



CITY OF BENBROOK

Comprehensive Plan 2020

THE ROADMAP FOR PRESERVING AND ENHANCING OUR GREAT CITY



Letter from the Mayor



The message from the Mayor will be added here at a later time.

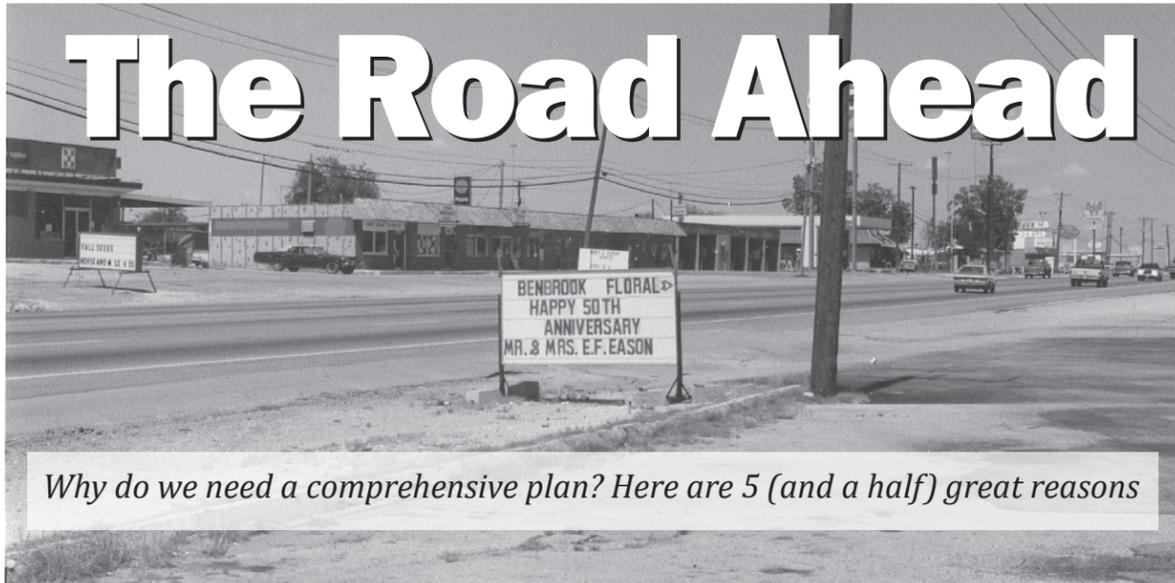
Dr. Jerry Dittrich
Mayor of Benbrook

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Carruthers Field in Benbrook, around 1917. The hangars are believed to have been located just south of present-day Mercedes Street. This view is believed to be looking west, and the airfield extended to where the Walmart is currently located.



Along U.S. Highway 377/Benbrook Boulevard, probably in the 1970s.

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1. To inform. With the click of a mouse or a tap on the screen, citizens can quickly learn about the plans helping shape the future of Benbrook. They can see where new roadways and trails are planned, learn what is likely to be built on a vacant lot, and see where residential and commercial areas are likely to develop. A readable plan allows everyone to be informed.

2. To guide our city leaders. City staff and council members often have to make very tough choices. It is much easier for them to make those decisions if they know they are following the guidelines of a plan that has the support of the community.

3. To guide our partners. Utility companies, schools and other quasi-governmental entities all try to plan for future capital expenditures. For example, the utilities and infrastructure needed to support a major industrial area are very different from those needed for a residential development. When our partners know what we are planning, it makes it easier for them to plan.

4. To provide stability. No one likes an unwelcomed surprise. Who would want to buy a home and then find out later that a strip mall is going in across the street? A plan allows citizens to know what may be coming *before* it happens.

5. To shape the future. A comprehensive plan helps us actively shape our future; so instead of waiting to see what happens, we can decide what we want to happen. As the popular expression goes, "If you fail to plan, you are planning to fail."

5 1/2. To create a shared vision. A good plan, one with clearly stated principles and goals, can unite a community. Each one of us can know the vision for Benbrook, get excited about it, and find ways to help us make it a reality.

The Update Process Timeline

Jan. 3, 2019: City Council work session and kickoff meeting

Jan. 4 – Feb. 28: Staff meet with key stakeholders and property owners

Jan. 17: Steering Committee members selected

Feb. 7: City Council formally appoints Steering Committee members

March – August: Steering Committee meets once a month for six-months

Aug. 6: Steering Committee completes work and provides final recommendations

Sept. 19: City Council work session on Steering Committee's core recommendations

Oct. 9: Parks and Recreation Board work session

Oct. 10: Planning and Zoning Commission work session

Nov. 12: Public Open House (Our thanks to those who attended!)

Nov. 12 - Dec. 12: Public Comment Period (Our thanks to those who shared comments!)

Dec. 12: Planning and Zoning Commission work session

Jan. 9, 2020: Planning and Zoning Commission public hearing on the plan update

Feb. 20: City Council public hearing on Comprehensive Plan update



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The process of updating the plan was driven by the ideas and input of citizens



Pointing the Way

This plan is more than a year in the making. Preparations began on January 3, 2019, at a work session of the Benbrook City Council. City staff attended, providing an overview of the current plan.

That plan had served the City well for many years, and the core tenets and guiding principles remained valid.

However, that version also included a collection of piecemeal updates, most made between 1990 and 2010. More significant, some elements of that plan were outdated and/or no longer applicable.

Rather than start from scratch, staff proposed using the existing plan as a framework for making updates. City Council agreed. With the core plan elements intact, staff proposed a number of changes. These included:

Citizens were invited to review the proposed updates and talk with City staff at an open house held in November. The City also created a page on their website where citizens could read about the proposed updates, study the maps, and submit their comments.

- Removing any unnecessary technical information or jargon
- Establishing a new “community vision”
- Completely rewriting the sections on transportation and future land use.
- Putting greater focus on undeveloped lands within the existing municipal boundaries
- Putting greater focus on undeveloped lands in the City’s extra-territorial jurisdiction, or ETJ.

Instead of hiring an expensive consulting firm to guide the update process, the City Council elected to form a steering committee comprising Benbrook residents experienced in representing the citizens. Inset: Benbrook City Council in 1975.



(An ETJ is land outside of municipal boundaries that a city still has authority over; Benbrook’s ETJ is primarily located south of Dutch Branch Park between Highway 377 and Benbrook Lake.)

At the same time, Council directed staff to work on plans for creating a downtown area and a new municipal complex.

The previous plan also addressed this topic, but the City had not been able to fulfill the vision. But Benbrook is continuing to grow, and City Hall, the senior center, the library and the police station all are more than 40 years old. Council members decided the time was right to seriously explore this possibility.

Citizens Take the Lead

City Council also decided against hiring a consulting firm. While many cities choose this route, it is expensive. Instead, Council decide to create a steering committee comprising seven citizens.

Committee members were selected among individuals currently serving on one of the City’s boards or commissions. Council

opted to select only these individuals because of their experience representing the citizens of Benbrook.

These appointed individuals, assisted by staff, led the update process. Beginning in March, the Steering Committee met monthly for six months to review the existing plan and make comments. They spent considerable time discussing their “vision” for the City in the coming 20 years.

One of the more challenging tasks for the Committee was determining how best to accommodate multi-family developments and new commercial growth while maintaining

Bean Counters

How hard it is to set funding priorities? Community members found out firsthand

The choices are difficult. Services such as street maintenance, stormwater systems and parks all are paid largely with tax dollars. But the cost of providing these services is increasing, and the demand for new services is expanding. And the amount of funds available is limited.

So as the City plans for the next 20 years, staff must decide: What should be our spending priorities?

During the open house held in November, citizens got to experience this process firsthand. Each participant was given five beans, representing tax dollars. On a table were several jars, each one representing a different City service. Participants were asked to choose their priorities by placing a bean in the corresponding jar.

The **City Services Prioritization** exercise was done by 78 citizens. Not surprisingly, citizens’ top priorities were public safety and infrastructure maintenance. Other services receiving strong support were economic development and redevelopment incentives, parks and recreational opportu-



nities and the establishment of a new downtown area and City Hall.

While this was only an exercise, the results provided an interesting look at how community members want their tax payer dollars spent.

The table below shows each of the categories, along with the complete results of the exercise. How would YOU vote?

Service	Votes	Public Meeting Ranking
Public Safety	65	1
Infrastructure Maintenance	64	2
Code Enforcement/Animal Control	24	8 (tie)
Cultural Amenities	24	8 (tie)
Re-Development	38	5
Economic Development Incentives	48	4
Downtown/New City Hall	62	3
Parks and Recreational Opportunities	34	6
Social Programs	27	7
Other	4	10

Citizens write their comments at the open house in November. Below, some of the maps and information that were on display at the event; the final version of these documents will be posted on the City's website.



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the “small-town feel” that Benbrook citizens love about our community. This updated plan contains many elements intended to achieve that balance.

Getting Input from the Public

The Steering Committee’s recommendations were widely circulated. They were presented to City Council on September 19, 2019, to the Benbrook Parks and Recreation Board on October 9 and to the Planning and Zoning Commission on October 10.

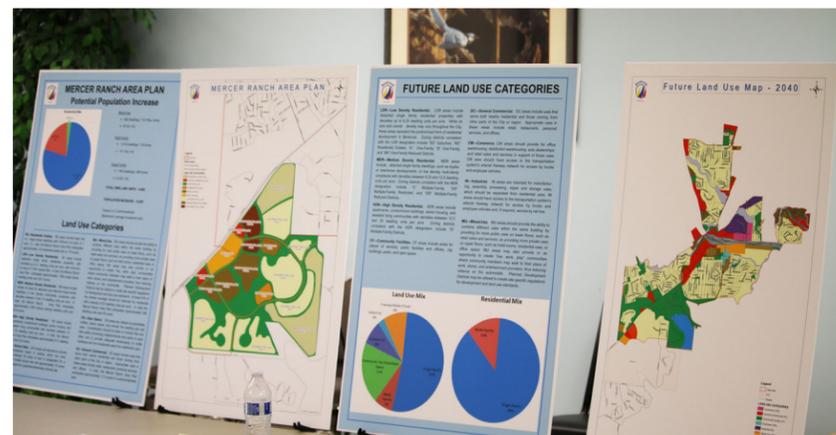
On November, 12, the City held an open house at the Benbrook Senior Citizens Center. The public was invited to review the committee’s recommendations and submit comments.

Following the open house, the proposed updates were posted on the City’s website; the public was given 30 days to submit additional comments.

All citizen input was shared with the Planning and Zoning Commission for their review at a final work session held on December 12, 2019.

From the start, we knew there was no way to produce a plan that would fully satisfy everyone who loves Benbrook. But we do want citizens to know this: The process we used to create this document was methodical and thorough, committed to transparency and intent on making sure our citizens had the opportunity to share their own ideas, hopes and concerns.

The 2020 version of the Comprehensive Plan is our attempt to layout a vision for Benbrook that preserves the charm of our city while embracing the great opportunities before us. It was exciting for us to write this updated version. We hope it will be just as exciting for you to read it.



Benbrook has both outer and inner beauty. Residents appreciate our great recreational facilities, including neighborhood parks, a golf course, hike and bike paths, and a large regional park.

We have equestrian trails, creeks and creekbanks, amazing views of natural open spaces, floodplains and a large water reservoir, Benbrook Lake. We also have cozy neighborhoods and bustling urban centers. Viewed as a whole, it's why we describe our city as a “Small Town with a Big Backyard.”

But Benbrook is more than just a pretty face. We also are an inclusive and welcoming community, with quality schools and new developments. We take great pride in our city, and all of us are committed to keeping Benbrook friendly, clean, and safe.

This Comprehensive Plan serves as the blueprint for the future of our City. It is intended to help define and direct how we desire to grow in the coming years. In turn, the document is based on our Core Tenets and Vision for the City, as follows.

CORE TENETS

The Core Tenets represent the fundamental policies of our governance style. They are intended to express the priorities of the City, state the character and nature of government in Benbrook, and serve as a guide for future City Councils.

Quality of Life: The City of Benbrook endeavors to implement legislation, policies, projects, and services to ensure our community remains a great city, and to enhance the quality of life for current and future generations of residents.

Approach to Governance: The City of Benbrook will provide governance that is effective, efficient and equitable.

Character: The City of Benbrook will govern with attentiveness, compassion, creativity, dedication, dependability, discretion, enthusiasm, fairness, flexibility, honesty, humility, resourcefulness, respect, thoroughness, wisdom, and without bias.

Inclusive Governance: The City of Benbrook believes that the best government is

inclusive, communicative, and open.

Services, Programs and Projects: The City of Benbrook will provide these and enhance our quality of life by assuring that:

- Public safety is emphasized.
- City infrastructure is well-maintained.
- Recreation and cultural opportunities are abundant.
- Development and growth is orderly and strategic.
- Neighborhoods and business corridors are attractive, clean, and safe.

Professional Staff: Through market competitive compensation/benefits and a quality work environment, the City of Benbrook will recruit and retain only the most qualified and professional employees for City service.

Financial Stability: The City of Benbrook is committed to providing citizens the best value for their tax dollars and ensuring that financial resources are available to invest in community priorities.

To protect long-term financial stability, the City will:

- Continually strive to diversify the tax base
- Conservatively estimate revenue receipts
- Fund core services through reliable and predictable revenue source
- Predicate expenditures on need, not revenues
- Utilize additional revenue sources prudently
- Require a super-majority vote of City Council for use of sales tax funds and gas and oil lease royalties fund revenues
- Maximize grant funding
- Follow a policy of maintaining cash reserves to meet at least three months of operating expenses
- Keep total annual debt service payments below 20 percent of the City budget
- Continue “pay-as-you-go” when possible

OUR VISION:

"Making Benbrook your hometown."

- Regularly update the City's long-range financial plan
- Maintain a high-quality bond rating
- Hold the line on the current property tax rate and reduce future tax rates as prudently as possible.

The Big Picture

Our overall goal is to ensure Benbrook remains a city we can be proud of. For our citizens, this means we are committed to:

- Excellent City services
- Public safety and emergency response
- Fiscal responsibility
- Being family-friendly
- Being inclusive and welcoming
- Diversity
- Quality schools
- Promoting and supporting healthy lifestyles
- Quality development
- Recreational Access to Benbrook Lake
- Being a clean and well-maintained city
- A strong economy
- Encouraging community pride
- Green spaces
- Hike and bike paths
- Equestrian Trails
- Parks and Recreation
- Civic Engagement
- Transparency
- Encouraging a hometown spirit
- Remaining a “Small Town with a Big Backyard”
- Remaining a great place to live, work and play

How exactly do we propose to implement these principles and vision? Read on.



Benbrook is a thriving community. More than 23,000 people currently make their home here, an increase of about 8 percent since 2010. We expect that growth trend to continue, and by around 2040, we project the city's population will be about 47,000.

Of course, with that growth will come changes. For example, we also project that by 2040, we all our available land will be fully developed, or “built out.”

The City can't control all of the changes that are on the horizon, but we *can* choose how we will prepare for and respond to those changes. With community-focused goals and careful planning, we believe we can not only maintain our city, but enhance it, ensuring that Benbrook remains a place people are proud to call their hometown.

The following sections of the plan detail our goals and principles regarding residential, commercial, industrial, and mixed-use development, and the action steps we think are necessary to achieve those goals.

Residential Areas

Benbrook is by and large a bedroom community. Single-family residential areas make up the largest share of all usable land, and will continue to be the dominant land use well beyond 2040. As Benbrook continues to improve, we believe more and more people will choose to live here.

The City encourages the growth of the residential population. To encourage and manage this new growth, the Future Land Use Plan includes areas for new residences throughout the City. To help City staff evaluate proposals for new developments, the Comprehensive Plan features the following guiding principles:

Principle 3.1: Approximately 60 percent of the land available for existing and future development within the City should be allocated to residential uses.

Principle 3.2: No more than 15 percent of the residential land within the City should be allocated to multi-family units.

The City recommends that approximately 60 percent of the available land be allocated for residential use, and that more than 15 percent of the total residential land be allocated for multi-family use. Inset: The Old Benbrook House was located along Walnut Creek.



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Principle 3.3: Residential land uses should be protected from the intrusion of incompatible land uses.

Principle 3.4: Vacant land or redevelopment within existing residential areas should be limited to similar density residential, public or semi-public uses.

