

March 2026

Appendix E: Zoning Assessment Summary

Hurst Boulevard Vision – State Highway 10 Corridor Redevelopment Plan

Prepared for:

The North Central Texas Council of Governments

Prepared by:



INTRODUCTION

Hurst Boulevard Vision is a comprehensive corridor redevelopment plan that aims to improve the State Highway 10 (Hurst Boulevard) corridor travelling through the City of Hurst in order to enhance the experience of all users, including residents, business owners, pedestrians, cyclists and commuters. The plan process involved an analysis of the corridor, multiple community engagement opportunities, and catalytic site concepts. The plan will result in an actionable strategy for redevelopment in the area.

This zoning assessment memo reviews the existing zoning along the corridor and identifies opportunities for changes, particularly within the catalytic sites, to promote the desired character of development.

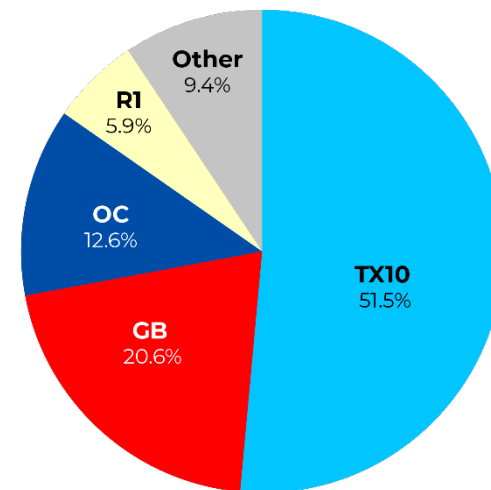
As of early 2026, the city is currently undergoing an administrative reform of the zoning code. The purpose of this effort is to make the zoning code more user-friendly that allows for easier modifications in the future. This administrative update will not make any changes to allowed uses or district standards.

ZONING DISTRICTS OVERVIEW

There are 11 zoning classifications present within the study area, however over 90 percent of the study area is comprised of four major categories, as shown in **Figure 1**. Zoning districts for all of the properties along Hurst Boulevard within the study area are illustrated in **Figure 2** on the following page.

Throughout the corridor, the Texas Highway 10 (TX 10) Multi-Use District is the most prevalent zoning classification at 51.5 percent of all study area property and is intended to support the development of business, industry and relevant support activities. The General Business (GB) and Outdoor Commercial (OC) zoning districts account for 33.2 percent of zoning in the study area. Out of the 140 acres zoned as GB and OC, approximately 65.75 acres (46.9%) are vacant. This does not include unoccupied or abandoned buildings that were once commercial/retail spaces. Residential within the study area is limited, with R-1 Dwelling District (R1) representing 5.9 percent of zoned parcels and all other zoning categories making up 9.4 percent. Other zoning categories include the School, Church and Institution District, Park Land and Open Space, and single-family residential uses.

