



# PART THREE: VISION PLAN

## Alternative Scenarios and Workshop Vision Plan

After hearing existing conditions presentations from City staff, touring the lake, and interviewing stakeholders, the consultant panel developed two alternative future scenarios for the Lake Worth area from which they could draw elements for their recommended vision plan: the Great Park Scenario and the Sustainable Future Scenario. Prior to presenting the two alternative scenarios to workshop participants, the panel emphasized the importance of addressing the entire Lake Worth watershed in developing future land use and infrastructure plans for the area around the lake.

The Lake Worth watershed is a large area that extends into Parker County to the west. All property within the watershed drains into Lake Worth. For this reason, the panel noted that the City of Fort Worth will have to dredge the lake again in the future if environmental and construction standards are not implemented that restrict sediment from entering the lake. The panel highlighted a variety of best management practices (BMPs) to control sediment and nonpoint source pollution, and noted particularly that riparian areas throughout the watershed are the last line of defense for filtering sediment and protecting the lake.

The following pages provide descriptions of the two alternative scenarios presented by the panel.



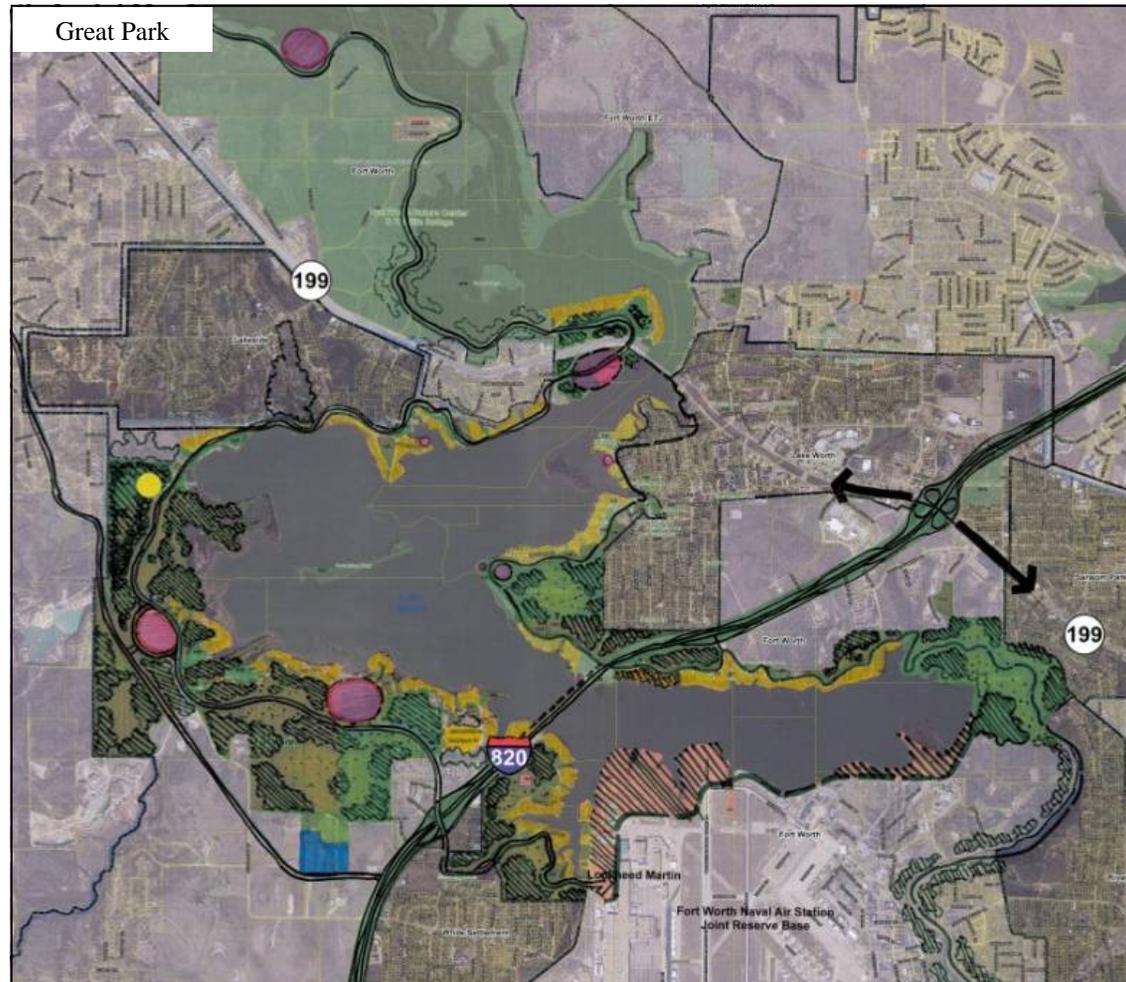
Lake Worth Aerial Map

## Great Park Scenario

The first of two scenarios described by the consultant team in preparation for recommending a workshop Vision Plan was the Great Park Scenario. This scenario focused primarily on creating a world-class park system around the lake on property that is currently undeveloped. The scenario includes creating bike/walking trail connections between the existing Trinity Trails system and Marion Sansom Park, Lake Worth, Fort Worth Nature Center and Refuge, and Eagle Mountain Lake. These connections would help create a regional park with state-wide significance. The panel emphasized that it would be a tremendous missed opportunity to not connect these areas.

The Great Park Scenario also envisions cultural centers on the lake, such as the Hip Pocket Theatre, and using the existing abandoned castle for cultural purposes. In the Great Park Scenario, Casino Beach Park becomes a mixed-use development area at the heart of the regional park, providing attractions and additional cultural activities. The scenario also identifies restaurant uses within Mosque Point Park to take advantage of unique overlook opportunities that will attract more visitors to the lake. Mosque Point Park would still be maintained as an inviting and very public park, but with specialized commercial uses included. A key element of the Great Park Scenario was the co-location of the YMCA camp and the Boy Scouts on the west side of the lake where they could share facilities to reduce leasing costs and have a better location for both groups.

The Great Park Scenario identifies limited residential and commercial development except around Casino Beach Park and Mosque Point Park.



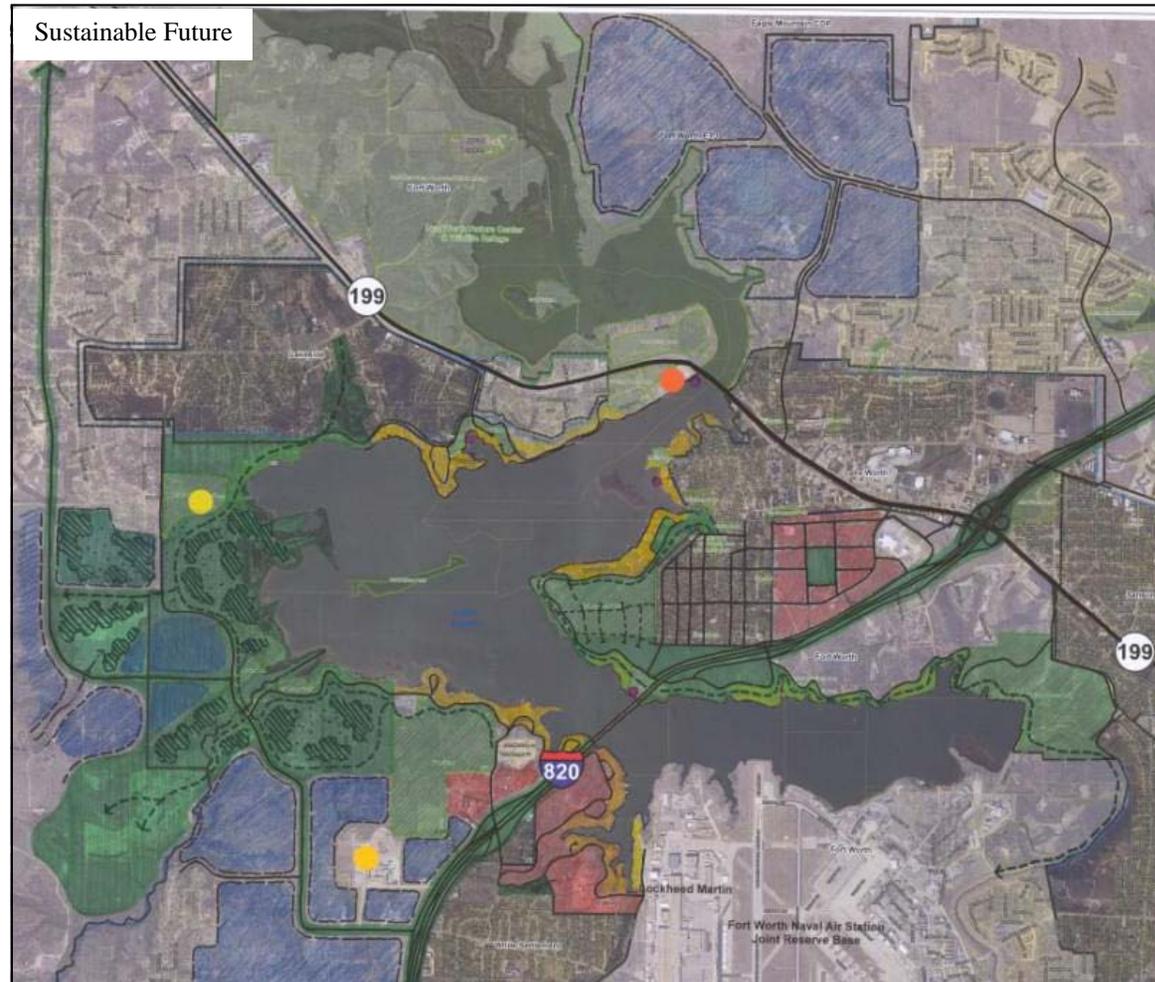
Great Park Scenario Map

## Sustainable Future Scenario

The second scenario described by the consultant team was the Sustainable Future Scenario that included many recommendations from the Great Park Scenario. The primary difference between the two scenarios is the addition of the Model Sustainable Communities concept. Because new growth and development are coming to the Lake Worth Watershed, the Sustainable Future Scenario envisions harnessing that growth pressure and focusing new development in master-planned Model Sustainable Communities. These communities would be designed as mixed-use neighborhoods using low-impact development techniques to minimize sediment and nonpoint-source pollution entering the lake. The Sustainable Future Scenario places these communities in locations set back from the lake to the south and west. The consultant panel recommended that the City of Fort Worth partner with a master developer through an RFP process to develop an example of a Model Sustainable Community on City-owned property. This City-sponsored design would provide developers with an example of a more sustainable and walkable mixed-use community that includes residential, commercial, office, and recreational uses.