Principle 3.5: The density of a new residential area should be in the same range as the average density of the adjacent existing developments, unless adequate protection and buffers are provided.

Principle 3.6: Site design techniques, such as buffers or screens, access and building orientation, should be employed to mitigate negative intrusions on residential areas.

Principle 3.7: The City should enforce building and other codes to maintain the quality of housing and neighborhoods.

Principle 3.8: Residential development should provide adequate lot size and shape to accommodate residential structures, provide usable open space of adequate size, and protect the privacy of indoor and outdoor uses.

Principle 3.9: Neighborhood streets should have sidewalks amenable to pedestrians.

Principle 3.10: Residential areas should be designed to provide easy, convenient access to community facilities and services.

Principle 3.11: Wherever possible, residential uses should be oriented to front on or face local streets, fronting on collector streets only when necessary. Frontage on thoroughfares should be avoided.

Commercial Areas

Business areas within the community should be planned to accommodate a wide variety of regional and local retail, general commerce and light industrial needs that contribute to Benbrook's employment and tax base.

The Comprehensive Plan specifically recognizes the unique location advantages of existing and potential commercial areas along the I-20/Loop 820 corridor. Some of that property is designated as appropriate for commercial and office/restricted industrial uses because it has direct, convenient access to residents and businesses of the entire metropolitan region.

Property owners are encouraged to maxi-

mize the development potential of designated land in the I-20/Loop 820 corridor, with reasonable limits set by local access streets, the capacity of utility services and recognition of the need to be compatible with existing uses on adjacent land.

Business property located elsewhere in the city should be oriented to meeting retail and general commerce needs for the citizens of Benbrook and adjoining areas outside the community. Such commercial areas should provide a variety of retail goods and services to meet the convenience or neighborhood shopping needs of area residents. New commercial property should be developed to provide a broader range of commercial services, including the sale of durable goods, be planned as unified shopping centers, when practical, with limited access provided by thoroughfare streets.

Principle 3.12: The City should allocate approximately 10 percent of the developable land area within the City to commercial uses.

Principle 3.13: The City should deny zoning requests and development proposals that conflict with the Comprehensive Plan.

Principle 3.14: The City should deny the rezoning of property solely for the intent of increasing the property's value.

Principle 3.15: The City should discourage rezoning requests where the request is primarily to the benefit of the applicant and to the detriment of the community as a whole.

Principle 3.16: Land development standards in commercial areas should be sufficiently flexible to allow for creative ideas that can enhance stability and strengthen the City's economic base, while minimizing

the adverse effects on adjacent non-commercial uses.

Principle 3.17: The City should review and revise zoning and development regulations regularly, providing adequate flexibility for development to occur within established constraints and minimizing review and approval time by the City.

Principle 3.18: The City should establish design standards for development of commercial areas and remove Planned Development (PD) zoning designations where they are not appropriate or necessary.

Principle 3.19: The City should encourage appropriate design of commercial corridors that reduces the congestion and land use conflicts associated with strip commercial development.

Principle 3.20: The City should provide a regulatory environment that encourages continued viability and expansion of existing conforming businesses and establishment of new business and industry.

Principle 3.21: The City should review its commercial and development regulatory process to identify and implement measures that would reduce the time and expense of development projects while continuing to protect the City's interests.

Principle 3.22: Sufficient off-street parking should be provided for all land uses to avoid congestion on streets.

Downtown and Mixed-Use Centers

The Comprehensive Plan acknowledges the trend of creating mixed-use developments. These developments provide housing opportunities that are not typically available in a single-family neighborhood, such as loft apartments and live-work units.

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As part of the update process, the City prepared a short video showing a concept of what a downtown area might look like. Want to see the clip yourself? Find it on the City of Benbrook website on the Comprehensive Plan page.



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For many people, this housing option is both more attractive and more affordable.

Mixed-use centers offer a variety of benefits to citizens. Instead of having to drive everywhere, people may be able to walk to their place of work, to stores, or to entertainment. Also, the greater density of people can attract other new developments, such as restaurants, theaters and local shops.

The City's approach to the development of these areas is to establish certain minimum performance standards through zoning, and then allow the developer the flexibility to create the project with little interference by the City.

For example, the zoning ordinance may require developments to have landscaping and street trees, off-street parking, extensive pedestrian circulation and an established public open space.

Similarly, buildings could be required to have a minimum of two stories and a maximum front yard setback of 10 feet; each block would need to have a minimum mix of residential and retail, office and/or restaurant use, and environmentally beneficial areas (streams, steep slopes, etc.) would have to be protected.

Beyond those basic standards, the developer is responsible for developing a site plan and architectural theme for the project. The City may assist the project through the acquisition of grants, public funding of certain infrastructure, or the creation of tax

increment finance district or public improvement districts.

Principle 2.23: The City should seek ways reduce sprawl, use infrastructure more efficiently, and provide more environments that mix residential and commercial uses and are welcoming to pedestrians.

Principle 2.24: The City should support a diversity of building types to accommodate a mix of residential and commercial uses

Principle 2.25: The City should encourage a street design with wide sidewalks and attractive streetscapes that focus on the safety pedestrians

Principle 2.26: A downtown should include outdoor open spaces of sufficient size to support large public gatherings, festivals and other civic functions.

Principle 2.27: A downtown plan should call for businesses also to feature open spaces for things such as outdoor dining and window displays, as well as festivals, farmers markets and other social events.

Industrial Areas

The Comprehensive Plan specifically recognizes the positive contributions industrial businesses provide to our community's economic and employment structure. At the same time, the City must strive to control or

mitigate nuisances and emissions that may impact the surrounding area.

Noise, glare, heat, vibration, dust, air pollution, solid and liquid waste and visual blight all can detract from nearby residences, businesses or public spaces.

Accordingly, the industries must be able to provide assurance that air emissions and disposal of industrial wastewater and solid wastes will meet environmental standards, and that storage, handling and disposal of hazardous materials will be done in a safe and environmentally-sound manner.

Principle 2.28: Industrial areas in the community should be for manufacturing, assembly, processing, repair, and storage uses, and are located separate from residential uses, to the mutual benefit of all parties.

Principle 2.29: Industrial uses should have direct access to the city's transportation system arterial/freeway network for use by trucks and employee vehicles and, if required, rail line service.

Principle 2.30: Site design techniques should recognize the unique characteristics of industry and mitigate their impact on adjoining property.

Principle 2.31: Industrial sites that use hazardous materials or perform hazardous operations should have easy access to fire and rescue services and be separate from non-industrial uses.

Environmentally Sensitive Lands

The City of Benbrook contains many natural land features that contribute to the community's character. Streams, undeveloped floodplain, and naturally vegetated areas enable the community to better withstand major storms and contribute to the quality of life of its residents. The Comprehensive

Plan recognizes that preserving and enhancing these natural areas has multiple benefits to the community.

Principle 2.32: Retention of environmentally-sensitive areas as undeveloped open space is specifically encouraged to protect fragile natural features, such as steep slopes, easily eroded soils, natural vegetation and drainage courses, and to help protect urban development from damage from soil erosion and flooding.

Principle 2.33: Where permitted, urban development in environmentally sensitive areas should be carefully planned to avoid damage to the natural and man-made environments.

Principle 2.34: Specific site design techniques, such as clustering development to limit the size of the disturbed area, lowering the density of development, and providing on-site mitigation measures to minimize site disruption should be used to limit harmful impacts on sensitive areas.

Principle 2.35: Development of all land should minimize cutting, filling, and extensive site grading. After site preparation and during construction, best-management practices for erosion and sedimentation control should be utilized.

The Future Land Use Map

We know that the details of each land use — its location, density and orientation — affects every other aspect of city planning, including infrastructure, drainage, traffic, schools and public safety. When the City is planning future development, we rely heavily upon the **Future Land Use Map (FLUM)**.

The FLUM recognizes existing land uses, environmental constraints and land use goals. It also reflects the market viability of

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the proposed land use allocations. For example, the city supply commercial or industrial lands should be economically feasible for the community.

The FLUM represents what we believe is the ideal balance of private and public land uses for Benbrook. Any subdivision, zoning change or development project that is in conflict with the Comprehensive Plan will not be approved.

However, the map also is a dynamic document that can be adapted as goals, conditions and trends change. Thus, if a desired proposed land use is in conflict with the Comprehensive Plan, the City may amend the document and then approve the project. Of course, a change in the FLUM may result in changes throughout the Comprehensive Plan.

The FLUM designations indicate the preferred land use of a particular area of the City or extraterritorial jurisdiction. The map and Mercer Ranch Area Plan appear on the next pages, and the future land uses are categorized as follows.

Agriculture (AG)

These areas include larger properties primarily for the raising of crops or livestock. The properties may include residence and farm-related structures. "SD" Suburban District is appropriate for this category.

Low-Density Residential (LDR)

These areas include detached single-family residential properties with a typical density of 3 to 6.25 dwelling units per acre. While lot size and overall density may vary throughout the City, these areas represent the predominant form of residential development in Benbrook. These areas may also include local amenities for residents, such as neighborhood parks or places of worship. Districts consistent with the LDR designation include "RE" Residential Estates,

"A" One-Family, "B" One-Family, and "BR" One-Family Reduced Districts.

Medium-Density Residential (MDR)

These areas include townhouse or duplex residential properties with a typical density of 6.25 to 12.5 dwelling units per acre. Districts consistent with the MDR designation include "C" Multiple-Family and "CR" Multiple-Family Restricted Districts.

High-Density Residential (HDR)

These areas include apartments, condominium buildings, senior housing, and special type of group living. These areas vary greatly in terms of density depending on scale but typically have at least 12.5 to 25 dwelling units per acre. Districts consistent with the HDR designation include "C" Multiple-Family and "D" Multiple Family Districts.

General Commercial (GC)

These areas include uses that serve both nearby residential and those coming from other parts of the City or region. Appropriate uses in these areas include retail, restaurants, personal services and offices.

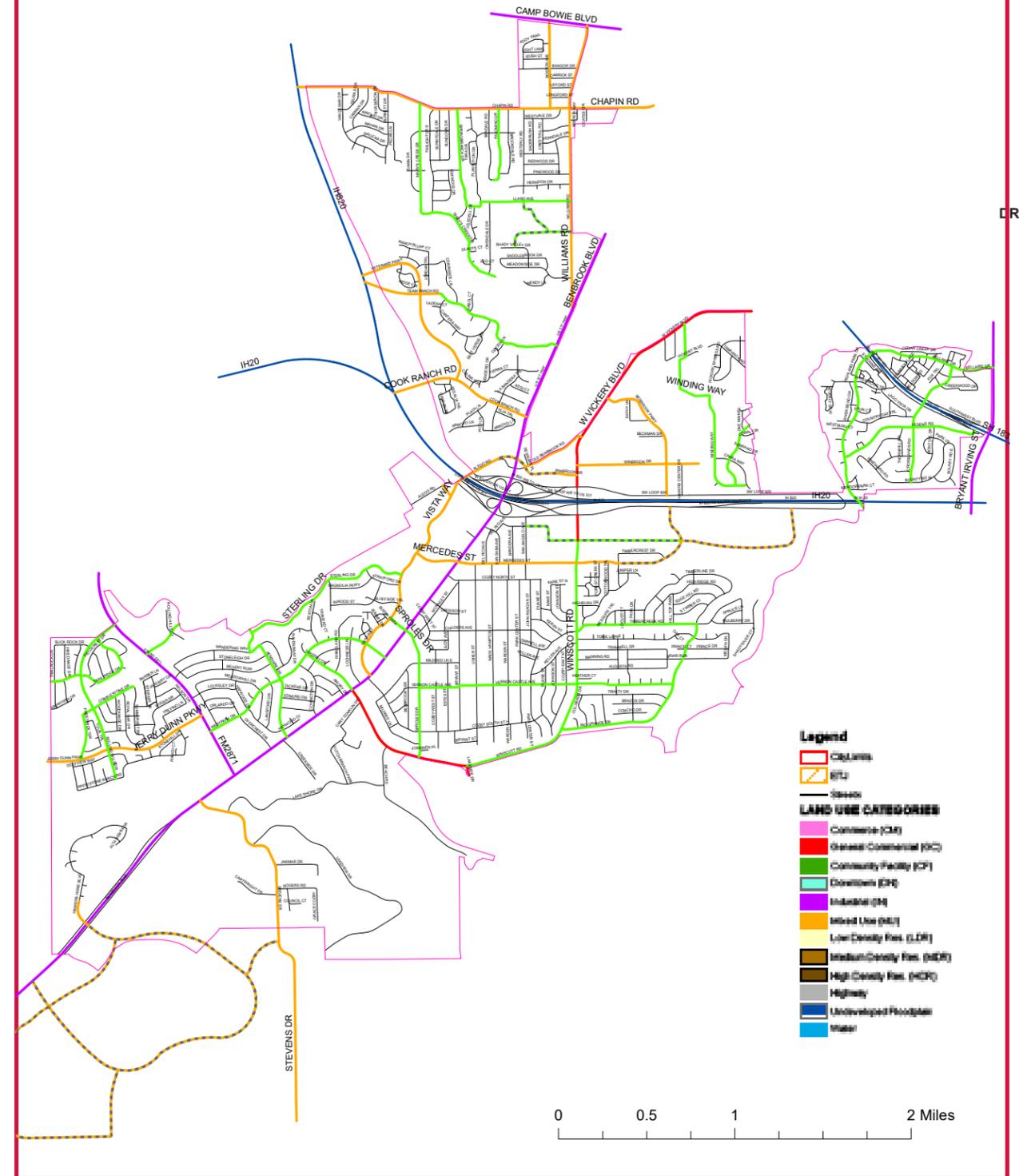
Highway Corridor (HC)

These areas should encourage developments and uses which serve the local community and attract customers and clients from neighboring communities. HC areas should discourage inappropriate land uses deemed detrimental to desired development and redevelopment along the City's primary commercial corridors. These corridors include I.H 20/ I.H. 820 and U.S. Highway 377/Benbrook Boulevard.

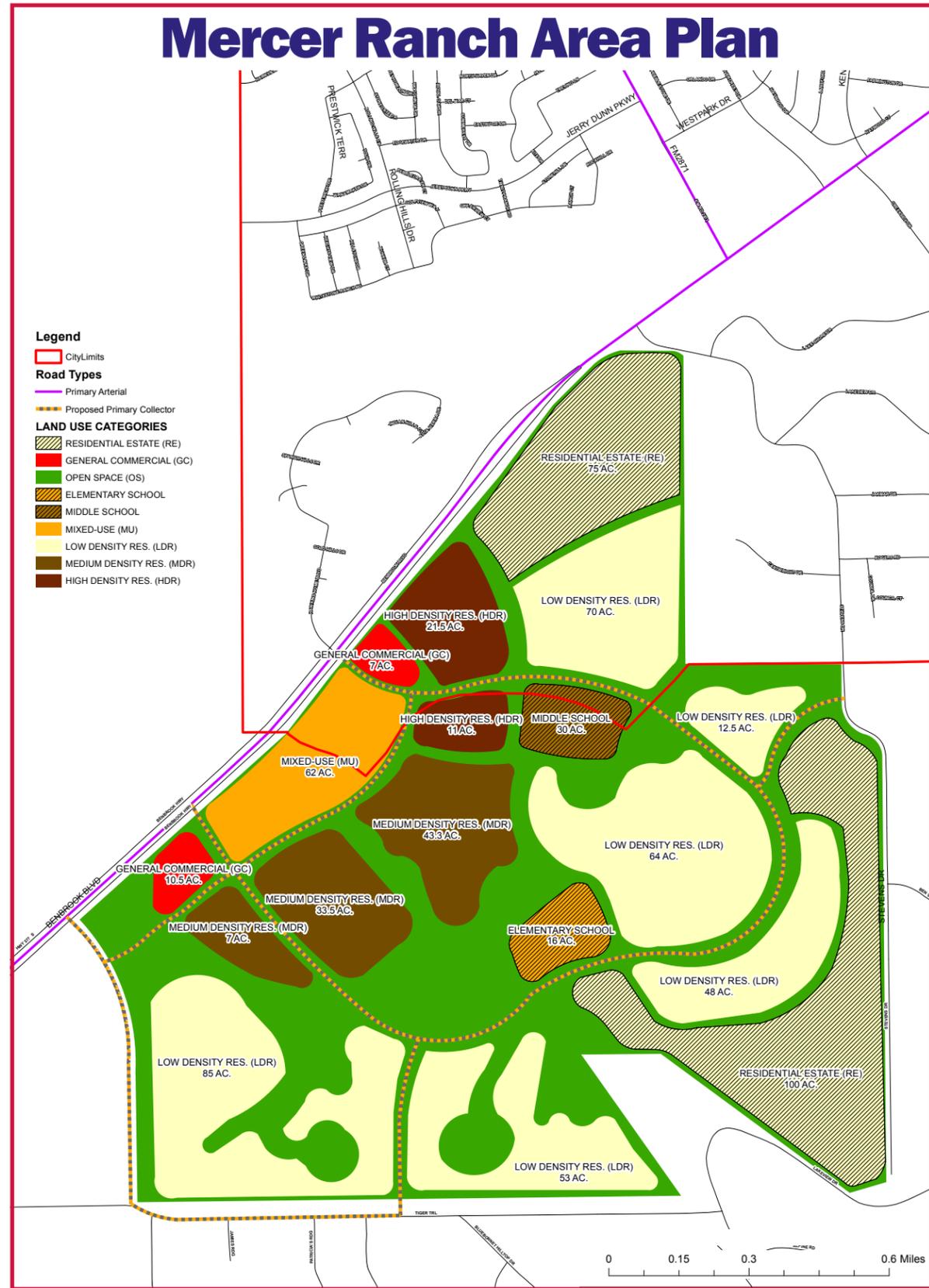
Mixed-Use Commercial (MU)

As previously noted, these areas can feature loft apartments, live-work units, and people often can walk to their place of work and to shop or dine. They also can attract

Benbrook Future Use Land Map



Mercer Ranch Area Plan



new restaurants, theaters, and light-rail systems. Districts consistent with the MU designation include “MU” Mixed-Use and “PD” Planned Development District.

