



City of Bridgeport
Community Plan 2009-2029

FINAL DRAFT

July 16, 2009

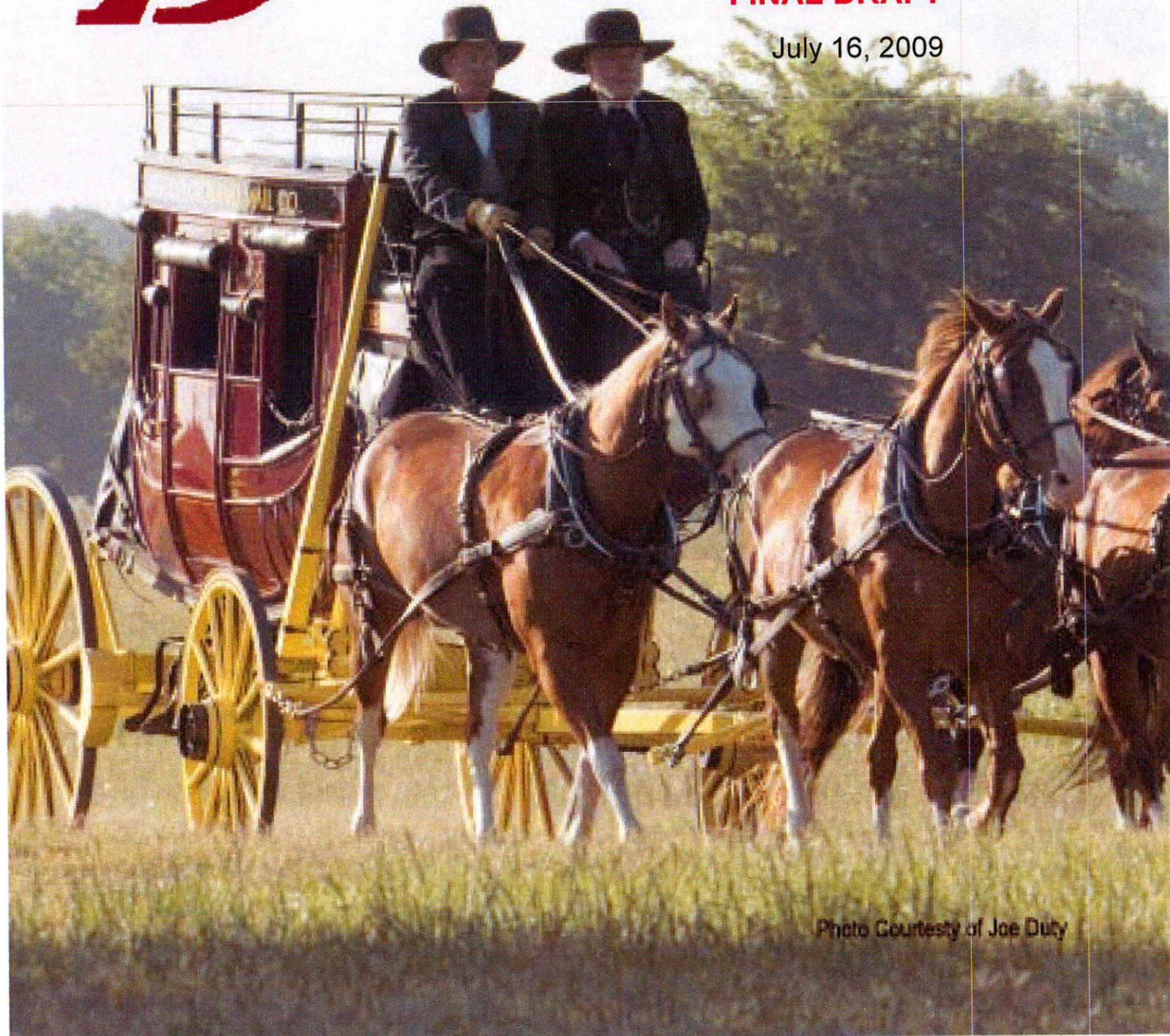


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Chapter 1: Community Plan Overview	1-1
Introduction	1-1
Planning Authority	1-1
Vicinity and Planning Areas	1-3
How to Use the Community Plan	1-4
Public Participation Process.....	1-5
Public Benefits of the Plan.....	1-6
Role of Planning and Zoning Commission.....	1-6
Role of City Council	1-7
Role of Zoning Board of Adjustment	1-8
Role of the City Zoning Ordinance	1-8
The Basis of Decision Making	1-9
 Chapter 2: Community Profile.....	 2-1
Introduction.....	2-1
Natural Resources and Physical Features.....	2-1
Soils	2-1
Mineral Resources	2-1
Slopes.....	2-2
Floodplains.....	2-2
Existing Plans and Studies	2-4
Water Master Plan.....	2-5
Sanitary Sewer Master Plan	2-5
Master Thoroughfare Plan.....	2-5
Parks and Trails Master Plan	2-6
Halsell Street Master Plan.....	2-6
Bridgeport Recreational and Industrial Park – Preliminary Spatial and Economic Plan.....	2-9
Municipal Airport Master Plan.....	2-10
Development Patterns	2-11
Overview	2-11
Economic Analysis	2-12
Overview	2-12
Estimated Assessed and Actual Valuation	2-12
Largest Employers	2-13
Sales Tax	2-15
Building Permits	2-15
Employment and Unemployment	2-16
Income	2-17
Demographic Analysis	2-17
Introduction	2-17
Racial and Ethnic Diversity	2-18
Current Population	2-19
Household Type and Size	2-20
Housing	2-20
Age Distribution	2-21
Education	2-22
 Chapter 3: Goals, Objectives, and Action Steps.....	 3-1
Introduction.....	3-1
Land Use: Growth, Development and Redevelopment	3-1

Chapter 3: Goals, Objectives, and Action Steps.....3-1
 Introduction.....3-1
 Land Use: Growth, Development and Redevelopment.....3-1
 Community Form and Identity.....3-4
 Public Services and Facilities3-5
 Transportation Systems3-7
 Parks, Open Space, and Recreation.....3-9

Chapter 4: Community Planning Elements.....4-1
 Introduction.....4-1
 Future Growth and Development 4-2
 Future Land Use Plan.....4-3
 Future Land Use Classifications 4-4
 Community Facilities4-7
 Future Land Use Calculations 4-8
 Administration and Map Interpretation 4-8
 Community Design Guidelines 4-9
 Areas of Special Interest4-10
 Corridor Redevelopment Opportunities.....4-10
 Neighborhood Redevelopment Opportunities4-10
 Community Image 4-11

Chapter 5: Implementation Strategy.....5-1
 Introduction.....5-1
 On-Going Action Items..... 5-2
 Short-term Action Items.....5-5
 Long-term Action Items 5-8

MAPS

Natural Features Map 1-End of Chapter 2
 Water Master Plan Map 2-End of Chapter 2
 Sanitary Sewer Master Plan..... Map 3-End of Chapter 2
 Master Thoroughfare Plan Map 4-End of Chapter 2
 Parks and Trails Master Plan Map 5-End of Chapter 2
 Future Land Use Plan Map 6-End of Chapter 4
 Public Uses and Facilities Map 7-End of Chapter 4
 Community Improvement Target Areas Map 8-End of Chapter 4
 Halsell Street Master Plan – Pavement, Parking and Sidewalks..... Maps 9a and 9b-End of Chapter 2
 Halsell Street Master Plan – Three Phases and Features..... Map 10-End of Chapter 2
 Proposed Gateways and SignageMap 11-End of Chapter 4

Introduction

The City of Bridgeport Community Plan is an official public document adopted by the City Council after recommendation from the City's Planning and Zoning Commission. The Community Plan (also referred to as "the Comprehensive Plan" or as "the Plan") is many things, but primarily it is a policy document indicating how the City and citizens of Bridgeport want to influence—and respond to—growth in the next 10-20 years. The Plan is a rational and comprehensive guide for physical development that fosters quality growth, conservation and preservation of natural resources, and development throughout the City.

Long-range in nature, the Plan is intended to be a source of direction and guidance toward a desired end, rather than a static blueprint of future development of the City. The Community Plan is comprehensive by virtue of four key principles:

1. The Plan applies to all land use and circulation systems.
2. The Plan covers the entire geographic area affected by common challenges of development.
3. The Plan is designed to meet long-range consequences, which will show up in 10-20 years; and in some cases, 50 years.
4. The Plan is part of a continuing process, in which all the essential steps are taken of studying facts, making plans, and executing them.

The 2009-2029 Community Plan comes at a critical juncture in the history of the City of Bridgeport. The Plan is a major step in the process whereby Bridgeport is poised to plan for continued growth and development, and renewed partnerships with residents and businesses. The Plan's underlying purpose is to preserve and enhance investment by all citizens while providing the foundation for quality economic growth and stability. Such actions will result in a safe and healthy environment for future generations.

Planning Authority

Since the landmark case of *Village of Euclid vs. Amber Realty Company*, decided in

United States Supreme Court has consistently recognized the legitimate right of government to regulate land use for the protection of the public welfare. In exercising this right, the City cannot deprive a property owner of all reasonable economic use of their property, nor can it act arbitrarily, using the law to accomplish against an individual property owner what it is otherwise unable or unwilling to do through direct compensation. However, the City has a broad ability to mitigate the public impact of private development. For example, this broad authority has been used to uphold laws mandating historic preservation, natural resource protection, zoning, signage restriction, aesthetic regulation, impact fees, excise taxes and required dedications.

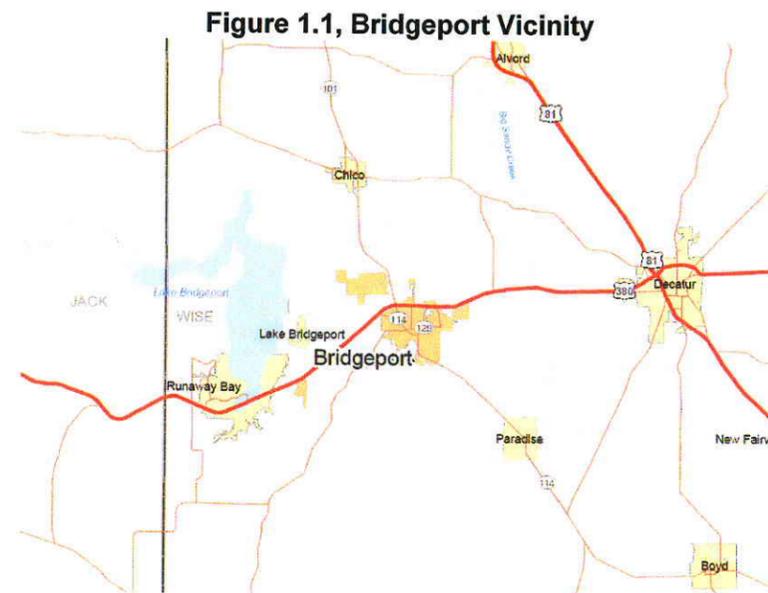
Texas Statutes provide cities with the authority to prepare and adopt a comprehensive plan, zoning regulations and subdivision regulations. Chapter 213 of the Texas Local Government Code authorizes cities to “adopt a comprehensive plan for the long-range development of the municipality.” Chapter 211 of the Local Government Code establishes the relationship between a comprehensive plan and a city’s zoning regulations when it states “zoning regulations must be adopted in accordance with a comprehensive plan.”

In this regard, the Community Plan is primarily used by the Planning and Zoning Commission and City Council to evaluate and act upon rezoning requests. In considering a rezoning request, the City should review the application in relation to the application’s consistency with the Community Plan.

The Plan, however, is not a zoning ordinance; the Plan is a guide for development within the City, providing direction regarding the community’s preferred future, goals, objectives, priorities and policies. For this reason, the Plan needs to be kept up to date. The Planning and Zoning Commission should review the Plan at least once every three (3) years in order to ensure that the Plan is still valid and relevant. During this review the Planning and Zoning Commission can propose amendments, extensions or additions to the Plan following the same procedure for adoption of the original Plan. Future “corridor plans,” “neighborhood plans” and “sub-area plans” may serve as the basis for updates to the Community Plan.

Vicinity and Planning Area

The City of Bridgeport is a North Central Texas community with a population of approximately 6,045 as of January 2009, and a land area of about 8.4 square miles. It is located approximately 45 miles northwest of Fort Worth in Wise County at the crossroads of US Highway 380 and SH 114. Situated north of the West Fork of the Trinity River (on Turkey Creek) and east of Lake Bridgeport, the City of Bridgeport was developed on the rolling terrain located in the west central portion of Wise County at 753 feet above sea level.



More specifically, Bridgeport lies some 38 miles west of IH 35 and 11 miles west of US 287. Bridgeport is approximately 11 miles west of the County Seat, Decatur, 38 miles west of Denton, and 68 miles southeast of Wichita Falls. Additionally, the Runaway Bay resort community on the southwestern shores of Lake Bridgeport is about a six mile drive from downtown Bridgeport. As part of the Greater Dallas-Fort Worth Region, Bridgeport is a vibrant community that possesses a unique western, coal mining, and oil and gas production heritage along with tremendous opportunities for future growth and development.

How to Use the Community Plan

The Community Plan is intended to direct policy and provide recommendations for future actions involving land development and land preservation, and it serves as the legal basis for land use decisions. As the official Plan for growth and development, the Community Plan includes goals, objectives, and policies reflecting the City's overall priorities and direction relative to future growth and development. The Plan also presents recommendations for how to implement the policies.

The Community Plan is the legal framework on which the City's zoning and subdivision regulations are enacted and amended by the City Council upon recommendations from the Planning and Zoning Commission. These two land use regulatory ordinances shape the location, type, quality, and comprehensiveness of the physical development of Bridgeport. More specifically, the Plan:

- serves as a "database" for the City's long-term planning activities. This database includes information regarding population, economic development, housing, utilities, land use, the natural environment, public facilities, and transportation;
- delineates the City's major planning principles and strategies;
- analyzes the factors that affect development and assesses planning implications;
- recommends the future development of Bridgeport in policy and map formats. The policies serve as the legal basis for planning decisions. The Future Land Use Plan map is a graphic representation of those general policies;
- presents recommended changes to the City's land use and development control regulations as a means to implement the Plan's recommendations; and
- provides a basis for consideration and evaluation of future development, zoning, subdivision, and annexation requests.

The Plan provides a comprehensive long-term focus and general policy framework to direct the future growth of the City. It is long-range because it represents the long-term vision of the future physical condition of the community and its socio-economic well being. It is general in order to accommodate the very dynamic nature of community planning. The Plan strives to ensure orderly, healthy and harmonious growth that maximizes public benefit while minimizing public cost.

development regulations. The Plan outlines the City's intentions for near-term development and outlines recommended planning principles and action strategies to implement its recommendations. The Plan should be amended after review if sound justification is presented for logical revisions to the Plan.

The development of the Plan itself serves another important function or purpose which is to obtain public input through a public participation process in the identification of long-term community development policies. The policies represent the community's common understanding of what growth can be expected.

Public Participation Process

In order to engage the public in the planning process, a participation structure of stakeholder groups, landowners, community leaders, developers, appointed and elected officials, municipal representatives, and members of the public at-large was established to provide input and build agreement on principles and specific recommendations for the Plan. The public participation process included the following:

- On January 23 and 24, 2008, individual interviews were conducted in the Council Chambers at Bridgeport City Hall with key community leaders to provide the project consultants and City staff with additional input and supporting documentation about how to best plan for the City's future. Key-Person interviews, which involved the use of a strategic profile questionnaire, were conducted with representatives of the following organizations: Community Plan Steering Committee, City Department Heads, City Council, Chamber of Commerce, Planning and Zoning Commission, High School Leadership Forum, Ministerial Alliance, Bridgeport Youth Association, Hispanic Community, Bridgeport Historical Society, Bridgeport Heritage Museum, and Development Advisory Group.
- An official Kick-Off Meeting was held on February 12, 2008, in the Council Chambers at Bridgeport City Hall. The purpose of the meeting was to review and discuss the information retrieved from the key-person interviews with the previously interviewed stakeholders. The discussions allowed the consultant an opportunity to better understand questionnaire responses, clarify the primary issues and outline the group's vision for the Community Plan.
- On March 10, 2008, an interactive Public Focus Session Workshop was conducted at The Stage in Downtown Bridgeport for the public to identify and prioritize critical planning issues facing Bridgeport both now and in the future. The attendees were broken out into four working teams to rank the key issues and to develop concise goals and objectives that addressed the identified issues. A Planning Workbook was specifically designed for this public forum and was utilized by each team.

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- Propose a recommendation to the City Council on each rezoning and specific use permit application and proposed ordinance amendments.
- 3. Recommend approval or disapproval of both preliminary plats and final plats.
- 4. Recommend approval or disapproval of site plans for new development or redevelopment projects.

Role of the City Council

The City Council is responsible for enacting and amending the City's Zoning Ordinance and Subdivision Regulations after consideration of the recommendations of the Planning and Zoning Commission. This responsibility includes amendments to the Zoning Map for the City. The City Council accepts or rejects dedications of easements, rights-of-way and public lands, and approves financing mechanisms to ensure construction of needed public improvements.

As the governing body of the City of Bridgeport, the City Council has the final authority to approve and to officially adopt the Community Plan as recommended by the Planning and Zoning Commission.

When recommending action on rezoning of land, specific use permits, subdivisions, and text changes to the Zoning Ordinance and Subdivision Regulations, the Planning and Zoning Commission and City Council must consider compatibility and compliance with the Community Plan. The following are the roles of the City Council in the planning and development process.

1. Adopt and amend the Community Plan and all associated Master Plans after considering the Planning and Zoning Commission's recommendation.
2. Enact and amend the Zoning Regulations and zoning district map after considering the Planning and Zoning Commission's recommendation.
3. Enact and amend the Subdivision Regulations after considering the Planning and Zoning Commission's recommendation.
4. Approve annexations following the appropriate considerations.
5. Approve Specific Use Permits after considering the Planning and Zoning Commission's recommendation.
6. Grant special exceptions to required public improvements and/or public improvement specifications of the Subdivision Regulations as deemed necessary.
7. Accept or reject dedications of easements, rights-of-way and public lands, and approve preliminary and final subdivision and development plats after considering the Planning and Zoning Commission's recommendation.

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The Basis of Decision Making

In administering the zoning and subdivision regulations, the Planning and Zoning Commission follows rules and procedures, as set forth by ordinance. It is crucial that the decisions of the Commission are made fairly. The credibility of the Planning and Zoning Commission will erode if there is an appearance of unfairness, favoritism, or impropriety in members of these public bodies. State law mandates that public officials, including Planning and Zoning Commission members and City Council members, adhere to certain conflict of interest and disclosure requirements. Additionally the Planning and Zoning Commission and Development Services staff should strive to adhere to the following principles:

1. **Serve the Public Interest.** The primary obligation of Planning and Zoning Commission members and Development Services staff is to serve the public interest.
2. **Promote and Support Citizen Participation in Planning.** Because the definition of the public interest is modified continuously, Planning and Zoning Commission members and Development Services staff must recognize the right of citizens to seek to influence planning decisions that affect their well being and the need to implement planning processes that encourage public involvement.
3. **Recognize the Comprehensive and Long-Range Nature of Planning Decisions.** Planning and Zoning Commission members and Development Services staff should recognize and give special consideration to the comprehensive and long-range nature of planning decisions: seek to balance and integrate physical (including historical, cultural, and natural), economic, and social characteristics of the community or area affected by those decisions.
4. **Expand Choice and Opportunity for All Persons.** Planning and Zoning Commission members and Development Services staff should strive to make decisions which increase choice and opportunity for all persons; recognize a special responsibility to plan for the needs of disadvantaged people; and recommend that policies, institutions, and decisions which restrict choices and opportunities be changed.
5. **Facilitate Coordination through the Planning Process.** Planning and Zoning Commission members and Development Services staff must encourage coordination of the planning process.
6. **Maintain Public Confidence.** A Planning and Zoning Commission must conduct itself publicly so as to maintain public confidence in the public planning body, and the official's performance of the public trust.

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Introduction

This chapter summarizes natural conditions and man-made improvements that impact the City of Bridgeport's long-term future. Environmental characteristics and infrastructure in Bridgeport are the focus of the summary, as they play a significant role in the location and cost of serving both existing and future development.

Natural Resources and Physical Features

Soils

The three predominant soil series covering Bridgeport are the Windhorst-Chaney-Selden, Truce-Cona, and Bastsil-Silawa associations. The Windhorst-Chaney-Selden association consists of deep, loamy and sandy, moderately well drained soils underlain by stratified loamy and clayey material on uplands. The Truce-Cona association consists of deep, loamy, well drained soils underlain by shaly clay or sandstone; on uplands. The Bastsil-Silawa association consists of deep, loamy and sandy, well drained soils underlain by loamy and sandy material; on terraces. Overall, these associations have suitabilities that are moderately to severely limiting to community development and sanitary facilities due to various combination of shrink-swell, low strength, slow percolation, and seepage. The City of Bridgeport should adopt and enforce standards for the design and construction of development in order to mitigate the limitations posed by its soils. Any septic tanks should be carefully controlled and monitored.