The scenario also recommends creating a new town center for Lake Worth, because Highway 199 splits the town in half and effectively eliminates pedestrian activity in the existing commercial center of Lake Worth. The panel recommended the Cities of Fort Worth and Lake Worth work together to create an appropriate town center to be implemented in both cities using new design standards, perhaps through a form-based code.

The consultant panel emphasized the importance of promoting a sustainable future for Lake Worth where social, environmental, and economic factors are considered in planning efforts and development decisions.



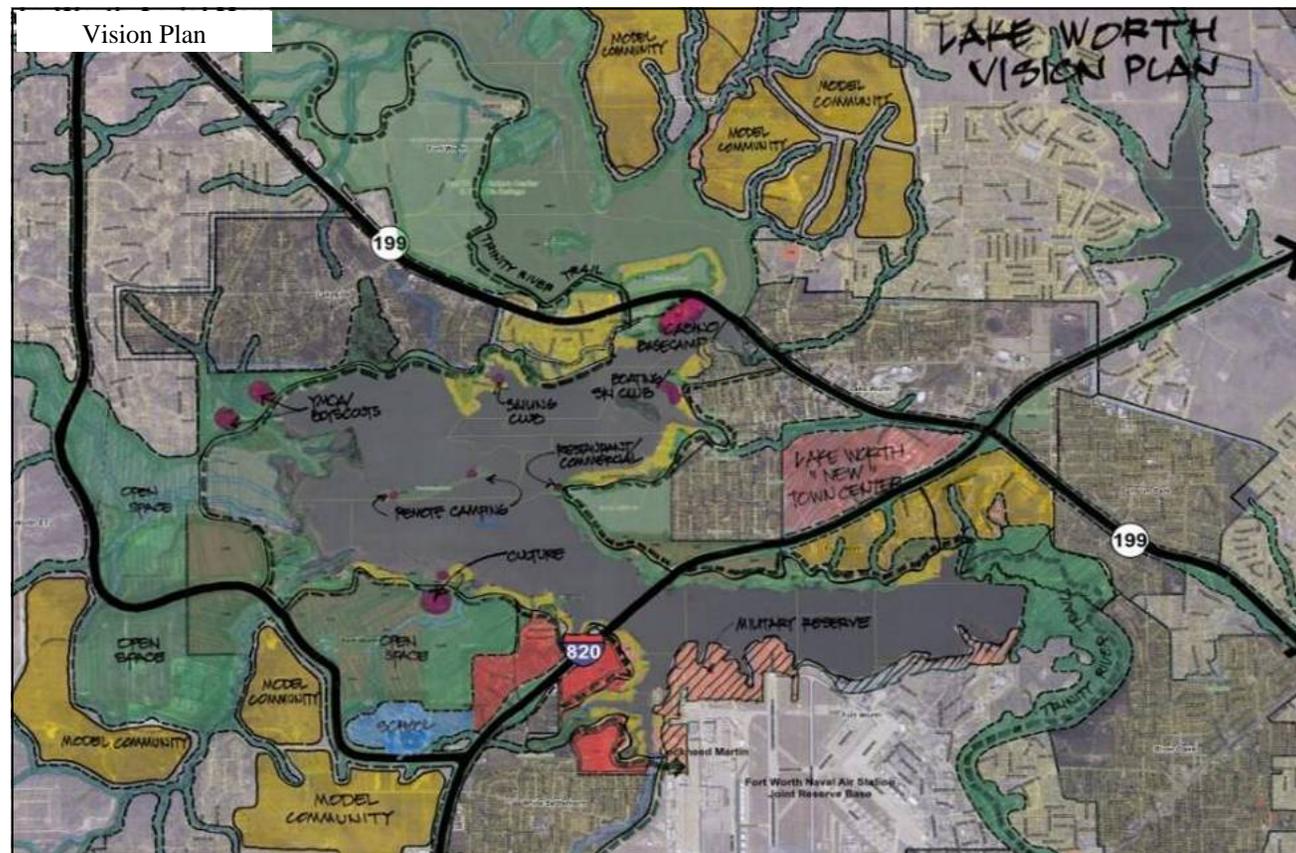
Sustainable Future Scenario Map

## Workshop Vision Plan

The consultant panel captured and depicted the community's vision, which includes elements of both the Great Park Scenario and the Sustainable Future Scenario in the map below. The panel expressed the importance of providing a high-quality park system around Lake Worth while showcasing low-impact, mixed-use development through the Model Sustainable Community concept.

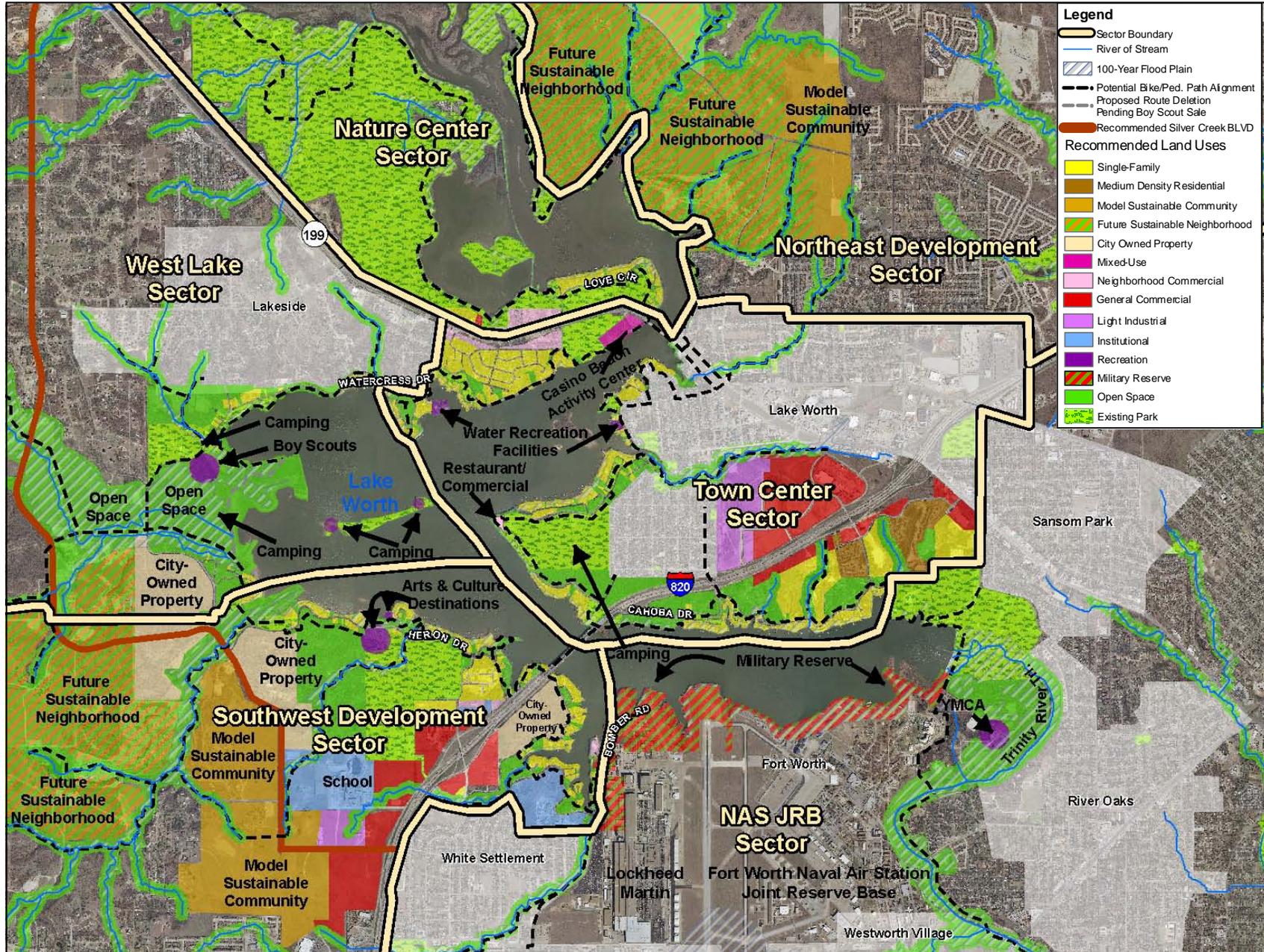
The Workshop Vision Plan map depicts the concepts outlined in the final workshop presentation made to the stakeholders by the consultant panel. Fort Worth Planning and Development Department staff assembled the map drawings, sketches, and PowerPoint presentation materials prepared by the consultants during their three days in Fort Worth and expanded and refined them. Planning and Development Department staff recreated the Workshop Vision Plan map in the City's Geographic Information System (GIS), and expanded on the concepts presented by including the consultants' recommended Model Sustainable Communities. Staff refined the lakeshore bicycle/pedestrian path's location and its connections to neighborhoods, prepared concept sketches of the Model Sustainable Communities, and revised the consultants' images to address the needs of the Naval Air Station Joint Reserve Base and the Joint Land Use Study. City staff developed implementation measures intended to bring about the Lake Worth Vision Plan, and prepared the Vision Plan document.

To aid in describing the component proposals within the Lake Worth Vision Plan, the map has been carved into six sectors as shown on the following page: Nature Center, Northeast Development, NAS JRB, Southwest Development, West Lake, and Town Center. Although the most significant development proposals are shown in the Town Center Sector, Southwest Development Sector, and Northeast Development Sector, all sectors depict proposals that are important to achieving the Workshop Vision Plan for the future of Lake Worth.



