

CITY PLAN COMMISSION

THURSDAY, JANUARY 15, 2026

Planner: Oscar Aguilera

FILE NUMBER: Z-25-000152 **DATE FILED:** September 25, 2025

LOCATION: Southwest line of S. Central Expy between Youngblood Road and Lyndon B. Johnson Fwy.

COUNCIL DISTRICT: 8

SIZE OF REQUEST: 7 acres **CENSUS TRACT:** 48113020200

APPLICANT: Masterplan/Andrew Ruegg

OWNER: NAGS Resources, LLC

REQUEST: An application for a new Specific Use Permit for Commercial Motor Vehicle Parking on property zoned CS Commercial Service District with SUP 890 for a radio, television, or microwave tower

SUMMARY: The purpose of the request is to allow commercial motor vehicle parking.

STAFF RECOMMENDATION: **Approval** for a 10-year period with eligibility for automatic renewals for additional ten-year periods, subject to a site plan and conditions.

PRIOR CPC ACTION: On December 4, 2025, the City Plan Commission moved to hold this case under advisement until January 15, 2026.

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BACKGROUND INFORMATION:

- The property is currently zoned CS Commercial Service District with SUP 890 for a radio, television, or microwave tower consideration (approx. 7 acres in total size).
- The purpose of the request is to add a specific use permit to the property to permit commercial motor vehicle parking. This use is permitted by right in CS zoning, but requires an SUP within 500 feet of a residential district. This requirement is triggered not by existing homes, but nearby agricultural zoning.
- There is an existing SUP 890 for radio, television, or microwave tower use on the property. No changes are proposed to this SUP.
- On December 4, 2025, the City Plan Commission moved to hold this case under advisement until January 15, 2026.

Zoning History:

There has been one zoning case in the area of notification in the last five years.

1. **Z234-287:** On March 26, 2025, the City Council approved an application for a CS District, in place of a LI district on property zoned an A(A) Agricultural District with SUP 890 for a radio, television, or microwave tower, on the southwest line of S. Central Expressway between Youngblood Road and Lyndon B. Johnson Freeway. [Subject site]

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
South Central Expressway	PA – Principal Arterial	107'
Lyndon B. Johnson Freeway	Elevated freeway	--

Traffic:

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system. Staff will continue review of engineering plans at permitting to comply with city standards.

To mitigate the effect of stormwater, the applicant proposes to use a non-standard material. Paving material must be selected from a list available to the applicant. A non-standard materials agreement is required for maintenance. Although gravel significantly reduces stormwater runoff, the SUP must account for the non-standard condition, along with maintenance and design, to prevent gravel washout. The site plan must clearly show

and label all existing points of access and clearly show parking areas for the proposed surface material. NOTE: All driving paths should be concrete. Truck trailers may park on gravel.

Transit Access:

None

STAFF ANALYSIS:

Comprehensive Plan:

ForwardDallas 2.0 is the citywide Comprehensive Plan for future land use in the City of Dallas. Adopted by City Council in September 2024, the plan includes a future land use map and guidance for a future vision of the City of Dallas. It also establishes goals and guidelines for land use and other decisions by the City. According to the City of Dallas's Development Code, the comprehensive plan serves merely as a guide for rezoning requests but does not establish zoning boundaries, nor does it restrict the City's authority to regulate land use.