Downtown Commercial

This is an area intended for a mix of retail, office, and residential within a pedestrian-oriented neighborhood. Front building facades should be located near the sidewalks. Building heights should be a minimum of 2-stories. On-street parking should be provided.

The downtown area should also serve as a location for various civic uses and a gathering place for community activities.

Districts consistent with the DN designation include “PD” Planned Development District and a future Downtown zoning District.

Industrial

These areas are intended for manufacturing, assembly, processing, repair and storage uses, which by the nature of their operations, should be separated from residential uses. Industrial uses should have direct access to the transportation system’s arterial freeway network for access by trucks and employee vehicles and, if required, service by rail line. The “H” Industrial District is consistent with the IN designation.

Goals and Action Items: Land Use

Goal 1: Provide for adequate land area to achieve a desired development mix.

Action Items

- 1.1: Monitor land use and update the Future Land Use Map as necessary to ensure the plan maintains the desired land development mix.
- 1.2: Regularly meet with the FWISD to monitor changes in population and demographics that may affect local school enrollment and facility needs.
- 1.3: Promptly notify the FWISD of all development proposals that could affect school enrollment and facility needs.
- 1.4: Update the Future Land Use Map as necessary to include future school sites or other public facilities.

Goal 2: Protect existing neighborhoods.

Action Items

- 2.1: Provide prompt notice to neighborhood associations of zoning changes or other significant development plans that may affect

their neighborhoods.

- 2.2: Periodically conduct audits of neighborhood associations to verify that sufficient cash reserves are being held for ongoing maintenance of all perimeter fencing and other public amenities.
- 2.3: Code enforcement officers will regularly patrol the corridors and evaluate properties against adopted City codes in order to maintain an attractive and safe community. Officers will work with property owners to achieve voluntary compliance of adopted regulations. When necessary, officers should resolve violations through appropriate abatement procedures.
- 2.4: Encourage individual homeowners to implement Crime Prevention through Environmental Design (CPTED) principles via on-going outreach through the City’s website and newsletters, participating in neighborhood meetings, the Citizens on Patrol (COPs) program, National Night Out, etc.
- 2.5: Establish buffers or other screening



methods to minimize conflicts with non-residential uses.

2.6: Consider adoption of the Property Maintenance Code.

Goal 3: Promote quality new residential development.

Action Items

3.1: Establish new multi-family development standards that ensure new development is of the highest quality to last the test of time.

3.2: Review and update the residential subdivision development standards.

Goal 4: Maintain, update or establish land-use regulations and processes that are business-friendly and community-focused.

Action Items

4.1: Revise existing sign code regulations to better meet the needs of businesses while being visually compatible with surrounding development.

4.2: Encourage and support the rezoning of existing Planned Development zoning districts that do not have specific development standards or clear review procedures.

4.3: Establish development review procedures that foster good communication and timely responses.

Goal 5: Promote redevelopment and infilling of undeveloped areas in the city.

5.1: Identify and encourage redevelopment or revitalization of distressed or underdeveloped areas of town through the adoption of Area Plans. City Council may call on the Planning and Zoning Commission (P&Z) or the Economic Development Corporation (EDC) to provide suggestions or recommendations.

5.2: Review adopted development standards and, where prudent, work to revise said standards to lesson redevelopment barriers.

5.3: Encourage cooperation and coordination between property owners during the redevelopment of properties process. City staff should help facilitate meetings whenever possible.

5.4: Revise existing sign code regulations to better meet the needs of businesses while being visually compatible with surrounding development.

5.5: Encourage and support the rezoning of existing Planned Development zoning districts that do not have specific development standards or clear review procedures.

5.6: Establish development review procedures that foster good communication and timely responses.

5.7: Consider adoption of the Property Maintenance Code.

Goal 6: Establish an active and vibrant downtown Benbrook.

Action Items

6.1: Establish a downtown zoning district ordinance that promotes a wide variety of land uses and activities, including: commercial, residential and community-oriented activities.

6.2: Explore the feasibility of building a new City Hall that incorporates the police department, city administration offices, senior center and other public use facilities into a single municipal complex.

By following the Future Land Use Map, and implementing this Comprehensive Plan, we believe Benbrook can maintain its current healthy balance of land use — and be well-prepared for the many changes coming to our community.

Every development decision the City makes must include careful consideration of the impact on the transportation system.

For example, planners must determine if the current and future system will realistically be able to properly support the proposed land use. They also must assess the amount of time required to build a new system, and the likelihood that public or private capital funds will be available to maintain and improve it in the future.

Similarly, decisions about changes to the transportation require careful consideration of their impact on Benbrook's current and long-term land use.

The work is complicated by the fact that changes in land use and transportation often occur at different rates. Land use changes usually are the result of citizens making decisions about their private property; these changes tend to occur in a piecemeal manner. Transportation changes, mean-

while, impact large areas, if not the entire city. This means the City must sometimes make transportation system decisions based on *projected* land-use activity.

It's an inexact science. But it is critical work: The city's land use and transportation system are inseparable.

So just as the City needs to have a desired land use arrangement, we also need a preferred transportation system arrangement. This helps Benbrook maintain an acceptable balance between the land use and transportation system, one that meets the community's mobility and circulation needs and still maintains a high-quality urban environment.

Principle 3.1: The City should ensure that future development and related roadway improvements address capacity and connectivity needs in a proactive manner.

Principle 3.2: The City should deny

development proposals that are in conflict with the Master Thoroughfare Plan.

Principle 3.3: The thoroughfare system should be compatible with the land use plan so that travel efficiency and safety are maintained.

Regional Context

The City must always keep in mind that our transportation system is not self-contained. Our roads and plans are interrelated with the systems and planning of the Texas Department of Transportation, the City of Fort Worth, and the Regional Transportation Council of the North Central Texas Council of Governments (in their role as Metropolitan Planning Organization). Continued coordination between these entities is necessary to avoid potential problems and conflicts.

Also, while transportation in Benbrook is primarily done by car, other modes are offered throughout the Metroplex. This Comprehensive Plan is supportive of these systems, provided they are cost-effective.

Principle 3.4: The City should support cost-effective alternative transportation opportunities as they arise.

Street Functions

Providing streets of sufficient capacity to handle the projected traffic efficiently should facilitate the mobility of citizens and goods. Adequate sizing of streets promote traffic safety as well as traffic flow. The City should not construct larger streets than necessary to handle the projected flow. Inappropriate street sizes may be a poor investment and may result in increased speeds and increased external traffic through sensitive areas. The general transportation network is intended to allow ease of travel from a local street to a freeway and every step in between.



Types of Streets

To accomplish the goal of providing a street system to efficiently move traffic, the City has adopted a functional classification system of different types of streets.

This plan has a six level classification system for use in street system analysis:

1. Freeways (or interstate systems) are devoted to moving high volumes of traffic with maximum efficiency. This roadway requires 400 feet or more right-of-way. Access is restricted to widely spaced interchange points (typically one mile apart or more) and land adjacent to the freeway is usually accessed by a parallel frontage road separated from the freeway main lanes. All freeway crossings are grade-separated.

2. Primary Arterials are designed to provide movement of high volumes of traffic between major traffic centers (neighboring towns, commercial centers, and large neigh-

borhoods, etc.). These roadways are usually spaced at approximately one-mile intervals, unless terrain or barriers create a need for a major deviation. The minimum primary arterial cross section contains four moving traffic lanes. Right-of-way requirements typically range from 100 to 120 feet. Primary arterials are normally divided, include left turn lanes and limit the number and location of access driveways.

3. Secondary Arterials are designed to collect and distribute traffic from lower classification roadways to a principle arterial or freeway. Due to primary arterial spacing and capacity limitations, secondary arterials may also function as primary arterials in limited portions of the City. Secondary arterials typically provide a minimum of two moving lanes of traffic and left turn movements can be accommodated through the use of continuous left-turn lanes. Right-of-Way requirements typically range from 70 to 100 feet.

Benbrook's transportation system is not self-contained.

We must continue to coordinate our plans with the City of Fort Worth, the state transportation department and other partner entities.

4. Primary Collectors serve to collect and distribute traffic from local streets to the arterial roadway system and beyond. Primary collectors are used most often in commercial and industrial areas, and as may be necessary in residential areas. The minimum right-of-way requirement for non-residential primary collector is 70 feet. The minimum right-of-way requirement for a residential primary collector is 60 feet. Two moving lanes of traffic, plus any on-street parking are the minimum pavement requirements for primary collectors. Primary collectors are designed to carry two moving lanes at all times with no residential driveway access.

5. Secondary Collectors serve to collect and distribute traffic from local streets to primary collectors and the arterial roadway system. Secondary collectors are designed to discourage cut-through traffic by offsetting intersections, incorporation of curvilinear design and other traffic calm-

The City generally does not plan local streets. Instead, we allow each individual developer to propose a local street system that meets the City's design standards and criteria.

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ing methods. The minimum right-of-way requirement for a secondary collector is 60 feet. Two moving lanes of traffic, plus any on-street parking are the minimum pavement requirements for a collector street in a residential area. Secondary collectors are designed to carry two moving lanes at all times while allowing for residential driveway access.

6 Local Streets provide access from an individual lot to the street system. The minimum right-of-way requirement for a local street is 50 feet. Two moving lanes of traffic, plus any on-street parking are the minimum pavement requirements for a local street in a residential area.

The ideal spacing for arterials is one mile apart and the ideal spacing for collector streets is every half mile. However, the location of arterials must also recognize the existing topography and physical barriers and be supportive of the existing and planned land uses. Cross-access easements between nonresidential properties should be required to better limit the number driveway access points to higher classification roadways.

The City generally does not plan local streets. Instead, we allow each individual developer to propose a local street system that meets the City's design standards and criteria.

Principle 3.5: A system of arterials, collectors and local streets should be planned and established to provide safe and efficient flow of traffic through the City.

Street Capacity

Streets are intended to handle traffic with maximum efficiency and maximum safety. The ability of a street to efficiently move a given volume of traffic can be classified into one of six service levels. The levels and definitions are as follows.

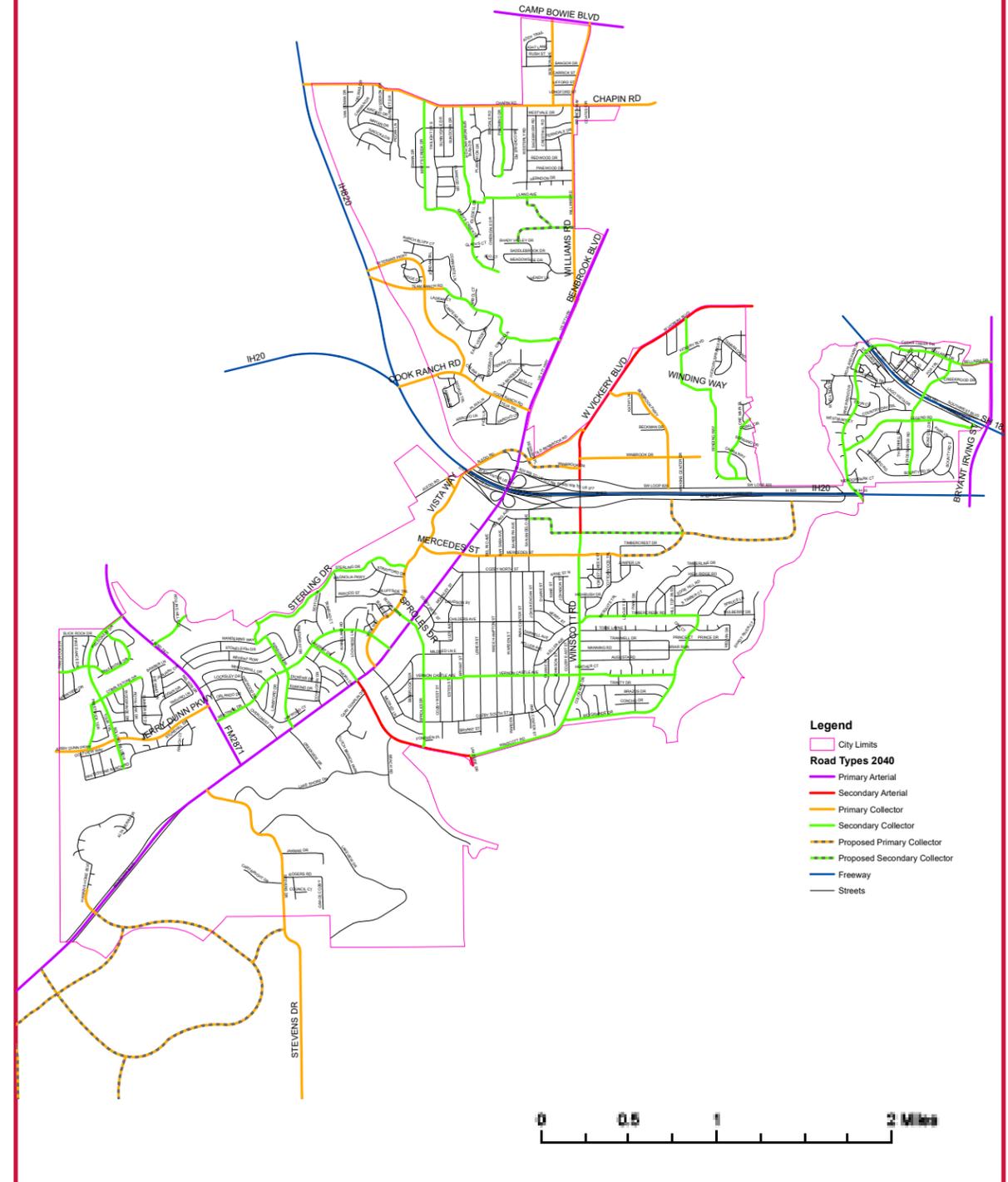
Level of Service A is free-flowing traffic, typified by low volumes and high speeds. There is little or no restriction in maneuverability because other vehicles and drivers can maintain their desired speed with little or no delay.

Level of Service B is stable flowing traffic, but with operating speeds beginning to be restricted by traffic conditions. Drivers have reasonable freedom to select their speed and lane of operation.

Level of Service C is still stable flow, but the higher volumes control speeds and maneuverability. Most drivers will have difficulty selecting their own speeds, changing lanes, and passing.

Level of Service D approaches unstable flow. Fluctuations in volume or temporary restrictions may cause substantial reductions in speeds. Drivers have little freedom

Thoroughfare System Map



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to maneuver and their comfort and convenience is low.

Level of Service E is unstable flow at capacity. Stoppages may occur for momentary duration (i.e. stop-and-go traffic).

