

**FILE NUMBER:** Z234-326(MP)                      **DATE FILED:** August 23, 2024

**LOCATION:** Northwest line of Manor Way, between Maple Avenue and Denton Drive.

**COUNCIL DISTRICT:** 2

**SIZE OF REQUEST:** 16.79 acres                      **CENSUS TRACT:** 48113000409

---

**REPRESENTATIVE:** Tommy Mann and Daniel Box, Winstead PC

**OWNER/APPLICANT:** DLF Denton, LLC

**REQUEST:** An application for an amendment to Planned Development No. 917.

**SUMMARY:** The purpose of the request is to allow for modified development standards primarily related to permitted uses, height, floor area ratio, design standards, and required parking to develop the site with vehicle display, sales, and service and commercial parking lot or garage uses.

**STAFF RECOMMENDATION:** Approval, subject to amended conditions.

## **BACKGROUND INFORMATION:**

- Planned Development District No. 917 was established on August 27, 2014.
- The existing PD functions similarly to a base MU-2 Mixed Use District, except with reductions to the height and the addition of design standards.
- The applicant requests changes to the existing PD to allow a vehicle display, sales, and service use, commonly known as a car rental facility with associated maintenance facilities.

### **Zoning History:**

There have been eight zoning cases in the area in the last five years.

1. **Z201-288** On December 8, 2021, the City Council approved an application for an amendment to Planned Development District No. 1028 for IR Industrial Research District uses and a general merchandise or food store greater than 3,500 square feet use located on the north line of West Mockingbird Lane, west of Maple Avenue.
2. **Z212-175** On August 10, 2022, City Council approved a WR-3 Walkable Urban Residential District on property zoned an IR Industrial Research District on the southeast line of Kimsey Drive, northeast of Maple Avenue.
3. **Z212-197** On August 24, 2022, City Council approved an application for an amendment to Planned Development District 759, Subdistrict 1 to allow for a medical or scientific laboratory as a permitted use, located on the north corner of West Mockingbird Lane and Forest Park Boulevard.
4. **Z212-231** On January 11, 2023, City Council approved a WR-3 Walkable Urban District on property zoned an IR Industrial Research District on the southeast line of Kimsey Drive, northeast of the intersection of Kimsey Drive and Maple Avenue.
5. **Z212-249** On January 25, 2023, City Council approved a WR-3 Walkable Urban Residential District, on property zoned an IR Industrial Research District on the southeast line of Kimsey Drive, northeast of Maple Avenue.
6. **Z223-292** On June 26, 2024, City Council approved an application for 1) a Planned Development District for MU-3 Mixed Use District uses on property zoned an MU-2 Mixed Use District, an MU-3 Mixed Use District, and an IR Industrial Research District, generally located northeast of Harry Hines Boulevard, southeast of West Mockingbird Lane, and on the northeast and southwest line of Forest Park Road; 2) a Specific Use Permit for a pedestrian skybridge on property zoned an MU-2 Mixed Use District on Forest Park Road,

southeast of Treadway Street; and 3) a Specific Use Permit for a pedestrian skybridge on property zoned an MU-2 Mixed Use District and an MU-3 Mixed Use District on Harry Hines Boulevard, southeast of West Mockingbird Lane.

**7. Z234-233** On October 23, 2024, City Council approved a WR-3 Walkable Urban Residential District on property zoned an IR Industrial District, on the southeast line of Kimsey Drive; northeast of Maple Avenue.

**8. Z234-241** An application for a new Planned Development District for WR-3 Walkable Urban Residential uses on property zoned an IR Industrial Research District, on the southeast line of Kimsey Drive, north of Morning Star Place. [Pending City Council]

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
Denton Drive	Local	56 feet	--
Manor Way	Local	50 feet	--
Maple Avenue	Collector	60 feet	60 feet
Egan Avenue	Local	50 feet	--

**Traffic:**

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system.

**STAFF ANALYSIS:**

**Comprehensive Plan:**

The *forwardDallas!* Comprehensive Plan was adopted by the City Council in June 2006, outlining several goals and policies which serve as a framework for assisting in evaluating the applicant’s request. The request complies with the following land use goals and policies of the Comprehensive Plan:

**LAND USE ELEMENT**

**GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.7** Ensure appropriately located capacity to achieve growth targets.

**TRANSPORTATION ELEMENT**

**GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS**

**Policy 4.2.5** Ensure continued viability of Dallas’ airports. Ensure that the continued viability of Dallas’ airports is preserved through ongoing regional cooperation and local master planning efforts.

**URBAN DESIGN ELEMENT**

**GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY, AND WALKABILITY**

**Policy 5.1.1** Promote pedestrian friendly streetscapes.

**Policy 5.1.2** Define urban character in downtown and urban cores.

**Policy 5.1.3** Encourage complementary building height, scale, design, and character.

**Policy 5.1.4** Enhance visual enjoyment of public space.

**GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY**

**Policy 5.2.1** Maintain neighborhood scale and character.

**Policy 5.2.2** Promote the character of the city’s significant districts, linkages, and areas.

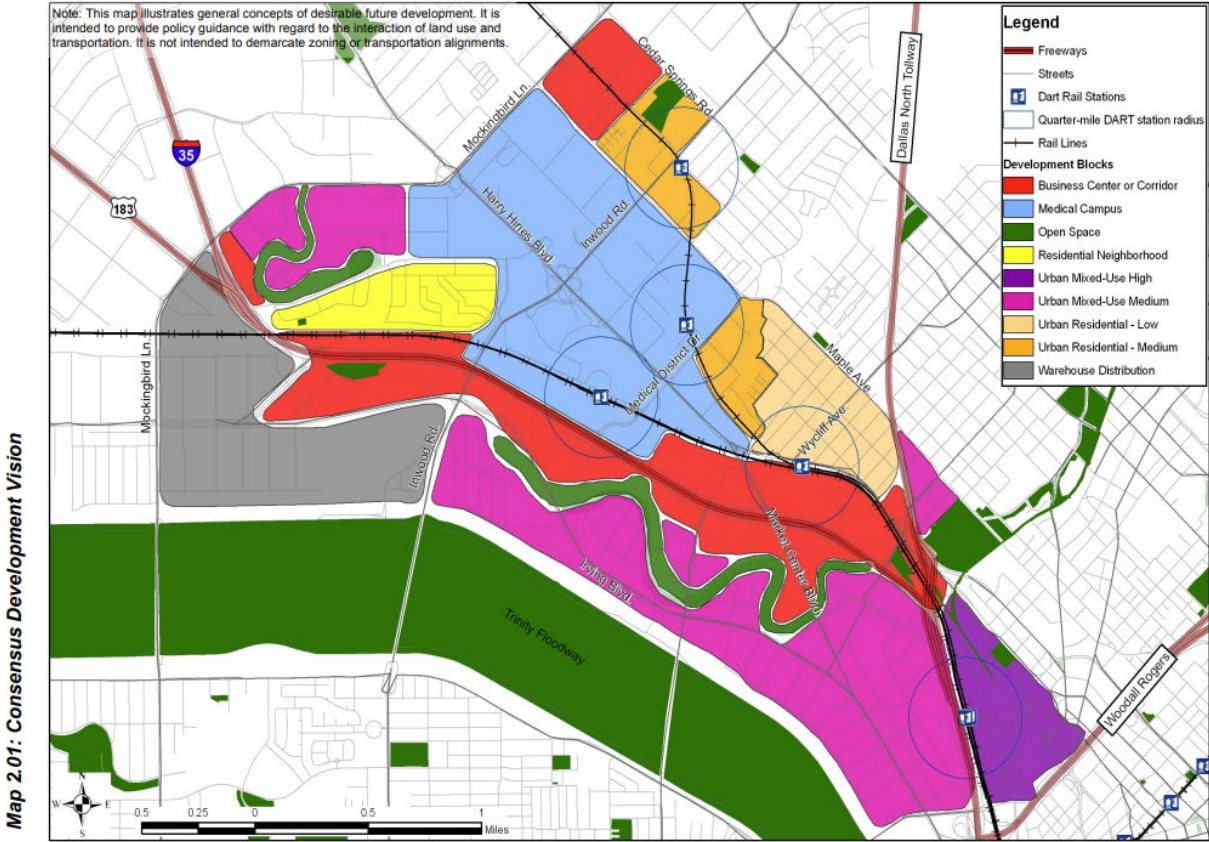
**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

