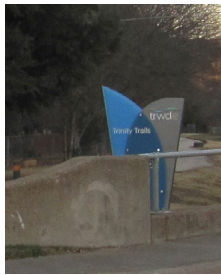


City of White Settlement



Comprehensive Plan Vision Report | 2013



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WHAT IS NCTCOG?

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

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

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

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

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NCTCOG's Department of Transportation

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

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

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

WHITE SETTLEMENT COMPREHENSIVE PLAN VISION

Section 1.1 | Plan Purpose

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

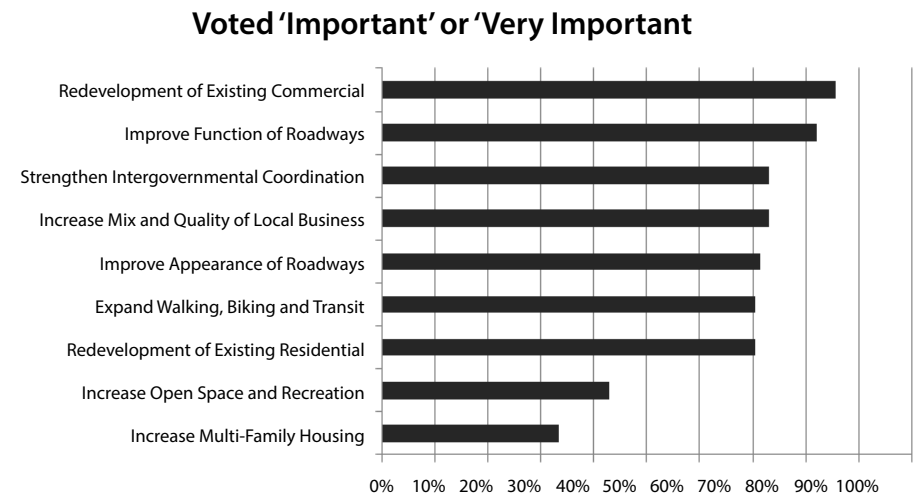
The City of White Settlement adopted its previous Comprehensive Plan in 1999. This framework is not intended as a complete comprehensive planning document but updates the core planning areas of demographics, economic development, land use, transportation, and housing. The community should use the vision as a guide to assist in preparing a complete Comprehensive Plan update.

Section 1.2 | White Settlement Vision

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

Results from White Settlement’s visioning exercise, as shown in **Figure 1.1**, indicate a particular emphasis on redeveloping commercial areas, improving the function of local roadways in the community, and increasing the mix and quality of local businesses. White Settlement’s vision also emphasizes the desire to strengthen opportunities for intergovernmental coordination.

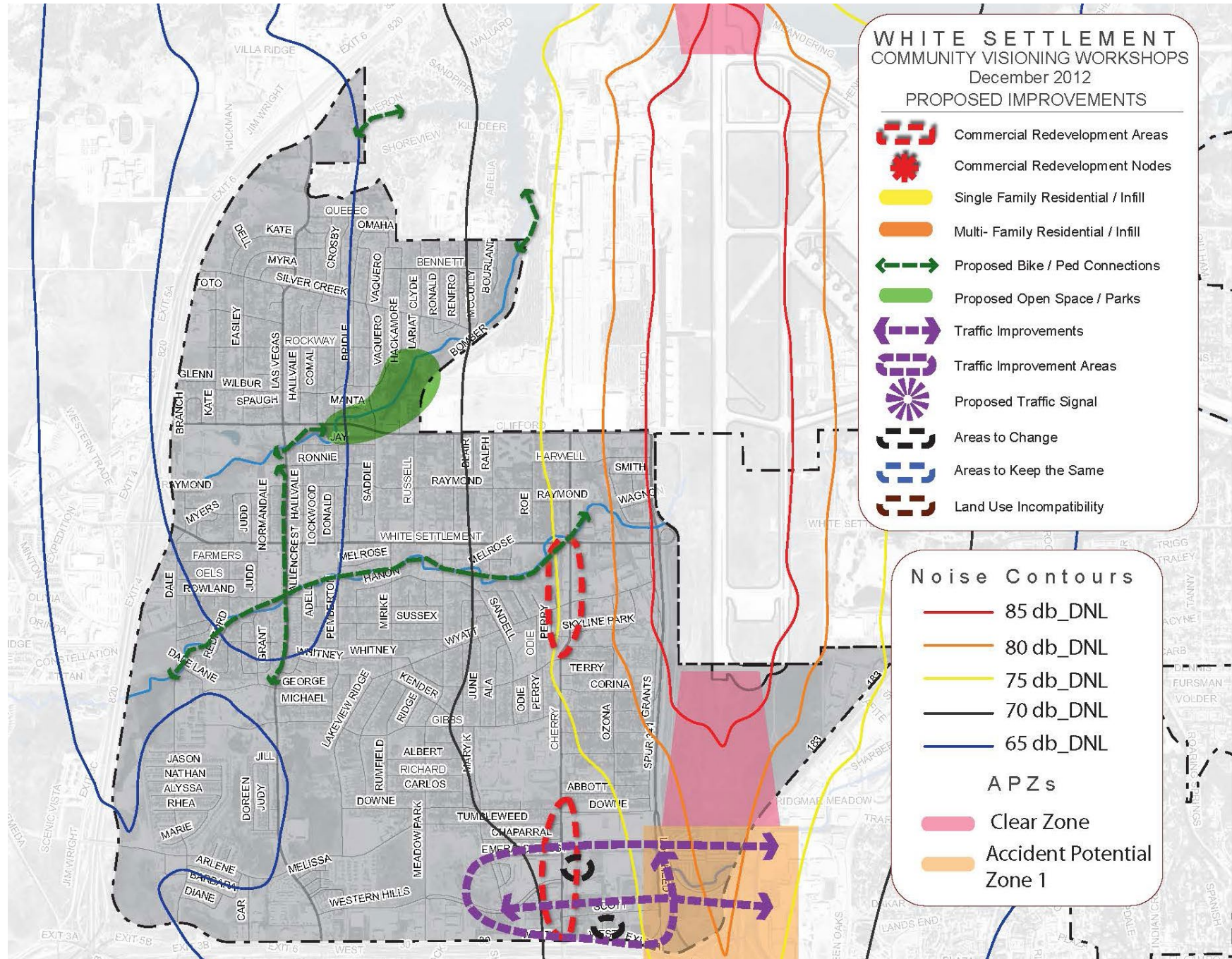
Figure 8.1 – White Settlement Visioning Workshop Prioritization Results



Workshop attendees were also asked to identify specific transportation and land use issues, local areas to maintain, and areas of the community to enhance or redevelop. **Figure 1.2** maps the feedback received from attendees and emphasizes priorities for trails and park space and commercial redevelopment in the southeastern portion of the city and along Cherry Lane. The suggested focus for this area along Cherry Lane is a mix of retail and residential uses. Participants also identified potential land use compatibility issues with noise and air safety zones associated with NAS Fort Worth, JRB in the eastern portions of White Settlement.

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

Figure 1.2 – City of White Settlement Community Input – Priority Action Areas



Section 1.3 | White Settlement Demographics

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

1.3.1 | White Settlement Population and Household Trends

Rates of population change across the county and Fort Worth region demonstrate sustained and dramatic growth over the previous two decades; White Settlement experienced more modest growth, with a 4.16% increase in population between 2000 and 2010. (See Table 1.1).

The PLMC study area is generally comparable in age to Texas and Tarrant County overall and it reflects the increasing diversity of the state and greater Fort Worth region. Following a pronounced national trend, the state, county and cities saw an aging population across the previous two decades. Likewise, as shown in Table 1.2, since 1990, the age profile of White Settlement has become slightly older with a 2010 median age of 34.7.

Table 8.2 – Median Age – Fort Worth, Tarrant County and City of White Settlement, 1990-2010

Median Age	1990	2000	2010
Tarrant County	30.5	32.3	33.4
Fort Worth	30.3	30.9	31.2
White Settlement	33.8	30.6	34.7

Source: U.S. Census Bureau

Table 1.1 – Population Trends - Region, Tarrant County and City of White Settlement, 1990 to 2012

Popultaion Trends (1990-2012)	1990*	2000*	1990-2000 % Change	2010*	2000-2010 % Change	2011**	2012**
White Settlement	14,831	15,472	4.32%	16,116	4.16%	16,240	16,260
NCTCOG - 12 - County Region	4,013,418	5,197,317	29.50%	6,417,724	23.48%	6,461,120	6,515,710
Tarrant County	1,170,103	1,446,219	23.60%	1,809,034	25.09%	1,818,240	1,832,230

Source: *U.S. Census Bureau

Source: ** NCTCOG

Figure 1.3 – White Settlement Age Cohort, 1990 – 2010

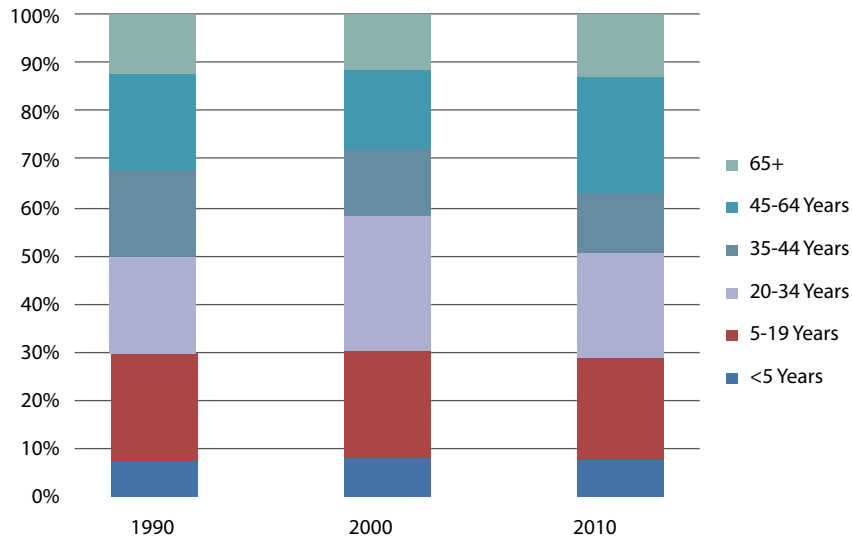
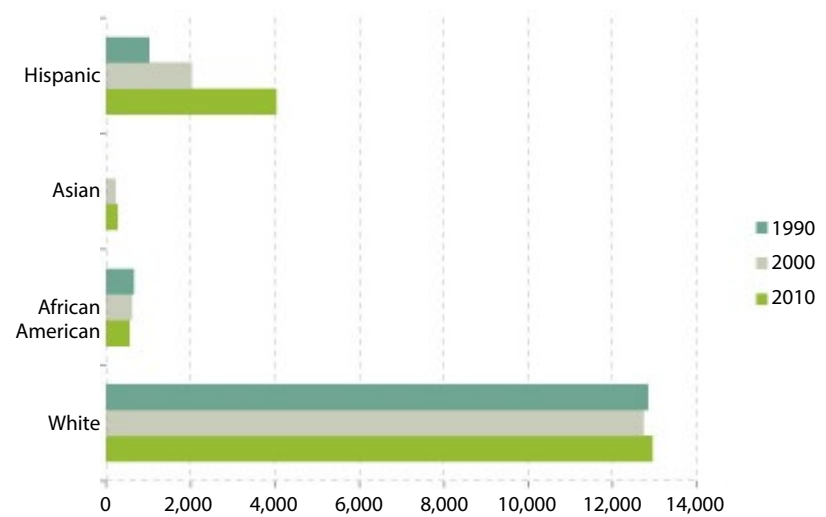


Figure 1.4 – White Settlement Race Cohort, 1990 – 2010



Almost all of the PLMC communities experienced growth in the Hispanic population between 2000 and 2010. White Settlement’s Hispanic population increased from 2,017 to 4,030 between 2000 and 2010, representing a 99.8% increase in Hispanic population and yielding a total population share of 25% in 2010. (See Table 1.3).

Table 1.3 – Race & Ethnicity - City of White Settlement, 1990-2010

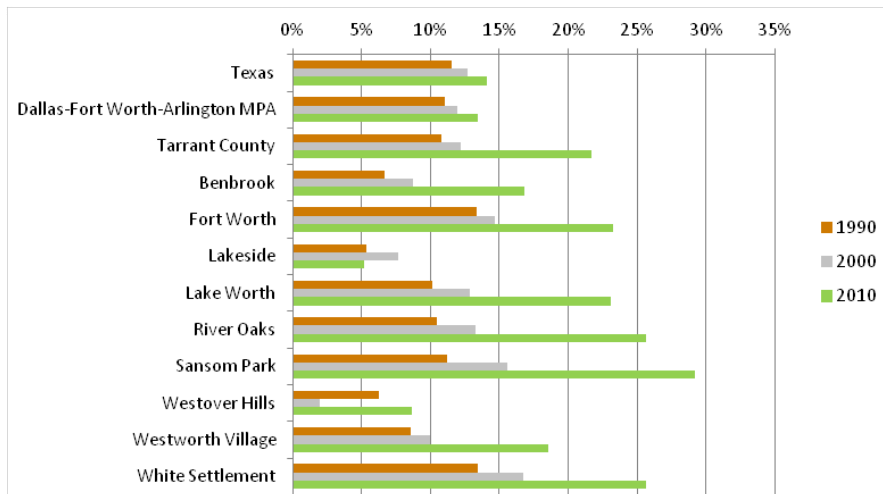
White Settlement	2000 Pop	% of Total 2000 Pop	2010 Pop	% of Total 2010 Pop
White	12,730	82.3%	12,949	80.3%
Black	600	3.9%	548	3.4%
Asian	217	1.4%	262	1.6%
Hispanic	2,017	13.0%	4,030	25.0%
Total Population	15,472	See Note 1	16,116	See Note 1

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

Source: US Census Bureau

A higher percentage of female-headed households in a community can indicate a greater risk of poverty and economic instability in families. As shown in **Figure 1.5**, several PLMC communities, including White Settlement, have 2010 percentages of female-headed households that exceed state and regional ratios. Average household size in White Settlement increased slightly from 2.55 to 2.59 between 2000 and 2010.

Figure 1.5 – Female Headed Households – State, Region, PLMC Sub-Region, Tarrant County and City of White Settlement, 2010



Source: U.S. Census Bureau

1.3.2 | Lake Worth Income Trends

The Dallas-Fort Worth-Arlington Metropolitan Planning Area (MPA) exceeds the State of Texas in median household income for 2010, highlighting a robust regional economy (See **Table 1.4**). White Settlement’s median household income is approximately \$41,976.

Table 1.4 – Median Household Income – State, Region, PLMC Sub-Region, Tarrant County and City of White Settlement, 2000 - 2010

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

Source: U.S. Census Bureau

Section 1.4 | Economic Development

1.4.1 | Strengths, Weaknesses, Opportunities and Threats

White Settlement is advantageously located within the Fort Worth region, with Interstate Highway 820 (Loop 820) and Interstate 30 providing easy access to DFW Airport, downtown Fort Worth, the Alliance Area, and other major employment centers throughout the region. Additionally, White Settlement borders NAS Fort Worth, JRB and Lockheed Martin, which are two of the largest regional employment centers. In recent years, the Dallas-Fort Worth region has begun undergoing an economic rebound, with growing inventories, increasing employee payrolls, and decreasing unemployment rates; however, many of the PLMC communities, including White Settlement, have not maintained a rate of growth commensurate with regional trends. White Settlement is well-positioned to capture future growth through the implementation of strategic economic investments and policies.

EXISTING STRENGTHS AND WEAKNESSES:

To begin to evaluate and develop strategies for White Settlement’s future economic development, the planning team conducted a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis.

ECONOMIC DEVELOPMENT STRENGTHS

- Major employers in close proximity and headquarters of major oil/gas industry leader and other defense related businesses
- New, affordable single family subdivisions planned
- New White Settlement ISD high school campus
- New park and recreation improvements

ECONOMIC DEVELOPMENT WEAKNESSES

- Lack of local grocery store or local pharmacy
- Commercial zoning on White Settlement Road constrains upgrades to residential properties
- Limited options for walking or bicycling
- Need for quality gateways into the city

ECONOMIC DEVELOPMENT OPPORTUNITIES

- Headquarters of Weir SPM with large employment
- Spin-off economic impacts/benefits from defense and oil/gas industries
- Industrial park land for future employers
- Innovative mixed-use development zoning along Interstates 30 and 820, as well as Spur 341
- Opportunities for redevelopment

ECONOMIC DEVELOPMENT THREATS

- Future mission changes at NAS Fort Worth, JRB
- Little population growth
- Housing is 40% rental, including the single family housing
- Farmers Branch Creek flooding and increased development west of Interstate 820

White Settlement is vulnerable to the issues and challenges shared among the PLMC communities. These challenges include aging retail corridors and neighborhoods, limited undeveloped land for new development, competition with areas in and around Fort Worth that pull mixed use investments away from the PLMC communities, and weak regional market competitiveness. With strategic repositioning and planning, these challenges can serve as opportunities for future quality growth and development in White Settlement.

1.4.2 | Existing Economic & Retail Base

Employment & Industry

Approximately 65% of White Settlement’s total population over the age of 16 participated in the civilian labor force in 2010 and 55.2% of females over 16 participated in the civilian labor force. Table 1.5 outlines White Settlement’s civilian employed population by occupation. Management, services, and sales share the greatest occupational share, each with approximately 22% of total employment.

White Settlement has a relatively evenly balanced industry mix, with no dominant industrial sector. Education, health care, and social assistance and manufacturing hold the greatest share of the industry, with 16.9% and 15% respectively. (See Table 1.6) Weir SPM is a major employer in White Settlement, with approximately 1,500 employees. Other significant employers in White Settlement include: White Settlement ISD, Lowe’s, Cooperative Industries Aerospace & Defense, West Side Campus of Care, City of White Settlement, Abode Treatment Center, Whip Industries, and Buford Thompson.

Table 1.5 – Employment by Occupation for the City of White Settlement, 2010

Occupation	Estimate	Percent
Civilian employed population 16 years and over	7,304	
Management, business, science, and arts occupations	1,612	22.1%
Service occupations	1,641	22.5%
Sales and office occupations	1,663	22.8%
Natural resources, construction, and maintenance occupations	1,188	16.3%
Production, transportation, and material moving occupations	1,200	16.4%

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

Table 1.6 – Industry Mix for the City of White Settlement, 2010

INDUSTRY	Estimate	Percent
Civilian employed population 16 years and over	7,304	
Agriculture, forestry, fishing and hunting, and mining	48	0.70%
Construction	807	11.00%
Manufacturing	1,099	15.00%
Wholesale trade	195	2.70%
Retail trade	1,014	13.90%
Transportation and warehousing, and utilities	333	4.60%
Information	97	1.30%
Finance and insurance, and real estate and rental and leasing	295	4.00%
Professional, scientific, and management, and administrative and waste management services	680	9.30%
Educational services, and health care and social assistance	1,233	16.90%
Arts, entertainment, and recreation, and accommodation and food services	704	9.60%
Other services, except public administration	292	4.00%
Public administration	507	6.90%

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

Commercial Corridors

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

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

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

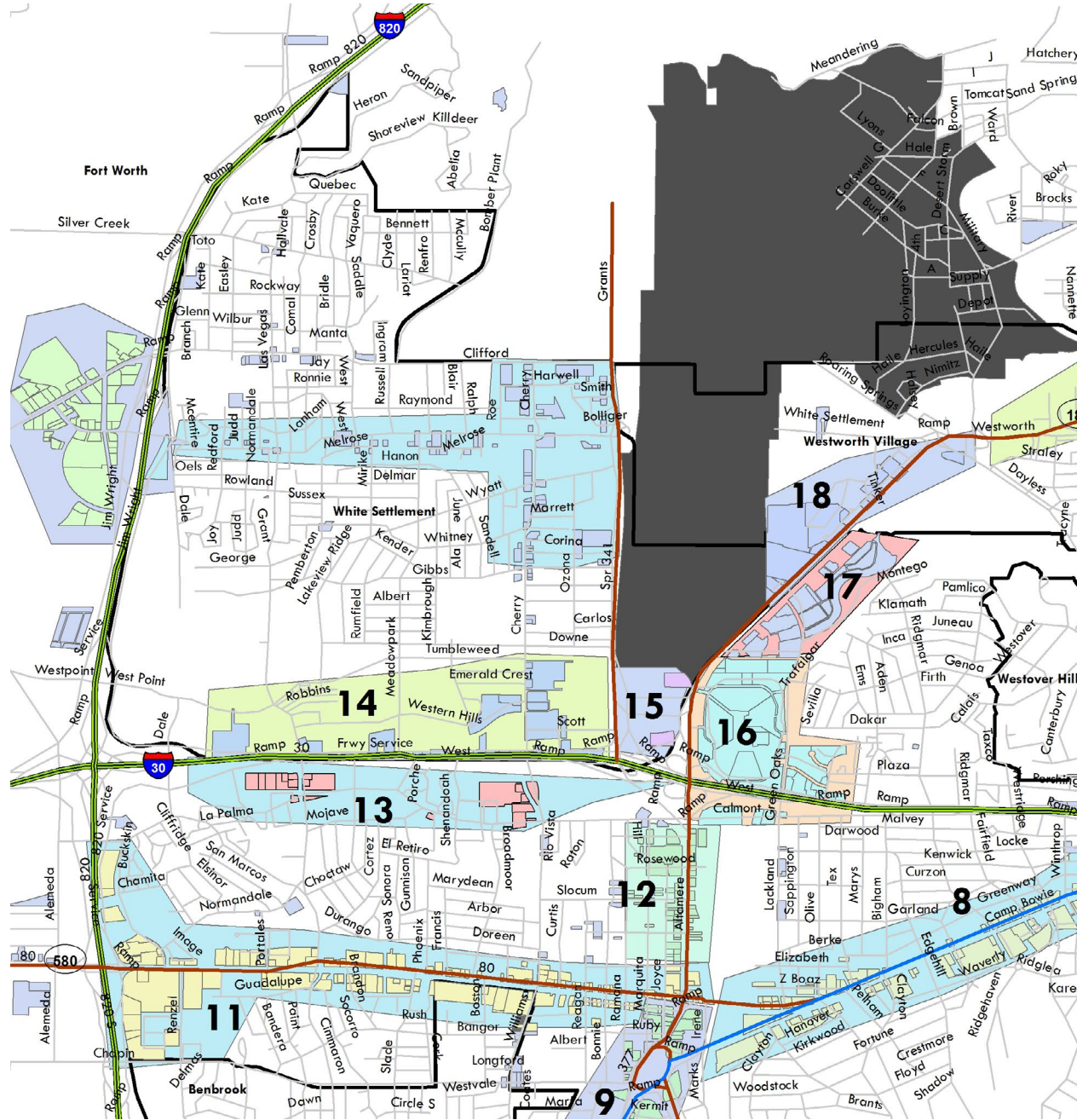
Camp Bowie Boulevard (Segments 11-18)

Evaluated as part of the Camp Bowie Boulevard grouping, segments 14 and 15 follow Interstate 30 within the City of White Settlement. (See **Figure 1.6**) This grouping of segments represents the largest composition of retail establishments and estimated square footage (28% of all study area establishments and 40% of all study area estimated square footage); eight of the 14 NAICS categories summarized in this grouping of segments rank first in number of establishments when compared to all segment groups in the study area. Much of the associated 6.1 million square feet in this segment grouping can be attributed to Ridgmar Mall and the Town Square area developments (Segments 16 and 17). The grouping of segments is dominated by the regional shopping centers and numerous power centers.

Segment 11 is the continuation of Camp Bowie Boulevard (known as Highway 580 along this corridor) based on segment 8 although there is a marked difference from one segment to the other. Segment 11 features a number of motels/ hotels, discounters, and new car dealerships. Segment 12 is comprised of an eclectic mix of retail store fronts with a high concentration of motor vehicle parts/gas and repair and maintenance establishments. The eastern border of segment 12 is the Z. Boaz Golf Course. Segment 13, directly south of Interstate 30, has a limited number of retail establishments including a new car dealership, multiple parts/gas establishments, and multiple large self-storage establishments. Segment 14, directly north of Interstate 30, is predominantly comprised of vehicle parts/gas establishments and restaurants.