Level of Service F is essentially gridlock, with traffic exceeding the capacity of the roadway. Such conditions are characterized by stop-and-go travel at low speeds and high accident potential.

Principle 3.6: All roadways should be designed and built to maintain Level of Service Classification C.

Design Standards

The effectiveness of the transportation

element is only as strong as the degree to which it is implemented. The thoroughfare system is built by both the City and by private developers, in accordance with City requirements. To promote development of an appropriate thoroughfare system the following two design standard principles have been adopted:

Principle 3.7: City streets should be designed, constructed and maintained to promote safety and efficiency.

Principle 3.8: Future development proposals and related roadway improvements should adequately address the safety needs of pedestrians and cyclists.

Goals and Action Items: Transportation

Goal 1: Maintain an up-to-date Master Thoroughfare Plan.

Action Items

1.1: Implement the Master Thoroughfare Plan and update as necessary.

1.2: Require right-of-way dedication at the time of platting or re-platting of property.

Goal 2: Base roadway development on the Future Land Use Map.

Action Items

2.1: Conduct Level of Service evaluations on non-residential roadways with the assistance of the North Central Texas Council of Governments (NCTCOG), as opportunities arise.

2.2: Continue to coordinate with the Texas Department of Transportation (TXDOT) and NCTCOG for transportation improvement projects and funding.

2.3: Annually review, and as necessary update, the Capital Improvement Plan (CIP)

to include roadway projects to maintain and upgrade existing roadways.

2.4: Continue to leverage the annual Tarrant County street overlay program to the maximum extent practicable.

2.5: Establish and institute a Pavement Management Plan.

Goal 3: Enhance overall traffic and pedestrian safety.

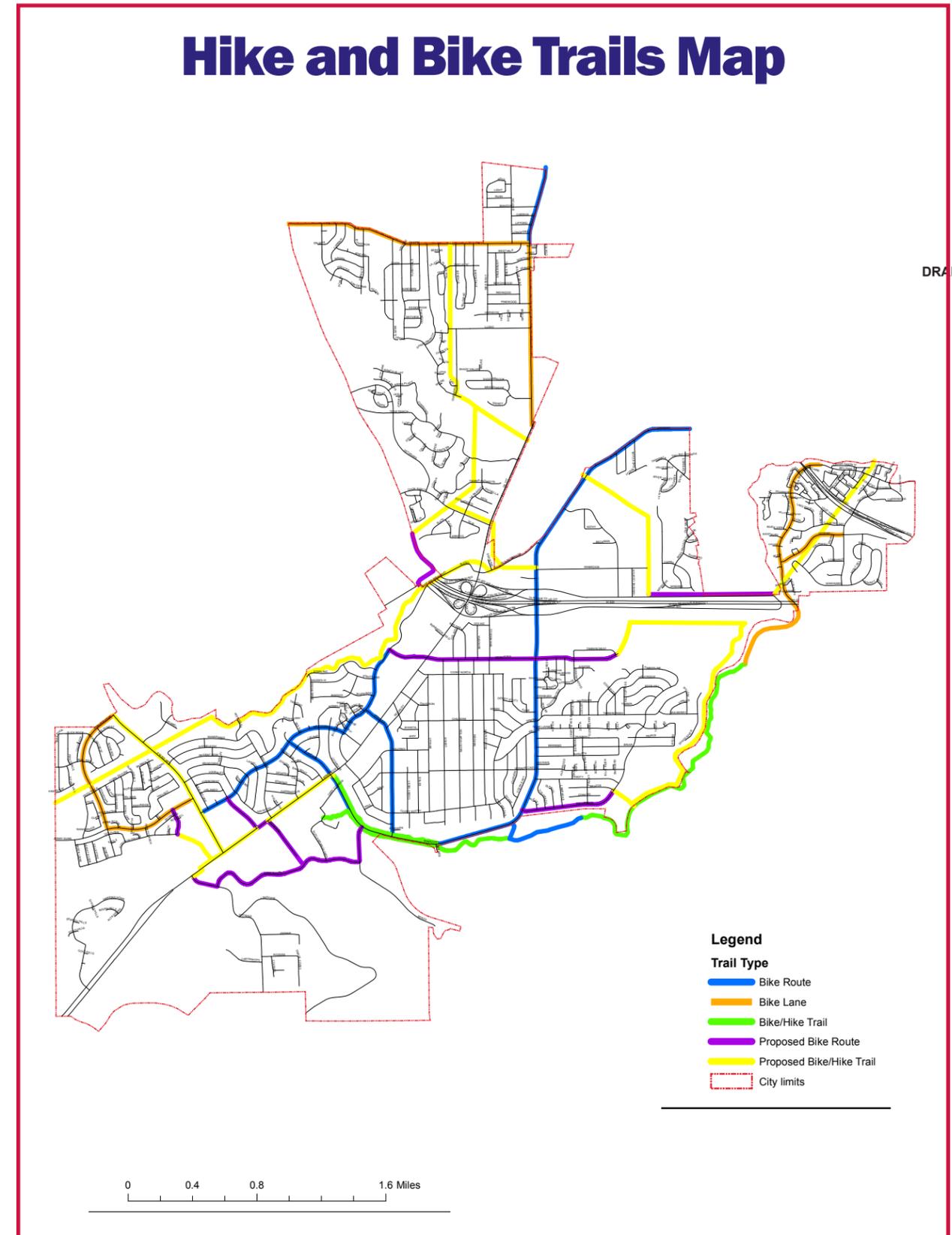
Action Items

3.1: Periodically gather traffic counts on key roadways.

3.2: Continue to gather accident data and monitor accident patterns to evaluate whether any traffic control or roadway modifications may improve traffic safety.

3.3: Support the installation of way-finding signage at key areas throughout the City.

3.4: Support the installation of streetlights at all intersections.



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One of the City's goals is to install more facilities for cyclists and pedestrians, giving special attention to adding on-street bike lanes and safe crossings at busy intersections.

3.5: Establish and implement a street-sweeping program.

3.6: Establish and implement a sign inventory and maintenance program.

3.7: A cul-de-sac or other method of emergency turn-around should be installed at existing dead-end streets without such facilities in the City.

3.8: Provide a safe pedestrian crossing on U.S. Hwy. 377 between the Westpark neighborhood and Dutch Branch Park.

3.9: Provide a safe pedestrian crossing on R.M Road 2871 between the Westpark neighborhood and Westpark Elementary.

3.10: Review existing Commercial Truck Routes regulations and update as necessary.

Goal 4: Install more facilities for pedestrians and cyclists and promote them to the community.

Action Items

4.1: Establish a policy that addresses the installation of sidewalks on existing streets having incomplete or no sidewalks.

4.2: Establish a citywide trail plan that connects to the North Central Texas Council of Government's Veloweb system.

4.3: Meet with FWISD to discuss a Safe Routes to School program and work to implement it as practical.

4.4: Support the construction of pedestrian and bicycle facilities to improve connectivity within and between existing residential subdivisions, retail areas, schools, workplaces, and recreational destinations. Special consideration should be given to establishing on-street bike lanes and to creating safe crossings at major roadways and intersections.

4.5: Increase promotion efforts of the city's pedestrian and bike trails, encouraging citizens to use their cars less and be more active.

4.5: Seek grants or cost-sharing methods to cover costs of capital expenditures on sidewalks and trails.

4.6: Highlight areas of interests or destinations through the use of "way-finding" signage along key bicycle and pedestrian trails.

Goal 5: Create a plan to bring all playgrounds into compliance with Consumer Product Safety Commission (CPSC) and Americans with Disabilities Act.

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Response Time

Improving on Benbrook's top-tier public safety services is Job 1 for citizens -- and for us

Public safety may be the first pillar of any successful community. Citizens want to feel safe and secure in their homes, neighborhoods and work places, and especially in their schools and public spaces. They also want emergency responders to arrive quickly in case of a fire, medical emergency or natural disaster.

In Benbrook, public safety includes police protection, fire protection, emergency medical care and disaster preparedness and response. This chapter will cover plans for each of these units.

Police

The Benbrook Police Department is recognized as one of the more effective depart-

The annual National Night Out event is a great opportunity for Benbrook's public safety teams to connect with the community and build lasting partnerships.

ments in Tarrant County. The department consists of 42 full-time and two part-time sworn officers, and 11 full-time civilians: four dispatchers, four records clerks, one supervisor, one property/evidence tech and one administrative manager. The department also has one full-time and one part-time animal control officer.

In 2018, Patrol and Criminal Investigation Sections responded to 14,869 calls for police service—an average of 45 calls every day. In the process, they also logged 253,438 miles.

The average response time was 2.87 min-

utes per call; that figure is up slightly from 2017, when the response time was 2.76 minutes. Even so, the number compares very favorably to other cities. For example, Fort Worth's average response time to top-priority incidents was more than nine minutes.

A valuable extension of the police is the all-volunteer Citizens on Patrol team. In 2018, they logged 1,996 hours of service and drove more than 14,000 miles. Perhaps most significant, they also filed 586 reports.

In order to be effective in the prevention of crime, the Police Department must have the trust and support of the community. And the cornerstones of public trust are part-

nerships, transparency, accountability and shared problem-solving. As such, the City believes the following principles are critical to the continued success of the Police Department's mission:

Principle 5.1: The City should provide well-staffed, well-trained and well-equipped police force and facilities to respond to emergency calls throughout the City within three minutes.

Principle 5.2: The Police Department should take all the necessary steps to reduce the incidence and fear of crime to aggressively enforce the laws of the City and State.

A key crime prevention tool: YOU

Principle 5.3 states that the Benbrook Police should continue to practice "comprehensive crime prevention and crime reduction efforts." Here's what that means—and how it helps all of us.

1. Provide prompt, professional service.
2. Develop and maintain positive relationships with other law enforcement agencies, making it easier to exchange information with them and coordinate crime reduction efforts.
2. Build and nurture relationships with businesses, community leaders and residents, making it easier to identify and address issues and community concerns.
4. Regularly prepare and present crime prevention educational programs to local volunteer groups, HOAs, hotel/motel establishments, businesses and citizens.

5. Promote crime prevention using the principles of Environmental Design (CPTED).
6. Administer a departmentwide field training program, striving to enhance the existing positive culture and shared values.
7. Embrace and promote the ideas of community-oriented policing and the Peelian principles ("policing by consent").
8. Assign directed patrols in response to collected crime data as well as feedback from the community.
9. Be responsive to needs of the community.
10. Maintain a Crime Prevention and Community Resource office to identify, coordinate and implement effective crime prevention strategies.

Fire and Emergency Medical

The Benbrook Fire Department responds to fire and emergency medical calls for all of Benbrook and also provides fire protection to areas outside of the City limits under contract with Tarrant County Rural Fire Prevention District Number One. The ambulance service is staffed by full-time, professional, EMS-certified personnel, all of whom double as firefighters.

In addition, Benbrook has mutual aid agreements with Fort Worth and other surrounding cities, cities will provide equipment and personnel when needed. The department is staffed by 30 full-time professional firefighters, one administrative clerk and two part-time employees.

There are no standards for the size of fire stations, only that they be able to house the necessary firefighting equipment and personnel. Benbrook's Central Fire Station has adequate capacity for the existing equipment.

The State Board of Insurance recommends one engine company per 10,000 residents and one aerial ladder per 35,000 residents. With the fire station expansion in 2013 the facility is at the maximum limit for equipment. The quarters will max out at 13 firefighters per shift or 39 personnel in general.

Depending on future growth of the City, some apparatus may need to be stationed at a new branch fire station in the southern part of the City. Fire stations should be located to provide rapid response to fire and medical emergencies. Benbrook has adopted a strategy of responding to a fire or medical emergency within five minutes in the City. Benbrook participates in the 911 emergency telephone response system to facilitate fast response.



The Citizens on Patrol are a volunteer group that supports the police in a variety of ways. In 2018, they logged 1,996 hours and filed 586 reports.

The National Fire Protection Association recommends a maximum of five minutes to respond to residential areas and a maximum of three minutes to respond to other areas. The National Fire Protection Association also recognizes five minutes as the crucial response time.

A five-minute response time generally corresponds to a 1.5-mile radius from each fire station, though a more detailed time and motion analysis may indicate variations in this distance. Future fire station should be planned to serve areas as they develop and to benefit the citizens to achieve the five-minute response time.

The Insurance Service Organization (ISO) is responsible for rating cities for insurance rates. The scale is 1 to 10 (with a 1 being the best); in 2018, Benbrook was upgraded to a 2. The ISO also recommends one engine company per 1.5-mile radius of a fire station and one ladder truck company per 2.5-mile radius.

Principle 5.4: The City should provide well-trained, well-staffed and well-equipped fire department and facilities to respond to emergency calls throughout the City within five minutes.



A young firefighter gets to practice using the hose at the annual National Night Out event.



Maintaining and adding to our community facilities will be a top priority in the coming years

Disaster and Response Preparedness

Widespread, severe damage. Loss of property. Loss of life. No matter how much preparation a city does, residents will always face some risk of disaster. The incident may be natural or man-made; it also may be an actual occurrence or just an imminent threat.

Regardless of the circumstances, the City wants to be as prepared as possible. Through the Comprehensive Plan, we seek to identify the most likely risks, take steps to minimize them where possible and develop procedures to effectively respond to disasters that do occur.

The daily work of maintaining and updating the emergency management plan is the responsibility of the emergency management coordinator; currently, this person is assigned from the Fire Department. The City also is a participant in Tarrant County's emergency management council and cooperates in mutual aid responses to emergencies in other cities.

Disaster response is the responsibility of numerous officials and agencies. Section 2.32 of the Benbrook Municipal Code and the adopted Emergency Management Plan governs the City's response to emergencies. During an actual disaster, the mayor acts as emergency management director. He or she has authority to declare a local emergen-

cy and to direct the operations of the City during an emergency.

In the event of a declaration of an emergency by the Mayor, the response is coordinated by "the Executive Group." This consists of the mayor, City Council, city manager, emergency management coordinator and city attorney. Additional personnel are responsible for various aspects of emergency response. Emergency activities are directed from the Emergency Operating Center, located in the Central Fire Station.

If the magnitude of the disaster exceeds the City's ability to respond effectively, the Governor and/or President could declare a state or national disaster or emergency. In addition, several state and federal laws and executive orders may affect responses to specific disasters.

The Emergency Management Plan also identifies various levels of readiness, ranging from Condition 4 (only slightly higher readiness than normal) to Condition 1 (hazard is present or imminent).

Benbrook is fortunate to already have exceptional public safety teams. In the next 20 years, the City will be counting on them to further enhance the quality of their services. And they will be counting on us.

If the first priority for many citizens is to have a city that is safe, their second priority may be to have a city with sound community facilities.

The topic covers a variety of aspects of a city, including the police and fire stations, the community centers, and the parks and recreation facilities. The City's administration buildings and maintenance and service centers also are considered community facilities.

There are some notable exclusions. Unlike most municipalities, Benbrook does not manage the city's water supply and wastewater infrastructure. These facilities are owned and managed by the Benbrook Water Authority (BWA). In 1949, the City granted franchise authority to the Worth Water Company to install and operate a water system in Benbrook. In 1955, the Texas Legislature established the BWA as a water

Constructed in 19??, the Senior Citizen Center provides a variety of engaging programs and social opportunities to support Benbrook's growing senior community and help aging residents continue living here.

conservation and reclamation district, and it assumed the assets of the Worth Water Company.

In addition, the Benbrook Public Library Public and the city's utility services (gas, electric, phone, cable, etc.) operate outside of the City's community facilities system.

But even with these exclusions, community facilities clearly are a big category. It's also an expensive one: In fact, community facilities make up the City's largest public investment. And maintaining these facilities is our largest long-term liability. The chapter will lay out the City's long-term plans for providing and maintaining quality community facilities.

Principle 6.1: The City should provide sufficient infrastructure, facilities and services to meet the needs of the citizens and protect the rights of citizens, while minimizing costs to the extent practical.

Principle 6.2: In every department, the City should maintain appropriate staffing levels to meet the needs of the citizens.

City Administration

Benbrook City Hall occupies about 1.8 acres of land at 911 Winscott Road. The 10,480- square-foot building was constructed in 1976. Most administrative functions are handled here, including City Council and board and commission meetings.

In 2018, the City Council authorized an engineering firms, Dunaway Associates, to perform an assessment of City Hall, the Police Department and the Senior Citizen Center. The consultants found that while the size of the existing administration building was adequate for future staffing needs, the building does not meet current energy code standards. They also concluded that efforts to modernize the building would be too costly.

