



Zoning Staff Report

Date: June 10, 2025

Case Number: ZC-25-050

Council District: 2

Zoning Map Amendment & Site Plan

Case Manager: [Sandy Michel](#)

Owner / Applicant: John Ainsworth & Chris Rapkoch with Kimley-Horn/ OGC SN Multifamily, LP

Site Location: 2900 - 3000 (evens) N. Commerce Street

Acreage: 9.48 acres

Request

Proposed Use: Multi-family

Request: From: “D” High-Density Multifamily & “K” Heavy Industrial
To: “PD/D” Planned Development for “D” High-Density Multifamily plus multifamily with waiver to the MFD, maximum density at 33 dwelling units per acre, with development standards for front yard along NE 30th Street, reduction of parking to 1.4 parking spaces per unit, carports and parking shall be allowed between a building and a public or private street, and fences shall be allowed in-between the building and property line, site plan required.

Recommendation

Land Use Compatibility: Requested change **is compatible**

Comprehensive Plan Map Consistency: Requested change **is consistent**

Comprehensive Plan Policy Consistency: Requested change **is consistent**

Staff Recommendation: **Approval**

Zoning Commission Recommendation: **Approval by a vote of 11-0**

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Zoning Staff Report

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Project Description and Background

The subject property, approximately 9.4761 acres, is located east of N Main Street and is currently undeveloped. The surrounding area consists of a mix of commercial and residential uses. The property is currently zoned “D” High-Density Multifamily takes up the majority and to the east of the property with a small portion of the site “K” Heavy Industrial to the east. The surrounding zoning designations including “G” Intensive Commercial (northwest), and “K” Heavy Industrial (southwest & east) with a “PD-G” Planned Development Intensive Commercial for a hotel within 1,000 feet of a one-family zoning district; site plan waived (south).

The applicant proposes developing 4 buildings, 296 units multifamily buildings. Further details regarding the proposal are provided in the ‘Applicant’s Description’ section below. A site plan is included with this application as required for Planned Developments (PD) (**Figure 3**). According to ordinance 4.301.b ([‘Site Plan Requirements’](#)), a site plan is required to ensure compliance with zoning regulations and proper integration with the surrounding community. The site plan also demonstrates how the proposed rezone will impact the surrounding area. In addition, a property survey is provided that outlines the area affected by the requested zoning changes (**Figure 3**).

The applicant is requesting a planned development to allow for all uses under “D” High-Density Multifamily. However, the applicant is requesting waivers from the design standards under “D” High-Density Multifamily, those waivers include:

Requirement	D Standards*	Proposed PD/D (Provided per site plan)
Units per acre	32 maximum	33 maximum
Setbacks	Front yard* : 20 feet minimum	To allow NE 30 th Street to be considered the only front for the setbacks requirements
Parking	Multifamily Residential- 1 space per bedroom plus 1 space per 250 square feet of common areas, offices and recreation (less laundry rooms and storage); 2 spaces may be tandem if assigned to the same unit and restricted from use for storage.	Reduce of parking spaces to 1.4 parking spaces per unit and none for common areas, offices and recreation
Carports /Parking	Carports are not allowed between the front of the building face and street, see §§ 6.101(a) and 6.300(b) No parking or driveways shall be provided between a building and a public or private street	Carports and parking shall be allowed between a building and a public or private street,
Fences and gates	Multifamily development. Fences shall not be located in the area between building facades and the property line. Frontage on a controlled access highway shall not be considered a street for purposes of this section. Perimeter security fencing is prohibited; however, security fencing is permitted on interior property lines. Solid screening fences are required when adjacent to a one or two family district unless adjacent to a public park or controlled access highway when a solid screening fence is not permitted and an open design fence shall be installed, if a fence is installed.	Fences shall be allowed in-between the building and property line
MFD waiver-site plan requirement	Uses. In the high density multifamily ("D") district, no building or land shall be used and no building shall be hereafter erected, reconstructed, altered or enlarged, nor shall a certificate of occupancy be issued, except in accordance with the use tables in Chapter 4, Articles 6 and 8 and the supplemental use standards of Chapter 5. <u>No permit shall be issued for construction, alteration or revision in a Multifamily Design development area unless there has been a site plan approved by the development services director or an authorized representative and a subdivision plat approved by the plan commission.</u>	No site plan required to be reviewed, presented, nor approved by the plan commission

* May be subject to projected front yard (§ [6.101\(f\)](#)). Paving shall not be permitted between the building face and street and must remain as open space.

Applicant's Description

The applicant has provided a detailed project description to help us understand the reason for the request. The applicant has written, "...*The subject site was previously a gas well pad and a small warehouse with gravel parking and truck and trailer shunting/storage that was razed in 2022. It currently vacant, a nuisance to the*

community and burden to the landowner, as the site is frequently used for illegal dumping and homeless camps (see Figure 1). The property is currently undeveloped and part of a larger development including a hotel and commercial/retail, which were part of ZC-23-100.

The property is an infill development, located approximately 0.5 miles from the Fort Worth Stockyards and from Rodeo Park a Marine Creek, part of the Trinity Trails System, and 4 miles from downtown Fort Worth. The proposed development will include amenities such as a dog park, pool, and outdoor grilling area.



Figure 1: Existing end of NE 30th St (Source: Google)

The site is set back approximately 400' from N Main and 300' from NE 29th St, and there is $\pm 47'$ of fall from the intersection of N Main St at 29th St down to Tony's Creek on the east side of the site. NE 30th St terminates into the subject site, a result of the old ROW that was dedicated but never improved, coupled with the challenges and constraints of the ROW abandonment. These considerations lead to limited visibility of the proposed development from Main St and NE 29th St, as well as minimal street frontage on NE 30th St. NE 31st St along the northern edge of the site is similarly unimproved ROW...

Request for Parking Reduction – Multi-Family Development at Fort Worth Stockyards

...Our development is designed for individuals who live and work in the Fort Worth Stockyards proximity, providing a centrally located housing option without the burdens of home ownership. Given its proximity to major employment opportunities, growing walkability, and access to public transit, we anticipate many residents will increasingly rely on alternative transportation rather than personal vehicles.

