



APPENDIX C

FUTURE LAND USE BY SECTOR

Fort Worth is divided into 16 planning sectors. Future land uses and land use policies for each sector are included on the following pages in alphabetical order by sector.

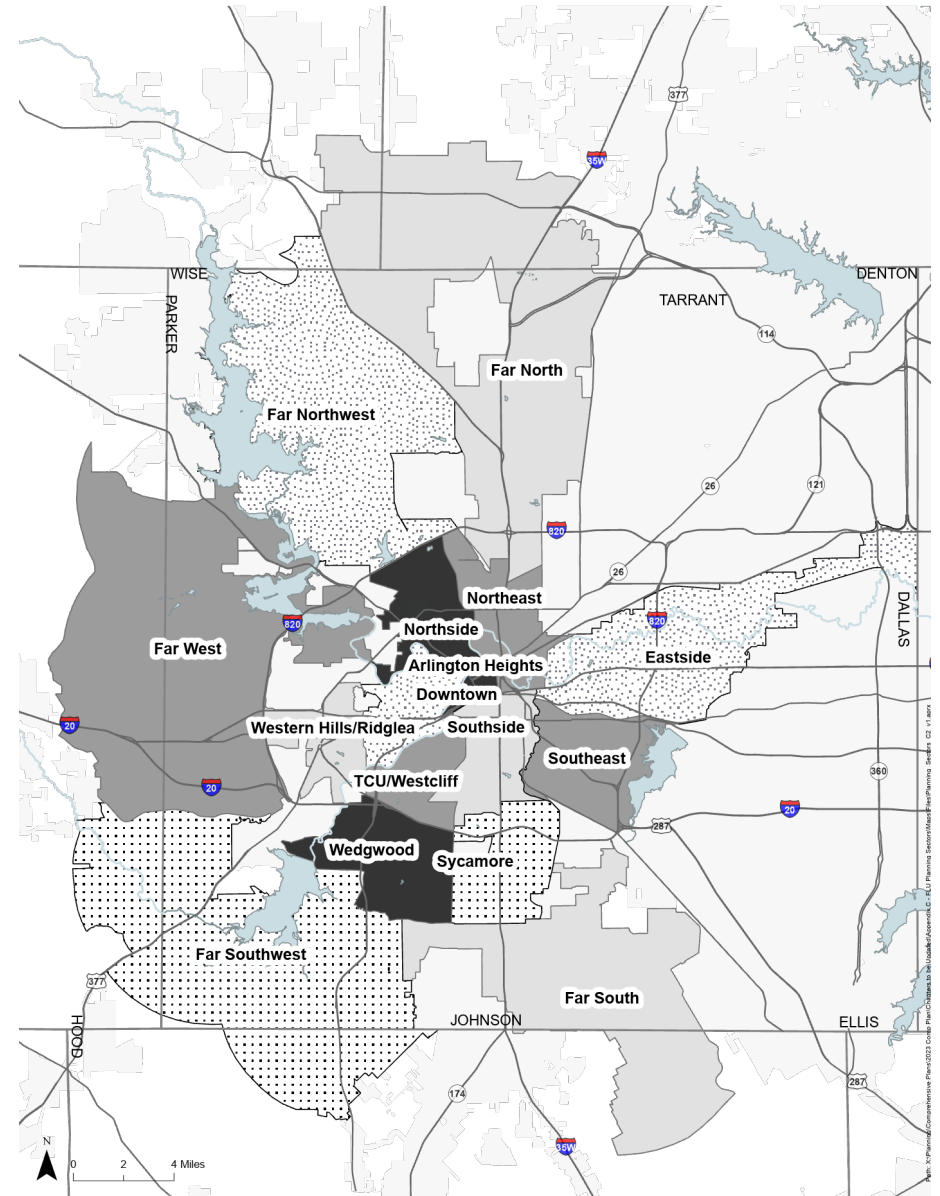
PLANNING SECTORS

Fort Worth is divided into 16 planning sectors, as shown on the map to the right. The planning sectors are listed below with their corresponding City Council districts.

Sector	Council Districts
Far North	2, 4, 7, 10
Far Northwest	2, 7, 10
Far West	3, 7
Northside	2, 7
Northeast	2, 8, 9, 11
Eastside	5, 8, 11
Arlington Heights	3, 6, 7, 9
Downtown	9
Western Hills/Ridglea	3, 7
Southside	8, 9, 11
TCU/Westcliff	3, 9
Southeast	5, 8, 11
Far Southwest	6, 3
Wedgwood	3, 6, 8, 9
Sycamore	6, 8, 9
Far South	6, 8

Future land uses and land use policies for each sector are included on the following pages in alphabetical order by sector.

PLANNING SECTORS

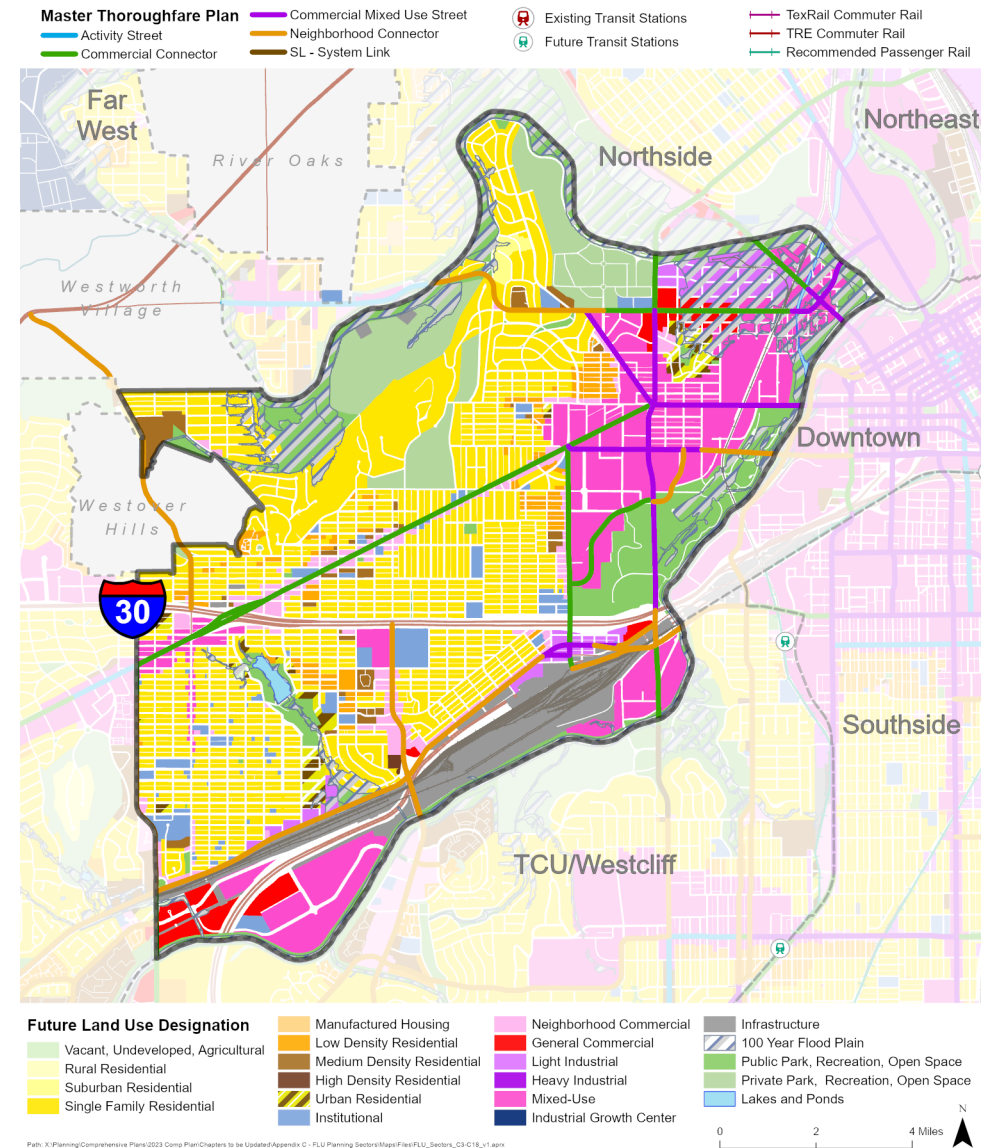


Source: City of Fort Worth, Planning & Data Analytics Department, 2022.

ARLINGTON HEIGHTS SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) along West 7th Street where it could be served by a future western bypass alignment of the TEX Rail commuter rail corridor and/or future modern streetcar service on West 7th Street.
2. Promote commercial and urban residential development within the Cultural District and Clear Fork Mixed-Use Growth Centers.
3. Promote a desirable combination of compatible residential, office, retail, commercial, and selected light industrial uses in the mixed-use and urban residential zoning districts of the West Seventh Urban Village.
4. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
5. Maintain the neighborhood commercial scale and character of the historic section of Camp Bowie Boulevard bounded by Montgomery Street and Interstate 30. Promote the preservation of historic buildings, head-in parking, storefronts, awnings, brick pavers, and compatible development between residential and commercial uses. Discourage mixed use zoning or higher density developments which may be out of scale for the historical development pattern.
6. Maintain the neighborhood residential scale and character of the White Settlement Road boundaries of the Monticello and Crestwood neighborhoods. Discourage commercial or mixed use zoning or higher density developments out of scale and character with the existing residential development.
7. Stimulate the redevelopment of the Camp Bowie Boulevard, West 7th Street, White Settlement Road, and Vickery Boulevard/Lovell Avenue commercial, mixed-use, and urban residential districts.
8. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
9. Seek to attract at least one convention hotel to the Cultural District.
10. Encourage compatible land use and infill development in the Como neighborhood consistent with its neighborhood empowerment zone plan.
11. Promote the revitalization of the Horne Street commercial district.
12. Encourage compatible development between residential and commercial properties along the west side of the Montgomery Street corridor.
13. Honor agreements between the University of North Texas Health Science Center and the adjacent residential communities to meet expansion needs, while protecting the residential communities.