Police Station

The Benbrook Police Station is at 1080 Mercedes Street, in the Municipal Complex. It houses police administration, jail facilities, and the municipal court. The building has offices, a reception area, radio dispatch areas, interrogation rooms, a crime laboratory, polygraph room, evidence storage, detectives' offices, squad rooms, lockers, records management, conference room, breakroom and an office for the Citizens on Patrol.

The jail includes a sally port (a secure, controlled entryway), a holding cell, 12 jail cells (suitable for double occupancy), and a detoxification cell. The municipal court area includes a courtroom with audience capaci-

ty of 36 and a judge's chambers. A separate radio transmission facility and building are located at 9700 Westpark Drive.

Fire Station

The City completed construction of a new 13,140 square-foot Central Fire Station at 528 Mercedes Street in 1980. In 2013, the building was renovated to create new quarters for the personnel and convert the previous quarters into administration offices. The current configuration allows for a six-bay tandem apparatus room, office space, training room, day room, dispatch and reception areas, shop area and fitness area. It also features a medical treatment room for walk-in patients and restrooms.

Maintenance and Service Facilities

The City's maintenance work is done at the Service Center on Winscott Road. The facility includes a metal maintenance garage, covered area for materials and equipment. The Parks Department has a separate maintenance building at Dutch Branch Park.

Animal Shelter

The new animal shelter, located at 467 Winscott Road in front of the Public Works facility, opened in December 2018. The animal shelter is a ranch-style construction with a metal roof. There are 3,000 square-feet of interior space along with 1,300 square-feet of covered outdoor dog runs.

The shelter has 14 dog kennels, four dog cages, 2 dog isolation cages and two dog quarantine cages. Also available are 12 cat cages and six cat isolation cages. There is a workroom, office and lobby area and a fenced in covered sally port area to load and unload animals and supplies.

Community Centers

The existing Community Center is a 2,458-square-foot concrete block building



City Hall and the police station both were constructed in the 1970s, and both are rapidly becoming outdated. City Hall is still large enough to accommodate the staff, but does not meet current energy code standards. Consultants say efforts to bring the building into compliance would be very costly.



located at 228 San Angelo Avenue, at the corner of Mercedes Street. The building originally was constructed and owned by the Benbrook Lions Club, which donated their equity in the building to the City on the condition that the City assume the loan and the Lions Club could continue to use the facility. The facility is used for community meetings and as a polling location.

In 1990, the City constructed a new Senior Citizen Center at 1010 Mercedes Street, between City Hall and the police building. The center is open during business hours Monday through Friday for programs and social opportunities, with dances held every other Friday evening. The 5,850-square-foot building was constructed with a Community Development Block Grant.

In 2000, the City completed construction of the 32,600-square-foot Benbrook Community Center/YMCA. The facility includes an indoor swimming pool, gymnasium, fitness area, aerobics room, jogging track, meeting rooms, and childcare facilities. The facility is managed through a contract with the YMCA of Metropolitan Fort Worth.

Cemeteries

The provision of a public cemetery is no longer considered a primary municipal duty. Even so, the City of Benbrook administers a five-acre cemetery, located on Mercedes Street just off Winscott Road. The cemetery was established in 1885 as The Miranda Cemetery and was maintained by a private cemetery association until 1966. The cemetery has 2,796 plots.

In addition to the Benbrook Cemetery on Mercedes Street, there are two other private cemeteries in Benbrook. The Wilburn Cemetery is located at 3720 Streamwood Road in Ridglea Country Club Estates. A one-acre, family-owned cemetery is on Chapin Road.

Library

Benbrook is one of the larger municipalities in Texas that does not have a city-owned public library. In 1997, the State Legislature allowed cities that did not have municipal libraries to create an independent library district, funded by a half-cent sales tax. In

January 1999, voters approved a proposal to establish a district in Benbrook. The district is governed by a five-member board of trustees, who are elected by the citizens. The Benbrook Library District is currently investigating options for expansion to meet future needs of the community.

Schools and Other Educational Facilities

Benbrook students attend one of five elementary schools, three middle schools and three high schools. The elementary schools include: Westpark Elementary, Benbrook Elementary, Ridglea Hills Elementary, Luella Merret Elementary and Waverly Park Elementary. The middle schools include: Benbrook Middle High, Leonard Middle and William Monnig Middle. The high schools include: Benbrook Middle High, Western Hills and Arlington Heights.

The City works with the Fort Worth Independent School District by providing population estimates and plans for future developments as presented to the City by developers. The City also works with the school district by providing sports facilities for the schools to use, since many of the schools in Benbrook do not have proper sports facilities. All of the schools are at capacity and additional schools are needed.

Principle 6.3: Quality educational opportunities should be available to all citizens.

Parks and Recreations Facilities

The City owns and maintains and number of publically accessible active and passive recreational uses. The amount of land in the City devoted to recreational uses has increased steadily over time. The Public Services Department maintains the following parks:

The City leases **Dutch Branch Park** land from the U.S. Army Corps of Engineers on

the shoreline of Benbrook Lake. On this land, the City provides eight active baseball/softball diamonds, a football/soccer field, four tennis courts, a multi-purpose court, sand volleyball court, jogging track, restrooms, pavilions, duck pond and a large playground area known as "Robot Park" and "Castle Park." The City also subleases four areas within Dutch Branch Park to private concessionaires. The concessionaires include such activities as a golf driving range, Par 3 golf course, miniature golf, batting cages, horseback riding, and marina and boat repairs. There is also a fishing area called Baja Beach.

South Benbrook Park is a "pocket park" located on the corner of Mildred Lane and Cozby West Street. This park is a partnership between the City and Benbrook United Methodist Church. The City leases the land from the church and, in turn, is allowed to construct and maintain the park equipment, walking track, picnic tables and park benches.

Timber Creek Park is a larger pocket park located at the corner of Park Drive and Mesquite Trail. The park includes a community garden, playground equipment, tennis courts and a large amount of open space.

Mont Del Park is a "pocket park" located at the corner of Mont Del Drive and Park Lane. The small park includes open spaces, benches and a duck pond.

Twilight Park is a larger pocket park located at the corner of Twilight Drive S and Twilight Drive W. The park includes swings, climbing equipment and benches.

Rolling Hills Park is a neighborhood park located at the corner of Rolling Hills Drive and Trail Ridge Drive. The park includes climbing equipment, restrooms, pavilion, a sand volleyball court, and a nature trail.

Team Ranch Park is an undeveloped parcel near the corner of Hwy 377, I-20 and



Dutch Branch Park is probably Benbrook's best-known and most popular park. But there are several other quality parks around the city, including Twilight Park. Inset: The old post office.



the railroad tracks. This park will be a challenge to develop due to topography issues and a creek flowing through it.

Principle 6.3: A variety of recreational spaces and opportunities should be provided throughout the city TO ALLOW choice of leisure time activities.

Principle 6.4: To the extent possible, recreational spaces and opportunities should be conveniently located for citizens.

Principle 6.5: The Master Park Plan should be reviewed annually to reassess priorities.

Principle 6.6: The City should continually work to identify and upgrade community facilities to meet ADA standards.

Principle 6.7: Recreational service plans should be based on proposed land uses, zoning and demographic trends.

Principle 6.8: The City should explore opportunities to partner with neighboring municipalities to ensure that our bicycle and pedestrian trail systems connect with one

another.

Historical Marker

The James M. Benbrook gravesite in Benbrook Cemetery has the city's only state historical marker.

However, there are several historic sites, several of which are mentioned in the Tarrant County Historic Resources Survey. These include a World War I airfield in what is now the Benbrook Lakeside subdivision. It was razed in the 1920s, but foundations of several buildings and an ammunition warehouse remain.

Vernon Castle was a World War 1 hero and, along with his wife Irene, part of a famous dance couple. He died in Benbrook when his military plane stalled and crashed. A memorial honoring him was erected in 1966 near the corner of Vernon Castle Avenue and Cozby North Street.

Among the imposing homes built in the 1930s, most of the Sproles House and its outbuildings remain, located near the intersection of Sproles Drive and U.S. 377. These buildings once were part of a large cattle ranch, much of which was submerged in 1947 when Lake Benbrook was created.

Goals & Action Items: Public Facilities

Goal 1: Maintain appropriate staffing levels in all departments.

Action Items

- 1.1: Evaluate all departments to determine how to best meet the future needs of the community.
- 1.2: Develop a succession plan to address institutional knowledge loss of soon to retire legacy employees.

Goal 2: Construct a new municipal complex.

Action Items

- 2.1: Select a suitable location for a new municipal complex that is accessible to all and encourages better community involvement.
- 2.2: The City should evaluate the feasibility of including the Police Station, Senior Citizen's Center and Benbrook Library into the future municipal complex.

Goal 3: Establish a new Master Park Plan.

Action Items

- 3.1: Regularly conduct an audit of existing active recreational facilities and programs and patterns of use.
- 3.2: Seek the input of current and potential users of the park system in the planning of facilities and programming.
- 3.3: Determine if additional trails, parks, playing fields and programs are needed to meet growing community needs, giving special attention to the pocket parks.
- 3.4: Prepare a facilities and program plan to meet the needs of the city's growing senior population, helping them age in place.
- 3.5: Identify the specific recreational needs of teenagers and young adults and investigate ways to to meet those needs.
- 3.6: Explore ways to better market Ben-



Photo of the Fire Department, probably taken in the 1940s.

brook's trail facilities as a regional destination for bicyclists.

3.7: Seek ways to improve lake access to Benbrook Lake.

Goal 4: Continue to develop greenways for public recreation and link trails to retail destinations in the city and to other trail systems in the region.

Action Items

- 4.1: Contact the railroad company to determine if the grade-separated crossing at Vista Way Extension and the I-20 service road will be modified to accommodate two-way vehicular traffic when the double track project takes place.
- 4.2: Work with property owners to secure easements or rights-of-way, or purchase property needed to develop the City's trail system and achieve continuous trails.
- 4.3 Prepare an Open Space Plan that identifies properties that are located in the floodway, floodplain or on steep slopes that should be preserved through the establishment of no-build easements or public land dedication.



As often as possible, the City of Benbrook wants to have public utilities provided by the private sector. But the City has two important qualifiers. First, the private company must be able to provide the service more efficiently than the City can. Second, the provider also must be able to meet our strict standards of service. Simply put, we think our citizens deserve both low costs *and* high quality. In Benbrook, we are fortunate to have all our utilities efficiently provided by other agencies or companies; this includes electricity, telephone, natural gas, cable and internet. In most cases, private companies provide these services under franchise agreements with the City. These agreements allow the utility to use Benbrook's public rights-of-way and easements, and are necessary because of the noncompetitive nature

of these businesses. Because the utilities are privately owned, the City has little direct control over any plans they have to improve or expand their service to Benbrook residents. Even so, we believe it is important for the City and the independent utilities to coordinate their planning efforts as much as possible, and work together to provide the best possible service in the most efficient manner.

Principle 7.1: To avoid visual clutter, utility lines should installed underground wherever possible.

Water and Wastewater

The Benbrook Water Authority (BWA) is an independent Conservation and Reclamation District established by the State Legislature in 1955, provides water supply,

treatment and distribution, as well as wastewater collection services to the residents of Benbrook. The water operation is financed entirely from water revenues and water impact fees. The wastewater operation is financed entirely by user charges and wastewater impact fees. BWA does not have the authority to levy ad valorem taxes but may issue bonds.

Solid Waste

Benbrook contracts with Republic Services (formally Allied) for residential garbage and recycling services. Republic Services currently provides curbside collection service to single-family residential customers. Customers are provided with once-a-week refuse and bulk material collection and once per week recyclable material collection. Republic Services also provides collection service to non-residential accounts in Benbrook. Under this service, a refuse container is provided and emptied by Republic Services on a regular basis. The cost for the service is dependent on the size of the container and the frequency of collection.

Electricity

Benbrook’s first ordinance as a City was to approve a franchise agreement to the Texas Electric Service Company, which was the predecessor of Oncor Electric Delivery Company (Oncor). Oncor currently provides electrical services (the powerlines and grid system) to all customers in Benbrook.

Natural Gas

Atmos Energy Corporation (Atmos), was awarded a franchise agreement to provide natural gas service to Benbrook residents in 2018 (Ordinance No. 1436). The franchise expires in the year 2028. Atmos serves a portion of the City, with the remaining areas served by LP-Gas.

Communications

Telecommunications are an increasingly important part of everyday life. Most homes are now connected to the internet by cable, high-speed fiber or wireless service providers. Telecommunication systems that use wire cables or high-speed fiber use City rights-of-way and utility easements for the location of their facilities. Currently, Benbrook residents are served by Charter Communications, Inc. (Charter) and AT&T Inc. (AT&T). The City of Benbrook currently uses Charter Spectrum Channel 190 to broadcast public information announcements and public meetings.

Drainage

This section of the chapter specifically addresses our extensive efforts to minimize the damage that can be caused by flooding in the coming year. The City has identified areas of the city at greatest risk, established standards developers must follow to prevent or suffer from flooding, and identified drainage projects that could better protect existing residents from floods. Drainage projects are included in the Capital Improvements Program (CIP).

Principle 7.2: The City should restrict and regulate development within floodways and floodplains to minimize future flooding.

Principle 7.3: To the degree practical, the City should relocate or protect existing development within flood-prone areas.

Principle 7.4: The City should periodically evaluate existing development along stream channels for potential structural damage from streambank erosion, and as necessary, explore mitigation actions.



Left, Whitestone Ranch Phase II, October 2018; below, flooding in the Westvale subdivision in 2015.



Principle 7.5: The City should regularly evaluate the community’s likely future drainage needs and formulate a plan and process to construct needed new infrastructure.

Principle 7.6: The City should regularly educate residents about the risks of flooding and the importance of buying flood insurance.

Principle 7.7: The City should regularly educate residents about the negative impacts of sweeping sediment and dumping debris into the storm sewer system.

A watershed, or drainage basin, is the land area where precipitation falls and then begins to travel down sloped overland or through the City’s storm drain system to a creek, river, or other body of water.

Once rainfall reaches the ground, a portion infiltrates into the soil and vegetation while the remainder runs off into natural and man-made drainage-ways.

The amount of water that runs off is a function of the duration and intensity of

rainfall, the size of the contributing drainage area, the amount and type of pervious and impervious surface, and the length of time since the last rainfall. Because most rain falls within a relatively short period of time, annual or monthly precipitation is not indicative of the type or magnitude of flooding that may occur.

Benbrook has seven major watersheds. They drain as follows:

- Watershed A: Mary’s Creek
- Watershed B: Walnut Creek
- Watershed C: Clear Fork Trinity River
- Watershed D: Dutch Branch
- Watershed E: Benbrook Lake
- Watershed F: Benbrook Lake
- Watershed G: Benbrook Lake

Floodplains

Natural floodplains develop over many centuries and are the result of the types and frequencies of floods that have occurred. Streams typically will scour a channel to a capacity of a two-year storm; the adjacent larger floodplain will carry a 10-year to 100-year flood on a more infrequent basis.

When urban development occurs in a



Preparing for the dam in 1947.

floodplain, it creates two problems, both of which can be critical.

First, if the flooding occurs infrequently, people may not fully appreciate the magnitude of the risk. Current homeowners may forget about a flood that occurred “a long time ago.” New homeowners, meanwhile, may not even know of the grave risk.

Second, development usually includes streets, parking lots and rooftops, surfaces that are impervious to water. These can greatly change the nature of the flooding, resulting in water that is both deeper and faster. So flooding that may have been manageable 20 years ago could now be catastrophic. The City will continue to try to educate developers and homeowners about the need to be fully understand flood risks.

The National Flood Insurance Program (NFIP)

The City of Benbrook participates in the National Flood Insurance Program (NFIP) of the Federal Emergency Management Agency (FEMA). As a participating community, Benbrook has adopted Floodplain Management practices through several ordinances that severely limit the development allowed in 100-year floodplains (the area inundated by a storm that has a 1 percent chance of

happening in any year).

For property with any portion located within the 100-year floodplain, regardless of structure location, a flood insurance policy may be required.

The City of Benbrook standards require all new structures to be constructed at least two feet above the existing water surface elevation of the 100-year floodplain. When developing in the floodplain, the developer must submit a study to the City, showing the 100-year floodplain and water surface elevation, as based on current land use and future land use assumptions.

