



# Zoning Staff Report

**Date:** February 14, 2022

**Case Number:** ZC-23-017

**District (old/new):** 8 / 8

## Zoning Map Amendment

**Case Manager:** [Stephen Murray](#)

**Owner / Applicant:** City of Fort Worth

**Site Location:** 6288 Salt Rd

**Acres:** 297.0 acres

### Request

**Proposed Use:** Concrete Recycling Facility

**Request:** To: Amend PD 768 Planned Development/Specific Use for municipal solid waste landfill to add ancillary uses related to the landfill and a concrete recycling facility for TxDOT South East Connector Project; site plan included

### Recommendation

**Land Use Compatibility:** Requested change **is compatible.**

**Comprehensive Plan Consistency:** Requested change **is consistent**

**Staff Recommendation:** **Approval**

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

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## Project Description and Background

The subject property is located on Salt Road near IH 20 Eastbound. The Fort Worth Southeast Landfill is applying to amend their current PD to allow concrete recycling on the existing site. Construction generated concrete would be hauled into the site and recycled into road base, then hauled back out for use in the road construction of the Southeast Connector Project. Once the project is complete the concrete recycling operation will be removed. The attached site plan map shows the location of the concrete recycling plant on 4 acres of the existing 300.63-acre PD/SU exhibit attached shows the current zoning and land use around the landfill.

The Southeast Connector Project (SEC) is a 11-mile reconstruction of I-20/I-820, I-20/US 287 and I-820/US 287 interchanges for the Texas Department of Transportation. This project benefits the City of Fort Worth, City of Arlington, City of Forest Hill, and City of Kennedale. The project is closer to the proposed Southeast Landfill, as opposed to alternative locations.

The concrete recycling activity for TxDOT's Southeast Connector project is being proposed at the northwest corner of the Southeast Landfill (SELF) for the following reasons:

- The northwest corner is located away from residents
- Trucks would not utilize Dick Price Road where residents live, which mitigates noise, dust, and traffic impacts
- The landfill hill provides noise protection
- It avoids concrete recycling in the ROW of an active highway, helping with traffic safety
- Placing the site within the SELF does not add to the industrial footprint of the area
- It is away from Lake Arlington
- Reusing the soil from the concrete recycling process on the landfill reduces truck traffic and helps with daily cover

## Surrounding Zoning and Land Uses

North City of Kennedale / industrial

East City of Kennedale / single-family, industrial

South "CF" Community Facilities; ETJ / single-family, vacant, industrial

West "A-10" One-Family / vacant

## Recent Zoning History

- None

## Public Notification

300-foot Legal Notifications were mailed on January 27, 2023.

The following organizations were notified: (emailed January 27, 2023)

### Organizations Notified

Kennedale ISD	Trinity Habitat for Humanity
Streams and Valleys Inc	Fort Worth ISD
Everman ISD	

## Development Impact Analysis

### Land Use Compatibility

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The applicant is proposing to rezone this property to amend their current PD to allow concrete recycling on the existing landfill. Surrounding land uses vary and are primarily industrial, vacant with single-family scattered nearby.

The proposed use will be contained within the confines of the existing landfill facility and is **compatible** with surrounding land uses.

### Comprehensive Plan Consistency – Far South

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The adopted Comprehensive Plan designates the subject property as infrastructure. The proposed zoning aligns with the following policies of the Comprehensive Plan:

- Locate large commercial and institutional uses adjacent to arterial streets, preferably at the intersections of other arterials and highways.
- Provide for and maintain interconnectivity of streets and trails, especially within residential subdivisions, to reduce vehicle trips on arterial streets, increase efficiency, reduce air pollution, distribute traffic, improve access to public places, improve efficiency in providing services and deliveries, and ensure access for emergency services.

Based on conformance with the future land use and policies stated above, the proposed zoning **is consistent** with the Comprehensive Plan.

