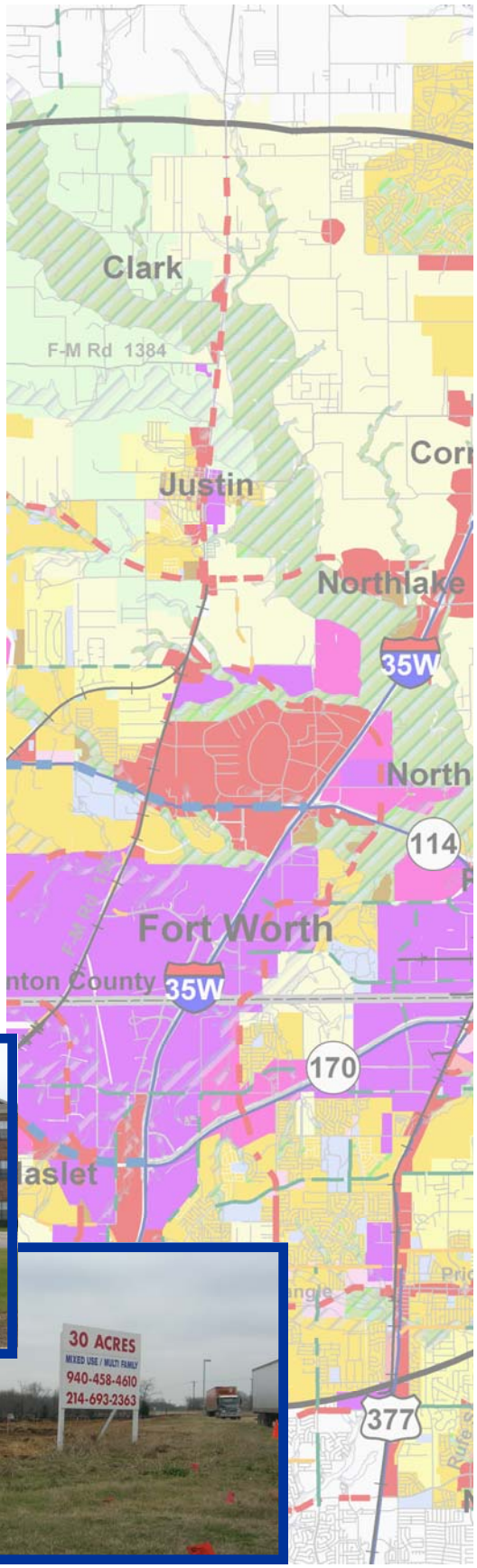
LAND USE

5


Clark
F-M Rd 1384
Justin
Northlake
35W
North
114
Fort Worth
35W
170
377

NORTHWEST I.S.D. STADIUM

30 ACRES
940-458-4610
214-693-2363

Figure 5.1 The TMS facility is approximately 1500 acres.

Land use refers to how land is currently used and how it should be used in the future. Ensuring compatibility of adjacent land uses is a key component of any small area planning effort. Due to the unique uses of land at the Texas Motor Speedway, special attention to compatibility is essential near the racetrack.

TMS is expansive, occupying approximately 1500 acres of land. The site generates noise and traffic levels on specific race weekends not seen anywhere else in the Dallas-Fort Worth Metroplex. Developers built several single-family subdivisions near TMS after the track's opening in 1997. These subdivisions often did not provide for adequate street connectivity with adjacent residential developments and arterial roadways, contributing to significant traffic and access problems during race events. In addition, even with large amounts of parking and open space as buffers, race weekend noise generated by TMS affects these neighborhoods. For these reasons, an evaluation of Future Land Use designations within the TMS area is needed, and recommendations for Future Land Use map amendments may be warranted. The noise generated by nearby Alliance Airport also impacts some properties within the study area.

Existing Future Land Use Designations in the TMS Study Area

As a starting point, Fort Worth Planning and Development staff analyzed each of the individual communities' comprehensive plans and future land use maps affecting a six-mile radius TMS study area. This information was then aggregated at a sub-regional scale into a standardized, color-coded future land use map for the entire study area (Figure 5.2). Much of the undeveloped land in the TMS study area to the north and west does not have improved roads and infrastructure. These areas generally have agricultural and rural future land use designations. Lands to the south and east of TMS currently served by major roadways and infrastructure experienced most of the recent growth in the study area. These developed areas generally have single-family, commercial, and industrial future land use designations. Future land use designations along the I-35W corridor are generally commercial and industrial.

Existing Land Uses Adjacent to TMS

Existing land uses in the study area can be separated into five categories. Rural/Vacant, Commercial, Industrial, Institutional, and Residential Uses.

