 3-5
Type "C" Major Collector



- **Type "D" Minor Collector** – low to moderate volume facilities whose primary purpose is to collect traffic from smaller streets within an area to convey to the nearest principal or secondary arterial. Average daily volume should not exceed 10,000 trips per day. Provides for two moving lanes of traffic and incidental on street parking on 36 to 40 feet of pavement within 60 feet of right-of-way. Minor collectors should be shorter than one-mile in length.

Illustration 3-6
Type "D" Minor Collector



Local/Residential Streets

The alignment of residential streets should be either of curvilinear, discontinuous, looped, cul-de-sac or court configurations. Limited traffic is attracted to residential streets and they may have narrower rights-of-way and pavement widths.

- **Type "E" Local Residential Street** – usual minimum paving width is 30 feet within a minimum right-of-way of 50 feet. These streets are designed to accommodate up to 500 vehicle trips per day.

- **Type "F" Rural Street** – utilized in areas with minimum lot sizes of 25,00 square feet. The following standards should be used to determine if rural streets are appropriate:
  - 25,000 square foot lot size;
  - Runoff 5 cubic feet per second or less;
  - Proper swale design; and
  - Concrete edges.

Other Transportation Elements

Certain roadways can be designed to include extra pavement and/or right-of-way width to accommodate bicycle lanes/routes. Weatherford has several natural drainage or creek areas that could be used to develop an off-street trail system, but it will likely require the utilization of roadway rights-of-way in many locations in order to create a fully integrated bicycle trail system. In many areas, the use of street pavement and/or right-of-way for bicycle transportation purposes will be possible if the roadways are properly sized and designed. For collectors or arterials that are designed as part of the bicycle route system, extra right-of-way may be required to accommodate bike lanes.

LEVEL OF SERVICE AND TRAFFIC CAPACITY

Capacity is the measure of a street's ability to accommodate the traffic volume along the street. *Level of Service* (LOS) is a phrase representative of several factors, including speed, travel time, traffic interruptions, and operating cost of a traffic facility (roadway), used to measure the quality of the facility. In addition, a roadway link refers to a specific length of roadway, usually between two intersections. Levels of service "A" through "F", from best scenario to worst scenario, are defined in the following table.

Table 3-1
Definition of Level of Service for Roadway Links

Level of Service (LOS)	Description	Example
A and B	Light, free-flowing traffic volumes. Virtually no delays with smooth progression of traffic, and speed is generally unaffected by other vehicles. Slight decline in the freedom to maneuver from A to B.	Residential or Rural Streets
C	Basically satisfactory to good progression of traffic, but at that point where individual drivers become affected by interactions with other vehicles. Light congestion, and speed is affected by the presence of other vehicles.	Urban Thoroughfares at Off-Peak Hours
D	High density, but stable traffic flow. Speed and freedom to maneuver are restricted. Small increases in traffic flow will cause significant operational problems. This LOS is generally used to justify thoroughfare improvements.	Secondary CBD Streets (at Peak Hours)
E	Operating conditions at near capacity level. All speeds are reduced to low, but remain relatively uniform, meaning generally not stop-and-go. Operations at this level are usually unstable, because small increases will cause severe speed reductions.	Primary CBD Streets at Peak Hours
F	Forced flow. Heavy congestion. Total breakdown with stop-and-go operation. Queues (i.e., vehicle stacking) at intersections on these lengths may exceed 100 vehicles.	Downtown Areas Usually in Larger Cities at the A.M. or P.M. Peak Hours

SOURCE: North Central Texas Council of Governments.

Level of service "C" is generally the recommended level of service in most cities, and is also the recommended level for roadway design purposes. With the exception of some roadway links that are congested during peak time periods, most thoroughfares operate within levels "C" and "D."

THE THOROUGHFARE PLAN

A number of elements must be considered in the process of developing a Thoroughfare Plan, including the Future Land Use Plan, travel demands, traffic movement and access requirements, and existing physical constraints to roadway construction. The types of land uses that are existing and planned for an area affect the roadway capacity and access needs for that area. Moreover, special efforts will be required in the thoroughfare planning process to ensure that the integrity of residential neighborhoods is protected from unwanted and undesired vehicular traffic.

Balancing the movement and access functions of the thoroughfare system is another consideration in the planning process. Roadways serve two competing functions: the movement of traffic and access to individual properties. Inherent conflict exists where ingress and egress maneuvers from individual properties impede the efficient movement of traffic on major roadways and where high traffic volumes impede turning movements into and out of private driveways. Controlling access so that these two competing functions occur on separate sections of the thoroughfare system is a primary objective of the planning process.

The primary purpose of the Thoroughfare Plan is to provide a long-range plan to assist in thoroughfare facility planning and the dedication of needed rights-of-way to implement such a plan. The recommended major Thoroughfare Plan is shown on **Plate 3.1**. One of the benefits of the Thoroughfare Plan is the identification of streets upon which resources can be concentrated for improvements, ensuring that these monies are spent efficiently. The Thoroughfare Plan is designed to identify the proposed location of collector and arterial streets with the intent to facilitate movement and serve higher volumes of traffic that will occur with future development.

CLICK HERE TO ACCESS PLATE 3.1

THOROUGHFARE PLANNING ISSUES

The following five broad issues have been considered in developing policies for the Thoroughfare Plan:

1. ***Maintaining an adequate, appropriate and efficient roadway network.***
   Increased population as well as increased single-person trips will increase traffic on existing roadways, especially as growth continues in the areas surrounding the City's core area and along I.H. 20. The system should include a hierarchy of streets, with each class of street designed to serve a specific function. Each class of street must be designed with relation to the anticipated use, speed and traffic volume. Increased development will mean increased demand and additional resources to expand the system to keep pace with growing needs.

2. ***Coordinating roadways and adjacent development'***
   Land use planning and thoroughfare planning are closely linked. Failure to successfully merge the two can drastically reduce the effectiveness of adjacent roadways and poorly planned roadways can reduce the viability of adjacent land uses. Zoning and development activity as well as major natural features have impacted transportation planning in Weatherford. Older roadways are now carrying higher traffic volumes than they were originally designed to carry. Coordinating roadways with existing and future development can help minimize some of the compatibility issues between the land use pattern and the street system.

3. ***Cost-effective infrastructure investment.***
   Building and maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that the most cost-effective investments in the street network are made for the community as a whole. Funding is usually based on general obligation bonds and impact fees. Other funding sources should be considered in the future.

4. ***Network for non-automotive (multi-modal) transportation.***
   Through appropriate design and planning, a relatively low-cost system of trails and paths that encourage residents to travel by foot or bicycle can be developed throughout the community. Increased use of other modes of transportation would improve the health of local residents, and would have a positive impact upon the environment and community character.

5. ***Regional access throughout the area.***
   The large floodplain areas and significant creek beds throughout the study area act as a barrier to transportation planning. Constructing these crossings will be

extremely expensive. Alternative routing systems were analyzed, however at least one additional crossing over Town Creek is warranted to alleviate traffic congestion problems in the City's center.

THOROUGHFARE SYSTEM RECOMMENDATIONS

Weatherford must address two competing issues with regard to its existing thoroughfare system, it must expand the system to meet growing demand and it must fund improvements to address existing system failures. It is recommended that the following specific items be addressed with regard the thoroughfare system:

1. Upgrade the City's major corridors/entryways to meet the minimum standards specified within this element. Specifically, U.S. Highway 80 and F.M. 51 should be modified.

F.M. 51

View to Downtown from South

View to Downtown from North

U.S. Highway 80

Looking East from Downtown

View to Downtown from West

Illustration 3-7
F.M. 51 and U.S. Highway 80

2. At least two additional north/south crossings of Town Creek are warranted, one east of F.M. 51 and one west of the Bankhead Drive/Highway 80.

3. At least one east/west crossing of Town Creek located north of I.H. 20 and south of Highway 80 is warranted (Eureka Street).

4. An outer spur to connect I.H. 20 to F.M. 920 on the west side of the planning area is warranted to provide an alternative route for commercial and industrial traffic to the Burette Hobson Industrial Park.

5. Access roads should be constructed along the north and south sides of I.H. 20 throughout the planning area boundary to open up these prime industrial and commercial corridors.

6. A specific study of the traffic configuration ("traffic circle") within the central business district is warranted to establish routing alternatives.

7. Bowie Drive is a residential collector and traffic calming options should be investigated to moderate traffic speeds and volume along this corridor.

8. The rail trail should be extended from Sunshine Lake into downtown via the Town Creek waterway.

Illustration 3-8
Traffic Circle: South Side

9. The existing major watersheds should be preserved and utilized as primary linkages for a community-wide trail system.

10. Alternatives should be investigated to tie existing residential neighborhoods into an overall trail system.

11. A 5-year capital improvements program (C.I.P.) should be established to provide a regular project scheduling and funding program to ensure substantial completion of transportation system improvements.

Specifically, the following table shows the recommended short-term and long-term projects that are recommended for the next 5 and 10-year periods. These recommendations assume that the listed projects will be incorporated into a formalized C.I.P. program and project schedule.

Table 3-2
Thoroughfare Priority Improvement Program

Project Title	Limits	Action	Funding Source
Denton/Front St. Extension & Rehabilitation	Rusk St. to Denton St. Front St, to FtWorth Hwy	R.O.W./Design/ Construction	Municipal Bond
Denton/Eureka St.	Ft.Worth Hwy. To Eureka St. at Santa Fe Drive	R.O.W. /Design/ Construction including the bridging of Town Crk & U.P.R.R.	Municipal Bond
Adams St.	South Main to Texas Dr.	R.O.W. & Construction	Municipal Bond
West Outer Loop	I.H. 20 North to F.M. 51	R.O.W. & Design	Municipal Bond/ County/State
Eureka St.	Santa Fe to South Main	Widen and Reconstruction	Municipal Bond
Brazos/Franklin Street	Widen and Improve Bridges	Reconstruction	Municipal Bond
Mesa Drive	Ft Worth Hwy to Santa Fe	R.O.W./Design/ Construction Including Bridging of Town Crk and UPRR	General Fund
I20 Service Roads	Santa Fe to South Main North and South Side	Design/Construction	Municipal Bond
I20 Service Roads	Bethel Road to South Bowie	Design/Construction	Municipal Bond
Northeast Loop Connection	F.M. Hwy 51 North to F.M. Hwy 730	R.O.W. & Design	Municipal Bond
Denton/Fourth Street Extension	Front St to Fourth St	R.O.W. & Construction	Municipal Bond

TRANSPORTATION PLANNING POLICIES

The following statements describe the recommended policies to guide Weatherford's transportation planning efforts:

1. **Plate 3.1** shows the proposed major Thoroughfare Plan. This plan should be used to determine the classification of planned roadway segments. Additional collector streets may be needed to serve traffic within new developments. The alignment and capacity of these streets should be determined as part of any action on a preliminary plat, final plat, site plan or zoning case. Any plat, site plan or zoning case not in conformance with the Thoroughfare Plan should not be approved unless an acceptable alternative is developed and approved.

2. Weatherford should use the general planning guidelines for roadways in addition to the detailed specifications found in the Subdivision Ordinance to determine the appropriate design standards for planned roadway improvements.

3. Weatherford should seek to maintain a minimum level of service (LOS) standard of "C" on their respective roadways. This standard should be used in reviewing the transportation needs of future development proposals.

4. Transportation system improvements should be prioritized, phased and scheduled in accordance with the Comprehensive Plan and the ability to fund the improvements.

5. On-site local and collector streets constructed by developers must be in compliance with the City's regulations. Weatherford may also require off-site improvements needed to provide adequate access to the development. This policy should be implemented through specific provisions of the City's subdivision and zoning ordinances.

6. Weatherford should coordinate with TxDOT, the NCTCOG and other local jurisdictions when planning transportation improvements.

7. Streets should be designed in a comprehensive fashion considering street trees, ADA-accessible pedestrian walkways, bike lanes, signage, lighting and air quality whenever any of those factors are applicable. Citizen involvement in major street-widening projects should be sought.

8. All alternatives for increasing roadway capacity should be considered before physical road widening is recommended for roadways with existing neighborhoods.

9. Commercial and other non-residential uses that generate high volumes of traffic should be limited to locations where arterial streets provide sufficient access for non-local traffic.

10. Except as specifically approved by the City, all development should provide adequate on-site parking for normal operations. Exceptions to this condition can be made for specific areas, for example special redevelopment or historic areas. This policy should be implemented through specific provisions in the Subdivision and Zoning Ordinances.

THOROUGHFARE IMPLEMENTATION

The proper administration of the Thoroughfare Plan will require the following actions:

- *Coordination of Capital Improvements*
  Many of the major thoroughfare improvements will involve cooperation with the NCTCOG and TxDOT. In many cases, these improvements will require some financial participation. Weatherford will likely be required to assume the responsibility for constructing a reasonable portion of its thoroughfare system as it expands its physical boundaries. It should be understood that the system would be constructed on an incremental basis over an extended period of time (20 to 30 years).

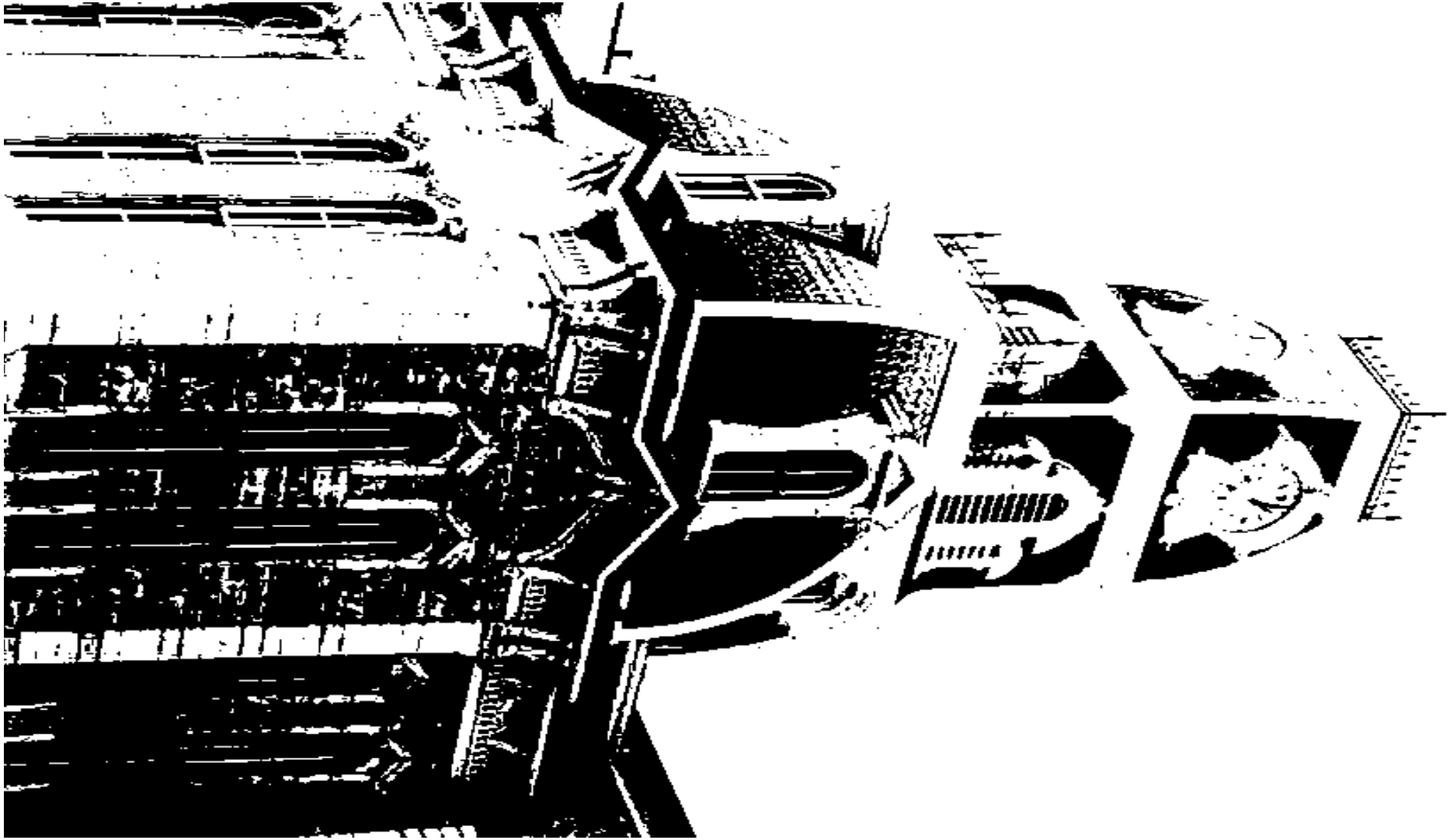
- *Subdivision Control*
  The subdivision of land into building sites represents the first step in the development of urban land uses and the creation of traffic generators. Reasonable land (i.e. right-of-way) must be set aside at the time of platting so that adequate thoroughfares can be created without adversely impacting the value, stability and long-range character of the area being developed. ***Specifically, right-of-way must be dedicated in accordance with the Thoroughfare Plan as each plat is approved.*** Right-of-way protection and reservation within the City's ETJ is particularly significant.

- *Zoning and Land Use Control*
  The adequacy of existing and planned thoroughfares must be taken into account in all changes of zoning and land use. When such changes occur, the space for street use (i.e. right-of-way) should be provided commensurate with the overall use contemplated within the area.

- *Building Lines*
  Where widening of an existing thoroughfare right-of-way is contemplated, buildings should be set back to allow for the planned widening to ensure that the use functions properly with the new thoroughfare after the proposed improvement is made. In

some cases, it will be desirable to establish building lines by ordinance to help ensure the orderly and uniform development of thoroughfare frontage.

- *Other Considerations*
  Certain aspects of the Plan, such as access controls along major arterials, should be implemented through other design and technical standards that may or may not be included in the City's Subdivision or Zoning Ordinances. Examples of other standards that need to be implemented are sight and visibility standards and joint (i.e. shared) access standards. Impact fees should also be established under separate process.



2002 COMPREHENSIVE PLAN
SECTION 4: FUTURE LAND USE PLAN

CITY OF WEATHERFORD

SECTION 4: FUTURE LAND USE PLAN

INTRODUCTION

Approximately 65.5 percent of the total land area within the City of Weatherford planning area is currently vacant and agricultural. The existing development pattern is generally characterized as three primary urbanized nodes located within close proximity to the City's center. Rural, low-density residential and agricultural uses occupy the remaining area beyond the urbanized sections. The development pattern has been greatly influenced by the existing transportation and utility infrastructure. A critical need identified by the plan is the improvement and extension of the thoroughfare system. These improvements will directly influence the pattern and pace of both residential and non-residential development throughout the planning area. The land uses specified in this section provide for a recommended pattern of development that conforms to the goals and objectives established by the City in addition to providing an interrelated pattern of land uses that will provide for the orderly development of the community and its immediate area.

The Future Land Use Plan is intended as a guide for growth. It is not a zoning ordinance and does not contain any provisions that otherwise govern the use of land. It is a guide that will provide the primary basis for day-to-day land use decisions. The land uses designated here provide City staff and City officials a guide for considering development proposals, such as zoning and platting petitions. Land use proposals that do not substantially conform to the plan are likely contrary to the vision of the community as stated herein. However, the plan is intended to be flexible and should be revised from time to time as new land uses not envisioned by the plan arise and as the community evolves.

The Future Land Use element describes the planning process used by all entities in relating development decisions to the community's ultimate vision of what it can and will become. A series of policies defines how these decisions are to be made.

LAND USES

The Land Use Plan considers development within the corporate limits as well as the existing extraterritorial jurisdiction. It provides a pattern of development consisting of the following uses:

Single Family Residential – Low Density
Single Family Residential – Medium Density
Single Family Residential – High Density
Multi-Family Residential
Group Home
Office/Retail
Commercial
Town Center
Industrial
Public/Semi-Public
Park/Open Space
Flood Plain

An important element considered by the Future Land Use Plan is the relationship between residential and non-residential uses. The trend toward more intense uses of retail, office and commercial sites creates more opportunities for conflicts between new and existing areas of development. **Table 4-1** below shows the distribution of future land uses throughout the planning area.

Table 4-1
Future Land Use Distribution
Weatherford Planning Area – 2000

Future Land Use	Acreage	%
Single Family -- Low Density	15,926.9	34.0%
Single Family -- Medium Density	18,550.6	39.7%
Single Family -- High Density	847.6	1.8%
Group Home	108.0	0.2%
Multi-Family	606.2	1.3%
Town Center	83.3	0.2%
Office/Retail	2,831.4	6.1%
Commercial	1,982.5	4.2%
Industrial	997.7	2.1%
Public/Semi-Public	662.0	1.4%
Park/Open Space	400.1	0.9%
Flood Plain	3,788.6	8.1%
TOTAL	**46,785.0**	**100.0%**

SOURCE: Dunkin, Sefko & Associatess, 2002.

The ultimate holding capacity has been calculated for the proposed future land use pattern shown in **Plate 4.1**. The ultimate holding capacity represents the total estimated housing and population counts that could be accommodated at build-out throughout the planning area. **Table 4-2** shows the ultimate residential holding capacity estimates.

Table 4-2
Ultimate Residential Holding Capacity

Future Land Use	Households	Population
Single Family -- Low Density	7,200	20,200
Single Family -- Medium Density	41,700	116,900
Single Family -- High Density	3,100	8,500
Group Home	1,511	1,500
Multi-Family	7,600	12,400
TOTAL	**61,111**	**159,500**

SOURCE: Dunkin, Sefko & Associatess, January 2001.

