

## PROMOTING ECONOMIC GROWTH

Once dependent on cattle, oil, and defense, Fort Worth is developing into a major center for industry, technology, distribution, and transportation. Over the next 20 years, all sectors of the economy are expected to continue to add jobs, with the service sector predicted to out-perform the others. A suitable workforce, land prices, wage scale, cost of living and transportation costs are important factors for attracting and retaining business and encouraging entrepreneurship. Fort Worth is committed to remaining competitive in these areas.

### Example Policies & Strategies

- Continue the close partnership between the City and the local chambers of commerce in marketing Fort Worth to business prospects. (p. 89)
- Establish potential incentives to promote development of vacant land and redevelopment or reuse of deteriorated properties within designated commercial districts. (p. 90)
- Encourage the utilization of federal brownfields programs to assist in central city revitalization. (p. 90)

### Example Projects

- Nearly \$6 billion in public and private funds have been invested in infrastructure and development in the 17,000-acre Alliance Airport and Alliance Corridor industrial area. As a result of this investment, over 24,000 new jobs have been created in the Alliance area. Alliance is the first industrial airport in this region, a concept that has proven effective for economic development elsewhere.

#### Alliance Airport

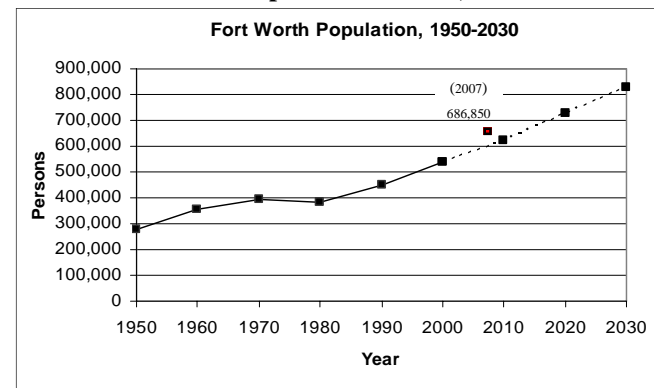


- The proposed Evans & Rosedale Business and Cultural District, an African-American marketplace and historic district, is being developed in southeast Fort Worth. The conceptual plan includes a major commercial anchor, other businesses and a plaza to celebrate the area's heritage within a pedestrian-friendly mixed-use setting. The City is working to stimulate investment by relocating the City's Public Health Center, constructing a new branch library, and rehabilitating a historic building. The City has leveraged approximately \$19 million to make the community's vision a reality.
- The City is working with the North Texas Tollway Authority and the Texas Department of Transportation on designs for SH 121T. The environmental impact statement was approved in June 2005. Also known as the Southwest Parkway, SH 121T is an 8.4-mile toll road that will connect Downtown to the rapidly growing neighborhoods and commercial centers of southwest Fort Worth. Construction on the \$975 million roadway should begin in late summer of 2008, and is scheduled to be completed in late 2010.

## MEETING NEEDS OF AN EXPANDING POPULATION

According to the U.S. Census Bureau, Fort Worth has been the fastest growing large city of more than 500,000 persons in the nation since April 1, 2000. Fort Worth's population as of January 1, 2007 is estimated to be 686,850 persons. From 2000 to 2007, the total population increased by 152,156 persons, which represents an average annual increase of over 21,000 persons and a growth rate of approximately 4 percent. The North Central Texas Council of Governments projects that Fort Worth's population will reach 784,300 by 2025. If Fort Worth continues to grow at the same rate it has since 2000, the city's population could approach a million people by the year 2030. Growth has been greatest in the Far North, Far Northwest, Far Southwest, Eastside, and Far South sectors, because of the availability of large tracts of developable land, especially outside Loop 820.

### Fort Worth Population Growth, 1950-2030



An expanding population produces additional traffic and solid waste, and places a greater demand on natural resources (such as land and water supply), existing facilities and fiscal resources. Because population increases affect most public service providers, cooperation among the different entities is important in planning and developing shared facilities and coordinating services to meet increased demand.

