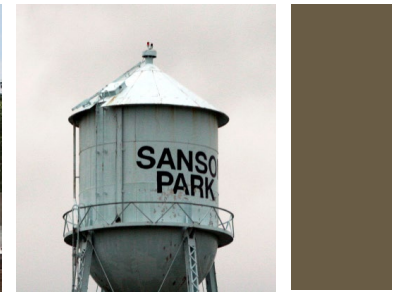


City of Sansom Park



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.

SANSOM PARK COMPREHENSIVE PLAN VISION

Section 1.1 | Plan Purpose

The Comprehensive Plan Vision for the City of Sansom Park 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.

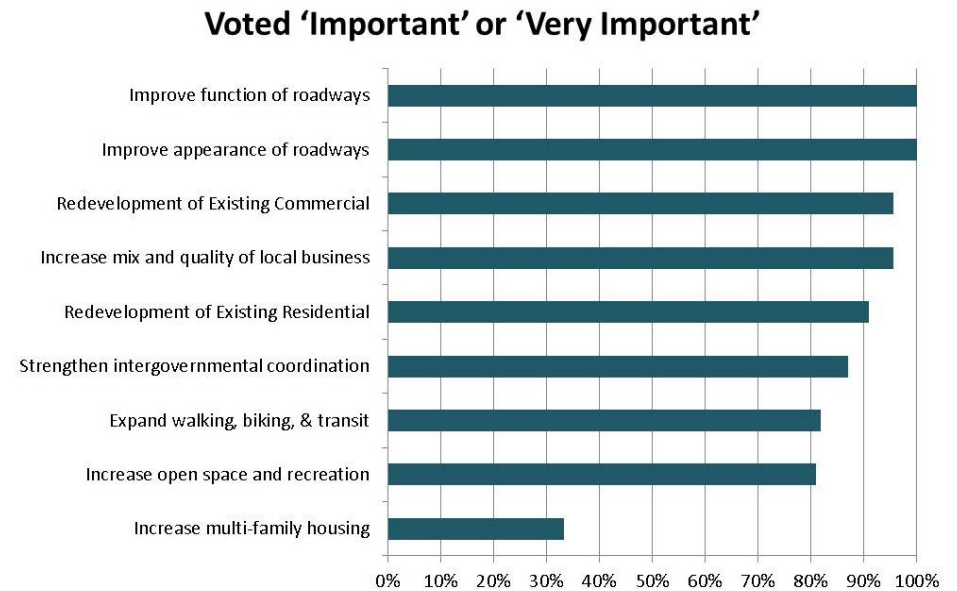
The City of Sansom Park adopted its previous Comprehensive Plan in 2005. This framework is not intended as a complete comprehensive planning document but updates the core planning areas of demographics, economic development, land use, transportation, and housing. The community should use this vision as a guide to assist in preparing a complete Comprehensive Plan update.

Section 1.2 | Sansom Park 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 Sansom Park, as shown in **Figure 1.1**, indicate a particular emphasis on improving the function and appearance of roadways, redeveloping both existing commercial and residential areas, and increasing the mix and quality of local businesses.

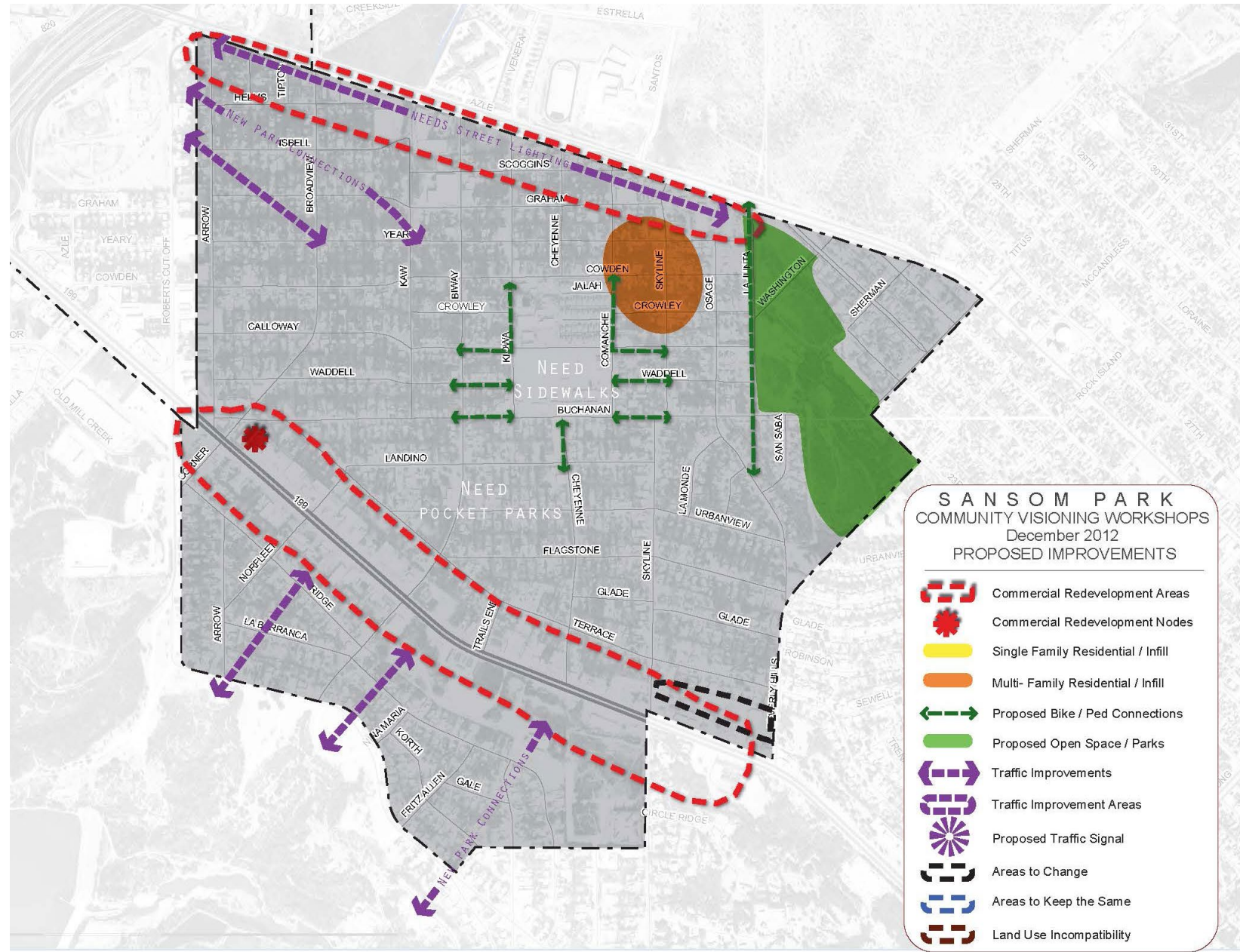
Figure 1.1 – Sansom Park Visioning Workshop Prioritization Results



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 priorities for commercial redevelopment along Azle Avenue and State Highway 199. The suggested focus for this area is a mix of retail and residential uses. Participants also identified the desire to see additional parks throughout the city, as well as improved bike and pedestrian connections connecting to existing parks, neighborhoods, and schools.

Members of the planning team confirmed and further refined public input as part of a follow up strategy session with City of Sansom Park 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 Sansom Park Community Input – Priority Action Areas



Section 1.3 | Sansom Park 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 | Sansom Park Population and Household Trends

Rates of population change across the county and greater Fort Worth region demonstrate sustained and dramatic growth over the previous two decades. Sansom Park also experienced significant population increases, with a 12.08% increase in population between 2000 and 2010. (See Table 1.1)

The sub-region is generally comparable in age to Texas and Tarrant County overall and it reflects the increasing diversity of the state. Following a pronounced national trend, the state, county and PLMC cities saw an aging population across the previous two decades. However, as shown in Table 1.2, since 1990, the age profile of Sansom Park has become slightly younger with a 2010 median age of 30.3, 3.1 years younger than Tarrant County's median age.

Table 1.2 – Median Age – Fort Worth, Tarrant County and City of Sansom Park, 1990-2010

Median Age	1990	2000	2010
Tarrant County	30.5	32.3	33.4
Fort Worth	30.3	30.9	31.2
Sansom Park	32.6	33.9	30.3

Source: U.S. Census Bureau

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

Popultaion Trends (1990-2012)	1990*	2000*	1990-2000 % Change	2010*	2000-2010 % Change	2011**	2012**
Sansom Park	3,928	4,181	6.44%	4,686	12.08%	4,690	4,690
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 – Sansom Park Age Cohort, 1990 – 2010

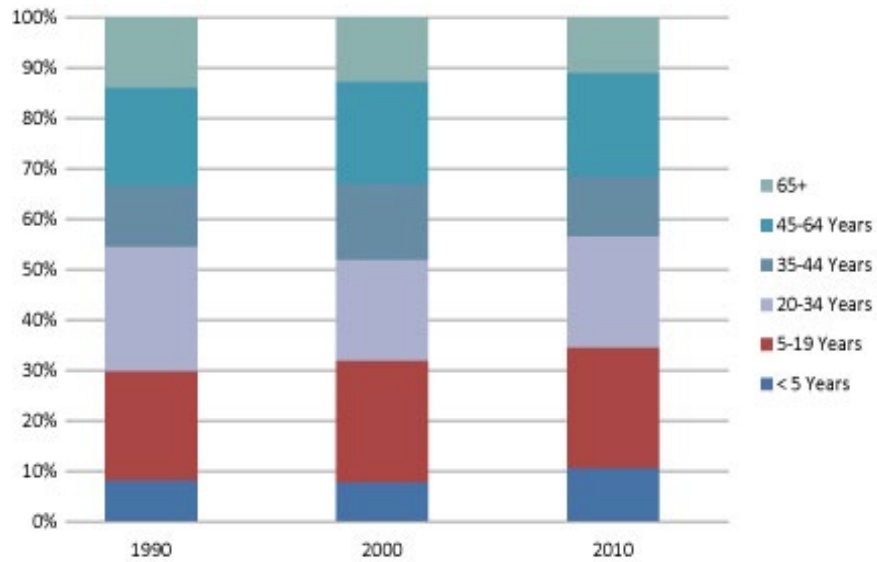
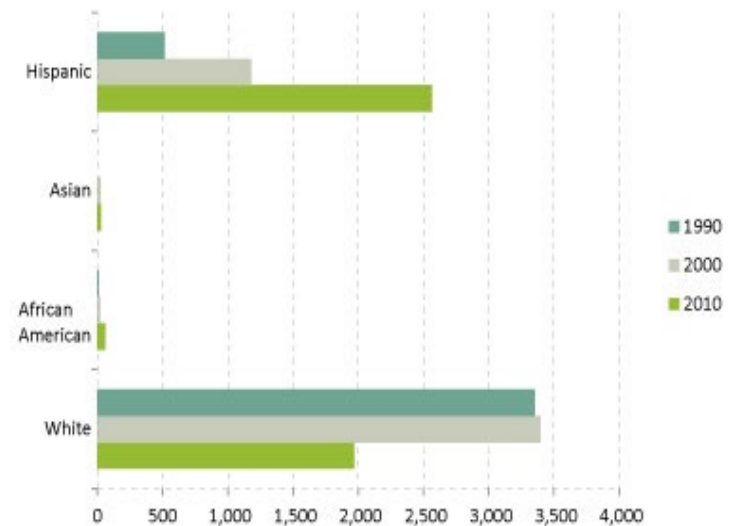


Figure 1.4 – Sansom Park Race Cohort, 1990 – 2010



Almost all of the PLMC communities experienced growth in the Hispanic population between 2000 and 2010. Sansom Park’s Hispanic population increased from 1,180 to 2,563 between 2000 and 2010, yielding a total population share of 54.7% in 2010.

Table 1.3 – Race & Ethnicity - City of Sansom Park, 1990-2010

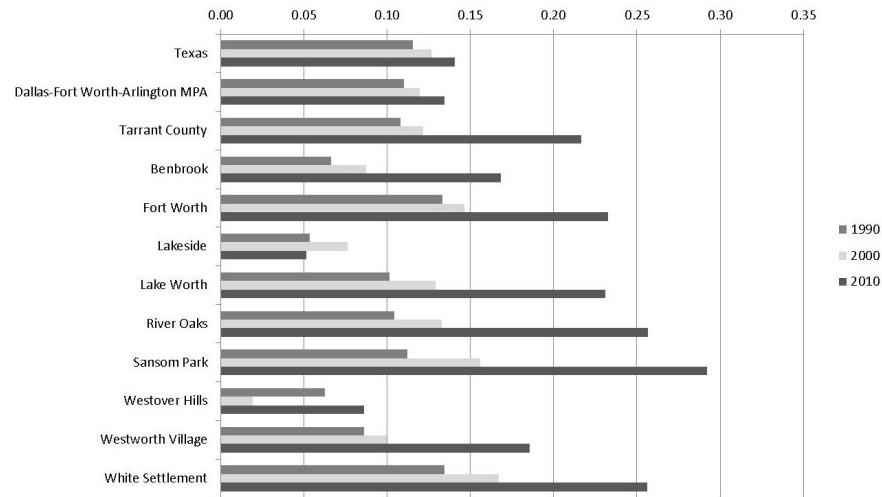
Sansom Park	2000 Pop	% of Total 2000 Pop	2010 Pop	% of Total 2010 Pop
White	3,397	81.2%	1,967	42.0%
Black	18	0.4%	58	1.2%
Asian	24	0.6%	27	0.7%
Hispanic	1,180	28.2%	2,563	54.7%
Total Population	4,181	See Note 1	4,686	See Note 1

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 Sansom Park, have 2010 percentages of female-headed households that exceed state, regional and county ratios. Average household size in Sansom Park increased from 2.87 to 3.22 between 2000 and 2010.

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



Source: U.S. Census Bureau

Sansom Park experienced a slight population increase between 2000 and 2010. Likewise, the city experienced a modest 0.4% increase in total households, compared to Tarrant County’s 23.1% increase in total households.

Table 1.4 – Households - Tarrant County and City of Sansom Park 1990-2010

Total Households	US Census 1990	US Census 2000	% Change 90-00	US Census 2010	% Change 00-10
Sansom Park	1,348	1,422	5.5%	1,428	0.4%
Tarrant County	438,634	533,864	21.7%	657,134	23.1%

Source: U.S. Census Bureau

1.3.2 | Sansom Park 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 1.5**). Sansom Park’s median household income is approximately 45.2%, or \$18,635, less than Tarrant County’s median income.

Table 1.5 – Median Household Income – State, Region, PLMC Sub-Region, Tarrant County and City of Sansom Park, 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

Sansom Park is advantageously located within the Fort Worth region, with Interstate Highway 820 (Loop 820) and State Highway 199 providing easy access to DFW Airport, downtown Fort Worth, the Alliance Area, NAS Fort Worth JRB, Lockheed Martin, and other major employment centers throughout the region. The Dallas-Fort Worth region is undergoing an economic rebound, with growing inventories, increasing employee payrolls, and decreasing unemployment rates; however, many of the PLMC communities have not maintained a rate of growth commensurate with regional trends.

EXISTING STRENGTHS AND WEAKNESSES:

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

ECONOMIC DEVELOPMENT STRENGTHS

- Adjacent to Fort Worth
- Convenient to Downtown Fort Worth & Sundance Square
- Close to NAS Fort Worth, JRB and Lockheed Martin
- Many small business entrepreneurs & unique businesses
- Jacksboro Highway access to recreational areas to the west –Lake Worth & Eagle Mountain Lake
- Economic Development marketing handled by Professional Economic Development Consultant

ECONOMIC DEVELOPMENT WEAKNESSES

- Need for newer franchise restaurants & retail
- Need for family entertainment options
- Undeveloped pad sites along Jacksboro Highway
- Lack of new investments and new development
- Absentee landlords
- Few transportation options
- Expanse of right of way for State Highway 199 discourages walking across highway at intersections
- Lack of senior housing
- Aging multifamily developments

ECONOMIC DEVELOPMENT OPPORTUNITIES

- Individual retail sites available for location of small shops
- Opportunities for redevelopment with mixed uses including residential options
- Available pockets for small scale walkable development along Jacksboro Highway Corridor
- Opportunities for building improvements grants & incentives
- Opportunities for park development
- Opportunities for mixed use and other options of housing developments

ECONOMIC DEVELOPMENT THREATS

- Future Mission changes at NAS Fort Worth, JRB
- Education and language barriers of immigrant population
- No major employers in Sansom Park
- Adjacent retail development in Fort Worth in need of upgrades or redevelopment
- Lack of growth of taxable values

Sansom Park is vulnerable to the issues and challenges shared among the PLMC communities. These challenges include aging retail corridors, aging 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 lack of regional market competitiveness. With strategic repositioning and planning, these challenges can serve as opportunities for future quality growth and development in Sansom Park.

1.4.2 | Existing Economic & Retail Base

Employment and Industry

Approximately 61% of Sansom Park’s total population over the age of 16 participated in the civilian labor force in 2010 and 52.1% of females over 16 participated in the civilian labor force. **Table 1.6** outlines Sansom Park’s civilian employed population by occupation. Approximately 27% of civilian employee occupations are services and 23.7% are sales and office positions.

Sansom Park has a relatively evenly balanced industry mix, with no dominant industry sector. Manufacturing and construction hold the greatest share of the industry, with 13.8% and 13% respectively. One of the major employers in Sansom Park is the Castleberry ISD, which employees approximately 468 people in the Fort Worth region; however, as outlined in **Table 1.7**, education services, and health care and social assistance comprise only 10.5% of the industry mix.

Table 1.6 – Employment by Occupation for the City of Sansom Park, 2010

Occupation	Estimate	Percent
Civilian employed population 16 years and over	1,547	
Management, business, science, and arts occupations	287	18.60%
Service occupations	420	27.10%
Sales and office occupations	367	23.70%
Natural resources, construction, and maintenance occupations	292	18.90%
Production, transportation, and material moving occupations	181	11.70%

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

Table 1.7 – Industry Mix for the City of Sansom Park, 2010

INDUSTRY	Estimate	Percent
Civilian employed population 16 years and over	1,547	1,547
Manufacturing	214	13.80%
Construction	201	13.00%
Public administration	200	12.90%
Retail trade	185	12.00%
Educational services, and health care and social assistance	167	10.80%
Arts, entertainment, and recreation, and accommodation and food services	162	10.50%
Transportation and warehousing, and utilities	109	7.00%
Professional, scientific, and management, and administrative and waste management services	107	6.90%
Other services, except public administration	98	6.30%
Wholesale trade	30	1.90%
Finance and insurance, and real estate and rental and leasing	29	1.90%
Information	27	1.70%
Agriculture, forestry, fishing and hunting, and mining	18	1.20%

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 the region and sub-region’s employment centers,
- Serving as gateway entrances into the study area communities, and
- Moving local traffic through the study area.

In order to conduct an economic analysis of the commercial corridors within the PLMC study area, the project team divided the major commercial corridors 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. Segments 1 through 4 follow Jacksboro Highway/ Highway 199—and Segment 3 is almost entirely within the Sansom Park community. (See Appendix D for a description of the corridor analysis methodology.) **Figure 1.6** illustrates Segments 1 through 4.