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

Figure 1.6 – PLMC Commercial Corridors - Segments 11-18

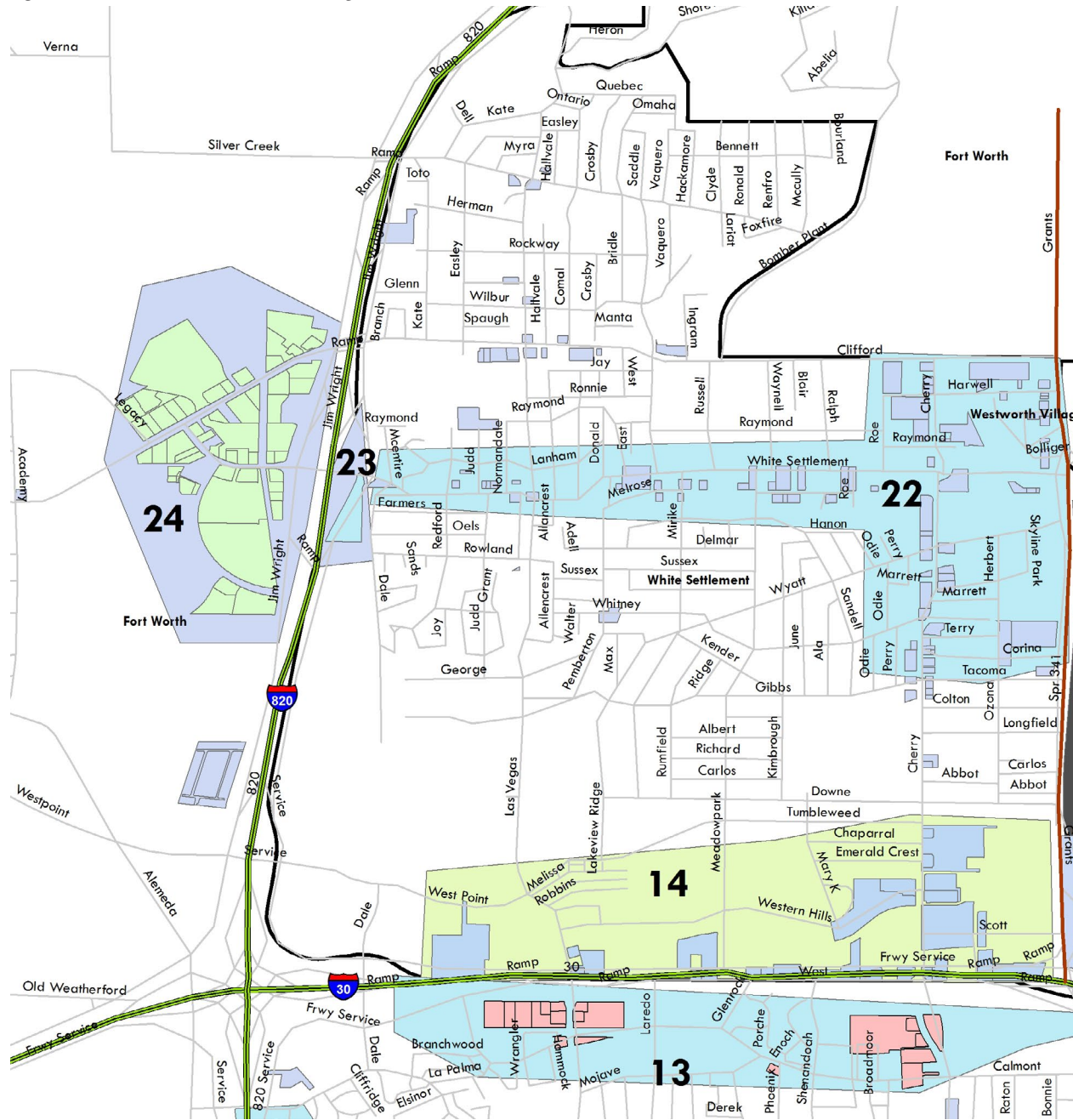


White Settlement Road (Segments 22-24)

As illustrated in **Figure 1.7**, segments 22, 23, and 24 extend along White Settlement Road and the main ingress/egress of the Lockheed Martin Corporation to Interstate 820. Segments 22 and 23 are predominantly comprised of repair and maintenance, personal and laundry services, and insurance and credit intermediation establishments set in an assortment of strip centers.

Segment 24, outside of the White Settlement city limits, is comprised of a collection big box retailers along with a tenant mixture of restaurants and personal services at the juncture of White Settlement Road and Interstate 820. Anchoring this small power center are a Wal-Mart, Home Depot, and Albertsons supermarket. Complementing these big box retailers is a cluster of pharmacies, salons, national restaurant chains and a car dealership. The total combined segment boasts the fifth most retail establishments (166) as well as total estimated square footage (1.4 million SF) of the six combined segments in the study area.

Figure 1.7 – PLMC Commercial Corridors - Segments 22-24



1.4.3 | Retail Gap Analysis

The Comprehensive Plan Vision evaluates the retail environment along State Highway 199 and State Highway 183 by assessing four 3-mile trade areas, as illustrated in **Figure 1.8**. All four trade areas within the PLMC study area are over-served with retail ranging from neighborhood strip center to regional shopping malls. The study area is home to clusters of automobile dealers, which account for the large amounts of surplus in the Interstate 30 and State Highway 183, State Highway 199 and State Highway 183, and Interstate 20 and U.S. Highway 377 trade areas. In addition, Ridgmar Mall contributes to the large amount of surplus within the Interstate 30 and State Highway 183 Trade Area. The City of White Settlement falls within the Interstate 30 and State Highway 183 Trade Area. See **Appendix D** for the detailed retail gap analysis by trade area.

Interstate 30 and State Highway 183 Trade Area

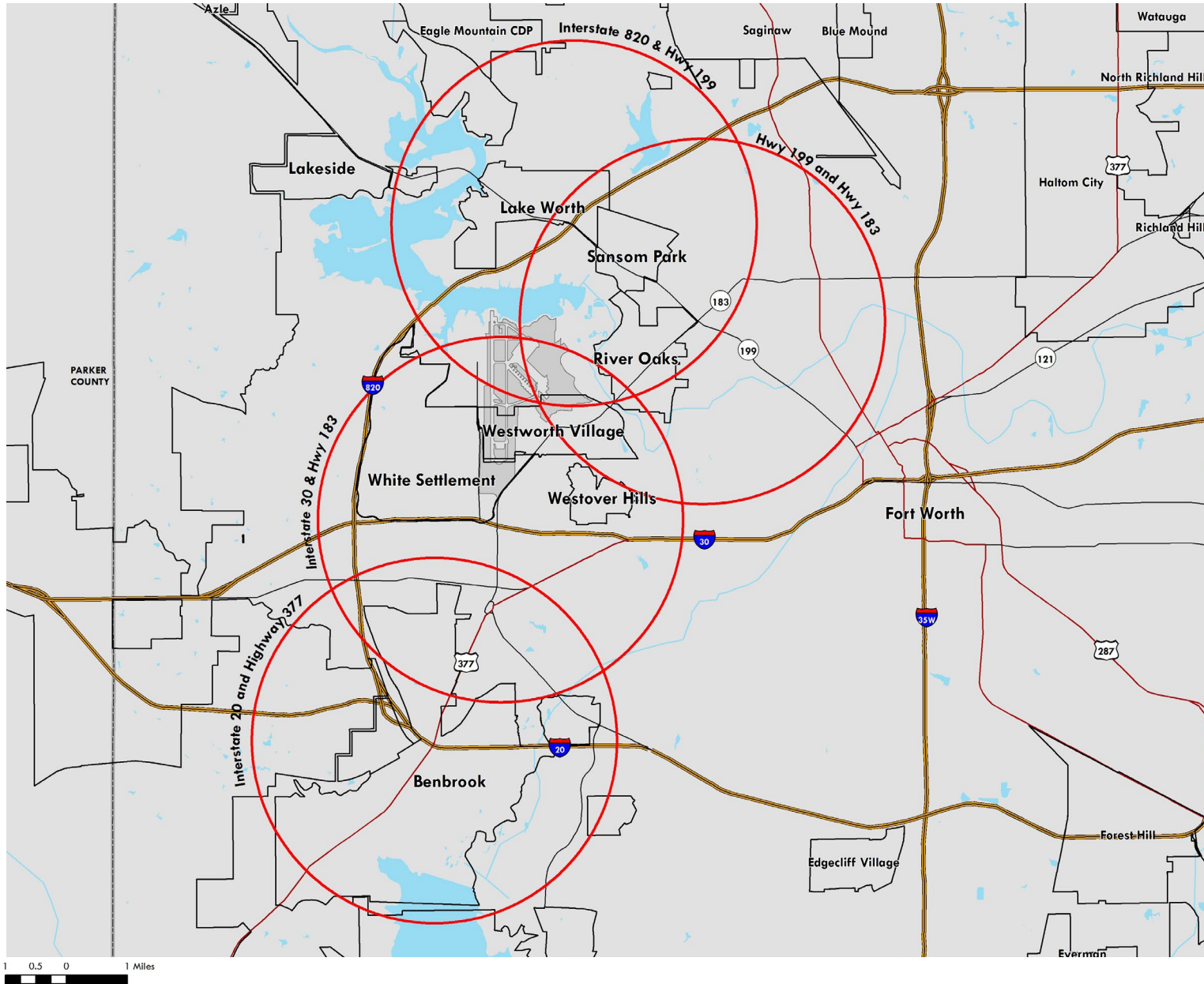
The Interstate 30 and State Highway 183 Trade Area encompasses the City of White Settlement, the City of Westworth Village, the Town of Westover Hills, and portions of the City of Fort Worth south of the base. The analysis reveals that this trade area has a “surplus” of total sales (\$772.6 million).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

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

opportunities for existing businesses to expand their product lines and for new local businesses to be created to capture this unmet spending potential.

The Interstate 30 and State Highway 183 Trade area is leaking sales in 10 of the 31 4-Digit NAICS categories of retail. The largest sales leakage occurs in Furniture Stores (\$9.6 million) and Special Food Services (\$4.5 million). The other categories of retail are all leaking less than \$2 million in sales. These include Home Furnishing Stores (\$1.1 million), Building Material and Supply Dealers (\$797,773), Specialty Food Stores (\$229,437), Book Periodical and Music Stores (\$1.1 million) and Used Merchandise Stores (\$414,126). It should be noted that Non-Store Retailers also are leaking a comparatively large amount of sales (\$13.1 million leakage); however this category of retail does not have the need for brick-and-mortar retail spaces. While the sales leakage amounts in any of the retail categories within this trade area would likely not be enough to warrant investment in a new establishment, there may be opportunity for existing stores to expand their product lines in some of these categories

Figure 1.8 – PLMC Retail Trade Area



1.4.4 | White Settlement Economic Development Catalyst Sites

Development and redevelopment are two ways of facilitating economic growth. Through the expansion of the tax base and retail sales associated with new development, each of the PLMC communities has the potential to expand employment, increase payroll and grow its tax base. Based on community feedback, as well as factors such as physical site characteristics and future market absorption, the planning team identified a series of six catalyst economic development sites within the broader PLMC study area. These sites do not represent the full range of potential redevelopment activity in any given community, but reflect the most visible and market-feasible revitalization opportunities. The sites are also intended to assist the community in prioritizing marketing efforts and public investments in support of key redevelopment projects that could fill highlighted gaps in the market analysis and significantly reshape nearby land use patterns. The planning team has also conducted a fiscal impact analysis for these sites. As illustrated in **Figure 1.9**, two catalyst projects, Sites 5 and 6, were identified in and around the City of White Settlement.

Site 5 – Interstate 30 & State Highway 183 & Ridgmar Mall

Catalyst Site 5 includes two primary locations. The western location is in the City of White Settlement, just south of the NAS Fort Worth, JRB and west of State Highway 183 and north of Interstate 30. The eastern portion of Site 5 is just east of State Highway 183 and north of Interstate 30. The eastern part, which includes Ridgmar Mall, is in the City of Fort Worth. The proposed building program for this site is described as follows:

- Reposition existing retail as part of a flexible approach to keep the mall viable and minimize land use incompatibilities associated with the Accident Potential Zone I,
- Introduce a grid network with buildings addressing the street,
- Create a high amenity, pedestrian-scale environment, and
- Increase total retail square footage on the eastern side of the mall and near newly designated exit ramp areas.

The building program for the White Settlement portion of Site 5 consists of developing 500,000 SF of professional office space as well as replacing 330,378 SF of existing residential, industrial, retail and restaurant space to incorporate the new office space. In addition, 150,000 SF of standalone retail/service and restaurant uses have been proposed in this location.

An alternative development consideration for the City of White Settlement would be to introduce mid-value single family homes since there is currently a lack of these types of homes in the study area. Site 5 could incorporate new residential uses, but since the area falls within the noise contours of the base, any proposed residential development

should document the need through a housing needs assessment and the builder should coordinate with NAS Fort Worth, JRB to incorporate sound mitigation techniques.

The office and retail space proposed for Site 5 would lead to a loss of \$1.7 million in annual tax revenue in White Settlement. However, the new development program could potentially generate more than \$4.8 million for a net change of \$3.1 million. This is due in large part to the creation of considerable real estate value related to the construction of new office space at this location, which accounts for roughly 79% of the new tax revenues. Additionally, if the building program for Site 5 were implemented, the City of White Settlement could add a net gain of 1,005 employees as a result of the new development. See **Appendix G** for full Economic Development Tax Base Impacts analysis.

Site 6 – Interstate 820 & Clifford Road

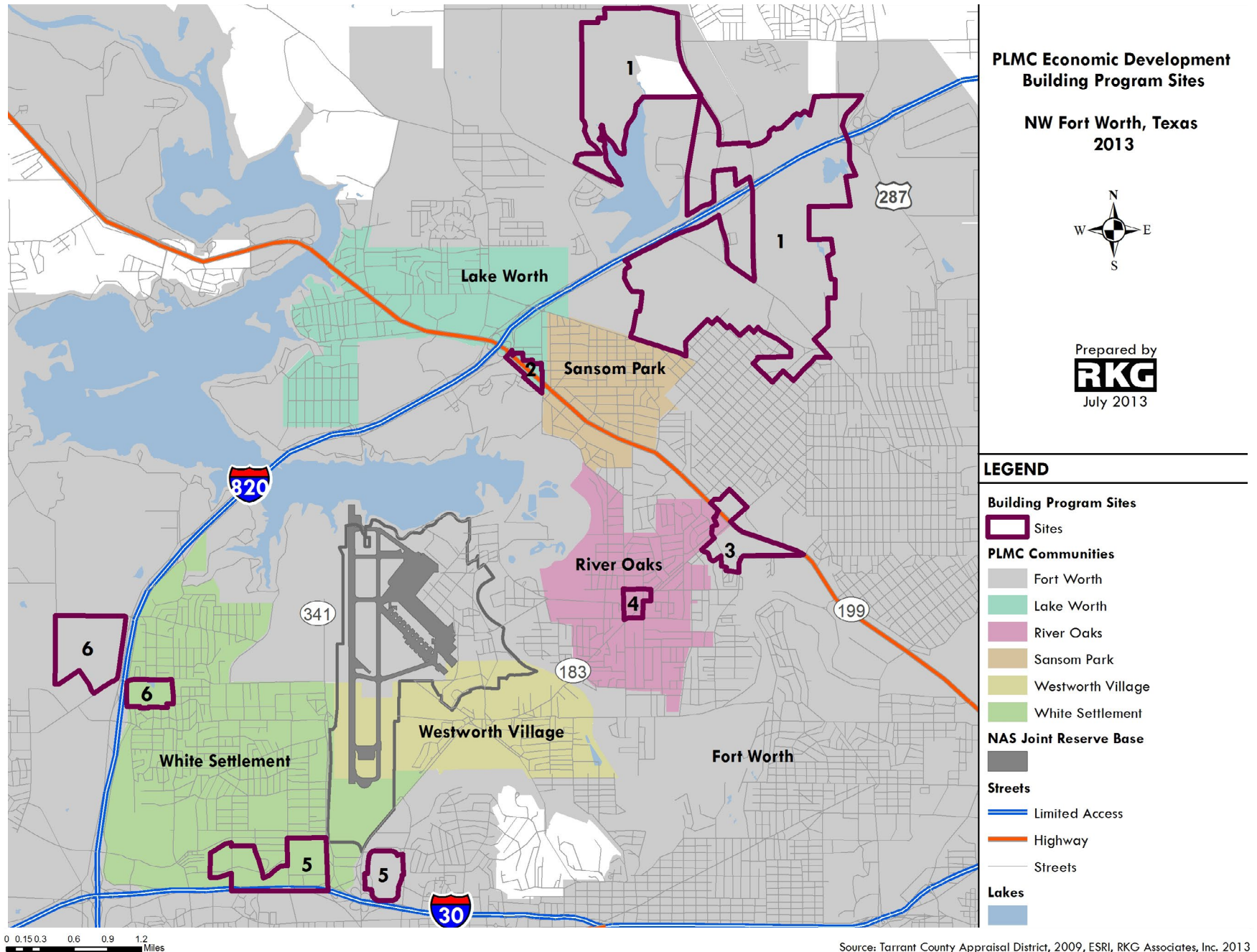
The location of Site 6 is on the west and east side of Interstate 820 in the City of Fort Worth and the northwest side of the City of White Settlement. The proposed building program consists of the following:

- Increase presence of townhomes and apartment living in signature new development in the area, targeting young families, young professionals, military families and people looking for other housing options, and
- Introduce a mix of family entertainment and retail, including a new water park in the City of White Settlement

The Site 6 building program includes an additional 150,000 SF of family entertainment, retail, and service space, including a water park, to the White Settlement portion of the site. This development program will replace 31,387 SF of existing residential, retail and restaurant uses but lead to a net gain of 118,613 SF of development. It will also result in the loss of the existing ball field complex in this location, but there are several alternative recreational areas within the city.

The entertainment, retail and restaurant uses proposed for Site 6 in White Settlement are anticipated to generate a net gain of \$1.4 million annually, even with the removal of a small amount of existing residential, retail and restaurant uses. Additionally, if the building program for Site 6 were implemented, the City of White Settlement could add a net gain of 304 employees as a result of the new development. See **Appendix G** for full Economic Development Tax Base Impacts analysis.

Figure 1.9 – Economic Development Catalyst Sites



1.4.5 | Economic Development Goals, Policies and Actions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal 1.4: Promote growth through quality of life initiatives

Policy 1.4.1: Identify ways to strengthen the existing housing stock and neighborhoods

as a means to maintain economic value, retain existing residents, and attract new households

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

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

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

Goal 1.5: Target marketing efforts to add key retail components to the local economy

Policy 1.5.1: Focus site marketing efforts on specific grocery retail types and family entertainment venues

Action 1.5.1.1: Identify site requirements for typical regional grocery stores and entertainment venues

Action 1.5.1.2: Target grocery store and family entertainment venues as part of the tenant mix for proposed mixed use redevelopment sites

Goal 1.6: Enhance community presence along IH 820 as a means to enhance market visibility

Policy 1.6.1: Develop community gateways from IH 820 into White Settlement

Action 1.6.1.1: Conduct public outreach to citizens and property owners to advise on the design of gateways and enhanced corridors

Action 1.6.1.2: Develop an Request for Qualifications for design professionals to solicit assistance with gateway design and development

Action 1.6.1.3: Explore creation of overlay zones or a tax increment reinvestment zone to implement the guidelines developed for the gateway program

Action 1.6.1.4: Market to developers and investors within the DFW area to encourage implementation of the gateway program

Section 1.5 | Land Use

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

1.5.1 | Existing Land Use Overview

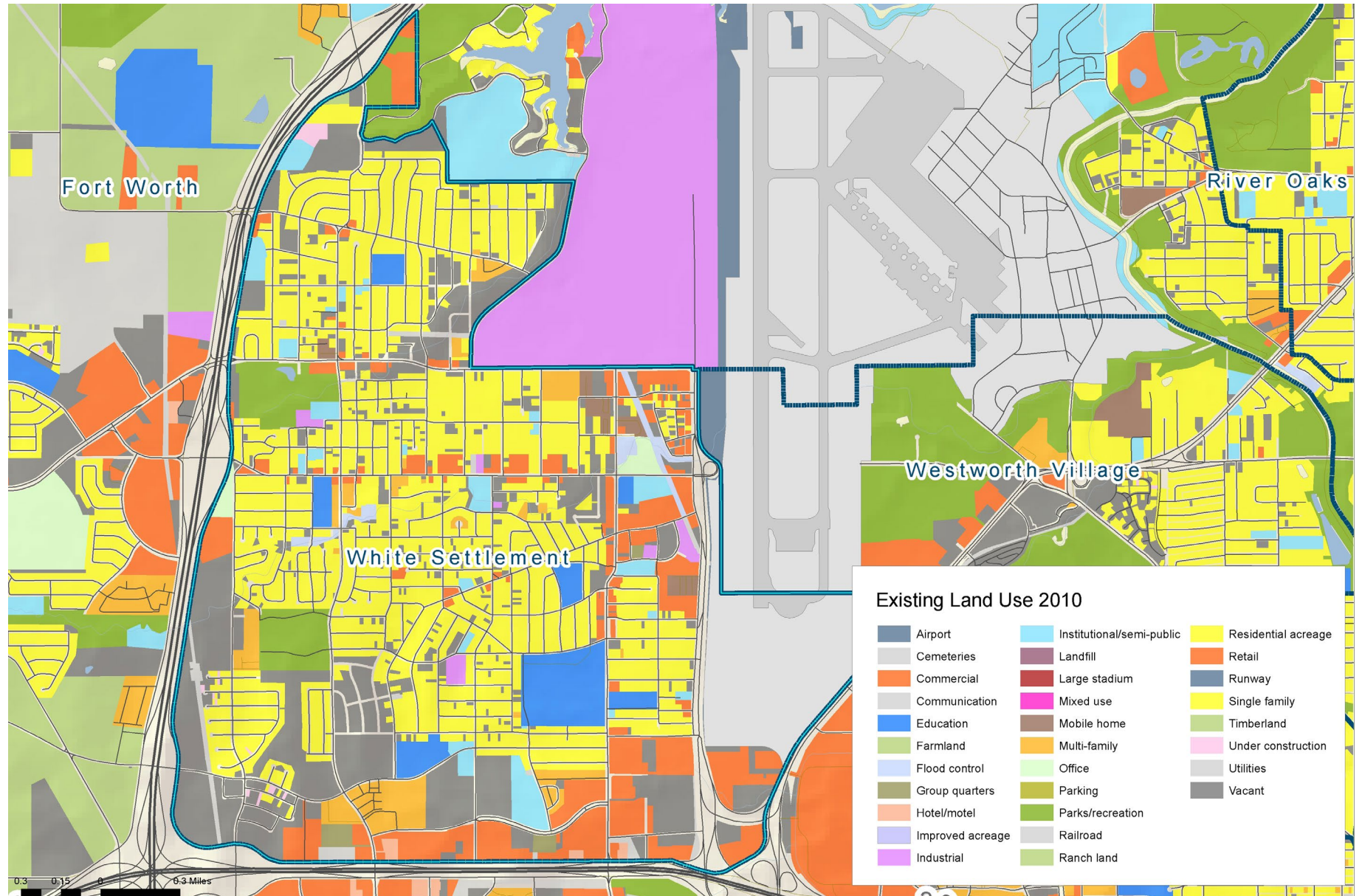
As outlined in Table 1.7, the greatest share of White Settlement's existing land use is comprised of single family, with 39.6% of the total land acreage. Approximately 11.4% of total acreage was commercial as of 2010. As depicted in Figure 1.10, the majority of White Settlement's retail and commercial land uses are along the southern edge of the city and along Cherry Lane and White Settlement Road. As with many of the PLMC communities, White Settlement has a fairly limited supply of consolidated parcels of vacant land to absorb new development, suggesting an increased focus on infill development strategies.

Table 1.7 – Existing Land Use, City of White Settlement

Existing Land Use	Acres	Percent of Total
Commercial	304.7	11.4%
Communications	1.34	0.1%
Education	109.9	4.1%
Group Quarters	11.8	0.4%
Hotel	6.1	0.2%
Industrial	16.2	0.6%
Institutional-Semi-public	76.4	2.9%
Mobile Home	20.7	0.8%
Multi-family	89.6	3.4%
Office	15.02	0.6%
Parks/Recreation	97.2	3.6%
Ranch	2.2	0.1%
Retail	45.6	1.7%
Runway	200	7.5%
Single Family	1,056.60	39.6%
Under Construction	7.3	0.3%
Utilities	26.3	1.0%
Vacant	580.9	21.8%
Total	2667.86	

Source: NCTCOG, 2010

Figure 1.10 – White Settlement Existing Land Use



Source: NCTCOG, 2010

1.5.2 | Future Land Use

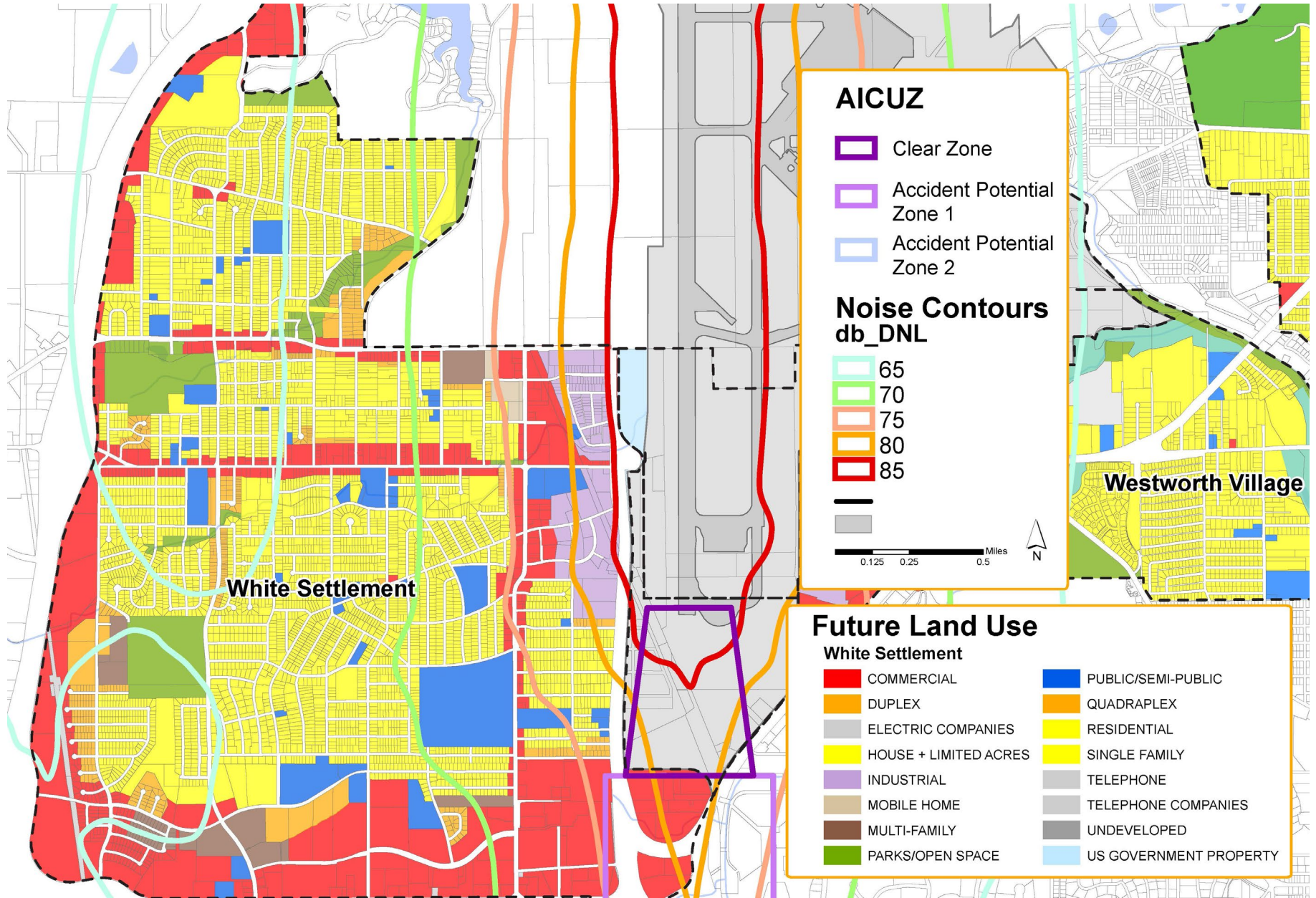
White Settlement's future land use plan was last updated in 1999 in conjunction with the most recent comprehensive plan update. The land use categories depicted in the future land use plan may not represent what is on the ground today, but it is important to note the past vision of the city to build upon efforts. As outlined in Table 1.8, the major land uses designated in White Settlement's current Future Land Use Plan are 34.6% Single Family and 35.0% Commercial. Multi-family, Parks and Open Space, and Public/Semi-public comprise small relative shares of total acreage. Parks and Open Space captures a slightly greater share of total acreage in the Future Land Use plan, with 4.7% of total acreage compared to 3.6% in the Existing Land Use Plan.