Plate 4.1 on the next page contains the Future Land Use Map with the land use categories described above. At build-out, the total population is estimated to be 159,500. This estimate assumes an occupancy rate of 90 percent for single-family residential and multi-family units.

CLICK HERE TO ACCESS PLATE 4.1

SINGLE FAMILY RESIDENTIAL

Single-family residential uses comprise the greatest use of land throughout the planning area, 75.5 percent. Plan objectives specifically call for the preservation of the existing housing stock as well as encouraging high quality residential neighborhoods that meet the City's diverse housing needs.

The Future Land Use Plan specifies three types of single-family residential land uses. These uses are defined on the basis of residential density.

Single Family Residential – Low Density

Acres: 15,926.9
Percent of Planning Area: 34.0%
Density: 0.5 Dwelling Units per Acre

Illustration 4-1
Low Density Development

Single Family Residential – Low Density uses are located primarily along the perimeter of the planning area. Development within these areas may be typically characterized as large-lot residential, with many lots exceeding one acre. Development within this land use category is intended to be rural with street cross sections that provide for a "country" feel. Low-density uses are located with respect to the physical features of the planning area, limitations of wastewater utility services, and to preserve existing pockets of low-density residential developments.

These are the lowest-intensity uses specified by the Future Land Use Plan and should be set back from Weatherford's major highways and thoroughfares. In addition, this use should be buffered from non-residential land uses via major natural and man-made physical features and/or transitional land uses. The land use pattern has been designed to minimize situations where *Single Family Residential – Low Density* uses directly abut highways and major thoroughfares as well as multi-family and non-residential uses. However, it is extremely difficult to eliminate all such situations and, where appropriate, these other potentially incompatible land uses should be designed so that they are integrated with the residential character of the neighborhood areas they abut.

Single Family Residential – Medium Density

Acres: 18,550.6
Percent of Planning Area: 39.7%
Density: 2.5 Dwelling Units per Acre

Illustration 4-2
Medium Density Development

Single Family Residential – Medium Density uses are concentrated within the central portion of the planning area. Development within these areas will evolve in an urban environment, with the majority of lot sizes ranging from 6,400 square feet to 10,000 square feet. The volume of daily traffic warrants the location of these uses within close proximity to major thoroughfares and with direct access to major collectors. It is anticipated that these areas will be served with full utility services, especially including wastewater collection and treatment.

Much of the existing housing stock, especially the historic dwellings, is located within an area designated for *Single Family Residential – Medium Density* land uses. These areas have been established to help preserve these existing neighborhoods and ensure the preservation of affordable housing.

Due to the urban nature of this land use category, it is appropriately located adjacent to multi-family, office, and limited retail and commercial uses. *Single Family Residential – Medium Density* uses serve as a transition for the *Single Family Residential – Low Density* uses. It is appropriate that local retail establishments and professional offices be located directly adjacent to *Single Family Residential – Medium Density* uses since they often provide those goods and services consumed by those living in close proximity.

Single Family Residential – High Density

Acres: 847.6
Percent of Planning Area: 1.8%
Density: 4.0 Dwelling Units per Acre

Illustration 4-3
Duplex

Single Family Residential – High Density uses are targeted to specific areas and are intended primarily as transitional land uses that either buffer other single family residential developments or take advantage of existing natural features. Development within this land use category is intended solely for single family developments with lot sizes less than 6,400 square feet. Generally, the density allowed ranges from 4 to 8 dwelling units per acre. Residential uses appropriate to these areas include "patio homes" or townhouses.

Illustration 4-4
Townhomes

Single Family Residential – High Density uses are appropriately located along major thoroughfares and collectors. They generate high volumes of residential traffic and should be designed to discourage through traffic through lower-density residential neighborhoods. They are also appropriately located immediately adjacent to multi-family, office, retail, commercial and industrial uses. However, where multi-family and non-residential uses directly abut *Single Family Residential – High Density* uses, they should be designed to integrate with the neighborhoods.

GROUP HOME

Acres: 108.0
Percent of Planning Area: 0.2%

Illustration 4-4
Pythian Home

Group Home uses are extremely important elements of the City's housing stock. These uses provide institutional and other assisted living services and opportunities that ensure the City of Weatherford remains a "full life cycle city." *Group Home* land use categories have been established to protect the existing facilities located throughout the City of Weatherford.

Not all institutional living facilities must be located within a *Group Home* area. Rather, this category has been established to ensure the preservation of those existing facilities, which comprise an important element of the existing housing stock. These uses generate high volumes of daily vehicular and pedestrian traffic and they are appropriately located at the intersections of major thoroughfares. It is appropriate that these uses directly abut and be integrated with multi-family, office, retail and commercial uses.

Group home developments may follow the parameters as listed below:

- Group home developments may be built as part of a church complex,
- Group homes are ideally located next to or integrated with community or private parks,
- Group homes may be located adjacent to day care centers, and
- Group homes should be integrated with the neighborhood in which they are located.

MULTI-FAMILY

Acres: 606.2
Percent of Planning Area: 1.3%
Density: 14 Dwelling Units per Acre

Illustration 4-5 Multi-Family Development

Multi-Family uses have been designated primarily along the City's major thoroughfares or as transitional uses from commercial and industrial nodes to higher-density residential nodes. *Multi-Family* developments are an important element of the existing housing stock and provide a viable housing alternative for those:

- Who cannot afford to purchase a home,
- Who relocate often due to professional or employment-related reasons,
- Who do not desire the maintenance responsibilities required of a homeowner, or
- Who attend Weatherford College.

Multi-family or apartment developments vary from project to project. Some projects are large-scale, independent communities while others are small-scale neighborhood-oriented developments with fewer units that are intended to blend into a given residential area. Weatherford's existing housing stock contains both types of multi-family developments.

It is suggested that the following guidelines be used to determine if *Single Family Residential – High Density* land uses are appropriate within a given location:

- The tract is adjacent to a major thoroughfare or major collector,
- The tract is not less than ten acres in size,
- The total density for the project does not exceed 14 dwelling units per gross acre,
- In the event the tract abuts existing single-family dwellings, then appropriate architectural and buffering elements be incorporated into the project to ensure that it is integrated with the neighborhood,
- No principal access onto local residential streets or alleys should be allowed, and
- An amount of usable open space should be required for multi-family residential developments.

TOWN CENTER

Acres: 83.3
Percent of Planning Area: 0.2%

Illustration 4-6
Town Center

One of Weatherford's greatest resources is its historic downtown. As "big-box" retail development continues to evolve along the I.H. 20 corridor, this core area will face a growing economic challenge to its continued vitality. Several major issues must be addressed in order to create a viable economic center that withstands the current retail and commercial development trends:

- Improve or alter the existing "traffic circle" to better facilitate traffic movements,
- Install landscaping and signage to create an inviting atmosphere,
- Provide adequate off-street parking to serve daily needs,
- Improve sidewalks, signage and cross-walks to serve pedestrians,
- Renovate the front building facades to reflect the original period of construction, and
- Establish zoning standards to ensure the protection of historically significant structures.

The ***Town Center*** use is intended to provide the City of Weatherford with a concentrated, mixed-use focal point and center of business/government near the heart of the City. This area is also intended to provide the community with additional tax revenues and jobs that are close to home. A mixture of land uses is appropriate for the *Town Center* area, as it is intended to remain a place for local residents to shop, conduct personal and government-related business, reside at the same location as their business (i.e. loft apartments above retail shops), meet neighbors, eat at a local café, enjoy arts/cultural facilities (such as a local museum), gather for community events and festivals, and other similar activities. A public plaza/open space area and landscaping should be encouraged within this area. Open storage should be prohibited to ensure an attractive appearance from neighboring properties. In addition, a comprehensive streetscape program is recommended to create a welcome, pedestrian friendly environment.

OFFICE/RETAIL

Acres: 2,831.4
Percent of Planning Area: 6.1%

Illustration 4-7
Office Use

As the seat of Parker County government, Weatherford has established an office and retail base that serves local as well as regional consumer bases. As growth within Parker County has increased, the City's office and retail sectors have grown. This growth is evidenced by the recent construction of major retail outlet centers off of I.H. 20.

Illustration 4-8
Retail Use

While major retailers may prove to be a positive sign of economic growth, they generate unwanted noise, traffic and pollution. Accordingly, major retail nodes should be located primarily along highly visible travel corridors. The Future Land Use Plan provides major retail nodes that are located on or within close proximity to intersections with major thoroughfares where appropriate access may be provided to facilitate proper traffic circulation. Existing and/or planned single-family residential developments should also be buffered from major retail nodes by either transitional land uses or major physical features.

Small-scale office and retail operations, which house small operations such as professional offices and neighborhood-oriented establishments, are appropriately located immediately adjacent to single family and multi-family residential uses. The Future Land Use Plan provides for the location of these uses along major thoroughfares. These uses buffer existing and planned residential developments from these major transportation corridors.

Office and retail development for both large and small-scale developments that are within close proximity to single family residential areas should take into consideration the following:

- Lighting of parking lots, signage and building security;
- Hours of operation,
- Loading and unloading of freight and merchandise;
- Primary and secondary site access (access through neighborhoods should be prohibited);
- Drive-through operations;
- Storm water management; and
- Architectural and site design.

COMMERCIAL

Acres: 1,982.5
Percent of Planning Area: 4.2%

Illustration 4-9
Campbell Hospital

As with the *Office/Retail* uses, the City of Weatherford has developed a healthy commercial base that has evolved to serve the regional population. Commercial uses generate noise, odor, dust and pollution that make them generally incompatible with single-family residential uses. They are appropriately located immediately adjacent to major thoroughfares and should be buffered from residential uses through transitional land uses and/or physical buffers.

The Future Land Use Plan provides three major commercial corridors: I.H. 20, U.S. Highway 80, and the future western spur. Commercial tracts should contain at least 800 feet in depth with shared drive access requirements to facilitate traffic circulation. Special guidelines for commercial development should be adopted that require:

- Additional setbacks along major thoroughfares and collectors;
- Additional landscaping and screening along major thoroughfares and collectors;
- Prohibited open storage within the front yard area;
- Strict signage and parking area design guidelines;
- Minimum storm water management and run-off standards; and
- Minimum exterior building façade standards.

These guidelines will help create development corridors that enhance the view from the road. They will also help ensure that open storage, site design and building types for commercial uses will blend with the future vision for the City's major entryways as well as for the community as a whole. If this strategy is followed, the City of Weatherford should realize higher visual quality and higher property values along these corridors.

INDUSTRIAL

Acres: 997.7
Percent of Planning Area: 2.1%

Illustration 4-10
Industrial Use

Weatherford has several opportunities to capitalize on a variety of industrial land use types. The City has the capacity to provide adequate utility service and the existing rail system is able to accommodate short and medium-term growth. The greatest obstacle to short-term industrial expansion within the community is the lack of transportation facilities. Currently, industrial traffic must circulate through the City's core to access the sole industrial park located off of F.M. 920. This routing system proves disruptive to the residential, office, retail and commercial areas that must be crossed.

The Future Land Use Plan has specified two primary industrial nodes. The first of these nodes provides for the expansion of the Burette Hobson Industrial Park along the south side of F.M.920 to the future western spur. This expansion may be served by the existing rail line and is buffered from future single-family residential development to the south by a substantial greenbelt. The second major industrial node is located on both sides of the intersection of I.H. 20 and East Bankhead Drive. This site may be served by existing rail service and has adequate thoroughfare access. This second node is buffered from surrounding single-family residential uses to the south and east by a substantial greenbelt and to the north and west by the thoroughfare system and transitional single-family residential land uses. A secondary node is identified on the north side of Eureka Street where some existing industrial uses are located. These nodes are appropriate for a broad range of light to heavy industrial uses.

Development guidelines should be adopted for construction of or expansion to industrial uses that address the following:

- Additional setbacks along major thoroughfares and collectors;
- Additional landscaping and screening along major thoroughfares and collectors;
- Minimum standards for the discharge of particulate matter, smoke, and dust;
- Minimum access requirements to major thoroughfares and major collectors;
- Minimum standards for the generation of noise;
- Prohibited open storage within the front yard area;
- Strict signage and parking area design guidelines;
- Minimum storm water management and run-off standards; and
- Minimum exterior building façade standards.

Application of these guidelines will help to ensure development of industrial areas that are both compatible with the community's vision and future land use pattern. They will also help to mitigate any negative environmental impacts and assure sustained property values within the nodes as well as for any adjacent properties.

PUBLIC/SEMI-PUBLIC

Acres: 662.0
Percent of Planning Area: 1.4%

Illustration 4-11
High School Stadium

Communities require a variety of public services to meet the needs of the community. These services are provided by several different organizations who provide services pertaining to the health, safety, welfare and quality of life throughout the community. These services are mostly provided by "public" or not-for-profit entities who require physical facilities to provide their respective services.

The public facilities shown on the Future Land Use Plan include properties owned by local and regional governments in addition to those of other semi-public agencies like churches. The *Public/Semi-Public* uses shown on the Future Land Use Plan include:

- Municipal facilities (i.e. City Hall, police, fire, utility, solid waste);
- Public school facilities (i.e. W.I.S.D., Weatherford College);
- County facilities (i.e. County Courthouse, County Annex);
- State facilities (i.e. Texas Department of Public Safety);
- Federal facilities (i.e. U.S. Post Office); and
- Other (i.e. churches, VFW).

As the population grows, additional public and semi-public facilities will be required to provide the same level of service throughout the community.

PARK/OPEN SPACE

Illustration 4-11
Holland Lake Park

Acres: 400.1
Percent of Planning Area: 0.8%

Park/Open Space uses are those areas set aside or developed for passive or active recreational uses or for the preservation of natural areas to be left undisturbed. No active uses are generally accommodated in areas designated for open spaces. For many citizens, the parks and open space system correlates directly to the quality of life enjoyed by those residing within the City of Weatherford. The Park/Open Space Plan strives to outline a strategy to develop and enhance the City's system of neighborhood, community and regional recreational facilities. The Park/Open Space Plan contains the following major components:

- Conservation of open spaces,
- Expansion of the rail-trail system,
- Creation of a leisure park system, and
- Expansion of the existing active recreational facilities.

Future park and open space needs are projected as a function of population growth and pursuant to park standards established by the National Recreation and Park Association (NRPA). Parks are sited so that they are located equitably to the populations they are intended to serve.

FLOODPLAIN

Acres: 3,788.6
Percent of Planning Area: 8.1%

Illustration 4-12
Floodplain Reservation

Flood plains are those areas designated as 100-year flood zones on the Flood Insurance Rate Maps (FIRM) for the City of Weatherford and Parker County. These are flood prone areas that are environmentally sensitive and should remain primarily undeveloped. Some limited passive recreational uses are appropriate within the flood plains, such as nature trails and picnic facilities. Floodplains provide the opportunity for an extensive linear park system that may be utilized to connect neighborhoods and to forge safe pedestrian linkages to targeted public facilities like schools. Specific guidelines should be adopted to:

- Require the preservation and dedication of flood plains,
- Limit the encroachment of development in flood hazard areas, and
- Establish minimum standards for the retention and controlled release of storm water runoff.

FUTURE POPULATION INCREASE

The population growth of Weatherford will likely be regulated by a great extent by the rate at which the housing inventory can be expanded in price ranges that will permit and encourage persons to reside within the community. The general increases in housing costs will, however, tend to be a factor in moderating any rapid expansion of the population. Housing activity within Parker County will likely continue to increase, as will the number of proposed housing developments, and therefore, continued population gains can probably be expected for at least the next several years in the City of Weatherford. Over the last ten years, Weatherford has experienced a substantial increase in population, due mainly to the area's healthy economy, increased interest in a rural lifestyle, and the dramatically increasing cost of housing within close proximity to the cities of Dallas and Fort Worth.

Population projections are significant to the process of assessing the quantity of land that should be allocated to each land use and how intensely land should be used in order to support desired population numbers. As previously discussed, in the Baseline Analysis, the estimated 2000 population provided by the North Central Texas Council of Governments is approximately 20,150 persons. Using this population estimate as a base year population, a series of projections were made for planning purposes. **Table 4-3** compares three growth scenarios.

Table 4-3
Projected Population Growth

Year	PLAN A 2% Growth Rate	PLAN B 4% Growth Rate	PLAN C 6% Growth Rate
1970[1]	11,750	11,750	11,750
1980[1]	12,049	12,049	12,049
1990[1]	14,804	14,804	14,804
2000[1]	19,000	19,000	19,000
2005	21,000	23,100	25,400
2010	23,200	28,100	34,000
2015	25,600	34,200	45,500
2020	28,200	41,600	60,900
Building Permits per Year[2]	189	465	862

SOURCE: [1] U.S. Census
[2] Based on 2.8 Persons per Dwelling Unit and a 90% Occupancy Rate.

The growth scenarios shown in **Table 4-3** represent a reasonable range of growth rates for the City of Weatherford. The higher projection ("C") would require a housing response and an influx of population that, under prevailing conditions, is not occurring. The lowest projection ("A") indicates a rate of growth that is similar to that experienced over the last several years. The middle growth scenario ("B") reflects a rate of residential growth that is almost twice that of the current rate of growth. Based on these projections, an estimated 1,990 to 4,930 new single-family structures could be constructed over the next ten years, depending on the regional and national economy.

Scenario "B" is recommended for planning purposes. It assumes that the housing growth trend will continue to increase and that the City of Weatherford will start capturing a greater percentage of the county's population increase. As Weatherford's wastewater collection and treatment system is expanded, the City and its immediate area will likely become the nucleus for urbanized development within Parker County.

INCONSISTENCIES BETWEEN DEVELOPMENT PROPOSALS AND THE FUTURE LAND USE PLAN

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the Future Land Use Plan. Careful consideration should be given to any development proposal that is inconsistent with the Plan. When such a proposal is presented to the City of Weatherford, it should be reviewed based upon the following considerations:

- Will the proposed change enhance the proposed site and the surrounding area?
- Is the proposed change a better use than what is shown on the Future Land Use Plan?
- Will the proposed use impact adjacent residential areas in a negative manner? Or, will the proposed use be compatible with, or even enhance, adjacent residential properties?
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
- Does the proposed use present a significant benefit to either the City or the community as a whole in terms of public health, safety and/or welfare (i.e. would it address a physical or social need of the community or its citizens; would it be to the City's economic advantage; would it add needed jobs in a particular employment sector, etc.)?

Development proposals that are inconsistent with the Future Land Use Plan (or which do not meet its general intent) should be reviewed based on the above questions. It is important to recognize that proposals contrary to the Plan could be an improvement over the uses shown on the Plan for a particular area. This may be due to changing market, development and/or economic trends that occur at some point in the future, after the Plan is adopted. If such changes occur, and especially if there is a significant benefit to the City, then these proposals should probably be approved unless they would have a negative impact upon the surrounding area and/or the City in general. Each development proposal should be reviewed on its own merit, and it should be the applicant's responsibility to provide evidence that the proposal would enhance the community based upon the policies in the Comprehensive Plan and upon community objectives and values.

FUTURE LAND USE MAP INTERPRETATION POLICIES

Rezoning or other development approvals for land uses not consistent with the Future Land Use Plan (or Comprehensive Plan) should not be approved until the Plan has been amended, as appropriate, to provide for such land uses.

If a rezoning proposal is consistent with the Plan (i.e. is the same or very similar), then the request should be processed as any other request is processed. A statement/determination should be made in a municipal staff report that the proposed request is consistent with the Plan. This should not mandate approval by the City's Planning and Zoning Commission and/or the City Council, but should be the first prerequisite in the review process. The request should still be reviewed on its own merit based upon additional criteria such as traffic impact, compatibility with surrounding uses and adjacency standards, among others.

If a rezoning proposal is not consistent with the Plan, then an amendment to the Plan should occur prior to approving the request. It should be the applicant's responsibility to provide evidence proving that the proposed rezoning is better or more consistent with land uses in the surrounding area than what is shown on the Future Land Use Plan map. If this is the case, then Weatherford could initiate a Plan amendment process. To expedite the process, Plan amendments may be processed simultaneously with rezoning change requests. The Plan map should be updated at least once or twice annually to ensure that it reflects any Future Land Use Plan amendments.

FUTURE LAND USE POLICIES

The following statements describe recommended policies that should guide Weatherford's future land use planning efforts:

1. Weatherford should use the Future Land Use Plan and the associated policies in this report to establish the general pattern of development within the community. This pattern of development should be implemented through the City's development regulations.

2. The Future Land Use Plan provides the general description of land use categories, and the text in this report provides an explanation of key components of the Plan. Weatherford should maintain the Future Land Use Plan to provide areas for different types of land uses and intensities, and should plan for public services and facilities appropriate for the planned land uses. The Plan establishes the general pattern of future land use, as appropriate, to achieve the City's goals and objectives as well as those of the community as a whole.

3. Weatherford should identify sufficient locations for residential and non-residential development (especially in the ETJ) to accommodate projected growth with provision of additional land use capacity for market choice and flexibility.

4. Weatherford should plan areas for a variety of residential housing types and densities.

5. Weatherford should implement improvements to its thoroughfare system to support the land use pattern specified in the Future Land Use Plan. Specifically, the City should initiate and implement a 5-year capital improvements program for the orderly and consistent improvement of the system to meet growing demand.