Mineral Resources

Bridgeport has many businesses that capitalize on the mineral resources currently being extracted in the area. Bridgeport's current quarries produce limestone materials such as riprap, road surface material, aggregate, and products for the manufacture of cement. In addition, the founding fathers in Bridgeport mined coal. Other businesses include oil and gas production, which is abundant in Wise

County because of the Barnett Shale Limestone formation.

Slopes

Slopes greater than 15 percent are generally considered a severe limitation for residential development; and greater than 20 percent, barriers to surface infrastructure extensions, such as roads.

Map 1 – Natural Features, found at the end of Chapter 2, identifies slopes in the following ranges: 10-15% and greater than 15%. The vast majority of the land area within the City limits consists of slopes of less than 5%, and therefore, slopes do not affect the development potential of those areas. There are areas, primarily in the uplands of Village Creek and adjacent to Lake Bridgeport, that contain slopes greater than 15% and those areas will pose challenges to development and to the extension of roads and utilities; however, most of those areas are outside of the City limits. The one exception is found in Northwest Park, where no residential development is planned.

Floodplains

Other than the “barrier-effect” of the parallel construction of SH 114 and the Chicago Rock Island and Pacific Railway, there are no significant man-made constraints which affect development in Bridgeport; however, the West Fork of the Trinity River, Turkey and Dry Creeks, and marginal soils for development do present Bridgeport with significant natural constraints.

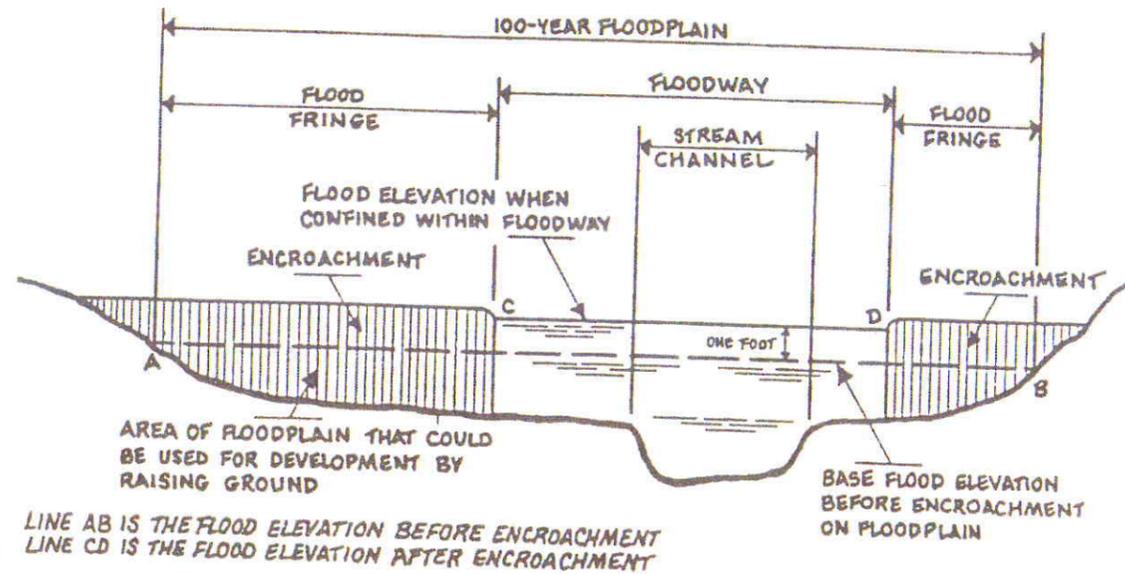
Far south and west Bridgeport are severely impacted by the West Fork of the Trinity River (flows from west to east). Additionally, Turkey Creek (flows from north to south into the West Fork of the Trinity River) impacts central Bridgeport, and Dry Creek (flows from north to south into the West Fork of the Trinity River) impacts eastern Bridgeport. These rivers and creeks (with their associated flood hazard areas) provide obvious challenges to development - crossings are difficult, and flood hazard areas are either unbuildable or require filling. The flood hazard areas impacting Bridgeport and its future growth areas (associated with the West Fork of the Trinity River, Turkey Creek and Dry Creek) are mapped on FEMA’s National Flood Insurance Program, Flood Insurance Rate Map (FIRM). Please refer to FIRM Wise County Panels 95, 115, 160 & 180.

The National Flood Insurance Program requires that new structures be protected from flooding to the Base Flood Elevation (BFE); the BFE is the flood elevation of the design (100-year) storm. If the BFE

increases, these structures are no longer protected from the design storm.

Base flood elevations can be increased by obstructions in the floodplain. To avoid the possibility of significantly increasing the BFE, the National Flood Insurance Program requires communities to reserve a part of the flood hazard area for stream flows, and limit increases to the BFE by a maximum of one-foot.

A flood hazard area, also known as the floodplain, consists of two sections. The center, main channel, of the flood hazard area is known as the floodway. This area must be kept free from encroachment in order that the design storm is accommodated without substantial increases in flood heights.



The area extending from the floodway to the outer edge of the floodplain is known as the flood fringe. The floodway is determined analytically by filling/encroaching into the floodplain boundary until the base flood is raised by no more than one foot.

Reclamation of the flood fringe for development, and construction within the flood fringe is allowed following a detailed flood study. Furthermore, habitable structures within this reclaimed floodplain must be constructed two (2) feet above the 100-year flood elevation.

At this time the delineation between the floodway and the flood fringe has not been determined for the streams within and around the City of Bridgeport; the current FIRM identifies the flood hazard areas as Zone "A". This is a general designation indicating flood prone areas; actual base flood elevations are not known.

Once detailed flood studies are performed, and the FIRM panels are updated, then the flood hazard areas will be designated as Zone "AE"; and the floodway and flood fringe will be clearly delineated. Zone "AE" indicates that a detailed study has been completed and the base flood elevation has been determined.

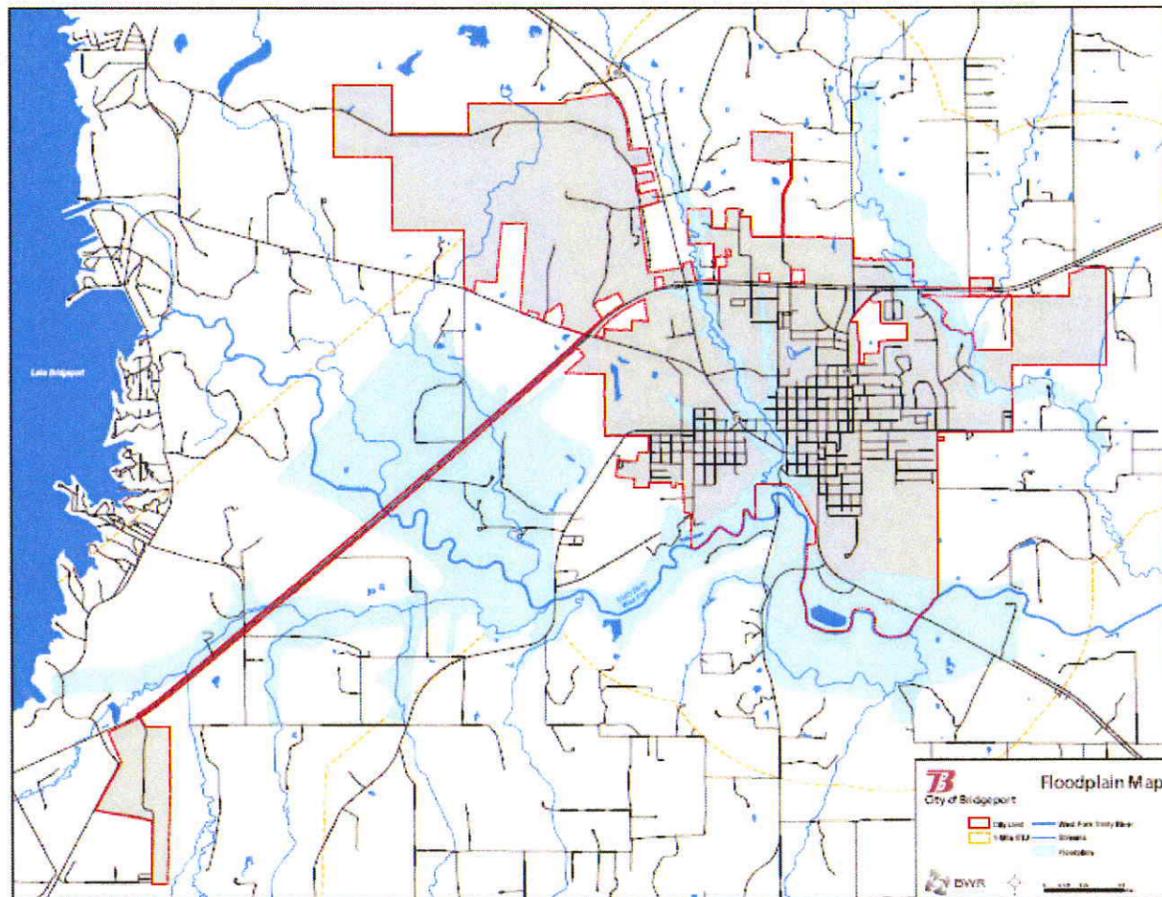


Figure 2-1—Updated Floodplain Map of Bridgeport

Existing Plans and Studies

The City of Bridgeport, through the updates of the City's Capital Improvement Program and the annual

budget each year, has several existing components of the Community Plan that have already been adopted by the City Council.

The City is planning for proactive management of growth compared to past decades. There is a general recognition that regional growth is more and more present, and there is a need for strategic planning when providing infrastructure for growth.

Water Master Plan

The City of Bridgeport Water Master Plan, which was designed by the City's engineering consultant, Baird, Hampton & Brown, Inc., was officially adopted by the City Council on March 20, 2007. The Plan was revised at the City's request by Baird, Hampton & Brown, Inc. in May 2009. **Map 2 – Water Master Plan** at the end of Chapter 2 shows the current Water CCN (Certificates of Convenience and Necessity from TCEQ) boundaries for the Cities of Bridgeport and Runaway Bay and for the West Wise and Walnut Creek Special Utility Districts (SUD). The Water Master Plan shows the addition of a proposed 8" water line on the west side of the City near the Municipal Water Plant and also includes a 14" water line along two sections of Halsell Street.

Sanitary Sewer Master Plan

The City of Bridgeport Sanitary Sewer Master Plan, which was designed by the City's engineering consultant, Baird, Hampton & Brown, Inc., was officially adopted by the City Council March 20, 2007. The Plan was revised at the City's request by Baird, Hampton & Brown, Inc. in May 2009. **Map 3 – Sanitary Sewer Master Plan** at the end of Chapter 2 shows the current Sewer CCN boundaries for the Cities of Bridgeport and Runaway Bay. The Sanitary Sewer Plan also shows the addition of a proposed 8" sanitary sewer line on the west side of the City near the Municipal Water Plant.

Master Thoroughfare Plan

The City of Bridgeport Master Thoroughfare Plan, which was designed by the City's engineering consultant, Baird, Hampton & Brown, Inc., was officially adopted by the City Council on March 20, 2007. This Plan was updated during the Community Plan review process at the direction of the City staff and the Community Plan Steering Committee. **Map 4 – Master Thoroughfare Plan** at the end of Chapter 2 was revised by Baird, Hampton & Brown, Inc. in May 2009. The Plan shows a further extension of the

east side section of the proposed outer loop southward towards SH 114 and an outward adjustment of the northwestern section of the proposed outer loop.

Parks and Trails Master Plan

The City of Bridgeport Parks and Trails Master Plan, which was produced by Bucher, Willis & Ratliff Corporation (BWR) was officially adopted by the City Council in March 2007. This Plan was updated during the Community Plan review process at the direction of the City staff and the Community Plan Steering Committee. **Map 5 – Parks and Trails Master Plan** at the end of Chapter 2 was revised by BWR in August 2008. The changes to the Plan include the following: location adjustments to the areas proposed for future community parks, designation of a fourth area southeast of the City for a future community park along with another proposed trailhead, boundary correction for Northwest Park and the addition of three connecting links between the proposed equestrian trail and multi-use trail system.

Halsell Street Master Plan

In 2007, BWR was charged with gathering public and user input into the redesign of Halsell Street in downtown Bridgeport, extending from SH 114 to 16th Street, including a section of 10th Street as it connects into SH 114. To that end, several opportunities were created to gather public comments, including meetings at City Hall and along the street with the Main Street Board, downtown merchants, and City staff. Several concepts were created for street, sidewalk, drainage, monumentation, historical markers, entry features, and historical signage in order to create a unified image for the Halsell Street Corridor. The process continued with presentations and further refinement to produce a comprehensive redevelopment plan.

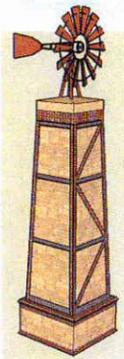
The scope of the Halsell Street Master Plan included investigation of the link to Bridgeport's historical roots. Building facades, roadway layout, drainage considerations, sidewalk accessibility, functionality for existing and proposed retail opportunities, and an enhanced visual recognition were brought together in workshops open to both City appointed participants, current Halsell Street stakeholders and the general public.

The roadway from 13th Street to SH 114 is proposed to be narrowed to two lanes, which will slow traffic down and also improve parking options (Ref. **Maps 9a and 9b – Halsell Street Master Plan** –

Pavement, Parking and Sidewalks). Wider sidewalks designed for handicap accessibility will be reconstructed adjacent to the existing structural facades. Crosswalks will have a special texture designed to mimic an earlier age in Bridgeport’s history. The plan includes installing an enclosed drainage system running down the center of the roadway to keep storm water away from the curbs.

The project is designed to be constructed in three phases (**Ref. Map 10 – Halsell Street Master Plan - Three Phases and Features**). Drainage considerations will dictate the order of roadway and sidewalk construction; however, landscape features may be added at any time within the project timeline. The recommended design features are described in detail as follows:

Wind Mill – Feature A

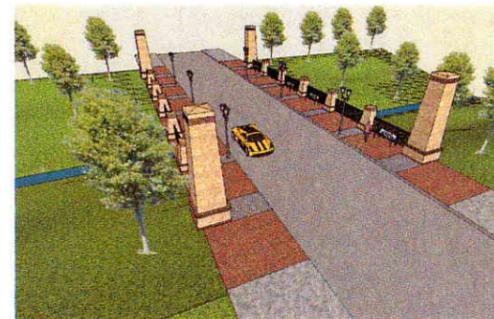


This wind mill monument will be located in an island in the center of Halsell Street at the intersection of 13th Street, with other monuments flanking it to the north and south. This monument is reminiscent of the days when Bridgeport actually had a working windmill in an intersection downtown.



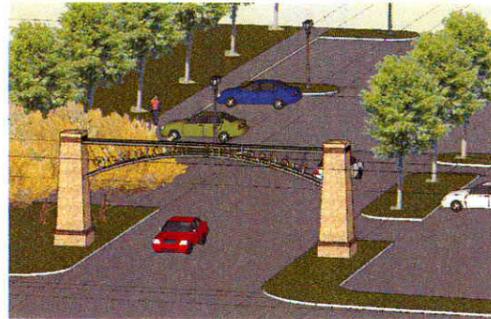
Halsell Street Bridge – Feature B

The Halsell Street Bridge will be renovated to be a more attractive entrance to the downtown area. These improvements will also serve to make the corridor more walkable as pedestrians cross the creek. Included in the design is accent paving, monumentation, ornamental guardrails, benches and lighting.



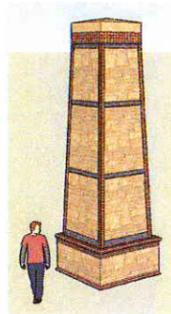
Gateway Feature – Feature C

This gateway feature will be located at 10th Street and SH 114 as a southern entrance to downtown. The bridge is symbolic of the first bridge to cross the Trinity River into Bridgeport and the materials represent the industrial era of Bridgeport and how it is bridged or connected to the modern day Bridgeport.



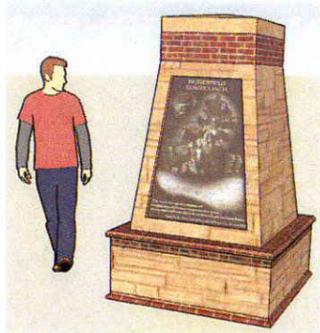
Entry Monument – Features A, B and C

This monument was designed to greet visitors as they enter the downtown corridor from the east and the west. The monuments will stand in pairs on opposite sides of Halsell Street to serve as a gateway to the downtown corridor. The City's history in mining and manufacturing are captured in this design with the use of limestone, brick and a black rock symbolizing coal in its construction.



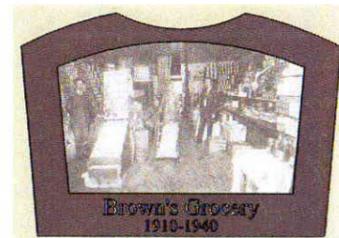
Historical Monument - Example

This monument is made of the same materials as the larger monuments which depict the City's industry. This monument is much smaller so that it can be incorporated in areas throughout downtown Bridgeport. Each monument will have a laser etched inlay that describes some event from Bridgeport's past, i.e. the Butterfield Stage, the railroad, the coal industry, etc.



Historical Marker - Example

This marker is to identify historical buildings or sites throughout the downtown area. The markers will be attached to buildings where they can be easily read. This is just one other avenue by which to convey bits of Bridgeport's history to those people visiting the downtown area.

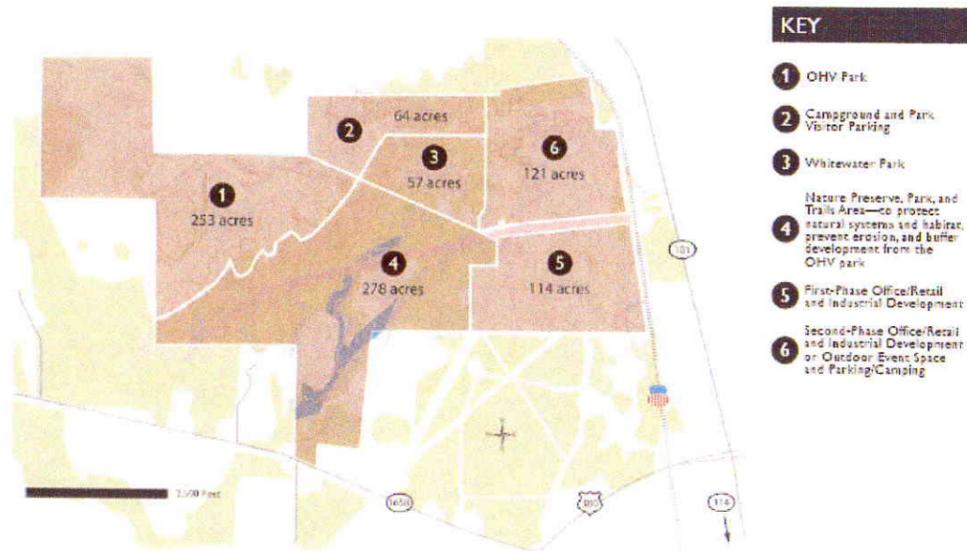


Bridgeport Recreational and Industrial Park – Preliminary Spatial and Economic Plan

Produced in September 2006, by Cody Thornton Consulting for the Bridgeport Economic Development Corporation (EDC), Jerome Frank Investments and the City of Bridgeport Parks and Recreation Department, this detailed plan serves as a guideline for recreational and industrial development respectively for the proposed Northwest Park and the EDC Business Park. The 900-acre site is currently owned by the Bridgeport EDC. The commissioned report is divided into three sections: Location, Design and Impact. The first section explores the Park at four scales: region, county, city and site. The second section provides the transition from the site-specific issues to explore the various programs that must be accommodated on-site, focusing on locating conflicting and complementary uses appropriately. The final section explores the likely and possible economic, social and spatial impacts of the recommended site design. Figure 2-2, below, shows the recommended land use plan for the proposed Northwest Park and the EDC Business Park.

