

MEETING AGENDA

COMMERCIAL BOARD OF ADJUSTMENT

Wednesday, February 19, 2025

Public Hearing 10:00 a.m.

In Person

City Council Worksession Room 2nd Floor, 200 Texas Street /Fort Worth, Texas 76102

VIDEOCONFERENCE:

https://fortworthtexas.webex.com/weblink/register/r0ac81b1479857e6dfc65a28b0ca054b6

Meeting/ Access Code: 2553 835 6100 (Registration Required)

Teleconference: (817) 392-1111 or 1-469-210-7159

Viewing Only

Television: Charter 190; One Source 7; Verizon 5; AT&T Uverse 99 City of Fort Worth Website Homepage: http://fortworthtexas.gov/fwtv

For more information on attending or speaking at this meeting either through Videoconference or Teleconference, please visit the City's website:

http://fortworthtexas.gov/boards/

To view this meeting's docket, visit: https://www.fortworthtexas.gov/calendar/boards-commission

The location identified on this agenda is the location at which the presiding officer will be physically present and presiding over the meeting. Members of the Commercial Board of Adjustment may be attending remotely in compliance with the Texas Open Meetings Act.

**Any member of the public who wishes to address the Board using videoconference or teleconference regarding an item on the listed agenda <u>must sign up to speak no later than 5:00 PM on February 17, 2025</u>. To sign up, either register through WebEx per the directions on the City's website above or contact Karen Moreno at Karen.Moreno@fortworthtexas.gov or 817-392-8026. Please note the City of Fort Worth is using a third party vendor to assist with City meetings. If there are service interruptions, including call-in number changes, we will provide alternative call-in numbers on our website whenever possible.

I, the undersigned authority, do hereby certify that this Notice of Meeting was posted on the City of Fort Worth official bulletin board, places convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time Friday, February 14, 2025 at 03:30 p.m. and remained so posted continuously for at least 72 hours preceding the scheduled time of said meeting.

dity Secretary for the City of Fort Worth, Texas

BOARD MEMBERS:

Josh Lindsay	Jarrett Wilson
Tony Perez	Darin Hoppe
Deborah Freed, Chair	Kay Duffy
Bob Riley, Vice-Chair	Andrea Payne Shields
James Hook	Virginia Murillo
Vacant	_

- I. PUBLIC HEARING
- A. Approval of Minutes of the December 18, 2024 Hearing
- B. ANY CASES NOT HEARD WILL BE MOVED TO MARCH 19, 2025
- C. New Commercial Cases
 - **1. BAC-24-004** Address: 105 229 (odds) E. Bonds Ranch Road

Owner: David Palmer on behalf of NEC 287/Bonds Ranch, LTD.

Zoning: "F" – General Commercial District

- a. Special Exception: Permit electronic changeable copy on a pylon sign located in the southeast corner.
- a. Special Exception: Permit electronic changeable copy on a freeway sign located near the southwest corner.
- 2. BAC-25-004 Address: 9225 Crowley Road

Owner: Goodone Enterprises, LLC, DBA Empire CSAC on behalf of SRAK

Corporation

Zoning: "E" Neighborhood Commercial District

- **a. Special Exception:** Permit electronic changeable copy sign on a monument sign located in the southwest corner.
- **3. BAC-25-005** Address: 2929 E. Berry Street

Owner: Ezzi Signs, Inc. on behalf of Vaquero Binkley Partners, L.P.

Zoning: "PD 1342" Planned Development 1342 District for certain "E"

Neighborhood Commercial Uses

a. Variance: Permit monument sign in a residential projected front yard where signs are not allowed.

Required Location: 33.5 feet from front property line due to projected residential front yard.

Requested location: Zero feet from front property line.

4. BAC-25-006 Address: 11604 North Freeway

Owner: Levi Swinney on behalf of Northwest ISD

Zoning: "I" Light Industrial District within the I-35W Design Overlay District North Corridor Zone and the Fort Worth Alliance Airport Overlay Zone

 Variance: To permit construction of 4 tennis court lights that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet

Requested Height: 70 feet

b. Variance: To permit construction of 10 baseball and softball field lights that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet

Requested Height: 80 feet

c. Variance: To permit construction of 6 football stadium lights that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet

Requested Height: 90 feet

d. Variance: To permit construction of a theater with fly loft that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet

Requested Height: 85 feet

II. ADJOURNMENT:

ASSISTANCE AT THE PUBLIC MEETINGS:

Fort Worth City Hall is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are requested to contact the City's ADA Coordinator at (817) 392-8552 or e-mail ADA@FortWorthTexas.gov at least 48 hours prior to the meeting so that appropriate arrangements can be made. Even if the City does not receive notification at least 48 hours prior to the meeting, the City will still make a reasonable attempt to provide the necessary accommodations.

El Edificio Municipal de la Ciudad de Fort Worth, o City Hall, tiene acceso para silla de ruedas. Se solicita a las personas que planean asistir a esta reunión y que necesitan ayudas auxiliares o servicios de intérpretes, lectores o impresiones con letra grande, que se comuniquen con el Coordinador de la Asociación Americana de Discapacitados (ADA) de la Ciudad llamando al teléfono (817) 392-8552; o por correo electrónico a ADA@FortWorthTexas.gov por lo menos 48 horas antes de la reunion para que se puedan hacer los arreglos adecuados. Si la Municipalidad no recibe una notificación por lo menos 48 horas antes de la reunión, ésta hará un intento razonable para proporcionar los servicios auxiliaries necesarios.

Executive Session:

A closed Executive Session may be held with respect to any posted agenda item to enable the Board of Adjustment to receive advice from legal counsel, pursuant to Texas Government Code, Section 551.071.



BOARD OF ADJUSTMENT - COMMERCIAL

BAC-24-004

Address: 105 – 229 (odds) E. Bonds Ranch Road

Owner: David Palmer on behalf of NEC 287/Bonds Ranch, LTD.

Zoning: "F" – General Commercial District

a. Special Exception: Permit electronic changeable copy on a pylon sign located in the southeast corner.

b. Special Exception: Permit electronic changeable copy on a freeway sign located near the southwest corner.

GENERAL INFORMATION

REGULATION:

3.303 Board of Adjustment Action

- (a) In taking action on an application for special exception, the board of adjustment shall grant the application only when the board determines that:
 - (1) The use is specifically permitted under this ordinance;
 - (2) The location of proposed activities and improvements is clearly defined on the site plan by the applicant;
 - (3) The exception will be wholly compatible with the existing use and permitted development of adjacent properties either as filed, or subject to such requirements as the board finds necessary to protect and maintain the stability of adjacent properties.
- (b) The burden of proof regarding all conditions is on the applicant. Any site or floor plan will become part of the approval of the special exception.

6.411 Electronic Changeable Copy Signs

- (a) Electronic changeable copy signs may be permitted by special exception of the Board of Adjustment in commercial, industrial, mixed-use, and community facility zoning districts, subject to the following conditions:
 - 1. A maximum of 25% of the sign face may be devoted to changeable copy.
 - 2. The message rate shall not change at a rate faster than one message every 20 seconds.
 - 3. Electronic changeable copy signs shall not contain animation, rolling or running letters or messages, flashing lights or displays as part of the display.
 - 4. On detached signs, electronic changeable copy shall be limited to monument signs, except where pylon and freeway signs are allowed under Section 6.409.
 - 5. Electronic changeable copy signs shall have automatic dimming technology installed limiting the sign to no more than 0.3 footcandles above ambient light, measured at a distance equaling the square root of the product of the sign's square footage multiplied by 100. The distance shall be rounded to the closest whole number.



- 6. All sound shall be prohibited.
- (b) The board of adjustment shall not grant variances which are less restrictive than the conditions of the special exception.
- (c) In granting the special exception, the board of adjustment shall consider the following:
 - (1) The presence of other electronic changeable copy signs in the vicinity;
 - (2) The visibility from residential districts;
 - (3) The street classification of the adjacent roadways; and
 - (4) The proximity to scenic areas or corridors.

LOT HISTORY: 105 E. Bonds Ranch Road

PB24-03554 – Commercial New Accessory Structure for Kroger Gas Kiosk, Issued 11/01/2024

PB24-03553 – Commercial New Accessory Structure for Kroger Gas Canopy, Issued 11/01/2024

113 E. Bonds Ranch Road

PS24-02123 – Sign Permit for sign A, Awaiting Client Reply, 11/22/2024 PS24-02124 – Sign Permit for sign P1, Awaiting Client Reply, 11/22/2024 PS24-02125 – Sign Permit for sign P2, Awaiting Client Reply, 11/22/2024 PS24-02126 – Sign Permit for sign P3, Awaiting Client Reply, 11/22/2024 PS24-02127 – Sign Permit for sign P4, Awaiting Client Reply, 11/22/2024

213 E. Bonds Ranch Road

USA23-00004 - Unified Sign Agreement, Awaiting Client Reply, 01/25/2024

COMPREHENSIVE

PLAN DESIGNATION: Light Industrial

REGISTERED
NEIGHBORHOOD
NOTIFCATION:

North Fort Worth Alliance, Berkshire HOA, The Trails of Fossil Creek HOA, Dorado Ranch HOA, Streams and Valleys, Inc., Trinity Habitat for Humanity, Northwest ISD

EXISTING CONDITIONS:

The subject property is a vacant property, located at the northeast intersection of NW Hwy 287 and East Bonds Ranch Road. The site is 22.4598 acres in size and is comprised of 6 lots. The final plat, approved in 2015, does indicate that there is a floodplain easement along the northwestern boundary of Lot 1. Lot grading and clearing have started on the site in an effort to prepare for development. The approved grading plan indicates that there will be a 2% downward slope beginning at the southeastern corner of the property and ending at the northwestern corner of the properties to the north are zoned "I" – Light Industrial, and PD-927. The properties to the east are zoned "F" – General Commercial, and



PD-1407. The property directly south is also zoned "I" – light industrial. The adjacent properties are vacant, with the exception of the parcel zoned PD-927, which is the location of the City of Fort Worth North Animal Campus.

The applicant is requesting a special exception to permit electronic changeable copy on two signs, identified as P2 and P3.

Lot 1, addressed as 113 E. Bonds Ranch Road, is the largest of the 6 lots and is 11.9988 acres in size. A Kroger grocery store is proposed to be constructed on this lot.

The following addresses are located on Lot 2: 145, 149, 157, 165, 169, 205, 209, and 213 E. Bonds Ranch Road. Lot 2 is 3.9820 acres in size and is proposed to be developed for retail use.

Lot 3, addressed as 229 E. Bonds Ranch Road, is located at the south eastern corner of the development, and is 0.9996 acres in size. Sign P2 is proposed to be located near the intersection of E. Bonds Ranch Road and Shire Meadow Drive, in the southeastern corner of Lot 3. Sign P2 is proposed to be a 12 ft X 20 ft pylon sign for a total sign area of 210.25 square feet. The sign contains an electronic changeable copy to accommodate LED pricing for the Kroger fuel station. The ECC portion of the sign is 18 inches x 3ft 7 inches, for a total area of 10.8 square feet. The ECC is 8.4% of the overall sign area. City of Fort Worth sign regulations 6.411(a)(1) permits a maximum of 25% of the sign face to be devoted to changeable copy.

Lot 6, addressed as 105 E. Bonds Ranch Road, is located on the southwestern corner of the development and is 0.9953 acres in size. Sign P3 is proposed to be a freeway sign containing an electronic changeable copy for fuel pricing and is proposed to be near the northwestern boundary of Lot 6. Sign P3 is has proposed dimensions of 35 ft x 18 ft 7 inches for a total sign area of 548.63 square feet. There are 2 ECC sections of the sign, for a total dimension of 24 inches X 4ft 6 inches, resulting in a total area of 18 square feet. The ECC is 7.2% of the overall sign area.

The applicant is requesting approval of the special exception request to permit 2 ECC signs. The applicant request is compatible with the neighborhood, as there are no residences in vicinity. The Board of Adjustment process must be completed prior to the applicant obtaining a required Unified Sign Agreement.

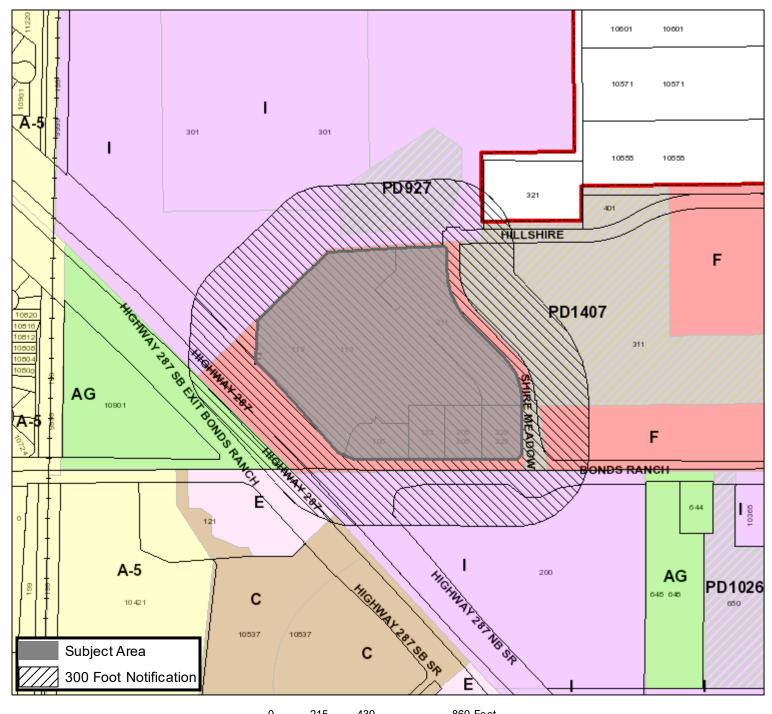


Applicant: NEC 287/Bonds Ranch Ltd. by David Palmer

Mapsco: 20P

Commission Date: 2/19/2025









1,440 Feet

360

720

APPLICATION TO THE ZONING BOARD OF ADJUSTMENT CITY OF FORT WORTH, TEXAS



Marque con una "X" si necesita que la Ciudad le proporcione un INTERPRETE durante la Audiencia Publica.
PLEASE PROVIDE A DETAILED SITE PLAN
Address of Premises affected: 113, 161, 211, 105, 133, 205, 229 E. Bonds Ranch Rd.
Lot/Tract: 1, 2, 3, 4, 5, & 6 Block/Abstract: Block A Lot Size: 22.4598 Legal Description: Addition/Survey: Bonds Ranch Marketplace
The second secon
Owner's Name: NEC 287/BONDS RANCH, LTD. Address: 3102 Maple Ave. Suite 500
City: Dallas State: IX Zip: 75201
Tele: () 214-954-0300 E-Mail doalmer@weitzmangroup.com
Applicant's Name: David Palmer
Address: 3102 Maple Ave. Suite 500
City: Dallas State: TX Zip: /5201 Tele: () 214-954-0300 E-Mail dpalmer@weitzmangroup.com
Provide a description of the existing/proposed project, with structure type/use, dimensions, height, and materials: A multi building Shopping Center. Major use is Kroger. Smaller tenants will be a mix of retail, restaurant, and service uses.
Special Exception is being requested to allow two Electronic Changeable Copy signs for the Kroger fuel center.
Note that a Unified Sign Agreement has been approved for this site
Additional documentation may be supplied to support your case If photos are supplied, please label each picture.
Status of Project: Existing Under Construction Proposed
Status of Property: Owner Occupied Vacant Land Non-owner Occupied
Previous Board of Adjustment Case filed on this property: Yes No Date Case Number(s)
 Is the purpose of this request to provide reasonable accommodation for a person(s) with disabilities? ☐ YES ☑ NO
22098-03-2016, "Reasonable Accommodation or Modification for Residential Uses." Applications under a Reasonable Accommodation
Ordinance review will not be heard by the Board of Adjustment. Please see Ordinance No. 22098-03-2016 (Chapter 17, Division V) for more information.
NOTE TO STAFF: If Yes, send a copy of this application and any attachments to the Zoning Administrator.
Have you informed your Home Owners Association ☐ YES ☑ NO or Neighbors ☐ YES ☑ NO of the request?
To watch the Hearings: http://www.fortworthtexas.gov/ , click on "Watch online Now" & "Board of Adjustment video".
STAFF USE ONLY: Zoning
☐ Owner Occupied Variance (One and Two Family Homes) for Section
Special Exception for Section
☐ Variance for:
☐ Interpretation of the Regulation \$400
DATE RECEIVED: FEE AMOUNT PAID: # OF REQUESTS: RECEIVED BY: CASE NO.

<u>Variance Request Proposal Only</u> Please explain in your own words, how the request meets each of th	e hardship criterion listed below.
The variance is not a self-created hardship	
2. The property where the variance is being sought has unique circumstar shape, or slope; that the unique circumstances were not created by the prinancial or for convenience; and that the circumstance is not due to the g	roperty owner; that the request is not merely
3. The variance would be in harmony with the intent and purpose of the cethe zoning ordinance.	omprehensive plan and the specific chapter of
The variance will not adversely affect the health, safety, or welfare of the safety.	ne public.
5. The variance will not substantially or permanently injure the appropriate	e use of adjacent property in the same district.
N	
Acknowledgement	
I certify that the information provided is true and correct to the best my authorized representative, will present this case in a public heat unless I withdraw the request prior to the public notice. Should I in the filing fee will be non-refundable. Also, no new application means a Board denial, unless the denial is without prejudice or substant a Board waiver of the 24-month mandatory re-application delay BE OBTAINED WITHIN 180 DAYS.	ring before the Zoning Board of Adjustment, nitiate withdrawal after public notice is given, ay be filed for hearing within 24 months of nitial changes have occurred which warrant
(All applications submitted via email must be signed using a digital li Signed by the Owner / Applicant or Agent (Circle appropriate 6)	
Signature:	Date 02/06/2024



Development Services Department

LETTER OF AUTHORIZATION

To the	City	of Fort	Worth,	Texas
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Authority is hereby granted to _	David Palmer			
, , , , ,	(Family Member, Friend, Con	npany, etc, to	represent you a	t the hearing)
3102 Maple Ave.,	Dallas	TX	75201	214-954-0300
Address	City	State	Zip	(Telephone)
to file in my/our behalf for Requ Exception on the following desc		ms of the	Zoning Ordir	nance or Special
(Address) 113, 161, 211, 105, 13		Rd.		
(Legal Description) Bonds Ran	ch Marketplace - Lots 1, 2, 3,	4, 5, and 6	Block A Inst. I	No. D218278521
The Authority is granted only fo		-	oy signs	
The undersigned is the property	owner of the above-des	cribed pro	perty.	
The Authorization will remain in	force until revoked by w	ritten noti	ce.	
	er - Original Signature: Owner - Print Name: Address: Telephone: cations submitted via ema	By: GP I Its: Gene David David Palmer (Fe Dav 310 Dall (214	Palmer Palmer b6,2024 12:21 CST) vid C. Palme 2 Maple Ave as, TX 7520 4) 954-0600	er, its Vice President
(· app	anono odenimos via ome		orgroup area.	g a digital 12 of comments
Accepted for Case No				
Ву		Dat	e	

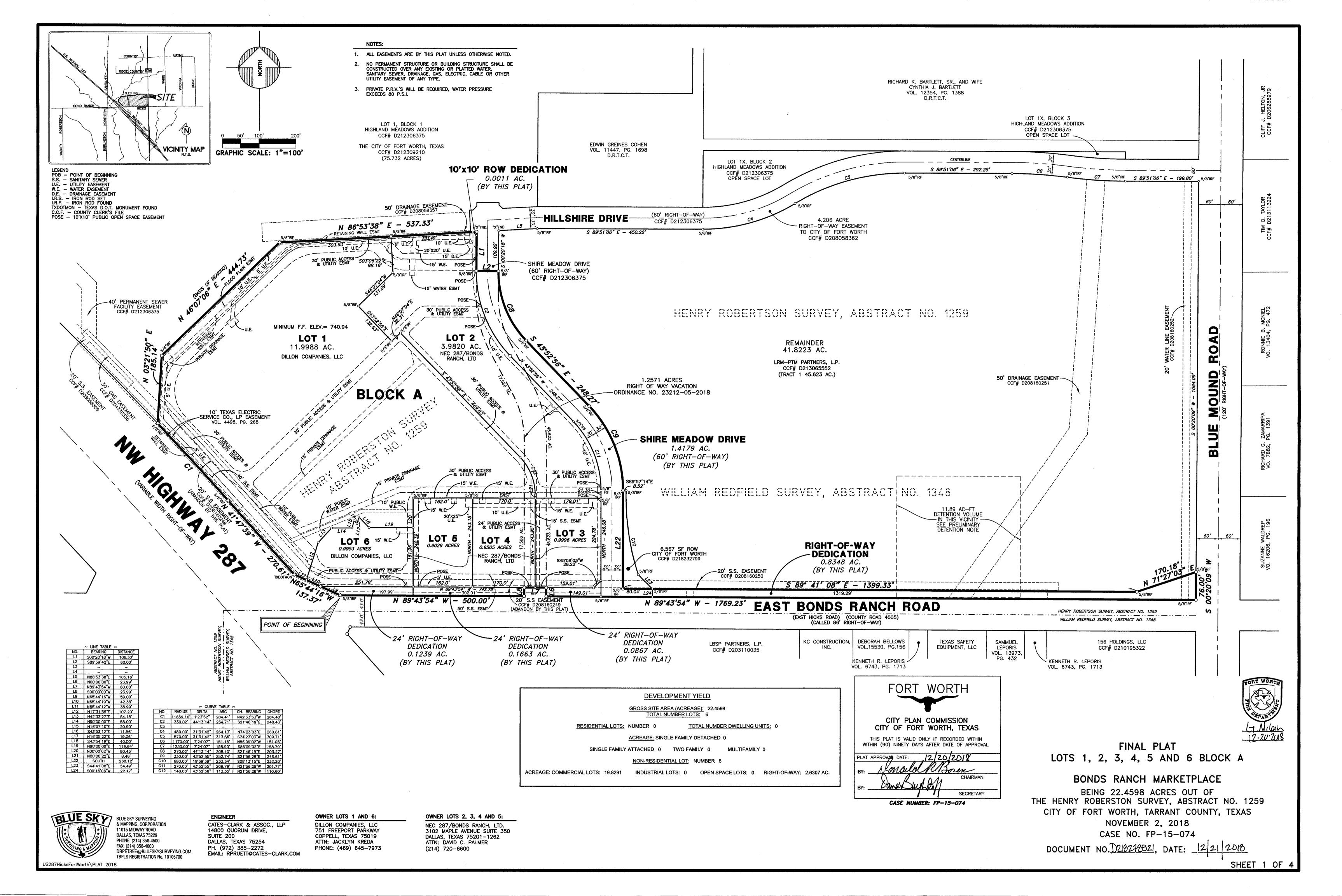


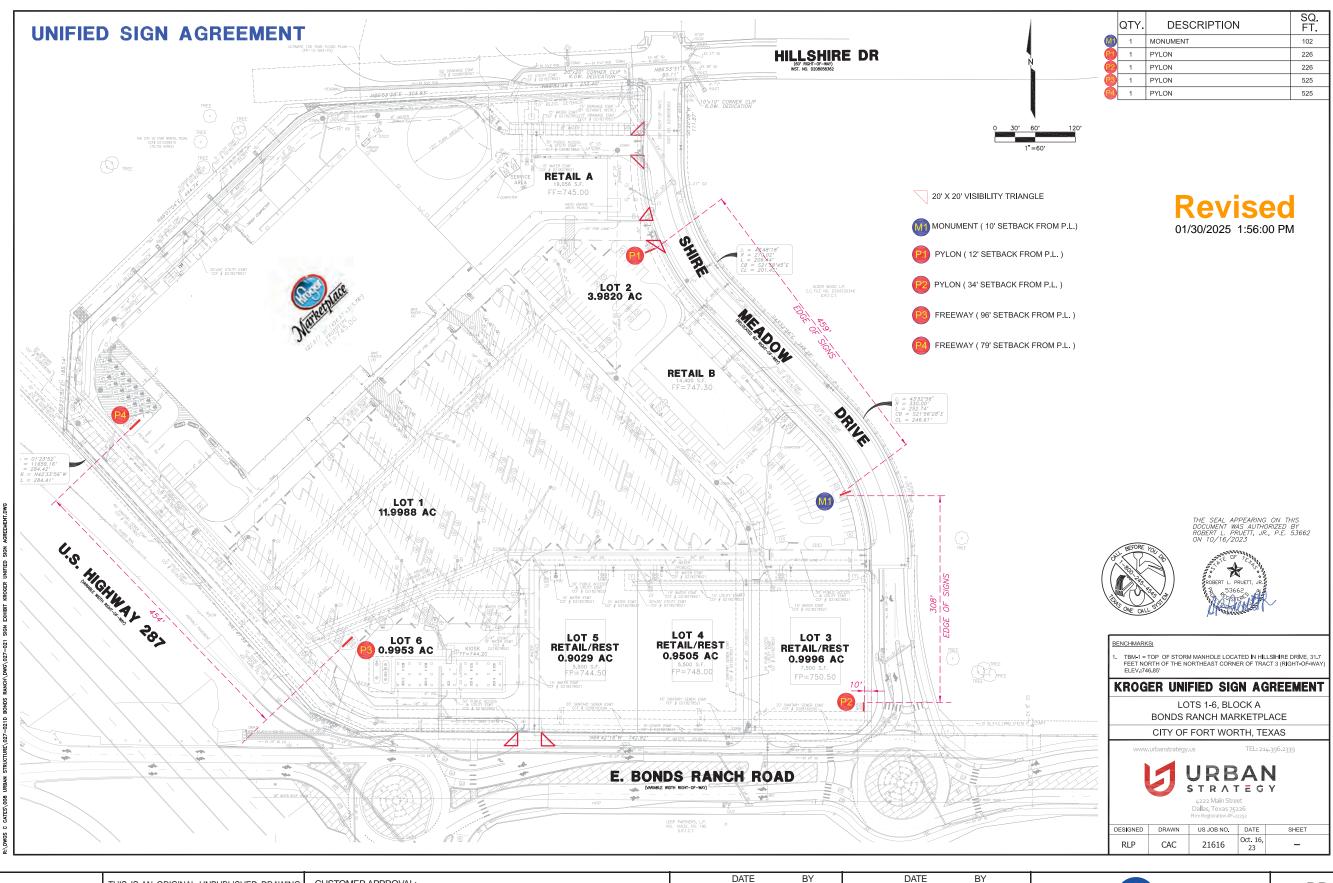
Development Services Department

LETTER OF AUTHORIZATION

To the City of Fort Worth, Texas

Authority is hereby grante				LLC (gdevleer@outlook.com)
	(Family Member, Frie	nd, Company, etc	, to represent you	at the hearing)
3849 Van Ness Lane	Dalla	TX	7522	214-679-9782
Address	City	State	Zip	(Telephone)
to file in my/our behalf for	Request for Variance fro	m terms of th	e Zoning Ord	inance or Special
Exception on the following	g described property:			
(Address) 113, 161, 211, 1	05, 133, 205, 229 E. Bonds F	anch Rd.		
(Legal Description) Bond	ds Ranch Marketplace - Lots ´	I, 2, 3, 4, 5, and	6 Block A Inst.	No. D218278521
The Authority is granted o	nly for the following spec	ific request:		
(Nature of Appeal)Spe	cial Exception to allow electro	nic changeable	copy signs	
The undersigned is the pr	operty owner of the abov	e-described p	property.	
The Authorization will rem	nain in force until revoked	by written no	otice.	
		By: G	87/BONDS RA P NEC 287/Bon eneral Partner	ANCH, LTD. ids Ranch One, L.C.
	Owner - Original Signat	ure: David Pali	Mer	
	Owner - Print N			er, its Vice President
	Addr			enue, Suite 500
			allas, TX 752	
	Telepho	ne: <u>(2</u>	<u>214) 954-0600</u>) / Direct (214) 720-6600
(All a	applications submitted vi	a email must	<mark>be signed usi</mark>	ng a digital ID or certificate.
Accepted for Case No				
Ву		D	ate	







THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED FOR YOUR PERSONAL USE IN CONNECTION WITH A PROJECT PLANNED FOR YOU BY CUMMINGS. IT IS NOT TO BE SHOWN OUTSIDE YOUR ORGANIZATION NOR USED, REPRODUCED, COPIED, OR EXHIBITED IN ANY FASHION UNLESS AUTHORIZED IN WRITING BY AN OFFICER OF CUMMINGS SIGNS.

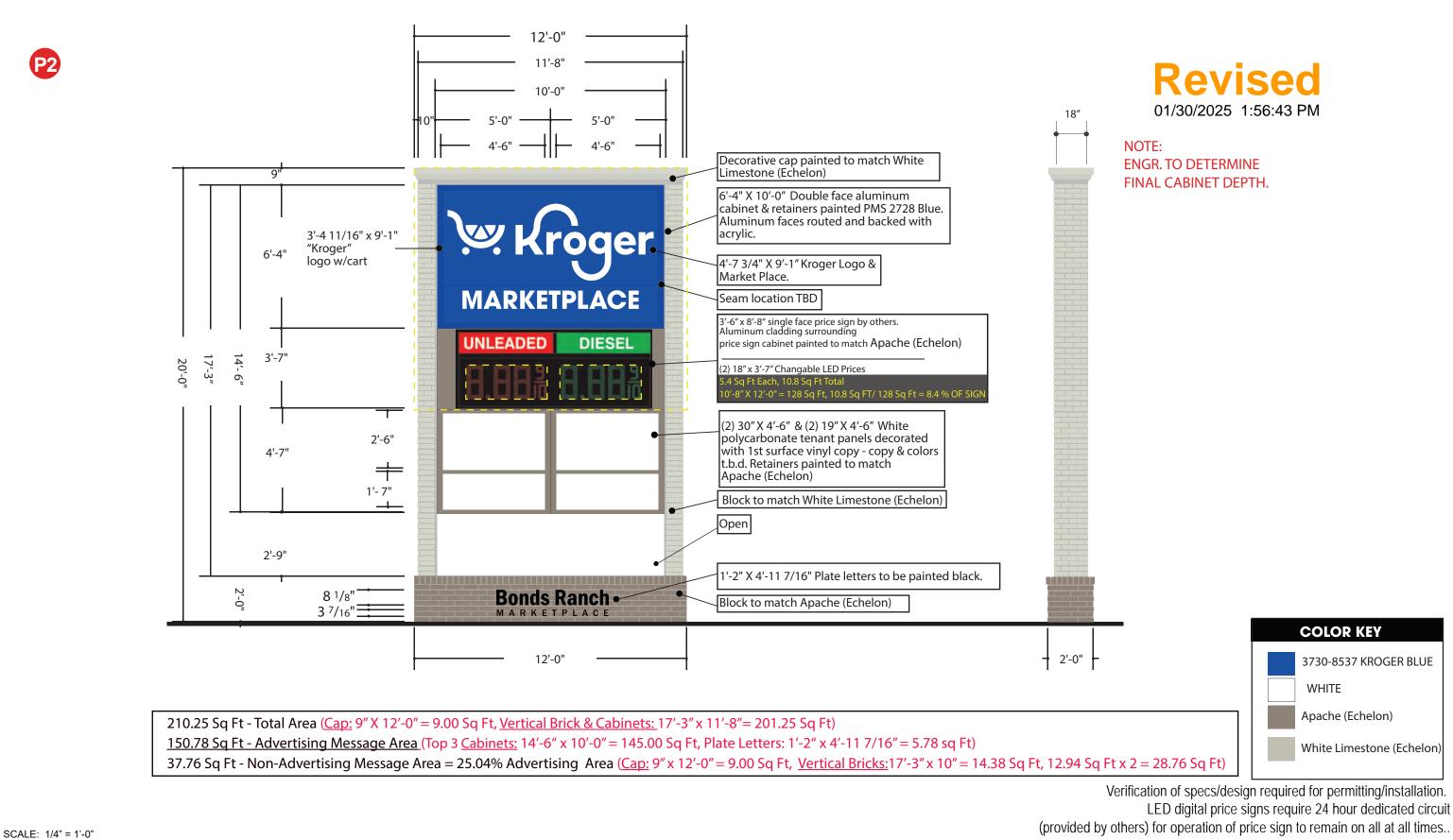
CUSTOMER APPROVAL:		DATE	BY		DATE	BY	
OSS TOWNER THOU TE.	Rev. #1 _			Rev. #4			
DATE:	Rev. #2 _			Rev. #5 _			
<u></u>	Pov. #3			Pov. #6			



DRAWING NO: 1086649401.09

DATE: 01.29.2025

J. Allington



THIS DESIGN REMAINS OUR EXCLUSIVE PROPERTY AND OFFICE ANNOT SED DIES CATE OUT WHITTEN CONSENT

HIS IS AN ORIGINAL UNPUBLISHED DRAWING REATED FOR YOUR PERSONAL USE IN ONNECTION WITH A PROJECT PLANNED FOR OU BY CUMMINGS. IT IS NOT TO BE SHOWN UTSIDE YOUR ORGANIZATION NOR USED, EPRODUCED COPIED, OR EXHIBITED IN ANY ASHION UNLESS AUTHORIZED IN WRITING BY AN FFICER OF CUMMINGS SIGNS. CUSTOMER APPROVAL:

Rev. #1

Rev. #2

Rev. #3

Rev. #3

 DATE
 BY
 DATE
 BY

 Rev. #1
 Rev. #4
 Rev. #4
 Rev. #5
 Rev. #5
 Rev. #6
 Rev. #6

Kroger

DRAWING NO: 1086649401.09

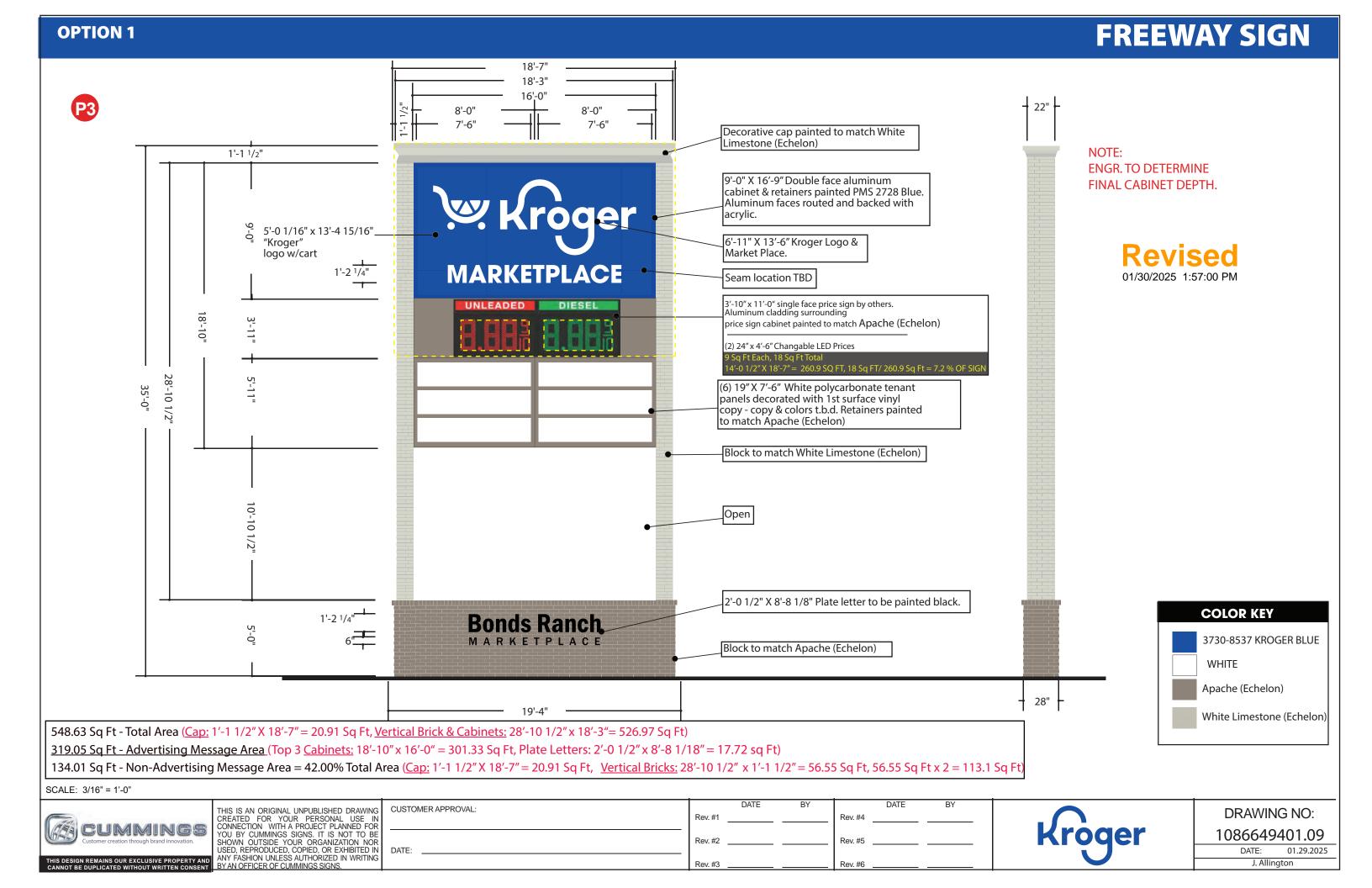
DATE: 01.29.2025 J. Allington

18in Double Product, Single Face Ariba#: K-0053290

Revised

organization, nor is it to be used, capied, reproduced, or exhibited in any fashion.

CONSTRUCTION: - Fabricate a double product S/F LED price sign; using 18" LED units, (1x) red & (1x) green Illumination: 12VDC LED backlighting Cabinet: .080" aluminum painted black.	ELECTRICAL: 120 VAC, Total circuits 2, 10A recommended Circuit 1 (LIGHTS) 1A Circuit 2 (LED price) 1.5A		LANDMARK Sign Alliance, Inc. Working Together For You Phane: 719,505,5455
 Commodity panels: .177" white acrylic decorated with 3M 3630 scotchca 	I film 1st surface		Client: The Kroger Co
- Red, 3630-33 - Green, 3630-26			
- Green, 3030-20		2" x 2" x 1/8" Steel Angle Bolted to Back (Full Length)	Date: 09/7/2014
8	'-8"	10 1/2"	Drawn by: MLB
*			Revisions:
UNLEADED	DIESEL		1/26/15; updated notes
The second of th			
3'-6"	18.		Drawing Number: 140817.2
South or Street I L.	3000 0 3000 3000 I U		Sheet: 1 of 1
			Approved:
ELEVATION			
SCALE: 1/2" = 1'-0"			Notes:
*Contact L	andmark to discuss your specific needs.		
			This is an original annubilshed drawing
SIGN AREA: 30.3 sqft			created by LM Inc. It is submitted for your personal use in conjunction with a project being planned for you by LM Inc. It is not to be alrown to anyone potalide your



24in Double Product, Single Face COUPA#: 555019 (Part number also used for exisiting sign

custom kits)



LANDMARK ELECTRICAL CONSTRUCTION: 120 VAC, Total circuits 2, 10A recommended - Fabricate a double product S/F LED price sign; Sign Alliance, Inc. Circuit 1 (LIGHTS) 1A using 24" LED unit Working Together For You Circuit 2 (LED price) 2A - Illumination: 12VDC LED backlighting. Phone: 719.505.5455 - Cabinet: Aluminum housing, painted black. - Commodity panels: .177" white acrylic decorated with 3M 3630 scotchcal film 1st surface The Kroger Co. - Red. 3630-33 - Green, 3630-26 06/15/2015 2" x 2" x 1/8" Steel Angle Bolted to Back (Full Length) Drawn by: 8" ◄ 11'-0" Revisions: 1) Height was 4'-1", 10/5/15 UNLEADED DIESEL Drawing Number: 150111.2 3'-10" Sheet: 10/1 Approved: **END VIEW** Notes: ELEVATION SCALE: 1/2" = 1'-0" *Contact Landmark to discuss your specific needs. This is no original unpublished size one seed by LAV Roc. It is submitted for your SIGN AREA: 42.17 sqft personal use in conjunction with a project heingplemed for you by thittee. It least to be those to appose outside your erganization, nor is it to be used capled reproduced, or exhibited in any lash lon.



BOARD OF ADJUSTMENT - COMMERCIAL

BAC-25-004 Address: 9225 Crowley Road

Owner: Goodone Enterprises, LLC, DBA Empire CSAC on behalf of

SRAK Corporation

Zoning: "E" – Neighborhood Commercial District

a. Special Exception: Permit electronic changeable copy on a monument sign located in the southwest corner.

GENERAL INFORMATION

REGULATION: 3.303 Board of Adjustment Action

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 - (a) The use is specifically permitted under this ordinance;
 - (b) The location of proposed activities and improvements is clearly defined on the site plan by the applicant;
 - (c) The exception will be wholly compatible with the existing use and permitted development of adjacent properties either as filed, or subject to such requirements as the board finds necessary to protect and maintain the stability of adjacent properties.
- (b) The burden of proof regarding all conditions is on the applicant. Any site or floor plan will become part of the approval of the special exception.

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 - 6. All sound shall be prohibited.

THE CITY OF FORT WORTH * 100 FORT WORTH TRAIL * FORT WORTH, TEXAS 76102 PHONE: 817-392-2222



- (b) The board of adjustment shall not grant variances which are less restrictive than the conditions of the special exception.
- (c) In granting the special exception, the board of adjustment shall consider the following:
 - (1) The presence of other electronic changeable copy signs in the vicinity;
 - (2) The visibility from residential districts;
 - (3) The street classification of the adjacent roadways; and
 - (4) The proximity to scenic areas or corridors.

LOT HISTORY:

PB19-01828 – Commercial New Building Permit to rebuild gas station that was destroyed by fire, Finaled, 12/09/2024

COMPREHENSIVE PLAN DESIGNATION:

Neighborhood Commercial

1.

REGISTERED
NEIGHBORHOOD
NOTIFCATION:

LicoInshire NA, Willow Creek NA, District 6 Alliance, Streams and Valleys Inc., Trinity Habitat for Humanity, Crowley ISD.

EXISTING CONDITIONS:

The subject property is a flat, rectangular shaped, corner lot, located on the northeast corner of the intersection of Crowley Road and Southview Drive, approximately 24,855 square feet in size. Crowley Road is classified as a principal arterial right of way, and Southview Drive is a residential street. The property does not contain trees or floodplain, and was platted without an alley. The primary structure on the property houses a convenience store, and has future lease space for retail use. The primary structure is approximately 4,419 square feet in size. The adjacent properties are zoned "I" – Light Industrial, "FR" – General Commercial Restricted, and "J" – Medium Industrial. The closest residence is located approximately 187 feet east of the eastern property boundary of the subject property.

The applicant is requesting a special exception to permit a monument sign with Electronic Changeable Copy to be located in the southwestern corner of the property. The sign is proposed to be 10 ft 5.5 inches wide X 8 ft tall, for a total sign area of 71 square feet. The ECC portion of the sign is 6 square feet in area, for a percentage of 8% of the sign face area. Due to the sign location along a principal arterial right of way, and surrounding zoning, the sign is not incompatible with the current neighborhood conditions.

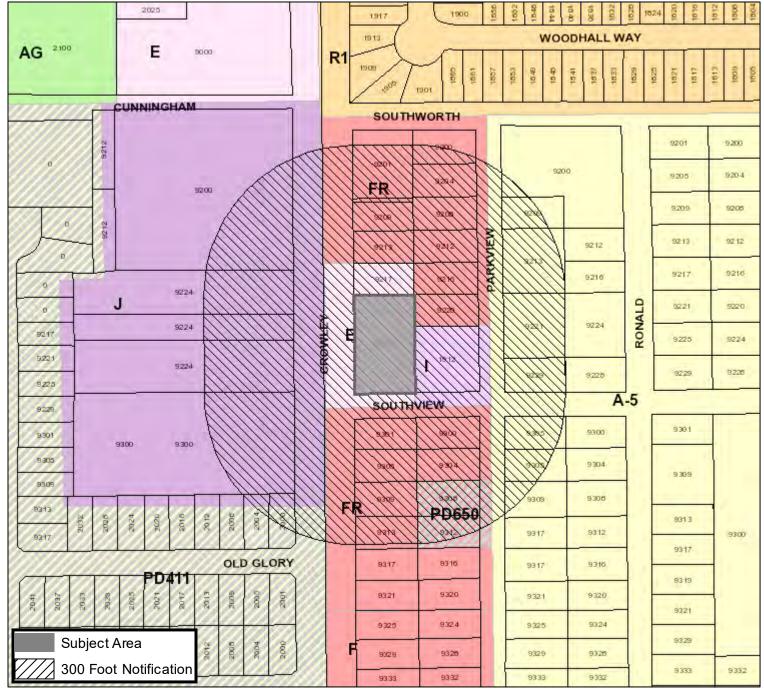
The site plan, sign dimensions, and sign location were approved administratively by City Plan Review Staff.



Applicant: SRAK Corp. by Empire CSAC

Mapsco: 104Q Commission Date: 2/19/2025





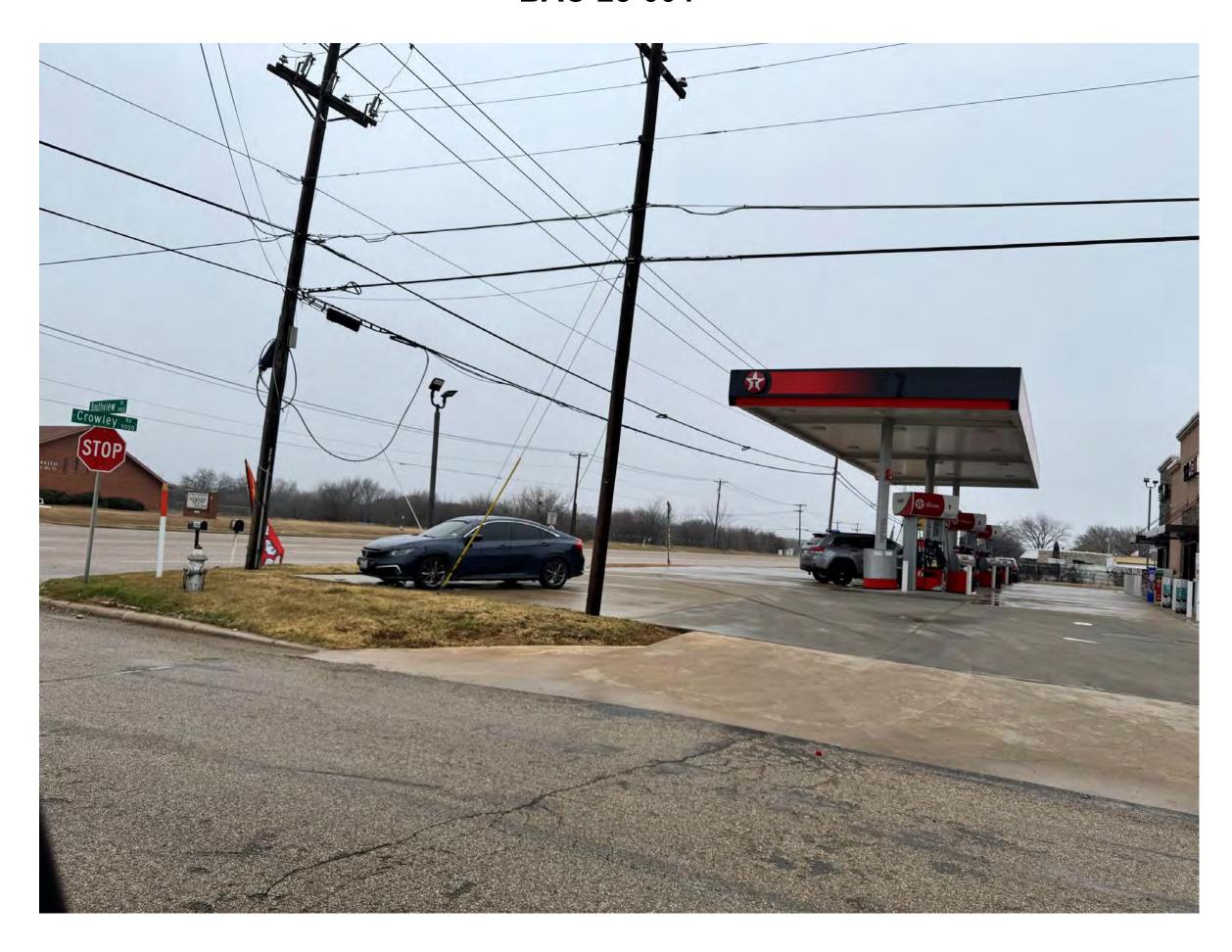


Aerial Photo Map





BAC-25-004



BAC-25-004



BAC-25-004



BAC-25-004



APPLICATION TO THE ZONING BOARD OF ADJUSTMENT CITY OF FORT WORTH, TEXAS



Development Services Department

Marque con una "X" si necesita que la Ciudad le proporcione un INTERPRETE durante la Audiencia Publica.
PLEASE PROVIDE A DETAILED SITE PLAN
Address of Premises affected: 9225 CROWLY AVE FORT WORTH TX
Lot/Tract: Lot Size:
Legal Description: Addition/Survey: SOUTH SEMINARY ADDITION BLOCK 1 LOT 6 7 & 8
Owner's Name: SRAK CORPORATION
Address: 9225 CROWLEY RD
City: FORT WORTH Tele: () 3474315672 State: TX Zip: 76134 E-Mail Raieev Gupta <raieevaupta2211@vahoo.com></raieevaupta2211@vahoo.com>
Applicant's Name: GOODONE ENTERPRISES, LLC DBA EMPIRE CSAC
Address: 3111 LONE STAR LN City: PINEHURST State: TX Zip: 77362
Tele: () 2812598836 E-Mail PERMITS@EMPIRE-CSAC.COM
Provide a description of the existing/proposed project, with structure type/use, dimensions, height, and materials: INSTALL (1) ILLUMINATED MONUMENT PRICE SIGN, SIGN CABINET DIMENSIONS: 8' 5-1/2"L X 5'11"H WITH A 12" MASONARY BORDER ON A 14" BASE, OAH: 8'
Additional documentation may be supplied to support your case If photos are supplied, please label each picture. Status of Project:
Previous Board of Adjustment Case filed on this property: Yes No Date Case Number(s)
Is the purpose of this request to provide reasonable accommodation for a person(s) with disabilities? ☐ YES ☑ NO
If Yes, the application will be directed to the Planning and Development Director or Zoning administrator for review pursuant to Ordinance No. 22098-03-2016, "Reasonable Accommodation or Modification for Residential Uses." Applications under a Reasonable Accommodation Ordinance review will not be heard by the Board of Adjustment. Please see Ordinance No. 22098-03-2016 (Chapter 17, Division V) for more information. NOTE TO STAFF: If Yes, send a copy of this application and any attachments to the Zoning Administrator. Have you informed your Home Owners Association ☐ YES ☑ NO or Neighbors ☐ YES ☑ NO of the request?
To watch the Hearings: http://www.fortworthtexas.gov/, click on "Watch online Now" & "Board of Adjustment video".
STAFF USE ONLY: Zoning Owner Occupied Variance (One and Two Family Homes) for Section Special Exception for Section Variance for: Interpretation of the Regulation \$400
DATE RECEIVED: FEE AMOUNT PAID: # OF REQUESTS: RECEIVED BY: CASE NO. 11.25-2024 BAC:25:004

<i>/ariance Request F</i> Please explain in ye	our own words, how the request meets each of the hardship criterion listed below.
. The variance is no	ot a self-created hardship
Site owner is see	eing a decrease in fuel sales due to that lack of visibility of his fuel prices and is
unable to compe	te with the 7-Eleven located .4ml south from the property.
	re the variance is being sought has unique circumstances existing on the property, such as area, the unique circumstances were not created by the property owner; that the request is not merely enience; and that the circumstance is not due to the general conditions of the zoning district of the
	is located in Zone E - Neighborhood Commercial and requires a Special Exception
per 6.411	
the zoning ordinanc	uld be in harmony with the intent and purpose of the comprehensive plan and the specific chapter of e. hangeable copy sign will only be used to advertise fuel prices, the digits will be of
neutral color, an	d will be equipped with a timer and dimmer.
4. The variance will	not adversely affect the health, safety, or welfare of the public.
The variance wi	Il not adversely affect the health, safety, or welfare of the public.
5. The variance will	I not substantially or permanently injure the appropriate use of adjacent property in the same district
The variance wi	Il not substantially or permanently injure the appropriate use of adjacent property in
the same distric	

<u>Acknowledgement</u>

Signature:

I certify that the information provided is true and correct to the best of my knowledge and belief, and that I, or my authorized representative, will present this case in a public hearing before the Zoning Board of Adjustment, unless I withdraw the request prior to the public notice. Should I initiate withdrawal after public notice is given, the filing fee will be non-refundable. Also, no new application may be filed for hearing within 24 months of a Board denial, unless the denial is without prejudice or substantial changes have occurred which warrant a Board waiver of the 24-month mandatory re-application delay period. ANY REQUIRED PERMITS MUST BE OBTAINED WITHIN 180 DAYS.

(All applications submitted via email must be signed using a digital ID or certificate.)

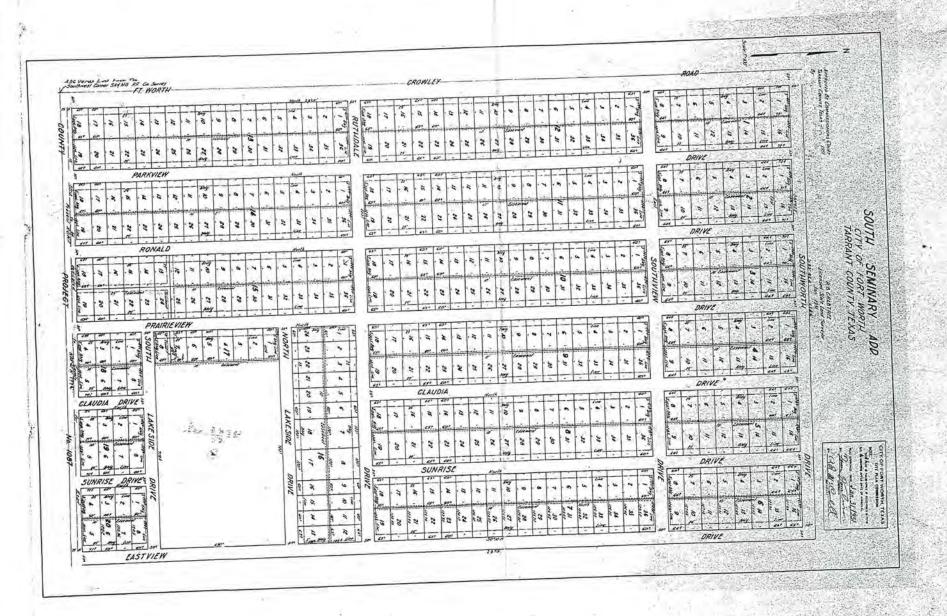
Signed by the Owner / Applicant or Agent

(Circle appropriate entity)

Amanda Wilkison

Digitally signed by Amanda Wilkison DN: cn=Amanda Wilkison, c=US, o=Empire Canopy Sign and Construction, email=amanda@empire-csac.com Rasson: 1 am approving this document Date: 2024.11.25 10:23;08-06'00'

Date 11/25/2024



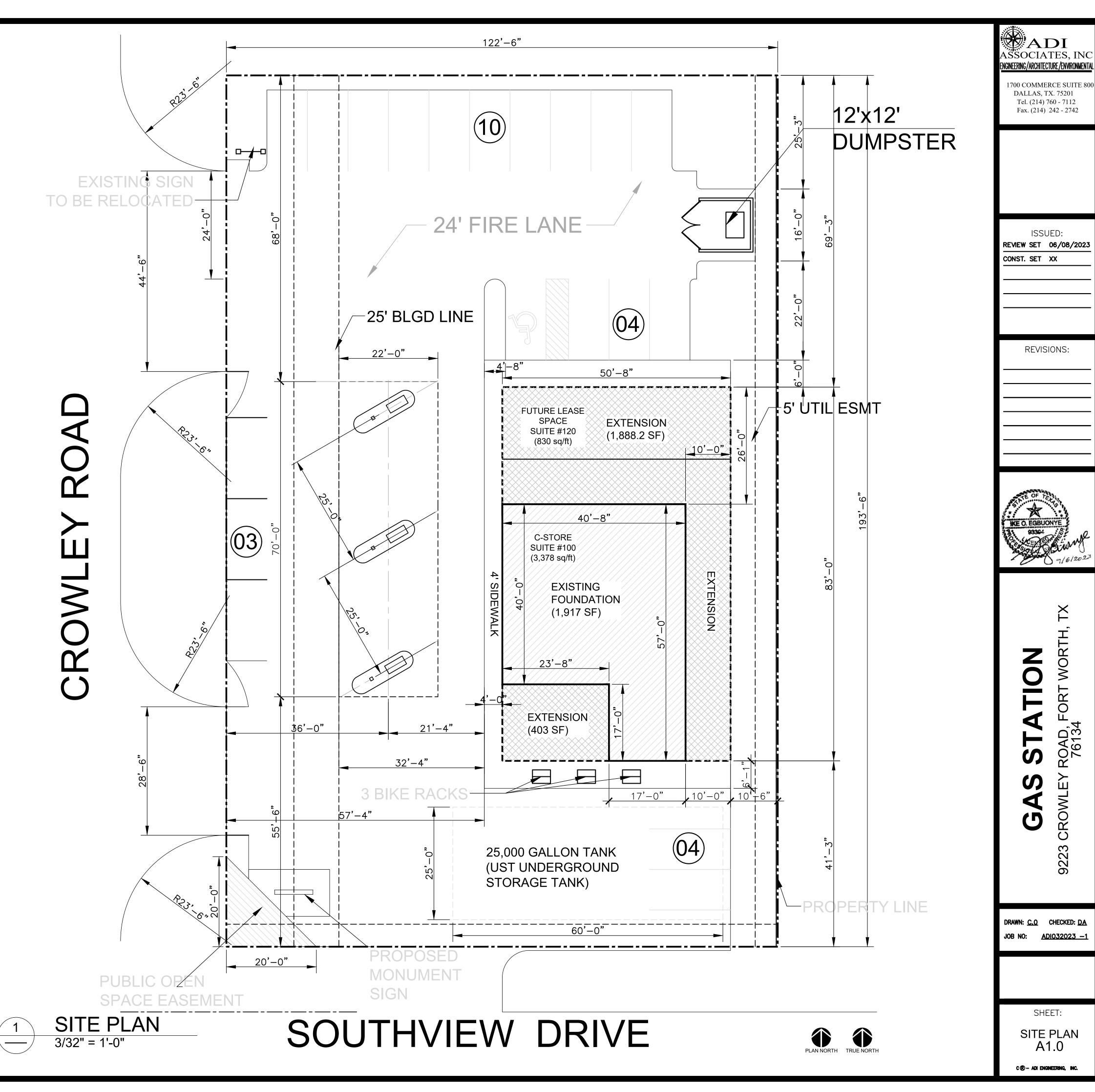
Revised 01/28/2025

PARKING CALCULATION

PARKING REQUIRED (1 EVERY 200 sf) = 4,208/200 = 21.04 PARKING PROVIDED = 22

	AREAS				
NO.	TYPE	AREA (sq. ft.)	AREA (%)		
1	TOTAL LAND AREA	23,424	100%		
2	BUILDING FOOTPRINT	4,208	18%		
3	SIDE WALK AREA	995	4%		
4	PAVING AREA	13,242	57%		
5	PROPOSED LANDSCAPE AREA	3,094	13%		
6	CANOPY AREA	1,885	8%		

NET AREA = 23,424-4,208=19,216



ISSUED:

REVISIONS:

FORT WORTH,

ROAD, F 76134

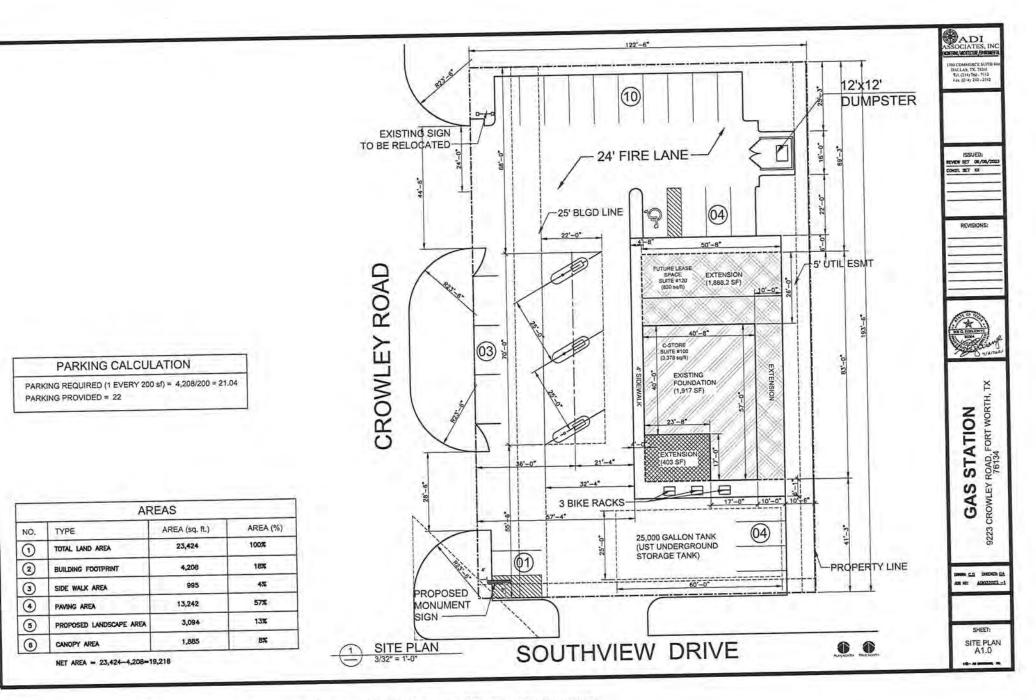
9223 CROWLEY

SHEET:

SITE PLAN

A1.0

NOIL





(1 qty.) TX45 D/F Monument Center Pole

9225 Crowley Rd Fort Worth, TX

NOTE: not to scale



9 1/2" X 25" Copy to be Helvetica Black Condensed futher condensed 85%

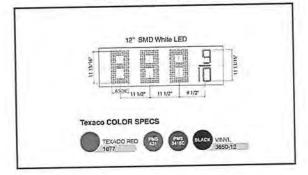
Diese

5" X 29"
"Diesel" copy to be
Helvetica Black Condensed



12" LED
"Gasoline" to be Helvetica Black Condensed
further condensed 85%
"Unleaded" to be Helvetica Black Condensed

LED SPECS





3111 LONE STAR LN PINEHURST, TX 77362

281-259-8836 www.empire-csac.com

CUSTOMER:

SITE ADDRESS:

DATE CREATED: SALES REP:

DESIGNER: DRWG. NUMBER:

MATER

CUSTOMER APPROVAL:

SIGNATURE:

DATE:

LANDLORD APPROVAL:

SIGNATURE:

DATE:

ELECTRICAL REQUIREMENTS:

AMPS: 20 VOLTS: 120 CIRCUITS: 2

THIS SIGN IS INTENDED TO BE INSTALLED IN Accordance with the requirements of Articla 600 of the National Electrical Code and/or other applicable local Codes.

22-10-926-N-TEX-A1

Customer Signature

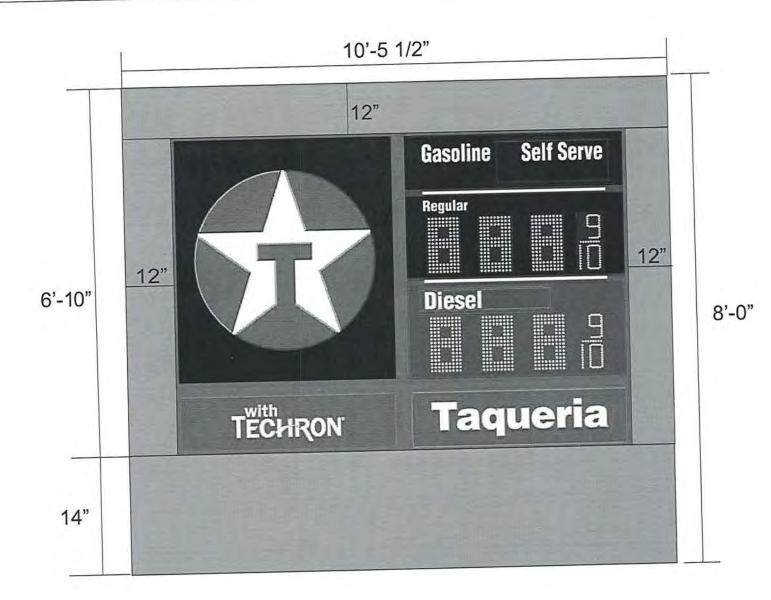
Scale: 3/8" = 1'-0"

Date: 10-18-2022

Dualite Sales & Server, Inc.
Translation of Columnia, 1889;
Dualite Sales & Server, Inc.
Translation of Columnia, 1889;
Dualite Sales & Server, Inc.
Translation of Columnia, 1889;
Dualite Sales & Server, Inc.
Translation of Columnia, 1889;
This columnia, 1889;
This columnia, 1889;
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The Columnia of Columnia, 1889;
The Columnia of Columnia, 1889;
This columnia of Colum

Sketch No.

Dualite





3111 LONE STAR LN PINEHURST, TX 77362

281-259-8836 www.empire-csac.com

CUSTOMER:

SITE ADDRESS:

DATE CREATED: SALES REP:

DRWG. NUMBER:

DESIGNER:

NOTES:

CUSTOMER APPROVAL:

SIGNATURE:

ATE:

LANDLORD APPROVAL:

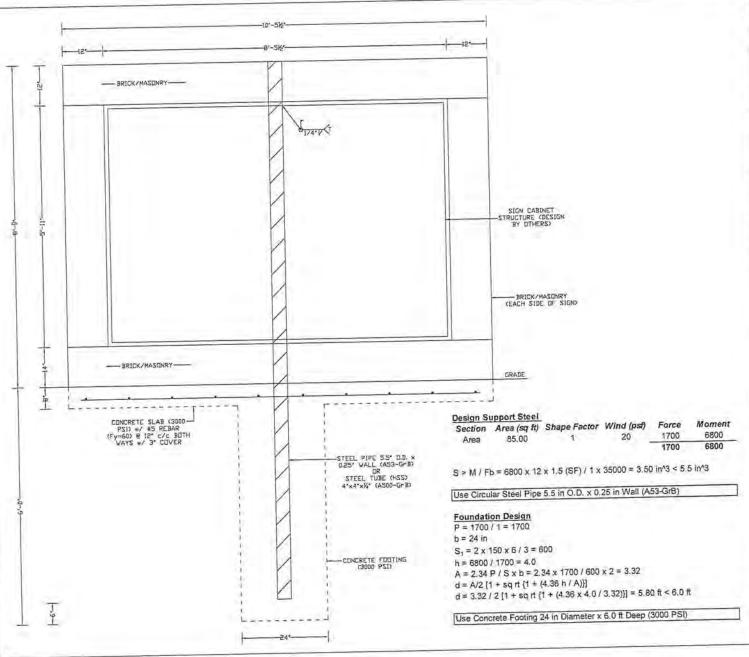
SIGNATURE:

AIL

ELECTRICAL REQUIREMENTS:

AMPS: 20 VOLTS: 120 CIRCUITS: 2

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLA 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES.



NOTESI

- DESIGN IS BASED ON 2021 IBC VIND SPEED OF 115 HPH (3-SEC
- 1 DESIGN IS ASSED ON SOLET ISC. THIS SEED AT THE ADDRESS GUSTO, EXPOSURE C.
 2. THIS DESIGN IS INTENDED TO BE INSTALLED AT THE ADDRESS SHOWN AND SHALL NOT BE USED AT ANY OTHER LICATIONS UNLESS CERTIFIED BY A PROFESSIONAL ENGINEER.

 2. ENGINEER IS NOT THE ENGINEER OF RECORD FOR THE DVERALL PROJECT AND SHALL DIMLY BE RESPONSIBLE FOR THE DESIGN OF SIGN STRUCTURE FOR VHICH CALCULATIONS ARE SHOWN ON THIS SIGN STRUCTURE FOR VHICH CALCULATIONS ARE SHOWN ON THE PAGE SIGN CABINET STRUCTURE DESIGN SHALL BE PROVIDED BY

- SIGN STRUCTURE FOR WHICH CALCULATIONS ARE SHOUND IN THIS PAGE, CSION CASINET STRUCTURE DESIGN SHALL BE PROVIDED BY OTHERS).

 4. ALL HSS TUBE SECTIONS SHALL MEET ASTM A500 GRADE-B WITH MINIMUM YIELD STRESS FY=46 KSI.

 5. ALL HSS ROUND SECTIONS SHALL MEET ASTM A500 GRADE-B WITH MINIMUM YIELD STRESS FY=46 KSI.

 6. ALL WIDE FLANGE SECTIONS SHALL MEET ASTM A992 WITH MINIMUM YIELD STRESS FY=50 KSI.

 7. ALL PIPE (OTHER THAN HSS ROUND) SHALL MEET ASTM A993 WITH MINIMUM YIELD STRESS FY=58 KSI.

 8. ALL DIFFE (OTHER THAN HSS ROUND) SHALL MEET ASTM A53 GRADE-B WITH MINIMUM YIELD STRESS FY=38 KSI.

 8. ALL DIFFE STRESS HY=50 KSI.

 8. ALL DIFFE STRESS HY=60 KSI.

 8. ALL ALUMINUM USED SHALL BE GRADE 6053 OR 6061 DR EDDIVALENT WITH MINIMUM YIELD STRESS FY=30 KSI.

 10. ALL STRUCTURAL BOLITS SHALL DEN GRADE 6053 OR 6061 DR EDDIVALENT WITH MINIMUM YIELD STRESS FY=30 KSI.

 11. ALL STRUCTURAL BOLITS SHALL BE MADE WITH E70XX ELECTRODES AND SHALL BE PERFORMED BY CERTIFIED VELDERS IN ACCORDANCE WITH AWS STANDARDS.

 12. ALL ALUMINUM VELDING SHALL BE MADE WITH E40XX ELECTRODES AND SHALL BE PERFORMED BY CERTIFIED VELDERS IN ACCORDANCE WITH AWS STANDARDS.

 12. ALL ALUMINUM VELDING SHALL BE MADE WITH E40XX ELECTRODES AND SHALL BE PERFORMED BY CERTIFIED VELDERS IN ACCORDANCE WITH AWS STANDARDS.

 13. SOIL REPORT WAS NOT FURNISHED, FOUNDATION IS BASED ON A ALLOWABLE BEARING OF 1500 PSF POR FOUT, BEARING PRESSURE VALUES SHALL BE VERFIED PRIOR TO CONCRETE VITH MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI CATTAINED IN 28 DAYS) SHALL BE USED. CARE SHALL BE TAKEN FUR NIT PLACING CONCRETE OVER SUIL FILL.



ENGINEERING, LLC

WWW.SMB-ENGINEERING.COM TBPE REGISTRATION NUMBER - F10116

EMPIRE SIGNS

3111 LONE STAR LANE, PINEHURST, TX 77362

TEXACO

9225 CROWLEY ROAD, FORT WORTH, TX

PRJ # : 22-L051	DWG BY : HMN	SCALE : NTS
DATE : JAN 2023	REV : 1	PAGE : 1 OF 1



Development Services Department

LETTER OF AUTHORIZATION

3111 LONE STAR LN	PINEHURST	TX	1.00000	
		- 1/	77362	281-259-8836
	City	State	Zip	(Telephone)
o file in my/our behalf for R	equest for Variance from	terms of the	Zoning Ordi	nance or Special
Exception on the following	described property:			
(Address) 9225 CROWLY	AVE, FORT WORTH, T	х	p-	
(Legal Description)				
The Authorily is granted on	ly for the following specif	ic request:		
(Nature of Appeal) SIGN \				
		1 1 1		
The undersigned is the pro	perty owner of the above	-described p	горепу.	4.
The Authorization will rema	in in force until revoked	by written no	tice.	
		V	. 00	~/ 8m/2
(Owner - Original Signatu	the state of the s	7	
	Owner - Print Na	me: Raje	er buy	Sta U
RAJEEV Digitally sligned by RAJEEV DN: cn=RAJEEV GUPTA, open SRAK CORP.	Addre	ss: 9225	crowl.	ey Rd Fortus
onail=rajeevgupta2211@y	s document -06'00'	12,11	121	5672
GUPTA Reason: Lam approving the			1 4 7 1	207 C
GUPTA Reason: Lam approving the Date: 2024,12,09 12:10:25	Telephon pplications submitted via	- Annual Property of the Parket of the Parke	1 101	



BOARD OF ADJUSTMENT - COMMERCIAL

BAR-24-065 Address: 2929 East Berry Street

Owner: Ezzi Signs Inc. on behalf of Vaquero Binkley Partners, LP "PD 1342" Planned Development 1342 District for certain "E"

Zoning: Neighborhood Commercial Uses

a. Variance: Permit monument sign in a residential projected front yard

where signs are not allowed.

Required location: 33.5 feet from front property line Requested location: 0 feet from front property line

GENERAL INFORMATION

REGULATION: 3.403 Board of Adjustment Action

In taking action on an application for a variance, the board of adjustment shall grant the application only when the board determines that:

- (a) Literal enforcement of the regulations in this zoning ordinance will create an unnecessary hardship or practical difficulty in the development of the affected property;
- (b) The situation causing the hardship or difficulty is unique to the affected property;
- (c) The situation or hardship is not self- imposed;
- (d) The relief sought will not injure the existing or permitted use of adjacent conforming property; and
- (e) The granting of a variance will be in harmony with the spirit and purposes of this zoning ordinance.

6.101 Yards

- (b) Multifamily/nonresidential districts adjacent to residential districts
 - (1) For corner lots in multifamily and nonresidential districts that abut the front yard of a lot with residential zoning, the exterior minimum side yard requirements shall be the same as the front yard requirements of the adjacent residential lot.
 - (2) Structures are not permitted to be located in this yard area, nor can such area be used for signage, garbage collection, loading and/or parking of vehicles, any type of storage, or any nonresidential activity.
 - (3) This required yard area shall not be graveled or hard-surfaced, but shall be maintained as open green space, save and except for necessary driveways.
- (d) Front Yard Setbacks
 - (1) The front yard setback in residential districts shall be the greatest of the following prescribed setbacks:
 - a. The platted building line; (none)

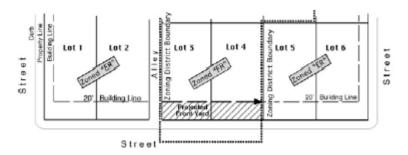
THE CITY OF FORT WORTH * 100 FORT WORTH TRAIL * FORT WORTH, TEXAS 76102 PHONE: 817-392-2222



- b. The setback for the applicable zoning district; (20') or
- c. The setback of the nearest building on either side that is the closest to the street, up to a maximum setback of fifty feet, provided that said setback is not the result of a variance granted by the Board of Adjustment. (50')

(f) Projected front yard setbacks

2. Interior lot. Where an interior lot abuts another zoning district, there shall be a projected front yard equal to the most restrictive front yard required on any lot in the same block face.



LOT HISTORY:

Zoning and Design zoning case ZC-22-134, Rezoning from "A-5" to "PD/E",

approved by Council on 10/11/2022.

Development Services commercial building permit PB24-07853 for new

restaurant issued 9/27/2024

COMPREHENSIVE

PLAN DESIGNATION: Neighborhood Commercial

REGISTERED
NEIGHBORHOOD
NOTIFCATION:

Polytechnic Heights South, East Fort Worth, Inc., Trinity Habitat for Humanity, Streams and Valleys, Inc., Fort Worth ISD, Southeast Fort Worth Inc., East land, The New Mitchell Boulevard, United Communities

Association



EXISTING CONDITIONS:

The subject property is located on an interior lot between Binkley Street and Thrall Street. The subject property appears to have been a vacant lot for over 10 years within an established neighborhood with a mixture of commercial and residential uses according to the historic aerials. The lot was previously zoned One Family Residential (A-5) and abuts a single-family residential home to the west and a restaurant with drive thru to the east. Prior to this lot and the adjacent commercial lot to the east being rezoned to commercial, the entire block face was zoned residential with Single Family Residential Land Use. The subject property is approximately 0.482 acres (64,689 sq. ft.) in area, and is square shaped. The lot is generally flat, contains several mature trees, and is not located within a floodplain.

The applicant is requesting a variance to permit a monument sign within the projected front yard. The property located at 2909 East Berry Street has a front yard setback of approximately 50 feet which establishes a projected front yard setback of 50 feet. The subject property received administrative approval for a 33.5-foot projected front yard setback, as opposed to the standard 50 feet typically required in this case. Signs are not allowed in this 33.5-foot residential projected front yard. A monument sign is shown on the site plan at the front property line, outside of the visibility triangle, on the property line. A setback variance for the sign placement has been requested on the commercial lot. The request by the applicant is deficient from the minimum required projected front yard setback by 33.5 feet.

According to the approved site plan, the restaurant on the subject property has been constructed in compliance with the 33.5-foot projected front yard setback. The applicant was issued a New Commercial Building Permit September 2024, but has a hold on the signage permit. If the variance request is approved, the applicant will obtain the proper signage permit to construct the monument sign.





BAC-25-005





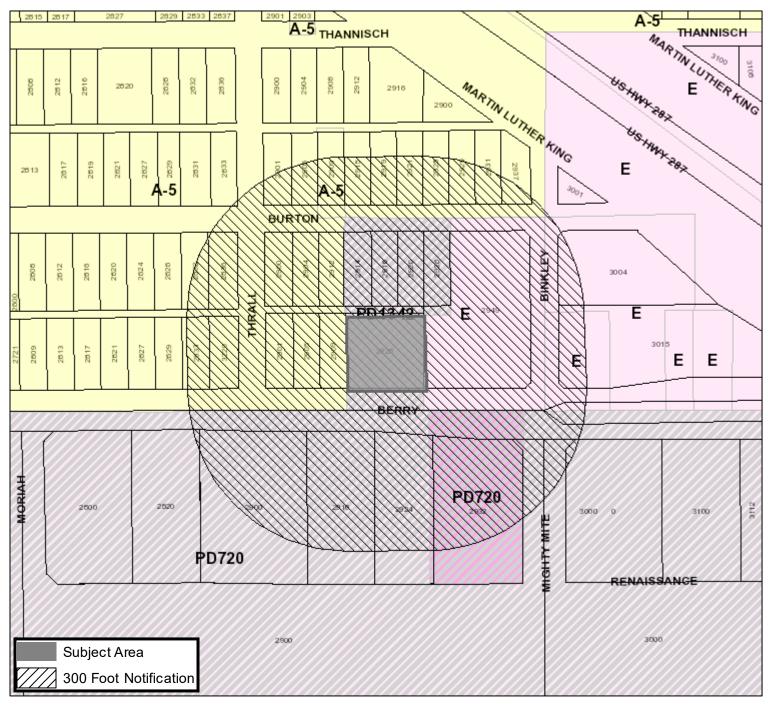


Applicant: Ezzi Signs Inc for Vaquero Binkley Partners LP

Mapsco: 78T

Commission Date: 2/19/2025







Aerial Photo Map





BAC-25-005



BAC-25-005



APPLICATION TO THE ZONING BOARD OF ADJUSTMENT CITY OF FORT WORTH, TEXAS



Marque con una "X" si necesita que la Ciuda	lad le proporcione un INTERPRETE durante la Audiencia Publica.			
PLEASE PROVIDE A DETAILED SITE PLAN				
Address of Premises affected: 2925 East Berry S	Street, Fort Worth, TX 76105			
Lot/Tract:Block/Abs Legal Description: Addition/Survey:	estract: Lot Size:			
Legal Description: Addition/Survey:				
Owner's Name: Vaquero Binkley Partners, LP	<u> </u>			
Address: 2627 Tillar St Sto 111				
City: Fort Worth Stat	ate: TX Zip: 76107 Mail khurych@vaqueroventures.com			
	khurych@vaqueroventures.com			
Applicant's Name: Ezzi Signs Inc				
Address: 16611 West Little York Rd	7in			
City: Houston	ate: <u>TX</u> Zip: <u>77084</u> Mail <u>permits@ezzisigns.com</u>			
Tele. () <u>/ 1.3-2.32-0/ / 1</u>	permis@ezzisigns.com			
Provide a description of the existing/proposed proj	oject, with structure type/use, dimensions, height, and materials:			
width: 14' x height: 8' - overall height: 30'				
material: aluminum				
Additional documentation may be supplied to supp	port your case If photos are supplied, please label each picture.			
, , , , , , , , , , , , , , , , , , , ,				
Status of Project:				
Previous Board of Adjustment Case filed on this p	property: Yes X No			
Date Case Number(s)				
Is the purpose of this request to provide reasonable accommodation for a person(s) with disabilities? ☐ YES ☒ NO				
If Yes, the application will be directed to the Planning and Development Director or Zoning administrator for review pursuant to Ordinance No.				
22098-03-2016, "Reasonable Accommodation or Modification for Residential Uses." Applications under a Reasonable Accommodation Ordinance review will not be heard by the Board of Adjustment. Please see Ordinance No. 22098-03-2016 (Chapter 17, Division V) for more				
information.				
NOTE TO STAFF: If Yes, send a copy of this application a	and any attachments to the Zoning Administrator.			
Have you informed your Home Owners Associatio	•			
To watch the Hearings: http://www.fortworthtexas.gov/ , click on "Watch online Now" & "Board of Adjustment video".				
STAFF USE ONLY: Zoning				
Owner Occupied Variance (One and Two Family Homes) for Section				
Special Exception for Section				
□ Variance for:				
☐ Interpretation of the Regulation \$400				
_				
DATE RECEIVED: FEE AMOUNT PAID: #	# OF REQUESTS: RECEIVED BY: CASE NO.			
DATE RECEIVED: FEE AMOUNT PAID:	# OF REQUESTS: RECEIVED BY: CASE NO.			

<u>Variance Request Proposal Only</u> Please explain in your own words, how the request meets each of the hardship criterion listed below.
1. The variance is not a self-created hardship.
This variance is not a self-created hardship, as the property owner has no control over the fact that
their property fronts another zoning district, which imposes the 20-foot front yard requirement.
Compliance with this requirement would result in the loss of total visibility to potential customers
passing by, which could significantly harm the business's sales and long-term viability 2. The property where the variance is being sought has unique circumstances existing on the property, such as area, shape, or slope; that the unique circumstances were not created by the property owner; that the request is not merely financial or for convenience; and that the circumstance is not due to the general conditions of the zoning district of the property.
"The variance is necessary due to the property's unique location, which fronts another zoning district, triggering the requirement for a 20-foot front yard. This condition is not the result of any action or modification by the property owner
3. The variance would be in harmony with the intent and purpose of the comprehensive plan and the specific chapter of the zoning ordinance. The plans are in compliance with Per Ord. 6.409 Detached on Premise Signs as it meets the sign area, height, and non-advertising area
regulations
4. The variance will not adversely affect the health, safety, or welfare of the public. No, the variance will not generate a negative impact on the health, safety, or welfare of the public
5. The variance will not substantially or permanently injure the appropriate use of adjacent property in the same district. Granting this variance and approving the proposed location would allow us to place our sign as far away as possible from the residential area, minimizing any potential impact on nearby residents
Acknowledgement
I certify that the information provided is true and correct to the best of my knowledge and belief, and that I, or my authorized representative, will present this case in a public hearing before the Zoning Board of Adjustment, unless I withdraw the request prior to the public notice. Should I initiate withdrawal after public notice is given, the filing fee will be non-refundable. Also, no new application may be filed for hearing within 24 months of a Board denial, unless the denial is without prejudice or substantial changes have occurred which warrant a Board waiver of the 24-month mandatory re-application delay period. ANY REQUIRED PERMITS MUST BE OBTAINED WITHIN 180 DAYS.
(All applications submitted via email must be signed using a digital ID or certificate.)

Signed by the Owner / Applicant or Agent (Circle appropriate entity)

Signature:

Revised 08/29/2024

Date



Development Services Department

LETTER OF AUTHORIZATION

To the City of Fort Worth, Texa	IS					
Authority is hereby granted to	Ezzi Sign	s Inc, Tracey Urior	ı, Flor Paniagu	ıa, Hussain Co	ntractor	
, , , , =	(Family M	lember, Friend, Co	mpany, etc, to	represent you	at the hearing)	
16611 West Little York Rd, Houston, TX 7	7084	713-232-0771				
Address	City		State	Zip	(Telephone)	
to file in my/our behalf for Reque	st for Va	riance from te	rms of the	Zoning Ord	inance or Special	
Exception on the following descri	ibed prop	perty:				
(Address) 2925 East Berry Street, F	Fort Worth,	TX 76105				
(Legal Description)						
The Authority is granted only for	the follo	wing specific re	equest:			
(Nature of Appeal)ZONING VAR	RIANCE FO	R THE SIGN LOCA	ATION			
The undersigned is the property	owner of	the above-de	scribed pro	perty.		
The Authorization will remain in f	orce unt	il revoked by w	vritten notic	ce.		
Owner	- Origin	al Signature:	W.d. Law 7097179D694	rdreth		
	Owner	- Print Name:	W.A. Land	reth		
		Address:	2627 Tilla	ar Street, S	Suite 111, Fort Worth, TX 76	1
		Telephone: _	317-228-526	8		
(All applica	tions sub	omitted via em	ail must be	signed usi	ng a digital ID or certificate.)	
Accepted for Case No						

Date _____



Development Services Department

LETTER OF AUTHORIZATION

To the City of Fort Worth, Tex	as				
Authority is hereby granted to _	_	ns Inc, Tracey Urior	_		
	(Family M	lember, Friend, Co	mpany, etc, to	represent you	at the hearing)
16611 West Little York Rd, Houston, TX		713-232-0771			
Address	City		State	Zip	(Telephone)
to file in my/our behalf for Reque	est for Va	riance from te	rms of the	Zoning Ordi	nance or Special
Exception on the following desc	ribed prop	perty:			
(Address) 2925 East Berry Street,	Fort Worth,	TX 76105			
(Legal Description)					
The Authority is granted only for	the follow	wing specific re	equest:		
(Nature of Appeal)ZONING VA	RIANCE FO	R THE SIGN LOCA	ATION		
The undersigned is the property	owner of	f the above-de	scribed pro	perty.	
The Authorization will remain in	force unt	il revoked by w	ritten notio	ce.	
Owne	er - Origin	al Signature:	Patrick N	bonan	
	Owner	- Print Name:	Patrick No	oonan	
		Address:	2627 Tilla	ar St., Suit	e 111, Fort Worth, TX 7610
		Telephone: _	317-995-460	3	
(All applica	ations sub	omitted via em	ail must be	signed usir	ng a digital ID or certificate.
Accepted for Case No					

Date _____

APPROXIMATE CENTERLINE (VOL. 204-A, PG. 144, P.R.T.C.T.)

CFT NV

DEVELOPMENTS, LLC

IBRAHIM INVESTMENT

CORPORATION

ESTABLISHMENT, INC.

GRAPHIC SCALE

(IN FEET) 1 inch = 20 ft.

WHEREAS VAQUERO BINKLEY PARTNERS, LP IS THE OWNER OF A 0.482 ACRE TRACT OF LAND OUT OF THE A. THOMPSON SURVEY, ABSTRACT NO. 1499, TARRANT COUNTY, TEXAS, BEING ALL OF LOTS 5, 6 & 7, BLOCK 2 OF BURCH-HILL ADDITION, AN ADDITION TO THE CITY OF FORTH WORTH, TARRANT COUNTY, TEXAS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 204-A, PAGE 144 OF THE PLAT RECORDS OF TARRANT COUNTY, TEXAS (P.R.T.C.T.) CONVEYED TO SAID VAQUERO BINKLEY PARTNERS, LP BY DEED RECORDED IN INSTRUMENT NO. D219251561 OF THE OFFICIAL PUBLIC RECORDS OF TARRANT COUNTY, TEXAS (O.P.R.T.C.T.)

Page 2 of 2

BEGINNING AT A 5/8 INCH IRON ROD SET WITH A CAP STAMPED "JM CIVIL ENGINEERING" FOR CORNER, SAID POINT BEING THE SOUTHEAST CORNER OF SAID LOT 5, SAME BEING THE SOUTHWEST CORNER OF LOT 1R, BLOCK 2 OF BURCH-HILL ADDITION, AN ADDITION TO THE CITY OF FORT WORTH, ACCORDING TO THE PLAT THEREOF RECORDED IN INSTRUMENT NO. D220219102, P.R.T.C.T.

THENCE SOUTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, WITH THE NORTH RIGHT-OF-WAY LINE OF SAID E. BERRY STREET, A DISTANCE OF 149.91 FEET TO A POINT FOR CORNER, SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 7, SAME BEING THE SOUTHEAST CORNER OF LOT 8, BLOCK 2 OF SAID FIRST-REFERENCED BURCH-HILL ADDITION, FROM WHICH A 3/4 INCH IRON ROD

STREET, WITH THE EAST LINE OF SAID LOT 8, A DISTANCE OF 140.11 FEET TO A POINT FOR CORNER, SAID POINT BEING THE NORTHWEST CORNER OF SAID LOT 7, SAME BEING THE NORTHEAST CORNER OF SAID LOT 8 AND LYING ON THE SOUTH RIGHT-OF-WAY LINE OF A 15 FOOT PUBLIC ALLEY (UN-IMPROVED), FROM WHICH A 1/2 INCH IRON ROD FOUND WITH A CAP STAMPED "RPLS 5393" FOR REFERENCE BEARS SOUTH 82 DEGREES 39 MINUTES 47 SECONDS WEST, A DISTANCE OF 0.22 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 44 SECONDS WEST, WITH THE SOUTH RIGHT-OF-WAY LINE OF SAID ALLEY, A DISTANCE OF 149.91 FEET TO A POINT FOR CORNER, SAID POINT BEING THE NORTHEAST CORNER OF SAID LOT 5, SAME BEING THE WESTERNMOST NORTHWEST CORNER OF SAID LOT 1R, FROM WHICH A 1/2 INCH IRON ROD FOUND FOR REFERENCE BEARS SOUTH 59

THENCE SOUTH 00 DEGREES 20 MINUTES 16 SECONDS EAST, DEPARTING THE SOUTH RIGHT-OF-WAY LINE OF SAID ALLEY, WITH THE SOUTHERNMOST WEST LINE OF SAID LOT 1R, A DISTANCE OF 140.11 FEET TO THE POINT OF BEGINNING AND CONTAINING 21,004

NOW AND THEREFORE, KNOW ALL MEN BY THESE PRESENTS THAT VAQUERO BINKLEY PARTNERS, LP, HEREBY ADOPTS THIS PLAT AS LOT 5R, BLOCK 2, BURCH-HILL ADDITION, AN ADDITION TO THE CITY OF FORT WORTH, TARRANT COUNTY, TEXAS, AND ODES

THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED WA LAWDENTH KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED, AND IN

Notary ID #134393262 My Commission Expires
June 6, 2027

THIS IS TO CERTIFY THAT I, SCOTT R. BERGHERR, A REGISTERED PROFESSIONAL LAND SURVEYOR OF THE STATE OF TEXAS, HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY ON THE GROUND, AND THAT ALL LOT CORNERS, ANGLE POINTS, AND POINTS OF CURVE SHALL BE SET AFTER CONSTRUCTION AND WILL BE 5/8 INCH IRON RODS CAPPED AND STAMPED "JM CIVIL ENGINEERING". IRONS

> CITY PLAN COMMISSION CITY OF FORT WORTH, TEXAS THIS PLAT IS VALID ONLY IF RECORDED WITHIN Donald R. Boren Sep 6, 2024 Chairman

> > FINAL PLAT

LOT 5R, BLOCK 2

BURCH-HILL ADDITION

BEING A REPLAT OF LOTS 5, 6 & 7,

BLOCK 2, BURCH-HILL ADDITION, AN

ADDITION TO THE CITY OF FORT

WORTH, AS RECORDED IN

VOL. 204-A, PG. 144, P.R.T.C.T.

SURVEY, ABSTRACT NO. 1499

DEED RECORDS, TARRANT COUNTY, TEXAS

P.R.T.C.T.

AUTO ZONE TEXAS, LP

OFFICIAL PUBLIC RECORDS, TARRANT COUNTY, TEXAS 0.P.R.T.C.T. "X" CUT "X" CUT IN CONCRETE IRON ROD FOUND 5/8 INCH IRON ROD SET WITH CAP STAMPED "JM CIVIL ENGINEERING" BOUNDARY LINE ENGINEER/SURVEYOR --- --- ADJOINING PROPERTY LINE

PLAT RECORDS, TARRANT COUNTY, TEXAS

---- EASEMENT LINE ----- RIGHT-OF-WAY CENTERLINE FOUND MONUMENT (SEE LABEL)

O SET MONUMENT (SEE LABEL)

OWNER/DEVELOPER VAQUERO BINKLEY PARTNERS, LP 2627 TILLAR ST., SUITE 111

FORT WORTH, TX 76107

1101 Central Expressway South Suite 215, Allen, TX 75013 Ph. 214-491-1830 John Measels, PE CIVIL ENGINEER

JOB NO: JMS-VVC23003 - DATE: 06/21/2024 - DRAWN BY: ER

0.482 ACRES OUT OF THE A. THOMPSON

CITY OF FORTH WORTH, TARRANT COUNTY, TEXAS

CITY CASE FILE NO. FS-24-106

PAGE 1 OF 1

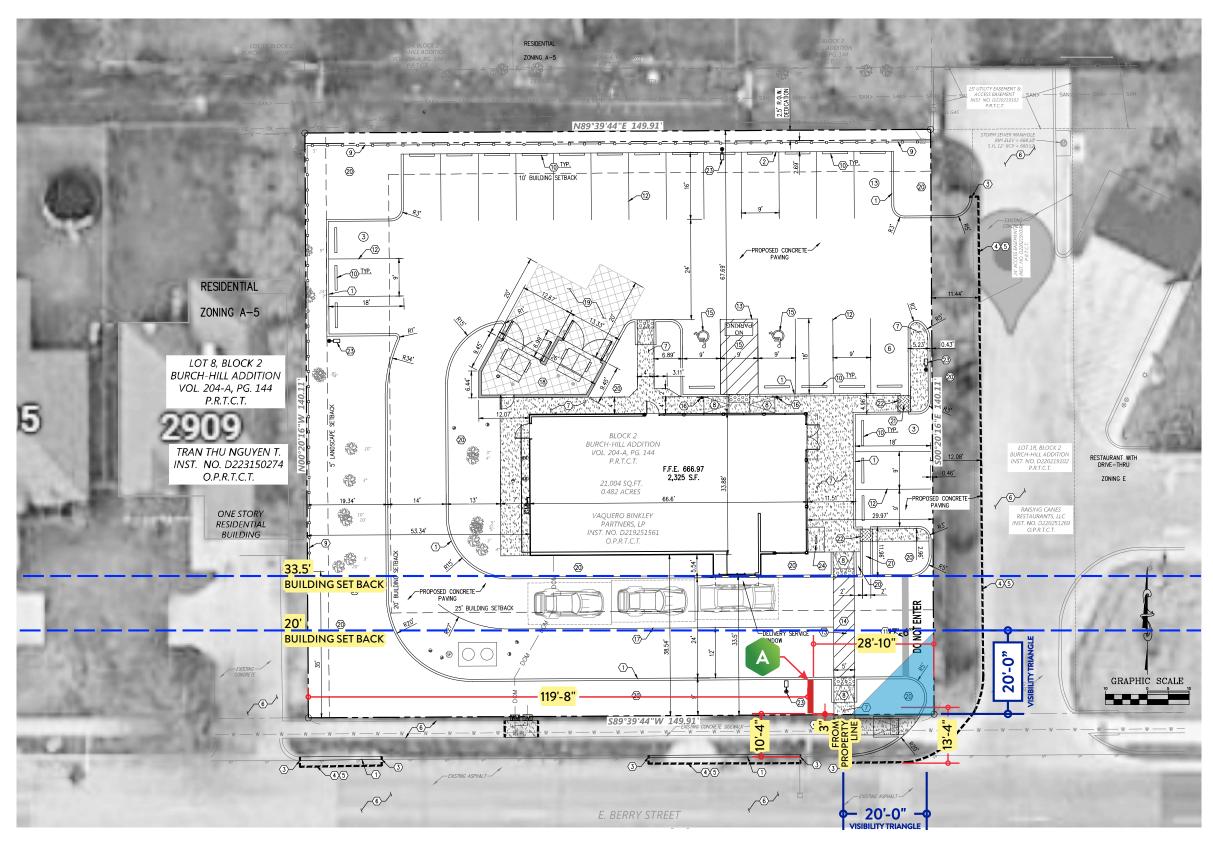


MEXICAN GRILL

ES13627
SIGN PRESENTATION 2925 EAST BERRY STREET,
FORT WORTH, TX 76105









SITE PLAN

SCALE: 1:276



16611 West Little York Rd Houston, Texas 77084 EZZISIGNS.COM 713-232-0771

PROJECT: CHIPOTLE

ADDRESS:

2925 EAST BERRY STREET, FORT WORTH, TX 76105

DATE: 08/22/24

PROJECT NUMBER: ES13627

DESIGNER: MAURICIO

REVISIONS

R6: 01.31.2025 SETBACK DIM. ADDED **R7:** 01.31.2025 ADD IMAGE TO SITEPLAN

APPROVALS / DATE

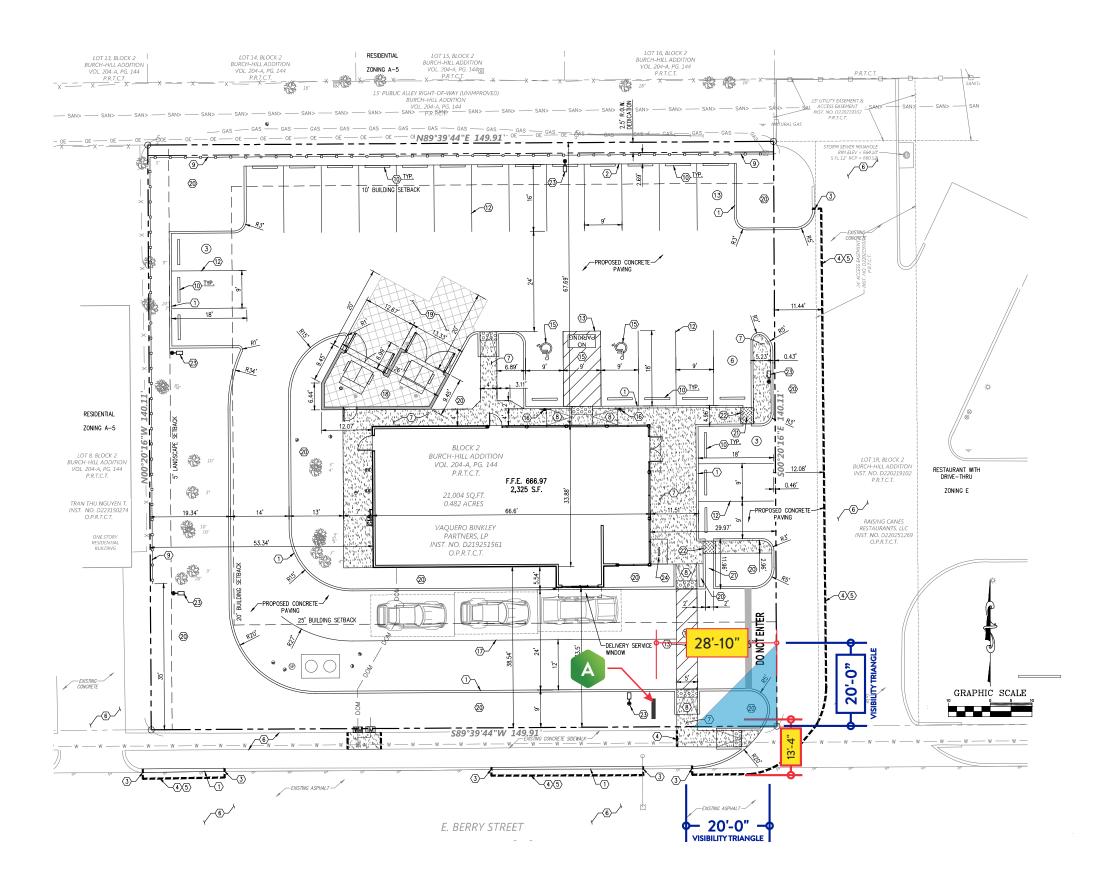
CLIENT:

LANDLORD:



Installation requirements. This sign is to be installed in accordance with the requirements of article 600 of the national electrical code and other applicable local codes. This includes proper grounding and bonding. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.







SITE PLAN

SCALE: NTS

EZZI SIGNS

16611 West Little York Rd Houston, Texas 77084 EZZISIGNS.COM 713-232-0771

PROJECT: CHIPOTLE

ADDRESS:

2925 EAST BERRY STREET, FORT WORTH, TX 76105

DATE: 08/22/24

PROJECT NUMBER: ES13627

DESIGNER: MAURICIO

REVISIONS R1:

R 2 :

R3:

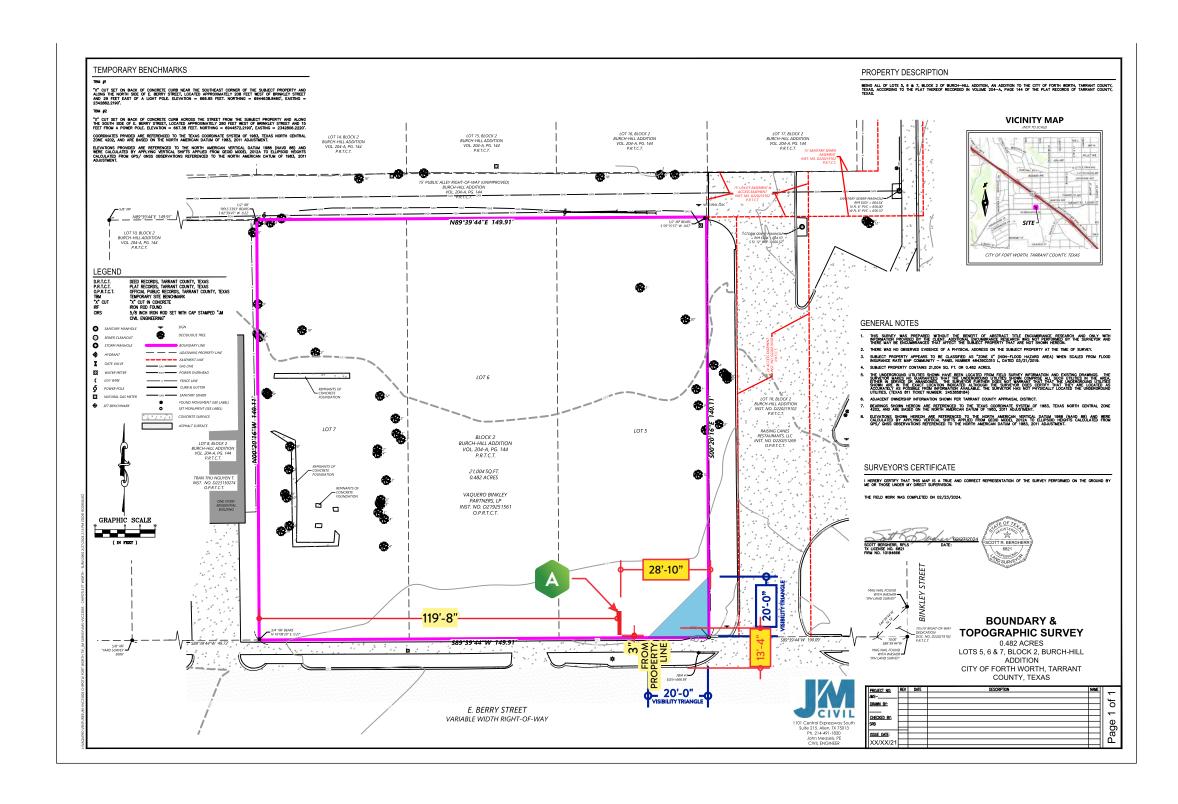
APPROVALS / DATE

CLIENT:

LANDLORD:



Installation requirements. This sign is to be installed in accordance with the requirements of article 600 of the national electrical code and other applicable local codes. This includes proper grounding and bonding. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.





SCALE: 1/32"=1'-0"



16611 West Little York Rd Houston, Texas 77084 EZZISIGNS.COM 713-232-0771

PROJECT: CHIPOTLE

ADDRESS:

2925 EAST BERRY STREET, FORT WORTH, TX 76105

DATE: 08/22/24

PROJECT NUMBER: ES13627

DESIGNER: MAURICIO

REVISIONS
R6: 01.31.2025
SETBACK DIM. ADDED
R7: 01.31.2025
ADD IMAGE TO SITEPLAN

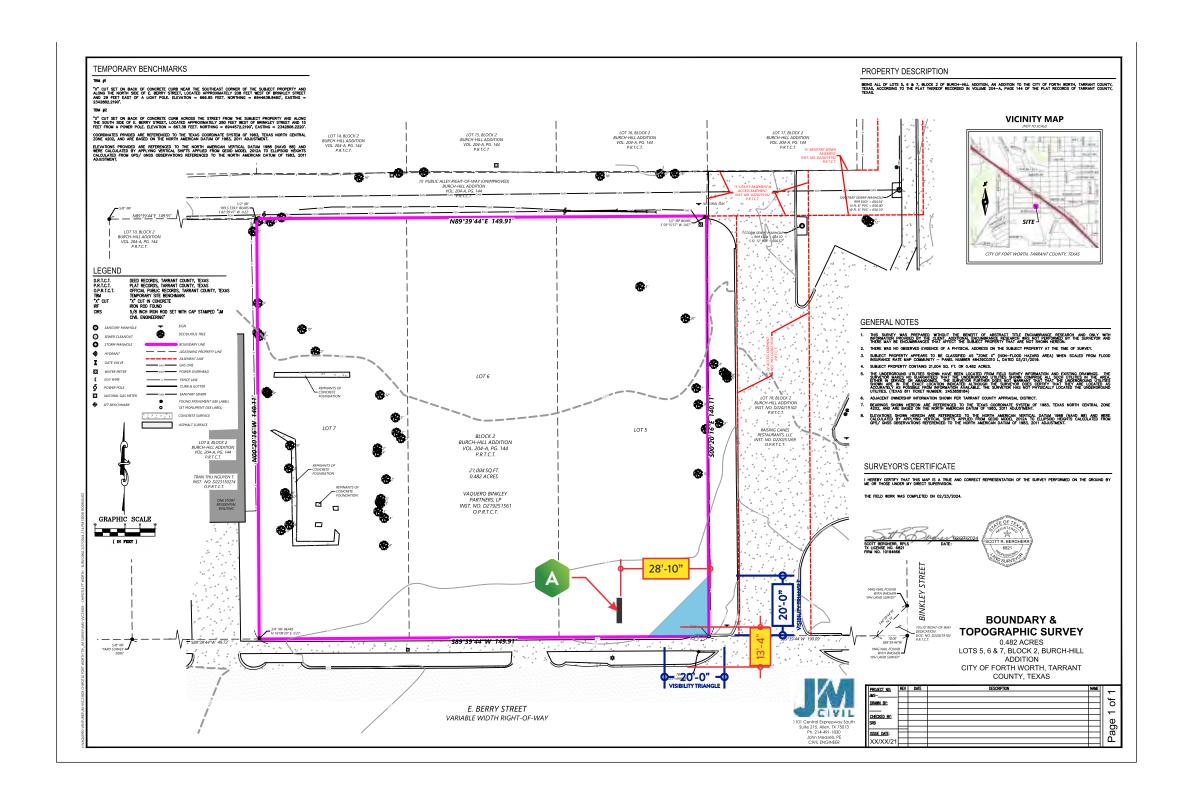
APPROVALS / DATE

CLIENT:

LANDLORD:



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SCALE: 1/32"=1'-0"



16611 West Little York Rd Houston, Texas 77084 EZZISIGNS.COM 713-232-0771

PROJECT: CHIPOTLE

ADDRESS: 2925 EAST BERRY STREET, FORT WORTH, TX 76105

DATE: 08/22/24

PROJECT NUMBER: ES13627

DESIGNER:MAURICIO

REVISIONS R1:

R 2:

R3:

APPROVALS / DATE

CLIENT:

LANDLORD:



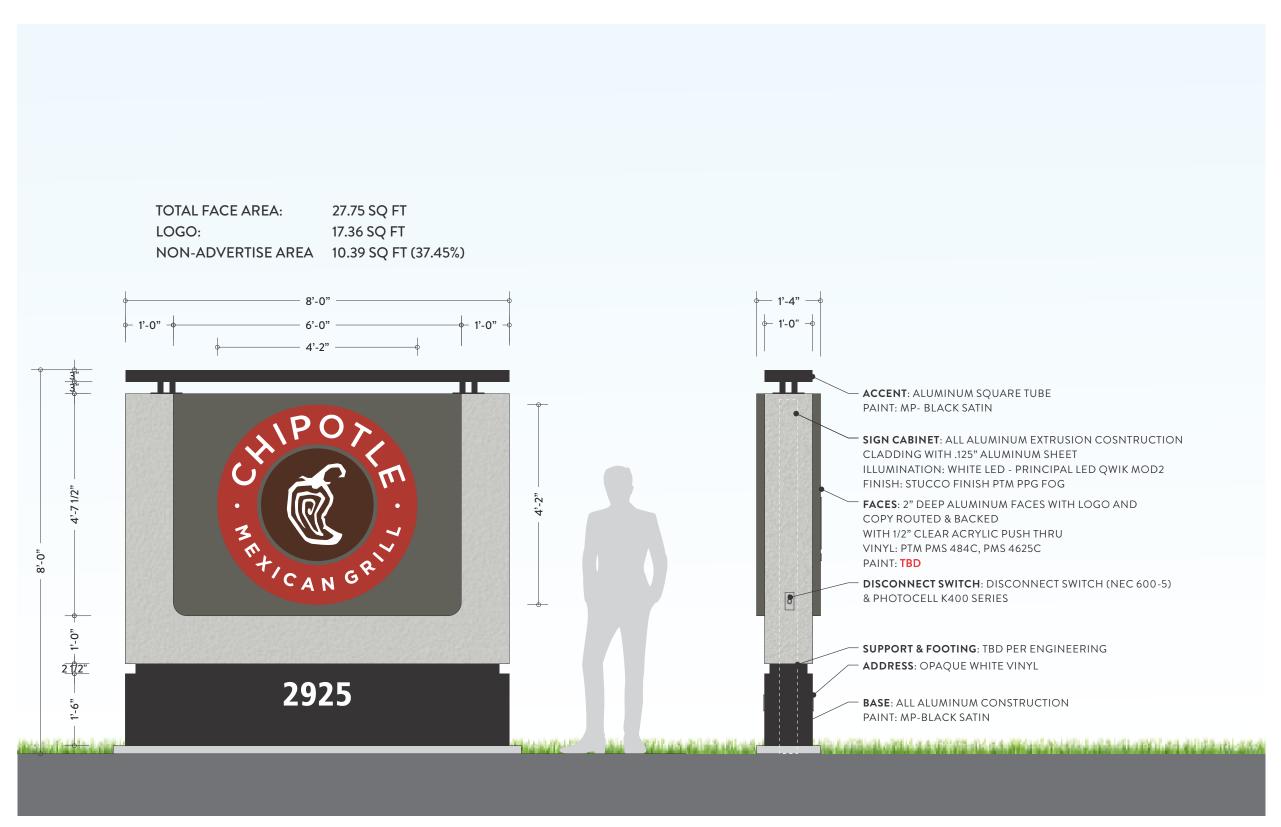
(h) Installation requirements. This sign is to be installed in accordance with the requirements of article 600 of the national electrical code and other applicable local codes. This includes proper grounding and bonding. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

1. MANUFACTURE AND INSTALL - NEW GROUND SIGN

Please Verify Dimensions







DESIGN

SCALE: 1/2"=1'-0"

16611 West Little York Rd Houston, Texas 77084 EZZISIGNS.COM 713-232-0771

PROJECT: CHIPOTLE

ADDRESS:

2925 EAST BERRY STREET, FORT WORTH, TX 76105

DATE: 08/22/24

PROJECT NUMBER: ES13627

DESIGNER: MAURICIO

REVISIONS R1:

R 2:

R3:

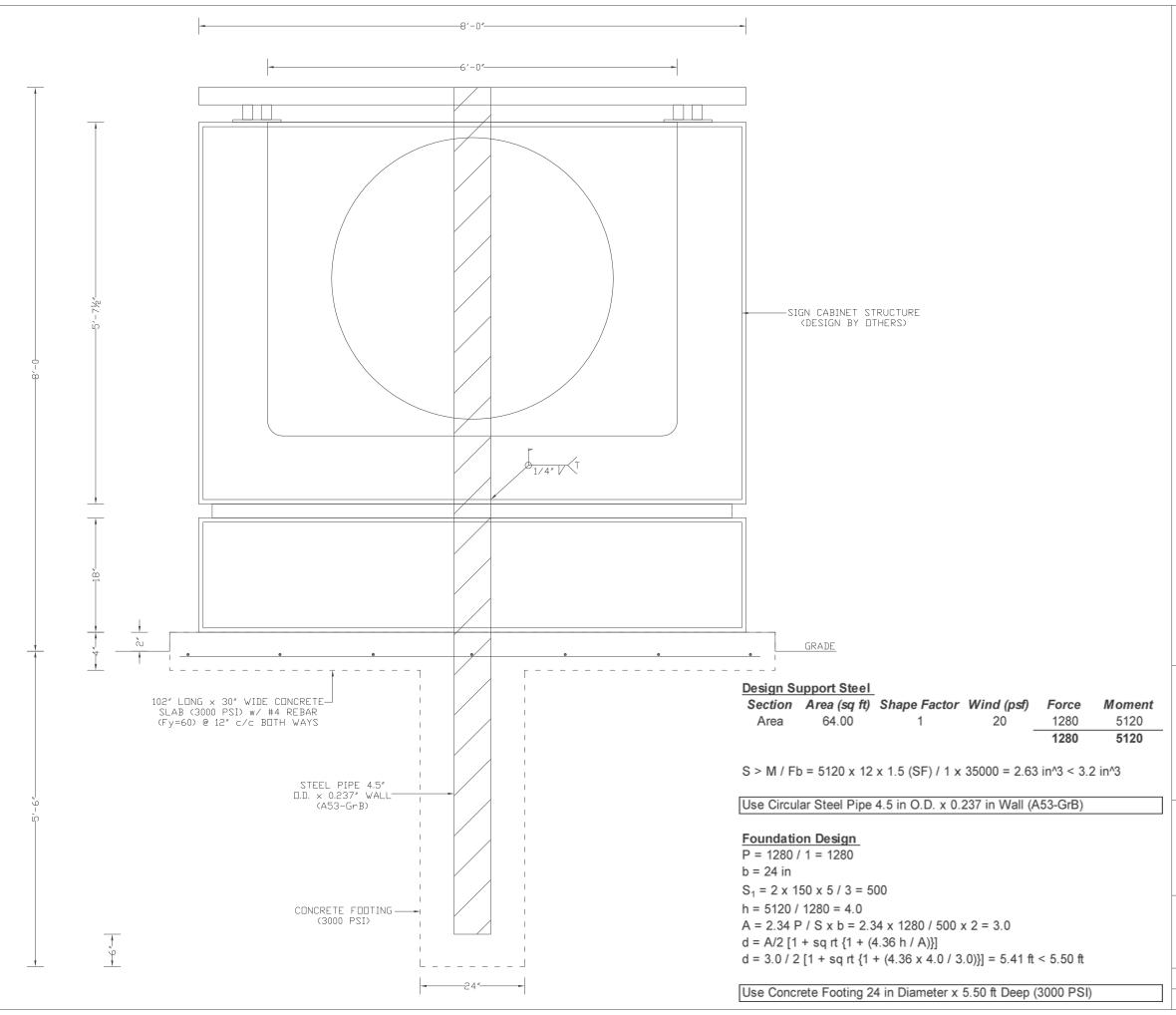
APPROVALS / DATE

CLIENT:

LANDLORD:



Installation requirements. This sign is to be installed in accordance with the requirements of article 600 of the national electrical code and other applicable local codes. This includes proper grounding and bonding. The location of the disconnect switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.



NOTES:

- DESIGN IS BASED ON 2021 IBC WIND SPEED OF 115 MPH (3-SEC
- GUST), EXPOSURE C RISK CATEGORY II.

 2. THIS DESIGN IS INTENDED FOR A SINGLE (1) SIGN THAT SHALL
 BE INSTALLED AT THE ADDRESS SHOWN AND SHALL NOT BE USED
 FOR MULTIPLE SIGN/S AT THIS OR ANY OTHER LOCATION/S UNLESS CERTIFIED BY A PROFESSIONAL ENGINEER.
- ENGINEER IS NOT THE ENGINEER OF RECORD FOR THE OVERALL PROJECT AND SHALL DNLY BE RESPONSIBLE FOR THE DESIGN OF SIGN STRUCTURE FOR WHICH CALCULATIONS ARE SHOWN ON THIS PAGE. (SIGN CABINET STRUCTURE DESIGN SHALL BE PROVIDED BY
- 4. ALL HSS TUBE SECTIONS SHALL MEET ASTM A500 GRADE-B WITH MINIMUM YIELD STRESS Fy=46 KSI.
- ALL HSS ROUND SECTIONS SHALL MEET ASTM A500 GRADE-B WITH MINIMUM YIELD STRESS Fy=42 KSI.
- 6. ALL WIDE FLANGE SECTIONS SHALL MEET ASTM A992 WITH MINIMUM YIELD STRESS Fy=50 KSI.
- 7. ALL PIPE (OTHER THAN HSS ROUND) SHALL MEET ASTM A53
- GRADE-B WITH MINIMUM YIELD STRESS Fy=35 KSI. 8. ALL OTHER STEEL INCLUDING CONNECTION PLATES, ANGLES, ETC.

- 8. ALL OTHER STEEL INCLUDING CUNNECTION PLAIES, ANGLES, EIC.
 SHALL MEET ASTM A36 WITH MINIMUM YIELD STRESS Fy=36 KSI.

 9. ALL ALUMINUM USED SHALL BE GRADE 6053 OR 6061 OR
 EQUIVALENT WITH MINIMUM YIELD STRESS Fy=20 KSI.

 10. ALL STRUCTURAL BOLTS SHALL CONFORM TO ASTM A325 UNLESS
 OTHERWISE NOTED AND SHALL BE GALVANIZED.

 11. ALL STEEL WELDING SHALL BE MADE WITH E70xx ELECTRODES
 AND SHALL BE PERFORMED BY CERTIFIED WELDERS IN
 ACCORPRANCE WITH AWS STANDARDS. ACCORDANCE WITH AWS STANDARDS.
- 12. ALL ALUMINUM WELDING SHALL BE MADE WITH E40×× ELECTRODES AND SHALL BE PERFORMED BY CERTIFIED WELDERS IN ACCORDANCE AWS STANDARDS.
- 13. SOIL REPORT WAS NOT FURNISHED. FOUNDATION IS BASED ON A ALLOWABLE BEARING OF 1500 PSF AND ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 150 PSF PER FOOT. VALUES SHALL BE VERIFIED PRIOR TO CONCRETE PLACEMENT.
- 14. NORMAL WEIGHT CONCRETE WITH MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI (ATTAINED IN 28 DAYS) SHALL BE USED. CARE SHALL BE TAKEN FOR NOT PLACING CONCRETE OVER SOIL FILL.



ENGINEERING. LLC WWW.SMB-ENGINEERING.COM TEL: 832-443-7328

TEXAS REGISTRATION NUMBER: F-10116

EZZI SIGNS

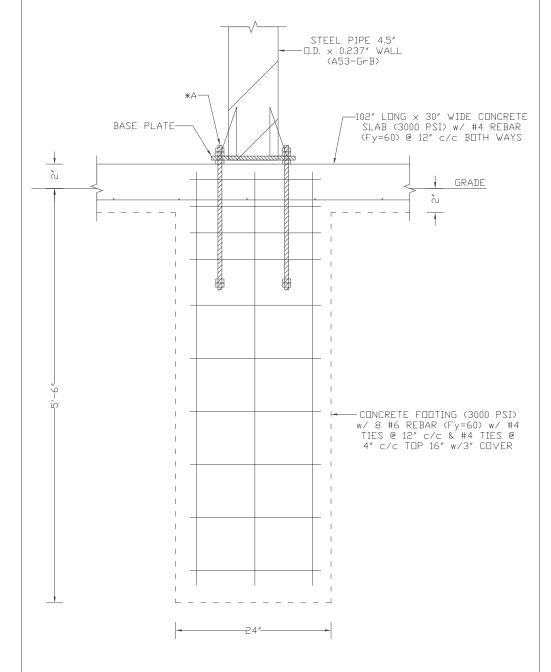
CHIPOTLE

2925 EAST BERRY STREET, **FORT WORTH, TX**

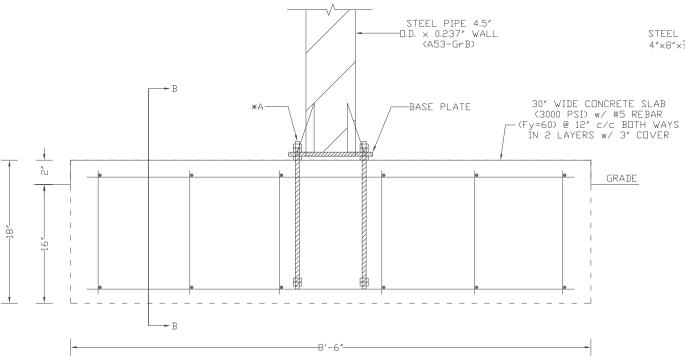
PRJ #: 24-M026	DWG BY: HMN	SCALE: NTS
DATE: DEC 2024	REV: 0	DWG #: S-1/2

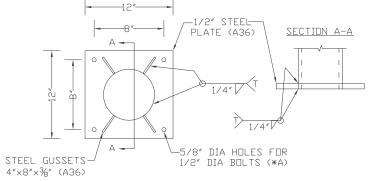
ALTERNATE FOOTINGS

PIER FOOTING w/ REBAR



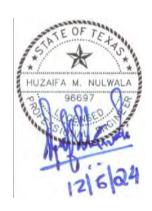
SPREAD FOOTING



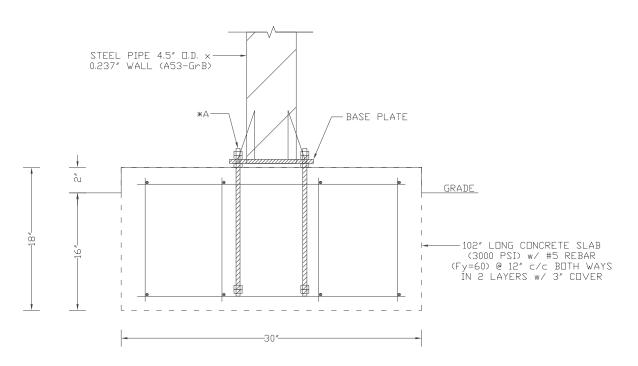


BASE PLATE DETAILS

4-1/2" DIA GALVANIZED ANCHOR RODS (A36), L=15" (MIN EMBEDMENT IN CONCRETE) W/ DOUBLE HEX NUT ABOVE BASE PLATE & @ BOLT END (IN CONCRETE) & LEVELING NUT BELOW BASE PLATE



SECTION B-B



IMPORTANT NOTE:—
FOUNDATION SHALL BE CONSTRUCTED IN NATURAL GROUND/EARTH
(UNDISTURBED SOIL) ONLY. FOUNDATION SHALL NOT BE
CONSTRUCTED/INSTALLED IN LANDSCAPE OR FILL MATERIAL.

ENGINEERING, LLC

WWW.SMB-ENGINEERING.COM TEL: 832-443-7328

TEXAS REGISTRATION NUMBER: F-10116

EZZI SIGNS

CHIPOTLE

2925 EAST BERRY STREET, **FORT WORTH, TX**

PRJ #: 24-M026	DWG BY: HMN	SCALE: NTS
DATE: DEC 2024	REV: 0	DWG #: S-2/2



BOARD OF ADJUSTMENT - COMMERCIAL

BAC-25-006 Address: 11604 North Freeway

Owner: Levi Swinney on behalf of Northwest ISD

Zoning: "I" – Light Industrial District within the I-35W North Overlay District and the Fort Worth Alliance Airport Overlay Zone

a. Variance: To permit construction of 4 tennis court lights that would

exceed the maximum height allowed.

Maximum Height Allowed: 55 feet
Requested Height: 70 feet

b. Variance: To permit construction of 10 baseball and softball field

lights that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet Requested Height: 80 feet

c. Variance: To permit construction of football stadium lights that would exceed the maximum height allowed.

Maximum Height Allowed: 55 feet Requested Height: 90 feet

c. Variance: To permit construction of a theater with fly loft that would

exceed the maximum height allowed.

Maximum Height Allowed: 55 feet
Requested Height: 85 feet

GENERAL INFORMATION

REGULATION: 3.304 Board of Adjustment Action

In taking action on an application for a variance, the board of adjustment shall grant the application only when the board determines that:

- (a) Literal enforcement of the regulations in this zoning ordinance will create an unnecessary hardship or practical difficulty in the development of the affected property;
- (b) Literal enforcement of the regulations in this zoning ordinance will create an unnecessary hardship or practical difficulty in the development of the affected property;
- (c) The situation causing the hardship or difficulty is unique to the affected property;
- (d) The situation or hardship is not self- imposed;
- (e) The relief sought will not injure the existing or permitted use of adjacent conforming property; and
- (f) The granting of a variance will be in harmony with the spirit and purposes of this zoning ordinance.



4.1000 Light Industrial ("I") District

c. Property development standards. The minimum dimension of lots and yards and the height of buildings in the light industrial ("I") district, shall be as shown in the accompanying table.

ending de distriction in the description ying talkier				
Light Industrial ("I) District				
Height 3 stories or 55 feet maximum				

LOT HISTORY:

ZC-17-057 – Zoning Change from I to CF, Applied, 03/13/2017, Applicant withdrew request 04/27/2017.

COMPREHENSIVE PLAN

DESIGNATION:

Industrial Growth Center

REGISTERED
NEIGHBORHOOD
NOTIFCATION:

North Fort Worth Alliance, Saratoga HOA, Valley Ridge HOA, Villages of Woodland Springs HOA, Streams and Valleys Inc., Trinity Habitat for Humanity, Northwest ISD, Keller ISD

EXISTING CONDITIONS:

The subject property is a vacant 146.608-acre tract out of the H. Davidson Survey Abstract Number 437. The property is located east of North Freeway 35 W, to the west of North Riverside Drive, and south of Hwy 170. The area east of the eastern property boundary is zoned A-5 and made up of several established neighborhoods.

The subject property is proposed to be developed as a high school campus, containing a theater, football stadium and several other athletic fields. The property is located within the I-35W North Overlay District as well as the Alliance Airport Overlay Zone. The campus is located within the flight path of the airport, and FAA approval of all lighting and building heights is required to be obtained prior to beginning development of the property.

A proposed text amendment to the zoning ordinance was presented to the Zoning Commission on February 12th, 2025. The earliest the amendment could be approved and adopted by City Council is March 11, 2025. The proposed text amendment would add "I" Light Industrial District to the list of districts where height of a building may be increased when the front, side, and rear yard dimensions are each increased above the minimum requirements by one foot for each foot such building exceeds the height limit of the zoning district.

The applicant is requesting 21 height related variances.

Tennis Court Lights

The applicant is requesting variances to permit the construction of four, 70-foot tall, tennis court lights. The tennis court is located at the northern boundary of the property.

THE CITY OF FORT WORTH * 100 FORT WORTH TRAIL * FORT WORTH, TEXAS 76102 PHONE: 817-392-2222



Baseball Field and Softball Field Lights

The applicant is requesting variances to permit the construction of four, 80-foot tall softball field lights, and six, 80-foot tall, baseball field lights. The baseball and softball fields are located on the western boundary of the property, with the softball field located closer to the north-west corner of the property.

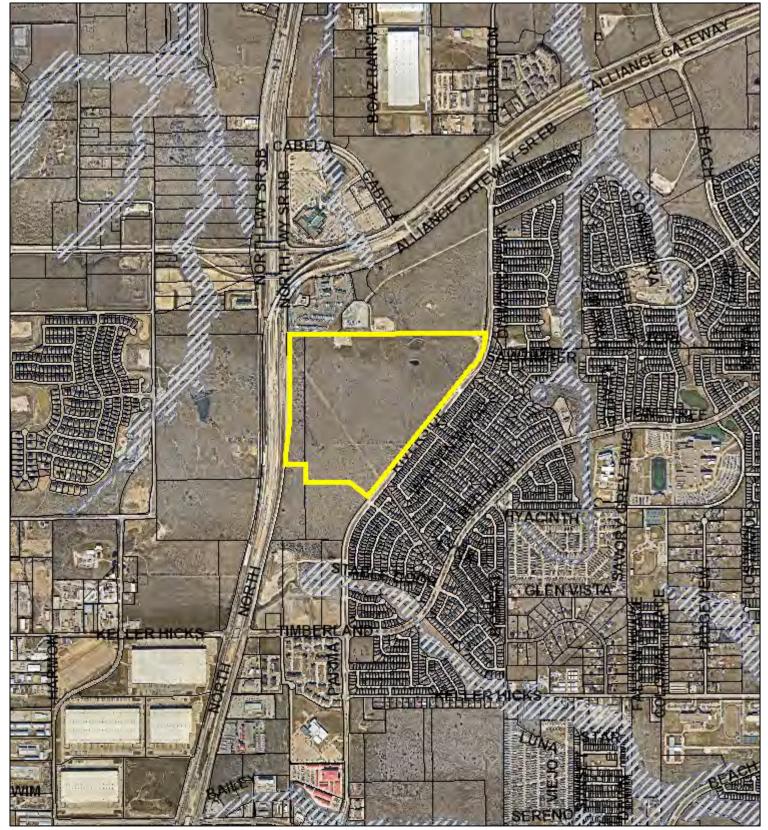
Football Stadium Lights

The applicant is requesting variances to permit the construction of six, 90-foot tall, football stadium lights. The football stadium is located directly south of the tennis courts.

Theater Fly Loft Height

The applicant is also requesting a variance to permit construction of a theater with a fly loft. A fly loft is a space above a theater stage that allows for rigging and other stage elements. It is an extension of stage walls that extends to the roof of the theater. In order to accommodate the fly loft, the proposed height of the theater is 85 feet.





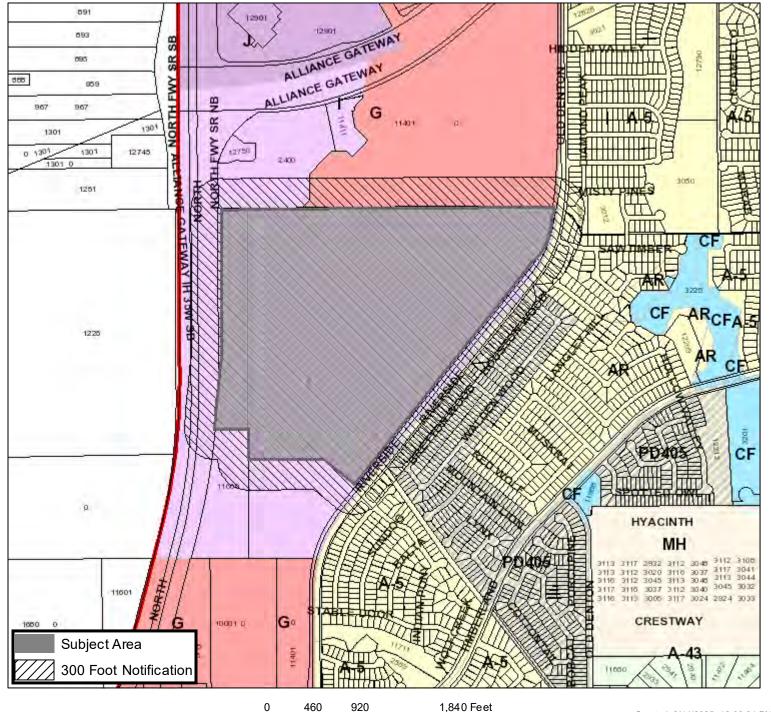




Applicant: Levi Swinney for Northwest ISD

Mapsco: 21D Commission Date: 2/19/2025





APPLICATION TO THE ZONING BOARD OF ADJUSTMENT CITY OF FORT WORTH, TEXAS



Marque con una "X" si necesita que la Ciudad le proporcione un INTERPRETE durante la Audiencia Publica.					
PLEASE PROVIDE A DETAILED SITE PLAN					
Address of Bramines offeeted, East of I-35 ar	Address of Premises affected: East of I-35 and West of Riverside Drive				
Lot/Tract: Lot 1 Block	Abstract: Block 1 NISE	Lot Size: 146	.61 acres		
Legal Description: Addition/Survey: Hopkin	s Davidson Survey Ab	rstact # 437			
Owner's Name: Northwest Independent Sc	hool District				
Address: 2001 Texan Drive					
City: Justin	State: TX	Zip: <u>76247</u>			
Tele: () <u>817-215-0000</u>	E-Mail sarah.stewart@	<u>)nisdtx.org</u>			
Applicant's Name: Levi Swinney					
Address: 5646 Milton Street, Suite 426					
City: Dallas	State: TX	Zip: <u>75206</u>			
Tele: () <u>(469) 930-7655</u>	E-Mail levi.swinney@g	<u>glenn-partners.com</u>	<u> </u>		
Provide a description of the existing/proposed	project with structure tv	ne/use dimensions h	height, and materials:		
A new high school for Northwest ISD is currently u	<u>ınder construction whic</u> h w <u>i</u>	<u>ill consist of core aca</u> de	emics, career and		
technical education spaces, fine arts spaces, and					
softball field, tennis courts, a multi-sport stadium, sports. The buildings on campus total over 790,00			c the fly left of the		
					
Additional documentation may be supplied to	support your case If photo	os are supplied, pleas	se label each picture.		
Status of Project:	✓ Under Constru		roposed		
Status of Property:	□ Vacant Land	□ N	Ion-owner Occupied		
Previous Board of Adjustment Case filed on t	his property: Yes	✓ No			
Date Case Number(s) _					
Is the purpose of this request to provide reasonable accommodation for a person(s) with disabilities? NO					
lf Yes, the application will be directed to the Planning ar	d Development Director or Zo	ning administrator for rev	iew pursuant to Ordinance No.		
22098-03-2016, "Reasonable Accommodation or Modification for Residential Uses." Applications under a Reasonable Accommodation Ordinance review will not be heard by the Board of Adjustment. Please see Ordinance No. 22098-03-2016 (Chapter 17, Division V) for more					
Ordinance review will not be heard by the Board of Adju information.	istment. Please see Ordinanc	e No. 22098-03-2016 (Cr	napter 17, Division V) for more		
NOTE TO STAFF: If Yes, send a copy of this applica	tion and any attachments to	the Zoning Administrat	o <mark>r</mark> .		
Have you informed your Home Owners Assoc	iation ☐ YES ☑ NO or	Neighbors ☐ YES	☐ NO of the request?		
To watch the Hearings: http://www.fortworthtexas.gov/, click on "Watch online Now" & "Board of Adjustment video".					
OTAES HOS ONLY Zanina					
STAFF USE ONLY: Zoning					
Owner Occupied Variance (One and Two Family Homes) for Section					
Special Exception for Section					
Variance for:					
☐ Interpretation of the Regulation \$400					
DATE RECEIVED: FEE AMOUNT PAID:	# OF REQUESTS:	RECEIVED BY:	CASE NO.		

Variance Request Proposal Only Please explain in your own words, how the request meets each of the hardship criterion listed below.
1. The variance is not a self-created hardship.
No element of the building is excessive in height based on similar building types. Reducing the
theater fly loft portion of our building to be below the 55' height limit would impair and restrict the functionality of the theater. Lowering the athletic lights below what is currently designed would also
2. The property where the variance is being sought has unique circumstances existing on the property, such as area, shape, or slope; that the unique circumstances were not created by the property owner; that the request is not merely financial or for convenience; and that the circumstance is not due to the general conditions of the zoning district of the
property stated above, reducing the height of the theater fly loft and the height of the athletic field / court lighting would not allow this facility to function properly.
3. The variance would be in harmony with the intent and purpose of the comprehensive plan and the specific chapter of the zoning ordinance.
The school facility is in harmony with the intent and purpose of the zoning ordinance with the exception of the theater fly loft and athletic field / court lighting.
4. The variance will not adversely affect the health, safety, or welfare of the public.
Allowing for an increase in building height will not have any impact on health, safety, or welfare of the
public.
5. The variance will not substantially or permanently injure the appropriate use of adjacent property in the same district.
Allowing for an increase in building height will not substantially or permanently injure the appropriate use of adjacent property within the same district.

Acknowledgement

I certify that the information provided is true and correct to the best of my knowledge and belief, and that I, or my authorized representative, will present this case in a public hearing before the Zoning Board of Adjustment, unless I withdraw the request prior to the public notice. Should I initiate withdrawal after public notice is given, the filing fee will be non-refundable. Also, no new application may be filed for hearing within 24 months of a Board denial, unless the denial is without prejudice or substantial changes have occurred which warrant a Board waiver of the 24-month mandatory re-application delay period. **ANY REQUIRED PERMITS MUST BE OBTAINED WITHIN 180 DAYS.**

(All applications submitted via email must be signed using a digital ID or certificate.)

Signed by the Owner / Applicant or Agent (Circle appropriate entity)

Levi Swinney

Digitally signed by Levi Swinney

DN: C=US, E=levi.swinney@glenn-partners.com, CN=Levi
Swinney
Date: 2025.01.16 15:44:14-06'00'

Date 01/16/2025

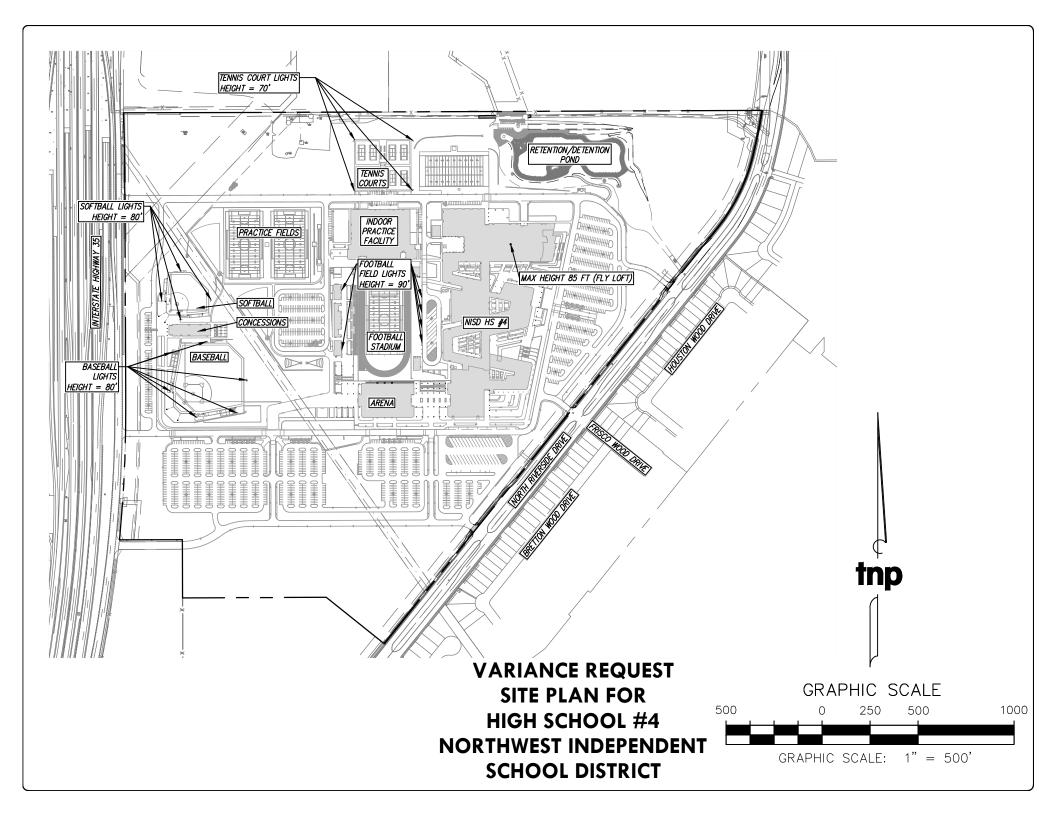


Development Services Department

LETTER OF AUTHORIZATION

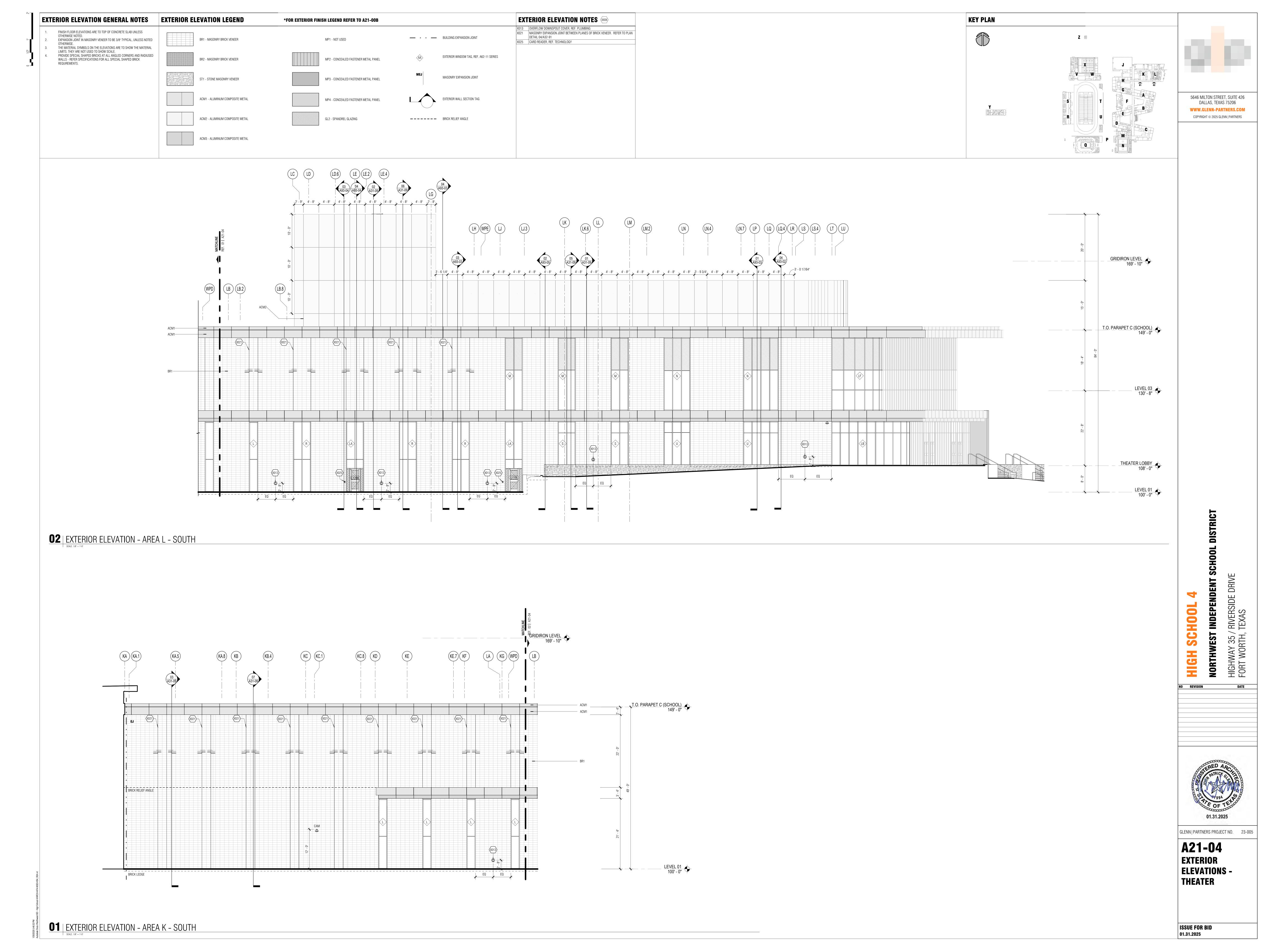
To the City of Fort Worth, Texas

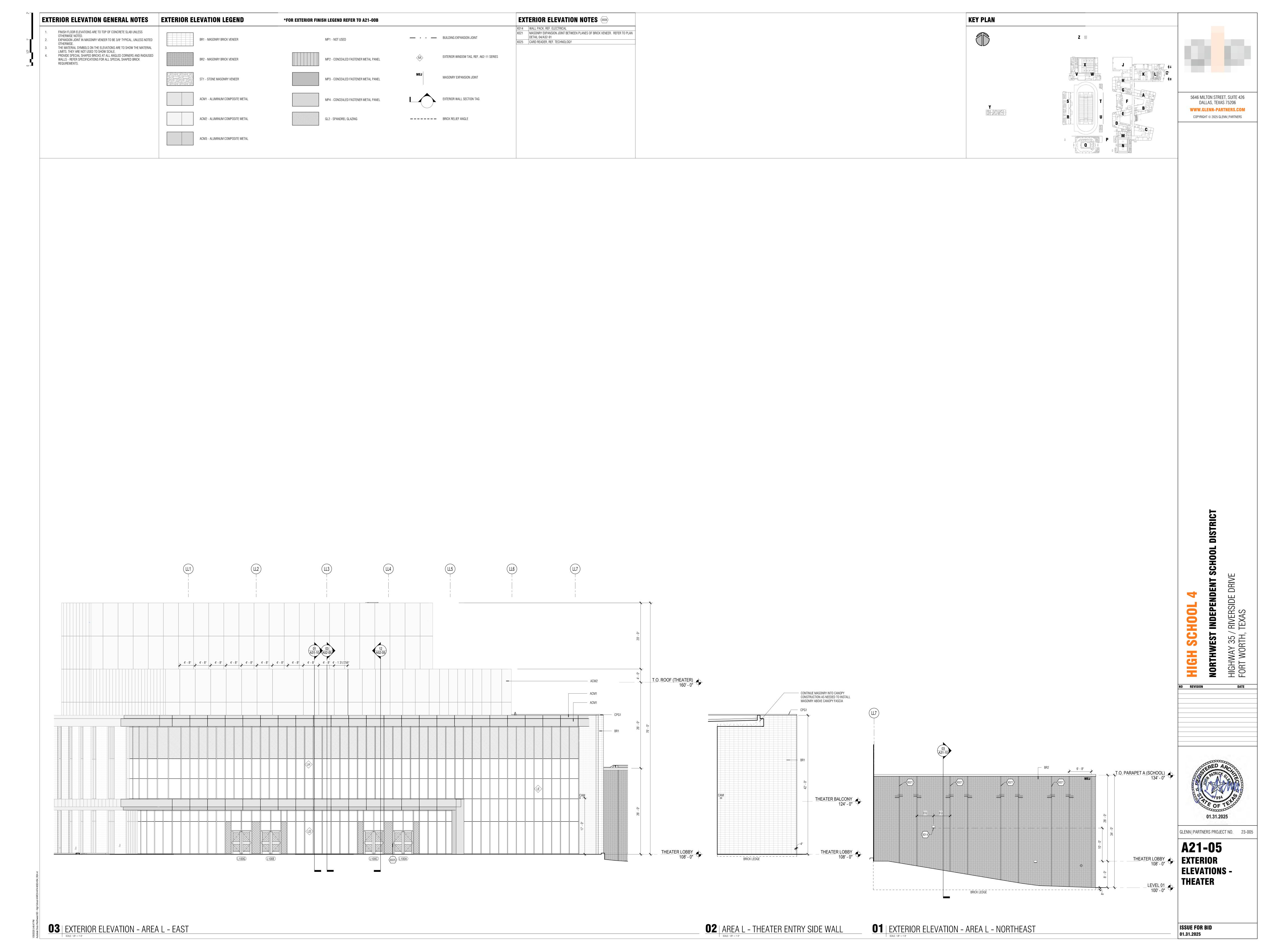
Authority is hereby granted to _	Glenn Partners				
	(Family Member, Friend, Company, etc, to represent you at the hearing)				
5646 Milton Street, Suite 426	Dallas	TX	75206	469.930.7655	
Address	City	State	Zip	(Telephone)	
to file in my/our behalf for Requ	est for Variance from ter	ms of the	Zoning Ordi	nance or Special	
Exception on the following desc	ribed property:				
(Address) East of I-35 and West of Riversi	ide Drive				
(Legal Description) Lot 1, Block 1, N	lorthwest ISD High School 4 Addition				
The Authority is granted only fo	r the following specific re	quest:			
(Nature of Appeal) Building Height Va	ariance for the building and our field ligh	poles			
The undersigned is the property	owner of the above-des	cribed pr	operty.		
The Authorization will remain in	force until revoked by w	ritten noti	ce.		
Owne	er - Original Signature:	Sarah	Stewart	Digitally signed by Sarah Stewart DN: C=US, E=sarah.stewart@nisdtx.org, D=Northwest ISD, CN=Sarah Stewart Date: 2025.01.16 14:57:53-06'00'	
	Owner - Print Name:	Sarah S	tewart		
	Address: _	2001 Te	xan Drive, J	ustin, TX 76247	
	Telephone: _	817.215	5.0069		
(All application	ations submitted via ema	il must be	e signed usir	ng a digital ID or certificat	
Accepted for Case No					
Ву		Dat	æ		

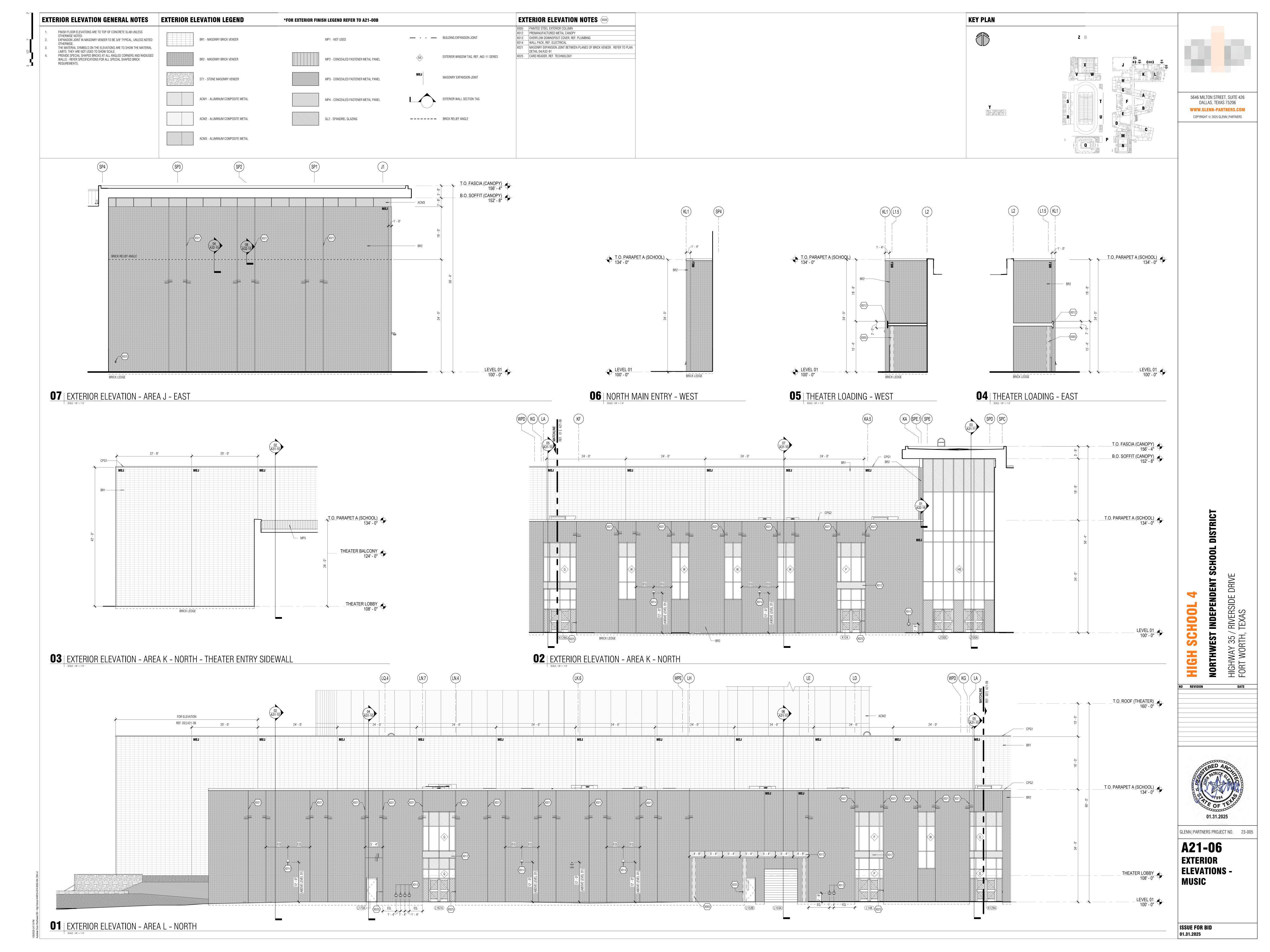


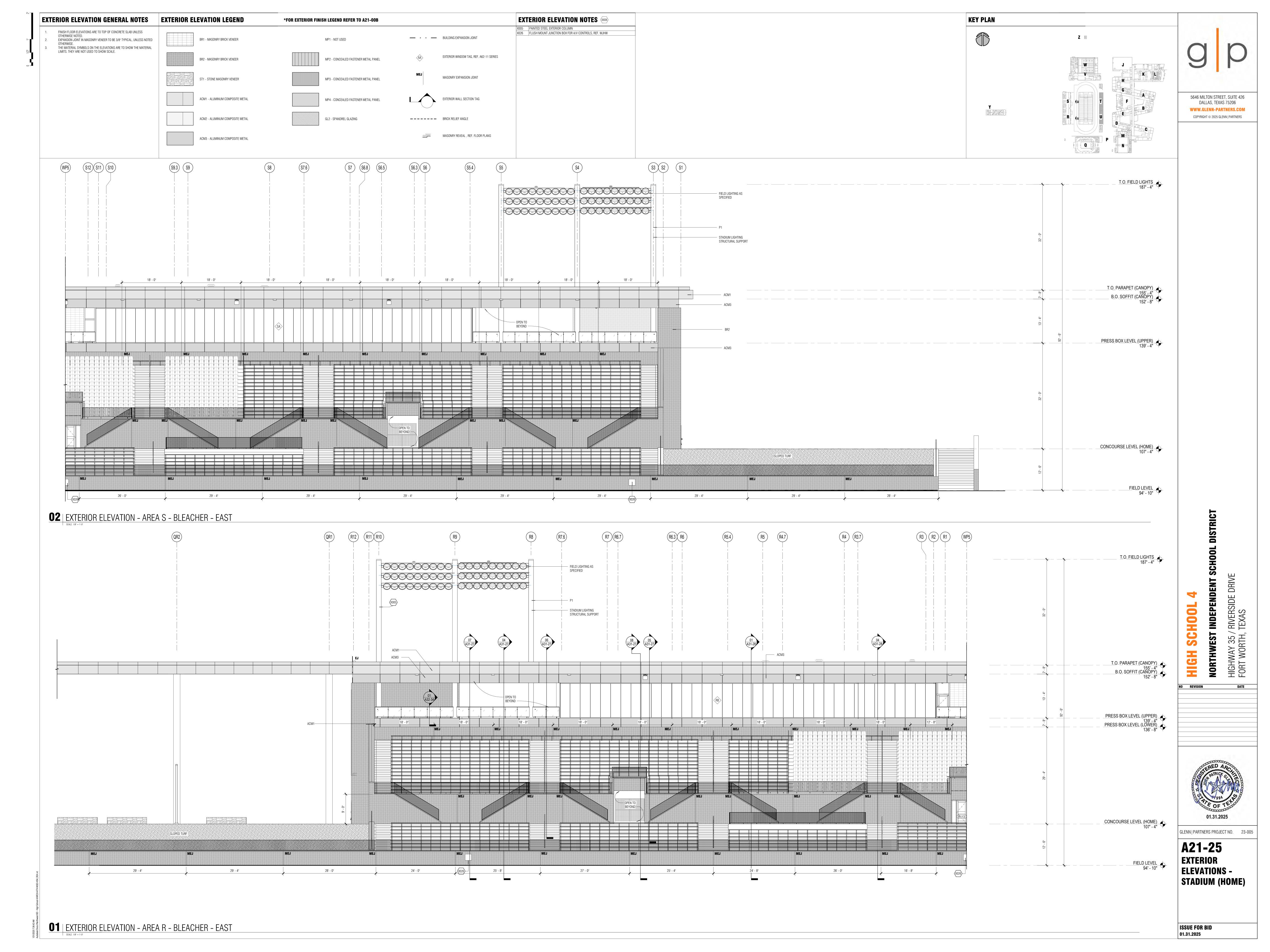












Tolliver Jones, Ashlie D

From: Levi Swinney <Levi.Swinney@glenn-partners.com>

Sent: Monday, February 3, 2025 3:19 PM

To: London, Donnicha; sarah.stewart@nisdtx.org; jpace@abernathy-law.com; Tim McClure;

Patrick Glenn; Hoyle, Lauren

Cc: Austria, Christopher K; Stringfellow, LaShondra H; Knight, Beth; Pena, Michelle; Jones,

Stacy D; Moreno, Karen S; Tolliver Jones, Ashlie D

Subject: RE: BAC-25-006 Northwest ISD - Additional Information Needed for BOA Application

Attachments: NISD HS4 - ISSUE FOR BID - V3 - ARCHITECTURE_FOOD SERVICE - EXTERIOR

ELEVATIONS.pdf

This message is from an external organization.

This message came from outside your organization.

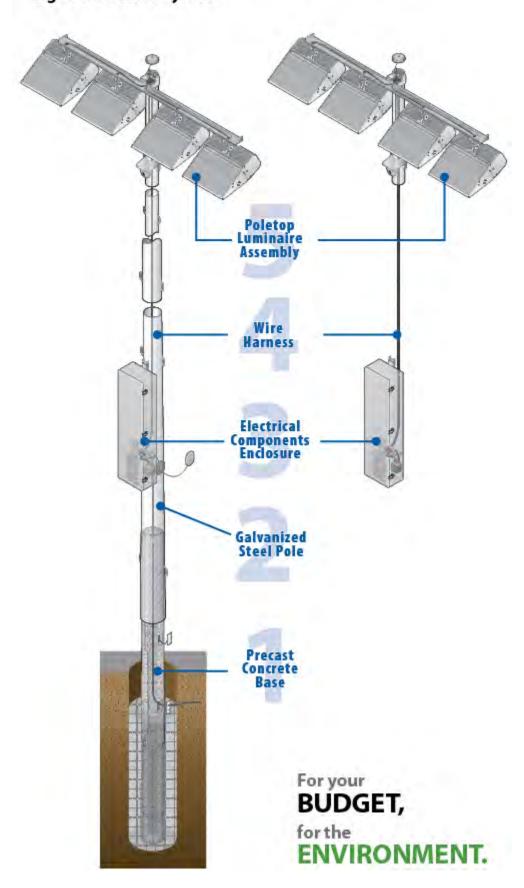
Report Suspicious

Donnicha,

Thank you for following up with our application. I have included a PDF with elevations of the fly-loft, theater (only the fly loft itself is over 55' – the remainder of the theater house is just below 55'), and the home side elevation of the stadium (these are the only field lights we have elevated). Please note that our typical field light poles will be similar to the assembly below. I also included a few renderings of our project that include the fly loft for reference (note these are preliminary and not for construction). Let me know if you need anything else.

Complete Solution Light-Structure System™

Retrofit Solution



Levi Swinney AIA, RID

Associate Partner | Senior Project Architect

glenn partners

5646 Milton Street, Suite 426, Dallas, TX 75206
o: 469.930.7655 m: 817.223.1739 e: levi.swinney@glenn-partners.com
www.glenn-partners.com

From: London, Donnicha < Donnicha. London@fortworthtexas.gov>

Sent: Monday, February 3, 2025 2:09 PM

To: Levi Swinney <Levi.Swinney@glenn-partners.com>; sarah.stewart@nisdtx.org; jpace@abernathy-law.com; Tim McClure <Tim.McClure@glenn-partners.com>; Patrick Glenn <Patrick.Glenn@glenn-partners.com> **Cc:** Austria, Christopher K <Christopher.Austria@fortworthtexas.gov>; Stringfellow, LaShondra H <LaShondra.Stringfellow@fortworthtexas.gov>; Knight, Beth <Beth.Knight@fortworthtexas.gov>; Pena, Michelle

<Michelle.Pena@fortworthtexas.gov>; Jones, Stacy D <Stacy.Jones@fortworthtexas.gov>; Moreno, Karen S

<Karen.Moreno@fortworthtexas.gov>; Tolliver Jones, Ashlie D <Ashlie.TolliverJones@fortworthtexas.gov>

Subject: BAC-25-006 Northwest ISD - Additional Information Needed for BOA Application

Good Afternoon Mr. Swinney and Mr. Pace,

We have received the BOA application; however, we require additional information to proceed. Please provide elevations for the following:

- Lighting
- Fly loft
- Theater

These details are essential for our staff's review and for the Board's consideration. Additionally, it appears that some of the text in the application was cut off due to the character limit. If there is more information regarding the variance requests, kindly send a supplementary description that can be attached to the elevations.

The submitted documents did not mention a variance for the theater, although the email below does. Could you please confirm if a separate variance request for the theater is needed, or if this is covered under the fly loft variance? If a theater variance is required, please provide the request and corresponding elevations.

As for deadlines for February's BOA Agenda, please submit the requested information by tomorrow, February 4th, at 2 PM. Additionally, the estimated fees for the application are approximately \$9,400, with the final invoice to be provided after we review the documents submitted tomorrow. The fee must be paid by Wednesday, February 5th.

Thank you for your attention to these matters. We look forward to receiving the additional materials by the deadline.

Best regards,

Donnicha London

Please note: Development fees will increase on 10/1/24

Donnicha London

Interim Planning Manager
Urban Forestry, Zoning Appeals, and Zoning Plans Exam
Development Services Department
City of Fort Worth
100 Fort Worth Trail
Fort Worth, Texas 76102
Donnicha.London@fortworthtexas.gov

From: Austria, Christopher K < Christopher.Austria@fortworthtexas.gov>

Sent: Friday, January 31, 2025 4:39 PM

To: Jared Pace <<u>jpace@abernathy-law.com</u>>; Ramos, Melinda <<u>Melinda.Ramos@fortworthtexas.gov</u>> **Cc:** tim.mcclure@glenn-partners.com; Patrick Glenn <<u>Patrick.Glenn@glenn-partners.com</u>>; Levi Swinney

< ! Stewart, Sarah < sarah.stewart@nisdtx.org

Subject: RE: Northwest ISD Issue [IMAN-LEGAL.FID2292123]

Mr. Pace,

Good afternoon, I have reviewed your email and have determined that a variance will be required for the height of the theater and light poles for the fields.

The initial issue in September 2023 was whether the proposed location for the high school was exempt from the City's Alliance Airport zoning overlay use restrictions in "I" industrial zoning. It was determined by the City Attorney's Office that notwithstanding the limitations on use in the overlay, the school could be located and constructed on that site in accordance with the constitutional duty of the Texas Legislature to establish through independent school districts a system of public schools. The City does not agree that enforcement of the development regulations as it relates to height for the zoning district interferes with the ability of the ISD to construct the school.

Cities may enforce its reasonable land development regulations and ordinances against an independent school district for the purposes of aesthetics and the maintenance of property values. Tex. Att'y Gen. OP. No. GA-0697 (2009). Chapter 211 of the Local Government Code grants the city the power to adopt zoning regulations for the purposes of promoting the public health, safety, morals, or general welfare and protecting and preserving places of areas of historical, cultural, or architectural importance and significance. Such zoning regulations include regulation of the height and size of buildings and other structures. Whether a school district is subject to zoning regulations concerning aesthetics and the maintenance of property values has been addressed and considered by Texas courts and the Texas Attorney General's Office.

Courts have ruled that cities are able to enforce zoning regulations related to aesthetics and the maintenance of property values against independent school districts because "in zoning, the aesthetic consideration is not to be ignored. Harmonious appearance, appropriateness, good taste and beauty displayed in a neighborhood not only tend to conserve the value of property, but foster contentment and happiness among homeowners." *Connor v. City of University Park*, 142 S.W.2d 706, 712 (Tex. Civ. App. – Dallas 1940 writ ref'd n.r.e.) *See also, City of Houston v. Johnny Frank's Auto Parts Co.*, 480 S.W.2d 774, 780 (Tex. Civ. App.—Houston [14th Dist.] 1972, writ ref'd n.r.e)(quoting language from *Connor*, 142.S.W.2d at 712); *City of Pharr v. Pena*, 853 W.2d 56, 61 (Tex. App. – Corpus Christi 1993, writ denied) (considerations of aesthetics as well as surrounding property values "represent a legitimate goal [and] were substantially related to the public welfare"). The Texas Supreme Court has also ruled that in the area of building regulation, a municipality may enforce its reasonable ordinances

against an independent school district. Port Arthur Indep. Sch. Dist. V. City of Groves, 376 SW.2d 330,333 (Tex. 1964)

If NWISD wishes to build the proposed theater, fly loft, and stadium lighting, at their desired height, then it must seek for a variance from the Board of Adjustment to exceed the maximum allowed height in "I" light industrial zoning district. The requirement to request a variance is uniformly applied to all ISDs within the City for projects that are not in conformance with zoning development standards. I have spoken with the Development Services Department and if NWISD wishes to have their application considered for the February 19, 2025 Board of Adjustment meeting, the application must be completed by early next week. If you wish to submit an application for the February 19, 2025 Board of Adjustment meeting, I recommend contacting Development Services Assistant Director, LaShondra Stringfellow, at LaShondra.Stringfellow@fortworthtexas.gov or the Planning Manager, Donnicha London, at Donnicha.London@fortworthtexas.gov.

If you are unable to submit an application early next week for the February 19, 2025 Board of Adjustment meeting, the City intends to present to the Zoning Commission a proposed text amendment to the zoning ordinance that may resolve this particular height issue. It is tentatively scheduled to be heard by the Zoning Commission at their February 12, 2025 meeting; however, the earliest it could be approved and adopted by City council is March 11, 2025.

Please let me know if you have any questions or concerns.

Sincerely,

Christopher Austria

Senior Assistant City Attorney
City Attorney's Office
100 Fort Worth Trail
Fort Worth, TX 76102
817.392.7619
817.392.8359 fax
Christopher.austria@fortworthtexas.gov



Working together to build a strong community



Please note: Our department has moved to the New City Hall. As of June 3, 2024, our new address is 100 Fort Worth Trail, Fort Worth, Texas 76102.

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is strictly prohibited. If you have received this e-mail in error, please immediately notify Christopher Austria at the City of Fort Worth City Attorney's Office (817) 392-7619.

From: Austria, Christopher K < Christopher.Austria@fortworthtexas.gov>

Sent: Thursday, January 30, 2025 5:53 PM

To: Jared Pace <<u>jpace@abernathy-law.com</u>>; Ramos, Melinda <<u>Melinda.Ramos@fortworthtexas.gov</u>> **Cc:** <u>tim.mcclure@glenn-partners.com</u>; Patrick Glenn <<u>Patrick.Glenn@glenn-partners.com</u>>; Levi Swinney

<levi.swinney@glenn-partners.com>; Stewart, Sarah <sarah.stewart@nisdtx.org>

Subject: Re: Northwest ISD Issue [IMAN-LEGAL.FID2292123]

Jared,

I will provide you a response tomorrow.

Thank you Christopher Austria

Get Outlook for iOS

From: Jared Pace < <u>ipace@abernathy-law.com</u>> Sent: Wednesday, January 29, 2025 6:26 PM

To: Austria, Christopher K < Christopher. Austria@fortworthtexas.gov >; Ramos, Melinda

<Melinda.Ramos@fortworthtexas.gov>

Cc: tim.mcclure@glenn-partners.com <tim.mcclure@glenn-partners.com>; Patrick Glenn

<<u>Patrick.Glenn@glenn-partners.com</u>>; Levi Swinney <<u>levi.swinney@glenn-partners.com</u>>; Stewart, Sarah

<sarah.stewart@nisdtx.org>

Subject: RE: Northwest ISD Issue [IMAN-LEGAL.FID2292123]

Christopher and Melinda,

Have you been able to look into this problem yet to see if you can help us out?

Jared J. Pace, Shareholder and Director jpace@abernathy-law.com / Abernathy-Law



Abernathy, Roeder, Boyd & Hullett, P.C. 1700 Redbud Blvd. / Suite 300 / McKinney, TX. 75069 Main 214.544.4000 / Direct 214.544.4029 / Fax 214.544.4044

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From: Austria, Christopher K < Christopher.Austria@fortworthtexas.gov>

Sent: Friday, January 24, 2025 3:33 PM

To: Jared Pace < <u>ipace@abernathy-law.com</u>>; Ramos, Melinda < <u>Melinda.Ramos@fortworthtexas.gov</u>> **Cc:** <u>tim.mcclure@glenn-partners.com</u>; Patrick Glenn < <u>Patrick.Glenn@glenn-partners.com</u>>; Levi Swinney

<<u>levi.swinney@glenn-partners.com</u>>; Stewart, Sarah <<u>sarah.stewart@nisdtx.org</u>>

Subject: RE: Northwest ISD Issue [IMAN-LEGAL.FID2292123]

EXTERNAL email. Use caution when opening attachments or links from unknown senders.

Jared,

I have reviewed your email and is being discussed. I hope to have a response to you early next week.

Sincerely,

Christopher Austria

Senior Assistant City Attorney
City Attorney's Office
100 Fort Worth Trail
Fort Worth, TX 76102
817.392.7619
817.392.8359 fax
Christopher.austria@fortworthtexas.gov



Working together to build a strong community



Please note: Our department has moved to the New City Hall. As of June 3, 2024, our new address is 100 Fort Worth Trail, Fort Worth, Texas 76102.

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From: Jared Pace < ipace@abernathy-law.com >

Sent: Friday, January 24, 2025 11:49 AM

To: Austria, Christopher K < Christopher.Austria@fortworthtexas.gov>; Ramos, Melinda

<Melinda.Ramos@fortworthtexas.gov>

Cc: tim.mcclure@glenn-partners.com; Patrick Glenn < Patrick.Glenn@glenn-partners.com >; Levi Swinney

<<u>levi.swinney@glenn-partners.com</u>>; Stewart, Sarah <<u>sarah.stewart@nisdtx.org</u>>

Subject: RE: Northwest ISD Issue [IMAN-LEGAL.FID2292123]

Importance: High

Good morning Melinda and Christopher,

Have you had a chance to look into the issue raised in my attached email? I apologize for seeking the urgent attention here, but unfortunately, the District is under a severe time crunch and has already lost a week of progress, and therefore needs your help as soon as possible. Feel free to call me should you wish to discuss. Thanks.

-Jared

jpace@abernathy-law.com / Abernathy-Law



Abernathy, Roeder, Boyd & Hullett, P.C. 1700 Redbud Blvd. / Suite 300 / McKinney, TX. 75069 Main 214.544.4000 / Direct 214.544.4029 / Fax 214.544.4044

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From: Austria, Christopher K < Christopher.Austria@fortworthtexas.gov>

Sent: Friday, January 17, 2025 11:32 AM **To:** Jared Pace < <u>ipace@abernathy-law.com</u>>

Subject: Northwest ISD Issue

EXTERNAL email. Use caution when opening attachments or links from unknown senders.

Good morning Mr. Pace,

Melinda just wanted me to reach out to you to let you know that we are reviewing what you submitted and will respond ASAP.

Please let me know if you have any questions.

Sincerely,

Christopher Austria

Senior Assistant City Attorney
City Attorney's Office
100 Fort Worth Trail
Fort Worth, TX 76102
817.392.7619
817.392.8359 fax
Christopher.austria@fortworthtexas.gov



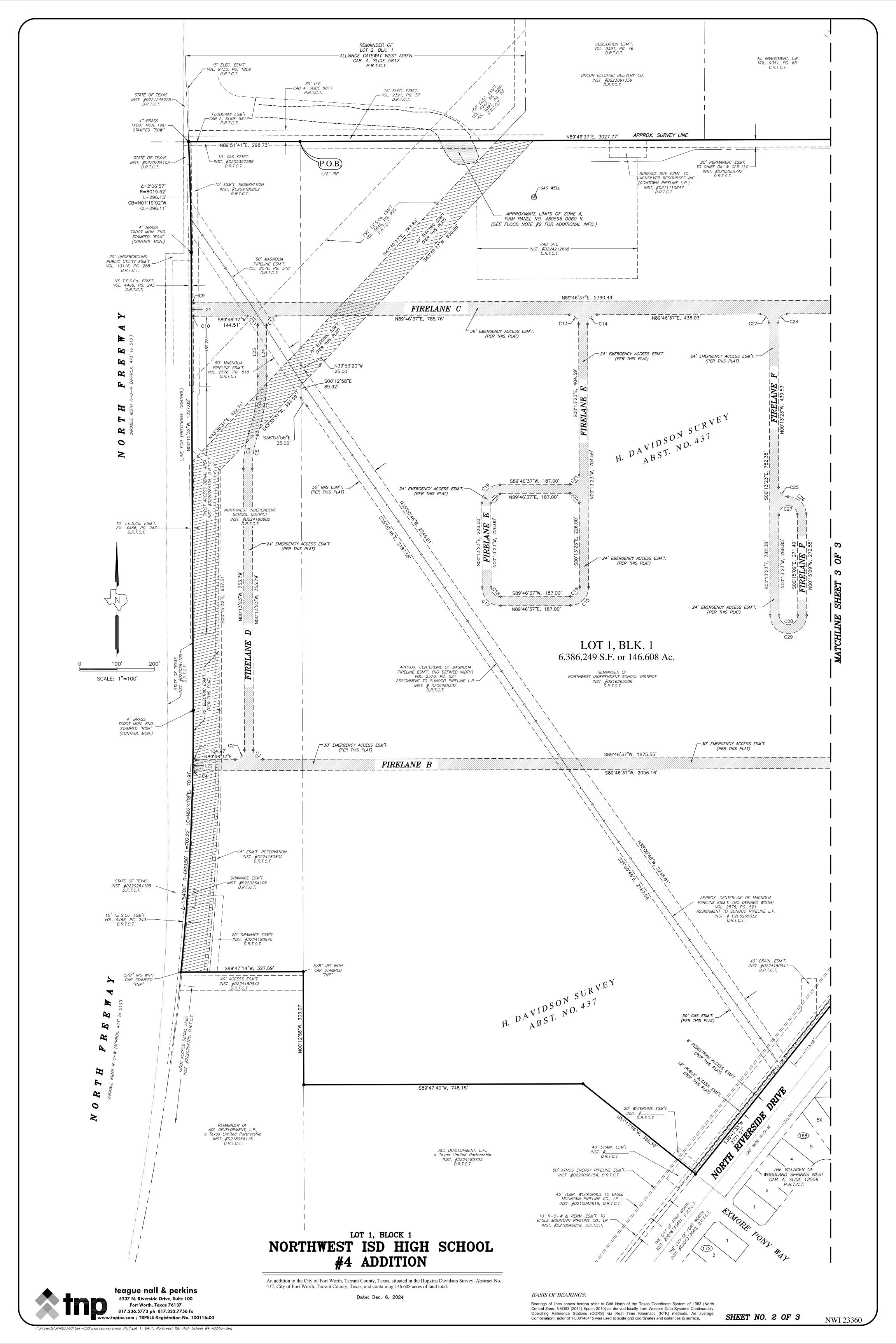
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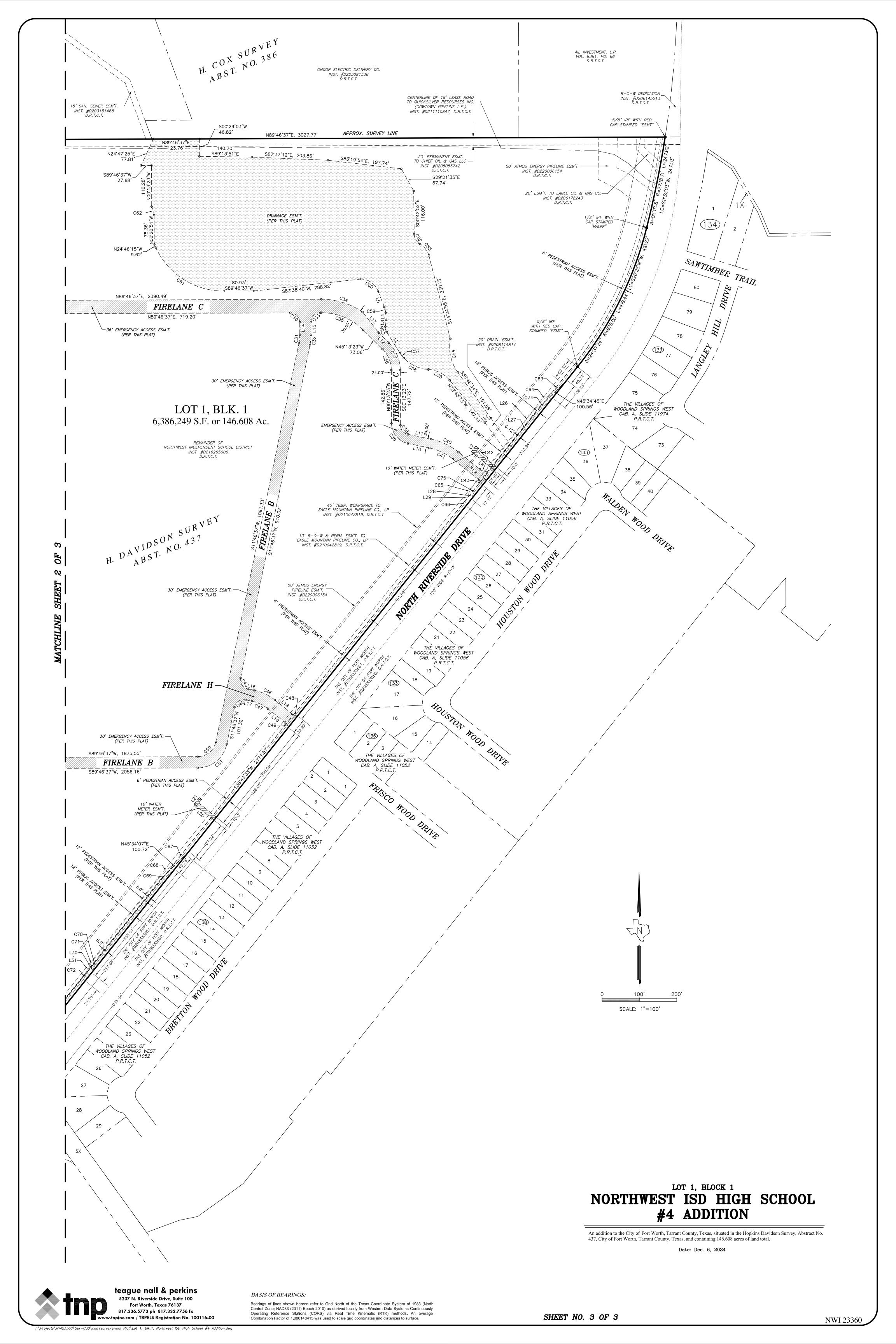


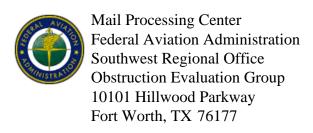
Please note: Our department has moved to the New City Hall. As of June 3, 2024, our new address is 100 Fort Worth Trail, Fort Worth, Texas 76102.

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Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-purpose Building Arena

Location: Fort Worth, TX

Latitude: 32-57-06.82N NAD 83

Longitude: 97-18-20.66W

Heights: 753 feet site elevation (SE)

61 feet above ground level (AGL) 814 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 day	s prior to start of	construction (7	460-2, Part 1)		
X	Within 5 days	after the construc	ction reaches its	greatest heigh	t (7460-2,	Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15025-OE.

Signature Control No: 636886948-644385688

(DNE)

Andrew Hollie Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2024-ASW-15025-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

```
Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

```
2024-ASW-15018-OE exceeds RWY 34R by 11 feet. 2024-ASW-15022-OE exceeds RWY 34R by 10 feet. 2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
```

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

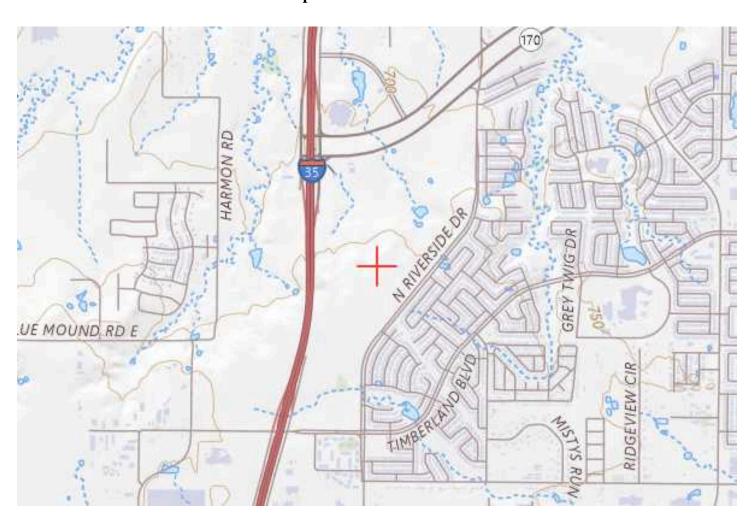
The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

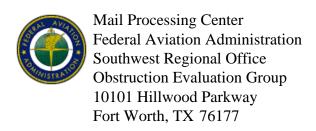
Case Description for ASN 2024-ASW-15025-OE

NISD Highschool #4 - Arena

TOPO Map for ASN 2024-ASW-15025-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Baseball Field

Location: Fort Worth, TX

Latitude: 32-57-08.54N NAD 83

Longitude: 97-18-32.22W

Heights: 763 feet site elevation (SE)

80 feet above ground level (AGL) 843 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X_	_ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 15, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on February 25, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15022-OE.

Signature Control No: 636886312-644386571

(DNH)

Julie A. Morgan Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2024-ASW-15022-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

```
Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

```
2024-ASW-15018-OE exceeds RWY 34R by 11 feet.
2024-ASW-15022-OE exceeds RWY 34R by 10 feet.
2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
```

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

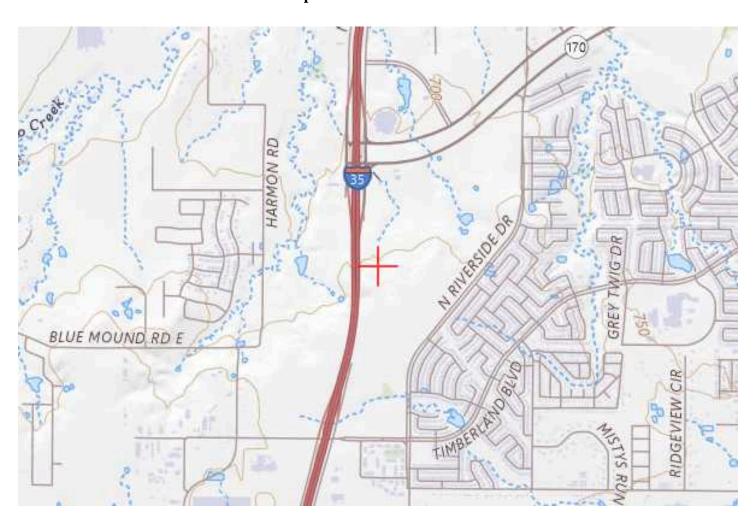
The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

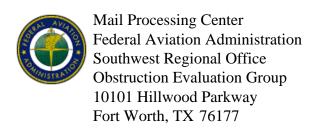
Case Description for ASN 2024-ASW-15022-OE $\,$

NISD Highschool #4 - Baseball Field Lighting

TOPO Map for ASN 2024-ASW-15022-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Football Stadium

Location: Fort Worth, TX

Latitude: 32-57-11.85N NAD 83

Longitude: 97-18-21.82W

Heights: 765 feet site elevation (SE)

90 feet above ground level (AGL) 855 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 15, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on February 25, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15024-OE.

Signature Control No: 636886735-644386570

(DNH)

Julie A. Morgan Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2024-ASW-15024-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

```
Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

```
2024-ASW-15018-OE exceeds RWY 34R by 11 feet. 2024-ASW-15022-OE exceeds RWY 34R by 10 feet. 2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
```

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

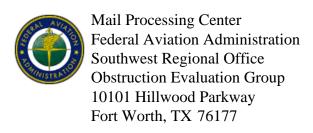
Case Description for ASN 2024-ASW-15024-OE

NISD Highschool #4 - Football Stadium

TOPO Map for ASN 2024-ASW-15024-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Softball Field

Location: Fort Worth, TX

Latitude: 32-57-12.72N NAD 83

Longitude: 97-18-31.63W

Heights: 756 feet site elevation (SE)

80 feet above ground level (AGL) 836 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

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The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

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If we can be of further assistance, please contact Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15018-OE.

Signature Control No: 636886142-644386569

(DNH)

Julie A. Morgan Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2024-ASW-15018-OE

Abbreviations

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Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

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After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

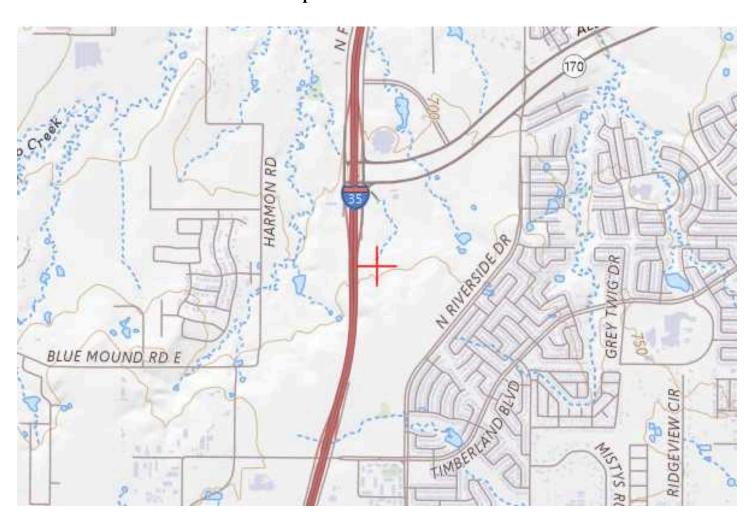
The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

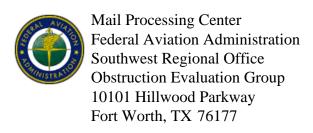
Case Description for ASN 2024-ASW-15018-OE

NISD Highschool #4 Softball Field lighting

TOPO Map for ASN 2024-ASW-15018-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Tennis Courts

Location: Fort Worth, TX

Latitude: 32-57-19.33N NAD 83

Longitude: 97-18-20.95W

Heights: 749 feet site elevation (SE)

70 feet above ground level (AGL) 819 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 days prior to start of construction (7460-2, Part 1)
X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 15, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on February 25, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact

on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15017-OE.

Signature Control No: 636885111-644386568

(DNH)

Julie A. Morgan Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2024-ASW-15017-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

```
Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

```
2024-ASW-15018-OE exceeds RWY 34R by 11 feet. 2024-ASW-15022-OE exceeds RWY 34R by 10 feet. 2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
```

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

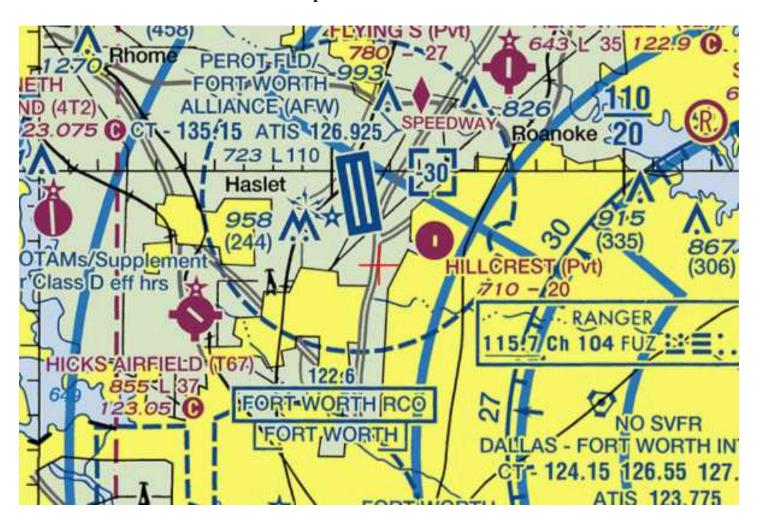
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

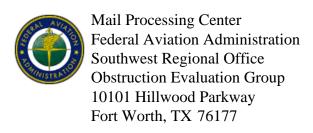
Case Description for ASN 2024-ASW-15017-OE

NISD #4 Highschool Tennis Court Lighting

TOPO Map for ASN 2024-ASW-15017-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-purpose Building Indoor Practice Facility

Location: Fort Worth, TX

Latitude: 32-57-15.79N NAD 83

Longitude: 97-18-21.20W

Heights: 753 feet site elevation (SE)

42 feet above ground level (AGL) 795 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 day	s prior to start of	construction (7	460-2, Part 1)		
X	Within 5 days	after the construc	ction reaches its	greatest heigh	t (7460-2,	Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-15023-OE.

Signature Control No: 636886428-644385687

(DNE)

Andrew Hollie Specialist

Attachment(s) Additional Information Case Description Map(s)

Additional information for ASN 2024-ASW-15023-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

```
Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

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2024-ASW-15018-OE exceeds RWY 34R by 11 feet. 2024-ASW-15022-OE exceeds RWY 34R by 10 feet. 2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
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77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

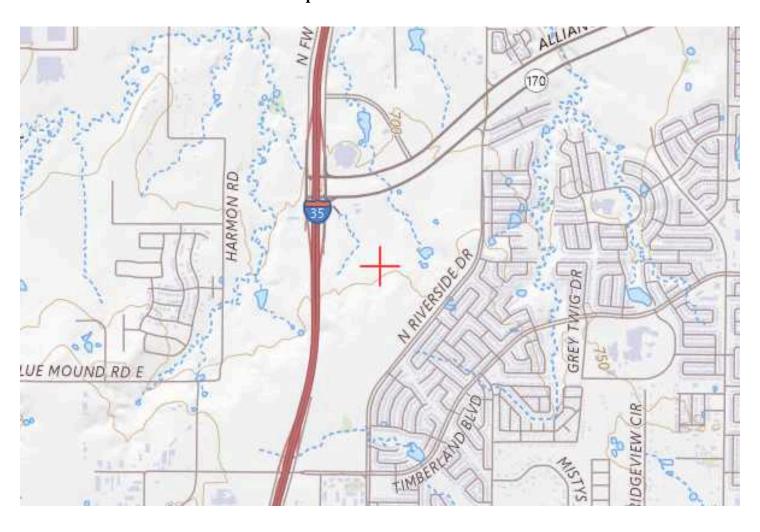
The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

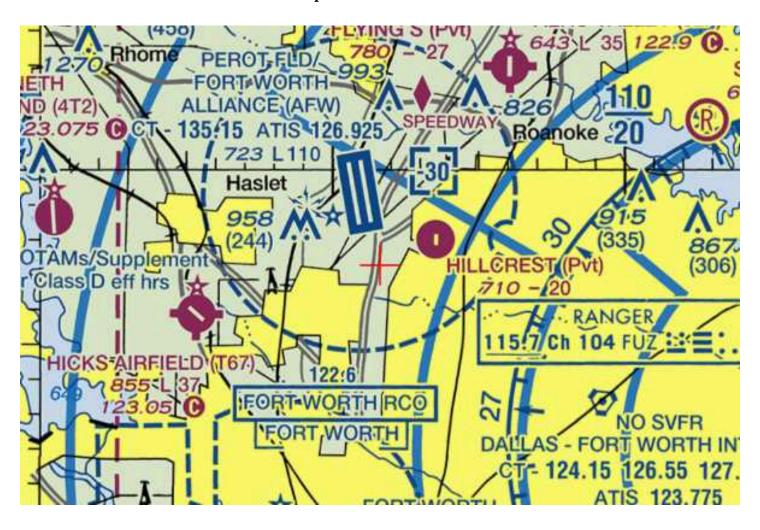
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

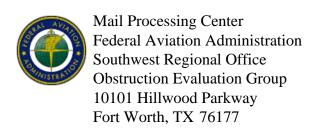
Case Description for ASN 2024-ASW-15023-OE

NISD Highschool #4 - Indoor Practice Facility

TOPO Map for ASN 2024-ASW-15023-OE







Issued Date: 01/16/2025

Sarah Stewart Northwest ISD 1800 Highway 114 Justin, TX 76247

** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: School Northwest ISD High School #4

Location: Fort Worth, TX

Latitude: 32-57-15.78N NAD 83

Longitude: 97-18-15.59W

Heights: 758 feet site elevation (SE)

84 feet above ground level (AGL) 842 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

	At least 10 day	s prior to start of	construction (7	460-2, Part 1)		
X	Within 5 days	after the construc	ction reaches its	greatest heigh	t (7460-2,	Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 07/16/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASW-14678-OE.

Signature Control No: 636270199-644385689

(DNE)

Andrew Hollie Specialist

Attachment(s) Additional Information Case Description Map(s)

Additional information for ASN 2024-ASW-14678-OE

Abbreviations

AGL = Above Ground Level

RWY = Runway

MSL =Mean Sea Level

NEH = No Effect Height

Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that the proposed high school project that consist of 11 studies representing the school and locations around the school, located approximately 2.14 nm southeast of the airport reference point and moving further southeast, is within the protected surfaces at Perot FLD/Fort Worth Alliance Airport (AFW), Fort Worth, TX.

There are four studies that have an impact, and they are:

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Aeronautical Study AGL / MSL Direct distance from runway end 34R 2024-ASW-15017-OE 70 / 819 7941 feet / 1.30 nm Light Pole Tennis Court 2024-ASW-15018-OE 80 / 836 8241 feet / 1.35 nm Light Pole Softball Field 2024-ASW-15022-OE 80 / 843 8627 feet / 1.41 nm Light Pole Baseball Field 2024-ASW-15024-OE 90 / 855 8622 feet / 1.41 nm Stadium
```

Aeronautical study number 2024-ASW-15024-OE is being circulated for public comment. The three light pole studies will be shielded by an existing transmission line and the highway interchange.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

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2024-ASW-15018-OE exceeds RWY 34R by 11 feet. 2024-ASW-15022-OE exceeds RWY 34R by 10 feet. 2024-ASW-15024-OE exceeds RWY 34R by 25 feet.
```

77.19 (e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces.

2024-ASW-15017-OE exceeds RWY 16L/34R by 2 feet.

**Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that

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The proposal was circularized for public comment to 6374 email responders on 11/08/2024, with one comment returned. This came from AFW airport authority on the behalf of the City of Fort Worth that this project would raise the minimums for the various instrument approaches into the airport and for the potential noise issue from jets departing and arriving from the airport. AFW did 64,326 flight operations for the year that ended 10/31/2024.

After conferring with the airport authority that this project will not impact the approaches and that I could not write a hazard determination on noise, but to make an advisory statement, they had no further issues.

It is also noted there is an existing powerline and a roadway overpass that is located between the project and the airport that is just shorter than the project heights.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > While the structure would be located within the airport traffic pattern area lateral boundaries, it would be located well below the traffic pattern altitude at a point in the pattern where arriving aircraft would be required to maintain traffic pattern altitude. Therefore, it would not conflict with airspace required to conduct normal VFR traffic pattern operations at any other known public use or military airports.

The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Case Description for ASN 2024-ASW-14678-OE

Construction of new High School

TOPO Map for ASN 2024-ASW-14678-OE