6. Planned industrial areas should be of sufficient size and should be appropriately located to support the community's economic development goals and strategies.

7. Weatherford should use its planning and development regulations to protect residential neighborhoods from encroachment of incompatible activities, or from land uses that may have a negative impact upon a residential living environment.

8. Residential developments adjacent to park or to public open spaces should be designed to facilitate public access to and use of the park/trail, while minimizing potential traffic conflicts between park users and residents of the neighborhood.

9. In reviewing development proposals, the City should consider issues of community character, compatibility of land use, residents' security and safety, and efficient service provision, since these are important qualities of any community and should be emphasized.

10. Weatherford should encourage future patterns of development and land use that would reduce infrastructure construction costs and would make efficient use of existing and planned public facilities.

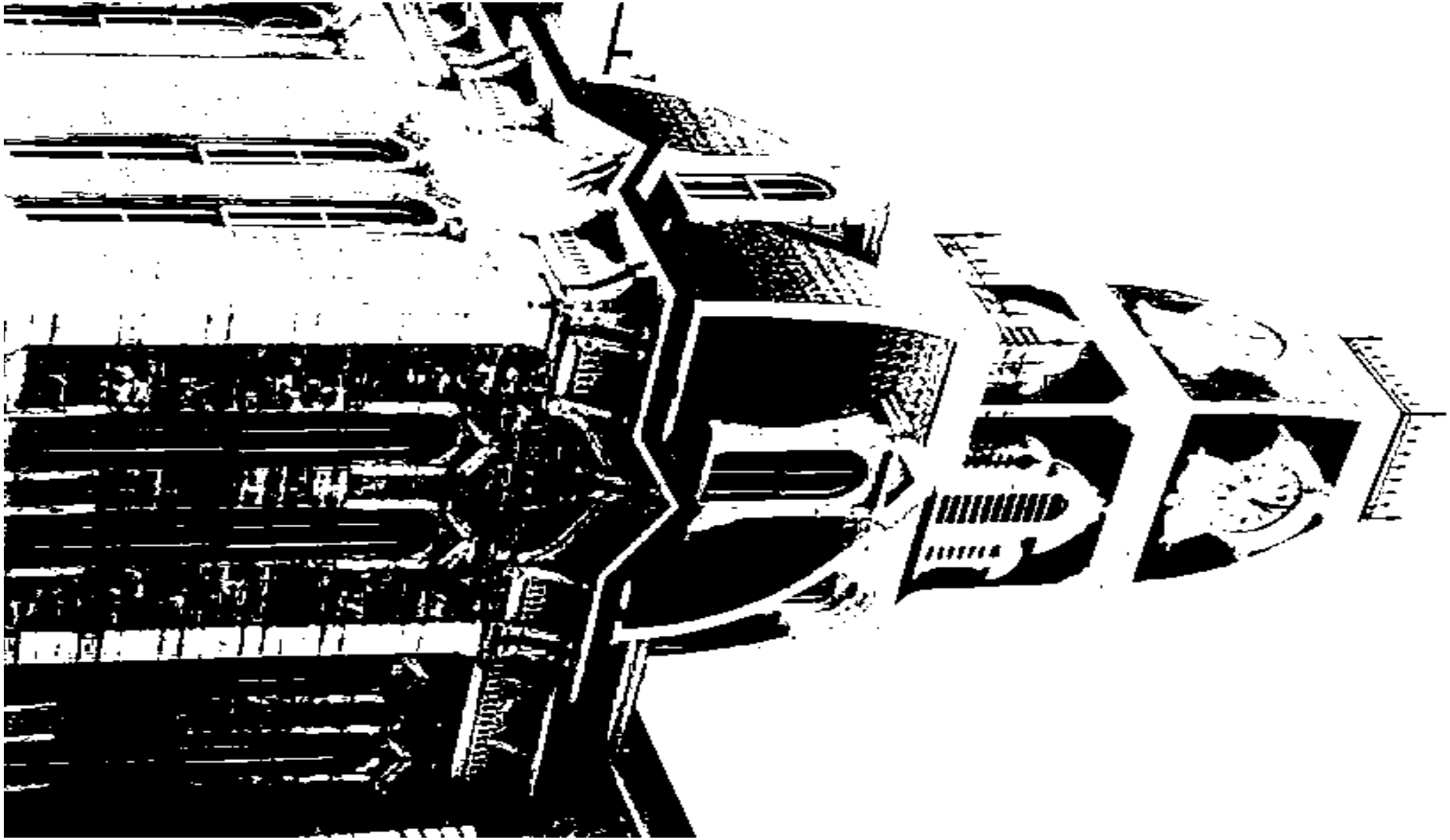
11. The official copy of the Future Land Use map will be on file in the City of Weatherford. The boundaries of the land use categories as depicted on the official map should be used to determine the appropriate land use category for areas that are not clearly delineated on the smaller scale Future Land Use Plan contained in the Comprehensive Plan document.

12. A rezoning proposal's density should be consistent with the Future Land Use Plan. The actual density approved should take into consideration the parcel zoning, adjacent land uses, the nature of the proposed development, and other relevant policies of the Comprehensive Plan.

13. Non-residential development proposals should be evaluated according to the types of uses, and the ability of existing or planned infrastructure to provide adequate services to these uses.

14. Design guidelines should be established for development within areas that are planned for non-residential uses to ensure these areas develop with a high quality, compatible design. Standards and guidelines should address elements including, but not limited to, minimum lot size, building scale, building setbacks, lighting, landscaping, screening and fencing, signage, internal circulation, and building materials.

Weatherford should periodically evaluate its development review and approval process, and should revise its process as needed to ensure the following: (1) that adequate opportunity is provided for public input in appropriate development projects; (2) that consistency and predictability are maximized for all parties involved in the process; and (3) that the process helps to achieve the goals and implement the policies of the Comprehensive Plan.



2002 COMPREHENSIVE PLAN
SECTION 5: HOUSING STRATEGIES

CITY OF WEATHERFORD

SECTION 5: HOUSING STRATEGIES

INTRODUCTION

One of the primary reasons people or businesses remain within or move to an area is the availability of quality housing and residential neighborhoods. Weatherford is a community that cares about its homes and neighborhoods. The maintenance and quality of housing within neighborhoods is a primary reflection of the attitudes of the people toward their community. Property owner neglect and community disinterest are two of the major factors causing deteriorated areas and poor housing conditions. Where private citizens of the municipality take an active role in advancing overall community interests, substantial improvement and enhancement of existing housing and neighborhoods can be achieved, the quality of existing housing can be maintained, and a positive environment for future housing can be assured. This section of the Comprehensive Plan is intended to focus on the present and future character and quality of neighborhoods and housing within the existing and future areas of Weatherford.

HOUSING AND NEIGHBORHOOD AREAS

Often thought of as the basic geographic unit by which urban residential areas are defined, a "neighborhood" is much more than simply the sum of all physical structures, public facilities, and infrastructure within a certain area. It is also defined in more abstract terms by the sense of "community" and the quality of life enjoyed by the people who live and play there. Well-designed neighborhoods provide a setting for residents to develop a strong sense of belonging, which is promoted by their interactions with one another. The form and quality of development can create a distinctive image and identity for Weatherford and for each of its unique neighborhood areas. Some neighborhoods are experiencing encroachment of non-residential land uses and higher traffic volumes than is appropriate for residential streets. This is primarily a result of the lack of alternative circulation routes.

The quality and livability of Weatherford's neighborhoods are integral components of the community's overall character. The key to a successful neighborhood is creating a sustainable environment where the ongoing investment in property is supported by public investment in schools, parks and greenbelts; opportunities for social interaction; accessibility for pedestrians, bicyclists and vehicles; and distinctive characteristics that give an area a unique identity. Upkeep and maintenance of both private and public property is critical to neighborhood viability and sustainability. Programs that encourage owner-occupied housing and continued efforts to revitalize aging housing units are also important to the long-term viability of neighborhoods. In summary, neighborhood viability may be quantified in terms of the following characteristics:

- Physical condition of housing units;
- Opportunities for social interaction;
- Careful and strategic placement of retail uses and other appropriate uses within the neighborhood area;
- Continued investment in public and private property to stabilize property values;
- High level of owner-occupied dwelling units;
- Condition of public facilities and infrastructure serving the area; and
- A sense of "community" and "belonging" among residents.

There are valid reasons for dividing an urban area into smaller geographic units for evaluation, for functional planning, and for organizational purposes. The attachment of an individual and/or family to their place of residence is universal. Likewise, a long-term, well-faring community, and the quality of the place of the residence, is the result of the relationship of a wide variety of factors that are not necessarily a direct part of the individual dwelling unit. The delineation of neighborhood areas also provides a basis for the planning of logical units of a city in an orderly, step-by-step process as the city grows and matures.

There are many ways in which a neighborhood can be defined, and questions have been raised regarding whether the neighborhood concept is still viable in our highly mobile society. For the purposes of urban planning, a neighborhood unit is residential in nature and which is bounded by thoroughfares or collector streets, or by some other natural or manmade feature such as railroads, industrial areas or topographic features. The area encompassed by a neighborhood can vary from about 300 acres to about 900 acres, with approximately 600 acres considered average. A neighborhood unit should contain some park and playground features, and should be served by schools. Some convenient shopping and various other facilities, such as churches, are also appropriate as part of a typical neighborhood unit. Changes in school service concepts, especially for the upper grades, do not recognize the neighborhood as an urban unit. Despite such concepts, the neighborhood unit still provides the most logical basis for detailed planning and for studying the housing needs of the community. A number of areas within Weatherford have developed, probably by coincidence in this manner, while others do not appear to conform to a neighborhood unit in concept.

RECOMMENDED HOUSING STRATEGIES

In Weatherford, the major thoroughfare network, areas of nonresidential use, and other physical features of the community were used to create and define future neighborhood areas. Each of the existing neighborhood areas has its own specific character/identity, conditions, and problems. The existing character and physical conditions of Weatherford's current housing units and neighborhoods were documented and analyzed in the "Housing" section of the Baseline Analysis. It is generally in the public interest to maintain the highest possible housing quality and environmental character within each neighborhood area. Cooperative action by property owners, tenants, landlords, the municipality, and others will be required to maintain and upgrade the quality of housing within Weatherford.

To achieve improvement in the overall condition and quality of housing within the community, four actions or strategies are considered appropriate:

1. Neighborhood conservation,
2. Housing rehabilitation and maintenance,
3. Property clearance and redevelopment, and
4. Development guidance.

One or more of these strategies will be appropriate for neighborhood areas within and adjacent to Weatherford. The various housing strategies are summarized within the following sections.

NEIGHBORHOOD CONSERVATION

Within the areas where quality housing units exist and where a reasonable complement of community facilities are available, a conservation-type of housing strategy is appropriate. Much of the housing within the core area of Weatherford is considered to be in this category. The fundamental purpose of neighborhood conservation is to preserve and protect existing desirable conditions by upholding local regulations such as the Zoning Ordinance, building codes, and other applicable regulations and ordinances that are intended to protect the public health, safety, and welfare. Neighborhood groups, peer pressure, and non-governmental groups can also be effective in maintaining homes in a good overall condition. Neighborhood conservation also involves the provision and maintenance of adequate utilities and community facilities, parks, playgrounds, street paving, and schools. This strategy, if closely followed, should eliminate the necessity for a future rehabilitation program, as will be discussed below. Municipal government as part of its normal planning and community development processes can implement neighborhood conservation efforts.

HOUSING REHABILITATION AND MAINTENANCE

This strategy is appropriate when a substantial number of housing units within an area are structurally sound, but are in need of minor repairs that can be completed at a relatively low cost to the property owners. As noted in the housing survey contained within the Baseline Analysis, approximately 15 percent of Weatherford's housing units are within this category. Within an area that is appropriate for rehabilitation efforts, some units may be in such a state of decline that the clearance action (as described below) is necessary. Since housing rehabilitation efforts should be conducted as an area-wide program, basic considerations are necessary prior to initiation of the program. Community support must be ensured for the program by:

1. Establishing an organized structure/process to accomplish program goals;
2. Making financial assistance available at a reasonable interest rate, preferably from local sources;
3. Consulting with property owners requiring help to organize their individual programs; and
4. Establishing a process by which continued contact with area property owners can be maintained to further educate them in code enforcement matters and in various methods of conservation.

PROPERTY CLEARANCE AND REDEVELOPMENT

Whenever housing units reach an advanced stage of deterioration and obsolescence that makes it impractical and uneconomical to attempt to rehabilitate them, the redevelopment strategy becomes necessary. In general, redevelopment is the removal of existing structures and their replacement with new structures. Through the redevelopment process, the same types of land uses generally replace those that are existing. In some cases, other forms of land uses could be located on a redeveloped parcel. The removal of obsolete or deteriorated structures can be accomplished most easily through code enforcement. Analysis of the housing survey results indicates that some obsolete structures exist in the City of Weatherford. Survey results reveal that 61 structures were identified for this particular type of housing strategy. In addition, approximately 5 percent (328 units) are in need of major repair. If these units are neglected, they could regress into a dilapidated condition. Even now, many of the structures in need of major repair will prove to be difficult to rehabilitate.

DEVELOPMENT GUIDANCE

Future residential growth within Weatherford will encourage new areas of residential construction, as well as improvements to vacant lots and tracts within presently developed areas. The standards for new housing improvements should be maintained at a level where it will not be necessary to require other forms of corrective housing strategies other than to encourage proper maintenance of the structures and the preservation of neighborhood amenities. The proper application of the City's Subdivision Regulations, Zoning Ordinance, Building Codes, minimum housing standards as well as the encouragement of good housing and neighborhood design, will result in the creation of residential neighborhoods of lasting value with a favorable physical environment. Each future neighborhood area, as designated on the Future Land Use Plan, that is now vacant should receive careful development guidance and consideration.

Each subdivision submitted within the future land use context should be considered as an element of the neighborhood, and not simply as a vacant parcel of land upon which housing structures are to be constructed. All land subject to development guidance by the City at the time of any zoning change or subdivision approval provides a basis for initiating good neighborhood design and helping ensure the continuity and quality of the neighborhood. Nearly all of the areas outside of the existing City limits that are planned for residential use should be considered for this type of housing strategy.

SPECIFIC HOUSING ACTIONS

Plate 5.1 on the following page shows the recommended housing strategies for Weatherford. Each area has bee delineated based upon one or more of the four suggested strategies for housing listed above. Most of the housing areas within Weatherford are considered to be in good repair or in need of minor repair, with the exception of a concentration of homes in need of major repair in the northern portion of the City's center.

CLICK HERE TO ACCESS PLATE 5.1

Plate 1.3 in the Baseline Analysis shows the overall condition of housing units within the existing City limits. Due to the overall condition of housing, the preponderance of housing strategies recommended for Weatherford are conservation and development guidance. It is important to recognize that several areas of varying sizes have been recommended for the rehabilitation type housing strategy. Although the percentage of housing units classified as in need to major repairs is relatively small, there are still approximately 328 units that exist in this category. It is recommended that the City concentrate upon these areas for several reasons:

- The housing within these areas will represent a major contribution to affordable housing in the future and should be protected for future residents. New housing can never be built within the price ranges of the units that exist in these areas today.
- These areas can, over a period of years, progress in to a deteriorated state where this recommended housing strategy will be difficult to achieve.
- The longer these areas are allowed to exist without attention, the more difficult it will be to implement programs to reverse the trend.
- Some of the programs necessary to address these areas can be coordinated by the City, but implemented by volunteers or other civic organizations.
- If these areas are not addressed, the conditions that prevail in these areas can proliferate to surrounding areas that currently do not have a substantial number of these types of dwellings.
- Addressing these areas can enhance the overall image or "quality of life" of the community.

As home to Weatherford College, it is anticipated that renter-occupied dwelling units will remain an important element of the housing stock. It will be important that maintenance programs be coordinated with owners and landlords of such dwellings. It is recommended that the City develop a framework program for volunteers and property owners to upgrade housing in these areas on a voluntary basis. Painting and other minor repairs can upgrade the majority of these houses, maintenance that may be performed by many volunteer organizations like the Boy Scouts of America, Jaycees and other civic clubs within the area. Often, other non-profit entities can provide materials such as paint, ladders, and brushes for specific houses in the target areas. Organizations that sponsor these types of efforts may coordinate their resources to address the needs identified within the targeted areas.

Guidelines and development standards should be established for HUD-Code manufactured homes, such as "under-pinning," "tie-downs," and other appropriate site related requirements.

SPECIFIC AREA HOUSING GUIDELINES

Several areas within Weatherford are older neighborhoods that require specific housing strategies:

North Central Weatherford

This is one of the oldest areas of Weatherford containing several neighborhoods. The area contains a mixture of housing and has a vast number of mature trees that contribute substantially to the beauty and character of the neighborhoods. This area is also experiencing some residential infill development on some of the vacant tracts. Many of the streets do not meet the minimum standards contained within the Subdivision Regulations with construction consisting of narrow-lane asphalt paving without curb and gutter. It is recommended that a non-profit organization be established to help finance the construction and rehabilitation of single-family homes within north central Weatherford. Other similar programs have been developed elsewhere in Texas and are beginning to show positive results. It is also recommended that an organization be created to assist potential home buyers who have credit problems to enable them to clear credit records and help them qualify for home loans and/or financial assistance. The City should assist in the initial start-up of these organizations, which are intended to function autonomously after the initial period of time necessary to establish permanent leadership and administration for each organization.

Offered below are several recommended programs that should be pursued to address the housing concerns of north central Weatherford:

- A rehabilitation program designed to renovate the structures that are in better condition is the best approach. Although programs for newly rebuild homes are, or have been, available, it may be difficult for existing residents to qualify. Therefore, encouraging new residents to locate in north central Weatherford is a reasonably good strategy as long as the newcomers do not displace current residents. Since Weatherford is not an entitlement city, funding for such a program should be through the State's Community Development Block Grant (CDBG) program or through the Home Investment Partnership Program (HOME).
- Habitat for Humanity, a non-profit national agency, should be contacted to place the City of Weatherford on a waiting list for new home construction within the area.

MULTI-FAMILY GUIDELINES

Design and development standards should be evaluated and revised to apply to all new multi-family construction and for the redevelopment of existing multi-family complexes. Such standards will encourage high-quality housing alternatives within Weatherford, and should include the following:

- Site development criteria,
- Building placement and spacing,
- Landscaping,
- Parking and vehicular circulation (inclusive of ingress, egress, and on-site circulation),
- Recreational areas and open spaces,
- Exterior construction standards, and
- Other amenities.

HOUSING TYPES AND INTENSITIES

Weatherford currently boasts a variety of housing types and intensities not found in many north Texas communities. It is recommended that the City continue working to provide a mixture of housing types and residential densities to give residents a viable housing choice. The Comprehensive Plan provides locations for various types and densities of residential development in order to create opportunities for varied housing types while retaining the desired character of each neighborhood. Medium and high-density uses should be located only within areas adjacent to major thoroughfares and in locations where public facilities and services will be able to meet the need of a larger population. Future multi-family developments are shown on the Future Land Use Plan. Low density residential should be developed within those areas where neighborhood units are appropriate. It is recommended that the future density mix of housing types be approximately the same that exists today, and a ratio not to exceed approximately 20 percent multi-family is desirable. The Future Land Use Plan provides flexibility for the type of housing unit that may be developed. For example, an area can be planned for multi-family or apartment units adjacent to a major thoroughfare, and buffered by duplex units with a preponderance of homes within the interior of the neighborhood development as single-family detached units. In this way, a property owner can choose to develop a particular housing type, and diverse housing options will be available for future residents.

AFFORDABLE HOUSING

Affordability is a key issue within the Weatherford region. As noted in the Baseline Analysis, Weatherford's housing units are already generally affordable in a wide variety of residential types (approximately 46 percent of Weatherford's owner-occupied dwellings were valued under $50,000 in 1990). As new development occurs, affordability should be maintained or improved. While the new units may not be as affordable as existing units, families vacating existing units to purchase new ones will make the existing unit available to one of the incoming families upgrading from another area. The Comprehensive Plan supports continued provision of affordable housing types and densities. As noted in the Baseline Analysis, the average Weatherford household with a median income may be able to afford a medium-priced home, but there are still households in the greater region which affordability is a significant concern. Housing for single working parents and lower income workers is a concern for businesses that rely on this segment of the labor force. In addition, senior citizens who typically live on fixed incomes are affected by increasing housing costs. Housing for such households is supported through the Comprehensive Plan policies for medium and high-density development and other actions designed to create opportunities for private provision for affordable housing.

HOUSING POLICIES

Following are recommended housing policies for the City of Weatherford:

1. The Comprehensive Plan's Future Land Use Plan should designate sufficient land for residential uses to meet the needs of the community's projected population. Enough additional land should be designed for residential development to ensure sufficient market flexibility.
2. The Comprehensive Plan should designate sufficient land for residential use within areas where adequate services are presently available to meet the needs of population growth for the next five years.
3. The City should identify existing substandard housing units and should encourage the revitalization and rehabilitation of the structures. The City should develop a framework for a volunteer housing maintenance program for those areas identified for rehabilitation on **Plate 5.1**.
4. The City should recognize the unique characteristics of senior households and should encourage the provision of housing designed to meet their special needs.
5. The City should encourage provisions in housing designs for physically challenged residents and for residents with other special needs.
6. The City should plan locations appropriate for a diverse range of housing types, including conventional single-family homes, patio homes, manufactured housing, and multi-family units to provide a range of housing alternatives for future residents. The

targeted ratios of different types of housing units should be approximately the same that exists within the community today.

