To the Mayor and Members of the City Council

February 3, 2026

SUBJECT: PROPOSED SUBDIVISION ORDINANCE AMENDMENTS TO PROMOTE INFILL DEVELOPMENT

This Informal Report outlines proposed amendments to Chapter 31 “Subdivision Ordinance” of the City Code, governing the subdivision and development of land. The proposed amendments are intended to promote infill development in the City of Fort Worth. The City Council will consider adopting the amendments on February 24, 2026, following consideration by the City Plan Commission on January 29, 2026.

Infill development revitalizes the City by encouraging building on vacant or underused land, lessening urban sprawl, preserving natural land, reducing public infrastructure costs through the use of existing infrastructure, boosting the local economy, improving walkability, and providing diverse housing options. Promoting infill development directly supports two key Comprehensive Plan priorities adopted in 2023: Meeting the Needs of an Expanding Population and Revitalizing the Central City.

Stakeholder Engagement yielded feedback from the Development Advisory Committee (DAC) on June 26, 2025, and October 16, 2025, the City Plan Commission (CPC) on November 7, 2025, and the City Manager's Office (CMO) on January 21, 2026. This feedback was incorporated into the following proposed amendments.

Proposed Amendments

Infill Development Definition

- Add a definition of *INFILL DEVELOPMENT* as any development inside of or partially located within one mile of Loop 820 in city limits and platted prior to January 1, 2000; or any development zoned UR, form-based code, historic districts, or any property located within a quarter mile of Frequent Transit bus routes and passenger rail stations

Role of Development Services Director

- Facilitate the application of the City’s infill development standards
- Engage with other Departments for flexible planning and engineering solutions
- Ensure that each department’s development policies, manuals, and regulations are applied with due discretion to fulfill the City’s planning goals
- For infill developments, when an irreconcilable conflict exists between the Subdivision Ordinance and the design manuals, the rule that promotes the construction of an infill development shall be controlling

Internal Roadway Network Connectivity

- For infill developments, the Director of Development Services Department, or the Director’s designee, may waive or reduce the connectivity index requirement based upon prevailing site conditions, topography, anticipated traffic, and existing neighborhood character

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Residential Lot Configurations

- For infill developments, existing conditions, including, but not limited to, topography, easements, neighborhood character, utilities, and built conditions, can allow for lot configurations where lot lines are not perpendicular with street centerline, street centerline radii, public access easements, or open spaces
- All one-family and two-family lots in infill developments shall be platted with a front yard designed to face a public or private street, alley, public or private access easements, or a separate designed lot located within the subdivision that is owned and maintained by a property owners' association for the subdivision
- For infill developments, shared access may be provided to more than two lots

Access Ways

- For infill developments, a 5-foot paved surface shall be provided on a designated private lot or private easement of common ownership for access to lots

Public Open Space Easement (P.O.S.E)

- For infill developments, the public open space easement (P.O.S.E.) shall be a 5-foot by 5-foot easement except where such dedication does not provide adequate sight distance, in which case the Director of the Development Services Department, or the Director's designee, may require a P.O.S.E. not to exceed 10-feet by 10-feet

Additional Right-of-Way

- For infill developments, where the existing street systems provide adequate public facilities to the development, no additional right-of-way is required
- Where the existing street system does not provide adequate public facilities for an infill development and additional right-of-way is determined by the City to be required, then dedication may be made by a replat or by a separate instrument
- If the infill development generates vehicular traffic that reduces the Level of Service (LOS) below an acceptable level as determined by the City, the Developer will be responsible for the cost of the roadway improvements

Addressing

- For infill development lots that face a private access easement or a separate lot owned and maintained by a property owners' association, rear access to the lots shall be provided with a street name for the rear street or access easement, and street numbering will be provided on each structure on the rear of the structure.

Street/Alley Intersection Corner Clips

- For infill developments, a triangular dedication measuring five feet by five feet (5x5) is required at the intersection of two streets, or at the intersection of a street and an alley, that do not have traffic signals or all-way stop signs, except where such dedication does not provide

adequate sight distance in which case the Director of the Development Services Department, or the Director's designee, may require expansion of the dedication up to a maximum of ten feet by ten feet.

Residential Driveway Access Limitation

- A contiguous infill development covering more than half of the block consisting of residential lots of less than 50 feet wide requires the construction of a public alley built to city standard for rear entry access, unless shared driveways are provided.
- For an infill development covering less than half of the block consisting of residential lots less than 50 feet wide, the Director of the Development Services Department, or the Director's designee, may waive the requirement of a public alley based upon prevailing site conditions, topography, anticipated traffic, and existing neighborhood character.
- An interim public alley must be constructed with an all-weather pavement strong enough to support a single axle with a load of 10,000 pounds or more

Paving Alleys

- For an infill development covering less than half of the block, consisting of residential lots less than 50 feet wide:
  - An asphalt or concrete alley constructed in accordance with City design standards and specifications must be constructed for the entire width of the property being developed;
  - The remaining portion of the alley from the property being developed to the nearest public street shall be constructed in asphalt, concrete, or as an interim public alley; and
  - An interim public alley must be constructed with an all-weather pavement strong enough to support a single axle with a load of 10,000 pounds or more.

Alley Widths

Minimum Width	**Infill Developments One-Way**	**Infill Developments All Other**
a. Right-of-way	12 ft.	16 ft.
b. Roadway paving (edge to edge)	12 ft.	16 ft.
c. ROW radius at street/alley	25 ft.	25 ft.
d. ROW radius at property line	25 ft.	25 ft.

Block Face Length

- Except for infill developments zoned UR, MU, form-based code, or H, block face length and perimeter standards do not apply to infill developments that are less than 2 acres.

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In addition to the above amendments, the proposed ordinance will also change the old department name of Planning and Development Department to the current name of Development Services Department.

The amendments proposed by staff are supported by the Development Advisory Committee and the Real Estate Council.

Please contact D.J. Harrell, Development Services Director, by e-mail to Dalton.Harrell@fortworthtexas.gov if you have any questions, concerns or comments.

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