



Zoning Staff Report

Date: October 11, 2022

Case Number: ZC-22-139

Council District: 3

Zoning Map Amendment

Case Manager: [Brett Mangum](#)

Owner / Applicant: Jammy Inc., Ralph Bradley / MJ Thomas Engineering, Mickey Thomas

Site Location: 3824 Benbrook Highway

Acreage: 6.01 acres

Request

Proposed Use: Warehouse

Request: From: “E” Neighborhood Commercial with NASJRB APZ II Overlay

To: “I” Light Industrial with NASJRB APZ II Overlay

Recommendation

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

Comprehensive Plan Consistency: Requested change **is not consistent**

Staff Recommendation: **Approval**

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

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Project Description and Background

The subject site is in Council District 3, just south of the Benbrook traffic circle. For approximately the past four decades, the property has remained an empty parking lot. The property owner plans to construct a new warehouse building for the wholesale distribution of auto parts and truck & trailer accessories. The proposed warehouse would be a 35 foot tall 50,000 square foot building, with a smaller shop on-site for vehicle and maintenance equipment storage. There will be minimal staff, usually 4 full time workers. A Concept Layout was provided by the applicant to give an idea as to how the buildings will be laid out and how the site will function as a whole. The applicant's intention is to route all business traffic around 377 and the traffic circle, and not via Chapin Road.

Current zoning on the site is "E" Neighborhood Commercial, and the request is to rezone to "I" Light Industrial. "I" is the least intensive zoning district where warehouse is allowed by right. Additionally, the site lies within the APZ II (Accident Potential Zone) Overlay, which is based on the location of the site just under the main flight path of the Fort Worth Naval Air Station – Joint Reserve Base runway. This overlay was created by the City to ensure compatible development in this area and to promote safety. Industrial development is preferred within the APZ II in order to minimize foot traffic, and because it does not require the same level of noise mitigation that residential or commercial development would require.

There is a substantial 20 foot wide drainage ditch running the entire length of the property on the west side nearest Bonnie Drive. The owner is planning for a minimum 60 foot building setback which will exceed the minimum requirements. There is also a full length tree line along that drainage culvert will not be altered due to Urban Forestry requirements.

The Zoning Commission unanimously voted to recommend approval of the rezoning request from "E" with NASJRB APZ II Overlay to "I" with NASJRB APZ II Overlay at the public hearing on **September 14th**.

Surrounding Zoning and Land Uses

North "FR" General Commercial Restricted / hotel
East "FR" General Commercial Restricted / contractor's office
South "PD-279" Planned Development-Specific use for office-retail-warehouse / Office-retail-warehouse
West "A-5" One Family / single family residential

Recent Zoning History

- None

Public Notification

300-foot Legal Notifications were mailed on September 1, 2022.
The following organizations were emailed on August 26, 2022:

Organizations Notified	
Ridglea Area Neighborhood Alliance	Bomber Heights NA*
Ridglea Hills NA	NAS Fort Worth JRB RCC
Streams & Valleys Inc	Trinity Habitat for Humanity
Camp Bowie District, Inc	Fort Worth ISD

**Located closest to this registered Neighborhood Association*

Development Impact Analysis

Land Use Compatibility

The 6-acre property is situated on a major road corridor (U.S. Highway 377) and has commercial enterprises to the north and south. While the site is directly adjacent to an existing developed single-family neighborhood to the west, the drainage channel combined with buffering measures required by the Zoning Ordinance mean that development of the warehouse should by and large be suitable. The applicant has met with neighboring property owners and provided multiple letters of support from various property owners directly adjacent on Bonnie Drive.