7. The City's Zoning Ordinance should include appropriate zoning districts to implement the residential density classifications as suggested herein.
8. The City's development regulations should provide mechanisms to permit flexibility and innovation in residential project design in order to promote land use efficiency and environmental protection.
9. The City should ensure that development and/or redevelopment within existing neighborhoods is similar in density and compatible with the character of the existing neighborhood in terms of general housing types and densities.
10. The City should promote housing compatibility between adjacent residential areas developed at different residential densities with different unit types, and should encourage the use of design techniques to minimize the impact between these areas.
11. The City should ensure that historical residential areas are preserved. Historic preservation ordinances and/or overlay districts should be developed in order to ensure that the character and integrity of these areas is maintained.
12. The City should evaluate all development requests based upon the following ultimate mix and density of residential uses within a neighborhood area:
    a. Multi-family and other high-density residential developments (in excess of 10 dwelling units per acre) should not exceed 20 percent of the total expected or ultimate dwelling units within a given neighborhood area;
    b. Single Family High Density residential dwelling types (ranging from 5 to 6 dwelling units per acre) should be limited to an additional 10 percent of the total dwelling units. Both a and b will enable approximately 25 percent of the total dwelling units within a given neighborhood to be of these density types;
    c. All multi-family and single family high density type developments should have principal access to a major or secondary thoroughfare (60 feet in width or wider); and
    d. Single-family areas should achieve a mixture of lot sizes that should generally be the balance of single-family lot sizes within a particular neighborhood area, as shown on **Plate 5.1**.

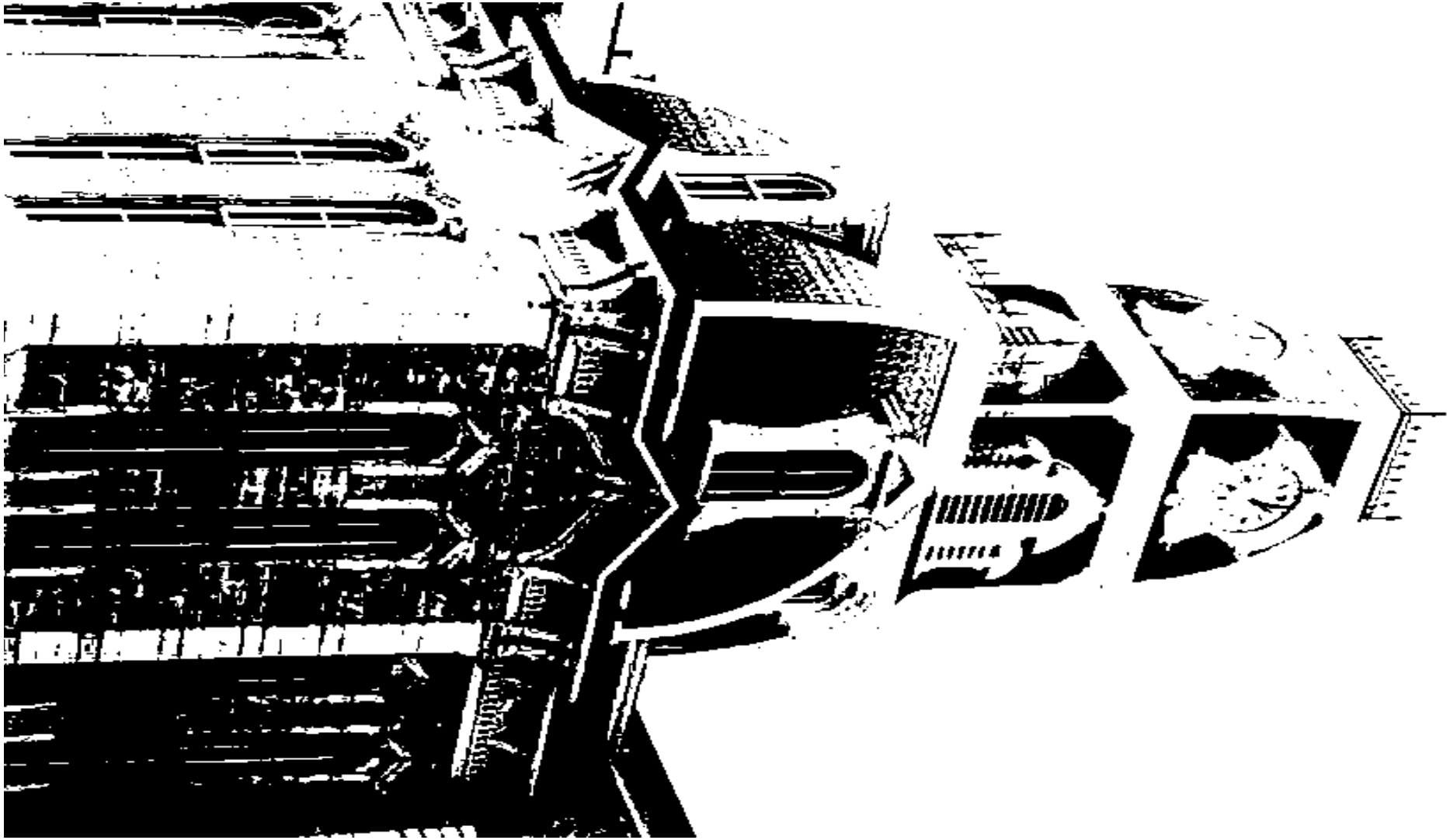
CONCLUSION

Over the next five to ten years, Weatherford's housing stock is expected to continue growing in order to meet the housing needs of families and individuals moving out of the Dallas/Forth Worth Metroplex. This trend will ultimately change the existing socio-economic makeup of the community. However, it will still be important for the City to provide housing for low and moderate-income families. It is not recommended that the City participate in the programs described in this text, but rather select one or two that might be most suitable to the specific needs of the targeted neighborhoods. By maintaining and upgrading existing neighborhoods, the City will ensure that they will offer a high quality of life regardless of the income level of the families residing there.

A primary concern is providing new housing opportunities within Weatherford. The City has large, vacant tracts within and immediately adjacent to the City limits capable of supporting substantial new residential subdivisions. Development of these tracts should be carefully reviewed and guided to ensure their compatibility and conformity with the Comprehensive Plan and, ultimately, the City's vision.

The following summarizes recommended housing actions for the City of Weatherford:

1. Develop alternative roadways to reduce traffic through existing and future neighborhoods.
2. Organize a volunteer "fix-up" program with supplies and materials funded by local non-profit organizations or provided through donations. Target two houses the first year and increase the targeted homes in subsequent years
3. Create a special non-profit housing corporation(s) for north central Weatherford.
4. Reassess the level of enforcement of current City codes, ordinances, and policies pertaining to property upkeep and maintenance. Develop new mechanisms to "get the word out" to homeowners to keep their property well maintained and to encourage widespread public participation on community pride events (e.g. "Glad-Bag-A-Thon," trash pickup competitions, "Adopt-A-Block" campaigns).
5. Participate in the TDHCA programs for support in major community rehabilitation projects through the HOME or similar programs.



2002 COMPREHENSIVE PLAN
SECTION 6: WATER AND WASTEWATER OVERVIEW

CITY OF WEATHERFORD

SECTION 6: WATER AND WASTEWATER OVERVIEW

INTRODUCTION

The rate and location of short and long-term development will be greatly influenced by the existing water and wastewater system in addition to planned system expansions. The Future Land Use Plan takes into account the planned improvement to these systems and matches projected uses to the infrastructure.

WATER SYSTEM

Weatherford's existing water distribution system is concentrated within the City's core area. The City's distribution system is currently fed from an 8 million gallon per day water treatment plant that draws water directly from Lake Weatherford. Treated water from Lake Weatherford is piped west from the lake into a series of water storage tanks, which ultimately feed the distribution lines.

Illustration 6-1
Lake Weatherford
Water Treatment Plant

A final report by Teague Nall and Perkins, dated March 20, 1998, provided an analysis of the existing system as of 1997. At that time, Weatherford had a population of approximately 18,000. Teague Nall and Perkins reported that Weatherford had an average daily demand of 2.74 million gallons per day with a maximum daily demand of 6.85 million gallons. The report estimated that the ultimate water demand for the City of Weatherford would be an average usage of 19.11 million gallons per day with a maximum daily usage of 47.78 million gallons per day.

Revising the demand calculations for 1997 to reflect the residential population growth through 2000 provides for an amended average daily demand of 3.01 million gallons per day and an amended maximum daily usage calculation of 7.53 million gallons per day. Based on the assumptions used in the Water Distribution System Master Plan, the existing system has the short-term capacity to serve a maximum of an additional 1,500 persons or 600 new single-family dwellings. Additional non-residential development will decrease the residential capacity of the system.

The Water Distributions System Master Plan recommends that the water treatment plant capacity be expanded to 12 million gallons per day by 2003. This represents approximately 25 percent of the total estimated capacity at build-out and, assuming the plant expansion, should provide capacity over the next several years.

The existing distribution contains trunk lines that extend to the City's western and southern boundaries. It is assumed that future development will be required to extend the water distribution system pursuant to the City's development standards. The City of Weatherford will fund any up sizing or oversizing of lines beyond what a developer is required to build.

WASTEWATER SYSTEM

The wastewater collection and treatment system has the greatest impact of any other utility in its ability to influence the development pattern. The location and capacity of the system greatly influences the density and intensity of development. Accordingly, the Future Land Use Plan provides for greater densities of residential and non-residential development within the framework of the Ultimate System Improvements outlined in the City's Wastewater Collection System Master Plan, prepared by Teague Nall and Perkins.

As with the water distribution system, the existing wastewater service is concentrated within the City's center. Trunk lines extend east to Lake Weatherford and to the western and southern City limits. Ultimately, the wastewater master plan indicates that the City of Weatherford will provide wastewater collection services from Lake Weatherford in the east to the Sanchez Creek watershed in the west. The wastewater master plan also shows service to the northern and southern limits of the planning area.

The extension of the system, especially to the south and west where the topography is more gentle, will generate the impetus and the opportunity for the evolution of urbanized residential centers as shown on the Future Land Use Plan. The Future Land Use Plan anticipates the development of urban-style residential neighborhoods with the construction of commercial and retail uses to serve them.

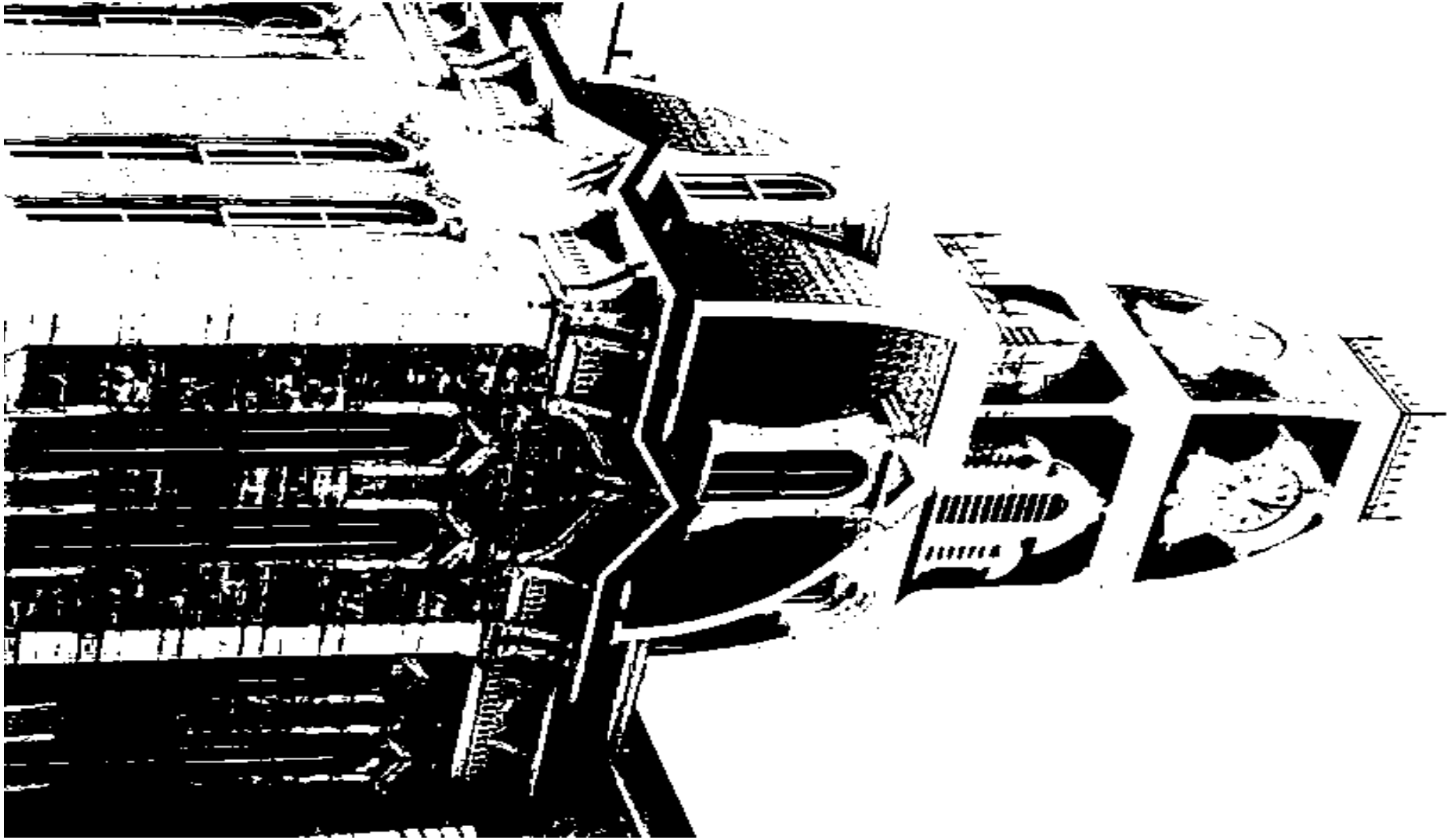
According to the Wastewater Collection System Master Plan, the wastewater system currently provides a capacity to treat an average flow of 2.7 million gallons per day and a peak two-hour flow of 5,700 gallons per minute. Currently, the wastewater treatment plant receives and treats 2 million gallons per day, 74 percent of the plant's rated capacity. Immediate expansion of plant capacity will be required to serve short to medium-term residential and non-residential growth.

The wastewater master plan outlines a 10-phase Capital Improvements Program (CIP) for the expansion and upgrade of the treatment and distribution systems. Improvements outlined in this CIP will increase the system's capacity to receive and treat 6.3 million gallons per day. Based on recent growth trends, the wastewater master plan shows that the expansion as outlined in the CIP should provide service through 2030. However, increases or decreases in the rate of growth could significantly alter this projection.

As with the water system, it is recommended that future developments be required to extend wastewater infrastructure adequate to serve themselves. Any oversizing or up-sizing beyond what a development requires should be funded by the City of Weatherford.

CONCLUSION

The provision and extension of water and wastewater infrastructure will have a direct influence as to the location and rate of growth throughout the planning area. It is recommended that formal policies be established to ensure that utility expansions mesh with the desired land use pattern to ensure orderly, well-managed development throughout the planning area. Utility services outside the Weatherford city limits may have the adverse effect of encouraging development at the City's perimeter that is contrary to the community vision. By carefully orchestrating the extension of water and wastewater services with the planned growth of the community, the citizens of Weatherford will have a much greater ability to manage development and ensure a high quality of life for all.



2002 COMPREHENSIVE PLAN
SECTION 7: PUBLIC FACILITIES PLAN

CITY OF WEATHERFORD

SECTION 7: PUBLIC FACILITIES PLAN

INTRODUCTION

The Public Facilities element of the Comprehensive Plan addresses the expectations a community's residents have regarding certain public services and the facilities that are needed to provide these services. Public buildings that house the various governmental and service functions of a municipality are generally of two types:

1. Those requiring a nearly central or common location and that serve the entire municipal area.
2. Those serving segments of the community on a service area basis.

The Weatherford City Hall is an example of a governmental building that serves the entire community, while a fire station represents a public building that has a service area relationship to the community.

The demands for public building space at all levels of government normally decrease as the population served grows and as the level of service expands. As a general rule, increased levels of service are required as population grows. Weatherford currently employs 275 with a population of 20,150. When the ultimate population of 135,500 is reached, an estimated 1,350 employees and/or service providers, including independent contractors, may be required to accommodate the essential municipal functions, including fire, police and utilities. Assuming the 20-year projection shown in the *Future Land Use Plan*, the 2020 population is estimated to be 41,600. An estimated 416 employees and/or service providers may be required by 2020. The service level that exists today will likely need to be increased in the future. Generally, increases in the population lead to increases in the demand for higher levels of service. Additional office and operational space will be required to house additional employees and expanded City services. Buildings and services will continue to grow as Weatherford approaches its ultimate capacity.

FUTURE BUILDINGS AND PUBLIC FACILITIES

Most public buildings tend to be fairly long-term investments, and therefore, they should be initially scaled to meet the needs of the community. However, the expansion or construction of new facilities should always consider growing needs and, where appropriate, should be able to accommodate evolving service requirements. The following is an estimate of basic facilities needed pursuant to the estimated potential population for the Weatherford planning area.

CITY HALL AND ADMINISTRATIVE BUILDINGS

Of the estimated 1,350 total estimated City employees needed to serve the ultimate population, approximately one-quarter could be located in the City Hall and/or other municipal office buildings or annexes. Based on the current ratio of square footage to population, the eventual office and administrative space to house administrative personnel would contain approximately 145,000 square feet. This represents an additional 121,129 square feet of office space from the 23,871 square feet contained with the existing City Hall.

Illustration 7-1
Weatherford City Hall

Assuming the 2020 population estimate of 41,600, approximately 52,400 square feet of office and administrative space will be needed over the next 20 years. This represents an additional of 28,529 square feet from that existing today.

POLICE PROTECTION SERVICES

The City of Weatherford currently employs seventy-two personnel with sixty-six being housed at the Police facility located at 801 Santa Fe Drive and the remaining six being housed at the Weatherford/Parker County Animal Shelter at 403 Hickory Lane. This includes all administrative and operational personnel.

Illustration 7-2
Weatherford Police Station

In fiscal year 2001, the City of Weatherford had a total of fifty sworn officers to serve a population of approximately 20,150 residents, which calculates to 2.5 officers per 1,000 citizens. Assuming a ratio of 2.1 officers per 1,000 populations is a valid standard for future growth versus personnel resource needs. The Police Department would need approximately ninety-three sworn officers in the year 2020 when the population is estimated to be 41,600

persons residing within the corporate limits of the City of Weatherford. Additionally, the Police Department would need another 25-30% support staff consisting of clerks, telecommunicators, receptionists, etc. This would calculate to twenty-eight individuals.

In fiscal year 2020, the Weatherford Police Department would consist of 121 individuals. This represents an increase of forty-nine personnel.

FIRE PROTECTION SERVICES

Fire protections services are currently provided in a decentralized fashion, with three stations located strategically throughout the City. As stated in the Baseline Analysis, each of these stations is designed to accommodate at least one fire engine or pump truck and a brush truck. Fire protection may be measured as a ratio of facilities to population. Currently, the City of Weatherford provides approximately one station per 6,700 persons. It is assumed that, as residential densities and infill development occurs, the size and capacities of the existing and future fire stations will be increased. Taking into account anticipated levels of urbanization and response times, it is recommended that fire stations be placed at three mile intervals with each station serving an area with a 1.5 mile radius. With these assumptions, a total of 10 fire stations would be needed at build out. The total number of stations required by 2020 to serve a population of 41,600 would total 4 with the upgrade of the existing stations to serve increasing development densities. Placement of these facilities should take into account the physical features and constraints of the population and commercial centers to be served. Specifically, site selection and location should take into account anticipated response times and alternative emergency service routes.