### Example Policies & Strategies

- Encourage development that reduces daily vehicle miles for commuters through the creation of growth centers. (p. 182)
- Encourage new development adjacent to developed or platted areas so as to utilize existing infrastructure and services. (p. 37)

### Example Projects

- The City is partnering with the YMCA to design, build, and operate a joint YMCA/Community Center at Northpark. The project will cost \$5 million (\$2.5M paid by each partner) and should be complete by the end of 2008.
- Student population in Crowley ISD schools has increased by approximately 31 percent in the last five years. To help meet the demand for new classrooms, two ninth grade centers and three elementary schools have been built in the last five years. Four additional schools are planned to open within the next two years.
- Over \$22 million has been budgeted for park improvements over the next five years, ranging from an addition to the zoo to the provision of new recreational facilities. In order to maintain standards for meeting park and recreation needs based on current population, the City will need to acquire 5,849 acres of parkland by 2025.
- Two additional fire stations will be provided in the Far Northwest sector of the city. Construction of the facilities will cost over \$7.0 million and should be completed in 2008.

## REVITALIZING THE CENTRAL CITY

The City of Fort Worth is committed to revitalizing its central city, the area consisting of low and moderate income neighborhoods within Loop 820, through a comprehensive and coordinated strategy that includes economic development, housing, historic preservation, infrastructure, parks, cultural programs, human services, and safety initiatives.

### Example Policies & Strategies

- Promote neighborhood stability through a comprehensive and coordinated strategy that addresses housing, neighborhood economic development, infrastructure, parks, safety, and human services. (p. 49)
- Require infill development to adhere to the design guidelines for new construction within historic districts. (p. 130)
- Use the Neighborhood Empowerment Zones to promote the development of designated urban villages and the revitalization of surrounding low-income neighborhoods. (p. 49)
- Support redevelopment, community development, and non-profit organizations' efforts to spur the revitalization of central city business districts where investment is not occurring but that have redevelopment potential. (p. 90)

### Example Projects

- Lancaster Avenue from I-35W to Henderson is to be redeveloped into an attractive, pedestrian-oriented street with residential, retail, and office uses. Reconstruction of Lancaster Avenue began in 2005 and is scheduled to be completed early next year. A key component of the reconstructed roadway is the public art within in the median.

#### Lancaster Avenue



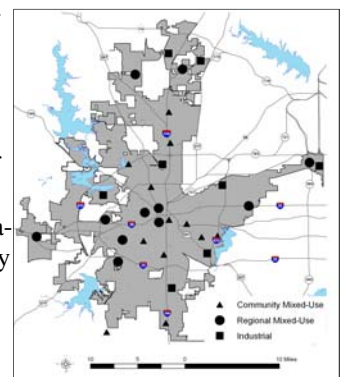
- Portions of Berry Street have been redesigned from Evans Avenue west to University Drive to help revitalize the corridor, stimulate economic development and promote pedestrian activity. The City secured approximately \$8 million in federal and local funds for pedestrian and streetscape improvements. Construction began in 2005 and was completed in 2007.
- In 2002 the City created conceptual development plans for urban villages along priority commercial corridors targeted for reinvestment. Since that time the City has added urban villages for a total of sixteen. The City has allocated nearly \$4.5 million for planning in twelve of these villages, and for design and construction in five villages. In addition, the 2004 bond package designated \$2 million in local match funding to secure federal funding as it becomes available.
- The City has nominated projects for funding through the North Central Texas Council of Governments (NCTCOG) Sustainable Development Program. NCTCOG has approved over \$6.5 million in funding. A \$1.6 million local match brings the total funding for these projects to over \$8.1 million. Projects include Museum Place, West Berry Street-GrandMarc, Trinity Bluff, West Rosedale, and Evans & Rosedale.

## DEVELOPING MULTIPLE GROWTH CENTERS

A multiple growth center development pattern will accommodate citywide growth with minimal environmental impacts, less land consumption, less traffic generation, and less pollutant production than a dispersed development pattern by concentrating more compact growth within the growth centers and away from low-density residential areas. Providing a variety of transportation modes within and between growth centers could lessen residents' current dependence on automobiles, thus helping to reduce travel time and improve the region's air quality by reducing automobile emissions.