The applicant has been notified of the development standards applicable to this particular site, including but not limited to:

- Supplemental buffer yard, building setbacks, and screening will apply since the proposed “I” Light Industrial zoning and the existing “A-5” One Family residential zoning along Bonnie Drive will be directly adjacent, with no street or alley in between.
- 5 foot landscaped buffer yard required along the same property line in addition to base landscaping requirements. If there is a drainage way or other obstacles that prevent it from being placed directly on the property line, then it can be shifted to the nearest compatible placement closer to the building.
- Any buildings must be at least 50 feet off the property line parallel to the lots facing Bonnie Drive.
- A screening fence will also be required along this property line. The screening fence must be a solid masonry wall, wood fence, or combination thereof, at a minimum height of 6 feet along the entire adjacent property line except for minimum required front yards (should terminate at 20 feet off the Chapin Road property line).
- 55 foot maximum height.
- Minimum parking amounts would apply. The warehouse will require one parking space per four employees, with a four space minimum.
- Base landscape requirements are either 4% of the site OR 30 foot strip along all public rights-of-way.

The presence of the APZ II Overlay has a great impact on the City’s evaluation of the proposed rezoning. Ordinarily, staff would not encourage industrial type development so close to residential areas, however since the overlay diminishes the attractiveness of the land for residential, commercial, and mixed use applications, industrial uses are ideally suited for this site. Of the industrial land uses, warehouse is amongst the least intensive, in comparison to manufacturing, auto-related uses, or those uses with outdoor activity. All things considered, the proposed rezoning to “I” Light Industrial **is compatible** with surrounding land uses.

Comprehensive Plan Consistency – Western Hills/Ridglea

The 2022 Comprehensive Plan currently designates the subject property as future Neighborhood Commercial on the Future Land Use Map. The proposed rezoning **is not consistent** with the adopted Comprehensive Plan designation. However, the rezoning request does align with at least two of the Sector Land Use Policies that apply to the Western Hills/Ridglea sector of the City.

WESTERN HILLS/RIDGLEA SECTOR FUTURE LAND USE

Sector Land Use Policies

4. Discourage incompatible uses within the NASFW JRB runway Clear Zone and Accident Potential Zones. Discourage residential development or require sound mitigation within areas of noise levels greater than 65 decibels for all airports to ensure compatibility between surrounding land uses while providing additional protections to airport operations.
6. Stimulate redevelopment of the Camp Bowie Boulevard, Camp Bowie West, Altamere Drive/US 377, and Lackland Road/Green Oaks Road commercial districts.

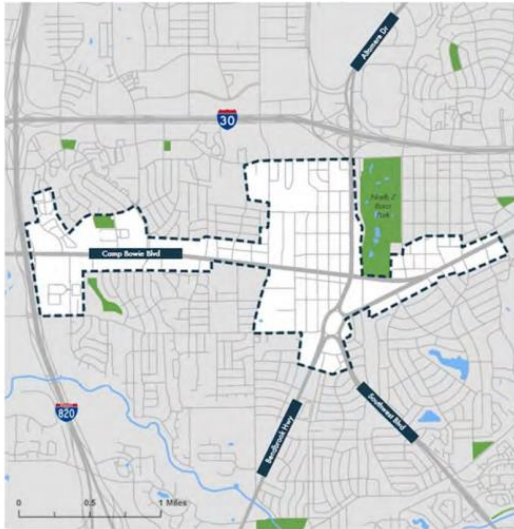
If this zoning change request is approved, staff recommends that the Future Land Use Map also be updated to reflect this change.

Economic Development Plan

The 2017 Economic Development Strategic Plan identified a vision, goals, and strategies to facilitate the success and growth of the City of Fort Worth. 3824 Benbrook Highway is located within one of the six target areas identified in the plan. These target areas have not benefited from Fort Worth's population and employment growth in recent years. The challenge can be seen on the ground in the form of vacant buildings, struggling commercial properties, and the lack of new construction and investment.

TARGET AREA: WEST CAMP BOWIE

FIGURE 6. WEST CAMP BOWIE SNAPSHOT



INDICATOR	VALUE
Total area (acres)	1,164
Dominant zoning: Camp Bowie Form-Based	30%
DEMOGRAPHICS & COMMUTING	
Total residents	15,445
Median household income	\$51,792
Inbound commuters (work in area)	4,759
Outbound commuters (live in area)	2,092
PROJECTED EMPLOYMENT INCREASE BY 2040	
NCTCOG forecast (jobs added)	6,764
FA growth target (jobs added)	6,764
INCENTIVES IN STUDY AREA	
Urban Villages Plan	No
Neighborhood Empowerment Zone	No
PID District	Yes
TIF District	No