Illustration 7-3
Weatherford Fire Station

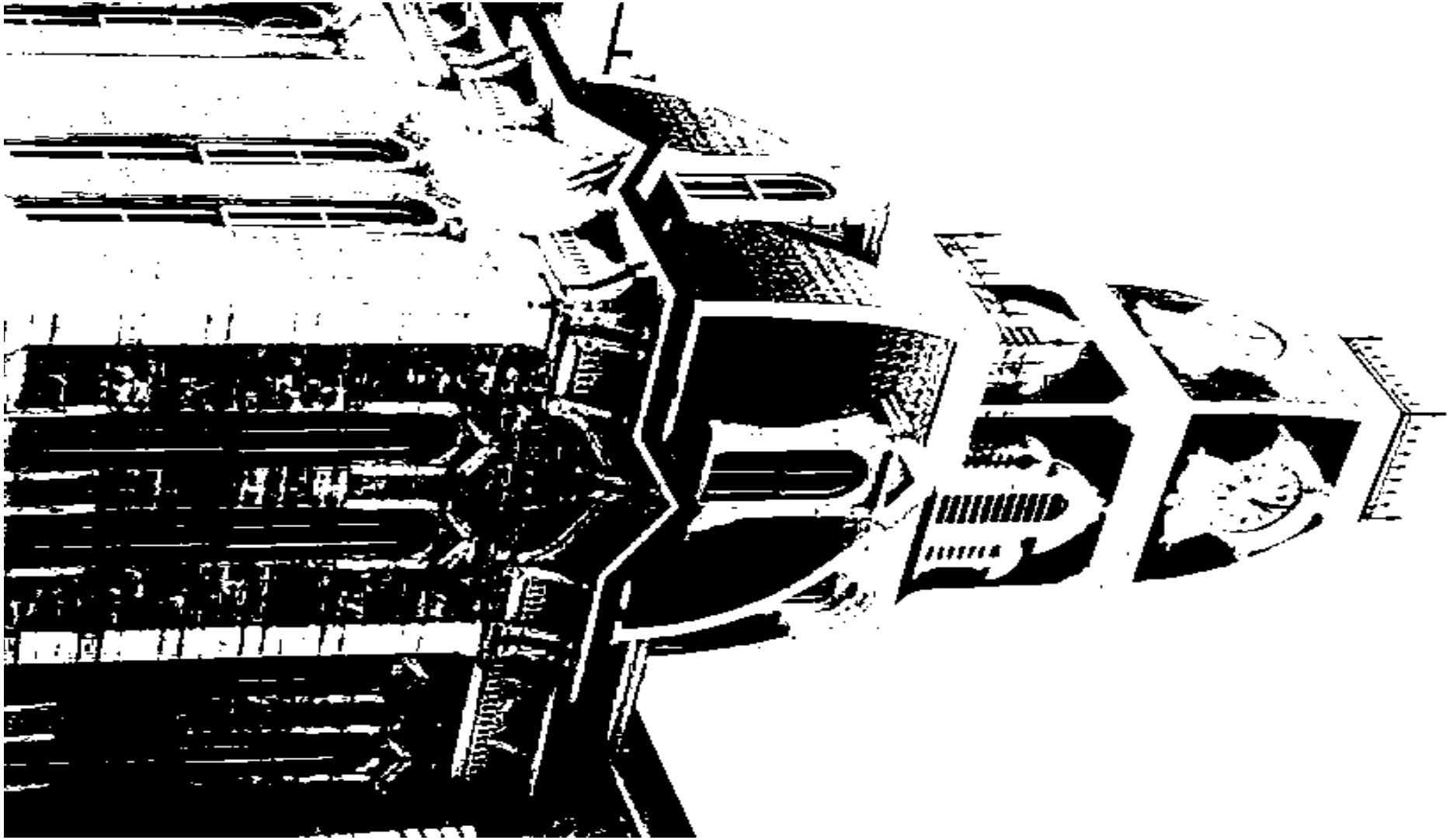
PUBLIC LIBRARIES

The standard typically recommended by the American Library Association (ALS) is 0.75 square feet per library patron. At 17,000 square feet, Weatherford offers 0.84 square feet per person. Assuming the ALS standard, an estimated 102,000 square feet will be needed to serve the ultimate population. Over the next 20 years, a total of 33,000 square feet of library space will be required to serve a population of 44,100. Since the existing library may not be physically expanded at its current location, additional facilities will be necessary. Assuming a decentralized system of libraries offering services similar to that of the existing library, a total of 3 community libraries targeted is recommended. A system consisting of a central library with smaller northeast and southwest branches are

suggested. Where possible, community libraries should be incorporated with public school facilities.

CONCLUSION

It should be noted that rapidly changing technology and operation methods often modify the spatial needs of municipal employees over time. These recommendations are intended to provide general guidance, however, citizen opinion should be taken into account and detailed architectural evaluation should be undertaken prior to initiating the design of any new facility or modification of any existing public facility. It is recommended that in approximately five years (unless population occurs more rapidly than projected) the City of Weatherford establish a detailed public facilities plan and architectural evaluation of municipal services and buildings to determine if the expansion of existing facilities or the construction of new facilities is necessary. Some communities have jointly developed certain public buildings and services, such as fire protection services, police protection services and animal shelters. Weatherford should consider this option due to its many advantages, including lower construction and operational costs. In addition, the City should evaluate and maximize appropriate opportunities to enter into joint projects with other governmental entities to maximize services and minimize duplication of services and/or facilities. For example, all viable options to integrate schools with public libraries and community centers would maximize the construction dollars and minimize the operations budgets of each entity.



2002 COMPREHENSIVE PLAN
SECTION 8: GROWTH MANAGEMENT STRATEGY

CITY OF WEATHERFORD

SECTION 8: GROWTH MANAGEMENT

INTRODUCTION

Cities are greatly impacted by growth that occurs just outside their corporate boundaries, especially along major roadways leading into them. A strategy to manage growth just outside a city's corporate limits is considered a critical issue in terms of ensuring the orderly growth, high quality of life, and economic viability of the community as a whole. The status of infrastructure, fiscal impacts of annexation, and recommended growth management strategies has been documented.

PURPOSE

Historically, the management of growth has been associated with annexation. Yet, the growth management concept is related to numerous development issues and strategies apart from annexation. For example, accommodating a growing population and broadening the tax base can be achieved through a well-planned infill development and redevelopment program rather than through annexation.

This section of the Comprehensive Plan addresses two aspects of Weatherford's physical development: (1) infill development/redevelopment of the city's central core areas, and (2) expansion of existing city limits.

ANNEXATION AND GROWTH MANAGEMENT STRATEGIES

Weatherford, in its current configuration, will probably lack adequate acreage to accommodate a projected build-out population of approximately 159,500. Notwithstanding the utilization of available acreage within the city limits through infill development and redevelopment, additional land will be required

Moreover, challenges posed by new annexation laws will demand more intensive, long-term planning, budgeting and implementation processes that will affect the entire community. New legislation requires equal application of subdivision regulations within the ETJ. Full municipal services, including water and wastewater services, must be provided within two-and-a-half years of annexation. It would follow that the City's infrastructure be expanded into areas where growth is anticipated, and that the City should not provide utilities to an area unless annexation is imminent, in process or an agreement has been effected. Voluntary annexation would also be desirable.

However, the larger challenge is long-range planning that is responsive to new realities and change, but is simultaneously and equally effective in managing existing community.

If the city's projected growth is to be accommodated in a manner that incorporates desired "quality of life" features – sustainable economic development, diversity of housing, educational and employment opportunities, environmental integrity, and aesthetic appeal – a balanced plan of annexation and growth management is required.
The Annexation and Growth Management Plan for Weatherford consists of the following goals and objectives:

Goal 1:

Encourage growth, quality development, and redevelopment within the existing city limits of Weatherford. Utilize existing infrastructure and maintain the viability of existing commercial and potential growth centers.

Objectives:

1.1 Employ various growth management strategies and implementation measures for different areas of the city, such as the city's center, urban neighborhoods, infill development areas, suburban growth centers, and low-density residential areas.

1.2 Promote development of the historic center, while emphasizing the uniqueness of special architectural and design features.

1.3 Coordinate with and support educational institutions' pro-vision of educational and cultural opportunities for the diverse local population.

1.4 Coordinate the City's housing strategy with growth management objectives.

1.5 Target infill development in key areas and establish development criteria for each area.

1.6 Support primary and secondary education in the city, especially within the Weatherford Independent School District.

1.7 Encourage and facilitate development in areas where existing infrastructure is underutilized (i.e., identify potential inner-city growth centers).

1.8 Encourage the use of Planned Development Zoning to facilitate innovative projects. Utilize new inner-city development concepts such as "new urbanism and neo-traditional neighborhoods".

1.9 Prioritize development of areas where there are vacant lots serviceable by existing sewer and water utilities. Establish guidelines and incentives for infill development.

Actions Required:

- Identify areas suitable for both commercial and residential infill development, and develop appropriate programs and/or incentives for implementation.
- Identify vacant tracts within the city's corporate limits suitable for targeted industries and businesses as deemed appropriate by the City.
- *Update policies that require urban density development for recouping costs of infrastructure expansion to specific areas. Develop guidelines for analyzing and evaluating low-density developments, weighing the environmental benefits as well as the fiscal impacts, and ensuring consistency with existing City growth management policies.*

Goal 2:

Ensure orderly and timely expansion through targeted annexation, efficient utility provision, and consistent development policies.

Objectives:

2.1 Develop a strategy for providing utility services within the ETJ prior to or simultaneous with annexation.

Actions Required:

- Prior to annexation, coordinate and direct wholesale water contracts with other service providers (to the degree permitted by TNRCC) to facilitate quality development in Weatherford's ETJ.
- Develop a funding strategy for acquisition of water and wastewater providers within the ETJ.
- Enact ordinances requiring consent of nearby residents prior to the formation of special districts (i.e., Mixed Use Development Districts).
- Enforce subdivision regulations in the ETJ areas.
- Enforce on-site sewer facility (OSSF) lot size requirements.
- Restrict the granting of variances or waivers to subdivision regulations to ensure quality development in the ETJ.
- Tailor the Capital Improvements Program (CIP) to implement growth management strategies.
- In accordance with the anticipated land uses delineated in the Comprehensive Plan, prioritize and schedule infrastructure/utility extensions.

- Explore "smart growth concepts", such as clustering, and other efficient minimal-acreage design strategies/ standards.

2.2 Develop a comprehensive annexation strategy that identifies and prioritizes areas for future city expansion based upon established criteria.

Actions Required:

- Develop a system and specific criteria to identify growth centers and areas for future annexation (i.e., proximity to utilities, protection of corridors, rate of growth, development activity and trends, etc.).

- Continue to utilize fiscal impact analyses in determining the feasibility of annexation.

- Develop a rapid response to annexation of strategic areas that enables the City to facilitate and fast track the provision of utilities, to negotiate annexation agreements with property owners over prospective land use, etc.

2.3 Encourage preservation of environmental resources in the city's extraterritorial jurisdiction (ETJ).

Actions Required:

- Establish policy and guidelines for the identification and protection, insofar as possible, of important landmasses, such as farm and ranchland.

- Utilize conservation easements to protect ecologically sensitive areas.

- Explore City acquisition of floodplain areas or encourage the designation of privately owned floodplain areas for greenbelts, transition areas, and linear park corridors.

- Develop watershed management ordinances for key drainage basins.

- Adopt a surface mining ordinance for the City of Weatherford and explore its applicability in the ETJ.

- Work with state representatives and state legislature in order to seek special legislation regarding the protection of the watershed area around Lake Weatherford.

2.4 Regulate development within the ETJ in a manner consistent with the City objectives for future expansion and managed growth.

Actions Required:

- Consistently enforce the Subdivision Regulations outside the corporate limits.

- Avoid granting variances or waivers from the Subdivision Regulations that would tend to encourage substandard development within the ETJ.

2.5 Use the Capital Improvements Program (CIP) as a growth management tool, and tailor the CIP to meet adopted growth management strategies.

Actions Required:

- Prioritize needed capital improvements for targeted areas in the city and its ETJ (see Goal 1, above).

- Explore and evaluate possible funding alternatives for capital improvements:
  1) Impact fees,
  2) Improvement districts,
  3) General obligation funds.

Goal 3:

Encourage regional cooperation in development efforts.

Objectives:

3.1 Develop a countywide database to monitor and track growth within the County and in adjacent cities.

Actions Required:

- Build data into the City's geographic information system (GIS); appoint a department/staff responsibility for the maintenance of the program.

- Identify sources of information to provide necessary input into the regional database.

3.2 Negotiate "spheres of influence" boundaries (i.e., areas of jurisdiction or responsibility) with neighboring incorporated areas, where possible.

Actions Required:

- Develop cooperative service agreements with Parker County and other cities in the County.

- Identify or confirm boundary agreements with adjacent cities.

3.3 Encourage regional economic development initiatives to attract business and industry to the area.

Actions Required:

- Implement an economic development plan to be used as a framework to develop a cooperative plan with surrounding cities and the county.

- Develop a list of targeted industries and employers in which to market and promote the region.

RECOMMENDED GROWTH AREAS

Plate 8.1 shows anticipated or potential growth areas. Priority areas are ranked in order of importance based on the preceding goals and objectives. Areas ranked "one" should be considered first for development, "two", second for development, and so forth. *Priority Areas* are based or predicated on two factors. First, they are in locations that are either currently experiencing growth or in which anticipated development projects are known. Second, although infrastructure may not be available in these areas, in many cases infrastructure can be extended relatively easily. These areas will likely contain mostly residential developments with a limited mix of non-residential uses. Major residential areas for potential growth include areas south of I.H. 20 and west of the existing City limits. Due to the topography and the limited availability of wastewater service, the areas surrounding Lake Weatherford and located in the north-central portion of the planning area are anticipated to contain primarily low-density residential development.

CLICK HERE TO ACCESS PLATE 8.1

Weatherford's ETJ is generally confined by other cities to the southeast. However, vast areas of unincorporated land outside of any ETJ are located to the north, south and west of the City. It is likely that much of this area will eventually fall within Weatherford's jurisdiction and it will be important for Weatherford to monitor the development activity in these areas.

GROWTH AREAS IN RELATION TO INFRASTRUCTURE

Residential

Currently, the I.H. 20 area south of Weatherford is experiencing significant residential growth; this is likely to continue. The City is well into a CIP program that, once completed will improve the overall pressure and capacity of the water system. In addition, the existing water distribution system may be easily extended to provide service to new developments.

The area located to the west of the planning area is not currently served by the City's water or wastewater services. However, this area is located within the South Bowie and North/Southwest Pressure Planes, which are undergoing improvements that will address current low-pressure problems. In addition, a major wastewater trunk line is ultimately planned in the Sanchez Creek watershed, which will open this area up to significant levels of development activity. This area is also targeted for thoroughfare improvements to move commercial and industrial traffic away from the City center. This combination of water, wastewater, and thoroughfare improvements will combine to create an attractive growth corridor.

The areas located around Lake Weatherford and in the north central section of the planning area is expected to grow in two forms: subdivisions developed to City standards and multi-acre large-lot development. The area is served by rural or private water systems, all of which are on well water, and no wastewater service is available.

Office/Retail/Commercial

Office, retail, and commercial uses are currently concentrated at the City center and along the City's major thoroughfares – I.H. 20, F.M. 51, Highway 80, Highway 180, and Santa Fe Road. A major retail node has evolved at F.M. 51 and I.H. 20. A second major retail node is planned at F.M. 51 and the future northern loop as shown on the Thoroughfare Plan. As access roads are constructed, substantial commercial and office development is anticipated along the I.H. 20 corridor.

Industrial

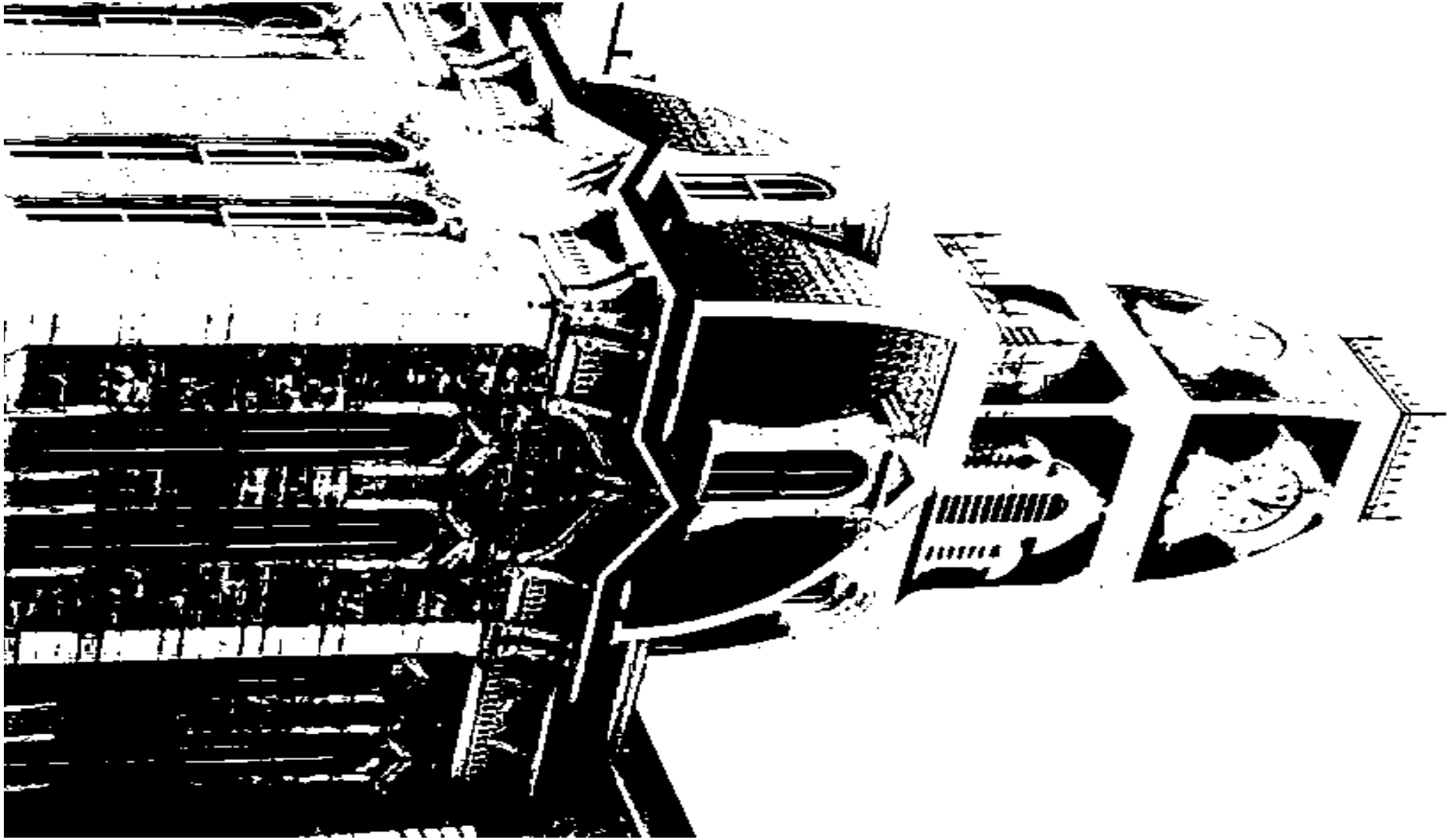
The City's existing industrial park is located on F.M. 920. It has limited street access and must funnel its traffic through the City's Central Business District and established residential areas. The thoroughfare improvements shown on the Thoroughfare Plan will increase the viability and desirability of this park for future expansion.

A secondary industrial park is planned in the area generally located at Bankhead Highway and I.H. 20. This site has readily available utility services and convenient street and rail access.

CONCLUSION

To facilitate expansion, the City must use its Capital Improvement Planning Process (see Objective 2.5) to control its ETJ and future development. The ability to provide infrastructure improvements has often been the single most important issue in annexation, but it is now even more important. Most water service providers in the ETJ use groundwater as a source for their water supply. This practice is generally discouraged by the Texas Natural Resources Conservation Commission and not part of their long-range water planning. These systems generally are best suited to serve low-density (i.e. one-acre lot sizes or greater) development. If the growth areas are to develop at urban densities, the City of Weatherford may be able to better serve these areas long-term. Therefore, long-range infrastructure planning in the anticipated growth areas is important.

Blended with these efforts are infill and development issues. The City should balance both efforts, which can be substantially different in terms of timing and funding strategies. Incentives will be necessary for some infill development, but will likely not be necessary for growth south of I.H. 20 and west of the City.



2002 COMPREHENSIVE PLAN
SECTION 9: URBAN DESIGN AND COMMUNITY IMAGE GUIDELINES

CITY OF WEATHERFORD

SECTION 9: URBAN DESIGN AND COMMUNITY IMAGE GUIDELINES

INTRODUCTION

Often thought of as mere beautification of a community, "community image" elements really contribute to a much more complex process of ordering a community's natural and man-made features to establish a distinct visual image and identity – a "sense of place" – for the community. Urban design principles strive to improve the quality of life, or "livability", within a community by enhancing the man-made environment and by creating new opportunities for social interaction among residents. Good urban design practices also help to create a legible development pattern that makes the community understandable to residents and visitors alike. They often deal with the sensory response of people to the community's physical environment: its visual appearance, its aesthetic quality, and its spatial character. Good urban design practices can be used to bolster people's sense of well being and civic pride, their awareness of different places within the community, and their behavior toward one another. In short, the careful application of urban design principles in urban planning may help to protect the quality of the environment (both natural and man-made), and the corresponding quality of life enjoyed by residents and visitors, as a community or town changes over time.

Communities and regional areas continually change in response to both positive and discordant economic and social forces. Reinforcement of positive changes and mitigation of less desirable trends are important civic and planning objectives. The practice of good urban design does not typically attempt to resolve a community's challenges directly. Instead, it tries to mitigate possible negative effects resulting from these challenges, hopefully in a proactive way, and it builds upon the positive aspects of the community to improve the overall quality of social life and to enhance feelings of civic pride and accomplishment among residents. The creative application of specific urban design improvements, no matter how large or small they may be, should result in a more aesthetically and functionally stable community that is a happier and healthier place to live, not only in the physical sense, but in the psychological and emotional sense, as well.

The *Urban Design and Community Image Guidelines* element of the Comprehensive Plan provides a foundation for the creative application of good urban design principles and practices in the City of Weatherford. It integrates urban design considerations into the City's growth and development processes to create an attractive and recognizable physical environment that complements the functional organization of Weatherford, and to reinforce a sense of "community" among the people who live here. In addition, this element discusses various types of design (i.e., traditional neighborhood design, new urbanism) that may help the City of Weatherford realize its vision regarding the

integration of residential and retail areas. The desired residential housing densities will also be discussed. The intent of *Urban Design and Community Image Guidelines* element is to provide recommendations for maintaining and strengthening both the City's image as a community of excellence and leisure, as well as its identity as a small town in spite of it proximity to the expanding.

