

FILE NUMBER: Z223-292(MP) **DATE FILED:** June 28, 2023

LOCATION: Generally located northeast of Harry Hines Boulevard, southeast of West Mockingbird Lane, and on the northeast and southwest line of Forest Park Road

COUNCIL DISTRICT: 2

SIZE OF REQUEST: 40.252 acres **CENSUS TRACT:** 48113000409 / 48113010001

REPRESENTATIVE: Tommy Mann, Winstead PC

APPLICANT: Pediatric Health Management Services

OWNER: Board of Regents of the University of Texas System

REQUEST: An application for 1) a Planned Development District for MU-3 Mixed Use District uses on property zoned an MU-2 Mixed Use District, an MU-3 Mixed Use District, and an IR Industrial Research District; 2) a Specific Use Permit for a pedestrian skybridge on property zoned an MU-2 Mixed Use District; and 3) a Specific Use Permit for a pedestrian skybridge on property zoned an MU-2 Mixed Use District and an MU-3 Mixed Use District.

SUMMARY: The purpose of the request is to allow for modified development standards primarily related to uses, setbacks, floor area ratio, height, parking, landscaping, and design standards to develop the site with hospital uses.

STAFF RECOMMENDATION: (1) **Approval** of a Planned Development District for MU-3 Mixed Use District uses, subject to a conceptual plan and conditions; (2) **approval** of a Specific Use Permit for a pedestrian skybridge, subject to a site plan and conditions; and (3) **approval** of a Specific Use Permit for a pedestrian skybridge, subject to a site plan and conditions.

BACKGROUND INFORMATION:

- The area of request is currently zoned an MU-2 Mixed Use District and an IR Industrial Research District and currently exists as multiple undeveloped parcels, surface parking, and a local utility plant. A small portion of the right of way under a proposed pedestrian skybridge would be designated as an MU-3 Mixed Use District were it private property.
- The proposed hospital use is permitted with a specific use permit in the existing MU-2 and by right in the existing IR Industrial Research District. The use is also permitted by right in the base MU-3 district. However, the requested height, floor area ratio, and simplified parking requirements necessitate the use of a planned development district.
- The applicant proposes a conceptual plan for the site accessed from Harry Hines Boulevard, Forest Park Road, West Mockingbird Lane, Treadway Street, and Bomar Avenue.
- The applicant also proposes modified development standards primarily related to uses, setbacks, floor area ratio, height, parking, landscaping, and design standards to develop the site with hospital uses.
- The public realm will be enhanced by design standards that ensure safe and activated sidewalks and access paths, and limit parking locations.

Zoning History:

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

1. **Z201-201:** On August 11, 2021, the City Council approved an application for an MF-2(A) Multifamily District with deed restrictions volunteered by the applicant on the northwest side of the intersection of Empire Central and Forest Park Road.
2. **Z201-200:** On November 10, 2021, the City Council approved an application for an MF-2(A) Multifamily District with deed restrictions volunteered by the applicant on property zoned an IR Industrial/Research District on the northwest line of Empire Central, southwest of Mohawk Drive.
3. **Z201-288:** On December 8, 2021, the City Council approved an application for an amendment to Planned Development District No. 1028 for IR Industrial Research District uses and a general merchandise or food store greater than 3,500 square feet use located on the north line of West Mockingbird Lane, west of Maple Avenue.
4. **Z212-197:** On August 24, 2022, City Council approved an application for an amendment to Planned Development District 759, Subdistrict 1 to allow for a

medical or scientific laboratory as a permitted use, located on the north corner of West Mockingbird Lane and Forest Park Boulevard.

5. **Z223-115:** On May 10, 2023, the City Council approved an application for an MF-2(A) Multifamily District on property zoned an IR Industrial/Research District on the northwest line of Empire Central Drive, northeast of Harry Hines Boulevard.
6. **Z223-103** On August 9, 2023, City Council approved an application for an WMU-5 Walkable Urban Mixed-Use District on property zoned an IR Industrial/Research District on the southeast line of Empire Central Drive, northeast of Harry Hines Boulevard.
7. **Z223-276:** On March 27, 2024, City Council approved an application for an RR Regional Retail District on property zoned an MU-3 Mixed Use District on the south line of West Mockingbird Lane, on the north line of Plantation Road, and east of Hawes Avenue.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Harry Hines Boulevard	Principal Arterial	130 feet
West Mockingbird Lane	Principal Arterial	100 feet
Treadway Street	Local Street	65 feet
Forest Park Road	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. The requested pedestrian skybridges must also pursue the right of way licensing process. Approval of the requested SUPs does not constitute approval of the licenses to build over public right of way.

STAFF ANALYSIS:

Comprehensive Plan:

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

policies of the Comprehensive Plan:

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

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

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.

Policy 1.4.3 Embrace environmental sustainability.

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.

Policy 4.2.3 Promote efficient, cost-effective and environmentally friendly movement of vehicles.

URBAN DESIGN ELEMENT

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

Policy 5.1.1 Promote pedestrian friendly streetscapes.

Policy 5.1.2 Define urban character in downtown and urban cores.

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

Policy 5.1.4 Enhance visual enjoyment of public space.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.1 Maintain neighborhood scale and character.

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

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

ENVIRONMENT ELEMENT

GOAL 6.3 IMPROVE ENERGY EFFICIENCY AND AIR QUALITY

Policy 6.3.1 Promote green building practices.

Policy 6.3.3 Limit vehicle miles traveled.

Comprehensive Environmental and Climate Action Plan (CECAP)

Goal 3: Dallas' communities have access to carbon-free, affordable, transportation options.

T10 Adopt a target corridor, district, or city-wide mode split goals to help reinforce policies aimed at reducing single-occupancy vehicle use

T14 Adopt a revised parking ordinance strategy that supports new mode split goals and land use strategy that minimizes available parking in transit-oriented districts.

T15 Implement green infrastructure programs that sets specific design and performance standards that treat the Right of way (ROW) as both a mobility and green infrastructure asset

The staff recommended conditions, which include reduced minimum parking requirements, ROW design standards, and bicycle storage facilities, support the low carbon and mode split goals of CECAP.

Area Plan:

Stemmons Corridor – Southwestern Medical District Area Plan (2010)

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

The plan designates the area of request as part of a Medical Campus area. Medical campus is considered one of the Walkable / Mixed-Use areas by the plan. The plan defines this area as “predominately medical related offices and facilities”; however, the plan also describes a mix of land uses including residential and retail.

“A highly walkable mix of residential and mixed use developments accommodating medical district employees. Buildings will predominantly range in scale from 2 to 7 stories although a limited amount of downtown-scale high rise buildings will also be accommodated. Mid to high-density apartment and condominium development is encouraged within the Medical Campus Development block. Lower density single-family development is not envisioned within this area. Residential developments should enable residents to easily access work, shopping, and leisure activities by transit and pedestrian-oriented streets as well as by driving. Additionally, this development block also encourages retail and service uses, free standing or integrated within mixed use developments, to support area residents, the area workforce and district visitors.”

The plan also includes a table that describes the development vision of the area:

		Urban Residential Medium	Urban Residential Low	Urban Mixed-Use High	Urban Mixed-Use Medium	Medical Campus
Land Use Range ¹	Residential	80% to 90%	90% to 95%	50% to 65%	55% to 70%	5% to 10%
	Retail or Service	5% to 10%	0% to 5%	15% to 25%	15% to 20%	10% to 15%
	Office or institutional	5% to 10%	0% to 5%	20% to 25%	20% to 25%	80% to 90%
	Industrial / other	0%	0%	0%	0%	5%
Urban Design	Building height ²	2 to 7 stories	up to 3 stories	2 to 7 story residential, downtown heights in mixed use buildings	2 to 7 stories	typically 2 to 7 stories, some signature towers
	Density	Appropriate density, based on allowable building heights, is encouraged. Additional density consideration will be given to areas that: include accessible open space in their designs; use appropriate transitions to areas of lower development intensity, particularly those adjacent to residential uses; are designed to take advantage of transit stations, trails, or other mobility options in the area; and promote a pedestrian-oriented environment.				
	Building Treatment	Buildings in these districts incorporate architectural details to enhance the on-street experience. Examples include features to protect people from the elements such as awnings, arcades, or porticoes; visual amenities such as facade details and window shopping galleries; and public and semi-public spaces such as outdoor dining areas, courtyards, or small plazas.				
	Site Planning and Streetscape	Streets in the Walkable Mixed-Use areas have design elements to encourage walking such as on-street parking, wide sidewalks, and well-signalized crosswalks, bulb-outs at intersections, street trees, pedestrian-scale lighting, benches, and other street furniture. Large blocks have pathways incorporated to ensure convenient pedestrian access.				
	Parking	Design vision reduces front-facing off-street parking through on-street parking, parking to the rear of buildings, and parking contained within structures. Parking reductions encouraged through parking management and transit-oriented development.				

Considering this fact, the provisions of the PD for the hospital have provisions to fulfill the goals of the plan. These include pedestrian oriented design standards and incentivizing retail and a mix of uses, potentially as additional uses on site like stores or restaurants.

Density:

The property includes appropriately sited density, distanced from the need for transitions. Significant density is necessary to achieve the active walkable environment called for by the plan.

Building Treatment:

The provisions include treatments for both facades and public entrances. They also include provisions for both on site and centralized open spaces.

Site Planning and Streetscape:

The PD conditions address streetscape through sidewalk, street furniture, and crossing conditions. The conditions also address access into and through sites with enhanced required access standards. The conditions also encourage tree preservation along public streets and plantings along sidewalks.

