GOALS AND POLICIES

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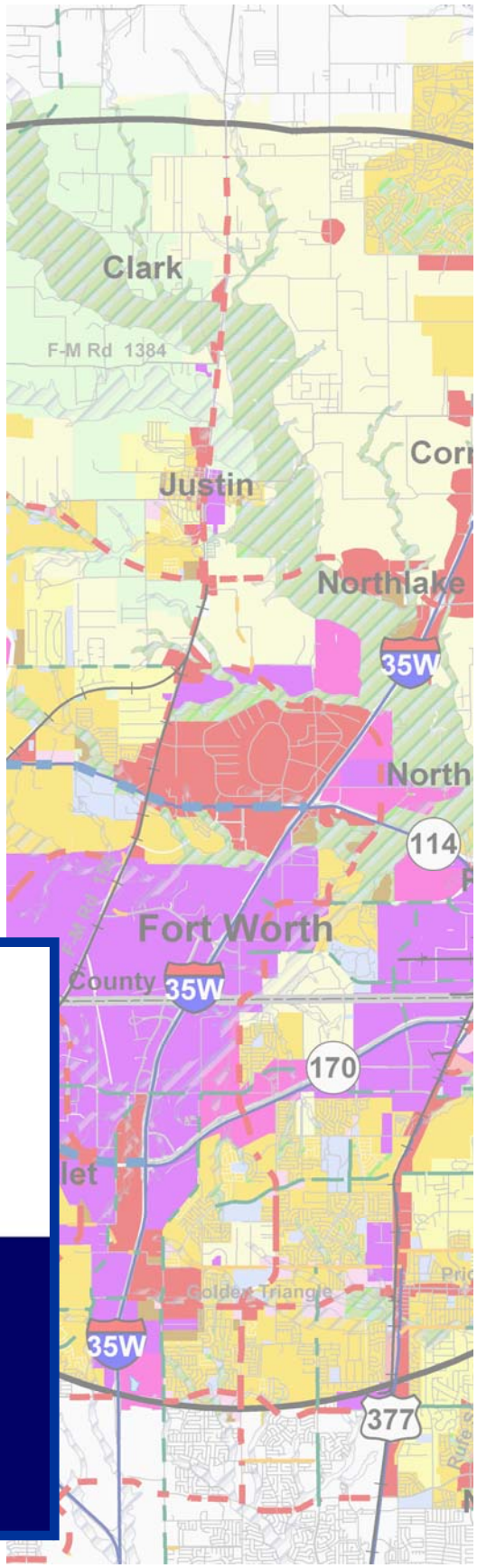

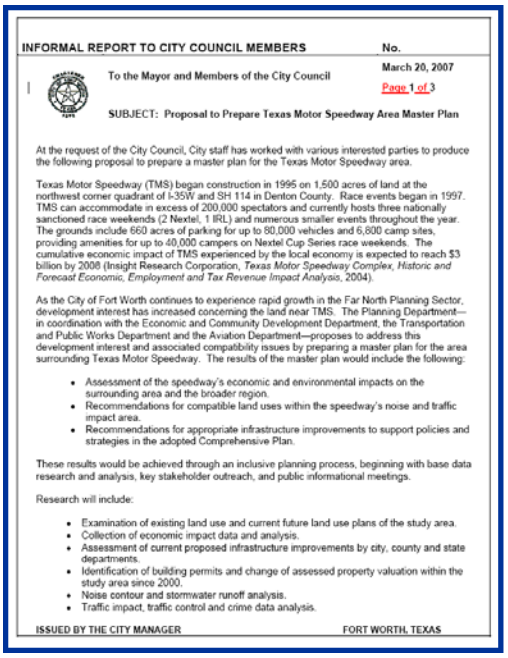

INFORMAL REPORT TO CITY COUNCIL MEMBERS No.

To the Mayor and Members of the City Council

March 20, 2007

Page 1 of 3

SUBJECT: Proposal to Prepare Texas Motor Speedway Area Master Plan

At the request of the City Council, City staff has worked with various interested parties to produce the following proposal to prepare a master plan for the Texas Motor Speedway area.