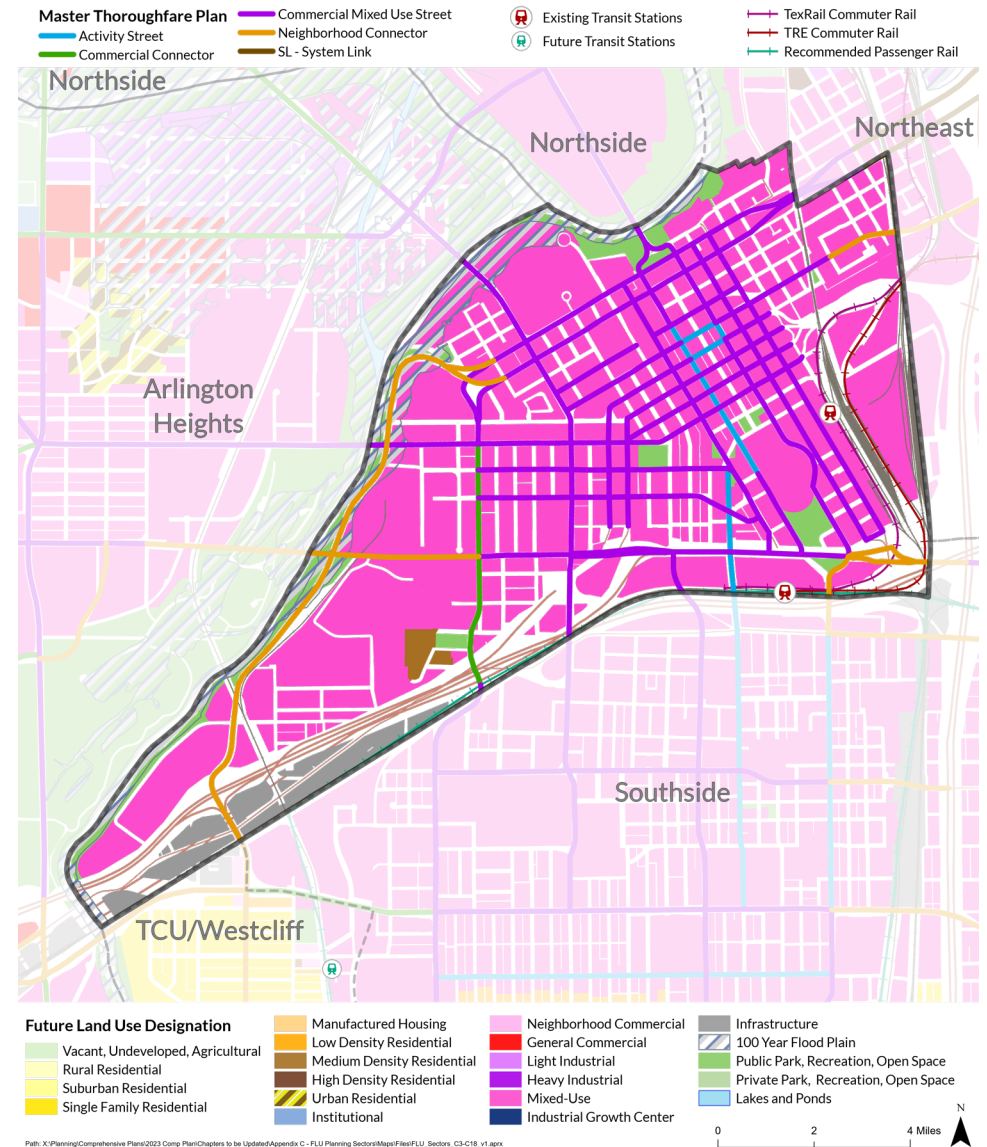


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

DOWNTOWN SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote commercial and multifamily development within the Downtown Mixed-Use Growth Center.
2. Facilitate higher density transit-oriented development (TOD) around the Intermodal Transportation Center and T&P Terminal commuter rail stations and along future modern streetcar corridors.
3. Facilitate development of the Texas A&M innovation campus around its law school in south Downtown.
4. Promote the development of a fixed-rail transit system linking Downtown to other growth centers and urban villages.
5. Encourage mid-rise or high-rise development for the central core area bounded by Henderson Street, Lancaster Avenue, BNSF railroad, and Belknap Street.
6. Encourage specialty retail between Throckmorton Street and Commerce Street, from 2nd Street to 8th Street.
7. Encourage mid-rise, up to 8 stories, mixed-use development along West 7th Street and West Lancaster Avenue.
8. Encourage low-rise to mid-rise office, mixed-use, and urban residential development throughout the remainder of the Downtown Sector.
9. Increase the number and quality of public spaces (i.e. plazas, parks, enhanced streetscapes).
10. Implement appropriate recommendations of the Downtown Strategic Plan, Lancaster Redevelopment Plan, and the Intermodal Transportation Center (ITC) Study.
11. Encourage installation of wide sidewalks and street trees between new residential districts and the central core.
12. Promote pedestrian and bicycle connectivity between Downtown, Panther Island, the Near Southside, the West Seventh Urban Village, and the Trinity Trails.
13. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
14. Attract and expand educational institutions.
15. Promote preservation of the historic residential character of the Sunset Terrace neighborhood.

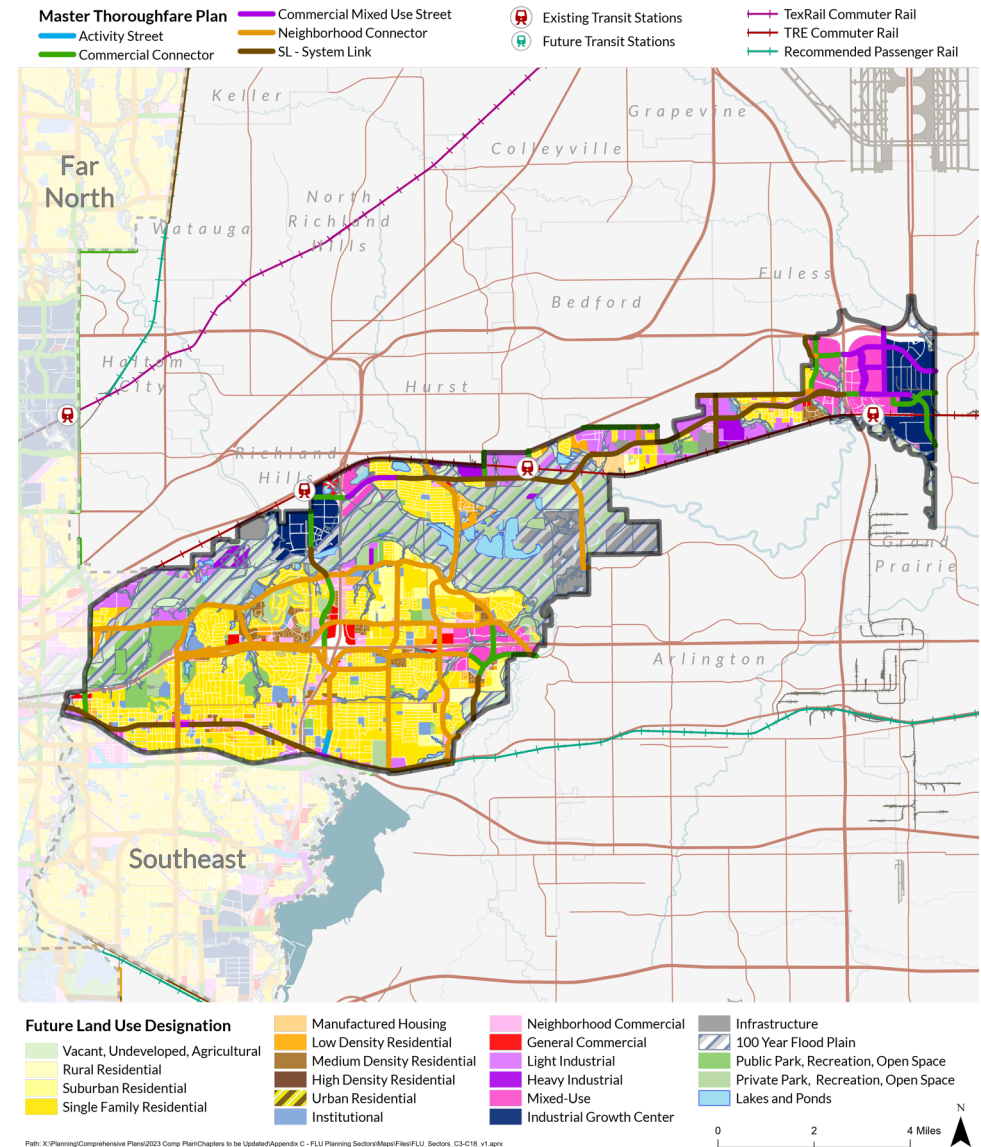


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

EASTSIDE SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote commercial, mixed-use, and urban residential development within the CentrePort and Eastchase Mixed-Use Growth Centers, ensuring that uses and building heights are compatible with the Airport Overlay District.
2. Promote a desirable combination of compatible residential, office, retail, and commercial uses in the mixed-use zoning districts of the Oakland Corners Urban Village, Historic Handley Urban Village, and the Trinity Lakes form-based code district.
3. Encourage redevelopment of the Oakland Corners Urban Village consistent with its urban village and neighborhood empowerment zone plans.
4. Facilitate redevelopment of the East Lancaster Avenue corridor in accordance with Transit-Oriented Development principles and plans.
5. Reduce the amount of undeveloped suburban multifamily zoning outside of mixed-use growth centers, urban villages, and transit-oriented development (TOD) areas. Use urban residential and mixed-use zoning to accommodate walkable multifamily development in these areas.
6. Expand and enhance the public hike & bike trail system between Downtown Fort Worth and Downtown Dallas. Connect neighborhoods to the expanded Trinity Trails system.
7. Encourage the use of floodplains for agricultural or recreational uses, including hike & bike trails.
8. Encourage the protection of mature woodlands, riparian corridors, and other sensitive natural areas, while incorporating protected woodland areas as amenities in new developments.
9. Promote the restoration of historic homes and buildings.
10. Encourage the reuse of vacant buildings.
11. Encourage demolition of buildings that cannot be economically rehabilitated.
12. Stimulate the redevelopment of the East Lancaster Avenue and Brentwood Stair commercial districts.
13. Promote industrial development within the Riverbend and CentrePort Industrial Growth Centers.

