



**ZONING MAP CHANGE
STAFF REPORT**

City Council Meeting Date:
February 2, 2016

Council District 2

Zoning Commission Recommendation:
Approval by a vote of 8-0

Opposition: None submitted
Support: One person spoke

Continued Yes ___ No X
Case Manager Jocelyn Murphy
Surplus Yes ___ No X
Council Initiated Yes ___ No X

Owner / Applicant: City of Fort Worth etal.

Site Location: Generally bounded by NE 28th St, Clinton Ave, 23rd St., and UPRR on east
Mapsc0: 63F,G,H,L

Proposed Use: Stockyards Design Overlay District/Map Amendment

Request: From: "UR" Urban Residential, "E" Neighborhood Commercial, "F" General Commercial, "MU-1" Low Intensity Mixed-Use, "MU-2" High Intensity Mixed-Use, "J" Medium Industrial, "K" Heavy Industrial, PD993, and PD1017 Planned Developments

To: Add Stockyards Design Overlay District (SYD)

Land Use Compatibility: No effect.

Comprehensive Plan Consistency: Requested change is consistent.

Background:

The City Council initiated an amendment to create a Design Overlay District for the Stockyards area to spur significant improvement of infrastructure, enable continued revitalization of existing original Stockyards facilities, and promote development of new structures in order to attract businesses, customers, tourists, and residents. The objective of the Standards and Guidelines for the Stockyards Design Overlay District (the "District") is to provide guidance and establish design standards for these activities. This is a companion case to the text amendment creating the district, ZC-15-166.

The proposed Stockyards Design Overlay District overlaps with the PD/MU-2 High Intensity Mixed-Use zoning district (PD 1017) located east of North Main Street. At the October 13 briefing, the City Council requested that the PD site plan requirement associated with the PD/MU-2 district be retained, requiring that the Urban Design Commission become a recommending body to the Zoning Commission and the City Council for projects requiring commission action and for projects requiring a PD site plan due to demolition, building addition, or new construction.

The Stockyards Design Overlay District roughly encompasses the boundaries for the city's existing mixed use zoning district classification of the Stockyards, the Public Improvement District for the Stockyards and the boundary for the Fort Worth Stockyards as designated by the National Register of Historic Places. The District is subdivided into six corridors/areas: Main Street Corridor, East Exchange Corridor, West Exchange Corridor, Stockyards Boulevard Corridor, Marine Creek Corridor, and the Swift-Armour Area (exhibit attached). The district standards and guidelines apply to the entire District, with minor differences in the corridors.

The proposed district also overlaps with the Marine Creek Zone within the Trinity Uptown Peripheral Zone Design Overlay District, located east of North Main Street. The City Council has authorized the removal of the Marine Creek Zone due to duplicate and conflicting design standards and guidelines.

Site Information:

Owner: Multiple
 Applicant: City of Fort Worth Planning and Development
 Acreage: 289.35
 Comprehensive Plan Sector: Northside

Surrounding Zoning and Land Uses:

North multiple
 East multiple
 South multiple
 West multiple

Recent Relevant Zoning and Platting History:

Zoning History: None
Platting History: None

Transportation/Access

Street/Thoroughfare	Existing	Proposed	In Capital Improvements Plan (CIP)
North Main St.	Principal Arterial	Principal Arterial	No
NW 28 th St.	Major Arterial	Major Arterial	No
23 rd St.			

Public Notification:

The following Organizations were notified:

Organizations Notified	
Northside NA	Streams And Valleys Inc
Trinity Habitat for Humanity	Fort Worth ISD

Development Impact Analysis:

1. Land Use Compatibility

The proposal will add a design district overlay to the Stockyards area to protect the history and architecture as it is redeveloped. There is no effect on existing land use.