Figure 2-2 – Northwest Park and EDC Business Park Recommended Land Use Plan

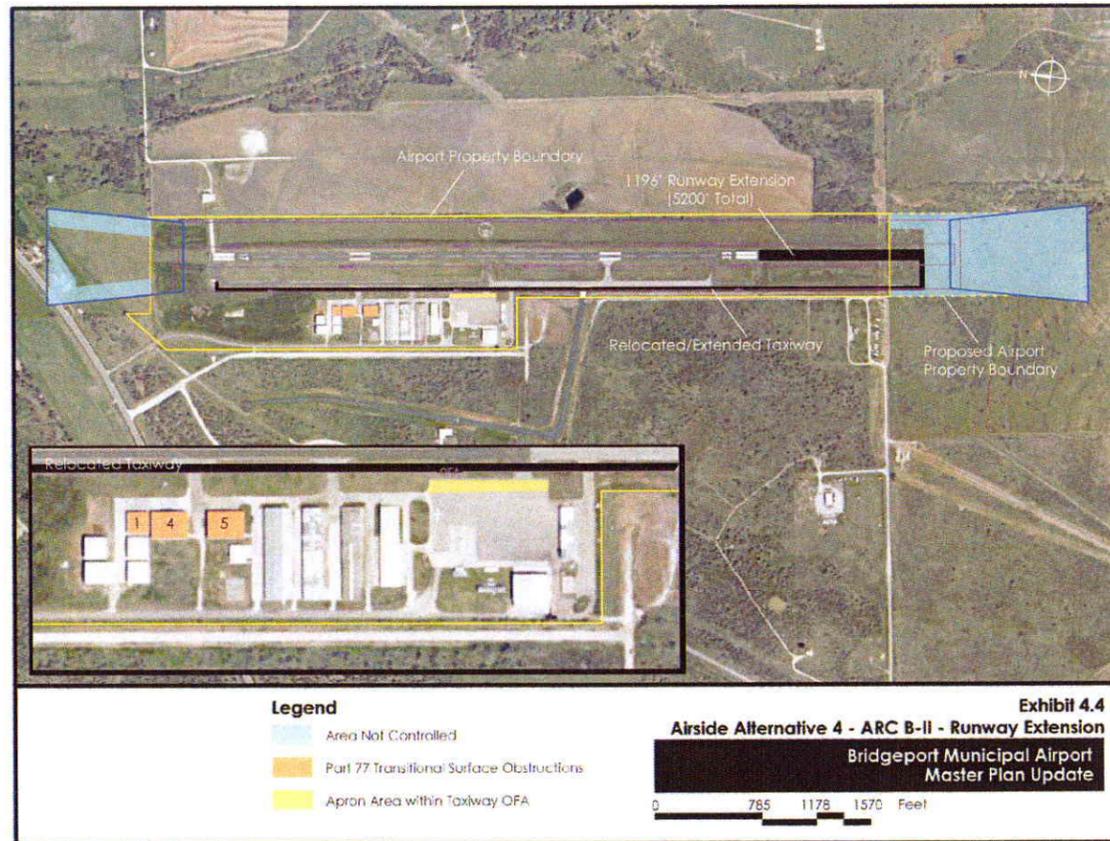
FIGURE 3-4 – Recommended Land Use Plan



Municipal Airport Master Plan

The City of Bridgeport Municipal Airport Master Plan, which was prepared by Wilbur Smith & Associates, was officially adopted by the City Council in May 2005. This Plan defines a concept for future development over the course of a 20-year planning period and was prepared in collaboration with Federal and State agencies, local officials and interested Airport users. The primary goal of the study was to identify facility needs and evaluate development alternatives in order to provide guidance for future development of the Airport. The Plan recommends improvements in accordance with specific Federal Aviation Administration (FAA) criteria, taking into consideration the significant shifts in aviation activity both within the North Texas region and at airports throughout the United States. A key component in the potential growth of the Municipal Airport is the recent addition of 80 more acres on the south side of the facility. Figure 2-3, below, illustrates the preferred development alternative included in this detailed study.

Figure 2-3 – Bridgeport Municipal Airport Master Plan



Development Patterns



major transportation corridors.

Growth and development in the City has been characterized by infill within historic Bridgeport and by newer suburban growth. Unincorporated areas outside Bridgeport in Wise County have been characterized by single-lot rural residences on county roads, and isolated rural subdivisions. These developments have been primarily along

Overview

The City seeks to manage growth in an orderly manner and not leapfrog beyond areas that can be reasonably served by utilities and services. Development patterns may be summarized as follows:

- Housing is still relatively affordable in Bridgeport, which helps attract new home buyers.
- The City continues to grow and develop, primarily in an eastward and southeastward direction based on current market trends, availability of utilities and the lack of natural barriers.
- An area for long-term business and industrial development has been identified and continues to be supported by the City (Northwest EDC Business Park).
- The City's development regulations and policies effectively address such issues as developer and City infrastructure responsibilities, development guidelines, etc., so that developers know what to expect and can be assured that the requirements will be applied consistently and equitably.
- In December 2007, the City created a Tax Increment Reinvestment Zone (TIRZ) to finance new and/or enhanced public improvements and infrastructure in an effort to attract private investment within the City.
- The Parks and Trails Master Plan effectively addresses new park and recreational needs and facilities for the community.



- The recently revised Water and Sanitary Sewer Master Plans will allow the City to adequately address the utility demands of future growth and development.

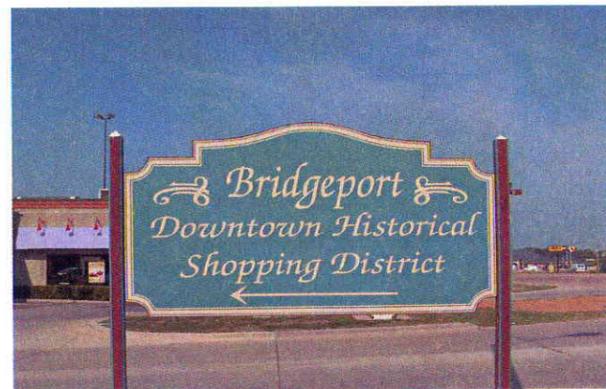
Economic Analysis



Bridgeport has an opportunity to take advantage of its location and quick access to Dallas/Ft. Worth metro area destinations. Bridgeport needs to market itself to draw people to the community.

Overview

Wayfinding signage at major intersections and travel corridors would help visitors find local destinations. Downtown has seen investments—by both the public and private sectors—and has opportunities for continued investment; however,



it still needs promotion as a unique destination, and still has vestiges of disinvestment. The City needs to continue as it has and plan for and invest in land for industrial and business park development.

Estimated Assessed and Actual Valuation

Based on assessment percentages provided by Texas Statutes and estimated appraised valuations provided by the Wise County Appraisal Office, the following table provides an estimated actual value for all taxable property within the City in the years indicated. The assessed valuations for each fiscal year have increased between 12-14 percent. The most recent year has seen the smallest increase.

Assessed Valuation

Fiscal Years	Valuation	Amount Increased	% Increase
2005-06	\$201,163,019		
2006-07	\$230,560,219	\$29,397,200	14.60%
2007-08	\$262,422,580	\$31,862,631	13.80%
2008-09	\$294,434,130	\$32,011,550	12.20%

Source: City of Bridgeport



Downtown Bridgeport is experiencing growth and redevelopment.

Largest Employers

The economy of Bridgeport is based on commercial, industrial and agricultural-related products, including production of concrete and cement, steel fabrication, and oil and gas production. No single employer dominates the City's work force. The City actively pursues and encourages industrial development through its own efforts and the efforts of organizations such as the Bridgeport Economic Development Corporation and the Bridgeport Chamber of Commerce.

The following table lists the largest employers in the City:

City Wide Employers

COMPANY	PRODUCT	EMPLOYMENT
NABORS DRILLING USA LLP	OIL AND GAS SERVICES	600
RICHEY OILFIELD CONSTRUCTION INC	OIL AND GAS SERVICES	518
BRIDGEPORT ISD	EDUCATION	414
DEVON GAS SERVICES L P	OIL AND GAS SERVICES	350
DOCTORS' HOSPITAL	MEDICAL SERVICES	220
FLINT ENERGY SERVICES INC	ENERGY SERVICES	206
BRIDGEPORT TANK TRUCKS LTD	OIL AND GAS SERVICES	167
TRINITY CARE CENTER	HEALTH CARE FACILITY	130
TXI/BRIDGEPORT STONE	LIMESTONE	117
GEO GROUP INC	CORRECTIONAL INSTITUTE	113
HANSON AGGREGATES	LIMESTONE	110
CITY OF BRIDGEPORT	MUNICIPAL SERVICES	100
WEST FORK TANK TRUCKS INC	OIL AND GAS SERVICES	90
CRISP INDUSTRIES INC	WELDING/STEEL INDUSTRIES	88
CCA-BRIDGEPORT	PRIVATE CORRECTION	
COIL TUBING SERVICES	FACILITIES (FEMALE ONLY)	60
EXTERRAN	OIL AND GAS SERVICES	60
SMITH OIL FIELD SERVICES INC	OIL AND GAS SERVICES	60
BRIDGEPORT FAMILY CLINIC	OILFIELD CONSTRUCTION	60
CORTEZ GROUP	MEDICAL SERVICES	59
PEAK USA	DEVELOPER	55
	OIL AND GAS SERVICES	51
IGA FOODLINER OF BRIDGEPORT TEXAS INC	GROCERY	48
WEATHERFORD US LP	OIL AND GAS SERVICES	45
SMITH INTERNATIONAL	OIL AND GAS SERVICES	41
WISE READY MIX CONCRETE INC	READY MIX CONCRETE	40
SUPERIOR FIBERGLASS	MANUFACTURING	36
BRIDGEPORT MANUFACTURING	MANUFACTURING	35
BAKER PETROLITE CORPORATION	OIL AND GAS SERVICES	30
BRIDGEPORT BUILDING CENTER	BUILDING SUPPLIES	30
FIRST STATE BANK	FINANCIAL SERVICES	27
BRIDGEPORT HEALTH CARE CENTER	HEALTH CARE FACILITY	25
	ELECTRICAL SERVICES FOR	
G R N ENTERPRISES INC	OIL WELLS	25
MB TRANSPORTATION INC	TRUCKING COMPANY	25
FIRST FINANCIAL BANK	FINANCIAL SERVICES	23
CD CONSULTING & OPERATING COMPANY	OIL AND GAS SERVICES	22
CHICO LIMESTONE INC	LIMESTONE	20
MANN REFRIGERATION	REFRIGERATION	20
SOUTHWEST INTERNATIONAL	TRUCKING COMPANY	20
WILSON SUPPLY CO	OIL AND GAS SERVICES	19
DOS CHILES GRANDES CAFE	FOOD SERVICES	17
NATIONAL OIL WELL L P	OIL AND GAS SERVICES	17
EXPRESS ENERGY SERVICES	OIL AND GAS SERVICES	15
PROTOCOL FEEDS	FEED AND FERTILIZER	15
RED MAN PIPE & SUPPLY CO	OIL AND GAS SERVICES	15
T & W TIRE	TIRE SALES AND SERVICES	15
THE BRIDGEPORT INDEX	NEWS	15
BASIC ENERGY SERVICES	OIL AND GAS SERVICES	14
LA QUINTA INN & SUITES	HOSPITALITY	14
	ROCK HAULER / OIL AND GAS	
NORTH TEXAS COMPRESSION	SERVICES	14
BRIDGEPORT PUMP & SUPPLY INC	OIL AND GAS SERVICES	12
CIT TELECOM	TELEPHONE SERVICES	12
MERIT ENERGY	OIL AND GAS SERVICES	12
ELLIOTT ELECTRIC SUPPLY	ELECTRICAL SERVICES	11
RICK'S AUTO REPAIR & TOWING	TOWING COMPANY	11
STINGER WELLHEAD PROTECTION		
INCORPORATED	OIL AND GAS SERVICES	11
BEST WESTERN BRIDGEPORT INN	HOSPITALITY	10
BRIDGEPORT FEED STORE	FEED AND FERTILIZER	10
CATERING BY SAGEBRUSH CAFE	CATERING	10
COMMUNITY BANK	FINANCIAL SERVICES	10
ENGINE & COMPRESSOR SERVICES	OIL AND GAS SERVICES	10
SKILLWORTH SOUTHERN MILLWORKS INC	CUSTOM WOOD MADE DOORS	10

Source: City of Bridgeport EDC

Sales Tax

The following table shows sales tax collections for the City of Bridgeport.

Sales Tax Collections				
Fiscal Years	Actual	Actual	Projected	% Increase
2006-07	\$2,357,240			
2007-08		\$2,507,336		6.00%
2008-09			\$2,600,000	4.00%

Source: City of Bridgeport



Commercial development is continuing along US Highway 380.

Building Permits

The following table shows the total volume and estimated valuation of new building permits issued by the City during the years indicated:

Building Permits Issued by Type per Year				
Year	New Residential Units	Residential Construction Valuation	New Commercial Units	Commercial Construction Valuation
2005	72	\$4,922,981	10	\$25,312,000 *
2006	36	\$4,151,226	6	\$3,401,000
2007	17	\$1,561,050	10	\$4,151,226
2008	21	\$2,216,572	9	\$4,973,313
Total	146	\$12,851,829	35	\$37,837,539

Source: City of Bridgeport

* 2005 Doctors' Hospital pulled permits this year, rather than 2007 when construction began.

Employment and Unemployment

Employment is measured by the number of full-time and part-time jobs in an area. It includes farm workers and the self-employed as well as the non-agricultural wage and salary workers. The employment levels are measured where the jobs are (place-of-work) rather than where the workers live (place-of-residence).



Bridgeport has benefited from substantial growth in new and expanding businesses.

Employment by Occupation

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Employed civilian population 16 years and over	1717		22665		9234372	
Management, Professional and Related Occupations	420	24.50%	5935	26.20%	3078757	33.30%
Service Occupations	372	21.70%	3216	14.20%	1351270	14.60%
Sales and Office Occupations	326	19.00%	5765	25.40%	2515596	27.20%
Farming, fishing, and forestry occupations	11	0.60%	248	1.10%	61486	0.70%
Construction, extraction, and maintenance occupations	271	15.80%	3199	14.10%	1008353	10.90%
Production, transportation, and material moving occupations	317	18.50%	4302	19.00%	1218910	13.20%
Totals	1717	100%	22665	100%	9234372	100%

Source: US Census Bureau

Income

Median household income in Bridgeport is \$31,016, which is lower than that of Wise County (\$41,933) and the State of Texas (\$39,927).

Bridgeport Income Distribution

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Total Households	1,406		17,180		7,397,294	
Less than \$10,000	168	11.90%	1,433	8.30%	767,505	10.40%
\$10,000 to \$14,999	132	9.40%	1,044	6.10%	491,154	6.60%
\$15,000 to \$24,999	221	15.70%	2,352	13.70%	1,004,123	13.60%
\$25,000 to \$34,999	253	18.00%	2,146	12.50%	996,141	13.50%
\$35,000 to \$49,999	209	14.90%	3,143	18.30%	1,219,358	18.40%
\$50,000 to \$74,999	270	19.20%	3,886	22.60%	1,359,437	18.40%
\$75,000 to \$99,999	92	6.50%	1,810	10.50%	705,684	9.50%
\$100,000 to \$149,000	45	3.20%	1,049	6.10%	536,018	7.20%
\$150,000 to \$199,000	16	1.10%	192	1.10%	153,492	2.10%
\$200,000 or more	0	0.00%	125	0.70%	164,382	2.20%
Median household income (\$)	\$31,016		\$41,933		\$39,927	
Per capita income (\$)	\$13,335		\$17,729		\$19,617	

Source: US Census Bureau

Demographic Analysis

Introduction

The US Census Bureau's *2000 Census Brief* stated that the Nation's 1990 to 2000 population increase was the largest in American history. The population growth of 32.7 million people between 1990 and 2000 represents the largest census-to-census increase to date. Population growth across the United States varied significantly by region in the 1990's, with higher rates in the West (19.7%) and the South (17.3%) and much lower rates in the Midwest (7.9 %) and the Northeast (5.5%).

In September 1997, the City of Bridgeport had an estimated population of 4,472 people. This represented a significant increase since the 1990 census reported the Bridgeport population as 3,581. According to the official returns of the TWENTY-SECOND DECENNIAL CENSUS OF THE UNITED STATES, on file in the US Census Bureau, the population counts as of April 1, 2000, for the City of Bridgeport, Texas were 4,827 (see correction explanation in "Population Projection"). This growth trend

represents a significant increase of 34%. In early 2007, the North Central Texas Council of Governments released 2007 population estimates showing a projected population for Bridgeport of 5,600, an increase of 150 residents from 2006. This made Bridgeport one of the fastest growing cities in Wise County from 2006-2007, with a growth rate of 2.75%.

As shown in the charts below, the composition of Bridgeport residents in 1990 was 87.6 percent White, 18.8 percent Hispanic Origin of any race, and 0.7 percent Black. Also, the 1990 Census reported that 0.4 percent of Bridgeport citizens were American Indians, and 11.3 percent were indicated as other race. There was no Asian population indicated for Bridgeport by the 1990 Census. These numbers changed slightly from 1990 to 2000 with the percentage of minority population increasing in all minority categories.

Bridgeport Population Demographics

	1990		2000		Change 1990-2000	
	Persons	% of Total	Persons	% of Total	Change	% Change
White	3138	88%	3445	80%	307	10%
Black	24	1%	114	3%	90	375%
American Indian	14	0%	19	0%	5	36%
Asian or Pacific Islander	0	0%	7	0%	7	N/A
Other Race**	405	11%	632	15%	227	56%
Two or More Races*	N/A	N/A	92	2%	N/A	N/A
Total Population by Race (Hispanics included in all races)	3581	100%	4309	100%	728	20%
Hispanic Origin (Any Race)	673	19%	1215	28%	542	81%

Source: NCTCOG Census 2000 (<http://dfwinfo.com/>)

According to 2000 Census data, the median age of the Bridgeport population is 32.5 years and roughly 30 percent is under 18 years old. Even though there are large percentage increases in minority population groups, there has not been a significant change in the overall population composition of Bridgeport from 1990 to 2000.

Racial and Ethnic Diversity

The table below identifies the racial and ethnic diversity in Bridgeport from the 2000 Census. Minority population (Non-white) in Bridgeport is about 20.06% of the total population, with over 28% being of Hispanic origin, which is significantly higher than that of Wise County, at 10.80%. In contrast, the State of Texas has a 32.0 % non-white population.

Current Bridgeport Racial Demographics

Race alone	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
White	3,445	79.95%	44,707	91.01%	14,799,505	71.00%
Black or African American	114	2.64%	600	1.23%	2,404,566	11.50%
American Indian and Alaska Native	19	0.44%	366	0.75%	118,362	0.60%
Asian	5	0.12%	107	0.22%	561,319	2.70%
Native Hawaiian and Other Pacific Islander	2	0.05%	21	0.04%	14,434	0.10%
Some other race	632	14.70%	2,456	5.03%	2,438,001	11.70%
Two or more races	92	2.10%	836	1.72%	514,633	2.40%
Totals	4,309	100.00%	49,093	100.00%	20,850,820	100.00%
Hispanic or Latino (of any race)	1,215	28.19%	5,248	10.80%	6,669,666	32.00%

Source: US Census Bureau

Current Population

In November 2002, the City of Bridgeport submitted a Group Quarters Challenge to the United States Census Bureau that identified two areas of Bridgeport that were not included in the original Census 2000. As of May 2003, the City of Bridgeport received a certified letter from the Director of the Census Bureau revising the 2000 population figure upward from 4,309 to 4,827. However, all of the North Central Texas Council of Governments (NCTCOG) projected population estimates, for the City of Bridgeport, as well as demographic trends, are based on the inaccurate original census figures of 4,309, understating both the City's current and projected population over the 20 year planning horizon. The City Council adopted Resolution 09-11 on May 5, 2009, declaring Bridgeport's population to be 6,045.

Assuming that the growth rate percentages used by the NCTGCOG are correct, and if applied to the adjusted figure of 4,827, then the population projection for the City of Bridgeport would be more accurately depicted as shown in the table below:

Population and Population Projection						
2000	2005	2010	2015	2020	2025	2030
4,827	5,647	6,437	6,596	7,506	8,369	10,461

Household Type and Size

The average household size in Bridgeport is 2.86 persons per household, slightly greater than the household size for Wise County, and the State of Texas. The 2000 Census reported that approximately 74% of the households in Bridgeport are “families,” lower than that of Wise County but higher than the State of Texas, which reflects the attractiveness of the community for younger families with children.

Households by Type

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Family Households	1,023	74.00%	13,465	78.40%	5,247,794	71.00%
Married Couple Family	804	58.10%	11,347	66.10%	3,989,741	54.00%
Female Householder, No Husband	155	11.20%	1,411	8.20%	937,589	12.70%
Nonfamily households	360	26.00%	3,713	21.60%	2,145,560	29.00%
Households 65 Years or Older	131	11.60%	1,225	7.10%	536,286	7.30%
Total Households	1,383	100%	17,178	100%	7,393,354	100%
Average Household size	2.86		2.77		2.74	
Average family size	3.4		3.14		3.28	

Source: US Census Bureau

Housing

The majority of Bridgeport’s owner-occupied housing units are within the \$50,000 to \$99,000 range. While this is advantageous, the local real estate market does not offer a variety of housing within all price ranges.