Segments 1 through 4 consist of retail establishments along Jacksboro Highway from the edge of the Lake Worth commercial cluster at NW Loop 820 to just north of River Oaks Boulevard. Segment 1 and the northern portions of Segment 2 consist of Lake Worth’s Towne Crossing power center and adjacent power centers that converge to create a regional shopping center with approximately 1 million square feet of retail at the intersection of Jacksboro Highway and NW Loop 820. Large anchor stores include Wal-Mart, Target, Lowes and Best Buy. Grocers, pharmacies, and numerous national chain restaurants and banks round out the retail offering at this location.

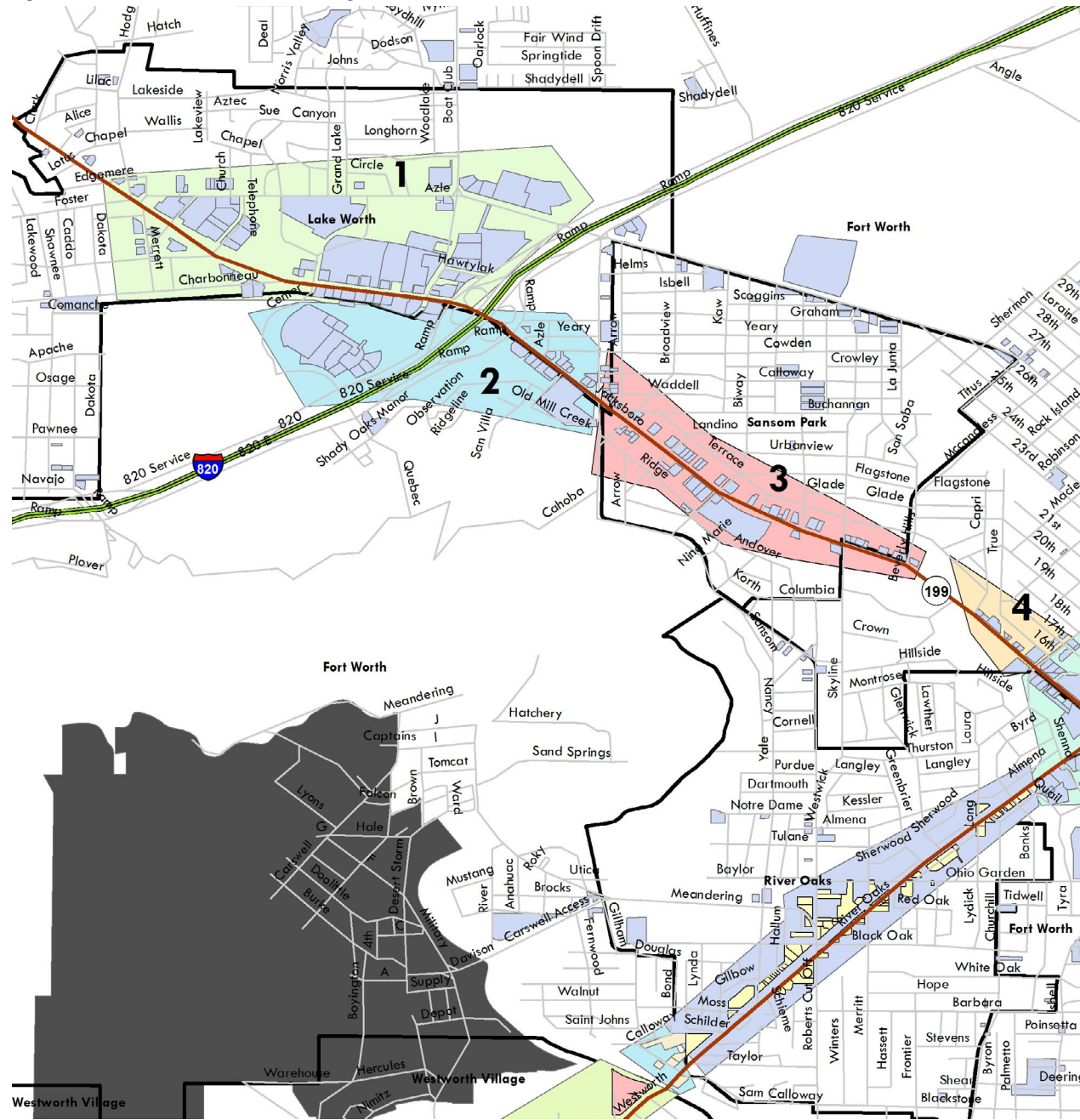
As Segment 2 traverses the NW Loop 820 and transitions into segment 3 in Sansom Park, the retail stock drastically changes from a regional shopping center comprised of multiple power centers to an eclectic mixture of standalone establishments often occupied with a repurposed department store. Included in these segments are aging office buildings, a large warehouse facility currently utilized as a community Bazaar, local restaurants and national fast food chains, independent used car lots, vehicle repair maintenance and parts stores. Vacancy along this corridor is fairly limited. This indicates that the landlord/tenant relationship is in balance with the local market demand for these unique and/or local offerings of services and products.

Segments 1 through 4 contain approximately 224 retail establishments, totaling an estimated 2.15 million square feet. As expected, the big box anchors of the regional shopping centers are evident in the General Merchandise and Building Material and Supply categories. The City of Lake Worth captures a significant portion of the square footage located in Segments 1 through 4, with approximately 1.5 million square feet of retail development, mostly in big box and power center developments.

Key Areas for Improvement

An area along the western side of Jacksboro Highway from Interstate 820 to Sansom Park’s southern boundary shows signs of disinvestment. Much of this area is comprised of commercial properties with lower relative values, many of which are less competitive in today’s retail and service environment. Jacksboro Highway is an important commuting and commercial corridor leading into downtown Fort Worth. The traffic counts are in excess of 34,000 (both directions) at the intersection of Interstate 820 and Jacksboro Highway. Heading south on State Highway 199, traffic counts drop to roughly 17,000 vehicles per day (vpd) at the intersection with N. University Drive. Traffic volumes increase again heading into downtown Fort Worth. After crossing the Trinity River on N. Henderson vehicle counts exceed 33,000 vpd. Strategic investments in the commercial areas along this corridor can position Sansom Park to capture some retail and services opportunities serving neighborhoods and commuters.

Figure 1.6 – PLMC Commercial Corridors - Segments 1-4



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 1.7**. The City of Sansom Park falls within two trade areas—the Interstate 820 and State Highway 199 Trade Area and the State Highway 199 and State Highway 183 Trade Area.

Interstate 820 and State Highway 199

The Interstate 820 and State Highway 199 Trade Area also includes Lake Worth and River Oaks, as well as portions of Fort Worth located north of the NAS Fort Worth JRB. Of all the trade areas analyzed for the PLMC plan, the IH 820 and State Highway 199 trade area has the lowest amount of sales surplus (\$78.2 million). Sales leakage occurs in 13 categories (excluding Non-Store Retailers). The largest categories of sales leakage occur in Grocery Stores (\$15.1 million), Automobile Dealers (\$8.4 million) and Clothing Stores (\$4.7 million). Although there is leakage in Automobile Dealers, the competition located within all three proximate trade areas diminishes the opportunity for additional dealers in the Interstate 820 and State Highway 199 Trade Area. See **Appendix D** for the detailed retail gap analysis by trade area.

State Highway 199 and State Highway 183

The State Highway 199 and State Highway 183 Trade Area includes the City of Sansom Park and the City of River Oaks, as well as the eastern half of Westworth Village, a small portion of southeast Lake Worth, and portions of Fort Worth located east of the base. This trade area also has a total surplus of sales (\$475.2 million). Although the surplus is less than found in the Interstate 30 and State Highway 183 Trade Area, it shows that the area is substantially over-served in retail. Downtown Fort Worth is just east of the trade area boundaries, and the increase in development that occurs near the urban core likely contributes to this area's large surplus. Similar to the Interstate 30 and State Highway 183 Trade Area, there is also a substantial surplus in Automobile Dealers (\$260.1 million). Dealerships in this trade area include Audi, BMW, and Land Rover.

This trade area is leaking sales in only six categories (excluding Non-Store Retailers). The largest sales leakage occurs in Book, Periodical, and Music Stores (\$2.2 million) and Clothing Stores (\$1.6 million). The other categories, including Home Furnishing Stores, Electronics & Appliance Stores, Jewelry, Luggage and Leather Goods Stores, and Sporting Goods/Hobby/Musical Instrument Stores are all leaking less than \$1 million in sales. The relatively low leakage in this trade area further indicates that the area is over-served in retail.

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 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.

1.4.4 | Sansom Park Tax Increment Reinvestment Zone

In 2012, the City of Sansom Park established a Tax Increment Reinvestment Zone (TIRZ) along the city's primary commercial corridors— State Highway 199 and Azle Avenue. The purpose of the TIRZ is to aid in funding infrastructure and site improvements to help revitalize the existing corridors and attract private investment and redevelopment. The TIRZ emphasizes an incremental approach, with near-term projects seeking to capitalize on existing high traffic counts along Sansom Park's major corridors. The near-term projects include the development of casual neighborhood restaurants and potentially a food truck park. The city will aid in implementing the plans set forth in the TIRZ by acquiring, clearing, or relocating deteriorating or under-used properties.

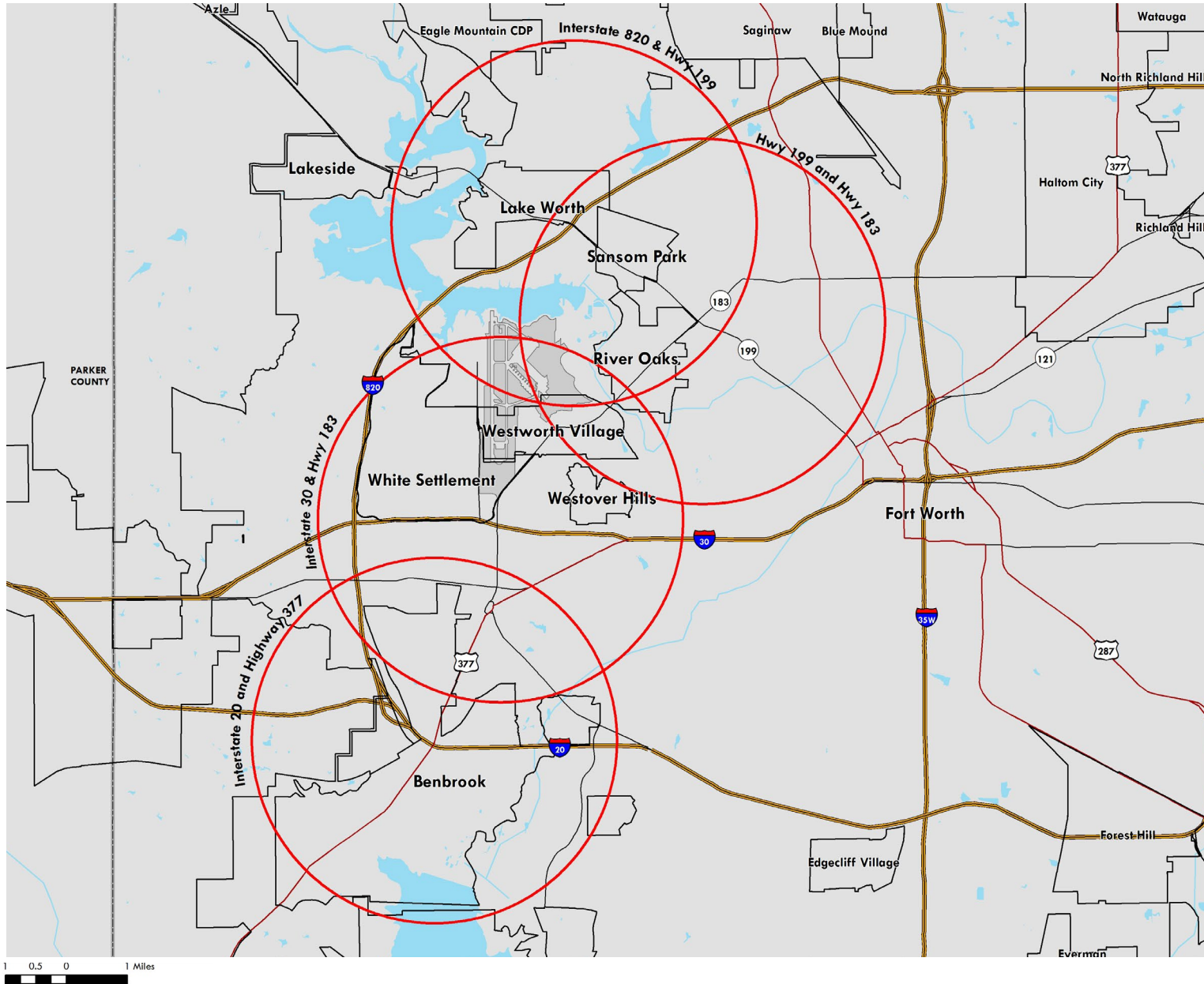
1.4.5 | Sansom Park Economic Development Catalyst Sites

The opportunities in Sansom Park for economic development are similar to those of the PLMC study area overall and include reinvestment in aging retail areas, investing in mixed use development opportunities, and building on the projects set forth in Sansom Park's TIRZ. Sansom Park also has the opportunity to capitalize on the future development momentum provided by the Trinity River Vision plan, which will likely foster renewed interest in the State Highway 199 corridor and the western Fort Worth region.

As emphasized in the city's TIRZ, Sansom Park has the opportunity to attract mixed use development along State Highway 199 and Azle Avenue. Mixed use developments can serve as a neighborhood anchor, providing shopping and entertainment amenities and allowing residents to reduce longer driving distances to access services and amenities. Residents participating in the PLMC community engagement process expressed interest in mixed use developments, particularly as a tool to provide neighborhood amenities and housing options for young families and seniors. The commercial redevelopment areas depicted in the visioning workshop map (Figure 6.2) support the Focus Areas outlined in the city's TIRZ, emphasizing redevelopment and reinvestment along State Highway 199 and Azle Avenue.

Additionally, Sansom Park recently acquired a large parcel on the eastern boundary of State Highway 199. The city intends to market this site for retail development, incentivized through TIRZ funding and guided through the TIRZ project plans and PLMC development strategies. The city has undertaken a significant series of economic development initiatives in recent years in preparation for the adoption and implementation of the TIRZ and to launch city-wide improvements.

Figure 1.7 – PLMC Retail Trade Area



As of August 2013, these initiatives include:

- Jacksboro Highway Improvements
 - Obtaining a grant from Chesapeake Energy for improvements and landscaping to the medians on Jacksboro Highway,
 - Obtaining a Green Ribbon Grant for further repairs and improvement to the medians on Jacksboro Highway,
 - Creating a monument sign for the eastern city boundary on Jacksboro Highway,
 - Working with TXDOT and NCTCOG to obtain funds to help address drainage issues along Jacksboro Highway,
 - Launching “Thunder Road” marketing and branding campaign for Jacksboro Highway,
- Other Economic Development Initiatives
 - Full re-zoning of the entire city,
 - Developing a comprehensive Land Use Plan for the city,
 - Soliciting interest from major landowners along Jacksboro Highway for the creation of a Public Improvement District to contribute towards commercial driveway renovations and other improvements,
 - Retaining economic development consultants to assist in development attraction and funding,
 - Renovating a vacant industrial building on Azle Avenue to become the new City Hall,
 - Acquiring land by tax liens to facilitate redevelopment through remediation, clearing, or changing existing use, and
 - Joining with regional planning organizations to include Sansom Park in regional and sub-regional development plans.

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.

Site 1 – NW Loop 820 Regional Tradeport

Site 1 is located adjacent to Sansom Park along the Northwestern Loop of 820 in the City of Fort Worth. The Economic Development Building Program for Site 1 is described as follows:

- Higher profile corporate office park,

- Joint industrial/flex park (Tarrant County, City of Fort Worth, NW Fort Worth Communities), and
- 250,000 SF workforce training center and college campus.

To develop a regional tradeport in this location, 2,000,000 SF of business park space, 250,000 SF of education or training space and 500,000 SF of industrial flex space are proposed additions to Site 1. In order to do so, an anticipated 2,790 SF of existing residential buildings would potentially need to be removed. Overall, there will be a net gain of 2,747,210 SF of development from this program.

As illustrated in **Figure 1.8**, portions of Site 1 are along Sansom Park’s northern boundary. Although not within the City of Sansom Park, such a development could operate as a catalyst and economic generator within Sansom Park, producing spin-off business opportunities along Azle Avenue. Sansom Park has the opportunity to leverage such a redevelopment to further the city’s TIRZ mixed use redevelopment goals for this critical corridor.

Site 2 – State Highway 199 (Jacksboro Highway)/Loop 820 to Sansom Park

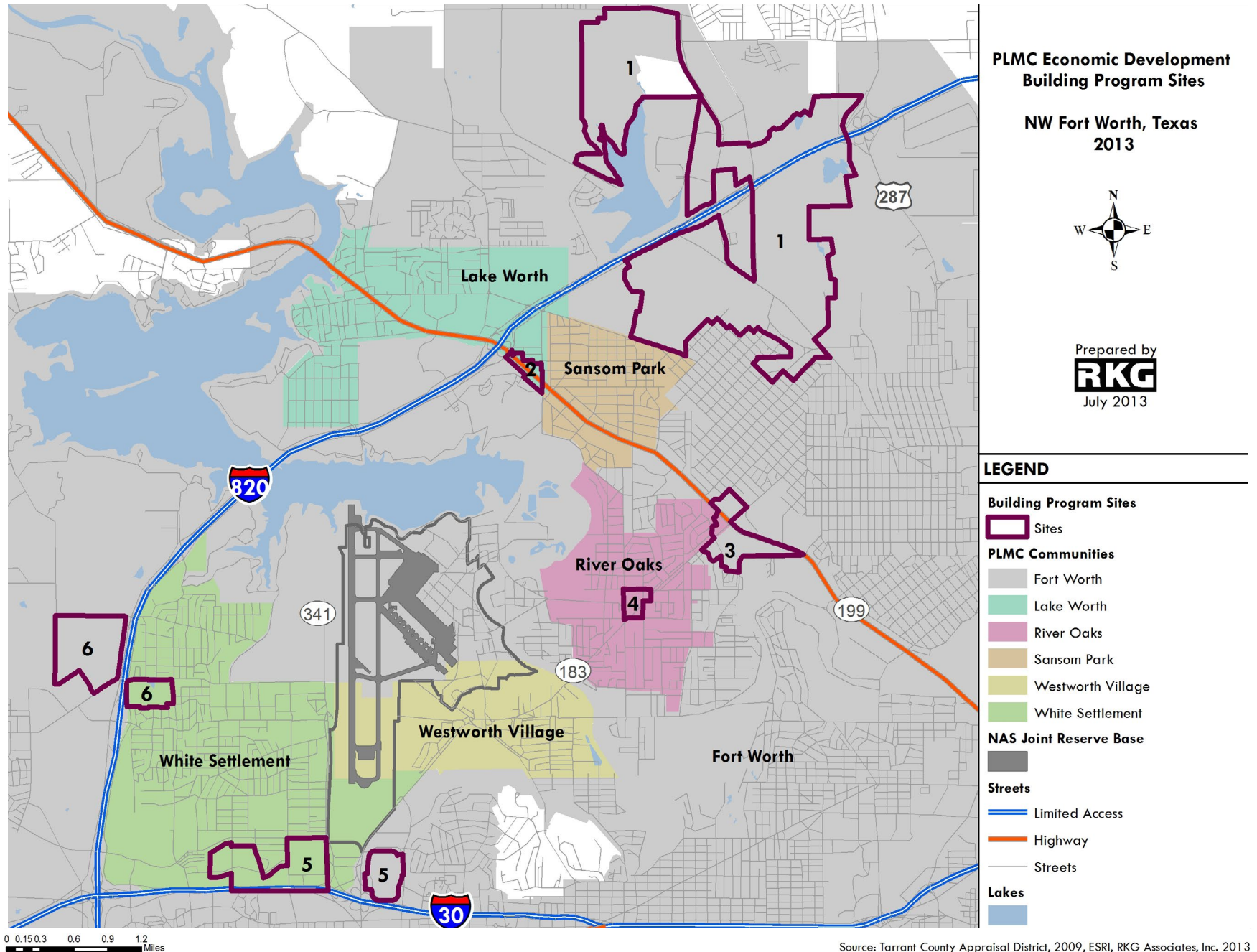
Site 2 is along Highway 199 near the interchange for Interstate 820, just west of the city limits of Sansom Park. For Site 2, the economic development building program is described as follows:

- Remake low-end retail environment into mixed retail, service and employment center
- Market to primarily highway-serving retail
- Make gateway statement for Sansom Park
- Incorporate small business park location instead of larger scale retail uses

This concept seeks to revitalize the existing aging retail into mixed use retail nodes and create community gateways into Sansom Park from the northwestern boundary. The development program for Site 2 proposes an additional 80,000 SF of retail and service uses in a neighborhood shopping center format, 15,000 SF of limited service restaurant use and 80,000 SF of professional office space. This development would take the place of 32,573 SF of existing retail and office space. Overall, the concept creates a net gain of 142,427 SF of development.