THE "LIVABLE" COMMUNITY

Many factors contribute to the "livability" of a community. The overall impression that a community imparts to residents and visitors is a good indication of its livability. Physical appearance is one aspect that can be encouraged or promoted to enhance this livability factor.

This element of the Comprehensive Plan is intended to identify those aspects of the urban fabric which are intended to be enhanced or improved, thereby increasing the community's pride and commitment in working toward quality physical growth and development. The perception and character of the City that people "feel" as they travel through Weatherford is one of the most important issues regarding urban design as used within the context of this Plan.

Several major aspects of the community's physical design have been identified that can enhance the image the public has of the City and enhance Weatherford as a place to live, work and play:

- Site Design Criteria for Residential Development:
  - Typical New Neighborhood/Subdivision Design
  - Clustering Principles;
- Design Criteria for Non-Residential Development:
  - Site Design Criteria;
  - Building Materials;
  - Articulation of Building Facades;
  - Signage;
  - Landscaping;
  - Screening of Refuse Containers;
  - Screening and Location of Outside Storage, Loading Areas, and Utility Equipment;
- Major Corridor Design Guidelines; and
- Gateway Treatments.

The physical design goals referenced within the Goals and Objectives component of the Comprehensive Plan, located primarily within the "Physical Form of the Community" section and the "Community Livability and Character" section, are based upon input

from the citizen survey and from public workshops in addition to observations of the City as a whole. They identify the specific elements that need to be either maintained or addressed in order to preserve and enhance the existing physical quality and appearance of The City. By considering the design of the community as a whole and by considering the design of specific sites or locations, enhancement of the overall image of the community can be achieved. This element of the Plan serves as a guide for achieving such community design goals and objectives.

URBAN DESIGN ELEMENTS

The following is a discussion of various elements that, when implemented either separately or in combination, can greatly contribute to establishing a positive community image in the City of Weatherford. These elements have been determined to be important to residents of Weatherford and, therefore, further discussion of their potential contribution to the overall character of the City of Weatherford is warranted and should be integrated into the Comprehensive Plan.

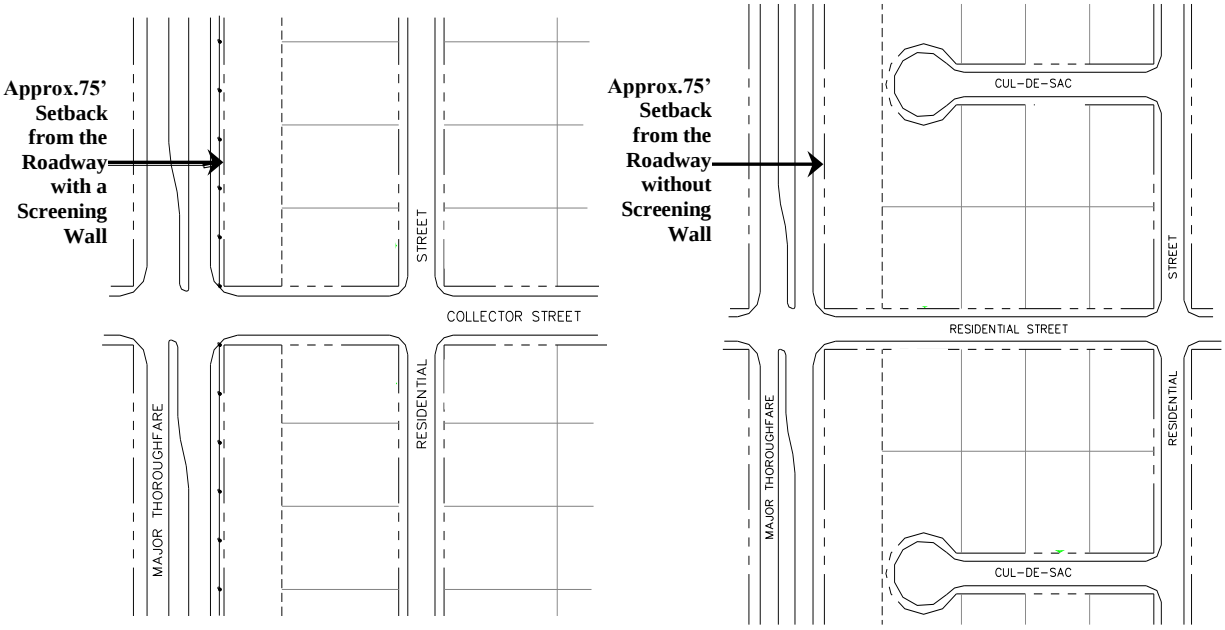
Site Design Criteria for Residential Development

The design and character of residential neighborhoods is an important component of the community's overall urban design. As more property is developed into residential subdivisions, such design factors as the provision of open space, adjacency issues, screening, landscaping, and the subdivision layout will be critical to the perception of the City's residential neighborhoods. While the community must provide developers with options appropriate to the marketing of their subdivisions they should also strive to maintain some continuity between different residential subdivisions. This objective is addressed in the Comprehensive Plan.

Older residential neighborhoods will need continued maintenance in such areas as streets and utility service, while newer residential subdivisions offer the potential of embracing and including positive design elements that will add value, both aesthetic and monetary, to the homes constructed within them. The vast majority of the existing homes and residential areas in the City of Weatherford are characterized by high-quality development. The enhancement and maintenance of these high-quality areas is of the utmost importance.

TYPICAL NEW NEIGHBORHOOD/SUBDIVISION DESIGN (BASE DENSITY)

Major thoroughfares typically attract large volumes of traffic; therefore, it is not desirable to front residential lots directly onto these streets. Fronting residences on major thoroughfares will reduce efficiency of the thoroughfares due to the number of driveways, curb cuts and cross-streets, as well as the possibility of on-street parking in front of the houses. Also, when a subdivision's layout produces lots fronting onto a major thoroughfare, there is ultimately pressure later on to convert these residences into retail or commercial land uses. The frontage of all major thoroughfares within the community should be used for retail and commercial purposes.



Lots Rearing on Major Thoroughfare

Lots Siding on Major Thoroughfare and Fronting on Cul-de-Sacs

Illustration 9-1
Single-Family Residential Lot Layouts Adjacent to Major Thoroughfares

The general appearance and image of residential neighborhoods and the community as a whole are also greatly affected by the orientation of development along the major streets. Fronting lots onto major roadways tends to present aesthetic and noise problems for area residents due to large amounts of traffic passing in front of homes.

Of equal importance is the safety factor when area residents must back their vehicles into the arterial to leave their homes. No space is typically provided along arterial streets for parking which would serve the needs of visitors, deliveries, etc.

Illustration 9-2
Example of a Single Family Development

A preferred approach is to side residential lots onto major streets since this allows more visibility into the neighborhood with views of pleasing elements like home fronts and landscaped yards. This tactic also enhances neighborhood security and minimizes negative traffic impacts upon the surrounding major thoroughfares. The careful treatment of subdivision design adjacent to future major thoroughfares will contribute to the safety and capacity of the thoroughfares. It will help to protect adjacent residential properties from the negative influences of these roadways, and from pressures to convert residences into nonresidential land uses in the future.

Illustration 9-1 shows residential lot arrangements that are designed to protect not only the residences, but the capacity and function of the adjacent thoroughfares. One method of accomplishing a desirable thoroughfare/residential relationship is to design residential lots fronting onto a parallel residential street and backing onto the major thoroughfare. By restricting access and by providing screening and suitable landscaping with an adequate setback between the residential development and the major thoroughfare, it is possible to avoid problems that would be created if all abutting lots had direct access onto the major thoroughfare. A setback of 75 feet should be required for developments adjacent to I.H. 20 and U.S. Highway 80; this 75-foot setback should also be required for those adjacent to U.S. Highway 180, F.M. 51, F.M. 171 or Spur 312. Intersections of collector streets or other subordinate roadways should be spaced as shown on the Thoroughfare Plan. Street spacing such as this will result in an interior subdivision design permitting access to the neighborhood, but discouraging the movement of through traffic within a residential area.

Illustration 9-1 also shows how short, "open" ended cul-de-sac streets may be used to create lots that do not have direct access onto a major thoroughfare. This technique offers a practical and economical way to protect the capacity of the major thoroughfare. It also helps to preserve the integrity of the residential neighborhood. This method of "siding" residential lots generally does not require screening walls; therefore, it is one of the more desirable options utilized by developers in subdivision design. Cul-de-sac streets can be efficient methods in developing land, and they are very desirable for residents due to minimal traffic flows. The use of cul-de-sac streets alternated with through collector streets that intersect with a major thoroughfare tends to yield an efficient lot layout design, and this practice also maximizes thoroughfare capacity and efficiency. **Illustration 9-3** shows comparative examples of pavement (impervious cover) versus lot yield for several suggested residential street configurations adjacent to major thoroughfares. All lots should have at least 24 feet of frontage on a residential, public street.

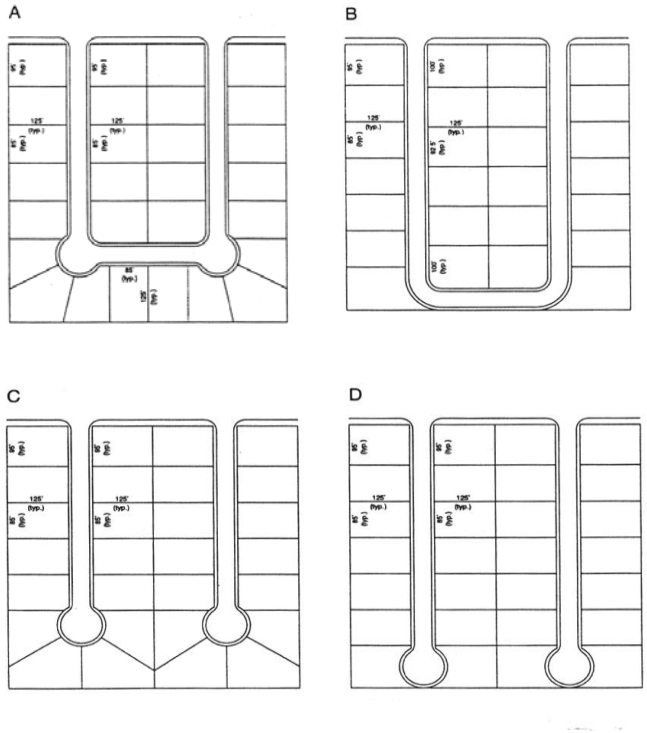


Illustration 9-3
Comparison of "Pavement" vs. "Lot Yield"
for Suggested Residential Street
Configurations Adjacent to Major Thoroughfares

A neighborhood should be predominantly residential in nature. It is usually bounded by thoroughfares or collector streets, or by some other natural or manmade features such as creeks or topographic features. A neighborhood should contain some park or open space features, and should have some convenient retail areas and various other facilities, such as churches and schools. It is also defined in more abstract terms by the sense of "community" and the quality of life enjoyed by the people who live and play there. Well-designed neighborhoods provide a setting for residents to develop a strong sense of belonging, which is promoted by their interactions with one another.

The quality and livability of the City's neighborhoods are integral components of the overall character. The key to a successful neighborhood is creating a sustainable environment where the ongoing investment in property is supported by public investment

in parks and greenbelt areas; opportunities for social interaction; accessibility for pedestrians, bicyclists and vehicles; and distinctive characteristics which give an area a unique identity. In summary, neighborhood viability may be quantified in terms of the following characteristics:

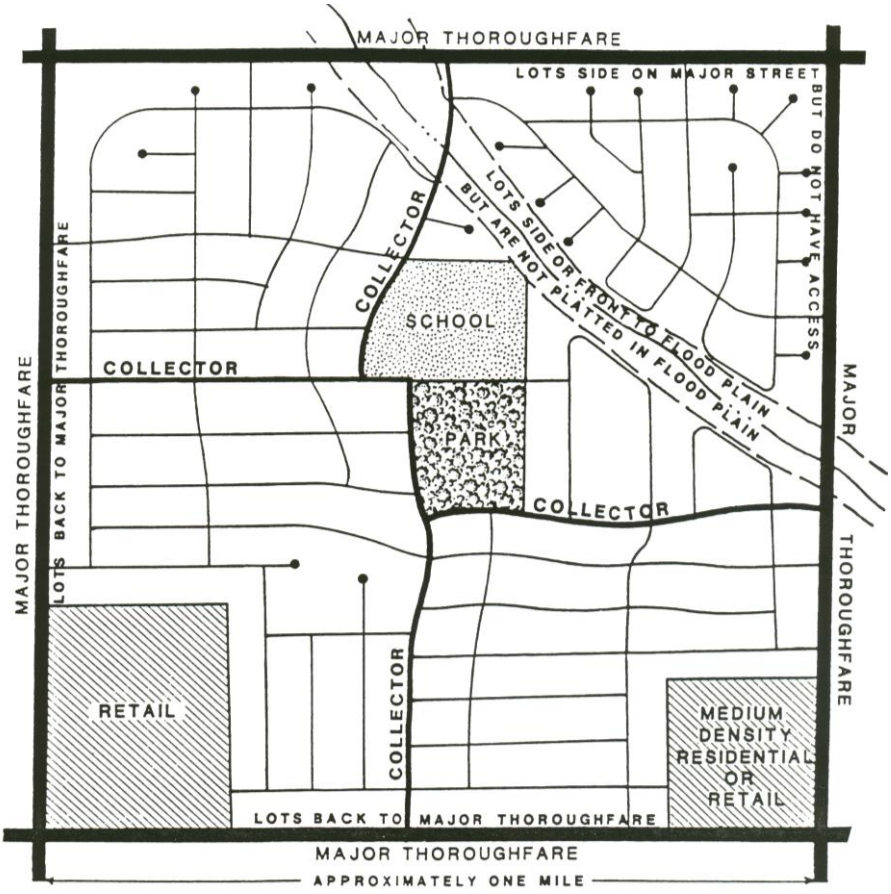


Illustration 9-4
Typical Residential Neighborhood Layout

Opportunities for social interaction;

- Careful and strategic placement of retail uses and other appropriate non-residential uses within the neighborhood area;
- Continued investment in public and private property to stabilize property values;
- Condition of public facilities and infrastructure serving the area;
- A sense of "community" and "belonging" among residents; and,
- Access to amenities such as open space and trails.

The City of Weatherford should strive to ensure that these elements are present in all neighborhoods within the City, in both existing and new developments. These characteristics should also be considered vital to the quality of life within the City of Weatherford as a whole. **Illustration 9-4** shows a typical, generalized neighborhood

layout and how the proposed subdivision treatments and thoroughfare standards may be used.

The most important aspects of **Illustration 9-4** are that major thoroughfares bound the residential neighborhood area and residential lots are not allowed to front directly onto these roadways. Lots should back to the major thoroughfares, and cul-de-sacs are used to open up the neighborhood and to provide access to residences from interior streets rather than directly from the major roadways. Collector streets are generally not continuous, but are offset within the interior of the neighborhood. This interior street layout discourages cut-through traffic. In addition, the City should require a creek setback protection zone in order to protect sensitive drainage areas along the major creeks and watersheds, particularly Town Creek, Sanchez Creek, South Fork of the Trinity River, and Willow Creek.

It is essential that Weatherford develop additional design criteria for typical subdivision developments, such as:

- Create and enforce tree preservation regulations that limit where and when trees may be removed;
- Require trees to be planted at a maximum spacing of 30 to 40 feet along both sides of residential subdivision streets in order to mitigate any tree removal;
- Require all units to have a two-car garage with off-street parking provisions in driveways and ensure that side- or rear-facing garages are encouraged;
- Develop a street cross section for use within neighborhoods for rural density (refer to the "Type 'F' Rural Street" section within the *Thoroughfare Plan* element);
- Require the construction of ribbon curbs instead of raised curbs for drainage purposes, whenever possible (refer to **Illustration 9-5**);

Illustration 9-5
Residential Development with Ribbon Curbs and Landscaping Elements

- Require sidewalks or alternative pedestrian/trail facilities for ultimate connection to the rail-trail system; these could be further enhanced with streetscape elements such as decorative lamps, benches, and planters in all new developments;

Illustration 9-6
Residential Development with Entrance Sign and Landscaping Elements

- Require the construction of neighborhood entrance signs that are constructed primarily of masonry materials and that incorporate landscaping elements (refer to **Illustration 9-6**);
- Require that all lighting elements (i.e., street lighting, trail lighting) in these neighborhoods must be low-intensity, in order to ensure that no resident is adversely affected.
- Require formation of neighborhood associations, which would be responsible for maintenance of the neighborhood for all new residential developments.

CLUSTER DESIGN

The most important aspect of cluster design in subdivisions is the conservation of open space, thereby helping to create rural character in communities and neighborhoods. A cluster design creates large pockets of planned open space by allowing clustering of development. Incentives, such as allowing smaller lot sizes, can be developed in order to encourage developers to use this concept. This method of neighborhood development utilizes increased development densities in some areas of the subdivision by decreasing the density of development in other areas; permanent open space is set aside, while the overall density of the subdivision remains the same.

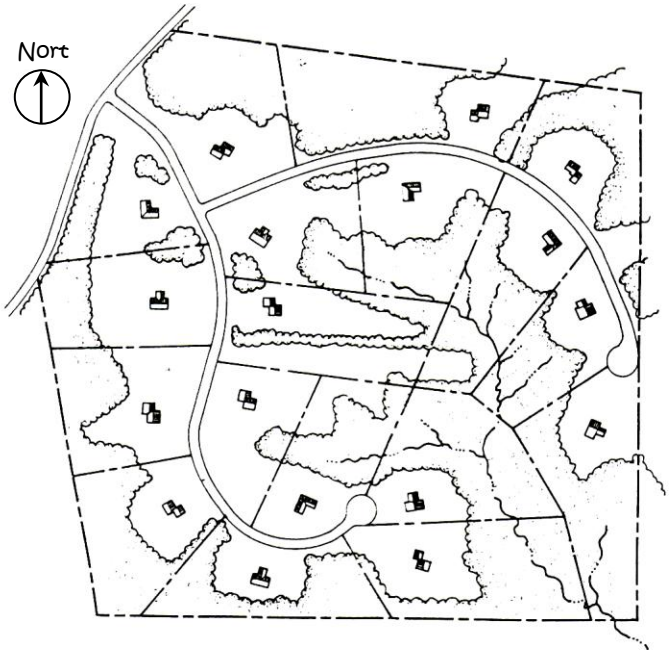


Illustration 9-7
Typical Large-Lot Subdivision Design without Provision of Open Space

This type of development can be encouraged in areas where the base density is relatively low. This is the case in the City of Weatherford, with a desired average density of one dwelling single-family unit per acre. The City should provide developers with incentives to utilize this design technique. One way in which the City can do this is generally referred to as a "density bonus", whereby a developer is allowed higher density levels in exchange for the provision of open space. Another incentive is to allow smaller street widths and cul-de-sac radii, as well as allowing the developer to reduce development costs. This would also help to create more pedestrian friendly streets, with street grading designs using varying materials (i.e., brick, cobbled stones) and creating interesting street patterns.

The following is an example of the clustering concept as it is intended to be implemented in the City of Weatherford:

Hypothetically, a landowner with a 100-acre tract proposes to develop 300 lots to be disbursed over the entire tract, resulting in a density of approximately 3 dwelling units per acre. The proposed density reflects that of a standard zoning district. However, the project proposes to reclaim substantial areas of floodplain. As an alternative, the City allows the development of several nodes or residential pockets at densities of 6 dwelling units per acre with a maximum total number of units not to exceed 300 under the condition that the entire floodplain area be preserved in its natural alignment and vegetative state. As a result, the developer is allowed to create a subdivision within the density provided for via the zoning ordinance and the City is able to preserve an environmentally sensitive area in its natural state. Furthermore, the reduction of lot size provides a monetary incentive to the developer (less initial cost for roadways and improvements), and allows the community to benefit from the perpetual open space that is the result of the clustering concept.

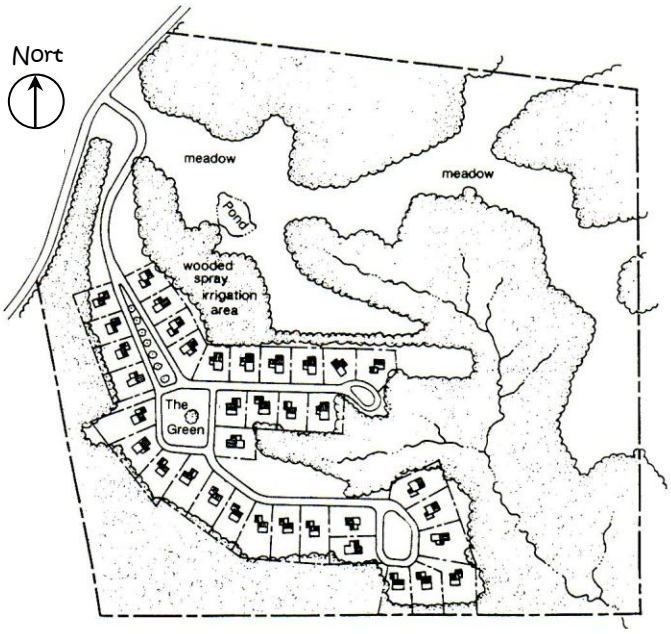


Illustration 9-8
Preservation of Open Space through Cluster Design

Several important criteria should be established for the use of the clustering technique within the City of Weatherford. First, it should not be permitted on development tracts of less than 20 acres. Tracts that are 20 acres or less do not provide the City of Weatherford with enough open space to warrant the reduction in lot size. In addition, clustered developments of 20 acres or less would not result in a neighborhood with a rural, small-town character and design. When the clustering technique is used, it should be buffered from adjacent major roadways and existing or proposed large-lot development.

