CITY PLAN COMMISSION **THURSDAY, NOVEMBER 3, 2022**

Planner: Ryan Mulkey

FILE NUMBER: Z212-249(RM) **DATE FILED:** April 22, 2022

LOCATION: Southeast line of Kimsey Drive, northeast of Maple Avenue

COUNCIL DISTRICT: 2

SIZE OF REQUEST: Approx. 0.17 acre **CENSUS TRACT:** 4.06

APPLICANT: Jay Adeyina

OWNER: Jose and Ana Coranado

REQUEST: An application for an MF-2(A) Multifamily District on property zoned an IR Industrial/Research District.

SUMMARY: The purpose of the request is to allow multifamily on the site.

STAFF RECOMMENDATION: **Hold under advisement to December 15, 2022.**

PRIOR CPC ACTION: On October 6, 2022, the City Plan Commission held this item under advisement to November 3, 2022.

BACKGROUND INFORMATION:

- The area of request is currently zoned an IR Industrial/Research District and is developed with single family.

- The applicant proposes to redevelop the site with a multifamily use under MF-2(A) Multifamily District standards.

- Although staff has no objection to the applicant's requested land use, staff recommends a WR-3 Walkable Urban Residential District from Article XIII, "Form Districts," of Chapter 51A due to the denser, urban character surrounding the request area. Consideration of staff's recommendation for a WR-3 District is offered throughout the report; however, readvertisement and renotification will be required to pursue this option.

- There have not been any changes to the request from the previous hearing.

Zoning History:

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

1. **Z178-220:** On June 27, 2018, City Council approved an MF-2(A) Multifamily District on property zoned an IR Industrial/Research District on the south line of Kimsey Drive, northeast of Maple Avenue.

2. **Z178-251:** On August 22, 2018, City Council approved an MF-2(A) Multifamily District on property zoned an IR Industrial/Research District on the northwest line of Kimsey Drive, northeast of Maple Avenue.

3. **Z178-389:** On January 23, 2019, City Council approved an MF-2(A) Multifamily District on property zoned an IR Industrial/Research District on the southeast line of Kimsey Drive, northeast of Maple Avenue.

4. **Z190-216:** On October 13, 2020, City Council approved Planned Development District No. 1037 for MU-2 Mixed Use District uses on property zoned an IR Industrial/ Research District on the northwest line of Sadler Circle, northwest of Inwood Road.

5. **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.

6. **Z212-231:** On April 13, 2022, staff received an application for 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. [Scheduled for City Plan Commission on October 6, 2022]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Maple Avenue	Local Street	56 feet
Kimsey Drive	Local Street	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 and outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The applicant's request for an MF-2(A) District is consistent with the goals and policies marked with an asterisk (*). Additionally, staff's recommendation for a WR-3 District is consistent with the goals and policies marked with a dagger (†).

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. †

GOAL 1.3 PROVIDE EQUITABLE OPPORTUNITIES FOR DALLAS RESIDENTS

Policy 1.3.1 Create housing opportunities throughout Dallas. *†

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTATION, LAND USE, INFRASTRUCTURE, AND THE ENVIRONMENT

Policy 1.4.2 Develop a multi-modal transportation network. †

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions. *†

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas' quality of life. †

Policy 2.5.2 Ensure that existing and future residential areas are appropriately linked in order to enhance economic development and urban design benefits. †

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on-street and off-street walking and biking paths. †

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 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

NEIGHBORHOOD PLUS

GOAL 4.3 Enhance neighborhood desirability by improving infrastructure, housing stock, recreation, and safety. †

GOAL 5.1 Encourage a wider range of well-designed and affordable housing types as a response to emerging homeownership preferences. †

GOAL 5.2 Encourage infill development and existing home improvements in target neighborhoods to attract and retain homeowners. †

Area Plan:

Stemmons Corridor – Southwestern Medical District Area Plan

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 an Urban Residential – Medium area and as part of the DART Inwood Station strategic opportunity area. Urban Residential – Medium is characterized as offering a diversity of housing options ranging from townhomes to condos with a height of up to seven stories with limited commercial in a mixed use format encouraged on main corridors. The goals of the Dart Inwood Station strategic opportunity area include the following:

- Increase connectivity in the area uniting existing and new amenities
- Use DART Green Line right-of-way for trail
- Create new pedestrian connections
- Enhance area streets amenities to encourage pedestrian activity
- Encourage mixed use development with ground-floor retail
- Ensure appropriate transitions to adjacent single family neighborhoods

Staff finds the applicant's request for a MF-2(A) Multifamily District to be partly compatible with the goals of the Stemmons Corridor – Southwestern Medical District Area Plan because the proposed multifamily development would increase the diversity of housing options. Additionally, the proposed development is located within less than a mile from the Inwood/Love Field DART Station. However, staff's suggestion of a WR-3 District is more compatible with the goals of the area plan because it would provide design standards in an urban form as well as an enhanced pedestrian experience along the street frontage.

Land Use:

	Zoning	Land Use
Site	IR Industrial Research District	Single family
Northeast	IR Industrial Research District	Single family
Southeast	IR Industrial Research District	Undeveloped; vehicle display, sales, and service
Southwest	WR-3 Walkable Urban Residential District	Single family, undeveloped
Northwest	MF-2(A) Multifamily District	Multifamily

Land Use Compatibility:

The area of request currently abuts existing single family zoned an IR District to the northeast. Southwest of the site are single family uses and undeveloped land recently rezoned from an IR District to a WR-3 District. To the southeast is undeveloped land as well as vehicle display, sales, and service. Northwest of the request area across Kimsey Drive is existing multifamily. The applicant is seeking to develop the site with a multifamily use. Staff finds the applicant's requested land use to be compatible with existing land uses in the surrounding area.

