

**FILE NUMBER:** Z190-250(AU)

**DATE FILED:** April 17, 2020

**LOCATION:** West line of Preston Road, north of Belt Line Road

**COUNCIL DISTRICT:** 11

**SIZE OF REQUEST:** +/- 18 acres

**CENSUS TRACT:** 136.21

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**REPRESENTATIVE:** Masterplan, Dallas Cothrum

**APPLICANT/OWNER:** Terracap Management Inc.

**REQUEST:** An application for a Planned Development District for MU-2 Mixed Use District uses and standards on property zoned a MF-1(A) Multifamily District.

**SUMMARY:** The purpose of the request is to allow modified development standards primarily related to density, height, residential proximity slope, signs, and structured parking, landscaping, open space, and sidewalks.

**CPC RECOMMENDATION:** Approval, subject to a conceptual plan and conditions.

**STAFF RECOMMENDATION:** Approval, subject to a conceptual plan and staff's recommended conditions.

**Background Information:**

- The request site is currently occupied by a low-rise, garden-style, multifamily development. The development contains approximately 234 dwelling units in 31 two-story buildings, built in 1981, per Dallas Central Appraisal District files. The site is currently zoned MF-1(A) Multifamily District.
- The applicant is proposing to create a new Planned Development District that will generally default to MU-2 zoning district and will generally change for all standards that enable higher density, for dwelling unit density, height, and lot coverage.
- Per the stated vision, the applicant is intending to develop the site with a vibrant mixed-use, mixed-income development with pedestrian-friendly elements and open space strategically dispersed throughout the site resulting in pedestrian connectivity both internally to the site and externally to the surrounding area. The existing adjacent residential areas will be protected by height restrictions resulting from the residential proximity slope and additional landscaping buffers developed on the property. This development is intended to provide a desirable live, work, play environment which will enhance the vitality of the surrounding area for the future.
- The proposed PD Conditions generally match the PD conditions proposed for the accompanying zoning change request to the north of the area of request.

**Zoning History:**

There has been one zoning case requested in the area in the past five years:

1. **Z201-221** An application for an MU-2 district on property zoned MF-1(A) Multifamily District, located on northeast corner of Belt Line Road and Prestonwood Boulevard. The case is under consideration with the City Plan Commission on July 21, 2022.

**Thoroughfares/Streets:**

Thoroughfares/Street	Type	Existing ROW
Preston Road	Principal Arterial	100 feet Bike Plan
Belt Line Road	Principal Arterial	130 feet

**Traffic:**

The applicant submitted a Traffic Impact Analysis and subsequent revisions to address staff comments, the last being on May 11, 2022. The TIA includes both proposed developments located south and north of Orinda Drive, along Preston Road, meaning the zoning change request included in this report and the zoning change request to the south. The impact of both sites is analyzed together. The following is in excerpt from the TIA:

*The Terracap mixed-use redevelopment plans to replace approximately 353 multi-family dwelling units spanning 53 low-rise buildings from the Preston Del Norte apartment complex with 6 new mid-rise and high-rise buildings of residential and commercial use. Primary access to the redevelopment site will be provided by an existing access connection along Preston Road that connects to Orinda Drive, a privately-owned street. Additional access to the site will be provided via Ladera Drive, a privately-owned street, connecting at Belt Line Road and Arapaho Road. The Terracap mixed-use redevelopment is estimated to be constructed in 5 phases, each separated by 2 years, starting in 2023; for purposes of the study, full build out of the project was assumed to be completed by end of 2033.*

*Regarding the intersection analysis, the signalized study intersections along Preston Road currently operate at a LOS F based on the existing signal timings and phasing provided by the City. The signalized intersections are projected to continue operating at a LOS F for the Build Out and Horizon Year scenarios. Delays may be able to be improved at the signalized intersections by optimizing the cycle length and splits at each intersection; however, signal optimization would require optimization at all other signalized intersections along each study corridor in order to ensure that adequate progression is maintained.*

*Regarding the traffic signal warrant evaluation at the three unsignalized study intersections that provide access to the Terracap redevelopment site, all three intersections are projected to meet Warrants 1, 2, and 3 by the Build Out scenario, without considering the net redevelopment trips generated by the Terracap mixed-use redevelopment site. Based on the locations of adjacent signalized intersections, Halff recommends signalizing only the Preston Road / Driveway TCD1 intersection.*

*There are three DART bus routes surrounding the development site and a future DART light rail line with a stop located within a mile of the site. Encouraging future residents to utilize these resources will provide Transportation Demand Management (TDM) benefits by removing potential passenger vehicle trips from the surrounding roadway network. DART has programs in place for bus stop upgrades and reduced fare options that will be explored as a way to encourage ridership by residents of the proposed development. Based on the analyses conducted for the TIA and a review of the development plans, the following table provides recommendations to accommodate the projected traffic expected to be generated by the proposed Terracap mixed-use redevelopment in Dallas.*

Study Year	Recommendation
When traffic volumes are projected to meet Warrant 1, based on the development phasing plan (once the phasing plan is developed)	Install a traffic signal at the Preston Road / TCD1 intersection. Half recommends the following parameters for the signal: <ul style="list-style-type: none"> <li>• Protected-permissive phasing for northbound left turn movement</li> <li>• Install a Signal Ahead sign (W3-3) on each side of northbound Preston Road approximately 250 feet south of the intersection. The signs should face south to alert northbound drivers on Preston Road of the upcoming signalized intersection.</li> </ul>
Phase 1 of the proposed redevelopment	Install a right-turn deceleration lane along southbound Preston Road at TCD1, constructed consistent to TxDOT standards.
Phase 1	Construct the redevelopment's eastbound main entrance (TCD1) approach to Preston Road wide enough (at least 22 feet) to provide separate left turn and right turn lanes for vehicles exiting the site.
Now	Install stop signs at the intersections of Belt Line Road / Ladera Drive and Arapaho Road / Ladera Drive. (Ladera Drive is classified as a private street.)
Now	Extend the median located east of Belt Line Road / Ladera Drive intersection west to disallow left turn movements from the existing driveway east of the intersection serving the shopping center. For left turn movements onto E. Belt Line Road from the shopping center, Half recommends utilizing the existing opening in the median on Ladera Drive north of Belt Line Road to allow drivers to use the Belt Line Road / Ladera Drive intersection. See <b>Figure 15</b> in <i>Appendix H</i> for conceptual layout of this recommendation.
Phase 1 (Preston Road / TCD1) Now (Belt Line Road and Arapaho Road around Ladera Drive intersections)	The landscape plan for the redevelopment project should consider the minimum required sight distance when looking north and south on Preston Road. Additionally, any vegetation within the study area impeding visibility on the public roads at the intersections should be maintained or cleared out.
Now	Work with DART on TDM strategies to encourage future residents to use the bus and light rail travel options in the area.

In addition, the proposed PD Conditions include provisions meant to encourage and support alternate mobility and transit as follows:

- Bike parking for ten percent of the dwelling units,
- DART bus stations enhancements and pedestrian connections with the development,
- Provide DART passes to minimum of 30 percent of residents,
- Reduced parking as bonus in exchange of MIH,
- Passenger loading spaces as condition of MIH,
- Micro-mobility parking and charging stations.

The Engineering Division of the Department of Transportation has reviewed the request and determined that the significant impact the existing roadway system will be addressed via improvements and TDM type of measures to be provided within the proposed PD

Conditions.

**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The request is generally consistent with the Plan recommendations.

**LAND USE ELEMENT**

**GOAL 1.2 Promote desired development**

**Policy 1.2.2 Establish clear and objective standards for land use planning**

1.2.2.2 Incorporate findings that demonstrate consistency with the Policy Plan's goals and policies into land use planning decisions. Findings should guide private development toward zoning that:

- Maintains a healthy balance of jobs and households;
- Protects and stabilizes existing neighborhoods;
- Establishes healthy neighborhoods;
- Emphasizes mixed-use development, especially around transit stations;
- Maintains an adequate transportation and circulation system;
- Provides land use consistent with the established growth targets;
- Protects existing industrial and employment centers;
- Promotes appropriate growth in the Trinity River Corridor and protects the public investment there; and
- Enables development consistent with Vision Building Blocks.

**GOAL 1.3 Provide equitable opportunities for Dallas residents**

**Policy 1.3.1 Create housing opportunities throughout Dallas**

1.3.1.1 Encourage creation of diverse housing types by establishing ways to foster such development and find ways to foster homeownership.

**GOAL 1.5 Develop and maintain a monitoring program**

**Policy 1.5.1 Monitor key benchmarks based on the Core Values and Guiding Principles. These benchmarks will be the basis for judging success of planning efforts.**

1.5.1.1 Maintain a way to periodically gauge the success of the Policy Plan. The system should track changes in land use, specifically jobs, housing, and levels of investment at a small geographic scale, and the city's zoning capacity— how much growth can be accommodated in the future.

## **URBAN DESIGN ELEMENT**

### **GOAL 5.1 Promote a sense of place, safety and walkability**

#### **Policy 5.1.1 Promote pedestrian-friendly streetscapes**

5.1.1.1 Amend the Dallas zoning and plat regulations to establish pedestrian and transit-oriented districts with urban design standards for walkability that encourage enhanced pedestrian amenities. These standards need to accommodate automobile dependent activities such as trash pickup and deliveries.

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

5.1.3.2 Amend the Dallas zoning regulations to establish urban design standards that reflect quality design and good land use principles through regulations which address height, scale, bulk and massing of new development. Standards will also address the impact of parking lots and structures to minimize spillover to adjacent neighborhoods, mitigate any negative effects and eliminate visual intrusion or incompatibility with the adjacent residential neighborhoods, historic or conservation districts.