Table 1.8 – Future Land Use, City of White Settlement

Future Land Use	Acres	Percent of Total
Commercial	1078.2	35.0%
Duplex	99.1	3.2%
Electric Companies	10.9	0.4%
House + Limited Acres	4.3	0.1%
Industrial	95.8	3.1%
Mobile Homes	9.5	0.3%
Multi-family	60.2	2.0%
Parks/Open Space	143.3	4.7%
Public/Semi-public	179.4	5.8%
Quadruplex	23.8	0.8%
Residential	105.6	3.4%
Single Family	1065.4	34.6%
Telephone	0.4	0.0%
Undeveloped	0.05	0.0%
U.S. Government	203.10	6.6%
Total	3079.05	

Source: White Settlement Comprehensive Plan, 1999

Figure 1.11 – White Settlement Future Land Use



Source: White Settlement Comprehensive Plan, 1999

*The future land use map was last updated in 1999 and may not accurately reflect existing land uses today

1.5.3 | Zoning Analysis

The City of White Settlement's zoning ordinance includes 17 classes of use districts, including the following:

- Single-family residential district—8,000-square-foot lot size
- Single-family residential district—7,200-square-foot lot size
- Single-family residential district—6,000-square-foot lot size
- Single-family residential district—5,000-square-foot lot size
- Single-family residential district—cluster
- Residential district—duplex
- Multifamily residential district—16 dwelling units per acre
- Multifamily residential district—24 dwelling units per acre
- Mobile home park district
- Recreational vehicle district
- Office commercial district
- Neighborhood commercial district
- Commercial corridor district
- Light industrial and warehousing district
- Medium and heavy industrial district
- Mixed use overlay district
- Planned development district

The Mixed Use Overlay District allows for a combination of commercial and retail uses, but housing is prohibited. The planned development district is created to support the integrated development of mixed residential uses or mixed residential uses combined with some selected commercial uses, in accordance with a comprehensive plan. It is designed to permit flexibility and encourage a more creative, efficient and aesthetically desirable design and placement of buildings, open spaces, traffic operational characteristics, and parking facilities, in order to best utilize special site features of topography, size or shape, or to best serve a need of the community.

Though these districts provide some flexibility in the arrangement of land uses, the current zoning code lacks the more robust mixed use, infill development, and physical design elements to support the revitalization concepts envisioned during community input. The land use strategies identified in **Section 1.5.6** are intended to strengthen the ability of the city's zoning to shape quality mixed use environments in strategic areas of the community.

1.5.4 | Compatibility with NAS Fort Worth, JRB

Communities and military installations can face compatibility challenges when certain types of nearby development such as noise sensitive uses or activities that

concentrate people reduce the safety and effectiveness of mission operations or when military activities produce higher than normal impacts such as noise or safety risks on surrounding areas. In 2008, regional partners, including NAS Fort Worth, JRB and the City of White Settlement completed a Joint Land Use Study (JLUS) to address land use compatibility issues resulting from aviation operations.

Two areas of potential incompatibility—noise contours, which delineate land exposed to high levels of aircraft noise and Accident Potential Zones, which indicate areas with a statistically higher risk of an aircraft accident due to runway proximity, extend south of the base and includes portions of White Settlement. As illustrated in **Figure 1.12**, a significant portion of the City of White Settlement falls within the 65 dB_DNL noise contour and portions in southeastern White Settlement fall within Accident Potential Zones I and II. The JLUS outlines a variety of tools to minimize conflicts between community and military uses. The Comprehensive Plan highlights several critical compatibility strategies related to communication, mitigation techniques to reduce specific impacts such as noise and the gradual transition of land toward less people-intensive, noise sensitive uses, including industrial activities.

1.5.4.1 | Ordinance Review

Sound Attenuation

Residents surrounding military installations may experience noise impacts from military aircraft operations. Portions of the City of White Settlement fall within the 65-69, 70-74, and greater than 75 Day-Night Average Sound Levels contours of NAS Fort Worth, JRB, as well as the Accident Potential Zones.

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

As shown in **Table 1.9**, vacant land is still present within the areas of high noise in the City of White Settlement. The city should explore opportunities to preserve this vacant land as long-term open space or develop future uses that would be compatible with noise exposure such as light industrial or manufacturing activities.

Actions that all the local governments could take to increase sound attenuation and energy efficiency are located in **Section 1.6**. Priority efforts that the City of White Settlement could undergo are listed in **Table 1.10**.

Table 1.9 – Percentage of Land Falling within Joint Land Use Study Noise Contours

	Acreage	Percentage	Vacant Land (Acres)*	Percentage of Vacant Land
<65 DNL	835	53%	47	3%
65-69 DNL	148	9%	17	1%
70-74 DNL	411	26%	67	4%
>75 DNL	182	12%	18	1%
Totals	1,576		149	9%

*Does not include parks or infrastructure

Vacant Land Source: Tarrant County Appraisal District, 2012

Figure 1.12 – Joint Land Use Study Noise Contours and APZ in White Settlement

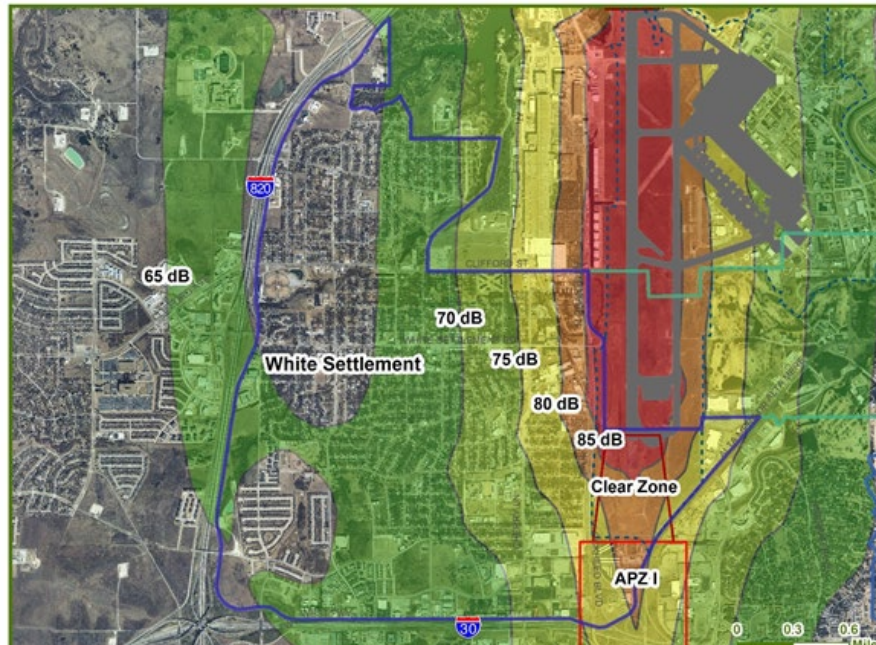


Table 1.10 – White Settlement Priority Recommendations to Increase Sound Attenuation

Recommendation	Time	Cost	Responsible Entity	Participants	Notes
Coordinate with the Community Plans and Liaison Officer at NAS Fort Worth, JRB on new development projects that are within the noise contours.	Short Term	Low	Developers	Cities NAS Fort Worth, JRB	
Encourage active code enforcement to ensure that new developments are adhering to the most recent building code standards.	Short Term	Medium	City	Building Community	
Provide resources to residential, commercial, and industrial developers and builders on residential energy efficiency.	Low	City	67	Homeowners	
Consider incorporating sound attenuation elements from the code comparison matrix (found in Appendix I) for new residential units.	Mid Term	High	Development Community; Local Government Code Officials	Homeowners	
Update noise mitigation requirements when JLUS noise contours are updated.	Long Term	Medium	City	NAS Fort Worth, JRB	
Determine the feasibility of adopting a noise mitigation and/or safety overlay for areas that fall within the JLUS noise contours and/or APZ.	Long Term	High	City Council; Development Community		Case study: city of Fort Worth airport overlay zones

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

**Costs are relative to other recommendations on the list

Energy Efficiency

There are several efforts that residents and White Settlement staff can undertake to increase the energy efficiency of residences and other buildings. Residents can utilize online resources to learn about proper insulation methods, renewable energy tax credits, and energy efficient appliances. Additionally, Tarrant County has an assistance program to help low-income homeowners weather-proof their homes, which would increase sound attenuation and make the residences more energy efficient. The South-Central Partnership for Energy Efficiency as a Resource provides information about how residential, commercial, and industrial uses in Texas can become more energy

efficient. Several electricity providers also offer energy efficiency incentive programs. White Settlement staff could develop a Community Energy Strategic Plan to set goals for reducing energy use and apply for Energy Efficiency and Conservation Block Grant funding through the U.S. Department of Energy. More information about these resources and funding opportunities are in the Ordinance Review Technical in **Appendix I**.

1.5.5 | White Settlement Vision Framework

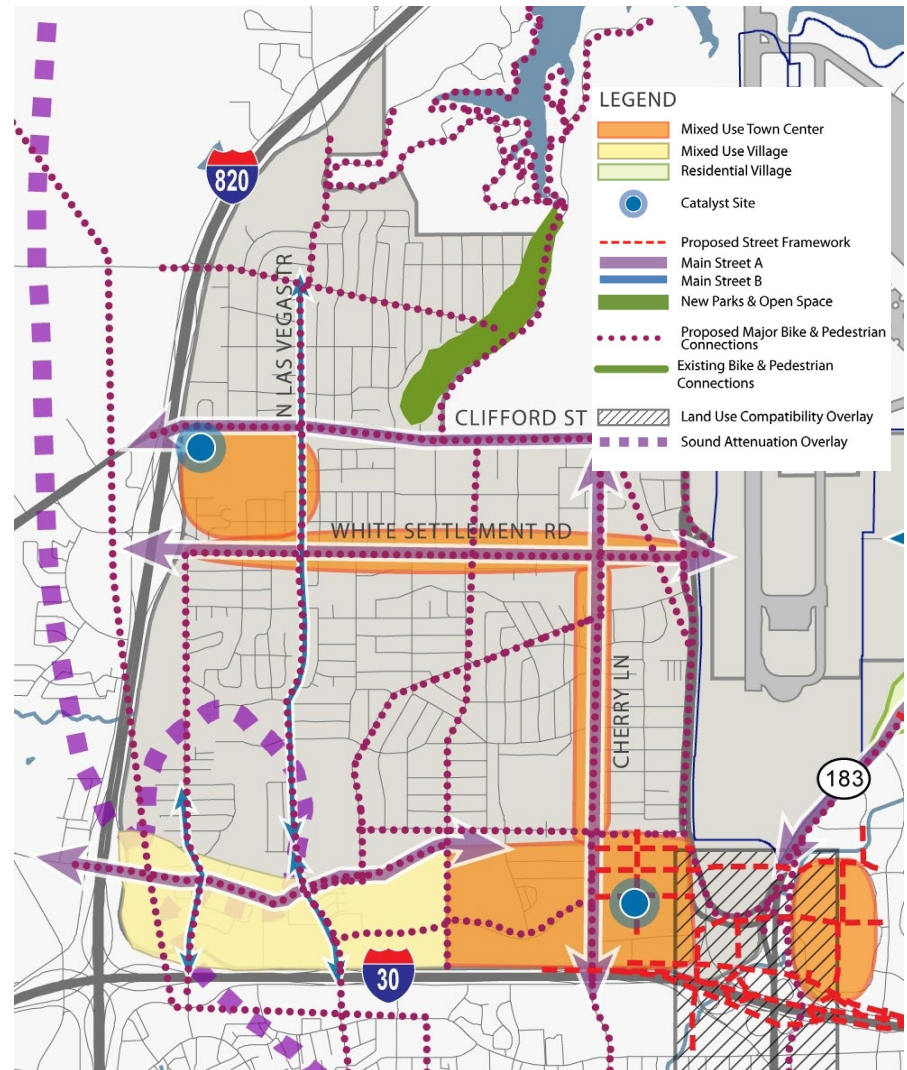
The vision framework plan shown in **Figure 1.13** builds upon the goals and objectives set forth in White Settlement’s 1999 Comprehensive Land Use Plan and reflects feedback received during the public workshop process and input process. The vision framework illustrates basic planning and design concepts to organize growth and inform future land use and public investment decisions in the City of White Settlement. The graphic highlights conceptual areas, each with an overall character based on existing land uses, market potential, current development patterns, growth opportunities, and community priorities. It also shows key physical connections, including bicycle and pedestrian links and refinements to the street network, which can frame future development in the city and expand transportation choices. The character areas are described more fully in the next section.

The framework is not intended as a parcel-specific future land use or zoning map but as a flexible guide for development of more detailed zoning and land use maps as the city adopts new regulatory policies. The ‘Residential Village’ designation illustrated along Interstate 30 is intended to enhance existing residential uses by emphasizing small scale neighborhood-serving retail and pedestrian amenities. Future zoning and redevelopment initiatives within this area should be coordinated with NAS Fort Worth, JRB to ensure the compatibility of future development in higher noise contour areas.

The framework features the catalyst redevelopment sites highlighted in **Section 1.4.4**, as well as additional growth opportunities along Cherry Lane and White Settlement Road. The Town Center and Village character areas combine future retail and housing into more compact, walkable, pedestrian-scale environments. These activity areas are linked by corridors that emphasize buildings oriented to the street, an enhanced public realm, access management and multiple mobility options. Other critical elements include the Sound Attenuation and Land Use Compatibility Overlays that call for special planning and communication strategies to minimize conflicts associated with noise and air safety.

The overall intent of the vision is to establish a new central and visible focal points for redevelopment in White Settlement, particularly along Cherry Lane and Interstate 820 and simplify and refine transportation access along the southern portion of the city near Interstate 30 as a means to attract additional private investment.

Figure 1.13 – White Settlement Vision Framework



Vision Framework Character Area Descriptions

Mixed Use Town Center

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

Mixed Use Village

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

Residential Village

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

Catalyst Sites

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

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

Livability

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

Access/mobility

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

Safety

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

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

Livability

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

Access/mobility

- Driveways can access the street directly if necessary

Safety

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

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

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

1.5.6 | Land Use Goals, Policies and Actions

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

Goal 1.7: Complement and strengthen the visual identity and character of existing community cores

Policy 1.7.1: Focus public realm improvements to reinforce sense of place within city cores and identified town centers and villages

Action 1.7.1.1: Designate gateway features, such as signs, public art, or special landscaping, to accentuate entries into the city and its neighborhoods, particularly along White Settlement Road, Cherry Lane and other major corridors

Action 1.7.1.2: Use landscaping and decorative elements to draw visual interest into established commercial and residential areas, enhance aesthetics, and create a consistent look and feel

Action 1.7.1.3: Develop pedestrian facilities, particularly at key intersections, to provide for safe movement and encourage activity

Policy 1.7.2: Concentrate new institutional and civic uses, such as schools, library branches, recreation centers, and common gathering spaces within the city cores and identified town centers and village nodes

Action 1.7.2.1: Designate highly visible and centrally accessible sites, particularly at major intersections, to anchor future public uses and common spaces

Action 1.7.2.2: Integrate public uses with unifying visual elements, such as landscaping and signs, and physical links such as sidewalks or a walking trail that connects the site to adjoining residential and commercial areas

Policy 1.7.3: Use town centers, villages and corridors as a framework to organize redevelopment into high quality commercial and residential areas that complement the surrounding context

Action 1.7.3.1: Promote appropriate infill development of vacant lots and old commercial centers within developed areas

Action 1.7.3.2: Include projects in future Capital Improvement Programs that support the framework of town centers, villages and mixed use corridors

Policy 8.7.4: Improve the visual character along White Settlement Road, Cherry Lane and other major corridors to attract local investment and create a consistent, high quality corridor throughout the PLMC sub-region

Action 1.7.4.1: As major corridors redevelop, work with property owners and developers to incorporate context-sensitive design guidelines that enhance the built environment and complement surrounding areas

Action 1.7.4.2: Coordinate zoning and project initiatives with adjacent jurisdictions to achieve a coordinated approach to corridor redevelopment

Action 1.7.4.3: Coordinate with TXDOT and the NCTCOG to leverage public improvement investments that enhance the physical character as well as the transportation function and capacity of city roadways

Action 1.7.4.4: Improve the design, function, and appearance of major corridors by addressing traffic safety issues, drainage, excess parking, lighting, landscaping, outdoor storage, refuse containers, the amount and size of advertising, and related issues

Policy 1.7.5: Strengthen quality of life in existing residential areas

Action 1.7.5.1: Work with community organizations to create neighborhood plans that emphasize housing rehabilitation, improved aesthetics, including consistent signage and landscaping and the addition of amenities such as parks, gardens, and community centers

Goal 1.8: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation

Policy 1.8.1: Enhance the quality of residential subdivision design on a city-wide basis

Action 1.8.1.1: Strengthen the existing Subdivision Regulations for the city by incorporating street design and improvement requirements emphasizing street connections, pedestrian and bicycle facilities, small and walkable block sizes, and shared parking arrangements

Action 1.8.1.2: Require developers of future projects to provide outlined on-site improvements, such as water and sewer lines, sidewalks, curbs, public street connections, and street lighting according to establish design guidelines

Policy 1.8.2: Align future land use, zoning, and subdivision regulations to guide diverse housing options and walkable retail, office, and amenities to mixed use corridors, town centers and villages

Action 1.8.2.1: Update the Future Land Use map to reflect key elements of the Vision Framework

Action 1.8.2.2: Conduct an in-depth review of existing zoning and subdivision ordinances to evaluate the ability of current regulations to implement the policies and goals set forth in the Comprehensive Plan Vision

Action 1.8.2.3: Strengthen mixed use zoning policy in the Mixed Use Overlay District to ensure that existing provisions can accommodate a range of residential, retail and office uses and promote open space and public realm amenities

Action 1.8.2.4: Explore the adoption of a mixed use zoning and design overlay for designated town centers, villages and Main Street “A” corridors that emphasize:

- Increase in the mix of uses permitted, including residential and office uses adjacent to compatible commercial and inclusion of a vertical mix of uses in appropriate areas with commercial or office uses on the ground floor and residential or office uses on upper floors of multi-story buildings
- Placement of buildings to create opportunities for plazas, courtyards, patios, or outdoor dining

- Incorporation of overall site amenities, such as courtyards, site furniture and seating, small recycled water fountains, walking path, special accent paving, and landscaping to create a sense of place
- Orientation of new buildings to the street front
- Minimal surface parking between the street and building front
- Design of parking areas so as not to dominate the street frontage and the screening of parking lots using buildings and landscaping when feasible
- On-street parking on both sides of the street, the potential for designated bike lanes
- Design of parking lots and driveways to avoid conflict with vehicular traffic in adjacent roadways
- Alignment of the setbacks of new buildings with existing structures to create a more continuous street front feel and replicate the rhythm of a traditional main street
- Incorporation of generous pedestrian amenities that include sidewalks, lighting, street furnishings, and bike storage facilities that are within a street furniture zone
- Street tree and parking lot landscaping
- Incorporation of pedestrian scale lighting, street furnishings, and bike storage facilities
- Regulation of sign types with emphasis on awning, wall, canopy, monument, and window signs
- Location of building entries so that they are easily identifiable with convenient public access
- Design of parking areas and structures to provide safe pedestrian access and circulation and clearly identifiable public access and visitor parking
- Design of site access and internal circulation through the parking lot that is safe, efficient, and convenient.

- Provision for a continuous circulation pattern through the site when feasible and connections to local streets
- Access to drive-through facilities by means of an adjacent alley, if practical
- Provision of shared access, inter-parcel connection and on-site service drives connecting adjacent properties to minimize the number of private property access cuts
- Trails to facilitate pedestrian and bicycle access between the site and nearby uses
- Design of individual buildings to relate visually to one another through similar architectural styles and materials, complementary roof forms, signs, and colors
- Use of appropriate exterior construction materials and architectural elements such as windows and doors, bulkheads, masonry piers, transoms, cornice lines, window hoods, awnings, canopies, and other similar details, along all facades facing public or private street rights-of-way
- Use of landscaping to define areas such as entrances to buildings and parking lots, provide transition between neighboring properties (buffering), and provide screening for outdoor storage, loading and equipment areas
- Screening of secondary structures such as trash enclosures, storage areas, and loading and service areas or placed at the rear of the site to limit visual impact and circulation conflicts
- Use of natural buffers or screening elements around the perimeter of the site to minimize noise, lighting, odor or other physical impacts on adjoining areas
- Incorporation of cut-off, shielded outdoor lighting fixtures to minimize light trespass onto nearby properties

Action 1.8.2.5: Explore the adoption of a mixed use zoning and design overlay for designated Main Street “B” corridors that emphasize on-street parking, a planting strip, minimum 5’ sidewalk, and narrow building setbacks

Action 1.8.2.6: Update the Zoning Map to reflect the addition of refined mixed use categories

Action 1.8.2.7: Promote the transition of existing commercial areas along White Settlement Road and Cherry Lane into a cohesively designed and planned mixed use town center that combines neighborhood-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space

Action 1.8.2.8: Promote residential development on available vacant lots within the city to balance and complement the existing commercial base

Policy 1.8.3: Continue to direct future growth toward identified town centers, villages, and mixed use corridors and encourage quality projects

Action 1.8.3.1: Prioritize the application of mixed use, human-scale, walkable main street design and planning concepts in designated catalyst redevelopment sites, particularly along White Settlement Road and Cherry Lane

Action 1.8.3.2: Continue to work with interested organizations, developers, and property owners to identify other areas appropriate for rezoning to mixed use within designated town centers and villages nodes

Policy 1.8.4: Use transportation and open space planning to connect the city’s activity centers

Action 1.8.4.1: Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks

Goal 1.9: Ensure that neighborhoods are designed with quality housing choices, amenities and services to maintain quality of life for existing residents and attract new residents

Policy 1.9.1: Encourage the development of a range of housing options to accommodate households of all ages and income levels

Action 1.9.1.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of diverse housing options, including cottage-style, small-lot developments, small-scale assisted living facilities and mixed use developments that emphasize services and on-site amenities (see Housing section)

Policy 1.9.2: Promote more compact, mixed use development as a means to improve land use efficiency, mobility, and sustainability

Action 1.9.2.1: Expand housing diversity and access to neighborhood-serving retail in identified mixed use centers and villages and along strategic corridors to support increased transit feasibility and to promote reduced automobile dependence, improved air quality, and healthier lifestyles through more physical activity

Policy 1.9.3: Promote neighborhood access to parks and recreational facilities

Action 1.9.3.1: Locate public neighborhood parks within easy access of residents (less than one-half mile)

Action 1.9.3.2: To the extent possible, locate elementary schools, parks, and neighborhood commercial uses within walking distance of major residential areas

Goal 1.10: Ensure the safety and quality of life of city residents and protect the mission of NAS Fort Worth, JRB through the adoption of land use compatibility strategies as identified in the 2008 Joint Land Use Study

Policy 1.10.1: Strengthen zoning and building code policies to minimize compatibility issues in areas affected by the most current Air Installation Compatible Use Zone study for NAS Fort Worth JRB

Action 1.10.1.1: Adopt a Land Use Compatibility Overlay to limit future incompatible land uses for properties falling within designated Accident Potential Zones

Action 1.10.1.2: Adopt a Noise Attenuation Overlay and encourage sound attenuation measures for future compatible developments falling within designated noise zones (see Housing element)

Action 1.10.1.3: As redevelopment opportunities emerge in Accident Potential Zone I and Accident Potential Zone II, promote compatible land uses such as light industrial, small-scale commercial and open space

Policy 1.10.2: Continue to coordinate land use and development decisions to promote safe, compatible growth across the PLMC sub-region

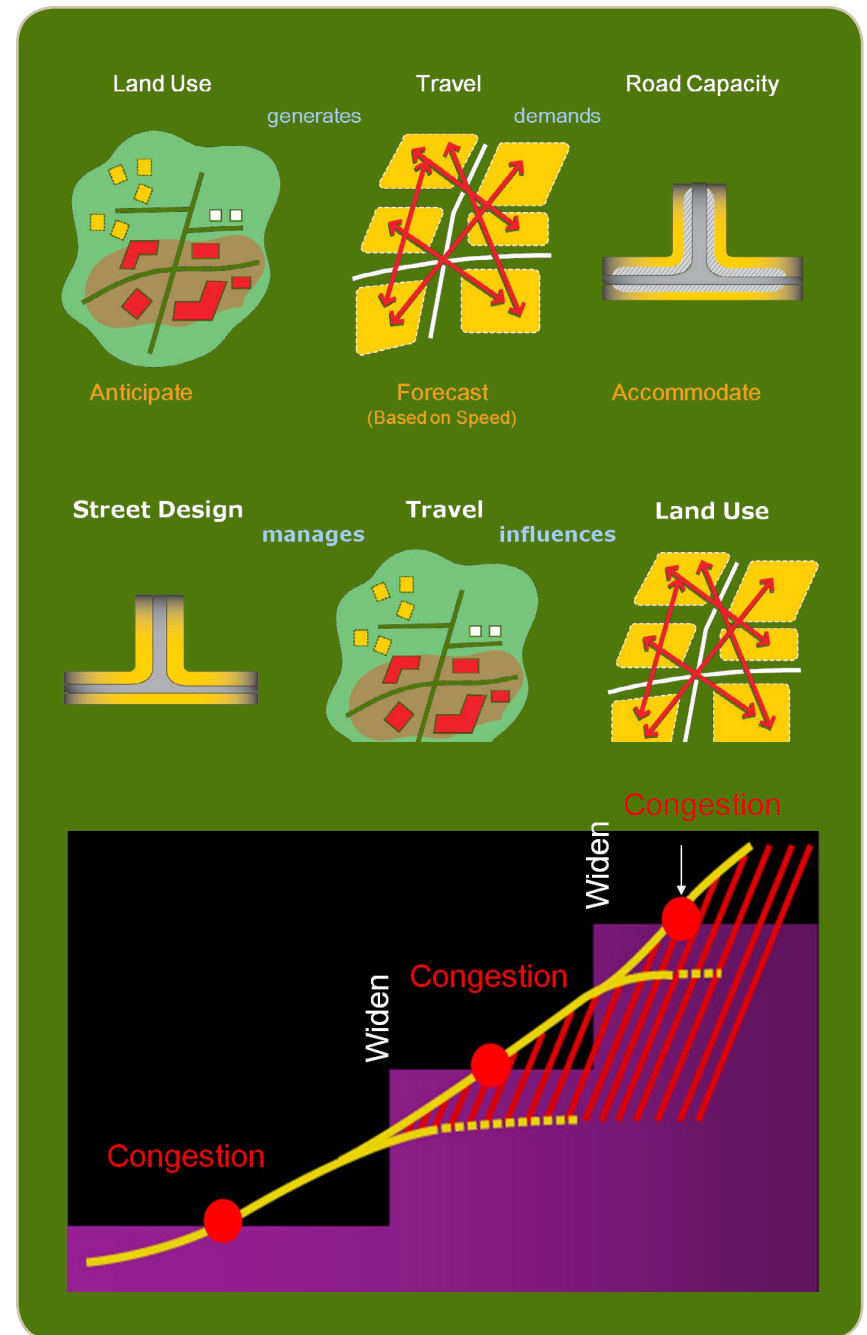
Action 1.10.2.1: Continue use of the Regional Coordination Committee Development Review Tool as a platform to facilitate the review of proposed development projects for compatibility issues related to noise and aviation safety

Section 1.6 | Transportation

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

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

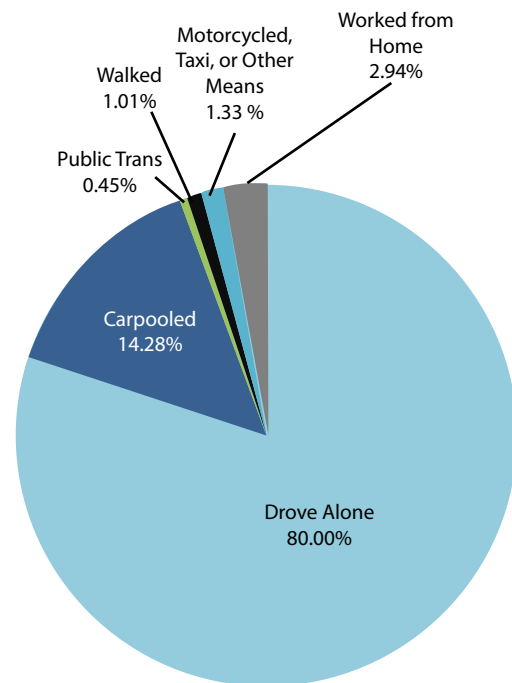
- Manage mobility needs
- Move people and cars
- Improve the quality of travel
- Create a framework for investment and development



According to the 2007 – 2011 American Community Survey, 80% of White Settlement residents drove alone to work. **Figure 1.14** shows that driving alone is the dominant method of travel in White Settlement while carpooling is another significant mode used by White Settlement residents to access work activities. Other modes of travel to work such as using a motorcycle, taxi, or other means; working from home; walking; and public transportation were minimally used. Bicycling was not used by White Settlement residents according to the most recent ACS data.