Parking:

One method for incentivizing both active pedestrian environments, transit access, and the inclusion of retail components is the elimination of required parking. While these do not eliminate parking spaces, they aid in the presence of retail uses through simpler tabulation, charged parking systems, and discouraging overparking. These reductions are called for by the plan in concert with transit access and management. Parking is also required to be buffered and set back from street frontages.

Land Use:

	Zoning	Land Use
Site	MU-2 Mixed Use District, MU-3 Mixed Use District, IR Industrial Research District	Undeveloped
Northwest	MU-3 Mixed Use District, IR Industrial Research District	Medical clinics, surface parking
Northeast	MU-2 Mixed Use District, IR Industrial Research District	Detention area, multifamily, medical clinic
Southeast	MU-2 Mixed Use District, PD No. 909	Hospital
Southwest	MU-3 Mixed Use District	Hospital

Necessity for Planned Development District:

The requested height and floor area ratio are both not achievable in conventional zoning districts outside of the Central Area. The base code also does not have tools to significantly eliminate minimum parking requirements.

Land Use Compatibility:

The area of request consists of a collection of individual lots totaling around 40 acres.

The property currently includes multiple undeveloped parcels, surface parking, and a utility plant associated with the existing hospital.

Multiple streets run through the site, including Treadway Street and Forest Park Avenue. Forest Park Avenue is one of the rights of way that necessitates approval of a specific use permit for a pedestrian skybridge. The additional skybridge extends outside of the primary portion of the district to cross Harry Hines Boulevard, the southwestern boundary of the planned development district.

Northeast of the site, there is a drainage area owned by the UT Southwestern System. East of the site, there is surface parking. Northwest of the site, there are two medical clinic or ambulatory surgical center uses. Southeast and southwest of this site are two hospitals. Across Mockingbird to the west, there is a surface parking lot.

The proposed hospital use would be consistent with surrounding uses in the area. Under the MU-3, additional uses such as retail and personal service uses could also be included in the project and would diversify the limited amount of uses in the area at the time. This is incentivized by the removal of required parking for these uses, which makes the tabulation and allotment of space for such uses easier.

Staff finds the design goals and sustainable design features that meet the environmental goals of the comprehensive plan and CECAP.

Additionally, the request closely complies with the goals and vision for a Medical Campus area within the Stemmons Corridor – Southwestern Medical District Area Plan as it facilitates a mix of uses and an improved pedestrian environment as one of the plans “Walkable/Mixed Use” areas.

Development Standards

<u>DISTRICT</u>	<u>SETBACKS</u>		<u>Unit Density in DUAC</u>	<u>FAR</u>	<u>Height</u>	<u>Lot Coverage</u>
	<u>Front</u>	<u>Side/Rear</u>				
<u>Existing MU-2</u>	15' +20' above 45' in height (UFS) No max	0' 20' adj res up to 30' above 45' in height (Tower spacing)	MU=0: 50 MU=2: 75 MU=3: 100	1.6 to 2.25 depending on uses	135' to 180' depending on uses	80%
<u>Existing IR</u>	15' No max	30' adj res	N/A	2.0 all uses 0.5 retail uses	200'	80%
<u>MU-3 Base</u>	15' +20' above 45' in height (UFS) No max	0' 20' adj res up to 30' above 45' in height (Tower spacing)	No max	3.2 to 4.5 depending on uses	270'	80%
<u>Proposed New PD</u>	H.Hines: 40' Mockingbird: 30' Forest Park 20' No UFS on FP No max	MU-3 default: 0' 20' adj res up to 30' above 45' in height (Tower spacing)	MU-3 default: No max	5.5	325'	80%

The proposed PD uses MU-3 as a base but makes alterations to front setback, urban form setback, tower spacing, floor area ratio, and height. These changes are appropriate within the context of the site and surrounding area.

Design Standards

- **Sidewalks:** Sidewalks must be an unobstructed minimum width of eight feet. These must be two to 15 feet of back-of-curb on most frontages. On Harry Hines, the sidewalk may be as far back as 40 feet to accommodate tree preservation provided that it connects directly to street corners and all DART bus stops. A six foot path must directly connect Harry Hines and Forest Park along the private Paul Bass Way. Sidewalks must have vertical buffers where they abut parking or driving surfaces. Sidewalks must have distinct crossings and must be continuous and level across driveway and curb cuts.

- Pedestrian Pathways: In addition to sidewalks, unobstructed pathways must connect the sidewalk and primary structures from each frontage. Surface parking must also include paths at regular intervals and must be buffered and highly visible. Two pedestrian crossings must be provided across Forest Park Road.
- Lighting: Pedestrian scale lighting is required along the street frontages and the internal pedestrian ways. Beyond just providing even and comfortable lighting, the lighting structures provide human scale definition at the street level.
- Entries: Any public entrance to main buildings must be architecturally prominent.
- Street furniture: A bench and trash receptacle must be provided at regular intervals along the public frontages, with at least one per 300 feet.
- Open space: Ten percent of any building site in the district must be included as open space. Additionally, one contiguous 20,000 square foot open space must be provided at grade, with access to the right of way, within the whole PD. Quality standards for open spaces are included, including specifying that at least 50% of open spaces must be landscaped or permeable area.
- Surface parking: No more than 10% of a building site may be surface parking and surface parking must be set back more than 30 feet from public streets.
- Parking garages: Structured parking facilities must either have active uses or enhanced architecture on the ground floor. Any floor must have solid screening up to 42 inches.

Landscaping:

The proposed PD requires that landscaping be provided in accordance with Article X and the provisions of the PD.

One site tree per 6,000 square feet is required and street trees This may be necessary to achieve proper tree spacing given the large footprints of buildings on site. The applicant has also requested exemption from site tree requirements in the emergency vehicle parking areas. Some provisions of soil depth and volume have been excluded for plantings on structures or when utilities are underneath, due to the applicant's plan for significant underground structures as well as planting above garages.

According to the conditions, street buffer zones may increase in depth to 50 feet in order to plant along sidewalks when they are set back, which implies more landscaping area along certain frontages.

Parking:

The proposed planned development district does not include minimum required parking.

As with any minimum required parking, this only implies there is no minimum amount of spaces tied to a given use and no parking must be continually accounted for when applying for certificates of occupancy. The developer may provide additional parking. Reducing overparking, especially in transit areas, is a goal supported by CECAP, as mentioned above.

Institutional uses, unlike most uses in code, may have a charge for required space on an hourly or daily basis. Under the PD conditions which remove required minimums, this provision would be irrelevant, and the applicant could charge for all parking as part of one garage or system of parking, including for retail uses.

This should enable easier accounting of the planned parking and encourage shared parking throughout the district. Staff has concern about the concentration of parking in the surrounding area as it presents safety, quality of life, and design challenges, while discouraging the use of already available transit resources. Although the applicant may still build their desired total of parking under a zero space requirement, it will encourage sharing among facilities onsite, discourage overparking, and incentivize a diversity of uses on site. Removing minimums would not imply the site contains no parking, but that the responsibility for accounting for and determining property quantities falls on the applicant, not the City.

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 majority of the area of request is not located within an MVA area, but a small

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portion is currently within a "C" MVA area. Properties to the northeast are within an MVA "C" area.