### **GOAL 5.3 Establish walk-to convenience**

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

5.3.1.1 Amend the Dallas zoning regulations to establish mixed-use, pedestrian-friendly zoning districts. These zoning districts should provide for a range of densities and intensities to suit a variety of urban contexts.

5.3.1.2 Encourage mixed-use zoning districts and developments particularly in the Walkable Mixed-Use Building Blocks, yet ensure sensitivity to existing, surrounding vulnerable land uses.

5.3.1.3 Enact mixed-use zoning districts after consideration and study of Area Plans that identify specific opportunities and needs.

#### **Policy 5.3.3 Encourage transit-oriented developments and transit centers**

5.3.3.2 Amend the Dallas zoning and plat regulations to establish development standards to ensure a quality-built environment contributes positively to the pedestrian environment. Include appropriate setbacks, heights, and other building standards for a range of scale and densities.

There is no City-adopted Area Plan that includes this area of the city.

**STAFF ANALYSIS**

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	MF-1(A)	Multifamily
<b>North West South</b>	MF-1(A)	Multifamily
<b>East</b>	R-7.5(A)	Single family

**Land Use Compatibility:**

The area of request is currently developed with multifamily that consists of approximately 234 dwelling units in 31 two-story buildings. To the north and west the site is adjacent to similar type of development. Further west there is a golf course. To the east, across from Preston Road, there are single family neighborhoods. To the south, at the intersection of Preston Road and Belt Line Road, there are retail, personal services and office uses.

The adjacent property to the north of the area of request, across from Orinda Drive, is another portion of the same multifamily complex that is subject to a similar zoning change request. The applicant is proposing to redevelop the site with a mixed-use project that will consist mainly of multifamily under the standards of MU-2, Mixed Use District, but with the possibility of adding non-residential uses. The following table is a comparison between the uses allowable in the two base zoning districts.

**Uses Comparison Chart**

*P: permitted*

*SUP: allowable by Specific Use Permit*

*RAR: Residential Adjacency Review required at permitting*

*Green highlight on differences*

	Existing MF-1(A)	MU-2 (fyi only)	Proposed generally default to MU-2
<b>Agricultural uses</b>			
Crop production	P	P	P
<b>Commercial and business service uses</b>			
Catering service		P	P
Custom business services		P	P
Electronics service center		P	P
Labor hall		SUP	
Medical or scientific laboratory		P	P
Tool or equipment rental		P	
<b>Industrial uses</b>			
Gas drilling and production	SUP	SUP	
Temporary concrete or asphalt batching plant	SUP	SUP	
<b>Institutional and community service uses</b>			
Adult day care facility	SUP	P	P
Cemetery or mausoleum	SUP	SUP	
Child-care facility	SUP	P	P
Church	P	P	P
College, university or seminary	SUP	P	P
Community service center	SUP	SUP	SUP
Convalescent and nursing homes, hospice care, and related institutions	RAR	RAR	RAR
Convent or monastery	P	P	P
Foster home	P	P	P
Halfway house		SUP	
Hospital	SUP	SUP	
Library, art gallery, or museum	SUP	P	P
Open-enrollment charter school or private school	SUP	SUP	SUP
Public school other than an open-enrollment charter school	SUP	RAR	RAR
<b>Lodging uses</b>			
Extended stay hotel or motel		SUP	
Hotel or motel		RAR	
Overnight general purpose shelter		P	
<b>Miscellaneous uses</b>			
Attached non-premise sign		SUP	SUP
Carnival or circus (temporary)	BO	BO	
Temporary construction or sales office	P	P	P
<b>Office uses</b>			
Alternative financial establishment		SUP	
Financial institution without drive-in window		P	P
Financial institution with drive-in window		DIR	
Medical clinic or ambulatory surgical center		P	P
Office		P	P



	Existing MF-1(A)	MU-2 (fyi only)	Proposed generally default to MU-2
<b>Recreation uses</b>			
Country club with private membership	RAR	P	
Private recreation center, club, or area	SUP	P	
Public park, playground, or golf course	P	P	
<b>Residential uses</b>			
College dormitory, fraternity, or sorority house	P	P	
Duplex	P	P	
Group residential facility	P	P	
Handicapped group dwelling unit	P		
Multifamily	P	P	
Residential hotel		P	
Retirement housing	P	P	
Single family	P		
<b>Retail and personal service uses</b>			
Alcoholic beverage establishments		P	P
Animal shelter or clinic without outside runs		RAR	
Auto service center		RAR	
Business school		P	P
Car wash		RAR	
Commercial amusement (inside)		SUP (maybe)	
Commercial amusement (outside)		SUP	
Commercial parking lot or garage		RAR	RAR
Convenience store with drive-through		SUP	
Dry cleaning or laundry store		P	P
Furniture store		P	P
General merchandise or food store 3,500 square feet or less		P	P
General merchandise or food store greater than 3,500 square feet.		P	P
General merchandise or food store 100,000 square feet or more		SUP	
Household equipment and appliance repair		P	P
Liquor store		P	P
Mortuary, funeral home, or commercial wedding chapel		P	
Motor vehicle fueling station		P	
Nursery, garden shop, or plant sales		P	P
Paraphernalia shop		SUP	SUP
Personal service uses		P	P
Restaurant without drive-in or drive-through service		RAR	RAR
Restaurant with drive-in or drive-through service		DIR	
Swap or buy shop		SUP	SUP
Temporary retail use		P	P
Theater		P	
<b>Transportation uses</b>			
Helistop		SUP	
Railroad passenger station		SUP	
Transit passenger shelter	P	P	
Transit passenger station or transfer center	SUP	SUP	
<b>Utility and public service uses</b>			
Commercial radio or television transmitting station		P	

	Existing MF-1(A)	MU-2 (fyi only)	Proposed generally default to MU-2
Electrical substation	SUP	P	
Local utilities	SUP or RAR	SUP or RAR	
Post office		P	
Police or fire station	SUP	P	
Radio, television, or microwave tower	SUP	SUP	
Tower/antenna for cellular communication	P	P	
Utility or government installation other than listed	SUP	SUP	
<b>Wholesale, distribution, and storage uses</b>			
Mini-warehouse		SUP	
Recycling buy-back center		P	
Recycling collection center		P	
Recycling drop-off container	P	P	
Recycling drop-off for special occasion collection	P	P	

The requested Planned Development District with MU-2 base land uses would allow additional non-residential land use categories. Considering the location along a major intersection of two major thoroughfares and the mainly residential composition of the area, the proposal that would allow wider land use categories that would enhance the access to neighborhood-serving type of use. Staff supports the addition of non-residential uses at this location.

**Development Standards:**

The following table is a comparison between the development standards of the existing zoning district and the proposed PD. The standards for base MU-2 are added for information purposes only.

	Existing MF-1(A)	Proposed PD	FYI MU-2
<b>Front yard</b>	15'	Preston Rd: 50 feet	15' Urban form setback: additional 20' for above 45' in height
<b>Side yard</b>	SF: no min D: 5' Other: 10'	Orinda and Ladera: 15 feet	20' when adj or across an alley from R, D, TH, CH, MF <b>Other:</b> No min <b>Tower spacing:</b> 1' for each 2' above 45' in height, up to a total setback of 30'. Max setback is 30'
<b>Rear yard</b>	SF: no min D: 10' Other: 15' 15' when backing MF and other non-res. districts		

	Existing MF-1(A)	Proposed PD	FYI MU-2
<b>DU density</b>	MF-1(A) no max (But regulated indirectly and capped by min sf of unit type for lot size)	<b>Min DU: 500 DU</b> <b>Base: 70DU/acre</b>  <i>If MIH for MVA D, E, F</i> - 5% MIH: 100DU/acre - 10% MIH: 130DU/acre	<b>MU-2: base 50DU/acre</b> <b>If MUP: max. 100DU/acre</b> <i>If MIH for MVA D, E, F:</i> - 5% MIH: +35DU/ac (=85DU/ac) - 10% MIH: +55DU/ac (=105DU/ac) <b>Bonus if transit proximity*:</b> +15DU/acre
<b>FAR</b>	No max (But regulated indirectly and capped by min sf of unit type for lot size)	<b>Base: MU-2</b> <b>*non-residential uses max 30% of building site</b> <b>*CPC rec: max sf for retail and personal service and only in MUP</b> <i>If MIH for MVA D, E, F:</i> No max for res.	Depending on MUP: <b>MU-2 base</b> per use: min 0.6, max 1.6 <b>MU-2 MUP:</b> per use comb. max possible: 1.8 to 2.25 Residential uses are not included in FAR calc. <i>If MIH for MVA D, E, F: no FAR max</i>
<b>Height</b>	RPS for portions over 26' 36' <i>If MIH for MVA D, E, F: 51' to 85'</i> + urban form setback for above 45'	Portion: 210' <b><i>If MIH for MVA D, E, F:</i></b> - 12.5% MIH: 240' - 15% MIH: 290' Portion: 90' Portion: 54' RPS does not apply from west Encroachments	RPS for portions above 26' 135' base; up to 180' if MUP
<b>Lot coverage</b>	<b>Res.:</b> 60% <b>Non-res.:</b> 25% <i>If MIH for MVA D, E, F: up to 85%</i> <b>Bonus if transit proximity*:</b> 85% (aboveground parking structures are included)	MU-2	<b>80%</b> <b>Bonus if transit proximity*:</b> 85% (aboveground parking structures are included)
<b>Lot size</b>	Min lot area per DU for different types of structures: SF: 3,000sf D: 3,000sf MF: from 1,000sf to 1,800 sf (+200sf., based on bedroom counts) <i>If MIH for MVA D, E, F: no min.</i>	MU-2	No min
<b>Stories</b>	No max	No max	10 (for 135'height) 14 (for 180' height) (parking garages are excluded but must stay under height reg)
<b>Additional provisions</b>	SF structure spacing min 15' between each group of 8 SF structures	MU-2	Dev impact review DIR Visual intrusion

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\*4.1102: (15) *TRANSIT PROXIMITY* means development within one-half mile measured radially of a transit station, including trolley stops, train stations, transfer centers, transfer locations, transit centers, and any transit stop with a climate-controlled waiting area. Transit agencies served include Dallas Area Rapid Transit, Trinity Railway Express, and trolley service.