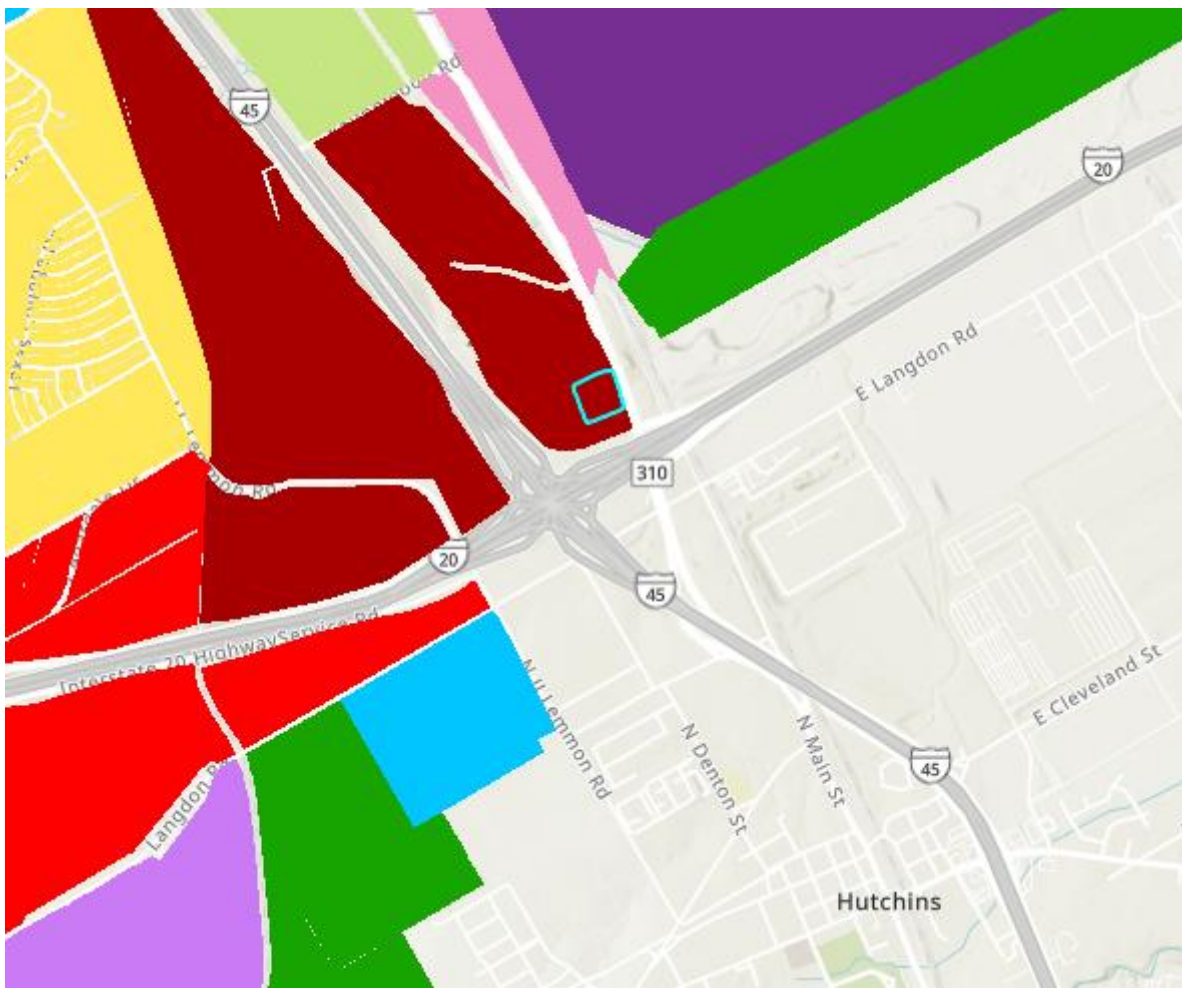
The proposed zoning change is generally **consistent** with Forward Dallas 2.0. Specific Use Permit for a Commercial Motor Vehicle Parking identified as a secondary use within the Regional Mixed Use placetype. In Forward Dallas 2.0, Commercial Motor Vehicle Parking is permitted use within this placetype. This proposed use could be considered a commercial or light industrial use in this land-use matrix and is compatible with all uses in this future land-use type. This use is less intense since no loading will be conducted. The site is adjacent to the IR Industrial research district and the City of Hutchins to the East, and A(A) Agricultural uses to the North, West, and South, with a state prison and warehouse uses located south of LBJ Freeway and within the City of Hutchins. The property fronts Central Expressway, and is near I-45 to the West, and LBJ Freeway to the south. RM's placetypes generally consist of transportation corridors or industrial areas that are no longer, or never were, compatible with proximate residential areas or the broader surrounding development pattern. Therefore, the proposed rezoning aligns with the vision and recommendations of Forward Dallas 2.0.

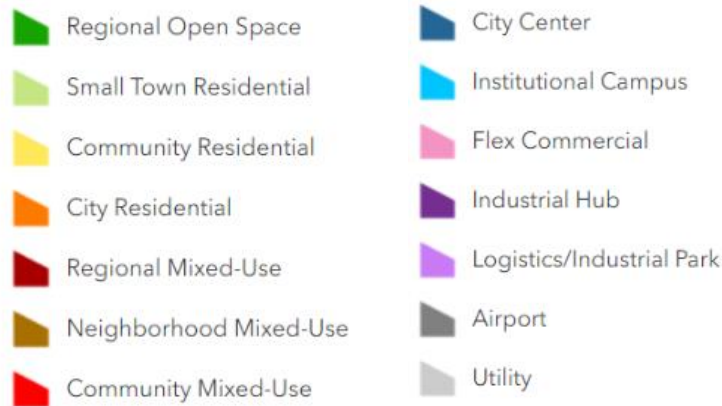
Placetype Summary

Placetypes describe the long-term vision and desired building and preservation characteristics for different areas within the city, including neighborhoods, mixed-use areas, employment and industrial centers, and open spaces. They provide a high-level guide for the desired mix of land uses, design, and the recommended intensity and scale of the different uses. Due to the macro scale of the plan, not all uses, or design considerations described within the placetypes may be suitable for every individual

property. However, for this application, a Commercial Motor Vehicle Parking use is appropriate for these placetypes.