Figure 1. Study Area Zoning Breakdown

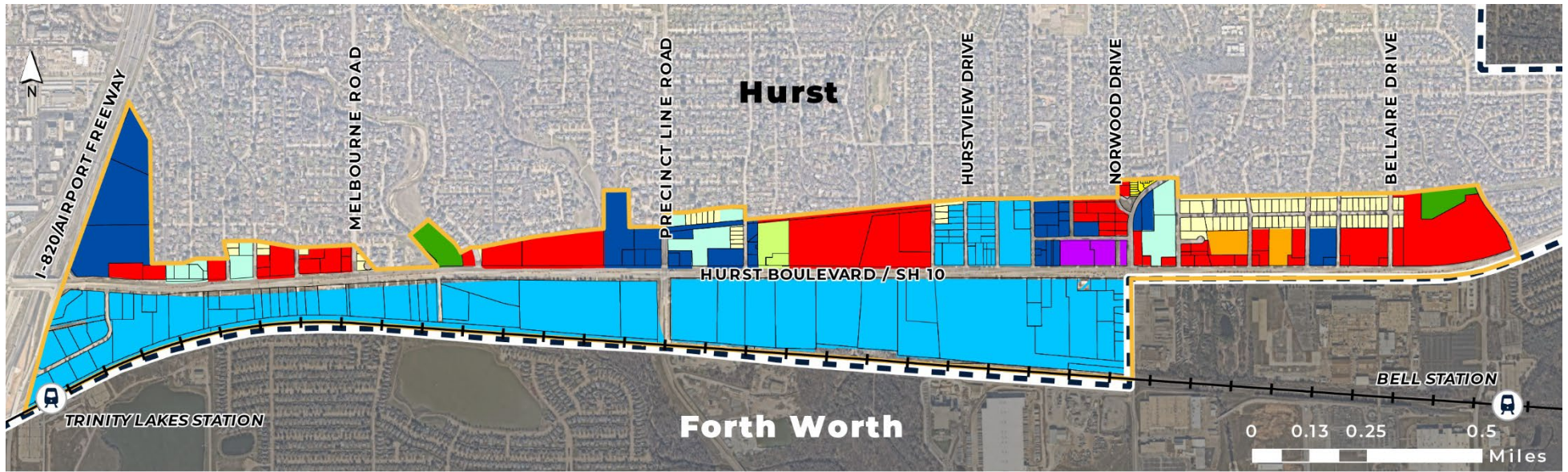


LEGEND

- TX10 - Multi-use District
- GB - General Business
- OC - Outdoor Commercial
- R1 - Dwelling (6du/ac)
- Other



Figure 2. Study Area Zoning Map



LEGEND

- Study Area
- Hurst City Limits
- Trinity Metro TRE Station
- Trinity Metro Railway

Zoning Districts

- | | | | |
|------------------|------|----------------------------------|-------------------------|
| General Business | RE-2 | Outdoor Commercial | Institutional |
| Mobile Home | R1 | Residential Performance Standard | Parkland and Open Space |
| O2 - Office | R3 | TX-10 Multi-Use | |

Source: City of Hurst



TEXAS HIGHWAY 10 MULTI-USE DISTRICT

Uses

With more than 30 permitted uses, the purpose of the TX 10 Multi-Use District is to “concentrate growth to attract businesses and jobs, and enhance the city’s image along State Highway 10.” This zoning district specifically encourages uses that will “stimulate work force expansion, optimize employee to customer ratios, maximize the economic use of available land and encourage the redevelopment of land,” discouraging uses which provide for marginal increases in job growth, promote idle land, and detract from the image of the corridor. ***Some of the permitted uses such as service station and automotive maintenance repair do not match the vision for the western catalytic site, which is zoned entirely TX-10 Multi-Use District.***

Uses **permitted by right** within the TX 10 Multi-Use District include:

1. Accessory use or structure
2. Antique sales
3. Automotive maintenance and repair
4. Bank, savings and loan, or credit union
5. Cafe, restaurant or cafeteria
6. Clinic
7. Convenience store
8. Commercial amusement (indoors)
9. Drive-in eating establishment
10. Drive-through eating establishment
11. Hospital
12. Hotel or motel
13. Manufacturing, processing, fabrication and assembly
14. Movie theaters
15. Personal services shops (no massage establishments)
16. Pharmacies
17. Print shops
18. Professional office
19. Radio, television or microwave tower, as an accessory use or structure only to a primary use
20. Railroad or bus passenger station
21. Railroad right-of-way
22. Research and development laboratory
23. Retail sales and services
24. School (vocational/technical)
25. Service station
26. Shopping center
27. Spas, health studios, fitness centers
28. Service establishment
29. Specialty shops
30. Warehousing and enclosed storage as an accessory use
31. Wholesale display and sales.

Other uses **may be considered via a planned development** if they meet the general purpose of the TX 10 Multi-Use District, listed below.