The major increases in development rights are for all standards that enable density. If the site is developed without any bonuses, the major increase in density is for dwelling unit density, height, and lot coverage. The proposed PD will mainly default to MU-2 development standards, but with enhanced front yard along Preston Road, and enhanced side yards to respect the adjacency with the surrounding MF-1 areas.

The applicant is requesting that Residential Proximity Slope (RPS) not apply to the site from the single-family zoning district located to the west, but to continue to apply from the other surrounding residential districts. RPS would be generated by the R-7/5(A) district to the east, across Preston Road, the R-16(A) to the west, across Ladera Drive, and MF-1(A) to the north. Per the Dallas Development Code, the residential proximity slope is a plane projected upward and outward from every site of origination. The angle and extent of projection of the residential proximity slope depends on the zoning category of the site of origination as follows:

ZONING CATEGORY	ANGLE OF PROJECTION	EXTENT
R, R(A), D, D(A), TH, and TH(A)	18.4° (1 to 3 slope)	Infinite.
CH, MF-1, MF-1(A), MF-2, and MF-2(A)	45° (1 to 1 slope)	Terminates at a horizontal distance of 50 feet from the site of origination.

The proposed PD Conditions include development bonuses in exchange of mixed-income housing. A comparison table between the existing zoning, the base MU-2 and the proposed ones is as follows:

MVA D, E, F	Existing: MF-1(A)			Proposed: PD			FYI: MU-2	
	Height (max)	Lot cov. (max)	Lot area (min)	DU/ac	Height	FAR	DU/ac (max)	
5% at 61-80 AMFI	36' → 51'	60 → 80%	No min.	70/AC → 100/AC		No max. for res.	+35/Ac (85/Ac)	
10% at 61-80 AMFI	36' → 66'			70/Ac → 130/Ac			+55/Ac (105/Ac)	
10% at 61-80 AMFI and 2.5% at 81-100 AMFI				70/Ac → 130/Ac	210' → 240'			
10% at 61-80 AMFI and 5% at 81-100 AMFI	36' → 85'	60 → 85%		70/Ac → 130/Ac	210' → 290'			+75/Ac (145/Ac)

In addition to the bonuses included in the table, parking reductions subject to design standards for parking and requirements for passenger loading spaces are also included in the proposed PD conditions.

If the site is developed using mixed income housing bonuses the only major difference in density achievable in the existing versus the proposed district is driven by allowable height and dwelling unit density.

**Height:**

Under MF-1(A) standards the maximum height may be 85 feet; under the base MU-2 standards the maximum height for a non-Mixed-Use Project development may be 135 feet; the proposed conditions include heights up to 290 feet as bonus for a portion of the site.

If RPS would apply, the RPS from the R-7.5 district to the east and west, and MF-1 districts to the north would limit the height to a number in between 35 feet and 130 feet, to an actual height between two and six stories.

The conceptual plan indicates maximum allowable height increasing from east to west, from 54 feet (three stories), to 90 feet (six stories), and to 210 feet (14 stories). The 210 feet portion would be allowable to increase to 290 feet as bonus (19 stories). The proposed height plan is taking into consideration and complies with the RPS generated from the R-7.5(A) district across Preston Road, and is requesting to dismiss the RPS from the R-16(A) western portion, currently developed with a golf course. The MF-1(A) property to the north is also subject to a request for a zoning change to an MU-2 district.

**Dwelling unit density:**

The existing MF-1(A) does not have a cap on dwelling unit density, being a low-density district. Under the base MU-2 district, if all bonuses would be applied, approximately 1,100 dwelling units may be built. The proposed PD conditions, with all applicable bonuses, would allow approximately 1,030 dwelling units. The revised PD conditions include an increased minimum number of dwelling units, to ensure an excess in the replacement of existing units.

**Design standards:**

The proposed PD Conditions include design standards to ensure good urban form that supports a walkable development, attention to the relationship with the public realm, including along the internal private streets, and minimizes the impact of parking garages on the surroundings.

The conditions include:

- A limited portion of provided parking can be surface parking and must be placed behind buildings when along public or private streets;
- Aboveground parking structures must be wrapped along Preston Road, public thoroughfare, and Orinda Drive, private street; and screened otherwise;
- Required accommodations for alternate means of transportation;

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- Enhanced landscape standards and street trees along streets and internal driveways
- Open space: in the revised conditions, the applicant is proposing an increase in the required open space to a minimum twenty percent of each building site and a minimum half-acre contiguous space, all with amenities and pedestrian facilities;
- Enhanced streetscape with wide sidewalks and eight-foot parkways to accommodate street trees and pedestrian amenities;
- Transit ridership enhancements.

The Conceptual Plan indicates a 50-foot deep linear open space along Preston Road.

Staff took into consideration the impact of the proposed zoning change to the adjacent properties, the enhanced design standards per recent revisions, as well as the location and configuration of the area of request.

Considering:

- the location of the site along a wide throughfare, Preston Road, that is a considerable physical separation between the area of request and the residential neighborhood that back Preston Road with a subdivision wall and the proposed height plan that accommodates RPS,
- the configuration of the site that has limited frontage on public streets and is adjacent to a golf course,
- the location of the proposed tower recessed from the nearby neighborhoods and located closer to the golf course,
- the proposed design standards with accent on open space and enhanced landscaping and streetscape,
- the proposed open space along Preston Road that will support the local mobility and connections north south, as well as improvements and investment in alternate modes of transportation,
- the location at a major mixed-use intersection of two commercial thoroughfares that are major retail destination in the area, and the proposed base to a mixed-use district that is intended to gently and naturally transition from the commercial nodes into the residential areas,
- the location in a larger area that contain a mix of multifamily and major retail destinations between the Dallas North Tollway and Preston Road,

Staff supports the requested PD that would enable a greater density of dwelling units to compliment the area by increasing the variety of housing choices in the area, possibly diversifying the mixed-use options, while enhancing the overall urban form and enabling alternate mobility along Preston Road and better connection with nearby major retail destinations.

City Plan Commission recommended a limitation on maximum possible square footage for retail and personal service uses up to 70,000 square feet and to be allowable only in a mixed-use project. Staff does not support this recommendation in an effort to support

and encourage a mix of uses in a composition that is viable at any point in the life of the development.

**Parking:**

The proposed PD Conditions includes reduced parking ratios as bonus in enhance of mixed-income housing consistent with the ratios included in the Dallas Development Code as amended. For multifamily use, the applicant’s proposed conditions include one space per unit and for retirement housing one quarter per unit. Additionally, all conditions associated with this bonus will apply, and the PD includes design and location conditions for parking.

City Plan Commission and staff is recommending the parking ratio bonus to default to the code and be a minimum of one half space per unit. Staff took into consideration the proximity to transit, existing and planned, and the proposed enhancements for alternate mobility.

For the other uses, parking will be provided based on Dallas Development Code parking requirements included in Section 51A-4.200, as amended.

The PD includes requirements for bike parking, electronic vehicle charging stations, micro mobility, and transit ridership incentives and enhancements to support the DART bus routes along Preston Road.

**Landscaping:**

Landscaping of any development will be in accordance with Article X, as amended. The proposed PD Conditions include enhanced landscape standards for enhanced landscape buffers along interna private streets, street trees, and parking lot trees. The proposed PD Conditions include a requirement for a landscape plan to be approved by City Plan Commission.

**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 request site is located within an “E” MVA cluster. Areas around the site are located within “D” MVA cluster.

**LIST OF PARTNERS**

**Property Owner:**

Delhome Associates LTD  
Nordel Associates LTD  
Rondel Associates LTD  
Fountex Genpar Inc. Officers  
Larry Krauss, CEO

**Applicant:**

Terracap Management, Inc.  
Jason McCauley, VP Development



**CPC Action  
September 15, 2022**

**Motion:** It was moved to recommend **approval** of a Planned Development District for MU-2 Mixed Use District uses and standards on property zoned an MF-1(A) Multifamily District, on the west line of Preston Road, north of Belt Line Road, subject to a conceptual plan and staff's recommended conditions as briefed, with the following changes:

- subsection ....115(f) strike out the "pet waste station" as one of the possible pedestrian amenities
- insert an additional subsection in subsection ....110(i) retail and personal service uses are limited to a maximum of 70,000 square feet and limited to a mixed-use structure.

Maker: Rubin  
Second: Shidid  
Result: Carried: 9 to 2

For: 9 - Popken, Kingston, Hampton, Anderson, Shidid,  
Blair, Housewright, Rubin, Stanard  
Against: 2 – Jung, Carpenter  
Absent: 2 - Vann, Haqq  
Vacancy: 2 - District 3, District 11

**Friendly amendment:** To increase the parking ratio to 1 parking spaces per unit, following the applicant's request for the parking ratio.