Parking Management & Allocation

Our parking strategy is based on operational experience with similar developments:

- **One space per bedroom**, totaling to **424 bedrooms**
- A proposed **1.40 spaces per unit**, equating to **415 parking spaces**.
- Experience from past projects indicates that many two- and three-bedroom units do not fully utilize their allotted parking, allowing flexibility in space allocation.

Currently, our **site plan provides 438 spaces**, exceeding the 1:1 bedroom to parking ratio. However, we anticipate that city and utility requirements (e.g., transformer placement, landscape islands) may reduce the final number of usable spaces and we'd like to provide some usable margin to work within as plans fully develop.

While the design will aim to exceed the proposed minimum ratio, parking requirement should consider that projects are rarely at full occupancy and the unlikely event that all tenants and vehicles simultaneously present.

Comparable Regional Parking Standards

Our proposed ratio aligns with or exceeds parking standards in other Texas municipalities:

- Houston, TX: (Houston Ordinance) Parking requirements for the unit mix of this project in Houston, TX would require a minimum of 422.2 spaces (1.42 spaces per unit).
- San Antonio, TX: (San Antonio UDC) 1.50 parking ratio required per unit in Multi-Family development, however minimum parking provisions are not required in Downtown district.
- Austin, TX: (Austin LDC) Off-Street parking is not required in Multi-Family development except to meet accessibility requirements.

Proximity to Public Transit

The project is located **0.73 miles southeast of the North Side TEXRail Station**, which provides connectivity to Fort Worth's major districts. This proximity enhances transportation options and further supports a reduced parking need. Link to TEXRail system map, also shown in figure 2, depicts all public transportation routes provided by the city such as bus routes, railway systems, in addition to ride share locations with the proximity to the subject site.

While Fort Worth's ordinance requires **456 spaces (1.54 ratio)** for this project, we are confident that a **1.40 spaces per unit ratio** is sufficient based on operational experience, transit access, and regional precedents. Our site plan reflects this intent while maintaining flexibility for additional parking if needed.

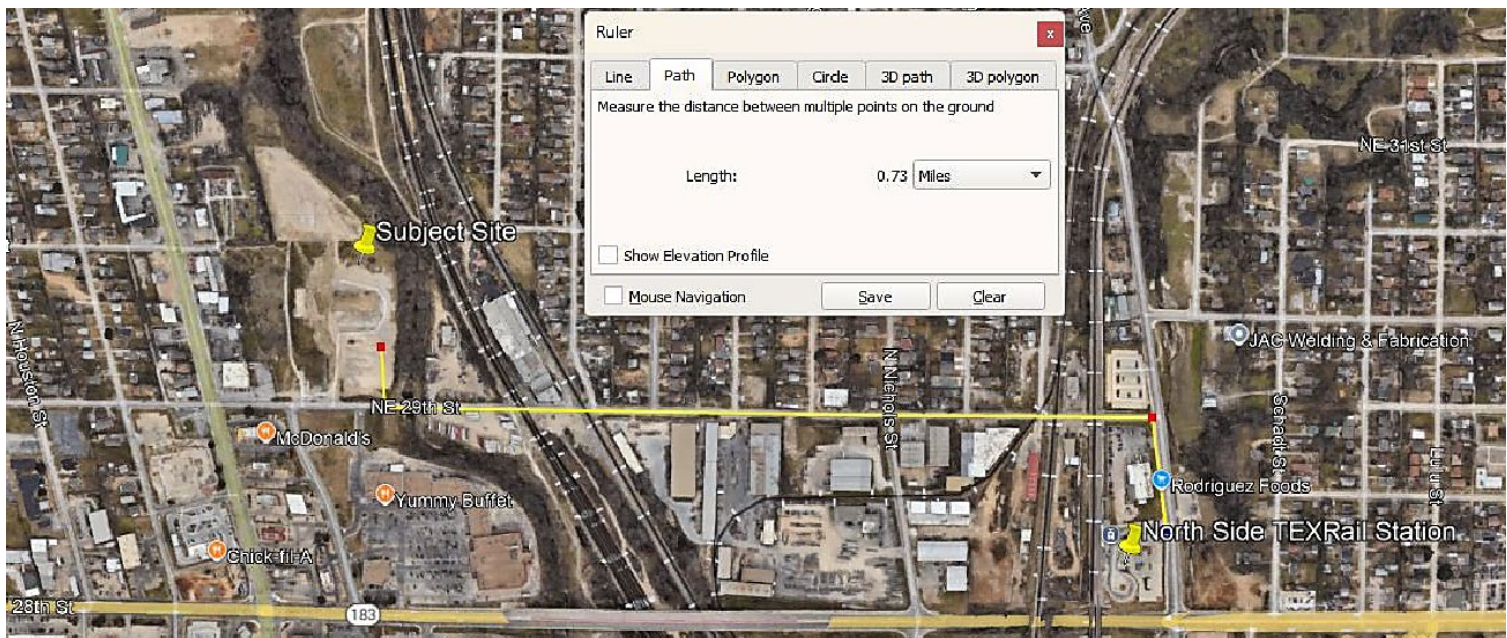


Figure 2: TEXRail system map (Source: GoogleEarth)



Figure 3: Photo taken from NE 29 street facing North; Site Photos taken by staff on 4/30/25



Figure 3: Photo taken from NE 30 street facing East; Site Photos taken by staff on 4/30/25