Benbrook also participates in the NFIP's Community Rating System (CSR). This is a voluntary program that encourages and recognizes floodplain management activities that exceed the minimum NFIP requirements. A good CSR can result in discounted flood insurance rates for the community.

**GOALS & ACTION ITEMS:
Utilities & Drainage**

Goal 1: Reduce flooding risk to existing and future structures.

Action Items

- 1.1: Continue to support FEMA by adopting updates of local floodplain mapping studies.
- 1.2: Adopt erosion control ordinance to protect sensitive lands and property.
- 1.3: Actively work to improve Benbrook's Community Rating System (CRS) score.

Goal 2: Improve community awareness of flooding risks.

Action Items

- 2.1: Publish information about reducing flood risks on the City webpage, newsletter, and other platforms.
- 2.3: Publish the street-sweeping schedule on the City's website.



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Simple as E-D-C

The Benbrook Economic Development Corporation plans growth almost to the letter

The Benbrook Economic Development Corporation (BEDC), acting under Local Government Code Chapter 505.157, is comprised of seven board members appointed by City Council and two full-time support staff. The BEDC is a Chapter 505 “Type B” corporation given authority by the voters to levy a one-half cent sales tax to fund eligible projects that promote and expand business enterprise, increase investment in the community, create or retain jobs and enhance quality of life.

The Mission of the BEDC, in partnership with the City of Benbrook, is to Build a Better Benbrook by fostering quality business growth and economic vitality, supporting existing businesses, recruiting and encouraging new commercial endeavors, and making strategic and visible investments in projects

The Business Expo (now known as the Benbrook Business & Community Showcase) is an annual event welcoming dozens of local businesses and organizations and hundreds of guests.

that support business enterprise and improve quality of life in Benbrook.

BEDC's Role

The role of the Benbrook Economic Development Corporation (BEDC) is to act as a facilitator in support of our mission. The BEDC is vigilant in identifying opportunities to further commercial investment, resolving impediments to development and in assessing creative strategies to reach our goals. In addition, the BEDC recognizes that commercial activity in a community is often directly tied to the brand of a community; quality of life elements, services and amenities, and a “sense of place.”

Acting as the economic development arm of the City of Benbrook, the BEDC supports the City's current efforts to update the Comprehensive Plan in FY2019/2020. These updates promise to clearly identify City Council priorities for growth and act as a guideline for BEDC activities into the future.

The BEDC board believes it is important to share lessons learned from the past, to research and stay informed of advanced industry practices, to craft effective strategies to serve as a template for future activities, to be good stewards of resources and to act as ambassadors for the Benbrook brand in top regional markets.

Lessons and Other Considerations

● Approach to Commercial Development

The most effective strategies to prompt good commercial development include proactively seeking opportunities; being flexible and nimble in adjusting strategies as conditions change or new opportunities arise; building professional and trusting relationships in the development community; networking; compiling accurate community-specific data; exercising patience and tenacity (as many projects take substantial time to develop and implement); acting as a resource and/or liaison with city staff; and sharing the 'Benbrook Story' of growth, retail trade area, traffic counts, accessibility and visibility, median family income, low tax rate, recreational amenities, low crime rate and superb city services in simple, easily-available formats.

● Incentives

BEDC has determined that it is important to consider traditional and non-traditional incentives and what other EDC's are doing to incentivize businesses. Because the City of Benbrook currently does not offer tax



The BEDC regularly attends the annual International Council of Shopping Centers conference, which has been a vital resource in helping create and maintain relationships with decision-makers in the development community.

abatements or rebates as part of an incentive package, the City has authorized waived permitting fees, assistance with infrastructure improvements, assembling properties, assisting with signage, marketing and/or resolving unique problems with properties on a case-by-case basis.

● Retail Consultants

Retail and Marketing consultants who report to specialize in analyzing and marketing a community, recruiting retail and/or compiling community psychographics are prevalent in the economic development industry. Many retail consultants are producing reports that are not necessarily tailored to the community and can be very costly.

In our experience, retailers and developers have little interest in the results of template-generated community reports. Except in cases where very specialized retail knowledge or expertise is warranted, BEDC will forego retail consultant services.

Given new software and subscription programs, BEDC staff can easily and affordably generate data specific to the requests of developers.

● Networking and Building Relationships

BEDC and the City of Benbrook should "own" our community's message and not rely on others in the field to tell our story, market our brand or build the relationships required to fully engage in good development.

The BEDC board believes that our participation in the annual International Council of Shopping Centers (ICSC) networking and deal-making conference is vital in maintaining and creating relationships in the development community that pay off in the form of increasing our brand recognition in regional and national markets, sustaining partnerships, and making connections with professionals exploring secondary markets such as Benbrook.

● Trends in Development

Developer interest in mixed-use developments, a type of urban development that blends residential, commercial, cultural, institutional, or entertainment uses, where those functions are physically and functionally integrated and that provide pedestrian connections, is growing. BEDC research indicates that other communities currently incentivize these type of developments at 5-15% of anticipated taxable value of the project. BEDC should consider this level of incentive as we explore larger mixed-use proposals on the few properties that would accommodate them.

For developments such as restaurants and retail, a benchmark analysis of other cities demonstrates a varied mix of incentive types and value; from tax abatements, to deeding land, to infrastructure and site improvements.

For Benbrook, BEDC has determined that a recent substantial incentive (approximately 47% of total finish-out costs) for our first full-service restaurant should pay off as they successfully operate in Benbrook; which

helps garner interest from other restaurants. BEDC may incentivize subsequent restaurants; but, depending on the proposed development, likely will not incentivize at that same robust percentage of investment.

● Quality of Life

BEDC board believes it is important to consider the community holistically and to understand the link between a community's quality of life and commercial investment. Many good developers will scout for solid communities that offer a "sense of place," not just sites. A community's amenities, aesthetics, services, unique features or historical aspects and/or welcoming public spaces are key to attracting and maintaining visionary development. School systems, workforce, transportation and housing stock are all part of the story, and are valid considerations of business and industry.

As important to aesthetics and quality of life, BEDC wishes to review aging, vacant, dilapidated properties or those with special restrictions such as floodplain designation to facilitate or encourage commercial redevelopment, blight mitigation, or special projects to create unique public spaces, where appropriate. The BEDC board supports City Council's recent approval of an overlay district to improve the aesthetic appeal and protect our investments in our major commercial corridors.

As Benbrook City Council considers updates to the City's Comprehensive Plan, BEDC believes there is a continued role for the board to consider and recommend appropriate investments in community appeal and amenities.

● Community Needs and Desires

To date, BEDC has focused attention on recruiting specific commercial uses based on our understanding of citizen preferences. Those preferences have been identified

in citizen surveys, social media, market and retail leakage analysis and on anecdotal data generated from conversations with citizens at community meetings, such as Homeowner’s Associations.

BEDC has discussed specific amenities, goods or services that appear to be lacking and/or may warrant attention, or that may offer commercial opportunity: grocery stores, senior housing, child daycare facilities, a downtown or town center, event/meeting/conference center space, golf course improvements, park and/or other public space improvements. In order to focus time, attention and resources effectively, BEDC hopes to receive clarification and direction on identified community priorities through the Comprehensive Plan update process.

Business Retention and Expansion

• Business-Friendly

A robust BRE program is critical to promoting the Benbrook business family. Equally or as important to recruiting new business, is the need to support existing businesses and to promote local shopping. Owners and managers of existing businesses can be our best ambassadors when prospective retailers visit our City. BEDC welcomes new businesses to the community with site visits and mailed postcards. BEDC acts as an information clearinghouse to our business community by providing information related to community demographics, available properties, development plans, utilities, etc.

• Business & Community Showcase

The BEDC, along with the Benbrook Area Chamber of Commerce (BACC), supports area businesses by hosting the annual Benbrook Business & Community Showcase (BCS). Local businesses are invited to showcase their goods/services and the public is



The Hometown Pride plaque recognizes businesses and organizations that have operated in Benbrook for at least 20 years.

invited to learn more about our business community.

Storefront Improvement Program Grant
BEDC offers a Storefront Improvement Grant to assist businesses with exterior improvements to their buildings. The grant offers a dollar-for-dollar match, up to \$20,000, for eligible improvements to building facades.

• Free Advertising

As part of the BRE program, BEDC offers business-specific free advertising in area publications.

• Hometown Pride Recognition

BEDC recognizes businesses and organizations that have operated in Benbrook for at least 20 years. This recognition may include an event taking place at the business, speech by the Mayor, plaque presented to business owners and/or promotion of that business.

Financial Management

In 1997, Benbrook voters approved a half-cent sales tax for economic development. As allowed by law, the BEDC utilizes those resources as the BEDC board finds necessary for expanding business enterprise in a land-locked community.

The BEDC relies primarily on a one-half cent sales tax on taxable sales within Benbrook. Sales taxes can be highly variable based on economic activity, but the one-half

cent sales tax generated approximately \$1.2 million in 2018. In addition to sales and use tax, BEDC revenue includes interest earned on investments, oil and gas royalties and sign rental at the Industrial Park. Currently, total monthly revenue averages approximately \$125,000.

The BEDC Board had anticipated lowered sales tax revenue as a result of the TxDOT Benbrook Boulevard/U.S. 377 expansion project. The project began in September 2014. A two-year analysis for calendar years 2014 and 2015 showed a net decrease in sales tax revenue of \$42,327.19, or 3.6 percent, in 2015 as compared to 2014.

For 2017/2018, with the highway expansion substantially complete, annual revenue appears to be trending upward. For calendar year 2018, total EDC half-cent sales tax revenue was \$1,267,023.81; \$112,049, or a 9.7% increase from calendar year 2017. For 2019, January comparisons to 2018 indicate an increase of nearly 15%.

• Investments

The BEDC currently maintains a checking account and a Certificate of Deposit (CD) at Pinnacle Bank Benbrook. BEDC believes it is important to select and maintain business partnerships with local merchants, when possible. The current interest rate on checking is 0.2% and on CD is 2.25%. Pinnacle Bank offers flexibility for the BEDC to move money to and from accounts as needed, without penalty. This flexibility helps BEDC earn interest on investment vehicles, while affording the ability to have access to funds and take advantage of incentive opportunities as they arise.

• Financial Targets

BEDC has determined that it wishes to maintain approximately \$1,000,000 in re-

The BEDC’s role is to work within the free market to facilitate desired development, investing resources to meet needs and spur investment.

serves to be prepared to respond to unanticipated economic development opportunities that may arise in the budget year.

The BEDC has determined that remaining assets are to be used for acquiring, improving, marketing and/or preparing certain properties for development, administration, ongoing projects/programs and/or targeted incentives that maximize economic development in Benbrook.

Projects and Programs

• Project Philosophy

The BEDC understands that our role in a free market economy is to work within that system to facilitate desired development, as permitted by Local Government Code 505. Businesses are free to move, rebuild, leave or expand in a community as they see fit, as allowed by local ordinance. BEDC does not dictate who may come or who should go.

BEDC simply invests resources to create conditions for commercial development that BEDC believes meets a community need or desire and spurs further economic investment in the community.

Unlike the mindset of most corporations, economic development corporations do not undertake activities to make a profit.

Economic Development Corporations invest in activities that are intended to position a community for desirable growth. BEDC may purchase a property with the goal of improving the property to make it developable; usually with the knowledge that the improvements have proven to be cost-prohibitive to developers in the free market arena.

Performing the needed work, marketing the property to desirable developers and selling it with an agreement of the final development are ways that BEDC can incentivize and encourage desired growth. By doing

this, BEDC makes investments that spur the market and improve our overall economy. Economic development corporations can, and should, make strategic and sound investments in the financial health of a community.

Project and Program Status

The previously adopted strategic plan (June 20, 2016) outlined the following projects. Please note current status in parenthesis:

- Assist existing businesses along Benbrook Boulevard/U.S. 377 with utility relocation as needed, as part of the TxDOT expansion project; (Complete)
- Assist existing businesses by providing a Storefront Improvement Program Grant to help fund storefront façade improvements; (Ongoing)
- Prepare EDC-owned 12.5-acres in NW Winscott Addition for development; specifically partnering with Benbrook Water Authority to provide sewer service; (Ongoing)
- Review and analyze select properties to consider purchasing to expedite development; (Ongoing)
- Assist in the recruitment of a full-service restaurant with alcohol sales at 8501 Benbrook Boulevard and identify other potential sites and opportunities; (8501 Complete; other sites Ongoing)
- Utilize the MTN Retail Advisors Supermarket analysis to approach grocers, establish relationships with decision-makers and create interest in Benbrook as a grocery store site; (Ongoing)
- Refine and execute a refreshed Business Retention Program (BRE); and (Complete and Ongoing)
- Recognize longstanding businesses in Benbrook through the “Hometown Pride” program; (Ongoing)



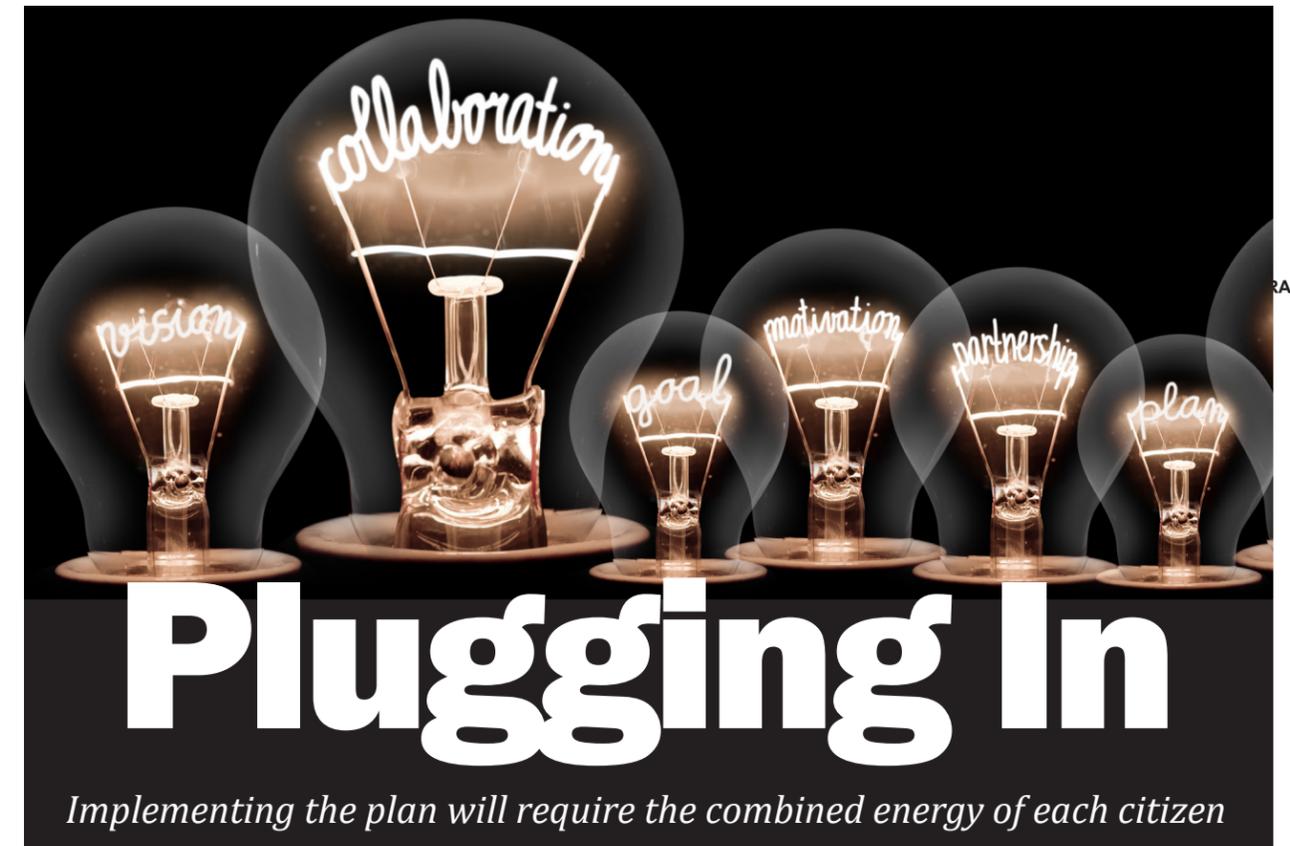
Childers Grocery Market and Gas Station, 1940s.