Bridgeport Housing Values and Rents

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Specified Owner-Occupied Units	726	100%	6,680	100%	3,849,585	100%
Less than \$50,000	264	36.36%	1,241	18.60%	875,444	22.70%
\$50,000 to \$99,999	334	46.00%	2,663	39.90%	1,561,509	40.60%
\$100,000 to \$149,999	66	9.10%	1,418	21.20%	700,830	18.20%
\$150,000 to \$199,999	28	3.90%	814	12.20%	335,179	8.70%
\$200,000 to \$299,999	34	4.70%	409	6.10%	223,968	5.80%
\$300,000 to \$499,999	0	0.00%	87	1.30%	104,821	2.70%
\$500,000 to \$999,999	0	0.00%	19	0.30%	37,639	1.00%
\$1,000,000 or more	0	0.00%	29	0.40%	10,137	0.30%
Median Housing Value	\$63,100		\$89,100		\$82,500	
Specified Renter-Occupied Units	466		3,016		2,649,196	
Median Rent	\$502		\$484		\$574	

Source: US Census Bureau

The majority of Bridgeport’s housing is occupied. While Bridgeport differs in owner–occupied housing and renter-occupied housing with Wise County, it is similar to the State of Texas as a whole. The median rent is slightly higher in Bridgeport than in Wise County. Median housing value is below that of Wise County and the State of Texas.

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Total housing units	1,515	100%	19,242	100%	8,157,575	100%
Occupied housing units	1,383	91.30%	17,178	89.30%	7,393,354	90.60%
Owner-occupied housing units	932	67.40%	13,988	81.40%	4,716,959	63.80%
Renter-occupied housing units	451	32.60%	3,190	18.60%	2,676,395	36.20%
Vacant housing units	132	8.70%	2,064	10.70%	764,221	9.40%
Homeowner vacancy rate	1.20%		2.30%		1.80%	
Rental vacancy rate	4.20%		6.60%		8.50%	

Source: US Census Bureau

Age Distribution

The age distribution in Bridgeport is roughly consistent with Wise County and slightly younger than the State of Texas.

The median age in Bridgeport is 32.5. This compares nationally with a median age of 35.3.

	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
0-4 Under 5 years	346	8.00%	3,317	6.80%	1,624,628	7.80%
5-19 Generation Y	1,065	24.70%	11,763	24.10%	4,921,608	23.60%
20-34 Generation X	913	21.20%	8,921	18.30%	4,701,487	22.50%
35-44 Tweeners	679	15.80%	8,376	17.20%	3,322,238	15.90%
45-54 Baby Boomers	469	10.90%	6,556	13.40%	2,611,137	12.50%
55-64 Empty Nesters	261	6.10%	4,682	9.60%	1,598,190	7.70%
65 years and over Seniors	576	13.40%	5,178	10.60%	2,072,532	9.90%
Total	4,309	100%	48,793	100%	20,851,820	100%

Source: US Census Bureau

Education

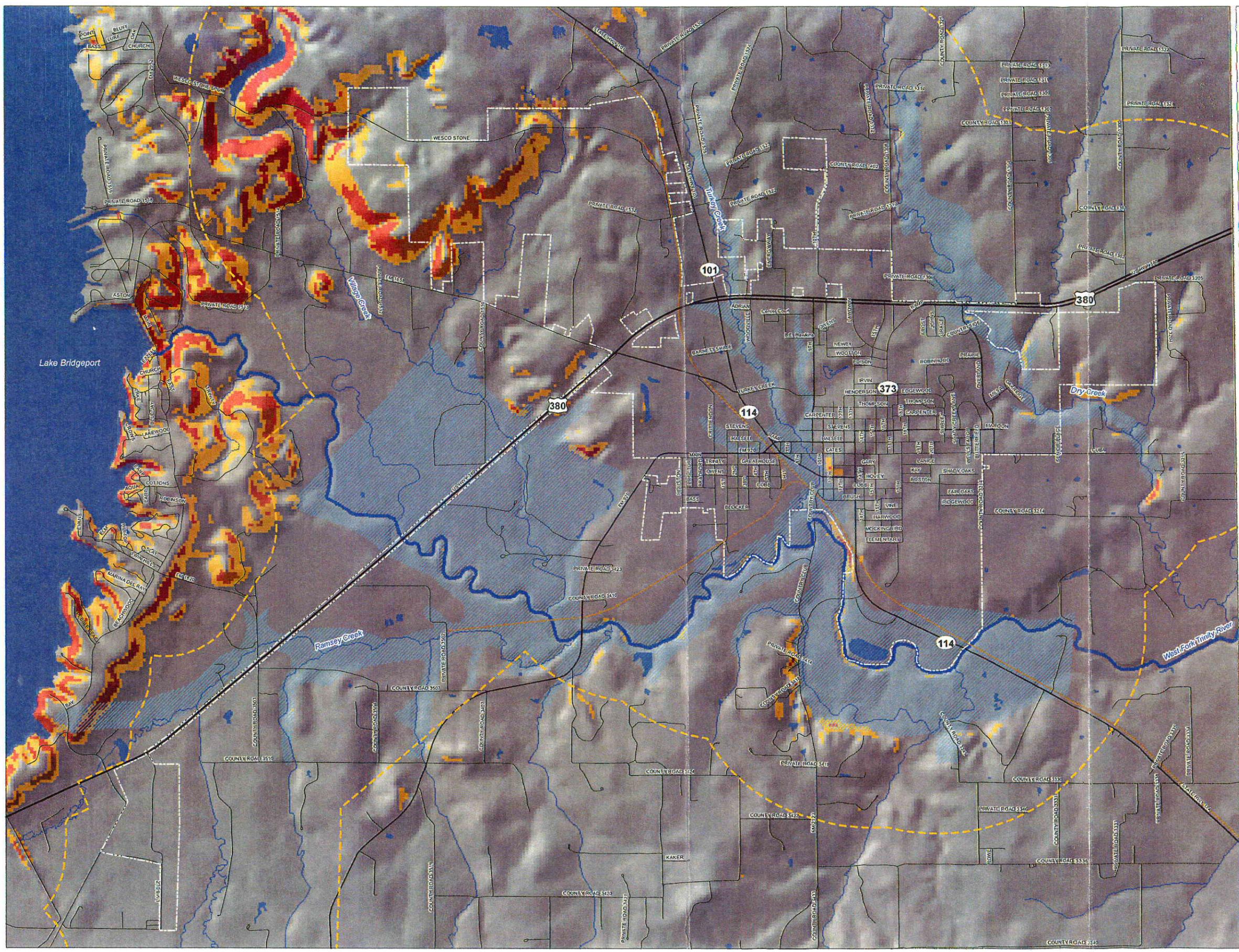
Bridgeport residents as a whole have a lower percentage of high school graduates and degree holders than Wise County, and the State average.

Bridgeport Educational Attainment						
	Bridgeport		Wise County		Texas	
	Number	%	Number	%	Number	%
Less than 8 th Grade	498	19.00%	2,577	8.30%	1,465,420	11.50%
9 th to 12 th Grade	381	14.50%	4,875	15.70%	1,649,141	12.90%
High School Graduate	859	32.70%	10,819	34.80%	3,176,743	24.80%
Some College, No Degree	466	17.70%	7,322	23.50%	2,858,802	22.40%
Associate Degree	86	3.30%	1,499	4.80%	668,494	5.20%
Bachelor's Degree	234	8.90%	2,868	9.20%	1,996,250	15.60%
Graduate/Prof. Degree	103	3.90%	1,170	3.80%	976,043	7.60%
% High School Graduates or Higher	66.50%		76.10%		75.70%	
% Bachelor's Degree or Higher	12.80%		13.00%		23.20%	

Source: US Census Bureau

Natural Features Map

- LEGEND**
-  City Limit
 -  1-Mile ETJ
 -  West Fork Trinity River
 -  Streams
 -  Floodplain
 - Slope (30 meter resolution)**
 -  10% - 15%
 -  More than 15%



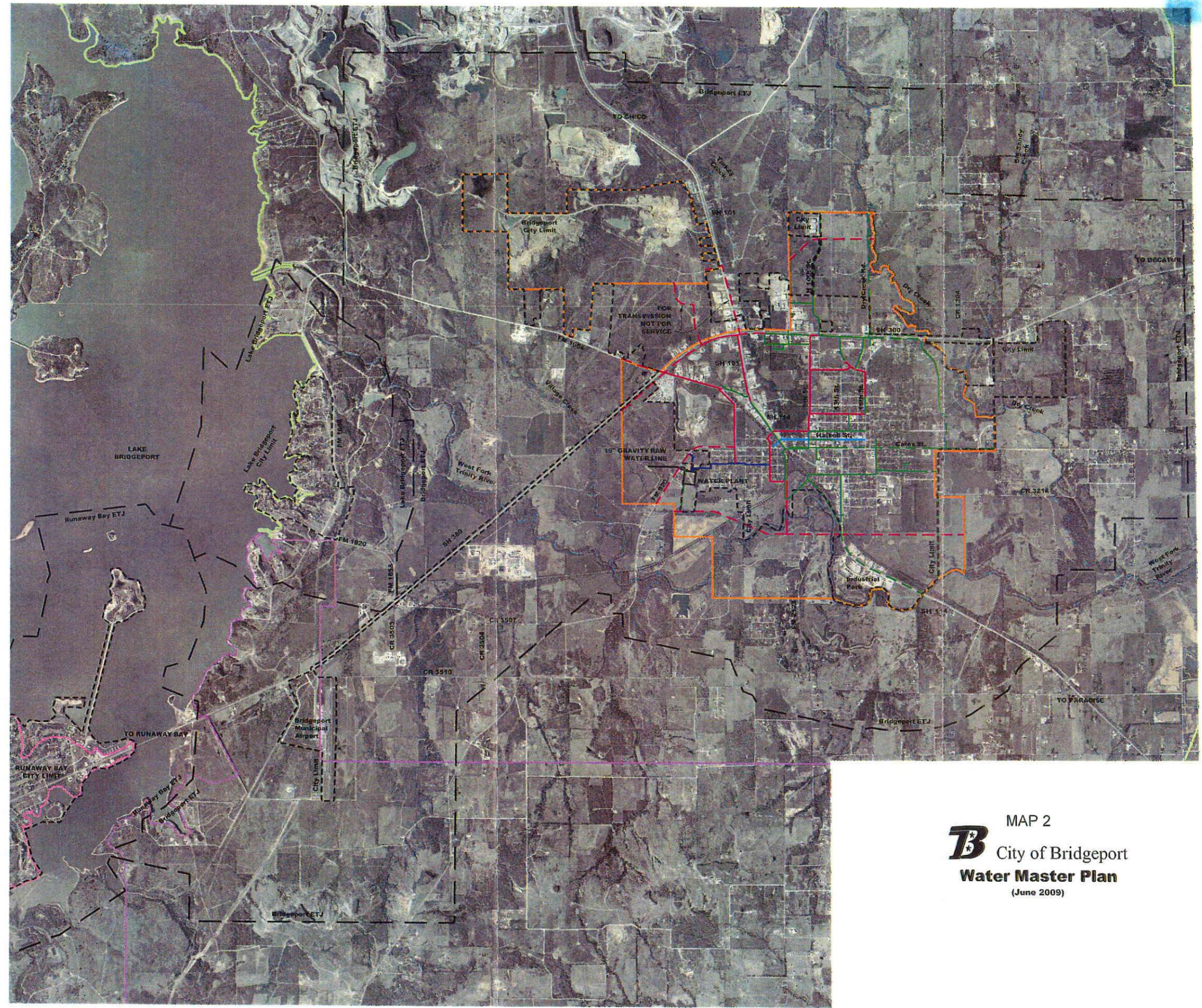
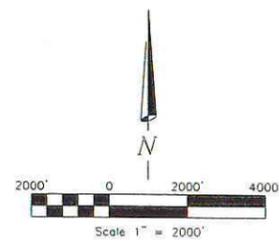
July 2009
 NAD 83 State Plane Texas North Central



LEGEND

EXISTING	PROPOSED

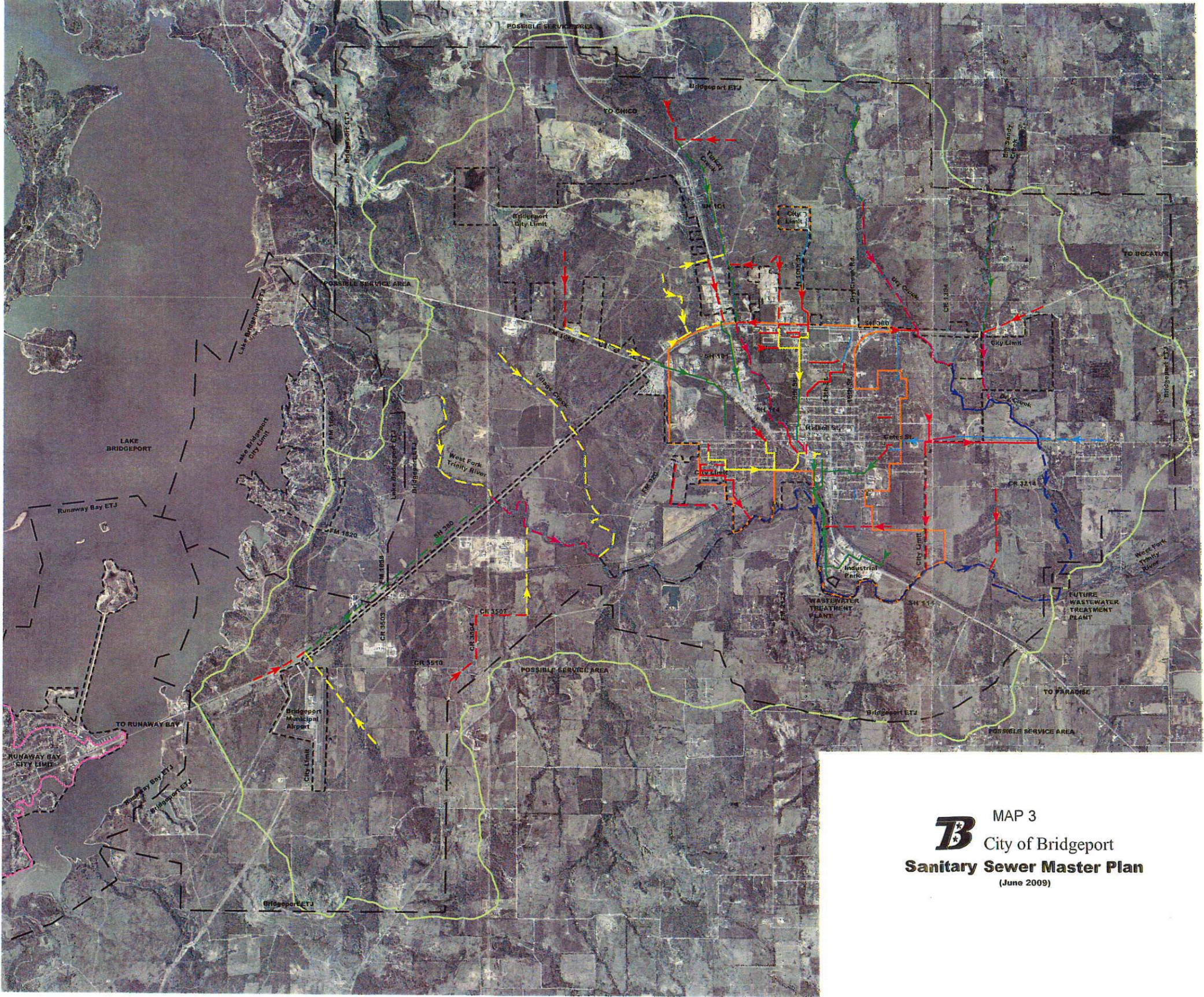
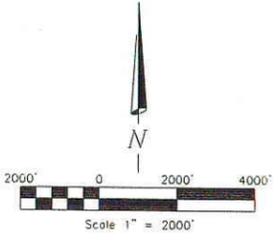
16" WATER
 14" WATER
 12" WATER
 8" WATER
 WATER C.C.N.
 WEST WISE S.U.D. C.C.N.
 WALNUT CREEK S.U.D. C.C.N.
 RUNAWAY BAY WATER C.C.N.



B MAP 2
 City of Bridgeport
Water Master Plan
 (June 2009)

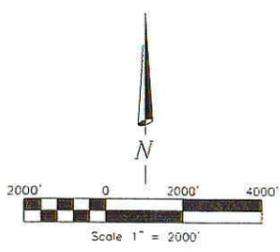
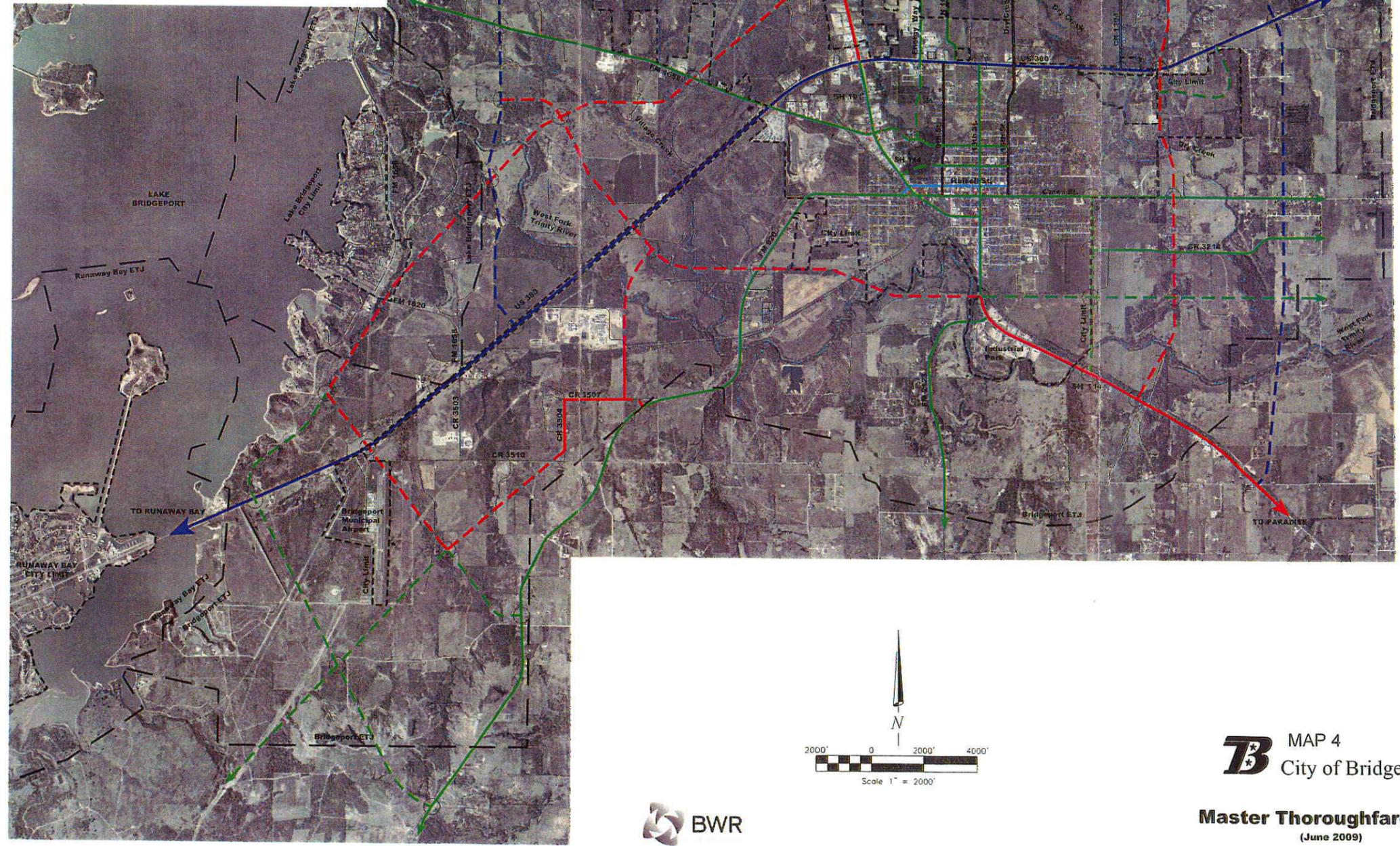
LEGEND

EXISTING	PROPOSED
21" S.S.	Blue dashed line
18" S.S.	Black dashed line
15" S.S.	Red dashed line
12" S.S.	Green dashed line
10" S.S.	Yellow dashed line
8" S.S.	Red dashed line
FORCE MAIN	Blue solid line
SEWER C.C.N.	Yellow solid line
RUNAWAY BAY SEWER C.C.N.	Pink solid line



B MAP 3
 City of Bridgeport
Sanitary Sewer Master Plan
 (June 2009)