2. Comprehensive Plan Consistency

The proposed historic designation **is consistent** with the below policies and strategies of Chapter 14, the Urban Design Section of the 2015 Comprehensive Plan:

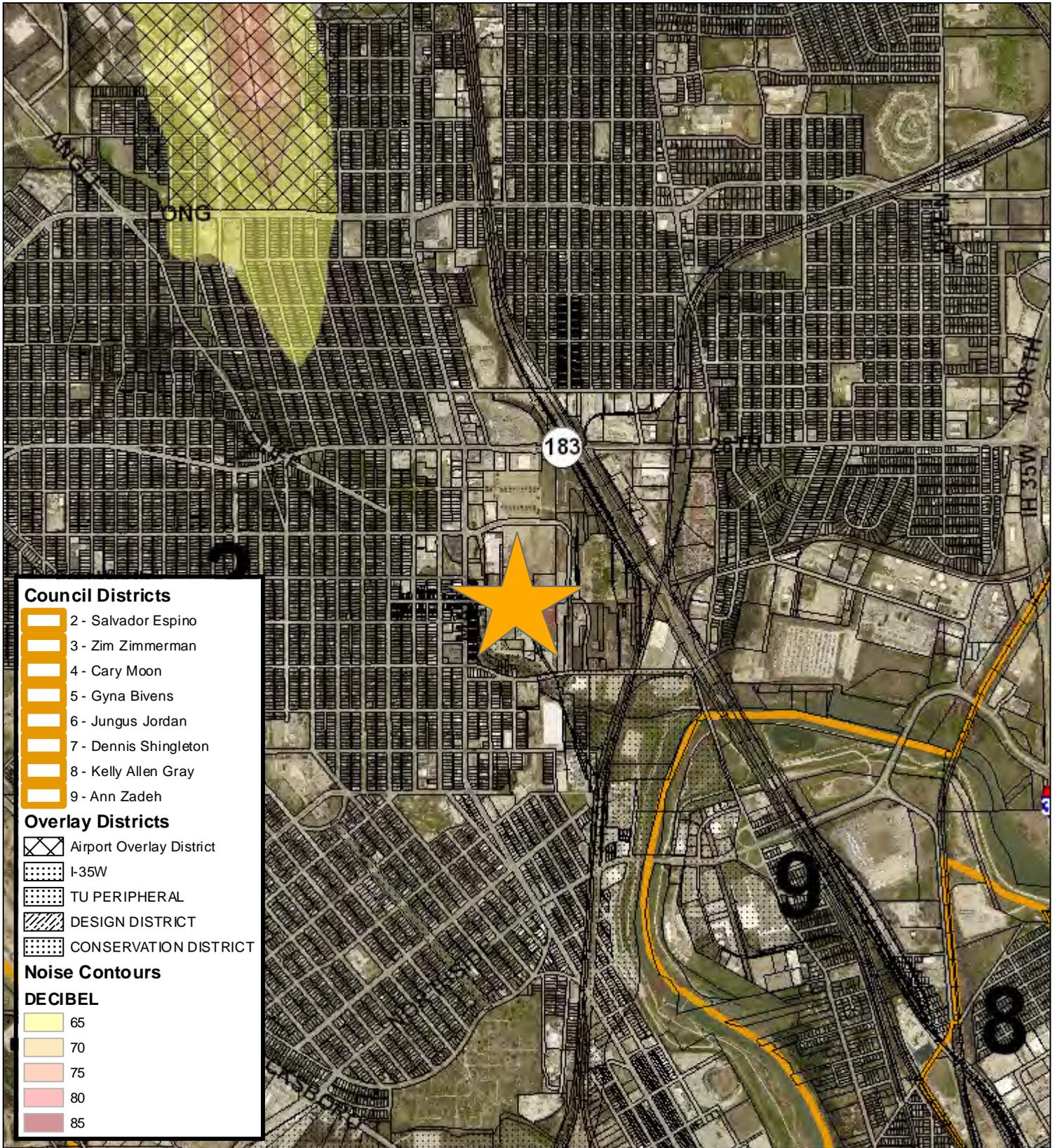
- Use urban design as a tool to revitalize central city neighborhoods and commercial districts, and to redirect a significant amount of future population and employment growth into these areas.
- Establish mixed-use design districts– whether as a combination of MU and UR zoning, or as independent form-based zoning districts– in all areas of the city where higher density mixed-use districts are appropriate. • Involve affected property owners, residents, and other interested parties in the development of urban design approaches and the selection of appropriate urban design elements.
- Support community efforts to create form-based zoning districts that reflect the aspirations of stakeholders to foster the development of attractive and vibrant walkable urban neighborhoods.