List of Officers

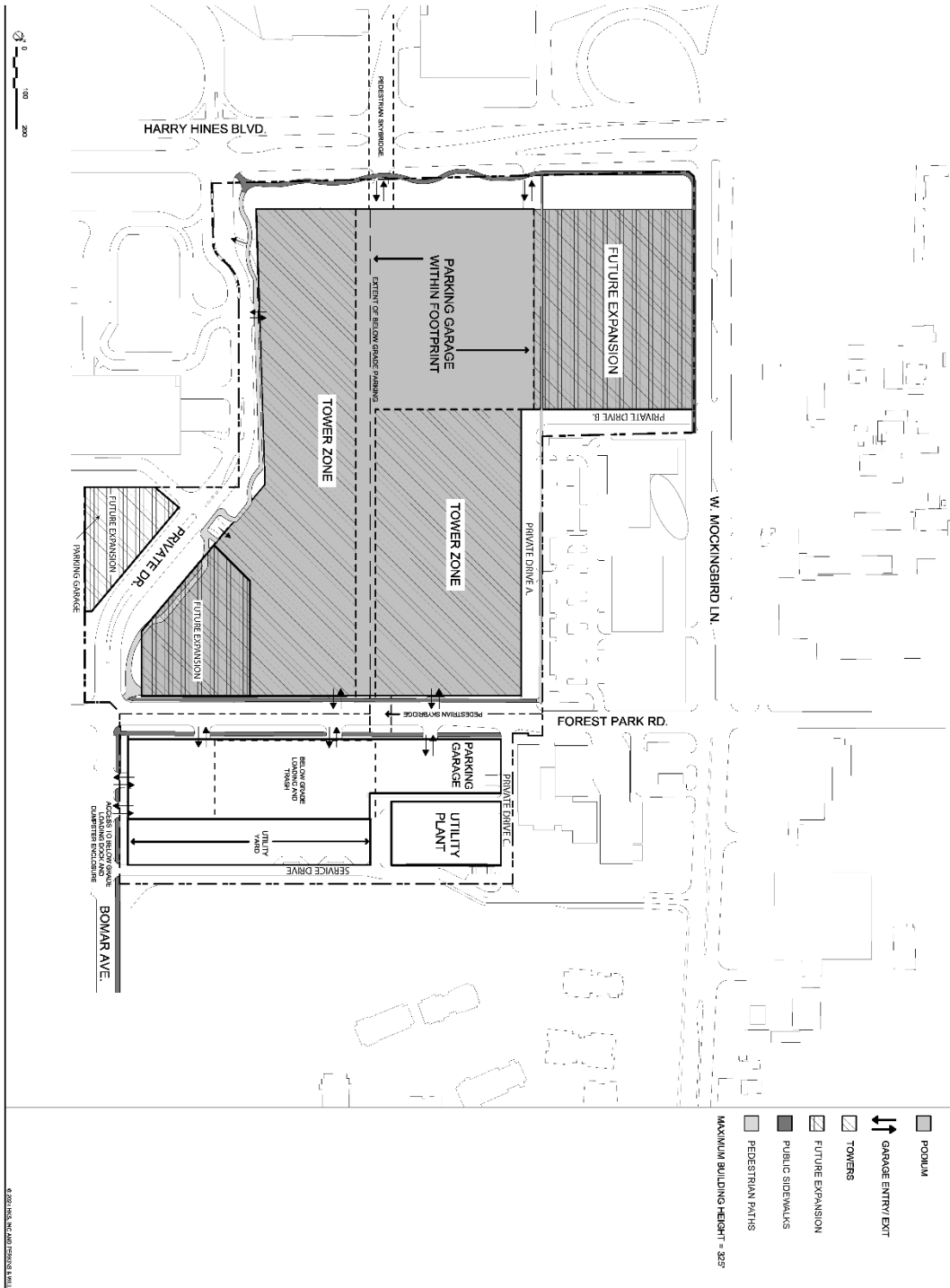
Pediatric Health Management Services

- Christopher Madden, M.D., Co-Chair
- Lindsey Tyra, Co-Chair
- W.P. Andrew Lee, M.D.
- Tammy Webb, R.N.
- Marcia Schneider
- Robert Fries
- Holly Crawford

Board of Regents University of Texas System

- Kevin P. Eltife (Chairman)
- Janiece Longoria (Vice Chairman)
- James C. "Rad" Weaver (Vice Chairman)

PROPOSED CONCEPTUAL PLAN



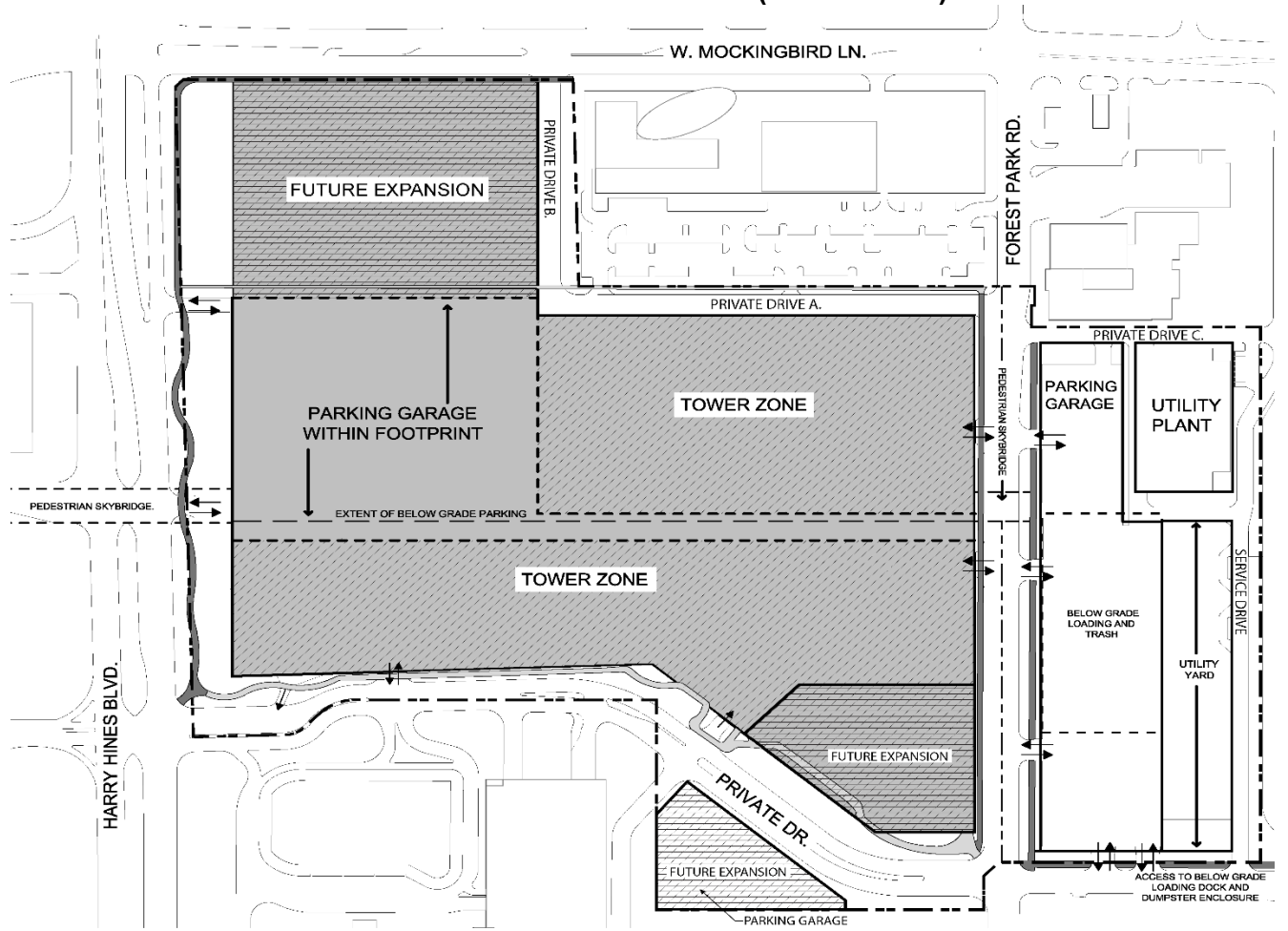
HKS
Perkins&Will

**PHMS New
Pediatric Campus**

PROJECT ADDRESS

ZONE CODE: A
 PROJECT NUMBER: 20447-000
 DRAWING NUMBER: 447593-000
 DATE: 08/11/2011
 SHEET TITLE: CONCEPT PLAN

PROPOSED CONCEPTUAL PLAN (ENLARGED)



PROPOSED PD CONDITIONS

ARTICLE ____

PD ____

SEC. 51P-____.101. LEGISLATIVE HISTORY.

PD ____ was established by Ordinance No. _____, passed by the Dallas City Council on ____.

SEC. 51P-____.102. PROPERTY LOCATION AND SIZE.

PD ____ is established on property located at the southeast corner of Harry Hines Boulevard and West Mockingbird Lane. The size of PD ____ is approximately 40.252 acres.

SEC. 51P-____.103. DEFINITIONS AND INTERPRETATIONS.

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

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

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

SEC. 51P-____.104. EXHIBITS.

The following exhibits are incorporated into this article:

(2) Exhibit ____A: conceptual plan.

SEC. 51P-____.105. CONCEPTUAL PLAN

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

(b) Changes to conceptual plan may be approved by the city plan commission through the procedure for minor amendments in Section 51A-4.702(h).

SEC. 51P-____.106. DEVELOPMENT PLAN.

(a) Except as provided below, no development plan is required., the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

(b) A development plan is required for future expansion areas, as shown on the conceptual plan, except as provided below.

(1) No development plan is required to provide landscaping and pedestrian improvements in future expansion areas.

SEC. 51P-____.107. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the MU-3 Mixed Use District, subject to the same conditions applicable in the MU-3 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-3 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-3 Mixed Use District is subject to DIR in this district; etc.

(b) The following main uses are permitted by right:

Industrial uses.

-- Medical/infectious waste incinerator

Institutional and community service uses.

-- Hospital.

Transportation uses.

-- Heliport.

-- Helistop.

Utility and public service uses.

-- Local utilities.

-- Radio, television, or microwave tower.

-- Tower/antenna for cellular communication.

-- Utility or government installation other than listed.

(c) Radio, television, microwave towers, and towers/antennas for cellular communication shall be located on the roof of buildings located in the tower zones as shown on the conceptual plan.

SEC. 51P-____.108. ACCESSORY USES.

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

- (b) The following accessory use is permitted by SUP only:
-- Pedestrian skybridge.

SEC. 51P-____.109. YARD, LOT, AND SPACE REGULATIONS.

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

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the MU-3 Mixed Use District apply.

(b) Floor area ratio. Maximum floor area ratio is 5.5.

(c) Height. Maximum structure height is 325 feet.

(d) Lot coverage. Maximum lot coverage is 80 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(e) Lot size. No minimum lot size.

(f) Stories. No maximum number of stories.

(g) Front yard.

(1) Harry Hines Boulevard: minimum front yard is 40 feet.

(2) Mockingbird Lane: minimum front yard is 30 feet.

(3) Forest Park Boulevard: minimum front yard is 20 feet, and no urban form setback is required.

(A) Portions of a building containing an elevator core and architectural elements may protrude into the front yard up to 12 feet.

(h) Side and rear yard. No tower spacing for the portion of a building taller than 45 feet is required.

SEC. 51P-____.110. URBAN DESIGN REQUIREMENTS.

(a) Minimum unobstructed sidewalk width is 8 feet. Except as provided along Harry Hines, sidewalks must be located from 2 to 15 feet from back of curb with a buffer zone of at least 5 feet between the sidewalk and curb.

(1) Each street frontage must include a minimum of one pedestrian pathway directly connecting the sidewalk and the primary structure, as described in the following subsection;

(i) Pedestrian pathways. Unobstructed pedestrian pathways at least six feet in width leading to a primary entrance of each main building must be provided. For surface parking areas, paths must be provided such that no parking space is located more than 65 feet from a pedestrian pathway. Pedestrian pathways along internal private drives and for crossing shall be provided as generally shown on the conceptual plan. Unobstructed sidewalks located in the public right of way may count toward this pathway if they meet all criteria in this subsection and there is a pedestrian connection from the parking area to the sidewalk every 130 feet along the sidewalk.