SYMBOL	DESIGNATION	DESCRIPTION	PAVEMENT WIDTH	R.O.W. WIDTH
	Principal Arterial	Four Lanes Divided (12' Shoulder / 2-12' / 4' Shoulder / 67' Median / 4' Shoulder / 2-12' / 12' Shoulder)	147'	197' - 266'
	Collector 'A'	Four Lanes Divided (2-12' / 16' Median / 2-12')	64'	85'
	Collector 'B'	Four Lanes Undivided (2-12' / 2-12')	48'	65'
	Collector 'C'	Two Lanes with Center Turn Lane (1-12' / 16' Turn Lane / 1-12')	40'	60'
	Historical District	Two Lanes Undivided Roadway with Angular Parking (22' Parking / 1-12' / 1-12' / 8' Parking)	54'	75'
	Commercial / Industrial	Two Lanes with Center Turn Lane (1-12' / 12' or 16' Turn Lane / 1-12')	36' - 40'	60'
	Local Street	Two Lanes Undivided Roadway (1-13' or 1-15' / 1-13' or 1-15')	26' - 30'	50' - 60'
	Country Lane	Two Lanes Undivided with Borrow Ditches (1-12' / 1-12')	24'	60'
	Existing Signalized Intersection			
	Future Signalization			

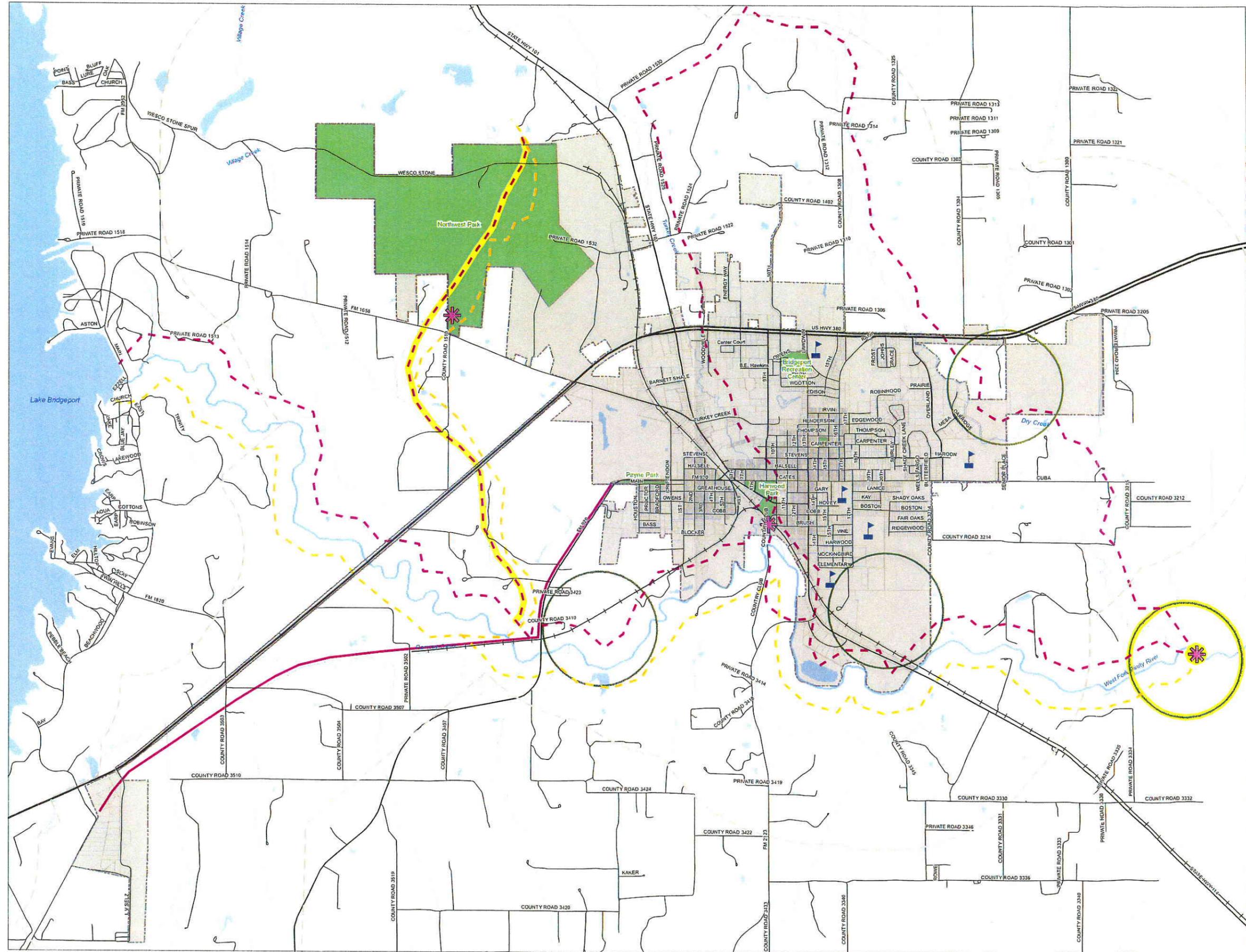


Parks and Trails Master Plan

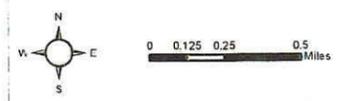
(Revised August 2008)

LEGEND

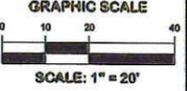
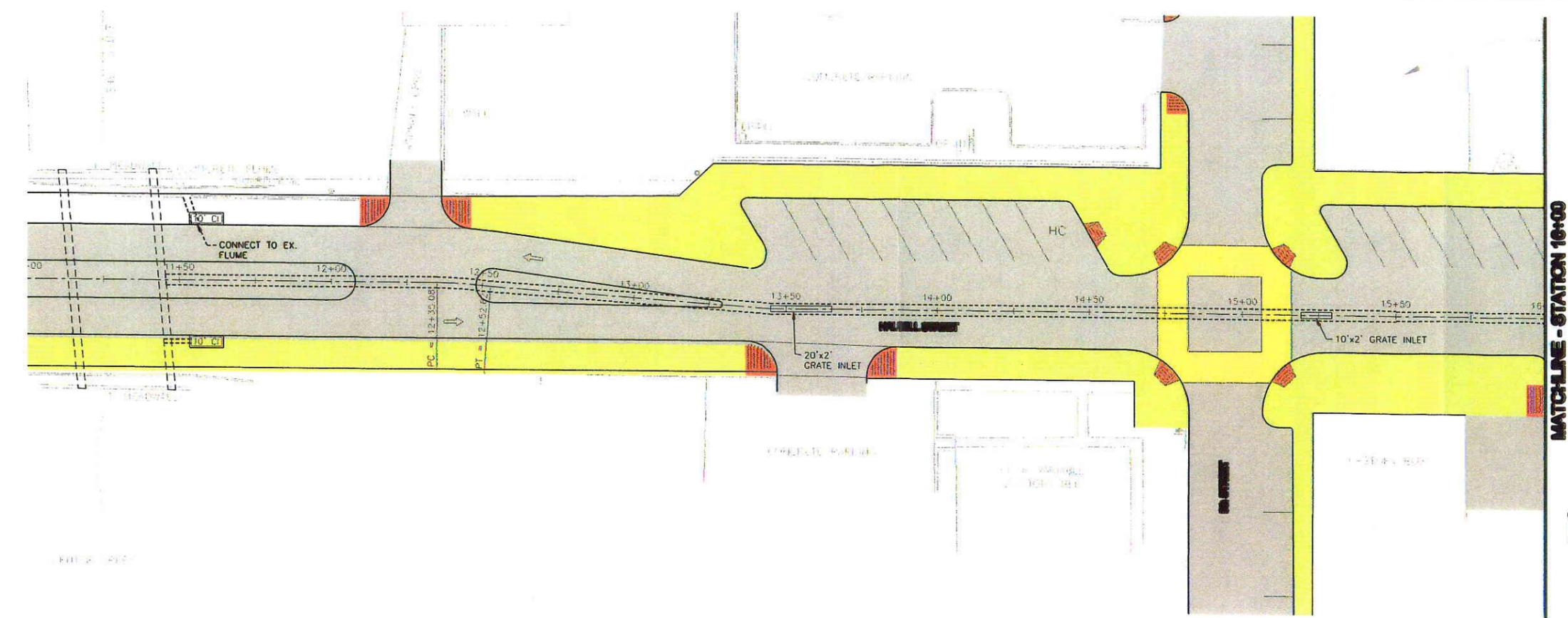
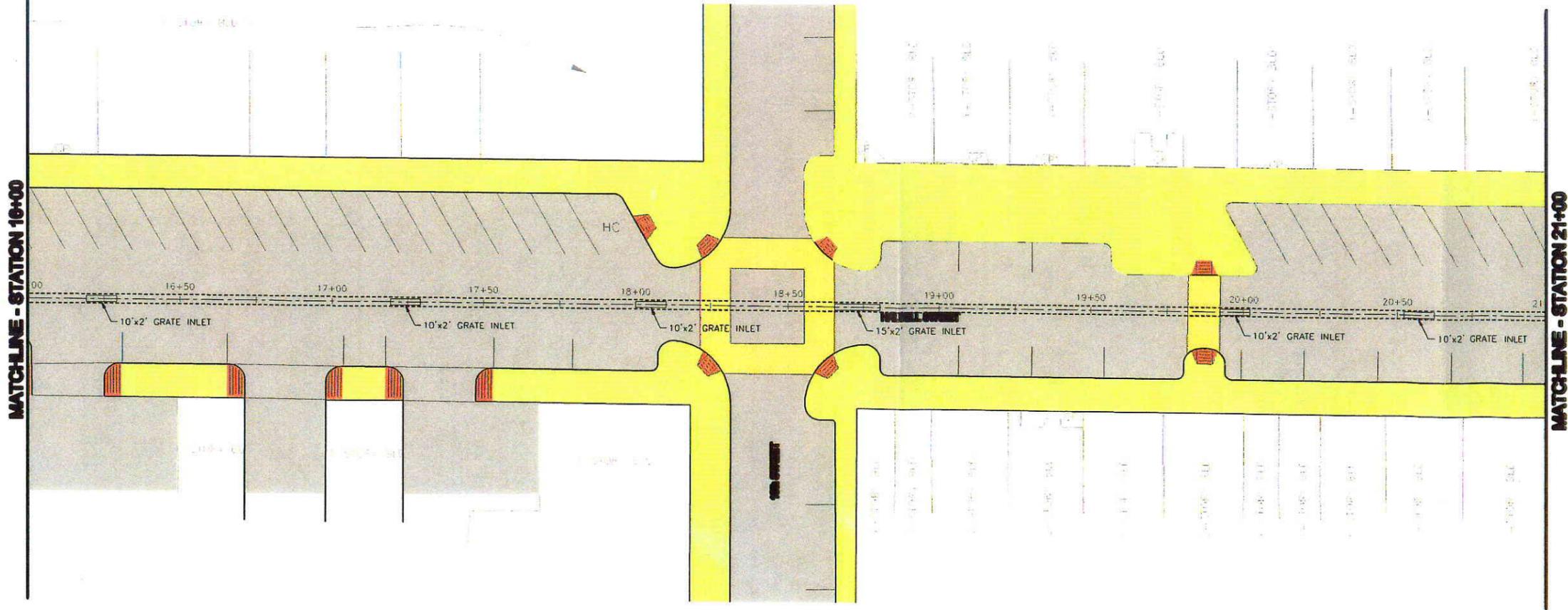
- Proposed Trailhead
- Schools
- 1-Mile ETJ
- Railroads
- Equestrian Trail
- Multi-Use Trail
- Butterfield Trail
- Proposed Areas for Community Parks
- Existing Parks
- Parcels
- West Fork Trinity River
- Streams
- Lakes
- City Limit
- Features added during the Community Plan public involvement process. These features were not included in the adopted Parks and Trails Master Plan.



June 2009
 NAD 83 State Plane Texas North Central



Drawing Name: R21007-0171 Bridgeport Projects 08/18/08 Project 02 - Halsell Street Master Plan/Construction Plans/0171.02 - HALSELL STREET Presentation/Drawings/08/18/08 - 01.kwd



MATCHLINE - STATION 16+00

MATCHLINE - STATION 21+00

CITY OF BRIDGEPORT
 WISE COUNTY, TEXAS
 HALSELL STREET MASTERPLAN
 PAVEMENT, PARKING & SIDEWALKS

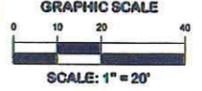
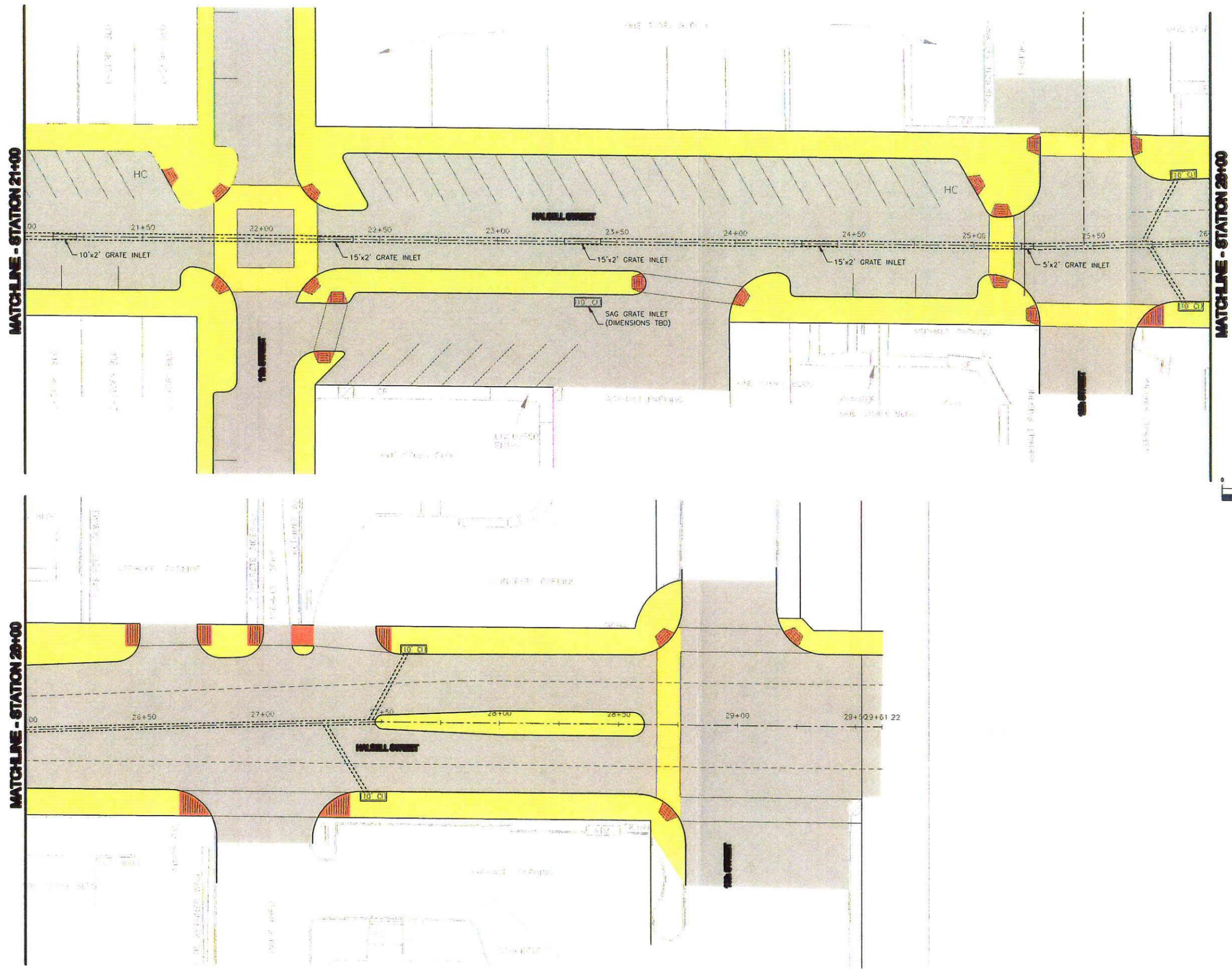
PROJECT NO.	2007-0171.02
DRAWN BY	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
REVISIONS	DATE
ISSUE DATE	08/18/08

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SHEET OF

BWR
 Right in the Center
 8140 Walnut Hill Lane | Suite 900 | Dallas, Texas 75231-4356
 P 214.373.7873 | F 214.373.7875

Drawing Name: R:\2007-0171 Bridgeport Projects\030107\Project 02 - Halsell Street Master Plan\Cadd\LAND\Sheet Files\7-0171.02 - HALSELL STREET presentation handouts.dwg, Sep 18, 2008 - 8:18am

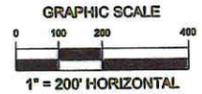
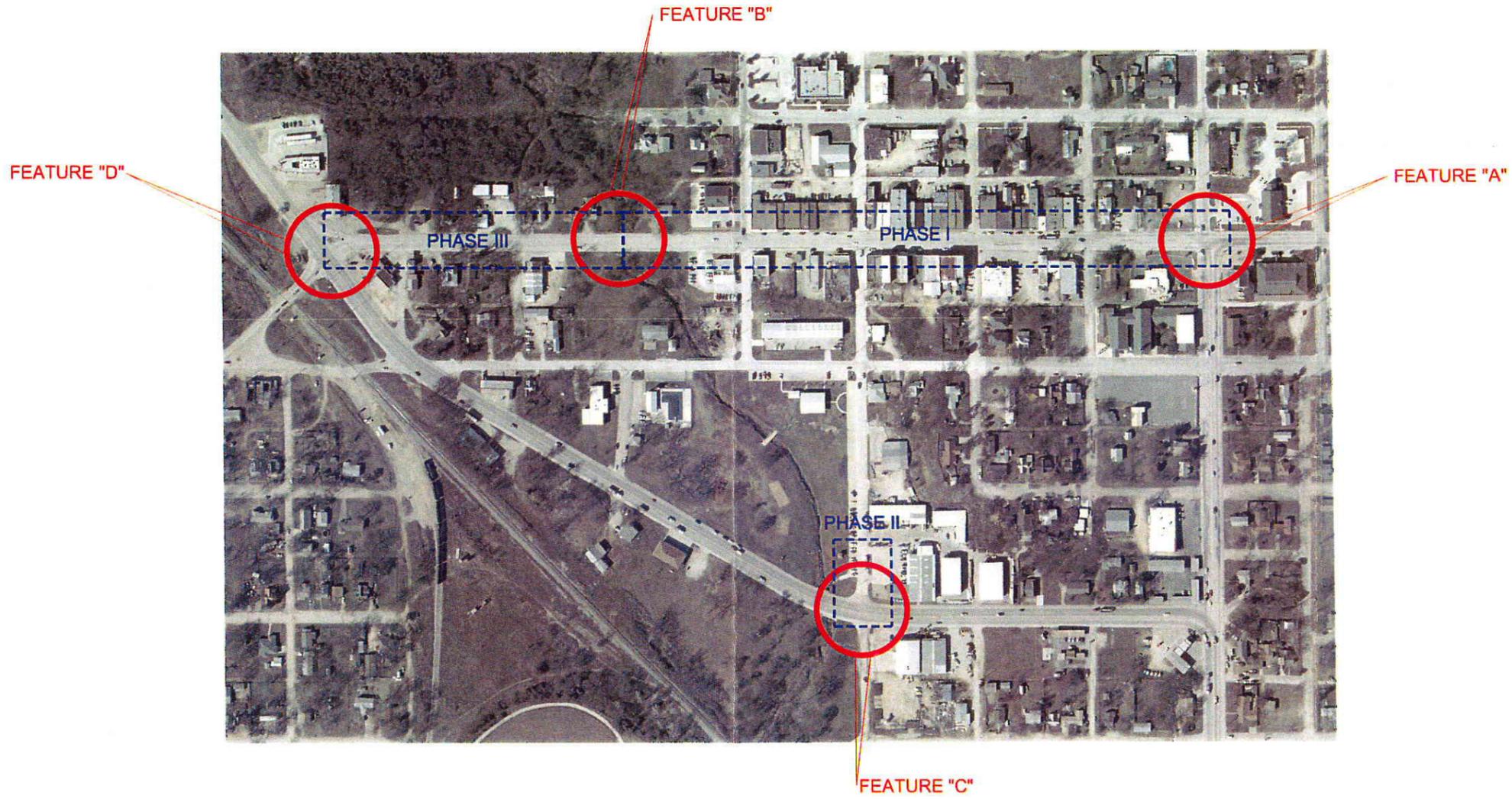


**CITY OF BRIDGEPORT
WISE COUNTY, TEXAS
HALSELL STREET MASTERPLAN
PAVEMENT, PARKING & SIDEWALKS**

PROJECT NO.	2007-0171.02
DRAWN BY	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
REVISIONS	DATE
ISSUE DATE	08/18/08

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Right in the Center
8140 Walnut Hill Lane | Suite 900 | Dallas, Texas 75231-4356
P 214.373.7873 | F 214.373.7875

Drawing Name: R:\2007-0171 Bridgeport Projects\030107\Project 02 - Halsell Street Master Plan\Cadd\LAND\Sheet\Non-plan en\OVERALL CITY PLAN.dwg Sep 16, 2008 - 6:26am



BWR
Right in the Center

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P 214.373.7873 | F 214.373.7875

**CITY OF BRIDGEPORT
WISE COUNTY, TEXAS**

**HALSELL STREET MASTERPLAN
THREE PHASES AND FEATURES**

PROJECT NO.	2007-0171.02
DRAWN BY	DATE
CHECKED BY	DATE
DESIGNED BY	DATE
REVISIONS	DATE
ISSUE DATE	08/18/08

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SHEET OF

Introduction

Using the valuable public input gained throughout the planning process—this Chapter outlines “Goals”, “Objectives”, and “Action Steps” for implementing the Community Plan’s recommendations. The “Action Steps” are further detailed in **Chapter 5, Implementation Strategy** with recommended time frames and responsible parties for implementation. These Goals, Objectives, and Action Steps express how the City Planning and Zoning Commission and the City Council intend to work with the citizens-at-large, local stakeholders, and the development community in shaping the City’s growth over the next 20 years—and beyond.