The West Camp Bowie area has the highest household income of all six target areas, on-par with the city's median. It is also the only zone with a predominantly White (not Hispanic or Latino) population. A third of the area is zoned as a PID, managed by the Camp Bowie District, Inc. nonprofit organization. This district is comprised of three unique zones (General Corridor Mixed Use, Industrial Arts, and the Western Business District) designed to strengthen the sense of place for each area. There is public support for this district plan and for increased small scale commercial and mixed-use development. The target area includes vacant land for additional growth, but parcel sizes are small and ownership is divided. The commercial base is largely industrial, but additional development in this area may be difficult without public assistance in land banking and consolidation. The primary challenge to improvement in this target will be overcoming the declining retail and commercial corridor dominated by auto-oriented businesses, and low-rent uses.

PRIMARY CONSIDERATIONS

- The PID could serve as a catalyst for redevelopment with strategic investments in streetscape. A more aggressive strategy to spur redevelopment along the corridor could be pursued by a City takeover of the TXDOT controlled roadway, to re-position the road as a more pedestrian and bike-friendly corridor.
- City investments should be prioritized for projects that will have the greatest economic benefit. Mixed-use development should be a focus as should transportation and infrastructure improvements to create better interconnection within the Camp Bowie area.
- High quality housing should be preserved and expanded in this district, prioritizing rehabilitation of existing units and working with local partners to expand affordable homeownership options.

One of the desired outcomes of the Economic Development Plan is a more sustainable tax base, driven less by residential property valuation and more by commercial and industrial investment. The conversion of this property from an under developed site to an active industrial enterprise allows for the continued diversification of the tax base and has the potential to spur additional growth and regeneration in the area. Additionally, the City has adopted the goal of supporting the growth of independent, locally-owned small businesses like Jammy Inc.

INITIATIVE 1.3. BUSINESS RETENTION & EXPANSION (BRE)

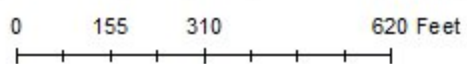
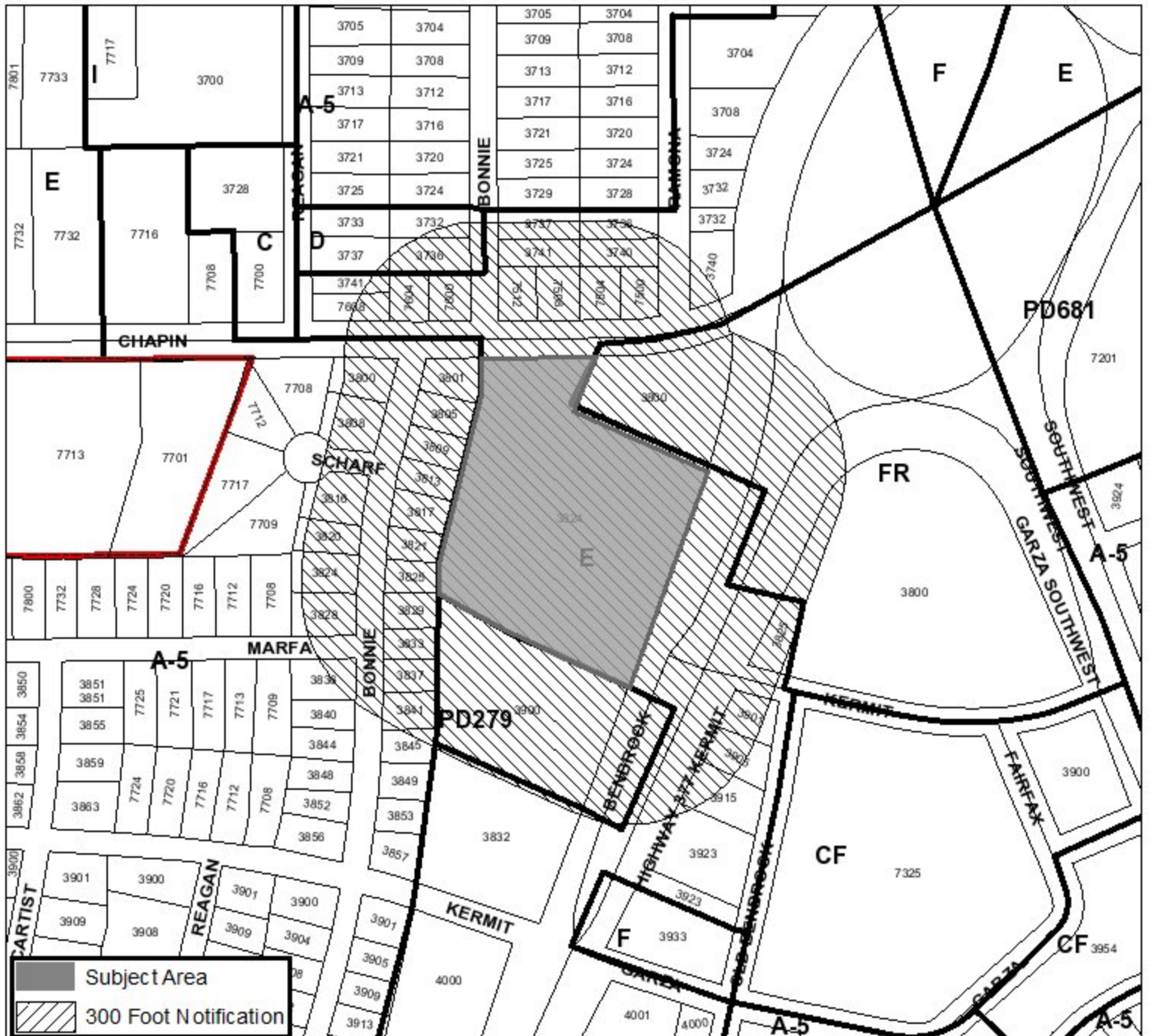
Improve the competitiveness of existing businesses and help them remain and grow in the community.