1. Convenience stores
2. CBD/hemp/cannabis stores
3. Electronic-cigarette sales
4. Tattoo studio
5. Outdoor automotive and equipment sales
6. Multifamily residences
7. Lodges, civic clubs, fraternal organizations
8. Day care
9. Churches
10. Veterinary clinics
11. Contractor services
12. Electrical power substations
13. Theme parks
14. Pawn shops



Development Standards

Chapter 27, Section 27.15.1 of the Hurst Code of Ordinances defines the development standards for the TX 10 Multi-Use District. This section provides an overview of the key development considerations.

Setbacks: Minimum front yard setback is 30 feet from the property line. A 20 foot setback is allowed if entire front yard is landscaped open area. Minimum rear and side yard setback is 10 feet from adjacent property lines and 20 feet when adjacent to a public street.

Buildings on property adjacent to residential properties require a minimum setback of 1 foot in distance from the adjacent property line for multifamily properties for each 1 foot of building height and 2 feet for single-family properties for each 1 foot of building height.

Minimum Lot Size: The minimum lot size is 22,500 square feet and the minimum lot width is 130 feet.

Building Heights: Maximum building height is 60 feet. No buildings should exceed one-story of 20 feet in height when located within 120 feet of a single-family zoned property.

Outside Activities and Uses: Outside display and sale of merchandise in view from Hurst Boulevard must be located adjacent to the main building and cannot extend into any yard area or be located closer to the street than any wall of the primary structure. It also cannot exceed 20 percent of the building area.

Storage of waste materials, vehicles, equipment, raw materials, construction materials and salvaged materials or finished product storage is permitted as an accessory use behind the building and must be screened from view of all adjacent properties. Outside storage and activity areas must be paved and materials may not be stored at a height greater than the height of screening wall or fence.

Screening: Screening fences and walls must be between 6 to 8 feet in height and must be maintained by the property owner. Outside activities and storage areas must be screened from all adjacent properties. All uses must have a masonry screening wall along the entire property line where adjacent to residential properties. Vehicular access to screened storage is permitted with openings that screen outside uses from view when closed.

All loading docks must be at least 50 feet from Hurst Boulevard and be screened by a masonry screening fence or wing wall. Refuse areas must be screened from view by roadways and adjacent properties by a masonry fence. No refuse storage may be located closer than 25 feet to any residential properties. Refuse containers in view from Hurst Boulevard must be screened with an 8 foot masonry fence and have at least one access point via solid wood or metal gate. All new buildings must maintain an exterior wall surface that follows the guidelines shown in the Minimum Masonry Requirements table below.

TX 10 Multi-Use District Minimum Masonry Requirements

Total Floor Area of Structure (SF)	Minimum % of Wall Area to be Masonry
Less than 50,000	80% of all exterior walls
50,000 to 100,000	40% of all street facing walls
More than 100,000	20% of all street facing walls



Landscaping: A landscape buffer of at least 10 feet is required for all lots along Hurst Boulevard, with one tree at least 12 feet tall per every 25 feet of frontage. Parking lots in front of the main building require an open landscaped area at least 25 SF per parking space with one tree per 250 SF of landscaped area. A 10-foot landscape buffer is required between rear lot lines of properties adjacent to the TRE right-of-way if they are being used for outside activities. A 10-foot landscape buffer with an evergreen hedge at least 7 feet in height is required on property lines of storage facilities that are adjacent to single-family residential properties.

Parking: All uses are required to meet the off-street parking requirements defined in the code. Parking spaces must measure 9 feet by 18 feet. Loading spaces must measure 12 feet by 30 feet with a 14 foot height clearance. A sampling of the parking requirements are shown below, which indicates that the current requirements discourage denser uses such as hotels and mixed-use by requiring so much land for parking.