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

Figure 1.14 – Percentage of Mode of Transportation Used to Get to Work for White Settlement

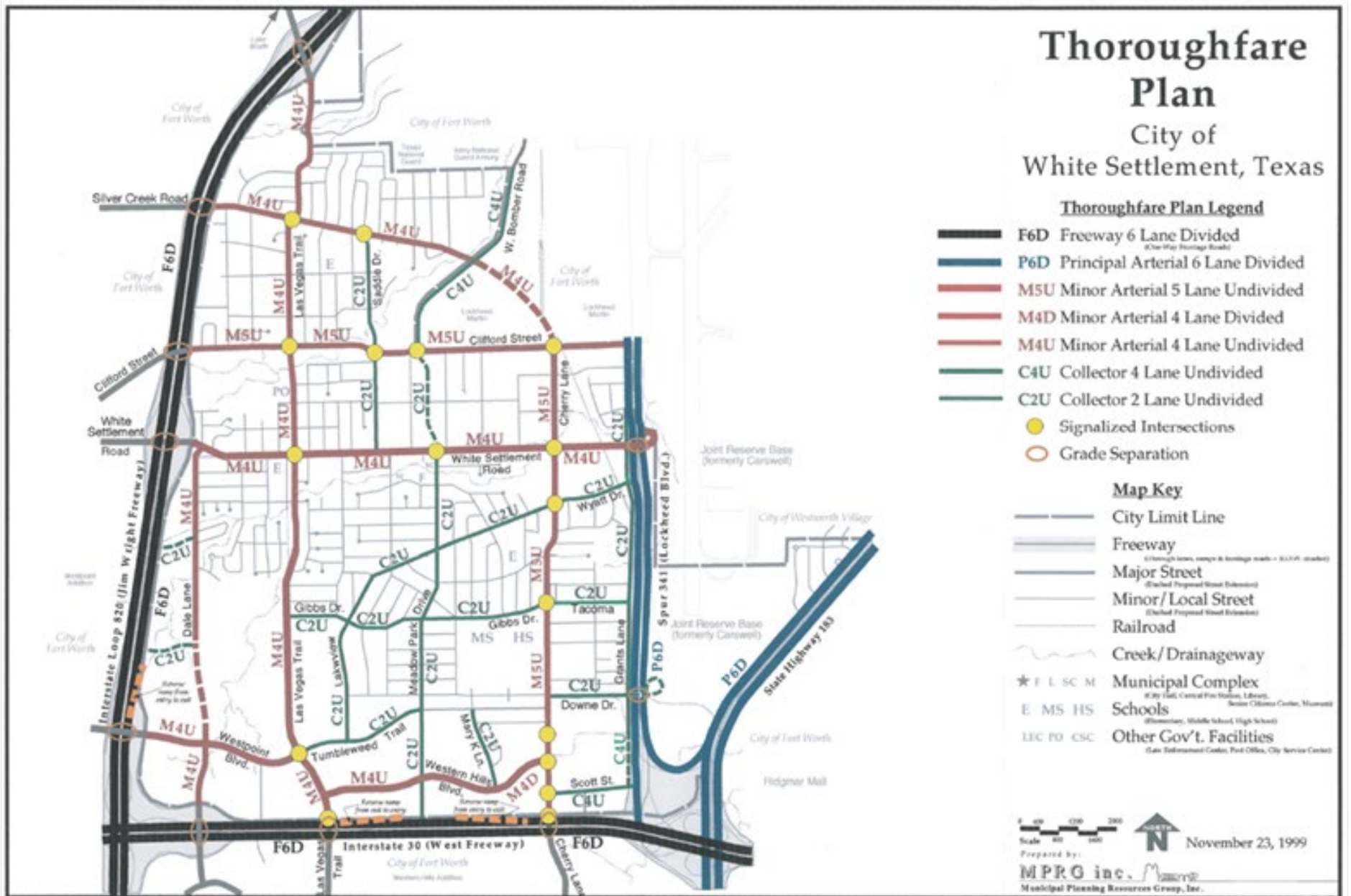


Source: 2007 – 2011 American Community Survey

1.6.1 | Maintaining and Improving Roadway Infrastructure

Because the roadway system overwhelmingly serves large portions of the population and is vital to the movement of goods, it is important that this network be well developed and adequately maintained. In 1999, White Settlement adopted a thoroughfare plan that summarizes that city's vision for roadways that the city is responsible for maintaining. **Figure 1.15** is the 1999 Thoroughfare Plan.

Figure 1.15 – 1999 White Settlement Thoroughfare Plan



Source: City of White Settlement, 1999

Roadway Existing and Future Levels of Service

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

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

Figures 1.16 and 1.17 illustrate the LOS during the peak period in 2012 and 2035 on selected corridors in White Settlement. This analysis indicates that several segments of roadway facilities in White Settlement will experience worsening congestion between 2012 and 2035. The largest decline in service levels will occur on Interstate 820 from Interstate 30 to North Las Vegas Trail. This facility is forecasted to go from a 2012 LOS of A,B,C to a 2035 LOS of F. Additionally segments of State Highway 183 will see declines from LOS of D and E to F. Clifford Street, North Las Vegas Trail, and Interstate 30 from State Highway 183 to Interstate 820 will decline from LOS of D to E. Worsening congestion will be due to future demographic growth and economic development in White Settlement and surrounding areas; particularly areas Northwest and West of White Settlement and the surrounding Fort Worth area.

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



LOS ABC

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



LOS DE

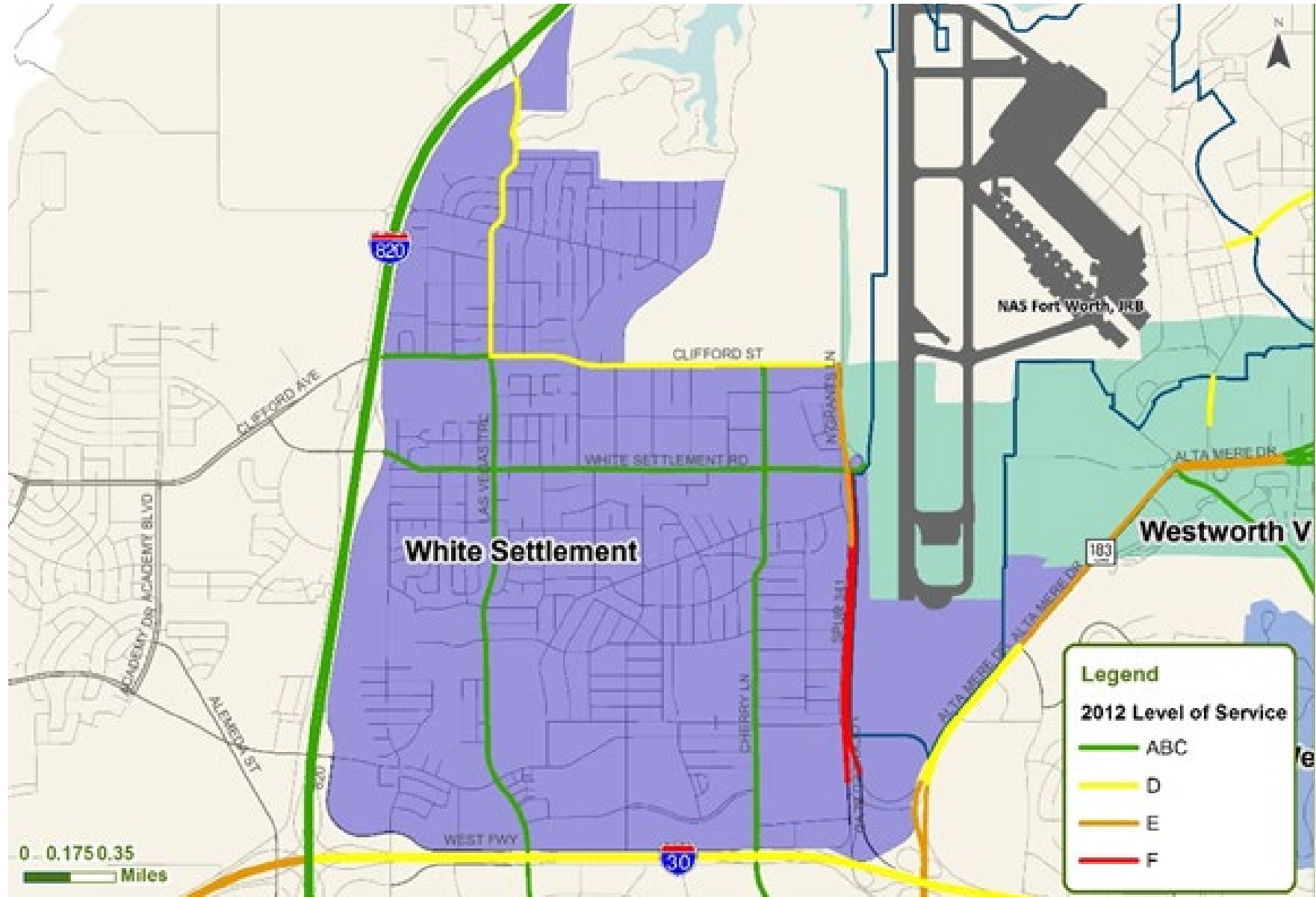
A LOS of D or E represents a relatively congested facility. Vehicles can move with some interference.



LOS F

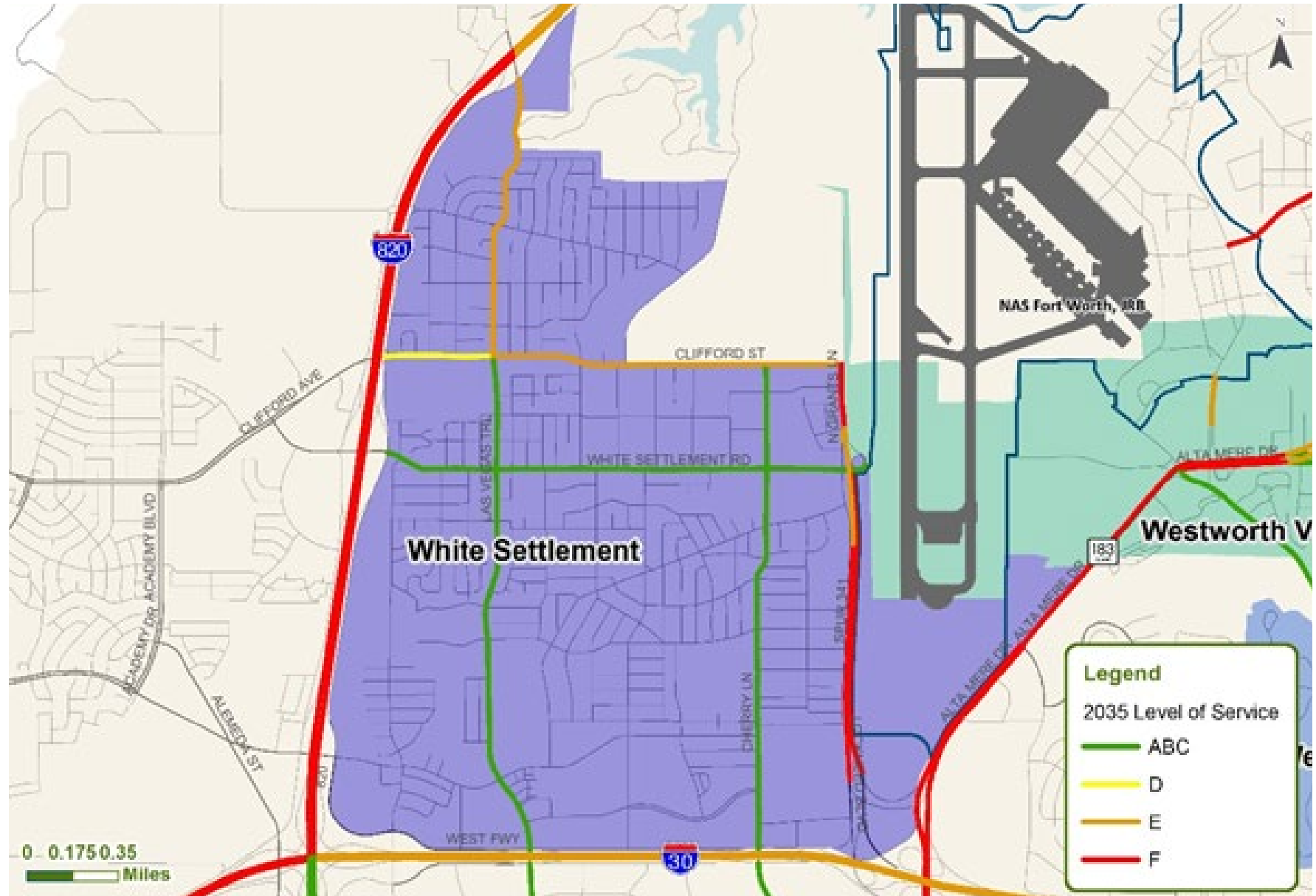
A LOS of F represents the worst level of congestion. Vehicles are unable to move freely without interference.

Figure 1.16 – White Settlement Peak Hour Level of Service, 2012



Source: NCTCOG

Figure 1.17 – White Settlement Peak Hour Level of Service, 2035



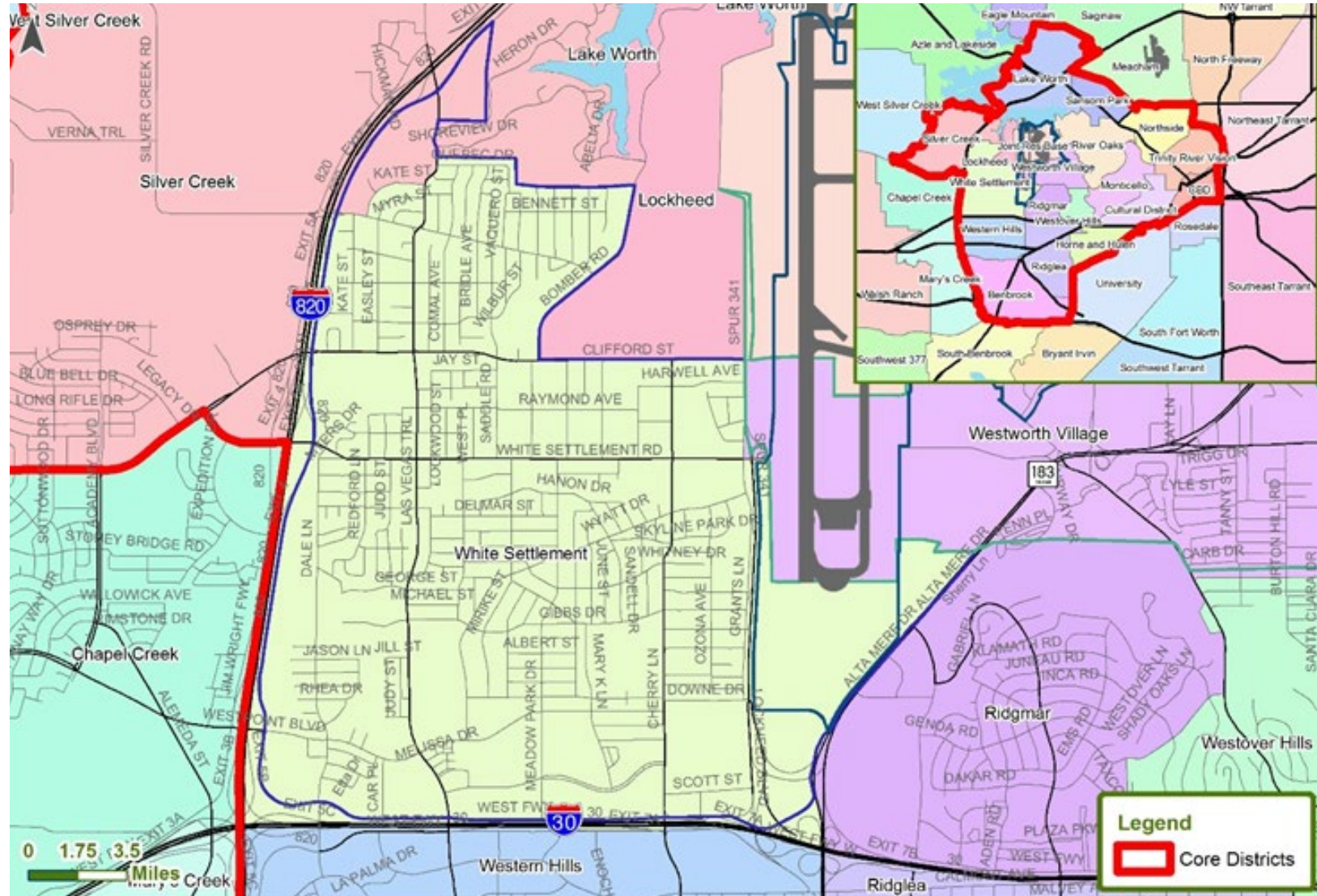
Source: NCTCOG

Local Travel

Considering traffic movements in smaller districts that roughly corresponded to city boundaries or other logical boundaries, it is possible to analyze changes in different roadway characteristics from 2012 to 2035. These local travel and demographic measures provide additional insight into local conditions that will impact congestion

levels at a finer scale. Figure 1.18 illustrates the location of the White Settlement District in relation to the larger 19 districts making up the sub-region.

Figure 1.8 – White Settlement Transportation Analysis Districts



Source: NCTCOG

Table 1.11 shows the percent change from 2012 to 2035 in population, households, and employment in the White Settlement District compared to the Sub-Region and DFW Region totals. In general, the White Settlement District will experience higher growth in population, households, and employment than the sub-region and will have higher growth in employment than the DFW region.

144% increase in percent of lane miles at LOS D, E, or F and 0% growth in lane miles when considering all roads. The lack of increased capacity (0% growth in lane miles) on all roadways in the White Settlement District coupled with population, employment, and vehicle miles of traveled growth will result in a significant decline in the ability of the roadway system to meet demand in 2035.

The forecasted population, employment, and household growth will contribute to significant changes in the vehicle miles traveled and growth in congestion levels on all roadway facilities in the White Settlement District and region-wide. Table 1.12 shows the percent change in lane miles and vehicle miles traveled for all roads (i.e. thoroughfares, freeways, ramps, and frontage roads), as well as the change in the percentage of lane-miles that represent LOS D, E, or F. The percent of lane miles that represent LOS D, E, or F indicates the spread of congestion rather than its intensity; meaning rather than demonstrating the increase in hours people are spending in congestion in each district, it shows how many more roads are suddenly congested. Table 1.12 demonstrates the White Settlement District is forecasted to experience a

Table 1.11 – Percent Change in Demographics for the White Settlement District and Sub-Region and DFW Regional Totals from 2012 to 2035

District ¹	Population			Households			Employment		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
White Settlement	17,083	24,754	45%	6,241	8,877	42%	7,540	13,310	77%
Sub-region Total	192,552	271,464	41%	70,339	97,351	38%	183,188	235,844	29%
DFW Regional Total	6,699,977	9,902,543	48%	2,397,313	3,523,735	47%	4,222,781	6,198,013	47%

¹ District boundaries do not exactly align with city boundaries.

Table 1.12 – Percent Change in Lane Miles and Vehicle Miles Traveled for All Roads for the White Settlement District and Sub-Regional and DFW Regional Totals from 2012 to 2035

District ¹	Lane Miles ²			Vehicle Miles Traveled			Percent of Lane Miles at LOS D, E, or F		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
White Settlement	97	97	0%	410,600	662,130	61%	21%	50%	144%
Sub-region Total	876	916	5%	3,911,240	5,281,789	35%	21%	44%	108%
DFW Regional Total	47,675	53,794	13%	181,274,462	287,336,463	59%	17%	33%	91%

¹ District boundaries do not exactly align with city boundaries.

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

Table 1.13 shows the growth in lane miles, vehicle miles traveled, and growth in congestion delay on thoroughfares (Principal arterials, minor arterials, and collectors) for the White Settlement District, Sub-region, and DFW regional totals. **Table 1.13** demonstrates that the White Settlement District will experience a triple-digit increase in the vehicle hours spent in congestion (Congestion Delay) and that congestion will not increase more (151%) in the White Settlement District than the increase in the region as a whole (255% for arterial and collector streets alone). The contributing factor to the increased congestion delay is again the lack of increased capacity (0% growth in lane miles) on thoroughfares only in the White Settlement District coupled with growth in population and vehicle miles of traveled. Although congestion levels will increase on thoroughfares, the increase in the White Settlement District is not as drastic as neighboring communities, the Sub-region, or the DFW region; denoting some thoroughfare capacity in the White Settlement District exists to accommodate future demand in 2035.

The forecasted increases in congestion delay, vehicle miles traveled, and a 144% increase in roadways moving to LOS D, E, or F in 2035 in the White Settlement District suggest future consideration for increasing lane miles and capacity and use of demand management strategies may be warranted. This strategy, while important in providing an impetus to discuss roadway and intersection re-configurations, should be tempered with the overall vision for the area as a multi-modal mixed use community that retains its cultural character.

Table 1.13 – Percent Change in Lane Miles, Vehicle Miles Traveled, and Congestion Delay on Thoroughfares for the White Settlement District and Sub-Region and DFW Regional Totals from 2012 to 2035

District ¹	Lane Miles ²			Vehicle Miles Traveled			Congestion Delay (hours)		
	2012	2035	Growth	2012	2035	Growth	2012	2035	Growth
White Settlement	64	64	0%	156,233	212,860	36%	405	1,017	151%
Sub-region Total	620	638	3%	1,883,864	2,615,218	39%	5,634	15,865	182%
DFW Regional Total	38,227	41,174	8%	83,800,836	135,844,459	62%	217,198	770,288	255%

¹ District boundaries do not exactly align with city boundaries.

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

Capacity and Lane Warrants

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

Based on these inputs, it is possible to project congestion levels during the busiest travel period of the day. Congestion levels are expressed in terms of Level of Service (LOS) on a scale between C+ (free-flow to steady traffic) and F (heavy congestion). Projected

volumes and LOS are used to indicate which roadway segments may warrant additional lanes. In this analysis, the lane warrants are expressed in terms of how many lanes are required in order to achieve an LOS of D, a level between C+ and F. This information is helpful when considering or prioritizing potential roadway expansion or redesign needs. **Appendix J** provides the detailed description, volumes, and lane warrants of the major White Settlement thoroughfares. **Table 1.14** provides a summarized version of the Capacity and Lane Warrants and provides information for each corridor as it is identified in the 1999 White Settlement Thoroughfare Plan.