Although primarily within the City of Lake Worth, this redevelopment site also provides an opportunity to create a community gateway into Sansom Park. This site complements Focus Area 2 in the city’s TIRZ. In coordination with efforts to implement projects set forth in the TIRZ, Sansom Park’s future development decisions should consider opportunities to leverage and market this project to benefit the city’s economic development vision for State Highway 199.

Figure 1.8 – Economic Development Catalyst Sites



1.4.6 | Economic Development Goals, Policies and Actions

Economic development strategies in Sansom Park 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 Sansom Park 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 501c3 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)

Goal 1.5: Implement the polices identified in the Tax Increment Reinvestment Zone Project & Financing Plans as a means to revitalize State Highway 199 and Azle Avenue

Policy 1.5.1: Continue to identify and fund infrastructure improvements and site improvements required to address blighted conditions along State Highway 199 and Azle Avenue and create an environment more conducive to private development and investment in the area

Action 1.5.1.1: Acquire, clear, or relocate undesirable or underdeveloped lots along Azle Avenue to increase capacity for the development of frontage lots and other adjoining sites

Action 1.5.1.2: Market the existing 42-acre tract on Azle Avenue for mixed use development

Action 1.5.1.3: Market and incentivize additional residential opportunities, including diverse styles such as senior and multi-family housing along Azle Avenue

Action 1.5.1.4: Market the existing site on the eastern boundary of Jacksboro Highway for mixed use development

Goal 1.6: Explore partnerships to develop a high profile corporate office park with visibility along the Northwestern Loop 820

Policy 1.6.1: Collaborate with Tarrant County, City of Fort Worth and other adjoining communities to identify opportunities for a Regional Tradeport that includes joint industrial/flex park space, a workforce training center, and college campus

Action 1.6.1.1: Identify development opportunities, including residential, retail and small office uses for frontage lots along Azle Avenue that can complement and leverage nearby business park development

Action 1.6.1.2: Actively participate in the development of a business park master plan as the site redevelops

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

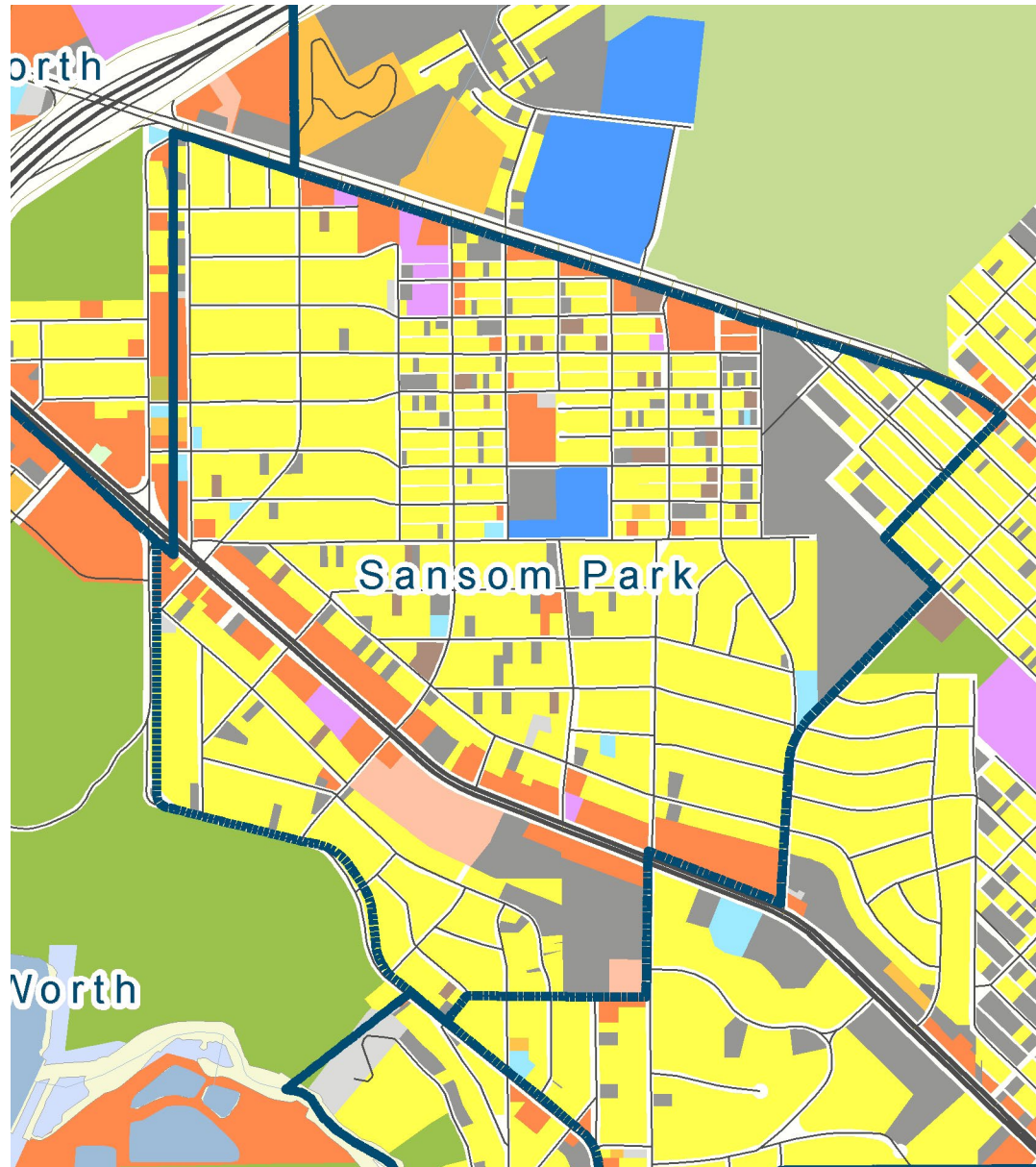
As outlined in **Table 1.8**, the greatest share of Sansom Park’s existing land use is comprised of Single Family, with 63.8% of the total land acreage. Approximately 16.9% of total acreage was vacant as of 2010 and 11.3% was commercial. As depicted in **Figure 1.9**, the majority of Sansom Park’s commercial land uses are adjacent to State Highway 199 and along Azle Avenue to the north.

Table 1.8 – Existing Land Use, City of Sansom Park

Existing Land Use	Acres	Percent of Total
Single Family	394.15	63.8%
Vacant	104.4	16.9%
Commercial	70.1	11.3%
Hotel/Motel	15.5	2.5%
Mobile Homes	10.4	1.7%
Industrial	9.4	1.5%
Education	7.23	1.2%
Institutional/Semipublic	4.8	0.8%
Utilities	2.1	0.3%

Source: NCTCOG, 2010

Figure 1.9 – Lake Worth Existing Land Use



Source: NCTCOG, 2010

Existing Land Use 2010

Airport	Institutional/semi-public	Residential acreage
Cemeteries	Landfill	Retail
Commercial	Large stadium	Runway
Communication	Mixed use	Single family
Education	Mobile home	Timberland
Farmland	Multi-family	Under construction
Flood control	Office	Utilities
Group quarters	Parking	Vacant
Hotel/motel	Parks/recreation	
Improved acreage	Railroad	
Industrial	Ranch land	

1.5.2 | Future Land Use

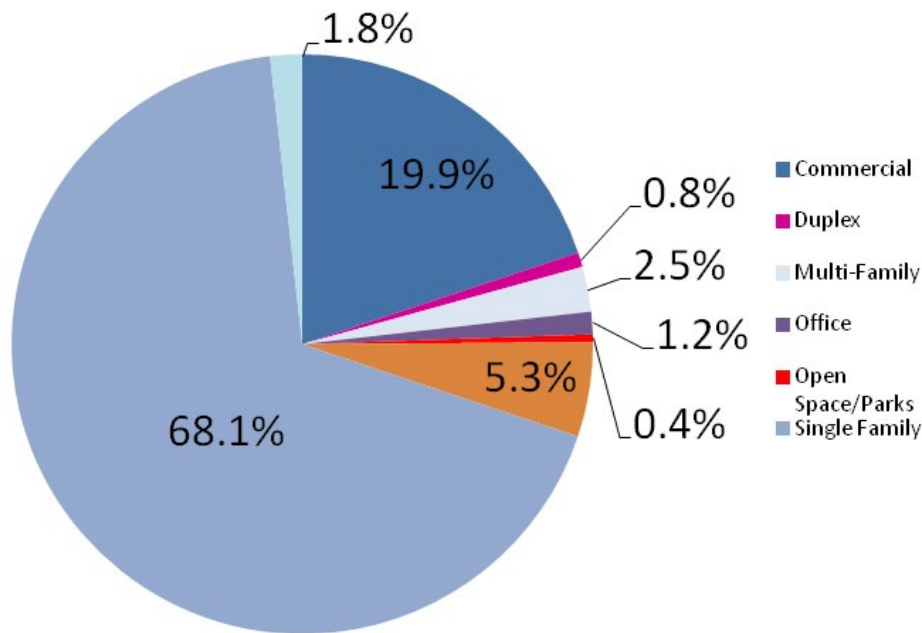
Sansom Park’s future land use plan was last updated in 2005 in conjunction with the most recent comprehensive plan update. The land use categories depicted in the future land use plan may not represent what is on the ground today, but it is important to note the past vision of the city to build upon efforts. As outlined in Table 1.9, the major land uses designated in Sansom Park’s current Future Land Use Plan are 73.4% Single Family and 19.9% Commercial. Multi-family, public-semipublic, and office comprise small relative shares of total acreage.

Table 1.9 – Future Land Use, City of Sansom Park

Future Land Use	Acres	Percent of Total
Single Family/Residential	457.9	73.4%
Commercial	124.3	19.9%
Multi-Family	15.6	2.5%
Public/Semipublic	11.1	1.8%
Office	7.79	1.2%
Duplex	5.02	0.8%
Open Space/Parks	2.7	0.4%

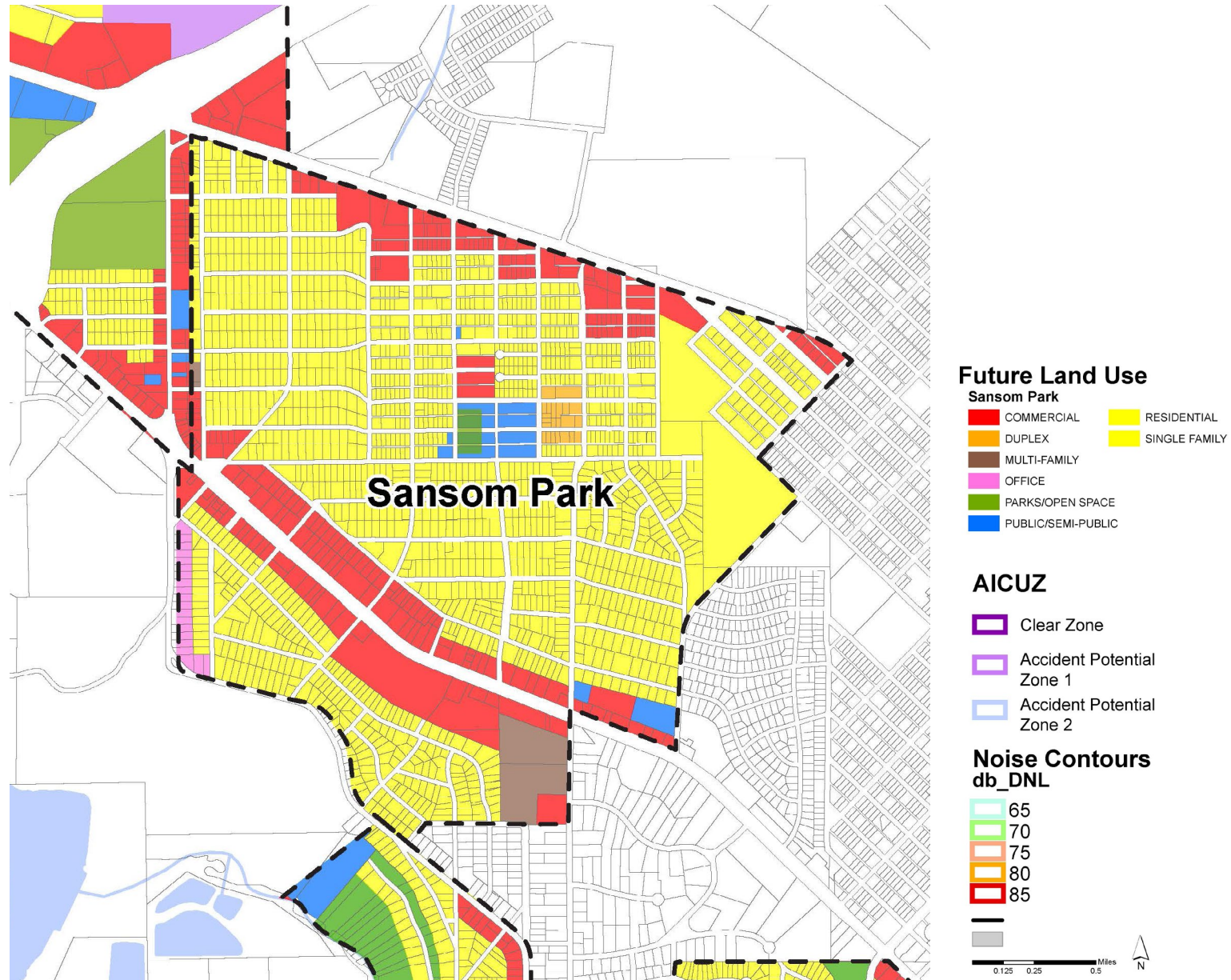
Source: Sansom Park Comprehensive Plan, 2005

Figure 1.10 – Sansom Park Future Land Use - Percent of Total Acreage



Source: Sansom Park Comprehensive Plan, 2005

Figure 1.11 – Sansom Park Future Land Use



Source: Sansom Park Comprehensive Plan, 2005

*The future land use map was last updated in 2005 and may not accurately reflect existing land uses today.

1.5.3 | Zoning Analysis

Sansom Park's zoning ordinance currently designates 11 zoning categories, as follows:

- SF-10 Single Family Residential
- SF-6 Single Family Residential
- SF-5 Single Family Residential
- Duplex
- Manufactured Housing
- Multi-Family
- Planned Development
- Office, Neighborhood Service
- Commercial
- Mixed Use
- Industrial

The Mixed Use district allows for a combination of housing and nonresidential uses and sets forth guidelines for mixed use developments and incentivizes residential uses.

The Planned Development District enables a combination of different commercial types “which creatively complement each other and harmonize with existing and proposed land uses in the vicinity.” The current Mixed Use District allows a variety of housing types to develop among commercial and institutional uses. The land use strategies below identify additional elements to strengthen existing mixed use and design provisions in support of the envisioned redevelopment concepts.

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 Sansom Park completed a Joint Land Use Study (JLUS) to address land use compatibility issues resulting from aviation operations. 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 | Sansom Park Ordinance Review

Sound Attenuation

Residents surrounding military installations may experience noise impacts from military aircraft operations. No portions of the City of Sansom Park fall within the current noise contours of NAS Fort Worth, JRB but residences may still experience noise exposure from military aircraft.

Despite less exposure to aircraft noise than some portions of the study area, the adoption of more rigorous building codes in Sansom Park can promote the complementary goals of improved housing and commercial stock and enhanced energy efficiency. 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 Sansom Park could undergo are listed in **Table 1.11**.

Table 1.10 – Percentage of Land Falling within Joint Land Use Study Noise Contours

	Acreage	Percentage	Vacant Land (Acres)*	Percentage of Vacant Land
<65 DNL	777	100%	94	12%
65-69 DNL	0	0%	0	0%
70-74 DNL	0	0%	0	0%
>75 DNL	0	0%	0	0%
Totals	777		94	12%

*Does not include parks or infrastructure

Vacant Land Source: Tarrant County Appraisal District, 2012

Table 1.11 – Sansom Park Priority Recommendations to Increase Sound Attenuation

Recommendation	Time	Cost	Responsible Entity	Participants	Notes
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.	Mid Term	Low	City	Homeowners	
Adopt and follow the 2012 International Residential Code and International Energy Conservation Code, as well as the 2012 NCTCOG Regional Recommended Amendments.	Mid Term	Medium	City	City Council Building Community	http://www.nctcog.org/envir/SEEDevEx/codes/index.asp
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	

*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 Sansom Park staff can undergo 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 residence more energy efficient. The South-Central Partnership for Energy Efficiency as a Resource provides resources for how residential, commercial, and industrial uses in Texas can become more energy efficient. Several electricity providers also offer energy efficiency incentive programs. Sansom Park 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 **Appendix I**.

1.5.5 | Sansom Park Vision Framework

The vision framework illustrated in **Figure 1.12** illustrates basic planning and design concepts to organize growth and inform future land use and public investment decisions in the City of Sansom Park. 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 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 vision framework builds upon the land use principles set forth in Sansom Park’s 2005 Comprehensive Plan, which encouraged the development of mixed uses in the form of commercial nodes and ‘neo-traditional and new urbanist’ residential forms, emphasizing connectivity and the combination of residential and nonresidential uses. The 2005 Comprehensive Plan also identified mixed use node sites along Highway 199/ Jacksboro Highway at critical intersections and highlighted Azle Avenue and Highway 199 for commercial corridor reinvestment. Additionally, the location and character of these areas is informed by feedback received during the public workshop process, the PLMC economic development strategies and reinvestment site described, and Sansom Park’s TIRZ policies and projects.