The Comprehensive Plan has designated 31 growth centers (23 mixed-use and 8 industrial) to serve as the primary development pattern for future public and private development. Mixed-use growth centers have a concentration of jobs, housing units, entertainment, public spaces, and public transportation hubs. They are characterized by mixed-use developments and a pedestrian-oriented environment. Industrial growth centers consist of industrial and commercial uses, with a high concentration of jobs. Both will concentrate more intense land uses away from low-density residential areas.

### Growth Centers



### Example Policies & Strategies

- 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. (p. 38)
- Ensure that projects that support the growth center concept are considered in future capital improvement programs. (p. 37)
- Link growth centers with major thoroughfares, public transportation, trails, and linear parks. (p. 37)
- Promote locating multifamily units within walking distance of public transportation, employment, and/or shopping to increase accessibility and decrease vehicular traffic generation. (p. 37)

### Example Projects

- The Trinity Railway Express (TRE) provides commuter rail service from Dallas to the Intermodal Transportation Center (ITC) and the T&P Terminal on Lancaster Avenue. TRE offers an important link to other areas in the region. It was completed in 2001 through a partnership between the Fort Worth Transportation Authority (The T) and Dallas Area Rapid Transit, and is operated with funding assistance from the Federal Transit Administration, TxDOT, and Tarrant County.
- The ITC, located Downtown at 9th and Jones Streets, links residents and visitors to employment centers, as well as to locations of cultural and recreational interest. The ITC also serves as the hub for several transportation modes including AMTRAK, Greyhound, and the T's local bus and commuter rail service.

**CELEBRATING THE TRINITY RIVER**

The Trinity River corridor and its tributaries are important resources and provide a natural means of linking Fort Worth's recreation sites and open space, as well as linking neighborhoods to centers of activity. The river and its tributaries are also an important economic asset to Fort Worth. RadioShack and Pier 1 both constructed multi-million dollar headquarters along the Downtown segment of the river, and the *Trinity Uptown Plan* envisions mixed-use development near Downtown. The plan includes bold recommendations to ensure long-term flood protection and to transform Fort Worth's urban waterfront.

**Example Policies & Strategies**

- Preserve and enhance rivers, creeks, and floodplains as parks, public open space and as linkages to neighborhoods. (p. 59)
- Develop and implement an ecotourism plan that is focused on the natural attractions of Fort Worth. (p. 184)
- Encourage redevelopment and infill in order to reduce the amount of new impervious surfaces. (p. 183)
- Pursue implementation of the Trinity River Vision Master Plan in cooperation with Streams & Valleys, Inc., the Tarrant Regional Water District, and the U.S. Army Corps of Engineers. (p. 59)

**Example Projects**

- During the next four years, over \$110 million will be spent on expanding the North and South Holly Water Treatment Plants, the Rolling Hills Water Treatment Plant, and the Village Creek Wastewater Treatment Plant, in addition to construction of the new

Northwest Water Treatment Plant, aiding in the City's goal to continue to improve water quality.

- The trails that line the Trinity River corridor can serve as an alternative transportation mode between neighborhoods, growth centers, and Downtown, but these trails are not yet linked throughout the city. There are more than 25 miles of existing trails along the Clear Fork, West Fork, and Marine Creek. Trails along Sycamore Creek and to the east of Downtown extend an additional 14 miles.

- The 2003 *Trinity River Vision Master Plan* encompasses approximately 88 miles of river and creek corridors. The plan identifies opportunities for conservation, linkages, and open space. The primary goals of the plan include identifying and improving adjoining land uses, enhancing environmental quality, and ensuring flood protection. To control flooding, the *Trinity River Vision Master Plan* also calls for the development of an urban waterfront Downtown by creating a bypass channel.

**Trinity Uptown Plan**



**COMPREHENSIVE PLAN ANNUAL UPDATE PROCESS**

The City Council has established a process for updating the Comprehensive Plan on an annual basis. Annual updates provide reliable, up-to-date information about the City's growth and development trends. They also provide the City an opportunity to review the status of its programs and projects and to review the effectiveness of its growth and development policies. Based on this information, the City can better identify programs and projects that should be considered for funding in its annual budget. Thus, the plan serves as a general guide for establishing budget priorities related to the City's growth and development and for allocating the City's financial resources.



The planning process works on a cycle complementary to the budget process. The Comprehensive Plan establishes the City's long-term growth and development goals, identifies programs and projects enabling the City to achieve those goals, and contains a non-binding schedule of capital improvements identified for the next 20 years. Identification of a program or project does not imply any obligation to fund that program or project through the budget or bond programs.