As previously mentioned, this type of residential neighborhood design could prove valuable for the City of Weatherford in its efforts to balance growth with the preservation

of environmentally sensitive areas. It is important to note, however, that the calculation of open space should not include areas that are previously protected by City Ordinance or by other legal constraints, including elements such as creek setbacks and floodplain areas. The clustering technique does allow for the conservation of other environmentally sensitive areas that may not be otherwise protected, such as ridgelines and view areas with great variations in topography. Utilizing and encouraging this design technique within the City of Weatherford provides the opportunity to accommodate the anticipated residential growth while maintaining its existing rural atmosphere.

MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES FOR NEW DEVELOPMENT

Certain areas within the City of Weatherford are suitable for multi-family development, as designated on the Future Land Use Plan. Multi-family land uses can be designed in such a way that they are assets to the community and are integrated within the residential fabric of the community. Listed below are recommended guidelines to included in the City's Subdivision and Zoning Ordinances. They are intended to ensure the development of high-quality multi-family land uses within the areas designated by the Future Land Use Plan:

Illustration 9-9
Multi-Family Land Use

- Establish a limit of 14 dwelling units per acre;
- Require 80 percent masonry exterior finish;
- Require façade offsets of at least 5-foot in depth for every 50-foot length of flat surface;
- Develop options for a secured-access gate around the entirety of the development;

- Ensure that adequate landscaping standards are met within the current City Landscaping Ordinance;
- Require one covered and enclosed parking space (i.e., a garage) for each dwelling unit;
- Provide a "density bonus" incentive for garages which are directly attached to the dwelling unit, for example:
  - Allow an increase of up to a total of 16 units per acre when 50 percent of the dwelling units are constructed with attached garages;
  - Allowed an increase of 18 units per acre when 100 percent of the dwelling units are constructed with attached garages.
- Require usable open space and protection of natural areas.
- Require integration of the City trail system within the multi-family development.

Illustration 9-10
Landscaping Enhances Multi-family Use

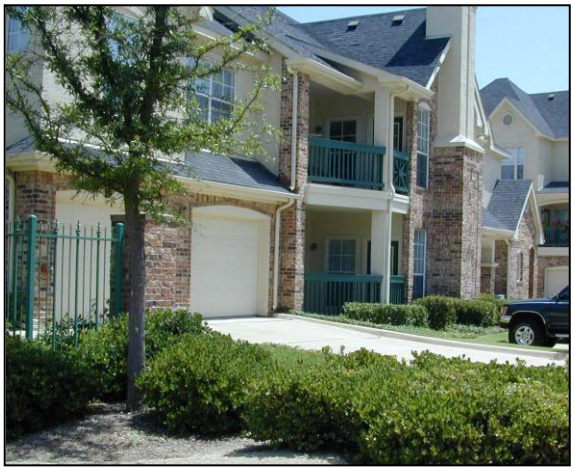


Illustration 9-11
Garages Directly Attached to Multi-Family Units

DESIGN CRITERIA FOR NON-RESIDENTIAL DESIGN

One of the factors that will determine the ultimate efficiency of Weatherford's thoroughfare system is the manner in which properties adjacent to major thoroughfares are developed and used; the integrity of I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51 is especially critical. By regulating points of access into adjacent properties, by encouraging shared access, and by providing for wider spacing of intersecting streets, it becomes possible to maximize the traffic capacity and the efficiency of each thoroughfare. Another important consideration will be the manner in which public and private landscape improvements occur within, and adjacent to, thoroughfare rights-of-way. By coordinating and guiding both of these factors, the community can create a safe and efficient thoroughfare system that projects a positive image for the community and for adjacent land uses.

Today the City of Weatherford's commercial and industrial base is related primarily to the county's agricultural industry. However, Weatherford's proximity to the Dallas/Fort Worth Metroplex will eventually result in a diversification of its commercial and industrial base. It is likely that these future commercial and industrial developments will be located along I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51. In order to preserve the rural, small-town atmosphere of Weatherford, the establishment of design guidelines for these non-residential land uses will become increasingly significant as this growth occurs. The following discussion of such guidelines is intended to establish a framework of key elements that should be considered when addressing the criteria for non-residential design practices. It is also important to note that these guidelines should be included within the Subdivision Ordinance or the Zoning Ordinance of the City of Weatherford.

SITE DESIGN CRITERIA

There are many specific site design items that can be addressed by the private sector during site development. Often, much of what creates a better view from the street is simply better site design. Site design review can be incorporated into the City's normal project review of site plans. The following sections discuss site design elements that could enhance non-residential developments. Specifically, these design elements are recommended along I.H. 20 and U.S. Highway 80. They are also recommended for implementation along U.S. Highway 180 and F.M. 51 as redevelopment occurs or vacant land is developed.

BUILDING SETBACKS

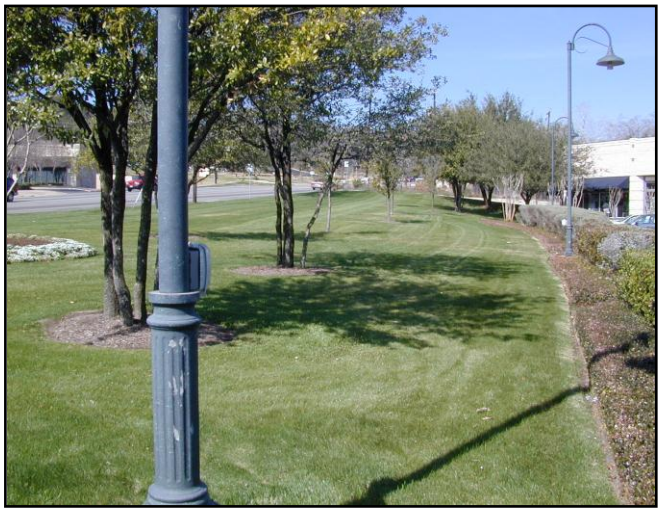


Illustration 9-12
Retail Area with Wide Setback & Landscaping Enhances the "View from the Road"

PURPOSE:

- Provide a positive visual image of the City of Weatherford along all major thoroughfares.

SUGGESTIONS:

- All non-residential buildings and related accessory buildings constructed on any tract within the City that is located along any of the major thoroughfares, I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51, should be setback from the roadway at a distance of approximately 75 feet. Any required landscaping and/or screening elements should be constructed within this 75-foot setback.

PLACEMENT OF PARKING AREAS

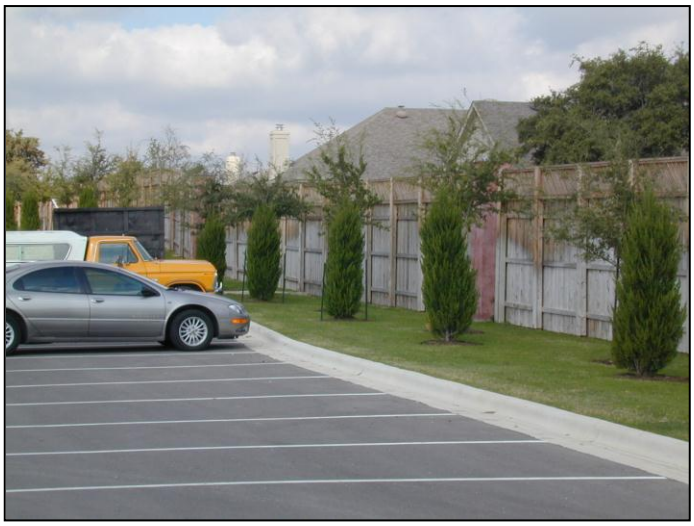


Illustration 9-13
Parking Behind Office Land Use not Visible from the Road, and Screened from Adjacent Residential Uses

PURPOSE:

- Provide a positive visual image of the City of Weatherford along all major thoroughfares.

SUGGESTIONS:

- Related parking areas/facilities for all non-residential uses located along any of the major thoroughfares, I.H. 20, U.S. Highway

80, U.S. Highway 180, and F.M. 51, should be placed either at the side or at the rear of the primary structure and away from the major thoroughfares (thereby ensuring that they are not visible from the major thoroughfares) whenever possible. An exception to this may occur when protection of natural vegetation or site constraints make such design impractical. The City may also require any additional landscaping and/or screening elements necessary to further shield parking areas from the view of those traveling on major roadways.

EDGE TREATMENTS

PURPOSE:

- Provide a positive visual image of the City of Weatherford along all major thoroughfares.
- Provide a buffering element between residential and non-residential land uses.

Illustration 9-14
Masonry Wall and Landscaping Treatments Provide Screening

SUGGESTIONS:

- Require all non-residential uses located along any of the major thoroughfares, I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51, to implement landscaping elements along the length of any major thoroughfare frontage within the setback area.

Illustration 9-15
Stone Wall and Trees Provide Screening between Retail Land Uses and a Major Thoroughfare

- Between non-residential and residential land uses, a screening wall should be required. (It would be the responsibility of the

non-residential land use to construct and maintain the screening wall). The following three alternatives should be provided to the developer:

- **MASONRY WALL WITH LANDSCAPING** – 6 feet in height, constructed of rock, stone or other material similar in appearance and quality;
- **WROUGHT-IRON WALL WITH LANDSCAPING** – 6 feet in height with City-approved thematic landscaping materials;
- **NATURAL SCREEN** – 6 feet in height with City-approved thematic landscaping materials.

It should be noted that each of the three alternatives must provide a continuous, opaque screen within two years of initial planting and that earthen berms may be used to further shield the view from the road.

CIRCULATION

PURPOSE:

- Provide continuous pedestrian access throughout the City of Weatherford, to all residential and non-residential areas, through the construction of a trail system.

SUGGESTIONS:

- ***Require all non-residential developers to consider pedestrian access to and from adjacent land uses. The City may require the developer to construct a trail through the developing property that connects to existing trails or rights-of-way for trails on adjacent properties (refer to Illustration 9-21).***

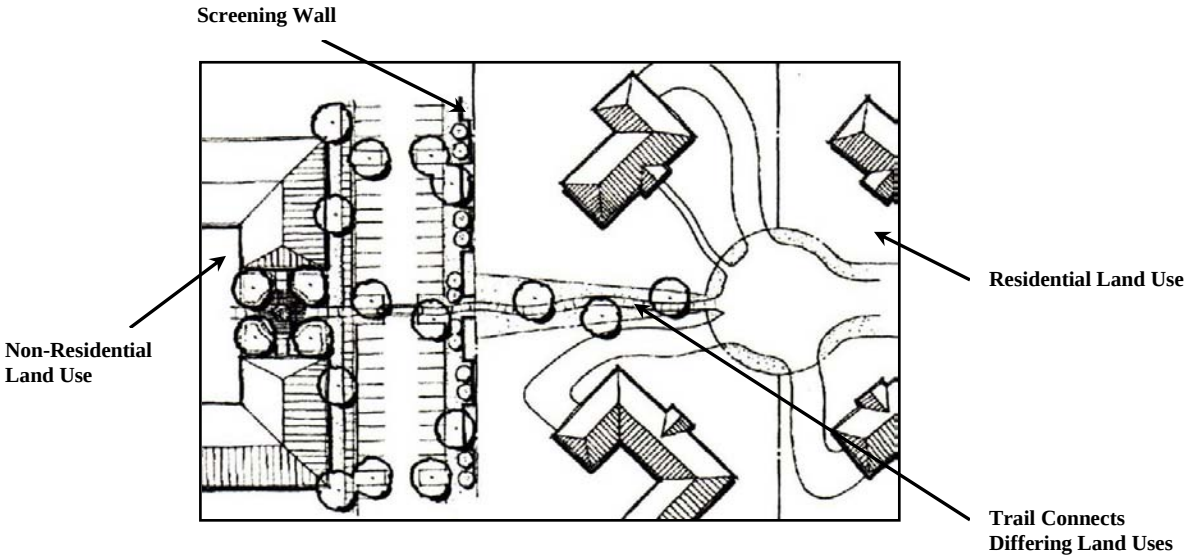


Illustration 9-16
Allows Pedestrian Access between Residential and Non-Residential Land Uses

LAYOUT OF STRUCTURES

PURPOSE:

- Ensure the maintenance of the existing small-town atmosphere of the City of Weatherford.
- Maintain the existing integrity of water quality and stormwater runoff in the City of Weatherford area by reducing the percentage of impervious cover.

SUGGESTIONS:

- Encourage non-residential developers to construct small-scale, pedestrian-friendly areas with small building "footprints", parking areas, and pedestrian walkways integrated into the City trail system. The City should create incentives for increasing the amount of landscaping, thereby increasing the amount of pervious cover, by allowing the reduction in the number of parking lot spaces on a sliding scale (refer to **Illustration 9-17**).

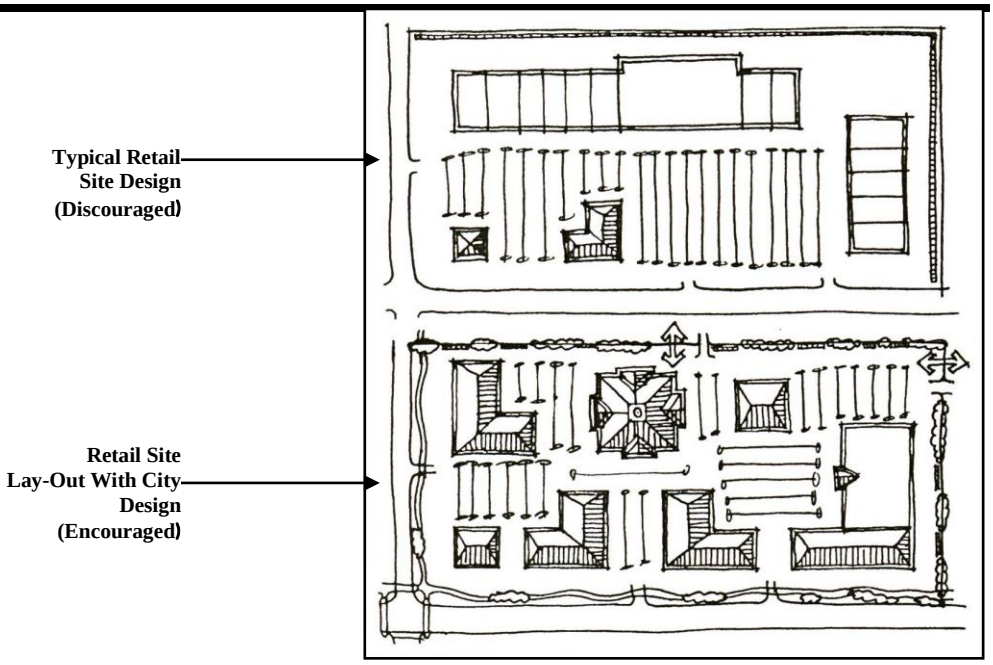


Illustration 9-17
"City" Site Design Helps To Create a Small-Town Atmosphere

HEIGHT OF STRUCTURES

PURPOSE:

- Protect the integrity of the scenic views in and around the City.
- Further the objective of a pedestrian-friendly environment by ensuring that nonresidential structures within the City are constructed at a human scale.

SUGGESTIONS:

- Limit the height of nonresidential structures throughout the City of Weatherford to a maximum of 50 feet.
- Allow increases in height in relation to topography on a case-by-case basis.

SLOPE RESTRICTIONS

PURPOSE:

- Protect the integrity of the highest points of elevation in the City by prohibiting non-residential land use construction directly at these points.
- Preserve the highest points of elevation in the City for current and future residents of, as well as visitors to, the City of Weatherford.
- Minimize the negative visual impacts of water towers and other structures.

SUGGESTIONS:

- Prohibit the construction of any non-residential buildings directly upon the highest point of any non-residential tract of land.
- Prohibit development on topography with slopes greater than 25 percent.

The following are elements which can help to further enhance and improve the nature and appearance of non-residential land uses and their development:

BUILDING MATERIALS

PURPOSE:

- Ensure the aesthetic value of non-residential land uses.
- Create cohesiveness throughout the City by establishing which building façade materials contribute to the desired rural or historical look and feel in the City of Weatherford.

Illustration 9-18
Use of Thematic Building Materials

SUGGESTIONS:

- Include within the Zoning Ordinance a list of acceptable materials, unacceptable materials, and materials that require further examination and therefore require a Conditional Use Provision. The following is a recommended list with these categories:

Illustration 9-19
Use of Thematic Building Materials

BUILDING MATERIALS

Acceptable	Requires Conditional Use Approval	Unacceptable
Copper	Brick	Corrugated Metal
Limestone	Painted Wood	Vinyl Siding
Rustic Wood	Concrete	Aluminum Siding
Stucco	Glass	Cinder Blocks
Tile	Synthetic Materials	Reflective Glass
Shed Roof	Adobe (brick)	Aluminum
Granite		Metal
Marble		Reflective Roofs
Stone		
Dimensional Shingles		

COLOR OF BUILDING MATERIAL

Acceptable	Unacceptable
"Muted" color aluminum roofs	Pink
Rustic Colors	Purple
Natural Colors	Primary Colors
Earthy Colors	
Neutral Colors	

SIGNAGE

PURPOSE:

- Ensure a sense of cohesiveness throughout the City of Weatherford, especially along the major thoroughfares, including I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51, thereby maintaining and enhancing the aesthetic appeal of the City.

Illustration 9-20
Monument-Style Sign Enhanced with Landscaping Materials and Ground Cover

- Encourage shared signage, especially along the major thoroughfares.

SUGGESTIONS:

- Require all non-residential signs to be monument-style signs, proportional to the size and scale of the primary building structure. Maximum allowable height should be approximately eight feet.
- Require the use of masonry materials as the primary building materials of all non-residential signs. Wood materials should be allowed as a conditional use.
- Require the sign to be the same color as or similar to the color of the primary structure.
- Prohibit lighting as an element of the sign itself (i.e., neon lighting).
- Prohibit the construction and use of billboards.
- Ensure that the existing sign ordinance is enforced.

LANDSCAPING

PURPOSE:

- Enhance the view and image of the City of Weatherford, especially along the major thoroughfares, including I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51.
- Contribute to the overall quality and visual appearance of individual non-residential developments.
- Contribute to the percentage of pervious cover within individual non-residential developments.

Illustration 9-21
Non-Residential Land Uses Enhanced with Landscaping Materials and Ground Cover

SUGGESTIONS:

- ***Require a minimum 50-foot landscaped edge adjacent to any street right-of-way; an increase to a minimum 75-foot landscaped edge should be implemented for all non-residential land uses along the major thoroughfares, I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51.***
- Provide incentives to existing non-residential land uses to persuade them to comply with the Landscaping and Tree Ordinance.
- Ensure that all non-residential land uses comply with the City's Landscape and Tree Ordinance.
- Encourage xeriscape techniques in order to reduce the amount of watering and irrigation that are often necessary for common landscaping materials.
- Discourage the use of ground cover that would require a large amount of watering and irrigation (i.e. saint augustine grass).

SCREENING OF REFUSE CONTAINERS

PURPOSE:

- Maintain and enhance the appearance of the City of Weatherford from public streets and neighboring properties.
- Prevent public access to solid waste containers (e.g., dumpsters).

Illustration 9-22
Screening Surrounding a Refuse Container

SUGGESTIONS:

- Require a screen around any commercial or industrial solid waste container that is visible from an existing or proposed public roadway (see Illustration 21). Dumpsters located at the rear of a building would not require screening.

- Solid waste containers should not be placed within required parking spaces, and they should allow proper access and vehicular circulation by service trucks.

SCREENING AND LOCATION OF OUTSIDE STORAGE, LOADING AREAS, AND UTILITY EQUIPMENT

PURPOSE:

- Improve appearance of community from public streets and neighboring properties.
- Prevent public access to storage areas.

SUGGESTIONS:

- Loading docks, service doors, and outside storage areas should be screened and should not face onto or be visible from a major or minor thoroughfare, wherever possible.
- Loading docks and service areas should be located at the rear of the building.
- When loading docks and/or outside storage areas are located within a side yard, they could be screened from adjacent properties and public rights-of-way by using masonry walls in conjunction with landscaping materials.
- Cell towers and other utility structures should be designed to blend into the surrounding area whenever possible.

U.S. HIGHWAY 80 CORRIDOR
STREETSCAPE TREATMENTS

The term "streetscape" has been developed in recent years to describe the visual image that is projected by a community street and by various elements within and adjacent to the street right-of-way. Overhead power lines, traffic signals, signs, light fixtures, plant materials, and street paving are some of the most noticeable physical elements that are found within a typical streetscape. The visual appearance of adjacent developments and their physical form also influence one's perception of a streetscape and the overall community.

The current streetscape along within the City of Weatherford is generally characteristic of the typical state highway. Highway 80 serves as a primary east/west corridor for regional traffic with development ranging from gas stations/convenience stores to restaurants and commercial/industrial operations. The Highway 80 corridor also has substantial amounts of undeveloped property and steps should be taken now to improve and upgrade the image of the community as seen from the highway while protecting its traffic-carrying capacity.