The applicant requests an MF-2(A) Multifamily District to develop the site with a multifamily use. Although staff has no objection to the applicant's requested land use, staff recommends a WR-3 Walkable Urban Residential District from Article XIII, "Form Districts," of Chapter 51A. Staff recommends the enhanced development standards of a WR-3 District that emphasize walkability and a pedestrian friendly environment which is appropriate for this denser, urban style neighborhood with immediate proximity to the Inwood/Love Field DART Station. The abutting WR-3 District to the southwest would align with the proposed development, further enhancing walkability for this urban neighborhood.

Overview of Form Districts

Form-based zoning differs from traditional zoning in that development standards focus primarily on the form of the building rather than its intended land use. Under form-based zoning, the desired form of buildings is typically more urban in style. Buildings are constructed with multiple stories and are located at the front of the site, closer to the street. This, coupled with enhanced standards for transparency, building articulation, and pedestrian amenities, are intended to ensure an active streetscape.

Another key feature that lends itself to a more urban development form is a requirement that buildings fill a percentage of the width of the lot with the building façade. This street frontage requirement creates a streetscape that encourages and supports pedestrian activity and screens parking. Benefits to property owners include additional buildable area on the site; increased height, density, and floor area; and reduced parking requirements that encourage the use of multi-modal transportation.

Staff's recommendation is for a WR-3 District, which is classified as low intensity among the several WR Walkable Urban Residential districts available in Article XIII. The WR districts are intended to create residential neighborhoods with mixed housing options in a pedestrian friendly environment. Although parcels of any size are eligible for a WR district, Article XIII indicates these districts are intended for locations where a sufficient critical mass of dense, walkable urban mixed-use development exists or is definitely planned. This critical mass is present when:

(A) The surrounding area consists of at least 40 acres of existing or definitely planned WMU or WR zoning, high density multifamily zoning, multiple use zoning, or planned development zoning with equivalent characteristics;

(B) The surrounding area consists of at least 25 acres proposed by and is part of and adopted area plan pursuant to *forwardDallas!* for WMU or WR zoning, high density multifamily zoning, multiple use zoning, or planned development zoning with equivalent characteristics; or

(C) The applicant demonstrates that the surrounding area is at least 25 acres and is or will be a mix of dense residential, commercial, and other uses that will achieve the intent of this article for increased walkability, reduced vehicular trip generation, and reduced parking demand.

Article XIII also states that the WR districts are appropriate for major job centers and concentrations of multifamily housing where an area plan pursuant to forwardDallas! has been adopted.

Staff finds the area of request to be appropriate for a WR-3 District due to its proximity to existing high density multifamily and mixed-use zoning, comparable planned development zoning, and other existing form districts to the immediate northwest and west of Kimsey Drive. There is also a recently approved WR-3 District immediately abutting this lot along Kimsey Drive (Z212-175). Immediately south of this WR-3 District is another lot proposed to be rezoned to a WR-3 District (Z212-231). Southeast of the request area along Inwood Road are other comparable planned development zoning and form districts as well as the Inwood/Love Field DART station. The area of request is also part of the adopted Stemmons Corridor – Southwestern Medical District Area Plan, which

recommends high density zoning and land uses in addition to an enhanced pedestrian experience.

This is further supported by the Vision Illustration map of the comprehensive plan, which designates the request area as compatible with the recommendations for the Campus building block associated with the Southwestern Medical District. This style of development focuses on areas around large, master-planned educational, institutional, or business facilities outside downtown. Such areas include a range of single family and multifamily housing as well as a variety of offices, shops, services, and open space to support the major campus employer and area residents. Campus areas should also have convenient transit options as an integral component.

Land Use Comparison

Form-based zoning in Article XIII achieves complementary urban form by regulating land uses through several development types that allow different use categories. For example, the multifamily living use category is allowed under the Apartment (Apt.) development type.

A development containing three or more dwelling units consolidated into a single structure qualifies for the Apt. development type. Standards for the Apt. development type further specify that an apartment contains common walls. Dwelling units within a building may be situated either wholly or partially over or under other dwelling units. The building must be pulled up to the street. On-site surface parking must be located to the rear of the building, and no on-site surface parking is permitted between the building and the street. Primary entrances must be prominent and street facing, and an elevated ground floor for residential uses is recommended to ensure privacy.

The applicant’s proposed use of the site would fall under the multifamily living use category within the Apt. development type. However, the WR-3 District would also allow other development types and use categories. Following is a comparison table showing differences in the permitted uses between the current IR District, the applicant’s requested MF-2(A) District, and staff’s recommended WR-3 District. Blank cells indicate a comparable land use is not specified for that district.

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
Agricultural uses. -- Crop production.	Agricultural uses. -- Crop production.	
Commercial and business service uses. -- Building repair and maintenance shop. *[RAR]* -- Bus or rail transit vehicle maintenance or storage facility. *[RAR]* -- Catering service. -- Commercial cleaning or laundry plant. *[RAR]* -- Custom business services. -- Custom woodworking, furniture construction, or repair. -- Electronics service center. -- Job or lithographic printing. *[RAR]* -- Labor hall. *[SUP may be required. See Section 51A-4.202 (8.1).]* -- Machine or welding shop. *[RAR]* -- Machinery, heavy equipment, or truck sales and services. *[RAR]* -- Medical or scientific laboratory. -- Technical school. -- Tool or equipment rental. -- Vehicle or engine repair or maintenance.	Commercial and business service uses. -- None permitted.	
Industrial uses. -- Alcoholic beverage manufacturing. *[RAR]* -- Gas drilling and production. *[SUP]* -- Industrial (inside). *[See Section 51A-4.203(b)(1).]* -- Industrial (inside) for light manufacturing. -- Industrial (outside). *[See Section 51A-4.203(b)(2).]* -- Medical/infectious waste incinerator. *[SUP]*	Industrial uses. -- Gas drilling and production. *[SUP]* -- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*	