The Goals and Objectives should be utilized throughout the decision-making process when it comes to future land use and development-related issues. The goals are organized by the key topics of interest to the Bridgeport community, as expressed in the public workshops:

- **Land Use - Growth, Development, and Redevelopment**
- **Community Form and Identity**
- **Public Services and Facilities**
- **Transportation Systems**
- **Parks, Open Space, and Recreation**

GOAL: LAND USE – GROWTH, DEVELOPMENT AND REDEVELOPMENT

Orderly growth and development that reduces the amount of under-utilized land in Bridgeport, strengthens the City’s commercial and industrial tax base, preserves existing neighborhoods, and provides affordable housing opportunities.

OBJECTIVE 1

Manage growth in an orderly manner that creates compact and contiguous development patterns and not leapfrog beyond areas that can be reasonably served by utilities and services.

ACTION STEPS

1. Promote annexation of unincorporated “infill” areas contiguous to the City limits in response to growth.
2. Require developments to analyze their impact on public utilities and to make improvements to accommodate the development’s impact.
3. Promote quality commercial development (retail/office/restaurants/grocery store) along the US Highway 380, SH 114 and Loop 373 corridors.
4. Require flood studies for development in the floodplain; and prohibit development in the floodway.
5. Create a new mixed use land use category and a zoning district classification to accommodate changing market demands and to avoid multiple zoning map amendments.

OBJECTIVE 2

Identify dilapidated and under-utilized areas within the community for development and redevelopment.

ACTION STEPS

1. Protect and revitalize the Historic Downtown Halsell Street area by establishing a downtown mixed use land use and zoning district that includes specific design and development standards.
2. Identify a desired mix of businesses for the downtown area and implement a strategy to attract those businesses, seeking new and continued investment.
3. Implement the Halsell Street Master Plan which addresses the following: street design, parking, sidewalks, streetscape elements, gateways/monuments, signage, lighting, drainage and traffic control devices.
4. Target on-going housing and infrastructure improvements throughout the west side of town and other older neighborhoods.
5. Establish a corridor overlay zoning district and a strategic financial incentive plan for the redevelopment of the aging SH 114, US Highway 380 and SH 101 Commercial and Industrial Corridors.
6. With the developer, prepare a detailed concept plan for the designated mixed use area surrounding the new Doctors’ Hospital and Medical Office Center in order to ensure quality and compatible development.

OBJECTIVE 3

Adopt development guidelines and standards so developers know what to expect and requirements will be applied consistently and equitably.

ACTION STEPS

1. Consider adopting design guidelines for new commercial development and redevelopment along the US Highway 380, SH 114 and SH 101 corridors.
2. Standards for the redevelopment of the Downtown Halsell Street area should be promoted and enforced to establish and maintain the unique character of the Historic Downtown.
3. Update high density land use development standards to include:
 - a. Location on arterial and collector streets,
 - b. Incentives for enhanced building design and amenities,
 - c. Incentives for enhanced site design and amenities, and
 - d. Assurances of compatibility with neighboring land uses of lesser intensity.
4. Update zoning and subdivision ordinances into a consolidated community development code.

OBJECTIVE 4

Promote the development of new and planned business and industrial parks for long-term employment growth.

ACTION STEPS

1. Continue promoting the development of the Northwest Industrial/Business Park and the planned expansion of the Bridgeport Municipal Airport.
2. Identify, plan for and extend utilities to areas designated in the Future Land Use Plan for new business parks that would accommodate light industrial, office users and manufacturing companies.

OBJECTIVE 5

Encourage housing and subdivisions that offer both affordable housing and a wider range of housing types.

ACTION STEPS

1. Allow flexibility in lot configuration, lot size, building setbacks, and other development standards to preserve open space and natural resources.
2. Encourage residential development to meet medium to high density design standards in appropriate land use classifications.
3. Direct mixed use residential development to designated areas on the Future Land Use Plan to minimize conflicts with existing low-density neighborhoods.
4. Allow manufactured homes in manufactured home parks or subdivisions only.

5. Consider requiring new residential subdivisions to dedicate land for neighborhood and/or linear parks in accordance with the Parks and Trails Master Plan, or fees in lieu of land.
6. Encourage cluster development where terrain offers natural cluster areas; and in flood fringe areas to preserve open appearance and agricultural transitions to urban land uses.

GOAL: COMMUNITY FORM AND IDENTITY

Create and enhance a unique “sense of identity” for Bridgeport that sets it apart from other communities.

OBJECTIVE 1

Work to improve the public image of the City to make it more attractive to outsiders and overcome any drawback for new residents and visitors to Bridgeport.

ACTION STEPS

1. Start with education and marketing—of Bridgeport residents as well as outsiders—given that image problems are in part due to a lack of knowledge about Bridgeport.
2. Improve the existing community appearance/image as it relates to public/private infrastructure (i.e. maintenance of the streets, code enforcement, condition of buildings and property, City-wide beautification/clean-up programs, etc.).
3. Address certain perceptions, such as reported in the real estate community, that Bridgeport does not have the community amenities to compete with other communities in attracting new home buyers and visitors.
4. The City’s image at the intersection of US Highway 380, SH 114 and SH 101 and along all three corridors is dominated by cluttered commercial, highway-oriented businesses; a strategic plan to encourage public/private reinvestment to improve the City’s visual image—as viewed from these key regional travel ways—would create a more balanced and positive impression of the community.
5. Study the perception expressed by many: “The community’s unique small town identity is being lost.” Consider public and private responses to the perception that many workers at local businesses do not know what assets are available in the Bridgeport community; educate these visiting workers to the local assets of Bridgeport.

OBJECTIVE 2

Promote community strengths, such as Bridgeport’s unique place in the North Central Texas Region.

ACTION STEPS

1. Create a marketing strategy to attract visitors to Bridgeport business districts and the historic downtown area; coordinate with regional events and festivals.
2. Construct four (4) aesthetically designed community gateway entrances (two on US Highway 380, one on SH 114 and one on SH 101) that express an identifiable feature of Bridgeport's historic past.
3. Pursue the implementation of the Northwest Park Development Plan with its emphasis on unique recreational tourism attractions such as the proposed Whitewater Park and Nature Preserve.
4. Consider aesthetic enhancements on all major thoroughfares, including: lighting, banners, benches, trash receptacles and streetscape elements.
5. Establish landscape corridor planting themes with weather resistant street trees and native flowers and shrubs along with water conserving irrigation systems.
6. Provide wayfinding directional signage that incorporates a special design theme consistent with the historic character of downtown that links the downtown with the other major activity centers and attractions throughout the City.
7. Promote positive gateway images/maintenance at the key gateway entrances to the City, including standards to promote attractive architecture, lighting, signage, parking, etc.

GOAL: PUBLIC SERVICES AND FACILITIES

Maintain and expand public facilities and services to adequately serve the existing and future population growth of the City of Bridgeport.

OBJECTIVE 1

Encourage City/County coordination and cooperation regarding municipal infrastructure extension into growth areas to maximize resources, facilities and distribution of utility services.

ACTION STEPS

1. Plan for wastewater improvements into Bridgeport growth areas.
2. Encourage watershed protection and regional storm water management throughout the Bridgeport area, including coordination with the newly created multi-county ground water management district.
3. Continue updating and implementing infrastructure Master Plans for Water and Sanitary Sewer systems to serve the City's future growth areas.
4. Develop a Storm Water Master Plan for all of the drainage basins affecting the City of Bridgeport.

5. Determine the feasibility of providing sanitary sewer service to the planned campus of Weatherford College.

OBJECTIVE 2

Provide funding for adequate capital facilities throughout the City, for both new construction and to address deferred maintenance.

ACTION STEPS

1. Consider a dedicated funding mechanism for infrastructure improvements.
2. Utilize development/growth financing systems based on a consistently applied formula.
3. Consider regional storm water detention options rather than individual site by site facilities.
4. Co-locate public facilities such as governmental offices to maximize their accessibility.

OBJECTIVE 3

Provide adequate municipal and educational facilities for the growing Bridgeport community primarily through the continued implementation of the City's Five-Year Capital Improvements Program (CIP).

ACTION STEPS

1. Address the rural water district issues in Wise County as annexation and development occurs within the City's ETJ.
2. Continue to support the growth and development of the City's hospital/medical center.
3. Pursue the development of a community college campus located between Bridgeport and Decatur to provide higher education and job training opportunities for the citizens of Wise County.
4. Renovation of the Old Police Department Building for use as a Visitor's Center, Museum, offices for Main Street Manager and Chamber of Commerce and a display area and storage facility for the Bridgeport Stagecoach.
5. Improvements to the Bridgeport Stage Theater and parking facilities.
6. Construction of a new Central Fire Station to improve fire protection services for the community.
7. Renovation and remodeling of the Bridgeport Community Center.

8. Construction of the Youth Athletic Complex for baseball, softball, soccer, football, outdoor basketball and sand volleyball.
9. Bridgeport Municipal Airport runway and taxiway rehabilitation and extension.
10. Construction of a new Recreation Center that contains basketball courts, weight room, racquetball courts, shower/locker rooms, offices, meeting and activity rooms, elevated walking track, dance/aerobics, youth activity room and childcare facility.
11. Library expansion, renovation and/or construction of a new facility.
12. Construction of a 10-space Municipal RV Park to accommodate out-of-town visitors (Five Year CIP).
13. Construction of a new Animal Shelter at a new location.
14. Relocation and construction of an Aquatics Center/Park to include a new swimming pool and water park features.
15. Construction of police and fire training facilities which include gun range, rescue tower and facilities to train for police and fire tactics.
16. Expansion of the Water Treatment Plant capabilities from 2.5 MGD to 5.0 MGD.
17. Expansion of the Wastewater Treatment Plant from 0.85 MGD to 2.3 MGD to accommodate growth and economic development.
18. Construction of an additional 500,000 gallon elevated storage tank to comply with minimum standards relating to storage capacity for emergency and domestic use and to accommodate growth and economic development.
19. Construction of an indoor/outdoor arena complex and multi-purpose event center, including show barn, stalls, meeting and retail space, and parking facilities.
20. Construction of an All Terrain Vehicles (ATV) Park recreational trails, check-in facility, restrooms, and parking.

GOAL: TRANSPORTATION SYSTEMS

Provide an efficient and safe transportation system of arterials, collectors, neighborhood streets, sidewalks and trails that will effectively serve the City's current and future traffic needs.

OBJECTIVE 1

Provide a major street system which allows safe and efficient travel City-wide.

ACTION STEPS

1. Balance roadway investment between both existing and new areas of the community.
2. Continue relationship with Texoma Area Paratransit System (TAPS), which is a non-profit Public Transportation Service created to provide safe, dependable and affordable transportation for persons who depend on public transportation. TAPS provides transportation in a six county area which includes Wise County.

3. Actively participate in NCTCOG and TxDOT transportation committees to seek State and Federal funding for high priority projects throughout the City.
4. Require traffic impact studies for larger developments to evaluate and confirm the capacity of the surrounding road system before development approval.
5. Require new development to provide road right-of-way for the ultimate development of the area.
6. Develop an Access Management Plan in order to coordinate direct access onto major thoroughfares by limiting the number of curb cuts, and by requiring cross and mutual access easements between commercial developments. Also prohibit residential curb cuts (driveways) onto arterial streets.
7. Amend the Subdivision Ordinance in order to require new developments to fund infrastructure improvements, both on-site and a proportionate share of off-site improvements, that primarily serve property owners of that subdivision (e.g. deceleration lanes, drainage structures, etc.).
8. Provide curb, gutter and street lighting improvements to developed properties with an emphasis on older established residential neighborhoods.
9. Improve traffic flow and safety with targeted signalization improvements and railroad crossing improvements.
10. Improve the City's existing system of alleys through a routine maintenance and paving program.

OBJECTIVE 2

Minimize traffic congestion throughout the City through transportation system capacity enhancements.

ACTION STEPS

1. Implement the City of Bridgeport Five-Year Capital Improvement Program (CIP) for streets and sidewalks, taking into consideration future land use trends and traffic counts as the basis for prioritizing future roadway projects.
2. Present the approved Community Plan and the Master Thoroughfare Plan for future improvements to TxDOT for better communication between the City and the State funding agency.
3. Examine the use of impact fees for major road improvements to compensate the public for the impact on the surrounding road system and the diminution of road capacities from new development.
4. Implement the outer loop highway project as shown on the Master Thoroughfare Plan as an alternative route for the increasing truck traffic on US Highway 380 and SH 114.
5. Pursue development of a local and regional network of trails utilizing natural drainage-ways, sidewalks, and hike and bike trails to link neighborhoods with community and area-wide destinations (e.g. linking Harwood Park to a revitalized Downtown Bridgeport).

6. Amend the Subdivision Ordinance to require sidewalks in conjunction with new development, and determine the feasibility of providing marked pedestrian lanes on existing roadways that have excessively wide pavement sections.

GOAL: PARKS, OPEN SPACE, AND RECREATION

Enhance the quality of life in Bridgeport by developing and renovating, in a safe and attractive manner, exceptional parks, open spaces and recreational facilities for the benefit of all citizens.

OBJECTIVE 1

Promote and expand parks and recreation into under-served areas of the City.

ACTION STEPS

1. Establish a new policy that requires developers of new residential subdivisions to dedicate land (or fees in lieu of land) for development of neighborhood and community parks.
2. Enhance the City's park and open space areas by implementing the Parks and Trails Master Plan in coordination with the Community Plan.
3. Pursue City acquisition of land in the east, southeast and southwest quadrants of the municipality for future development of community level parks.
4. Implement Harwood Park Master Plan improvements, Phase One and Future Phases.
5. Implement Northwest Park Master Plan improvements: Whitewater Park, RV and Camping Facilities, ATV Park, Youth Athletic Complex, Pedestrian and Equestrian Trails and Nature Preserve.
6. Complete planned renovation of the Bridgeport Community Center.
7. Based on projected population, demographics and local demand pursue the proposed development of a new Recreation Center along with an Aquatics Park.

OBJECTIVE 2

Expand the City and regional trail systems.

ACTION STEPS

1. Provide connectivity between all parks, public open spaces, downtown, residential neighborhoods, schools and major commercial corridors.
2. Implement proposed community trail system as recommended by the Parks and Trails Master Plan including connectivity into the regional trail system with links to the LBJ National Grasslands, Lake Bridgeport and the West Fork of the Trinity River.
3. Pursue land and easement donation/dedications for trails and bike lanes, and secure land or easements from landowners and new developments.

4. Incorporate trails into the design and construction of new developments.
5. Incorporate voluntary incentive-based strategies to preserve river and creek floodway corridors for permanent open space, natural resource preservation, and recreational uses as development extends within these areas.

Introduction

This Chapter serves as a guide for planned and orderly growth of the City of Bridgeport. The major elements of this Chapter address how and where future development should occur. This includes recommendations related to:

- future growth and development,
- future land use plan map and future land use classifications,
- administration and map interpretation,
- guiding principles and design guidelines, and
- areas of special interest – redevelopment and community image.

The Bridgeport “Public Focus Session” was held March 10, 2008, as an interactive workshop intended to help community stakeholders identify and prioritize critical planning issues facing the City of Bridgeport, both now and in the future. The session was open to the public and attended by approximately 50 individuals with diverse backgrounds, including long-term residents and area business owners. The future land use issues of this Plan reflect the discussions at the Focus Session, and of the follow-up workshop called a “Community Plan Workshop,” which built on those issues. The planning issues of the Plan were categorized as follows:

- **Land Use – Growth, Development and Redevelopment**
- **Community Form and Identity**
- **Public Services and Facilities**
- **Transportation Systems**
- **Parks, Open Space and Recreation**

From broad perspectives, the Community Plan Workshop break-out group members discussed and refined the critical issues facing Bridgeport. With the assistance of the consultant-facilitator team, participants worked on the key community issues in each classification.

Future Growth and Development

The following growth and development issues were identified during the public forum:

- Support development and redevelopment to strengthen both residential and retail sectors of the community. First full service grocery store (Brookshire's) planned for site along US Highway 380. Need more shopping and entertainment options within the community.
- Emphasize infill development of underutilized land within the community such as the area surrounding the newly constructed Doctors' Hospital.
- Priority areas to target first for revitalization and/or redevelopment efforts include the City's oldest neighborhoods such as Downtown and the adjacent neighborhoods as well as the west side of town.
- New development and redevelopment should be compatible with the character of existing neighborhoods.
- Continue promoting development of unique recreational and eco-tourism venues such as the proposed Whitewater Park, ATV Park and Nature Preserve to be located in Northwest Park.
- Promote higher density – mixed use developments such as the planned developments for the proposed Brookshire's and Carillon Park sites located along US Highway 380.
- Adopt development design guidelines for major corridors throughout the City of Bridgeport in an effort to improve the community image and to attract quality commercial development.
- New development and redeveloped areas should include pedestrian features and amenities that encourage walking from nearby residential neighborhoods. Emphasis on connectivity between neighborhoods.
- Preserve the historic significance of Downtown Bridgeport, and ensure future development protects and preserves the historic old west character of the area.
- Target existing commercial corridors such as SH 114 and US Highway 380 for redevelopment.
- Address how existing residential neighborhoods can be strengthened for long-term viability.
- Provide a broad range of quality and affordable housing types that can accommodate singles, families, retirees and elderly needs. New residential developments currently under construction or planned for east and southeast Bridgeport include Carillon Park, Stagecoach, Stonegate and Fair Oaks Subdivisions.
- Support greater development of planned business and industrial parks, such as the proposed EDC Northwest Business Park project in an effort to establish a more diversified economic base for the City of Bridgeport.

During the April 2008 Planning Workshop, participants were also asked to designate on a map of the City of Bridgeport the locations best suited to accommodate future development and to

identify areas in need of redevelopment. The Community Planning process entailed examining development constraints and making land use recommendations based on an assessment of infrastructure needs, deficiencies and opportunities.

Future Land Use Plan

The **Future Land Use Plan** identifies the desired direction and density of future growth, but at the same time, accommodates changes in the market demands and our style of living. The **Future Land Use Plan (Ref. Map 6)**, which was drafted as a result of two public workshops along with several meetings with the Community Plan Steering Committee and the City staff, is but one aspect of the Community Plan. The entire Plan, including the Goals and Objectives, should be referenced and considered when viewing the maps and for judging the appropriateness of the land uses they may display.

The **Future Land Use Plan** for Bridgeport provides a conceptual view of the appropriate locations for different land uses during the planning period. While the Bridgeport area is expected to continue experiencing consistent growth in the single-family housing market, the community is also expected to experience changes to its overall new housing mix and changes in home buyers' characteristics, similar to trends experienced nationwide. In years to come, the changing face of home buyers will likely include an increased number of single professionals, married couples without children, senior citizens, empty nesters, and those who prefer to spend their free time with activities other than yard care and home upkeep. Future development will likely need to accommodate an increasing amount of "maintenance-provided" housing, attached housing, or multifamily housing products as the local and national home buying market evolves during the planning period.

The **Future Land Use Plan** displays the location of each land use. It is intended to be used to determine the boundaries of each designation and should be interpreted to follow property lines, right-of-way lines, and/or natural boundaries. The Community Plan encourages the integration of compatible land uses, rather than a strict segregation of different land uses, which is reflected by the "mixed use" classifications and land use definitions of the Plan. The Future Land Use Plan will be used by staff, the Planning and Zoning Commission, and City Council when considering rezoning requests. Zoning requests that are contrary to, or inconsistent with, the Future Land Use Plan will not be approved until and unless amendments to the Plan and/or associated Land Use Goals and Policies are adopted by the Planning and Zoning Commission

and City Council. The process of amending the Future Land Use Plan shall be the same as that required to amend the City's Zoning Ordinance, including all notice and public hearing requirements. Amendments to the Future Land Use Plan and the City's Zoning Ordinance may be concurrently processed and approved.

Residential land use is the largest land use classification within the City currently, and it is generally accepted knowledge that this type of residential product will continue to be the largest classification within Bridgeport. It should be noted that single-family detached residential land uses can be buffered from non-residential uses with medium and high-density residential land uses, or alternatively, can be effectively integrated for increased access between the two types.