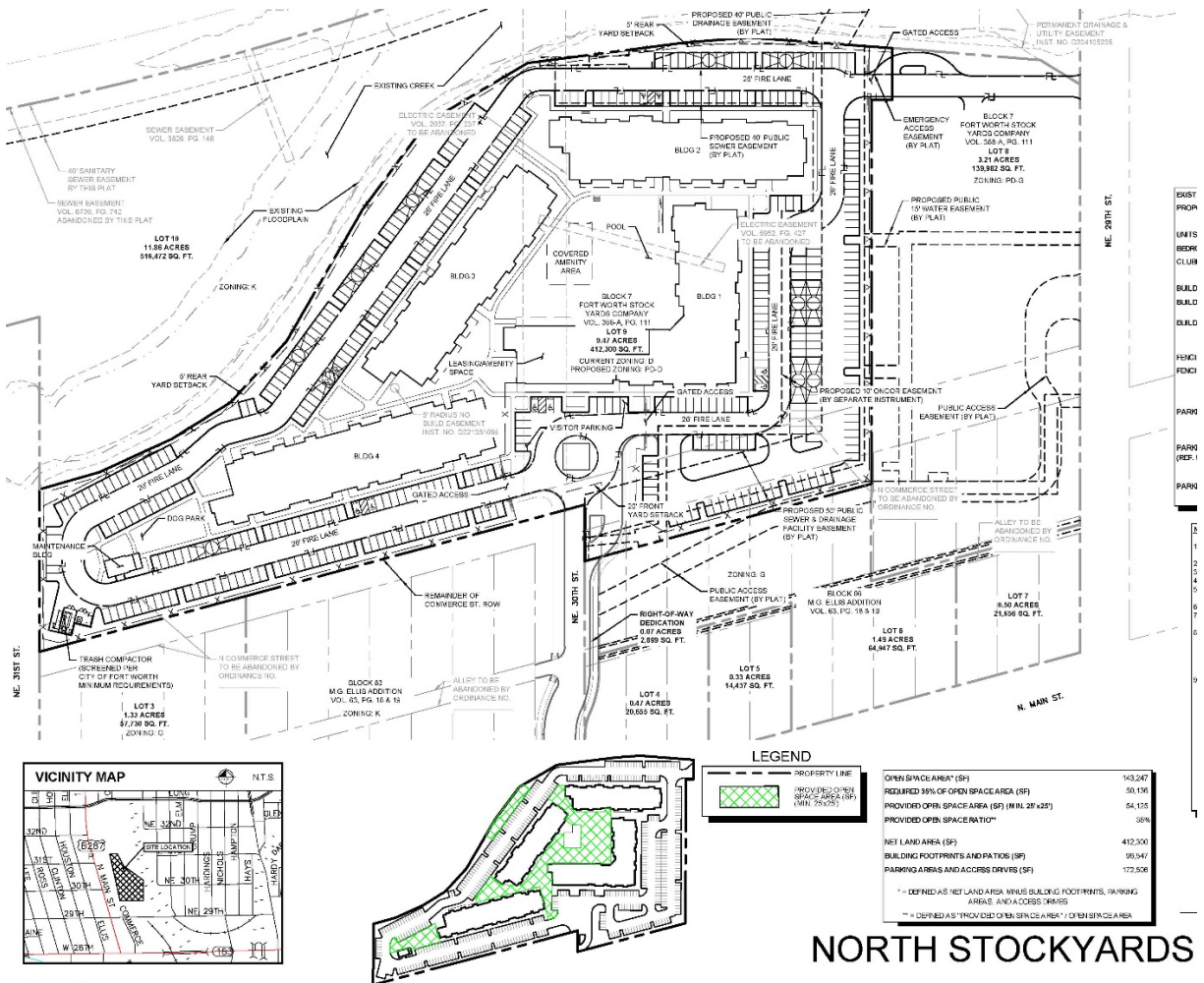


Figure 2: Site Plan Exhibit

*The ordinance information used in this section can be found [here](#).

Surrounding Zoning and Land Uses

North: "K" Heavy Industrial / Vacant
 East: "K" Heavy Industrial / Vacant
 South: "PD1391" PD-G Planned Development Intensive Commercial / vacant
 West- north: "G" Intensive Commercial / Vacant
 West- south: "K" Heavy Industrial / Vacant

Recent Zoning History

- ZC-11-037 From "K" Heavy Industrial to PD for all K uses plus metal recycling facility. Case was Denied 9-0 at the April 13, 2011 Zoning Commission Meeting and City Council denied it unanimously on April 19, 2011

Public Notification

Written Notice

Written notice of the Zoning Commission public hearing was mailed to the owners of real property lying within 300 feet on May 2, 2025.

Posted Notice

A sign was erected on the property not less than 10 days before the Zoning Commission public hearing date.

Published Notice

A notice of the public hearing before the City Council will be published in the Fort Worth Star Telegram at least 15 days before the hearing.

Courtesy Notice

The following organizations were emailed on April 30, 2025:

Organizations Notified	
Trinity Habitat for Humanity	Streams and Valley's Inc
Inter-District 2 Alliance	Diamond Hill-Jarvis NAC

* *Closest registered Neighborhood Organization*

Development Impact Analysis

Land Use Compatibility

The surrounding area is primarily zoned for commercial use, with residential properties interwoven throughout, creating a diverse and evolving urban fabric. The proposed land use is well-suited to this context, introducing a residential component that complements the area's mixed-use character. The requested rezoning would add housing diversity, enhance land use balance, and support nearby businesses by increasing the local residential population. This type of infill development aligns with smart growth principles and contributes to the long-term vitality and sustainability of the community.

However, several of the requested waivers raise concerns and may conflict with the intent and objectives of the proposed zoning district.

The proposed reduction of 42 required parking spaces could adversely impact future residents and strain parking availability for nearby businesses and homes. Staff recommends compliance with standard parking requirements to ensure adequate on-site capacity and to minimize potential overflow onto surrounding streets.

Additionally, carports and parking should be located behind the buildings and screened from public view to maintain a walkable, pedestrian-friendly streetscape and preserve the neighborhood's visual character. Rear parking also provides a beneficial buffer between residents and the adjacent railroad, helping to mitigate noise and other potential disturbances.

Lastly, the proposed fencing between the building and the property line undermines the applicant's stated goal of promoting connection and walkability by creating a physical barrier rather than facilitating access. This design choice would restrict residents' ability to easily reach the Northside TEXRail Station and other public

transportation. Additionally, the current site plan only provides for vehicular access and lacks clearly defined pedestrian pathways. As shown, residents attempting to exit the property on foot would need to cross four rows of parking, also staff has not identified any sidewalks or safe pedestrian crossings in the layout. This absence of pedestrian infrastructure represents a missed opportunity to enhance walkability and connectivity in the area.