(ii) When abutting parking spaces or driving surfaces, all pathways must be protected by concrete curbs, wheel stops, or other permanent barriers such that no part of a parked automobile extends into the minimum unobstructed width.

(iii) When crossing a drive aisle, all pathways must be of a contrasting color, material, or texture.

(iv) The pathway with the shortest distance between the primary entrance and a lot line on the opposite side of the parking lot from the building must connect to the public sidewalk and be raised to the level of the sidewalk when crossing a drive aisle.

(2) Along Harry Hines Boulevard, sidewalks may meander up to 40 feet from back of curb between the intersection of driveways and the street in order to allow for the preservation of existing trees as determined by the city arborist and as necessary to

accommodate area-wide improvements to the pedestrian environment along Harry Hines Boulevard.

(3) Within Forest Park Road, a minimum of two pedestrian crossings must be provided a minimum of 250 feet apart.

(4) An unobstructed pedestrian pathway a minimum width of 6 feet must be provided along the private drive known as Paul Bass Way for the purpose of providing a pedestrian connection from Forest Park Drive to Harry Hines Boulevard.

(5) A direct pedestrian connection from all DART bus stops abutting the property to a sidewalk must be provided.

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

(1) At the intersection of each driveway with a sidewalk or pedestrian path, driveways must be clearly marked by colored concrete, patterned or stamped concrete, or brick pavers for pedestrian crossing.

(c) Pedestrian Amenities.

(1) The following pedestrian amenities must be provided at a quantity of at least one per every 300 feet of public street frontage, excluding frontage within visibility triangles or driveways:

(A) bench (minimum of 6 linear feet), and

(B) trash receptable.

(d) Architectural elements. At least one architectural element per facade, such as the following, must be provided at all public entry points (except for emergency rooms entrances) to a main building and along public right of way and internal drive frontages:

(A) Architecturally prominent public entrance;

(B) Canopy;

(C) Awning;

(D) Arcade;

(E) Portal;

(F) Cantilevered building above the entry point; or

(G) Similar architectural feature.

(e) Building articulation.

(1) For buildings other than parking structures, street-facing facades

must provide articulation with a minimum depth of two feet of variation within the vertical plane at least one every 100 feet of façade length, except as provided below.

(2) Parking structures. That portion of the ground-level floor facing the street of any multi- floor parking facility must have an active use other than parking, with a minimum depth of 15 feet, or must have an exterior facade that is similar in materials, architecture, and appearance to the facade of the main structure. All exterior parking structure facade openings must provide screening a minimum 42 inches from the floor level within the parking structure to screen vehicles and vehicle headlights.

(3) Interior and exterior parking structure lighting must be oriented and designed to project light only onto the parking structure and not onto adjacent properties.

(f) Minimum open space.

(1) A minimum of 10% open space must be provided per building site.

(2) One area with a minimum of a contiguous 20,000 square feet of open space must be provided at grade within the district and must be located adjacent to or connected to a public right of way. This open space may be used to fulfill the open space requirements for the building site on which it is located.

(3) A minimum of 50 percent of the open space must be unobstructed to the sky. Area covered by trees or tree canopies are considered unobstructed to the sky. Open space structures supporting pedestrian or outdoor recreational uses, including but not limited to shade structures, pavilions, seating, play equipment, and gazebos. Open space may not be driven or parked upon, except for emergency or maintenance vehicles.

(4) A maximum of 50 percent of the open space area may be paved areas or plazas.

(5) Trash receptacles shall be provided within the open space.

(6) Open space areas shall include items such as native plantings, permeable ground cover, trees, habitat areas for pollinating insects, sidewalks, pedestrian pathways, and similar improvements.

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

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

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

(h) Screening of off-street loading spaces and service areas. Screening toward public right-of-way must be at least six feet in height measured from the horizontal plane passing through the nearest point of the off-street loading space and may be provided by using any of the methods described in Section 51A-4.602(b)(3), except that screening around service areas for trash collection must be screened by a masonry wall with a solid gate.

(i) Pedestrian scale lighting. Pedestrian scale lighting that provides a minimum maintained average illumination level of 1.5 foot candles must be provided along internal pedestrian ways, public sidewalks and adjacent to public streets. The design and placement of both the standards and fixtures must be approved by the director of transportation. Unless otherwise provided, the property owner is responsible for the cost of installation, operation, and maintenance of the lighting.

(j) In general. No more than 10% of a building site may be surface parking.

(1) Thoroughfare frontage. Surface parking is prohibited within the front setback within 30 feet of public streets.

SEC. 51P-____.109. OFF-STREET PARKING AND LOADING.

(a) No off-street parking is required for any main or accessory uses.

SEC. 51P-____.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-____.111. LANDSCAPING.

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

(b) For a project with a hospital use:

(1) The requirements of Section 51A-10.104(e) apply except as provided below.

(A) For each large or medium tree installation, a minimum of 36 inches of soil depth and a combination of open soil area, covered soil area, and root paths for a minimum of 240 cubic feet of soil volume are required. Large or medium trees planted in less than 480 cubic feet of soil volume do not count as replacement trees for purposes of Division 51A-10.1300.

(2) In order to accommodate significant infrastructural and utility upgrades without sacrificing the ability to plant trees, the arborist may waive

requirements of Section 51A-10.104(b), (c), and (h) are waived as needed and as determined by the arborist to satisfy minimum tree quantity requirements throughout Article X.

(3) The maximum depth of street buffer zones shall be extended to allow a maximum depth of 50 feet on arterials and community collectors to allow for flexibility where utilities and sidewalk meanders occur.

(4) Surface parking lots (interior zone) specifically designed for emergency vehicles are excluded from interior zone requirements in section 51A-10.125(b)(3)(B).

(5) One site tree per 6,000 square feet of the lot area. For the purpose of this subsection, street trees shall be included for the calculation of minimum site trees.

(6) A solid fence, evergreen plantings, or a combination thereof of a height sufficient to screen utility equipment must be located between the northeast property line and the portion of the property containing the utility yard and utility plant shown on the conceptual plan.

(c) All plant materials must be maintained in a healthy, growing condition

SEC. 51P-____.112. SIGNS.

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

SEC. 51P-____.113. ADDITIONAL PROVISIONS.

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

(b) Compliance. 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.

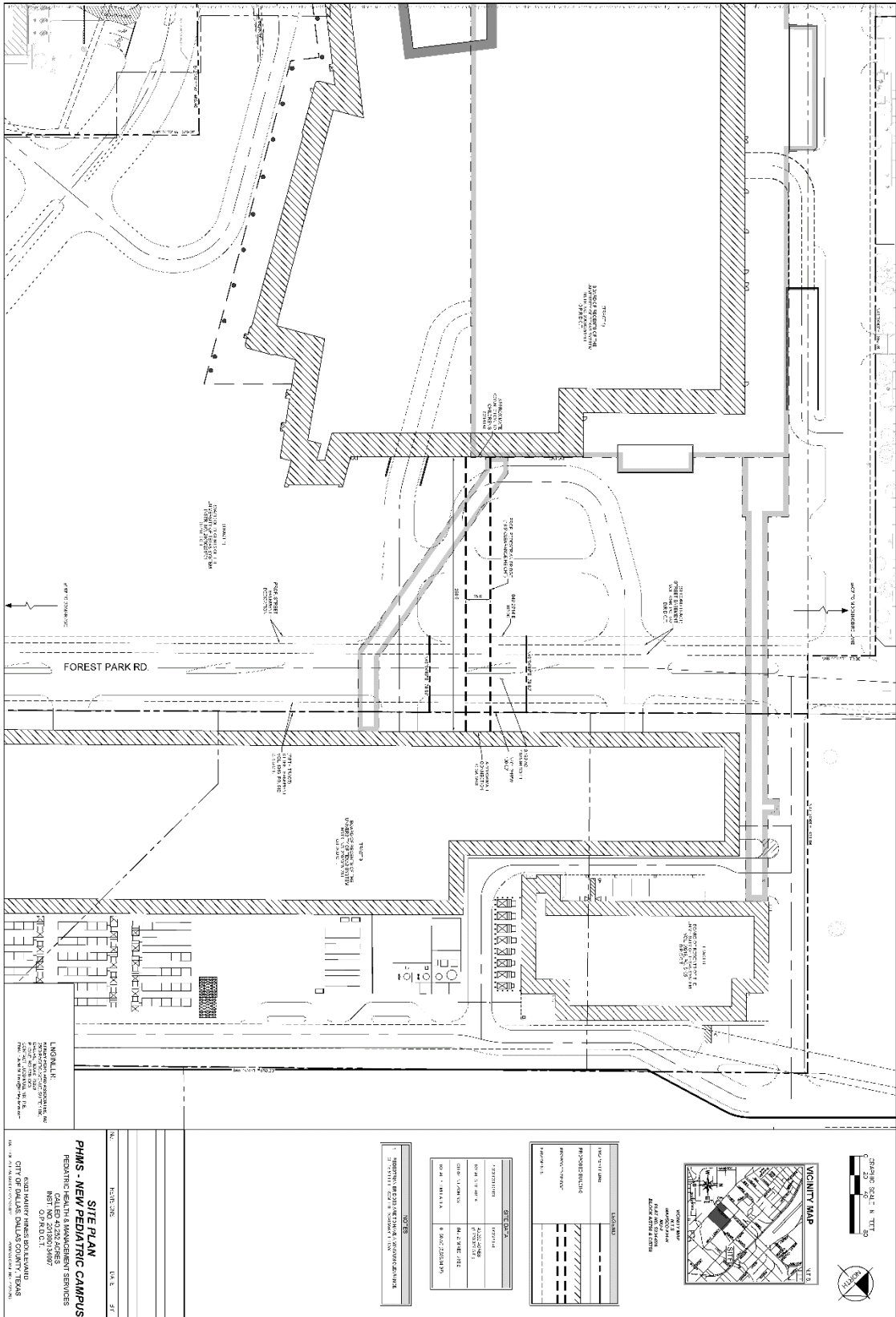
SEC. 51P-____.114. PAVING.