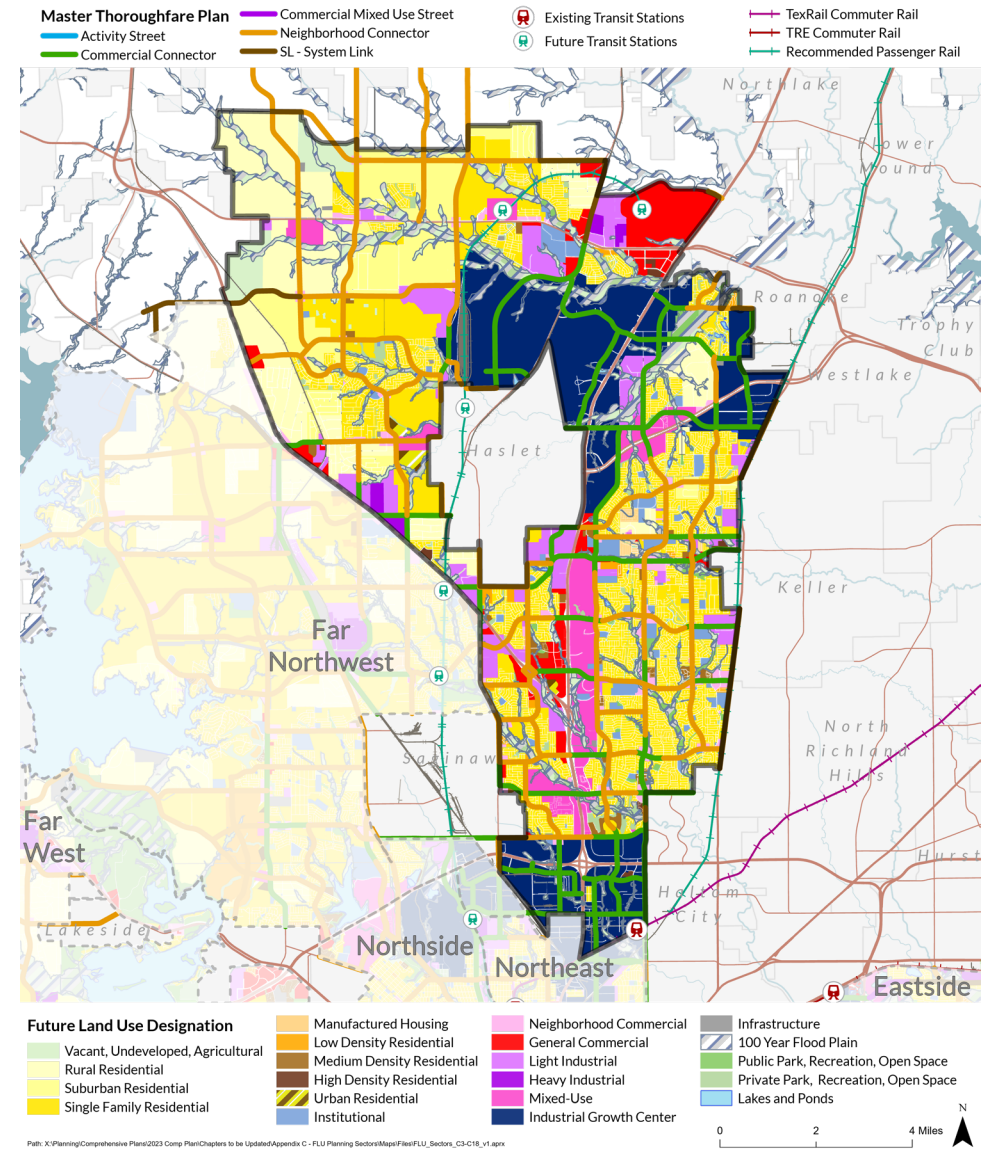


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

FAR NORTH SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
2. Promote the use of parallel local access lanes along major roadways to encourage development in which the front façade of homes can face the street without the need for multiple driveway curb-cuts on the major street, thereby preserving traffic flow and safety, increasing the pedestrian friendliness of the street, and eliminating the canyon effect of backyard fences lining the street.
3. Promote development of rail transit serving the Texas Motor Speedway and stations along the line.
4. Promote appropriate commercial, mixed-use, and urban residential development within the Alliance Gateway West, Alliance Town Center, Fossil Creek, and Nance Ranch Mixed-Use Growth Centers. Discourage single-family residential development within these growth centers.
5. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
6. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
7. Create a hike & bike trail network in growing areas by promoting a connected system of pathways within floodplains, riparian buffers, and other open space corridors.
8. Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.
9. Work with school districts to identify suitable sites for future school development that make efficient use of existing infrastructure.
10. Promote healthy physical activity among children by designing enhanced walkability into neighborhoods surrounding new and proposed school sites.
11. Encourage co-location of schools and public parks to promote shared use of facilities and to reduce maintenance costs.
12. Promote industrial development within the Meacham, Alliance, and Alliance Gateway East Industrial Growth Centers.
13. Promote commercial and industrial development near Alliance Airport, BNSF rail yards, and Texas Motor Speedway that would not be adversely affected by noise.
14. Discourage residential development within areas affected by noise levels from Alliance Airport greater than 65 decibels and especially at the ends of the runways.
15. Promote the free flow of traffic on North Tarrant Parkway and other major roadways by implementing access management techniques to reduce individual commercial curb cuts.

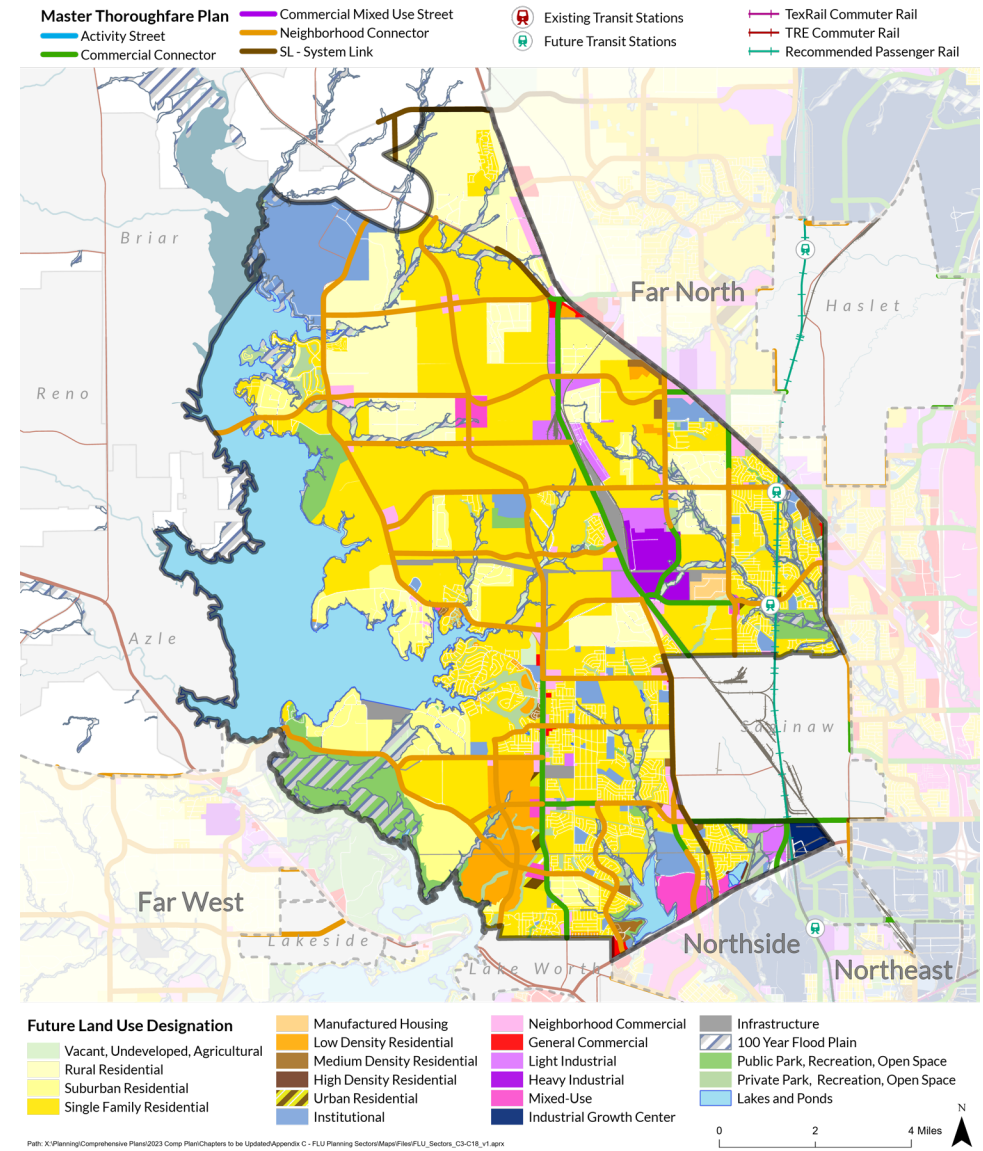


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

FAR NORTHWEST SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
2. Consult the adopted Lake Worth Vision Plan for guidance on all land use, environmental, transportation, development, and infrastructure investment decisions for all areas within the Lake Worth Vision Plan Implementation Area.
3. Within the Lake Worth watershed, promote the clustering of new residential development to preserve as common open space or dedicated parkland the following types of land features: floodplains, riparian buffers, steep slopes, wooded areas, special habitat areas, and unique views.
4. Promote commercial, mixed-use, and urban residential development within the Marine Creek Mixed-Use Growth Center.
5. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
6. Promote innovative development projects that showcase Green Infrastructure practices, conserve riparian buffers to protect the water quality of Lake Worth and Eagle Mountain Lake, and extend greenway networks with hike & bike trails.
7. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
8. Encourage land uses and development practices that will reduce the amount of sediment and pollution entering Eagle Mountain Lake and Lake Worth.
9. Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.
10. Promote the use of parallel local access lanes along major roadways to encourage development in which the front façade of homes can face the street without the need for multiple driveway curb-cuts on the major street, thereby preserving traffic flow and safety, increasing the pedestrian friendliness of the street, and eliminating the canyon effect of backyard fences lining the street.
11. Create a hike & bike trail network in growing areas by promoting a connected system of pathways within floodplains, riparian buffers, and other open space corridors.
12. Work with school districts to identify suitable sites for future school development that make efficient use of existing infrastructure.
13. Promote healthy physical activity among children by designing enhanced walkability into neighborhoods surrounding new and proposed school sites.
14. Encourage co-location of schools and public parks to promote shared use of facilities and to reduce maintenance costs.