Attachments:

- Location Map
- Area Zoning Map with 300 ft. Notification Area
- Future Land Use Map
- Aerial Photograph

- Corridor/Area Exhibit
- Minutes from the Zoning Commission meeting

Area Map



Council Districts

-  2 - Salvador Espino
-  3 - Zim Zimmerman
-  4 - Cary Moon
-  5 - Gyna Bivens
-  6 - Jungus Jordan
-  7 - Dennis Shingleton
-  8 - Kelly Allen Gray
-  9 - Ann Zadeh

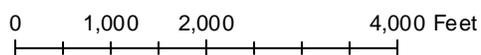
Overlay Districts

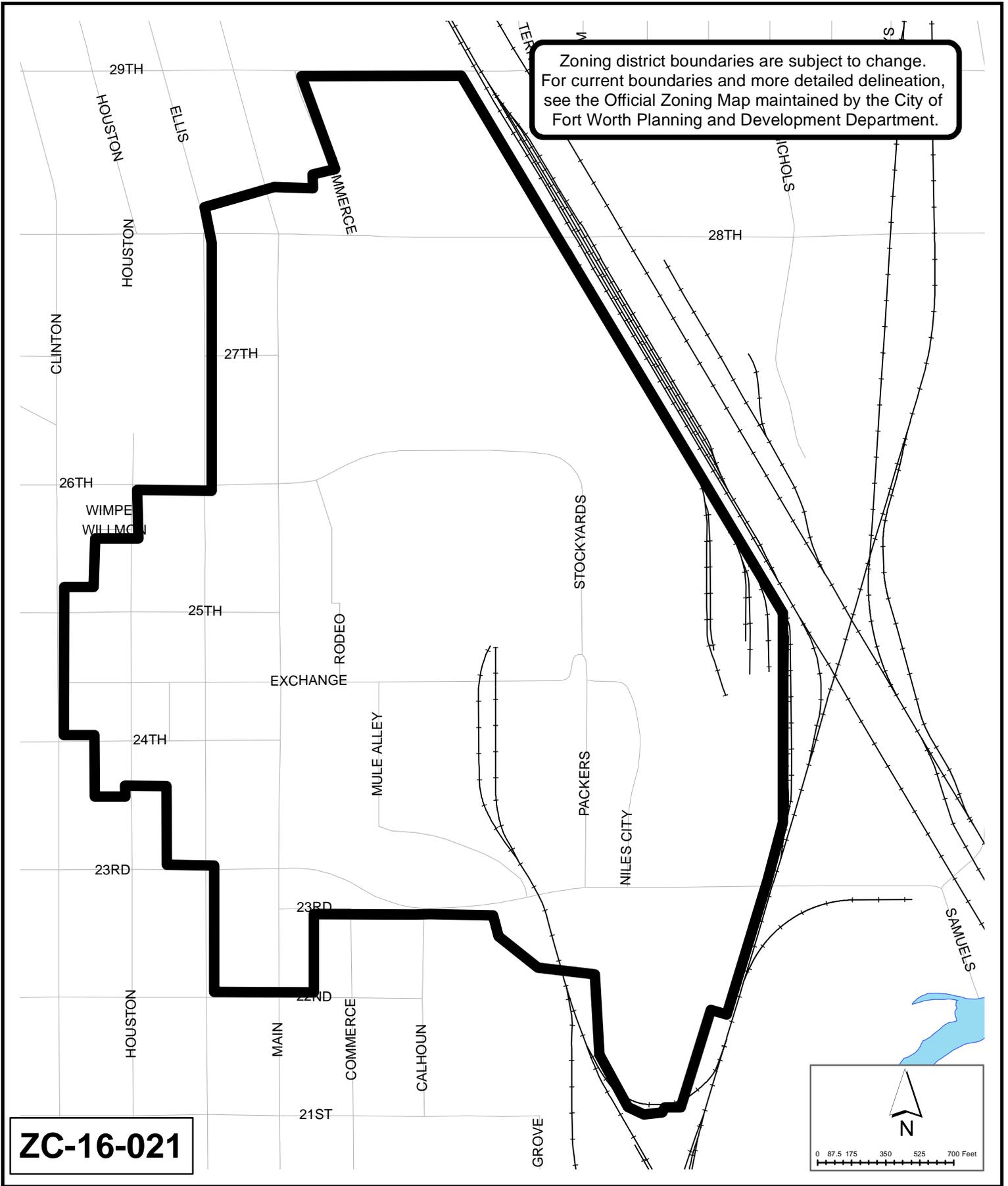
-  Airport Overlay District
-  I-35W
-  TU PERIPHERAL
-  DESIGN DISTRICT
-  CONSERVATION DISTRICT