1.3.3.1. Start with protection efforts aimed directly at **maintaining the appropriate land use and zoning regulations in and around** the city's three airports (Alliance, Meacham, Spinks) and **Naval Air Station Joint Reserve Base (NAS-JRB) Fort Worth.**



Area Zoning Map

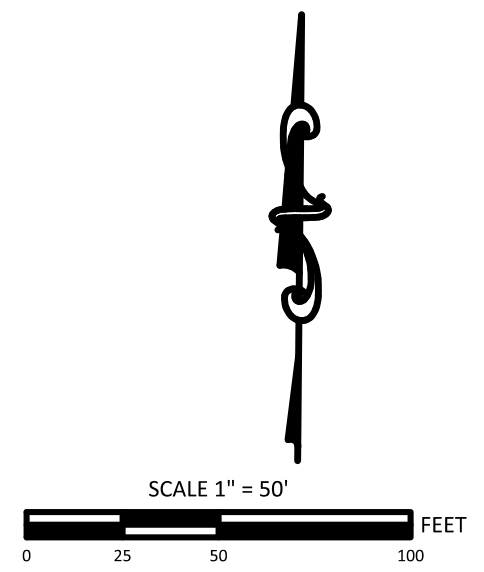
Applicant: Jammy Incorporated
 Address: 3824 Benbrook Highway
 Zoning From: E with NASJRB Airport APZ II Overlay
 Zoning To: I with NASJRB Airport APZ II Overlay
 Acres: 6.19401868
 Mapsco: 73V
 Sector/District: W. Hills/Ridglea
 Commission Date: 9/14/2022
 Contact: 817-392-8043