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 director of public works and transportation.

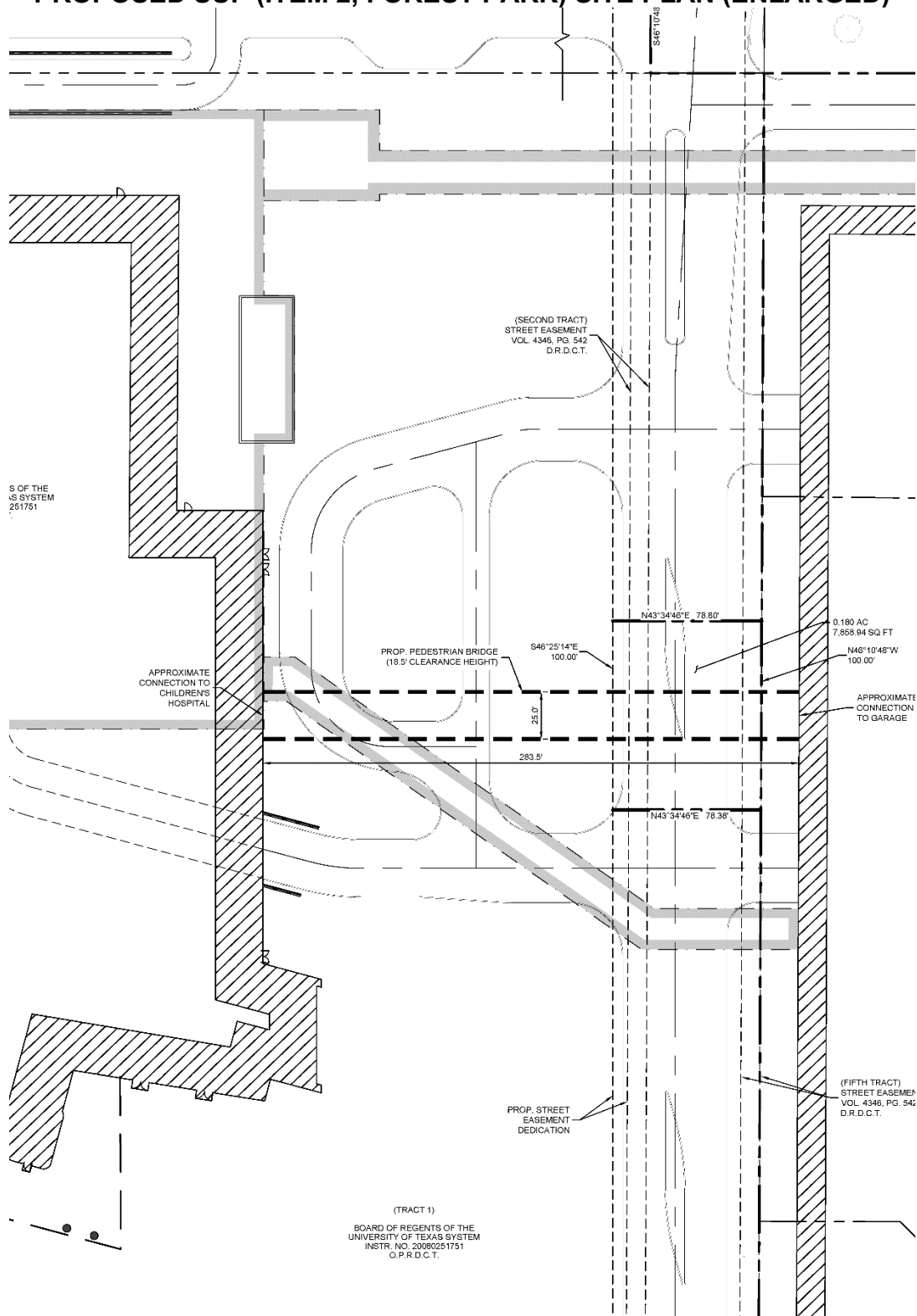
SEC. 51P-___.115. COMPLIANCE WITH CONDITIONS.

The building official shall not issue a building permit or certificate of occupancy for a use in this PD 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.

PROPOSED SUP (ITEM 2, FOREST PARK) SITE PLAN



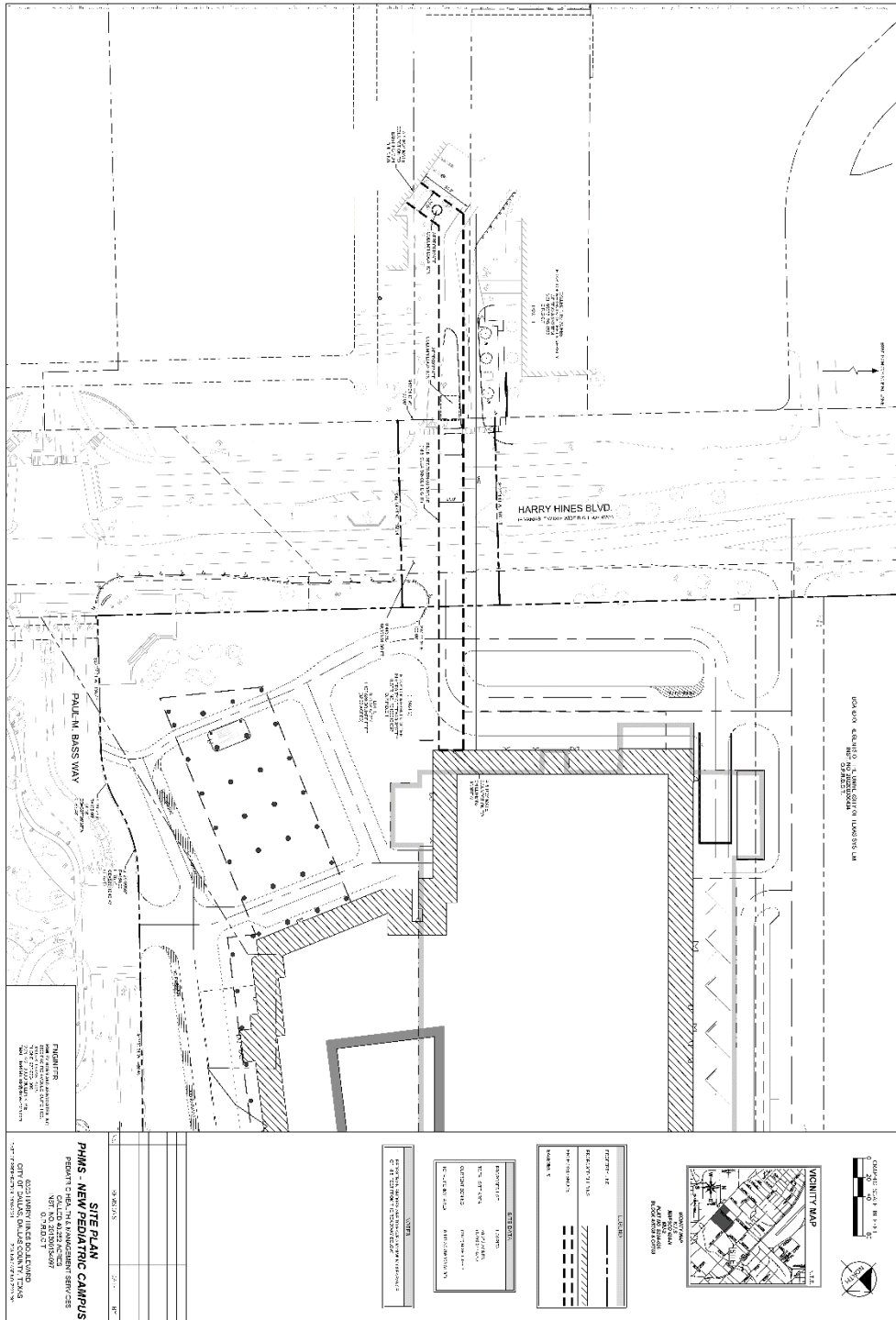
PROPOSED SUP (ITEM 2, FOREST PARK) SITE PLAN (ENLARGED)