**Policy 5.3.1** Encourage a balance of land uses within walking distance of each other.

**Area Plan:**

**Stemmons Corridor – Southwestern Medical District Area Plan (2010)**

The comprehensive plan identifies the Stemmons Corridor – Southwestern Medical District area as an area of growth and stresses the need for an area plan to guide this growth to foster desirable development patterns. The study area has numerous assets and opportunities including the Southwestern Medical District, DART light rail and Trinity Railway Express, Love Field Airport, the Victory Plaza and American Airlines Center area, stable single family neighborhoods, trails and connectivity potential, Market Center, the Design District, and the Trinity River Park.



The plan designates the area of request as part of a Business Center or Corridor area by the plan. Business Center or Corridor is considered one of the “Drivable Separate Use Development” blocks.

The plan states this area “is intended to accommodate major employment and shopping destinations located along major freeways or major arterials.

		Residential Neighborhoods	Business Center / Corridor
Land Use Range <sup>1</sup>	Residential	90% to 95%	0%
	Retail or Services	0%	40% to 50%
	Office or Institutional	5% to 10%	50% to 60%
	Industrial / Other	0%	2% to 5% (light industrial)
	Building Height <sup>2</sup>	1 to 2 stories	The "landmark" buildings along Stemmons can reach downtown heights and heights up to FAA limits within the Business Center areas near the airport

Generally, the proposed dimensional standards and uses are in line with the recommendations for a Business Center mentioned by the plan, as shown above.

While the plan specifically calls for an autocentric design in these portions of the Plan Area, staff does not find that these design recommendations supersede the need for increased pedestrian safety on and around the site. As such staff has recommended pedestrian safety conditions which the applicant has accepted.

Considering this fact, the PD has provisions to fulfill the overall design goals of the plan.

**Building Treatment:**

The provisions include treatments for both façade transparency, treatments, and entrances.

**Site Planning and Streetscape:**

The PD conditions address streetscape through sidewalk, lighting, street furniture, driveway, and crossing conditions.

**Land Use:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	Planned Development No. 917	Light industrial
<b>Northeast</b>	IR Industrial Research District	Vehicle display, sales, and service
<b>Northwest</b>	IR Industrial Research District, MU-2 Mixed Use District	Multifamily, mini-warehouse
<b>Southeast</b>	IR Industrial Research District	Undeveloped, light industrial, Animal shelter or clinic with outside runs
<b>Southwest</b>	MU-2 Mixed Use District	Multifamily

**Land Use Compatibility:**

The subject site contains 16.8 acres developed with office and office showroom/warehouse uses within multiple structures, located approximately one mile from the Dallas Love Field Airport. The surrounding area is predominately zoned an IR Industrial Research District, which largely contains light industrial, office, and supporting commercial uses.

The site is surrounded by a mix of uses including office showroom/warehouse, vehicle display, sales, and service, vehicle or engine repair or maintenance, and auto service center to the north; restaurant without drive-through, vehicle display, sales, and service (car rental), animal shelter, outside storage, industrial inside, and office showroom/warehouse to the east; office, office showroom/warehouse, animal shelter, and multifamily to the south; and, mini-warehouse, auto-related (commercial parking lot), office showroom/warehouse, and multifamily to the west.

The proposed use is appropriate for the broader area which includes mixed use and industrial uses. It is not recommended that residential be a portion of development on most of this site or the surrounding areas to the north and east due to the proximity to the Love Field noise contours. As such, making it possible to develop the site with a non-residential use would both make use of underutilized land while maintaining compatible land uses.

**Land Use Comparison (Changes highlighted):**

<p><u>LEGEND</u>          Use prohibited          • Use permitted by right          S Use permitted by Specific Use Permit          D Use permitted subject to Development Impact Review          R Use permitted subject to Residential Adjacency Review          ★ Consult the use regulations in Section 51A-4.200</p>	
Use	MU-2 Base with modifications
<b>AGRICULTURAL USES</b>	
Animal production	
Commercial stable	
Crop production	•
Private stable	
<b>COMMERCIAL AND BUSINESS SERVICE USES</b>	
Building repair and maintenance shop	
Bus or rail transit vehicle maintenance or storage facility	
Catering service	•
Commercial bus station and terminal	
Commercial cleaning or laundry plant	
Custom business services	•
Custom woodworking, furniture construction, or repair	
Electronics service center	•
Job or lithographic printing	
Labor hall	S
Machine or welding shop	
Machinery, heavy equipment, or truck sales and services	
Medical or scientific laboratory	•
Technical school	
Tool or equipment rental	•
Vehicle or engine repair or maintenance	
<b>INDUSTRIAL USES</b>	
Alcoholic beverage manufacturing	
Gas drilling and production	S
Gas pipeline compressor station	
Industrial (inside)	



Industrial (inside) for light manufacturing	
Industrial (outside)	
Medical/infectious waste incinerator	
Metal salvage facility	
Mining	
Municipal waste incinerator	
Organic compost recycling facility	
Outside salvage or reclamation	
Pathological waste incinerator	
Temporary concrete or asphalt batching plant	★
<b>INSTITUTIONAL AND COMMUNITY SERVICE USES</b>	
Adult day care facility	•
Cemetery or mausoleum	S
Child-care facility	•
Church	•
College, university, or seminary	•
Community service center	S
Convalescent and nursing homes, hospice care, and related institutions	R
Convent or monastery	•
Foster home	•
Halfway house	S
Hospital	S
Library, art gallery, or museum	•
Open-enrollment charter school or private school	S
Public school other than an open-enrollment charter school	R
Public or private school	
<b>LODGING USES</b>	
Extended stay hotel or motel	S
Hotel or motel	R
Lodging or boarding house	•
Overnight general purpose shelter	★
<b>MISCELLANEOUS USES</b>	
Attached non-premise sign.	S
Carnival or circus (temporary)	★

Hazardous waste management facility	
Temporary construction or sales office	•
<b>OFFICE USES</b>	
Alternative financial establishment	S
Financial institution without drive-in window	•
Financial institution with drive-in window	D
Medical clinic or ambulatory surgical center	•
Office	•
<b>RECREATION USES</b>	
Country club with private membership	•
Private recreation center, club, or area	•
Public park, playground, or golf course	•
<b>RESIDENTIAL USES</b>	
College dormitory, fraternity, or sorority house	•
Duplex	•
Group residential facility	★
Handicapped group dwelling unit	
Manufactured home park, manufactured home subdivision, or campground	
Multifamily	•
Residential hotel	•
Retirement housing	•
Single family	
<b>RETAIL AND PERSONAL SERVICE USES</b>	
Alcoholic beverage establishments.	★
Ambulance service	
Animal shelter or clinic without outside runs	R
Animal shelter or clinic with outside runs	
Auto service center	R
Business school	•
Car wash	R
Commercial amusement (inside)	S, ★
Commercial amusement (outside)	S
Commercial motor vehicle parking	