TX 10 Multi-Use District Parking Requirements (Sampling)

Use	# of Spaces	Required for Each
Retail sales, Commercial amusement (indoor), Shopping center, School (vocational/technical), Spas, health studios, fitness centers, Railroad or bus passenger station, Wholesale display and sales, Meeting room within hotel or motel, Contractor services	1	250 square feet of floor area
Hotel, motel, residence motel	1	Guest Room
Multi-family Residence	2	Dwelling Unit



Key Takeaways and Opportunities

The corridor is a hub for industry in the City of Hurst, and the community has a strong desire to retain key industrial sites. However, through this planning process, a desire for retail and community gathering spaces has also been expressed which does not exist along the corridor today.

Within the study area, the TX 10 Multi-Use Highway District in Hurst is designed to permit concentrated growth that maximizes job creation, increases property values, and enhances the city’s urban image. Several sites along the corridor demonstrate how this purpose is being met, particularly through workforce expansion and economic use. Major employers such as **AZZ, Modern Forge, GPS Paints, and Texas Energy Concepts** anchor the district with strong job totals. Industrial businesses like **Bishop Lifting** contribute a positive image to the corridor through a large setback, well-maintained screening, and landscaping. Other examples of existing businesses achieving the purpose of the zoning district include **GPS Paints**, with attractive landscaping and a distinctive building façade, and **LGC Power**, located in the western catalytic site, which supports both employment and a modern urban image. Additionally, multi-family apartment complexes in the corridor improve mobility and corridor aesthetics with sidewalks and landscaping, as well as provide housing to support workforce growth, and reinforce the multi-use character of the corridor.

Looking forward, corridor aesthetic improvements and potential transit-oriented development could further enhance workforce expansion, optimize land use, and attract new investment, all goals of the TX 10 Multi-Use District. Opportunities exist to strengthen the corridor’s role by encouraging adaptive reuse of vacant parcels, integrating floodplains as green amenities, and aligning zoning to better support desired future uses. The TX 10 Multi-Use District currently permits a wide variety of uses. Enforcement of these uses, as well as the addition of and encouragement of specific uses, would better align the zoning ordinance and district guidelines to achieve the future vision of the corridor set out by this plan. Within the TX 10 Multi-Use District, multi-family residences are not allowed by right, but are permitted as a planned development.



GPS Paints has landscaping and a unique façade that supports the image of the corridor.



Provision at Patriot Place Apartments has a continuous sidewalk with landscaping and a wide landscape buffer.



Bishop Lifting has a wide setback with trees and large shrubs that effectively screen the building façade and industrial yard.



TX 10 Multi-Use District Uses

One consideration for better aligning the vision of the catalytic sites in particular would be to allow multi-family by right within the TX 10 Multi-Use District with use limitations such as only if the site is a certain distance from single-family residential. Other potential uses to consider permitting within the existing TX 10 Multi-Use District include museums/learning spaces, youth/teen entertainment use, and artist's studio/gallery.

TX 10 Multi-Use District Development Standards

Overall, the development standards for the TX 10 Multi-Use District create a predictable development pattern, however, minor changes and improved enforcement of regulations would encourage a more appealing and inviting environment along the corridor. For example, large setbacks encourage auto-oriented design and may not be suited for mixed-use environments without additional pedestrian amenities. Development standards should encourage placemaking opportunities along the corridor. Parking requirements in the study area could be reduced to minimize the size of parking lots and allow more space for building space, sidewalks, landscaping and screening. Opportunities to enhance the development standards within the TX 10 Multi-Use District include the following:

- **Allow flexible setbacks for plazas, outdoor dining, or pedestrian-oriented spaces rather than requiring large, landscaped lawns.** Current requirements for the district are 20 to 30 feet setbacks.
- **Introduce maximum setbacks to prevent deep parking lots in front of buildings.** Currently the TX-10 Multi-Use District only has minimum setbacks.
- **Require or incentivize wider sidewalks and pedestrian amenities along Hurst Boulevard including lighting, outdoor seating and shade structures.** These requirements do not exist today.
- **Provide incentives for indoor storage locating storage behind buildings as opposed to open yards.** The current code just requires outdoor storage areas to be screened from other properties.
- **Introduce parking maximums or reductions for mixed-use projects, transit-adjacent sites and other appropriate uses.** The current parking requirements for the zoning district has high parking minimums, which discourages mixed-use development.
- **Encourage parking in the rear of buildings where appropriate.** Parking in front of buildings is currently allowed when landscaping requirements are met.
- **Revise minimum lot size to be smaller.** Currently the TX-10 Multi-Use District requires minimum lot sizes of around 0.5 acres, which can be restrictive to small businesses.