Table 1.14 – City of White Settlement Lane Warrants for 2012 and 2035

Facility	From	To	2012	2035		City Thoroughfare Plan ³		
			LANES ¹	LANES ¹	Lanes Warranted (LOS E/D) ²	LANES ¹	Functional Classification	Divided
CHERRY LANE								
CHERRY LANE	CLIFFORD STREET	WHITE SETTLEMENT RD	4	4	2	5	Minor Art	Turn Lane
CHERRY LANE	WHITE SETTLEMENT RD	IH 30	4	4	2	5	Minor Art	Turn Lane
CLIFFORD STREET								
CLIFFORD STREET	IH 820 FRTG NB	LAS VEGAS TR	4	4	4	5	Minor Art	Turn Lane
CLIFFORD ST	LAS VEGAS TR	CHERRY LN	4	4	4/6	5	Minor Art	Turn Lane
CLIFFORD ST	CHERRY LN	SPUR 341	4	4	4/6	5	Minor Art	Turn Lane
LAS VEGAS TRAIL								
LAS VEGAS TR	IH820 FRTG NB	CLIFFORD ST	2	2	2/4	4	Minor Art	Undivided
LAS VEGAS TR	CLIFFORD ST	WHITE SETTLEMENT RD	4	4	2	4	Minor Art	Undivided
LAS VEGAS TR	WHITE SETTLEMENT RD	IH 30	4	4	2	4	Minor Art	Undivided
ALTAMERE (SH 183)								
ALTAMERE (SH 183)	SPUR 341 RAMPS	GREEN OAKS BLVD	4	4	6	6	Principal Art	Divided
ALTAMERE (SH 183)	GREEN OAKS BLVD	WHITE SETTLEMENT CITY LIMIT	4	4	6/8	6	Principal Art	Divided

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

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

³ White Settlement Thoroughfare Plan, 1999

The lane warrant analysis demonstrates a potential need to increase lanes on several White Settlement thoroughfares in order to maintain a LOS of D in the year 2035. The greatest increase in lanes warranted occurs on Lockheed Boulevard (Spur 341) from south of White Settlement Road to the State Highway 183 ramps. Based on the evaluation of local travel and lane warrants for thoroughfare facilities in White Settlement, public input, and known transportation challenges, several roadway segments are recommended for future studies to evaluate improving mobility and

safety and provide economic development opportunities. Since adding lanes can be financially restricting, there are alternative improvements that could be pursued to alleviate congestion. Future studies and roadway improvements should balance capacity demands with the community’s vision for a walkable and multi-modal street network.

Table 1.14 – City of White Settlement Lane Warrants for 2012 and 2035 Continued

Facility	From	To	2012	2035		City Thoroughfare Plan ³		
			LANES ¹	LANES ¹	Lanes Warranted (LOS E/D) ²	LANES ¹	Functional Classification	Divided
LOCKHEED BLVD (SPUR 341)								
LOCKHEED BLVD (SPUR 341)	CLIFFORD ST	N OF WHITE SETTLEMENT RD	6	6	8	6	Principal Art	Divided
LOCKHEED BLVD (SPUR 341)	N OF WHITE SETTLEMENT RD	S OF WHITE SETTLEMENT RD	6	6	6/8	6	Principal Art	Divided
LOCKHEED BLVD (SPUR 341)	S OF WHITE SETTLEMENT RD	RAMPS TO SH 183	6	6	8/10	6	Principal Art	Divided
WHITE SETTLEMENT ROAD								
WHITE SETTLEMENT RD	IH 820 NB FRONTAGE ROAD	LAS VEGAS TR	4	4	4	4	Minor Art	Undivided
WHITE SETTLEMENT RD	LAS VEGAS TR	CHERRY LN	4	4	4	4	Minor Art	Undivided
WHITE SETTLEMENT RD	CHERRY LN	SPUR 341	4	4	2/4	4	Minor Art	Undivided

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

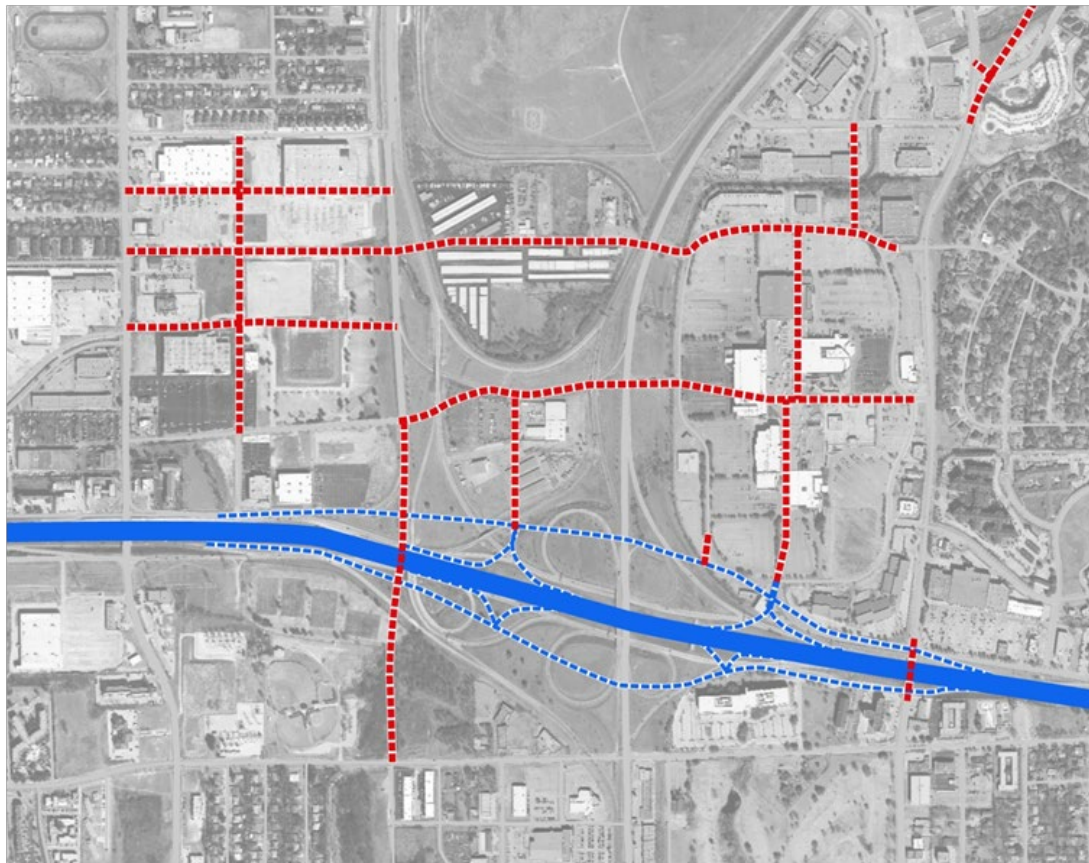
² LANES WARRANTED: The number of lanes required to raise the Level of Service during the busiest hour to LOS E or D. Source: NCTCOG, 2013

³ White Settlement Thoroughfare Plan, 1999

Roadways Recommended for Economic Development Emphasis

In addition to moving people, roadways can serve as a framework for catalytic economic development/re-development opportunities for communities. Interstate 30 and Interstate 820 from the south and western borders of White Settlement. Accessing local roads and businesses from these two highways is currently hampered by a lack of access points and connectivity, and should be improved to contribute to economic development opportunities. Through coordination with TxDOT, an Interstate 30 Access Enhancement Study and Interstate Highway 820 Access Enhancement Study should be conducted.

White Settlement has the opportunity to strengthen its connectivity to the Ridgmar Mall and other economic drivers east of the area through new east-west connections. These connections can also help frame new development between Cherry Lane and Lockheed Boulevard. The graphic below outlines new connections as redevelopment occurs and as funding becomes available.



Possible New Roadway Connections & Reconfigurations along Interstate 30 and southeastern White Settlement.

Roadways Recommended as Critical Mobility Linkages

Two roadways in White Settlement provide critical mobility linkages are recommended for future study consideration. Definition of these corridors is based on future traffic forecasts, need to reduce future congestion, and access to residential areas and other key interest points in the study area. Additionally, the identification of needed access management improvements, roadway design challenges, and public input are considered. **Table 1.15** lists these roadways and identifies the key emphasis areas identified through this planning process for future study consideration.

Table 1.15 – Corridors Providing Critical Mobility Linkages for Future Study Consideration

Roadway	Focus Area	Key Challenges	Potential Solutions
Clifford Road	Grants Lane to IH 820	<ul style="list-style-type: none"> • Key access point to Lockheed Martin • Declining level of service due to increasing traffic volumes and growth Northwest of White Settlement • Major artery to access industrial development area 	<ul style="list-style-type: none"> • Consideration for alternative intersection designs such as local roundabouts • Long-term evaluation of additional lane capacity • Economic and commercial development • Context Sensitive Solutions
Lockheed Blvd. (Spur 341)	IH 30 to Clifford Road	<ul style="list-style-type: none"> • Outdated design features • Safety concerns due to slip ramps and intersections • Access to key industrial development and major employers in the study area • Key access point to Lockheed Martin and western border of NAS Fort Worth, JRB airfield 	<ul style="list-style-type: none"> • Modern design enhancements • Long-term evaluation of appropriate lane capacity • Support additional industrial/light industrial business growth along this corridor • Access management and commercial business access improvements

1.6.2 | Roadway Infrastructure Goals, Policies and Actions

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

Goal 1.11: Reduce congestion and improve safety on major roadway thoroughfares

Policy 1.11.1: Improve traffic throughput, minimize delays, reduce stops, and increase driver comfort and safety through operational efficiency strategies

Action 1.11.1.1: Coordinate with NCTCOG, major employers, commercial districts, and other agencies to encourage the use of travel demand management programs such as telecommuting, carpooling, employer trip reduction (ETR) programs and vanpooling. Increase the marketing and participation of major employers in White Settlement in the ETR programs.

Action 1.11.1.2: Coordinate with TxDOT and NCTCOG to provide well-signed routes

Action 1.11.1.3: Coordinate with TxDOT and other jurisdictions to improve traffic signal synchronization by evaluating existing timing plans, installing new signals, and having repairs and maintenance performed promptly. Develop an interagency plan for signal timing to address future conditions.

Policy 1.11.2: Improve safety conditions on major thoroughfares

Action 1.11.2.1: Coordinate with NCTCOG and TxDOT to conduct analysis of the number of crashes related to the traffic volume to identify top safety needs

Action 1.11.2.2: Identify the contributing factors in order to determine an appropriate strategy for safety improvements such as engineering solutions, signing or lighting, traffic control, education, or design and identify funding sources to implement appropriate safety improvement strategies.

Goal 1.12: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network.

Policy 1.12.1: Provide a well-connected network of thoroughfares to improve local travel and connectivity to major roadways.

Action 1.12.1.1: Review and update local thoroughfare plans as necessary and include considerations for future land uses, economic development needs, neighboring jurisdiction plans, alternative roadway design and operation strategies such as context sensitive design.

Action 1.12.1.2: Form a coalition between neighboring cities to assist and coordinate for common needs and mutual benefit along facilities that cross jurisdictional boundaries.

Action 1.12.1.3: Prioritize maintenance in local budget to ensure that local roadway facilities remain in optimal condition.

Action 1.12.1.4: Identify and prioritize improvements.

Action 1.12.1.5: Submit requests for planning assistance, such as thoroughfare plans, to NCTCOG through the biannual Unified Planning Work Program process.

Action 1.12.1.6: Submit formal requests for projects of regional significance to be considered during development of the Metropolitan Transportation Plan.

Action 1.12.1.7: Consider land use compatibility associated with NAS Fort Worth, JRB Accident Potential Zones and noise contours to ensure compatibility of future infrastructure improvements.

Policy 1.12.2: Coordinate with regional transportation partners to evaluate long-term transportation needs, define priorities, secure funding, and implement improvements

Action 1.12.2.1: Coordinate with TxDOT as the lead and NCTCOG on an Access Enhancement Study for Interstate 30 and Interstate 820

Action 1.12.2.2: Coordinate with TxDOT and NCTCOG on corridors that provide critical mobility linkages and that are recommended for future study consideration. For those roadways that are local facilities, prioritize needs and work with regional partners to identify funding.

Action 1.12.2.3: Submit formal requests for improvements to regionally significant transportation facilities to be considered during development of the Metropolitan Transportation Plan

Action 1.12.2.4: Form a coalition with partner cities or agencies to build consensus, leverage resources, and develop projects that maximize benefits for the area instead of one entity

Action 1.12.2.5: Consider land use compatibility associated with NAS Fort Worth, JRB Accident Potential Zones and noise contours to ensure compatibility of future infrastructure improvements

Policy 1.12.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 1.12.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance

Goal 1.13: Enhance roadway design and support the provision of mobility options on local roadways

Policy 1.13.1: Consider and integrate alternative design and multi-modal features in future local thoroughfare planning

Action 1.13.1.1: Integrate Context Sensitive Design principles, including consideration for Green Streets principles, into future local roadway planning, design, construction, operations, and maintenance.

Action 1.13.1.2: Consider alternative roadway and intersection design features such as modern roundabouts, neighborhood traffic circles, traffic calming measures, or other features to improve safety, improve air quality, and enhance roadway attractiveness.

Action 1.13.1.3: Include bicycle and pedestrian modes in roadway corridor studies and support the funding and construction of bicycle and pedestrian elements of final corridor studies.

Action 1.13.1.4: Prioritize, fund, and implement sidewalks and other pedestrian facilities such as crosswalks, median islands, signage, and pedestrian signals as part of all new roadway construction or reconstruction projects, new developments, and re-developments, and in high pedestrian traffic locations.

Action 1.13.1.5: Provide accessibility to bicyclists through preservation of bicycle and pedestrian access within appropriate roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street bicycle facilities and enhancements as routine accommodations for all new roadway construction or reconstruction.

Action 1.13.1.6: Evaluate existing roadway rights-of-way for public transportation service options.

Action 1.13.1.7: Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks.

1.6.3 | Public Transportation Options

Individuals that may need transportation options beyond a personal vehicle live in communities throughout the study area. The city of White Settlement has a population of over 16,000 people and is expected to grow by 45% between 2012 and 2035. Population growth will bring additional needs for transportation options. Compared to Tarrant County as a whole, where approximately 13% of the population is over the age of 60, White Settlement has a fairly average population of older adults where about 17% of the population in White Settlement is made up of people over 60. For residents of all ages who work, White Settlement is largely a bedroom community, where many workers that live in White Settlement commute to jobs dispersed throughout the region. Through 2035, employment opportunities within White Settlement are expected to grow by 76% above approximately 4,900 jobs that currently exist.

For most residents and workers of all abilities and incomes in White Settlement, there are no public transportation options currently available. For White Settlement seniors that are registered as congregate meal program participants at the White Settlement Senior Center, Senior Citizen Services of Greater Tarrant County (SCSTC) provides transportation services within a 2-mile radius to the center.

Additionally, limited transportation options are available to some residents with the greatest needs through Catholic Charities of Fort Worth's Medical Transportation service or through the Non-Emergency Medical Transportation Program (MTP) through Medicaid.

Table 1.16 provides a summary of the many different types of public transportation services available and parameters commonly associated with each type of service. When considering the needs of White Settlement residents and the type of services that should be evaluated, service parameters such as frequency of service, type of trips serviced, costs, and potential funding options are critical to the decision-making and implementation process.

White Settlement's growing population, the transportation needs of its working residents of all incomes, its anticipated job growth and its population of older adults indicate that there may be a need for public transit options beyond the currently available, limited service. In previous years, the city has worked to find creative solutions to address the transportation needs of their citizens. From dedicated service provisions, to contracted for-hire service, to small scale operations through local non-profits, the city has had its fair share of successes and letdowns. As White Settlement continues to prosper, a reevaluation of potential transportation strategies may be useful to continue to explore the right fit for the community. The following section outlines potential options for improving access to public transit and ultimately improving access to jobs, medical appointments and life's daily activities for White Settlement's residents.

Table 1.16 – Public Transportation Service Types and Service Parameters

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

Source: NCTCOG

1.6.4 | Public Transportation Goals, Policies and Actions

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

Goal 1.14: Raise public awareness of existing public transportation options through outreach, marketing, and educational efforts

Policy 1.14.1: Increase education on services provided throughout the county to assist residents in making regional connections

Action 1.14.1.1: Target outreach to particular groups who are more likely to be transit-dependent, such as low-income residents, older adults, individuals with disabilities and residents who may not have access to a car. Distribute via city website, flyers in public buildings, and community newsletters.

Action 1.14.1.2: Institute a travel navigation service that provides comprehensive information about a variety of services that are available, a user's eligibility for select transportation programs, and a one-stop-shop that can assist in evaluating needs and match them to a service provider

Action 1.14.1.3: Enhance marketing of the existing transportation option, Senior Citizen Services of Greater Tarrant County (SCSTC), as a service available to seniors within 2 miles of the White Settlement Senior Center and who are registered in the congregate meal program at the White Settlement Senior Center.

Policy 1.14.2: Identify and prioritize existing transportation needs in White Settlement

Action 1.14.2.1: Conduct interviews, public meetings, or other public involvement to identify specific information about who needs transportation, what locations need to be accessible, frequency of needed services, and level of mobility assistance needed

Action 1.14.2.2: Identify resources and community leadership available to fulfill those needs

Goal 1.15: Improve public transportation options to meet the needs of special populations and support employee access to jobs

Policy 1.15.1: Evaluate opportunities to partner with sponsoring employers, institutions, or retail/commercial destinations, and surrounding jurisdictions and transportation partners to implement a Site Specific Shuttle Service

Action 1.15.1.1: Evaluate the need for a site specific shuttle to provide links to and from regional public transit services such as the T to large employers, commercial and retail developments, or institutions

Action 1.15.1.2: Work with employers, retail and commercial development management to establish a link to the T to enhance the attractiveness of the development

Action 1.15.1.3: Determine joint funding, marketing sponsors, and transit center or stations in close proximity to major employment destinations

Action 1.15.1.4: Explore partnerships and potential funding assistance from large employers, institutions, retail/commercial developments and Federal, state and local funds aimed at job access

Policy 1.15.2: Establish a lifeline service such as ADA/Eligibility Based Dial-A-Ride demand-response service for sensitive population groups that need higher level of services than a Community Shuttle or the existing Senior Citizen Services of Greater Tarrant County (SCSTC) Shuttle

Action 1.15.2.1: Evaluate service needs and potential demand of older adults and individuals with disabilities and the costs to implement such a service

Action 1.15.2.2: Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options because this service is expensive to operate, especially as a stand-alone service

Goal 1.16: Improve public transportation options to meet the needs of the general population

Policy 1.16.1: Evaluate opportunities to partner with surrounding jurisdictions and public/private agencies to implement a Community Shuttle, General Dial-A-Ride service, Voucher Program, or Volunteer Driver Program

Action 1.16.1.1: Maintain existing Tarrant County Transportation Services (a type of community shuttle) service for those with disabilities and over age 65

Action 1.16.1.3: Evaluate needs and potential demand for a more frequent and expanded Community Shuttle service, potential service design (fixed schedule and/or route or rider-requested), and frequency.

Action 1.16.1.3: Evaluate financing of a Community Shuttle such as cost-sharing options with other jurisdictions, grant funding, private industry and social service agency contributions and sponsorships

Action 1.16.1.4: Conduct necessary planning of Community Shuttle routes and services and develop financial program to implement a community shuttle

Action 1.16.1.5: Evaluate the needs and potential demand for a General Public Dial-A-Ride Service

Action 1.16.1.6: Coordinate with existing providers and/or other jurisdictions to consider cost-sharing options because this service is expensive to operate, especially as a stand-alone service. Collaboration with other like size communities and an existing provider could assist in allaying some of the capital and operating costs and allow leveraging of greater federal, state, and local dollars.

Action 1.16.1.7: Evaluate demand for a Transportation Voucher/Fare Reimbursement Program that would help residents pay for transportation trips from private and non-profit providers at a pre-negotiated rate

Action 1.16.1.8: Consider a voucher program to support very low-income individuals that need transportation assistance

Action 1.16.1.9: Evaluate the demand or need for a Volunteer Driver/Driver Reimbursement Program to fill gaps in the transportation system

Action 1.16.1.10: Establish a strong network of volunteer drivers and an entity such as the city or nonprofit to manage the program

Action 8.16.1.11: Review opportunities to coordinate services already offered in the area by nonprofit organizations such as SeniorMovers, Social Transportation for Seniors, and Mid-Cities Care Corps

Goal 1.17: Coordinate and leverage resources to provide effective and efficient transportation services and improve transportation options

Policy 1.17.1: Evaluate opportunities to cost-share with others with a stake in improving transportation service options

Action 1.17.1.1: Leverage a wide variety of resources to provide additional local transportation service options such as large employers, major retail/commercial developments, non-profits, health and human service agencies, other jurisdictions, chambers of commerce, and the county.

Policy 1.17.2: Coordinate with the existing transit authority, NCTCOG, and other partners to conduct further public transportation fixed-route service evaluations

Action 1.17.2.1: Prioritize public transportation needs and work with regional partners to identify funding and develop innovative partnerships to implement interim or permanent services

Action 1.17.2.2: Coordinate with The T and NCTCOG to continue modification and evaluation of potential fixed-route bus service routes identified in the PLMC Regional Vision

Action 1.17.2.3: Submit formal public transportation requests to NCTCOG for consideration during development of the Metropolitan Transportation Plan

Policy 1.17.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 1.17.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance.

1.6.5 | Overview of Bicycle and Pedestrian Network

Existing Bicycle and Pedestrian Network

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

White Settlement Plans and Existing Bicycle and Trail Network

While no on-street bicycle facilities or trails currently exist in White Settlement, the 1999 White Settlement Comprehensive Land Use Plan notes the need for bicycle and pedestrian connections. The 1999 Comprehensive Plan suggests that the City require pedestrian and bicycle facilities to be constructed as part of future development projects and also consider developing a citywide bikeway plan that integrates a greenbelt trail system.

White Settlement Existing Pedestrian Network

White Settlement does have some existing sidewalks. The existing sidewalk inventory shows some connectivity along White Settlement Road and along Cherry Lane to the south, with some sidewalk connections to the adjoining streets, especially in the vicinity of Brewer Middle School.

The 1999 Comprehensive Land Use Plan discusses the City's sidewalk and pedestrian facility needs, including the following considerations:

- Pedestrian travel, sidewalks, pathways, and crosswalks should be required to be included in new developments and redevelopment plans
- Pedestrian access is needed to commercial centers, along arterial streets and between residential areas, and schools
- Requiring sidewalks along both sides of arterial and collector streets, as well as along all streets in residential areas and to commercial and recreational areas, and within public recreation areas
- Implementation of a low cost, shared resident/public program for sidewalk replacement, possibly in conjunction with the street improvement program
- Retrofitting older developed areas without sidewalks into the Capital Improvements Program for arterial and collector streets

Regional and Community Connectivity Priorities

Planning Process

At the November 2012 City of White Settlement Bike/Ped workshop, residents had the opportunity to give feedback on bicycle and pedestrian needs within White Settlement. The comments received stressed the following:

- Improved bicycle access through White Settlement to the Lockheed Martin entrance on Clifford Street at Cherry Lane
- Inadequate lighting and narrow lanes at Interstate 30 underpass on Cherry Lane makes it unsafe for bicyclists
- Bomber Spur (a potential rail-trail corridor) has long been targeted by bicyclists as an access route to Lockheed Martin and NAS Fort Worth, JRB

At the White Settlement Comprehensive Plan meeting in December 2012, over 70 percent of participants indicated that expanding bicycling, walking and transit facilities, and that strengthening intergovernmental coordination was important or very important. This response demonstrates that the community understands that intergovernmental coordination is key to creating seamless inter-jurisdictional bicyclist and pedestrian systems.

Regional Bicycle and Pedestrian Recommendations

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

- Bomber Spur (Southern Access to Lockheed Martin)
- Fort Worth's Lake Worth Trail Access project
- State Highway 183 corridor, which touches White Settlement along its southeast border, is a priority corridor for bicycle, pedestrian, and other improvements in the study area. Recommendations for bicyclist and pedestrian facilities along State Highway 183 include bike lanes plus an off-street trail for bicyclists and pedestrians along the east side of Alta Mere Drive
- Local bicycle and pedestrian network improvements emphasizing connections northward through White Settlement to the Lockheed Martin gate and to Lake Worth

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

Local Bicyclist and Pedestrian Network Recommendations

The recommended local bicyclist and pedestrian network reflects community and public input and priorities and strengthens the regional and sub-regional bicycle and pedestrian system by providing local access – with a priority on access to schools, parks, work, retail, and civic destinations. The majority of the local bicycle recommendations align with existing planned routes in the BikeFW Plan and city comprehensive plans except for a few minor modifications for ensuring local and regional connectivity in the study area. Additional local facilities have been added, and some BikeFW bike routes have been changed to bike lanes or trails, reflecting city and stakeholder input.