The Regional Mixed-Use placetype accommodates a wide range of large retail, commercial, office, and institutional uses. This placetype provides major employment and shopping destinations outside of the City Center placetype. Additionally, high-rise office towers, multifamily dwelling units, and low-to-mid-rise residential buildings for condominiums or apartments. These uses are indicative of agricultural, commercial, and light industrial uses. As a high-level citywide policy document, ForwardDallas 2.0 does not include recommendations at the scale of this request or regarding Commercial Motor Vehicle Parking within the land use. Note that a Specific Use Permit is required because our consideration of Agricultural use is considered a residential district, which triggers this SUP requirement.





Active Area Plans

The Trinity River Corridor Comprehensive Land Use Plan:

The Trinity River Corridor includes approximately 44,000 acres in size - about 20% of the land area in Dallas. The boundaries of the corridor span from Royal Lane in the north to I-20 in southern Dallas, and approximately 1.5 miles on either side of the Trinity River.

Vision:

The 2050 Vision Statement for the Trinity River Corridor in Dallas: The Trinity River Corridor is a unified collection of diverse neighborhoods and business centers at the heart of a unified and thriving Dallas, connected by a ribbon of blue water and green spaces that is the Trinity River. Additionally, the Trinity River Corridor is the City's model for economic growth without physical, social, or economic barriers, attracting residents and visitors to live, learn, work, shop, and play within a cosmopolitan urban core and alongside the river's meandering environment. Five objectives for future development in the Trinity Corridor add detail to the 2050 Vision Statement. They provide guidance that shapes this plan's recommendations for each part of this vast corridor. The five objectives are:

- Reconnect North and South Dallas
- Establish the role of economic development along the Trinity River
- Create a vibrant central city
- Establish the Trinity River floodplain as the front yard of the City
- Enhance the City's urban form to increase the appeal of urban life

Summary:

This Comprehensive Land Use Plan is an essential tool for the individuals and organizations that make decisions affecting the Trinity River Corridor. Its broad vision describes the character this corridor should have in the future. It establishes the general principles that will direct the preparation of detailed plans for smaller parts of this large area. It provides guidance on appropriate land uses and development patterns for the corridor, to be used by citizens, property owners, and City officials as they review specific

development proposals. The Trinity River Corridor Comprehensive Land Use Plan is the 'blueprint' for this future. The plan's main sections are:

- A Vision to Transform Dallas' Trinity River Corridor, which imagines the future of this corridor and describes its key features.
- Land Use and Urban Design Throughout the Trinity Corridor, which explains the overall principles that should guide land use and urban design in all parts of the Trinity Corridor.
- Implementation Strategies Throughout the Trinity Corridor, which explain the capital projects and other tools needed to carry out this plan.
- Trinity Corridor District Plans, which provide more detailed directions about the development patterns of parts of the corridor.
- Creating This Plan, which summarizes the process used to prepare this plan; and
- Background Documents, which list the resource reports produced during the planning process.

The property in this location of the Trinity River Corridor is west of the Trinity River and near what appears to be a river delta; however, per the floodplain, it is not within the floodway or plain of the river or delta.

Land Use:

	Zoning	Land Use
Site	CS Commercial Service District with SUP 890	Existing buildings, driveways, and vegetation
North	A(A) Agricultural, IM Industrial Manufacturing, SUP 2273	Undeveloped
South	A(A) Agricultural	Undeveloped
East	IR / City of Hutchins	IR Industrial/manufacturing / Outside City Limits
West	A(A), R-5(A)	Undeveloped land

Land Use Compatibility:

The area of request is currently zoned as CS Commercial Service District with SUP 890, and is developed with an existing building, driveway, and vegetation (approx. 7 acres in total). Commercial motor vehicle parking use is permitted by right in this district except by SUP only if located within 500 feet of a residential district, measured in a straight line, without regard to intervening structures or objects, from the nearest boundary of the lot where this use is conducted to the nearest boundary of the zoning district at issue. However, the closest residential area is approximately 1,200 feet west of the property.

However, the SUP request is triggered because the code defines an Agricultural District as residential. The proposed SUP for commercial motor vehicle parking use is consistent and compatible with the surrounding land uses, ForwardDallas 2.0, and the Trinity River Corridor Comprehensive Plan, as previously scrutinized.