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
-- Municipal waste incinerator. *[SUP]* -- Organic compost recycling facility. *[SUP]* -- Pathological waste incinerator. *[SUP]* -- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*		
Institutional and community service uses. -- Adult day care facility. -- Cemetery or mausoleum. *[SUP]* -- Child-care facility. -- Church. -- College, university, or seminary. -- Community service center. -- Hospital. *[RAR]* -- Public or private school. *[SUP]*	Institutional and community service uses. -- Adult day care facility. *[SUP]* -- Cemetery or mausoleum. *[SUP]* -- Child-care facility. *[SUP]* -- Church. -- College, university, or seminary. *[SUP]* -- Community service center. *[SUP]* -- Convalescent and nursing homes, hospice care, and related institutions. *[RAR]* -- Convent or monastery. -- Foster home. -- Hospital. *[SUP]* -- Library, art gallery, or museum. *[SUP]* -- Public or private school. *[SUP]*	Civic use categories. -- Ss, ground story only: Community service *[SUP]*, museum, library; daycare; educational; government service, except detention center, jail, or prison; social service *[SUP]*; transit station -- Ts, ground story only: Community service *[SUP]*, museum, library -- Civ: Community service *[SUP]*, museum, library; daycare; educational; government service, except detention center, jail, or prison; detention center, jail, or prison *[SUP]*; transit station Place of worship use categories. -- Ss, ground story only: Place of worship -- Civ: Place of worship
Lodging uses. -- Extended stay hotel or motel. *[SUP]* -- Hotel or motel. *[RAR]* -- Lodging or boarding house. -- Overnight general purpose shelter. *[See Section 51A-4.205(2.1).]*	Lodging uses. -- Lodging or boarding house.	
Miscellaneous uses. -- Attached non-premise sign. *[SUP]*	Miscellaneous uses. -- Carnival or circus (temporary). *[By special*	

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
-- Carnival or circus (temporary). *[By special authorization of the building official.]* -- Hazardous waste management facility. *[Except when operated as a hazardous waste incinerator.]* -- Temporary construction or sales office.	*authorization of the building official.]* -- Temporary construction or sales office.	
Office uses. -- Alternative financial establishment. *[SUP]* -- Financial institution without drive-in window. -- Financial institution with drive-in window. *[RAR]* -- Medical clinic or ambulatory surgical center. -- Office.	Office uses. -- None permitted.	Office use categories. -- Ss, ground story only: Medical, office (office and medical only allowed along thoroughfare) -- Ts, ground story only: Office
Recreation uses. -- Country club with private membership. -- Private recreation center, club, or area. -- Public park, playground, or golf course.	Recreation uses. -- Country club with private membership. *[RAR]* -- Private recreation center, club, or area. *[SUP]* -- Public park, playground, or golf course.	Civic use categories. -- O: Park or open space, utilities
Residential uses. -- None permitted.	Residential uses. -- College dormitory, fraternity, or sorority house. -- Duplex. -- Group residential facility. *[See Section 51A-4.209(3).]* -- Handicapped group dwelling unit. *[See Section 51A-4.209(3.1).]* -- Multifamily. -- Residential hotel. -- Retirement housing. -- Single family.	Residential use categories. -- Ts: Single-family living, multifamily living, group living -- Th: Single family living, multifamily living, group living -- Mh: Single-family living, multifamily living, group living -- Apt: Multifamily living, group living
Retail and personal service uses. -- Alcoholic beverage establishments. *[See Section 51A-4.210(b)(4).]*	Retail and personal service uses. -- None permitted.	Retail use categories. -- Ss, ground story only: Drive-thru facility *[SUP]*, restaurant or bar, retail sales, vehicle sales

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
-- Animal shelter or clinic without outside runs. -- Animal shelter or clinic with outside runs. *[SUP may be required. See Section 51A-4.210(b)(2).]* -- Auto service center. *[RAR]* -- Business school. -- Car wash. *[RAR]* -- Commercial amusement (inside). *[SUP may be required. See Section 51A-4.210(b)(7)(B).]* -- Commercial motor vehicle parking. *[By SUP only if within 500 feet of a residential district.]* -- Commercial parking lot or garage. *[RAR]* -- Convenience store with drive-through. *[SUP]* -- Dry cleaning or laundry store. -- Furniture store. -- General merchandise or food store 3,500 square feet or less. -- Home improvement center, lumber, brick or building materials sales yard. *[RAR]* -- Household equipment and appliance repair. -- Liquefied natural gas fueling station. *[By SUP only if the use has more than four fuel pumps or is within 1,000 feet of a residential zoning district or a planned development district that allows residential uses.]* -- Motor vehicle fueling station. -- Paraphernalia shop. *[SUP]* -- Pawn shop.		Service and entertainment use categories. -- Ss, ground story only: Commercial amusement (inside) *[SUP]*; indoor recreation; personal service, including animal care Commerce use categories. -- O: Commercial parking