Google Earth

LOT AREA:	239,744 SF	-	5.5 ACRES
TOTAL PARKING PROVIDED:	15		
STAFF AND GUEST USE	13		
ADA PARKING	2		



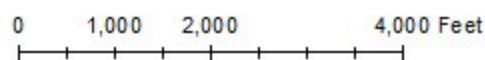
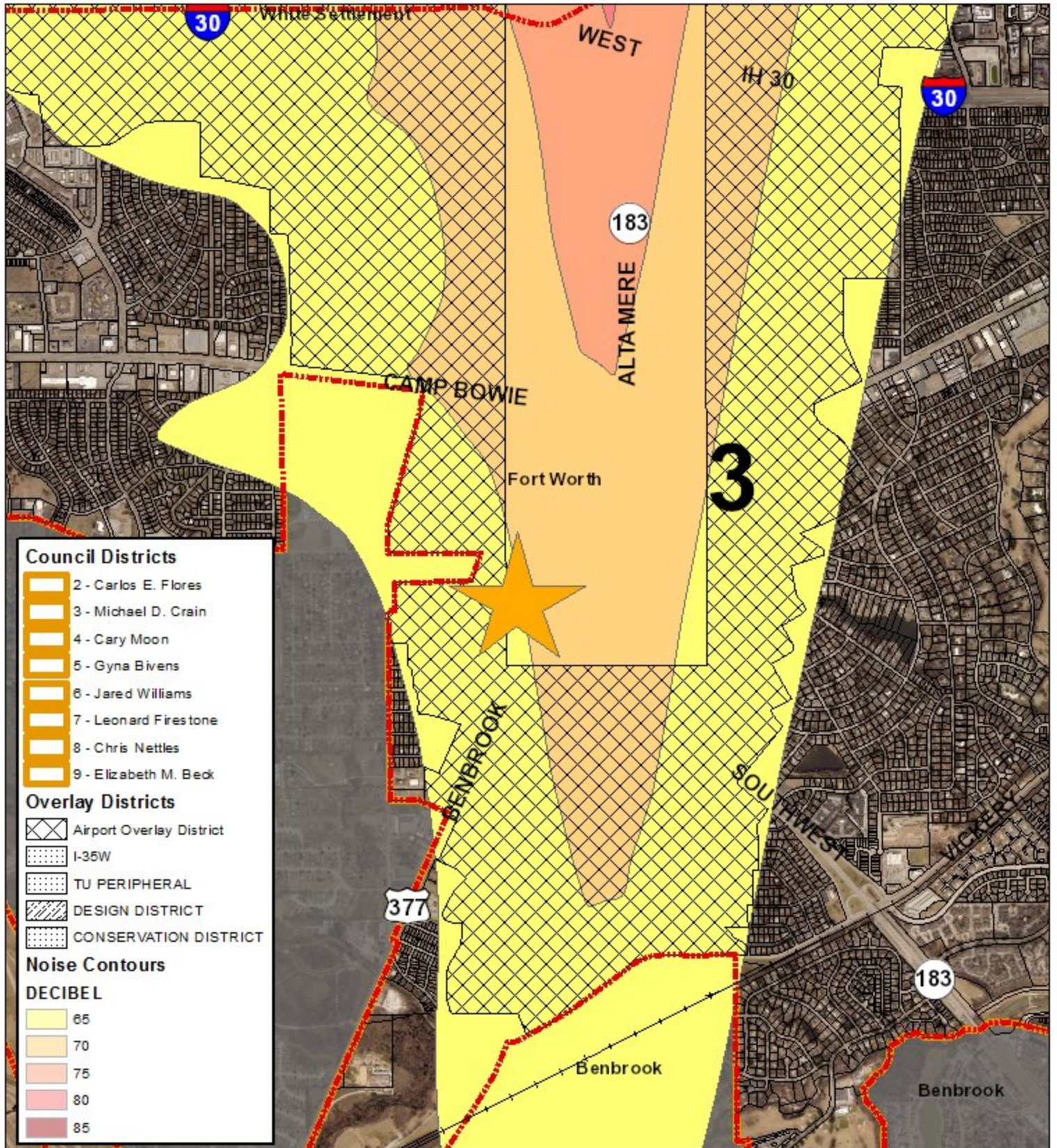
MJ THOMAS
 ★ ENGINEERING, LLC ★