Commercial parking lot or garage	R
Convenience store with drive-through	S
Drive-In theater	
Dry cleaning or laundry store	•
Furniture store	•
General merchandise or food store 3,500 square feet or less	•
General merchandise or food store greater than 3,500 square feet	•
General merchandise or food store 100,000 square feet or more	S
Home improvement center, lumber, brick or building materials sales yard	
Household equipment and appliance repair	•
Liquefied natural gas fueling station	
Liquor store	•
Mortuary, funeral home, or commercial wedding chapel	•
Motor vehicle fueling station	•
Nursery, garden shop, or plant sales	•
Outside sales	
Paraphernalia shop	S
Pawn shop	
Personal service use up to 1,000 sq. ft. in floor area	
Personal service use	•
Restaurant without drive-in or drive-through service	R
Restaurant with drive-in or drive-through service	D
Surface parking	
Swap or buy shop	S
Taxidermist	
Temporary retail use	•
Theater	•
Truck stop	
<u>Vehicle display, sales, and service</u>	•
<b>TRANSPORTATION USES</b>	
Airport or landing field	

Commercial bus station and terminal	
Heliport	
Helistop	•
Private street or alley	
Railroad passenger station	S
Railroad yard, roundhouse, or shops	
STOL (short take-off or landing port)	
Transit passenger shelter	•
Transit passenger station or transfer center	S, ★
<b>UTILITY AND PUBLIC SERVICE USES</b>	
Commercial radio or television transmitting station	•
Electrical generating plant	
Electrical substation	•
Local utilities	S,R,★
Police or fire station	•
Post office	•
Radio, television, or microwave tower	S
Refuse transfer station	
Sanitary landfill	
Sewage treatment plant	
Mounted cellular antenna	
Tower/antenna for cellular communication	★
Utility or government installation other than listed	S
Water treatment plant	
<b>WHOLESALE, DISTRIBUTION, AND STORAGE USES</b>	
Auto auction	
Building mover's temporary storage yard	
Contractor's maintenance yard	
Freight terminal	
Livestock auction pens or sheds	
Manufactured building sales lot	
Mini-warehouse	S
Office showroom/warehouse	

Outside storage	
Petroleum product storage and wholesale	
Recycling buy-back center	★
Recycling collection center	★
Recycling drop-off container	★
Recycling drop-off for special occasion collection	★
Sand, gravel, or earth sales and storage	
Trade center	
Vehicle storage lot	
Warehouse	

**Development Standards:**

(Changes from base highlighted, VDSS refers to standards only applied to the proposed use vehicle display, sales, and service)

<u>DISTRICT</u>	SETBACKS		Unit density	FAR	Height / Stories	Lot Coverage	Special Standards
	Front	Side /Rear					
<b>Existing PD 917</b>	15' min +20 above 60' ht No max	20' adj res (+1/2' slope up to 30' above 60' ht) Else 0'	75 DUAC	0.6-2.25 depending on uses	65' 5 Stories	80%	Tower Spacing UFS
<b>Proposed changes to PD 917</b>	15' min + VDSS 20 above 60' ht No max	20' adj res (VDSS +1/2' slope up to 30' above 60' ht) Else 0'	75 DUAC	0.6-2.25 depending on uses VDSS use no max FAR	65' 5 Stories VDSS use 90' 10 stories	80%	VDSS Tower Spacing UFS

**Landscaping:**

Landscaping and tree preservation must be provided in accordance with PD 917 and Article X, as amended. The existing PD requires 1 street tree for every 25 feet of frontage, an improvement on the Article X requirement of 1 per 40 feet.

**Parking:**

Parking is required to be provided generally in accordance with Chapter 51A.

As the proposed use is primarily a parking garage facility with a portion of finished floor area devoted to car rental, the case proposes to remove the required minimum for the use, which is typically one space per 500 square feet of floor and site area exclusive of parking area. As the goal of the project is primarily to provide a parking facility with supportive office space, it is most straightforward for purposes of Permitting for the project to not have a required parking total.

**Design Standards:**

The existing PD includes design standards that staff finds appropriate to improve the public realm.

- Primary entrances must face streets, must have awnings or details
- Back of house must be screened 6’ and not located on Maple Avenue
- 1 bench, 1 trash, 5 space bike rack per 300 street frontage
- Pedestrian lighting spacing
- 1 large street tree per 25’ frontage
- 7’ Sidewalks must be provided except for Denton Dr

The revision to the PD includes the addition of language for driveway spacing, sidewalk buffering, and safe crossings.

**Market Value Analysis:**

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). The subject property is located within an MVA “C”.







## **Proposed Conditions**

### **ARTICLE 917.**

#### **PD 917.**

##### **SEC. 51P-917.101. LEGISLATIVE HISTORY.**

PD 917 was established by Ordinance No. 29434, passed by the Dallas City Council on August 27, 2014. (Ord. 29434)

##### **SEC. 51P-917.102. PROPERTY LOCATION AND SIZE.**

PD 917 is established on property located on the northwest line of Manor Way between Maple Avenue and Denton Drive. The size of PD 917 is approximately 16.797 acres. (Ord. 29434)

##### **SEC. 51P-917.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article,

(1) **AWNING SIGN** means a sign attached to, painted on, or otherwise applied to an awning.

(2) **BLADE SIGN** means a sign projecting perpendicularly from a building facade, visible from both sides, and made of rigid or soft materials.

(3) **FLASHING MOTION SIGN** means a sign displaying static designs, messages, or advertisements and may include LED/LCD elements, slide lettering, slated rotating surfaces, or other changeable message technology that changes the static display.

(4) **PROJECTING SIGN** means an attached sign other than a rooftop sign projecting more than 18 inches from a building.

(5) **ROOFTOP SIGN** means a sign that is attached by sign supports to the roof of a building.

(6) **WINDOW SIGN** means a sign temporarily or permanently painted onto or affixed to a window.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a nonresidential zoning district. (Ord. 29434)

##### **SEC. 51P-917.104. EXHIBIT.**

The following exhibit is incorporated into this article: Exhibit 917A: conceptual plan. (Ord. 29434)

**SEC. 51P-917.105. CONCEPTUAL PLAN.**

(a) Development and use of the Property must comply with the conceptual plan (Exhibit 917A). If there is a conflict between the text of this article and the conceptual plan, the text of this article controls. (Ord. 29434)

(b) Changes to conceptual plan may be approved by the city plan commission through the procedure for minor amendments in Section 51A-4-702(h). (Ord. 29434)

**SEC. 51P-917.106. DEVELOPMENT PLAN.**

(a) Except as provided in this section, a development plan must be approved by the city plan commission before the issuance of any building permit to authorize work in this district. If there is a conflict between the text of this article and the development plan, the text of this article controls. (Ord. 29434)

(b) For a vehicle display, sales, and service use or for a commercial parking lot, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, and development schedule do not apply.

**SEC. 51P-917.107. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the MU-2 Mixed Use District, subject to the same conditions applicable in the MU-2 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-2 Mixed Use District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the MU-2 Mixed Use District is subject to DIR in this district; etc.