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
-- Personal service uses. -- Restaurant without drive-in or drive-through service. *[RAR]* -- Restaurant with drive-in or drive-through service. *[DIR]* -- Taxidermist. -- Temporary retail use. -- Theater. -- Truck stop. *[SUP]* -- Vehicle display, sales, and service. *[RAR]*		
Transportation uses. -- Airport or landing field. *[SUP]*. -- Commercial bus station and terminal. *[RAR]*. -- Heliport. *[RAR]* -- Helistop. *[RAR]* -- Railroad passenger station. *[SUP]* -- STOL (short take off or landing) port. *[SUP]* -- Transit passenger shelter. -- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211.]*	Transportation uses. -- Transit passenger shelter. -- Transit passenger station or transfer center. *[SUP]*	
Utility and public service uses. -- Commercial radio or television transmitting station. -- Electrical substation. -- Local utilities. *[SUP or RAR may be required. See Section 51A-4.212(4).]* -- Police or fire station. -- Post office. -- Radio, television, or microwave tower. *[RAR]* -- Tower/antenna for cellular communication. *[See Section 51A-4.212(10.1).]* -- Utility or government installation other than listed. *[SUP]*	Utility and public service uses. -- Electrical substation. *[SUP]* -- Local utilities. *[SUP or RAR may be required. See Section 51A-4.212(4).]* -- Police or fire station. *[SUP]* -- Radio, television, or microwave tower. *[SUP]* -- Tower/antenna for cellular communication. *[See Section 51A-4.212(10.1).]* -- Utility or government installation other than listed. *[SUP]*	

Land Use Comparison Chart

Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
-- Water treatment plant. *[SUP]*		
Wholesale, distribution, and storage uses. -- Freight terminal. *[RAR]* -- Manufactured building sales lot. *[RAR]* -- Mini-warehouse. -- Office showroom/warehouse. -- Outside storage. *[RAR]* -- Recycling buy-back center. *[See Section 51A-4.213(11).]* -- Recycling collection center. *[See Section 51A-4.213(11.1).]* -- Recycling drop-off container. *[See Section 51A-4.213(11.2).]* -- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]* -- Trade center. -- Warehouse. *[RAR]*	Wholesale, distribution, and storage uses. -- Recycling drop-off container. *[See Section 51A-4.213 (11.2).]* -- Recycling drop-off for special occasion collection. *[See Section 51A-4.213 (11.3).]*	

Development Standards

Beyond the regulation of land uses through development types in Article XIII, each development type includes more traditional development standards (setbacks, density, height, etc.) in addition to enhanced development standards that contribute to a pedestrian friendly environment (street frontage, parking setbacks, transparency, etc.).

Following is a comparison table showing differences between the development standards of the current IR District, the applicant's requested MF-2(A) District, and staff's recommended WR-3 District. Included in the WR-3 column are the development standards applicable to the Apt. development type. Development standards have been consolidated to indicate what is applicable to the context of this particular site. Blank cells indicate a requirement is not specified for that development standard.

Standard	Existing: IR	Applicant Request: MF-2(A)	Staff Recommendation: WR-3
Front setback	15’ min	15’ min	Primary street: 5' min / 15' max
Required street frontage, primary street*			Primary street: 70% min
Parking setback			Primary street: 30’ min Abutting multifamily, nonresidential district, alley: 5’ min
Side setback	30’ adj to res Other: No min 30’ adj to res Other: No min	10’ min	Abutting multifamily, nonresidential district: 0’ or 5’ min Abutting alley: 5’ min
Rear setback	2.0 FAR overall 0.75 office/retail 0.5 retail	10’ min	Abutting nonresidential district: 0’ or 5’ min Abutting alley: 5’ min
Density	200’ 15 stories	Min lot area per dwelling unit: Min lot 1,000 sf 800 sf – E 1,000 sf – 1BR 1,200 sf – 2BR +150 sf each add BR Max dwelling unit density: None	None
Height		36’ max No max stories	1 story min 3.5 stories / 50’ max
Story height	80%		Ground story: 10’ min / 15’ max Upper story: 10’ min / 15’ max
Lot coverage		60% max	80% max
Transparency			Ground story, primary street façade: 30% Upper story, primary street façade: 20%
Entrance			Required on primary street Entrance spacing: None
Blank wall area	Proximity slope Visual intrusion		Primary street: 30’ max
Special standards		Proximity slope	Proximity slope

* Kimsey Drive is designated as a primary street

As the request area is a single lot with a 50-foot width, it should also be noted that although the street frontage requirement would apply to the property under staff's recommended WR-3 District, the applicant would still be able to locate an access driveway from Kimsey Drive. Per Sec. 51A-13.304(a)(3)(F), the required street frontage may be interrupted to allow for a maximum 30-foot-wide vehicular entrance to a parking structure or area. As such, the applicant will be able to provide a vehicular access to the side or rear with parking located behind the 30-foot minimum parking setback so long as the upper levels are designed to cantilever and provide the 70 percent street frontage or a minimum of 35 feet.

Landscaping:

Under the applicant's request for an MF-2(A) District, landscaping must be provided in accordance with Article X, as amended.

Under staff's recommendation for a WR-3 District, landscaping for multifamily living uses in an Apt. development type must be in accordance with Article X, as amended. Additionally, Article XIII requires that at least eight percent of the net land area of a building site in a form district be provided as open space. Compliance with the open space requirement must be demonstrated at the time of application for a building permit.

Parking:

Under the applicant's request for an MF-2(A) District, the off-street parking requirement for multifamily is one space per bedroom with a minimum of one space per dwelling unit. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to residents.

Under staff's recommendation for a WR-3 District, the site would need to comply with the parking requirement for household living uses in Article XIII. This requirement is 1.15 spaces per one-bedroom or smaller multifamily living unit, 1.65 spaces per two-bedroom multifamily living unit, and two spaces per three-bedroom or larger multifamily living unit.