4700 BRYANT IRVIN CT, SUITE 204
 FORT WORTH, TX 76107
 REGISTRATION NO. F-6435

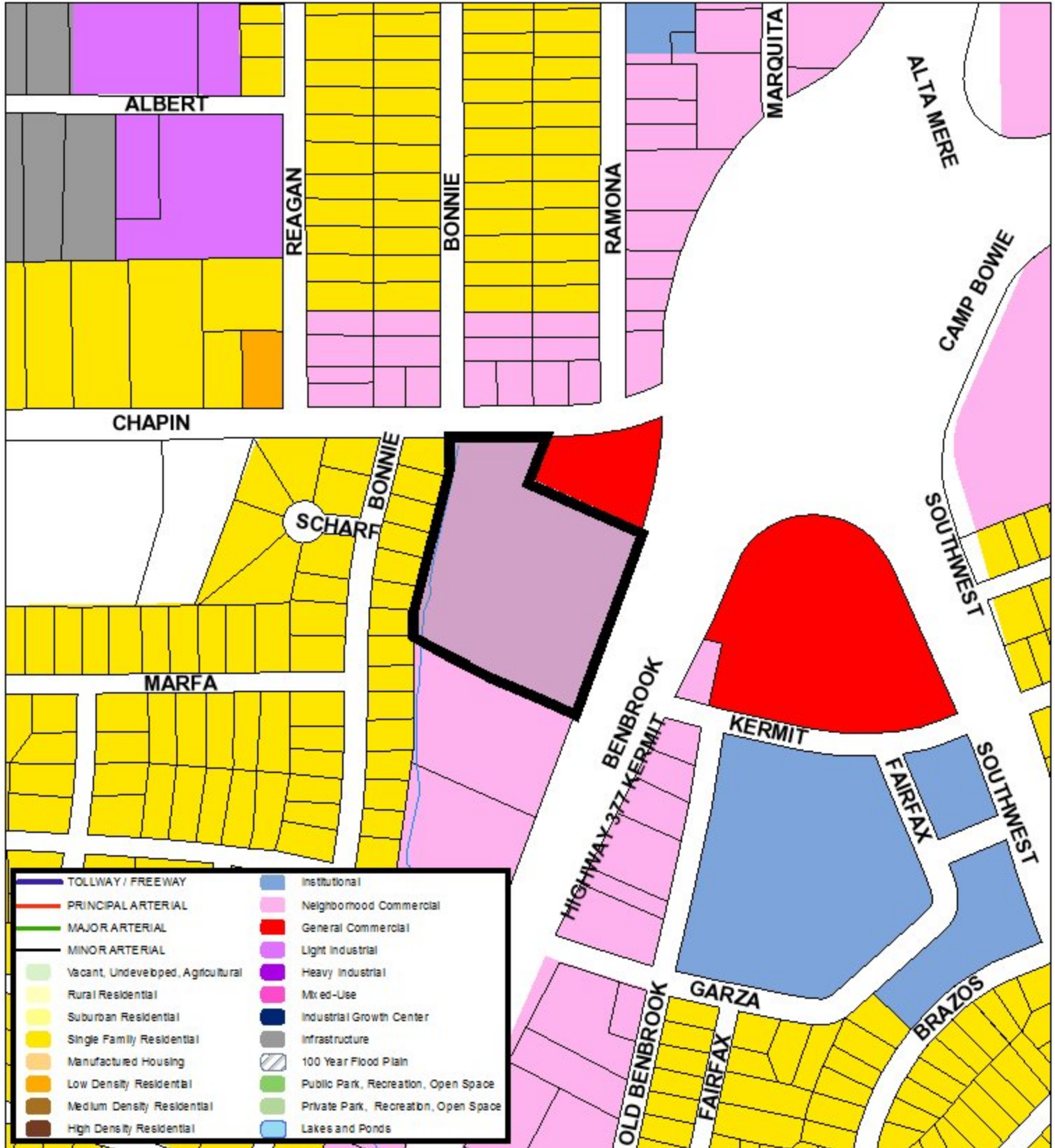
PHONE - (817) 732-9839
 FAX - (817) 732-9841
 MJT NO. - 594-041

EXHIBIT 1
 JAMMY WAREHOUSE
 3824 BENBROOK HIGHWAY
 FORT WORTH, TEXAS
 11-09-2021


Area Map



Future Land Use



340 170 0 340 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