Workshop Vision Plan Map

Map 20: Lake Worth Vision Plan Sectors



## Vision Plan Sector Descriptions

### Nature Center Sector

The northern section of the Lake Worth Vision area is bounded on the south by Jacksboro Highway/SH 199 and is dominated by the Fort Worth Nature Center and Wildlife Refuge. The Nature Center occupies over 3,600 acres of forests, prairies, and wetlands, along with a portion of the West Fork of the Trinity River constituting the primary headwaters of Lake Worth below adjacent Eagle Mountain Lake. The Nature Center is owned by the City of Fort Worth and managed as a division of its Parks and Community Services Department.

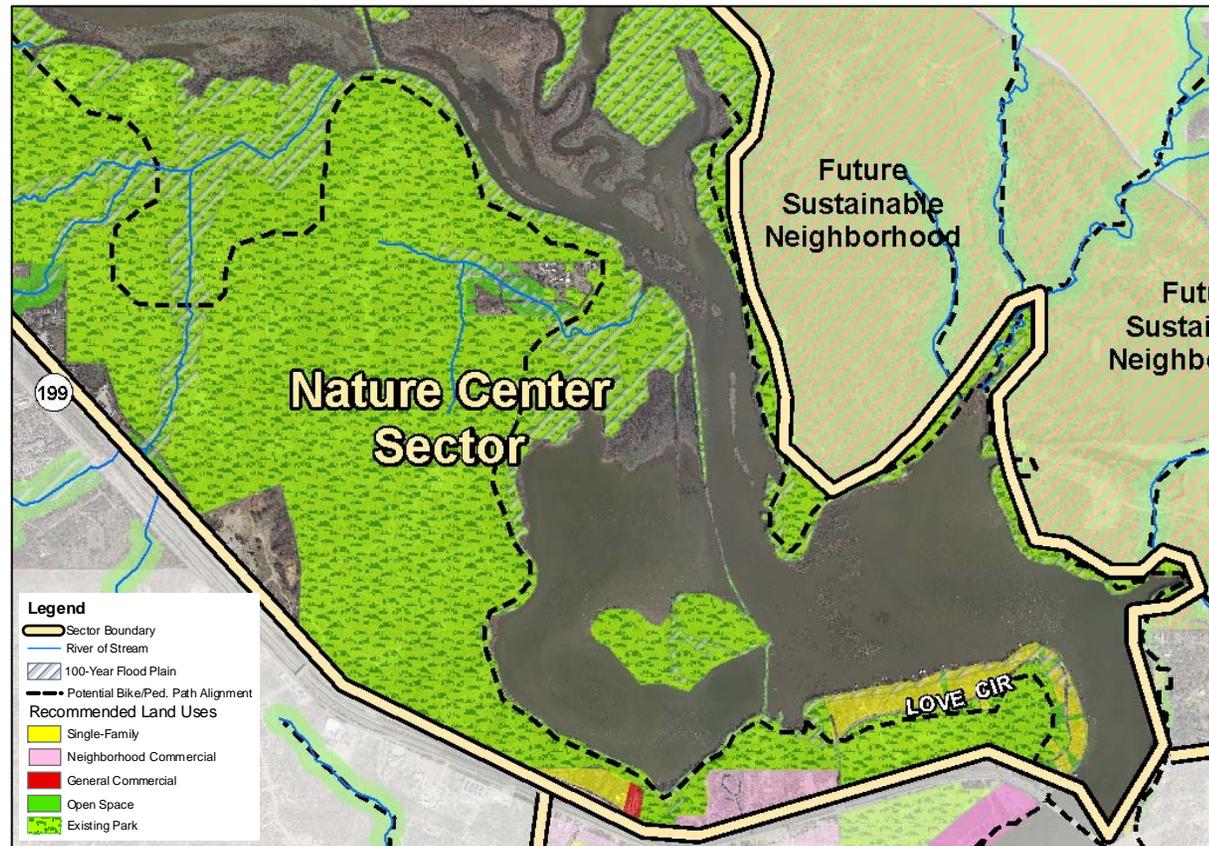
The Fort Worth Nature Center & Refuge Master Plan was adopted by the City in 2003. The following components of the master plan are particularly important in determining the future of the Nature Center Sector.

From the Planning/Site Context & Aesthetic Goals section of the master plan:

- Protect the integrity of the natural and cultural resources through land acquisition. First priority would be the in-holdings. Secondary would be land that falls within conservation easements, leased properties that become available, and properties along Jacksboro Highway.
- Enhance and maintain the quality of the site for long-term sustainability.
- Change the overall character of the FWNC&R to a more inviting and accessible public center.
- Visually define the boundaries of the site.
- Utilize adjacent city owned parkland to create an economic catalyst to generate funding for the FWNC&R.

From the Land Use Recommendations section:

5. Annex property along Jacksboro Highway and all farmland within the watershed.

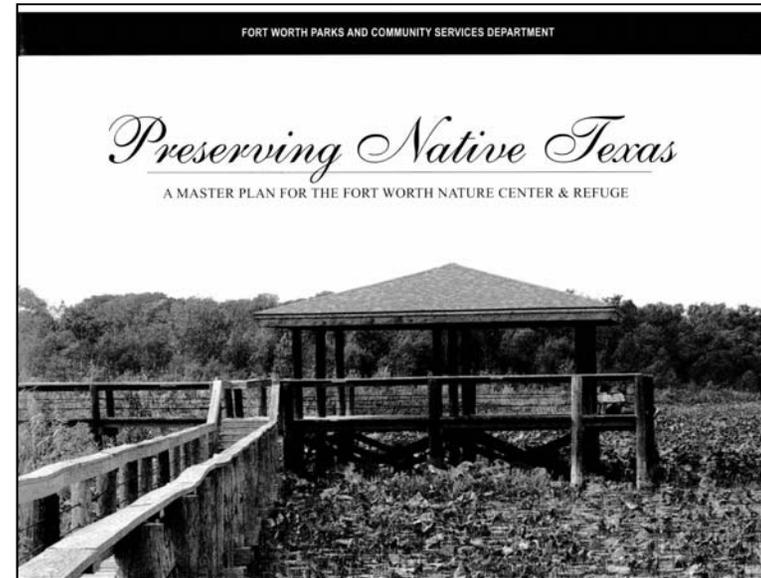


## Nature Center Sector (cont.)

In accordance with these goals and recommendations, the Nature Center Sector is expected to play a central role in the development of a linear regional park that links the Trinity Trails system to a greenbelt along the shores of Lake Worth, through the expanded Fort Worth Nature Center & Refuge envisioned in the Nature Center Master Plan, and on to the shores of Eagle Mountain Lake. Cyclists, hikers, and joggers will be inspired and challenged to traverse the park on shoreline off-street paths from Marion Sansom Park or the new sustainable neighborhoods along Silver Creek Road to Eagle Mountain Lake. The lakeshore multi-use path (black dotted line on map) will connect in the Love Circle area to existing park roads and shoreline paths within the Nature Center, ultimately extending beyond the Nature Center boundary to reach the Eagle Mountain Lake shoreline.

The Lake Worth Vision Plan is intended to support and enhance the role of the Nature Center, while raising its visibility and importance as a focal point within the proposed linear regional park. The Lake Worth Vision Plan foresees little additional development within the Nature Center Sector. While redevelopment along Jacksboro Highway/SH 199 may provide opportunities for limited neighborhood and visitor-serving commercial and recreation-oriented uses, the unincorporated land immediately adjacent to the Nature Center could be acquired and incorporated into the Nature Center in the future, as indicated in the above Nature Center Master Plan goals.

Jacksboro Highway north of Lake Worth is expected to remain a major transportation corridor for the next 20 years and beyond, as development continues northwest of Loop 820 and in outlying communities and distant towns. Effective coordination with TxDOT will be important as the State seeks to increase capacity on Jacksboro Highway/SH 199 in the future.