(b) Multifamily uses are only allowed on portions of the Property located within a day-night average (DNL) sound level contour of 60 dBA or less as shown on the airport noise maps at the time the development plan is submitted for approval by the city plan commission. The area with the day-night average sound level contour of 60 dBA or less must be shown on the development plan.

(c) The following use is permitted by right:

-- Vehicle display, sales, and service.

(d) The following use is prohibited:

-- General merchandise or food store 100,000 square feet or more.

(Ord. 29434)

**SEC. 51P-917.108. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. 29434)

**SEC. 51P-917.109. YARD, LOT, AND SPACE REGULATIONS.**

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the MU-2 Mixed Use District apply.

(b) Urban form setback.

(1) Except as provided in this subsection, f[F] or that portion of a structure over 60 feet in height, an additional 20-foot front yard setback is required. This urban form setback is in addition to the setbacks required in Subsections (a) and (b).

(2) For a vehicle display, sales, and service use or a commercial parking lot or garage, no urban form setback is required.

(c) Tower spacing.

(1) Except as provided in this subsection, f[F] or that portion of a structure over 60 feet in height, an additional side and rear yard setback of one foot for each two feet in height above 60 feet is required up to a maximum side or rear yard setback of 30 feet.

(2) For a vehicle display, sales, and service use or a commercial parking lot or garage, no tower spacing is required.

(d) Height.

(1) Except as provided in this subsection, m[M]aximum structure height is 65 feet.

(2) For a vehicle display, sales, and service use and a commercial parking lot or garage, maximum structure height is 90 feet.

(3) The following structures may project a maximum of 12 feet above the maximum structure height:

- (1) elevator penthouse or bulkhead.
- (2) mechanical equipment room.
- (3) cooling tower.
- (4) tank designed to hold liquids.
- (5) visual screens which surround roof mounted mechanical equipment.
- (6) chimney and vent stacks.
- (7) parapet wall (limited to a height of four feet).

(e) Density. Maximum dwelling unit density is 75 units per acre.

(f) Floor area ratio. Except as provided in this subsection, maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed use project MUP. The second column (MUP=2/no res.) is the FAR for a MUP with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a MUP with a mix of residential plus one other use category. The fourth column (MUP=3/no res.) is the FAR for a MUP with a mix three or more use categories when no category is residential. The fifth column (MUP=3/with res.) is the FAR for a MUP with a mix of residential plus two or more other use categories. A MUP with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (no res.)	MUP=3 (with res.)
Lodging	1.6	1.7	1.8	1.8	1.9
Office	1.6	1.7	1.8	1.8	1.9
Residential	no max.	n/a	no max.	n/a	no max.
Retail and Personal service	0.6	0.7	0.7	0.8	0.8
<b>Total</b>	<b>1.6</b>	<b>1.8</b>	<b>2.0</b>	<b>2.0</b>	<b>2.25</b>

For a vehicle display, sales, and service use and/or commercial parking lot or garage, no maximum floor area ratio.

(g) Stories. For a vehicle display, sales, and service use or a commercial parking lot or garage, maximum number of stories is 10.

(h) Traffic impact analysis. Before the issuance of a building permit that exceeds one of the amounts provided in Table (g)(1) below, a traffic impact analysis using a maximum build-out of the Property must be provided to the building official.

**Table (g)(1)**

Land Use	Amount	Unit
Residential Uses	600	Dwelling Units
Lodging Uses	250	Rooms
Retail and Personal Service Uses	50,000	Square Feet
Office Uses	300,000	Square Feet

The following equivalency table can be used to exchange land use totals up to the limits in Table (g)(1) (The equivalency table can be used to convert between any of the land uses listed):

**Table (g)(2)**

		Quantity	Use (ITE Land Use)
One Residential	Is Considered	1.0 guest room	Lodging uses (310)

Dwelling Unit (ITE Land Use 220)	Equivalent To:	165 square feet	Retail and personal service uses (820)
		420 square feet	Office uses (710)

*Example: 100 residential dwelling units can be exchanged for 16,500 square feet of retail or personal service uses, or 42,000 square feet of office uses.*

*Example: 1,000 square feet of office floor area can be exchanged for 393 square feet of retail or personal service floor area or 2.4 residential dwelling units.*

The above table was developed by comparing the average p.m. peak hour trip generation for each use, using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Equivalencies for other land uses not reflected in the table may be made by citing the data in the *Trip Generation Manual*, 9th or newer Edition. (Ord. 29434)

**SEC. 51P-917.110. OFF-STREET PARKING AND LOADING.**

(a) Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. (Ord. 29434)

(b) For a vehicle display, sales, and service use and commercial parking lot or garage, no minimum parking is required.

**SEC. 51P-917.111. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI. (Ord. 29434)

**SEC. 51P-917.112. URBAN DESIGN STANDARDS.**

(a) In general. Regulations in this section governing landscaping, signs, screening, sidewalks, pedestrian amenities, pedestrian lighting, and utilities apply to new construction or work on an existing structure that adds more than 5,000 square feet of floor area. For purposes of this subsection, an existing building means a building that was constructed on or before August 27, 2014.

(b) Street-facing facades.

(1) For each street-level office or retail or personal service use, the street-facing facades must have clear glazing that covers a minimum of:

(A) 70 percent of the facade for a retail or personal service use; and

(B) 40 percent of the facade for an office use.

(2) Street-facing facades must incorporate a minimum of three of the following building elements: pilasters, cornices, string courses, window sills, awnings, lintels, or rustication. Except for awnings, building elements must be constructed of brick, cast stone, stone, ornamental metal, or concrete, or a combination of these materials.

(3) Except for a vehicle display, sales, and service use and/or commercial parking lot or garage, s Street-facing facades must be set back a minimum depth of two feet for a minimum distance of ten feet for every 75 feet of facade length.

(c) Street-level story height along Maple Avenue. Minimum street-level story height along Maple Avenue is 12 feet, measured from floor to ceiling.

(d) Building materials.

(1) For street-level office or retail or personal service uses, windows must be clear glass.

(2) The following building materials are prohibited:

- (A) imitation stone;
- (B) aluminum cladding or siding;
- (C) styrofoam sheathing;
- (D) vinyl;
- (E) plastic siding; and
- (F) reflective glass.

(3) The following building materials, individually or combined, may not exceed 25 percent of the total area of a building facade:

- (A) wood;
- (B) corrugated sheet metal; and
- (C) galvanized metal.

(4) Each street-facing facade must be constructed of glass and a minimum of two other materials.

(e) Entrances.

(1) Primary building entrances must face the street.

(2) Awnings, canopies, attached towers, or turrets must be provided over pedestrian building entrances.

(3) For residential street-level uses along Maple Avenue, individual entries with stoops or porches must be provided with direct access to the street by a sidewalk.

(4) For street-level retail and personal service uses along Maple Avenue, main entrances must face and be accessible from Maple Avenue.

(5) No more than one service entrance for every 600 feet of street frontage may be provided along Maple Avenue.

(f) Screening.

(1) Garbage, storage, and loading areas must be screened with masonry walls or opaque plantings that are at least six feet in height at the time of planting and may not be located along Maple Avenue.

(2) Service areas must be enclosed on three sides by a minimum six-foot-high masonry wall and one side with a minimum six-foot-high gate.