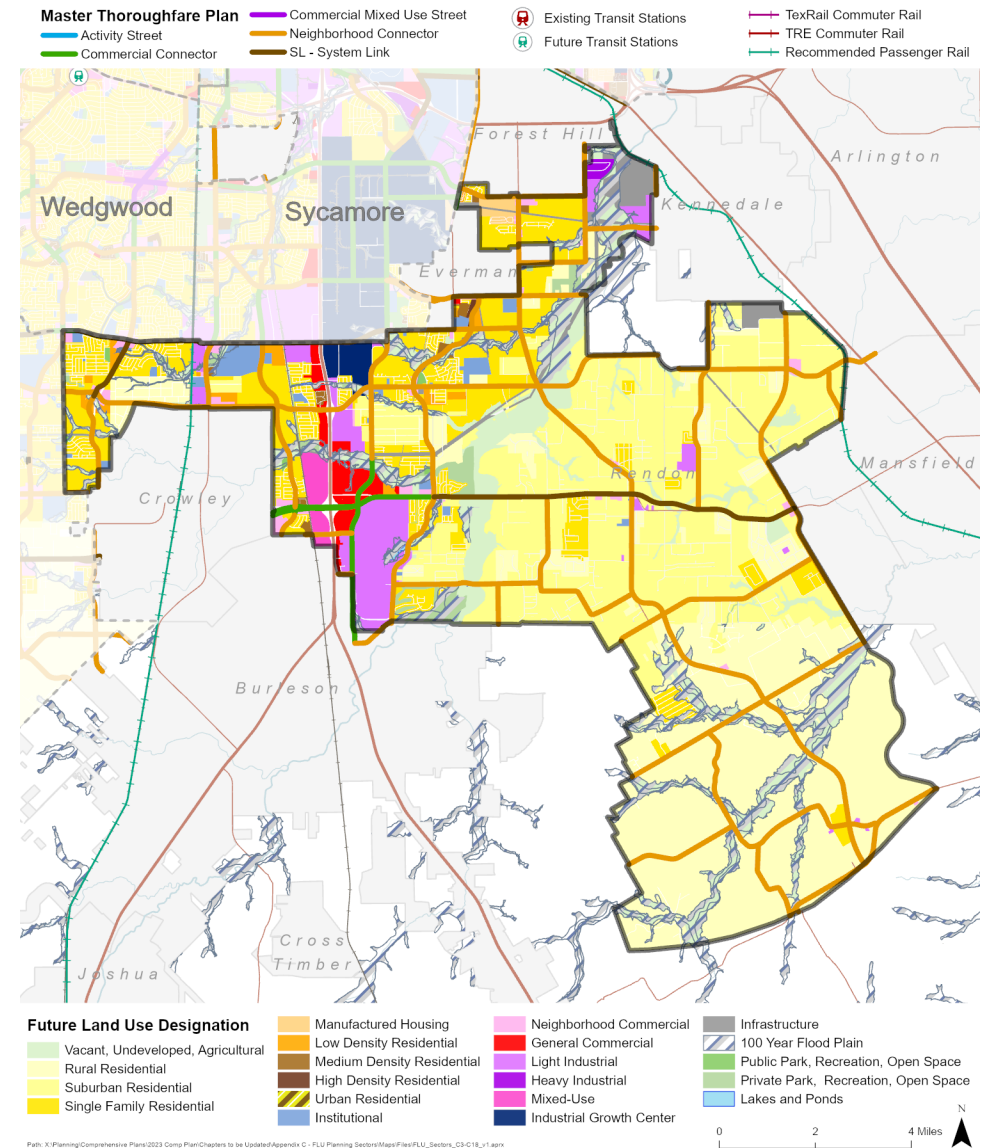


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

FAR SOUTH SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
2. Within the Lake Arlington watershed, promote the clustering of new residential development to preserve as common open space or dedicated parkland the following types of land features: floodplains, riparian buffers, steep slopes, wooded areas, special habitat areas, and unique views.
3. Support innovative development projects that showcase Green Infrastructure practices, conserve riparian buffers within the Lake Arlington watershed, and extend greenway networks with hike & bike trails.
4. Promote commercial, mixed-use, and urban residential development within the Spinks/Huguley Mixed-Use Growth Center.
5. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
6. Encourage land uses and development practices that will reduce the amount of sediment and pollution entering Lake Arlington.
7. Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.
8. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
9. Promote the use of parallel local access lanes along major roadways to encourage development in which the front façade of homes can face the street without the need for multiple driveway curb-cuts on the major street, thereby preserving traffic flow and safety, increasing the pedestrian friendliness of the street, and eliminating the canyon effect of backyard fences lining the street.
10. Create a hike & bike trail network in growing areas by promoting a connected system of pathways within floodplains, riparian buffers, and other open space corridors.
11. Work with school districts to identify suitable sites for future school development that make efficient use of existing infrastructure.
12. Promote healthy physical activity among children by designing enhanced walkability into neighborhoods surrounding new and proposed school sites.
13. Encourage co-location of schools and public parks to promote shared use of facilities and to reduce maintenance costs.
14. Discourage the concentration of sexually oriented businesses along the South Freeway (I-35W).

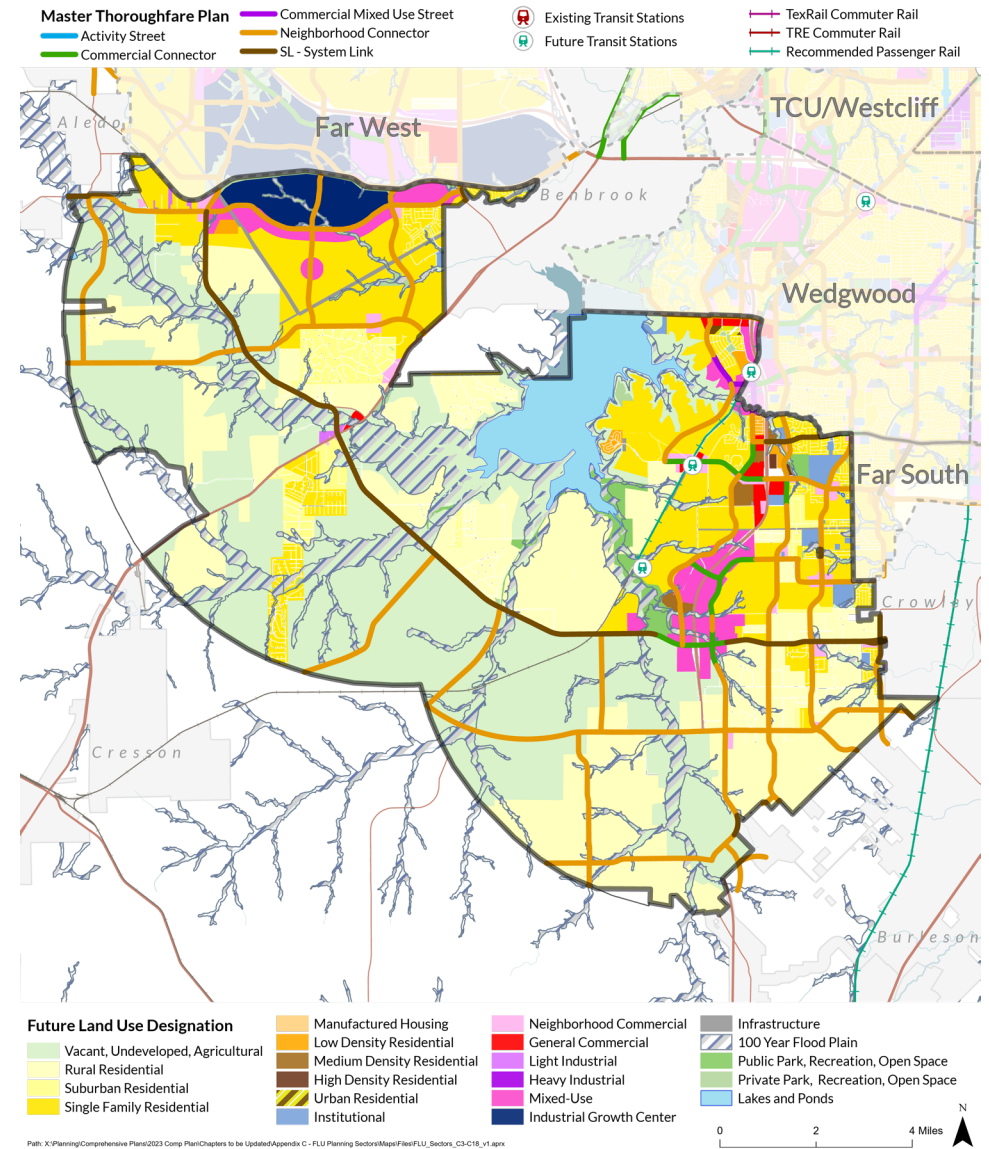


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

FAR SOUTHWEST SECTOR FUTURE LAND USE

Sector Land Use Policies

- Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
- Support the extension of rail transit to the Far Southwest sector.
- Promote transit-oriented development (TOD) around the planned Summer Creek TEX Rail station.
- Promote commercial, mixed-use, and urban residential development within the Summer Creek Future TOD and SH 121/FM 1187 Mixed-Use Growth Centers, including the new Tarleton State University campus area.
- Within the Lake Benbrook watershed, promote the clustering of new residential development to preserve as common open space or dedicated parkland the following types of land features: floodplains, riparian buffers, steep slopes, wooded areas, special habitat areas, and unique views.
- Promote only those uses near Lake Benbrook that will ensure protection of water quality, including protection of riparian buffers and use of Green Infrastructure techniques.
- Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.
- Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
- Create a hike & bike trail network in growing areas by promoting a connected system of pathways within floodplains and other open space corridors.
- Promote the use of parallel local access lanes along major roadways to encourage development in which the front façade of homes can face the street without the need for multiple driveway curb-cuts on the major street, thereby preserving traffic flow and safety, increasing the pedestrian friendliness of the street, and eliminating the canyon effect of backyard fences lining the street.
- Encourage major employers, retail, and urban residential to locate at or near proposed transit stops and entryways to the Chisholm Trail Parkway toll road., and the Walsh Ranch and Veale Ranch Growth Centers.
- Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
- Work with school districts to identify suitable sites for future school development that make efficient use of existing infrastructure.
- Promote healthy physical activity among children by designing enhanced walkability into neighborhoods surrounding new and proposed school sites.
- Encourage co-location of schools and public parks to promote shared use of facilities and to reduce maintenance costs.