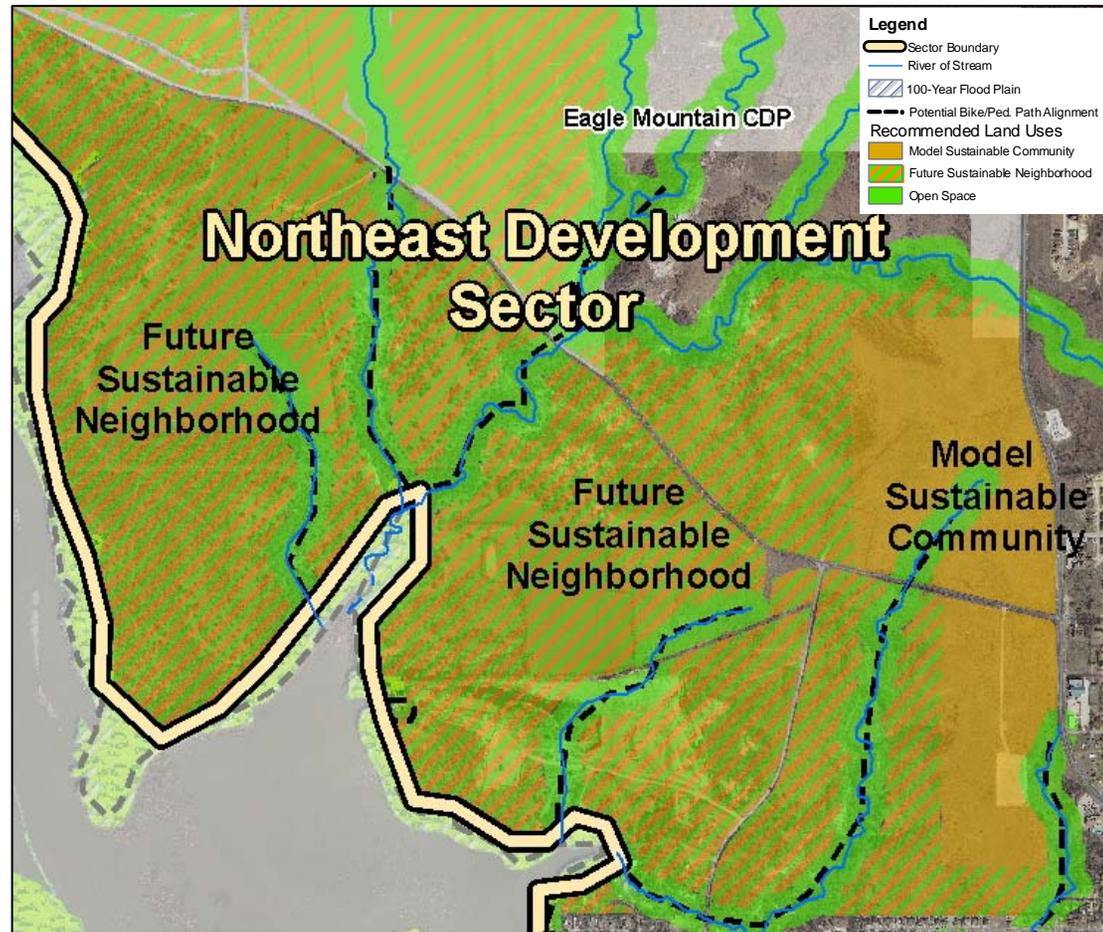


## Northeast Development Sector

The Northeast Development Sector includes the ranch land east of the Nature Center within Fort Worth's Extraterritorial Jurisdiction (ETJ), as well as the growing residential areas north of the City of Lake Worth. This sector has already experienced rapid growth, particularly between Boat Club Road and Marine Creek Parkway within the City of Fort Worth. Most of this area has developed as low-density suburban sprawl. Much of the developed area contains entry level or second-tier single-family residences built within automobile-oriented neighborhoods. A significant proportion of the new housing in the area continues the trend of developers and builders focusing on a more affordable housing market segment in developing areas outside Loop 820 in Fort Worth.

While undeveloped land remains in the portion of the Northeast Development Sector within Fort Worth's city limits, perhaps the greatest opportunity for innovative development and neighborhood place-making lies in the ranchland along Ten Mile Bridge Road. This land is in an unincorporated area located within Fort Worth's ETJ. Extending from the eastern boundary of the Fort Worth Nature Center and Refuge across Ten Mile Bridge Road to Boat Club Road, the land is predominantly grazed grassland featuring flat to gently rolling topography and numerous natural drainage ways, some retaining their pre-existing wooded riparian buffers.

The Lake Worth Vision Plan foresees two forms of sustainable development occurring in the Northeast Development Sector between the Nature Center and Boat Club Road. Nearest Boat Club Road, the plan envisions development of a Model Sustainable Community. Model Sustainable Communities are intended to serve as showcases of Low-Impact Development techniques to control and filter storm water runoff before it reaches Fort Worth's raw drinking water supply in adjacent Lake Worth. In addition, Model Sustainable Communities are expected to demonstrate sustainable community design principles, such as mixed-use neighborhood centers, well connected and pedestrian-friendly street grids, provision of a broad range of housing choices, and off-street pathway linkages between neighborhoods and nearby destinations such as schools, shopping, and Lake Worth's lakeshore path.



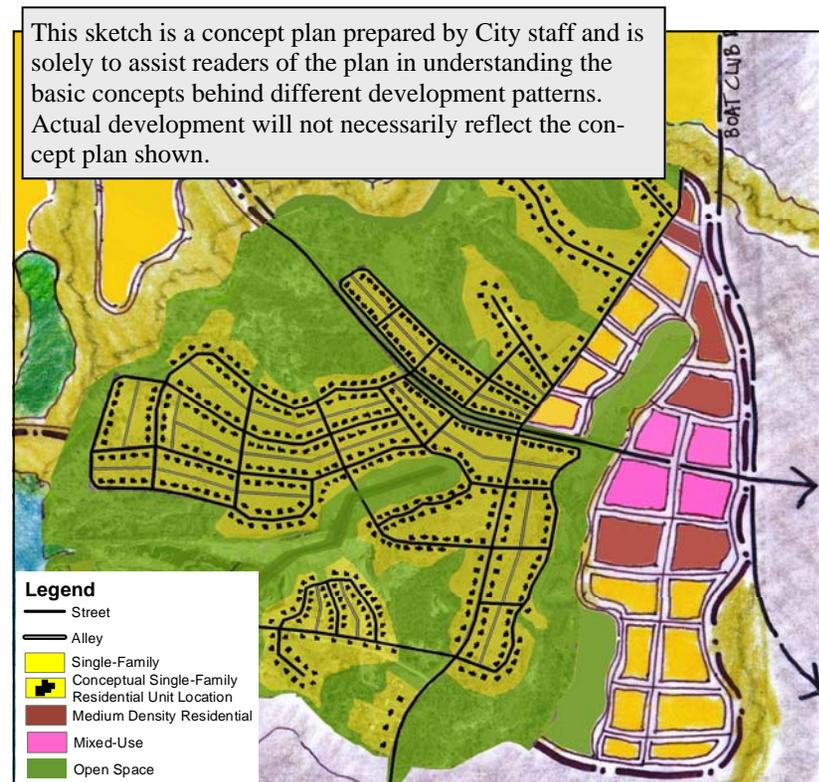
## Northeast Development Sector (cont.)

West of Hodgkins Road where the topography is more rolling, Future Sustainable Neighborhoods are envisioned that reflect current land-owner development desires as expressed in meetings on the Lake Worth Vision Plan. These neighborhoods are envisioned as offering low-density residential areas designed in clusters around natural drainage ways and open spaces, with greenway trails providing access to the integrated open space areas and the lakeshore trail. Low Impact Development techniques in these future neighborhoods will extend natural drainage system elements into the residential areas, providing amenities to future residents while protecting water quality.

As a visualization tool, the concept plan sketch shown on the right, depicts one possible development scenario that reflects both the Model Sustainable Community and Sustainable Neighborhood approaches. Near Boat Club Road, the sketch depicts a walkable street grid that takes advantage of the relatively flat topography of this site, while framing potential locations for commercial and mixed-use development, medium-density housing, and lower density subdivisions. The more active commercial and mixed-use core of the community is centered around the intersection of Boat Club Road and Ten Mile Bridge Road, where commercial opportunities are high and topography supports relatively easy connection to public infrastructure. The mixed-use and commercial core is surrounded by walkable blocks of medium-density housing, perhaps similar to the type supported by the City's new design-focused Urban Residential (UR) zone. Lower density neighborhoods of primarily single-family homes would complete the Model Sustainable Community, extending westward toward Hodgkins Road. Public streets are envisioned along the exterior boundaries of the Model Sustainable Community, providing distinct edges to the community, while enhancing public access to adjacent parks, open space, and creekside riparian buffers/greenways.



Example of Model Sustainable Community in Colleyville, TX



Concept plan sketch of potential Model Sustainable Community and Sustainable Neighborhood in Northeast Development Sector

## Northeast Development Sector (cont.)

The western part of the sketch depicts a lower density Sustainable Neighborhood concept that clusters development around shared open spaces. In this area, the street network addresses the topography of the site more directly, while retaining some elements of a walkable grid. Topography, natural drainage ways, open spaces, and views play a defining role in the Sustainable Neighborhoods, establishing the structure of neighborhood by determining the street layout and the location of development pockets within a network of open spaces. Individual homesites would be located to make the best use of scenic views and adjacent open spaces. While an appropriate level of neighborhood density is supported, this density is achieved by clustering homes around undeveloped open space areas that serve as neighborhood amenities while slowing and filtering storm water runoff.

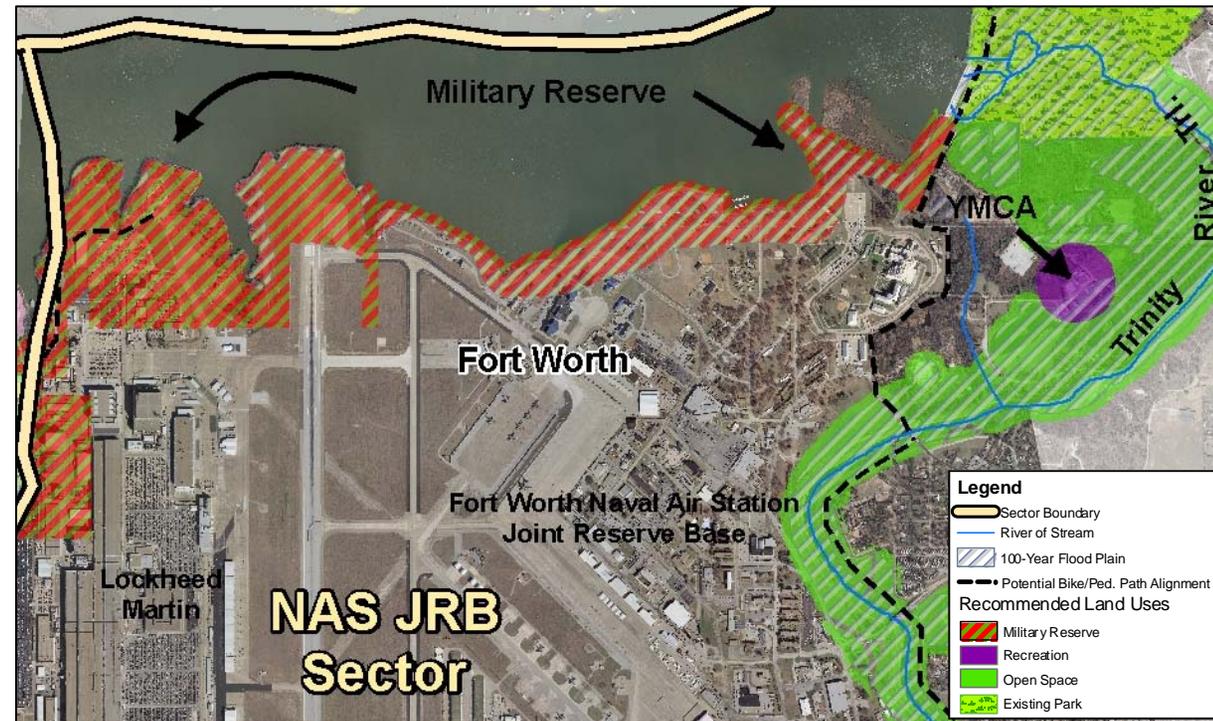


Example of Sustainable Neighborhood in Australia

## NAS JRB Sector

The NAS JRB Sector (for Naval Air Station Joint Reserve Base) includes all the existing neighborhoods east of the City of Lake Worth and south of Loop 820, with the exception of the land within the City of Fort Worth that is located between Loop 820 and the north shore of Lake Worth, across from NAS JRB. Also excepted from this sector is the land between the northern boundary of the City of White Settlement and Loop 820, west of the Lockheed Martin facility.