(3) Roof-mounted equipment must be set back or screened with masonry walls, opaque planting materials, or other facade materials so that it is not visible from any public right-of-way. (Ord. 29434)

**SEC. 51P-917.113. PEDESTRIAN AMENITIES.**

(a) A minimum of one bench, one trash receptacle, and one five-bicycle parking rack must be provided for every 300 feet of street frontage, with any fraction of frontage rounding up. For example, a street frontage with 350 feet requires a minimum of two of each of the pedestrian amenities.

(b) Light standards must be spaced between 75 feet and 100 feet apart, with the center of the foundation of the light standard two feet from back of the curb. (Ord. 29434)

**SEC. 51P-917.114. LANDSCAPING.**

(a) In general. Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) Street trees.

(1) One large tree having a caliper of at least three inches must be provided for each 25 feet of street frontage. The building official may approve alternative locations within 30 feet of the Property line if the building official determines utility obstructions prevent planting.

(2) Street trees, at planting, must have an eight-foot-high clearance over a sidewalk.

(3) Rain harvesting techniques must be used as either a primary or supplemental landscape irrigation source to capture on-site storm water runoff.

(c) Maintenance. Plant materials must be maintained in a healthy, growing condition. (Ord. 29434)

**SEC. 51P-917.115. SIDEWALKS.**

(a) Except as provided in this section, sidewalks must be provided between all street-facing facades and the adjacent rights-of-way.

(b) Sidewalks along Denton Drive are not required.

(c) Sidewalks must be a minimum of seven feet in width and constructed of concrete material. (Ord. 29434)

(d) Sidewalks must be level across all driveways, curb cuts, and entrances or exits to loading areas.

(e) Where driveways intersect with a sidewalk or pedestrian path, each driveway must be clearly marked by colored concrete, patterned or stamped concrete, or brick pavers for pedestrian crossing.

(f) Except within a visibility triangle, where public sidewalks abut any driving surface, off-street or on-street loading area, or parking surface the following buffering must be used:

(1) landscaping plantings with a minimum height of 36 inches; or

(2) bollards with a minimum height of 36 inches, spaced no more than six feet in distance from each other.

(g) Driveway maximums. On public streets, maximum width of any driveway approach shall be 26 feet, with a maximum combined width of 32 feet of all ingress and egress driveways across a given frontage.

**SEC. 51P-917.116. SIGNS.**

(a) Except as provided in this section, signs must comply with the provisions for business zoning districts in Article VII.

(b) For retail and personal service uses, at least two of the following types of signs are required for each 600 feet of frontage along Maple Avenue: awning signs, projecting signs, window signs, or blade signs, or any combination of these signs.

(c) Rooftop and flashing motion signs are prohibited. (Ord. 29434)

**SEC. 51P-917.117. ADDITIONAL PROVISIONS.**

(a) The Property must be properly maintained in a state of good repair and neat appearance.

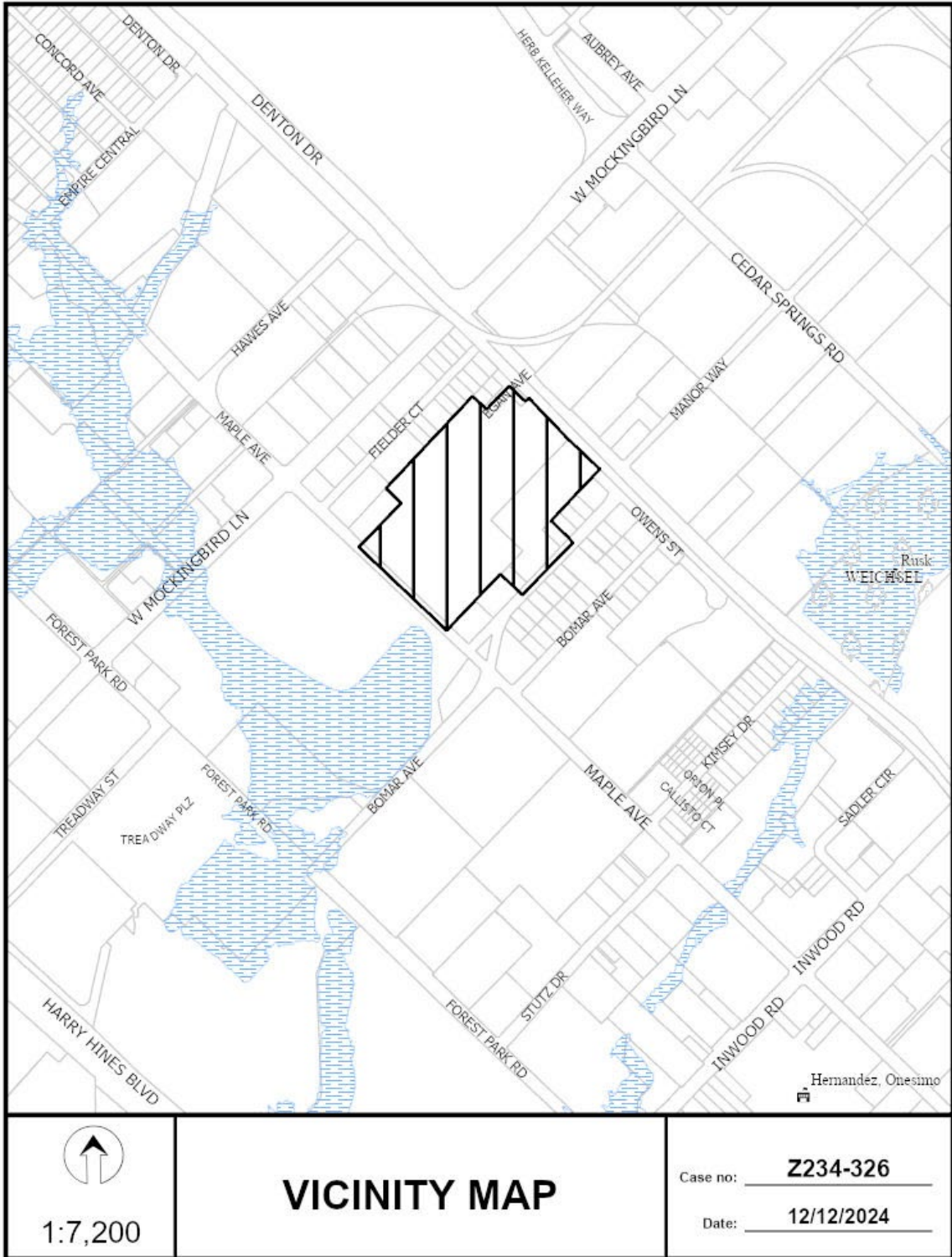
(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. 29434)