The framework features the catalyst redevelopment sites highlighted in **Section 1.4.4**, as well as additional redevelopment opportunities along State Highway 199 and Azle Avenue. 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.

The overall intent of the vision is to establish focal points for redevelopment and public and private investment along State Highway 199 and Azle Avenue and transform the city’s high visibility and high traffic volume corridors into a thriving, mixed use setting.

Figure 1.12 – Sansom Park 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

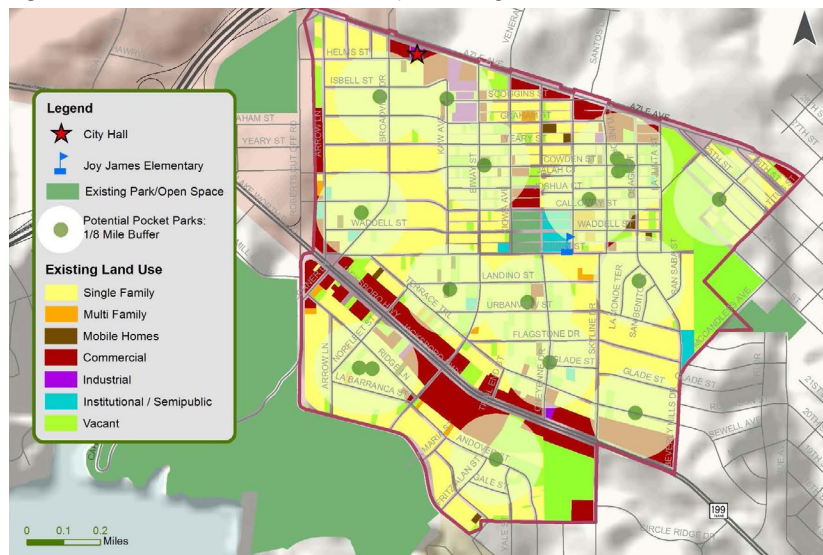
1.5.6 | Potential Pocket Park Inventory

Visioning workshop participants also emphasized the desire to see more parks and open space incorporated into the City of Sansom Park’s future development framework. Currently, there are no existing parks within the city limits of Sansom Park, although the city does occasionally utilize the fields at Joy James Elementary School for outdoor events. There are also some existing parks in Fort Worth just beyond the Sansom Park city limits.

An alternative to dedicating several parcels of land for one new park would be to create several small pocket parks. Pocket parks are often on a single tract of vacant or underutilized land and provide residents green space and a place to sit outdoors. Pocket parks can be fenced and locked at nighttime when they are not in use to prevent vandalism. Finally, pocket parks also have the potential to increase the value of nearby homes as an enhanced amenity.

Sansom Park staff recently identified 17 potential sites for pocket parks based on providing access to the greatest number of residents. NCTCOG used 2012 parcel data from the Tarrant Appraisal District to compare the location of the potential park sites to existing land uses. All of the potential sites are located within residential areas of the city. Additionally, the appraisal district data distinguishes tracts of lands that are currently classified as vacant. These sites would be ideal for pocket park development. **Figure 1.13** illustrates the potential park sites in relation to existing land use.

Figure 1.13 – Sansom Park Potential Park Analysis: Existing Land Use



Access to parks is also an important issue; a population density analysis was conducted to determine where the densest concentrations of people live in Sansom Park. Density is measured in people per square mile at the block level. Due to the size of pocket parks, people will likely be willing to only walk a short distance to get to the parks. Therefore, a buffer of 1/8 mile was used to determine if the potential park sites are located in areas that would serve the most residents. When Fort Worth parks and the field at Joy James Elementary School are considered, the potential park sites cover the majority of the population of the city. **Figure 1.14** illustrates the potential park sites in relation to population density in the city.

In addition to the existing land use and population density analyses, Sansom Park staff could prioritize two to three locations from the existing inventory to pursue within the next one to two years. After the prioritized locations are chosen, the next step would be to identify funds for establishing the pocket parks and also identifying who would be responsible for maintaining the parks. Sponsorships and donations are alternative options to public funds that could be used to develop and maintain the parks. Neighborhood associations, rotary clubs, boy and girl scout troops, and private companies are potential groups that could raise donations and/or take on maintenance responsibilities.

Figure 1.14 – Sansom Park Potential Park Analysis: Population Density



1.5.7 | Land Use Goals, Policies and Actions

Land use strategies in Sansom Park 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. 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 1.5: Complement and strengthen the visual identity and character of existing community cores

Policy 1.5.1: Focus public realm improvements to reinforce sense of place within city cores and identified town centers and villages

Action 1.5.1.1: Designate gateway features, such as signs, public art, or special landscaping, to accentuate entries into the city and its neighborhoods, particularly along State Highway 199 (Jacksboro Highway)

Action 1.5.1.2: 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 1.5.1.3: Develop pedestrian facilities, particularly at key intersections, to provide for safe movement and encourage activity

Policy 1.5.2: 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 1.5.2.1: Designate highly visible and centrally accessible sites, particularly at major intersections, to anchor future public uses and common spaces

Action 1.5.2.2: 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 1.5.3: 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 1.5.3.1: Promote appropriate infill development of vacant lots and old commercial centers within developed areas

Action 1.5.3.2: Include projects in future Capital Improvement Programs that support the framework of town centers, villages and mixed use corridors

Policy 1.4.4: Improve the visual character along State Highway 199 (Jacksboro Highway) and Azle Avenue to attract local investment and create a consistent, high quality corridor throughout the PLMC sub-region

Action 1.4.4.1: 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 1.4.4.2: Coordinate zoning and project initiatives with adjacent jurisdictions to achieve a coordinated approach to corridor redevelopment

Action 1.4.4.3: 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 1.4.4.4: 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 1.4.5: Strengthen quality of life in existing residential areas

Action 1.4.5.1: 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 1.6: Promote complete neighborhoods and communities that integrate land uses, amenities, services, and transportation

Policy 1.6.1: Enhance the quality of residential subdivision design on a city-wide basis

Action 1.6.1.1: 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 1.6.1.2: 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 1.6.2: Align 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 1.6.2.1: 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 1.6.2.2: Strengthen mixed use zoning policy in the Mixed Use 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 1.6.2.3: 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 with 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 though 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 1.6.2.4: 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 1.6.2.5: Promote the transition of existing commercial areas along Jacksboro Highway/Highway 199 and Azle Avenue 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 1.6.3.2: 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 1.6.4: Use transportation and open space planning to connect the city’s activity centers

Action 1.6.4.1: Link town cores and villages with major thoroughfares, public transportation, trails, sidewalks, and linear parks

Goal 1.7: 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 1.7.1: 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 1.7.1.1: Encourage “Aging in Place” neighborhoods that can accommodate residents throughout all life stages

Action 1.7.1.2: Explore the possibility of adopting a Universal Design Ordinance,

requiring developers to incorporate accessibility provisions into a specified percentage of new housing units

Policy 1.7.2: 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 1.7.2.1: 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 1.7.2.2: 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 1.7.2.3: 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 1.7.3: Ensure that neighborhoods offer a range of housing options for households of all sizes and income-levels

Action 1.7.3.1: 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 1.7.3.2: Explore the addition of inclusionary zoning policies to create mixed income housing neighborhoods and expand the supply of affordable housing units.

Action 1.7.3.3: 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 1.7.3.4: 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 1.7.3.5: Require that affordable units be constructed in similar appearance as market-rate housing units and with access to comparable amenities and facilities

Action 1.7.3.6: 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

Policy 1.7.4: Promote more compact, mixed use development as a means to improve land use efficiency, mobility, and sustainability

Action 1.7.4.1: 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

Action 1.7.4.2: Consider the adoption of incentives to encourage future commercial construction to incorporate LEED energy and sustainability best practices and other performance-based design improvements

Policy 1.7.5: Promote neighborhood access to parks, pocket parks and recreational facilities

Action 1.7.5.1: Locate public neighborhood parks within easy access of residents (less than one-half mile)

Action 1.7.5.2: To the extent possible, locate elementary schools, parks, and neighborhood commercial uses within walking distance of major residential areas

Action 1.7.5.3: Prioritize two to three sites from the inventory of potential locations for pocket parks with an emphasis on maximizing access to residents

Action 1.7.5.4: Establish a funding and development and maintenance plan for the pockets parks and explore sponsorship partnerships with private sector and non-profit groups

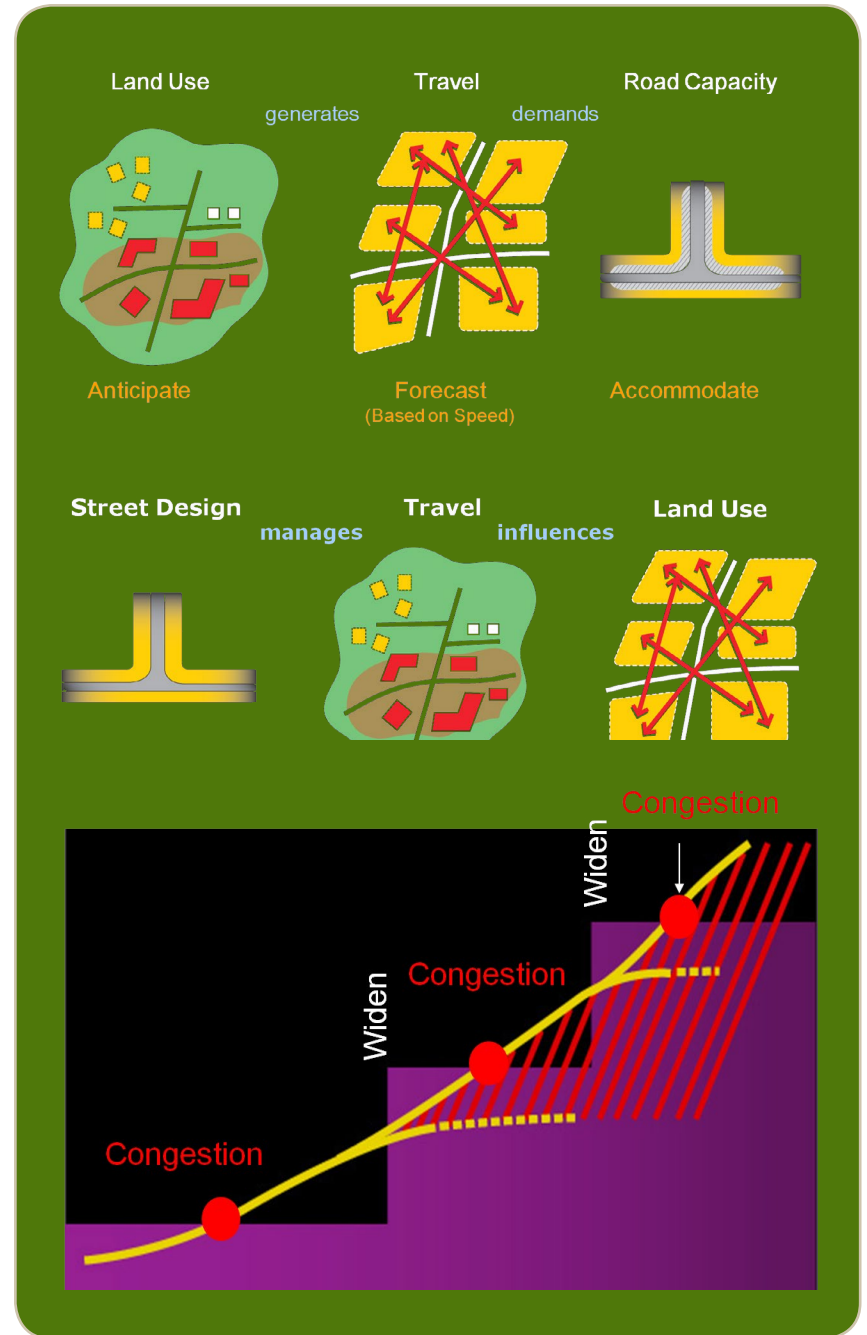
Action 1.7.5.5: Explore opportunities to develop a children's playground in cooperation with a non-profit organization, such as KaBOOM!

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 and
- Create a framework for investment and development



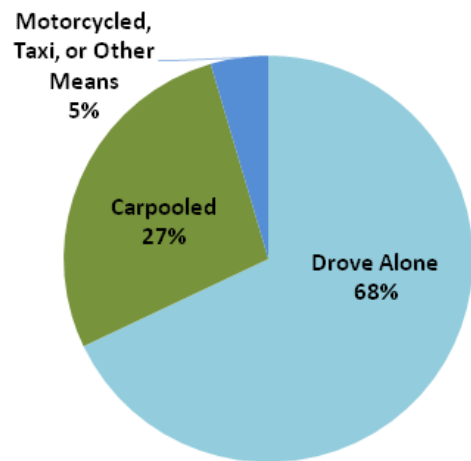
According to the 2007 – 2011 American Community Survey, 68% of Sansom Park residents drove alone to work. **Figure 1.15** illustrates that while driving alone represents the largest share of commuters in Sansom Park, there is a significant number of residents that carpooled, especially compared to other communities in the study area. 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.

Expanded transportation options can enhance overall livability in Sansom Park 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.

1.6.1 | Maintaining and Improving Roadway Infrastructure

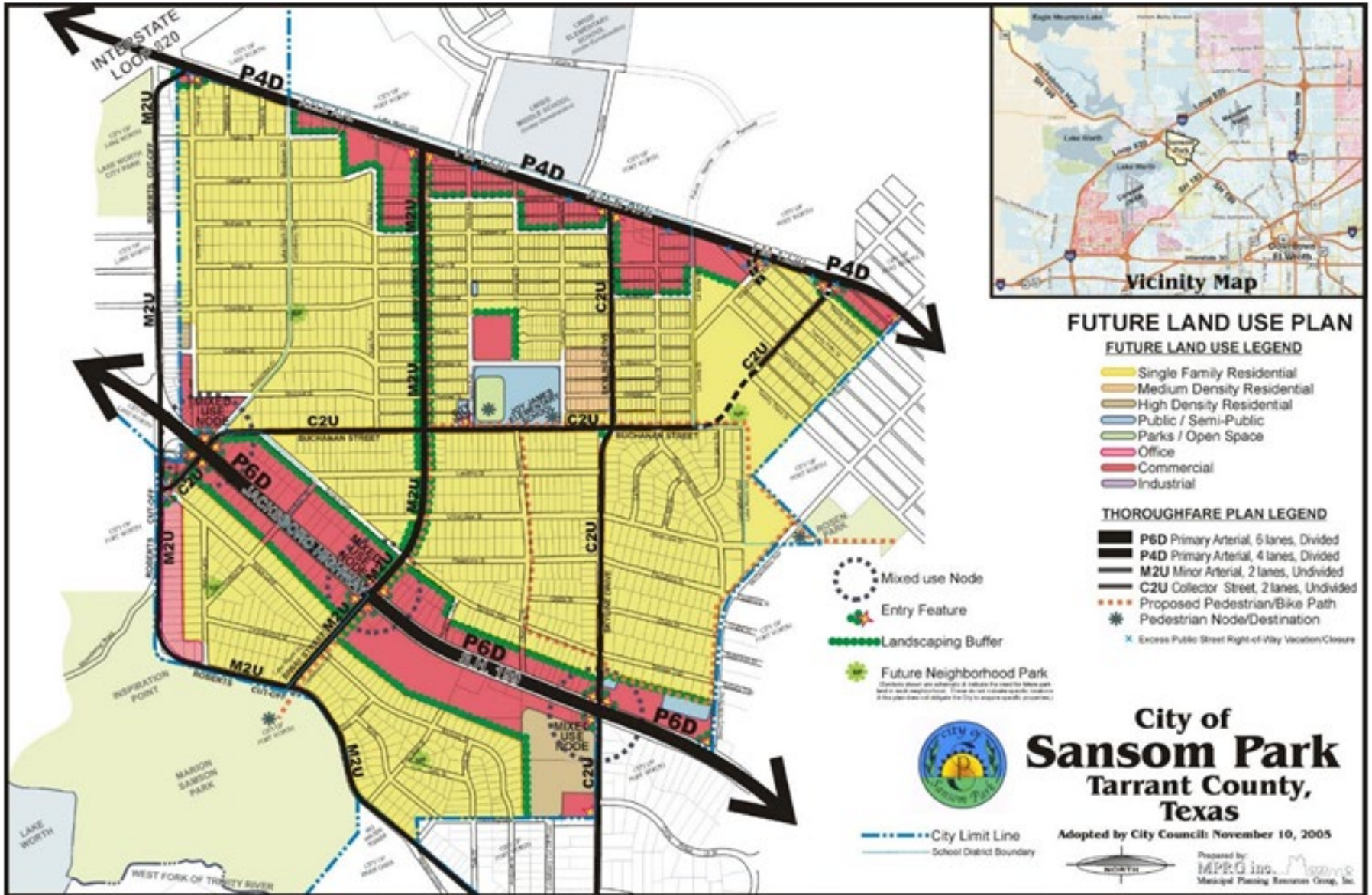
Because the roadway system overwhelmingly serves large portions of the population and is vital to the movement of goods, it is important that this network be well developed and adequately maintained. Sansom Park has adopted a 2005 Sansom Park Future Land Use Plan. This plan summarizes the city’s vision for major thoroughfares and major and minor collectors that the city is responsible for maintaining and several state facilities owned and maintained by the Texas Department of Transportation. **Figure 1.16** is the 2005 Future Land Use Plan and Thoroughfare Plan.