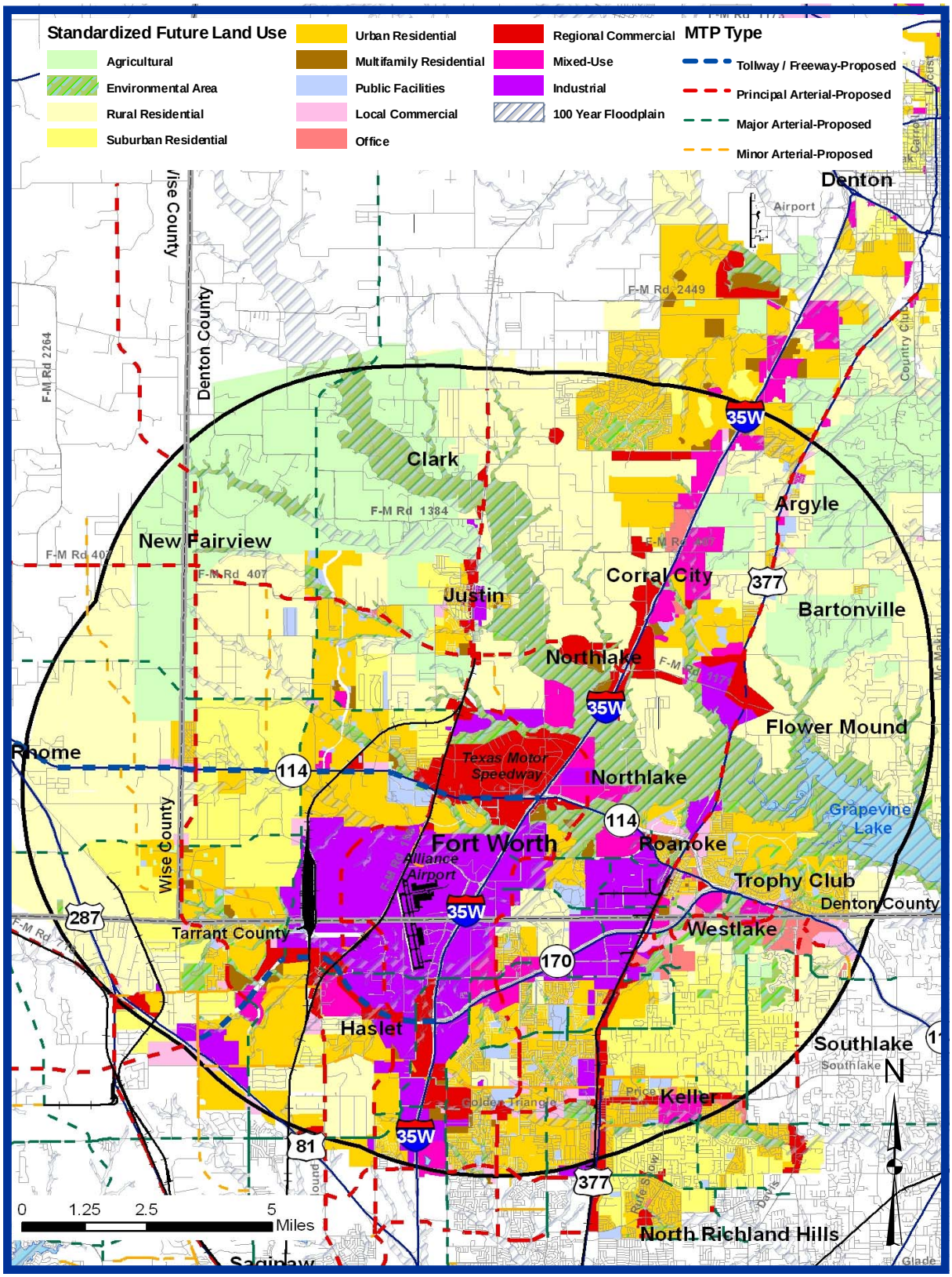


Figure 5.2 TMS Area Standardized Future Land Use

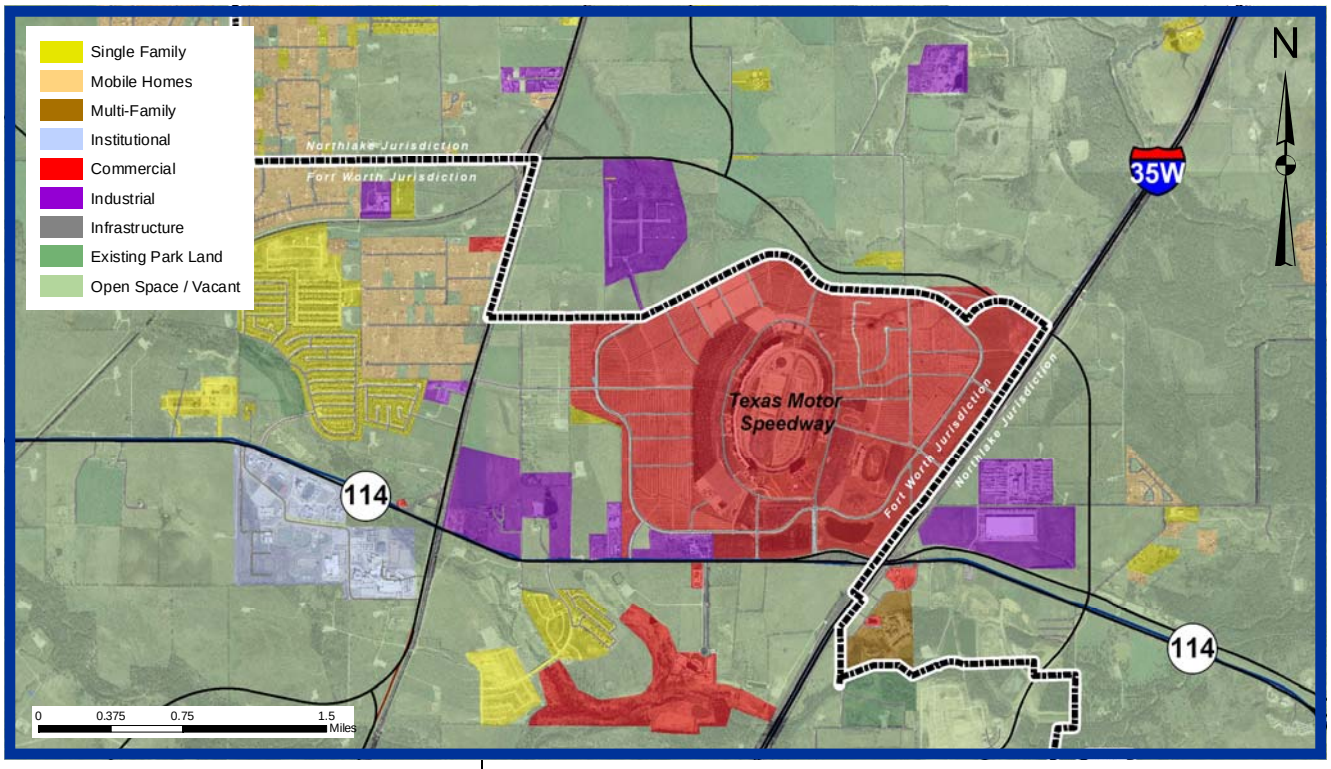


Figure 5.3 Existing Land Uses near TMS

Figure 5.4 Rural or vacant land uses are common near TMS.

Rural/Vacant Uses

When TMS began construction in 1995, rural uses and vacant parcels were the predominant land use types adjacent to the track. Currently, areas north and northeast of TMS are still characterized by rural uses or vacant land. Parcels to the south and southwest of TMS currently have rural uses but do have more intense uses proposed. Champions Circle is a retail development proposed for land directly south of TMS across from SH 114 and the Speedway Distribution Center has received preliminary plat approval for the land directly southwest of TMS and construction is underway on a large industrial building on the site. It is expected that more development will be proposed for the remaining undeveloped land near TMS in the future. Appropriate Future Land Use designations with corresponding zoning will ensure that rural lands and vacant parcels can be profitably developed in a manner that is compatible with TMS and consistent with the stakeholders' vision for the area.

Commercial Uses

Apart from the TMS property, commercial uses are currently sporadic in the area and oriented towards automobile access. Two convenience stores are located in the study area; one in the southeast quadrant of I-35W and SH 114 and the second at the northwest quadrant of the SH 114 and FM 156 junction. A self-

storage facility is located on the west side of FM 156. A small bank is located at the junction of SH 114 and Championship Drive, directly south of TMS.

Figure 5.5 The Northlake Business Center, directly east of TMS across I-35W, is home to several industrial land uses.

Industrial Uses

The largest industrial use near TMS is the 550,000 square- foot Clorox Distribution Center, located east of TMS across I-35W in the Northlake Business Center. The Sunmount Corporation, a company specializing in highway, airfield, and race track construction is located on Dale Earnhardt Way, directly north of TMS. Other small industrial uses can be found throughout the study area. Although not adjacent to TMS, the Alliance Airport Industrial Growth Center, a major regional employment center, is located one mile south of TMS.

Institutional Uses

The Northwest Independent School District (NISD) campus is home to three schools, athletic facilities, and administration buildings. NISD is west of TMS at the intersection of SH 114

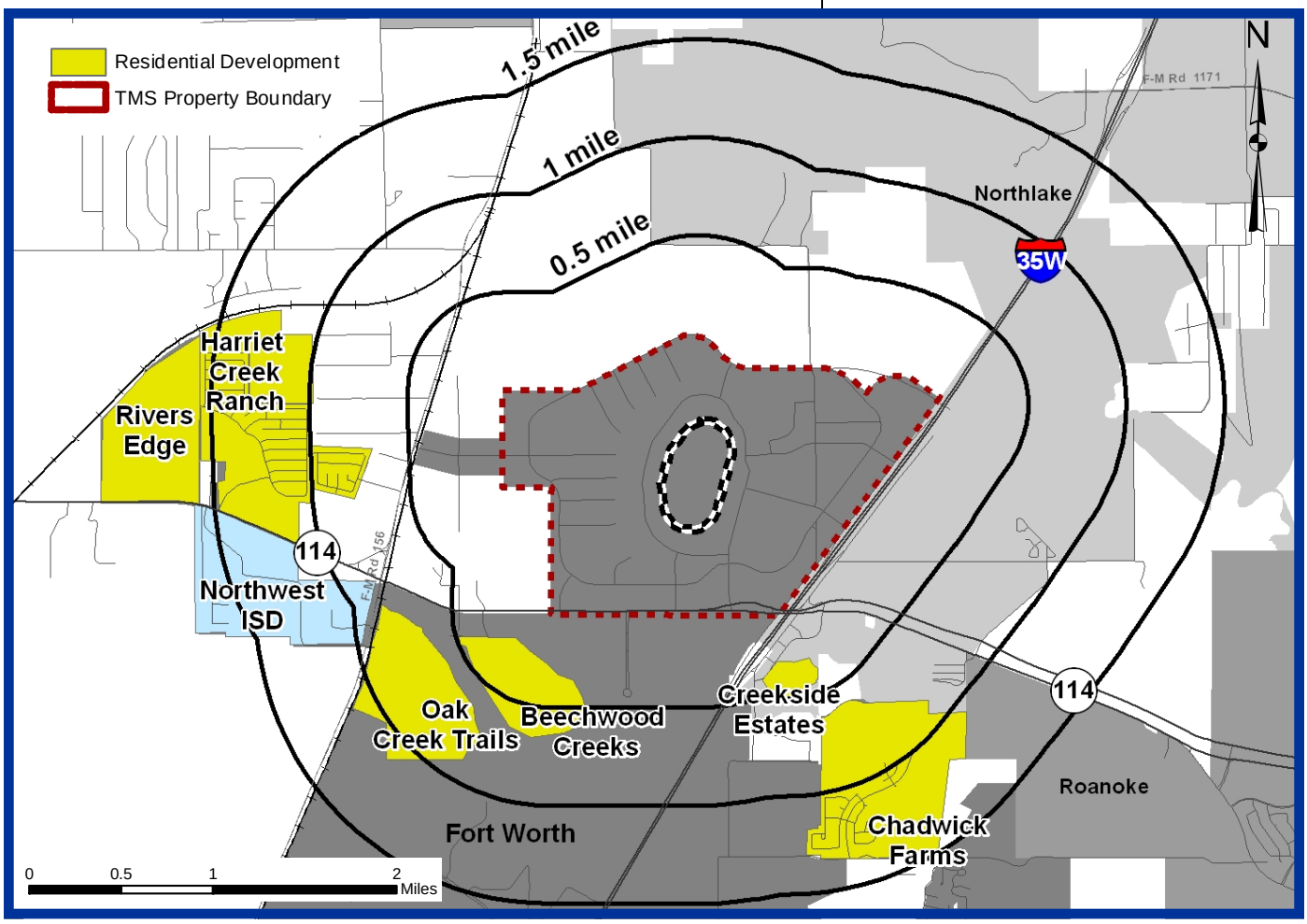


Figure 5.6 Residential Development near TMS

Figure 5.7 Creekside Estates is a multifamily complex southeast of TMS.

and FM 156. City of Fort Worth Fire Station #11 is located near the NISD campus.

Residential Uses
There are several single-family and multifamily developments near TMS. Harriet Creek Ranch is located west of FM 156, less the one-half mile from the main west entry to TMS. The Rivers Edge subdivision is currently being built to the southwest of Harriet Creek Ranch, adjacent to SH 114. Beechwood Creek Estates, located south of TMS across SH 114, is near completion. The proposed location of the Oak Creek Trails subdivision is west of Beechwood Creek Estates. To the southeast of TMS along SH 114 is the Chadwick Farms subdivision, which is in both Fort Worth and Northlake's jurisdiction. Single-family residences have already been built and multifamily residences are planned. The existing Creekside Estates multifamily complex is southeast of TMS adjacent to I-35W.

Land Use Issues Near TMS

Proposed Developments
Two anticipated developments adjacent to the speedway will impact TMS in the near future. The Speedway Distribution Center, located on 204 acres at the northeast corner of SH 114 and FM 156 will contain over 3 million square feet of industrial space. The distribution center is located in an enclave (Area #66) designated in the Fort Worth annexation program for annexation in 2009. Champions Circle, a 279-acre development, located directly south of TMS, will have up to 3 million square feet retail, office, and mixed-use space, including the possibility of some multifamily homes.

Figure 5.8 Chadwick Farms is one of several single-family neighborhoods in close proximity to TMS.

SH 114 Improvements
The Texas Department of Transportation (TxDOT) currently anticipates a 2010 completion date for the frontage roads of SH 114 from I-35W to FM 156. TxDOT anticipates a 2011 completion date for the four-lane rural section of SH 114 from FM 156 to the Wise County line. These improvements will increase access to properties along SH 114, increasing the opportunity for commercial development to occur in the area.

Potential for Complaints From More Residential Uses
Without future land use and zoning map changes, additional residential development could occur in close proximity to TMS. While most current residents understand the noise and traffic

trade-offs inherent in living near a speedway, additional housing could increase complaints about noise and traffic during race weekends. The TMS operators have expressed concern about the potential for increased noise and traffic complaints that could accompany nearby residential developments. In addition, the weekend traffic associated with additional housing units, particularly in comparison to industrial uses, could also potentially affect the City's ability to provide emergency services during race events.

Figure 5.9 The Harriet Creek Ranch neighborhood, just west of TMS.

Alliance Airport Noise Contours

The scheduled expansion of the Alliance Airport runways will enlarge the area affected by noise generated by airport operations. Areas experiencing a future average day-night noise level (DNL) above 65 decibels will include the Northwest ISD campus and some properties north of SH 114. In addition, portions of TMS property will fall within the 65 decibel DNL contour of the Bell

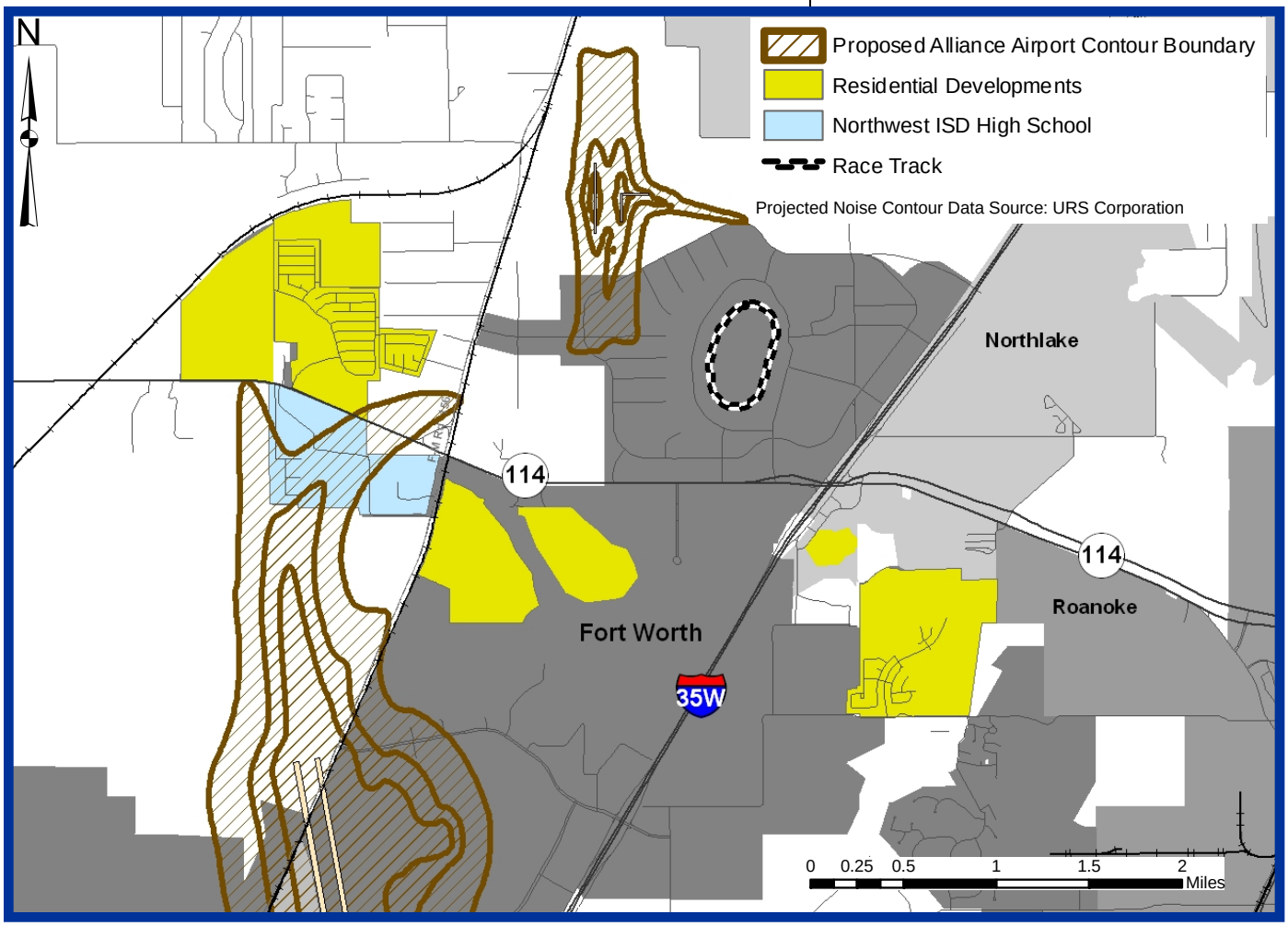


Figure 5.10 Alliance Airport and Bell Helicopter Facility Noise Exposure Map

Helicopter facility located northwest of the racetrack. The City of Fort Worth discourages residential development within a 65 decibel DNL level contour. This further reduces the land suited for residential development in the study area.

Figure 5.11 Beechwood Creek Estates is located south of TMS. The TMS grandstands are visible in the background.

Land Use Recommendations

Stakeholders have expressed growing concern over the potential for new development within the TMS study area to include land uses that would be incompatible with existing speedway activities and the noise and traffic they generate. Partly as a result of these concerns, the City amended the Fort Worth Comprehensive Plan in 2007 to change the Future Land Use designation of the TMS site – and several adjacent large parcels on the south side of SH-114 – *from* Mixed-Use Growth Center *to* General Commercial, which was expected to encourage a range of uses that would be more compatible with TMS operations. Such land use compatibility concerns remain an issue in the larger TMS study area. While the speedway itself drives much of the concern, Alliance Airport and the BNSF Intermodal Facility are further examples of important existing facilities that should be considered in the process of determining appropriate land uses for nearby undeveloped properties.

Opportunities exist to enhance the compatibility of the existing land uses in the TMS study area by identifying and encouraging appropriate land uses for currently vacant or under-utilized land. In determining appropriate land uses within the study area, existing and planned transportation infrastructure will be a determining factor. *Chapter 5: Transportation* outlines existing and anticipated deficiencies in transportation facilities near TMS, as well as planned improvements. Land use plans within the larger TMS study area should be based, at least in part, on the capacity of the transportation infrastructure to support the planned uses. Future development projects located adjacent to major transportation facilities in the area, such as SH-114 and FM 156, will necessarily rely on these facilities for access, but such projects should be designed to minimize their impacts on traffic congestion in the study area, such as by providing for shared access and access via alternate routes wherever possible.

- Discourage future residential development within one mile of TMS.
- Discourage future residential development within the 65 decibel DNL contours of Alliance Airport and the Bell Helicopter facility adjacent to TMS.

- Support annexation of land within one mile of TMS for the purpose of establishing zoning that protects existing rural residential uses, while restricting new residential subdivisions and facilitating appropriate non-residential uses.
- Support annexation of land within the 65 decibel DNL contours of Alliance Airport and the Bell Helicopter facility for the purpose of establishing zoning that protects existing rural residential uses, while restricting new residential subdivisions and facilitating appropriate non-residential uses.
- Support annexation of area #66, a 510-acre enclave, planned for annexation by the City of Fort Worth in 2009, and approve zoning that facilitates appropriate non-residential land uses on the property.
- Amend the Fort Worth Future Land Use map as indicated in Table 5.1 and depicted in Figure 5.14.
- Support commercial and industrial development in Northlake at appropriate locations to act as a buffer between TMS and residential uses.
- Developments adjacent to I-35W, SH 114, and FM 156 should include multiple points of access onto an existing or anticipated local street to improve connectivity, emergency vehicle access, and the opportunity to use secondary routes during race weekends.
- Consider a joint planning effort between Fort Worth, Northlake, and other adjacent communities to promote the TMS area as a sports entertainment district with corresponding signage, promotional material, advertising, etc.
- Due to the attractiveness of associating new development and street names with TMS and racing in general, the City of Fort Worth and Town of Northlake should take steps to avoid duplication in the naming of nearby streets and developments, and consider a unified promotional approach to the "Speedway" area or district.
- Consider implementing design guidelines along the I-35W frontage, including Northlake's jurisdiction adjacent to I-35W.
- Encourage subdivision design and street networks that increase connectivity between adjacent developments. (See Figure 5. 12)

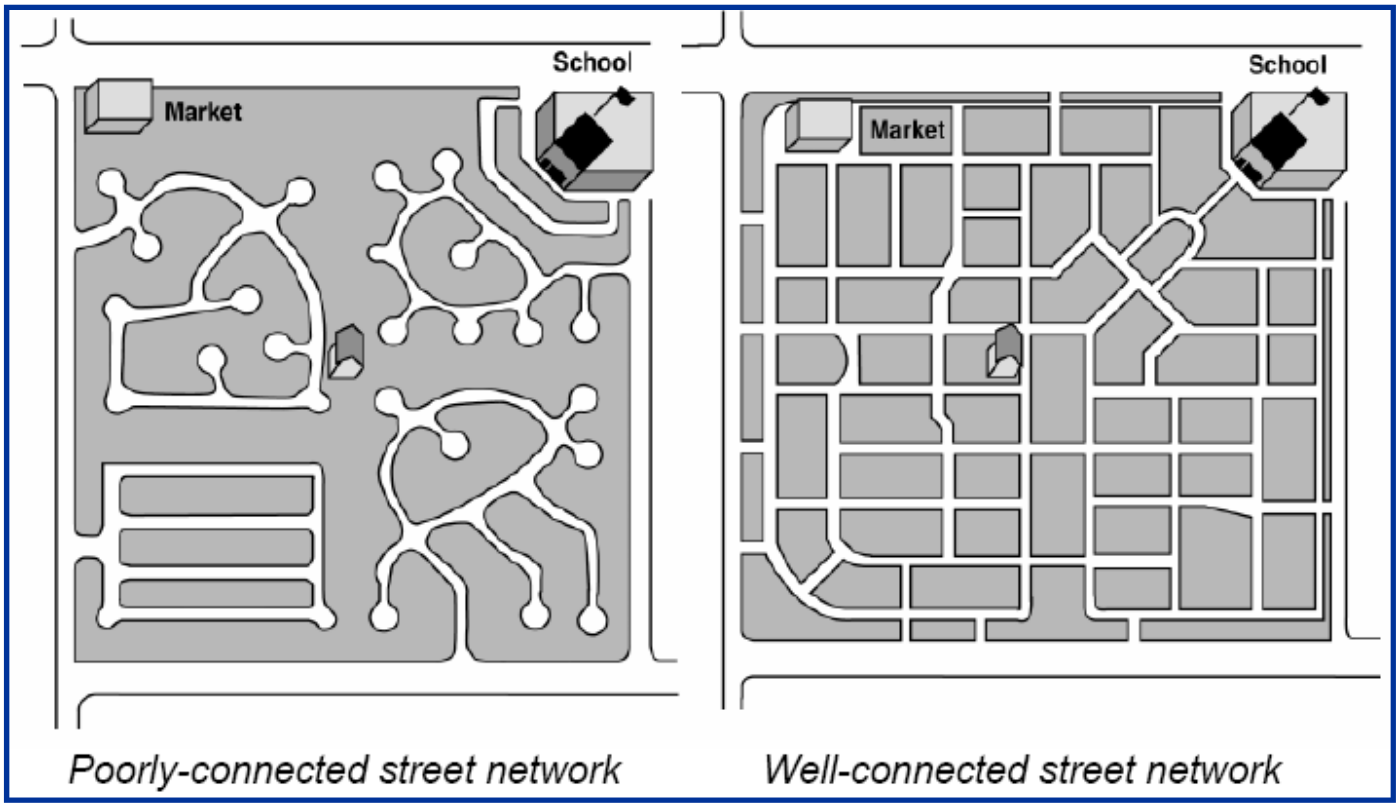


Figure 5.12 Well-connected street networks improve residents' mobility and provide alternative access routes for emergency vehicles.

Area	City	Future Land Use	Current Zoning	Potential Changes
1	Fort Worth	Single Family	ETJ	Light Industrial, General Commercial, Institutional
2	Fort Worth	Suburban Residential	ETJ	Rural Residential
3	Fort Worth	Suburban Residential	ETJ	Rural Residential
4	Fort Worth	Suburban Residential	ETJ	General Commercial
5	Fort Worth	General Commercial	ETJ	Light Industrial
6	Northlake	Mixed Use/Industrial	Rural Residential, ETJ	Restrict Residential
7	Northlake	Mixed Use/Industrial	Commercial, Industrial, ETJ	Restrict Residential

Table 5.1 Recommended Future Land Use Changes near TMS (see Figures 5.13 and 5.14)