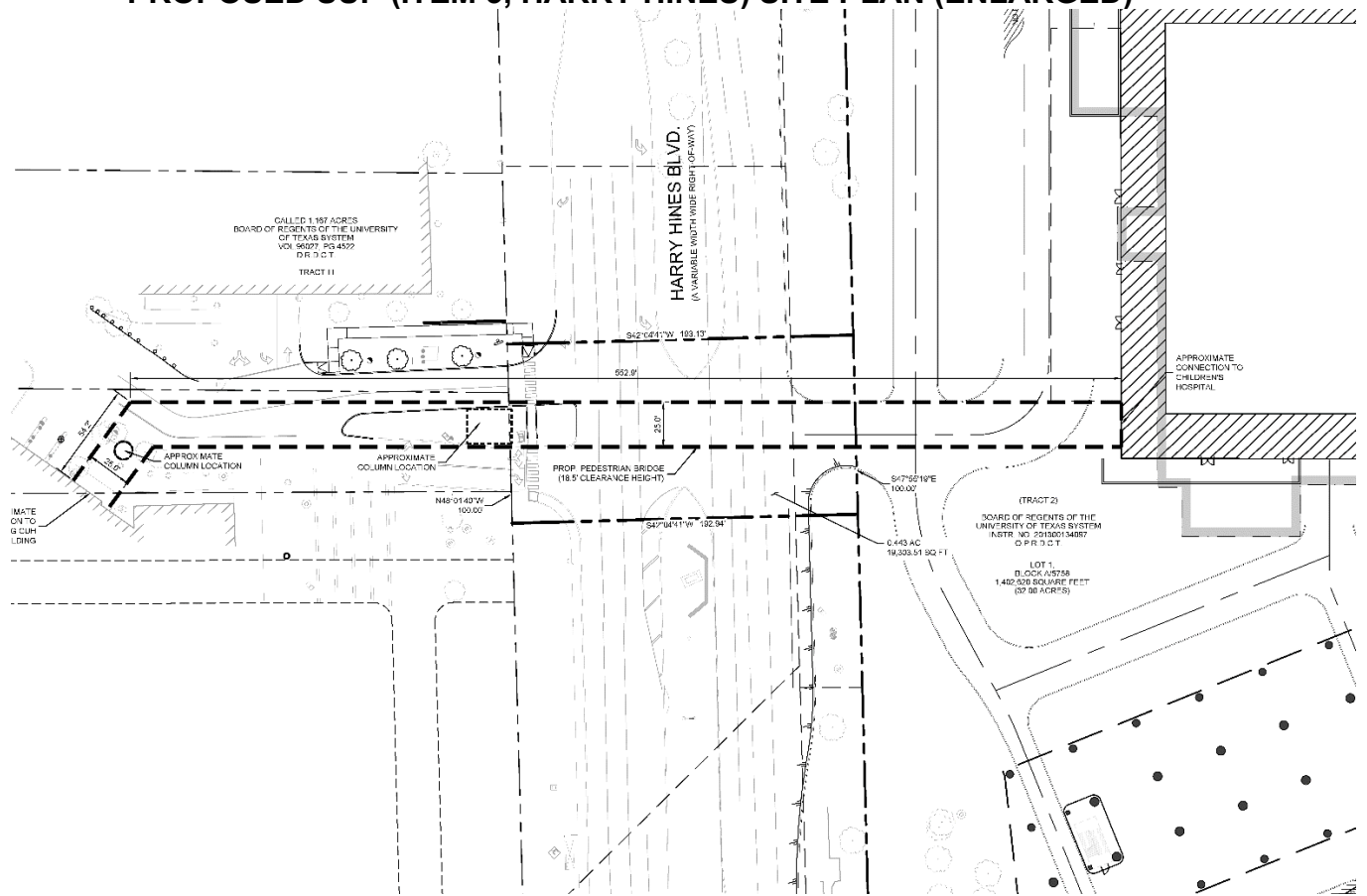
PROPOSED SUP (ITEM 2, FOREST PARK) CONDITIONS

1. USE: The only use authorized by this specific use permit is a pedestrian skybridge.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit does not expire.
4. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
5. GENERAL REQUIREMENTS: Use of the Property must comply with all applicable federal and state laws and regulations, and with all applicable ordinances, rules, and regulations of the City of Dallas.

PROPOSED SUP (ITEM 3, HARRY HINES) SITE PLAN

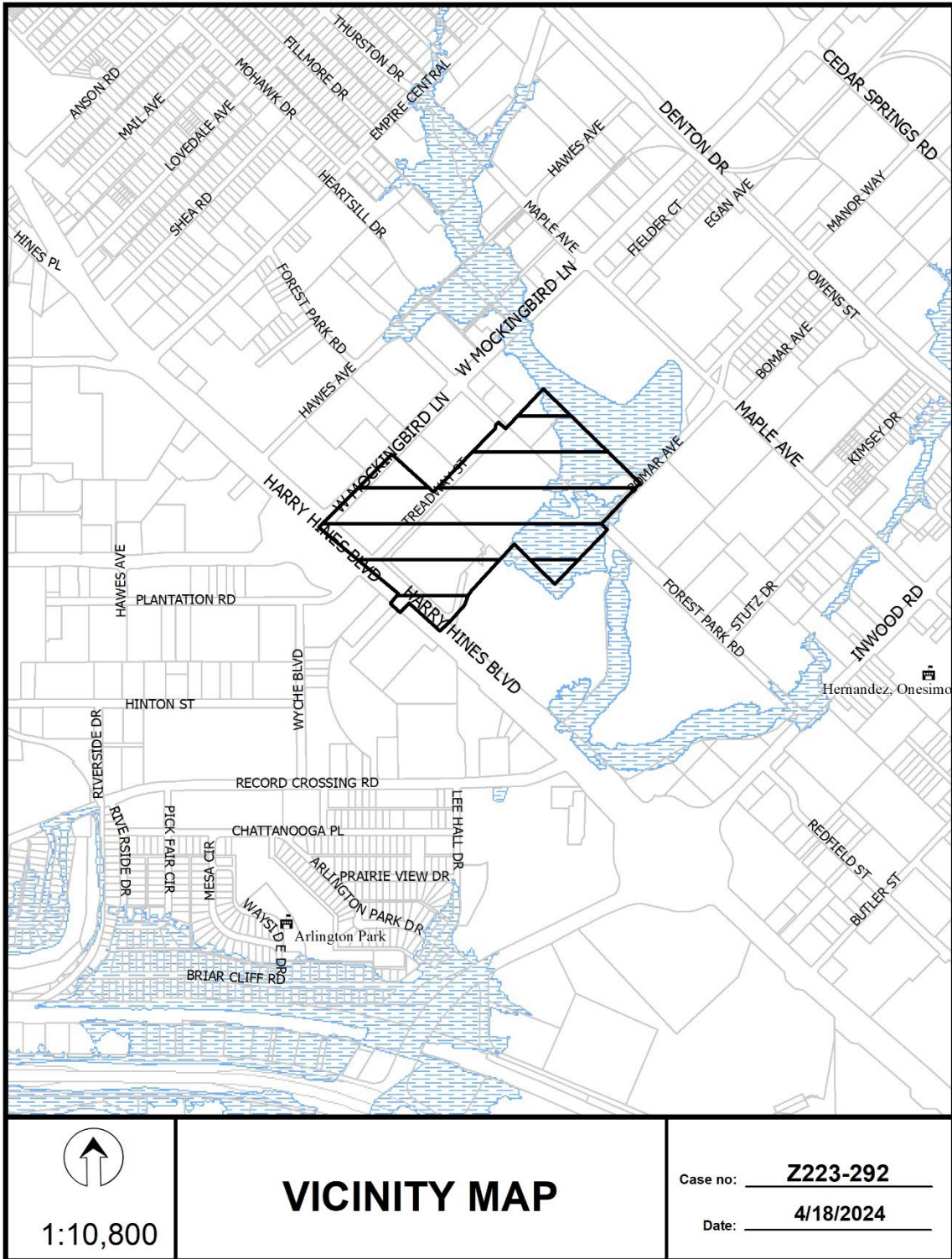


PROPOSED SUP (ITEM 3, HARRY HINES) SITE PLAN (ENLARGED)