### Economic Development Plan

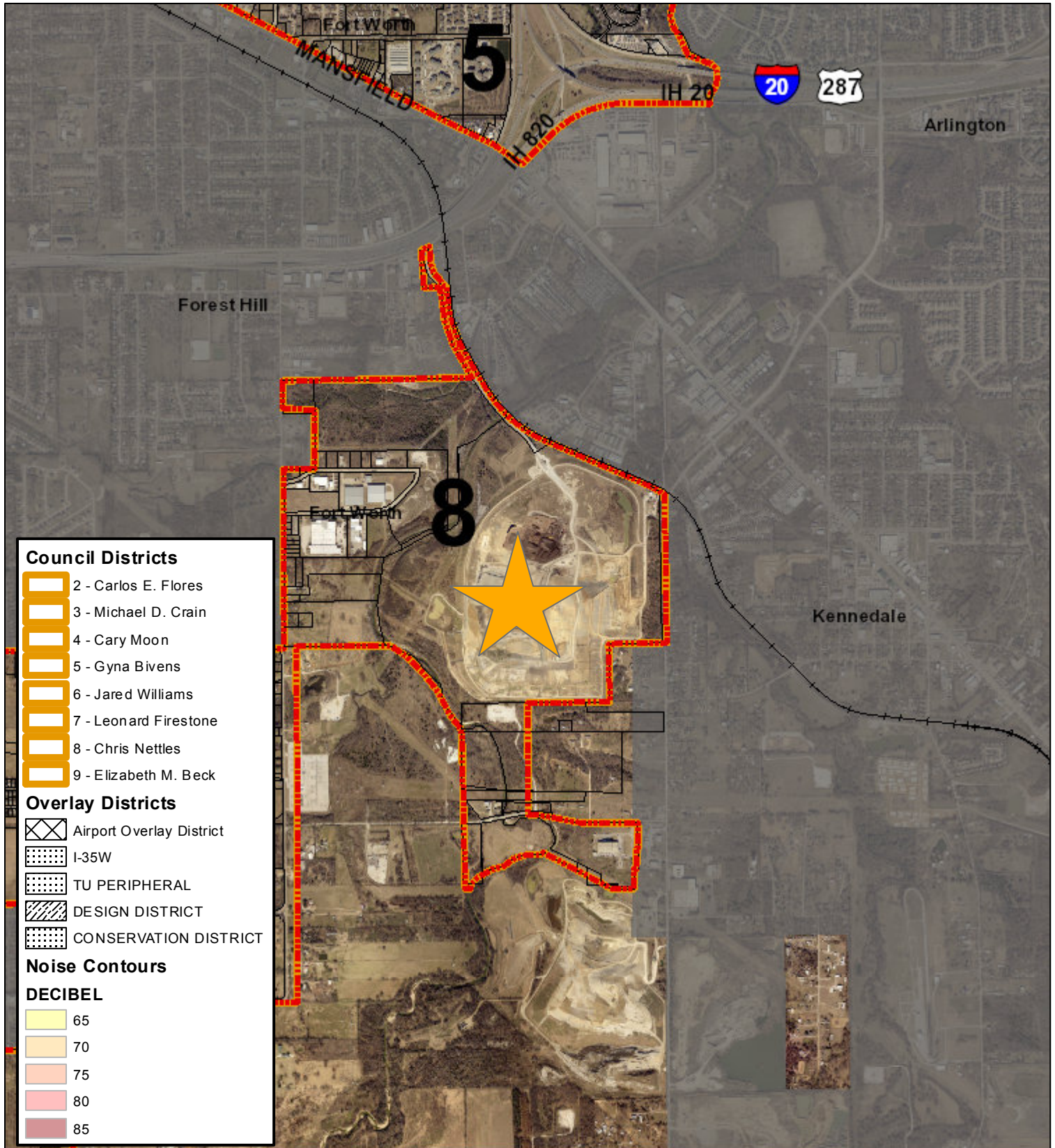
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The Far South sector of the City is not directly addressed in the adopted Economic Development Strategic Plan, which focuses on development strategies for established interior neighborhoods rather than the periphery of the City; however, the proposed use will indirectly increase transportation efficiency and bolster the economy.


