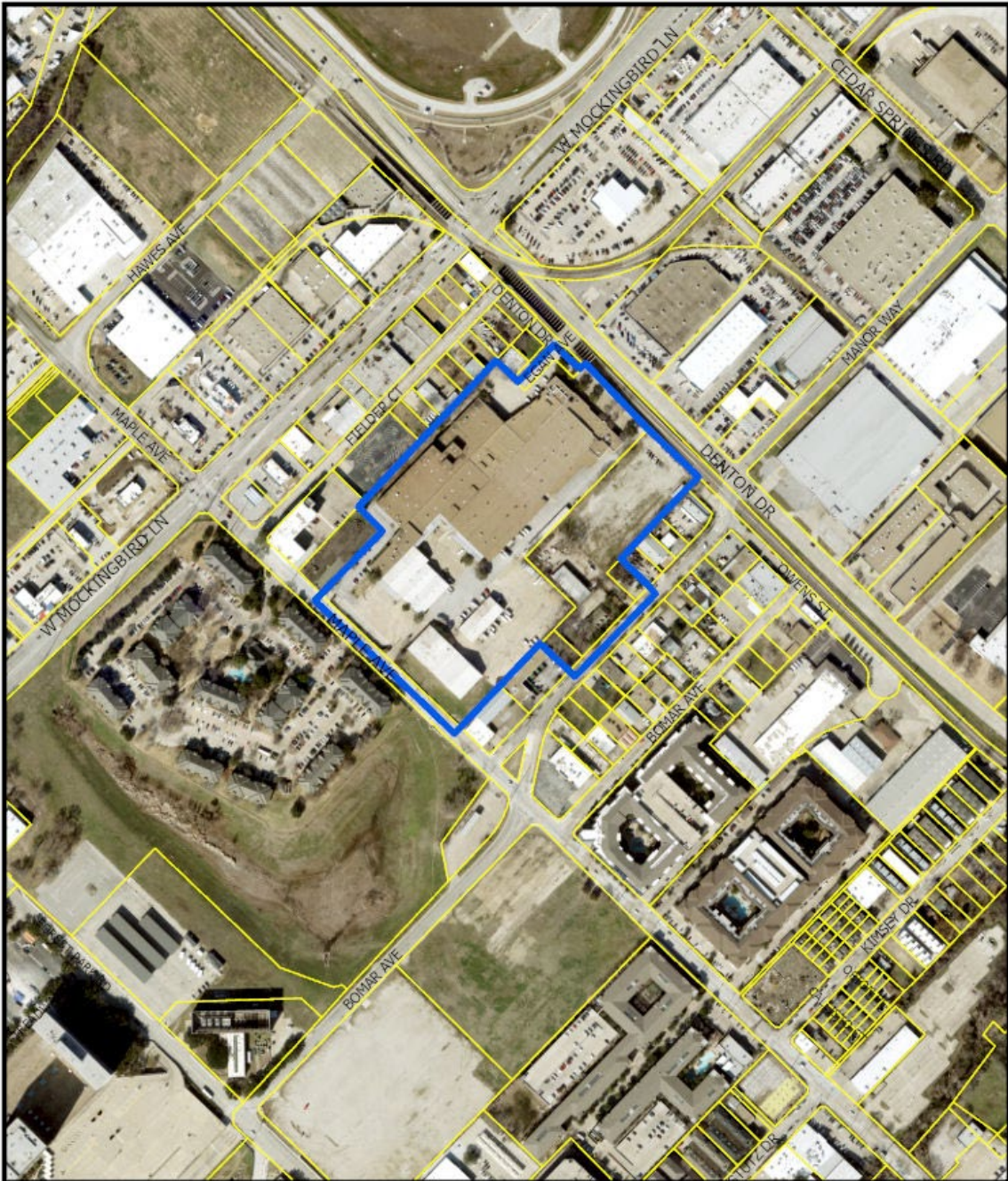
**SEC. 51P-917.118. COMPLIANCE WITH CONDITIONS.**



(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 29434)