Requirement	Proposed PD/D (Provided per site plan)	Staff concerns
Units per acre	33 maximum	No Concerns
Setbacks	To allow NE 30 th Street to be considered the only front for the setbacks requirements	No Concerns
Parking	Reduce of parking spaces to 1.4 parking spaces per unit and none for common areas, offices and recreation	Yes, there is concern. Staff recommends keeping the requirement at 1 space per bedroom plus 1 space per 250 square feet of common areas, offices and recreation (less laundry rooms and storage)
Carports /Parking	Carports and parking shall be allowed between a building and a public or private street,	Yes, there is concern. Carports and parking should be located behind the buildings and screened from street view to maintain a clean, pedestrian-friendly streetscape and preserve the visual character of the neighborhood.
Fences and gates	Fences shall be allowed in-between the building and property line	Yes, there is concern, as it would negatively impact potential future residents by creating a physical barrier and discourage connectivity.
MFD waiver- site plan requirement	No site plan required to be reviewed, presented, nor approved by the plan commission	No concern, as the requested planned development will require a site plan

In conclusion, while the proposed use is compatible for this area, the associated waiver requests raise notable concerns. To ensure the long-term success of the project and its integration into the surrounding community, staff recommends that the applicant revise the proposal to comply with parking, carport and parking location and fencing.

Doing so will help uphold the intent of the zoning district, maintain neighborhood character, and support a balanced, sustainable pattern of growth.

The proposed zoning is **compatible** with surrounding land uses.

Comprehensive Plan- Map Consistency

The adopted Comprehensive Plan designates the subject property as Light Industrial on the east side and Neighborhood Commercial on the west side, as indicated on the Future Land Use (FLU) Map.

COMMERCIAL		
Neighborhood Commercial	Retail, services, offices and mixed uses serving daily needs for a local market area	ER, E, MU-1, Applicable Form-Based Codes
General Commercial	Retail, services, offices and mixed uses serving occasional needs for a larger market area	All Commercial, MU-1, MU-2, Applicable Form-Based Codes

INDUSTRIAL		
Light Industrial	Warehousing, transportation, light assembly, outside storage	MU-2, I, All Commercial

The proposed property's designation is somewhat consistent with the Light Industrial & Neighborhood Commercial outlined in the Future Land Use (FLU) Map. The rezoning request to "PD/D" Planned Development for "D" High-Density Multifamily does not align with the FLU designation, and it misses the intent for this area. The FLU category allows for the following zoning districts:

- "I" Light Industrial
- "ER" Neighborhood Commercial Restricted
- "E" Neighborhood Commercial
- "MU-1" Low-Intensity Mixed-Use (Multifamily allowed)
- "MU-2" High-Intensity Mixed-Use (Multifamily allowed)
- "FR" General Commercial Restricted
- "F" General Commercial
- "G" Intensive Commercial

****Note:** There are no applicable form-based codes for this area.

This area is being designated for commercial, mixed-use, or industrial zoning, making the proposed zoning district somewhat inconsistent with the Future Land Use (FLU) Map. However, when evaluating the allowable uses within those districts, the proposed use is permitted in a couple of them. More importantly, the proposal aligns well with the City's Comprehensive Plan policies, which encourage multifamily development near transit, employment, and amenities to reduce reliance on vehicles; promote infill development that utilizes existing infrastructure and curbs sprawl; and support the use of buffers or transitional zoning to ensure compatibility between differing land uses.

Key policies guiding this vision include:

- *Locate multifamily units within walking distance of public transportation, employment, recreation, and/or shopping to increase accessibility and decrease vehicular traffic.*
- *Encourage new development adjacent and connected to previously developed or platted areas in order to utilize existing utility and road infrastructure and services, thereby optimizing public and private investments and discouraging sprawl development.*
- *Separate incompatible land uses with buffers or transitional uses. Some land uses have attributes such as height, proportion, scale, operational characteristics, traffic generated, or appearance that may not be compatible with the attributes of other uses.*

Based on conformance with the policies stated above, the proposed zoning is **consistent** with the Comprehensive Plan FLU Map and Policies.

Site Plan Comments

Zoning and Land Use

The site plan complies with proposed plan development PD/D with the development waivers. As well as the zoning regulations for Site plan submissions for planned developments outlined in Ordinance 4.301.b (*'Site Plan Requirements'*).