The Future of Benbrook

BEDC is committed to continuing the programs outlined above, and will place emphasis on the following:

- Continued preparation of NW Winscott Addition, to include participation in potential new signalization/Vista Way extension and partnership to develop EDC’s 12-acres.
- Continued partnership with business owners to consider new development to include public spaces.
- Partnership with Benbrook Plaza owners to assist in funding improvements and recruiting desirable tenants.
- Complete purchase of property on Westpark Corner to assemble with other EDC-owned tracts and partner to develop restaurant or other desirable uses on the site.
- Implement strategies to address community priorities, as identified in the updated Comprehensive Plan and as directed by City Council.
- Where possible, develop and nurture relationships with owners of large, significant commercial lands (i.e. Cassco, Smith family) to benefit future development or redevelopment of properties to help achieve the long-term goals of the City of Benbrook.

In sum, our goal is to invest public resources in projects that increase goods and services to meet the needs of the community, increase employment opportunities, and facilitate future commercial development. In short, we work in partnership with the community to Build a Better Benbrook.



This plan will only be as useful as its implementation process. The City will need to regularly and frequently monitor the implementation, evaluating the effectiveness of the plan and modifying it as needed. City staff also will continually need to identify problems, evaluate solutions and then take action.

But a successful implementation cannot be done by the staff alone. For example, the police, fire department and other teams can provide programs and services to improve public safety. Similarly, land developers and construction industry companies will need to acknowledge and fully embrace the relevant ordinances and policies.

Private citizens have a role to play as well. The active involvement of residents and businesses will be critical to the success of

every aspect of the plan – fire and crime prevention, flood risk reduction and strategic land use, and more. Following are some of the tools we will use to help ensure that updated plan is implemented successfully.

Comprehensive Plan

Although it may seem redundant, the Comprehensive Plan itself is an important part of its implementation. In many cities, comprehensive plans are prepared, adopted and then ignored until it is realized that the plan no longer reflects the conditions, trends or desires of the city. In Benbrook, the importance of the Comprehensive Plan has been recognized and its use has become a basis for most other City actions.

All elements of the Comprehensive Plan are complete. However, individual elements

of the Plan will continually be reviewed and updated as necessary. In addition, the Capital Improvements Program is updated annually.

City Charter

The Charter of the City of Benbrook recognizes the importance of the Comprehensive Plan and the need to keep it current by requiring the Planning and Zoning Commission to review the Plan for possible revisions no less frequently than every five years (Charter, Section 8.02(a)).

Zoning Ordinance

This is the City's most important tool for implementing the Comprehensive Plan's land-use policies. The ordinance regulates the height, bulk, setbacks and use of buildings on property within the city. The effectiveness of the ordinance is a function of the text, zoning map and administrative procedures used to implement and enforce the ordinance. Benbrook has made several minor amendments to provide an effective and equitable Zoning Ordinance. The last major amendments were adopted in April 2019.

Benbrook also has adopted a policy that no zoning change can be approved unless it conforms with the Comprehensive Plan, particularly the Land Use Plan Element. Pro-



posed zoning changes in conflict with the Land Use Element require a change of the Element prior to receiving approval.

Subdivision Ordinance

While the Zoning Ordinance regulates the use of land and building heights, bulks and setbacks, the Subdivision Ordinance regulates the arrangement of lots and location of lot lines, streets, and easements. The construction of necessary public improvements are also required as part of the subdivision process. The Subdivision Rules are coordinated with the Comprehensive Plan so that new development is in conformance with the plan. The Ordinance requires that subdivisions conform to the Comprehensive Plan (Ordinance 836, Section 4.A).

Floodplain Management Ordinance

The City's Floodplain Management regulations are incorporated in Chapter 15.40 of the Benbrook Municipal Code. It regulates and restricts development within the federally designated flood prone areas of the City. The floodplain regulations were adopted as a precondition to the issuance of federal flood insurance in the city. However, it has the added benefit of reducing flood hazards, a stated goal of the Comprehensive Plan. Floodways and flood-prone lands are indicated on the Land Use Plan Element.

Floodplain Management regulations are amended over time to provide greater flood protection. These amendments were coordinated with the Drainage Element of the Comprehensive Plan and with the Commu-

nity Rating System of the Federal Emergency Management Agency (FEMA).

As noted in Chapter 7, FEMA's Community Rating System evaluates a city's efforts to reduce the risk of flooding, which in turn can help property owners lower their insurance premiums. The City of Benbrook applied for its initial rating in December 1990. As of 2019, the City has achieved a Community Rating System score of 7 (on a 10-point scale). This qualifies Benbrook residents for a 15 percent discount on their flood insurance premiums.

Municipal Code

In addition to the three major land-use controls cited above, the Benbrook Municipal Code has provisions that promote the implementation of the plan. These include provisions in Title 12 for Streets, Sidewalks and Public Places, Chapter 13.08 for Drainage Maintenance Activities, and Title 15 on Buildings and Construction.

Municipal Administration

The day-to-day administration of the City also affects the implementation of the Comprehensive Plan. If the plan's goals are not considered in the City's daily affairs, then achievement of the overall goals is unlikely. On the other hand, administration also needs to react quickly to immediate needs and demands placed upon it.

The Community Development Division of the City reviews and processes zoning, subdivision and development proposals on a daily basis. To assist in reviewing proposals for conformance with the Plan requirements, a series of checklists have been developed to identify conflicts. These checklists are used for new projects.

Comprehensive Plan

Budgeting and Investment: The manner in which the City spends its money also

affects the achievement of the Plan's goals and objectives. The expenditure of funds to achieve the Plan's purposes, particularly in capital expenditures, is necessary for the implementation of the Plan.

Each year, the City prepares and adopts an Annual Budget and an update of the Capital Improvements Program element of the Plan. These two items define the City's expenditures on various programs and projects capital expenditures for a one-year to five-year period.

The Annual Budget process begins in April when the City's Finance Director begins compiling initial income projections and budget projections for the current and coming year. The Finance Director also prepares a Long Range Financial Forecast. In May, the City's Department Directors prepare itemized budget requests for the new fiscal year, which begins in October. Each proposed new or expanded program must be accompanied by detailed justification.

The City Manager then reviews the budget requests and makes necessary adjustments to match the expected revenue and reserve targets based on stated the Goals and Policies of the City. An initial report is also submitted to the City Council in June. The City Manager continues to review, cut or restore programs through the month of June. The City Council begins holding regular budget work sessions from June through August. Public hearings are held to obtain





Previous Plans

The vision for this plan was guided and inspired by the work done by our predecessors

Planning has been an important part of the City's work for many years. The City's first Comprehensive Plan and Capital Improvements Program were prepared in 1969 by an independent firm, Parker-Croston Associates. They recommended that the vast majority of land be used for single-family residential developments, with commercial, industrial, and multi-family limited to only a few thoroughfares. Notably, their plan projected that Benbrook's population would reach 24,700 by 1980; the current population is about 22,000. Parker-Croston also calculated that by 1990, Benbrook's population would exceed 52,000!

In addition to the Comprehensive Plan, the firm??? drafted the city's first Capital Improvements Program in 1969, proposing a package totaling nearly \$4 million. These funds would have been used to rebuild most of the residential streets then in existence and provide drainage facilities to control most of the flooding in the City. The package was voted down in a bond election.

In 1977, the City updated the plan, preparing three reports. These covered land use, housing, and parks, recreation and open spaces. The Park Plan proposed a series of nine new neighborhood parks, along with protection of flood plains and existing parks, and construction of a recreation facility/library. The Housing report stressed conserving and rehabilitating older homes.

This plan's population calculations were more accurate: The 1980 population was projected to be 14,364 (actual was 13,579) and the 1990 population to be about 27,000.



Benbrook Mayor Bob Clark and City Secretary Pat Rutherford pose with a model of the new city hall in 1976.

Another bond election was held in 1978; this time, the proposal to build a new recreation facility failed, but proposals for a new fire station and street improvements was approved.

In 1979, voters approved a revised bond issue for drainage improvements.

The City continued to revise the Comprehensive Plan throughout the 1990s and 2000s by adopting numerous plan amendments and updates. Many of these updates remain valid today and form the basis of this document.

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public comment in August, prior to adoption of the Budget and tax rate in September.

Capital Improvements Program

The **Capital Improvements Program** budget process begins in October when the City staff makes a projection of capital funds available, proposed expenditures and unfunded capital needs for the coming five years. The Community Development Division reviews the condition of all streets, drainage and community facilities and the need for new facilities. Recommendations are also solicited from other City Departments. A proposed Capital Improvements Element is reviewed and submitted to the City Council in December. Public hearings are held prior to adoption.

Contributions from Others

While the City's elected officials, appointed boards and staff are the primary agents for the implementation of the Plan, a number of other parties are also important if the Plan is to be successful. Among these are the development community, the business community, the Chamber of Commerce, other governmental agencies and utilities and neighborhood associations. But most importantly, the public at-large must support the Plan and its elements.

Monitoring

The effectiveness of the Comprehensive Plan should be monitored annually. Monitoring allows the City to measure the progress of plan implementation. It also serves as an indication of changing conditions and trends, which may suggest revisions to the Comprehensive Plan.

Final Thoughts

Implementation is a continual and inexact process. It requires identifying problems and determining actions; the actions must be taken and monitored for effectiveness, including watching for new problems that may arise. The City understands that the changes we desire will be achieved only if the plan is being successfully implemented – every day, every month, every year.

It will not be easy work. But we know it is worth every bit of effort. As we noted at the outset, our vision is to protect and enhance the wonderful quality of life we already enjoy in Benbrook. We hope that City staff, residents and businesses all will rely on this updated Comprehensive Plan to guide them in the years to come. And we hope everyone will work together to achieve our shared vision, so that people will still be proud to call Benbrook their hometown 20 years from now ... and beyond.

Capital Improvement Program

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In addition to an Annual Operating Budget, the City of Benbrook prepares a Capital Improvement Program (CIP) each year. The CIP is a listing of planned capital projects for the upcoming five-year period together with the expected costs and anticipated methods of financing. The CIP includes projects relating to Community Facilities, Streets, Drainage Facilities as well as the acquisition of larger or specialized equipment.

To be included in the CIP, expenditures must meet the following general criteria:

1. Capital project
2. Have a useful life of not less than five years
3. Exceed \$25,000

Many CIP projects have ongoing costs for staffing and maintenance well beyond its initial purchase and/or construction. Therefore, it is important to note that once a project is approved, the entire project, not just the first year's portion, may be bid out and awarded. For projects that span multiple years, this may create a long-term obligation to complete the project. For this and other reasons, the CIP must be viewed from a multiyear perspective.

Funding for CIP comes from several sources including:

1. Transfers from the Operating Budget
2. Transfers from reserves
3. Economic Development Corporation
4. Tax Increment Financing District
5. Stormwater Utility Fund
6. Grants or other outside contributions

17.1 Project Summaries

Based on an analysis of needs and available funding, Table 17.1, as well as Sections 17.1.1 **Community Facilities and Equipment**

Park Shade Structures - The park equipment at South Benbrook, Twilight and Timber Creek Parks do not have shade structures, causing the equipment to become hot during the day. The proposed shade structures will fully cover the equipment, providing relief from the direct sun for children and families using the equipment. The cost of the equipment was approved in the FY 2018-19 budget.

800 MHz Radio System - The City's existing

UHF emergency radio system, used by emergency responders and field service staff, is no longer an effective communication system. The new 800 MHz radio system allows for interagency communication (Fort Worth and most other local agencies), eliminates dead spots and is generally more reliable. The cost of the equipment was approved in the FY 2018-19 budget.

Jail Renovation - The Police Department's electronic jail roll-in or roll-out system and annual override system are the end of their effective life cycles. Replacement of these and technical support are no longer available. While City crews have been able to repair mechanical problems, the system is subject to further breakdown and possible failure. The cost of the equipment replacement was approved in the FY 2018-19 budget.

Pumper Fire Truck - The Fire Department's 1997 Pumper Fire Truck is nearing the end of its scheduled 25-year life cycle and is scheduled for replacement at the beginning of the 2019-20 budget year. The National Fire Protection Association (NFPA, 1911 Annex D) recommends replacing fire trucks after 25 years of service. The lead time from purchase to delivery of a new fire truck is approximately 12 - 18 months. City Hall and Police Station - City Hall was constructed in 1976 and housed City Council meetings, city management staff, city support staff, and the Police Department. In 1986, a new police station was built allowing the Police Department to relocate from City Hall. In 1987, City Hall was remodeled to better accommodate staff and citizen needs. Unfortunately, the police station no longer meets the needs of the growing Police Department and City Hall is in need of significant renovations. The City has retained an architect to review the City's existing and future building needs.

Quint Fire Truck - The Fire Department's 1999 Quint "ladder" Fire Truck is 20 years old. The National Fire Protection Association (NFPA, 1911 Annex D) recommends replacing fire trucks after 25 years of service. The lead time for fire truck

design and construction is approximately 12-18 months. The CIP recommends the City order the replacement fire truck in early FY 2022-23 and take delivery in FY 2023-24.

Pedestrian Tunnel - The Dutch Branch Park Pedestrian/Bicycle Access project will connect the western portion of the City to the eastern portion of the City in a safe manner. The project includes construction of an access tunnel under Benbrook Boulevard (U.S. 377), a six (6) lane arterial, near Overcrest Drive in the southwest part of the City near Dutch Branch Park. The proposed access way allows pedestrians/bicyclists to safely travel under Benbrook Boulevard without having to cross the street in heavy traffic. This project also allows students (an elementary, middle and high school are within walking distance of the park) to safely travel to Dutch Branch Park to enjoy the various amenities. Fort Worth ISD has entered into agreements with the City allowing use of the tennis courts for their tennis teams, the baseball/softball fields for practice and construction of a baseball field for the high school.

17.1.2 Streets

Benbrook Boulevard - The Texas Department of Transportation (TxDOT) reconstruction of Benbrook Boulevard from IH-820 to Winscott/Lakeside Drive is substantially complete. Crews continue to finalize installation of the remaining hardscape (curbs, ramps, sidewalks, etc.) adjacent to the main lanes. The City's local project match was funded utilizing the Core Value Fund.

Benbrook Boulevard Utility Relocation - Utility relocation and the removal of utility poles along the corridor is expected to be completed in February 2019.

Benbrook Boulevard Landscaping and Irrigation - Crews will begin installation of the irrigation system and landscaping along the length of the corridor once all the underground utilities and remaining hardscape projects are complete.

Benbrook Boulevard Monument and Way Finding Signs - Crews will begin installation of the monument and way finding signs along the length of the corridor once the underground utilities and hardscape projects are complete.

Vista Way Extension Project - The engineering design for the extension of Vista Way began in

April 2016 and construction began in September 2018. The project extends Vista Way from Mercedes Street to the I-20 Service Road. The project also includes extending water, sanitary sewer, storm drains and sidewalks. The project is funded through the Tax Increment Finance District.

Benbrook Field Drive Traffic Signal Project - The traffic signal on Benbrook Boulevard at Benbrook Field Drive is expected to be installed and operational by February 2019. The traffic signal will allow traffic on Benbrook Boulevard to more safely enter the ATT store on the east side of the highway and future development on the west side of the highway.

Clear Fork Emergency Access Bridge - The Clear Fork Emergency Access Bridge interlocal agreement with Fort Worth was approved by the City Councils in 2018. The gated, one-lane emergency access bridge will span the Clear Fork Trinity River within TxDOT right-of-way just north of where the river intersects with I-20 and will connect to Bellaire Drive. Engineering design of the emergency access bridge is approximately 60% complete and expected to be 100% complete by spring 2019. Construction of the emergency access bridge is expected to begin by fall 2019 and completed by fall 2020.

Bellaire Streetlight Installation - Streetlights will be installed on the 5600-5700 blocks of Bellaire Drive between Crosslands Road and Watercourse Drive in 2019. Funding of the project is from the 43rd Year Community Development Block Grant program administered by Tarrant County.

Crosslands Road Streetlight Installation - Streetlights are proposed to be installed along Crosslands Road between Bellaire Drive and approximately 420 feet north of Southwest Boulevard in 2020. Funding of the project is expected to come from the 45th Year Community Development Block Grant program administered by Tarrant County.