The City should consider adopting the following guidelines within a specific ordinance that directly addresses design criteria for U.S. Highway 80.

- **DIVIDED MEDIAN**

  Traffic along U.S. Highway 80 is increasing, and will likely continue to increase as the City of Weatherford and neighboring communities continue to grow and develop. The City should coordinate with the Texas Department of Transportation pertaining to the need for the construction of a landscaped median that would divide opposing lanes of traffic on U.S. Highway 80.

  This median would serve a multitude of purposes; it would limit the number of left turns allowed (thereby helping traffic flow), increase the safety, and increase the positive visual nature of the highway itself, as well as that of the City of Weatherford.

- **SETBACK**

  All structures, parking and related buildings should be setback from U.S. Highway 80 by 75 feet. This will help to eliminate the visual clutter created by large expanses of concrete (i.e., parking lots) and will help improve the "view from the road".

Illustration 9-23
Retail Area Setback from a Major Thoroughfare Protecting the View from the Road

♦ PLACEMENT OF ACCESSORY ELEMENTS

- **Parking** for non-residential areas along U.S. Highway 80 should be placed to the side or to the rear of the site for the purpose of shielding these areas from the view of those traveling on U.S. Highway 80.

- **Refuse containers** should be placed at the rear of the primary non-residential structure, and should be screened with a six-foot masonry wall. It is also recommended that landscaping be added along all sides facing public streets. All such landscaping should be irrigated and all plantings of indigenous materials.

Illustration 9-24
Screening Wall Shields Refuse Containers from Public View

- **Loading areas** should be placed at the rear of the primary non-residential structure, and should also be screened with a six- to eight-foot masonry wall (shielding these areas not only from U.S. Highway 80, but also from adjacent land uses).

- **SIGNAGE**

  The City should establish a uniform sign design for use along U.S. Highway 80. It is recommended that signs in this area generally be monument-style, constructed of masonry materials, and limited in height. In addition, the City should encourage shared signage between neighboring land uses.

Illustration 9-25
Monument-Style Sign

- **LANDSCAPING**

  The City should encourage an abundance of landscaping along U.S. Highway 80. Specific placement should be mandated within the setback area of 75 feet, surrounding monument signs, and in and around parking areas. The City should review the Landscape Ordinance in order to ensure that such placement of landscaping elements is addressed. Many communities across Texas have engaged in the practice of planting native Texas wildflowers in order to increase the visual quality of their highway frontage. U.S. Highway 80 would benefit from this as well.

- **SCREENING**

  Screening of non-residential buildings should be done primarily through the use of landscaping materials. As previously mentioned, screening of accessory elements of non-residential uses (parking areas, loading areas, and refuse containers) should be done with a masonry wall, in order to protect the view from the road, as well as that of adjacent land uses.

It is suggested that the community pursue these reasonable and practical requirements for the development of non-residential areas, multi-family areas, as well as along the edges of residential subdivisions along U.S. Highway 80.

COMMUNITY IDENTITY

Communities often lack visual individuality, especially in the wake of major metropolitan areas, like the Dallas/Fort Worth Metroplex. Smaller communities generally have more of a challenge than do larger ones due to the fact that smaller communities typically lack the advantage of distinctive skylines as identifying elements. They must endeavor to create their own identity, or signature, in other ways that are both conducive and responsive to their own individual size, scale and character. A recognizable image/identity is not only important to the inhabitants of a particular community, it is also important to those who live within surrounding areas and to visitors. It helps to provide orientation – a point (or place) of reference for people moving into, around, within, and out of the community.

The "sameness" that is often inherent to communities within a particular geographic area makes it appear that each one is just like its neighbors. For example, the visual appearance of the City to a traveler along I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51 may be the same, or very similar, to the appearance of any other community. Due to the fact that developers and their architects often adhere to popular design trends of a particular time period, rapid development tends to result in homogeneity of style – it all looks similar. This lack of design variety, especially along major travel corridors, tends to create anonymity within a region – one community looks just like its neighbor and it is difficult for people to know when they have left one community and entered another. Of course, many communities have taken steps to beautify and individualize their physical appearance, thereby creating their own image/identity to set them apart from their neighboring cities. Therein lies the challenge for the City of Weatherford.

Illustration 9-26
Example of Community Gateway Treatment

Gateways are significant elements that can help residents and visitors to determine the geographical boundaries of a community. Also known as entryways or portals, gateways can provide a strong sense of arrival to, as well as a sense of departure from, the community. They are the first thing visitors see when they come into a community, and the last impression visitors have when leaving, and they can provide a strong indication of a community's image if they are prominent enough. One of the major urban design issues facing the City of Weatherford is the visual continuity, or sameness, along its major thoroughfares and highways.

Currently, there is little to distinguish the City from other communities along the major access corridors into the community, specifically I.H. 20, U.S. Highway 80, U.S. Highway 180, and F.M. 51. Properly developed, the establishment of distinctive gateways into the community could add greatly to the City's sense of identity, and could create the sense of "arrival" which is currently lacking.

The design of gateways, or entry points, into the City of Weatherford should be guided by several factors. One of the most obvious factors is the number of people using a particular entry point. The most heavily traveled the roadway entering the community is I.H. 20, although the other primary access points also carry large amounts of traffic. Two entry features for the City placed directly along I.H. 20, both leading into and out of the community (i.e., at the eastern and western corporate limits) would be a positive step in creating a visual identity. These gateways could be as simple as carefully designed landscape features, which may include a special type of signage or other identifier that signifies arrival into the City. Other obvious places for such entry features would be along U.S. Highway 80, U.S. Highway 180, and F.M. 51.

Another important factor in the design of entry points is to develop an entry, which provides a sense of identity for the community, while projecting a desirable image for the community. This can be accomplished through careful use of signage, landscaping, and other design elements such as lighting, fencing, paving patterns, art/sculptural elements, and a variety of earth forms. Consideration should be given to establishing a uniform design concept for all gateway treatment areas, and hierarchical distinction between major and minor gateways can be achieved through design modification for each type of entry feature.

Illustration 9-27
Example of a Community Gateway Treatment

Design of entry features should take into consideration the setting in which each feature will be placed, as well as the traffic speed with which it will be viewed. Although any entry feature might ideally be placed at the corner of a roadway intersection which is at, or near, the true City limits, the design of the feature might conflict either visually or aesthetically with an adjacent retail use at the intersection. In such a situation, it may be prudent to move the entry feature further into the community to provide a better setting and better visibility, such as placing it upon the thoroughfare median, if there is one. The traffic speed at which an entry feature is viewed must also be taken into account, and the size, boldness and scale of the feature should be designed accordingly.

Many communities throughout Texas have successfully utilized this technique. However, the degree of success or effectiveness has greatly depended upon the design quality of the entry feature, as well as upon how strategically it is located and how visible it is from the road. It is important for the City of Weatherford to assert its differing qualities, and to distinguish itself from other Parker County communities. Gateway features are a simple first step in this direction.

Priority for funding entry features, both in terms of total dollars spent per entry and in terms of the timing of expenditures, should be directly related to the number of people using a particular entry point. Often, donations can be solicited from civic groups to assist in the funding of specific gateways and/or their maintenance (e.g., an "adopt a gateway" program).

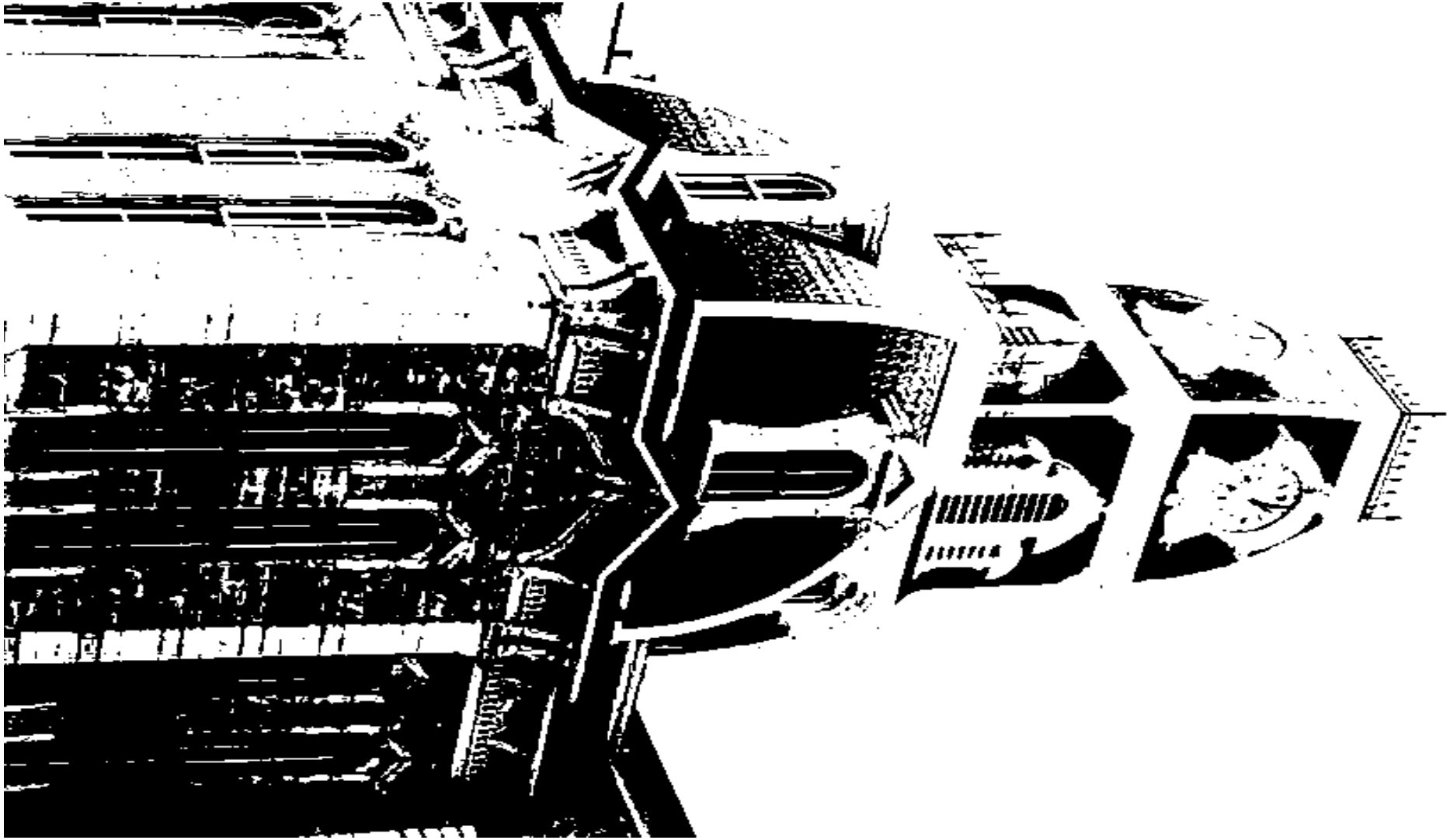
POLICIES

The following sections describe recommended policies that should guide the City of Weatherford's future development decisions pertaining to how such decisions may influence the community image of the City:

- The City should use the recommendations made within this element of the Comprehensive Plan to guide future Development Decisions.
- The City should use its planning and development regulations to ensure that individual residential and non-residential development proposals make a positive contribution to the image of the City of Weatherford as a whole.
- The City should integrate the recommendations made herein into the City's Subdivision Ordinance, as applicable.
- The City should integrate the recommendations made herein into the City's Zoning Ordinance, as applicable.
- The City should review all design-related ordinances and regulations at periodic intervals, in order to ensure their continued contribution to the image and design of the City.

CONCLUSION

It is the intent of these guidelines to improve the overall quality and image of the City of Weatherford. As zoning changes are requested, the application of these concepts should be followed. Each concept/guideline should be applied constantly and consistently with each individual project, in keeping with these recommendations and with the stated goals and objectives pertaining to community image within this Comprehensive Plan.



2002 COMPREHENSIVE PLAN
SECTION 10: IMPLEMENTATION STRATEGIES

CITY OF WEATHERFORD

SECTION 10: IMPLEMENTATION STRATEGIES

INTRODUCTION

With the publication and adoption of this Comprehensive Plan document, the City of Weatherford has taken an important step in shaping the future of the community. The Plan will provide a very important tool for City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of the community. The various elements of the Plan are based upon realistic growth objectives and goals for City of Weatherford which resulted from an intense comprehensive planning process involving citizens, City staff, elected and appointed officials, major stakeholders, business interests and the development community.

The future quality of life within City of Weatherford and the environment of the community will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

The Comprehensive Plan should never be considered a finished product, but rather a broad guide for community growth and development that is always evolving and changing in scope.

Over time, changes in the City's socioeconomic climate and in development trends will occur that that were not anticipated during preparation of the Plan necessitating adjustments to this document. Elements of the community that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention. Planning for the community's future should be a continuing process and the Comprehensive Plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

The full benefits of the Plan for the City of Weatherford can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new facets of the community become apparent, the Plan should be revised rather than ignored. By such action, the Plan will remain current and effective in meeting the community's decision-making needs regarding growth and development into the next century and beyond.

THE PLAN AS A GUIDE FOR DAILY DECISION-MAKING

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. In the future, each subdivision that is platted, each home that is built, each new school, church or shopping center represents an addition to the City's physical form. The composite of all such efforts and facilities creates the community as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each individual decision, whether it is that of a private homeowner or of the entire community. The City, in its daily decisions pertaining to whether to surface a street, to approve a subdivision, to amend a zoning ordinance, to enforce the City codes or to construct a new utility line, should always refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the community. Those investments are, over the years, reinforced and enhanced by the City's form, development pattern, and economic vitality.

COMPREHENSIVE PLAN
AMENDMENTS AND PERIODIC REVIEW

The Comprehensive Plan for the City of Weatherford is intended to be a dynamic planning document – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of amendments to the Plan. The City Council and other City officials should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's goals and policies and whether it will be beneficial for the long-term health and vitality of the City of Weatherford.

At approximately one-year intervals, a periodic review of the Comprehensive Plan with respect to current conditions and trends should be performed. Such ongoing, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities. These reevaluations will also reveal changes and additions that should be made to the Plan in order to keep it current and applicable over the long-term. It would be appropriate to devote one annual meeting of the City Planning and Zoning Commission to reviewing the status and continued applicability of the Plan in light of current conditions, and to prepare a report on these findings to the City Council. The Commission should submit its comments and findings to the City Council at least 60 days prior to the scheduled annual review of the Comprehensive Plan. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain functional and will continue to give civic leaders effective guidance in decision-making. Periodic reviews of the Plan should include consideration of the following:

- The City's progress in implementing the Plan;
- Changes in conditions that form the basis of the Plan;
- Community support for the Plan's goals, objectives & policies; and,
- Changes in State laws.

In addition to periodic annual reviews, the Comprehensive Plan should undergo a complete, more thorough review and update every five years. The review and updating process should begin with the establishment of a citizen committee, thereby encouraging citizen input from the beginning of the process. Specific input should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City.

COMMUNITY INVOLVEMENT

An informed, involved citizenry is a vital element of a democratic society. The needs and desires of the public are important considerations in the City of Weatherford's decision-making process. Citizen participation takes many forms, from educational forums to serving on City boards and commissions. A broad range of perspectives and ideas at public hearings helps City leaders and the City Council to make more informed decisions for the betterment of the community as a whole. The City of Weatherford should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.

IMPLEMENTATION STRATEGIES

There are two primary methods of implementing the Comprehensive Plan – proactive and reactive methods. Both must be used in an effective manner in order to successfully achieve the recommendations contained within the Plan.

Proactive methods include:

- Developing a capital improvements program (CIP), by which the City expends funds to finance certain public improvements (e.g., utility lines, roadways, etc.), meeting objectives that are cited within the Plan;
- Establishing/enforcing Zoning Ordinances;
- Establishing/enforcing Subdivision Ordinances; and,
- Coordinating with/lobbying TxDOT and Parker County to influence roadway planning, funding, and construction.

Reactive methods include:

- Rezoning because of a development proposal that would enhance the community;
- Site plan review;
- Subdivision review.

Several specific implementation strategies for City of Weatherford's Comprehensive Plan are described within the following sections.

CAPITAL IMPROVEMENTS PROGRAMMING

The Comprehensive Plan makes recommendations on the various public improvements that will be needed to accommodate growth and development envisioned for the City over the next 20 years or more. Many of the changes involve improvements that will be financed by future improvement programs. It will be a desirable practice to invest regularly in the physical maintenance and enhancement of the City of Weatherford rather than to undertake large improvement-type programs at longer time intervals. A modest amount of money expended annually and on a regular basis in accordance with Plan recommendations will produce a far greater return to the community than will large expenditures at long intervals.

It is also recommended that the City implement a Capital Improvements Program (CIP) showing a recommended, generalized plan for capital facilities within City of Weatherford. The CIP should identify priorities and the approximate cost of improvements over a specific period of time. After voters approve funding for capital improvements, projects should be constructed within three years. Priority projects should be determined annually and should be scheduled for review on a two- or three-year basis to ensure that their level of priority has not changed.

At least one annual meeting of the City Council should be devoted to reviewing the status of the CIP. A joint review meeting of the City Council, the City Manager, and City staff would be desirable. A report and review meeting with a "citizens' planning committee" would also be recommended. It should be recognized that the City staff's role in the capital improvement programming process is advisory, and that the financing and priority decisions are the City Council's responsibility. In their advisory role, staff should seek to achieve programs which are geographically balanced (equitable) and which include all important aspects of the community's development from parks to transportation and utilities. Capital improvements programming should be viewed as a continuation of the ongoing comprehensive planning process.

ANNEXATION AND EXTRATERRITORIAL JURISDICTION

Annexation is the process by which communities extend municipal services, regulations, voting privileges and taxing authority to new territory with the purpose of protecting the public's health, safety and general welfare. Chapter 43 of the Texas Local Government Code prescribes the process by which communities can annex land within Texas. Annexation is essential to the efficient and logical extension of urban services. Because the City of Weatherford is a general law municipality, it cannot annex land on a non-consensual basis.

It is in the best interest of the City of Weatherford, however, to require areas within the ETJ to be annexed prior to development rather than after development has occurred. Annexation procedures for general law municipalities are outlined in Chapter 43 of the Texas Local Government Code. Prior to development, the City of Weatherford will be able to affect development in a more meaningful way, especially in terms of ensuring that the City's development standards are met. However, the Texas State statute has established service and other requirements to keep general law municipalities from misusing their annexation power. Annexation is important to the long-term well being of communities; therefore, such action should be carried out in accordance with established policies.

The City of Weatherford must develop a policy with the support of the Weatherford Municipal Utility Board stating that water and wastewater connections will not be provided to areas in the ETJ unless the property owner requests annexation. Many home rule communities in Texas have similar policies, and the City of Weatherford must incorporate this element into its ordinances in order to ensure the provision of adequate public facilities in the ETJ.

ADMINISTRATIVE PROCESSES

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each zoning action and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. The Plan allows the City to review proposals and requests in light of an officially prepared document adopted through a sound, thorough planning process. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to modify or amend the Plan accordingly to ensure consistency and fairness in future decision-making.

The act of subdividing land to create building sites is one of the most important and significant activities and will likely have the greatest effect on the overall design and image of the City. Much of the physical form of the City is currently created by the layout of streets, easements, alleys, and lots. In the future, the physical form will be further affected by elements such as new developments and the implementation of the park and trail system. As mentioned previously, many of the growth and development proposals contained within the community's Comprehensive Plan can be achieved through the exercise of subdivision control and other "reactive" practices. Some elements of the Plan, such as major thoroughfare rights-of-way, drainage easements, and linear parkways, can be influenced, guided and actually achieved during the process of subdividing the land. Once the subdivision has been filed (recorded) and development has begun, the subdivision becomes a permanent, integral part of the community's urban fabric. It can, thereafter, be changed but only through expending great effort and expense.

RECOMMENDATIONS FOR IMPLEMENTATION

Implementation is probably one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the recommendations contained within the Comprehensive Plan can never be realized. The following points specify ways to implement the various recommendations within the Plan:

Recommendations:

Develop a City/County planning coalition to garner support for major thoroughfare projects and to coordinate an efficient, well-planned regional transportation network.

Develop a regular proactive program to coordinate with and lobby TxDOT and Parker County to promote transportation and roadway planning, funding, and construction.

Adopt an ordinance to mandate periodic updating of the Comprehensive Plan.

Implement a Capital Improvements Program (CIP) for the purposes of funding necessary projects and improvements within the City of Weatherford. Such projects should be prioritized and reviewed on an annual basis.

Investigate the feasibility of enacting an impact fee (capital recovery fee) ordinance as prescribed by the Texas Local Government Code to assist in financing the Capital Improvements Program (CIP).

Amend the City Zoning Ordinance text to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan.

Amend the City Subdivision Ordinance text to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan.

Adopt recognized review procedures for implementing policies and other guidelines that are not incorporated within current codes and ordinances.

Offer short courses and other educational classes or seminars concerning planning and zoning procedures to the City Council, the Planning and Zoning Commission, and other interested City staff.

An annual report should be prepared by the Planning and Zoning Commission or City staff recommending any changes or amendments to the Comprehensive Plan, and identifying items for implementation or further study.