Market Value Analysis:

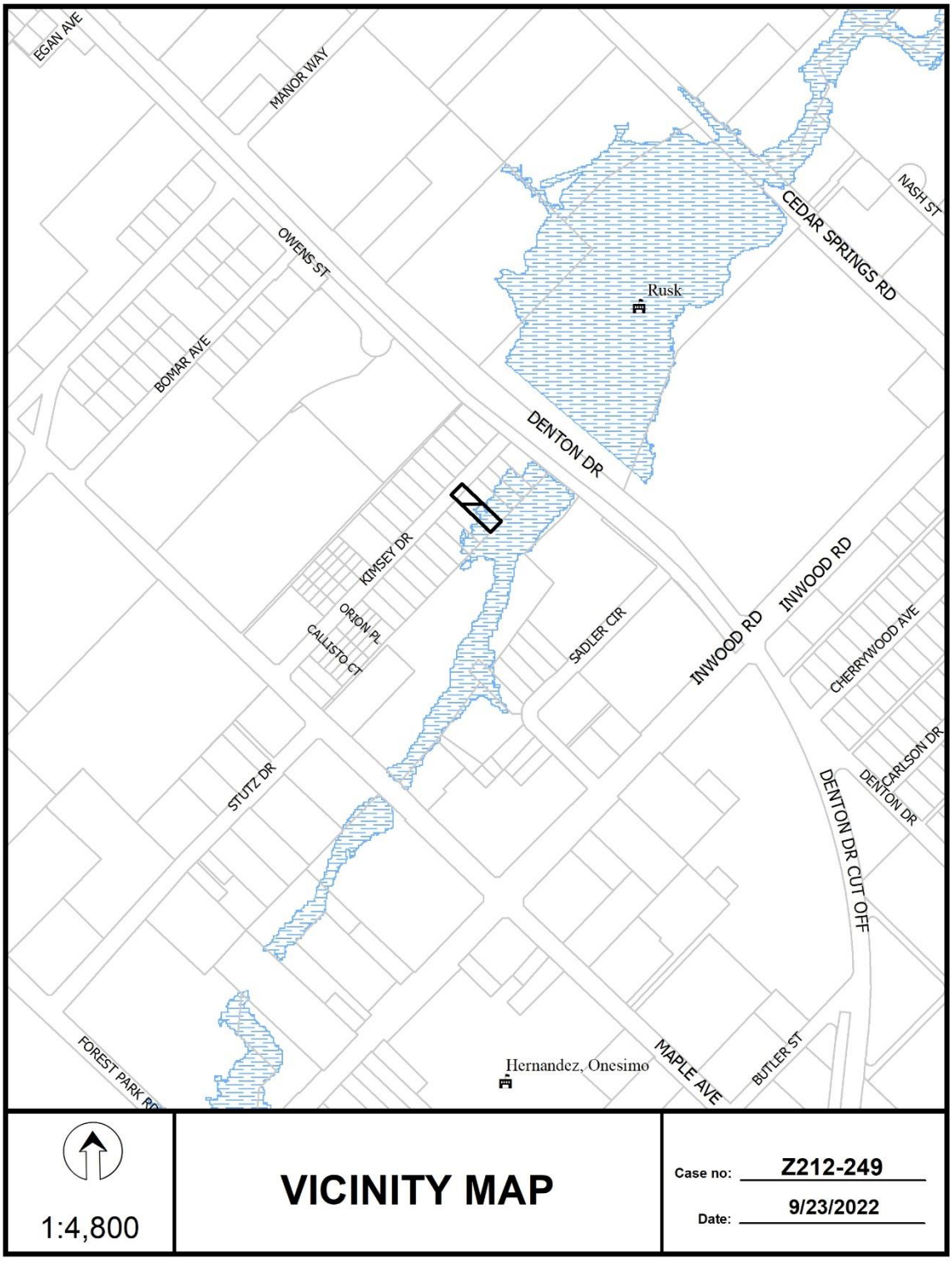
Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas 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 area of request is currently in an “E” MVA cluster. There are other “E” MVA clusters to the east and west of the request area.

List of Officers

Silverline Custom Homes LLC

Jay Adeyina, President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INWOOD RD
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VICINITY MAP
Case no: Z212-249
Date: 9/23/2022