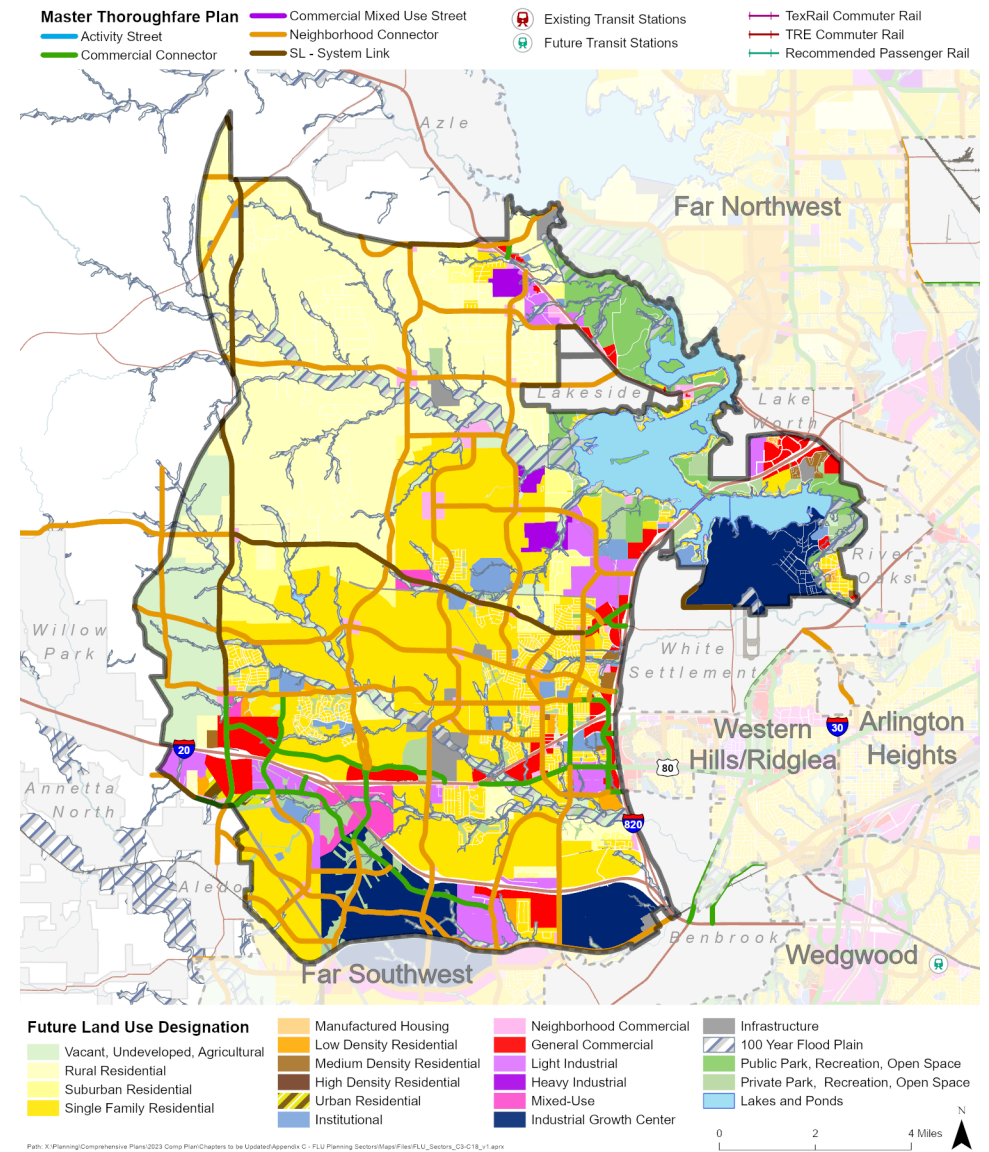


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

FAR WEST SECTOR FUTURE LAND USE

Sector Land Use Policies

- Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
- Consult the adopted Lake Worth Vision Plan for guidance on all land use, environmental, transportation, development, and infrastructure investment decisions for all areas within the Lake Worth Vision Plan Implementation Area.
- Within the Lake Worth watershed, promote the clustering of new residential development to preserve as common open space or dedicated parkland the following types of land features: floodplains, riparian buffers, steep slopes, wooded areas, special habitat areas, and unique views.
- Support innovative development projects that implement the Lake Worth Vision Plan and showcase Green Infrastructure practices, conserve riparian buffers, and extend greenway networks with hike & bike trails.
- Encourage land uses and development practices that will reduce the amount of sediment and pollution entering Lake Worth.
- Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.
- Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
- Consider partnering with a land trust, or acquiring land through the Open Space Conservation Program, to protect appropriate High Priority Water Quality Zones in the Lake Worth watershed.
- Promote commercial, mixed-use, and urban residential development within the Walsh Ranch and Veale Ranch Mixed-Use Growth Centers.
- Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
- Discourage incompatible uses within the NASFW JRB runway Clear Zone and Accident Potential Zones. Discourage residential development or require sound mitigation within areas of noise levels greater than 65 decibels for all airports to ensure compatibility between surrounding land uses while providing additional protections to airport operations.
- Promote industrial development within the Walsh Ranch & Veale Ranch Industrial Growth Centers and the NAS-JRB/Lockheed-Martin Industrial Growth Center (that is compatible in use and height with the area flight operations).
- Create a hike & bike trail network in growing areas by promoting a connected system of pathways within floodplains, riparian buffers, and other open space corridors.
- Phase out mining operations and landfills that may silt or pollute Lake Worth and generate undesired truck traffic.
- Encourage the reclamation of mined lands and landfills for appropriate uses.
- Consider locating a community park and branch library within the sector.
- Work with school districts to identify suitable sites for future school development that make efficient use of existing infrastructure.
- Promote healthy physical activity among children by designing enhanced walkability into neighborhoods surrounding new and proposed school sites.
- Encourage co-location of schools and public parks to promote shared use of facilities and to reduce maintenance costs.

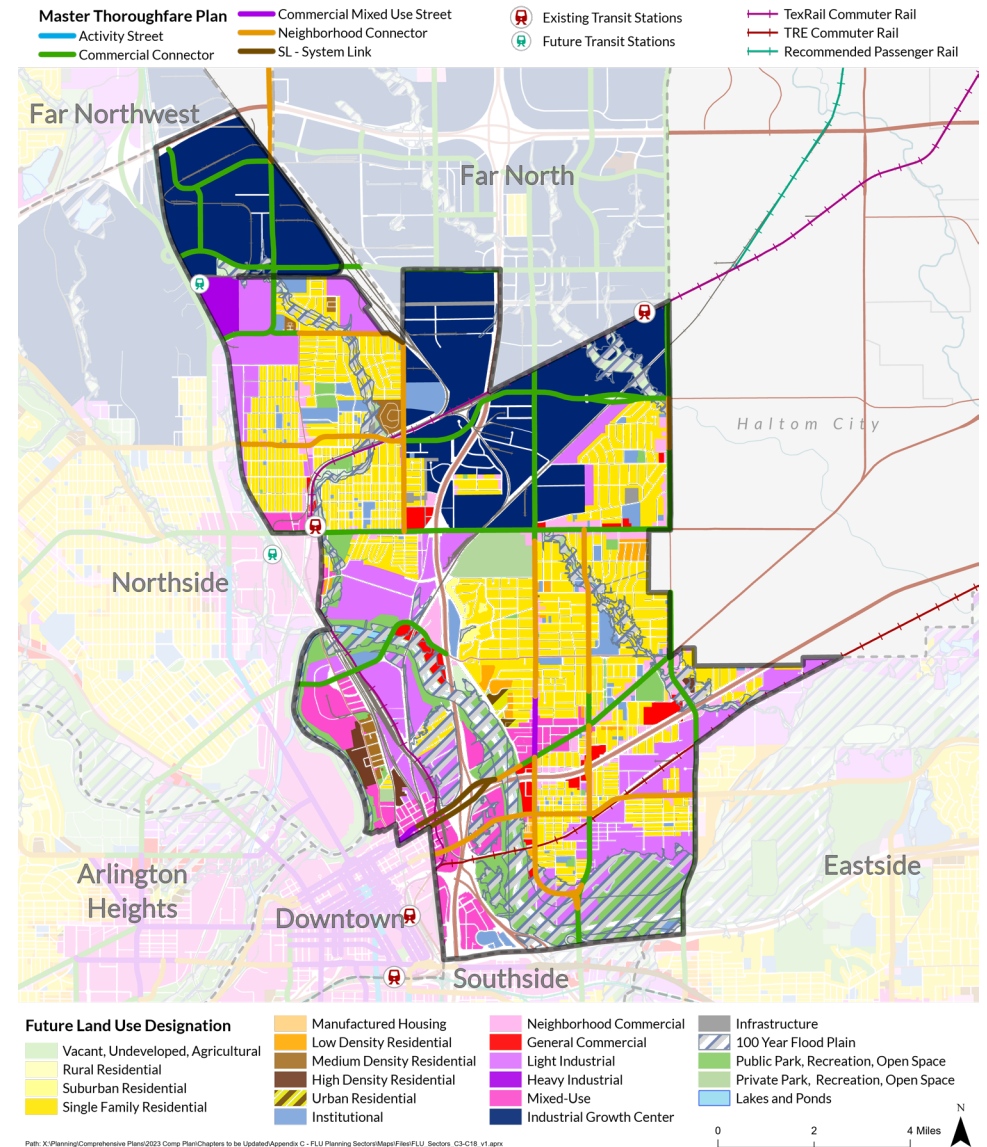


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

NORTHEAST SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) around the Beach Street Station on the TEX Rail line.
2. Promote transit-oriented development (TOD) around the Northside/Stockyards Station on the TEX Rail line.
3. Integrate the Lebow Channel flood mitigation project into the surrounding urban fabric so it can connect the TOD to surrounding neighborhoods, Panther Island, and the Stockyards, while serving as an enhanced and unifying open space and stormwater park that helps stimulate redevelopment.
4. Encourage redevelopment of the Six Points Urban Village consistent with its urban village plan and CNU design charrette report.
5. Promote commercial and multifamily development within the Downtown Mixed-Use Growth Center.
6. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
7. Promote industrial development in the Meacham Industrial Growth Center.
8. Promote extension of the public trail system along the Trinity River, and convenient trail connections to neighborhoods.
9. Encourage the revitalization of commercial districts with neighborhood-oriented retail, services, office space, and urban residential development.
10. Encourage compatible redevelopment along the Trinity River, particularly within the Rock Island Bottoms and Butler Place sites.
11. Protect neighborhoods from commercial and industrial encroachment from Belknap Street, 28th Street, Sylvania Avenue and Riverside Drive.
12. Stimulate the redevelopment of the East Belknap Street, Sylvania Avenue, and NE 28th Street commercial districts.