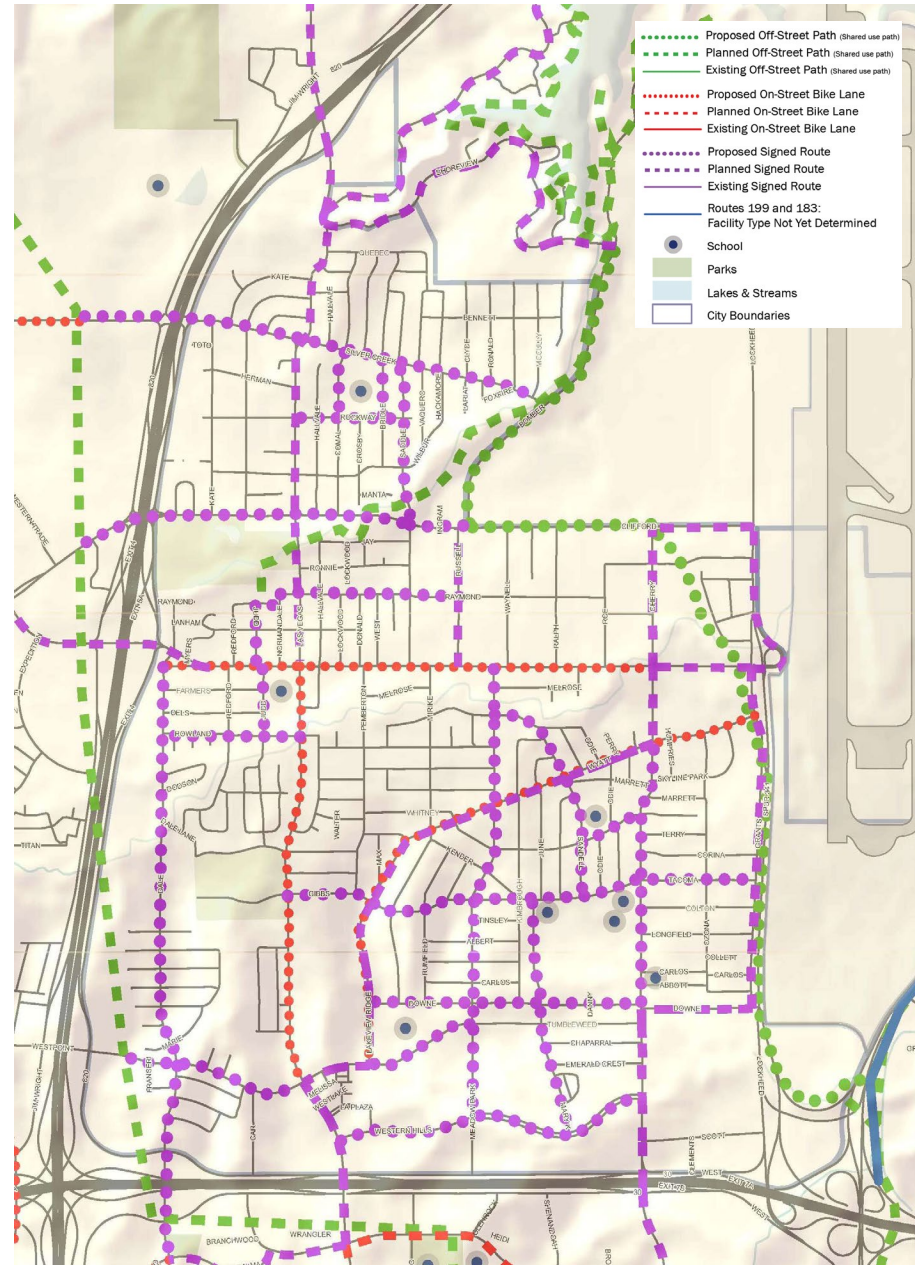
The short- and mid-term recommended implementation projects, shown in **Table 1.18**, begin to address overall citywide connectivity and access from residential neighborhoods to schools, work, parks, shopping, and other civic destinations. The remainder of the long-term recommended projects for White Settlement expands the local system and can be seen on the bicycle map (**Figure 1.19**) and pedestrian map (**Figure 1.20**).

Sidewalks are recommended along both sides of all arterial and collector streets as were recommended in the City’s 1999 Comprehensive Land Use Plan. However, in the short and mid-term, in order to gain connectivity over a larger area, and when implemented as a project separate from overall street reconstruction, installing sidewalks along only one side of most streets is acceptable. While ideally all city streets would include sidewalks, for this Plan routes were prioritized as short-term and mid-term recommendations based on greatest residential access, connectivity to regional and sub-regional routes, and support of safer access to schools, parks, and jobs.

There are two potential off-street trails serving both bicyclists and pedestrians proposed or planned within White Settlement, including:

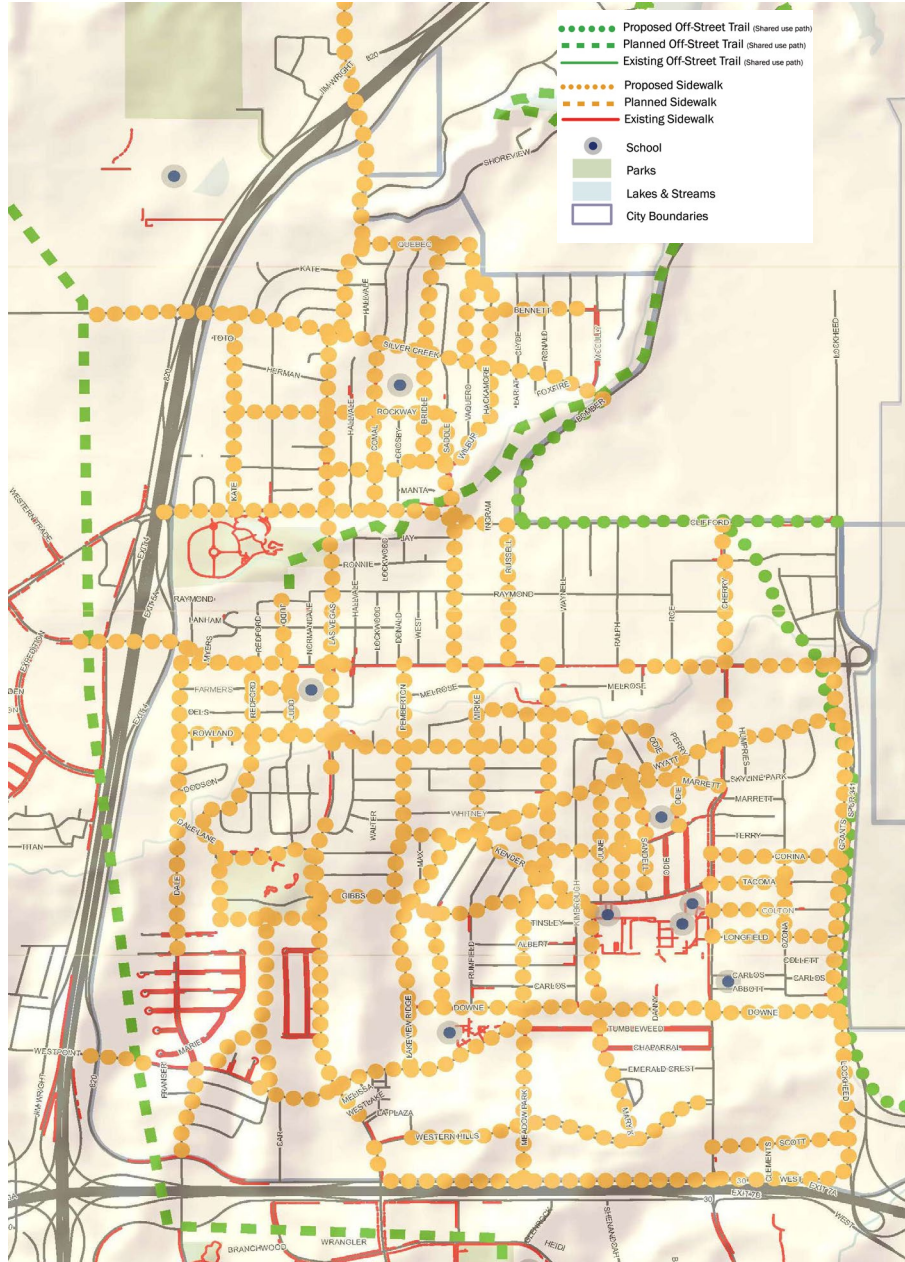
- The proposed and planned trail that runs from the vicinity of Veterans Park along the creek corridor northeast through the city, travelling west of Bomber Plant Road to the Fort Worth planned Lake Worth trail
- The proposed Regional Veloweb segment known as the ‘Bomber Spur’ would involve a potential rail-trail conversion that would terminate at the Clifford Street entrance to Lockheed Martin.

Figure 1.19 – Recommended White Settlement Bicycle Network



*Proposed: New recommendations resulting from the PLMC study
 *Planned: Recommendations from existing planning efforts such as local plans, Bike Fort Worth, or the Regional Veloweb

Figure 1.20 – Recommended White Settlement Pedestrian Network



*Proposed: New recommendations resulting from the PLMC study
 *Planned: Recommendations from existing planning efforts such as local plans, Bike Fort Worth, or the Regional Veloweb

Local Bicycle and Pedestrian Project Implementation

Bicycle and pedestrian facilities in White Settlement that provide key links between areas of interest can begin to be implemented through short-term (1-2 years) and mid-term (2-5 years) projects as listed in **Table 1.18**. **Table 1.17** provides a summary of the estimated costs associated with different bicycle facilities.

Prior to undertaking the long term on-street projects (those that are 5 years or more in the future), it is recommended that a citywide fully developed bicycle and pedestrian plan be undertaken. This document would update the network for bicyclists and for pedestrians, and include other important elements in establishing a bike and pedestrian

friendly community. This Master Plan would include the network facility update and priorities, and chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation.

Table 1.17 – Estimates of Probable Costs

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

Table 1.17 – Estimates of Probable Costs (continued)

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

Table 1.17 – Estimates of Probable Costs (continued)

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

*LF = Linear Feet

EA = Each

Table 1.18 – White Settlement Local Bicycle and Pedestrian Project Implementation Matrix

Project #	Street	From	To	Type of Facility/ Treatment	Comments and Potential Improvements	Timeframe
1	Gibbs Drive/ Tacoma Drive	Ozona Drive	Las Vegas Trail at Central Park	Sidewalk (either side)	Creates key east-west pedestrian connectivity from residential neighborhoods to Central Park, schools, and sports facilities	Short Term
2	Gibbs Drive/ Tacoma Drive	Grants Lane	Las Vegas Trail at Central Park	On-Street Signed (Bike) Route	Creates key east-west bicyclist connectivity from residential neighborhoods to Central Park, schools, and sports facilities	Short Term
3	Meadow Park Drive	Tumbleweed Drive	White Settlement Road	Sidewalk (either side)	Creates north-south pedestrian spine in south central part of city, connecting residential neighborhoods to city services, to schools and Central Park (via Gibbs Drive)	Short Term
4	Meadow Park Drive	Western Hills Boulevard	White Settlement Road	On-Street Signed (Bike) Route	Creates north-south bicyclist spine route in south central part of city, connecting residential neighborhoods to city services, to schools and Central Park (via Gibbs Drive)	Short Term
5	Downe Drive	Cherry Lane	Lakeview Ridge	Sidewalk (either side)	Access to schools from residential neighborhoods	Short Term

Table 1.18 – White Settlement Local Bicycle and Pedestrian Project Implementation Matrix (continued)

Project #	Street	From	To	Type of Facility/ Treatment	Comments and Potential Improvements	Timeframe
6	Downe Drive	Cherry Lane	Lakeview Ridge	On-Street Signed (Bike) Route	Access to schools from residential neighborhoods	Short Term
7	Sandell Drive	Gibbs Road	Meadow Park Drive	Sidewalk (east side)	Access to schools from residential neighborhoods	Short Term
8	Sandell Drive	Gibbs Road	Meadow Park Drive	On-Street Signed (Bike) Route	Access to schools from residential neighborhoods	Short Term
9	Cherry Lane	Chaparral Drive	Clifford Road	Infill sidewalks	Creates connectivity for access to schools, Lockheed Martin	Mid Term
10	White Settlement Road	Cherry Lane	Dale Lane	Infill sidewalk along south side of Road	Creates east-west pedestrian spine in central part of City connecting residential areas to schools, work, and city services	Mid Term
11	White Settlement Road	Meadow Park Road	Waynell Street	On Street Bike Lanes	Connector at off-set intersection connecting two bike route segments	Mid Term
12	Waynell Street	White Settlement Road	Clifford Road	On Street Signed (Bike) Route	Extends connectivity from Meadow Park & White Settlement Road to Lockheed Martin	Mid Term
13	Clifford Road	Lockheed Martin entrance east of Cherry Lane	Branch Circle West	On Street Signed (Bike) Route	Creates east west bicyclist connectivity between residential areas, Veterans Park, and Lockheed Martin, and ties into bicyclist network	Mid Term
14	Las Vegas Trail	Gibbs Drive	Planned Lake Worth Trail	Sidewalk (either side)	Creates central pedestrian spine servicing northern part of city, connecting residential areas to Veterans Park, Central Park and school, and above pedestrian network	Mid Term
15	Las Vegas Trail	Clifford Road	Planned Lake Worth Trail	On-Street Signed (Bike) Route	Creates central bicyclist spine servicing northern part of city, connecting residential areas to Veterans Park, and bike network	Mid Term
16	Silver Creek Road	Bourland Drive/ McCully Street	Kate Street	Sidewalk (either side)	Creates east-west pedestrian connectivity in northern area of city and provides access to school and planned trail from residential neighborhoods	Mid Term
17	Silver Creek Road	Bomber Road	Kate Road	On Street Signed (Bike) Route	Creates east-west bicyclist connectivity in northern area of city and provides access to school and planned trail from residential neighborhoods	Mid Term

1.6.6 | Bicycle and Pedestrian Network Goals, Policies and Actions

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

Goal 1.18: Connect to the region and sub-region's planned bicycle and pedestrian network

Policy 1.18.1: Implement high priority, regional and sub-regional links to establish the basis for an integrated set of bicycle and pedestrian links

Action 1.18.1.1: Add local bike facilities that connect to the current efforts of regional bike and pedestrian planning initiatives

Action 1.18.1.2: Implement bike lanes and sidewalks along Clifford Street, Cherry Lane, and White Settlement Road to support envisioned mixed use, pedestrian friendly redevelopment in the area

Goal 1.19: Build on the regional bicycle and pedestrian network by enhancing local connectivity

Policy 1.19.1: Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations

Action 1.19.1.1: Implement short- and mid-term bicycle and pedestrian projects (see Implementation section)

Action 1.19.1.2: Prioritize sidewalk installation for residential streets and PLMC sub-regional routes that provide access to schools, parks, and employment areas

Action 1.19.1.3: Prioritize the addition of bicycle and pedestrian facilities within and around proposed redevelopment sites, particularly those for areas with a mixed use focus

Policy 1.19.2: Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps in the bicycle and pedestrian network

Action 1.19.2.1: Implement long-term bicycle and pedestrian projects (see Implementation section)

Action 1.19.2.2: Prior to undertaking long term on-street projects, develop a bicycle and pedestrian plan that includes an update of network facilities, confirms priorities for enhancements and features chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation

Appendix K – Regional Bicycle and Pedestrian Analysis contains an overview of bicycle and pedestrian facility design guidelines and possible funding sources.

Section 1.7 | Housing

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

1.7.1 | Existing Conditions and Trends

Residential Value Analysis

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

The SWOT analysis compares the land and improvement values per acre for each residential parcel to the average land and improvements values per acre for all of the residential parcels in White Settlement. In the City of White Settlement, the average land value for all residential parcels is \$53,378 per acre and the average improvement value for all residential parcels is \$205,759 per acre. To determine the final SWOT designation for each parcel, the following classifications are used:

Strength: higher than average land and improvement values

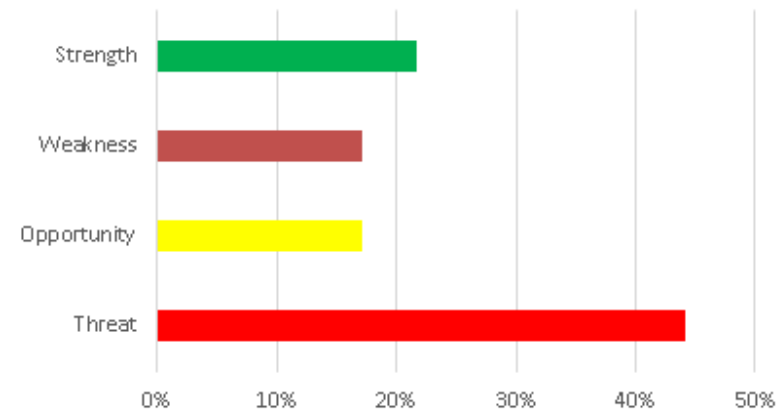
Weakness: lower than average land value and higher than average improvement value

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

Threat: lower than average land and improvement values

Figure 1.21 shows the percentage of strengths, weaknesses, opportunities, and threats in the City of White Settlement based on 2012 Tarrant Appraisal District data. The relatively high percentage of threats could be attributed to decreased improvement values because of the age of residential structures.

Figure 1.21 – White Settlement Residential SWOT Analysis



Source: Tarrant Appraisal District, 2012

Number of Housing Units

The total number of housing units in White Settlement was 6,630 in 2010, up from 6,027 in 2000. The total number of housing units in White Settlement increased by 10%. Of the total housing units in 2010, 70% were categorized as single-family detached housing units, 2.7% were single-family attached units, 15.1% contained two to four units, 10% were multifamily units, and 2.2% were mobile home and other types of units. As outlined in **Table 1.19**, the percentage of single-family housing in White Settlement increased by 2.6%, while the percentage of multifamily housing decreased by 2.5% between 2000 and 2010.

Table 1.19 – Housing Type for White Settlement, 2000-2010

Units in Structure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Single-Family detached	4,087	67.8%	4,465	70.0%	378	9.2%
Single-Family attached	136	2.3%	175	2.7%	39	28.7%
2-4 units	801	13.3%	961	15.1%	160	20.0%
Multifamily	753	12.5%	638	10.0%	-115	-15.3%
Mobile home or Other	252	4.2%	138	2.2%	-114	-45.2%
Total	6,029	100.0%	6,377	100.0%	348	5.8%

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

Homeownership and Vacancy History

Of the total number of housing units in the 2010, 50.1% were owner-occupied, 40.2% were renter-occupied, and the remaining 9.7% were vacant. **Table 1.20** outlines housing tenure in White Settlement.

The percentage of owner-occupied units in White Settlement decreased by 2% between the years 2000 and 2010. Approximately 22% of single-family housing was renter-occupied in 2010. **Figure 1.22** illustrates occupancy rates in White Settlement by census block group between 2006 and 2010. **Figures 1.23** and **1.24** illustrate the percentage of owner-occupied and rental housing by census block group. Vacant units in White Settlement increased by 2.8% between the years 2000 and 2010. In 2010, White Settlement had 230 vacant units, totaling 8.5% of all units.

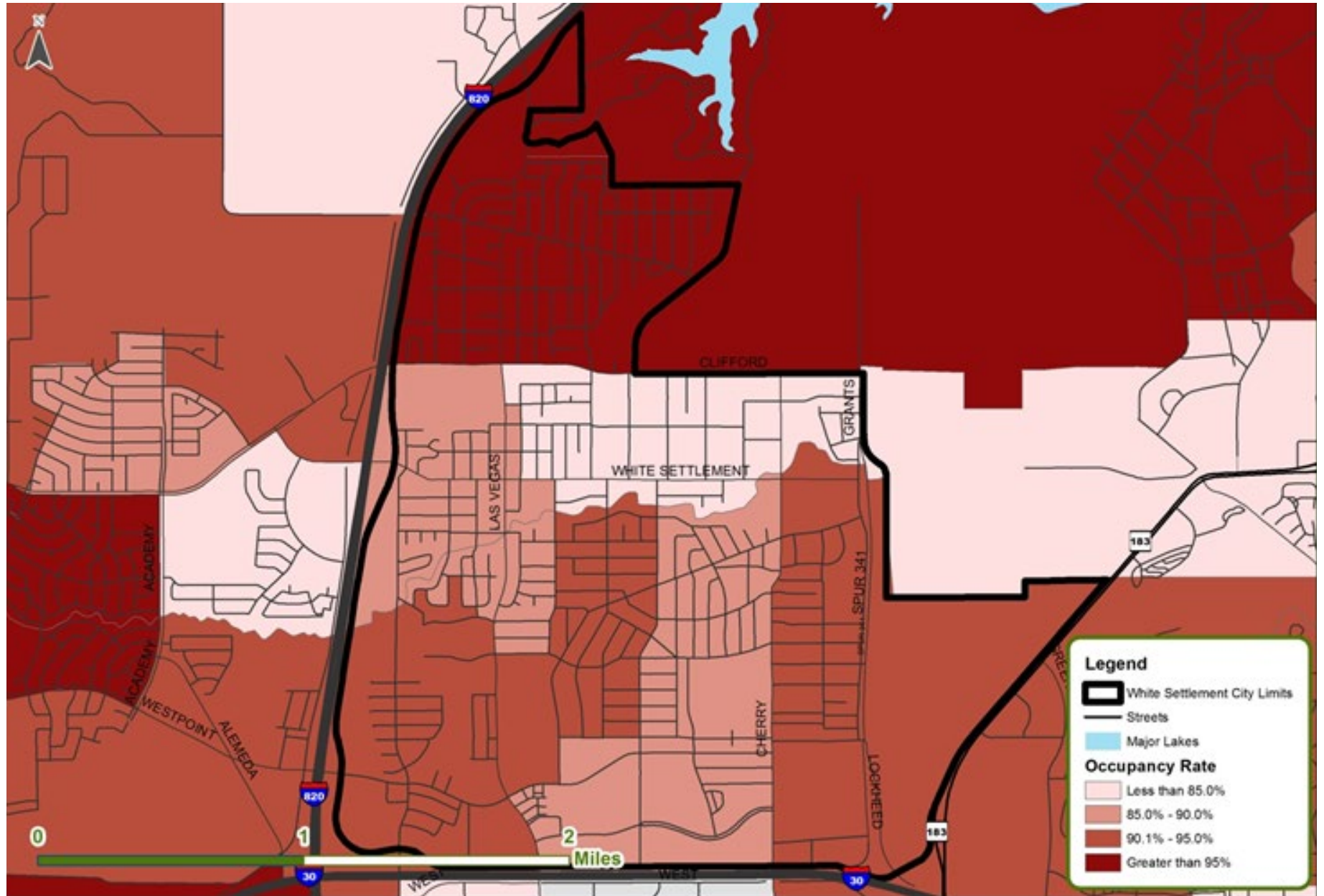
Table 1.20 – Tenure for Housing in White Settlement, 2010

Tenure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Owner-occupied	3,140	52.1%	3,323	50.1%	183	5.8%
Renter-occupied	2,474	41.0%	2,664	40.2%	190	7.7%
Total occupied (Owner + Renter)	5,614	93.1%	5,987	90.3%	373	6.6%
Vacant	413	6.9%	643	9.7%	230	55.7%
Total housing units	6,027	100.0%	6,630	100.0%	603	10.0%

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

In recent years, foreclosure rates in Tarrant County remained much lower than communities across the United States. State-wide, one in every 1,213 housing units foreclosed, compared to 1 in 202 units in California and 1 in 336 units in Florida. According to the foreclosure data provided by RealtyTrac, the Tarrant County foreclosure rate was 1 in every 782 and the average sales price of foreclosed home in Tarrant County was \$82,193 in 2012. Many of these homes could be affordable for low- and moderate-income households, especially with down payment and closing cost assistance.

Figure 1.22 – Occupancy Rate, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Housing Conditions

Without adequate maintenance, housing stock deteriorates over time. Typically, housing condition is related directly to housing age and most structures begin to need significant repairs 30 years after construction. As outlined in **Table 1.21**, 55.1% of White Settlement's housing was built prior to 1970 and, based on national standards, these units may contain lead-based paint are likely in need of repairs. Approximately 38% of units were built prior to 1960. **Figure 1.25** illustrates the percentage of pre-1960 housing by census block group.

Table 1.21 – Age of Housing Stock in White Settlement, 2010

Year Structure Built	# of Units	% of Units
1939 or earlier	160	2.5%
1940-1949	712	11.2%
1950-1959	1,555	24.4%
1960-1969	1,081	17.0%
1970-1979	994	15.6%
1980-1989	808	12.7%
1990-1999	161	2.5%
2000-2004	500	7.8%
2005 or later	406	6.4%
Total	6,377	100.0%

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

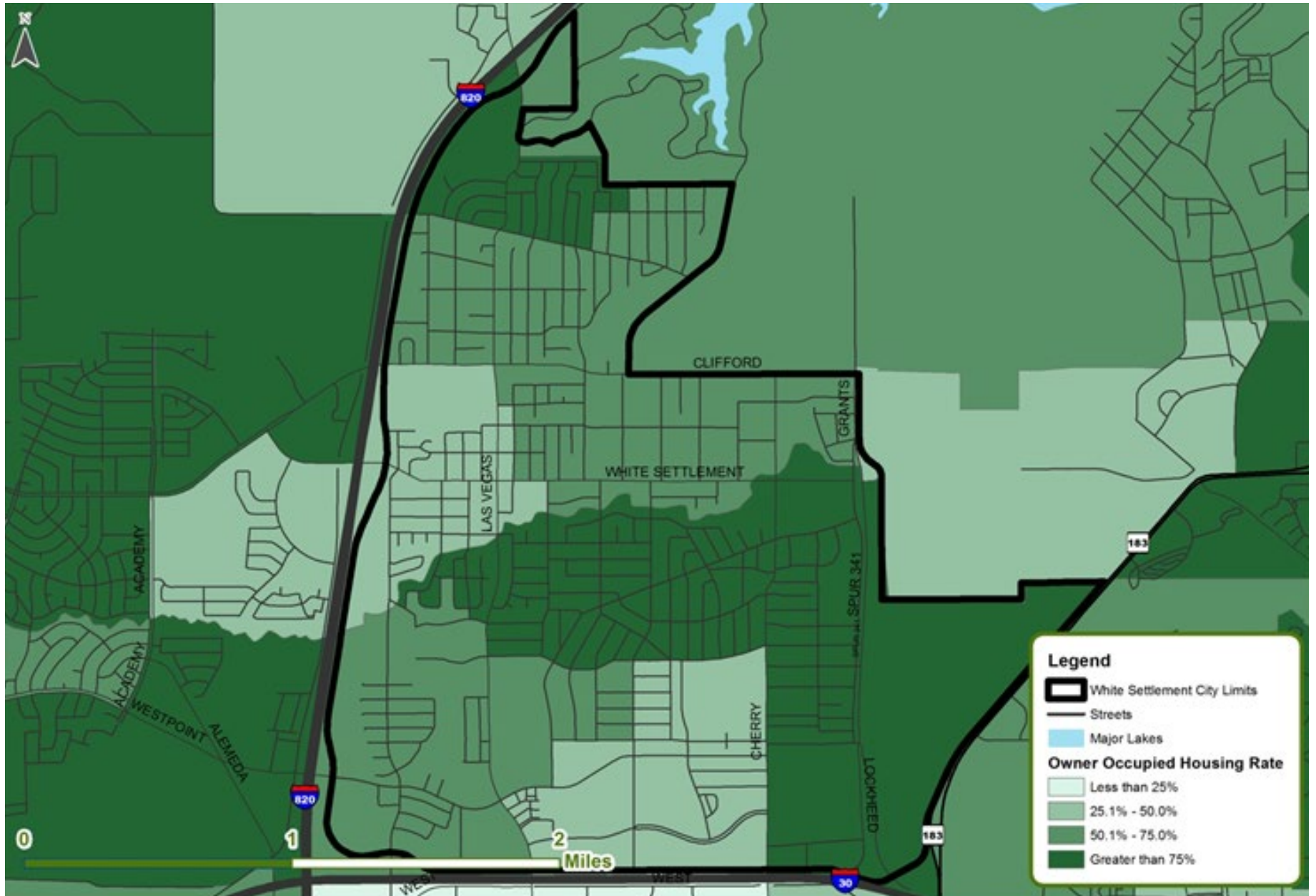
Though relatively constant over the last three years, housing values in the PLMC study area lag the state and county, as shown in **Table 1.22**. Owner-occupied median value is above \$100,000 for Texas and Tarrant County. White Settlement's median owner-occupied home value was approximately \$77,100 in 2010 and the average single family market value for 2010 was approximately \$93,887, which 36.1% less than Tarrant County's average single family market value of \$146,873.