Maker: Jung  
Second: Stanard  
Result: Failed: 5 to 6

For: 5 - Hampton, Carpenter, Blair,  
Jung, Stanard  
Against: 6 - Popken, Anderson, Shidid,  
Housewright, Kingston, Rubin  
Absent: 2 - Vann, Haqq  
Vacancy: 2 - District 3, District 11

**Notices:** Area: 500 Mailed: 63  
**Replies:** For: 0 Against: 2

**Speakers:** For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201  
Lee Kleinman, 2201 Main St., Dallas, TX, 75201  
Brian Crombie, 2480 Mississauga Rd, Mississauga  
Ontario, Canada, L5H2L5Krystal Morrow, 1828 Steward Dr.,  
Carrollton, TX, 75010

Z190-250(AU)

Dylan Hedrick, 3803 Parwood Blvd, Suite 800, Frisco, TX  
75034

Jeffery Smith, 1308 Sea Island Road, Savannah, TX,  
76227

Peter Kavanaugh,  
Against: None

**CPC Action**  
**August 18, 2022**

**Motion:** In considering an application for a Planned Development District for MU-2 Mixed Use District uses and standards on property zoned an MF-1(A) Multifamily District, on the west line of Preston Road, north of Belt Line Road, it was moved to **hold** this case under advisement until September 15, 2022.

Maker: Rubin  
Second: Hampton  
Result: Carried: 11 to 0

For: 11 - Popken, Hampton, Anderson, Shidid,  
Carpenter, Blair, Jung, Housewright, Haqq,  
Stanard, Rubin

Against: 0  
Absent: 2 - Vann, Kingston  
Vacancy: 2 - District 3, District 11

**Notices:** Area: 500 Mailed: 63  
**Replies:** For: 0 Against: 2

**Speakers:** For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201  
Against: None

**CPC Action**  
**July 21, 2022**

**Motion:** In considering an application for a Planned Development District for MU-2 Mixed Use District uses and standards on property zoned an MF-1(A) Multifamily District, on the west line of Preston Road, north of Belt Line Road, it was moved to **hold** this case under advisement until August 18, 2022.

Maker: Rubin  
Second: Housewright  
Result: Carried: 12 to 0

For: 12 - Popken, Hampton, Anderson, Shidid,  
Carpenter, Blair, Jung, Housewright, Haqq,  
Stanard, Kingston, Rubin

Against: 0  
Absent: 2 - Vann, Gibson  
Vacancy: 1 - District 3

**Notices:** Area: 500 Mailed: 63  
**Replies:** For: 0 Against: 1

**Speakers:** For: Andrew Ruegg, 2201 Main St., Dallas, TX, 75201  
Lee Kleinman, 2201 Main Street, Dallas, TX, 75201  
Rod Engel, 1020 N. Milwaukee Ave., Deerfield, IL, 60015  
For (Did not speak): Brian Satagaj, 3803 Parkwood Blvd., Frisco, TX, 75034  
Michael Kottwitz, 6704 Aberdeen Ave, Dallas, TX, 75230  
Wilson Kerr, 10817 Sandpiper, Dallas, TX, 75230  
Peter Kavanagh, 1620 Handley Dr., Dallas, TX, 75058  
Jeffrey Smith, 3090 Nowitzki Way, Dallas, TX, 75219  
Against: None

**CPC RECOMMENDED  
PD CONDITIONS**

**SEC. 51P-XX.101 LEGISLATIVE HISTORY**

PD \_\_\_\_ was established by Ordinance No. \_\_\_\_\_, passed by the Dallas City Council on \_\_\_\_\_.

**SEC. 51P-XX.102 PROPERTY LOCATION AND SIZE**

PD XXXX is established on property located on the north side of Belt Line Road, west of Preston Road. The size of PD XXXX is approximately 11.134 acres.

**SEC. 51P-XX.103 DEFINITIONS AND INTERPRETATIONS**

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

(1) **ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)** means the conductors, including the ungrounded, grounded, and equipment grounding conductors, and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

(2) **EV INSTALLED** means a designated parking space with a branch circuit for EVSE servicing electric vehicles and an electric vehicle charging station installed.

(3) **EV READY** means a designated parking space which is provided with one dedicated branch circuit for EVSE servicing electric vehicles. The circuit shall terminate in a suitable termination point such as a receptacle or junction box, and be located in close proximity to the proposed location of the EV parking spaces.

(4) **EV CAPABLE** means electric capacity, conduit, and space to support a circuit for each EV parking space, and the installation of raceways, both underground and surface mounted, as required, to support the EVSE.

(5) **MICRO-MOBILITY CHARGING** means an electrical charging station or outlet available for charging micro-mobility vehicles such as e-scooters and e-bikes.

(6) **NEW CONSTRUCTION** means construction of a main structure that did not exist as of (date of passage of ordinance).

Z190-250(AU)

(7) INTERNAL DRIVEWAY means a vehicular drive for means of ingress and egress to the site accessed from Preston Road, Orinda Drive, or Ladera Drive. Fire lanes for emergency access only are not included in this definition.

(8) STREET-FRONTING FACADE means the building face fronting Preston Road, Orinda Drive, or Ladera Drive.

(b) Unless otherwise states, 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.

**SEC. 51P-XX.104 EXHIBIT.**

The following exhibit is incorporated into this article: Exhibit XXXXA: conceptual plan

**SEC. 51P-XX.105 VISION STATEMENT**

This district is envisioned to be a vibrant mixed-use, mixed-income development with pedestrian-friendly elements and open space strategically dispersed throughout the site resulting in pedestrian connectivity both internally to the site and externally to the surrounding area. The existing adjacent residential areas will be protected by height restrictions resulting from the residential proximity slope emanating from the east and additional landscaping buffers developed on the property. This development is intended to provide a desirable live, work, play environment which will enhance the vitality of the surrounding area for the future.

**SEC. 51P-XX.106 CONCEPTUAL PLAN.**

Development and use of the Property must comply with the conceptual plan (Exhibit XXXXA). In the event of a conflict between the text of this article and the conceptual plan, the text of this article control.

**SEC. 51P-XX.107 DEVELOPMENT PLAN**

(a) Prior to the issuance of a building permit for work other than repair of existing structures, demolition and grading, the installation of fencing or other structures for security purposes, work associated with permitted temporary uses, or work intended to provide for the irrigation or maintenance of landscaping, a development plan must be approved by the city plan commission.

(b) A development plan is not required to include all phases of development if separate phases are proposed. If separate phases are proposed, however, a development plan for each phase must be approved by the city plan commission before the issuance of a building permit to authorize work in that phase of development.

(c) For purposes of compliance with yard, lot, and space regulations, the Property shall be considered one lot, except that any provision of this Chapter that references a “building site” shall not treat the Property as one lot.

(d) In the event of a conflict between the text of this article and the development plan, the text of this article controls.

**SEC. 51P-XX.108**

**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) The following main uses are prohibited:

- (1) Commercial and business service uses.
  - Labor hall.
  - Tool or equipment rental.
- (2) Industrial uses.
  - Gas drilling and production.
  - Temporary concrete or asphalt batching plant.
- (3) Institutional and community service uses.
  - Cemetery or mausoleum.
  - Halfway house.
  - Hospital.
- (4) Lodging uses.
  - Extended stay hotel or motel.
  - Hotel or motel.
  - Overnight general purpose shelter.
- (5) Miscellaneous uses.
  - Carnival or circus (temporary).
- (6) Office uses.
  - Alternative financial establishment.
  - Financial institution with drive-in window.
- (7) Retail and personal service uses.
  - Animal shelter or clinic without outside runs.
  - Auto service center.
  - Car wash.
  - Convenience store with drive-through.
  - Commercial amusement (inside).
  - Commercial amusement (outside).
  - General merchandise or food store 100,000 square feet or more.
  - Mortuary, funeral home, or commercial wedding chapel.
  - Motor vehicle fueling station.
  - Restaurant with drive-in or drive-through service.
  - Theater.

**SEC. 51P-XX.109**

**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 51A4.217.

**SEC. 51P-XX.110 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. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

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

(...) **Building Site.** No building site on the Property shall contain more than one building of three or more stories.

(b) **Front yard.** Minimum front yard is 50 feet on Preston Road as shown on the conceptual plan.

(c) **Side and rear yard.** Side and rear yard is 15 feet from Orinda Drive and Ladera Drive as shown on the conceptual plan.

(d) **Density.**

(1) **In general.** Except as provided in this subsection, minimum number of dwelling units is 500. Maximum dwelling unit density is 70 dwelling units per acre.

(2) **Increased development standards.**

(i) If compliant with Section 51P-XX.118(a)(1), maximum dwelling unit density is 100 dwelling units per acre.

(ii) If compliant with Section 51P-XX.118(a)(2), maximum dwelling unit density is 130 dwelling units per acre.

(e) **Floor area ratio.**

(1) Except as provided in this subsection, non-residential uses may not exceed 30 percent of total floor area per building site.

(2) If compliant with Section 51P-XX.118(a)(1) and/or (a)(2), no maximum floor area ratio for residential uses.

(f) **Height.**

(1) Except as provided in this subsection, maximum structure height is 180 feet and must comply with the conceptual plan.

(2) Maximum structure height is 90 feet for a portion of the site located within 439.10 feet from the eastern property line along Preston Road as shown on the conceptual plan.

(3) Maximum structure height is 54 feet for a portion of the site located within 70 feet from the eastern property line along Preston Road as shown on the conceptual plan.

(4) **Increased development standards.**

(i) If compliant with Section 51P-XX.118(a)(3), maximum structure height may be increased to 240 feet for that portion of the Property designated with a 180-foot height limitation as shown on the conceptual plan.

(ii) If compliant with Section 51P-XX.118(a)(4), maximum structure height may be increased to 290 feet for that portion of the Property designated with a 180-foot height limitation as shown on the conceptual plan.

(5) The residential proximity slope does not apply from single family zoning districts located to the west of this district. The residential proximity slope applies from single family zoning districts located to the east of this district.



(6) The following architectural elements may project up to twelve feet above the maximum structure height:

- (i) Elevator or stair penthouse or bulkhead;
- (ii) Mechanical equipment;
- (iii) Cooling tower;
- (iv) Tank designed to hold liquids;
- (v) Skylights;
- (vi) Visual screens which surround roof mounted mechanical equipment;
- (vii) Chimney and vent stacks;
- (viii) Lightning protection equipment;
- (ix) Cell towers or other communication equipment;
- (x) Parapet wall.