Figure 1.15 – Percentage of Mode of Transportation Used to Get to Work for Sansom Park



Source: 2007 – 2011 American Community Survey

Figure 1.16 – City of Sansom Park Future Land Use Plan and Thoroughfare Plan



Source: Sansom Park, 2005

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 1.17 and 1.18 illustrate the LOS during the peak period in 2012 and 2035 on selected corridors in Sansom Park. This analysis indicates that several segments of roadway facilities in Sansom Park will experience worsening congestion between 2012 and 2035. The largest decline in service levels will occur on Skyline Drive from SH 199 to Azle Avenue; and Azle Avenue from Skyline Drive to Sherman Avenue. Worsening congestion will be due to future demographic growth in Sansom Park and surrounding areas; particularly areas Northwest and North of Sansom Park 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 southeast on State Highway 199 may experience heavy congestion while northwest-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

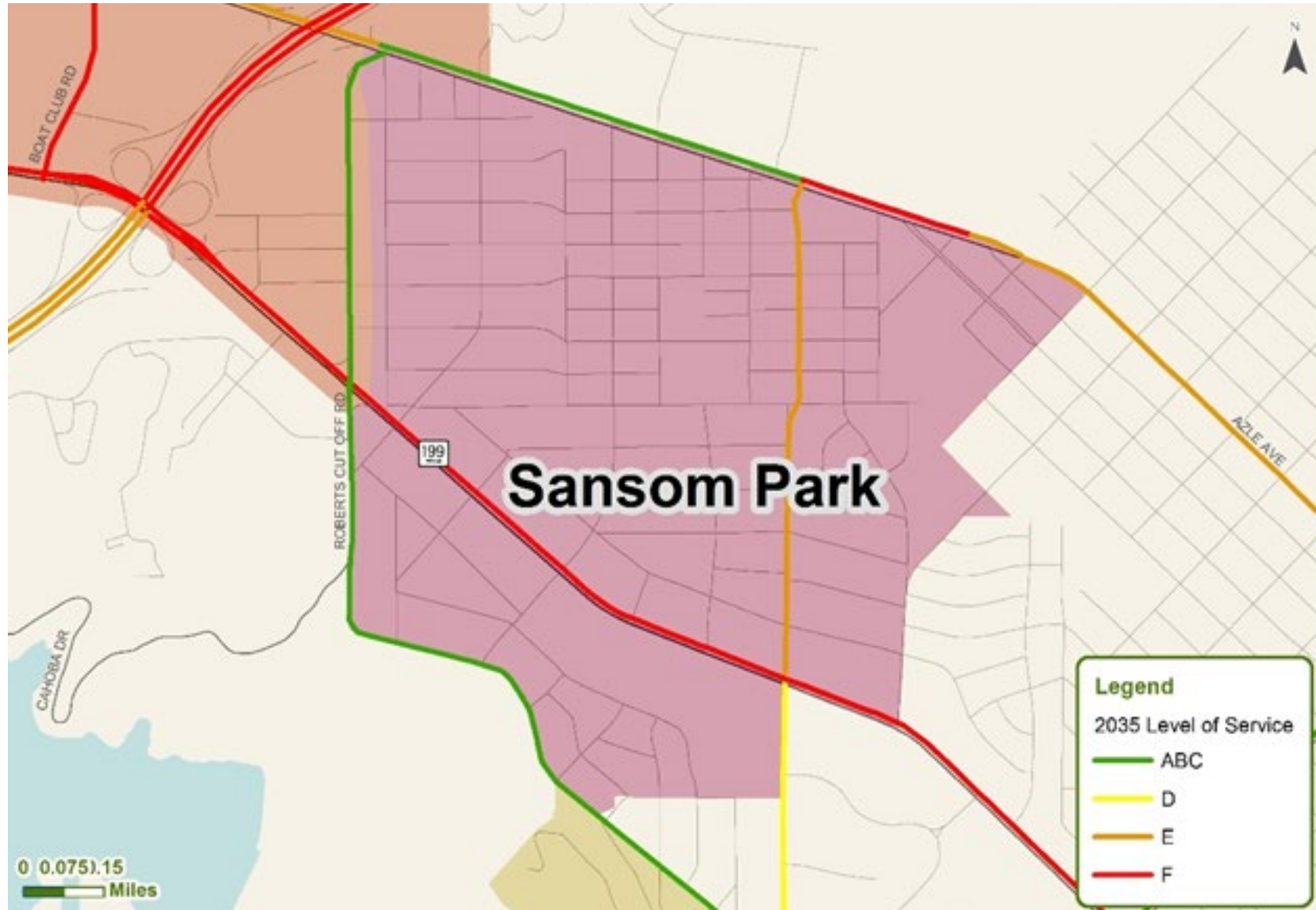
A LOS of F represents the worst level of congestion. Vehicles are unable to move freely without interference.

Figure 1.17 – Sansom Park Peak Hour Level of Service, 2012



Source: NCTCOG

Figure 1.18 – Sansom Park Peak Hour Level of Service, 2035



Source: NCTCOG

Table 1.12 shows the percent change from 2012 to 2035 in population, households, and employment in the Sansom Park District compared to the Sub-Region and DFW Region totals. In general, the Sansom Park District will experience growth in all three demographic categories.

of increased capacity (0% growth in lane miles) on all roadways in the Sansom Park District coupled with population and vehicle miles of traveled growth will result in a 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 Sansom Park District and region-wide. Table 1.13 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 1.13 demonstrates the Sansom Park District is forecasted to experience a 56% increase in percent of lane miles at LOS D, E, or F and 0% growth in lane miles when considering all roads. The lack

Table 1.12 – Percent Change in Demographics for the Sansom Park Districts 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
Sansom Park	9,507	11,673	23%	3,473	4,186	21%	2,311	2,742	19%
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 1.13 – Percent Change in Lane Miles and Vehicle Miles Traveled for All Roads for the Sansom Park 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
Sansom Park	19	19	0%	90,855	124,747	37%	39%	61%	56%
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 1.14 shows the growth in lane miles, vehicle miles traveled, and growth in congestion delay on thoroughfares (Principal arterials, minor arterials, and collectors) for the Sansom Park District and Sub-region and DFW regional totals. Tables 1.13 and 1.14 demonstrate that the Sansom Park District will experience a triple-digit increase in the vehicle hours spent in congestion (Congestion Delay) and that congestion will increase more on arterial and collector streets (360%) in the Sansom Park District than the increase in the region as a whole (255% for arterial and collector streets alone). The key contributing factor to this increase in congestion delay is again the lack of increased capacity (0% growth in lane miles) on thoroughfares only in the Sansom Park District coupled with growth in population and vehicle miles of traveled.

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.

The forecasted increases in congestion delay, vehicle miles traveled, and a 56% increase in roadways moving to LOS D, E, or F in 2035 in the Sansom Park District

Table 1.14 – Percent Change in Lane Miles, Vehicle Miles Traveled, and Congestion Delay on Thoroughfares for the Sansom Park 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
Sansom Park	19	19	0%	90,855	124,747	37%	261	1,200	360%
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

Based on LOS inputs and projected volumes, it is possible to estimate the number of lanes warranted in the future for specific segments of roadways. This information is helpful when considering possible expansion or redesign of a roadway. The target for this analysis was a LOS condition of D. **Table 1.15** provides the detailed description of the major Sansom Park corridors. This table also provides the lanes and functional classification for these facilities as identified in the Sansom Park Future Land Use Plan as a comparison.

The lane warrant analysis demonstrates a potential need to increase lanes on several Sansom Park thoroughfares in order to maintain a LOS of D in 2035. The greatest increase in lanes warranted occurs on Jacksboro Highway (State Highway 199) from

Skyline Drive to Roberts Cut Off Road. Based on the evaluation of local travel and lane warrants for thoroughfare facilities in Sansom Park, public input, and known transportation challenges, several roadway segments are recommended for future studies to evaluate improving mobility and safety, while also providing economic development opportunities. Lower-cost operational improvements and demand management strategies should be considered to improve traffic conditions prior to considering higher-cost roadway expansions and redesigns. For those roadways where expansions and redesigns are deemed necessary, future studies and roadway improvements should balance capacity demands with the community's vision for a walkable and multi-modal street network that contributes to the overall quality and character of the area.

Table 1.15 – City of Sansom Park 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
AZLE AVE								
AZLE AVE	ROBERTS CUT OFF RD	SKYLINE DR	4	4	2/4	4	Principal Art	Divided
AZLE AVE	SKYLINE DR	SHERMAN DR	2	2	4	4	Principal Art	Divided
JACKSBORO HWY (SH199)								
JACKSBORO HWY SH199	SKYLINE DR	ROBERTS CUT OFF RD	4	4	6/8	6	Principal Art	Divided
ROBERTS CUT OFF ROAD								
ROBERTS CUT OFF RD	JACKSBORO HWY (SH 199)	SKYLINE DR	2	2	2	2	Minor Art	Undivided
SKYLINE DRIVE								
SKYLINE DR	AZLE AVE	JACKSBORO HWY (SH 199)	2	2	2/4	2	Collector	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 Sansom Park Thoroughfare Plan, 2005

Roadway 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. State Highway 199 (Jacksboro Highway) through Sansom Park, now branded Thunder Road, represents an opportunity to evaluate the addition of non-vehicular capacity while also promoting economic development along the corridor. Assessing alternative mode choices such as public transportation and bicycle and pedestrian options while facilitating increased traffic in the future is encouraged in this corridor through coordination with NCTCOG and TxDOT on a Thunder Road Corridor Master Plan.

Currently, Thunder Road is a critical link for both local and regional trips. As redevelopment occurs along the corridor, new parallel road connections should be encouraged along with bicycle and pedestrian facilities along State Highway 199. Redevelopment should be encouraged to front the street and orient parking to the rear of the parcel.



Proposed redevelopment that provides a parallel connection to Thunder Road.



An example of how redevelopment could occur along Thunder Road.



Existing view east along Thunder Road at Roberts Cut Off Road.



Proposed view east along Thunder Road at Roberts Cut Off Road.

Roadways Recommended for Critical Mobility Linkages

In addition, two roadways in Sansom Park provide critical mobility linkages and are recommended for future study consideration. Definition of these corridors is based on future traffic forecasts, need to reduce future congestion, 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 1.16** lists these roadways and identifies the key emphasis area identified through this planning process for future study consideration.

Table 1.16 – Roadways Providing Critical Mobility Linkages for Future Study Consideration

Roadway	Focus Area	Key Challenges	Potential Solutions
Azle Avenue (FM 1220)	Lake Worth City Limit to Fort Worth City Limit	<ul style="list-style-type: none"> • Forecasted traffic congestion and LOS reduction on some segments • Rural thoroughfare design • Future housing and development impacts on traffic • Access management • Middle school on major thoroughfare • No sidewalks or bike paths 	<ul style="list-style-type: none"> • Improve access to businesses and encourage economic development • Active transportation improvements, especially around school • Context Sensitive Solutions
Biway St.	SH 199 to Azle Avenue	<ul style="list-style-type: none"> • Safety concerns • Major North/South cut-through from SH 199 to Azle Ave. • No sidewalks or bike paths 	<ul style="list-style-type: none"> • Traffic calming strategies • Long-term evaluation of additional lane capacity • Context Sensitive Solutions • Active transportation improvements

1.6.2 | Roadway Infrastructure Goals, Policies and Actions

Roadway infrastructure strategies in Sansom Park 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 1.8: Reduce congestion and improve safety on major roadway thoroughfares.

Policy 1.8.1: Improve traffic throughput, minimize delays, reduce stops, and increase driver comfort and safety through operational efficiency strategies.

Action 1.8.1.1: 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 Sansom Park in the ETR programs.

Action 1.8.1.2: Coordinate with TxDOT and NCTCOG to provide well-signed routes.

Action 1.8.1.3: 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 1.8.2: Improve safety conditions on major thoroughfares.

Action 1.8.2.1: Coordinate with NCTCOG and TxDOT to conduct analysis of the number of crashes related to the traffic volume to identify top safety needs.

Action 1.8.2.2: 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 1.9: Develop a roadway network that provides adequate capacity to accommodate demand and sufficiently maintain the network.

Policy 1.9.1: Provide a well-connected network of thoroughfares to improve local travel and connectivity to major roadways.

Action 1.9.1.1: 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 1.9.1.2: Form a coalition between neighboring cities to assist and coordinate for common needs and mutual benefit along facilities that cross jurisdictional boundaries.

Action 1.9.1.3: Prioritize maintenance in local budget to ensure that local roadway facilities remain in optimal condition.

Action 1.9.1.4: Identify and prioritize improvements.

Action 1.9.1.5: Submit requests for planning assistance, such as thoroughfare plans, to NCTCOG through the biannual Unified Planning Work Program process.

Action 1.9.1.6: Submit formal requests for projects of regional significance to be considered during development of the Metropolitan Transportation Plan.

Policy 1.9.2: Coordinate with regional transportation partners to evaluate long-term transportation needs, define priorities, secure funding, and implement improvements.

Action 1.9.2.1: Coordinate with NCTCOG, TxDOT, and neighboring jurisdictions to identify needed improvements and initiate formal corridor studies for regionally significant transportation facilities such as SH 199.

Action 1.9.2.2: Coordinate with NCTCOG (lead) on a Thunder Road Corridor Master Plan from IH 820 to SH 183 or potentially to downtown Fort Worth.

Action 1.9.2.3: 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 1.9.2.4: Submit formal requests for improvements to regionally significant transportation facilities to be considered during development of the Metropolitan Transportation Plan.

Action 1.9.2.5: 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.

Policy 1.9.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 1.9.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance.

Goal 1.10: Enhance roadway design and support the provision of mobility options on local roadways

Policy 1.10.1: Consider and integrate alternative design and multi-modal features in future local thoroughfare planning

Action 1.10.1.1: Integrate Context Sensitive Design principles, including consideration for Green Streets principles, into future local roadway planning, design, construction, operations, and maintenance.

Action 1.10.1.2: 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 1.10.1.3: 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 1.10.1.4: 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 1.10.1.5: 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 1.10.1.6: Evaluate existing roadway rights-of-way for public transportation service options.

Action 1.10.1.7: Coordinate with transit providers to ensure accessibility through on-street bicycle facilities and sidewalks.

1.6.3 | Public Transportation

Individuals that may need transportation options beyond a personal vehicle live in communities throughout the study area. The City of Sansom Park’s population of over 4,500 people is expected to grow by 21% between 2012 and 2035, and 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, Sansom Park has a fairly average population of older adults. About 15% of the population in Sansom Park is made up of people over 60. For residents of all ages who work, Sansom Park is largely a bedroom community, where many workers that live in Sansom Park commute to jobs dispersed throughout the region. By 2035, employment opportunities within Sansom Park are expected to grow by 23% above its approximately 670 jobs that currently exist.

For most residents and workers of all abilities and incomes in Sansom Park, there are no public transportation options currently available. For Sansom Park residents that are age 65 and older and for individuals with disabilities, Tarrant County Transportation Services (TCTS) is available to provide lifeline transportation on a limited basis. With funding participation from the city of Sansom Park, the service is administered by the T and operated by Catholic Charities of Fort Worth. Eligible riders are able to schedule trips every Wednesday to destinations within Tarrant County. There are no limitations on trip purpose so that riders can use the service for medical and non-medical trips. Beyond service that’s guaranteed for eligible Sansom Park riders on Wednesdays, trips may be available on other days of the week based on availability.

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 1.17 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 Sansom Park 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.

Table 1.17– 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 Sansom Park 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 1.11: Raise public awareness of existing public transportation options through outreach, marketing, and educational efforts

Policy 1.11.1: Increase education on services provided throughout the county to assist residents in making regional connections

Action 1.11.1.1: Enhance marketing of the existing transportation option, Tarrant County Transportation Services (TCTS), as a service available to provide lifeline transportation services to residents aged 65 and older and individuals with disabilities.

Action 1.11.1.2: 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 1.11.1.3: 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

Policy 1.11.2: Identify and prioritize existing transportation needs in Lake Worth

Action 1.11.2.1: 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 1.11.2.2: Identify resources and community leadership available to fulfill those needs

Goal 1.12: Improve public transportation options to meet the needs of special populations and support employee access to jobs

Policy 1.12.1: 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 1.12.1.1: 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 1.12.1.2: Work with employers, retail and commercial development management to establish a link to the T to enhance the attractiveness of the development

Action 1.12.1.3: Determine joint funding, marketing sponsors, and transit center or stations in close proximity to major employment destinations

Action 1.12.1.4: Explore partnerships and potential funding assistance from large employers, institutions, retail/commercial developments and Federal, state and local funds aimed at job access

Policy 1.12.2: 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

Action 1.12.2.1: Evaluate service needs and potential demand of older adults and individuals with disabilities and the costs to implement such a service

Action 1.12.2.2: 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 1.13: Improve public transportation options to meet the needs of the general population

Policy 1.13.1: 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 1.13.1.1: Maintain existing Tarrant County Transportation Services (a type of community shuttle) service for those with disabilities and over age 65.

Action 1.13.1.2: 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 1.13.1.3: 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 1.13.1.4: Conduct necessary planning of Community Shuttle routes and services and develop financial program to implement a community shuttle

Action 1.13.1.5: Evaluate the needs and potential demand for a General Public Dial-A-Ride Service

Action 1.13.1.6: 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 1.13.1.7: 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 1.13.1.8: Consider a voucher program to support very low-income individuals that need transportation assistance

Action 1.13.1.9: Evaluate the demand or need for a Volunteer Driver/Driver Reimbursement Program to fill gaps in the transportation system

Action 1.13.1.10: Establish a strong network of volunteer drivers and an entity such as the city or nonprofit to manage the program

Action 1.13.1.11: 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 1.14: Coordinate and leverage resources to provide effective and efficient transportation services and improve transportation options

Policy 1.14.1: Evaluate opportunities to cost-share with others with a stake in improving transportation service options

Action 1.14.1.1: 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 1.14.2: Coordinate with the existing transit authority, NCTCOG, and other partners to conduct further public transportation fixed-route service evaluations

Action 1.14.2.1: Prioritize public transportation needs and work with regional partners to identify funding and develop innovate partnerships to implement interim or permanent services

Action 1.14.2.2: 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 1.14.2.3: Evaluate the provision of right-of-way for Bus Rapid Transit and a staged approach to long-term public transportation options in the Highway 199 Corridor Assessment Study

Action 1.14.2.3: Submit formal public transportation requests to NCTCOG for consideration during development of the Metropolitan Transportation Plan

Policy 1.14.3: Adopt Regional Transportation Council policies for which funding opportunities are often contingent

Action 1.14.3.1: Adopt the Regional Transportation Council Clean Fleet Vehicle Policy and Model Ordinance.

1.6.5 | Overview of 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.

Sansom Park Plans and Existing Bicycle and Trail Network

Currently there are no existing trails or bike routes in Sansom Park. Many local streets have a posted speed limit of 25 miles per hour which creates a bicycle friendly environment where on-street signed bike routes are safer.

The City of Sansom Park 2005 Comprehensive Plan briefly discusses the objective of providing a pedestrian friendly environment. In the 2005 Future Land Use Plan, expansion of existing pedestrian facilities is recommended along Buchanan Street, Biway Street, Cheyenne Street, Beverly Hills Drive, and McCandless Avenue. Additionally, the 2005 Future Land Use Plan proposes bike facilities along Buchanan Street and Biway Street. These facilities would connect Joy James Elementary School to Rosen Park and Marian Sansom Park in the City of Fort Worth.

Existing Pedestrian Network

Existing sidewalk access in Sansom Park is limited. The most complete existing sidewalk network is adjacent to Joy James Elementary School. The 2005 Sansom Park Comprehensive Plan does propose the pedestrian paths/sidewalks along or in conjunction with the proposed bike paths.

Regional Bicycle and Pedestrian Recommendations

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

- Bike lanes and sidewalks are proposed along State Highway 199 (Jacksboro Highway) traversing the city and extending westward to Lake Worth, and eastward into Fort Worth to connect with the planned Regional Veloweb south of Northside Drive.

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 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, sub-regional, and regional connectivity in the study area. Additional local facilities have been added, and some BikeFW bike routes are indicated in this planned network as bike lanes or trails due to city and stakeholder input.