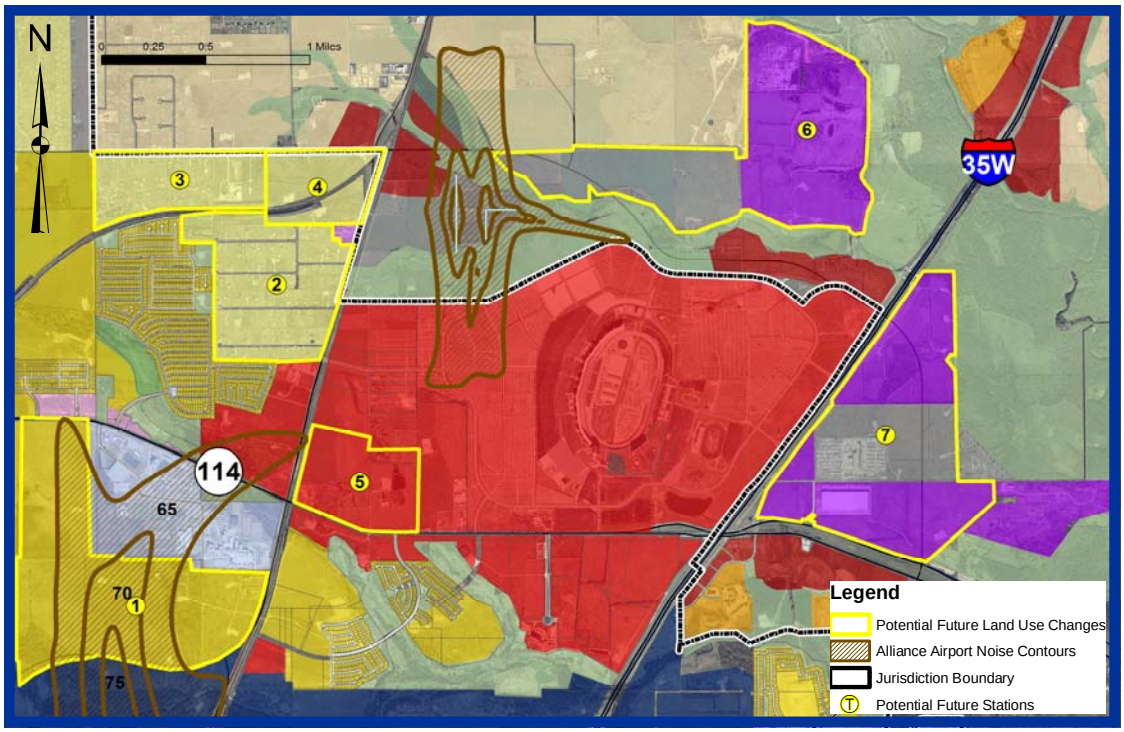


Figure 5.13 Existing Future Land Use in TMS Area

Fort Worth Future Land Use

- Agricultural (Vacant)
- Rural Residential
- Suburban Residential
- Single-Family Residential
- Medium-Density Residential
- Institutional
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Industrial Growth Center
- Infrastructure
- Existing Public Parkland
- Existing Private Parkland

Northlake Future Land Use

- High Density Residential (1-5 acre lots)
- Multi-Family Residential
- Commercial/Office/Service
- Industrial
- Mixed-Use
- Park and Open Space

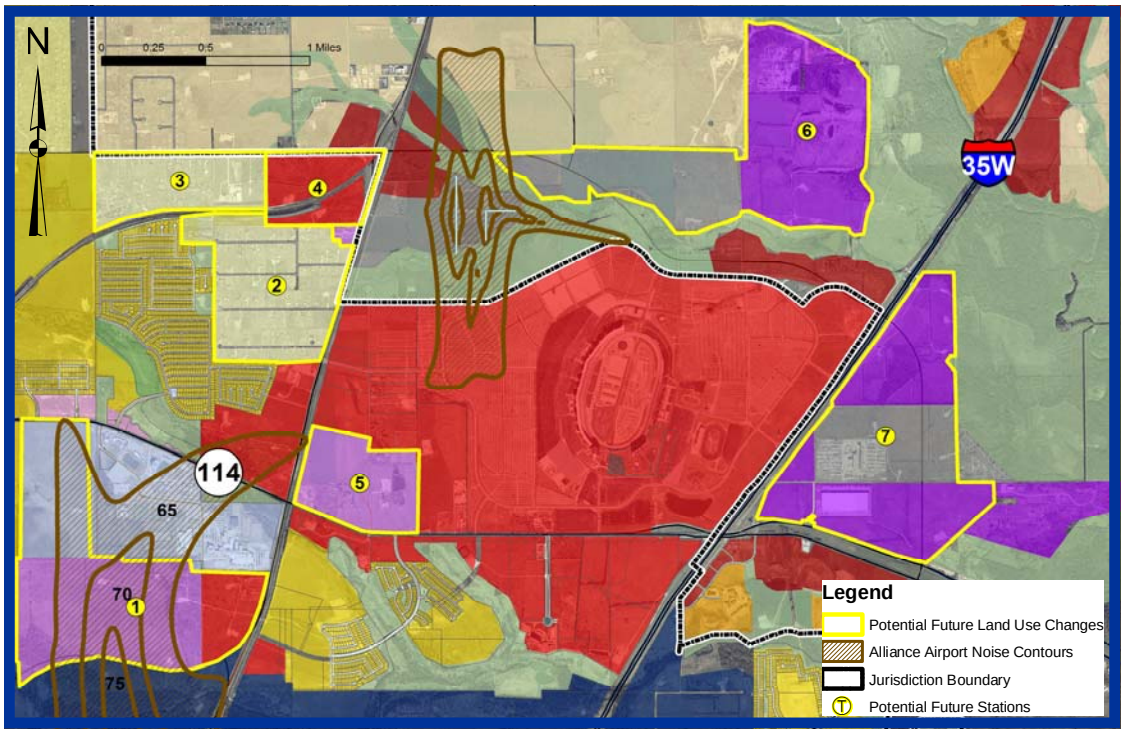


Figure 5.14 Potential Future Land Use Changes in TMS Area