(g) Stories. No maximum number of stories.

(h) Encroachments. The following additional items are permitted to be located within the required front, side, and rear yards:

- (1) Seat walls, retaining walls, stoops, porches, steps, unenclosed balconies, ramps, handrails, safety railings, and benches all not exceeding four feet in height and extending a maximum of five feet into the required minimum yards.
- (2) Landscape planters.
- (3) Sculptures.
- (4) Awnings

**CPC recommendation**

(i) Mix of uses. Retail and personal service uses are limited to a maximum of 70,000 square feet and must be located in a mixed-use project.

**Staff recommendation**

(i) Mix of uses. Retail and personal service uses are limited to a maximum of 70,000 square feet and must be located in a mixed-use project.

**SEC. 51P-XX.111 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.

**CPC and staff recommendation:**

(1) Multifamily parking. If compliant with Section 51P-XX.118(a)(1) or (a)(2), a minimum of one-half space per dwelling unit is required, or per the requirements of Division 51A-4.200 or a successor ordinance, whichever requires fewer spaces.

**Applicant's request:**

(1) Multifamily parking. If compliant with Section 51P-XX.118(a)(1) or (a)(2), a minimum of one space per dwelling unit is required, or per the requirements of Division 51A-4.200 or a successor ordinance, whichever requires fewer spaces.

(2) Retirement housing. One-quarter space per dwelling unit is required, or per the requirements of Division 51A-4.200 or a successor ordinance, whichever requires fewer spaces.

(...) Required off-street parking for the affordable units must be available as free parking.

(b) A minimum of 80 percent of provided parking must be located in a parking structure.

(c) Aboveground parking structures. Aboveground parking structures must be screened or wrapped in accordance with this subsection. If an aboveground parking structure is facing Preston Road, Orinda Drive, or an internal driveway as noted on the conceptual plan, the aboveground parking structure must be wrapped in accordance with this subsection.

(1) Screening of parking structures. Except for openings for vehicular access, openings in aboveground parking structure facades must provide solid screening with a painted, stained, or masonry-like finish a minimum of 42 inches from the floor level within the parking structure to screen vehicles and vehicle headlights.

(2) Wrapping of parking structures. Except for openings for vehicular access, aboveground parking structures must be wrapped with a use other than parking, to a minimum depth of 25 feet of the building measured inward from the exterior facing structure facade.

(d) Surface parking location. Surface parking is prohibited between the public or private street-facing façade or the façade facing internal drives and the property line. For the purposes of this subsection, surface parking means at grade parking not within or under a structure.

(e) Bike parking. Bike parking for at least 10 percent of the dwelling units must be provided in the parking garages, in a secure location near the building entrance.

(f) Electrical vehicle charging. A minimum of 10 percent of provided parking must be equipped with electric vehicle charging stations, with the required type of spaces as follows:

(1) A minimum of two percent of provided off-street parking spaces must be EV installed parking spaces;

(2) A minimum of two percent of provided off-street parking spaces must be EV ready; and

(3) A minimum of six percent of provided off-street parking spaces must be EV capable.

(g) Micro-mobility charging stations. Charging stations for at least 10 micro-mobility vehicles must be provided and must be located outside of the right-of-way and sidewalks. The charging stations must be designed to allow the possibility to secure the vehicles.

(h) Assigned parking. For assigned parking spaces, those spaces allotted for reserved dwelling units must be dispersed and distributed amongst all other assigned parking for similar units.

(i) Passenger loading and residential delivery zones.

(1) Each building site must provide at least two off-street or on-street passenger loading and residential delivery spaces. The board of adjustment may grant a variance to this subparagraph.

(2) On-street passenger loading zones, if provided, must be constructed in compliance with Architectural Barrier Act accessibility standards and must be approved by the director and by the director of public works

(j) Service, loading, and garbage storage areas. Except for passenger loading and residential deliveries, service, loading, and garbage storage areas must be enclosed within a main structure.

**SEC. 51P-XX.112** **INGRESS-EGRESS**

Two points of ingress and egress must be provided for each submitted development plan as indicated as approximate point of access on the conceptual plan.

**SEC. 51P-XX.113** **ENVIRONMENTAL PERFORMANCE STANDARDS**

See Article VI.

**SEC. 51P-XX.114** **LANDSCAPING**

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

(a) Except as provided in this section, prior to the issuance of a building permit for work other than repair of existing structures, demolition and grading, the installation of fencing or other structures for security purposes, work associated with permitted temporary uses, or work intended to provide for the irrigation or maintenance of landscaping, a landscape plan must be submitted with the development plan and approved by the city plan commission before issuance of a building permit to authorize work in this district.

(b) A landscape plan is not required to include all phases of development if separate phases are proposed. If separate phases are proposed, however, a landscape plan for each phase must be approved by the city plan commission landscaping must be provided in accordance with Article X and the conditions of this section.

(c) Protected tree mitigation. Replacement trees must have a caliper of at least three inches.

(d) Perimeter landscape buffer.

(1) A 15-foot enhanced landscape buffer is required along Orinda Drive, Ladera Drive, and internal driveways as shown on the conceptual plan.

(2) A 50-foot enhanced landscape buffer is required along Preston Road as shown on the conceptual plan.

(3) Sidewalks and pedestrian facilities may be located within required perimeter landscape buffer.

(e) Street trees. One large canopy tree, minimum of six-inch caliper, is required for each 30 feet of street frontage along Preston Road, Orinda Drive, Ladera Drive, and internal driveways as noted on the conceptual plan and within perimeter landscape buffer as described in Section 51P-XX.114(d). Existing healthy trees with an eight-inch caliper or greater located within perimeter landscape buffer must be preserved and count toward the street tree requirement.

(f) Parking lot trees. All parking spaces in a surface lot may not be more than 60 feet from a large canopy tree planted in a median or an island. Each parking lot tree must be a minimum three-inch caliper and may not be planted closer than three feet to a paved portion of the parking lot. Median or island in a surface parking lot must be a minimum of 125 square feet in area.

(g) Plant materials must be maintained in a healthy, growing condition.

**SEC. 51P-XX.115** **SIGNS**

Signs must comply with the provisions for business zoning districts in Article VII.

**SEC. 51P-XX.116 OPEN SPACE**

(a) A minimum of 20 percent of each building site must be reserved as unrestricted open space for activity such as active or passive recreation, community gathering space, or landscaping, and must be located between the exterior structure facade and the property line.

(b) Linear open space along Preston Road. An unrestricted linear open space with a minimum width of 50 feet must be provided along Preston Road as shown on the conceptual plan.

(c) Interior open space. Of the 20 twenty percent open space, 10 percent interior open space is required along internal driveways, perimeter landscape buffers along Orinda Drive and Ladera Drive as shown on the conceptual plan, and any other open space areas excluding the minimum 50-foot linear open space along Preston Road as shown on the Conceptual Plan.

(d) Contiguous open space. Of the required 20 percent open space, 70 percent must be contiguous in the form of a park, plaza, pedestrian area, or central green space with a minimum width of 30 feet and connected to the minimum 20,000 square foot open space area as shown on the conceptual plan.

(e) Open space requirements. All open space must comply with the following provisions.

(1) Structures that are not fully enclosed such as pergolas and gazebos and ordinary projections of windowsills, bay windows, belt courses, cornices, eaves, and other architectural features are allowed to be located within open space.

(2) Open space must contain primarily grass, vegetation, or pedestrian areas and must contain pedestrian amenities per subsection (f) of this section.

(3) Parking spaces, drive aisles, and areas primarily intended for vehicular use are not considered open space and do not count towards the open space requirement.

(4) Except for emergency and grounds maintenance vehicles, operation, or parking of vehicles within open space is prohibited.

(5) Landscape areas that fulfil the requirements of Article X may also fulfil these requirements if all conditions of this section and Article X are met.

(6) Open space must be properly maintained in a state of good repair and neat appearance.

(f) Pedestrian facilities. Within required open space, a minimum of eight of the following pedestrian facilities are required per building site:

- (1) Low-water, native plantings
- (2) Pedestrian-scaled shade structures
- (3) Water features
- (4) Drinking fountains
- (5) Bike racks
- (6) Shaded seating areas
- (7) Pedestrian plaza
- (8) Bioswale/low impact water retention
- (9) Public art
- (10) Playground equipment
- (11) Micro-mobility charging stations
- (12) Picnic table
- (13) Dog park
- (14) Pedestrian-scaled lighting fixture

**SEC. 51P-XX.117**

**SIDEWALKS**

**CPC recommendation:**

- (a) Except as provided in this section, a minimum six-foot-wide unobstructed sidewalk and a minimum eight-foot-wide parkway must be provided along Orinda Drive, Ladera Drive, and internal driveways.
- ~~(b) Sidewalks are required along internal driveways to ensure pedestrian connectivity throughout the Property. The location of the sidewalks along internal driveways must be shown on each development plan phase.~~

**Applicant request:**

- (a) Except as provided in this section, a minimum six-foot-wide unobstructed sidewalk and a minimum four-foot-wide parkway must be provided along Orinda Drive and Ladera Drive.
- (b) Sidewalks are required along internal driveways to ensure pedestrian connectivity throughout the Property. The location of the sidewalks along internal driveways must be shown on each development plan phase.
- (c) A minimum eight-foot-wide unobstructed sidewalk and a minimum eight-foot-wide parkway must be provided along Preston Road and pedestrian walkways within central open space as shown on the conceptual plan.
- (d) Enhanced pavement is required at vehicular drop-offs and motor courts.
- (e) Enhanced pavement is required in 25 percent of paving within required open space area as shown on the conceptual plan.
- (f) Along Preston Road, Orinda Drive, and Ladera Drive, at least one bench and one trash receptacle must be provided for every 300 linear feet of street frontage.
- (g) Tree grates do not count toward the minimum unobstructed sidewalk width.