Noise Contours

DECIBEL

-  65
-  70
-  75
-  80
-  85

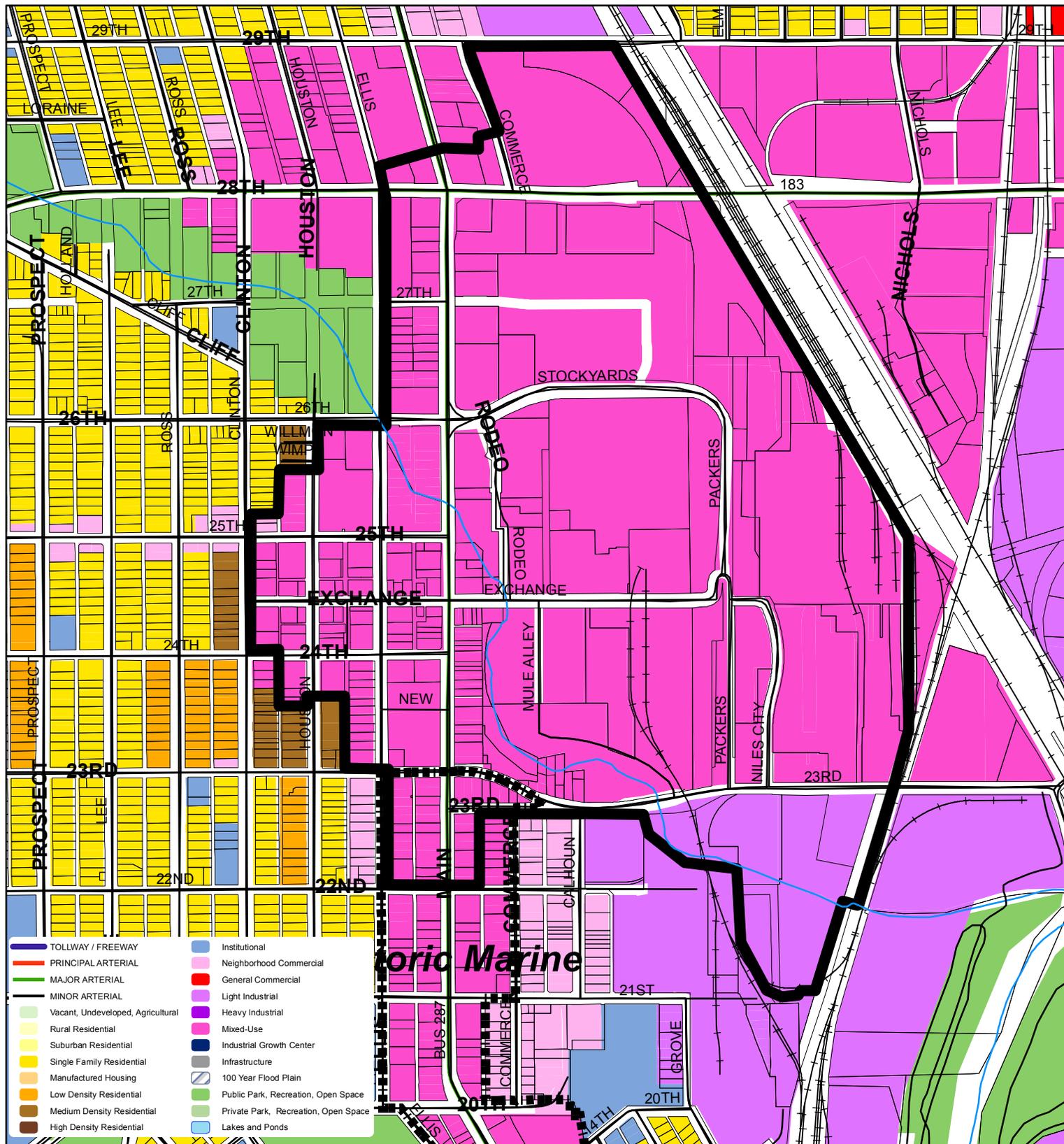




ZC-16-021

Exhibit B.33 (See Section 4.407)

Future Land Use



750 375 0 750 Feet



A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 219.005.) Land use designations were approved by City Council on March 3, 2015.



Corridors and Areas

The Stockyards Design Overlay District Standards and Guidelines apply to the area depicted in the boundary map in section one (Exhibit A on page 4). While a goal of the Standards and Guidelines is to establish a strong cohesive identity for the Stockyards, it is recognized that the district is made up of distinct development corridors and areas. These corridors and areas differ greatly in density and in use of the existing development, architectural style, and in the amount of space available for development or redevelopment. The expression of these corridors and areas will establish a framework for the western experience within the entire District. Subdivision of the District into these areas will allow the type of development to vary in a coordinated manner such that the overall historical quality and western character of the District is maintained.

Main Street Corridor

The existing commercial center of the Stockyards is located less than three miles west of I-35W. The closest major exit off this interstate highway is NE 28th Street, which is roughly the northern boundary for the District. As seen on the boundary map, this street intersects Main Street near the northwest corner of the District (the Main Street Gateway North Node). The Main Street Corridor consists of the main access roadway into the western