Table 1.22 – Median Owner-Occupied Home Value – State, PLMC Sub-Region, Tarrant County and City of White Settlement, 2010

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

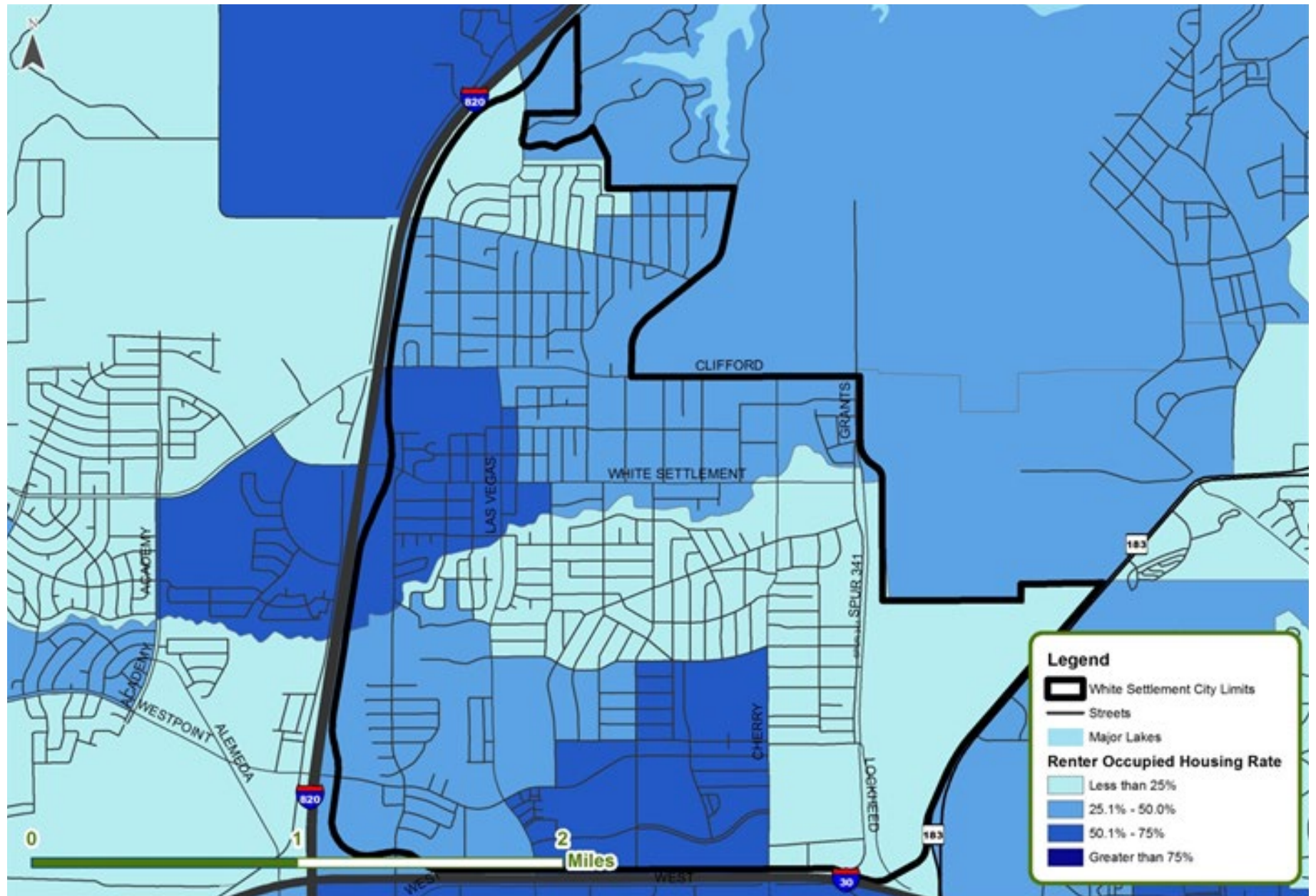
Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 1.23 – Percentage of Owner-Occupied Housing, 2010



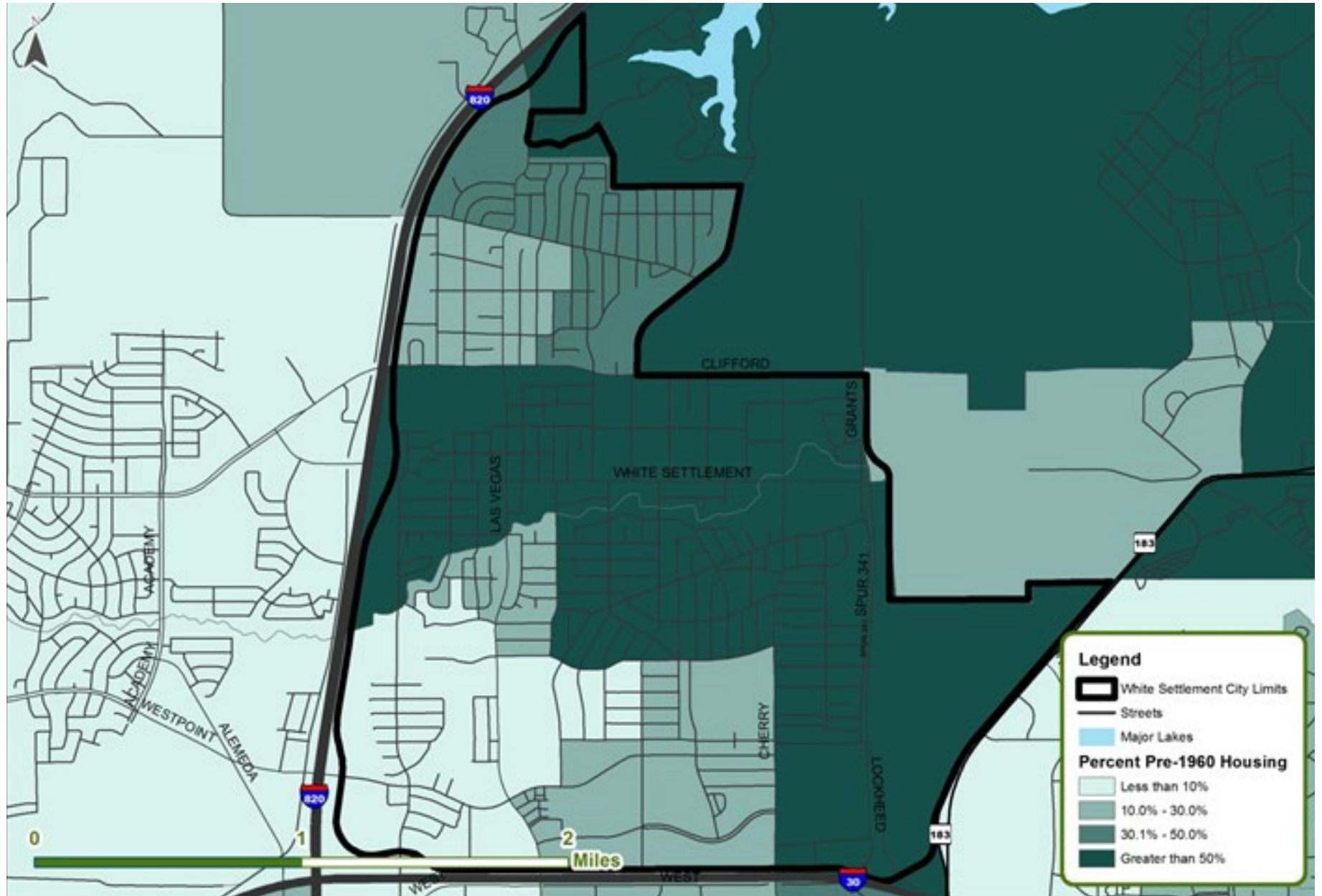
Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.24 – Percentage of Renter-Occupied Housing, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.25 – Percentage of Pre-1960 Housing Units



Source: Census Bureau, 2006-2010 American Community Survey

Quality Affordable Housing

The Comprehensive Housing Affordability Strategy Data (2000) provided by HUD provides the percentage of housing problems, such as incomplete kitchen and plumbing facilities or overcrowding (more than 1 person per room as defined by HUD), by income group. Overall 30% of housing units in White Settlement had housing problems. Approximately 80% of Very Low Income households, 60% of Low Income households, 18% of Moderate Income households lived in housing units with housing problems in 2000. **Table 1.23** outlines housing problems in White Settlement by income group and tenure. Housing problems among renter households in Very Low, Low, and Moderate Income households were higher than owner households, indicating the need for quality rental housing among low to moderate income households in the city.

Table 1.23 – Housing Problems in White Settlement, 2000

Household by Type, Income, & Housing Problem	Total	Total	Total
	Renters	Owners	Households
Household Income <= 50% MFI	1,022	817	1,839
Household Income <=30% MFI (Very Low)	466	377	843
% with any housing problems	86.5	70.8	79.5
Household Income >30 to <=50% MFI (Low)	556	440	996
% with any housing problems	66	52.3	59.9
Household Income >50 to <=80% MFI (Moderate)	632	865	1,497
% with any housing problems	20.3	15.6	17.6
Household Income >80% MFI	810	1,465	2,275
% with any housing problems	12.3	3.4	6.6
Total Households	2,464	3,147	5,611
% with any housing problems	40.5	21.7	29.9

Housing problems: overcrowding (1.01 or more persons per room) and/or without complete kitchen or plumbing facilities.

Source: HUD- Comprehensive Housing Affordability Strategy Data, 2000

Housing Sales and Homeownership Costs

The median housing value in White Settlement was \$77,100 for the years 2006 to 2010. The average sale price of a single-family house was \$63,412 and the median sales price in of a single-family house was \$57,450 in 2011. Housing demand, as measured by existing home sales, is outlined in **Table 1.24**. Between 2007 and 2011, 641 single-family units were sold in White Settlement. The average housing sale price and the median sales price for single-family housing decreased between 2007 and 2011. Additionally, on average single family homes remained unsold on the market for 106 days in 2011, up from 78 days in 2007.

Table 1.24 – Housing Sales in White Settlement

White Settlement, Texas Single Family	2007	2008	2009	2010	2011
Number sales	151	148	122	112	108
Average sales price	\$74,247	\$69,149	\$72,509	\$69,966	\$63,412
Median sales price	\$74,000	\$62,500	\$66,500	\$62,600	\$57,450
Average number of days on the market	78	78	83	90	106
Townhomes and Condos					
Number sales	2	0	0	0	2
Average sales price	\$62,449	\$0	\$0	\$0	\$81,650
Median sales price	\$57,450	\$0	\$0	\$0	\$81,650
Average number of days on the market	41	0	0	0	20

Source: MetroTex Association of Realtors

Table 1.25 outlines the number of units in White Settlement by housing value. The most frequent housing value range was \$70,000 to \$99,999, with approximately 41% of the units falling within this range. Approximately 38% of housing units were valued below \$70,000 and approximately 21% were valued at \$100,000 or more. The median household income in White Settlement was \$41,976 between 2006 and 2010. Map 8.25 illustrates median household income and **Figure 1.27** illustrates median housing value by census block group.

Table 1.26 outlines the percentage of owner occupied households paying more than 30% of household income towards housing expenses, such as a mortgage. HUD defines 30% of the median household income as the affordability threshold for housing costs. Twenty eight percent of owner households in White Settlement were under a cost burden in 2010.

Table 1.25 – Value of Owner-Occupied Units in White Settlement, 2010

Housing Value	# of Units	% of Units
Less than \$50,000	579	17.1%
\$50,000 to \$69,999	719	21.2%
\$70,000 to \$99,999	1,385	40.8%
\$100,000 to \$149,999	532	15.7%
\$150,000 to \$199,999	167	4.9%
\$200,000 to \$299,999	13	0.4%
\$300,000 or more	0	0.0%
Total Units	3,395	100.0%

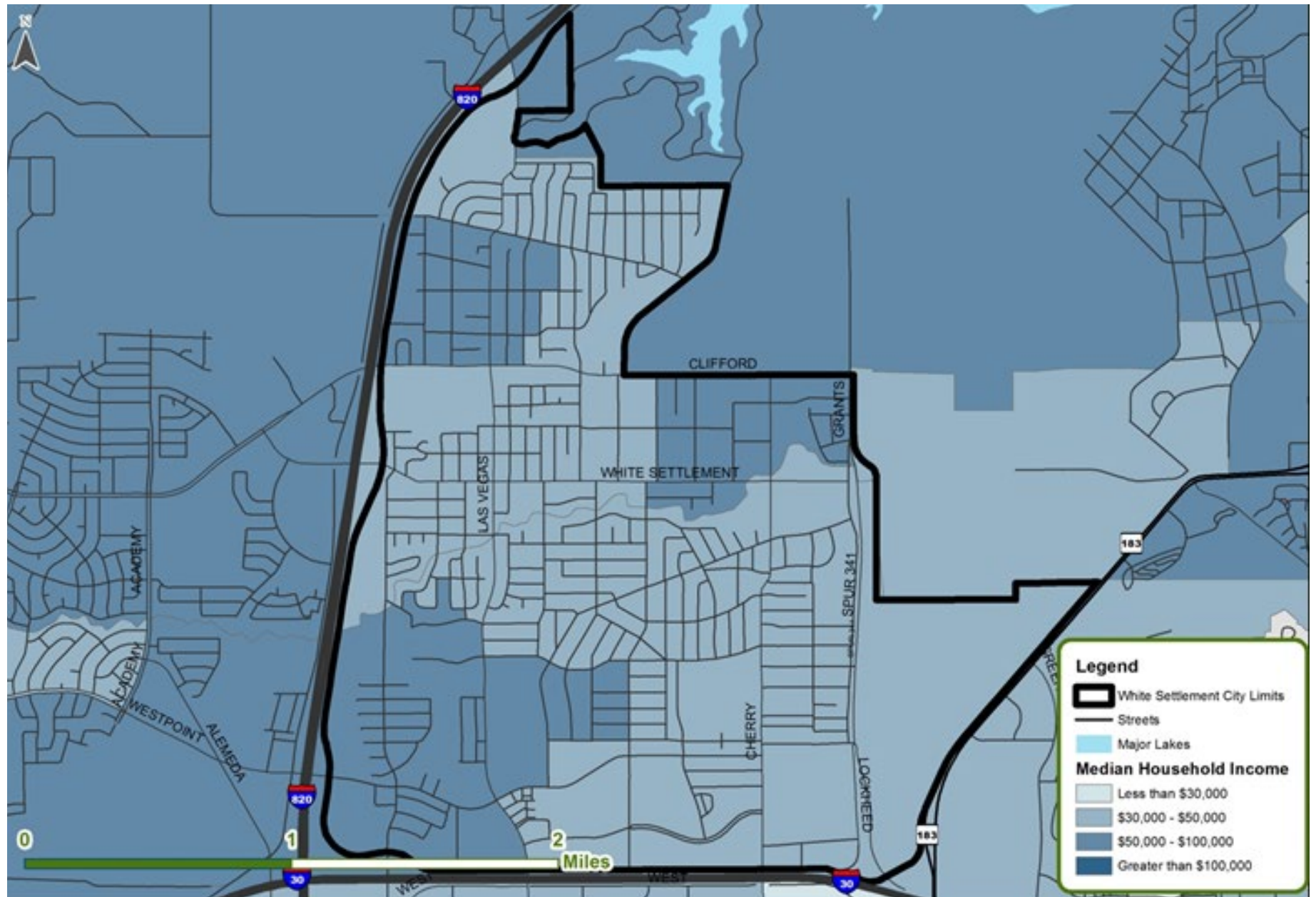
Source: U.S. Census Bureau, 2006-2010 American Community Survey

Table 1.26 – Housing Costs as a Percentage of Household Income for White Settlement, 2010

Percent of Income in Owner-Occupied units	# of Units	% of Units
Less than 20%	1,754	51.7%
20 to 29%	691	20.4%
30% or more	950	28.0%
Households with zero or negative income	0	0.0%
Total Owner-Occupied units	3,395	100.0%

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

Figure 1.26 – Median Income Household Income, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.27 – Median Housing Value, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Rental Housing Costs

According to the 2006-2010 ACS data, 40.2% of housing stock in White Settlement was rental housing and 10% was multifamily housing. The median contract rent for White Settlement was \$549 in 2010, up from \$434 in 2000. This represents an increase of \$115, or 26.5%, in rent over the ten year period. **Figure 1.28** illustrates median contract rent by census block group.

Table 1.29 outlines gross rent in White Settlement by number of bedrooms between 2006 and 2010. For studio units, the modal rent category was \$500 to \$749, with all units falling within this rent range. For one- and two- bedroom units, the modal rent category was \$500 to \$749, with 61.4 and 49% of units falling within this rent range respectively. For three or more bedroom units, modal rent was \$1000 or more, with 43.5% of units falling within this range.

Table 1.29 – Gross Rent by Number of Bedrooms for Renter-Occupied Units in White Settlement, 2010

Rent Range	No Bedroom		One Bedroom		Two Bedroom		Three or More Bedrooms	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
With cash rent	23	100.0%	621	100.0%	1,076	96.8%	595	98.5%
Less than \$200	0	0.0%	0	0.0%	0	0.0%	0	0.0%
\$200 to \$299	0	0.0%	37	6.0%	0	0.0%	0	0.0%
\$300 to \$499	0	0.0%	124	20.0%	19	1.7%	0	0.0%
\$500 to \$749	23	100.0%	381	61.4%	545	49.0%	126	20.9%
\$750 to \$999	0	0.0%	79	12.7%	452	40.7%	206	34.1%
\$1,000 or more	0	0.0%	0	0.0%	60	5.4%	263	43.5%
No cash rent	0	0.0%	0	0.0%	36	3.2%	9	1.5%
Total	23	100.0%	621	100.0%	1,112	100.0%	604	100.0%

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

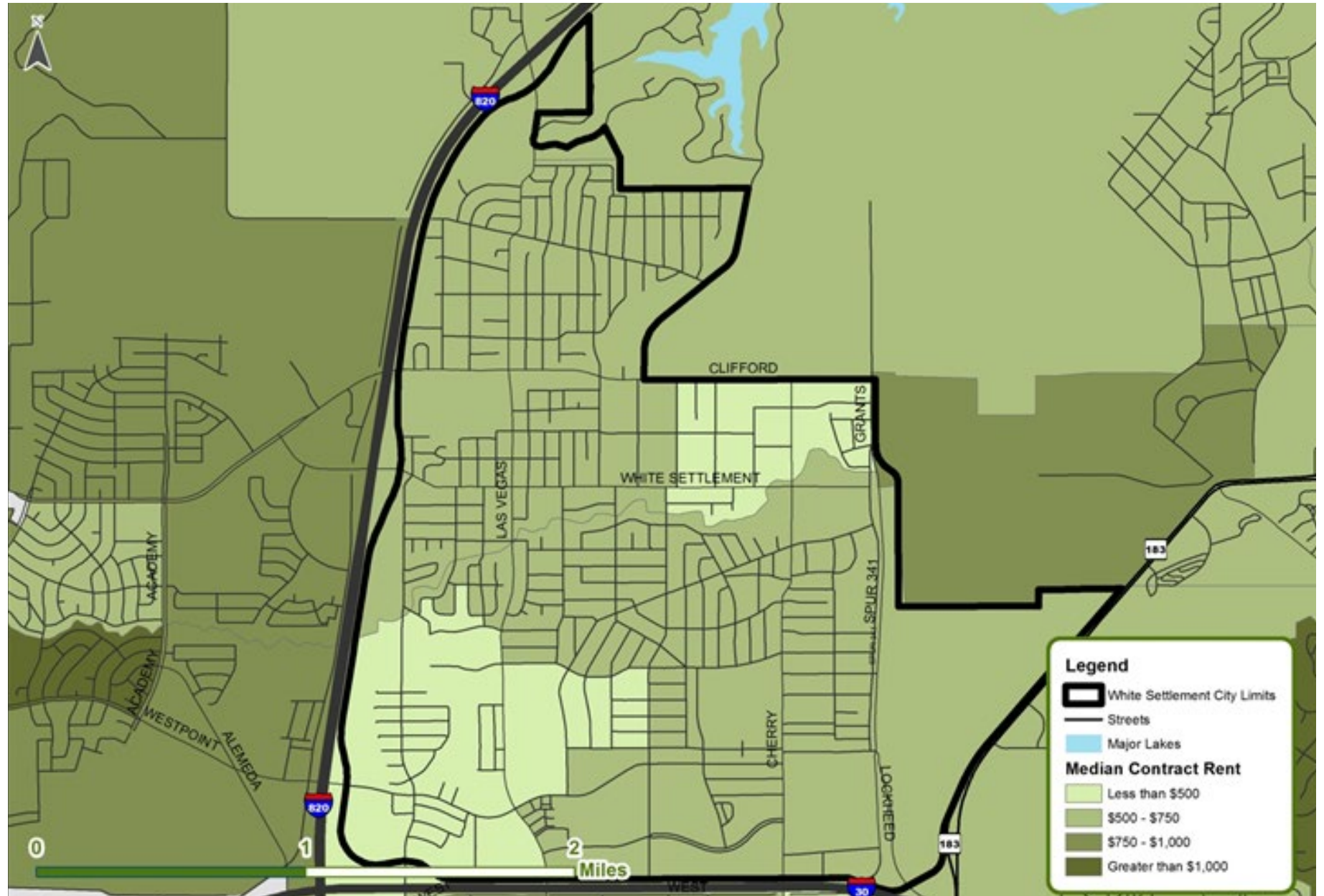
Table 1.30 outlines the percentage of household income paid towards housing expenses among renter households between 2006 and 2010. Approximately 46% of rental housing in White Settlement paid more than 30% of their income towards rent, indicating that these households are under a cost burden under HUD's definition.

Table 1.30 – Housing Costs as a Percentage of Household Income for White Settlement, 2010

Renter-occupied units	# of Units	% of Units
Less than 20%	679	28.8%
20 to 29%	529	22.4%
30% or more	1,076	45.6%
Renters with zero or negative income	31	1.3%
Renters with no cash rent	45	1.9%
Total Renter-occupied Units	2,360	100.0%

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

Figure 1.28 – Median Contract Rent, 2010



Source: Census Bureau, 2006-2010 American Community Survey

1.7.2 | Housing Goals, Policies and Actions

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

- The limited availability of land for new development
- Land use compatibility issues related to general conflicts between land use types, as well as exposure to the noise and air safety impacts of aviation operations at NAS Fort Worth, JRB
- Declining housing conditions and relatively low median housing value associated with an aging housing stock
- Evidence of affordability challenges with about one in four households experiencing a cost burden
- A lack of diversity in available housing types

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

Goal 1.19: Promote quality infill development as a means to expand the supply and type of available housing

Policy 1.19.1: Ease the site challenges associated with infill development

Action 1.19.1.1: Prepare an inventory of available infill sites

Action 1.19.1.2: Explore land assembly strategies and collaborate with developers as necessary to acquire land

Policy 1.19.2: Increase market interest in infill development

Action 1.19.2.1: Generate developer interest through a marketing strategy that features available sites, economic incentives, and market characteristics

Action 1.19.2.2: Participate in economic development and real estate development events as a way to showcase available opportunities

Action 1.19.2.3: Register developments in the Rental Partnership Program at NAS Fort Worth, JRB and market residential opportunities to other major employers within or near the city

Policy 1.19.3: Increase the city's organizational capacity to support mixed use and residential infill development

Action 1.19.3.1: Partner with area non-profit agencies or developers to develop quality, affordable housing

Action 1.19.3.2: Target and leverage Tarrant County and HUD housing resources to provide stimulus for redevelopment in targeted geographic areas

Goal 1.20: Improve the aesthetic character of the community by reducing general land use incompatibilities

Policy 1.20.1: Reduce incompatibilities associated with abrupt land use transitions or visual intrusion

Action 1.20.1.1: Evaluate and enhance existing guidelines to allow for appropriate transitions from commercial development to residential neighborhoods and other less intensive land uses

Action 1.20.1.2: Evaluate and enhance existing guidelines to establish adequate buffering and screening

Action 1.20.1.3: Identify areas with specific land use compatibility issues

Goal 1.21: Minimize compatibility issues associated with noise exposure from aviation operations

Policy 1.21.1: Implement sound attenuation techniques

Action 1.21.1.1: Adopt a Noise Attenuation Overlay and encourage sound attenuation measures for future compatible developments falling within designated noise zones (see Land Use element)

Action 1.21.1.2: Create a subcommittee of the Regional Coordination Committee comprised of area building officials that meets periodically to discuss noise mitigation and energy efficiency issues

Action 1.21.1.3: Work with real estate community to disclose aircraft noise to potential commercial/residential buyers within noise contours

Action 1.21.1.4: Adopt measures to increase sound attenuation in new construction non-residential buildings

Policy 1.21.2: Promote weatherization and other energy efficient building practices as complementary tools for achieving sound reduction

Action 1.21.2.1: Provide local homeowners with information and education about home weatherization techniques and funding opportunities as a means to insulate existing residences from aircraft noise

Action 1.21.2.2: Consider the adoption of incentives to encourage future commercial construction to incorporate LEED energy and sustainability best practices and other performance-based design improvements

Goal 1.22: Increase household and neighborhood capacity by building on the social, economic and physical assets of the community and its residents

Policy 1.22.1: Promote an integrated asset-based approach to neighborhood revitalization

Action 1.22.1.1: Identify one to two key neighborhoods in which to conduct a revitalization plan that focuses on the inter-related elements of healthy, sustainable places:

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

Action 1.22.1.2: Provide technical assistance to neighborhoods interested in participating in the planning process

Action 1.22.1.3: Form a partnership with area non-profit groups, faith-based organizations and financial institutions to support community planning initiatives

Policy 1.22.2: Improve the quality of existing housing stock

Action 1.22.2.1: Promote housing rehabilitation by:

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

Goal 1.23: Diversify the mix of housing choices in the community

Policy 1.23.1: Expand housing options for young families

Action 1.23.1.1: Promote development in compact, pedestrian-friendly, mixed use environments (see Economic Development and Land use sections)

Policy 1.23.2: Increase the supply of high-end housing

Action 1.23.2.1: Identify land appropriate for high-end housing development and assemble land

Action 1.23.2.2: Reduce barriers to the development of high-end housing by (see Economic Development section):

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

Policy 1.23.3: Encourage best practices in the design and construction of residential and mixed use developments to meet the needs of seniors, individuals with disabilities, and other special needs populations

Action 1.23.3.1: Encourage “Aging in Place” neighborhoods that can accommodate residents throughout all life stages

Action 1.23.3.2: Explore the possibility of adopting a Universal Design Ordinance, requiring developers to incorporate accessibility provisions into a specified percentage of new housing units

Policy 1.23.4: Encourage the development of a range of housing options to accommodate households of all ages, specifically housing developments such as cottage-style houses and other residential options that balance community support with privacy and independence

Action 1.23.4.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of senior housing options, including cottage-style, small-lot developments, small-scale assisted living facilities and other multifamily and mixed use developments that emphasize services and on-site amenities

Action 1.23.4.2: Enhance the ability of the existing local land use and development framework to accommodate new small lot and multifamily residential construction and to facilitate the delivery of affordable housing units that meet the needs of seniors and others

Action 1.23.4.3: Ease the local regulatory process for projects designed to meet the needs of seniors by streamlining the plan submittal review, waiving development fees, and creating a fast-track approval process.