The SUP for commercial motor vehicle parking use is compatible not only because it is allowed by right in the current CS zoning, but also because the surrounding uses are not being utilized for residential purposes. The site is adjacent to the IR Industrial Research District and the City of Hutchins to the east and to A(A) Agricultural uses and similar truck and trailer parking to the north. There are A(A) Agricultural uses West, and South, with state prison and warehouse uses located south of the LBJ Freeway, located within the City of Hutchins. The property fronts Central Expressway, and is near I-45 to the West, and LBJ Freeway to the south. Therefore, the site location for the proposed SUP is highly compatible and generally lies within transportation corridors or industrial areas that are no longer, or never were, compatible with proximate residential areas, but are compatible with the broader surrounding development pattern. Nevertheless, staff recommend revisiting the SUP within 10 years to address any changes in land use and land compatibility. Furthermore, staff suggests that the general provision for a Specific Use permit be followed as described below.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan to promote the health, safety, morals, and general welfare of the city.

Staff supports the proposed use because it is compatible with the surrounding area and is not foreseen to be detrimental to adjacent properties. Staff recommends approval of the applicant's request for a ten-year period, with eligibility for automatic renewal for additional ten-year periods, subject to a site plan and conditions.

Landscaping:

Landscaping must be provided in accordance with the landscaping requirements in Article X, as amended. This project requires tree preservation. The applicant is required to submit a tree survey at permitting for the trees they are removing, and tree preservation is required in the areas marked on the site plan.

Parking:

Pursuant to the Dallas Development Code, no off-street parking is required for commercial motor vehicle parking use.

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 target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). The area of request is in an "H" MVA area. The "H" MVA area borders the site to the north and west, which is immediately adjacent to the site. To the east and south of the property is the City of Hutchins; therefore, staff cannot provide the MVA areas for those directions.

Draft CPC Action

December 4, 2025

25-3480A Z-25-000152

Planner: Oscar Aguilera

Note: This item was heard individually

Motion: In considering an application for a new Specific Use Permit for Commercial Motor Vehicle Parking on property zoned CS Commercial Service District with SUP 890 for a radio, television, or microwave tower, on the southwest line of S. Central Expressway, between Youngblood Road and Lyndon B. Johnson Fwy., it was moved to **hold** this matter under advisement until January 15, 2026.

Maker: Franklin
Second: Housewright
Result: Carried: 13 to 0

For: 13 - Hampton, Herbert, Forsyth, Serrato,
Carpenter, Wheeler-Reagan, Franklin
Koonce, Housewright, Kocks, Coffman, Hall,
Kingston