Ideally, residents of a community should be able to live, work and socialize all within the community itself; the existence of non-residential uses allows this to occur. Not only are non-residential uses positive elements of a community for residents, they are also a positive element for the community itself because of the tax base and revenue that is provided. Citizens should generally not have to travel to other cities in order meet their needs for employment, goods, services, or entertainment; those needs should be met within the City of Bridgeport. Therefore, there are several areas of the City that have been recommended for various types of additional non-residential use, primarily depending on the area's location and proximity to other types of land use.

Future Land Use Classifications

The following is a list of land use classifications and their definitions used in the **Future Land Use Plan (Ref. Map 6)**.

Agricultural (Maximum density of 1 dwelling unit per 5 acres): This classification consists of land principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This classification serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

Rural Residential (Maximum density of 1 dwelling unit per acre): This classification

consists of land principally used for large homesteads, or large lot residential development consistent with a rural character, but not necessarily retaining agriculture.

Low Density Residential (Maximum density of 3 dwelling units per acre): This classification is appropriate for single-family detached dwellings. It may also include planned public and semi-public uses considered compatible with residential uses, such as schools, religious institutions, and civic uses. This district may be modified with cluster development and Planned Unit Development (PUD) districts, as allowed by the City's Zoning Ordinance.

Medium Density Residential (Maximum density of 8 dwelling units per acre): This classification includes residential dwellings such as attached single-family, zero lot line development, two-family, three-family, and townhomes. Such uses may serve as a transition to areas of higher density development and should provide additional open space, amenities, and quality design.

High-Density Residential (Density greater than 8 dwelling units per acre): This classification includes apartments and condominiums, as well as manufactured home parks and subdivisions. Such uses should provide additional open space, amenities, and quality building and parking lot design. Requirements for meeting these design standards should be adopted into the appropriate districts of the City's Zoning Ordinance.

Office/Retail: This classification is primarily intended to accommodate a wide variety of professional offices intermixed with inside-only retail sales or service uses. Development may include small shopping centers, office parks, restaurants and grocery stores but not automobile-oriented uses and mini-warehouses. This classification will require the City to establish an Office/Retail (O/R) Zoning District that will emphasize non-residential development that is more compatible with adjacent residential neighborhoods. This district often serves as a buffer or transition zone between commercial areas and residential neighborhoods.

Commercial: This classification includes a broad variety of office, big box retail, and general business service uses whether located in centers or in stand alone buildings. Uses are generally larger in scale, can include outside sales, and are more automotive-

oriented in nature. This district corresponds to the “C” Business District, and ‘PUD’ district of the City’s Zoning Ordinance.

Downtown Mixed Use: This classification is shown primarily along Halsell Street and extends to adjacent downtown properties that will be subject to the policies of a newly designed downtown zoning district and/or overlay district that promotes a mixture of office, retail, institutional, civic, and medium to high-density residential uses intermixed through compatible site planning and building design consistent with the historic fabric of this area. A variety of these land uses should be encouraged to promote diversity and a successful pedestrian environment. Given the close proximity of adjacent residential neighborhoods, all downtown development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, Main Street/pedestrian-oriented services, rather than large-scale or free-standing automotive-oriented uses.

Mixed Use : (Primarily Commercial; and if residential density greater than 8 dwelling units per acre): The Mixed Use classification includes a variety of office, small-scale retail, and general business uses that are service/retail oriented, located in centers that can accommodate related uses. Such nonresidential uses are intended to provide services primarily to residents of the surrounding area and be placed in locations with a specific design character that blends into the district and the neighborhood. If a Mixed Use-Residential component is proposed, it must be designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. This classification promotes a variety of high-density residential land uses intermixed with a variety of office and retail land uses through compatible site planning and building design as approved by the City Council. The establishment of a Mixed Use (M-U) Zoning District would be recommended. Additional uses, including live-work and limited retail-commercial stores, are permitted in this classification under strict architectural and land use controls. This proposed district corresponds with the Planned Unit Development (PUD) district of the City’s Zoning Ordinance.

Industrial: This classification accommodates land uses associated with industrial activities, such as assembly, manufacturing, warehousing, and limited office/commercial

activities, and corresponds to the “I” Industrial District of the City’s Zoning Ordinance.

Hospital/Medical Center: This classification specifically identifies the City’s hospital/medical center. The development of medical-related offices, services and research facilities as part of a mixed use concept is anticipated to occur throughout the surrounding property.

Public Facilities: These areas represent existing public uses and facilities such as schools, post offices, fire stations, libraries, cemeteries, governmental uses, parks and other civic uses. These types of uses are allowed in all land use classifications. These areas are shown on the Future Land Use Plan for reference only.

Community Facilities

The future availability of public facilities within the City directly affects the potential for development throughout the City and therefore is a primary component of the Community Plan. The provision of adequate community facilities is a principle quality of life indicator for municipalities. The type and quality of community facilities and services available to the residents of Bridgeport is and will be an important factor influencing the desirability of Bridgeport as a place to live.

It should be noted that community/public buildings that house various governmental and service functions of a municipality are generally of two types: (1) those requiring a nearly central or a common location in order to serve the entire municipality, and (2) those serving segments of the community on a “service area” basis. Bridgeport’s new Municipal Complex and Law Enforcement Center are examples of governmental buildings that serve the entire community, while a fire station represents a public building that has a service area relationship with the community.

The **Public Uses and Facilities Map (Ref. Map 7)** shows the location of all the existing community facilities for the City of Bridgeport. Based on the City’s Five-Year Capital Improvements Program the following is a list of some of the major public projects planned for the community:

- Bridgeport Stage Theater Renovation
- All Terrain Vehicles (ATV) Park

- Payne Park Improvements
- Harwood Park Improvements
- Arena-Multipurpose Event Center
- Central Fire Station
- Renovation of the Old Police Station into a Visitors Center, Museum, Chamber of Commerce offices, Main Street Manager offices and display space for Bridgeport Stagecoach
- Youth Athletic Complex
- Municipal Airport Expansion
- Library Expansion
- RV Park
- Animal Shelter
- Aquatics Park
- Wastewater Treatment Plant Expansion
- Recreation Center

Future Land Use Calculations

The table below lists the classifications of land use and community facilities by acreage for the City limits. This information represents the calculations from the recommended, graphic pattern of land use shown on the **Future Land Use Plan (Ref. Map 6)**.

(This table will be updated once the maps are updated to match the FLUP classifications.)

Future Land Use Calculations Breakdown		
Land Use Classification	Acres	%
Agricultural	88.88	2.84%
Commercial	409.21	13.08%
Downtown Mixed Use	75.48	2.41%
High Density Residential	33.46	1.07%
Hospital/Medical Center	6.31	0.20%
Industrial	760.03	24.30%
Low Density Residential	159.76	5.11%
Medium Density Residential	600.29	19.19%
Mixed Use	591.15	18.90%
Office/Retail	134.85	4.31%
Rural Residential	268.50	8.58%
Total	3127.93	100.00%

Administration and Map Interpretation

At times, the City will encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the **Future Land Use Plan (Ref. Map 6)**. Review of such development proposals should include the following considerations:

- Will the proposed change enhance the site and the surrounding area?
- Is the proposed change a better use than that recommended by the **Future Land Use Plan**?
- Will the proposed use impact adjacent residential areas in a negative manner? Will the proposed use be compatible with and/or enhance adjacent residential uses?
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
- Does the proposed use present a significant benefit to the public health, safety, and welfare of the community? Would it contribute to the City's long-term economic well-being?

Development proposals that are inconsistent with the **Future Land Use Plan** (or that do not meet its general intent) should be reviewed based upon the above questions and evaluated on their own merit. It should be incumbent upon the applicant to provide evidence that the proposal meets the aforementioned considerations and supports the community goals and objectives as set forth within the Community Plan.

It is important to recognize that proposals contrary to the Plan could be an improvement over the uses indicated for a particular area. This may be due to changing markets, the quality of proposed developments and/or economic trends that occur at some point in the future after the Plan is adopted. If such changes occur, and especially if there is a significant benefit to the City of Bridgeport, then the **Future Land Use Plan** should be amended accordingly.

Community Design Guidelines

The Bridgeport Community Plan advocates the use of land planning principles and community design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. It is recommended that future land use and development decisions, including individual zoning changes, subdivision plans and plats, site planning, infill development, annexations, and capital improvement programming be coordinated with future community-wide design guidelines. Such guidelines are a collection of physical design concepts that would be developed through the community involvement process and future

planning workshops. After the review and approval of the City Council, such guidelines would then be incorporated into the City's Zoning Ordinance. The proposed Mixed Use and Office/Retail areas, along with the major commercial corridors, as shown on the **Future Land Use Plan**, would be the primary focus of such community design guidelines. Specific development standards for multifamily developments are also recommended. Alternatives to these guidelines may be considered if it is deemed that enhanced development designs and amenities will be gained to the extent that an equal or higher quality "community" will result.

Areas of Special Interest

As an integral part of the planning process, the Bridgeport Community Plan also identifies areas of special interest relating to redevelopment opportunities (**Ref. Map 8 – Community Improvement Target Areas**) and the enhancement of the overall community image and quality of life in Bridgeport.

Corridor Redevelopment Opportunities

Throughout the community planning process, frequent emphasis was placed on the redevelopment of the City's major commercial corridors: SH 114, US Highway 380, SH 101, FM 1658 and Loop 373 (**Ref. Map 8**). These identified corridors serve as the primary gateway entrances into the City of Bridgeport and therefore leave a definitive impression on visitors and residents alike. These areas should evolve away from linear single-use general commercial uses (i.e. pad sites, strip centers and automotive-dependent businesses) to a development pattern more appropriate in scale and use with neighborhood-serving businesses.

Neighborhood Redevelopment Opportunities

Five Bridgeport neighborhoods were identified by the community stakeholders as target areas in need of infill development and/or redevelopment (**Ref. Map 8**): West Side of Town – west of SH 114; North Central Neighborhood - the area bounded by Thompson Street on the south, US Highway 380 on the north, 9th Street on the west and Loop 373 on the east; South Side Area - the neighborhood south of downtown along SH 114; Near East Side Community - the community east of 17th Street and primarily north of Halsell Street and south of Thompson Street; and East U.S Highway 380 and Loop 373 Neighborhood - the small neighborhood encompassing 1st, 2nd, Frost and Grace Streets. Reinvesting in aged residential structures and infrastructure is a priority for these targeted areas. The City of Bridgeport is making a

strong commitment to improve the existing street system within these neighborhoods as evidenced by the Five-Year Capital Improvement Program for Street Improvements. Identifying new residential opportunities through well planned and compatible infill development is a primary objective.

Community Image

Creating a positive community image means creating an environment which is “people-centric” rather than “auto-centric.” It means creating interesting places where people want to be which contribute to interaction and discourse with others, and that are personally fulfilling. This has implications for how we design neighborhoods, retail areas and civic spaces, and how we design the routes we take between them.

Especially important are the views one encounters while circulating through the Bridgeport area. How do the streets feel (including adjacent development), are they “welcoming” and exude the intended character and image of the community at large? Are pedestrian areas such as sidewalks, trails, plazas and yes, parking areas, shaded, comfortable and interesting?

There are many intangibles that make a city livable and inviting, such as a sense of community, a strong sense of place and history, city pride, and the friendliness of neighbors. However, there are also tangible aspects which can nurture community image and help make the City of Bridgeport a more attractive and interesting community. In this regard, the Community Plan recommends consideration of the following specific actions:

- Consider adopting commercial design guidelines for major corridors in the community.
- Establish corridor-wide aesthetic improvements and gateway features at primary entrances to create a specific Bridgeport identity. **Map 11 – Proposed Gateways and Signage** shows the recommended locations of the proposed landscaped entryways with some type of aesthetically designed monument and/or signage designating one’s arrival into Bridgeport.
- Implement the Halsell Street Master Plan. Emphasize an Old West and Mining theme as a historic focal point for residents and visitors.
- Continue to utilize the benefits and opportunities derived from being designated a Texas and National Main Street City.
- Make the City of Bridgeport more visitor-friendly by installing highly visible wayfinding signage that effectively guides visitors to important community destinations (**Ref. Map 11**).

- Create building, cultural, and open space infrastructure that contributes to the desirability of the community over time, and that improves with age. Examples include parks and open space, cultural facilities, and non-residential buildings that do not have to be torn down and rebuilt when tenants move to another location; or which wear out in 20 years.
- Improve area appearance by promoting quality commercial and residential development.
- Encourage the continued development and establishment of unique recreational opportunities (recreational-tourism) throughout the community, such as the proposed Whitewater Park, Nature Preserve and ATV Park (Northwest Park Master Plan).
- Implement the Parks and Trails Master Plan with an emphasis placed on developing an extensive interconnected local and regional hike and bike trail system.
- In partnership with landowners and developers, create voluntary, incentive-based programs to encourage preservation of natural areas for public use, such as areas within the Trinity River and Turkey Creek corridors.

Future Land Use Plan

LEGEND

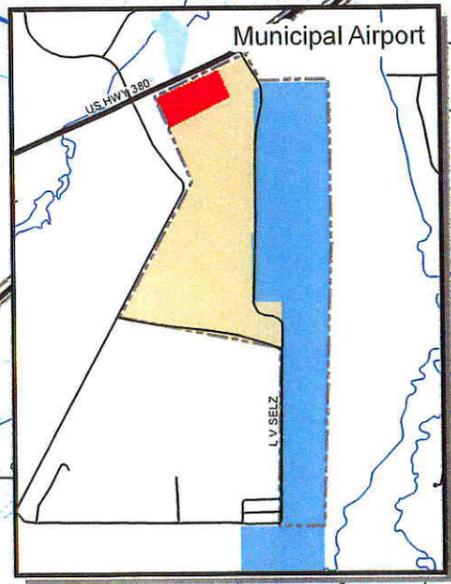
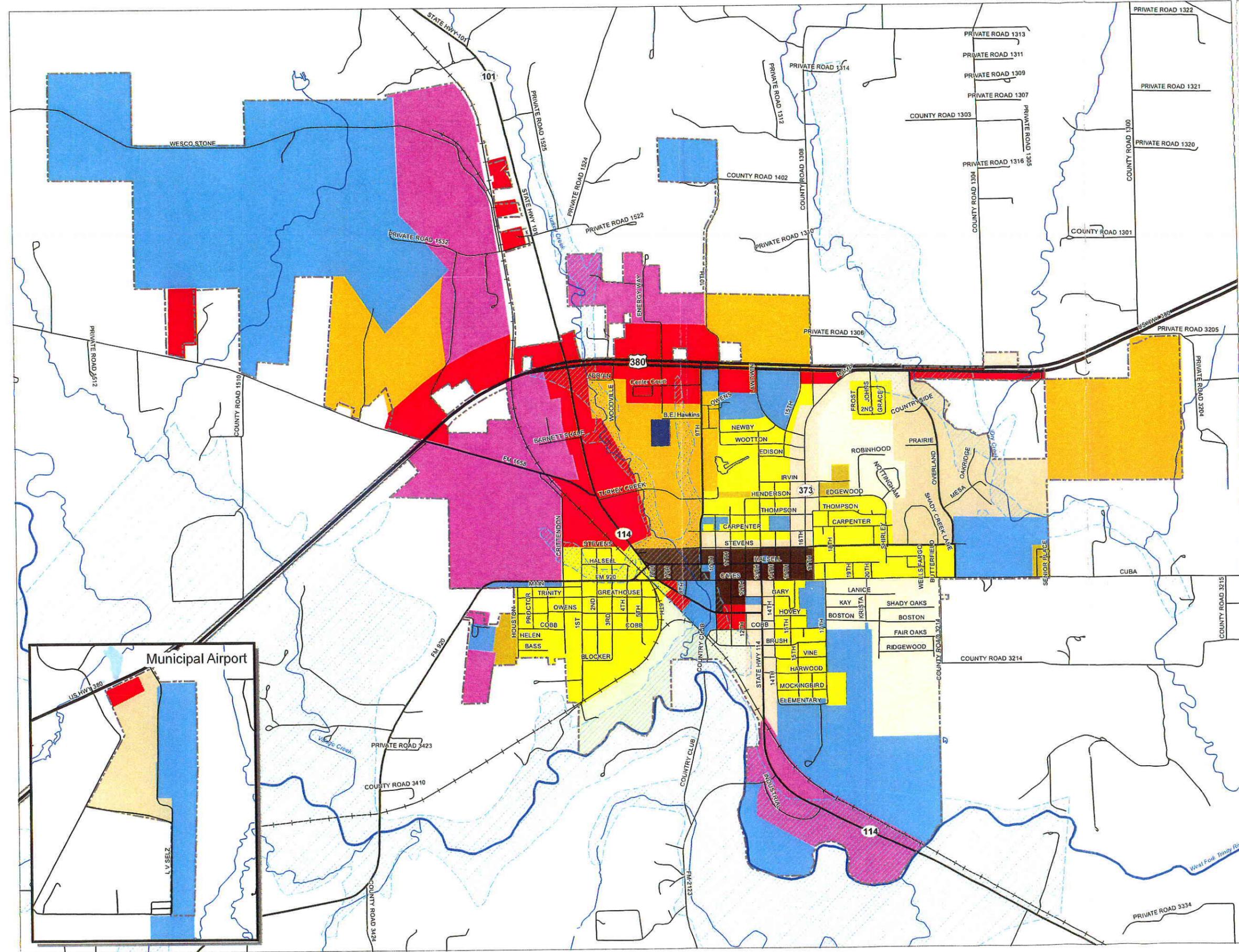
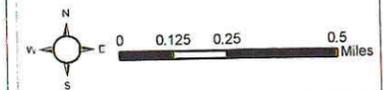
-  Downtown Mixed Use
-  Mixed Use
-  Commercial
-  Office/Retail
-  Public Facilities/Parks*
-  Hospital/Medical Center
-  Industrial
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Rural Residential
-  Agricultural
-  City Limit
-  West Fork Trinity River
-  Streams
-  Floodplain

* This category is not considered a Future Land Use classification but is for informational purposes only.

