



Zoning Staff Report

Date: June 09, 2026

Case Number: ZC-25-206

Council District: 11

Zoning Map Amendment

Case Manager: Joseph Laws
Owner: E Loop 820, LLC
Applicant: Leslie Ford, Ofi Chito
Site Location: 3812 E Loop 820 S
Acreage: 3.089 ac

Request

Proposed Use: Retail Development

Request: From: “MU-1” Low Intensity Mixed-Use

To: “PD/MU-1” Planned Development/Low Intensity Mixed-Use for neighborhood commercial drive through restaurants and retail with all uses in “MU-1” excluding liquor or package store, gasoline sales, and credit access business; development standards for 55’ maximum primary street setback, surface parking allowed between front building and the street, up to 70% parking lot frontage allowed along a street, street trees and pedestrian lights allowed on private property frontage within 5 feet of the ROW, principal building entrances may not be from public sidewalk or plaza, primary entrances may be from parking lot, drive-through windows and stacking lanes allowed to be located along facades of buildings that face a street, driveways may be located within the front yard setback between the building front and the street, and passenger car parking allowed in the supplemental building setback at all times of day; site plan included

Recommendation	
Land Use Compatibility:	Requested change is compatible.
Comprehensive Plan Map Consistency:	Requested change is not consistent.
Comprehensive Plan Policy Consistency:	Requested change is not consistent.
Staff Recommendation:	Denial
Zoning Commission Recommendation:	Approval by a vote of 10-0

Project Description and Background

The subject property is located near the southwest corner of the intersection of E Berry Street and E Loop 820 S Freeway. The site has two non-contiguous frontages—one frontage along E Berry Street and one along E Loop 820 S Freeway. (Dividing the two frontages is a gas station and convenience store on the corner lot at the intersection of E Berry and E Loop 820 S Fwy.) The E Berry Street frontage is encumbered by a TXDOT right-of-way easement and a separate TXDOT access easement. The E Loop 820 frontage abuts a TXDOT service road and is also controlled by TXDOT. There is no municipal maintenance agreement between the City of Fort Worth and TXDOT along these frontages. Within the last 12 months, TXDOT has installed sidewalks and curb cuts on each frontage. The applicant has stated that TXDOT has been unwilling to negotiate the locations of those curb cuts and streetscape improvements—there is no opportunity or flexibility to change the location of those curb cuts and drive aisle entrances.

The site is located within Berry/Stalcup Urban Village, the Stop Six NEZ, the Stop Six Overlay District, and the Stop Six Revitalization Target Area. According to the Berry/Stalcup Urban Village Plan (2007):

Urban villages serve as catalysts for public and private investment and support renewed economic activity in the central city, effectively building on the strengths of the area and connecting to adjacent neighborhood.... The Urban Village Development Program plans aligned mixed-use zoning, Neighborhood Empowerment Zones (NEZ) benefits, and capital improvements to promote redevelopment and economic growth.

The applicant is proposing to install three quick serve, drive-through restaurants (QSRs) for the site and retain the “MU-1” base zoning. The applicant has already identified a tenant for the northern QSR site (QSR 1), which will be McDonald’s. The applicant has not identified tenants for the remaining two sites (QSR 2 and QSR 3). The applicant stated that those sites will be speculative and possibly developed at a later phase or time. The applicant provided the following project executive summary:

Applicant’s Project Executive Summary

The proposed Berry Commercial Addition is currently zoned MU-1 (Low Intensity Mixed-Use) and the proposed Planned Development is being requested to allow for the development of three single-story quick-service restaurant (QSR) pads on a 3.089-acre site at the intersection of E. Berry Street and E. Loop 820 S. QSR 1 has a tenant in place (McDonald’s) (±3,780 SF), QSR 2 and QSR 3 are speculative and are shown at ±1,750 SF, and QSR 3 is ±2,720 SF respectively based on perceived future interest in these pads.

For all properties, the influence of E Loop 820 and TXDOT’s ROW easements is a factor in the inability to meet the design as written in the base MU-1 ordinance. Rather than request a rezone, the property owner and proposed tenant are requesting a PD to keep as much of the base zoning as possible, while still making the projects make sense for properties located along a major highway.

QSR1 is heavily encumbered by easements, including a TXDOT ROW easement along the Berry frontage and a separate TXDOT access easement between the existing corner gas station and the current placement of the building. TXDOT was firm about the allowed placement of the driveway entrance from Berry and has already installed this driveway. Other layout challenges are the water utility easement in the Northwest corner and the fire department’s request for required access in the rear of the lot between the 820 frontage and Berry Street.

QSRs 2 and 3 are located along the Loop 820 frontage road and require extended setbacks to allow for traffic circulation within each lot since only a shared entrance to both was allowed by TXDOT on the frontage and the lots must allow for connection between the E Loop 820 frontage road and Berry street.



Figure 1. Aerial of the subject site and surrounding uses

Planned Development Process

According to the “MU-1” Low Intensity Mixed-Use development standards, all “PD” requests going before the zoning commission require “recommendation from the Urban Design Commission prior to a public hearing by the Zoning Commission or the City Council” (§4.1300(b)(2)d). On April 16, 2026, the Urban Design Commission reviewed the case under UDC-2026-021 and failed to pass a positive recommendation to Zoning Commission and City Council. (The motion heard was to approve the recommendation for the “PD/MU-1” with development standards and site plan, but the UDC voted 3-5, so, given that no counter motion from the prevailing party was made, the recommendation was not granted.)

“PD” District Purpose and Intent

§4.300 Purpose and Intent

(a) The purpose of a planned development (“PD”) district is to encourage the unified design of residential, commercial, industrial and institutional uses, including combinations of uses that are not otherwise attainable under conventional base zoning districts. A planned development district may be created in any base zoning district for the purposes of:

- (1) Allowing for different types of residential uses in residential districts where the use is not allowed;
- (2) Providing for two or more uses or mix of residential uses not otherwise allowed or conditional in the zoning district in which the property is located, subject to certain development regulations and a site plan;
- (3) Where required in accordance with the use tables in Chapter 4, Articles 6, 8 and 12; or
- (4) Where restricting a minority of uses in a base zoning district.

(b) A planned development district is not intended to circumvent decisions of the Board of Adjustment and an application for a planned development district shall not be accepted within two years of a decision by the Board of Adjustment where the development standard proposed for the planned development district is substantially similar to the request made where there was a final decision by the Board of Adjustment.

“MU-1” Low Intensity Mixed Use Purpose and Intent

§4.1300(a) Purpose and Intent. It is the purpose and intent of the Low Intensity Mixed-Use (MU-1) District to provide areas in which a variety of housing types exist among neighborhood-serving commercial and institutional uses. The MU-1 District is designed to accommodate and encourage compact, walkable development forms that are more land-efficient, cost-effective, and revenue positive for the City than low density, single-use developments. In addition to the purpose statements above, the intent of the MU-1 District is to:

- (1) Promote a pedestrian-oriented urban form.** In contrast to conventional zoning standards that place a primary emphasis on the regulation of land uses, mixed-use development standards and guidelines focus on promoting a walkable, urban form of development, consistent with the surrounding areas historic urban development patterns. The focus on form promotes buildings that conform to tested urban design principles.
- (2) Require excellence in design of the public realm and of buildings that front public spaces.** The most successful and memorable urban environments are those in which walking down the street is appealing. Streets, plazas, parks, and other public spaces should be comfortable and inviting, and buildings fronting those spaces should be active and visually interesting at the pedestrian level.
- (3) Encourage creativity, architectural diversity, and exceptional design.** Mixed-use is intended to promote high quality design, and the development review process for mixed-use projects is intended to promote flexibility. Standards, as well as the development review process, are intended to support creativity and exceptional design while discouraging uniformity.
- (4) Promote sustainable development that minimizes negative impacts on natural resources.** Creating walkable, higher density residential districts surrounding mixed-use districts supports sustainable development by providing an alternative to low density development in peripheral areas. In accordance with sustainable development principles, the mixed-use buildings and public spaces should be designed to minimize negative impacts on air and water quality and promote innovation in environmental design.
- (5) Promote walkability.** Walkable communities are desirable places to live, work, and play. Walkable communities give higher priority to pedestrian activity by creating streetscapes that are safe, comfortable, interesting, and that accommodate a wide range of transportation modes and users. To foster walkability, development patterns should promote a mix of land uses and density, have an emphasis on the placement and orientation of buildings, have properly placed parking, place a high value on the design of quality streetscapes, provide access to transit, and provide unimpeded pedestrian connections to multiple destinations and open space.
- (6) Maximize connectivity and access.** In order for people to feel comfortable walking, pedestrian access and connectivity among uses and amenities, including transit facilities, is essential. Connectivity and access can be accomplished by creating smaller blocks or by providing access through blocks via publicly accessible alleys, pathways, paseos, and pedestrian boulevards. Sidewalks should form a continuous network connected by frequent, safe street crossing.
- (7) Promote affordable housing and mixed income communities.** Design a mix of housing based on geographic growth projections and the needs of current and future residents to accommodate families, single occupants, the elderly and those with disabilities. Access to transportation and services should be a key factor in the future distribution and allocation of affordable housing.

Development Standards Requested

As a part of the PD application, the applicant has requested the following development standards for the project that differ from the standards outlined in the “MU-1” base zoning. They provided the accompanying explanation for the proposed standards.

Zoning Ordinance Reference	"MU-1" Development Standard	Proposed Development Standard	Explanation
4.1300(d)(2)	Primary Street Setback (0'/20' min/max)	Primary Street Setback (0'/55' min/max)	<p>QS1 is heavily encumbered by easements, including a TXDOT ROW easement along the Berry frontage and a separate TXDOT access easement between the existing corner gas station and the current placement of the building. TXDOT was firm about the allowed placement of the driveway entrance from Berry and has already installed. The setback is required to allow for proper maneuvering for vehicles accessing the site. Other layout challenges are the water utility easement in the Northwest corner and the fire department’s request for required access in the rear of the lot between the 820 frontage and Berry Street. The current placement of the building allows for the avoidance of these items, at 51.25 feet.</p> <p>QSRs 2 and 3 are located along the Loop 820 frontage road and require extended setbacks to allow for traffic circulation within each lot since only a shared entrance to both was allowed by TXDOT on the frontage.</p>
4.1300(e)(3)a	Surface parking prohibited between building front and street	Allow for surface parking in front setback.	<p>QS1 is heavily encumbered by easements, including a TXDOT ROW easement along the Berry frontage and a separate TXDOT access easement between the existing corner gas station and the current placement of the building. TXDOT was firm about the allowed placement of the driveway entrance from Berry and has already installed. The setback is required to allow for proper maneuvering for vehicles accessing the site. Other layout challenges are the water utility easement in the Northwest corner and the fire department’s request for required access in the rear of the lot between the 820 frontage and Berry Street.</p> <p>QSRs 2 and 3 are located along the Loop 820 frontage road and require extended setbacks to allow for traffic circulation within each lot since only a shared entrance to both was allowed by TXDOT on the frontage.</p>

Zoning Ordinance Reference	"MU-1" Development Standard	Proposed Development Standard	Explanation
4.1300(e)(3)f	Max surface parking frontage: 40% primary street / 70% side street	Allow for drive aisle frontage and parallel oriented parking along the primary road frontage.	<p>QSR1's site plan has been modified to remove parking adjacent to Berry Street and provides for trees, shrubs, and green space in the area between the ROW and the beginning of the paved surface.</p> <p>The lots of QSR 2 and 3 have been laid out with the thought that any pedestrian oriented traffic would likely come from Berry Street rather than from the frontage road of the highway, Loop 820. The orientation of the lots allows for the idling, speaker boxes, and drive-thru lanes to be as far from the adjacent homes as possible, though they are not zoned as single family.</p>
4.1300(f)(1)a-c **	Passenger car parking, automobile and truck access and loading or unloading of goods only allowed within the 20' building setback areas during the daylight hours	Passenger car parking car parking, automobile and truck access and loading or unloading of goods only allowed within the 20' building setback areas during all hours	Signs will be posted limiting parking to daylight hours only for western parking spots that are closest to the single-family residential
4.1300(f)(2)b-c	Street trees and pedestrian-scaled lighting along all public ROW	Street trees and pedestrian scaled lighting along property line frontage.	Due to TXDOT ROW restrictions, street trees and pedestrian lighting must be placed inside the private property line rather than against the sidewalk as the MU-1 ordinance calls for.
4.1300(g)(5)a	Main entrance from a public sidewalk or plaza	Allow entrance from parking lot.	<p>The lot design of QSR adds pedestrian lighting and street trees along the property line and extends a path from the sidewalk located in the TXDOT ROW easement along Berry to the front of the building, which is oriented as a primary entrance façade.</p> <p>QSRs 2 and 3 make the assumption of foot traffic coming to the site from Berry Street rather than the E Loop 820 frontage, each of these is oriented in a way to allow for the primary entrance to be protected from the cars on the access road.</p>
4.1300(g)(5)b	Primary entrances shall not be from a parking lot	Allow entrance from parking lot.	<p>The lot design of QSR adds pedestrian lighting and street trees along the property line and extends a path from the sidewalk located in the TXDOT ROW easement along Berry to the front of the building, which is oriented as a primary entrance façade.</p> <p>QSRs 2 and 3 make the assumption of foot traffic coming to the site from Berry Street rather than the E Loop 820 frontage, each of these is oriented in a way to allow for the primary entrance to be protected from the cars on the access road. Within each lot since only a shared entrance to both was allowed by TXDOT on the frontage.</p>

Zoning Ordinance Reference	"MU-1" Development Standard	Proposed Development Standard	Explanation
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4.1300(h)(6).1	Drive-through windows and stacking lanes shall not be on facades facing a street; shall be located to the rear where possible	Allow for drive aisles to face primary frontage.	The lots of QSR 2 and 3 have been laid out with the thought that any pedestrian oriented traffic would likely come from Berry Street rather than from the frontage road of the highway, Loop 820. The orientation of the lots allows for the idling, speaker boxes, and drive-thru lanes to be as far from the adjacent homes as possible, though they are not zoned as single family.
4.1300(h)(6).2	Driveways shall not be in front yard setback between building front and street	Allow for drive aisles located in primary frontage.	<p>QS1 is heavily encumbered by easements, including a TXDOT ROW easement along the Berry frontage and a separate TXDOT access easement between the existing corner gas station and the current placement of the building. TXDOT was firm about the allowed placement of the driveway entrance from Berry and has already installed. The setback is required to allow for proper maneuvering for vehicles accessing the site. Other layout challenges are the water utility easement in the Northwest corner and the fire department's request for required access in the rear of the lot between the 820 frontage and Berry Street. The current placement of the building allows for the avoidance of these items, at 51.25 feet.</p> <p>QSRs 2 and 3 are located along the Loop 820 frontage road and require extended setbacks to allow for traffic circulation within each lot since only a shared entrance to both was allowed by TXDOT on the frontage.</p>

*** Added after staff review of the project.*

The applicant has stated the desire to retain the “MU-1” base-zoning so that future developemrnt (Such as that of QSR 2 & 3 will be held to some of of the “MU-1 development standards, such as pedestrian scaled lighting, street trees along the rights-of-way, and façade building materail standards.

Uses

As a part of the PD application, the applicant has requested that the following uses be removed from the “MU-1” base zoning:

- Liquor or package store
- Gasoline sales
- Credit access businesses



Figure 4. Existing conditions of the site (perspective from Berry Street, facing southwest)



Figure 5. Existing conditions of the site (facing south)



Figure 6. Existing conditions of the site (perspective from highway service road, facing northwest)



Figure 7. Adjacent gas station at corner of E Berry St and E Loop 820 S FWY Service Road



Figure 8. Adjacent abandoned drive through liquor store and utility on north side of E Berry Street



Figure 9. Rights-of-way adjacent to E Loop 820 S FWY Service Road

Surrounding Zoning and Land Uses

North “MU-1” Low Intensity Mixed-Use / liquor store and “PD/FR”-Planned Development 1155/General Commercial Restricted / utility
East “MU-1” Low Intensity Mixed-Use / gas station and convenience store
South “MU-2” High Intensity Mixed-Use / hotel
West “MU-1” Low Intensity Mixed-Use / single family residential and “A-5” & “A-10” One-Family / single family residential

Recent Zoning History

ZC-08-206 Council-initiated rezoning from “I” Light Industrial to “MU-1” Low Intensity Mixed-Use, approved by City Council, February 11, 2009.

ZC-18-074 From “MU-1” Low Intensity Mixed-Use to “E” Neighborhood Commercial, denied without prejudice by City Council (8-0), June 26, 2018.

Development Impact Analysis

Land Use Compatibility

The applicant is proposing a zoning change to “PD/MU-1” Planned Development/Low Intensity Mixed-Use for neighborhood commercial drive through restaurants and retail, with several revised development standards.

The surrounding land uses consist of single-family residential use to the west, a hotel to the south, a gasoline station and convenience store to the north-east, and an abandoned drive through liquor store to the north. On the easternmost portion of the property is the service road for E Loop 820 S Freeway. Development, current and future, will be influenced by the location of the service road and E Loop 820. Due to the highway, TXDOT controls a significant amount of rights-of-way within the vicinity.

Drive-through restaurants (listed in the use tables §4.802 as “Drive-in restaurant or business”) are not incompatible with single-family zoning. It is common to located drive-through restaurants adjacent to or near highways, such as I-820. Locating drive through restaurants proximate to large highways helps to restrict large volumes of traffic from the highways further into residential neighborhoods and keeps heavy volumes of vehicular traffic closer off local roads.

“ER” and “E” zoning districts often line commercial corridors and are adjacent to “A-” One-family detached zoning districts. Drive-through restaurants are allowed in “E” Neighborhood Commercial through “G” Intensive Commercial zoning districts. (It should be noted, however, that drive-through restaurants are not allowed in “ER” Neighborhood Commercial Restricted zoning districts.)

Bufferyard and supplemental setbacks required by §6.300 help to mitigate the nuisance effects of drive-through restaurants adjacent to residential zoning by creating stand-off distances between the drive-through activity (parking, commercial transactions, lighting) and the residential properties. However, the applicant has asked to allow parking within the 20’ building setback that will be used outside of “daylight hours.” § 6.300(b) states that, “Passenger car parking, automobile and truck access and loading or unloading of goods **during the daylight hours** shall be permitted within the building setback areas exclusive of the landscaped areas” (emphasis added). The applicant has stated they intend for a McDonalds restaurant for the northernmost QSR site which has parking partially within the building setback area. McDonald’s restaurants typically operate outside of daylight hours (i.e.,

early morning and late in the evenings). While these signs signal the applicant's desire to meet the spirit of the code, they will be, from a practical standpoint, difficult to enforce.

The applicant will also install a 6' wooden fence along the boundary with single-family zoning, in accordance with the zoning ordinance development standards.

Although the area is zoned mixed-use and within the Berry/Stalcup Urban Village, the land use compatibility analysis must focus strictly on *existing* conditions of adjacent uses. Because of these factors, the proposed zoning request for three quick-serve restaurants is **compatible** with current surrounding land uses.

Area Plans – Berry/Stalcup Urban Village Master Plan (2007)

In 2007, the City, the Berry/Stalcup community, and the broader Stop-Six neighborhood came together and created the [Berry/Stalcup Urban Village Master Plan](#) (December 2007). Through a process of community engagement and visioning, the plan outlined a vision for the Berry/Stalcup corridor to be developed into a mixed-use district with “pedestrian-friendly streets with wider sidewalks; taller buildings with minimal setbacks and transparent storefronts; on-street parking and street trees to help separate pedestrians from street traffic; and structured parking or surface lots located behind buildings.” Charrettes at the time produced images of commercial corridors lined with trees that could balance pedestrian and vehicular trips. While the 2007 Master Plan outlined a robust and ambitious urban transformation for the district, since its adoption, little new development within the district has occurred. Surrounding development and uses remain largely unchanged since the adoption of the 2007 plan. Although the proposal is compatible with current surrounding land uses, it is **not consistent** with the Berry/Stalcup Urban Village Master Plan (2007).

Comprehensive Plan Consistency – Southeast Sector

The 2023 Comprehensive Plan currently designates the subject site as Mixed Use on the Future Land Use Map. The requested “PD/MU-1” zoning change allows for drive-in restaurant or business, subject to supplemental development standards. The supplemental standards for drive-throughs are intended to mitigate the deleterious effects of drive-throughs within a pedestrian-oriented mixed-use area and generally limit the proliferation of drive-through establishments throughout the district. Also, the proposal for three drive-through restaurants does not promote the intent of mixed-use zoning, which emphasizes pedestrian-oriented development and a mix of *different* uses. (The current proposal is for three sites that are all the same use: drive-through restaurants.)

The proposed zoning change is **not consistent** with the following Southeast Sector Land Use policies of the Comprehensive Plan:

- Promote commercial, mixed-use, and urban residential development within the Polytechnic/Texas Wesleyan, Lake Arlington, and Miller/Berry Mixed-Use Growth Centers.
- Encourage urban residential development in appropriate locations to create more walkable, pedestrian-oriented neighborhoods.
- Encourage attractive freeway and mixed commercial uses along East Loop 820.
- Protect residential areas from commercial encroachment adjacent to Mansfield Highway, Wilbarger Street, East Berry Street, and East Rosedale Street.
- Stimulate the redevelopment of the East Rosedale, East Berry Street, Miller Avenue, and Mansfield Highway commercial districts.

The proposed zoning is **not consistent** with the future land use map and **not consistent** with the policies stated above.

Site Plan Comments

Zoning and Land Use

FYI Only:

Parcels are zoned “MU-1” Low Intensity Mixed-Use. Development must comply with the standards outlined in §4.1300 of the Zoning Ordinance. Waivers from development standards are heard by the Urban Design Commission.

Several waivers have been identified on this proposal:

- § 4.1300(d)(2) —Primary Street Setback (0’/20’ min/max)
- § 4.1300(e)(3)a—Surface parking prohibited between building front and street
- § 4.1300(e)(3)f—Max surface parking frontage: 40% primary street / 70% side street
- 4.1300(f)(1)a-c—Passenger car parking, automobile and truck access and loading or unloading of goods only allowed within the 20’ building setback areas during the daylight hours
- 4.1300(f)(2)b-c—Street trees and pedestrian-scaled lighting along all public ROW
- 4.1300(g)(5)a—Main entrance from a public sidewalk or plaza
- 4.1300(g)(5)b—Primary entrances shall not be from a parking lot
- 4.1300(h)(6).1—Drive-through windows and stacking lanes shall not be on facades facing a street; shall be located to the rear where possible
- 4.1300(h)(6).2—Driveways shall not be in front yard setback between building front and street

(Comments made by Platting (Subdivision Ordinance), Transportation/Public Works, Fire, Park & Recreation, and Water Department staff cannot be waived through the Zoning Commission and City Council. Approval of the zoning site plan does not constitute the acceptance of conditions.)

Stormwater

Contact: sds@fortworthtexas.gov

FYI: Accepted drainage study required prior to platting, grading, IPRC, and building permit issuance. FEMA and PHW located on site. No CFRA. There is public storm infrastructure present along to Hwy Frontage per TxDOT Plan Set 8-13-005. Site has an accepted drainage study, DS-25-0041 in support of IPRC & Platting.

Fire

FWFD - (Lt. Donna York, donna.york@fortworthtexas.gov or fireplatting@fortworthtexas.gov)

Each lot must have one point of access. Lot 2 and Lot 3 on FP-25-231 must have a recorded mutual access easement either by plat or separate legal instrument.

Building hose lay must be provided within 150’ from a marked fire lane or public street for non-sprinklered buildings. 300’ may be allowed for buildings having fire sprinkler systems.

Fire Dept Connections for automatic fire sprinkler systems or standpipes must be within 50’ of a marked fire lane or public street.

Section 503.1.1 Buildings and Facilities

Section 912.2 FDC

Hydrant requirements are as follows. Additional hydrant(s) will be required.

Maximum of 600 ft. (300 ft. radius) of space between hydrants along a direct horizontal line, and

Maximum of 500 ft. hose lay distance to all points of building.

Maximum of 150 ft. for a standpipe system, and/or a sprinkler system.

Sections 507.5.1 (2) and (3) Hydrants

Flood plain may be present within the proposed rezoning area. Fire apparatus access roads shall be constructed with surface above the 100 year flood plain
Section 503.4 Obstruction of fire apparatus access roads.

General information:

Failure to recognize violations of the fire code by the fire code official does not waive the requirement of meeting minimum requirements of the fire code in the future.

It is the applicant's and the owner's responsibility to meet all minimum fire code requirements at all times.

The City of Fort Worth has adopted the 2021 International Fire Code as its current fire code at the time of this review. The City of Fort Worth has also adopted Amendments #25388-03-2022.

<https://www.fortworthtexas.gov/departments/fire/services/bureau>

DSD Transportation

TDS (Stu Burzette, 817-392-2593, stuart.burzette@fortworthtexas.gov)

1. Site will need to conform to the standards of the Access Management Policy, Transportation Engineering Manual, Master Thoroughfare Plan, and other applicable transportation-related manuals and guides in use and adopted by the City of Fort Worth.

2. Site will need to conform with any requirements of the traffic impact analysis acceptance letter.

3. Access to TxDOT facilities are at the discretion of TxDOT

DSD Water Engineering

***** Development Services Water Section Comments *****

>>>> ALL REVISIONS NEED TO GO THROUGH ACCELA TO ENSURE OUR WORKFLOW IS REACTIVATED <<<<<

Please don't email DSWS separately to clear holds; Early permit review requests by email or in person will not be accepted. All revisions must be submitted through the Accela permitting system to be recorded and tracked appropriately.

FYI - Per Fire, additional fire hydrants are required.

FYI - Water

- Existing 6-inch ductile iron in E Berry

- Existing 8-inch cast iron on E Loop 820 South SR SB approx. 180 ft south of property.

FYI - Sewer

- Existing 24-inch pvc in E Berry

- Existing 8-inch concrete in East Loop 820 South SR SB

FYI - Sewer Extension is required to every proposed lot to the end of the lot line per city-accepted construction plans. Provide a community facilities agreement (CFA) or miscellaneous project (MP) for sewer improvement. No water/sewer on the side or back of lots per Subdivision Ordinance §31-81 (Water & Sewer Design §3.3.1).

FYI - Water Extension is required for every proposed lot to the end of the lot line per city-accepted construction plans. provide a community facilities agreement (CFA) or miscellaneous project (MP) for water improvement.

No water/sewer on the side or back of lots per Subdivision Ordinance §31-81 (water & sewer design §3.3.1).

FYI - Lots are located in the Eastside 2 water pressure plane

FYI - : Water/ Sewer loading/study may be required. Please reach out to WPD@fortworthtexas.gov
The looping requirement can be found at §3.3.3.7

FYI: Water services are not allowed to cross property lines per TCEQ. The Texas Commission on Environmental Quality (TCEQ) 301.8 Location. Except as otherwise provided in this Code or other applicable ordinances, no plumbing system, drainage system, building sewer, private sewage disposal system, or parts thereof, shall be located in any lot other than the lot which is the site of the building, structure or premises served by such facilities. No subdivision, sale, or transfer of ownership of existing property shall be made in such manner the area, clearance, and access requirements of this Code are decreased

Public Notification

Written Notice

Written notice of the Zoning Commission public hearing was mailed to the owners of real property within 300 feet on **May 1, 2026**.

Posted Notice

A sign was erected on the property on **May 1, 2026**.

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.

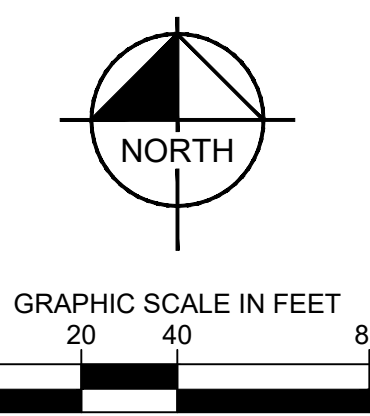
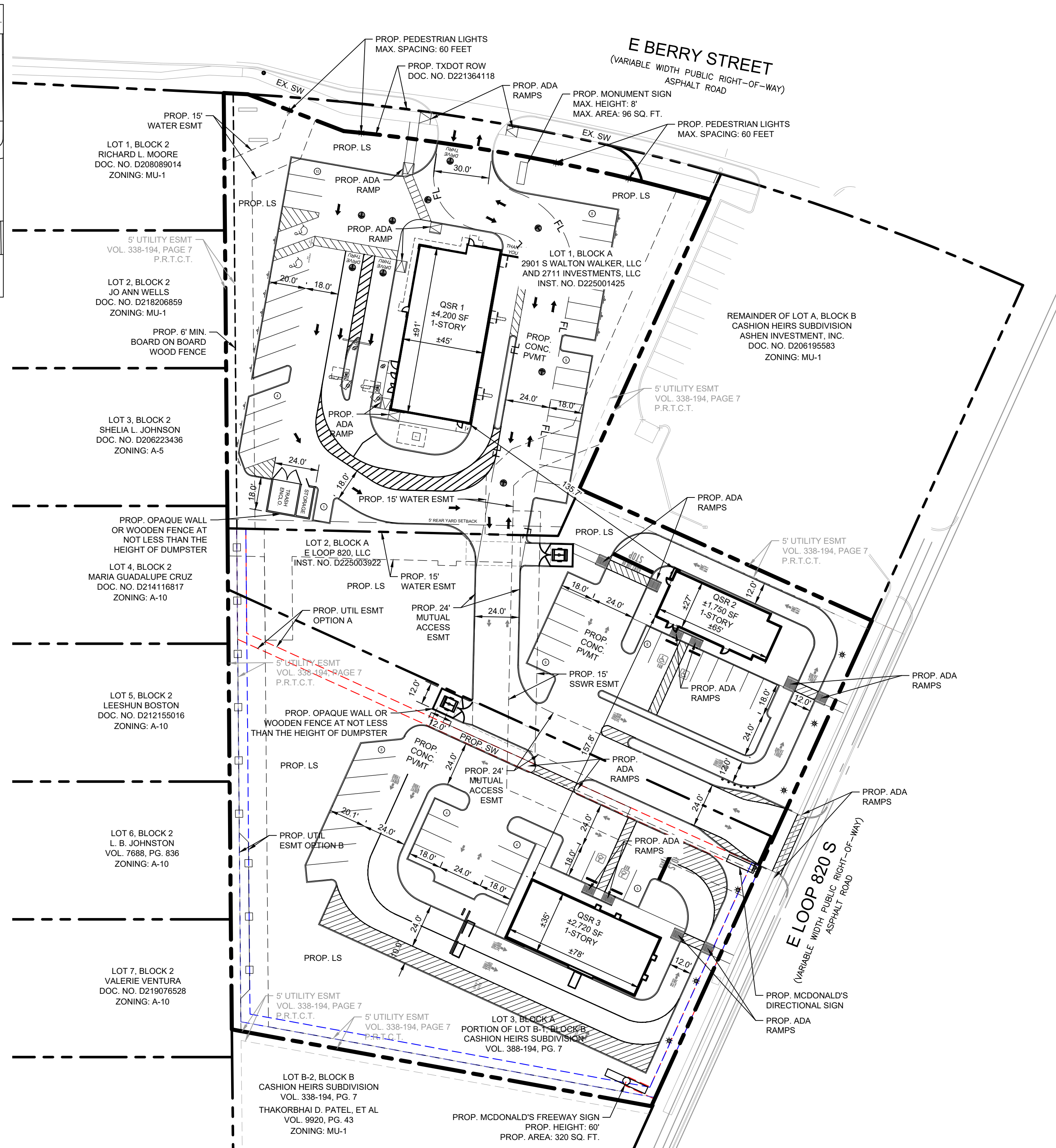
Courtesy Notice

The following organizations were emailed on **May 1, 2026**:

Organizations Notified	
Parkside NA	Carver Heights East NA
Stop Six Sunrise Edition NA	East Fort Work Inc.
Streams And Valleys Inc	Trinity Habitat for Humanity
Southeast Fort Worth Inc	Fort Worth ISD
Echo Heights Stop Six Environmental Coalition	

**Located in this registered Neighborhood Association*





LEGEND

	PROPERTY LINE
	SETBACK LINE
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING FENCE
	PROPOSED FENCE
	PARKING STALL COUNT

- SITE PLAN NOTES**
- AREA LIGHTING:**
- ALL PROVIDED LIGHTING WILL CONFORM TO THE LIGHTING CODE.
- SIGNS:**
- ALL SIGNAGE WILL CONFORM TO ARTICLE 4, SIGNS.
- LANDSCAPING:**
- PROJECT WILL COMPLY WITH SECTION 6.301, LANDSCAPING.
 - PROJECT WILL COMPLY WITH SECTION 6.302, URBAN FORESTRY.

SITE DATA

	QSR 1	QSR 2	QSR 3
EXISTING ZONING	MU-1	MU-1	MU-1
PROPOSED ZONING	PD	PD	PD
EXISTING LAND USE	VACANT	VACANT	VACANT
PROPOSED LAND USE	RESTAURANT	RESTAURANT	RESTAURANT
LOT AREA	1,098 AC / 47,816 SF	0.762 AC / 33,204 SF	1,229 AC / 53,539 SF

PARKING TABLE

PARKING RATIO (FROM ZONING ORDINANCE)	RESTAURANT	1 SPACE / 100 SF
REQUIRED PARKING	87 SPACES	
PROPOSED PARKING	67 SPACES	
REQUIRED ADA PARKING	4 SPACES	
PROPOSED ADA PARKING	6 SPACES	

DIRECTOR OF DEVELOPMENT SERVICES _____ DATE _____

NET LEASE PROPERTIES
E BERRY ST
SITE PLAN FOR PD
 FORT WORTH ZONING CASE #: ZC-##-###
 LOT 1, BLOCK 1
 BERRY COMMERCIAL ADDITION
 ULRICH WUTHRICK SURVEY,
 ABSTRACT NO. 1693
 3.089 ACRES
 CITY OF FORT WORTH,
 TARRANT COUNTY, TEXAS
 APRIL 10, 2026



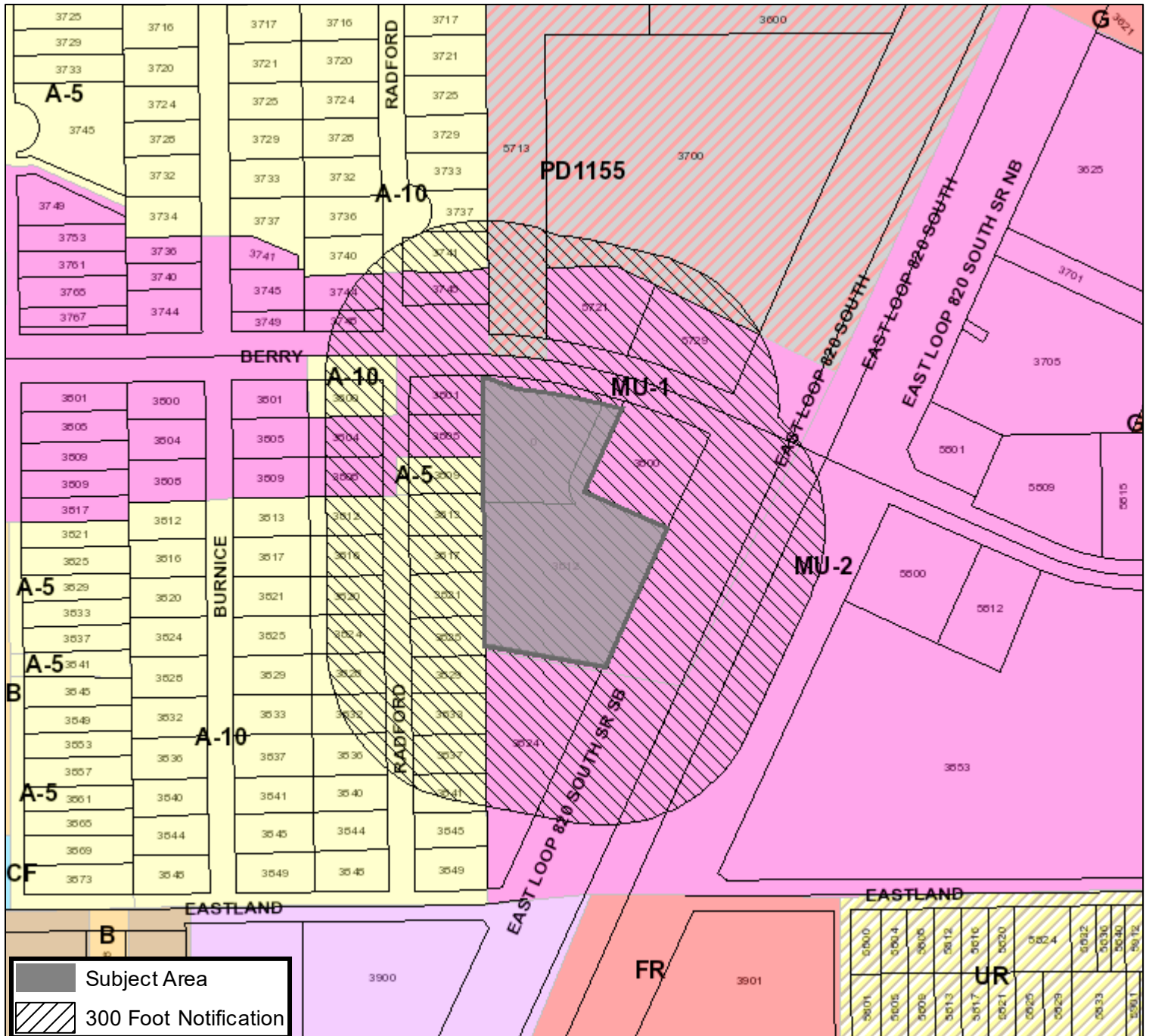
OWNER:
 NET LEASE PROPERTIES
 1000 FOREST PARK BLVD, SUITE 401
 FORT WORTH, TX 76110
 PHONE: 817-939-7231
 CONTACT: MR. ROGER FRANZ



SURVEYOR:
 TRAVERSE LAND SURVEYING, LLC
 14200 MIDWAY ROAD, SUITE 130
 DALLAS, TEXAS 75244
 PHONE: 469-784-9321
 CONTACT: DAVID McCULLAH, R.P.L.S.

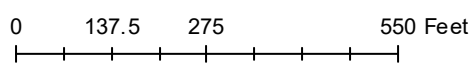
ENGINEER:
 KIMLEY-HORN AND ASSOCIATES, INC.
 2500 PACIFIC AVENUE, SUITE 1100
 DALLAS, TEXAS 75226
 PHONE: 469-718-8849
 CONTACT: JAMES MATTHEWS, P.E.
 TEXAS REGISTERED ENGINEERING FIRM F-928

Area Zoning Map

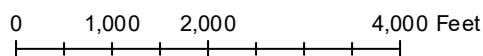
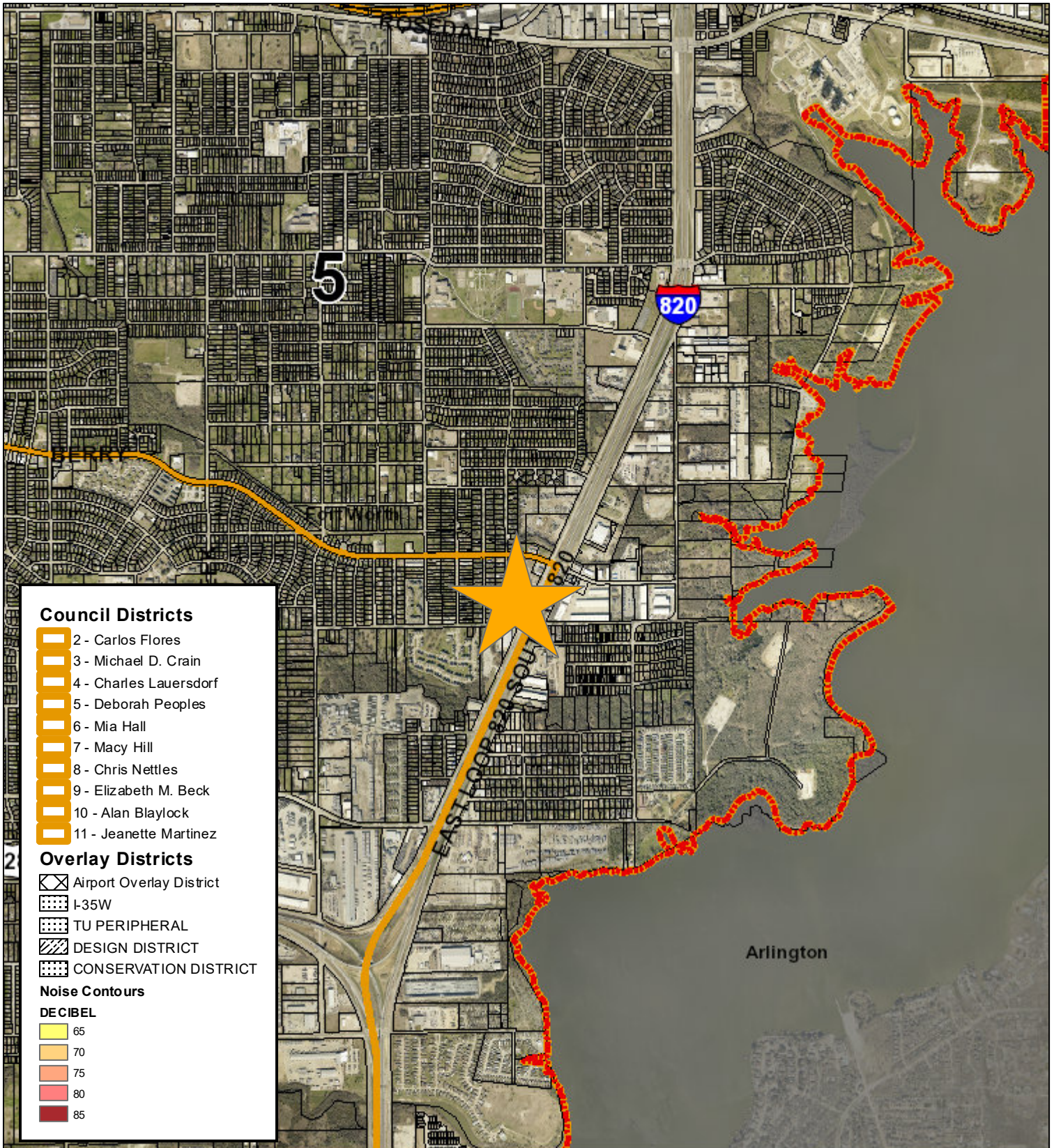
Applicant: E. Loop 820 LLC/Ofi Chito
 Address: 3812 E LOOP 820 S
 Zoning From: MU-1
 Zoning To: PD for MU-1 uses with 8 development waivers, site plan waiver requested
 Acres: 3.089
 Mapsco: Text
 Sector/District: Southeast
 Commission Date: 5/13/2026
 Contact: 817-392-7923



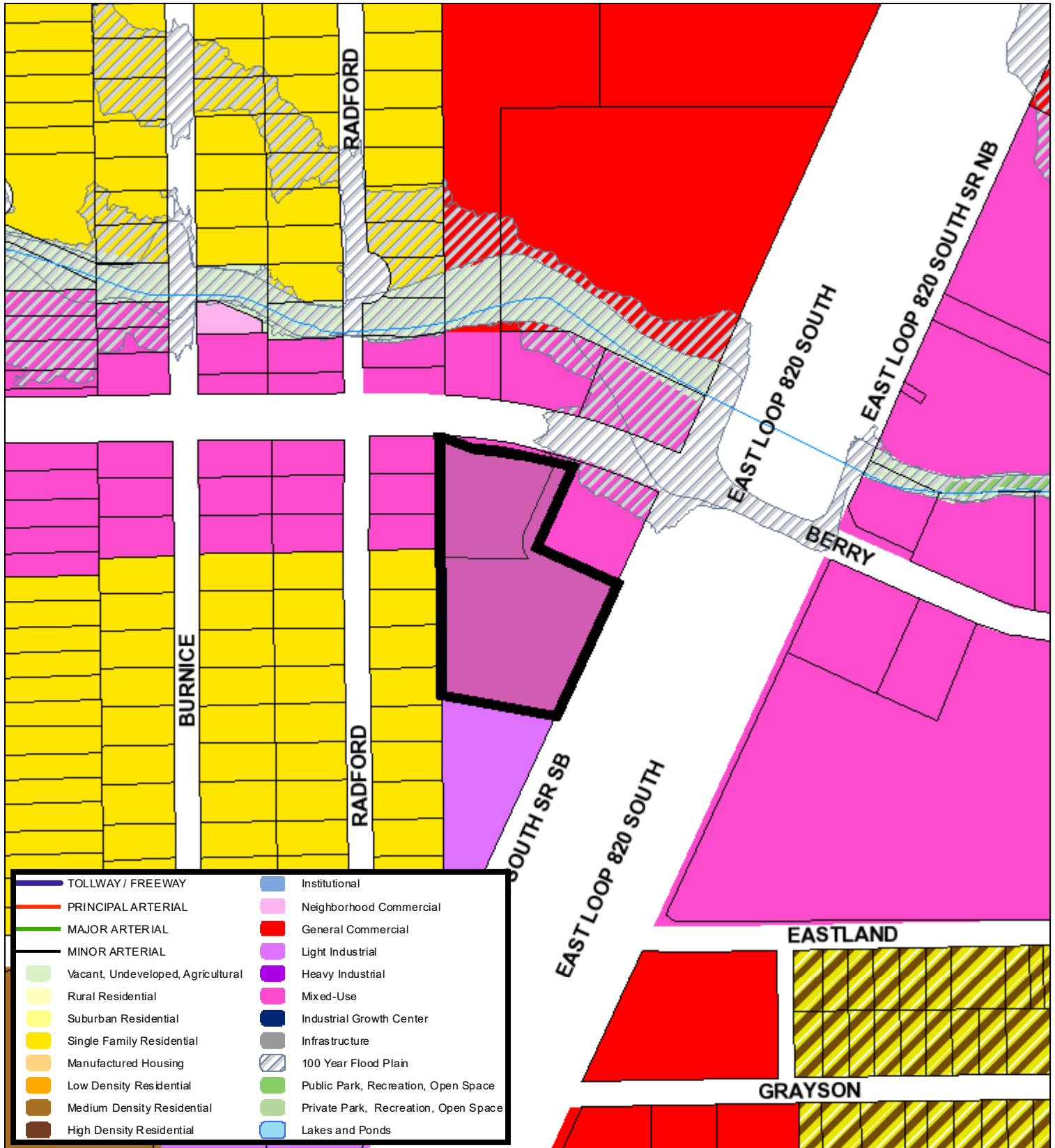
	Subject Area
	300 Foot Notification



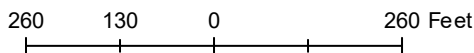
Area Map



Future Land Use



260 130 0 260 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.



Aerial Photo Map