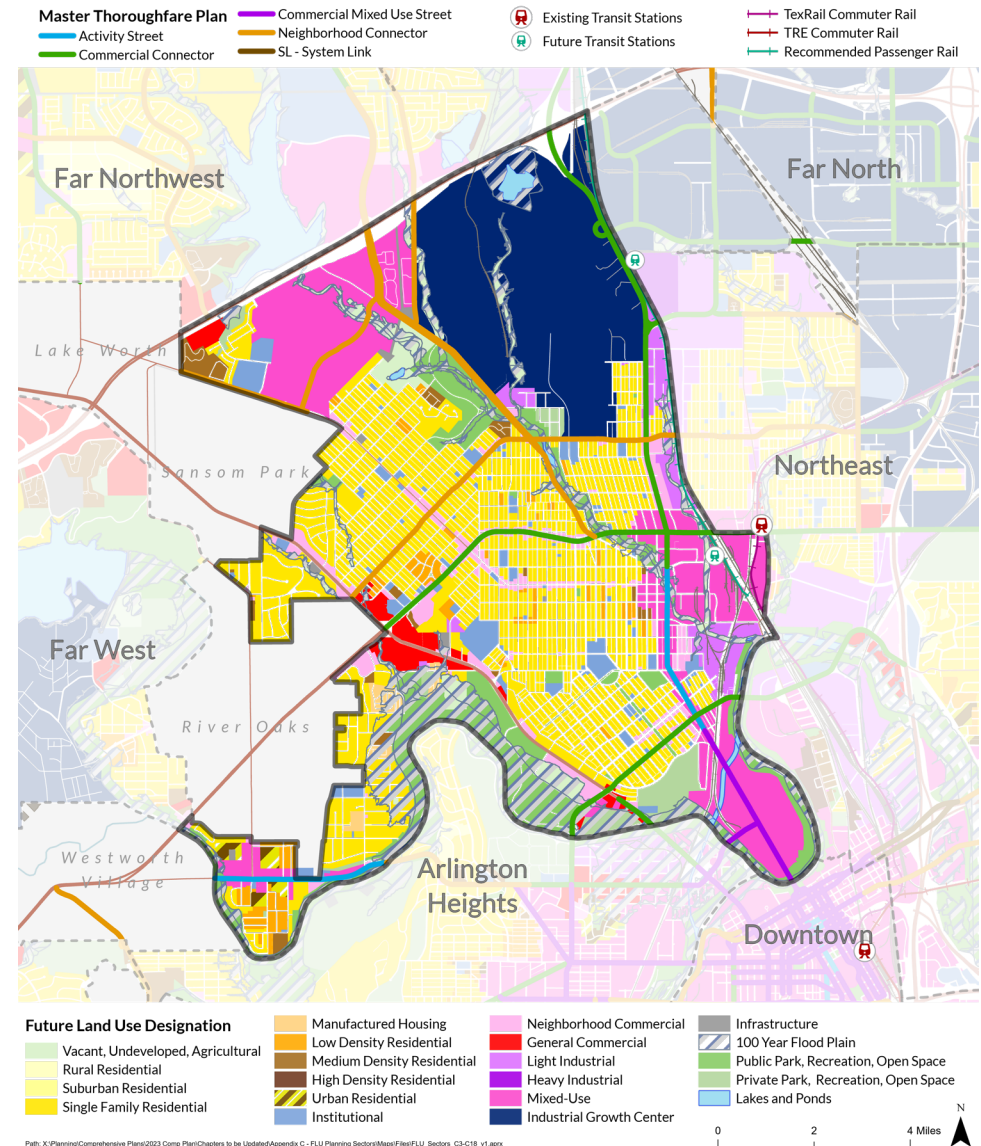


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

NORTHSIDE SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Support the development of a fixed-rail transit system that links the Historic Stockyards and Panther Island with Downtown.
2. Promote transit-oriented development (TOD) around the Northside/Stockyards Station on the TEX Rail line.
3. Promote a desirable combination of compatible urban residential, office, retail, commercial, and selected light industrial uses in and around Panther Island.
4. Promote commercial, mixed-use, and urban residential development within the Downtown, Historic Stockyards, and Marine Creek Mixed-Use Growth Centers.
5. Integrate the Lebow Channel flood mitigation project into the surrounding urban fabric so it can connect the TOD to surrounding neighborhoods, Panther Island, and the Stockyards, while serving as an enhanced and unifying open space and stormwater park that adds value and helps stimulate redevelopment.
6. Promote transit-oriented development (TOD) along North Main Street where it could be served by the potential western bypass alignment of the TEX Rail line and/or future modern streetcar service on North Main Street.
7. Encourage redevelopment of the Historic Marine Urban Village consistent with its urban village plan.
8. Promote a desirable combination of compatible urban residential, office, retail, and commercial uses in the Historic Marine Urban Village.
9. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
10. Encourage and support implementation of the 2011 Northside Economic Development Strategy Report.
11. Encourage land uses which are compatible with tourism and nearby residences along North Main Street.
12. Promote industrial development within the Meacham Industrial Growth Center.
13. Encourage the redevelopment of North Main Street around Meacham airport for airport-related uses.
14. Support and facilitate relocation of the recycling yards and other heavy industrial uses along North Main Street to more appropriate locations in the city, such as immediately west of Meacham Airport.

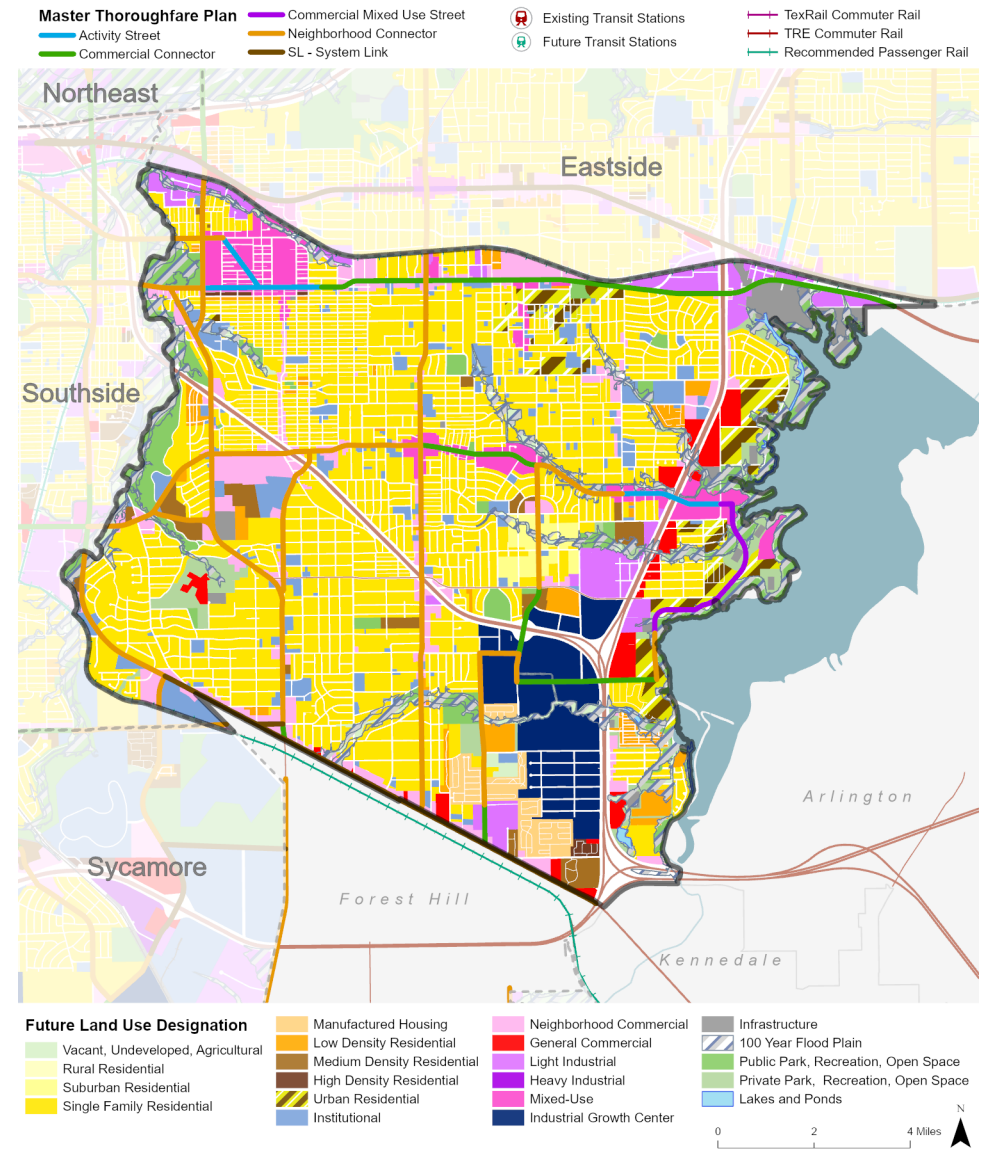


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

SOUTHEAST SECTOR FUTURE LAND USE

Sector Land Use Policies

- Promote commercial, mixed-use, and urban residential development within the Polytechnic/Texas Wesleyan, Lake Arlington, and Miller/Berry Mixed-Use Growth Centers.
- Rezone property between Loop 820 and Lake Arlington to promote development of the Lake Arlington Urban Village in accordance with the Lake Arlington Master Plan.
- In accordance with the Lake Arlington Master Plan, establish a publicly-accessible shoreline on the Fort Worth side of Lake Arlington by acquiring land or a public access easement for a lakeshore trail.
- In accordance with the Lake Arlington Master Plan, encourage quality, low-impact residential development near, but not directly on the west shoreline of Lake Arlington, while maximizing public access to the lakeshore.
- Encourage redevelopment of the Polytechnic/Wesleyan and Lake Arlington Urban Villages consistent with their urban village plans and the Lake Arlington Master Plan.
- Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
- Protect the environmental quality of Lake Arlington and the surrounding area.
- Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
- Encourage attractive freeway and mixed commercial uses along East Loop 820.
- Protect residential areas from commercial encroachment adjacent to Mansfield Highway, Wilbarger Street, East Berry Street, and East Rosedale Street.
- Promote a balance of residential, commercial, and industrial uses in the Southeast sector.
- Promote the expansion of the Polytechnic/Texas Wesleyan educational district.
- Stimulate the redevelopment of the East Rosedale, East Berry Street, Miller Avenue, and Mansfield Highway commercial districts.
- Encourage quality infill houses, particularly in the Polytechnic and Stop Six neighborhoods.
- Prevent expansion of the adopted 2023 Loop 820 East/US 287 Industrial Growth Center.
- Promote compatible commercial and industrial development within the Loop 820 East/US 287 Industrial Growth Center.

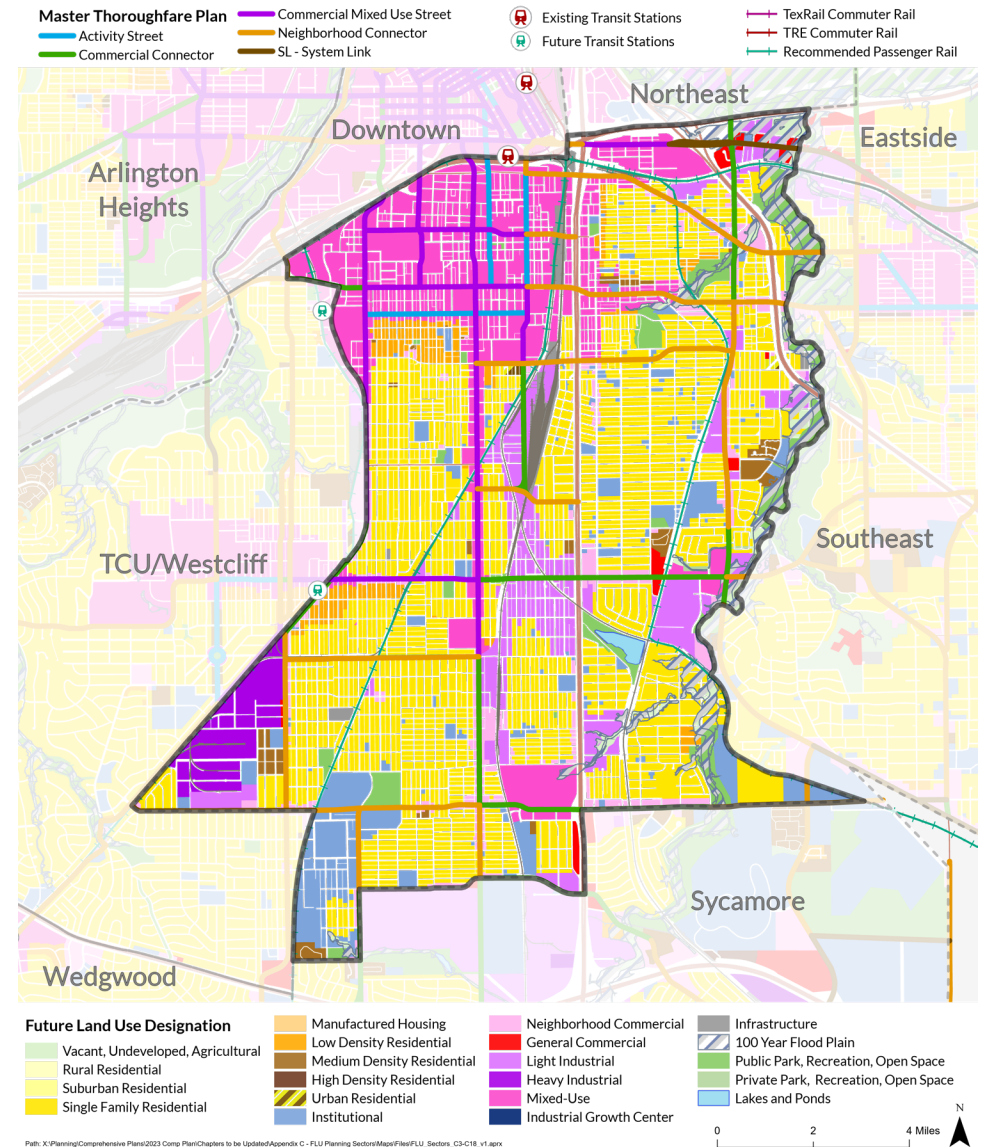


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

SOUTHSIDE SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) around the planned Medical Center and TCU/Berry TEX Rail stations.
2. Encourage redevelopment of the South Main, Hemphill/Berry, Evans & Rosedale, Berry/Riverside, and Near East Side Urban Villages consistent with their urban village plans.
3. Promote commercial, mixed-use, and urban residential development within the Near Southside, Near Southeast, La Gran Plaza, and Downtown Mixed-Use Growth Centers.
4. Promote a desirable combination of compatible residential, office, retail, and commercial uses in a mixed-use or form-based zoning district in Magnolia Village, Evans and Rosedale Village, Hemphill/Berry Urban Village, Berry/Riverside Urban Village, Near East Side Urban Village, and South Main Urban Village.
5. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
6. Seek to expand West Berry Street urban design initiatives to other commercial districts within the sector.
7. Encourage infill of compatible housing.
8. Attract high quality freeway commercial development along the interstate highways.
9. Promote adaptive re-use of older buildings and the renovation of existing multifamily units.
10. Encourage the enhancement of the educational training complex at Morningside and Briscoe schools.
11. Reinforce medical institutions by providing opportunities for expansion.
12. Encourage office and high density residential uses which will support area commercial uses.
13. Stimulate the redevelopment of the Hemphill Street, Berry Street, Evans Avenue, 8th Avenue/Cleburne Road/McCart Avenue, Pennsylvania Avenue, Magnolia Avenue, Rosedale Street, Seminary Drive, and South Riverside Drive commercial districts.

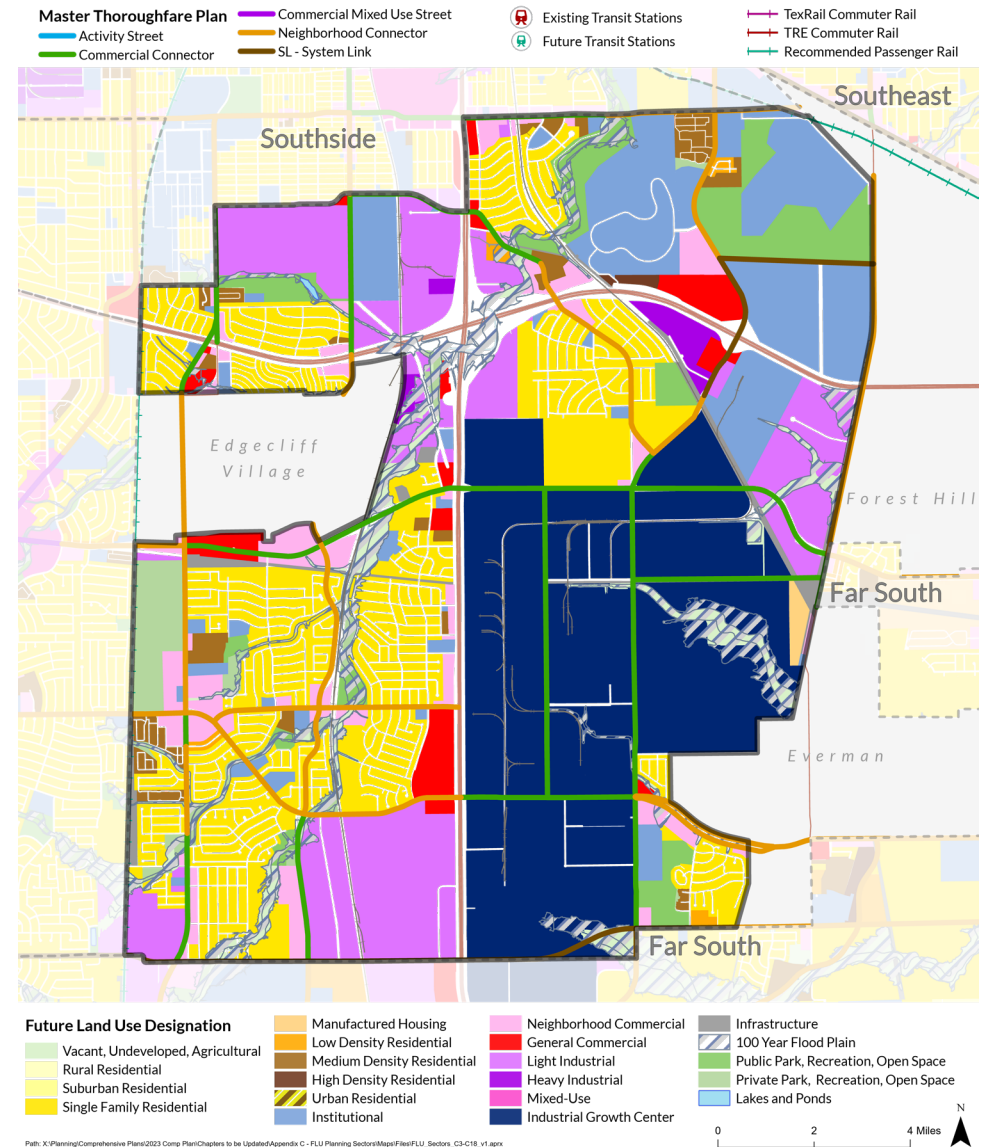


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

SYCAMORE SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote industrial development within the Carter Industrial Park Industrial Growth Center.
2. Protect residential areas from encroachment by commercial and industrial uses.
3. Attract freeway commercial uses that portray a positive image and lasting investment.
4. Stimulate the redevelopment of the Seminary Drive commercial district.
5. Encourage additional compatible development around the Tarrant County College South Campus and the Veterans Administration clinic.
6. Discourage the concentration of sexually oriented businesses along South Freeway (I-35W).

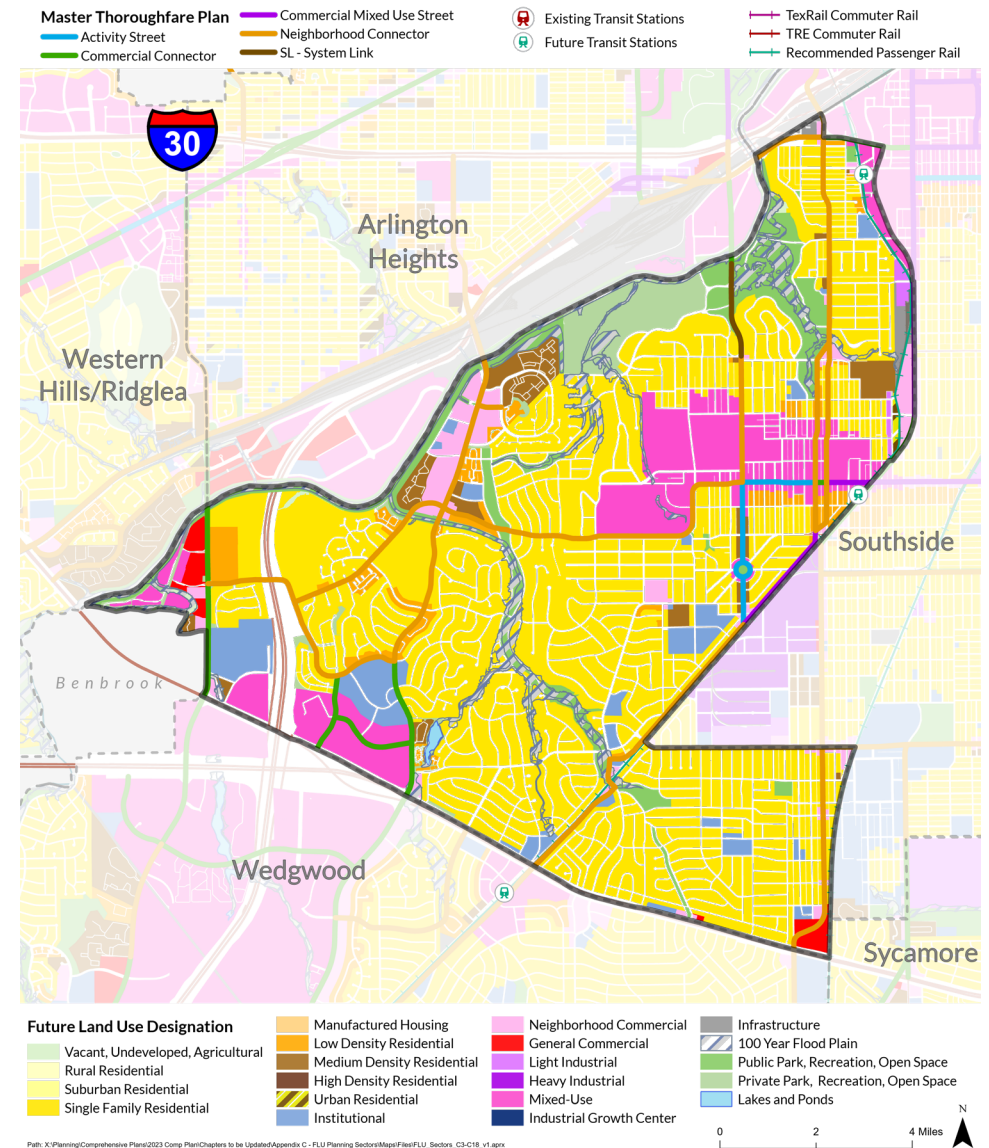


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

TCU/WESTCLIFF SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) around the planned TCU/Berry TEX Rail station.
2. Encourage redevelopment of the Berry/University and Bluebonnet Circle Urban Villages consistent with their urban village plans.
3. Promote a desirable combination of compatible residential, office, retail, and commercial uses in the form-based zoning district established in the Berry/University Urban Village.
4. Promote commercial, mixed-use, and urban residential development within the Hulen/Cityview and TCU Mixed-Use Growth Centers.
5. Preserve the residential character of University Drive north and south of the TCU campus. Encourage mixed-use development in the growth center portion of University Drive.
6. Encourage redevelopment along West Berry Street while preserving the adjacent single-family neighborhoods.
7. Orient businesses to Berry Street to encourage pedestrian shopping and reduce traffic on residential side streets.
8. Encourage the revitalization of the Westcliff shopping district with retail uses and improvements that are compatible with adjacent neighborhoods.
9. Encourage compatible development along the Chisholm Trail Parkway corridor between the Trinity River and Arborlawn Drive.
10. Promote single-family and low-density residential development on the east side of the tollway, adjacent to the Overton Woods neighborhood.
11. Promote low-density residential, urban residential, institutional, and neighborhood commercial development on the west side of the tollway.
12. Stimulate redevelopment of the Berry Street, University Drive, and 8th Avenue/Cleburne Road/McCart Avenue commercial districts.
13. Encourage recreational development along the Trinity River corridor.