Other Study Area Zoning Districts

General Business (GB) – The primary purpose of the General Business District is to allow a wide variety of commercial uses including retail, service, offices and commercial recreation. Over thirty specific uses are permitted under the GB district, with several additional permitted conditional uses and planned development uses. This provides an opportunity to attract businesses that can satisfy the unique needs of an area. The minimum lot size for this district is 22,500 square feet, with no more than 30 percent of the lot area to be occupied by a building. Exterior yards must be 25 feet in width on the front lot line, providing room for sidewalks and other pedestrian amenities.

Outdoor Commercial (OC) – The Outdoor Commercial District is intended to allow a variety of businesses that would require an extensive amount of land in order to conduct business. There are twenty permitted uses in this category, including repair shops, commercial recreation, motels and drive-in eating establishments. The minimum lot size for this district is 22,500 square feet, with no more than 30 percent of the lot area to be occupied by a building. Every lot must have a front and rear yard of at least 25 feet. This provides room for sidewalks and shade trees, however, a wider buffer in the front would provide more transitional space to account for the larger lot sizes expected with this category.



CATALYTIC SITE LAND USE AND ZONING BREAKDOWN

As part of this project, three catalytic sites were identified to envision future redevelopment opportunities; more details are discussed in **Chapter 3** of the summary report. The land use and zoning breakdown for each of the catalytic sites was analyzed as a part of the existing conditions analysis and informed the concept planning process. The vision of each of the catalytic sites is presented on the following pages noting potential zoning recommendations and site design considerations that would require more of a form-based code approach.

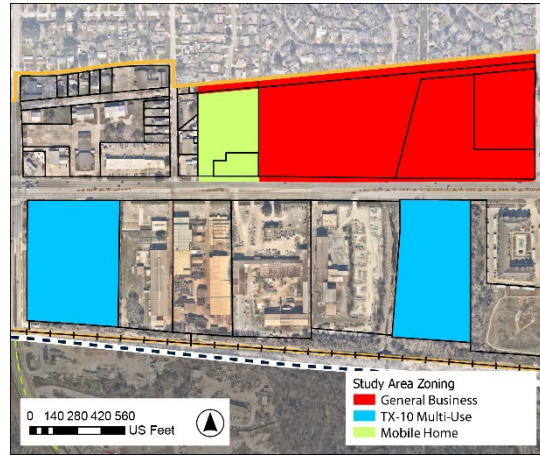
Western Catalytic Site



Zoning Category	% of Site Area
TX 10 Multi Use	100%

Existing Land Use	% of Site Area
Industrial	45%
Retail	15%
Utilities	3%
Vacant	37%

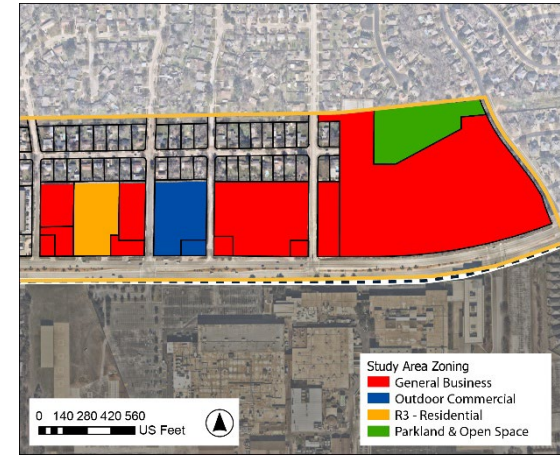
Central Catalytic Site



Zoning Category	% of Site Area
General Business	78%
TX 10 Multi Use	15%
Mobile Home	7%

Existing Land Use	% of Site Area
Mobile Home	9%
Vacant	91%

Eastern Catalytic Site



Zoning Category	% of Site Area
General Business	75%
Parks & Open Space	9%
Outdoor Commercial	9%
Residential (R3)	7%

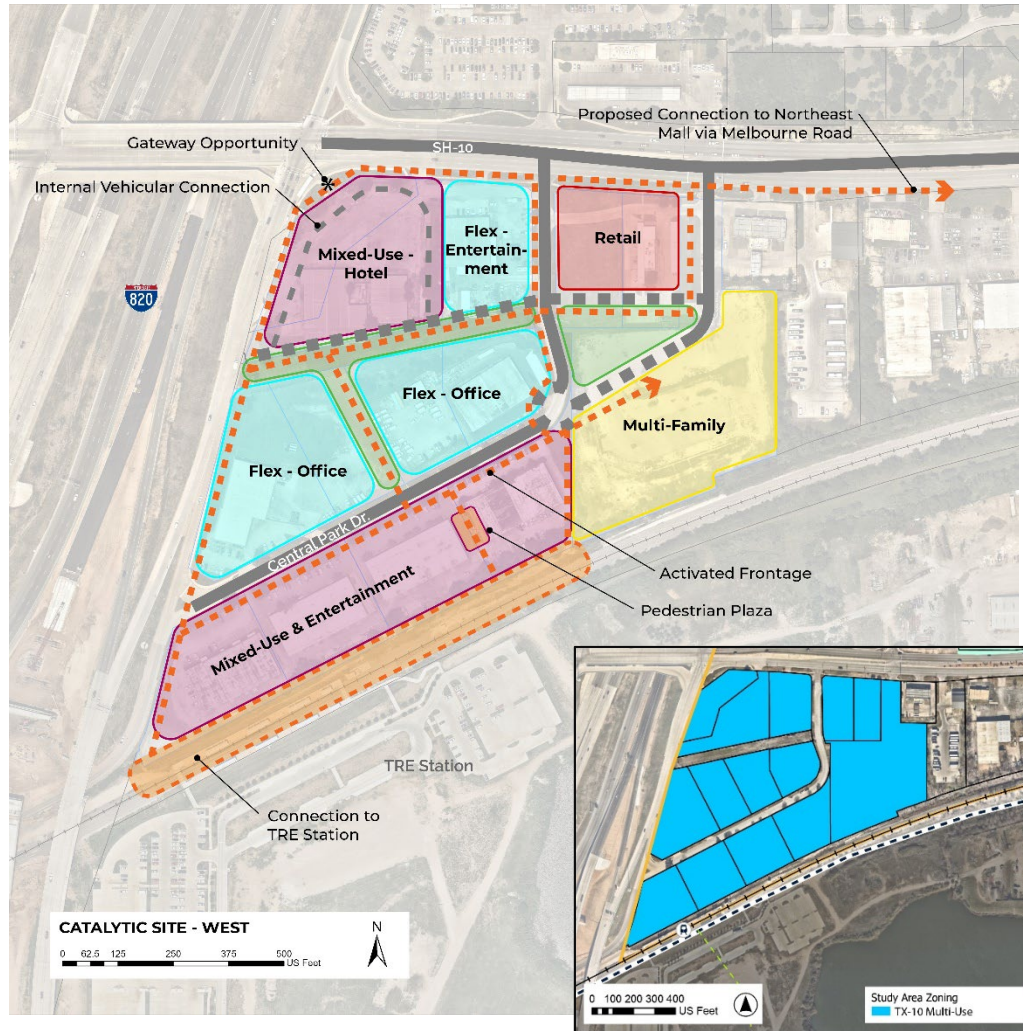
Existing Land Use	% of Site Area
Hotel/Motel	12%
Parks & Recreation	10%
Multi-Family	7%
Retail	4%
Office	3%
Vacant	64%



Western Catalytic Site

The western catalytic site is envisioned as a key gateway into the city, attracting visitors from IH-820 and the TRE rail with a mix of transit-oriented development and community-focused amenities. The entire site is zoned as the TX 10 Multi-Use District and approximately 37 percent of the site is currently vacant.

Proposed Illustrative Concept



- Zoning Considerations**
- Consider allowing multi-family residential by right within the TX 10 Multi-Use District
 - Consider allowing museums/learning spaces, youth/teen entertainment use, artist’s studio/gallery as permitted uses within the TX 10 Multi-Use District

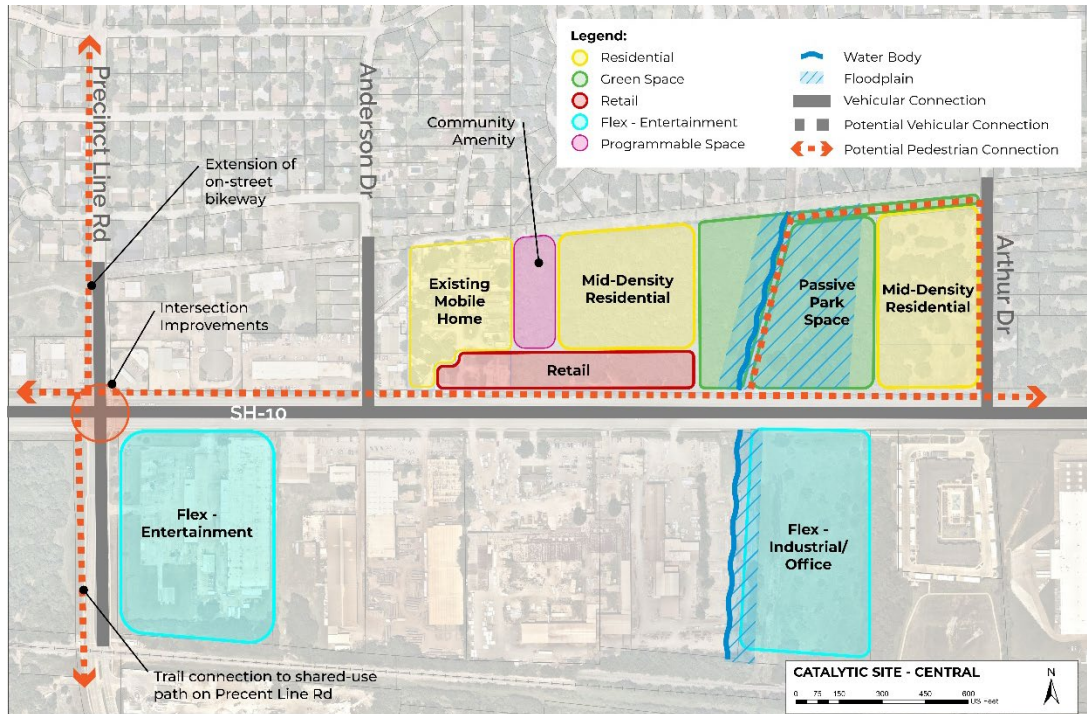
- Site Design Considerations**
- Consider a transit station overlay that reduces parking requirements within 1/2 mile of a transit station
 - Where feasible, place parking at the rear of buildings
 - Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
 - Encourage walkable development in mixed-use areas and activated retail frontage