Texas Motor Speedway (TMS) began construction in 1995 on 1,500 acres of land at the northwest corner quadrant of I-35W and SH 114 in Denton County. Race events began in 1997. TMS can accommodate in excess of 200,000 spectators and currently hosts three nationally sanctioned race weekends (2 Nextel, 1 IRL) and numerous smaller events throughout the year. The grounds include 660 acres of parking for up to 80,000 vehicles and 6,800 camp sites, providing amenities for up to 40,000 campers on Nextel Cup Series race weekends. The cumulative economic impact of TMS experienced by the local economy is expected to reach $3 billion by 2008 (Insight Research Corporation, *Texas Motor Speedway Complex, Historic and Forecast Economic, Employment and Tax Revenue Impact Analysis*, 2004).

As the City of Fort Worth continues to experience rapid growth in the Far North Planning Sector, development interest has increased concerning the land near TMS. The Planning Department—in coordination with the Economic and Community Development Department, the Transportation and Public Works Department and the Aviation Department—proposes to address this development interest and associated compatibility issues by preparing a master plan for the area surrounding Texas Motor Speedway. The results of the master plan would include the following:

- Assessment of the speedway's economic and environmental impacts on the surrounding area and the broader region.
- Recommendations for compatible land uses within the speedway's noise and traffic impact area.
- Recommendations for appropriate infrastructure improvements to support policies and strategies in the adopted Comprehensive Plan.

These results would be achieved through an inclusive planning process, beginning with base data research and analysis, key stakeholder outreach, and public informational meetings.

Research will include:

- Examination of existing land use and current future land use plans of the study area.
- Collection of economic impact data and analysis.
- Assessment of current proposed infrastructure improvements by city, county and state departments.
- Identification of building permits and change of assessed property valuation within the study area since 2000.
- Noise contour and stormwater runoff analysis.
- Traffic impact, traffic control and crime data analysis.

ISSUED BY THE CITY MANAGER FORT WORTH, TEXAS

Figure 2.1 The Informal Report was presented to the Fort Worth City Council on March 20, 2007

Fort Worth Mayor and Council Charge

TMS Goals Outlined in Informal Report

The Mayor and City Council charged the Planning and Development Department— in coordination with the Economic and Community Development Department, the Transportation and Public Works Department, and the Aviation Department—to address development interest and associated compatibility issues for the area surrounding Texas Motor Speedway. In accordance with Council direction, the master plan addresses the following goals:

- Assessment of the speedway's **economic and environmental impacts** on the surrounding area and the broader region.
- Recommendations for **compatible land uses** within the speedway's noise and traffic impact area.
- Recommendations for **appropriate infrastructure** improvements to support policies and strategies in the adopted Comprehensive Plan.

Research Tasks

To achieve these goals, City staff conducted research and analysis on six key areas:

1. Existing land use and current future land use plans for the study area.
2. Economic impact data and analysis.
3. Proposed infrastructure improvements by city, county and state departments.
4. Building permits and change of assessed property valuation within the study area since 2000.
5. Noise contours and stormwater runoff management.
6. Traffic impact, traffic control and crime data.

These research areas generated the information provided in the following chapters. In additional to these tasks, staff produced alternative population and employment projections for the years 2015 and 2030 to support the transportation study led by the Transportation and Public Works Department.

Comprehensive Plan Goals, Policies, and Strategies related to the TMS Master Plan

City staff conducted a review of the citywide goals, policies, and strategies identified in the 2008 City of Fort Worth Comprehensive Plan. The following list includes the most relevant goals, policies, and strategies of that document as they pertain to the TMS study area.