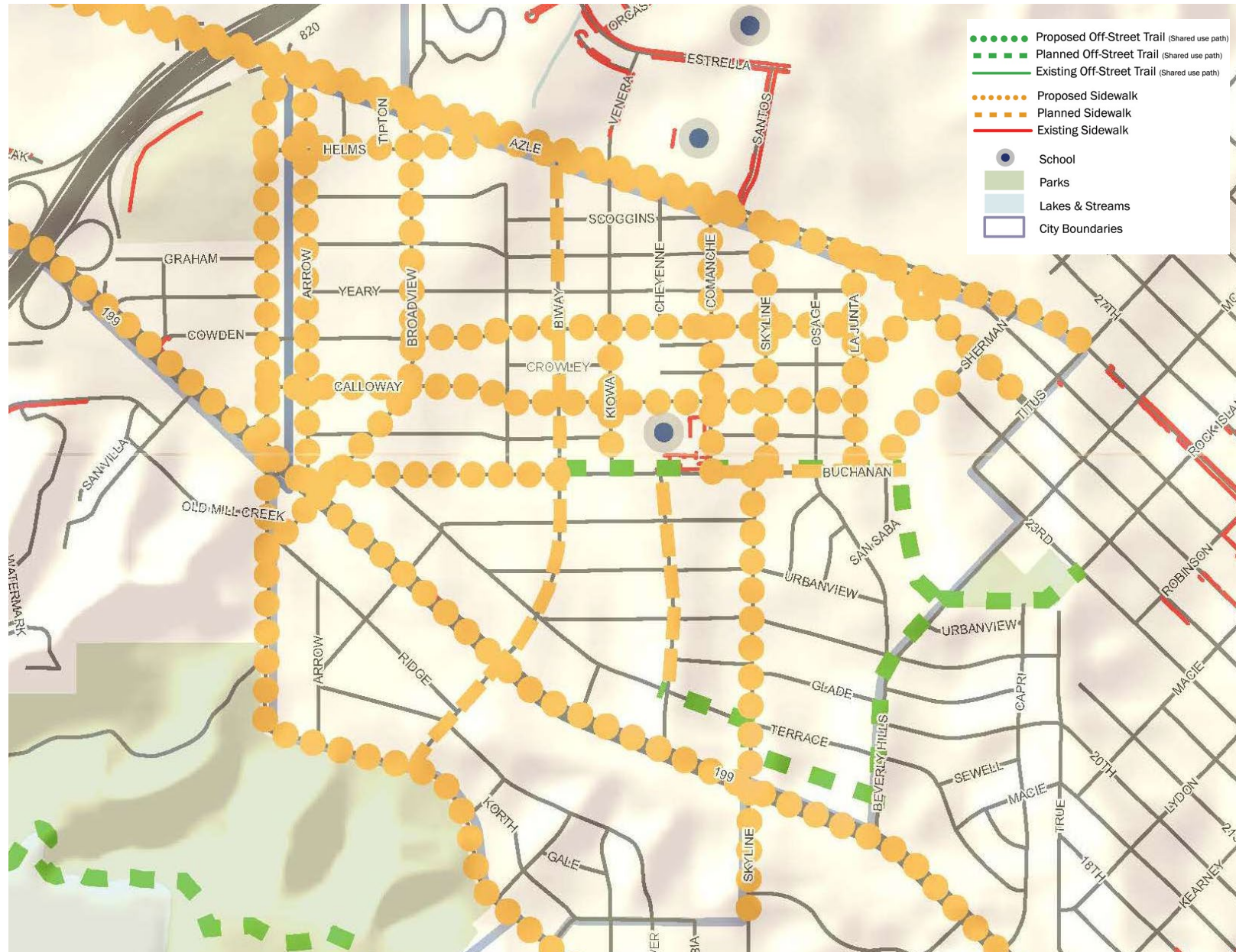
The short- and mid-term recommended implementation projects, shown in **Table 1.18**, begin to address overall citywide connectivity and access from residential neighborhoods to school, work, parks, shopping, and other civic destinations. The remainder of the long-term recommended projects expands the local system and can be seen on the bicycle map (**Figure 1.20**) and pedestrian map (**Figure 1.21**) for Sansom Park, including Sansom Park's connectivity to adjacent jurisdictions.

Long term, sidewalks are recommended along both sides of all arterial and collector streets to complete the pedestrian network. However, the PLMC vision plan selects residential streets and regional and sub-regional routes that support safer access to schools, parks, and jobs for short- and mid-term implementation.

There are several planned or proposed off-street trails serving both bicyclists and pedestrians within or adjacent to Sansom Park. Planned and proposed off-street trails include:

- An off-street trail along the south side of Terrace Trail from Cheyenne Street to Skyline Drive, heading ½ block south along the east side of Skyline to a corridor between Terrace Trail and Highway 199 to Beverly Hills Drive
- Another off-street trail heads north along the west side of Beverly Hills Drive/McCandless Avenue to Rosen Park on the east in the city of Fort Worth, and also to the eastern terminus of Buchanan Street in Sansom Park.
- An off-street trail along the north side of Buchanan Street from Biway Street to Comanche Street serving Joy James Elementary School and the community events area.
- An off-street trail in Marion Sansom Park in Fort Worth along the south side of Roberts Cut Off is proposed. It would connect to the planned Biway Street bike lanes and sidewalks on the west, and to an existing trail in the northwest corner of River Oaks on the east.

Figure 1.21 – Recommended Sansom Park 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 Sansom Park 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 1.19. Table 1.18 describes the cost per linear foot for each type of facility.

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 1.18 – 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 1.18 – 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 in 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 1.18 – 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 1.19 – Sansom Park Local Bicycle and Pedestrian Project Implementation Matrix

Project #	Street	From	To	Type of Facility/ Treatment	Comments and Potential Improvements	Timeframe
1	Biway Street	Roberts Cut Off Road	Azle Avenue (Northern City Limit)	Sidewalk (either side)	Creates pedestrian north-south spine on west central part of city limits and provides mobility from residential neighborhoods to connecting hi priority projects that access school, city event area, and fire hall.	Short Term
2	Biway Street	Roberts Cut Off Road	Azle Avenue (Northern City Limit)	Bike lanes (minimum 4' wide each side with no curbs; 5' minimum wide each side with curbs)	Creates bicyclist north-south spine on west central part of city to city limits and provides mobility from residential neighborhoods to connecting hi priority projects that access school, city event area, and fire hall.	Short Term
3	Buchanan Street	Planned trail on east at end of Buchanan	Arrow Lane	Sidewalk, except trail from Kiowa to Comanche- at school is trail	Creates east-west pedestrian connectivity to school from neighborhoods	Short Term

Table 1.19 – Sansom Park Local Bicycle and Pedestrian Project Implementation Matrix (continued)

Project #	Street	From	To	Type of Facility/ Treatment	Comments and Potential Improvements	Timeframe
4	Buchanan Street	Planned trail on east at end of Buchanan	Arrow Lane	On-street signed (bike) route--except trail from Kiowa to Comanche- at school is trail	Creates bicyclist connectivity to civic center and schools from neighborhoods	Short Term
5	Skyline Drive	SH 199	Azle Avenue	Sidewalk (either side)	Creates north/ south east-central spine for connectivity and pedestrian access to school, city event area and fire hall	Mid Term
6	Skyline Drive	SH 199	Azle Avenue	On-street signed (bike) route	Creates north/ south east-central spine for connectivity and pedestrian access to school, city event area and fire hall	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 1.15: Connect to the region and sub-region's planned bicycle and pedestrian network

Policy 1.15.1: Implement high priority, regional and sub-regional links to establish the basis for an integrated set of bicycle and pedestrian links

Action 1.15.1.1: Add bike and pedestrian facilities recommended in this comprehensive plan vision for Sansom Park

Action 1.15.1.3: Implement bike lanes and sidewalks along State Highway 199 to support envisioned mixed use, pedestrian friendly redevelopment

Goal 1.16: Build on the regional bicycle and pedestrian network by enhancing local connectivity

Policy 1.16.1: Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations

Action 1.16.1.1: Implement short- and mid-term bicycle and pedestrian projects (see Implementation section)

Action 1.16.1.2: Prioritize sidewalk installation for residential streets and PLMC sub-regional routes that provide access to schools, parks, and employment areas

Action 1.16.1.3: Prioritize the addition of bicycle and pedestrian facilities within and around proposed redevelopment sites, particularly those for areas with a mixed use focus

Policy 1.16.2: Continue to build on citywide connectivity by emphasizing links that increase connectivity to adjacent jurisdictions and fill in local gaps the bicycle and pedestrian network

Action 1.16.2.1: Implement long-term bicycle and pedestrian projects (see Implementation section)

Action 1.16.2.2: Install sidewalks on both sides of all arterial and collector streets

Action 1.16.2.3: 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 Sansom Park strives to maintain a safe, healthy, affordable, and sustainable environment in which to live. The housing analysis seeks to evaluate the status of Sansom Park’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 Sansom Park. 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 Sansom Park. In the City of Sansom Park, the average land value for all residential parcels is \$57,237 per acre and the average improvement value for all residential parcels is \$118,981 per acre. To determine the final SWOT designation for each parcel, the following classifications are used:

Strength: higher than average land and improvement values

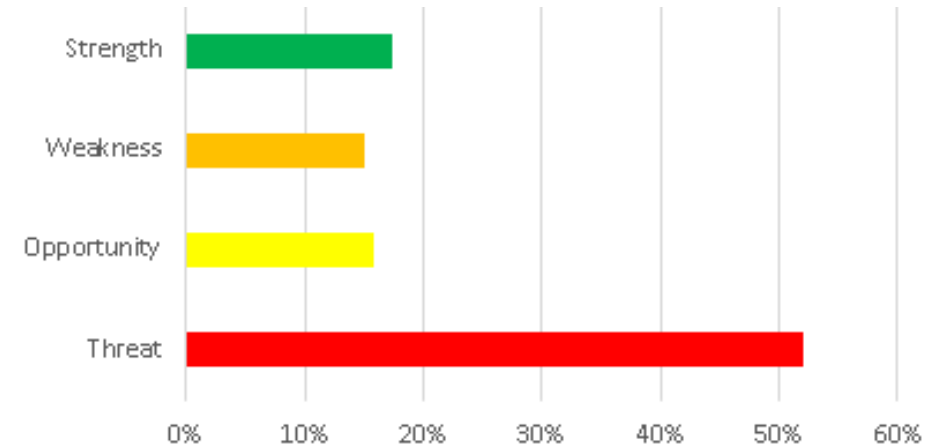
Weakness: lower than average land value and higher than average improvement value

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

Threat: lower than average land and improvement values

Figure 1.22 shows the percentage of strengths, weaknesses, opportunities, and threats in the City of Sansom Park 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 1.22 – Sansom Park Residential SWOT Analysis



Source: Tarrant Appraisal District, 2012

Number of Housing Units

In 2010, the total number of housing units in the Sansom Park was 1,561, a decrease of approximately 4.7% from 1,491 units in 2000. Of all housing units in 2010, 92.2% were categorized as single-family detached housing units, 2.2% contained two to four units, 1.7% were multifamily units, and 3.9% were mobile home and other types of units. (See Table 6.20) The percentage of single-family housing in the Sansom Park decreased by 0.7%, while the percentage of multifamily housing increased by 1.7% between 2000 and 2010.

Table 1.20 – Housing Type for Sansom Park, 2000-2010

Units in Structure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Single-Family detached	1,333	89.3%	1,337	92.2%	4	0.3%
Single-Family attached	54	3.6%	0	0.0%	-54	-100.0%
2-4 units	30	2.0%	32	2.2%	2	6.7%
Multifamily	0	0.0%	25	1.7%	25	-
Mobile home or Other	76	5.1%	56	3.9%	-20	-26.3%
Total	1,493	100.0%	1,450	100.0%	-43	-2.9%

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

Homeownership and Vacancy History

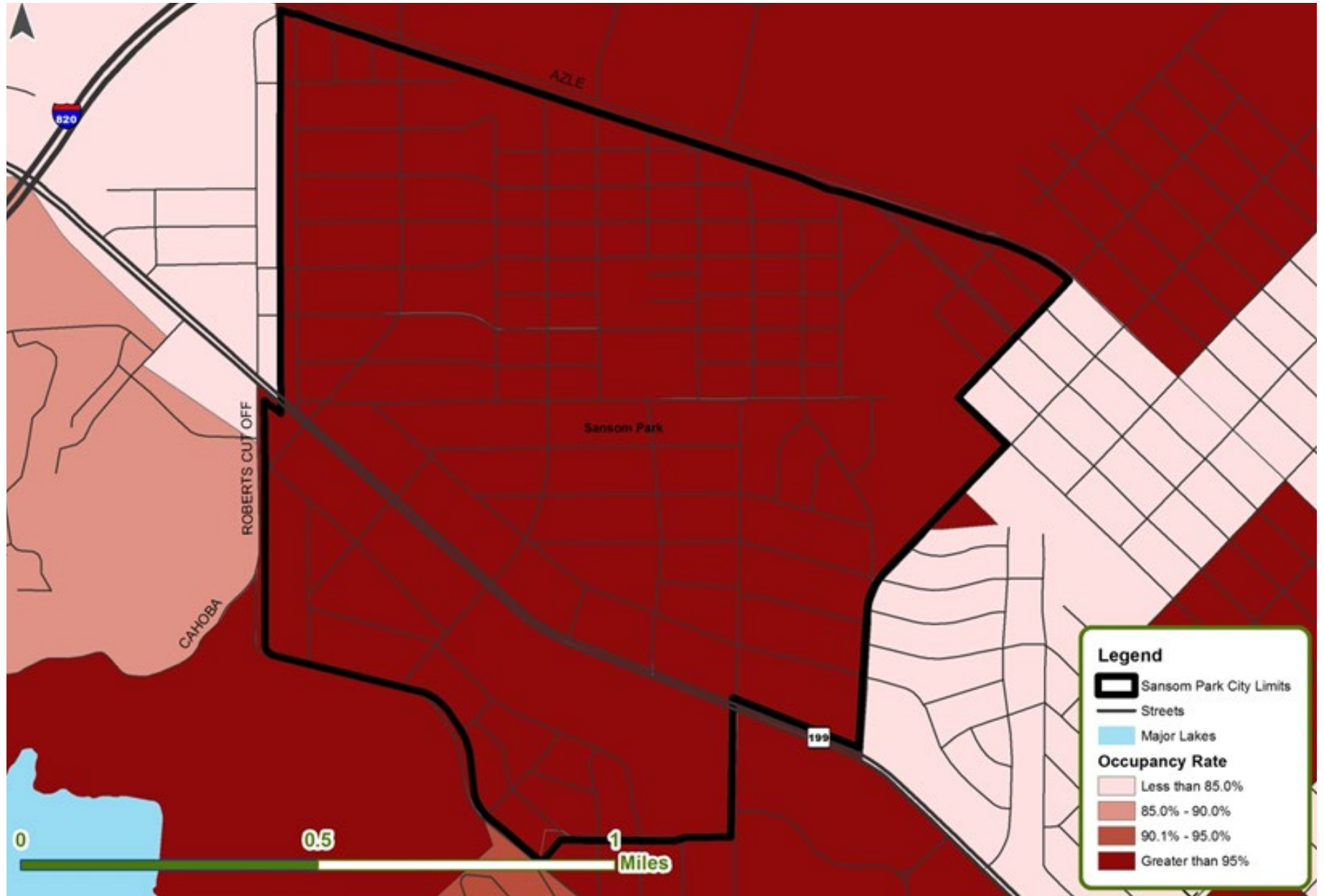
In 2010, 63.4% of housing units in Sansom Park were owner-occupied, 28.1% were renter-occupied, and the remaining 8.5% were vacant. Table 1.21 outlines housing tenure. The share of owner-occupied units in the Sansom Park decreased by 2.2% between 2000 and 2010. Approximately 30% of single-family housing in the city was renter-occupied in 2010. Figure 1.23 illustrates Sansom Park's occupancy rate by census block group between 2006 and 2010. Figures 1.24 and 1.25 illustrate the percentage of owner-occupied and rental housing in the city by census block group. The city had 133 vacant units in 2010. Vacancy rates increased by 3.9% between 2000 and 2010, resulting in an 8.5% vacancy rate in 2010.

Table 1.21 – Tenure for Housing in Sansom Park, 2010

Tenure	2000		2010		2000-2010 Change	
	#	%	#	%	#	%
Owner-occupied	1,012	67.9%	990	63.4%	-22	-2.2%
Renter-occupied	410	27.5%	438	28.1%	28	6.8%
Total occupied (Owner + Renter)	1,422	95.4%	1,428	91.5%	6	0.4%
Vacant	69	4.6%	133	8.5%	64	92.8%
Total housing units	1,491	100.0%	1,561	100.0%	70	4.7%

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

Figure 1.23 – Occupancy Rate, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Housing Conditions

Without adequate maintenance, housing stock will deteriorate over time. Typically, housing condition is related directly to housing age and most structures begin to need significant repairs 30 years after construction. As shown in **Table 1.22**, 75.6% of Sansom Park’s housing was built prior to 1970, and based on national standards, these units may contain lead-based paint and are likely to be in need of repairs. Approximately 65% of units were built prior to 1960. **Figure 1.26** illustrates the percentage of pre-1960 housing by census block group.

Table 1.22 – Age of Housing Stock in Sansom Park, 2010

Year Structure Built	# of Units	% of Units
1939 or earlier	112	7.7%
1940-1949	240	16.6%
1950-1959	583	40.2%
1960-1969	161	11.1%
1970-1979	69	4.8%
1980-1989	110	7.6%
1990-1999	69	4.8%
2000-2004	58	4.0%
2005 or later	48	3.3%
Total	1,450	100.0%

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

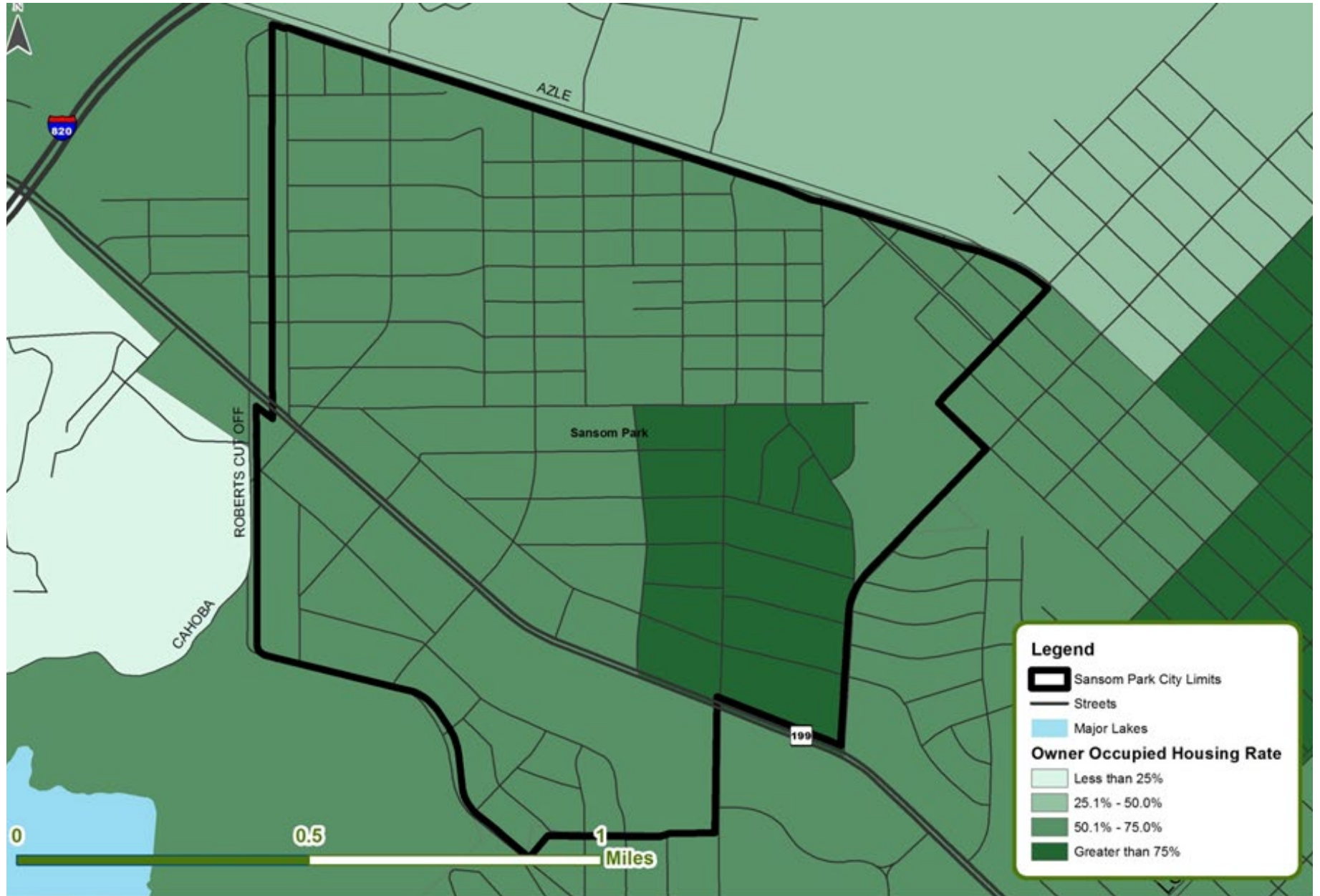
Though relatively constant over the last three years, housing values in the PLMC study area lag the state and county, as shown in **Table 1.23**. Owner-occupied median value is above \$100,000 for Texas and Tarrant County. Sansom Park’s median owner-occupied home value was approximately \$64,600 in 2010 and the average single family market value for 2010 was approximately \$ 55,139, approximately 62% less than Tarrant County’s average single family market value. Approximately 68% of housing units in Sansom Park are owner-occupied and 32% renter-occupied.