**SEC. 51P-XX.118**

**DEVELOPMENT BOUNS FOR MIXED INCOME HOUSING.**

- (a) In general. Except as provided in this section, compliance with Division 51A-4.1100 is required to obtain the development bonuses in Section 51P-XX.110(d)(2) and Section 51P-XX.110(e)(2), and Section 51P-XX.110(f)(4).
  - (1) The density and floor area ratio development bonuses set forth in Section 51P-XX.110(d)(2)(i) and Section 51P-XX.110(e)(2)) apply if a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of area median family income
  - (2) The density and floor area ratio development bonuses set forth in Section 51P-XX.110(d)(2)(ii) and Section 51P-XX.110(e)(2) apply if a minimum of 10 percent of the total number of units are available to households earning between 61 and 80 percent of area median family income
  - (3) The height development bonus set forth in Section 51P-XX.110(f)(4)(i) applies if a minimum of ten percent of the total number of units on the Property are available to households earning between 61 and 80 percent of area median family income and an additional minimum of 2.5 percent of the total number of units on the portion of the Property designated with a 180-foot height limitation as shown on the conceptual plan are available to households earning between 81 and 100 percent of area median family income.

(4) The height development bonus set forth in Section 51P-XX.110(f)(4)(ii) applies if a minimum of ten percent of the total number of units on the Property are available to households earning between 61 and 80 percent of area median family income and an additional minimum of five percent of the total number of units on the portion of the Property designated with a 180-foot height limitation as shown on the conceptual plan are available to households earning between 81 and 100 percent of area median family income.

(c) Design standards. Compliance with Section 51A-4.1107 is not required.

**SEC. 51P-XX.119 DESIGN STANDARDS.**

(a) New construction. The following design standards apply to new construction for all uses.

(1) Street, internal driveway, and open space frontages.

(i) Frontages. All street-fronting facades, internal driveway-fronting facades, and open-space fronting facades must have at least one window and at least one common primary entrance facing the street, internal driveway, or open space at street-level. The entrance must access the street, internal driveway, or open space with an improved path connecting to the sidewalk. A transparent surface is required for every 25 linear feet of continuous street-fronting, internal driveway-fronting, and open-space fronting facade.

(ii) Individual entries. Except as provided in this paragraph, a minimum of 60 percent of the street-level dwelling units adjacent to a street or internal driveway in each building must have individual entries that access the street or internal driveway with an improved path connecting to the sidewalk. For at-grade open space, a minimum of 60 percent of the open-space fronting dwelling units in each building must have individual entries that access the open space. EXCEPTION. This paragraph does not apply to retirement housing.

(2) Lighting.

(i) Special lighting requirement. Exterior lighting sources, if used, must be oriented down and onto the property they light and generally away from adjacent residential properties.

(ii) Pedestrian scale lighting. For a development greater than 20,000 square feet of floor area, pedestrian scale lighting that provides a minimum average illumination level of 1.5 foot candles must be provided along public sidewalks and adjacent public streets and internal driveways. The design and placement of both the standards and fixtures must be approved by the director or transportation. Unless otherwise provided, the property owner is responsible for the cost of installation, operation, and maintenance of the lighting.

(3) Non-required fences. Unless a use specifically requires screening, all fences for uses along a street or trail must have a surface area that is a minimum of 50 percent open, allowing visibility between three feet and six feet above grade. This provision does not apply to the south Property line. The exceptions for multifamily districts in Section 51A-4.602(a)(2) and 51A-4.602(a)(4) which provide that a fence exceeding four feet above grade may be erected in a front yard in multifamily districts are not applicable. (Ord. 31152)

**SEC. 51P-XX.120 TRANSIT RIDERSHIP INCENTIVES & ENHANCEMENTS.**

(a) In general. This district is intended to enhance public transportation ridership options by providing the following incentives and enhancements detailed in this section.

(1) A covered transit shelter station with seating must be provided at one of the two areas designated on the conceptual plan to serve the existing or relocated DART bus stop to provide a comfortable waiting area to encourage additional transit ridership. Direct pedestrian connections between the DART station and all buildings must be provided.

(2) The developer or operator must partner with DART for a Residential Pass Program or similar incentive program for at least 30 percent of the dwelling units to ensure transit ridership opportunities for the residents.

**SEC. 51P-XX.121 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.

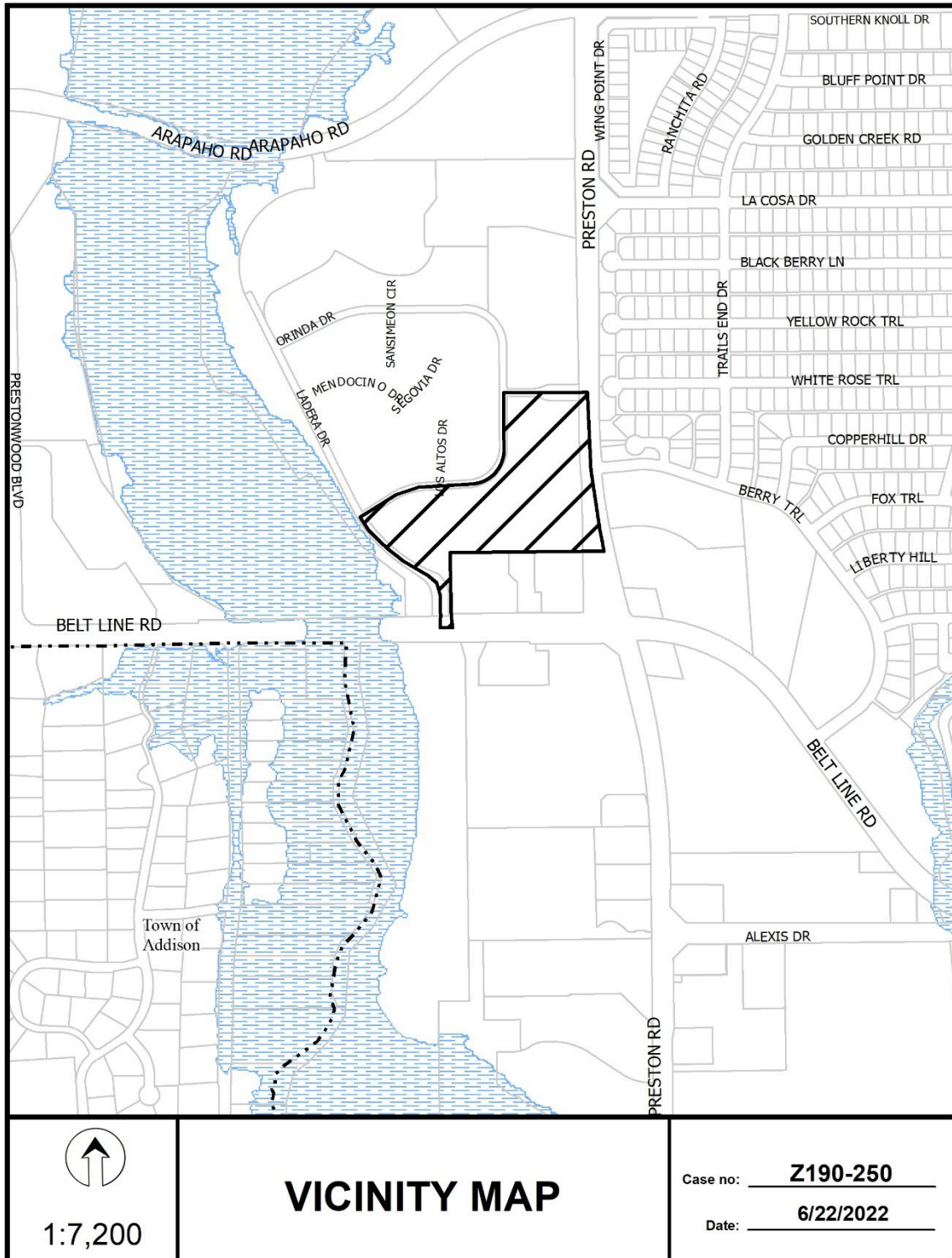
**SEC. 51P-\_\_\_\_.122 COMPLIANCE WITH CONDITIONS.**

