



# Zoning Staff Report

**Date:** May 14, 2024

**Case Number:** ZC-24-028

**District:** All

## Zoning Map Amendment

**Case Manager:** [Sandy Michel](#)

**Owner / Applicant:** City of Fort Worth

**Site Location:** All MU Districts

**Acreage:** NA

### Request

**Proposed Use:** Mixed-Use 1 and MU-2 Zoning Text Amendment

**Request:** An Ordinance amending the Comprehensive Zoning Ordinance of the City of Fort Worth by amending Article 13 “Form-Based Districts”, Section 4.1300(g)(1)(c) “Low Intensity Mixed Use (“MU-1”) District”, and Section 4.1302(g)(1)(c) “High Intensity Mixed-Use (“MU-2”) District”, to increase the size of the opening of a parking structure vehicle access facing public and private streets

### Recommendation

**Staff Recommendation:** **Approval**

**Urban Design Commission Recommendation:** **Approval by a vote of 10-0**

**Zoning Commission Recommendation:** **Approval by a vote of 9-0**

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## Project Description and Background

The primary purpose of this text amendment is to clarify to align the MU standards with other CFW standards.

Staff recently revisited the ordinance governing parking structure openings in MU-1 and MU-2 districts due to conflicts encountered by several recent projects. These conflicts arose during the permitting stage, with other CFW departments such as the Transportation Development Review (TPW) and the Fire Department, regarding lane size requirements. While the Fire Department does not have direct standards for parking structures, they do have lane size standards. TPW standards specify required lane sizes for one-way and two-way traffic, as well as drive approach standards. According to TPW's parkway standards,

### ***DRIVEWAY APPROACH:***

*A commercial driveway approach must follow the following criteria of minimum and maximum. A variance may be requested on the driveway approach standards with the approval of the City Traffic Engineer or its designee.*

<b><i>Land Use</i></b>	<b><i>Width</i></b>		<b><i>Radii</i></b>
	<b><i>One-Way Traffic</i></b>	<b><i>Two-Way Traffic</i></b>	
<i>Retail, Hotel, Office</i>	15'	25'-36'	15'-30'
<i>Industrial Uses</i>	15'	25'-36'	15'-50'
<i>School</i>	15'	25'-36'	15'-30'

### *Additional requirements:*

- *No driveway approach radii may extend past the property line.*
- *If driveway is one-way traffic, the driveway must be marked and signed as one-way.*






Upon realizing this inconsistency, staff undertook a comprehensive review to address the conflict. This involved reviewing past decisions and conducting additional research to establish appropriate standards for parking structures in MU-1 and MU-2 districts. Staff engaged with other CFW departments, conducted background research, and carried out site visits to compare current parking garage openings in MU districts with similar districts requiring parking structures.

### **Site Visit Case Study- Parking Structure Openings**




As part of the site visit case study, staff conducted a preliminary review of parking structures in the Downtown area to assess comparable projects and parking garage sizes. The aim was to determine if a 20-foot opening was standard for two-lane parking structures and to evaluate the impact of a 25-foot parking structure opening on design. The findings revealed that one-way openings were typically 20 feet or less, while two-way parking structures were at least 24 feet wide. Staff observed that openings greater than 25 feet posed significant design challenges. Staff believes at 25 feet, the parking structures, in conjunction with other MU standards, will not significantly impact the intent for designing with the pedestrian in mind. However, implementing this change in residential districts like Urban Residential (UR) could have a substantial impact due to density allowances and land uses.

To conduct a more detailed study, staff selected West 7th Street as the study area due to the high concentration of MU districts in the area (Figure 1). The results of this study are outlined below:

**Parking Garage Openings (Figure 2: Overall Map)**

	Address	Dimensions (width)	Images of opening
1	2821 W 7 <sup>th</sup> Street- Opening on Foch Street (Figure 4)	30 ft	
2	2821 W 7 <sup>th</sup> Street- Opening on Crockett Street (Figure 5)	24 ft	
3	3016 Crockett Street- Opening of the loading dock (Figure 6)	24 ft	
4	3016 Crockett Street- Opening for visitors (Figure 7)	24 ft	
5	3001 Crockett- Opening for residents (Figure 8)	25 ft	



6	929 Norwood St- Opening on Morton Street (Figure 9)	25 ft	
7	2869 Crockett St- Opening on 913 Currie Street (Figure 10)	Greater than 30 ft	
8	2901 Crockett Street- Opening on Currie Street (Figure 11)	24 ft w/ 3 ft median between	

## Recent Zoning History

- ZC-21-160**; On July 27, 2021, UDC-2021-018 was discussed, focusing on text Amendments to Mixed Use Standards and Guidelines (MU-1 and MU-2). The conversation continued at the August 2021 UDC meeting, where staff reviewed suggested changes and the list provided by MUZAG. Among the topics discussed was the issue of parking structure openings, initially raised for UR but later expanded to include MU districts. The proposed change to the ordinance language (Ord. 4.1300.g.1. and Ord. 4.1302.g.1.) was to limit parking structure openings along primary and secondary street frontages to 20 feet per entrance, as opposed to a percentage of the total ground floor facade. The final vote resulted in the approval of staff recommendations with modifications by a vote of 6-0. Following the August UDC meeting, ZC-21-160 proceeded to the September 2021 Zoning Commission meeting, where it received approval with modifications as proposed by the Urban Design Commission (UDC) with a vote of 9-0. Subsequently, ZC-21-160 was scheduled for discussion at the October City Council Meeting but was continued to the November 19, 2021, CC meeting. It received final approval with a directive to staff to conduct a study on turned townhouses and incentives for landscape and greenspace.