Table 1.23 – Median Owner-Occupied Home Value – State, PLMC Sub-Region, Tarrant County and City of Sansom Park, 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

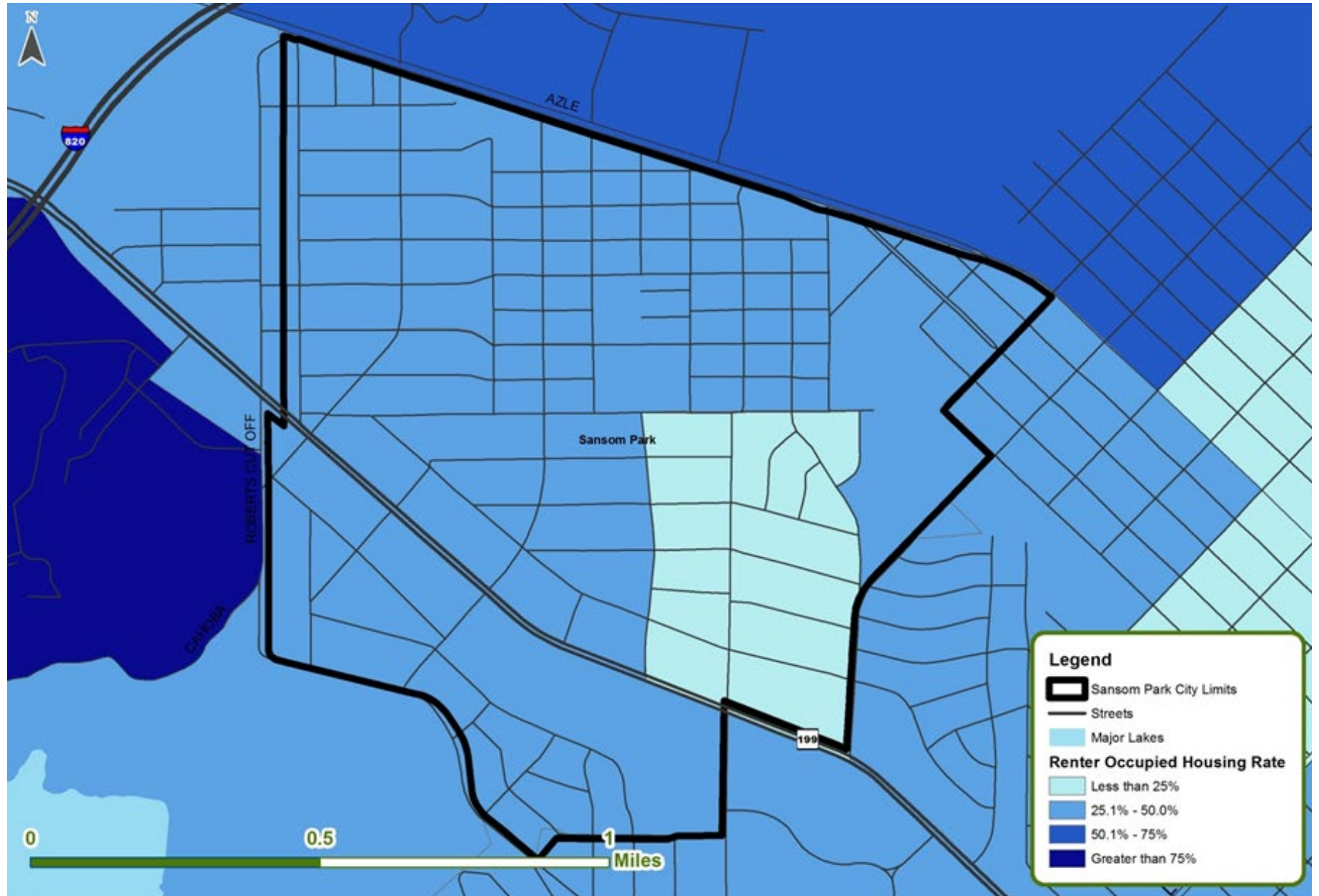
Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 1.24 – Percentage of Owner-Occupied Housing, 2010



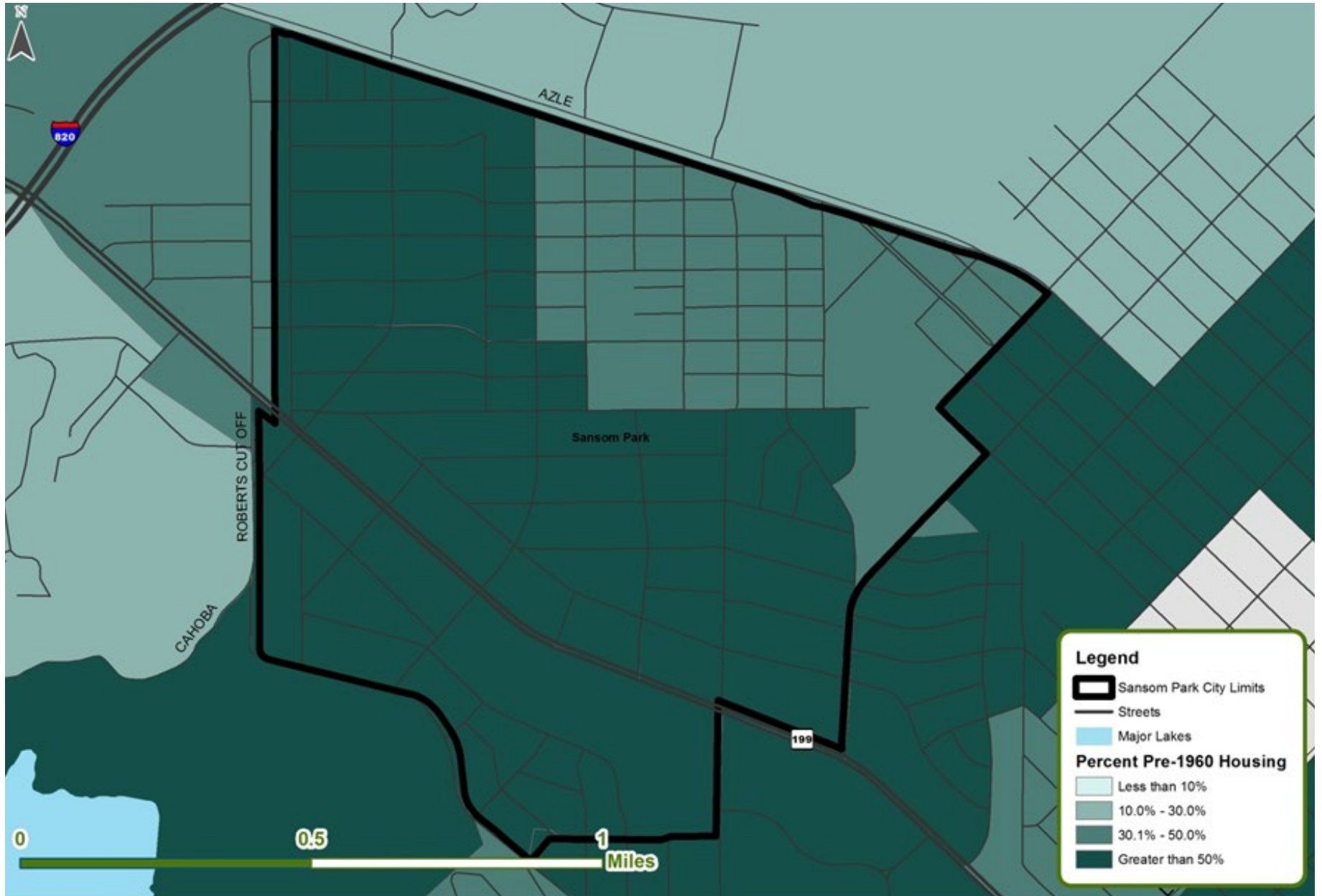
Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.25 – Percentage of Renter-Occupied Housing, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.26 – 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, as outlined in **Table 1.24**, shows 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, 35% of housing units in Sansom Park had housing problems in 2000. Approximately 74% of Very Low Income households, 58% of Low Income households, and 26% of Moderate Income households lived in housing units with housing problems in 2000. **Table 1.24** outlines housing problems in Sansom Park 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.

Table 1.24 – Housing Problems in Sansom Park, 2000

Household by Type, Income, & Housing Problem	Total	Total	Total
	Renters	Owners	Households
Household Income <= 50% MFI	159	383	542
Household Income <=30% MFI (Very Low)	72	179	251
% with any housing problems	80.6	70.9	73.7
Household Income >30 to <=50% MFI (Low)	87	204	291
% with any housing problems	62.1	55.9	57.7
Household Income >50 to <=80% MFI (Moderate)	92	236	328
% with any housing problems	41.3	20.3	26.2
Household Income >80% MFI	119	341	460
% with any housing problems	12.6	3.5	5.9
Total Households	370	960	1,330
% with any housing problems	44.6	31.4	35

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

² 2006-2010 ACS

³ MetroTex Association of Realtors

Housing Sales and Homeownership Costs

According to the 2006-2010 ACS data, the median housing value in Sansom Park was \$64,600. The average sale price of a single-family house in the city was \$50,433 and the median sales price in of a single-family house was \$48,350 in 2011. Housing demand, as measured by existing home sales, is illustrated in **Table 1.25**. Between 2007 and 2011, 145 single-family units were sold in Sansom Park. As demonstrated in **Table 1.25**, the average housing sales price and the median sales price for single-family housing decreased in Sansom Park between 2007 and 2011. Additionally, on average, a single-family home remained on the market unsold for 124 days in 2011, an increase from 63 days in 2007.

Table 1.25 – Housing Sales in Sansom Park

Sansom Park, Texas Single Family	2007	2008	2009	2010	2011
Number sales	42	32	20	21	30
Average sales price	\$66,537	\$61,171	\$54,993	\$50,025	\$50,443
Median sales price	\$65,500	\$69,450	\$53,250	\$50,000	\$48,350
Average number of days on the market	63	108	94	96	124

Source: MetroTex Association of Realtors

Table 1.26 outlines the share of owner occupied units in Sansom Park by housing value. The most frequent housing value range in Sansom Park was \$50,000 to \$69,999, with approximately 32% of units falling in this range. Approximately 29% of housing units were valued below \$50,000 and approximately 39% were valued at \$70,000 or more. The median household income in Sansom Park was \$33,750 between 2006 and 2010. **Figure 1.27** illustrates the median household income and **Figure 1.28** illustrates median housing value in Sansom Park by census block group.

Table 1.26 – Value of Owner-Occupied Units in Sansom Park, 2010

Housing Value	% of Units
Less than \$50,000	29.3%
\$50,000 to \$69,999	31.5%
\$70,000 to \$99,999	30.0%
\$100,000 to \$149,999	8.1%
\$150,000 to \$199,999	0.0%
\$200,000 to \$299,999	0.0%
\$300,000 or more	1.1%
Total Units	100%

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

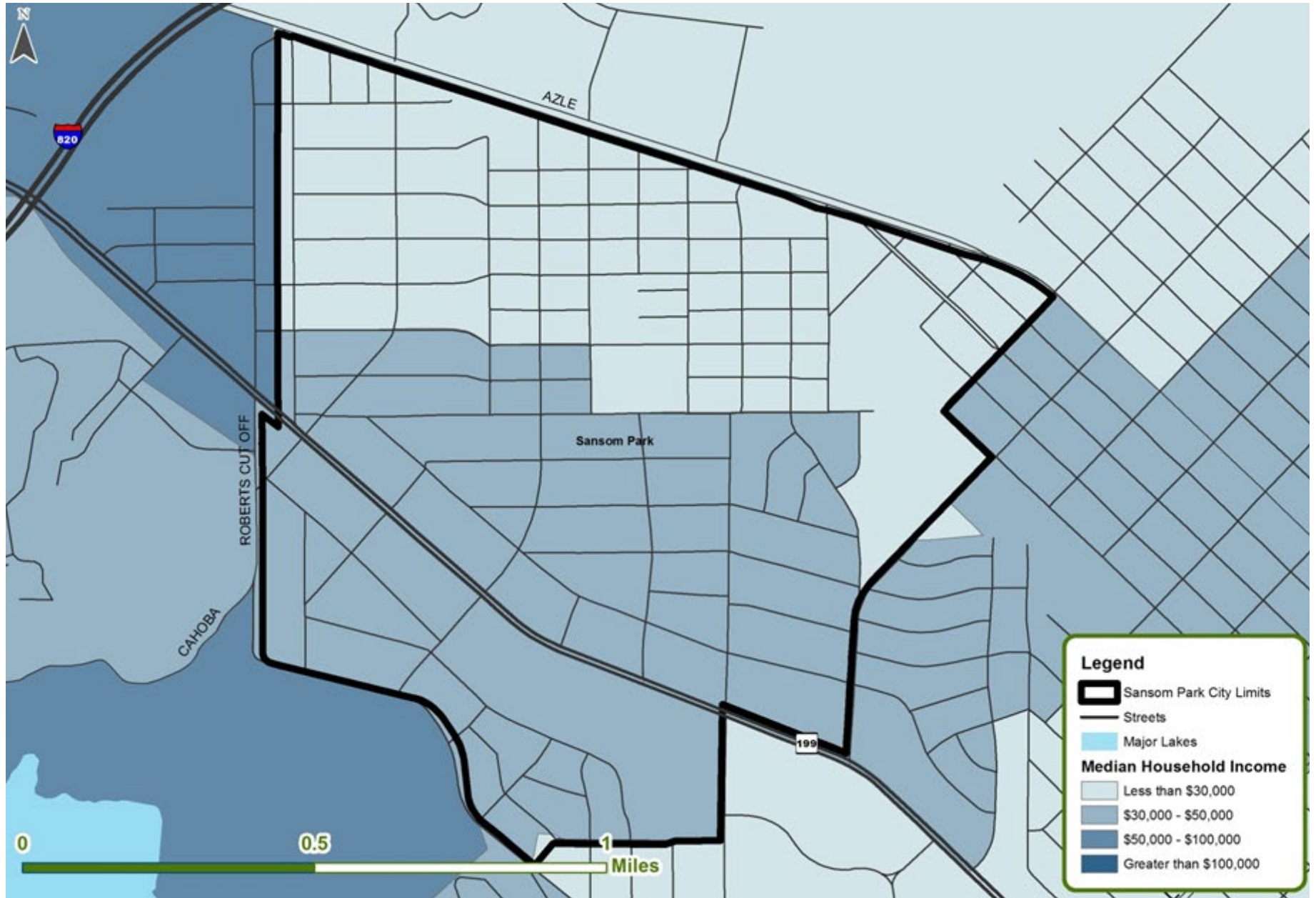
Table 1.27 outlines the percentage of owner occupied households paying more than 30% of their household income towards housing expenses. HUD defines 30% of the median household income as the affordability threshold for housing costs. Approximately 32% of the owner households in Sansom Park experienced a cost burden in 2010.

Table 1.27 – Housing Costs as a Percentage of Household Income for Sansom Park, 2010

Percent of Income in Owner-Occupied units	# of Units	% of Units
Less than 20%	498	50.6%
20 to 29%	171	17.4%
30% or more	316	32.1%
Households with zero or negative income	0	0.0%
Total Owner-Occupied units	985	100.0%

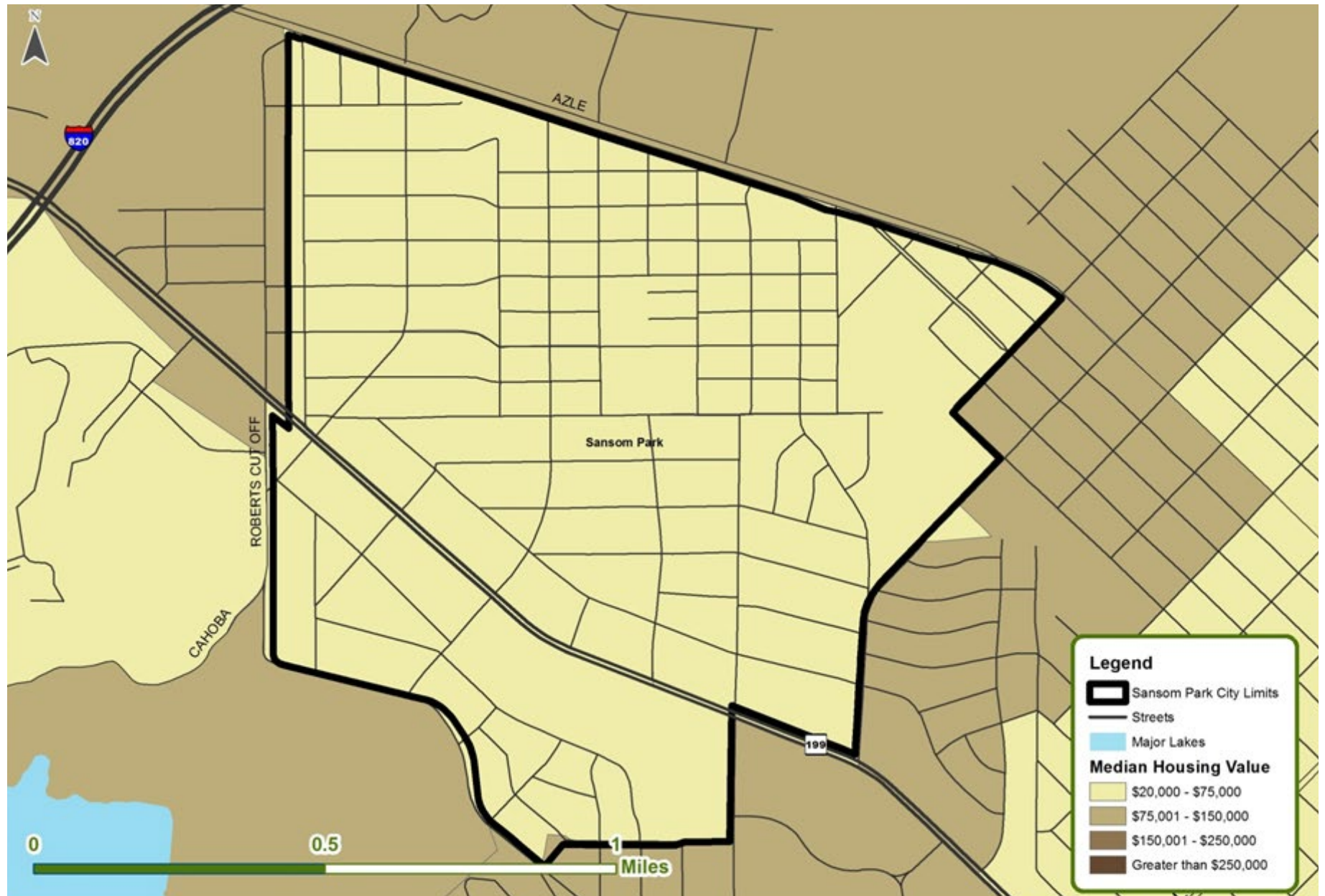
Source: U.S. Census Bureau and 2006-2010 American Community Survey

Figure 1.27 – Median Income Household Income, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Figure 1.28 – Median Housing Value, 2010



Source: Census Bureau, 2006-2010 American Community Survey

Rental Housing Costs

According to the 2006-2010 ACS data, 28.1% of housing stock in Sansom Park was rental housing and 1.7% was multifamily housing. The median contract rent for Sansom Park was \$529 in 2010, up from \$392 in 2000. This represents an increase of \$137, or 25.8%, in ten years. **Figure 1.29** illustrates Sansom Park’s median contract rent by census block group.