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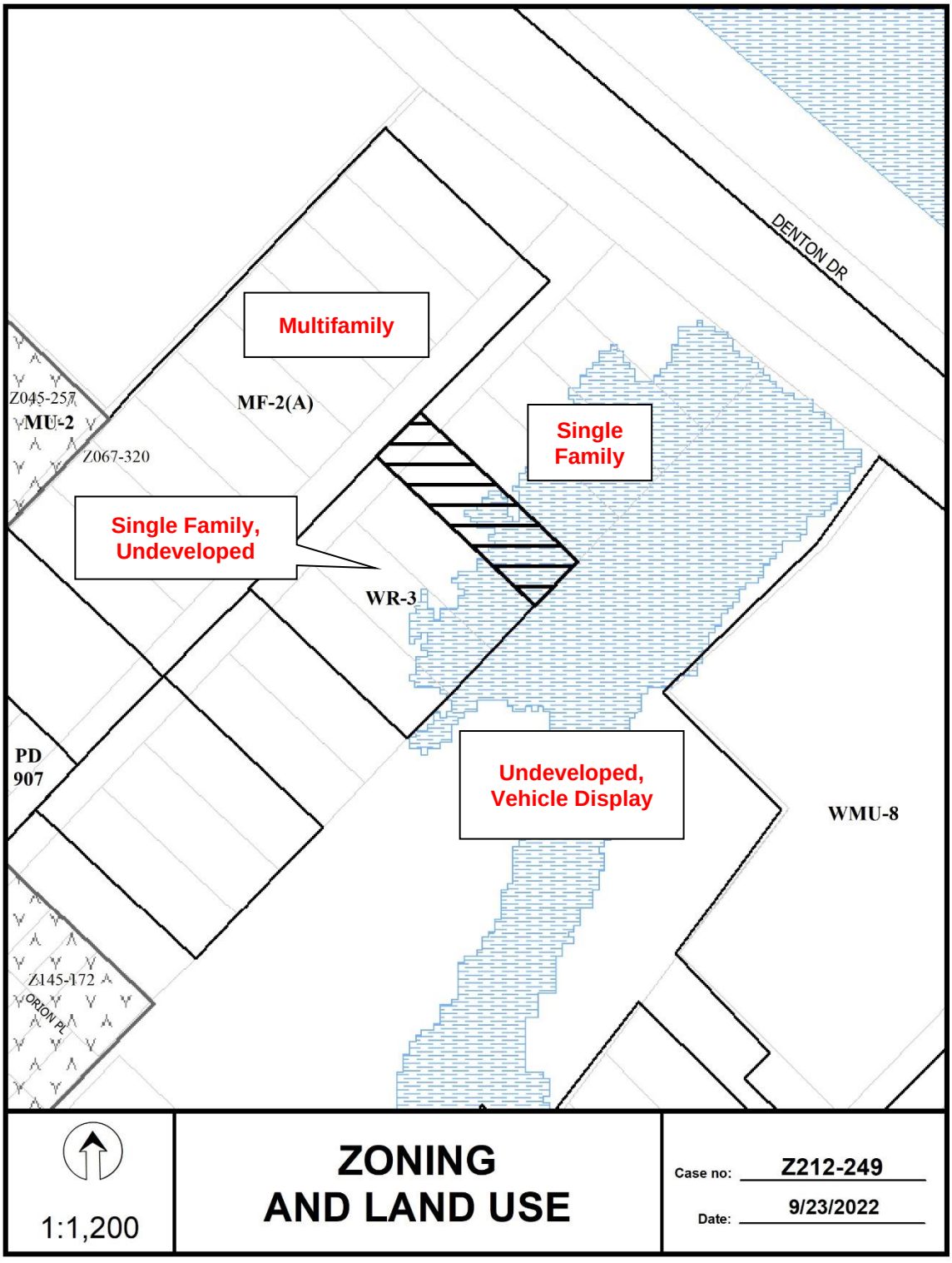
AERIAL MAP