Central Catalytic Site

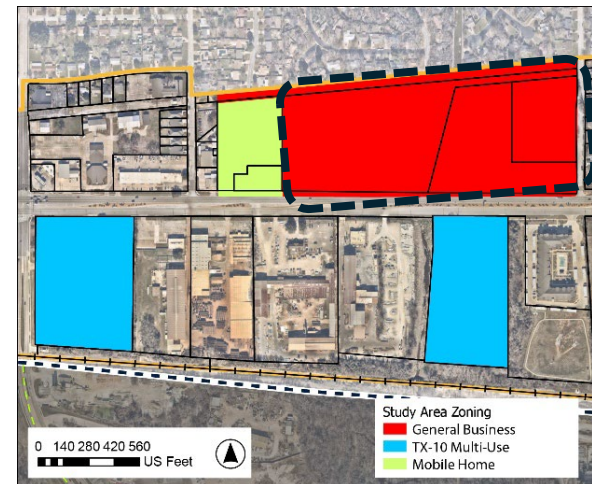
The central catalytic site is envisioned as a key community-oriented hub on Hurst Boulevard that reveals the potential of the existing natural features and supports both residents and employees that work along the corridor with diverse housing options and essential neighborhood services and retail. The majority of the site is zoned General Business, but roughly 91 percent is currently vacant.

Proposed Illustrative Concept



Zoning Considerations

- Consider changing zoning on the north side of Hurst Boulevard from General Business to R-2 residential district to encourage mid-density residential



Site Design Considerations

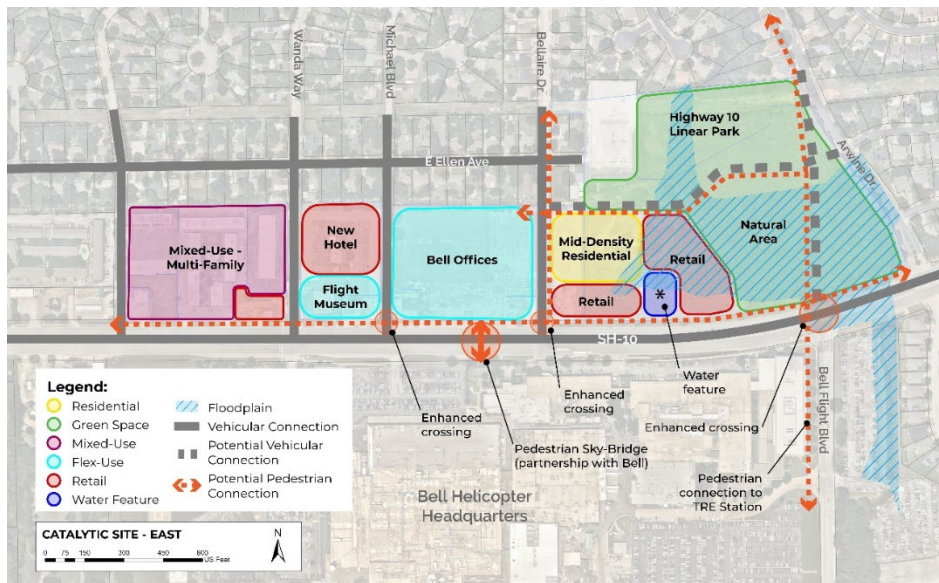
- Incorporate parks and trail amenities with new residential development
- Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
- Utilize low-impact development techniques near the floodplain



Eastern Catalytic Site

The eastern catalytic site is envisioned as a vibrant environment that supports residents and workers, and celebrates the history of Bell Helicopter and the City of Hurst. The majority of the site is zoned General Business, and approximately 64 percent is currently vacant.

Proposed Illustrative Concept



Zoning Considerations

- Consider re-zoning the Outdoor Commercial zoning district to General Business



Site Design Considerations

- Incorporate parks and trail amenities with new residential development
- Where feasible, place parking at the rear of buildings
- Encourage consolidated curb cuts from Hurst Boulevard to reduce disruptions to the pedestrian environment
- Encourage active uses and buildings to integrate open space, outdoor seating, and plazas
- Encourage walkable development in mixed-use areas and activated retail frontages
- Utilize low-impact development techniques near the floodplain