Table 1.28 outlines gross rent by number of bedrooms in Sansom Park between 2006 and 2010. For one-bedroom units, the modal rent category was \$500 to \$749, with 86.1% of units in this rent range. For three or more bedroom units, modal rent was \$1000 or more, with 8.4% of units in the range.

Table 1.28 – Gross Rent by Number of Bedrooms for Renter-Occupied Units in Sansom Park, 2010

Rent Range	One Bedroom		Two Bedroom		Three or More Bedrooms	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
<i>With cash rent</i>	79	100.0%	157	94.0%	219	100.0%
Less than \$200	0	0.0%	0	0.0%	0	0.0%
\$200 to \$299	0	0.0%	0	0.0%	0	0.0%
\$300 to \$499	11	13.9%	0	0.0%	7	3.2%
\$500 to \$749	68	86.1%	98	58.7%	33	15.1%
\$750 to \$999	0	0.0%	45	27.0%	121	55.3%
\$1,000 or more	0	0.0%	14	8.4%	58	26.5%
<i>No cash rent</i>	0	0.0%	10	6.0%	0	0.0%
Total	79	100.0%	167	100.0%	219	100.0%

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

Table 1.29 outlines the percentage of household income paid towards housing expenses among renter households between 2006 and 2010. Approximately 34% of rental housing in Sansom Park paid more than 30% of their income towards rent, indicating that these households are under cost burden under HUD’s definition.

Table 1.29 – Housing Costs as a Percentage of Household Income for Sansom Park, 2010

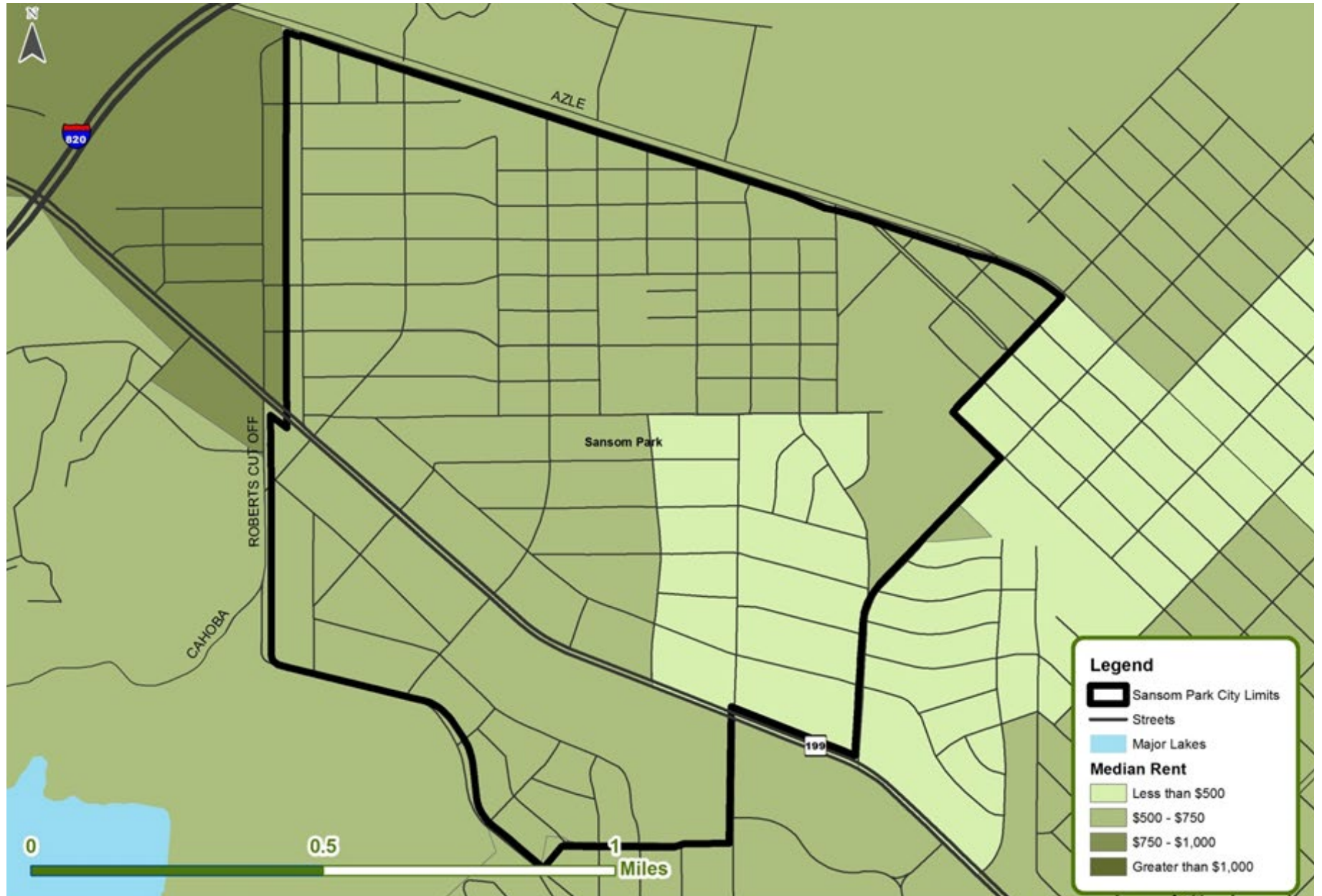
Renter-occupied units	# of Units	% of Units
Less than 20%	134	28.8%
20 to 29%	123	26.5%
30% or more	160	34.4%
Renters with zero or negative income	38	8.2%
Renters with no cash rent	10	2.2%
Total Renter-occupied Units	465	100.0%

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

⁴ 2006-2010 ACS

⁵ 2000 Census

Figure 1.29 – 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 Sansom Park 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
- Declining housing conditions and relatively low median housing value associated with an aging housing stock
- Evidence of affordability challenges with about one in three 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. **Appendix H** contains the full housing analysis report and **Appendix I** contains more detailed information on recommended sound attenuation practices.

Goal 1.18: Promote quality infill development as a means to expand the supply and type of available housing

Policy 1.18.1: Ease the site challenges associated with infill development

Action 1.18.1.1: Prepare an inventory of available infill sites

Action 1.18.1.2: Explore land assembly strategies and collaborate with developers as necessary to acquire land

Policy 1.18.2: Increase market interest in infill development

Action 1.18.2.1: Generate developer interest through a marketing strategy that features available sites, economic incentives, and market characteristics

Action 1.18.2.2: Participate in economic development and real estate development events as a way to showcase available opportunities

Action 1.18.2.3: 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 1.18.3: Increase the city's organizational capacity to support mixed use and residential infill development

Action 1.18.3.1: Partner with area non-profit agencies or developers to develop quality, affordable housing

Action 1.18.3.2: Target and leverage Tarrant County and HUD housing resources to provide stimulus for redevelopment in targeted geographic areas

Goal 1.19: Improve the aesthetic character of the community by reducing general land use incompatibilities

Policy 1.19.1: Reduce incompatibilities associated with abrupt land use transitions or visual intrusion

Action 1.19.1.1: Evaluate and enhance existing guidelines to allow for appropriate transitions from commercial development to residential neighborhoods and other less intensive land uses

Action 1.19.1.2: Evaluate and enhance existing guidelines to establish adequate buffering and screening

Action 1.19.1.3: Identify areas with specific land use compatibility issues

Goal 1.20: Minimize compatibility issues associated with noise exposure from aviation operations

Policy 1.20.1: Implement sound attenuation techniques

Action 1.20.1.1: Encourage sound attenuation measures for future compatible developments

Action 1.20.1.2: 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 1.20.1.3: Work with real estate community to disclose aircraft noise to potential commercial/residential buyers

Action 1.20.1.4: Adopt measures to increase sound attenuation in new construction non-residential buildings

Policy 1.20.2: Promote weatherization and other energy efficient building practices as complementary tools for achieving sound reduction

Action 1.20.2.1: 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 1.20.2.2: 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 1.21: Increase household and neighborhood capacity by building on the social, economic and physical assets of the community and its residents

Policy 1.210.1: Promote an integrated asset-based approach to neighborhood revitalization

Action 1.21.1.1: 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 1.21.1.2: Provide technical assistance to neighborhoods interested in participating in the planning process

Action 1.21.1.3: Form a partnership with area non-profit groups, faith-based organizations and financial institutions to support community planning initiatives

Policy 1.21.2: Improve the quality of existing housing stock

Action 1.21.2.1: 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 1.22: Diversify the mix of housing choices in the community

Policy 1.22.1: Expand housing options for young families

Action 1.22.1.1: Promote development in compact, pedestrian-friendly, mixed use environments (see Economic Development and Land use sections)

Policy 1.22.2: Increase the supply of mid-range and high-end housing

Action 1.22.2.1: Identify land appropriate for mid-range and high-end housing development and assemble land

Action 1.22.2.2: Reduce barriers to the development of mid-range and 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 1.22.3: 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 1.22.3.1: Encourage “Aging in Place” neighborhoods that can accommodate residents throughout all life stages

Action 1.22.3.2: Explore the possibility of adopting a Universal Design Ordinance, requiring developers to incorporate accessibility provisions into a specified percentage of new housing units

Policy 1.22.4: 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 1.22.4.1: 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 1.22.4.2: 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 1.22.4.3: 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 1.22.5: Ensure that neighborhoods offer a range of housing options for households of all sizes and income-levels

Action 1.22.5.1: 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 1.22.5.2: Explore the addition of inclusionary zoning policies to create mixed income housing neighborhoods and expand the supply of affordable housing units.

Action 1.22.5.3: 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 1.22.5.4: 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 1.22.5.5: Require that affordable units be constructed in similar appearance as market-rate housing units and with access to comparable amenities and facilities

Action 1.22.5.6: 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 1.23: Increase access to quality, affordable housing choices for all residents**Policy 1.23.1: Promote fair housing outreach**

Action 1.23.1.1: 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 1.23.1.2: Create publications, such as newsletter articles and posters to publicize informational resources and outreach events

Policy 1.23.2: Promote greater financial literacy for households

Action 1.23.2.1: 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 Sansom Park 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 1.30** 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 1.31** summarizes all of the recommended action items across resource areas, reflecting a range of short-, mid-, and long-term strategies.

Table 1.30 – Implementation Plan: City of Sansom Park - Priority Actions

Implementation Plan: City of Sansom Park – Priority Actions				
Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-22)				
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 joint economic development coalition as a knowledge exchange forum 	Short- Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement, 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 when applying for available implementation funding 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement
Land Use (pp. 23 - 35)				
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 Azle Avenue and State Highway 199 	Short-Term	Low	City	Public

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

Table 1.30 – Implementation Plan: City of Sansom Park - 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 FW 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 FW 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. 36-62)				
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 Thunder Road Corridor Master Plan Study 	Short -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, Tarrant Regional Water District
Housing (pp. 63-79)				
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 to accommodate households of all ages and income levels <ul style="list-style-type: none"> 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 	Short-Term	Low	City	Neighborhood and Business Associations, Developers, Public

Short: 1-2 years

Mid: 3-5 years

Long: 5+ years

Table 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Economic Development (pp. 13-22)				
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 1.31 – Implementation Plan: City of Sansom Park - 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 joint economic development coalition as a knowledge exchange forum Task the PLMC sub-regional cooperative with marketing of the selected catalyst redevelopment sites 	Short- to Mid-Term	Medium	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement, 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 when applying for available implementation funding 	Short- Term	Low	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement
Continue to explore the longer-term creation of a formal and professionally staffed sub-regional economic development corporation <ul style="list-style-type: none"> Continue to explore the longer-term creation of a formal and professionally staffed sub-regional economic development corporation 	Long-Term	High	Regional Partners	Tarrant County, Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, White Settlement

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

Table 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Land Use (pp. 22-35)				
Goal: Complement and strengthen the visual identity and character of existing community cores				
Focus public realm improvements to reinforce sense of place within city cores and identified town centers and villages <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 oriented to Loop 820-W and along Roberts Cut Off Road and the western edge of the city • 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
Concentrate new institutional and civic uses and common gathering spaces within the city cores and identified town centers and village nodes <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
Use the Vision Framework to organize redevelopment around town centers, villages and corridors <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
Participate in a coordinated, inter-jurisdictional approach to corridor redevelopment <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, Lake Worth, River Oaks, Westworth Village, White Settlement, TXDOT, NCTCOG
Strengthen quality of life in existing residential areas <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
Improve the visual character of along Jacksboro Highway/State Highway 199 and Azle Avenue to attract local investment and create a consistent, high quality corridor throughout the PLMC sub-region <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 1.31 – Implementation Plan: City of Sansom Park - 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 State Highway 199 	Short-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 District to ensure that existing provisions can accommodate a range of residential, retail and office uses Explore the adoption of a mixed use zoning and design overlay for designated town centers, villages and Main Street "A" corridors 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 Jacksboro Highway/River Oaks Boulevard/State Highway 183 and River Oaks Boulevard/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 Jacksboro Highway/State Highway 199 and Azle Avenue 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
<p>Use transportation and open space planning to connect the city's activity centers</p> <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

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

Table 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
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 to accommodate households of all ages and income levels <ul style="list-style-type: none"> 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 	Short-Term	Low	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 Naval Air Station Fort Worth, Joint Reserve Base (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"> Adopt and follow the 2012 International Residential Code and the 2012 International Energy Efficiency Code, as well as the accompanying NCTCOG Regional Amendments 	Short-Term	Low	City	Building Community, Property Owners
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, Lake Worth, River Oaks, Westworth Village, White Settlement, NAS Fort Worth, JRB, NCTCOG

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

Table 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Roadway Infrastructure (pp. 36-51)				
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 1.31 – Implementation Plan: City of Sansom Park - 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 Thunder Road Corridor Master Plan (Sansom Park/ Fort Worth/ TxDOT/NCTCOG) 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	Low	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 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Coordinate with Regional Transportation Partners to Evaluate Transportation Needs, Define Priorities, Secure Funding, and Implement Improvements <ul style="list-style-type: none"> 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
Coordinate with Regional Transportation Partners to Evaluate Transportation Needs, Define Priorities, Secure Funding, and Implement Improvements <ul style="list-style-type: none"> Adopt Regional Transportation Council (RTC) Clean Fleet Vehicle Policy and Model Ordinance 	Short-Term	Low	City	NCTCOG
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <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
Implement Local Priority Improvements to Provide a Well-Connected Network of Thoroughfares <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				
Incorporate multi-modal components in roadway design and planning <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 1.31 – Implementation Plan: City of Sansom Park - 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. 51-54)				
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 1.31 – Implementation Plan: City of Sansom Park (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		City	Neighboring Jurisdictions, Tarrant County, Major Employers, Institutions, Retail/ Commercial Centers, The T, NCTCOG
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 very 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 1.31 – Implementation Plan: City of Sansom Park - 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 public 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 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 1.31 – Implementation Plan: City of Sansom Park - 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. 55-62)				
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) that identifies safety issues and challenges, analyzes and prioritizes concerns, identifies funding opportunities for implementation of safety solutions, and evaluates 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 1.31 – Implementation Plan: City of Sansom Park - 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 1.31 – Implementation Plan: City of Sansom Park - 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 1.31 – Implementation Plan: City of Sansom Park - 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"> 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				
Strengthen overall citywide connectivity by adding links that improve access from residential neighborhoods to school, work, parks, shopping, and other civic destinations <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
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 <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
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 <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. 63-79)				
Goal: Promote quality infill development as a means to expand the supply and type of available housing				
Intergovernmental Coordination <ul style="list-style-type: none"> Explore options to create a consortium of governments 	Short-Term	Low	Tarrant County	Cities
Generate developer interest <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
Land acquisition and land assembly <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 1.31 – Implementation Plan: City of Sansom Park - 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	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 FW 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
Establish future land uses in long-term vision plan <ul style="list-style-type: none"> Update Future Land Use Map 	Short-Term	Low	City	Public
Incorporate compatible land use strategies in coordination with NAS FW 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 FW 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 FW 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 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
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
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
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
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 1.31 – Implementation Plan: City of Sansom Park - 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

Table 1.31 – Implementation Plan: City of Sansom Park - All Recommended Actions (continued)

Project/Initiative	Time	Cost	Responsible Agency	Other Key Participants
Develop downtown mixed use housing <ul style="list-style-type: none"> Identify sites for mixed use housing Zoning updates to remove barriers for mixed use development Incentivize mixed use development 	Long-Term	High	City	Developers
Goal: Increase access to quality, affordable housing choices for all residents				
Promote fair housing outreach <ul style="list-style-type: none"> Coordinate with Tarrant County and non-profit fair housing education providers Create publications - Newsletter articles and posters 	Short-Term	Low	City	Tarrant County and Non-Profit Housing Education Providers
Promote greater financial literacy for households <ul style="list-style-type: none"> Promote use of financial literacy programs to enhance personal financial management skills Explore partnerships with local schools and faith-based institutions to target participation in young adult classes 	Mid-Term	Medium	City	Tarrant County and Non-Profit Housing Education Providers

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