Land Use

- Locate large industrial uses along rail lines, highways, or airports within industrial growth centers and other appropriate locations.
- Do not locate residential uses or schools in areas adjacent to airports having a noise level of 65 or more decibels DNL (average Day or Night Level).
- Locate commercial and institutional uses adjacent to arterial streets, preferably at the intersections of other arterials and highways.
- Promote transit-oriented development, which encourages compact urban development adjacent to transit stops and interchanges. Mixed uses in a single building, minimal setbacks, and taller structures help achieve the higher densities necessary to support transit. Parking facilities, retail businesses, and services for commuters should be located close to transit stops.
- Encourage single-family and low-density residential development and open space beyond growth centers.
- Promote estate type developments and agricultural uses on land designated as agricultural.
- Encourage the use of floodplains as a boundary between incompatible land uses.
- Leave floodplains in their natural state to improve water quality and minimize flooding.
- Utilize traffic impact analysis to determine the transportation system's ability to serve proposed land uses.

Parks

- Each year, build partnerships with willing Independent School Districts (ISDs) serving the City of Fort Worth to pursue cooperative use of facilities in the delivery of recreation and community programs and services.
- PACS works with the Independent School Districts to avoid

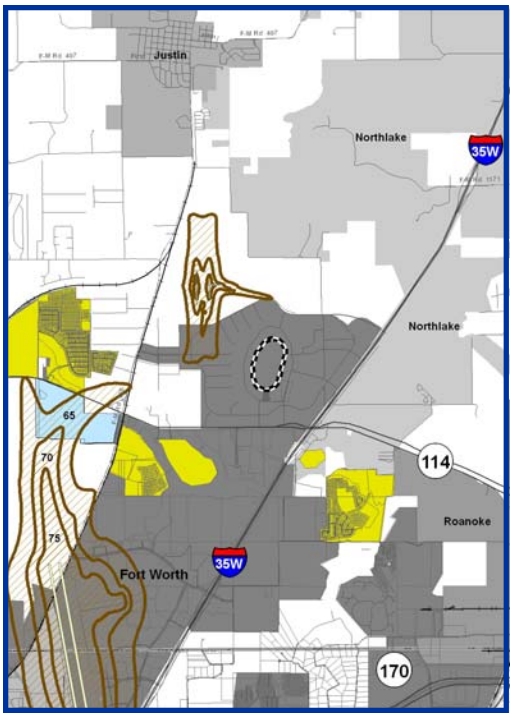

Figure 2.2 Proposed 2014 Alliance Airport noise contours including the Bell Helicopter training facility.

Figure 2.3 Transit-Oriented Development, which encourages compact urban development adjacent to transit stops, could be promoted at appropriate locations in the TMS area.

Figure 2.4 Northwest ISD Stadium

Figure 2.5 Road construction on SH–114 east of TMS

Figure 2.6 Alliance Airport is an important revenue generator for Fort Worth and North Texas. TMS is visible in the background.

duplication of park and recreational facilities. School facilities play an important role in meeting the recreational needs of Fort Worth youth. The City has shared facility agreements for many park sites, athletic facilities, educational facilities and services, and transportation.

Human Services

- Establish shared facility agreements with independent school districts and other agencies for the provision of community services for seniors and children.

Economic Development

- Recognize the importance of tourism to Fort Worth's economic development, and support programs such as Linkages.

Transportation

- Evaluate the impacts of land use and platting decisions on the overall transportation system, and the impacts of transportation decisions on land use.
- Encourage appropriate development through the planning and implementation of a multi-modal transportation system.
- Identify and promote potential locations for the expansion of rail transit.
- Identify and promote potential locations for transit-oriented development, especially in designated growth centers and urban villages.
- Facilitate travel between growth centers and urban villages through thoroughfare improvements and public transportation opportunities.
- Participate with The T and NCTCOG on passenger rail and bicycle route studies.
- Continue to work with The T to expand and integrate public transit into the City's transportation system.
- Promote park-and-ride facilities to encourage the use of public transit.
- Incorporate the various modes of transportation into corridor studies to determine possible alternatives. Studies are to focus on congestion, safety issues, and level of service analysis.
- Foster roadway designs that decrease noise and improve air quality along major arterials. Modify existing guidelines for traffic impact and assessment studies to allow more flexibility

for the different sizes of new developments.

- Support airport operations that are currently bringing in revenue.
- The Comprehensive Plan should address linkages to future growth centers in the ETJ. Consideration should be given to the study of key thoroughfares in terms of their impact on new development patterns as they extend into the ETJ. Such thoroughfares would include, but not be limited to, the proposed alignment of SH 121 as it extends into southwest Tarrant County, the westward alignment of I-30 as it extends into Parker County, the westward alignment of SH 114 as it extends into Wise County, the proposed development of the Outer Loop as it extends from SH 170 to the north to FM 1187 to the south, and the U.S. Highway 287 corridor in the northwest portion of Tarrant County.

Figure 2.7 Northwest ISD campus includes several schools, athletic facilities, and administration and operations buildings.

Education

- The City of Fort Worth and Fort Worth area school districts will maintain a working relationship to cooperatively address issues that affect both, such as land use and historic buildings.
- When possible, school and City facilities will be shared to provide efficient access to services

Urban Design

- Integrate policies aimed at improving environmental quality with innovative urban design approaches. An example of this integration is using pervious or semi-pervious surfaces that absorb stormwater within surface parking lots.

Police Services

- Create and support plans for the expansion of public safety services into developing areas.
- Support community partnerships to improve safety in neighborhoods, schools, and businesses.

Figure 2.8 Fire Station 11 at SH-114 and Harriet Creek Drive opened in January 2009.

Fire

- Respond to and mitigate emergency and service calls in a timely and competent manner with adequate resources.
- Dispatch appropriate resources and respond to needs of on-scene personnel in a timely manner.

Environmental Quality

- Encourage regional public transportation by working with

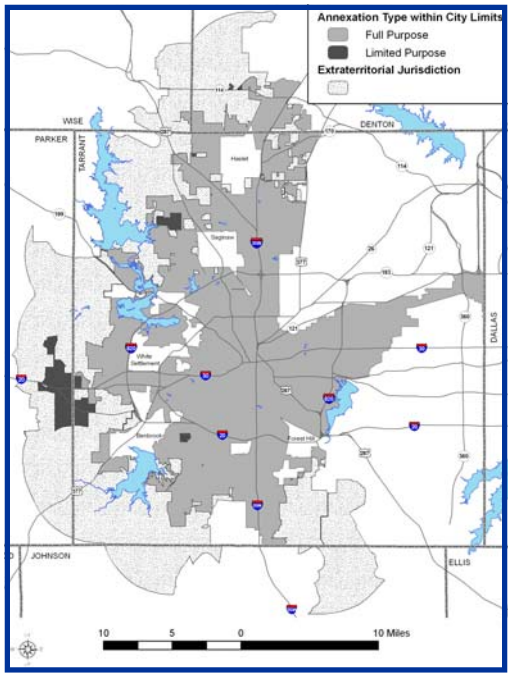

Figure 2.9 Fort Worth City Limits and Extraterritorial Jurisdiction

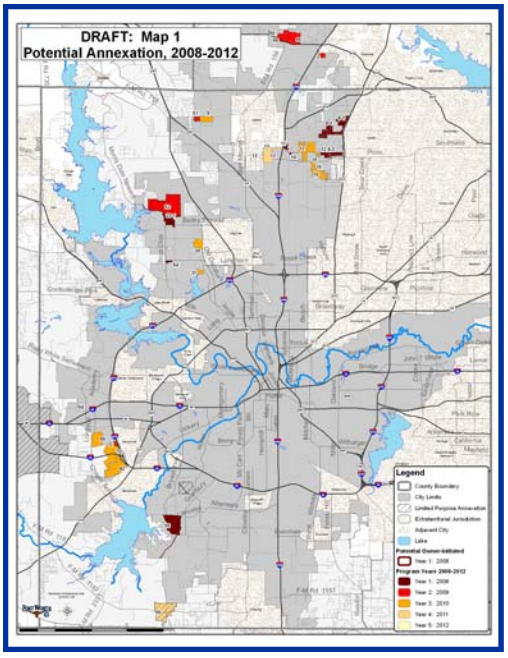

Figure 2.10 Potential City-initiated annexations, 2008-2012

other cities in the Metroplex to create efficient commuter rail, light rail, bus service, and other types of mass transit.

- Provide potable water in the service area as required by the projected growth.
- Assure adequate raw water resources to meet projected demand.
- Utilize natural areas to retain and filter storm water runoff.
- When feasible, develop linear parks with walking and biking trails along drainage ways as an effective means of filtering out water pollutants and connecting neighborhoods.
- Support innovative efforts that are cost and environmentally effective in addressing water quality issues associated with new development and extensive redevelopment.

Municipal Facilities

- Anticipate future needs of the community by identifying and purchasing sites in developing areas that will serve multiple departments in the efficient provision of services.

Development Regulations

- Seek authority to enact an Adequate Public Facilities Ordinance (APFO): APFOs require that public facilities–such as roadways, water and sewer lines, fire stations, schools, and parks–be available concurrently with new development to more efficiently accommodate growth.
- Seek greater municipal control over special infrastructure districts in the ETJ: These districts (municipal utility districts, water control and improvement districts, and fresh water supply districts) may be used to promote high quality development, but they may facilitate development that bypasses undeveloped areas more economically served by public facilities and services.
- Seek greater municipal land use authority in the ETJ: Successful long-range land use and infrastructure planning relies heavily on a municipality's ability to control the location, type, and ultimate density of development in the ETJ.

Annexation Policy Strategies

Promote Economic Growth

- Fort Worth should use annexation as a major component for the establishment of public-private sector partnerships intended to stimulate local and regional economic growth and

implement sound capital improvement programming.

- The City should utilize its ETJ as a marketing and planning resource by anticipating candidate areas for annexation. Such areas would primarily consist of raw land, be accessible to public utilities provided by Fort Worth, and be within three years of being developed.
- Prior to annexation, the City should coordinate with the property owners in developing a service plan for the logical extension of infrastructure and services to the proposed development. Once service plan commitments have been established, the City should verify funding sources (both public and private) for implementation of the plan. Sources may include, but not be limited to, the following: special taxation districts, water and sewer impact fees, community facilities agreements, capital improvement program budgets, and other sources deemed appropriate for the specific project.

Facilitate Long Range Planning

- Fort Worth should use annexation to regulate development on the fringe of the city in accordance with the Comprehensive Plan.
- Some annexations can be approved without being included in the annexation plan, including sparsely developed unincorporated areas with less than 100 residential tracts, industrial areas, vacant properties, and voluntary annexations.
- As unincorporated areas become more densely developed, the Comprehensive Plan should identify additional growth centers in the ETJ, which should be considered for annexation.

Protect Future Development

- Fort Worth should use annexation as a means of extending the City's land use regulations and building codes to protect future development from inadequate design and construction standards that may proliferate in unincorporated areas.

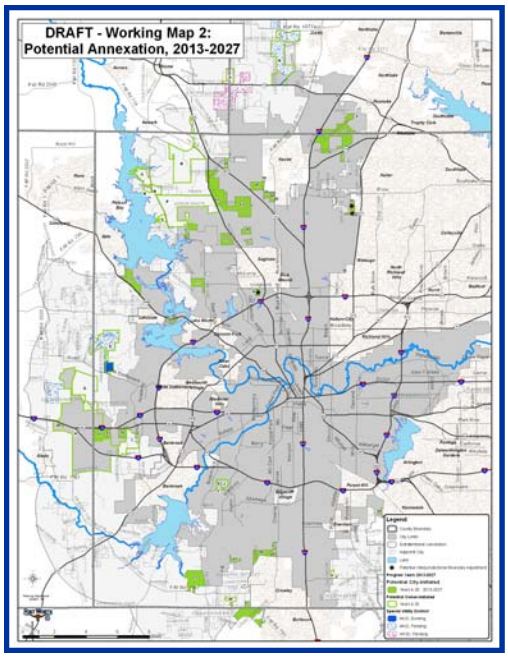

Figure 2.11 Potential City-initiated annexations, 2013-2027