### Area Map



**Council Districts**






-  2 - Carlos E. Flores
-  3 - Michael D. Crain
-  4 - Cary Moon
-  5 - Gyna Bivens
-  6 - Jared Williams
-  7 - Leonard Firestone
-  8 - Chris Nettles
-  9 - Elizabeth M. Beck

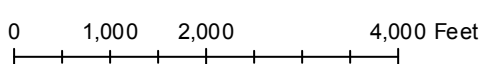
**Overlay Districts**

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

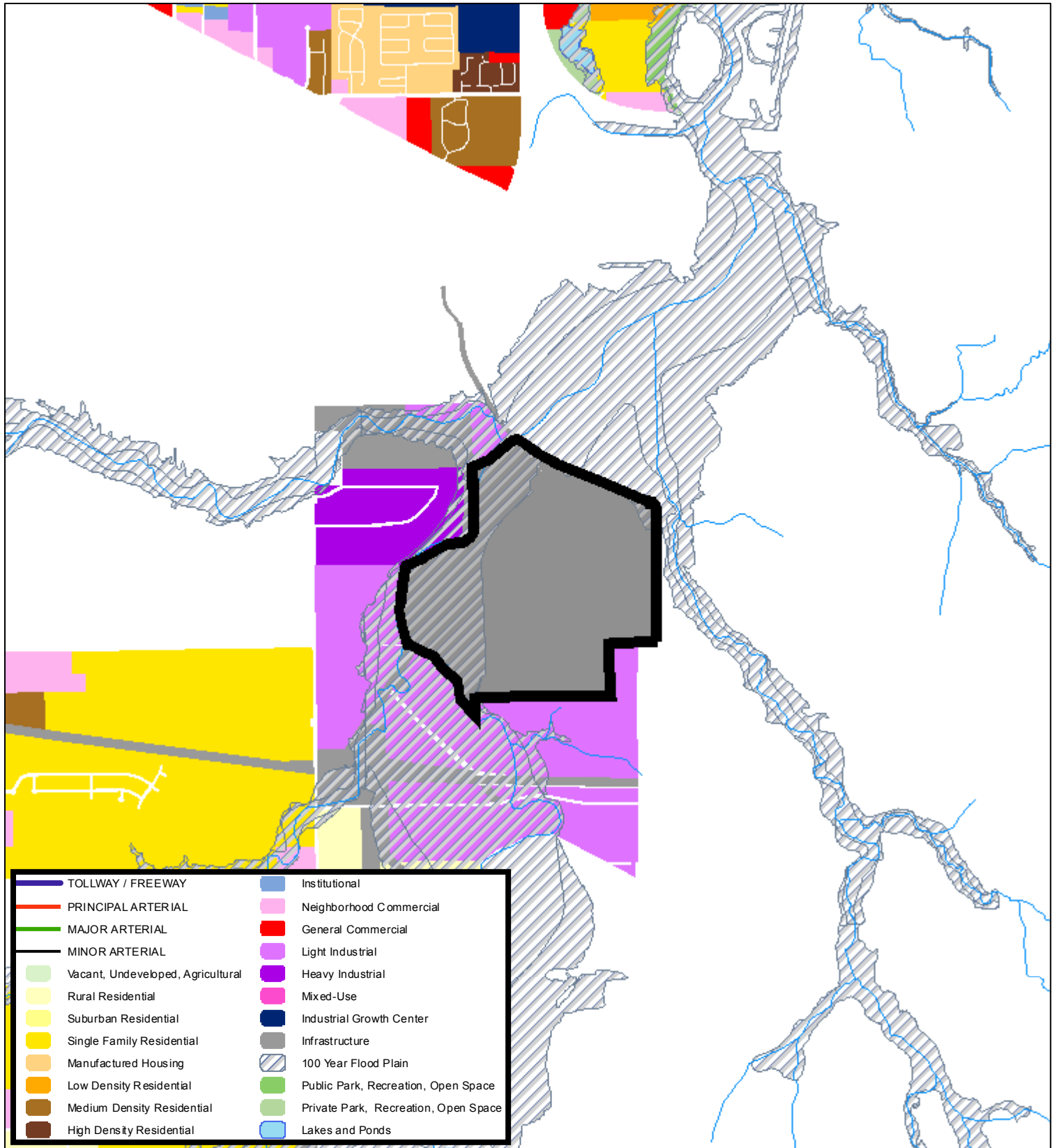