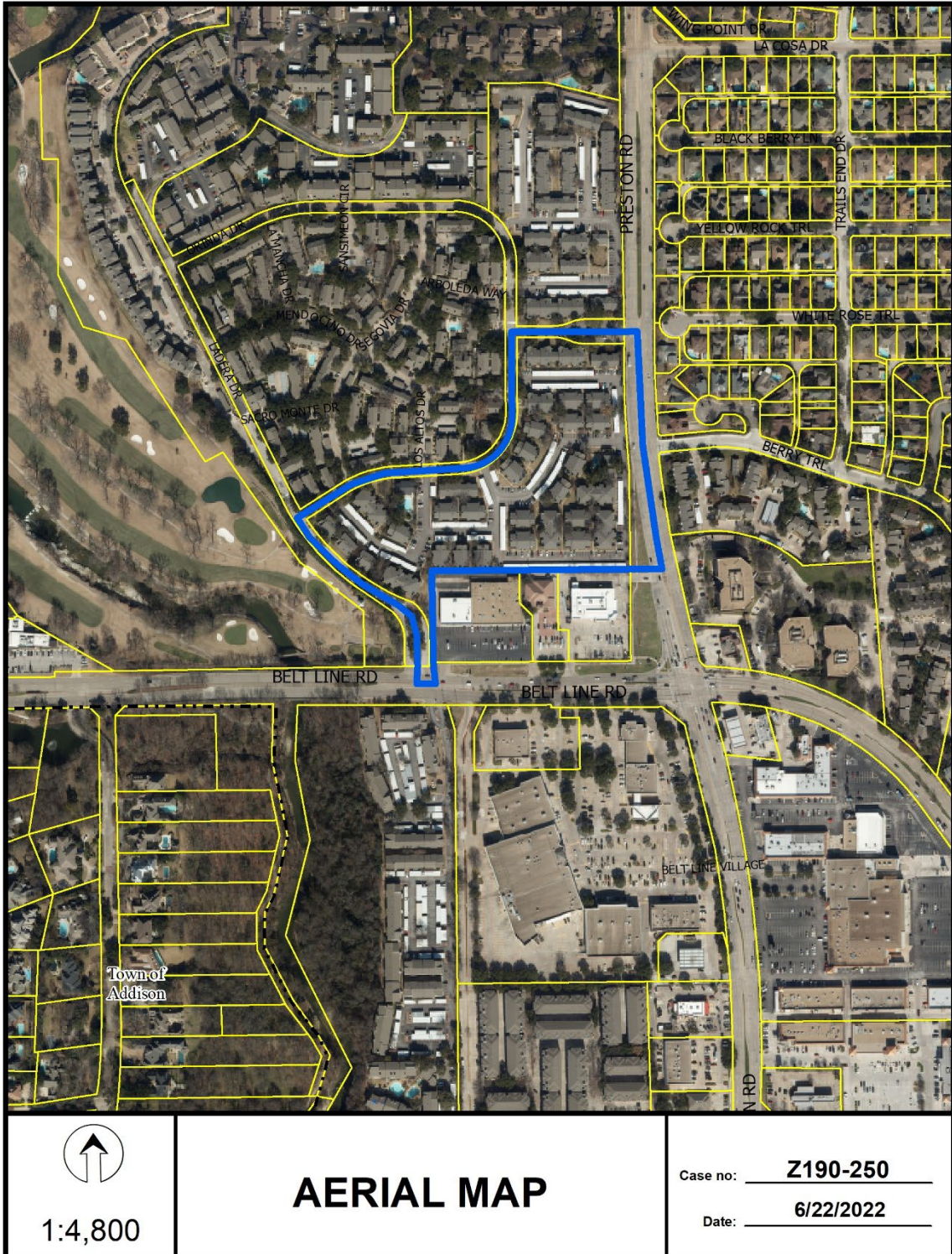
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

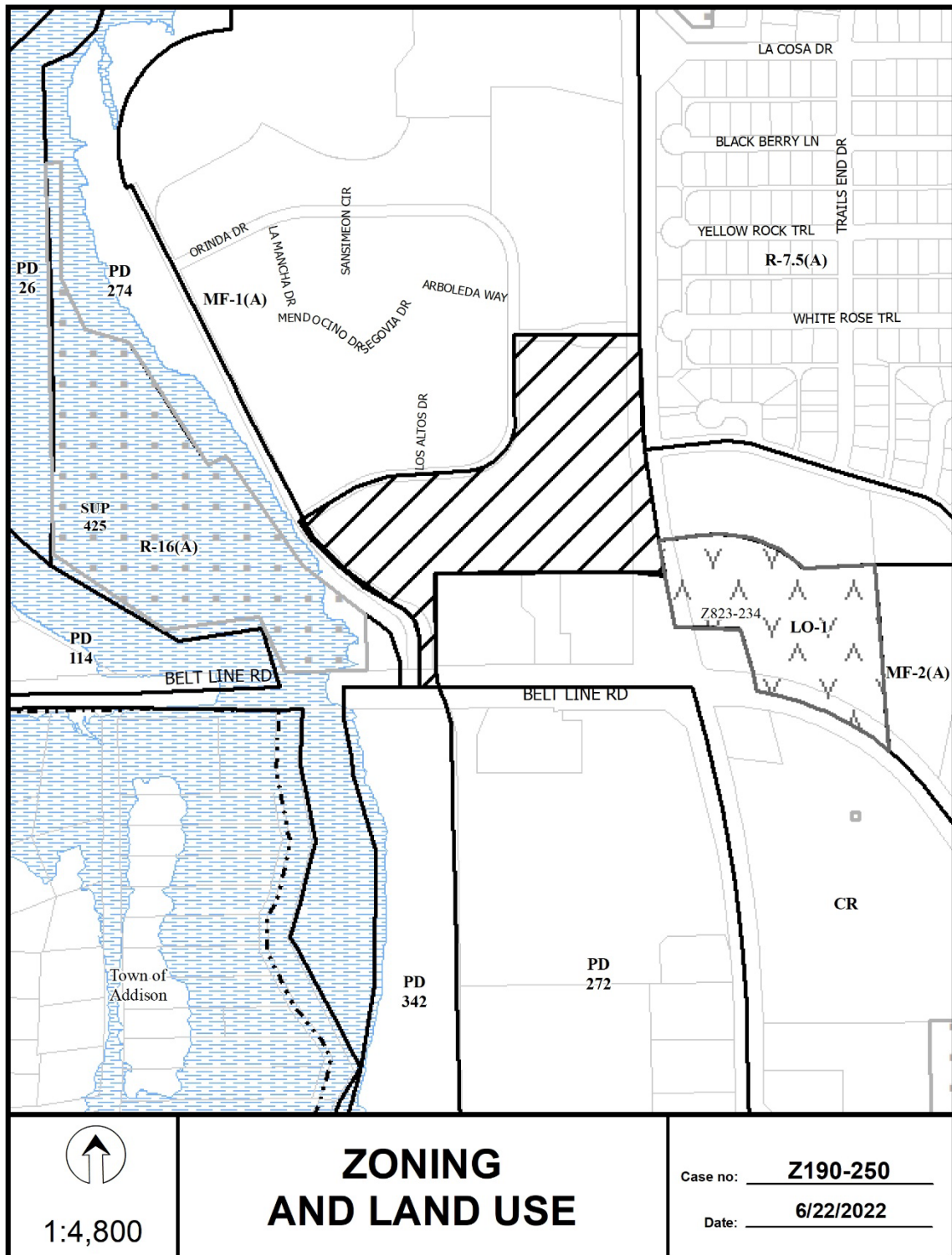
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations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