Vista Way Connection to Benbrook Boulevard and I-20 Service Road Two-Way Conversion Project - The CIP includes a new roadway and utility project that connect Vista Way to Benbrook Boulevard and further provides for the two-way conversion of a portion of the I-20 Service Road. The project is proposed to be funded through the Tax Increment Finance District.

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Table?

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Bellaire Drive Sidewalk Installation - Sidewalk installation is proposed along the north side of Bellaire Drive between Crosslands Road and Watercourse Drive in 2022. Funding of the project is expected to come from the 47th Year Community Development Block Grant program administered by Tarrant County.

Crosslands Road Sidewalk Installation - Sidewalk installation is proposed along the east side of Crosslands Road between Bellaire Drive and approximately 420 feet north of South West Boulevard in 2024. Funding of the project is expected to come from the 49th Year Community Development Block Grant program administered by Tarrant County.

Annual Street Overlay Program - The CIP includes an annual expenditure of \$450,000 to fund the street overlay program. Tarrant County furnishes all equipment and labor necessary to overlay the street segments provided the City pays the

cost of all necessary materials and traffic control.
17.1.3 Drainage Facilities

Chapin Road Cross Culvert Replacement and Drainage Project - During routine inspection, deterioration of the corrugated metal pipe around the flow line and roof of the culvert pipe. The structural integrity of the pipes will continue to decrease, eventually leading to road surface damage and ultimate failure. This project will include replacing the existing double 48-inch corrugated metal pipe with a reinforced concrete box cross culvert system.

Van Deman Drainage Project - The intersection of Van Deman and Chapin Road experiences flooding during relatively light rain events. This project includes constructing storm drain inlets and routing the stormwater to existing drainage structures. The project will reduce the flooding of the intersection and improve traffic safety.

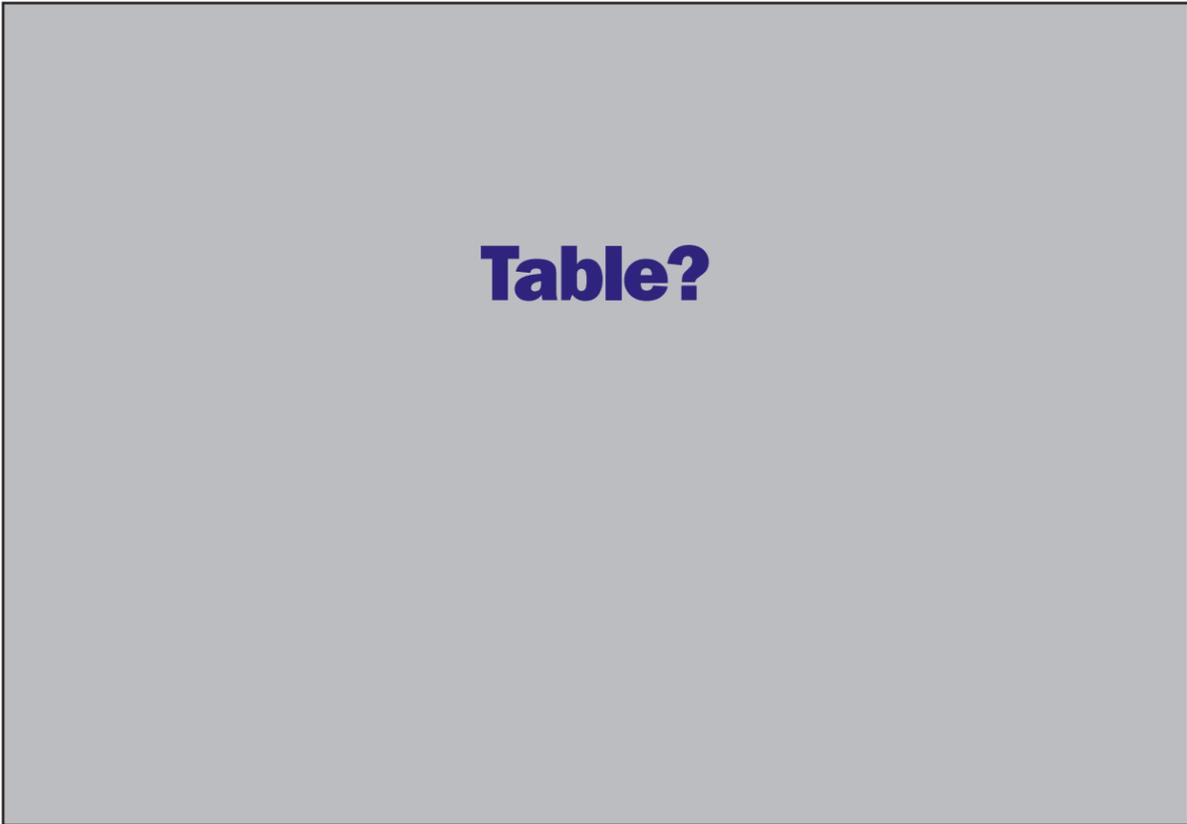
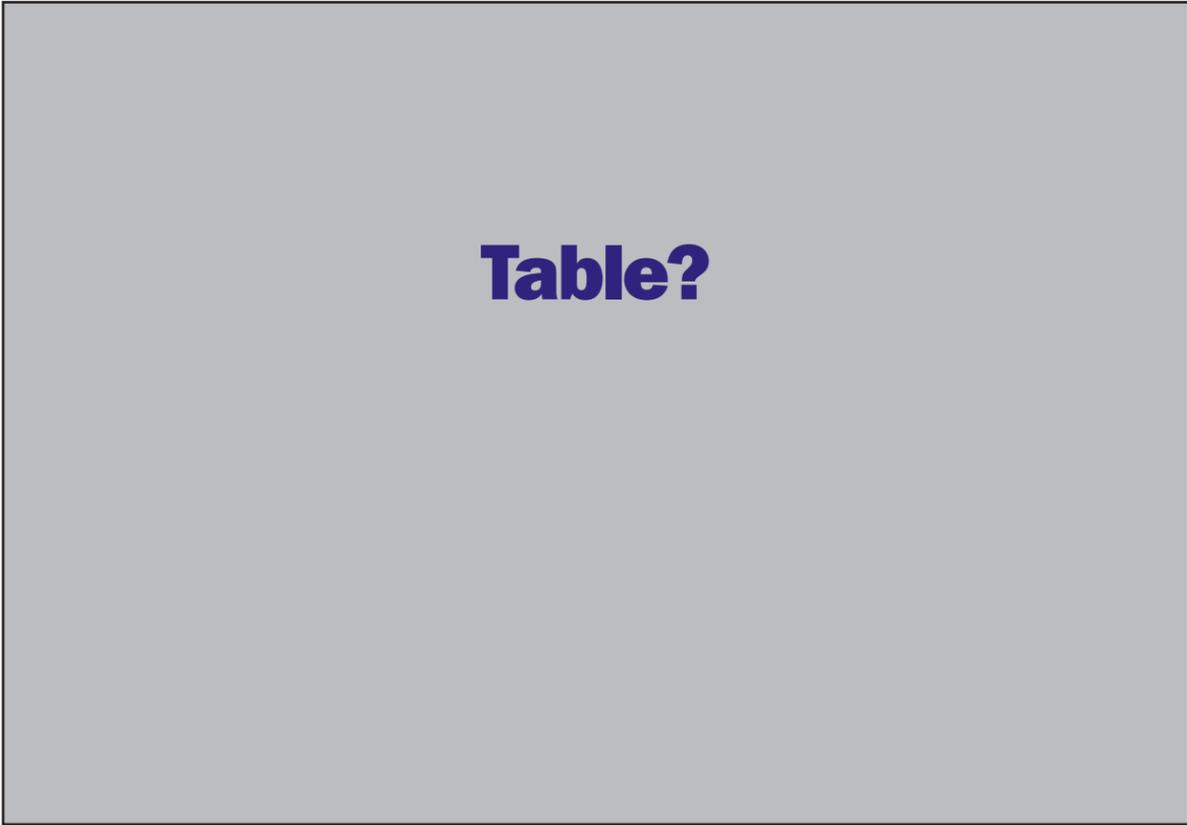
Westerly Ditch Drainage Project - The drainage ditch between Chapin Road and Circle S Road needs to be reshaped and armored to allow stormwater to more freely flow down the ditch. The ditch both upstream and downstream of this location has been improved allowing for greater flow capacities. However, the structure has necks at this ditch section and must be reshaped and armored with geogrid matting and vegetation to function properly.

Southside/Dawn Plantation West Drainage Project - This drainage project is a continuation of the previous Plantation West Drainage Improvement project. The previous project made improvements upstream of the Dawn Street bridge and this project proposes improvements on the downstream side of the bridge.

Dutch Branch Park Low Water Crossing Project

- The low water crossing on Lake Shore is a hazard to vehicles and bicycles when water overtops the road during heavy rains. City crews have to shut down the road to prevent vehicles from crossing the flooding road during heavy rain. Improvements may include a bridge structure, reinforced box culvert, design of retaining walls, include railings to keep drivers from leaving the road, whereas the current low water crossing has very little structure to keep vehicles from leaving the road.

Dutch Branch Park Drainage Improvements Project - During heavy rains, stormwater flows across ball fields and the running track damaging infrastructure and ponding in low areas creating mosquito traps. The project would regrade the park as needed to allow water to flow through the park without damaging infrastructure. The project will evaluate the drainage patterns in the park and recommend grading improvements that minimizes



APPENDIX 3

City-owned Buildings

Facility	Address	Sq. Ft.	Purpose	Year Built
Animal Shelter	469 Winscott Rd.	4,651	Animal shelter	2019
City Hall	911 Winscott Rd.	10,480	Municipal offices	1976/1987
Community Center	228 San Angelo St.	2,458	Community meetings	1964
Concession Stand	Dutch Branch Park	1,200	Park services	2002
Fire Station	528 Mercedes St.	20,441	Fire Dept. operations	1980/2013
Park Dept. Bldg. 1	Dutch Branch Park	840	Park Maintenance operations	1975
Park Dept. Bldg. 2	Dutch Branch Park	140	Park Maintenance operations	1978
Park Dept. Bldg. 3	Dutch Branch Park	1,000	Park Maintenance operations	1983
Police and Courts Bldg.	1080 Mercedes St.	14,998	Police and Court operations	1987
Public Works and Fleet Bldg.	467 Winscott Rd.	3,200	Public Works and Fleet operations	1971/1981
Radio Transmission Bldg.	309 Sexton Ln.	96	Police and BWA radio transmitter	1975
Restroom No. 1	Dutch Branch Park	900	Park services	1999
Restroom No. 2	Dutch Branch Park	450	Park services	2001
Restroom No. 3	Dutch Branch Park	363	Park services	2003
Rolling Hills Restroom	Rolling Hills Park	1,160	Park services	2012
Senior Citizen Center	1010 Mercedes St.	5,850	Senior programs, community meetings	1990
YMCA	1899 Winscott Rd.	32,600	Indoor recreation center, pool, gym	2000

APPENDIX 4

City-owned Properties

Property	Address	Acreage	Purpose
Animal Shelter	469 Winscott Rd.	3.66	Animal shelter
Cemetery	801 Mercedes St.	5.00	Cemetery
Community Center	228 San Angelo Ave.	0.24	Community building
Dutch Branch Park	1801 Winscott Rd.	278	Athletic fields and playgrounds
Fire Department	528 Mercedes St.	1.76	Fire department
Mont Del Park	14 Mont Del Dr.	1.62	Park
Municipal Complex	911 Winscott Rd.	3.80	City Hall, Senior Citizen Center, police and courts
Public Works/Fleet Operations	467 Winscott Rd.	3.83	Public Works and Fleet operations
Rolling Hills Park	6970 Rolling Hills Dr.	4.68	Public park
South Benbrook Park	1122 Bryant St.	1.52	Public park
Team Ranch Park	8250 Benbrook Blvd.	33.4	Natural area
Timber Creek Entry	1056 Cottonwood Tr.	0.49	Open space
Timber Creek Park	900 Park Dr.	16.4	Public park
Twilight Park	4100 Twilight Dr.	2.23	Public park

The Laws

Acknowledgements

A special thank-you to those who shared their time and expertise to help with this project

Texas State Law

Chapter 211 of the Texas Local Government Code requires all cities to adopt their zoning regulations in accordance with a Comprehensive Plan. The comprehensive plan is a document that sets forth the city's vision for land use in the future. Most cities adopt their comprehensive plan after receiving input from various citizens' groups and other stakeholders. If a city wants to amend its zoning ordinance in a way that conflicts with the comprehensive plan, the city must first amend the comprehensive plan before it can amend its zoning ordinance.

Sec. 211.004. COMPLIANCE WITH COMPREHENSIVE PLAN.

Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to

1. lessen congestion in the streets;
2. secure safety from fire, panic, and other dangers;
3. promote health and the general welfare;
4. provide adequate light and air;
5. prevent the overcrowding of land;
6. avoid undue concentration of population; or
7. facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.

Municipal planning in Texas is authorized by the Texas Local Government Code §213.001 – 213-005, as follows:

Sec. 213.001. PURPOSE.

The powers granted under this chapter are for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.

Sec. 213.002. COMPREHENSIVE PLAN.

- a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.
 - b) A comprehensive plan may:
 1. include but is not limited to provisions on land use, transportation, and public facilities;
 2. consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
 3. be used to coordinate and guide the

establishment of development regulations.

c) A municipality may define, in its charter or by ordinance, the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.

d) Land use assumptions adopted in a manner that complies with Subchapter C, Chapter 395, may be incorporated in a comprehensive plan.

Sec. 213.003. ADOPTION OR AMENDMENT OF COMPREHENSIVE PLAN.

a) A comprehensive plan may be adopted or amended by ordinance following:

1. a hearing at which the public is given the opportunity to give testimony and present written evidence; and
2. review by the municipality's planning commission or department, if one exists.
3. A municipality may establish, in its charter or by ordinance, procedures for adopting and amending a comprehensive plan.

Sec. 213.004. EFFECT ON OTHER MUNICIPAL PLANS.

This chapter does not limit the ability of a municipality to prepare other plans, policies, or strategies as required.

Sec. 213.005. NOTATION ON MAP OF COMPREHENSIVE PLAN.

A map of a comprehensive plan illustrating future land use shall contain the following clearly visible statement: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

Benbrook City Charter

The Benbrook City Charter requires the Planning Commission to prepare and recommend for approval be the City Council, a long range comprehensive City plan for the orderly physical development of the City, and to review and make recommendations for revisions to the City plan as necessary, but such review shall be made no less frequently than once every five years.

The Benbrook Comprehensive Plan was prepared in accordance with these above noted statutory requirements.

Citizen Participants

Without the support of our wonderful citizens, the Comprehensive Plan update would not have been possible.

Steering Committee Members

David Ramsey (Chair) – Planning and Zoning Commission

Leslie Singleton (Vice Chair) – Economic Development Corporation

Jason Ward – Economic Development Corporation

Karen Henderson – Parks and Recreation Board

Lizzy Sutton – Parks and Recreation Board

Alfredo Valverde – Planning and Zoning Commission

Wes Meyers – Zoning Board of Adjustment

Planning and Zoning Commission

Alfredo Valverde (Chair)

John Logan (Vice Chair)

Nathan Sultemeier

Jonathan Russell

Jon Craver

Mikel Beth Seifert

David Eason

Damon Farrar

David Ramsey

City Council

Dr. Jerry Dittrich (Mayor) – Place 1

Dr. Larry Marshall (Mayor Pro-Tem) – Place 3

Ron Sauma (term ended Nov. 6, 2019) – Place 5

Jim Wilson – Place 5

Laura Mackey – Place 6

Dustin Phillips – Place 4

Rene Franklin – Place 2

Jason Ward (elected Nov. 6, 2019) – Place 7

City Staff

Andy Wayman, City Manager

Jim Hinderaker, Assistant City Manager

Bennett Howell, Public Services Director

Doug Howard, City Planner

Caroline Steward, Assistant City Planner

Cathy Morris, Director, Economic Development Corporation (EDC)

Hillary Cromer, Assistant Director of EDC and Marketing

Phyllis Wolfe, Information Technology Director

Dane Garvin, Geographic Information System

Rick Overgaard, Finance Director

James Mills, Police Chief

Tommy Davis, Fire Chief

Jason Tate, Assistant Fire Chief

Jeff Rodriguez, Communications and Marketing

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