Supplemental Information
Site Photos taken by Staff on 4/30/2025





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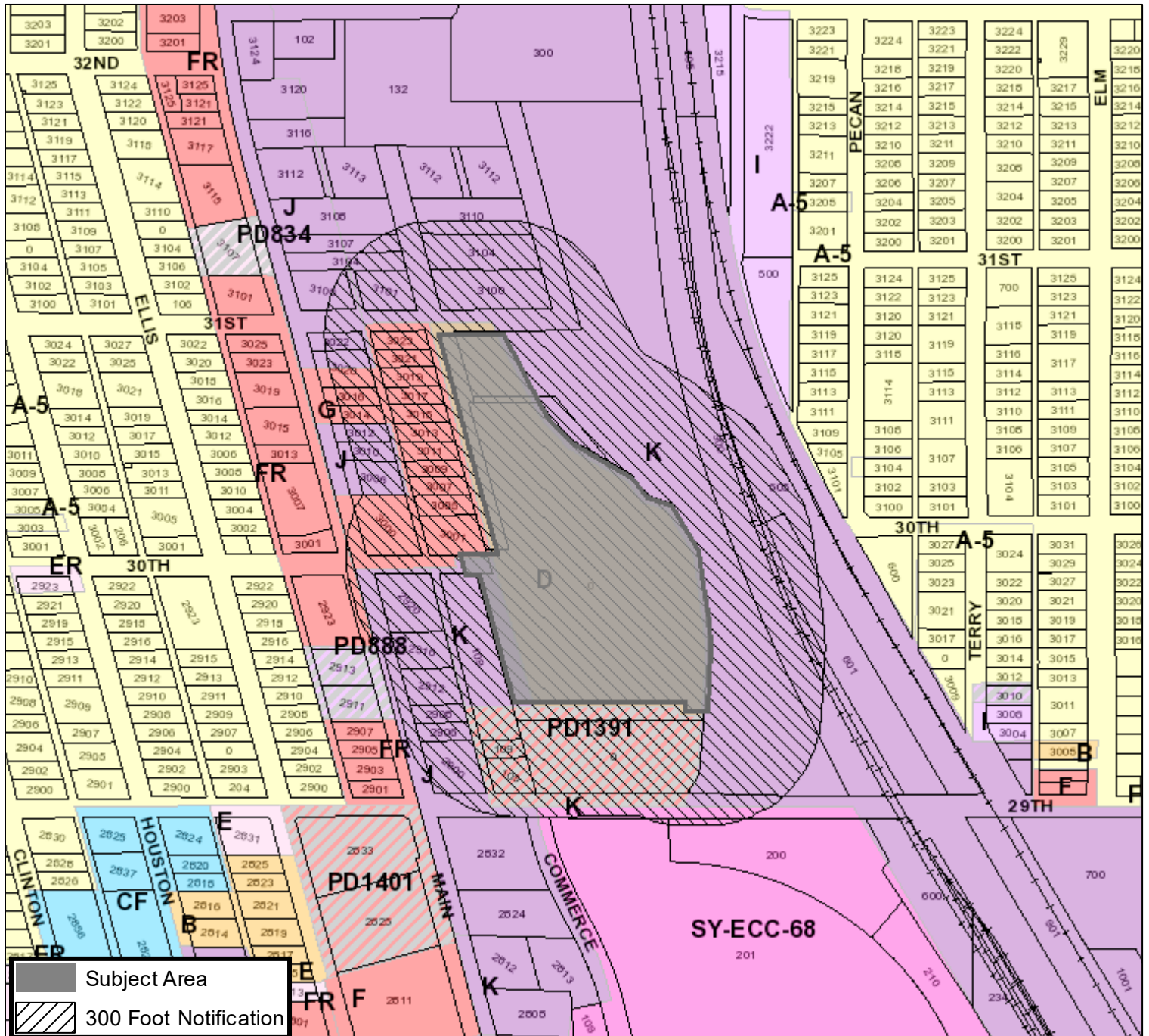
Final Plat- FP-24-022



zc-25-050

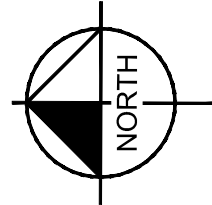
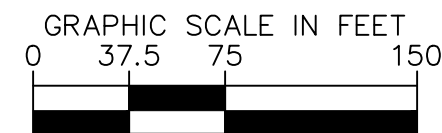
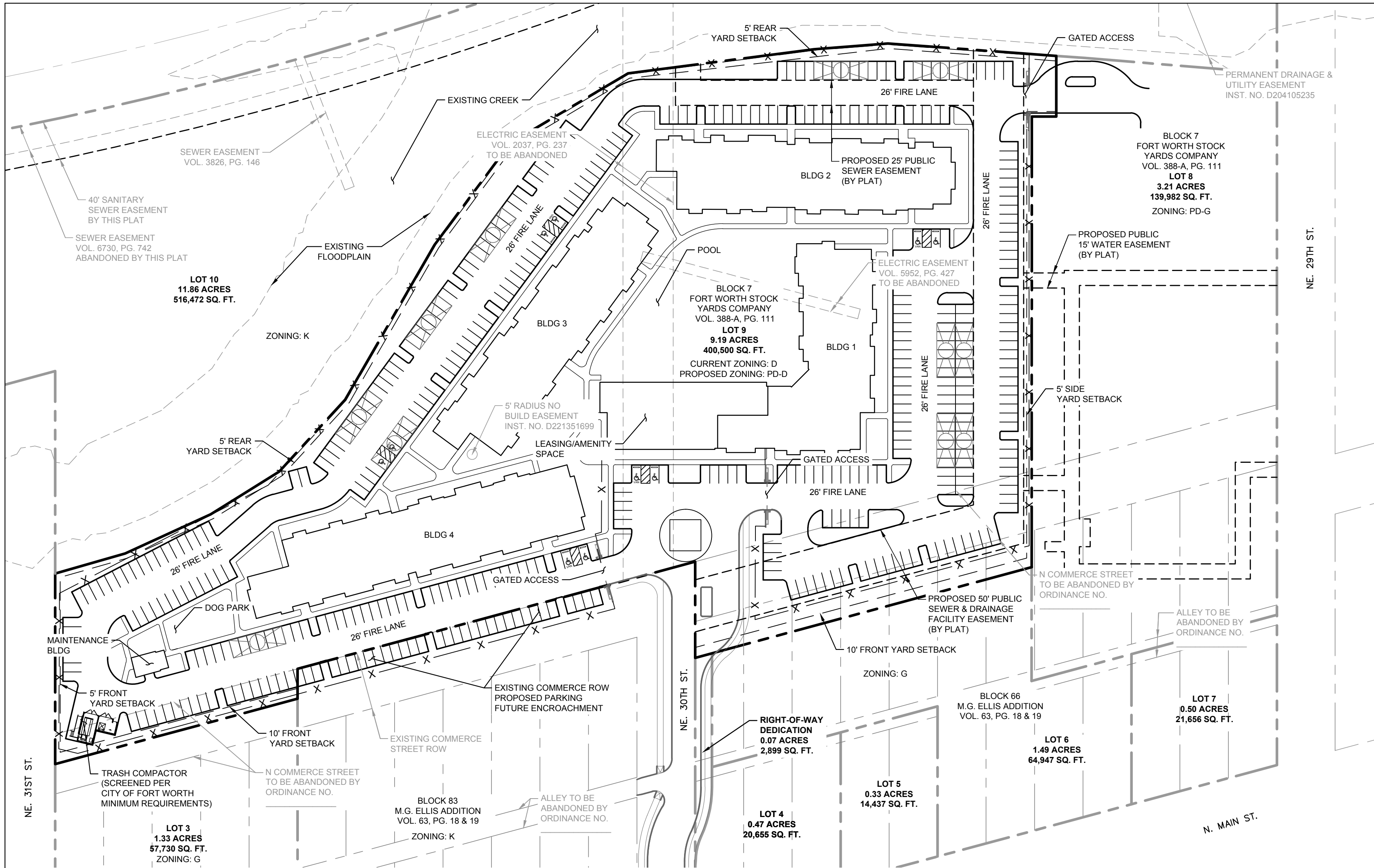
Area Zoning Map