Against: 0
Absent: 2 - Sims, Rubin
Vacancy: 0

Notices:	Area: 400	Mailed: 7
Replies:	For: 1	Against: 0

Speakers: For: Andrew Ruegg, 3333 Welborn St., Dallas, TX, 75219
Against: None

Z-25-000152

List of Officers

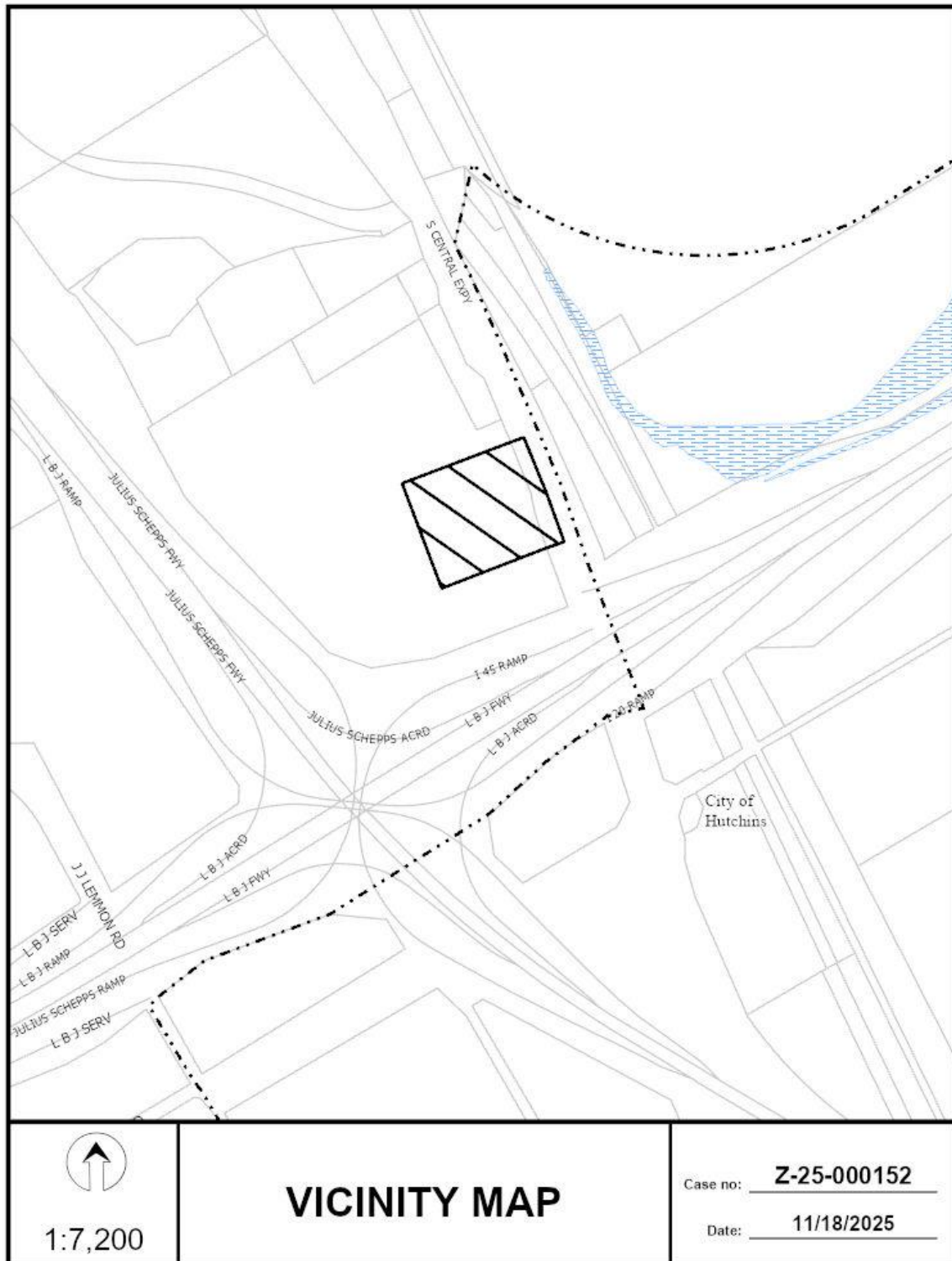
NAGS Resources, LLC

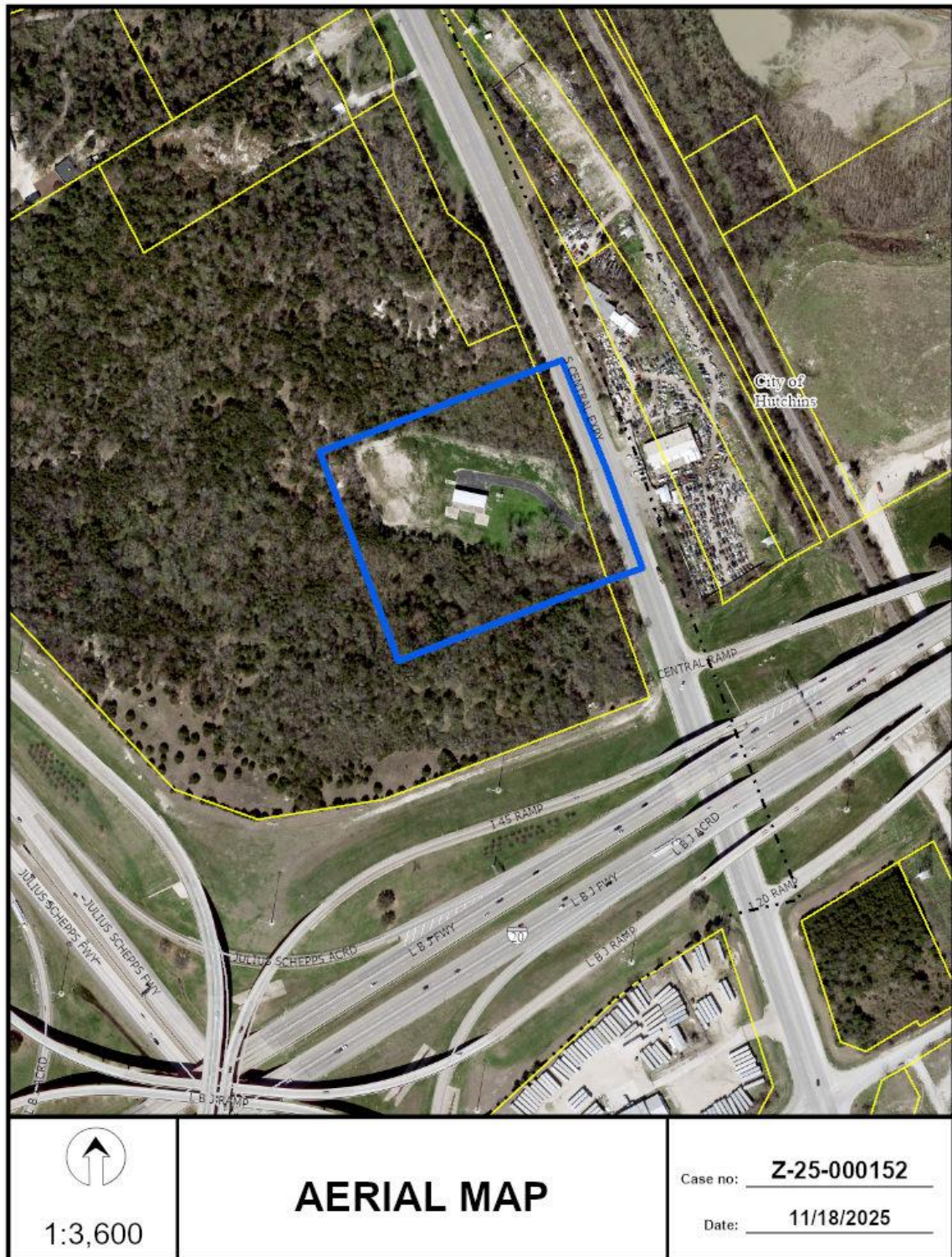
Robert Shipley

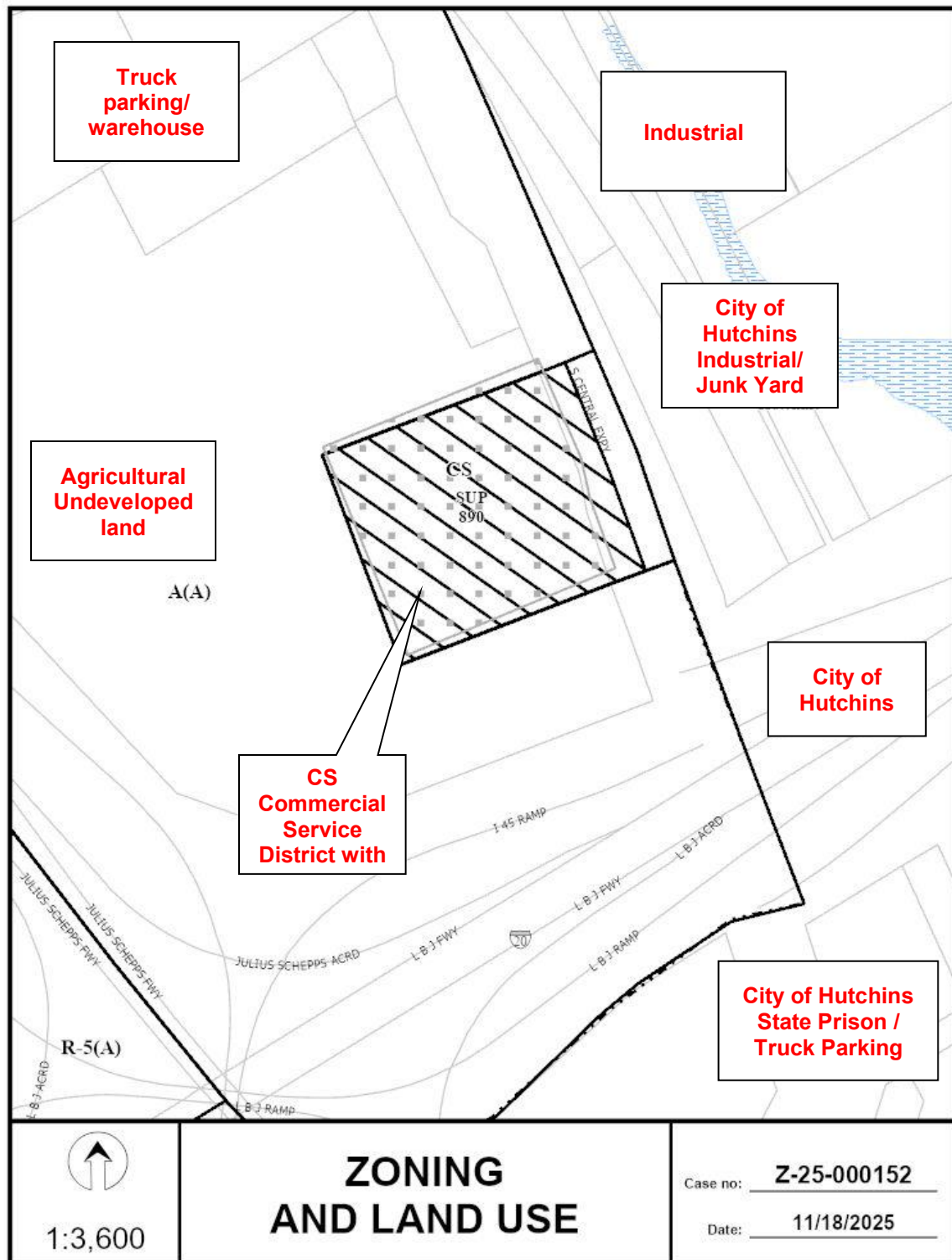
Proposed SUP Conditions

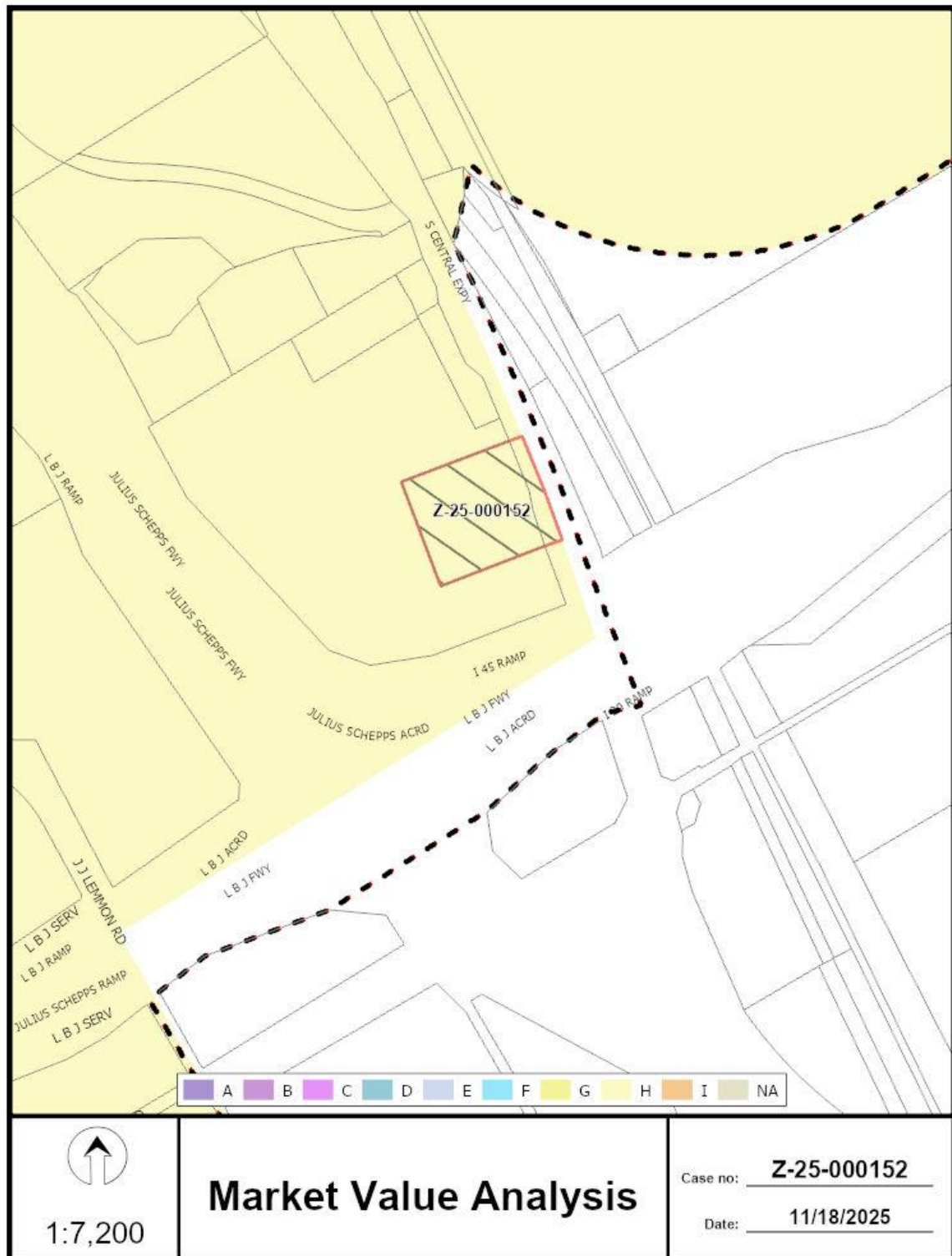
1. **USE:** The only use authorized by this specific use permit commercial motor vehicle parking.
2. **SITE PLAN:** Use and development of the Property must comply with the attached site plan.
3. **TIME LIMIT:** This specific use permit expires on [10 years after passage of this ordinance] and is eligible for automatic renewal for additional 10-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that application for automatic renewal must be filed after the 18th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. **TREE PRESERVATION:** Removal of trees is prohibited within the area noted as “tree preservation area” on the attached site plan.
5. **MAINTENANCE:** The Property must be properly maintained in a state of good repair and neat appearance.
6. **GENERAL REQUIREMENTS:** Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