The NAS JRB Sector includes the existing major employment center created by the co-location of the Lockheed Martin aircraft manufacturing plant and the Naval Air Station Joint Reserve Base. These adjacent facilities together employ more than 25,000 citizens of Fort Worth and surrounding communities. The NAS JRB Sector also includes portions of the City of White Settlement, the City of Sansom Park, and the City of River Oaks.



Little new development is anticipated within the NAS JRB Sector outside of any facilities expansions conducted by the base or by Lockheed. The Lake Worth Vision Plan identifies the south shore of Lake Worth adjacent to NAS JRB and Lockheed as a Military Reserve, in order to prevent new development in this area that would likely conflict with base operations and/or diminish base security.

The most important future development in the NAS JRB Sector as it relates to the Lake Worth Vision Plan involves the completion of the Trinity Trails extension from its existing terminus adjacent to the base, through Marion Sansom Park, to connect to the proposed lakeshore bicycle/pedestrian path on the opposite side of the lake from the base. The Lake Worth Vision Plan foresees the Trinity Trails extension (dotted line on the map) as a paved multi-use path located along the shoreline of the West Fork of the Trinity River, passing west of the YMCA camp on or along surface streets before crossing the West Fork near the Lake Worth Dam to make the lakeshore path connection at the western edge of Marion Sansom Park.

The Trinity Trails extension would include a paved trail connection to upgraded parking areas on Roberts Cut-Off Road. The existing Fort Worth Mountain Bikers' Association trails in Marion Sansom Park would be improved as needed and remain an important recreational feature of the park.

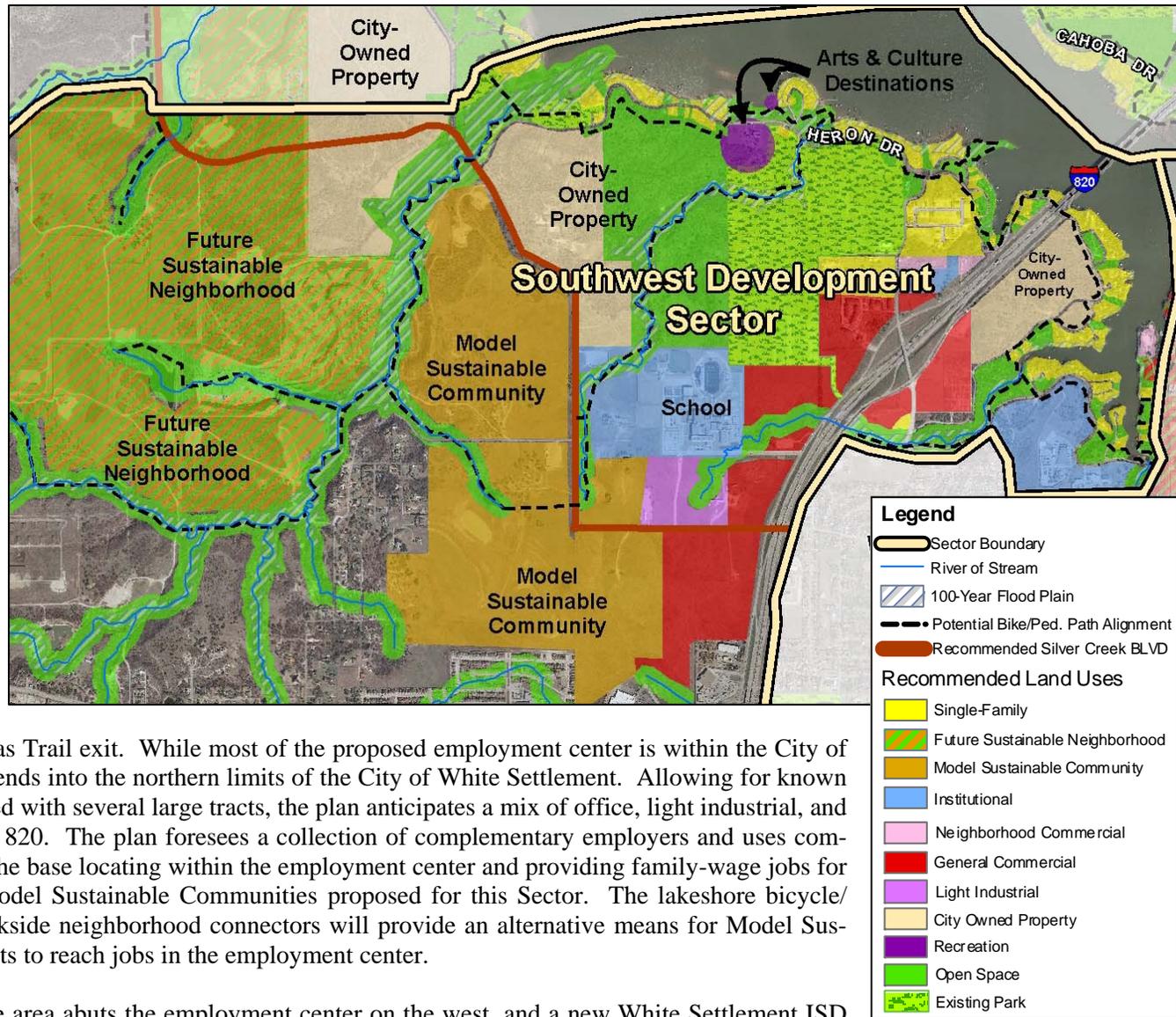
## Southwest Development Sector

The Southwest Development Sector extends from Bomber Road north of the White Settlement city limits, westward across Loop 820 to Western Oaks Road. This sector includes the lakefront homes along Shoreview Drive and Heron Drive, while reaching westward as far as Cattlebaron Drive, and southward to White Settlement Road.

The Southwest Development Sector contains more acres of developable land than any other sector of the Lake Worth Vision Plan. The eastern end of the sector includes approximately 115 acres identified as a future employment center adjacent to Loop 820 at the Las Vegas Trail exit.

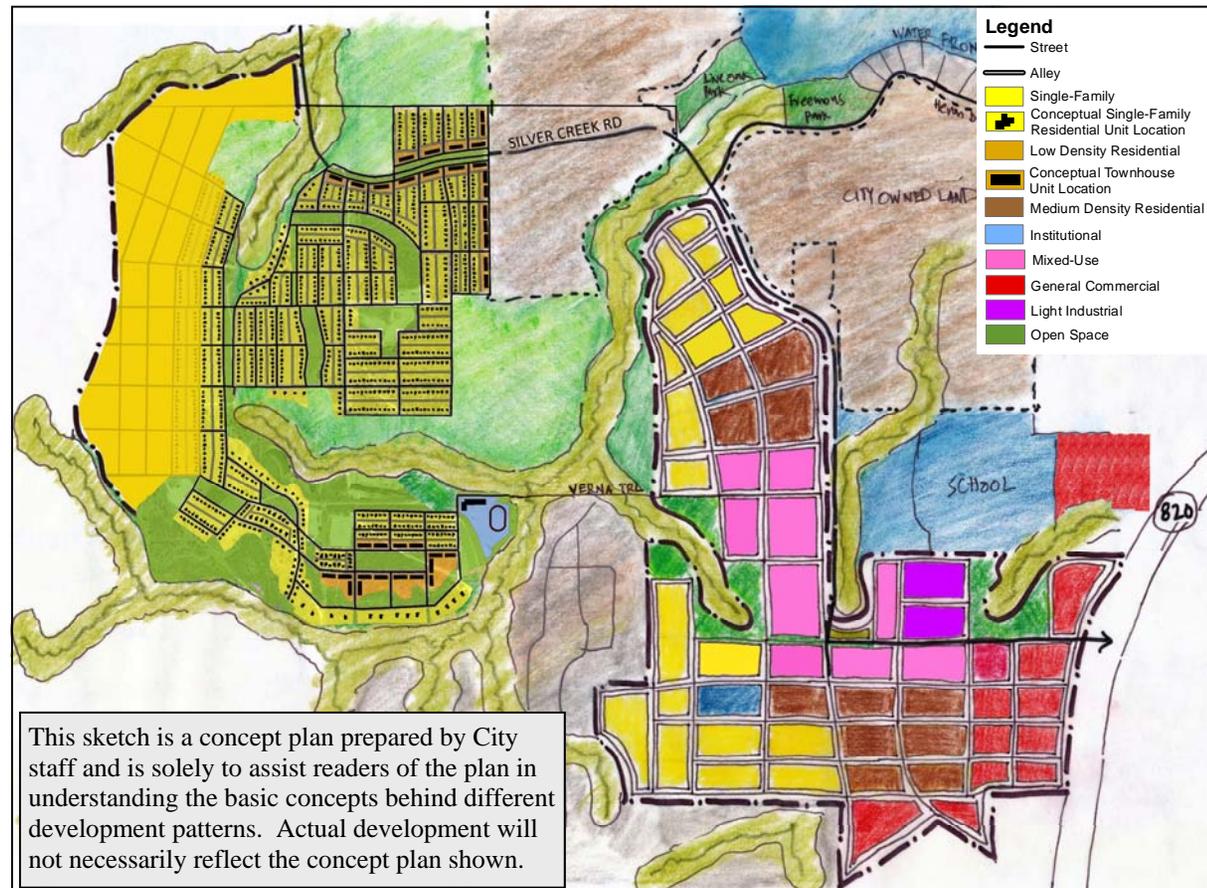
While most of the proposed employment center is within the City of Fort Worth, the concept extends into the northern limits of the City of White Settlement. Allowing for known development plans associated with several large tracts, the plan anticipates a mix of office, light industrial, and commercial uses near Loop 820. The plan foresees a collection of complementary employers and uses compatible with Lockheed and the base locating within the employment center and providing family-wage jobs for the residents of the new Model Sustainable Communities proposed for this Sector. The lakeshore bicycle/pedestrian path and its creekside neighborhood connectors will provide an alternative means for Model Sustainable Community residents to reach jobs in the employment center.