Case no: Z212-249

Date: 9/23/2022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MU-2
Z067-320
Single Family
Single Family, Undeveloped
WR-3
PD 907
Undeveloped, Vehicle Display
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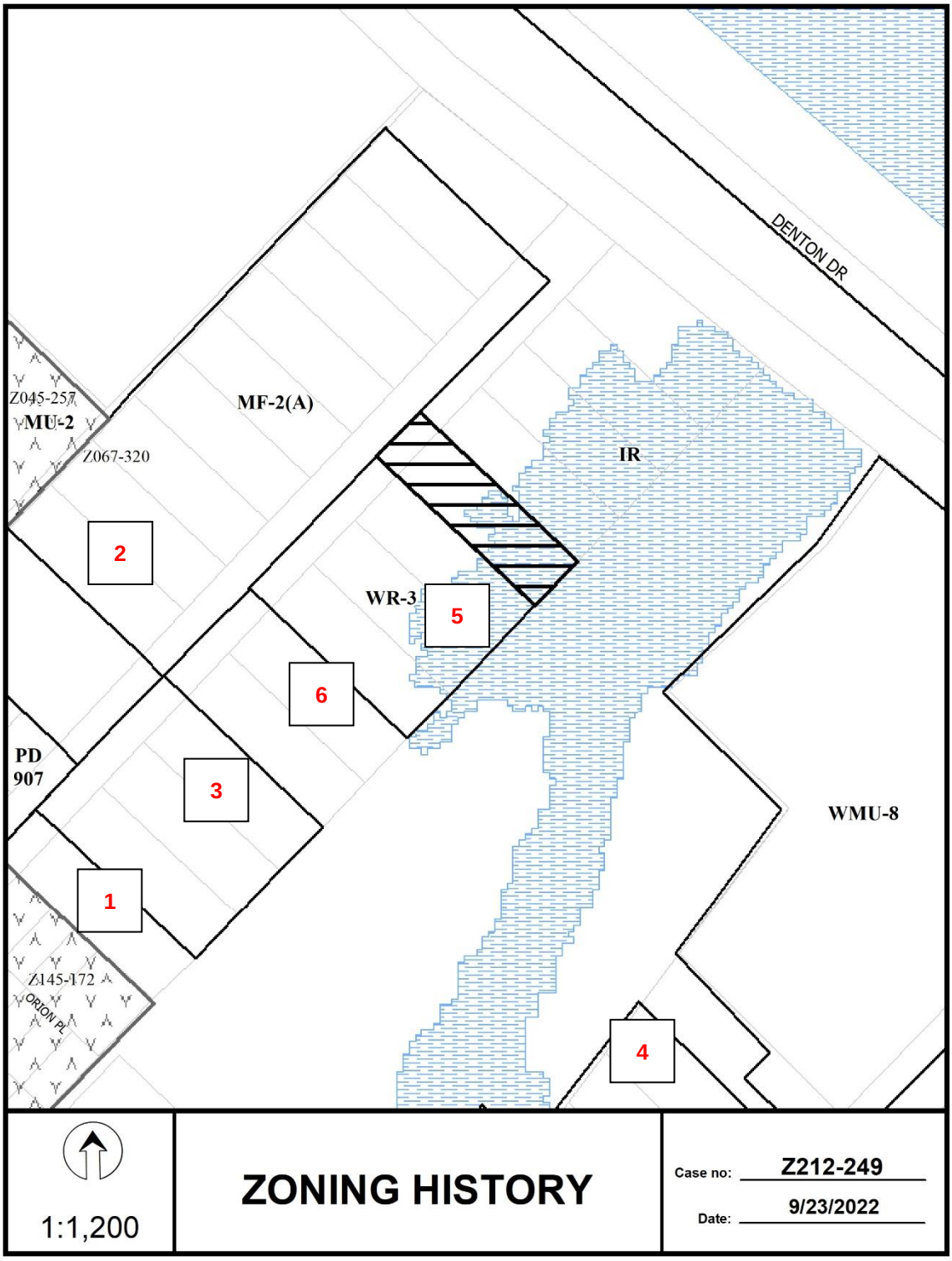
ZONING AND LAND USE
Case no: Z212-249
Date: 9/23/2022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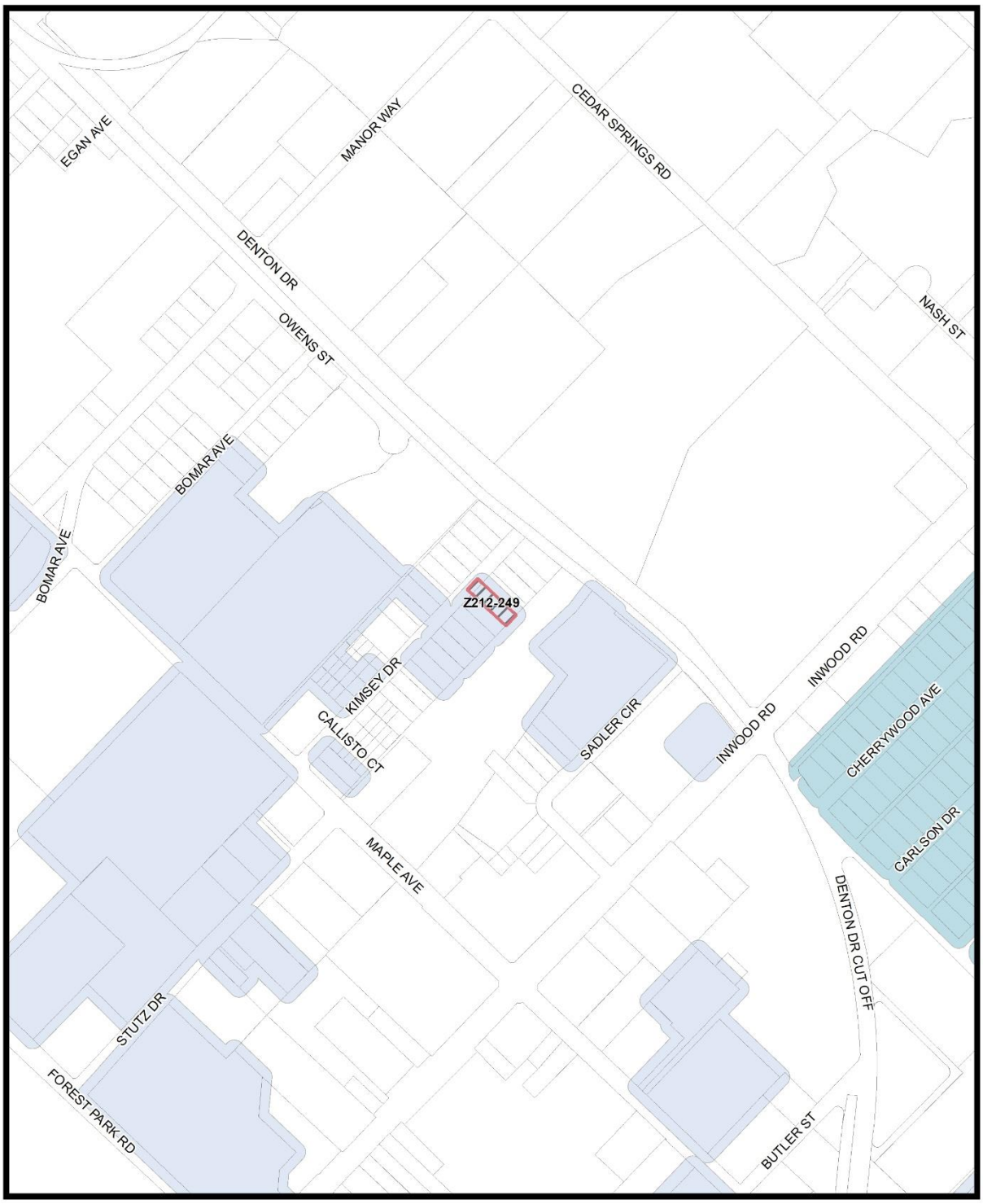
Date: 9/23/2022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C
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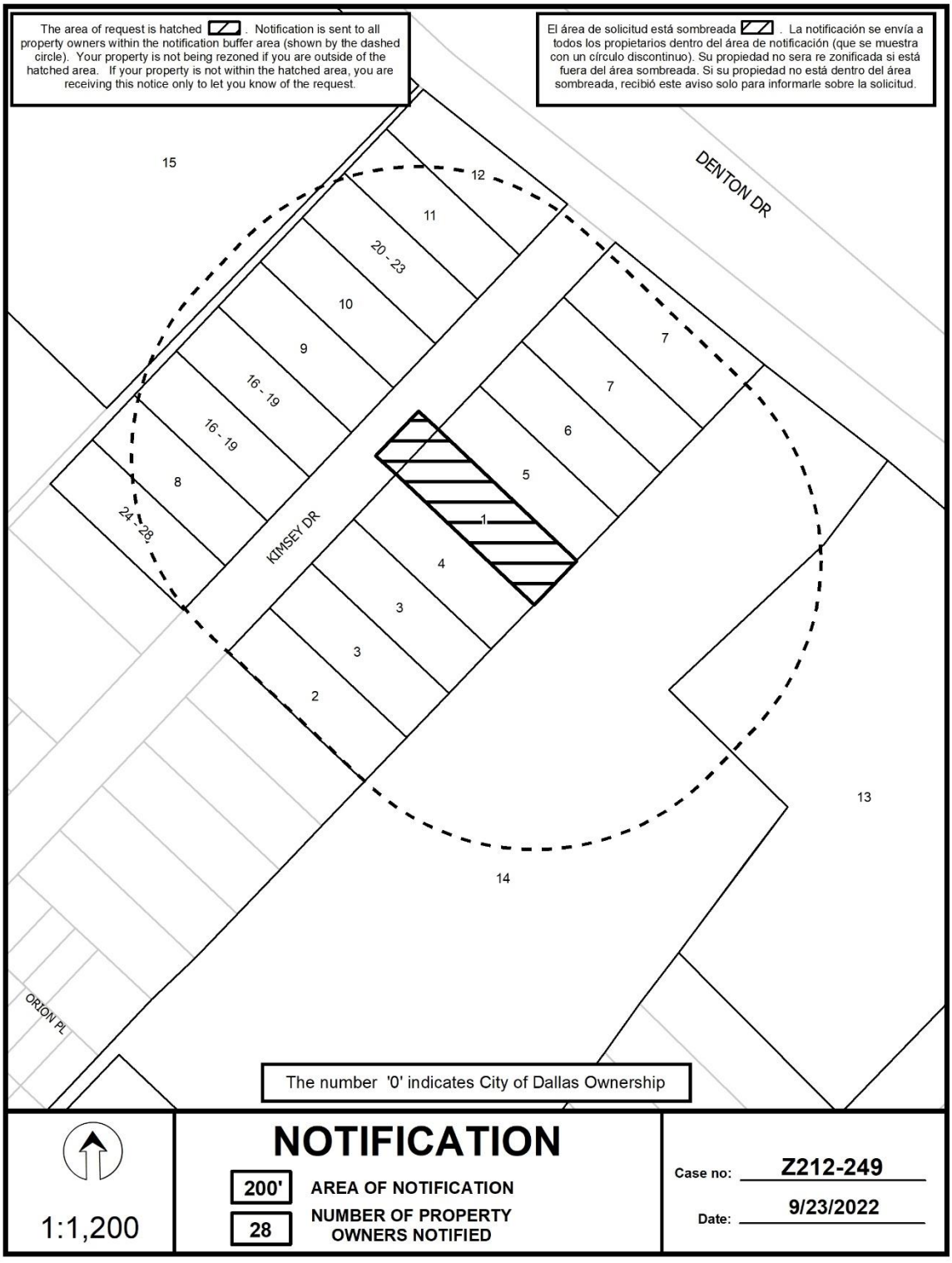
E
F
G
H
I
NA
1:4,800
Market Value Analysis
Printed Date: 5/27/2022