portion of the District. It encompasses the transitional commercial corridor which is the length of Main Street between NE 28th Street to NE 22nd Street. Also included is a retail strip oriented to North Main that is approximately 1000 feet in length stretching east from the Main Street Gateway North Node on NE 28th Street to the start of the bridge, which spans the railroad. This corridor will provide direction into the Stockyards, while simultaneously building excitement and momentum for visitors and occupants. Buildings along this corridor should support the character of the Stockyards and the historic buildings along Main Street with compatible design themes while conforming to existing zoning standards.

Main Street Gateway North Node

A subset of the Main Street Corridor is the Main Street Gateway North Node. It lies at the intersection of Main Street and NE 28th Street, which is near the northwestern corner of the District. It marks the primary juncture into the Stockyards for many visitors, as traffic from I-35W will feed into this node. This node provides the opportunity for an enhanced gateway experience and sense of arrival to the Stockyards.



Exhibit B - Corridor/ Area Map

Main Street and Exchange Node

Another subset is the Main Street and Exchange Node, which is currently and will remain the most historic heart of the Stockyards. It is located at the intersection of Main Street and Exchange and is the focal point which sets the tone for the experience in the District. The historic character of this node is strongly intact. The sensitivity of development in this area will have significant impact on development patterns in the Stockyards.

Main Street Gateway South Node

The final subset of the Main Street Corridor is the Main Street Gateway South Node, which is located at the intersection of Main Street and NE 23rd Street. This node will capture traffic flowing from additional points of interest and activities in Fort Worth, namely Downtown, the Cultural District, and the Panther Island development. Arrival at this gateway will announce entry into the Stockyards from the south. Development along Main Street will set the tone for the physical Stockyards experience.

West Exchange Corridor

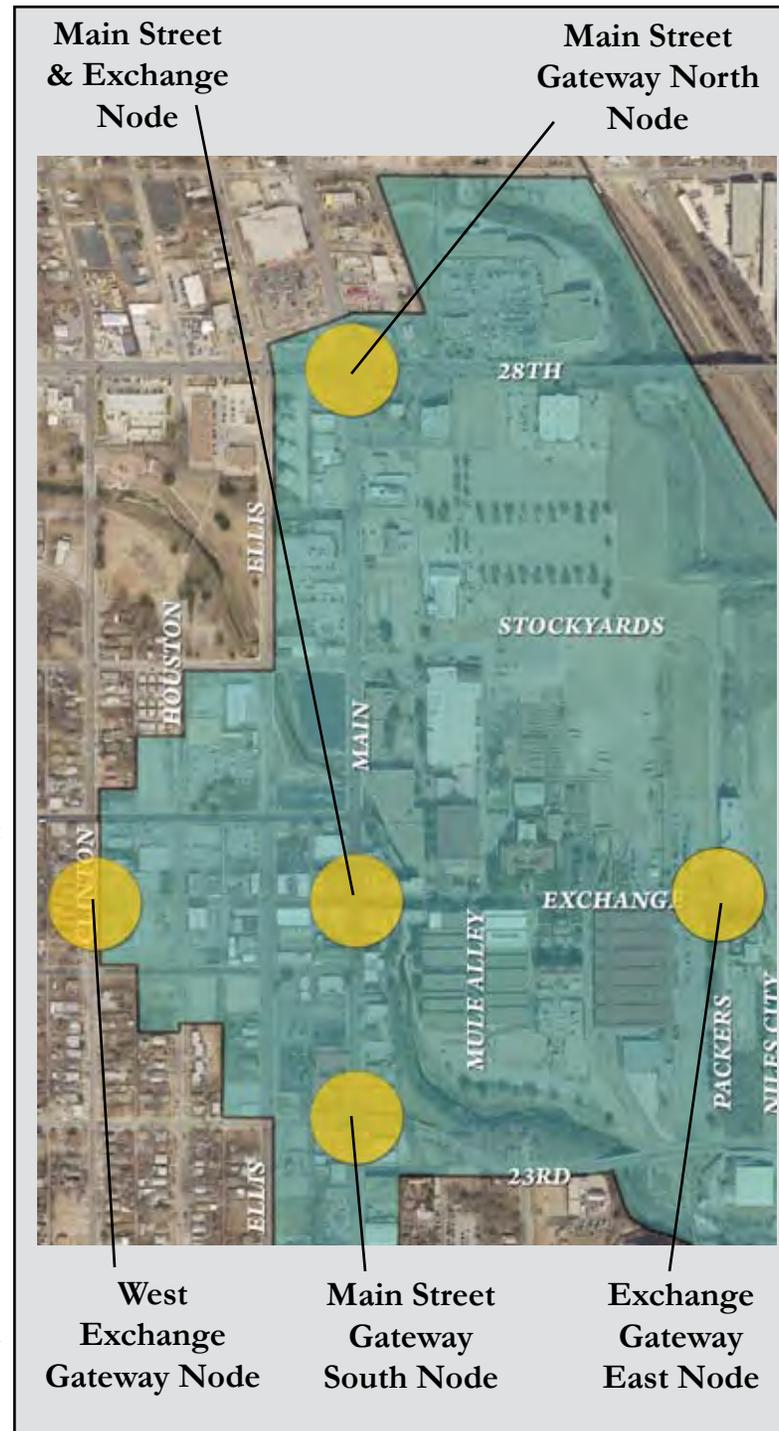
This corridor encompasses the area to the west of Main Street along and surrounding West Exchange Avenue, as shown in Exhibit B. The majority of existing development occurs along West Exchange within the first three blocks from Main Street and is comprised of restaurants, stores, and entertainment venues. This corridor will be responsible for providing a transition to the neighboring properties to the west.

West Exchange Gateway Node

A subset of the West Exchange Corridor is the Exchange Gateway West Node, which is located at the intersection of West Exchange Avenue and Clinton Avenue. This node defines the western most edge of the District and will serve as the gateway to the residential area to the west.

East Exchange Corridor

This corridor is the core of the District and contains some of the most treasured original Stockyards structures such as the Exchange Building, Coliseum, mule barns, cattle pens, and adaptably re-developed Stockyards Station. Also included are more recently built structures such as the Visitor Center and a nationally recognized full-service hotel. As indicated in Exhibit B, the corridor stretches from Main Street to the east along East Exchange Avenue and terminates at the



base of the stairs of the Swift-Armour Plaza. The most historic recognizable buildings/structures front on Exchange Avenue, reinforcing the significance of development along the corridor. Existing structures should be renovated or adaptively reused if possible, keeping the district character while optimizing safety and utilization. Any new development in this corridor will need to complement the existing architectural character by carefully addressing setbacks, scale and material. So as not to overwhelm original structures, focus should be placed on creating compatible, but not competing, structures. A strong focus on pedestrian walkways and spaces will be essential in this area.

Exchange Gateway East Node

A subset of the East Exchange Corridor is the Exchange Gateway East Node. It lies roughly at the intersection of East Exchange Avenue and Stockyards Boulevard. As traffic circulation requires that traffic flow from west to east along Exchange Avenue, this node marks the transition from the East Exchange Corridor into either the Stockyards Boulevard Corridor to the north or the Swift-Armour Area to the east.

Stockyards Boulevard Corridor

This corridor has been traditionally anchored by a nationally recognized entertainment venue, but mainly consists of surface parking, as the cattle pens which once covered the area have long been removed. Exhibit B shows the boundary for the Stockyards Boulevard Corridor. The lack of existing infrastructure in this corridor provides a uniquely flexible opportunity for new development, including pedestrian spaces and parking. A new entrance into the Stockyards could be created off the highly travelled NE 28th Street into this area, which could lead quickly to parking facilities. Retail, entertainment, hotel, office space and residential may be appropriate uses for this corridor.

Marine Creek Area

Marine Creek flows along the southwestern edge of the District, as displayed in Exhibit B. Similar to the Stockyards Boulevard Corridor, minimal development exists within the Marine Creek Area. The opportunities to take advantage of the natural beauty of the creek will be boosted by the proposed nearby Panther Island development, as a channel lock will be constructed. This will enable water travel along a navigable waterway which will connect the Stockyards to Panther Island and downtown Fort Worth. Waterfront oriented development will encourage a pedestrian-friendly environment with uses such as dining, retail, office space and residential. A continuation of development to the north could be anchored on this south end of the District by offering similar development opportunities.

Swift-Armour Area

The Swift-Armour Area is located on the easternmost side of the District, as depicted in Exhibit B. It is comprised of the former Swift & Company and Armour & Company meat packing plant sites. Over the years, much of the packing plant structures were lost to fires and demolition. The effects of nature, vandals, and vagrants have added to the erosion of the area and limit the possibility of restoration. Currently, the only functioning structure is the Swift & Company headquarters building, which was first repurposed into a restaurant and then extensively restored into office space. Much of the area is elevated from adjacent Stockyards corridor by a small hill. This topographical difference provides a natural transition into the Swift-Armour Area, which could be used for new development with a variety of scales and uses.

Aerial Photograph