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



July 2009
 NAD 83 State Plane Texas North Central



Public Uses and Facilities

LEGEND

- Public Property
- 1-Mile ETJ
- West Fork Trinity River
- Streams
- Lakes
- City Limit

School Facilities

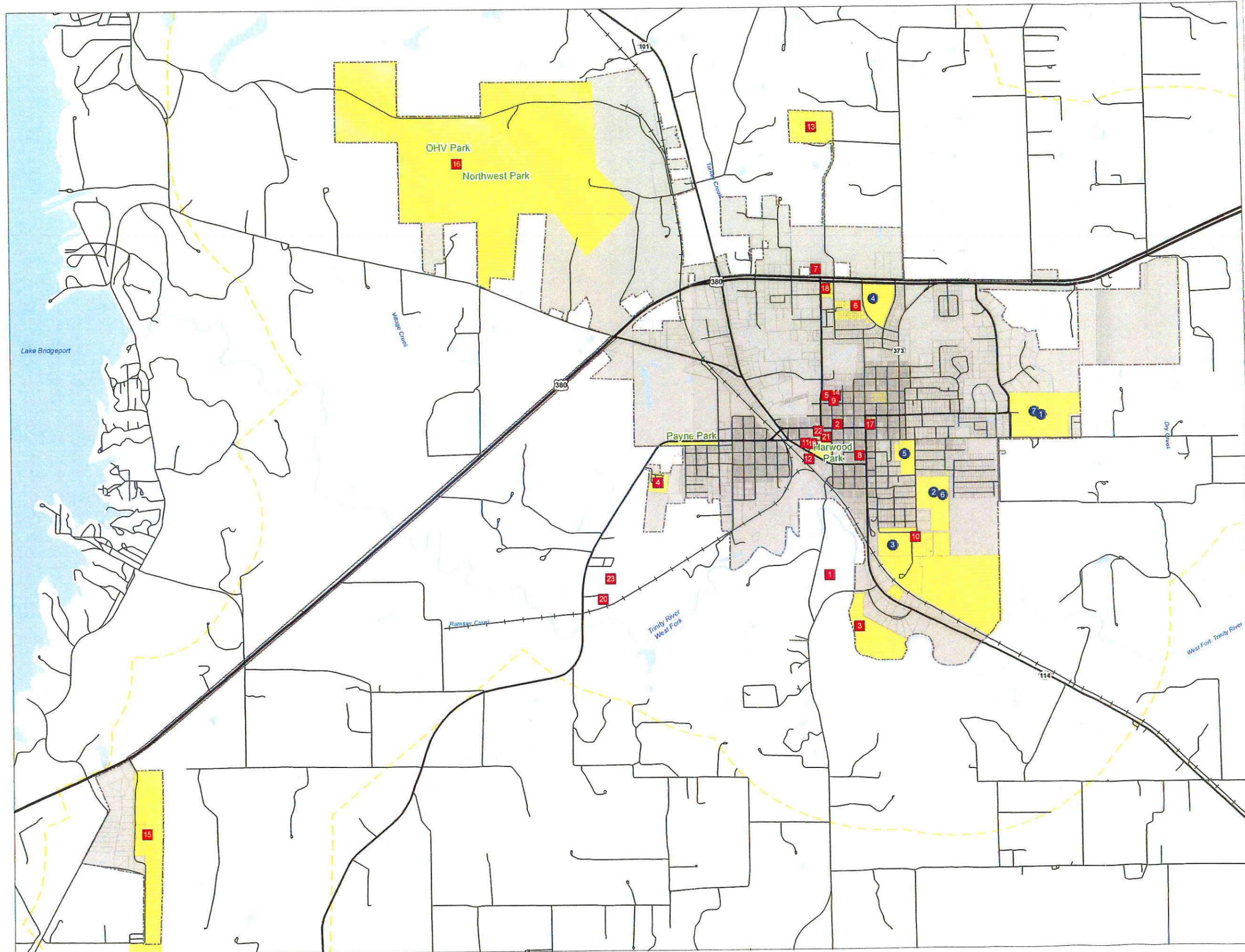
- 1 High School
- 2 Middle School
- 3 Elementary School
- 4 Intermediate School & BISD Administration
- 5 Ace School
- 6 Bull Memorial Stadium
- 7 High School Tennis Courts

Public Facilities

- 1 Bridgeport Country Club & Golf Course
- 2 Bridgeport Stage Theatre
- 3 Bridgeport Waste Water Plant
- 4 Bridgeport Water Plant
- 5 City Hall
- 6 Community Center
- 7 County Barn (Ambulance)
- 8 County Office
- 9 Dr. W. E. Huddleston Municipal Annex
- 10 Eastside Cemetery
- 11 Economic Development Corporation (EDC)
- 12 Fire Station
- 13 Geo Group Correctional Facility
- 14 Law Enforcement Facility
- 15 Municipal Airport
- 16 Off-Highway Vehicle (OHV) Park
- 17 Post Office
- 18 Public Library
- 19 Public Swimming Pool
- 20 Rodeo Arena
- 21 Service Center
- 22 Visitors Center
- 23 Westside Cemetery



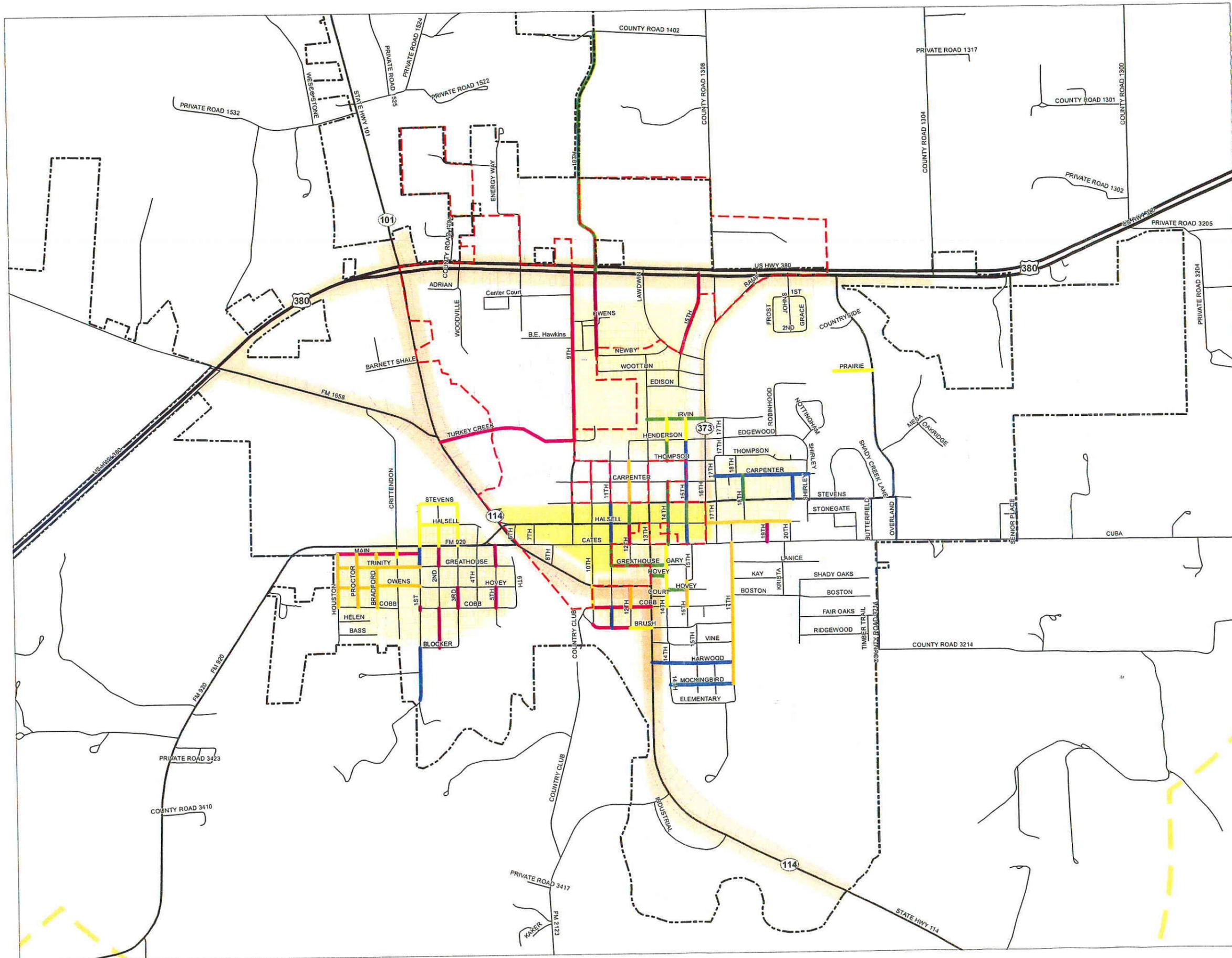
July 2009
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Community Improvement Target Areas

LEGEND

- 5-Year CIP Street Improvement Plan
- FY 2008-2009
 - FY 2009-2010
 - FY 2010-2011
 - FY 2011-2012
 - FY 2012-2013
 - FY 2013-2014
- Parcels
- Tax Increment Financing Reinvestment Zone #1 Boundary
 - Downtown - Halsell Street Target Area
 - Corridor Target Areas: Infill/Redevelopment/Revitalization
 - Neighborhood Target Areas: Infill/Redevelopment/Revitalization



June 2009
 NAD 83 State Plane Texas North Central



Introduction

Chapter 5 outlines “Action Steps” with recommended time frames and responsible parties for implementation, based on the Goals, Objectives, and Action Steps for implementing the Community Plan’s recommendations. The detailed Action Steps express how all plan participants—the City Planning and Zoning Commission and the City Council, the citizens at large, local and regional stakeholders, and the development community—should proceed in shaping the City’s growth over the next 20 years and beyond.

This Chapter assigns action steps in an implementation matrix as follows:

- * **Action Steps** - initiatives to implement the Community Plan recommendations.
- * **Implementation Responsibilities** - Primary participants and partnerships to work on the project. These may include:
 - o **City:** Includes various City Departments, City Council, Boards, and Commissions;
 - o **Agencies:** May include Federal and State departments and agencies, Bridgeport Chamber of Commerce, Bridgeport ISD, Wise County, the North Central Texas Council of Governments (NCTCOG) as a partner, and other neighboring jurisdictions;
 - o **Development Community:** May include developers, builders and land owners;
 - o **Residents:** May include homeowners associations, neighborhood groups, and individual homeowners.
- * **Time Frame** –Time frame is expressed in the following terms:
 - ^ On-going;
 - ^ Short-Term – 1 to 5 years; and
 - ^ Long-Term – over 5 years.

On-Going Action Items

ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
Land Use – Growth, Development and Redevelopment					
1.	Require developments to analyze their impact on public utilities and to make improvements to accommodate the development's impact.	★		★	
2.	Promote quality commercial development (retail, office, restaurants, grocery stores, etc.) along the US Highway 380, SH 114 and Loop 373 corridors.	★		★	
3.	Identify a desired mix of businesses for the downtown area and implement a strategy to attract those businesses, seeking new and continued investment.	★		★	
4.	Target on-going housing and infrastructure improvements throughout the west side of town and other older neighborhoods.	★	★	★	★
5.	Standards for redevelopment of the Downtown Halsell Street area should be promoted and enforced to establish and maintain the unique character of the Historic Downtown.	★	★	★	
6.	Continue promoting the development of the Northwest Industrial/Business Park and the planned expansion of the Bridgeport Municipal Airport.	★	★	★	
7.	Identify, plan for and extend utilities to areas designated on the Future Land Use Plan for new business parks that would accommodate light industrial, office users and manufacturing companies.	★	★	★	
8.	Allow flexibility in lot configuration, lot size, building setbacks, and other development standards to preserve open space and natural resources.	★		★	
9.	Direct mixed use residential development to designated areas on the Future Land Use Plan to minimize conflicts with existing low-density neighborhoods.	★		★	
10.	Allow manufactured homes in manufactured home parks or subdivisions only.	★			
11.	Consider requiring new residential subdivisions to dedicate land for neighborhood and/or linear parks in accordance with the Parks and Trails Master Plan, or fees in lieu of land.	★			
12.	Require flood studies for development in the floodplain; and prohibit development in the floodway.	★			
13.	Encourage cluster development where terrain offers natural cluster areas; and in flood fringe areas to preserve open appearance and agricultural transitions to urban land uses.	★		★	
Community Form and Identity					

ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
14.	Start with education and marketing – Bridgeport residents as well as outsiders – given that image problems are in part due to a lack of knowledge about Bridgeport.	★	★		★
Community Form and Identity					
15.	Improve the existing community appearance/image as it relates to public/private infrastructure (i.e. maintenance of streets, code enforcement, condition of buildings and property, City-wide beautification/clean-up programs, etc.).	★	★	★	★
16.	Address certain perceptions, such as reported in the real estate community, that Bridgeport does not have the community amenities to compete with other communities in attracting new home buyers and visitors.	★	★	★	★
17.	Study the perception expressed by many: “The community’s unique small town identity is being lost”. Consider public and private responses to the perception that many workers at local businesses do not know what assets are available in the Bridgeport community; educate these visiting workers to the local assets of Bridgeport.	★	★	★	★
18.	Create a marketing strategy to attract visitors to Bridgeport business districts and the historic downtown area; coordinate with regional events and festivals.	★	★	★	★
Public Services and Facilities					
19.	Plan for wastewater improvements into Bridgeport growth areas.	★		★	
20.	Encourage watershed protection and regional storm water management throughout the Bridgeport area, including coordination with the newly created multi-county ground water management district.	★	★	★	★
21.	Continue updating and implementing infrastructure Master Plans for Water and Sanitary Sewer systems to serve the City’s future growth areas.	★		★	
22.	Utilize development/growth financing systems based on a consistently applied formula.	★		★	
23.	Co-locate public facilities such as governmental offices to maximize their accessibility.	★	★		
24.	Address the rural water district issues in Wise County as annexation and development occurs within the City’s ETJ.	★	★	★	
25.	Continue to support the growth and development of the City’s hospital/medical center.	★	★	★	
Transportation Systems					
26.	Continue relationship with Texoma Area Paratransit System (TAPS), which is a non-profit Public Transportation Service created to provide safe, dependable and affordable transportation for person who depend on public transportation.	★	★		

On-Going Action Items					
ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
27.	Actively participate in NCTCOG and TxDOT transportation committees to seek State and Federal funding for high priority projects throughout the City.	★	★		
Transportation Systems					
28.	Balance roadway investment between both existing and new areas of the community.	★			
29.	Require traffic impact studies for larger developments to evaluate and confirm the capacity of the surrounding road system before development approval.	★		★	
30.	Require new development to provide road right-of-way for ultimate development of the area.	★		★	
31.	Provide curb, gutter and street lighting improvements to developed properties with an emphasis on older established residential neighborhoods.	★	★		
32.	Improve the City's existing system of alleys through a routine maintenance and paving program.	★			
33.	Improve traffic flow and safety with targeted signalization improvements and railroad crossing improvements.	★	★		
Parks, Open Space and Recreation					
34.	Enhance the City's parks and open space areas by implementing the Parks and Trails Master Plan in coordination with the Community Plan.	★	★		
35.	Pursue land and easement donation/dedications for trails and bike lanes, and secure land or easements by landowners and developers of new developments.	★	★	★	★
36.	Incorporate voluntary incentive-based strategies to preserve river and creek floodway corridors for permanent open space, natural resource preservation, and recreational uses as development extends within these areas.	★	★	★	
37.	Provide connectivity between all parks, public open spaces, downtown, residential neighborhoods, schools and major commercial corridors.	★	★	★	
38.	Incorporate trails into the design and construction of new developments.	★		★	

Short-Term Action Items (1 to 5 years)					
ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
Land Use – Growth, Development and Redevelopment					
1.	Create a new mixed use category and a zoning district classification to accommodate changing market demands and to avoid multiple zoning map amendments.	★		★	
2.	Protect and revitalize the Historic Downtown Halsell Street area by establishing a downtown mixed use land use classification and zoning district that includes specific design and development standards.	★	★	★	
3.	Implement the Halsell Street Master Plan which addresses the following: street design, parking, sidewalks, streetscape elements, gateways/monuments, signage, lighting, drainage and traffic control devices.	★	★	★	
4.	Establish a corridor overlay zoning district and a strategic financial incentive plan for the redevelopment of the aging SH 114, US Highway 380 and SH 101 Commercial and Industrial Corridors.	★	★	★	
5.	With the developer, prepare a detailed concept plan for the designated mixed use area surrounding the new Doctors' Hospital and Medical Office Center in order to ensure quality and compatible development.	★		★	
6.	Consider adopting design guidelines for new commercial development and redevelopment along the US Highway 380, SH 114 and SH 101 corridors.	★		★	
7.	Update high density land use development standards to include: location on collector and arterial streets; incentives for enhanced building design and amenities; incentives for enhanced site design and amenities; and assurances of compatibility with neighboring land uses of lesser intensity.	★		★	
8.	Update zoning and subdivision ordinances into a consolidated community development code.	★		★	★
Community Form and Identity					
9.	The City's image at the intersection of US Highway 380, SH 114 and SH 101 and along all three corridors is dominated by cluttered commercial, highway-oriented businesses; a strategic plan to encourage public/private reinvestment to improve the City's visual image—as viewed from these key regional travel ways—would create a more balanced and positive impression of the community.	★	★	★	
10.	Construct four (4) aesthetically designed community gateway entrances (two on US Highway 380, one on SH 114 and one on SH 101) that expresses an identifiable feature of Bridgeport's historic past.	★	★		

Short-Term Action Items (1 to 5 years)					
ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
Community Form and Identity					
11.	Pursue the implementation of the Northwest Park Development Plan with its emphasis on unique attractions such as the proposed Whitewater Park and Nature Preserve.	★	★	★	
12.	Provide wayfinding directional signage that incorporates a special design theme consistent with the historic character of downtown that links the downtown with the other major activity centers and attractions throughout the City.	★	★		
13.	Promote positive gateway images/maintenance at the key gateway entrances to the City, including standards to promote attractive architecture, lighting, signage, parking, etc.	★		★	
Public Services and Facilities					
14.	Develop a Storm Water Master Plan for all of the drainage basins affecting the City of Bridgeport.	★	★	★	
15.	Determine the feasibility of providing sanitary sewer service to the planned campus of Weatherford College.				
16.	Consider a dedicated funding mechanism for infrastructure improvements.	★			
17.	Renovation of the Old Police Department Building for use as a Visitor's Center, Museum, offices for the Main Street Manager and Chamber of Commerce and a display area and storage facility for the Bridgeport Stagecoach.	★	★		
18.	Improvements to the Bridgeport Stage Theater and parking facilities.	★			
19.	Construction of a new Central Fire Station to improve fire protection services for the community.	★			
20.	Renovation and remodeling of the Bridgeport Community Center.	★			
21.	Construction of the Youth Athletic Complex for baseball, softball, soccer, football, outdoor basketball and sand volleyball.	★			
22.	Bridgeport Municipal Airport runway and taxiway rehabilitation and extension.	★	★		
23.	Construction of a 10 space Municipal RV Park to accommodate out-of-town visitors.	★			
24.	Construction of a new Animal Shelter at a new location.	★	★		
25.	Construction of police and fire training facilities which include gun range, rescue tower and facilities to train for police and fire tactics.	★	★		
Public Services and Facilities					

ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
26.	Expansion of the Wastewater Treatment Plant from 0.85 MGD to 2.3 MGD to accommodate growth and economic development.	★	★		
27.	Pursue development of a community college campus located between Bridgeport and Decatur to provide higher education and job training opportunities for the citizens of Wise County.	★	★	★	★
28.	Construction of an additional 500,000 gallon elevated storage tank to comply with minimum standards relating to storage capacity for emergency and domestic use and to accommodate growth and economic development.	★			
29.	Construction of an All Terrain Vehicles (ATV) Park recreational trails, check-in facility, restrooms, and parking.	★	★		
Transportation Systems					
30.	Examine the use of impact fees for major road improvements to compensate the public for the impact on the surrounding road system and the diminution of road capacities from new development.	★		★	
31.	Develop an Access Management Plan in order to coordinate direct access onto major thoroughfares by limiting the number of curb cuts, and by requiring cross and mutual access easements between commercial developments. Also prohibit residential curb cuts (driveways) onto arterial streets.	★	★	★	
32.	Implement the City of Bridgeport Five-Year Capital Improvement Program (CIP) for streets and sidewalks, taking into consideration future land use trends and traffic counts as the basis for prioritizing future roadway projects.	★			
33.	Present the approved Community Plan and the Master Thoroughfare Plan for future improvements to TxDOT for better communication between the City and the State funding agency.	★	★		
34.	Amend the Subdivision Ordinance in order to require new developments to fund infrastructure improvements, both on-site and a proportionate share of off-site improvements, that primarily serve property owners of that subdivision (e.g. deceleration lanes, drainage structures, etc.).	★		★	
Parks, Open Space and Recreation					
35.	Establish a new policy that requires developers of new residential subdivisions to dedicate land (or fees in lieu of land) for the development of neighborhood and community parks.	★		★	
Parks, Open Space and Recreation					

Short-Term Action Items (1 to 5 years)					
ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
36.	Implement Harwood Park Master Plan improvements, Phase One and Future Phases.	★	★		
37.	Implement Northwest Park Master Plan projects: Whitewater Park, RV and Camping Facilities, ATV Park, Youth Athletic Complex, Pedestrian and Equestrian Trails and Nature Preserve.	★	★	★	
38.	Complete planned renovation of the Bridgeport Community Center.	★			

Long-Term Action Items (More than 5 years)					
ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
Land Use – Growth, Development and Redevelopment					
1.	Promote annexation of unincorporated "infill" areas contiguous to the City limits in response to growth.	★	★		
Community Form and Identity					
2.	Consider aesthetic enhancements on all major thoroughfares, including: lighting, banners, benches, trash receptacles and streetscape elements.	★	★		
3.	Establish landscape corridor planting themes with weather resistant street trees and native flowers and shrubs along with water conserving irrigation systems.	★	★	★	
Public Services and Facilities					
4.	Consider regional storm water detention options rather than individual site by site facilities.	★	★	★	★
5.	Expansion of the Water Treatment Plant capabilities from 2.5 MGD to 5.0 MGD.	★	★		
Public Services and Facilities					

ACTION STEPS		IMPLEMENTATION RESPONSIBILITY			
		City	Agencies	Development Community	Residents
6.	Construction of a new Recreation Center that contains basketball courts, weight room, racquetball courts, shower/locker rooms, offices, meeting and activity rooms, elevated walking track, dance/aerobics, youth activity room and childcare facility.	★	★		
7.	Library expansion, renovation or construction of a new facility.	★	★		
8.	Relocation and construction of an Aquatics Center/Park to include a new swimming pool and water park features.	★			
9.	Proposed construction of an indoor/outdoor arena complex and multipurpose event center, including show barn, stalls, meeting and retail space and parking facilities.	★	★	★	
Transportation Systems					
10.	Implement the proposed outer loop highway project as shown on the Master Thoroughfare Plan as an alternate route for the increasing truck traffic on US Highway 380 and SH 114.	★	★	★	
11.	Pursue development of a local and regional network of trails utilizing the natural drainage-ways, sidewalks and hike and bike trails to link neighborhoods with community and area-wide destinations.	★	★	★	★
Parks, Open Space and Recreation					
12.	Pursue City acquisition of land in the east, southeast and southwest quadrants of the municipality for the future development of community level parks.	★	★	★	★
13.	Based on the projected population, demographics and local demand pursue the proposed development of a new Recreation Center along with an Aquatics Park.	★	★		
14.	Implement the proposed community trail system as recommended by the Updated Parks and Trails Master Plan including connectivity into the proposed regional trail system with links to the LBJ National Grasslands, Lake Bridgeport and the West Fork of the Trinity River.	★	★	★	★

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***"If we cannot imagine a healthy, bountiful, and sustaining
environment today,
it will elude us tomorrow."***
Mark Dowie, Losing Ground



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