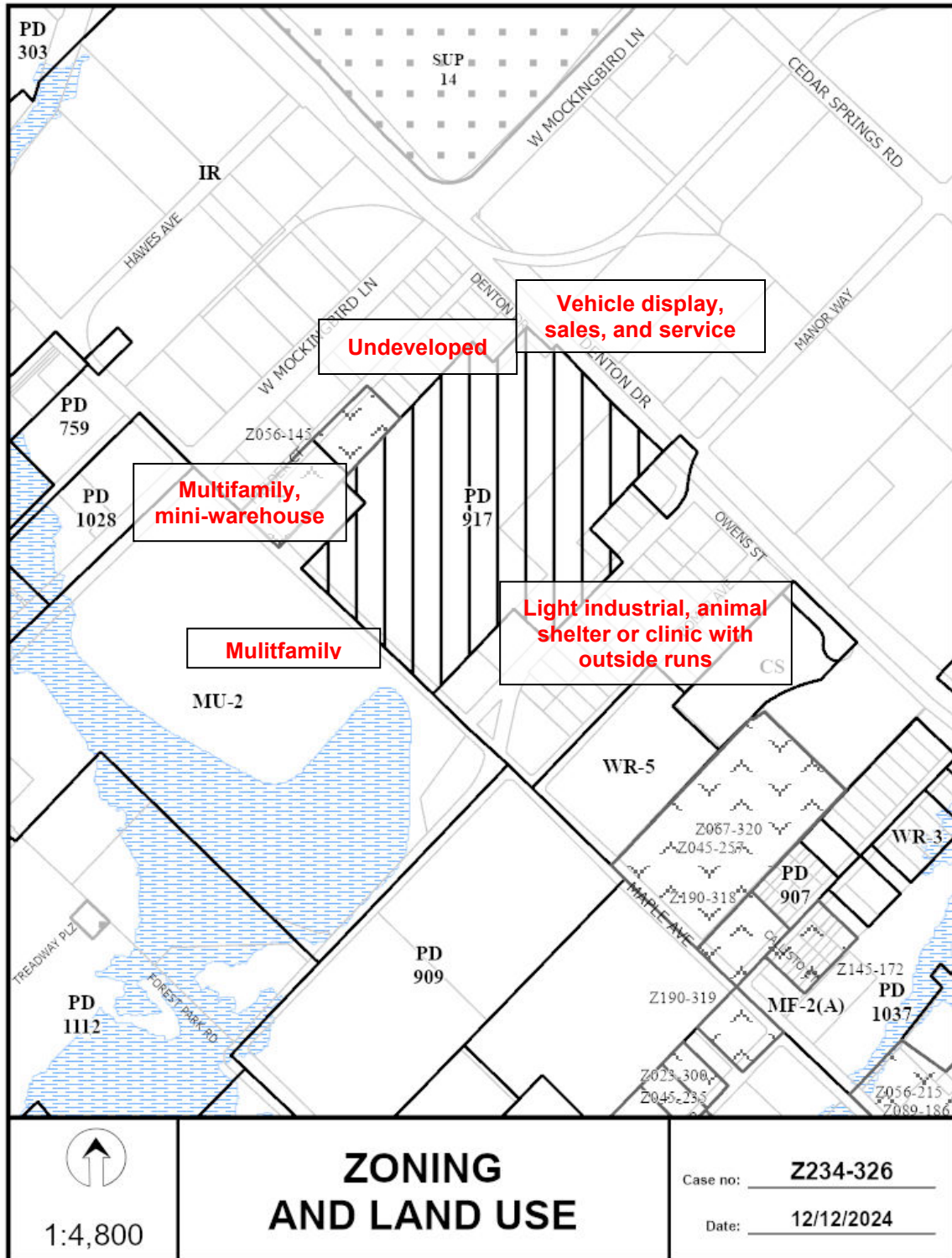


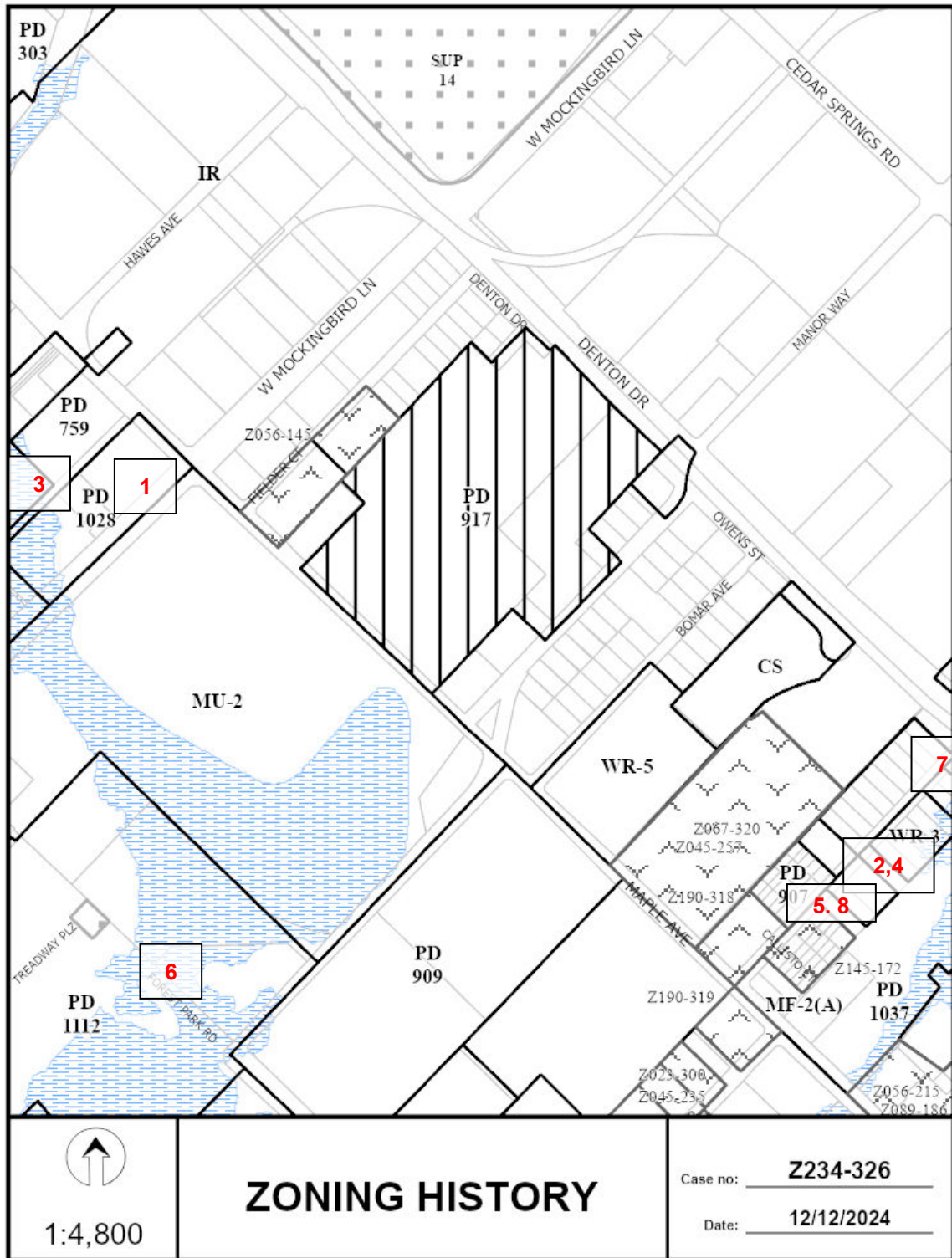
1:4,800

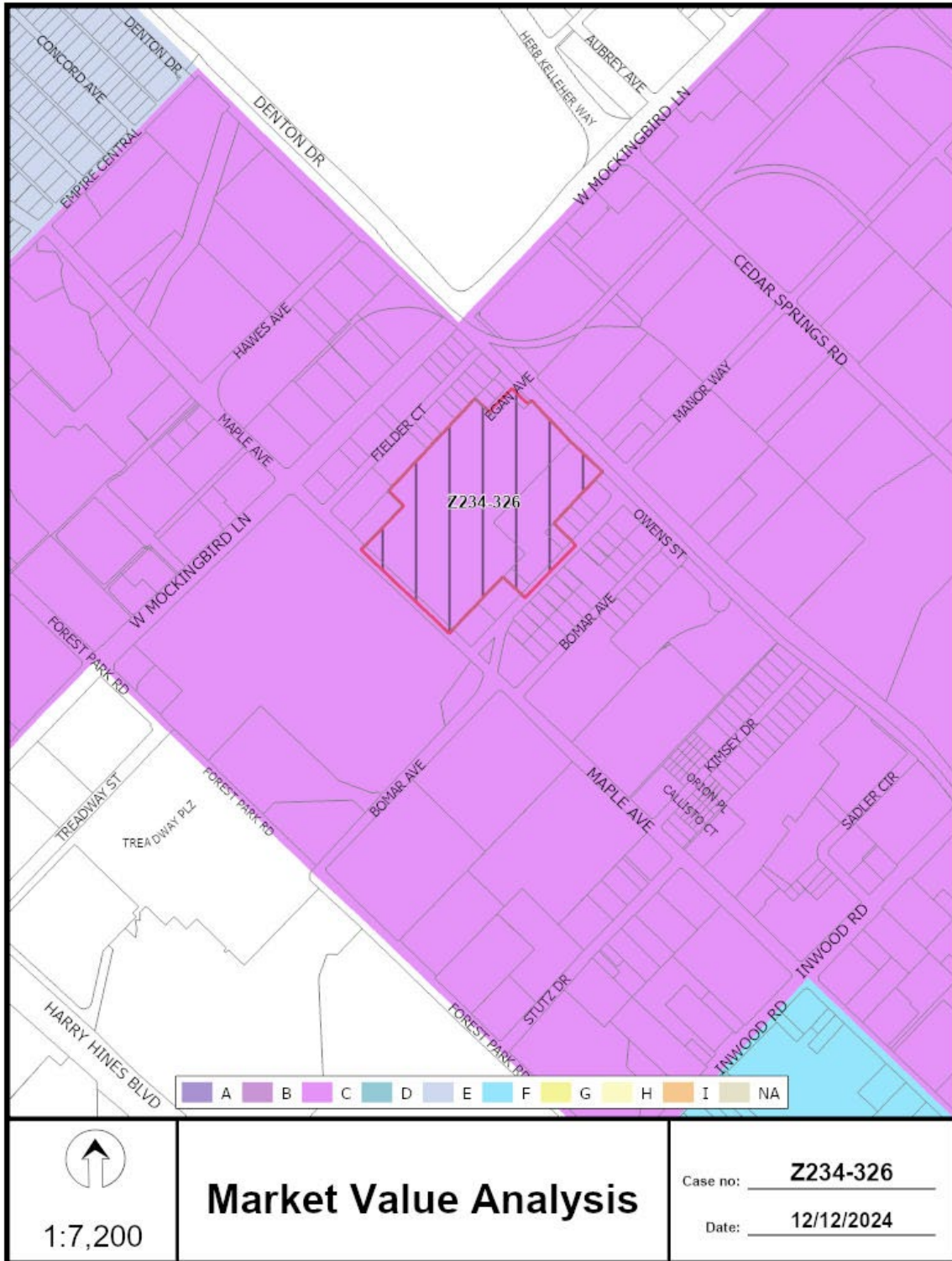
# AERIAL MAP

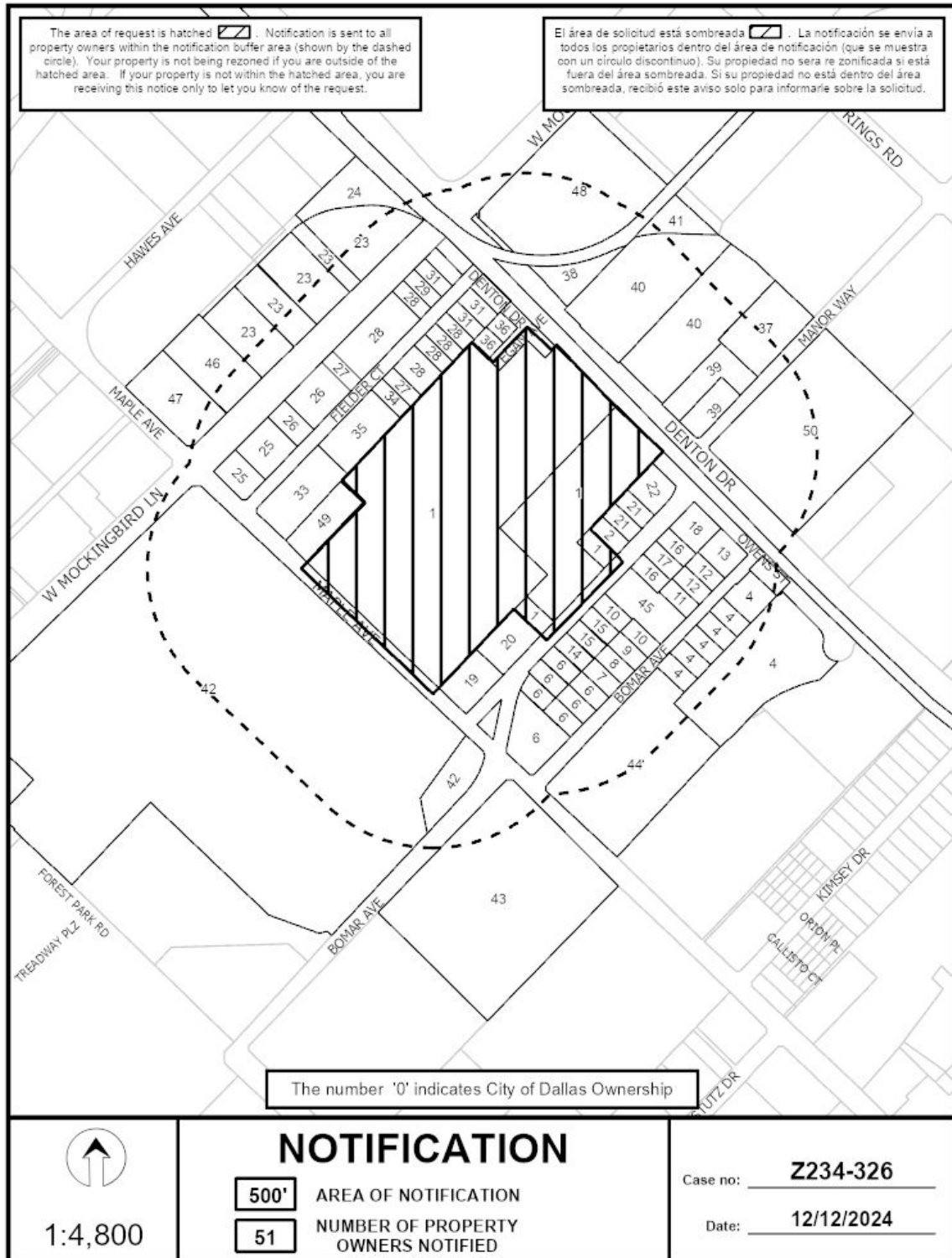
Case no: Z234-326

Date: 12/12/2024









12/12/2024

## *Notification List of Property Owners*

**Z234-326****51 Property Owners Notified**

<b>Label #</b>	<b>Address</b>	<b>Owner</b>
1	2603 MANOR WAY	DLF DENTON LLC
2	2703 MANOR WAY	2703 MANOR WAY LLC
3	555 2ND AVE	DART
4	2614 BOMAR AVE	6115 DENTON LLC
5	2718 BOMAR AVE	MCCLAIN CAROLYN
6	6200 MAPLE AVE	ZBH MAPLE MANOR LTD
7	2603 BOMAR AVE	SMART MORRIS E
8	2607 BOMAR AVE	MARTIN J C
9	2611 BOMAR AVE	MARTIN BARRY A & TERRI J
10	2615 BOMAR AVE	ZBH MAPLE MANOR LTD
11	2703 BOMAR AVE	HABITATS BY B & D
12	2707 BOMAR AVE	6211 OWENS LLC
13	6211 DENTON DR	6211 OWENS LLC
14	2602 MANOR WAY	BAUTISTA ROBERT IV
15	2606 MANOR WAY	SHEPARD HOLDINGS LLC
16	2702 MANOR WAY	2710 MANOR WAY LLC
17	2706 MANOR WAY	AFGHANIPOUR SAMAD
18	2720 MANOR WAY	SLOAN LEONARD & ASSOC INC
19	6300 MAPLE AVE	R & L MAPLE ASSOCIATES LC
20	2515 MANOR WAY	REYNA FELIPE O
21	2707 MANOR WAY	DAVIS ROBERT L
22	2719 MANOR WAY	HUMANE SOCIETY OF DALLAS COUNTY THE
23	2727 W MOCKINGBIRD LN	SPC MOCKINGBIRD DEPOT