Applicant: OGC SN Multifamily LP/Kimley-Horn
Address: 2900 - 3000 (evens) N. Commerce Street
Zoning From: D, K
Zoning To: PD for D uses plus development standards to increase density; reduce open space, setbacks
Acres: 9.476
Mapsc0: Text
Sector/District: Northside
Commission Date: 5/14/2025
Contact: 17-392-2806



0 190 380 760 Feet

Created: 4/23/2025 9:56:02 AM



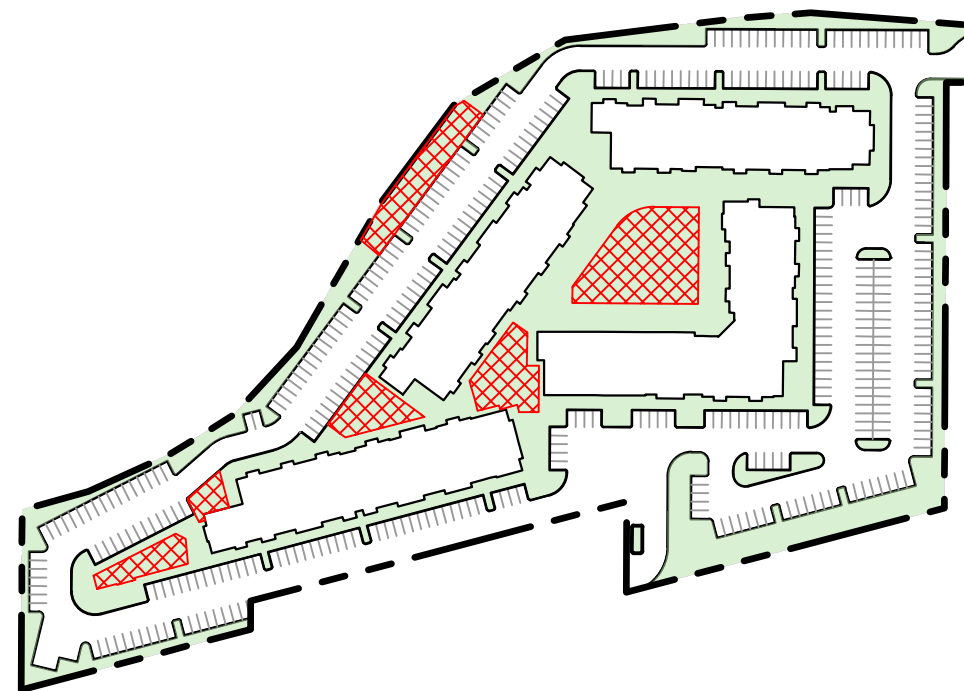
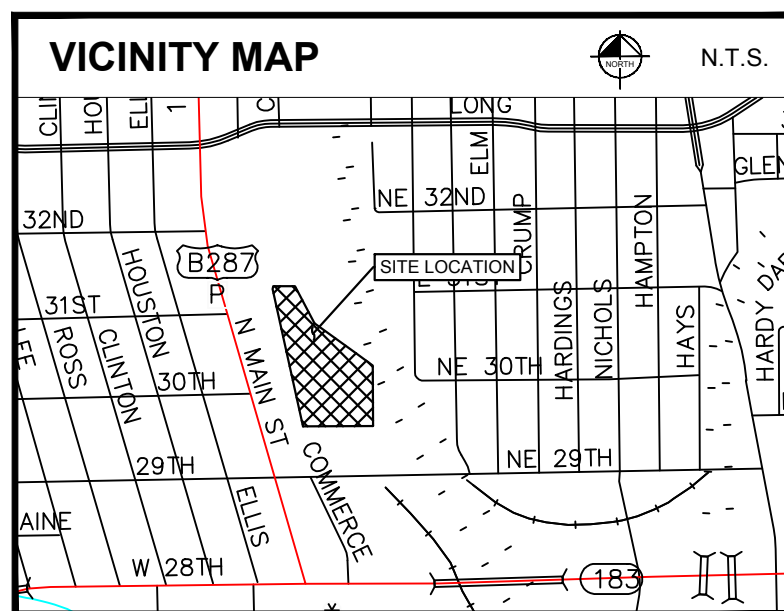
LEGEND

	PROPERTY LINE
	FENCE
	COVERED PARKING

EXISTING ZONING:	D
PROPOSED ZONING:	PD-D
UNITS	296
BEDROOMS	424
CLUBHOUSE/ LEASING/ FITNESS/M MAIL (SF)	7,809
BUILDING HEIGHT ALLOWED:	48'
BUILDING HEIGHT PROPOSED:	41'-4" AND 45'-9" TOP PLATE
BUILDING MATERIAL	BRICK, CEMENTITIOUS SIDING, AND CORRUGATED METAL
FENCING HEIGHT	6'
FENCING MATERIAL	STEEL / WROUGHT IRON
PARKING REQUIRED (BASED ON CODE)	1 PER BEDROOM = 424 SPACES 1 PER 250 SF OF COMMON AREA = 36 SPACES TOTAL: 456 (9 ADA)
PARKING REQUIRED (BASED ON WAIVER) (REF. 9.3 BELOW)	1.4 PER UNIT = 415 SPACES
PARKING PROVIDED	65 COVERED SPACES 373 OPEN PARKING TOTAL = 438 (10 ADA)

NOTES:

- THIS PROJECT WILL COMPLY WITH SECTION 4.712(c) (6) FOR "D" HIGH-DENSITY MULTIFAMILY, INCLUDING ENHANCED LANDSCAPING.
- THIS PROJECT WILL COMPLY WITH SECTION 6.302 URBAN FORESTRY.
- THIS PROJECT WILL COMPLY WITH SECTION 6.204 BICYCLE PARKING.
- THIS PROJECT WILL COMPLY WITH FACADE VARIATIONS OF THE MFD.
- ALL PROVIDED LIGHTING SHALL CONFORM TO CITY OF FORT WORTH LIGHTING CODE.
- ALL SIGNS SHALL CONFORM TO ARTICLE 4, SIGNS.
- TRASH RECEPTACLES WILL BE SCREENED WITH A MASONRY WALL ON 3 SIDES AND CONTAIN A GATE.
- EXTERIOR BUILDING MATERIALS: CEMENTITIOUS AS A PRIMARY FACADE MATERIAL WITH MASONRY (SUCH AS BRICK, STONE, OR SYNTHETIC STONE) ACCENTS AT SELECT LOCATIONS.
- ALL DECORATIVE WALLS SHALL BE SAME MATERIAL AS THE BUILDING OVER CONCRETE MASONRY BLOCKS.
- DEVELOPMENT WILL ADHERE TO REQUIREMENTS FOR "D" HIGH DENSITY MULTIFAMILY WITH THE FOLLOWING EXCEPTIONS:
 - FENCING MAY BE PLACED BETWEEN THE BUILDING, ROW, AND ADJACENT PROPERTIES ((4.172)(d)(b))
 - THE MINIMUM FRONT YARD SETBACK REQUIREMENT WILL BE 10- FEET ALONG NE 30TH STREET AND 5- FEET ALONG NE 31ST ST. ((4.712)(c)(2))
 - PARKING REQUIREMENTS SHALL BE AMENDED TO 1.4 SPACES PER DWELLING UNIT ((4.712)(d)(2))
 - PARKING WILL BE ALLOWED BETWEEN A BUILDING AND PUBLIC OR PRIVATE STREET ((4.712)(d)(2)(c)(i))
 - THE MINIMUM OPEN SPACE SHALL BE 15% ((4.712)(c)(2))
 - A MFD SITE PLAN WILL NOT BE SUBMITTED FOR THIS PROJECT ((4.172)(b))
 - ALLOWED DENSITY OF 32.5 DWELLING UNITS PER ACRE ((4.172)(c)(2a))



OPEN SPACE DIAGRAM
(N.T.S.)

LEGEND

	PROPERTY LINE
	PROVIDED OPEN SPACE AREA (SF) (MIN. 25'x25')
	LANDSCAPE / HARDSCAPE

OPEN SPACE AREA* (SF)	148,435
REQUIRED 35% OF OPEN SPACE AREA (SF) (MIN. 25'x25')	51,952
PROVIDED OPEN SPACE AREA (SF) (MIN. 25'x25')	27,804
PROVIDED OPEN SPACE RATIO**	19%
NET LAND AREA (SF)	400,500
BUILDING FOOTPRINTS (SF)	89,204
PARKING AREAS AND ACCESS DRIVES (SF)	162,860

* = DEFINED AS NET LAND AREA MINUS BUILDING FOOTPRINTS, PARKING AREAS, AND ACCESS DRIVES

** = DEFINED AS "PROVIDED OPEN SPACE AREA" / OPEN SPACE AREA

DIRECTOR OF DEVELOPMENT SERVICES

DATE

NORTH STOCKYARDS MULTI-FAMILY PD SITE PLAN

Kimley»Horn

801 Cherry Street, Unit 11, Suite 1300
Fort Worth, TX 76102
817-335-6511
State of Texas Registration No. F-928

ARCHITECT
AUSTIN DOVE
DIRECTOR
THE SAGE GROUP
6106 BROADWAY
SAN ANTONIO, TEXAS 78206

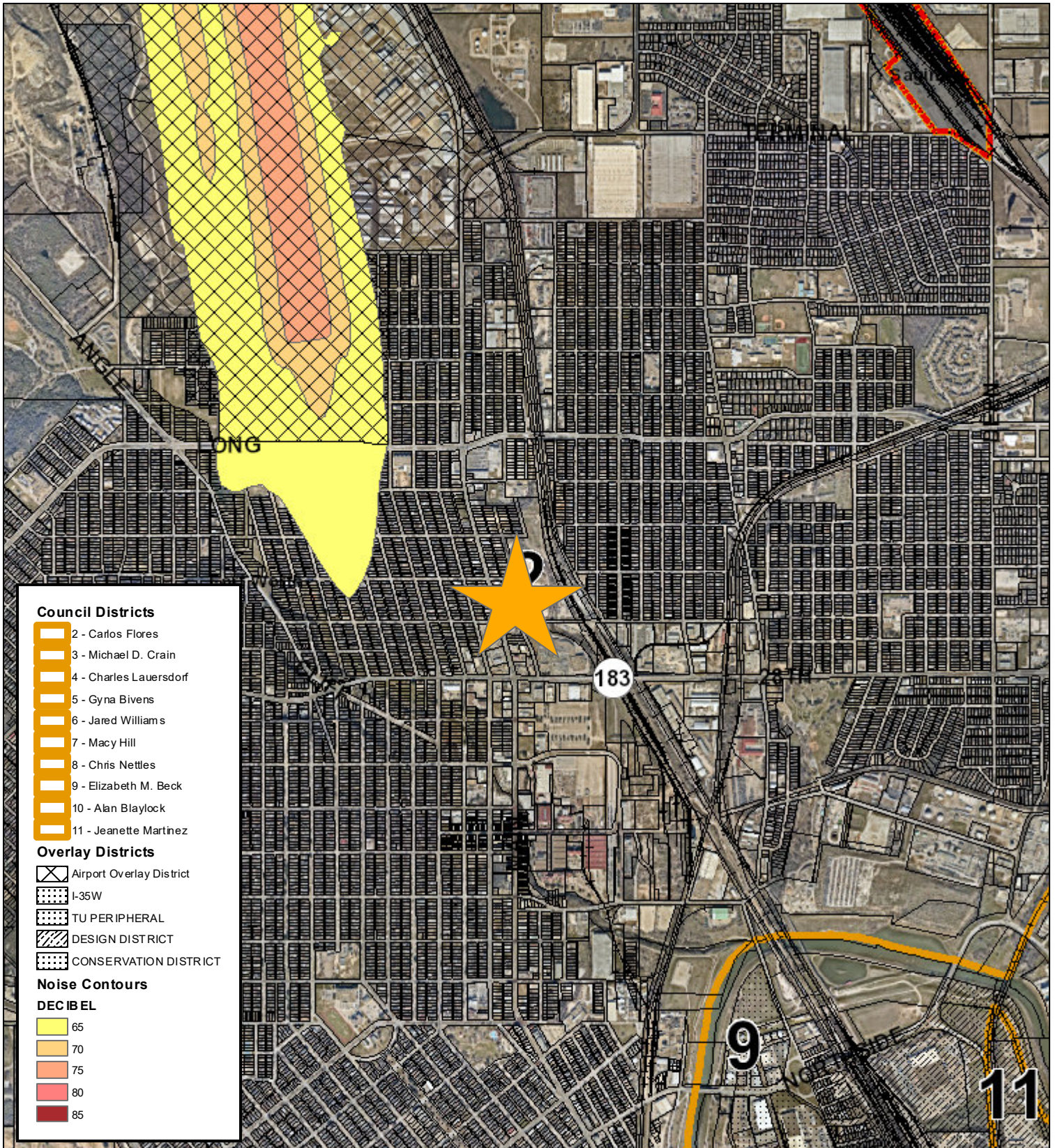
OWNER/DEVELOPER:
JACOB CARMICAL
PROJECT MANAGER
OGC SN MULTIFAMILY LP
3000 BRIARCREST, STE 500
BRYAN, TX 77802

ENGINEER:
JOHN AINSWORTH, PE
KIMLEY-HORN AND ASSOCIATES
801 CHERRY ST. UNIT 11, SUITE 1300
FORT WORTH, TX 76102
817-339-2253

PD SITE PLAN
ZC-25-XXX

FORT WORTH, TX
MARCH 2025

Area Map

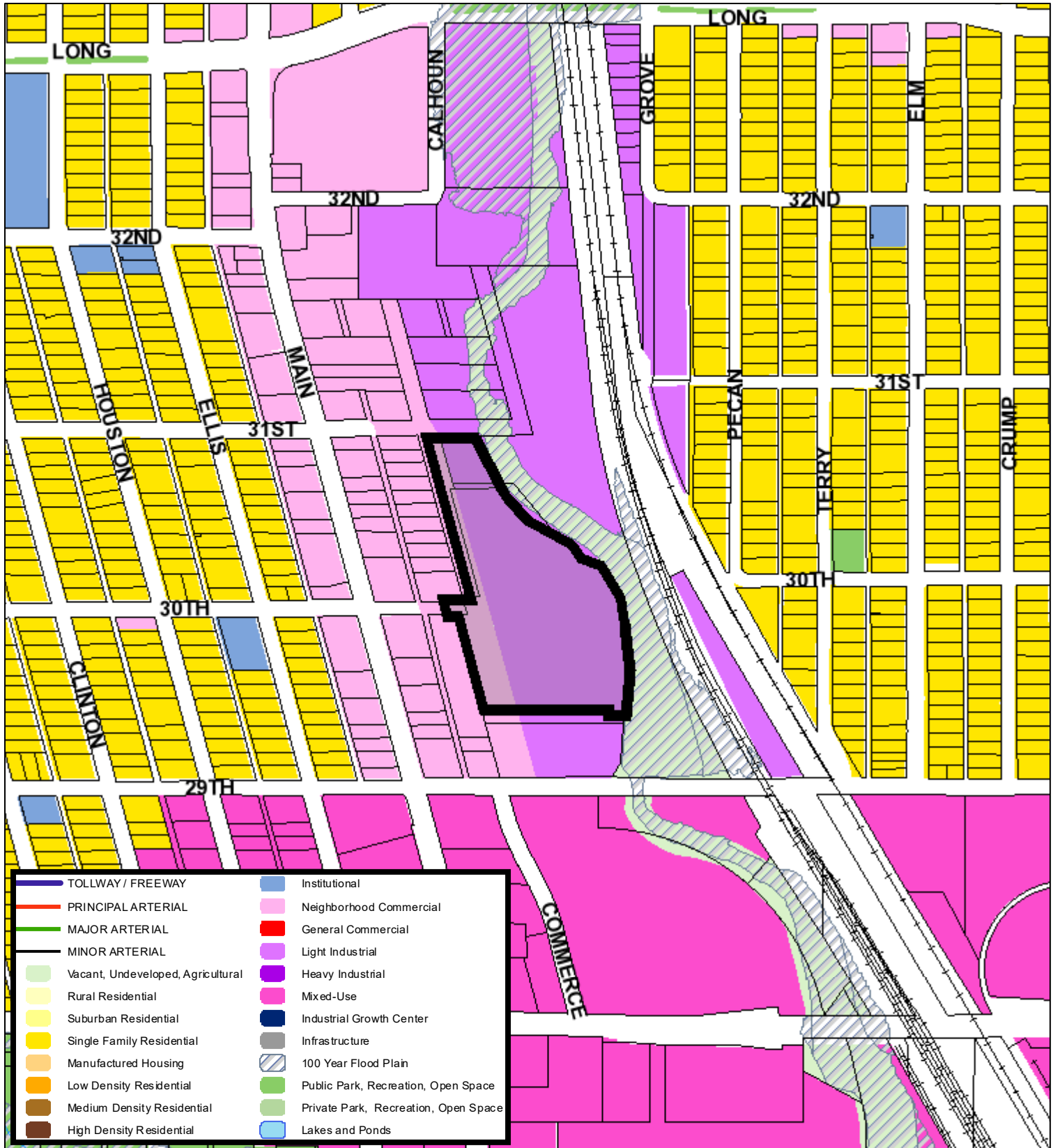


0 1,000 2,000 4,000 Feet



ZC-25-050

Future Land Use



475 237.5 0 475 Feet

A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 213.005.) Land use designations were approved by City Council on March 6, 2018.



Created: 4/23/2025 9:56:30 AM



ZC-25-050

Aerial Photo Map



0 295 590 1,180 Feet