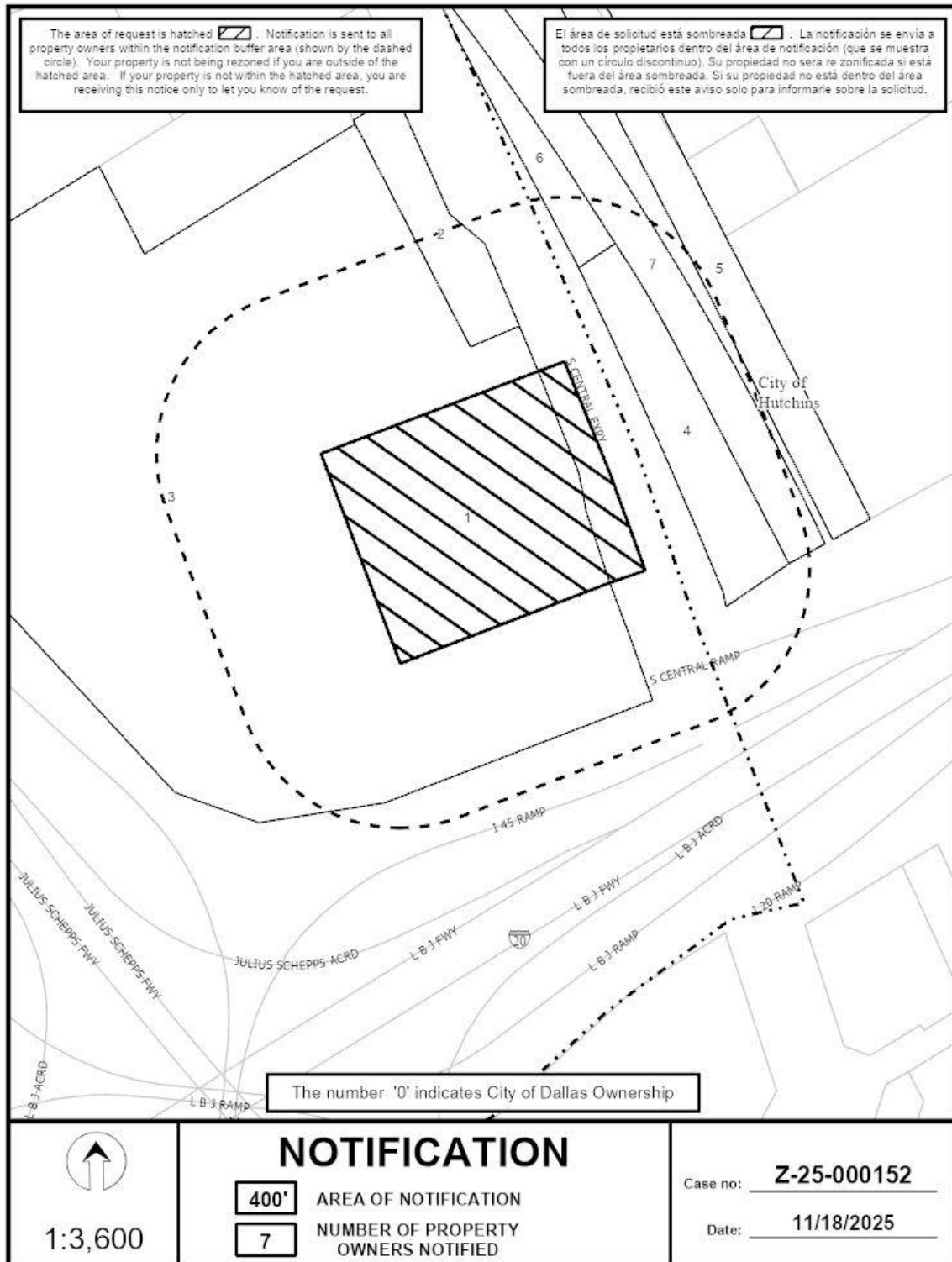












Z-25-000152

11/18/2025

Notification List of Property Owners

Z-25-000152

7 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	10407 S CENTRAL EXPY	NAGS RESOURCES LLC
2	10301 S CENTRAL EXPY	GARCHA INVESTMENTS LLC
3	10407 S CENTRAL EXPY	PRESTIGE GRAM VENTURE LLC
4	10466 S CENTRAL EXPY	QUALITY AUTO RECYCLERS LLC
5	9999 NO NAME ST	UNION PACIFIC RR CO
6	10380 S CENTRAL EXPY	METROPOLITAN SAND &
7	800 N MILLERS FERRY RD	TEXAS UTILITIES ELEC CO