An existing park/open space area abuts the employment center on the west, and a new White Settlement ISD high school is located adjacent to the park. Riparian buffer areas on the east and west side of the high school are traversed by natural drainage ways. The park area in particular provides opportunities for the creation of retention/detention ponds and constructed wetlands to help slow and filter storm water runoff from the nearby Model Sustainable Communities before it reaches Lake Worth. Students from the high school could use the sites as outdoor classrooms, while contributing to the long-term study and maintenance of these storm water management facilities.



## Southwest Development Sector (cont.)

The City of Fort Worth owns a large tract of land between the high school and the lake. This 320-acre area was initially identified as open space in the consultant's Great Park Scenario, and then as a combination of open space and a Model Sustainable Community in the Sustainable Future Scenario. The consultant team recommended that one or more Model Sustainable Communities be developed on City-owned land. The City-owned tract north of the high school is one of two locations where this recommendation could be implemented. (The other City-owned location straddles the boundary between the Southwest Development Sector and the West Lake Sector, north and west of the Silver Creek Road/Parkway crossing of Live Oak Creek.) A portion of the 320-acre tract is shown as open space directly west of West Park. The Water Department has retained a consultant to perform a land disposition and trail alignment study for City-owned property around Lake Worth. These large tracts will be included in that study, which is to be completed in 2011.



Concept plan sketch of potential Model Sustainable Community and Sustainable Neighborhood in Southwest Development Sector

Model Sustainable Communities are intended to serve as a showcase of Low-Impact Development techniques to control and filter storm water runoff before it reaches Fort Worth's raw drinking water supply in Lake Worth. In addition, Model Sustainable Communities are expected to demonstrate sustainable community design principles, such as mixed-use neighborhood centers, connected and pedestrian-friendly street grids, provision of a broad range of housing choices, and off-street pathway linkages between neighborhoods and nearby destinations such as schools, shopping, and Lake Worth's lakeshore path. Model Sustainable Communities are expected to retain and protect significant trees and woodland areas, preserve and enhance riparian buffers along drainage ways, and co-locate off-street paths alongside or within creek buffers.

## Southwest Development Sector (cont.)

The Southwest Development Sector contains two Model Sustainable Communities located along Silver Creek Road (which could be re-named Silver Creek Parkway or Lake Worth Parkway upon reconstruction, if Recommendation 4.1(b) on Page 78 is implemented). Silver Creek/Lake Worth Parkway may be realigned somewhat to take advantage of topography and to provide better access to the proposed Model Sustainable Communities. The road is envisioned as a relatively low-speed, four-lane divided parkway, within a broad park-like right-of-way containing parallel off-street bicycle-pedestrian paths. Where the parkway passes through Model Sustainable Community neighborhood centers, context-sensitive street design is expected to dictate a modified street cross-section that reflects the needs of a walkable urban neighborhood center. These communities would incorporate one or more walkable mixed-use village cores surrounded by appropriate medium to lower density residential neighborhoods connected to the lake via bike and walking trails. Public streets are envisioned along the exterior boundaries of the Southwest Development Sector's Model Sustainable Communities to provide distinct edges to the community and to enhance public access to adjacent parks, open space, and creekside riparian buffers/greenways.

The concept plan sketch on the previous page depicts one possible development scenario that reflects both the Model Sustainable Community and Sustainable Neighborhood approaches. East of Live Oak Creek, the sketch depicts a walkable street grid that takes advantage of the relatively flat topography of this site, while framing potential locations for commercial and mixed-use development, medium-density housing, and lower density subdivisions. The more active mixed-use core of the community is centered around the intersection of Silver Creek Road and Verna Trail, but the activity core could extend eastward along Silver Creek Road toward Loop 820. At the Loop 820 interchange, general commercial and perhaps some well designed light industrial are planned by the landowner.



Examples of Model Sustainable Communities

## Southwest Development Sector (cont.)

A “green boulevard” or linear urban park space is envisioned between the southerly extensions of the two creeks that frame the northernmost Model Sustainable Community area. This greenway connection would serve as a distinct edge of the two adjacent Model Sustainable Communities depicted on the Southwest Development Sector map. The mixed-use core is surrounded by walkable blocks of medium-density housing, perhaps similar to the type supported by the City’s new design-focused Urban Residential (UR) zone. Lower density neighborhoods of primarily single-family homes would complete the Model Sustainable Communities, extending westward to Live Oak Creek.

The western part of the concept plan sketch depicts a lower density Sustainable Neighborhood concept that clusters development around shared open spaces. In this area, the street network addresses the topography of the site more directly, while retaining some elements of a walkable grid. Topography, natural drainage ways, open spaces, and views play a defining role in the Sustainable Neighborhoods, establishing the structure of neighborhood by determining the street layout and the location of development pockets within a network of open spaces. Individual homesites would be located to make the best use of scenic views and adjacent open spaces. While an appropriate level of neighborhood density is supported, this density is achieved by clustering homes around undeveloped open space areas that serve as neighborhood amenities while slowing and filtering storm water runoff.

Live Oak Creek and its tributaries bisect the Southwest Development Sector. As in other sectors, this network of drainage ways is expected to be protected by designated riparian buffers as shown on the Lake Worth Vision Plan map. Throughout the Southwest Development Sector, these stream buffers are intended to be retained and enhanced with appropriate native and adapted plantings. Paved multi-use paths are envisioned along all drainage ways throughout the sector to connect the lakeshore path with the new neighborhoods proposed for the Southwest Development Sector.



Green Boulevard example



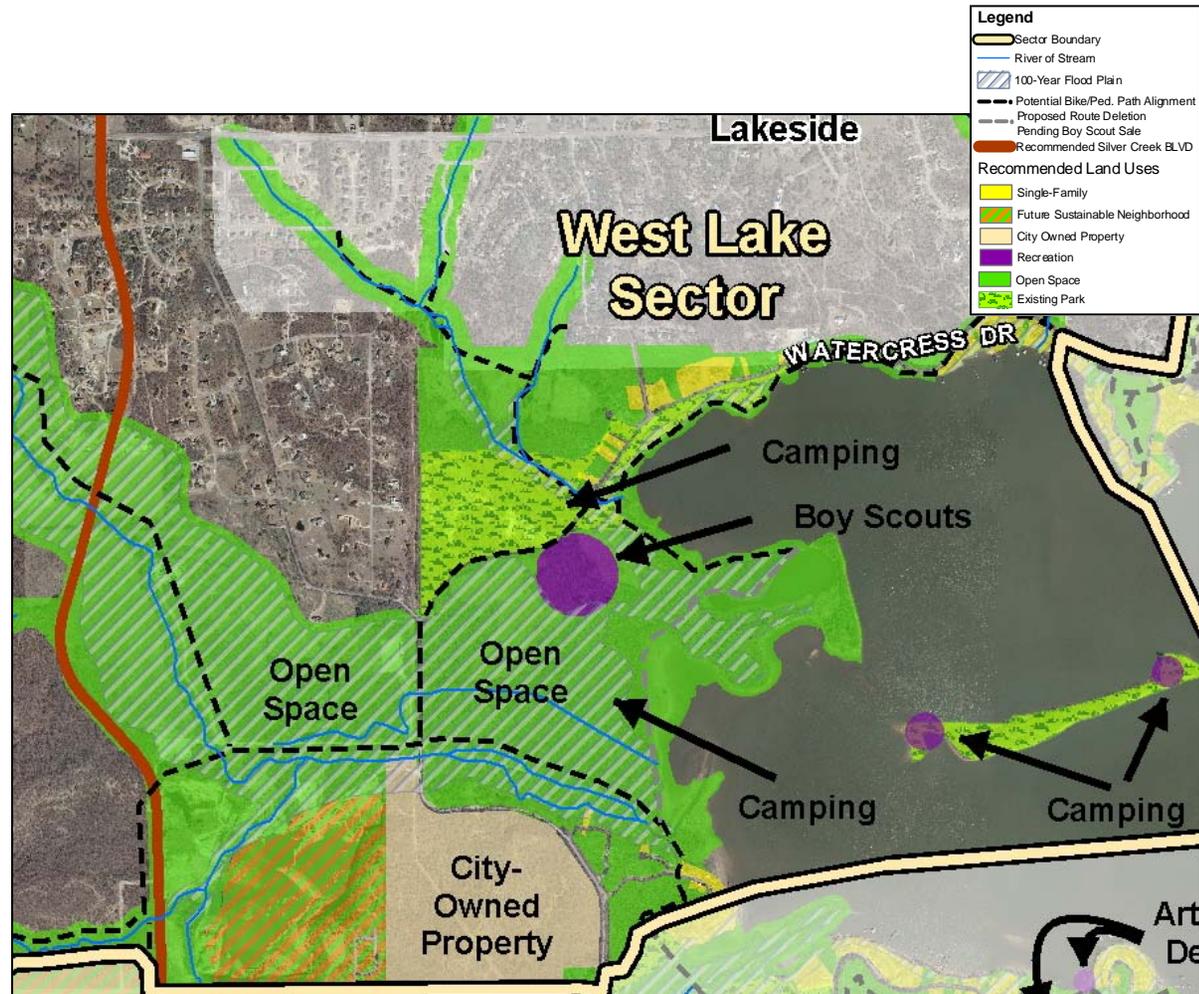
Examples of Sustainable Neighborhoods

## West Lake Sector

The West Lake Sector covers all the land between Western Oaks Road/Live Oak Park and Jacksboro Highway/SH 199, with the exception of the land located east of the Town of Lakeside. As with the Southwest Development Sector, the western boundary of West Lake Sector is considered to be Cattlebaron Drive, which is approximately two miles west of the expected northern alignment of Silver Creek Road/Parkway.