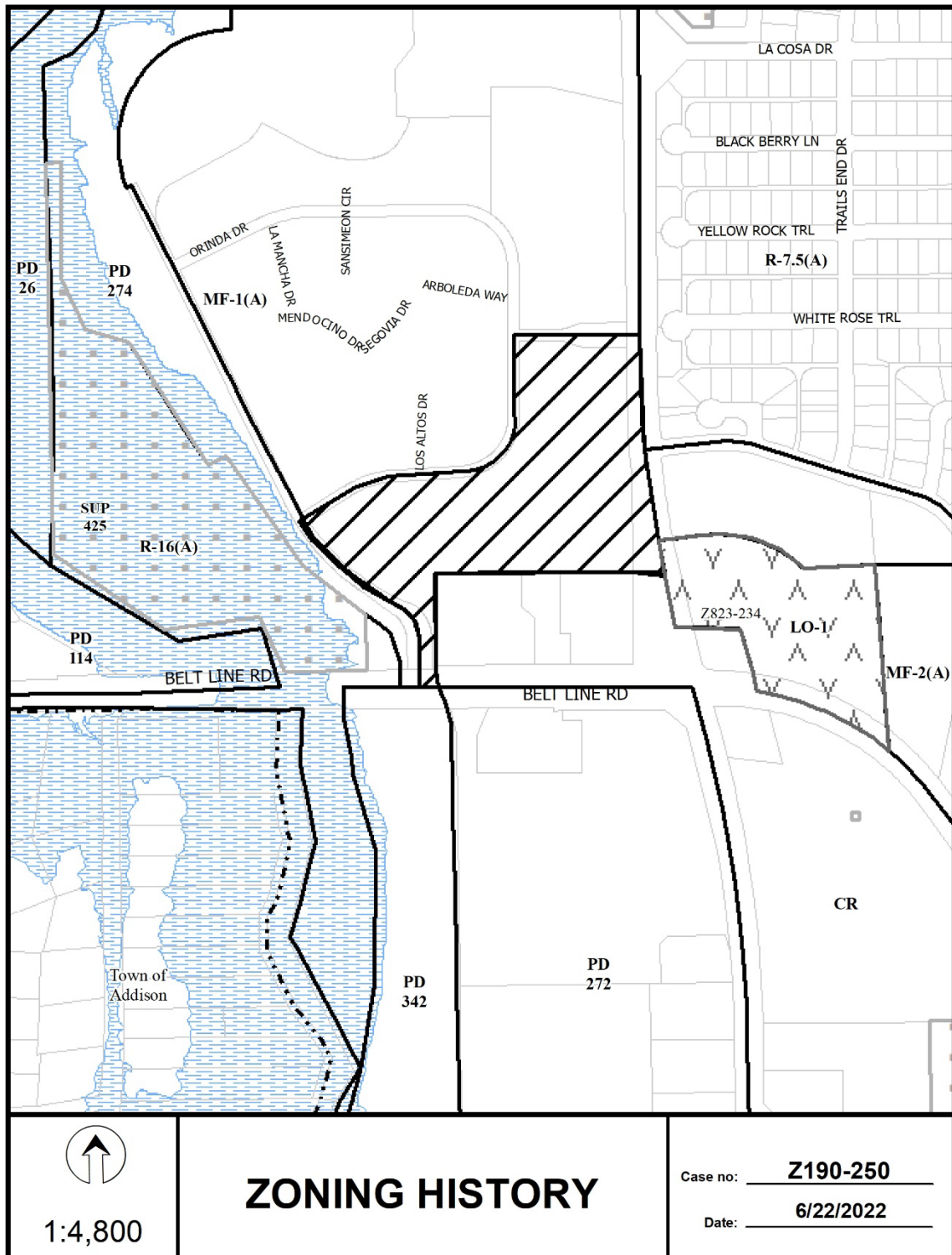


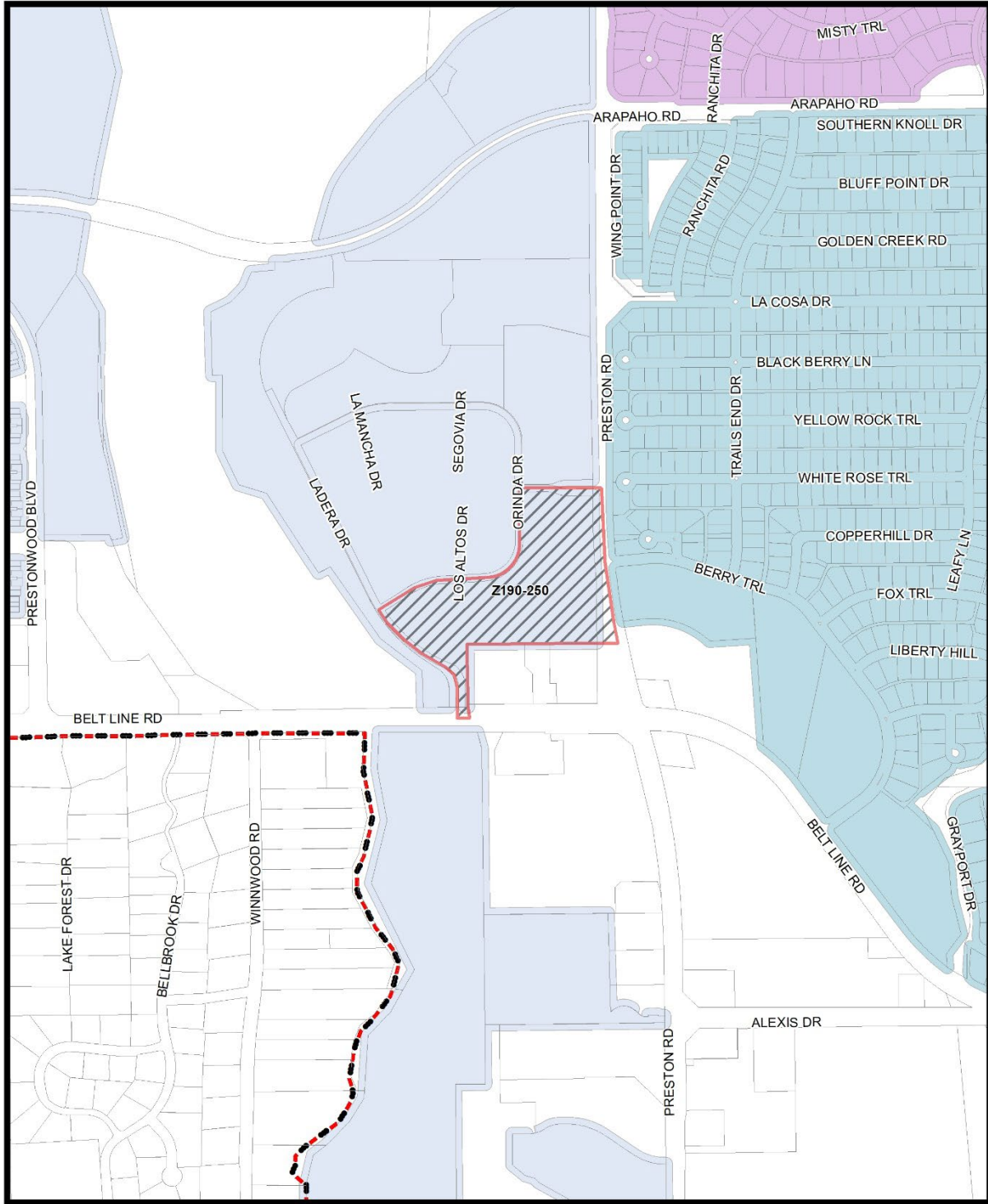












MVA Cluster A B C D E F G H I NA



1:7,200

# Market Value Analysis

Printed Date: 6/22/2022



<b>63</b>	Property Owners Notified (53 parcels)
<b>0</b>	Replies in Favor (0 parcels)
<b>2</b>	Replies in Opposition (3 parcels)
<b>500'</b>	Area of Notification
<b>9/15/2022</b>	Date

**Z190-250**  
**CPC**



1:4,800

09/14/2022

***Reply List of Property Owners******Z190-250******63 Property Owners Notified    0 Property Owners in Favor    2 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	15101 PRESTON RD	TINSLEY TALMADGE CONDO CO
X	2	5907 BELT LINE RD	BELTLINEPRESTON LTD
	3	5811 BELTLINE RD	NORDEL ASSOCIATES LTD
	4	5811 BELTLINE RD	DELHOME ASSOCIATES LTD
	5	5811 BELTLINE RD	RONDEL ASSOC LTD
	6	5811 BELTLINE RD	DELHOME ASSOCIATES LTD
	7	15231 PRESTON RD	FOUNTEX GENPAR INC
	8	15231 PRESTON RD	FOUNTEX GENPAR INC
	9	15231 PRESTON RD	DELHOME ASSOCIATES LTD
	10	15231 PRESTON RD	NORDEL ASSOCIATE LTD
	11	15249 PRESTON RD	NORDEL ASSOCIATES INC
	12	5850 BELT LINE RD	WESTDALE ROCK CREEK LTD
	13	15114 PRESTON RD	INTERCITY INVESTMENT
	14	15050 PRESTON RD	SEJ ASSET MGMT & INVESTMENT COMPANY
	15	5840 ARAPAHO RD	PRESTONWOOD OWNER LLC
	16	15101 PRESTON RD	LEALHAM HOLDINGS SERIES K LLC
	17	15411 PRESTON RD	TIBURON APARTMENTS LLC
	18	5940 ARAPAHO RD	5930 ENCLAVE LLC
	19	6004 BLACK BERRY LN	LEON MARTIN R
	20	6019 YELLOW ROCK TRL	EWOLDT CHRISTOPHER & DANETTE
	21	6015 YELLOW ROCK TRL	REYES ERNEST A
	22	6009 YELLOW ROCK TRL	GARMON CURTIS & ELIZABETH
	23	6005 YELLOW ROCK TRL	HALSTEAD BILL &
	24	6004 YELLOW ROCK TRL	GINN JOHN
	25	6010 YELLOW ROCK TRL	LEE SAMUEL R & JONI M
	26	6014 YELLOW ROCK TRL	Taxpayer at

09/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	6018 YELLOW ROCK TRL	FABER FRANK ROBERT &
	28	6022 YELLOW ROCK TRL	VANDERHILL PHILLIP J & WINSOR R
	29	6026 YELLOW ROCK TRL	REYNOLDS NANCY J &
	30	6027 WHITE ROSE TRL	SMINK BARRY L & PATRICIA
	31	6023 WHITE ROSE TRL	CHAN ANA Y
	32	6019 WHITE ROSE TRL	HOWARD DWAYNE
	33	6015 WHITE ROSE TRL	BHATTI OMER & KOMAL M MALIK
	34	6009 WHITE ROSE TRL	TRINH SON THANH & LYNN T HUYNH
	35	6005 WHITE ROSE TRL	KHAMISSFAR SEDIGHEH &
	36	6004 WHITE ROSE TRL	GLM REALTY GROUP LLC
	37	6010 WHITE ROSE TRL	SMITH DANA
	38	6014 WHITE ROSE TRL	HICKS LAURA & RICHARD EARL III
	39	6018 WHITE ROSE TRL	MARTINEZ HECTOR E &
	40	6022 WHITE ROSE TRL	LARISCY NINA & MATTHEW
	41	6026 WHITE ROSE TRL	LING THOMAS T
	42	6030 WHITE ROSE TRL	FRYE ROBERT & WHITNEY
	43	15305 TRAILS END DR	GREENBERG DANIEL ERIC &
	44	6005 BERRY TRAIL CT	BURT JOANN
X	45	6009 BERRY TRAIL CT	TIERNEY MICHAEL JOHN
	46	6015 BERRY TRAIL CT	MEYMAND AHMAD & JUNE A
	47	6019 BERRY TRAIL CT	MARTINEZ JUAN M
	48	6023 BERRY TRAIL CT	DENISOV GEORGE & ELIZABETH C
	49	6027 BERRY TRAIL CT	STOLTZ JAMES W EST OF
	50	6031 BERRY TRAIL CT	CLEMENS BRADLEY S & MELINDA
	51	6035 BERRY TRAIL CT	BRANCH MICHAEL R & JANELL D
	52	14999 PRESTON RD	FAIRWAY CAPITAL PTNR LTD
	53	15150 PRESTON RD	RESERVE CAPITAL PRESTON GROVE SPE LLC
	54	15215 BERRY TRL	15215 BERRY TRAIL LP
	55	5898 ARAPAHO RD	PASKIN 5769 BELT LINE LLC &
	56	5917 BELTLINE RD	Taxpayer at
	57	15105 PRESTON RD	ST MARY AND AVA MENA INC



Z190-250(AU)

09/14/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	58	15000 WINNWOOD RD	ADDISON CITY OF
	59	15301 PRESTON RD	NORDEL ASSOCIATES LTD
	60	15301 PRESTON RD	RONDEL ASSOC LTD
	61	15301 PRESTON RD	DELHOME ASSOCIATES LTD
	62	15417 PRESTON RD	DELHOME ASSOCIATES LTD
	63	15517 PRESTON RD	NORDEL ASSOCIATED LTD