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no sera re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
15
12
11
20 - 23
10
9
16 - 19
16 - 19
8
24 - 28
KIMSEY DR
DENTON DR
7
7
6
5
1
4
3
3
2
13
14
ORTON PL
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
28
NUMBER OF PROPERTY OWNERS NOTIFIED
1:1,200
Case no: Z212-249
Date: 9/23/2022

05/26/2022

Notification List of Property Owners

Z212-249

28 Property Owners Notified

Label #	*Address*		*Owner*
1	2710	KIMSEY DR	CORONADO JOSE & ANA M
2	2622	KIMSEY DR	MARTINEZ ALEXANDER C &
3	2626	KIMSEY DR	RG SHEKINAH LLC
4	2706	KIMSEY DR	RG SHEKINAH LLC
5	2714	KIMSEY DR	PECINA DAGOBERTO R &
6	2718	KIMSEY DR	SOTO GERARDO
7	2722	KIMSEY DR	JMH 2020 GST TRUST
8	2627	KIMSEY DR	DOLLINGER MICHAEL G &
9	2711	KIMSEY DR	ASAI RYO
10	2715	KIMSEY DR	DEVONSHIRE VENTURES LLC
11	2723	KIMSEY DR	DEVONSHIRE VENTURES LLC
12	2727	KIMSEY DR	DALLAS AREA RAPID TRANSIT
13	5747	SADLER CIR	NTHP INWOOD INC
14	5760	MAPLE AVE	Taxpayer at
15	6025	OWENS ST	Taxpayer at
16	2703	KIMSEY DR	KJWJ HOLDINGS CORP
17	2703	KIMSEY DR	BAKER STREET HOLDINGS LLC
18	2703	KIMSEY DR	MAHENDRAN SABARI
19	2707	KIMSEY DR	DEVONSHIRE VENTURES LLC
20	2719	KIMSEY DR	LEET KHRIS ALLAN
21	2719	KIMSEY DR	MCCAIN ANTHONY RAY JR
22	2719	KIMSEY DR	HALE DAVID JR
23	2719	KIMSEY DR	ROBBINS DION JARED
24	2623	KIMSEY DR	WILSON KENNETH WAYNE JR
25	2623	KIMSEY DR	TRUE STEVEN M & AMBER K
26	2623	KIMSEY DR	CHEN LIFENG
27	2623	KIMSEY DR	SAYLER CLIFT E
28	2623	KIMSEY DR	RAZOMADRID RAMON MOISES