The West Lake Sector includes the northern half of one of the two large tracts of vacant City-owned property that had been originally identified as a potential site of a proposed Model Sustainable Community. North and east of that City-owned land, open space is envisioned along the lakefront to enhance opportunities for visual and physical access to the lake in this last significant remaining stretch of publicly-owned lakeshore. To the west of the City-owned land, the northern extension of a Future Sustainable Neighborhood described in the Southwest Development Sector is indicated. Silver Creek and its tributaries bisect the West Lake Sector. As in other sectors, this network of drainage ways is expected to be protected by designated riparian buffers as shown on the Lake Worth Vision Plan map. Silver Creek passes a large area depicted as Open Space on the map, as well as the Future Sustainable Neighborhood located to the south of the Open Space area. The lakeshore bicycle/pedestrian path continues along the shoreline throughout the West Lake Sector, dramatically improving public access to Lake Worth.

The West Lake Sector includes large swaths of land located within 100-year floodplains, including the Silver Creek floodplain, and these floodplain areas are expected to remain largely undeveloped, while potentially supporting low-impact organic farming opportunities or ranching activities. The riparian corridors within the 100-year floodplain in this area would be enhanced with native or adapted plantings, particularly tree plantings along the creek banks. Ideally, the riparian corridor would be fenced in areas where cattle are present to reduce the opportunities for sediment and animal waste to enter Lake Worth in storm water runoff from streambanks disturbed by cattle encroachment. Conservation of this large open space area may require the implementation of one or more innovative approaches, such as transfer of development rights to neighborhood center areas within the Model Sustainable Communities, inclusion of an Urban Farm category in an agricultural zoning designation applied to the property, or other measures.



## West Lake Sector (cont.)

An opportunity exists in the West Lake Sector for a new Boy Scout camp to be located near the lakeshore, with direct access to the lake. City staff has already begun talks with the Boy Scouts about the possibility of moving their camp from a leased portion of Mosque Point Park to the western end of Lake Worth. An approximate site of the potential Boy Scout camp is shown on the Lake Worth Vision Plan map.

The workshop consultants originally identified an opportunity to co-locate the Boy Scouts and the YMCA's Camp Carter on the western end of Lake Worth, where a large area of City-owned land along the shoreline could have provided a location for both groups to share some facilities and reduce the cost of leasing land. It was thought that the move would allow both groups to have direct access to the lake for the first time. However, following preliminary discussions between City staff and key representatives of the YMCA's Camp Carter, it became apparent that the original concept of co-locating these two community partners in the West Lake Sector would not proceed at this time. While the YMCA expressed some interest in having direct lake access at some point in the future, a move from the existing Camp Carter location on the east side of the dam to the west side of Lake Worth would, at best, be a long range opportunity due to the improvements already constructed at Camp Carter.

The West Lake Sector may provide the best opportunity to construct a long segment of the lakeshore bike path immediately adjacent to the shoreline, thereby supporting public health by creating new opportunities for active recreation and ensuring new public access to the lakeshore for fishing and enjoying lake views. In discussions with the Boy Scouts and other potential users of City-owned lakeshore land, it will be critical to preserve City ownership of significant areas of shoreline in order to protect the alignment of the lakeshore bicycle/pedestrian path – and with it the opportunity to improve access to the Lake Worth shoreline for all existing and future Fort Worth residents.

Goat Island in Lake Worth is included in the West Lake Sector. The Lake Worth Vision Plan envisions Goat Island as a remote camping facility accessible by boat. The Boy Scouts could use Goat Island for camping, and the Scouts could contribute to the island's improvement and maintenance.



Lakefront camping at Lake Lewisville , TX

The Town of Lakeside lies north of the Lake Worth shoreline, extending west to the existing Silver Creek Road alignment and north to Jacksboro Highway/SH 199. Several small drainage ways cross the town, and each of these is shown with the standard recommended 100-foot riparian buffer depicted throughout the entire Lake Worth area. The riparian buffer is intended to protect creekside land from development activities that can increase the sediment load and other pollutants entering the raw water supply of Fort Worth and surrounding communities. The riparian buffers also provide locations for future bicycle/pedestrian paths to Lake Worth, while conserving valuable natural open space within neighborhoods. Such 100-foot riparian buffers are also shown extending into the western part of the West Lake Sector, and these serve the same purposes of protecting the water quality in Lake Worth, reducing the need to dredge the lake in the future, and protecting the most valuable open space and bicycle/pedestrian path corridors as the West Lake Sector develops in the future.

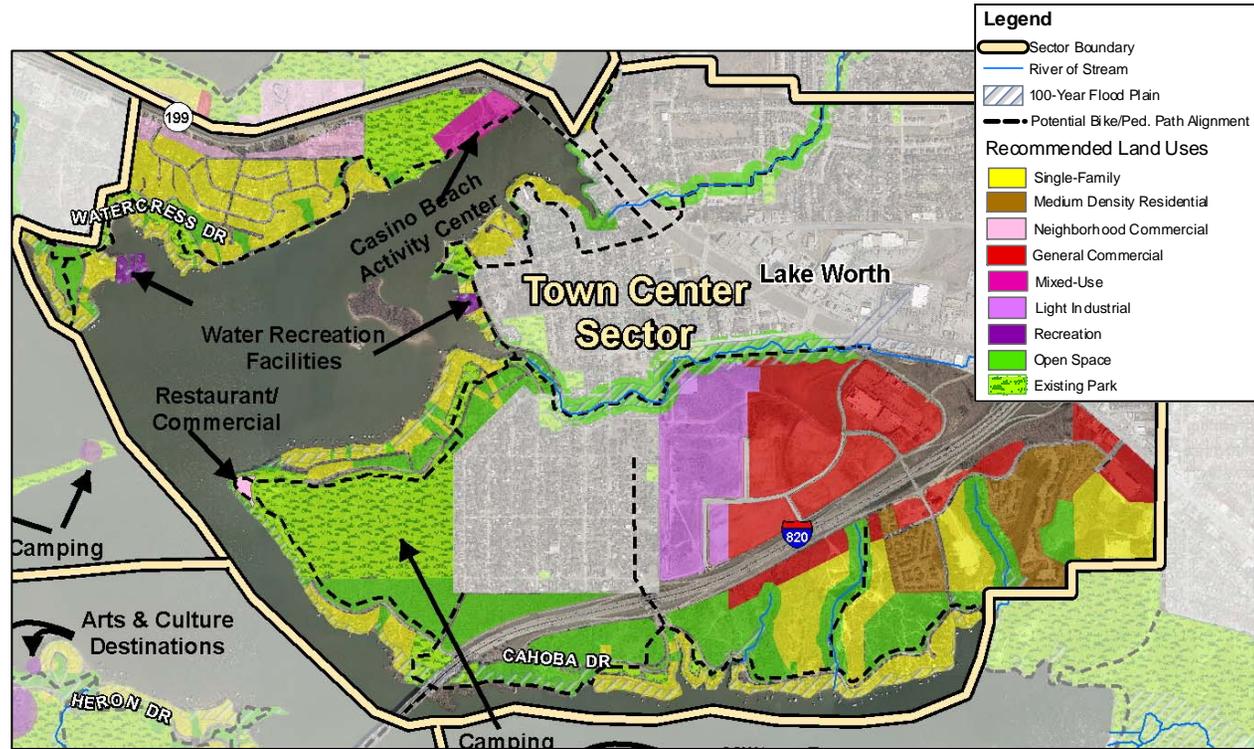


Lake Itasca boardwalk, Ramsey, MN

## Town Center Sector

The Town Center Sector includes the entire small city of Lake Worth and the surrounding Lake Worth shoreline, as well as land within the city of Fort Worth between the east end of the lake and Jacksboro Highway/SH 199. The Town Center Sector also includes the land south of Jacksboro Highway from Casino Beach Park to the eastern limits of the Town of Lakeside.

Many of the existing parks and recreational facilities around Lake Worth are located in the Town Center Sector. The City property used by the Lake Worth Sailing Club is located in the far western end of this sector near Sunset Park and the Town of Lakeside. The City property used by the Lake Worth Boat and Ski Club is located across the lake, near Marina Park and Willow Island. The Lake Worth Vision Plan supports the boating recreation activities offered by both clubs, and calls for increased opportunities for Fort Worth residents to participate in water recreation activities at Lake Worth, whether through the expansion of existing clubs or the creation of new organizations and the development of new facilities. In the short term, the Lake Worth Vision Plan supports consideration of long-term leases for the existing clubs at their current location or at another suitable location on the lake.



The Casino Beach Park area on the west end of the Jacksboro Highway/SH 199 bridge over Lake Worth is the historic center of recreational activity at Lake Worth. The photos included in the Lake Worth History section of this plan document the rich history of Casino Beach Park. The Lake Worth Vision Plan foresees Casino Beach Park as once again playing a central role in the revitalization of Lake Worth as a recreational resource for all the citizens of Fort Worth and surrounding communities.



Excelsior, MN town dock

The Lake Worth Vision Plan calls for the Casino Beach area to be redeveloped as a mixed-use, recreation-oriented environment with a distinct sense of place. A compact, walkable mix of restaurants, specialty retail establishments, water-oriented recreation, and perhaps some higher-density housing or lodging facilities would be an appropriate future for the Casino Beach area. A portion of the existing park east of the north-south segment of Watercress Drive and adjacent to the highway could become part of the mixed-use recreational area development in the future, if an appropriate parkland swap can be arranged or long-term leases can be established that facilitate such uses.