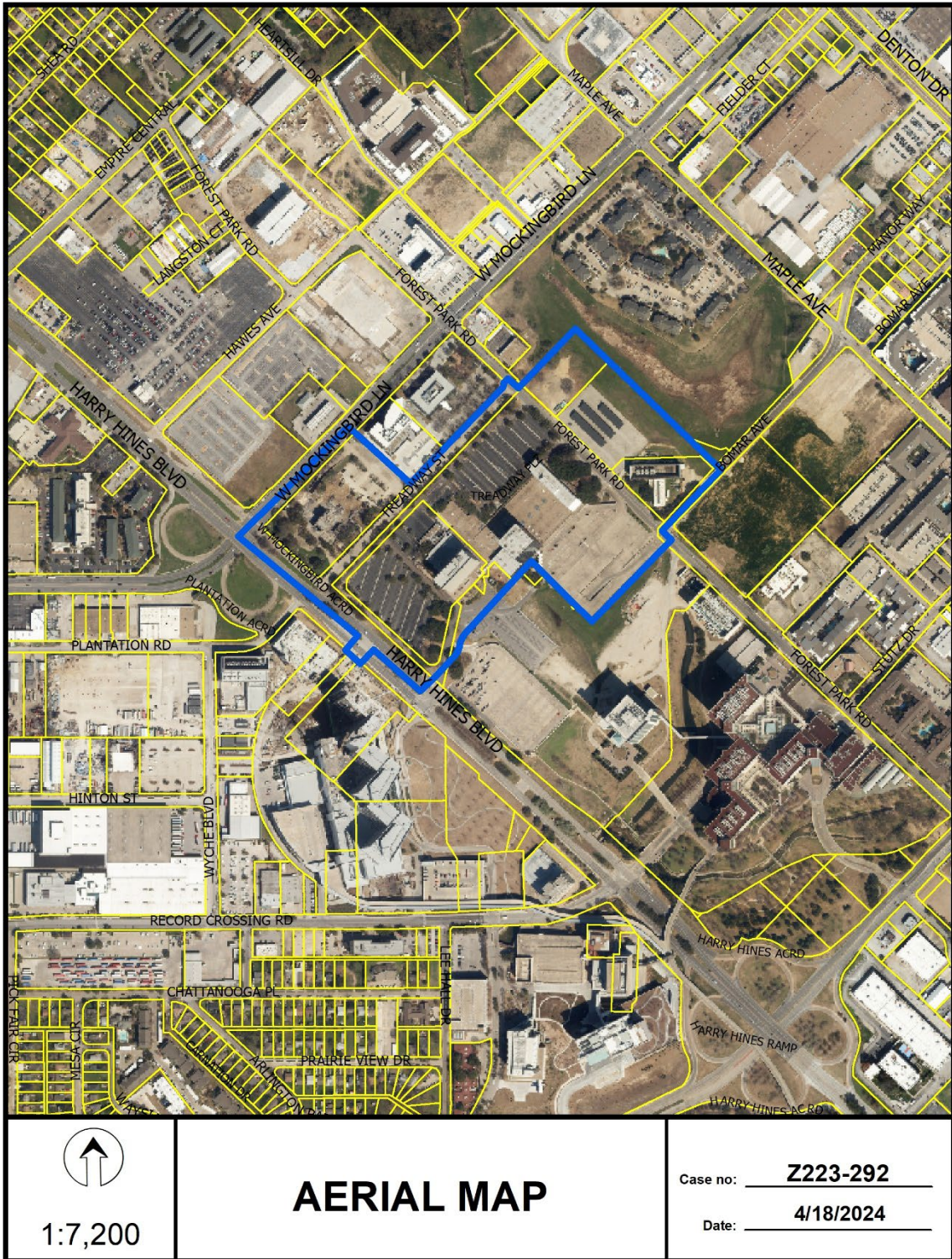


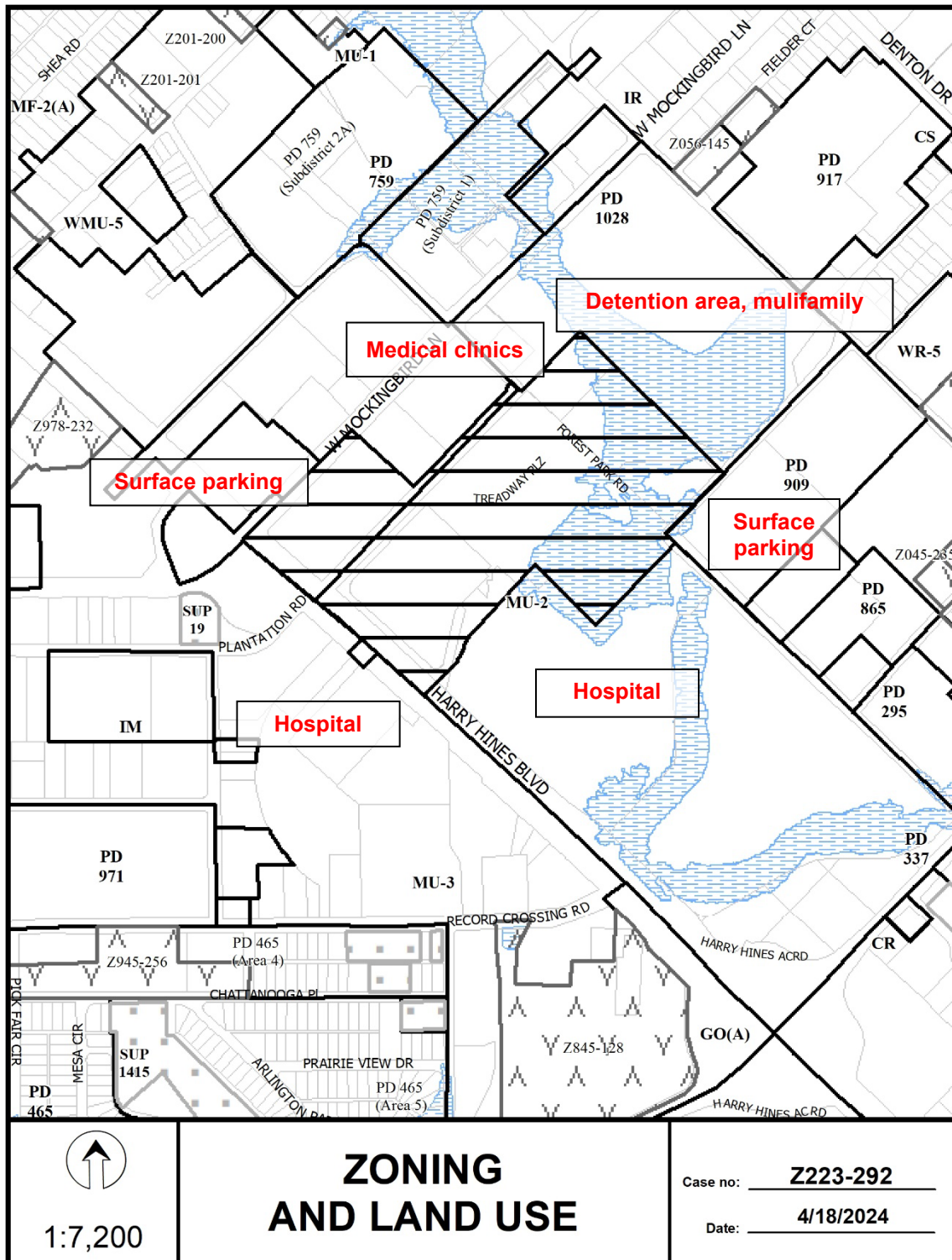
PROPOSED SUP (ITEM 3, HARRY HINES) CONDITIONS

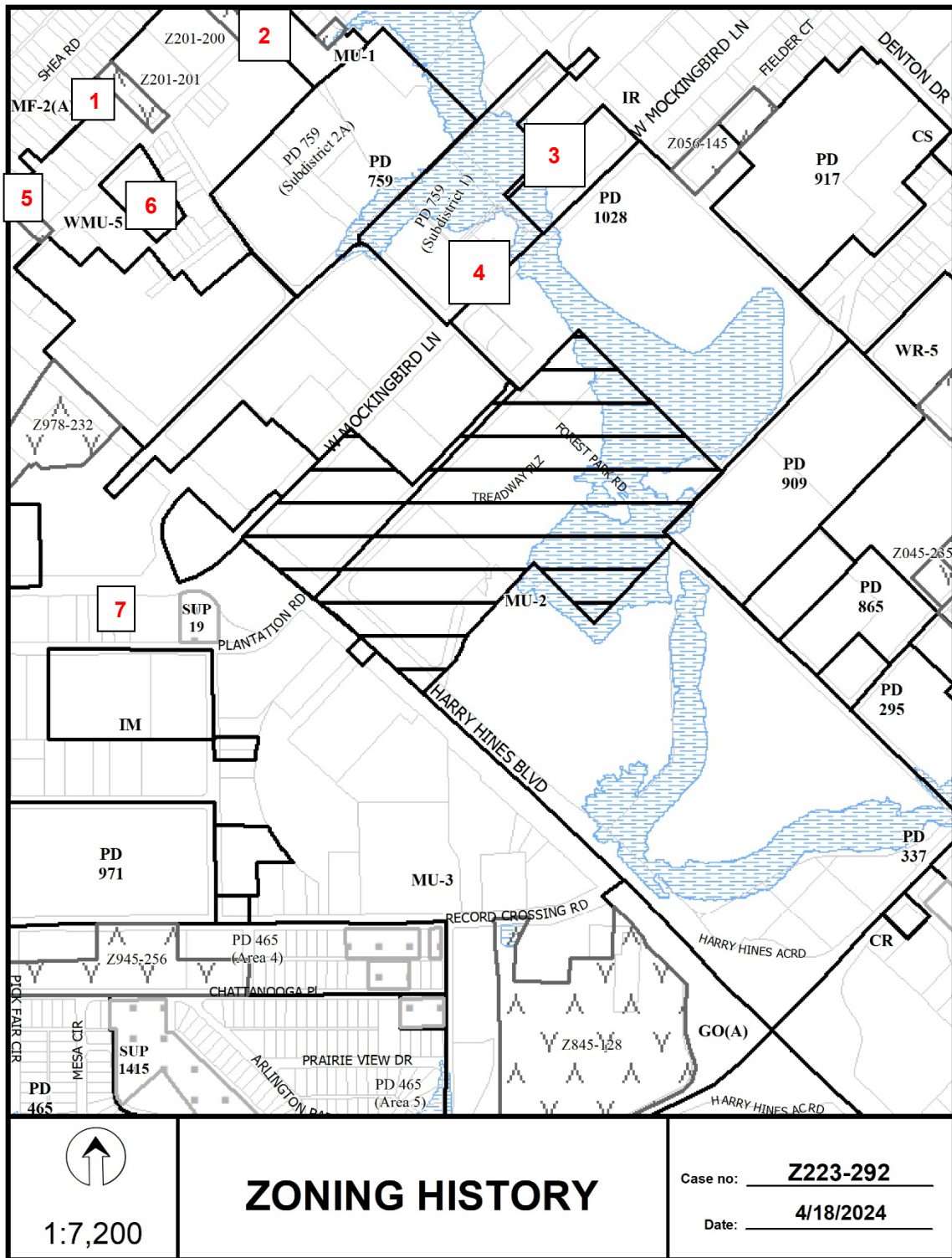
1. USE: The only use authorized by this specific use permit is a pedestrian skybridge.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit does not expire.
4. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
5. GENERAL REQUIREMENTS: Use of the Property must comply with all applicable federal and state laws and regulations, and with all applicable ordinances, rules, and regulations of the City of Dallas.