The annual update process enables citizens to participate in numerous community meetings held in the fall of each year. Furthermore, the process allows input from various departments and agencies about their programs, projects, and priorities at appropriate times during the budget cycle.

For further information, please contact the Planning & Development Department at (817) 392-8000 or see [www.fortworthgov.org/planninganddevelopment](http://www.fortworthgov.org/planninganddevelopment)

**Next Steps in the Update Process**

Date	Activity
August 30 – Nov. 16	Planning and Development Department briefs neighborhood organizations and community groups on public review draft.
November 16	City Plan Commission and Zoning Commission receive briefing on results of community meetings.
November 27	City Council receives briefing on results of community meetings.
January 23, 2008	City Plan Commission conducts public hearing on draft plan and votes to recommend adoption of plan.
February 5	City Council conducts public hearing on proposed plan.
February 19	City Council votes on ordinance to adopt plan.



**A summary of Fort Worth's Draft 2008 Comprehensive Plan**

September 2007

To the citizens of Fort Worth:

On behalf of the City Council and the City Plan Commission, we are pleased to present the public review draft of the 2008 Comprehensive Plan for your review and comment.

The Comprehensive Plan is a general guide for making decisions about growth and development. It sets forth the City's vision for the future and describes the basic policies, programs, and projects by which we seek to realize that vision. The Comprehensive Plan thus helps the City in fulfilling its mission of focusing on the future and working together to build strong neighborhoods, develop a sound economy, and provide a safe community. The Plan is a practical document that is readable, concise, accessible, and usable.

We update the Plan annually, starting with community meetings each fall and culminating with a revised document the following spring. In this way, the Plan's built-in flexibility allows for updates that will promote economic expansion and stability well into the future.

The public review process starts in the fall of 2007, when the Planning & Development Department conducts numerous community meetings. Residents will have the opportunity to learn more about the Comprehensive Plan and to ask questions and provide comments on major planning efforts, programs, and projects in Fort Worth.

Copies of the draft 2008 Comprehensive Plan are available for review at Fort Worth public libraries and community centers, in the Planning & Development Department office at City Hall, and on the Internet at <http://www.fortworthgov.org/planninganddevelopment>. Also, copies can be purchased from the Planning & Development Department.

If you have any questions about the City's planning process, please call our Planning & Development Department at (817) 392-8000.

Sincerely,



*Mike Moncrief*

Mike Moncrief  
Mayor



*Dennis Shingleton*

Dennis Shingleton  
Chair, City Plan Commission

**A COMMON VISION**

During the 2000 Comprehensive Plan sector workshops held throughout Fort Worth in 1998, citizens described what they liked about living in Fort Worth, what characteristics they wanted to preserve, and what they would like to see changed. Several values were identified from this process that refined the City's vision. In 2001, the City Council added two values, educational and economic opportunity, and the arts. In 2003, the (new) Council added two more values, aviation history and technology, and can-do attitude. At their strategic planning retreat in 2005, the Council added a new value, inclusiveness and cooperation: "The Fort Worth Way." These values are retained as part of the 2008 Plan.



The vision statement for the Comprehensive Plan was shaped by citizens' comments and expressed values, and more sharply focused by the Mayor and City Council. The vision and values defined within the Comprehensive Plan represent the creative efforts of the community to lay a successful foundation for the future of Fort Worth. The vision of Fort Worth reads as follows:

*"By the year 2020, Fort Worth will be commonly recognized as the most livable city in Texas. Residents will be able to enjoy Fort Worth's friendly atmosphere and the opportunities that are associated with a growing economy and diverse community. Fort Worth's public schools will produce well-rounded citizens and a skilled workforce to fill high-paying jobs in local businesses. Fort Worth's environmental quality will also be superior, meeting the highest national standards."*

In developing the Plan to reflect these common values and help the City realize its vision, five major themes emerged: promoting **economic growth**, meeting the needs of an **expanding population**, revitalizing the **central city**, developing **multiple growth centers**, and celebrating the **Trinity River**. These five themes, which influence various elements of the Plan, can guide the City in its decisions about the future.