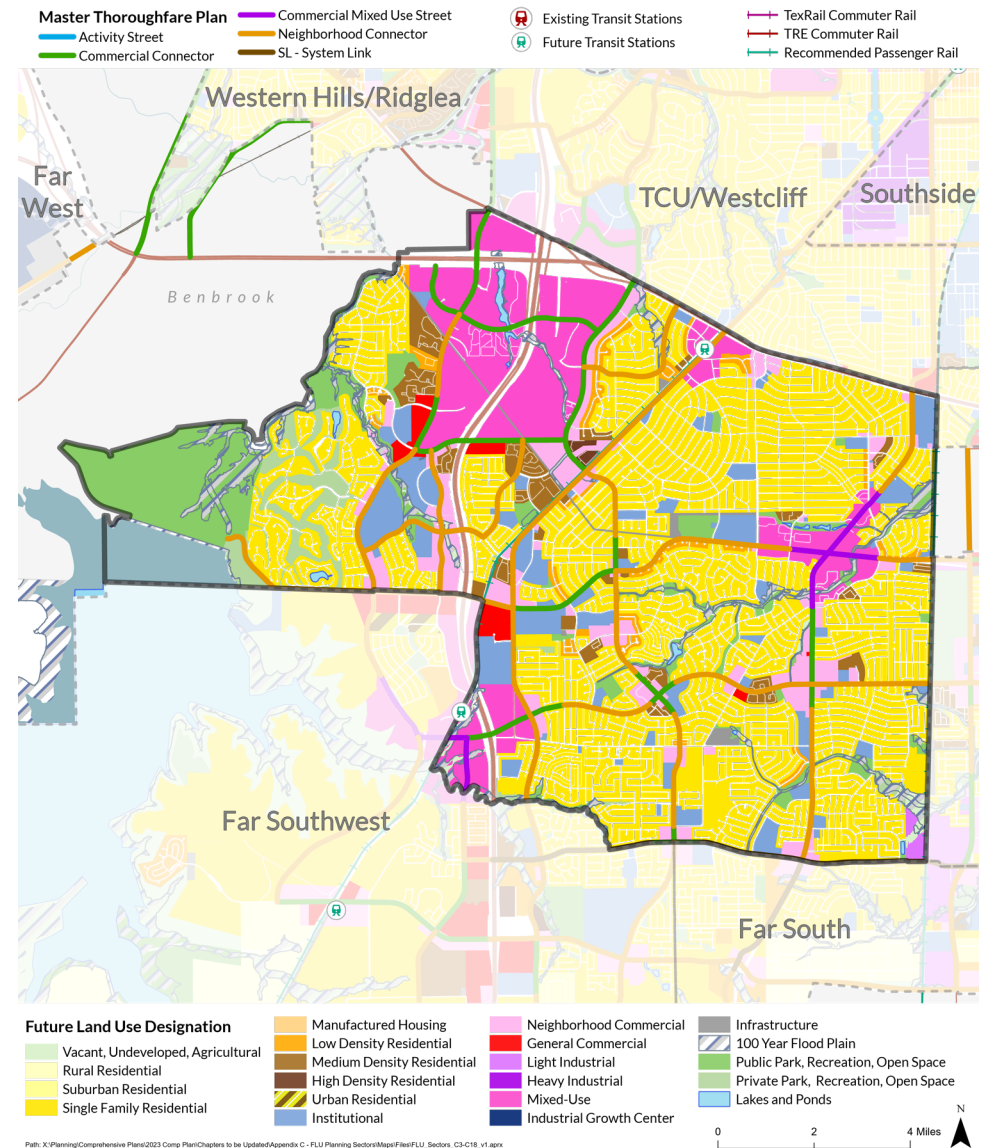


"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.

WEDGWOOD SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Promote transit-oriented development (TOD) around the planned Summer Creek and I-20/Granbury TEX Rail stations.
2. Promote commercial, mixed-use, and urban residential development within the Hulen/Cityview Mixed-Use Growth Center.
3. Encourage major employers, retail, and urban residential to locate at or near proposed transit stops and entryways to the Chisholm Trail Parkway toll road.
4. Pursue commuter rail along the South Orient/FWWR line to the Hulen/Cityview Mixed-Use Growth Center.
5. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
6. Encourage quality park and recreational developments such as those found around French Lake.

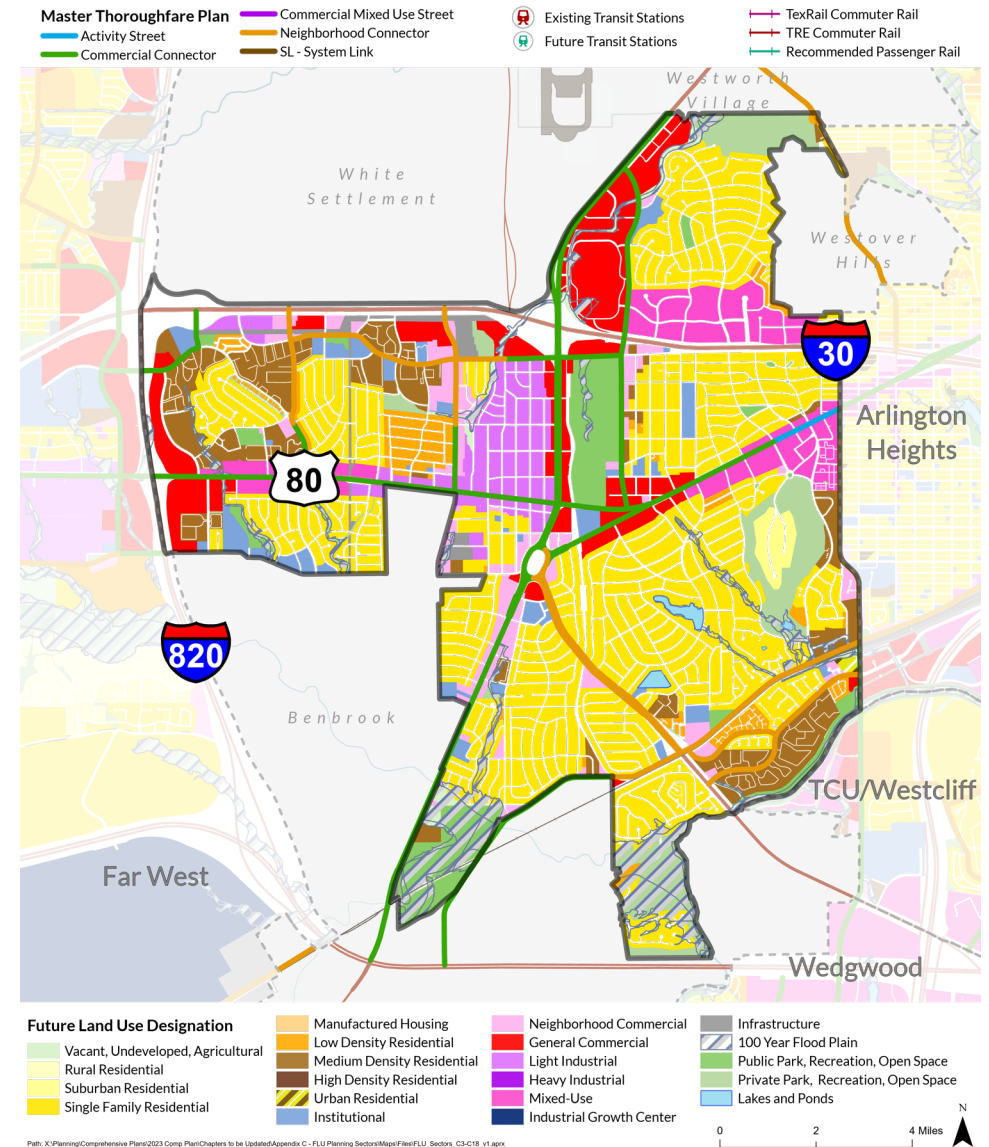


*"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.*

WESTERN HILLS/RIDGLEA SECTOR FUTURE LAND USE

Sector Land Use Policies

1. Encourage redevelopment of the Ridglea Urban Village consistent with its urban village plan.
2. Promote a desirable combination of compatible residential, office, retail, and commercial uses in the Camp Bowie form-based zoning district, including the Ridglea Urban Village.
3. Promote commercial, mixed-use, and urban residential development within the Ridgmar Mixed-Use Growth Center.
4. Discourage incompatible uses within the NASFW JRB runway Clear Zone and Accident Potential Zones. Discourage residential development or require sound mitigation within areas of noise levels greater than 65 decibels for all airports to ensure compatibility between surrounding land uses while providing additional protections to airport operations.
5. Protect residential neighborhoods from encroachment by incompatible commercial uses.
6. Stimulate redevelopment of the Camp Bowie Boulevard, Camp Bowie West, Altamere Drive/US 377, and Lackland Road/Green Oaks Road commercial districts.
7. Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
8. Reduce the density of multifamily units outside of the mixed-use growth centers.
9. Promote compatibility of infill housing with existing residential uses.
10. Encourage recreational development along the Clear Fork of the Trinity River corridor.
11. Promote buffers and other compatible uses between multifamily and single-family residential.
12. Promote the implementation of the Las Vegas Trail Neighborhood Transformation Plan (once adopted).



"A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."
Texas Local Government Code, Section 219.005.