## Town Center Sector (cont.)

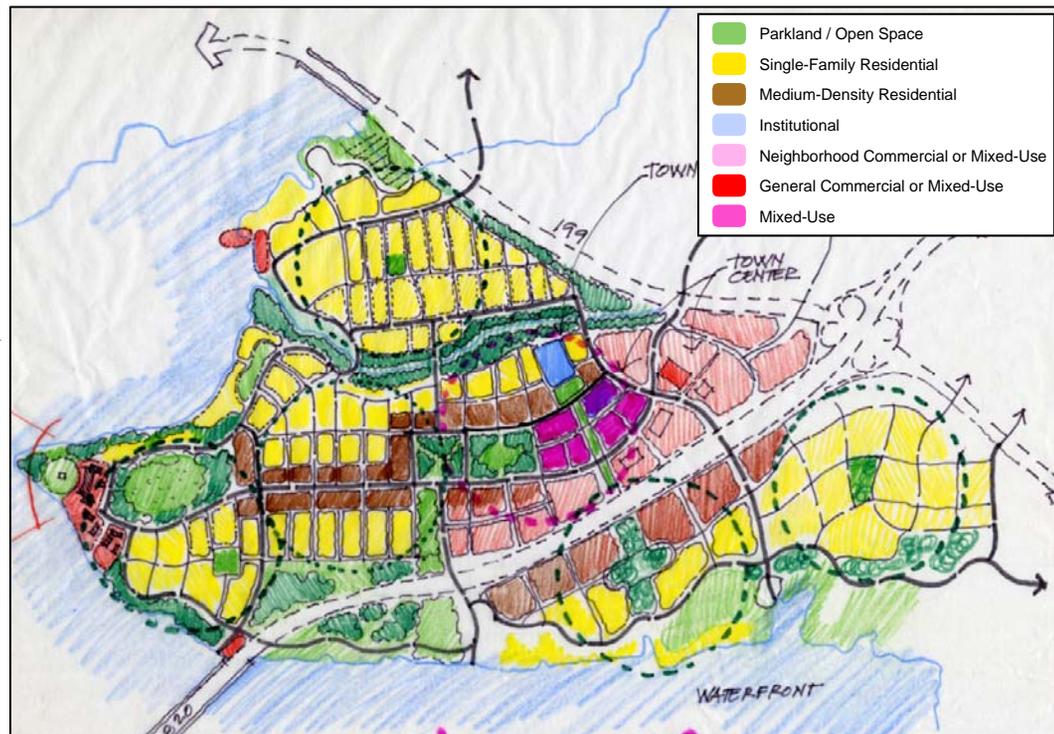
As a complement to the Casino Beach area mixed-use redevelopment, the unincorporated land on the south side of Jacksboro Highway should be annexed by the City of Fort Worth. The Lake Worth Vision Plan map depicts the unincorporated land along Jacksboro Highway as Neighborhood Commercial, which could support some mixed-use development in addition to smaller scale commercial uses. Much of the unincorporated land between Jacksboro Highway and Watercress Drive is already developed as a single-family residential neighborhood. No change in land use is contemplated within the existing neighborhood, although redevelopment of individual properties might be anticipated once City water and sewer service become available.



Lakeshore trail at Lake Harriet, MN

East of the Jacksboro Highway/SH 199 bridge, the Town Center Sector is split almost equally between the City of Lake Worth and the City of Fort Worth. A key recommendation made by the consultant team at the Lake Worth Vision Workshop was that the two cities work together to create a Lake Worth Town Center that would extend across their shared city limits boundary and result, over time, in a new, more pedestrian-friendly development pattern south of Jacksboro Highway. To illustrate the alternative Town Center future envisioned during the workshop, the consultants created a sketch of their Town Center concept, which is depicted to the right.

Activities at Casino Beach and the adjacent park will be connected to the surrounding communities by the lakeshore bicycle/pedestrian path, providing local residents with the option of leaving their cars at home when visiting Casino Beach. Weekend or evening rides around the lake or through the Nature Center are envisioned as ending with a choice of eateries at Casino Beach. A safe bicycle/pedestrian path connection across the Jacksboro Highway/SH 199 bridge is needed to improve connectivity between the future Casino Beach development and the neighborhoods in the City of Lake Worth, including the potential future neighborhoods described in the Lake Worth Town Center concept.



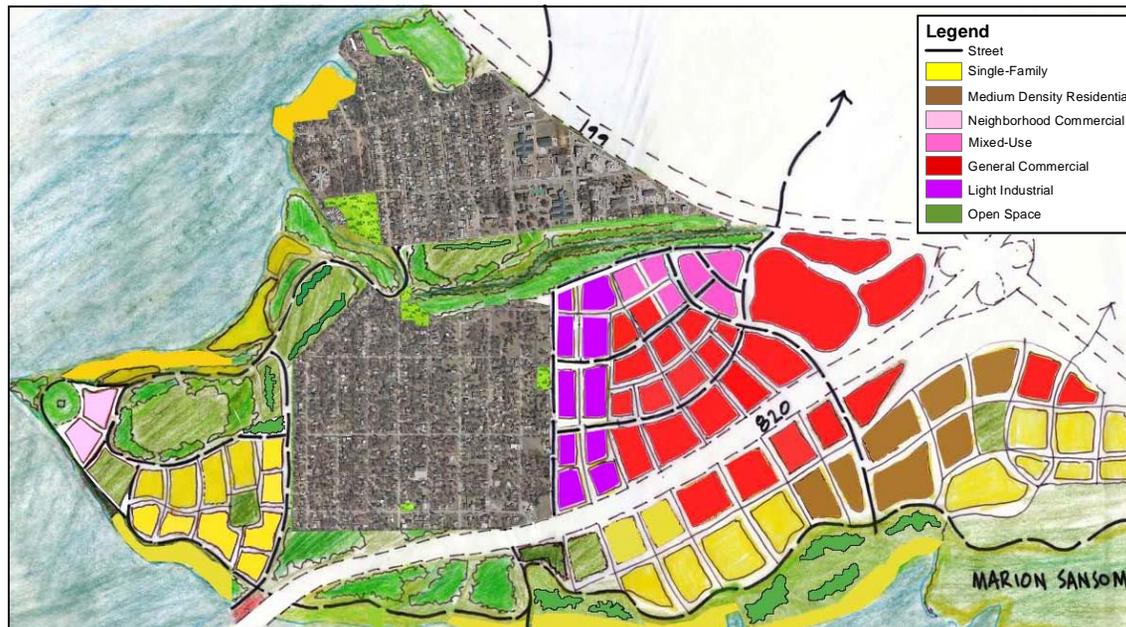
Consultants' illustration of Lake Worth Conceptual Town Center, before changes

### Town Center Sector (cont.)

The town center concept was modified by City staff to be more compatible with the recently completed Fort Worth Naval Air Station Joint Reserve Base (NAS JRB) Joint Land Use Study (JLUS) and to reflect commercial development that is underway. In accordance with JLUS land use guidelines (see Appendix D) vacant land within the Accident Potential Zone (APZ) is envisioned as a well-designed light industrial park or similar low-density employment area rather than the residential uses depicted in the consultants' sketch.

The base-friendly Lake Worth Town Center concept envisions a long-term future that includes a walkable street grid stretching west from Quebec Street/Northwest Centre Drive to Mosque Point, with a strong commercial core near the Loop 820/Jacksboro Highway interchange and lower density employment areas between Buda Lane and Dakota Trail. While the focus of pedestrian activity would likely be east of Buda Lane, the light industrial park or similar low-density employment area should transition smoothly between the commercial uses east of Buda Lane and the existing City of Lake Worth residential neighborhood west of Dakota Trail. To achieve the longer-term vision for the future Town Center area, near-term commercial development projects should incorporate a street grid that yields walkable block sizes, even if the street grid is intended to serve as private parking lot access roads in the near term.

Located on land that is currently mostly vacant, the commercial core is intended to serve as the pedestrian-oriented center of the Lake Worth community, regardless of whether the residents served are in the City of Lake Worth or the City of Fort Worth. Functionally, the Town Center concept provides the core elements of a walkable community that, in the consultants' view, are currently lacking in this area. An institutional use, such as a hospital, government offices or a community center, is depicted in the Town Center concept plan immediately adjacent to the core, on the south side of a greenway riparian buffer and bicycle/pedestrian path to the lake. Charbonneau Road runs along the north side of the riparian buffer.



Town Center concept as modified by staff



Examples of walkable industrial and commercial developments

## Town Center Sector (cont.)

In consultation with the property owners, a small portion of the Lake Worth Town Center along the Charbonneau Road greenway is depicted as a mixed-use area contained within several walkable blocks abutting the greenway. This series of mixed-use blocks could provide the beginning of the pedestrian-oriented Lake Worth Town Center envisioned by the consultant team.

The land to the south of Loop 820 could also be served by a walkable street grid, with the blocks adjacent to Loop 820 identified as general commercial with a mix of low- and medium-density residential development extending southward toward the lake outside of the Accident Potential Zone. The lakeshore bicycle/pedestrian path would be easily accessible from these residential areas by bicycle/pedestrian paths within riparian buffers, or by local street connections.

At Mosque Point Park, there is an opportunity to provide a long-term lease for a restaurant to be located on the point, overlooking Lake Worth. The consultant team identified such a restaurant development as an unmet need in the area, and an effective way to showcase Lake Worth and generate broader interest in visiting the lake for other recreational purposes.

As depicted on the Lake Worth Vision Plan map, a future bicycle/pedestrian path connection between the Town Center sector and the Southwest Development Sector is envisioned, perhaps spanning the existing low-elevation bridge abutment cross-beams as a foundation for a near-water, light-duty bicycle/pedestrian bridge underneath Loop 820. Such a connection would create a safe and scenic bicycle/pedestrian crossing where one does not currently exist, and more effectively link the proposed employment center on the south end of the bridge with the existing and proposed neighborhoods at the north end of the bridge.

The panel recommended that the City and stakeholders use the following **four guiding principles** in implementing the workshop vision:

- 1. Protect and enhance Lake Worth's water quality, natural beauty, and recreational character.**
- 2. Develop Model Sustainable Communities in the Lake Worth area that create desirable places to live and work while enhancing livability of existing communities.**
- 3. Create Lake Worth Regional Park, a linear park that encompasses the lake and provides high-quality recreational amenities and cultural hubs.**
- 4. Connect communities, resources, and amenities with parkways, greenways, and trails.**

Part Four: Recommendations and Implementation outlines the consultant panel's recommendations for implementing the workshop