**Noise Contours**

**DECIBEL**

-  65
-  70
-  75
-  80
-  85



### Future Land Use



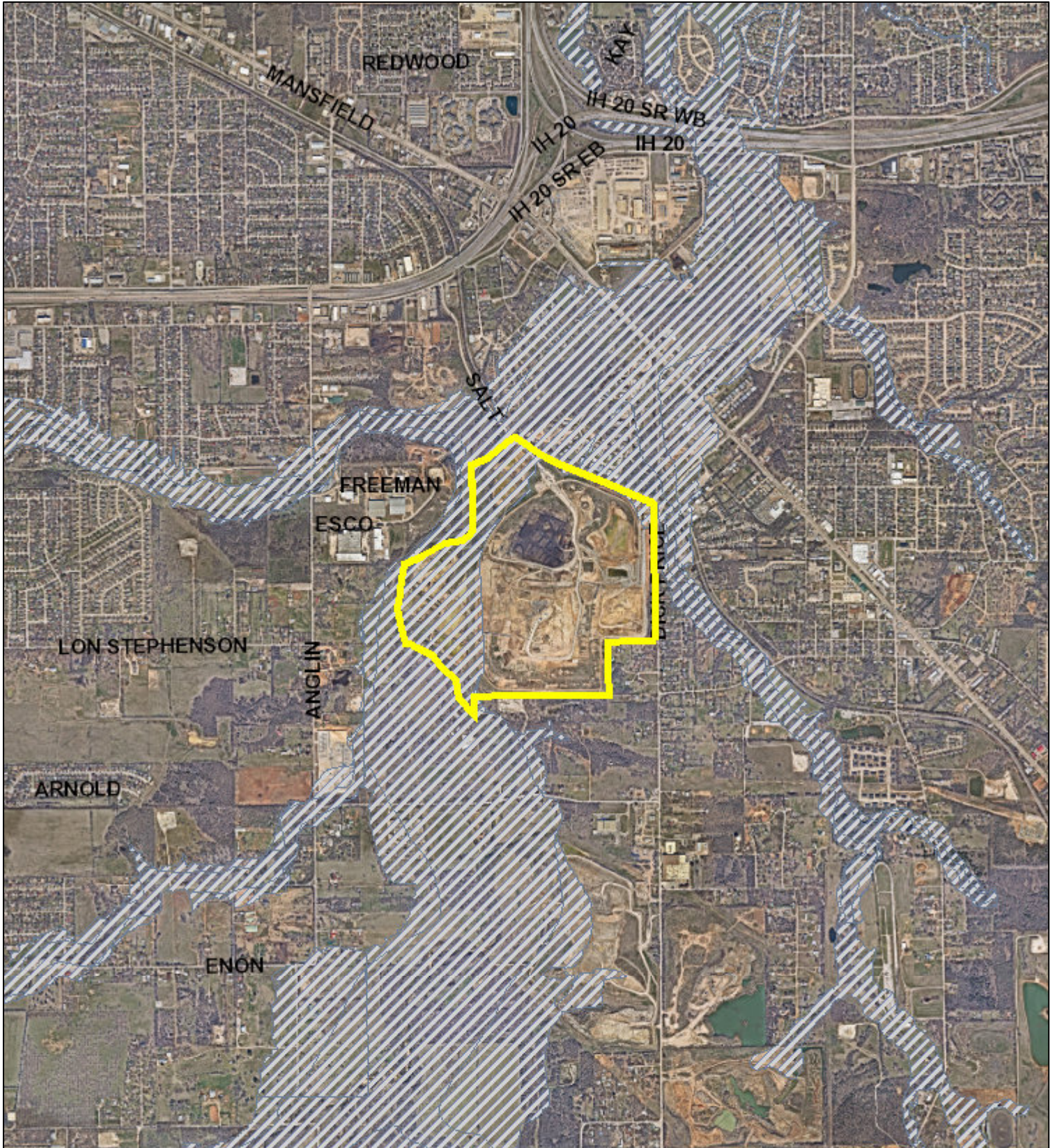
2,100 1,050 0 2,100 Feet

A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 213.005.) Land use designations were approved by City Council on March 6, 2018.





## Aerial Photo Map



0 1,375 2,750 5,500 Feet