Policy 1.23.5: Ensure that neighborhoods offer a range of housing options for households of all sizes and income-levels

Action 1.23.5.1: Review existing land use, zoning, and subdivision regulations to identify barriers to the development of alternative housing options, including cottage-style, small-lot developments and other multifamily and mixed use developments that emphasize a range of housing sizes and prices

Action 1.23.5.2: Explore the addition of inclusionary zoning policies to create mixed income housing neighborhoods and expand the supply of affordable housing units.

Action 1.23.5.3: Provide density bonuses, which permit more units to be built than otherwise would be allowed under conventional zoning to encourage the voluntary inclusion of affordable units

Action 1.23.5.4: Consider establishing a mandatory set-aside policy, wherein developers of market-rate housing projects establish a given percentage of units for low to moderate income households

Action 1.23.5.5: Require that affordable units be constructed in similar appearance as market-rate housing units and with access to comparable amenities and facilities

Action 1.23.5.6: Consider adopting an urban residential or residential village zoning classification, which provides for predominantly residential, pedestrian-oriented development, including small-scale neighborhood-serving retail and creates a transition between mixed use centers and existing single-family neighborhoods

Goal 1.24: Increase access to quality, affordable housing choices for all residents

Policy 1.24.1: Promote fair housing outreach

Action 1.24.1.1: Conduct an annual housing fair in collaboration with faith-based institutions, public agencies and non-profit organizations as a means to market the availability of housing programs and resources

Action 1.24.1.2: Create publications, such as newsletter articles and posters to publicize informational resources and outreach events

Policy 1.24.2: Promote greater financial literacy for households

Action 1.24.2.1: Create a broad partnership among financial institutions and community reinvestment entities to promote increased participation in comprehensive financial literacy programs as a means to strengthen the economic stability of families and neighborhoods:

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

Section 1.8 | Implementation Plan

The Implementation Section lays out the critical programs and initiatives necessary to realize the goals and policies of the City of White Settlement Comprehensive Plan Vision. The tables below organize recommended steps by resource area with corresponding goals and policies, timeframes, responsible entities, partnerships, and order of magnitude costs. **Table 1.31** focuses specifically on the most critical actions

designed to strengthen the local community, catalyze private investment, and improve regional coordination. This table serves as a near-term guide for the foundational implementation steps of the Comprehensive Plan Vision. **Table 1.32** summarizes all of the recommended action items across resource areas, reflecting a range of short-, mid-, and long-term strategies.

Table 1.31 – Implementation Plan: City of White Settlement - Priority Actions

Implementation Plan: City of White Settlement – Priority Actions				
Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-24)				
Goal: Enhance local economic development and marketing capabilities through regional and sub-regional partnerships				
Build on the creation of the joint economic development coalition by developing a regional marketing identity to attract new businesses and residents and to facilitate collaboration on other common economic interests <ul style="list-style-type: none"> Develop marketing strategies to brand participating communities as the Northwest Fort Worth Area Embrace opportunities to market the community as part of a nationally recognized top metropolitan area for military personnel and veterans Use the PLMC joint economic development coalition as a knowledge exchange forum 	Short- Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Westworth Village, Lake Worth, Chambers of Commerce, Economic Development Corporations
Collaborate with other communities when applying for implementation funding Collaborate with other communities when applying for implementation funding <ul style="list-style-type: none"> Coordinate with other communities to identify project needs 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Westworth Village, Lake Worth
Land Use (pp. 25-37)				
Goal: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation				
Align future land use, zoning, and subdivision regulations to guide diverse housing options and walkable retail, office, and amenities to mixed use corridors, town centers and villages <ul style="list-style-type: none"> Conduct an in-depth review of existing zoning and subdivision ordinances to evaluate the ability of current regulations to implement the policies and goals set forth in the Comprehensive Plan Vision Update the Future Land Use map to reflect key elements of the Vision Framework including mixed use along Cherry Lane and White Settlement Road 	Short-Term	Medium	City	Public

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

Table 1.31 – Implementation Plan: City of White Settlement - Priority Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Minimize compatibility issues associated with noise exposure from aviation operations				
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Continue entering proposed development projects onto the RCC Development Review Tool for city staff to review and consider land use AICUZ compatibility for proposed development projects Consider updating future land use to align with Vision Framework and AICUZ Create a subcommittee from the Regional Coordination Committee comprised of area building officials to meet periodically on noise mitigation and energy efficiency issues Coordinate with the Community Plans and Liaison Officer at NAS Fort Worth, JRB on new development projects that are within the noise contours 	Short-Term	Low	City	RCC Partners, NAS Fort Worth, JRB
Incorporate compatible land use strategies in coordination with NAS Fort Worth, JRB as appropriate <ul style="list-style-type: none"> Adopt and follow the 2012 International Residential Code and the 2012 International Energy Efficiency Code, as well as the accompanying NCTCOG Regional Amendments 	Mid-Term	Medium	City	Local Government Code Officials, Developers
Transportation (pp. 38-65)				
Goal: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network				
Implement PLMC Economic Development Corridor Studies <ul style="list-style-type: none"> Participate in and provide local match for the IH 30 Access Enhancement Study and the IH 820 Access Enhancement Study 	Mid-Term	Medium	City, TxDOT, and NCTCOG	Neighboring Cities, Economic Development Corporations, The T, Tarrant County, Major Employers, Property Owners, Public
Goal: Connect to the region and sub-region’s planned bicycle and pedestrian network				
Establish an implementation program for bicycle infrastructure <ul style="list-style-type: none"> Include/adopt Trail Recommendations in this study, Regional Veloweb and Bike Fort Worth plan into city thoroughfare plan to ensure that future roadway and development accommodates the appropriate bike facility 	Short-Term	Low	City	NCTCOG
Housing (pp. 66-82)				
Goal: Ensure that neighborhoods are designed with quality housing choices, amenities and services to maintain quality of life for existing residents and attract new residents				
Encourage the development of a range of housing options <ul style="list-style-type: none"> Consider enhancing the ability of the existing local land use and development framework to accommodate multiple housing styles that complement the stock of single-family housing and meet the needs of residents 	Short-Term	Low	City	Neighborhood and Business Associations, Developers, Public

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-24)				
Goal: Transform aging retail nodes into more compact, high quality, mixed use areas				
Identify and market feasible, high profile mixed use redevelopment opportunities to attract private investment <ul style="list-style-type: none"> Use the Vision Framework to highlight one to two key redevelopment sites 	Short-Term	Low	City	Tarrant County and Developers
Develop a specific branding message and communications strategy for the sites <ul style="list-style-type: none"> Identify target groups including developers and investors for a communications campaign Attract interest from prospective developers by increasing awareness of available economic incentives 	Mid-Term	Medium	City	Developers
Establish clear guidance for organizing project elements <ul style="list-style-type: none"> Use zoning to organize project elements such as architectural and public realm design, pedestrian scale, the mix of uses, open spaces, access, and connectivity 	Mid-Term	Low	City	Developers
Prepare sites for redevelopment <ul style="list-style-type: none"> Schedule the phasing of planned redevelopment to allow for gradual community acceptance and financial feasibility with an early emphasis on anchor projects Plan public investments, including site development and preparation of infrastructure and identify incremental and innovative financing methods 	Long-Term	High	City	Developers and NAS Fort Worth, JRB
Goal: Foster an environment of innovation and entrepreneurship as a means to diversify the local and sub-regional economy and attract and retain talent				
Develop a science, technology, engineering, and mathematics (STEM) mentoring program for middle and high school age students <ul style="list-style-type: none"> Collaborate with area partners to expand participation in STEM-based curricula and outreach efforts, including STARbase and the North Texas Aviation Education Initiative 	Short-Term	Medium	Regional Partners	Independent School Districts, Lockheed Martin, NAS Fort Worth, JRB, the Texas Air National Guard and the NCTCOG
Use community resources to promote entrepreneurship, start up, research and manufacturing and the arts within the community <ul style="list-style-type: none"> Identify incubator space for an interactive Creativity Center that enables students and adults to explore science, art and technology projects Collaborate with partners to develop a curriculum and incorporate a workforce training component Form a 501 c 3 organization and create a program budget to fund the Creativity Center as an economic sustainability project Expand outreach and funding mechanisms for the development of neighborhood businesses 	Short- to Mid-Term	Medium	Regional Partners	Tarrant County College, TCU, ISDs, Fort Worth Nature Center, Cultural District Museums and Art Galleries, Lockheed Martin, and NAS Fort Worth, JRB, NCTCOG and Workforce Solutions

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Goal: Enhance local economic development and marketing capabilities through regional and sub-regional partnerships				
Build on the creation of the joint economic development coalition by developing a regional marketing identity to attract new businesses and residents and to facilitate collaboration on other common economic interests <ul style="list-style-type: none"> Develop marketing strategies to brand participating communities as the Northwest Fort Worth Area Embrace opportunities to market the community as part of a nationally recognized top metropolitan area for military personnel and veterans Use the PLMC joint economic development coalition as a knowledge exchange forum Task the PLMC joint economic development coalition with marketing of the selected catalyst redevelopment sites 	Short- to Mid-Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Westworth Village, Lake Worth, Chambers of Commerce, Economic Development Corporations
Collaborate with other communities when applying for implementation funding <ul style="list-style-type: none"> Coordinate with other communities to identify project needs 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Westworth Village, Lake Worth
Continue to explore the longer-term creation of a formal and professionally staffed sub-regional economic development corporation <ul style="list-style-type: none"> Establish powers and authorities necessary to undertake economic development initiatives of regional and sub-regional significance, such as business park development 	Long-Term	High	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Westworth Village, Lake Worth
Goal : Target marketing efforts to add key retail components to the local economy				
Focus site marketing efforts on specific grocery retail types and family entertainment <ul style="list-style-type: none"> Identify site requirements for typical regional grocery stores and entertainment venues Target grocery store and family entertainment venues as part of the tenant mix for proposed mixed use redevelopment sites 	Short- to Mid-Term	Low	City	Property Owners, Developers
Goal: Strengthen community presence along Interstate 820 as a means to enhance market visibility				
Develop community gateways from IH 820 into White Settlement <ul style="list-style-type: none"> Conduct public outreach to citizens and property owners to advise on the design of gateways and enhanced corridors Develop an Request for Qualifications for design professionals to solicit assistance with gateway design and development Explore creation of overlay zones or a tax increment reinvestment zone to implement the guidelines developed for the gateway program Market to developers and investors within the DFW area to encourage implementation of the gateway program 	Short- to Long-Term	High	City	Property Owners, Developers

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Land Use (pp. 25-37)				
Goal: Complement and strengthen the visual identity and character of existing community cores				
<p>Focus public realm improvements to reinforce sense of place within city cores and identified town centers and villages</p> <ul style="list-style-type: none"> • Designate gateway features, such as signs, public art, or special landscaping, to accentuate entries into the city and its neighborhoods, particularly from IH 820 and along White Settlement Road • Use landscaping and decorative elements to draw visual interest into established commercial and residential areas, • Develop pedestrian facilities, particularly at key intersections 	Short- to Mid-Term	Medium	City	Neighborhood and Business Associations, Property Owners, TXDOT
<p>Concentrate new institutional and civic uses and common gathering spaces within the city cores and identified town centers and village nodes</p> <ul style="list-style-type: none"> • Revise the future land and zoning map to designate highly visible and centrally accessible sites, particularly at major intersections, to anchor future public uses and common spaces 	Short- to Mid-Term	Low	City	Neighborhood and Business Associations, Property Owners
<p>Use the Vision Framework to organize redevelopment around town centers, villages and corridors</p> <ul style="list-style-type: none"> • Include projects in future Capital Improvement Programs that support the framework of town centers, villages and mixed use corridors • Coordinate infrastructure improvements and site improvements to support redevelopment efforts in the Tax Increment Reinvestment Zone established for the commercial corridors of Jacksboro Highway and Azle Avenue 	Short- to Mid-Term	High	City	Neighborhood and Business Associations, Property Owners, Developers
<p>Participate in a coordinated, inter-jurisdictional approach to corridor redevelopment</p> <ul style="list-style-type: none"> • Coordinate zoning and project initiatives with adjacent jurisdictions • Leverage public improvement investments that enhance the physical character as well as the transportation function and capacity of city roadways 	Short- to Long-Term	High	Regional Partners	Tarrant County, Benbrook, Fort Worth, Sansom Park, River Oaks, Lake Worth, White Settlement, TXDOT, NCTCOG
<p>Strengthen quality of life in existing residential areas</p> <ul style="list-style-type: none"> • Work with community organizations to create neighborhood plans that emphasize housing rehabilitation, improved aesthetics, including consistent signage and landscaping and the addition of amenities 	Mid-Term	Medium	City	Neighborhood Associations, Public
<p>Improve the visual character along White Settlement Road and Cherry Lane to attract local investment and create a consistent, high quality corridor throughout the PLMC sub-region</p> <ul style="list-style-type: none"> • Work with property owners and developers to incorporate context-sensitive design guidelines • Improve the design, function, and appearance of major corridors by addressing traffic safety issues, drainage, excess parking, lighting, landscaping, outdoor storage, refuse containers, the amount and size of advertising, and related issues 	Long-Term	High	City	Neighborhood and Business Associations, Property Owners, TXDOT

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Roadway Infrastructure (pp. 38-52)				
Goal: Reduce congestion and improve safety on major roadway thoroughfares				
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Continue coordination with NAS Fort Worth, JRB, Lockheed and other major employers in the area on supporting their transportation needs Coordinate with NCTCOG, major employers, commercial districts, and other agencies to encourage the use of travel demand management programs such as telecommuting, carpooling, employer trip reduction (ETR) programs and vanpooling. Increase the marketing and participation of major employers in the study area in ETR programs 	Short-Term	Low	City, Tarrant County	Major Employers, NCTCOG, Tarrant County, Neighboring Cities
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Prioritize maintenance in local budgets to ensure that local roadway facilities remain in optimal condition 	Short-Term	Medium	City	Tarrant County, TxDOT
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Conduct regular interval traffic counts Conduct crash analysis and identify top safety needs and contributing factors 	Short-Term	High	City	Tarrant County, TxDOT, NCTCOG
Evaluate the Local Transportation System Management and Operational Characteristics <ul style="list-style-type: none"> Coordinate to improve traffic signal synchronization by evaluating existing timing plans, installing new signals, and having repairs and maintenance performed promptly. Develop an interagency plan for signal timing to address future conditions. Coordinate to provide well-signed routes 	Short to Long-term	Medium	City and/or TxDOT	Tarrant County, TxDOT, NCTCOG
Use transportation and open space planning to connect the city's activity centers <ul style="list-style-type: none"> Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks 	Long-Term	High	City	Neighborhood and Business Associations, Developers, TxDOT
Goal: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network				
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <ul style="list-style-type: none"> Submit formal requests for projects of regional significance to be considered for further evaluation during the development of the Metropolitan Transportation Plan 	Short-Term	Low	City	TxDOT, Tarrant County, NCTCOG

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Implement PLMC Economic Development Corridor Studies <ul style="list-style-type: none"> Participate in the IH 30 Access Enhancement Study and the IH 820 Access Enhancement Study Integrate multi-modal considerations, context sensitive design, access management, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into corridor studies 	Short to Mid-Term	Medium	City, TxDOT, and NCTCOG	Neighboring Cities, Economic Development Corporations, NCTCOG, Txdot, The T, Tarrant County, Major Employers, Property Owners, Public
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Establish a review and update schedule for local thoroughfare plans and include considerations for future land uses, economic development needs, neighboring jurisdiction plans, and alternative roadway design and operation strategies such as context sensitive design Identify and prioritize improvements of importance to individual cities, the study area, and the larger Dallas-Fort Worth region as part of thoroughfare planning process Submit requests for transportation technical planning assistance to NCTCOG through the biannual Unified Planning Work Program process 	Short-Term and Ongoing	Low	City	Tarrant County, Economic Development Corporations, NCTCOG
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Consider land use compatibility associated with NAS Fort Worth, JRB noise contours to ensure compatibility of future infrastructure improvements 	Short-Term	Low	City	NCTCOG, Other Jurisdictions, NAS Fort Worth, JRB
Update and Establish Review Process for Local Transportation Planning Documents <ul style="list-style-type: none"> Integrate multi-modal considerations, context sensitive design, access management, parking, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into local roadway planning, design, construction, operations, and maintenance. Update local regulations to reflect desired access management, design features, landscaping, maintenance, parking regulations and other requirements associated with streets and thoroughfares Consider Corridor Overlays or other land use planning tools (e.g. Form Based Codes) to encourage desired future commercial development 	Short to Long-Term	Low to Medium	City	TxDOT, NCTCOG, Economic Development Corporation, Public

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Incorporate multi-modal components in roadway design and planning <ul style="list-style-type: none"> • Prioritize, fund, and implement sidewalks and other pedestrian facilities such as crosswalks, median islands, signage, and pedestrian signals as part of new roadway construction or reconstruction projects, new developments, and re-developments, and in high pedestrian traffic locations. • Provide accessibility to bicyclists through preservation of bicycle and pedestrian access within appropriate roadway rights-of-way, as well as the development of innovative, safety-enhanced on-street bicycle facilities as routine accommodations for new roadway construction or reconstruction 	Short- to Long-Term	High	City	Tarrant County, TxDOT, NCTCOG, Neighboring Cities
Implement PLMC Mobility Linkages Corridor Improvement Studies <ul style="list-style-type: none"> • Identify and define specific needs and goals of transportation corridor • Engage with Tarrant County and NCTCOG for planning assistance and other technical/policy needs • Engage other transportation implementers such as TxDOT and Tarrant Regional Water District and non-profit agencies such as Streams and Valleys • Integrate multi-modal considerations, context sensitive design, access management, land-use evaluations, safety, stormwater management, streetscape improvements, and other engineering, planning, and economic development strategies into studies. • Seek out and utilize non-traditional funding such as grants from non-profits, philanthropies, non-transportation and transportation federal and state agencies (e.g. National Park Service, FHWA safety technical resources, etc.) 	Mid- to Long-Term	Low	City and/or TxDOT	Neighboring Cities, Tarrant County, NCTCOG, Txdot, The T, Economic Development Corporations, TRWD, Major Employers, Property Owners, Public
Incorporate multi-modal components in roadway design and planning <ul style="list-style-type: none"> • Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks 	Long-Term	Medium	City	The T, NCTCOG
Public Transportation (pp. 53-56)				
Goal: Raise public awareness of existing public transportation options through outreach, marketing, and educational efforts				
Increase education on services provided throughout the county to assist residents in making regional connections <ul style="list-style-type: none"> • Increase education and marketing of existing services provided by cities and throughout Tarrant County • Target outreach to particular groups who are more likely to be transit-dependent, such as low-income, older adults, individuals with disabilities and residents who may not have access to a car • Institute a travel navigation service that serves as a one-stop-shop to assist in evaluating user needs and eligibility for available services 	Short-Term	Low	City	TCTS, Other Existing Service Providers, Tarrant County, Neighboring Jurisdictions, NCTCOG

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
<p>Coordinate with Transportation Partners and Leverage Resources to Improve Transportation Options</p> <ul style="list-style-type: none"> Continue coordination with NAS Fort Worth, JRB, Lockheed and other major employers in the area on supporting their public transportation needs 	Short-Term	Low	City, The T	The T, Major employers, NCTCOG, Tarrant County, Neighboring cities
<p>Create partnerships to pool funding amongst multiple communities or other partners</p> <ul style="list-style-type: none"> Look beyond study participants to local agencies such as businesses, nonprofits, and health-care facilities that have an interest in their clients’ mobility Evaluate collective contracting for specific services with the T and leverage existing resources, such as through contracts or other agreements with the T, nonprofits, or taxi companies Strategically seek grant funding such as start-up costs or capital expenditures Seek out and utilize non-traditional funding such as grants from non-profits, philanthropies, non-transportation and transportation federal and state agencies 	Short-Term	Low	City	The T, NCTCOG, Tarrant County, Neighboring jurisdictions
Bicycle and Pedestrian Network (pp. 57-65)				
Goal: Connect to the region and sub-region’s planned bicycle and pedestrian network				
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Include consistent language to describe the existing or planned bike facilities in the general descriptions and in maps as bike plans, thoroughfare plans, and comprehensive plans are being updated Continue with regional partnerships to pursue all eligible federal and state funds for bicycle and pedestrian planning and development through grant programs/applications 	Short-Term	Low	City Staff, County Staff, NCTCOG	Private /Non-profit
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Bike education regarding existing and planned facilities and safety via website, social media, paper publications/brochures 	Short-Term	Low to Medium	City, Schools	Police Department, NCTCOG
<p>Implement a bicycle educational awareness campaign</p> <ul style="list-style-type: none"> Support and encourage regular and continuing bicycle and pedestrian training and safety programs in conjunction with local institutions, organizations, and bicycle and pedestrian interest groups 	Short-Term	Low to Medium	City, Schools	Police Department, Tarrant County, Private / Non-profit
<p>Establish an implementation program for bicycle infrastructure</p> <ul style="list-style-type: none"> Include/adopt Trail Recommendations in this study, Regional Veloweb and Bike Fort Worth plan into city thoroughfare plan to ensure that future roadway and development accommodates the appropriate bike facility 	Short-Term	Low	City	NCTCOG
<p>Implement pedestrian safety measures for bicycle infrastructure</p> <ul style="list-style-type: none"> Develop a Pedestrian Safety Action Plan (PSAP). At a minimum, the PSAP should identify safety issues and challenges, analyze and prioritize concerns, identify funding opportunities for implementation of safety solutions, and evaluate the effectiveness of proposed implementation solutions 	Short-Term	Medium	City	ISD, School Staff, Public

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
<p>Adopt engineering and design elements for pedestrian infrastructure</p> <ul style="list-style-type: none"> Develop a connected system of pedestrian facilities that can serve major origin and destination points, linking compatible land uses like residential areas, commercial zones, civic centers, schools, parks, and other recreational facilities Include pedestrian planning considerations in all transportation improvements (i.e. new construction, intersection improvements, and maintenance) 	Long-Term	High	City Staff	NCTCOG, TxDOT Public
Goal: Build on the regional bicycle and pedestrian network by enhancing local connectivity				
<p>Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations</p> <ul style="list-style-type: none"> Implement short- and mid-term bicycle and pedestrian projects Prioritize sidewalk installation for residential streets and PLMC sub-regional routes that provide access to schools, parks, and employment areas Prioritize the addition of bicycle and pedestrian facilities within and around proposed redevelopment sites, particularly those for areas with a mixed use focus 	Short- to Long-Term	Medium to High	City	Major Employers, Schools, Developers
<p>Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps in the bicycle and pedestrian network</p> <ul style="list-style-type: none"> Prior to undertaking long term on-street projects, develop a bicycle and pedestrian plan that includes an update of network facilities, confirms priorities for enhancements and features chapters on bicycle and pedestrian education, encouragement, engineering design, law enforcement, facility maintenance, and program evaluation 	Mid-Term	Medium	City	Public
<p>Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps in the bicycle and pedestrian network</p> <ul style="list-style-type: none"> Implement long-term bicycle and pedestrian projects Install sidewalks on both sides of all arterial and collector streets 	Long-Term	Medium to High	City	Property Owners, TxDOT
Housing (pp. 66-82)				
Goal: Promote quality infill development as a means to expand the supply and type of available housing				
<p>Intergovernmental Coordination</p> <ul style="list-style-type: none"> Explore options to create a consortium of governments 	Short-Term	Low	Tarrant County	Cities
<p>Generate developer interest</p> <ul style="list-style-type: none"> Create development incentives Prepare list of available infill sites Event to showcase city incentives and developments/marketing 	Mid-Term	Medium	City	Developers
<p>Land acquisition and land assembly</p> <ul style="list-style-type: none"> Prepare list of available infill sites Purchase land and work with developers 	Mid-Term	High	City	Developers

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.32 – Implementation Plan: City of White Settlement - All Recommended Actions (continued)

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

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