Z223-292(MP)

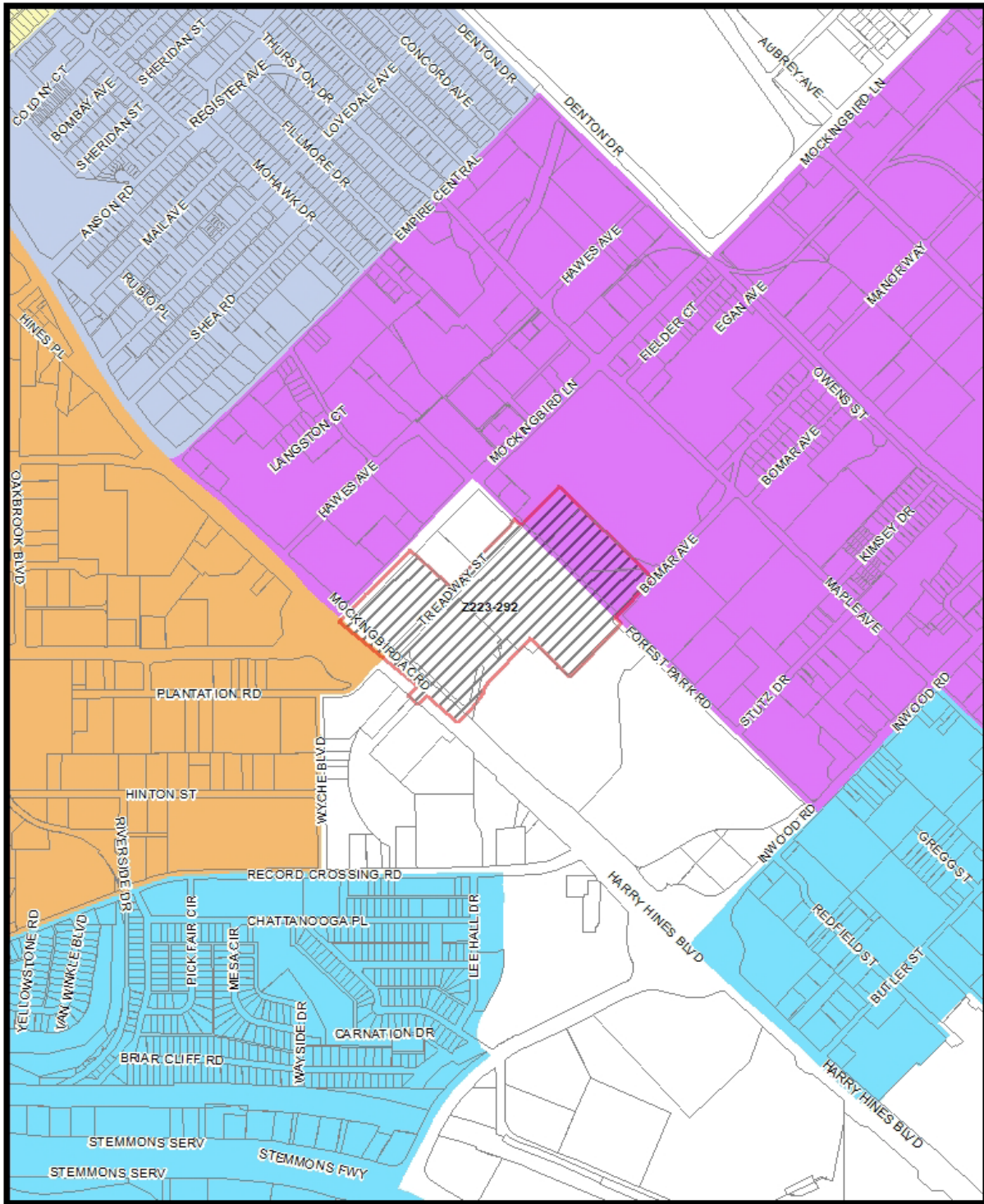






ZONING HISTORY

Case no: Z223-292
 Date: 4/18/2024

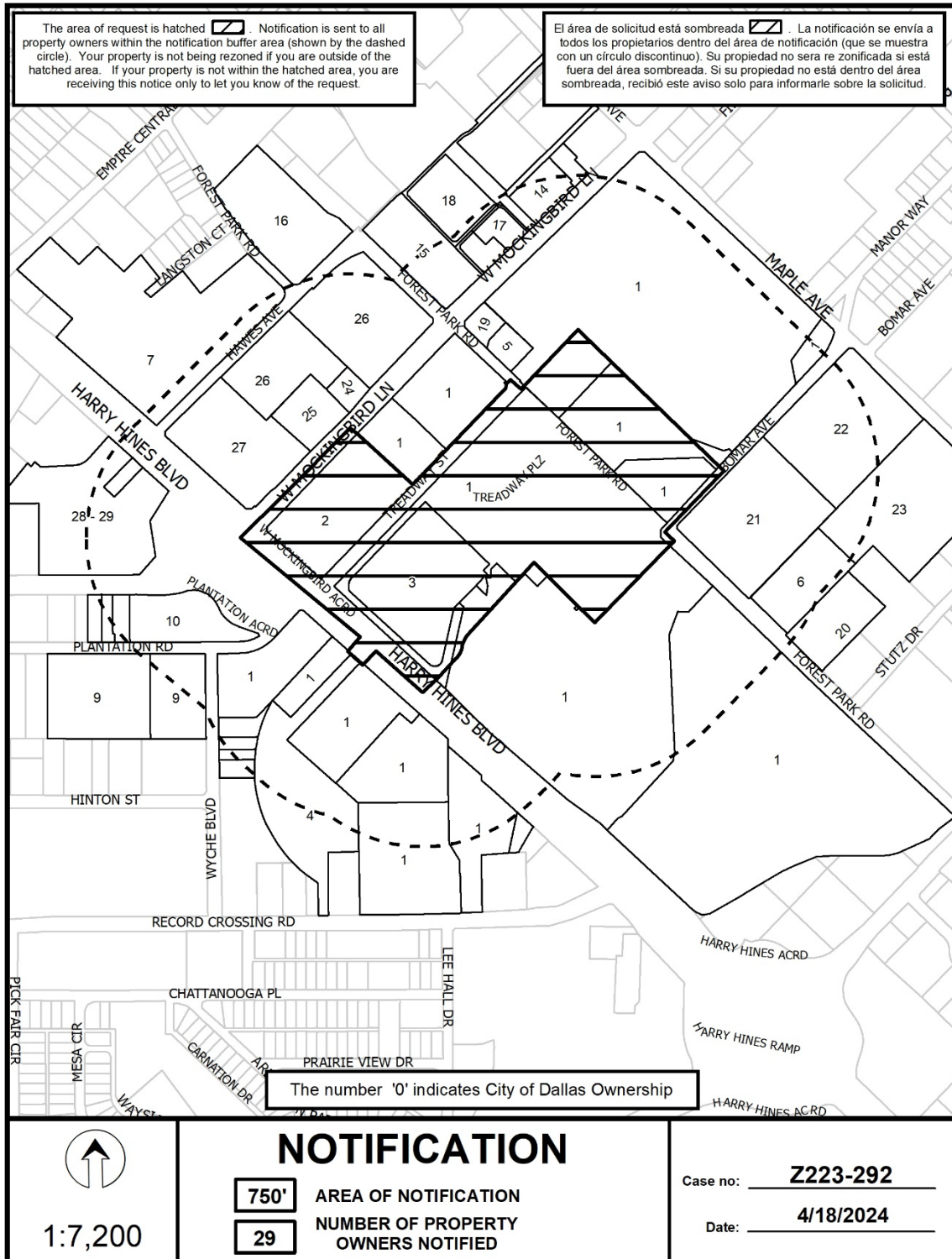


Market Value Analysis A B C D E F G H I NA

1:10,800

Market Value Analysis

Printed Date: 4/18/2024



04/18/2024

Notification List of Property Owners***Z223-292******29 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	6222 FOREST PARK RD	BOARD OF REG OF UNIV OF TX SYSTEM
2	2122 W MOCKINGBIRD LN	BOARD OF REGENTS OF THE
3	6300 HARRY HINES BLVD	BOARD OF REG OF UNIV OF TX SYSTEM
4	6333 HARRY HINES BLVD	BOARD OF REG OF UNIV OF TX SYSTEM
5	6516 FOREST PARK RD	BOARD OF REGENTS OF THE UNIVERSITY OF
6	6010 FOREST PARK RD	BOARD OF REGENTS OF THE UNIVERSITY
7	6814 HARRY HINES BLVD	DLF HINES LLC
8	6801 HARRY HINES BLVD	RED BARN HOLDINGS LP
9	1840 PLANTATION RD	BEN E KEITH COMPANY
10	1900 W MOCKINGBIRD LN	BURNETT BROTHERS TRUST
11	1868 W MOCKINGBIRD LN	Taxpayer at
12	1878 W MOCKINGBIRD LN	Taxpayer at
13	1860 W MOCKINGBIRD LN	Taxpayer at
14	6619 MAPLE AVE	GREENWAY-MOCKINGBIRD LP
15	2333 W MOCKINGBIRD LN	M&M HOTEL VENTURE LLC
16	2223 HAWES AVE	JDFW IV LLC
17	2337 W MOCKINGBIRD LN	MVP RETAIL PHASE 1 LLC
18	2343 W MOCKINGBIRD LN	MOCKINGBIRD VENTURE PARTNERS LLC
19	2304 W MOCKINGBIRD LN	BRIGHT SEA INVESTMENTS LLC
20	5940 FOREST PARK RD	CLPF 5940 MEDICAL DISTRICT LP
21	2400 BOMAR AVE	BOARD OF REGENTS OF THE
22	6114 FOREST PARK RD	VICEROY MAPLE LP
23	5959 MAPLE AVE	SOUTHWESTERN GFPG LLC
24	2121 W MOCKINGBIRD LN	MESQUITE CREEK
25	2111 W MOCKINGBIRD LN	2111 W MOCKINGBIRD LANE
26	2221 W MOCKINGBIRD LN	HARRY HINES HOLDING LLC

Z223-292(MP)

04/18/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6720 HARRY HINES BLVD	HARRY HINES HOLDINGS LLC
28	1893 W MOCKINGBIRD LN	CITY OF DALLAS HOUSING FINANCE CORP
29	1893 W MOCKINGBIRD LN	CITY OF DALLAS HOUSING FINANCE CORP