24	2737 W MOCKINGBIRD LN	CROCKETT COURT CORP
25	2500 W MOCKINGBIRD LN	SESEMTXOH LLC
26	2526 W MOCKINGBIRD LN	TREVINO PPTIES LTD



12/12/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2616 W MOCKINGBIRD LN	HALLFORD RAY
28	2626 W MOCKINGBIRD LN	DALLAS STORAGE CONVERSION LLC
29	2716 W MOCKINGBIRD LN	T A & A INC
30	2726 W MOCKINGBIRD LN	VALDES HUGO V REV LIVING TRUST
31	2720 W MOCKINGBIRD LN	LOVEFIELD SRG HOLDING LLC
32	2728 W MOCKINGBIRD LN	2728 W MOCKINGBIRD LLC
33	6434 MAPLE AVE	SAF NOB MAPLE AVENUE LLC
34	2622 FIELDER CT	KELLER JON &
35	2618 FIELDER CT	6434 MAPLE PLACE LP
36	2717 EGAN AVE	CANADA WILLIAM RANDALL
37	2825 MANOR WAY	ARMSTRONG BERGER
38	6420 DENTON DR	VICEROY STINSON #1 LP
39	6302 DENTON DR	VICEROY STINSON 1 LP
40	6414 DENTON DR	VICEROY DELIVERY LP
41	6410 DENTON DR	VICEROY TRIANGLE LP
42	6401 MAPLE AVE	BOARD OF REG OF UNIV OF TX SYSTEM
43	6114 FOREST PARK RD	VICEROY MAPLE LP
44	6162 MAPLE AVE	SREIT 6162 LP
45	2616 MANOR WAY	TWO 6 ONE 6 MANOR LLC
46	2525 W MOCKINGBIRD LN	FRANCIA INVESTMENTS
47	2503 W MOCKINGBIRD LN	MOORE MARGARET T REV TRUST
48	2800 W MOCKINGBIRD LN	MD CORNER LP
49	6418 MAPLE AVE	6418 MAPLE LLC
50	6200 DENTON DR	SEWELL CORPORATION
51	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT