

CITY PLAN COMMISSION

THURSDAY, AUGUST 3, 2023

Planner: Ryan Mulkey, AICP

FILE NUMBER: Z212-307(RM) **DATE FILED:** July 22, 2022

LOCATION: North line of Walnut Hill Lane, between North Central
Expressway and Manderville Lane

COUNCIL DISTRICT: 13

SIZE OF REQUEST: Approx. 19.23 acres **CENSUS TRACT:** 48113007822

REPRESENTATIVE: Tommy Mann, Winstead PC

OWNER/APPLICANT: AP The Hill Owner, LLC

REQUEST: An application for a Planned Development District for MU-3 Mixed Use District uses on property zoned an RR Regional Retail District, an MU-1 Mixed Use District, and Planned Development District No. 804.

SUMMARY: The purpose of the request is to allow modified development standards primarily related to permitted uses, setbacks, floor area ratio, height, lot coverage, density, parking, signs, urban design, and mixed income housing to continue the use of the existing shopping center while allowing for mixed uses including multifamily.

STAFF RECOMMENDATION: **Approval** subject to a conceptual plan, a development plan, a tree preservation plan, a pedestrian improvement phasing plan, and staff's recommended conditions.

PRIOR CPC ACTION: On July 20, 2023, the City Plan Commission held this item under advisement to August 3, 2023.

BACKGROUND INFORMATION:

- The area of request is currently zoned an RR Regional Retail District, an MU-1 Mixed Use District, and Planned Development District No. 804. The property is currently developed with a variety of retail, restaurant, personal service, and office uses.
- With this request, the applicant proposes to consolidate the zoning of the entire property under a new Planned Development District for MU-3 Mixed Use District uses. The intent of this request is to continue the use of the existing shopping center while allowing for mixed uses including multifamily.
- The PD conditions provide development standards for all subareas that allow for future redevelopment of the entire property with mixed uses including multifamily. The conditions also include standards for parking, signs, urban design, and mixed income housing.
- In addition to the PD conditions, the applicant proposes a conceptual plan divided into five subareas. Subareas A-1, A-2, and B comprise the existing shopping center. Subarea C is proposed as multifamily with structured parking and ground level retail. Subarea D will be developed in a future phase.
- The applicant proposes a tree preservation plan for the entire property. They also propose a pedestrian improvement phasing plan for the entire property showing standards for sidewalks and buffers along the perimeter, and which phases of the property's redevelopment will trigger the construction of these sidewalks. This plan also shows standards for internal driveways, sidewalks, and buffers.
- Subarea C of the proposed PD will be developed with the current phase. The applicant proposes a development plan for this subarea with this request.
- The proposal also includes incentives for mixed income housing tied to dwelling unit density. There is no maximum dwelling unit density in an MF-3(A) District. In Subareas A-1, A-2, and B, the applicant requests a maximum dwelling unit density of 50 dwelling units per acre, with an additional 25 dwelling units per acre in bonus for mixed income units. In Subarea C, the applicant requests a maximum dwelling unit density of roughly 83 dwelling units per acre, with an additional 33 dwelling units per acre in bonus for mixed income units. In Subarea D, the applicant requests a maximum dwelling unit density of roughly 85 dwelling units per acre, with an additional 34 dwelling units per acre in bonus for mixed income units.
- On July 20, 2023, the City Plan Commission held this item under advisement to August 3, 2023. Since the last meeting, the applicant has updated their conditions regarding permitted uses, height, stories, dwelling unit density, signs, mixed income housing, and urban design standards. All of the proposed plans have also been updated to reflect these changes.
- **Changes made to the report since the last meeting are highlighted in yellow.**

Zoning History:

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

1. **Z189-153:** On March 25, 2020, City Council approved Planned Development District No. 1030 for MF-2(A) Multifamily District uses and additional nonresidential uses on property zoned an MF-2(A) Multifamily District on the west line of Manderville Lane, south of Meadow Road.
2. **Z189-281:** On June 24, 2020, City Council approved 1) a D-1 Liquor Control Overlay; and 2) Specific Use Permit No. 2381 for the sale of alcoholic beverages in conjunction with a hotel or motel on property zoned a GO(A)-D General Office District with a D Liquor Control Overlay at the southwest corner of Meadow Park Drive and North Central Expressway.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
Walnut Hill Lane	Principal Arterial	100 feet
Manderville Lane	Local Street	-
North Central Expressway	Highway	-

Traffic:

The Transportation Development Services Division of the Transportation Department reviewed a traffic impact analysis for the proposal dated March 1, 2022. The analysis evaluates the subject site, existing infrastructure, and impact to adjacent and nearby streets. Findings indicate that the proposed development can be successfully incorporated into the surrounding local roadway network. Staff will continue review of engineering plans at permitting to comply with city standards.

STAFF ANALYSIS:

Comprehensive Plan:

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

The 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 1.1.4 Capitalize on transit oriented development opportunities.

1.1.4.1 Maximize development opportunities around DART stations.

1.4.4.4 Use land use regulations to define the appropriate mix and density of uses and appropriate transitions to adjacent areas.

GOAL 1.3 PROVIDE EQUITABLE OPPORTUNITIES FOR DALLAS RESIDENTS

Policy 1.3.1 Create housing opportunities throughout Dallas.

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

Policy 1.4.2 Develop a multi-modal transportation network.

1.4.2.1 Establish mixed use zoning designations in strategic locations and invest in transit oriented development (TOD).

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 2.2 ENGAGE IN STRATEGIC ECONOMIC DEVELOPMENT

Policy 2.2.2 Maximize development opportunities around DART stations.

2.2.2.1 Work with DART to develop mixed use zoning districts to maximize transit oriented development at the most appropriate locations within one-quarter to one-half mile of DART stations.

2.2.2.6 Encourage development of urban amenities near DART stations, such as shopping, cultural, and entertainment spots.

2.2.2.8 Develop strategies to link stations with nearby high density housing developments.

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

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

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

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

URBAN DESIGN ELEMENT

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

Policy 5.1.1 Promote pedestrian friendly streetscapes.

5.1.1.3 Apply urban design tools in pedestrian or transit oriented districts when approving zoning districts.

Policy 5.1.2 Define urban character in downtown and urban cores.

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

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.

5.2.2.2 Identify new opportunities to create significant areas of interest around emerging regional destinations within the

city, and direct the character of the growth and development in that area with urban design standards.

Policy 5.2.4 Enhance retail, industrial, and business operations.

5.2.4.1 Develop design standards for retail centers, business parks, and industrial parks.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

Policy 5.3.3 Encourage transit oriented development and transit centers.

5.3.3.1 Consider the public realm with regard to integrating a defined pedestrian network and quality pedestrian amenities around transit stations and multi-modal corridors.

NEIGHBORHOOD PLUS

GOAL 6.1 Raise the quality of rental property through better design standards, proactive and systematic code enforcement, and zero tolerance toward chronic offenders.

GOAL 6.2 Expand affordable housing options and encourage its distribution throughout the city and region.

GOAL 6.3 Align planning, funding, and community investments within a quarter mile of DART stations to promote transit oriented development.

Land Use:

	Zoning	Land Use
Site	RR Regional Retail District, MU-1 Mixed Use District, Planned Development District No. 804	Retail, restaurant, personal service use, office
North	GO(A) General Office District, NO(A) Neighborhood Office District, P(A) Parking District, MO-1 Mid-Range Office District	Medical clinic or ambulatory surgical center, office
East	Planned Development District No. 519	Transit passenger station or transfer center
South	Planned Development District No. 898, RR Regional Retail District, GO(A) General Office District	Financial institution with drive-in window, general merchandise or food store greater than 3,500 square feet, medical clinic or ambulatory surgical center, office
West	GO(A) General Office District, Planned Development District No. 750	Undeveloped, surface parking, multifamily, restaurant without drive-in or drive-through service, personal service use

Land Use Compatibility:

The area of request is currently zoned an RR Regional Retail District, an MU-1 Mixed Use District, and Planned Development District No. 804. The property is currently developed with a variety of retail, restaurant, personal service, and office uses. To the north are medical clinic or ambulatory surgical center and office uses, and directly east is a DART rail station. To the south across Walnut Hill Lane are various commercial uses including financial institution with drive-in window, general merchandise or food store greater than 3,500 square feet, medical clinic or ambulatory surgical center, and office. To the west across North Central Expressway are surface parking, multifamily, restaurant without drive-in or drive-through service, and personal service uses as well as undeveloped property. Staff finds the applicant's proposal for mixed uses to be compatible with the surrounding area, which already has a healthy mix of uses and has immediate access to both a rail station and North Central Expressway.

The applicant proposes to consolidate the zoning of the entire property under a new Planned Development District for MU-3 Mixed Use District uses. The purpose of this request is to continue the use of the existing shopping center while allowing for mixed uses including multifamily. The applicant's intent is to gradually redevelop the entire property in phases over time, ultimately leading to a dense, walkable, mixed use

development with immediate access to transit. In addition to the overall rezoning of the property, the first phase of this redevelopment is included in this request and includes multifamily with structured parking and ground level retail in Subarea C. As can be seen in the development standards comparison table below, the applicant proposes to modify the regulations of the base MU-3 District in regard to setbacks, floor area ratio, height, and density.

Setbacks

Although the applicant does not propose to modify the 15-foot front yard of the base MU-3 District, they do stipulate that the minimum front yard is measured from the property line, rather than from the front lot line of the building site or the required right-of-way as required by [Sec. 51A-4.401\(a\)\(2\)](#). While they propose to maintain the tower spacing requirement for the majority of the site, they stipulate that no tower spacing is required along the alley in Subarea C.

Floor Area Ratio

In a base MU-3 District, maximum floor area ratio (FAR) varies depending on whether the development is a mixed use project, with a base FAR of 3.2 and a maximum FAR of 4.5 for a mixed use project with at least three land use categories including residential. Contrastingly, the applicant proposes that the maximum FAR for the entire PD is 3.0 regardless of the mix of uses.

Height

Maximum height in a base MU-3 District is 270 feet. In Subareas A-1, A-2, and B, the applicant proposes a maximum height of 85 feet. They also propose a maximum height of 100 feet in Subarea C and a maximum height of ~~270~~ 240 feet in Subarea D. Whereas the maximum number of stories above grade is 20 in the base district, the applicant proposes no maximum number of stories ~~in the PD Subareas A-1, A-2, and B.~~ The applicant proposes a maximum of nine stories in Subarea C and a maximum of 20 stories in Subarea D. In Subarea D, below grade parking levels will not count toward the maximum number of stories. All structures will still be subject to the residential proximity slope restriction.

Density

While there is no maximum dwelling unit density in a base MU-3 District, the applicant proposes to cap density for the various subareas in the PD. They also propose to tie

mixed income housing development bonuses for the PD to dwelling unit density. In Subareas A-1, A-2, and B, maximum dwelling unit density is 50 dwelling units per acre. If mixed income housing is provided, maximum dwelling unit density in these subareas is 75 dwelling units per acre.

In Subarea C, maximum number of dwelling units is 300, or roughly 83 dwelling units per acre. If mixed income housing is provided, maximum number of dwelling units in Subarea C is 420, or roughly 116 dwelling units per acre. In Subarea D, maximum number of dwelling units is 300, or roughly 85 dwelling units per acre. If mixed income housing is provided, maximum number of dwelling units is 420, or roughly 119 dwelling units per acre. In Subareas C and D, a minimum of 20 dwelling units per subarea must contain 600 square feet or less of floor area.

Permitted Uses

Since the last meeting, the applicant has proposed that multifamily and retirement housing are only permitted by SUP in Subareas A-1, A-2, and B. Multifamily and retirement housing would still be permitted by right in Subareas C and D. Staff does not support this change and recommends that multifamily and retirement housing be permitted by right in all subareas.

The purpose of the SUP process is to provide a means for developing certain uses in a manner in which the specific use will be consistent with the character of the surrounding area. This process is intended to ensure that certain uses that would otherwise not be compatible with surrounding uses achieve compatibility with the surrounding area, in part through a set of SUP conditions limiting development of the property.

As stated previously, the intent of this request is to allow the gradual redevelopment of the entire property in phases over time, ultimately leading to a dense, walkable, mixed use development with immediate access to transit. Because the ultimate aim of the proposal is to allow a healthy mix of uses, including multifamily and retirement housing, staff finds that requiring an SUP for these uses in select subareas runs contrary to the intent of the zoning request, and to the intent of the SUP process.

In other words, there would not be a scenario in which a multifamily or retirement housing use in Subareas A-1, A-2, and B could be “incompatible” with a multifamily or retirement housing use in Subareas C and D, or with the robust mix of other uses allowed in the proposed PD, or in the larger area surrounding this property. There would also not be a scenario in which a set of SUP conditions would or even *could* achieve greater

compatibility of a multifamily or retirement housing use in Subareas A-1, A-2, and B with the remainder of the PD or the larger surrounding area.

Furthermore, a development plan for each subarea and/or a portion of a subarea will already be required before the issuance of any building permit to authorize a major renovation or new construction in the proposed PD. Any site plan that would be required for an SUP for multifamily or retirement housing in Subareas A-1, A-2, and B would be made redundant because there is already a requirement for a development plan. This would also likely create conflicts between development plans and site plans as redevelopment of the site progresses: any time a site plan is amended, the corresponding development plan would also need to be amended, and vice versa. This would create unnecessary roadblocks in the development and redevelopment of the property.

For these reasons, staff does not recommend requiring an SUP for multifamily or retirement housing in Subareas A-1, A-2, and B, or in the proposed PD overall. Rather, staff recommends that if any additional restrictions on multifamily or retirement housing are desired, they be made in the PD conditions proposed with this request, and not through a separate set of SUP conditions in the future.

Overall, staff supports the proposal because it will enable the continued use of an existing, successful retail center while allowing for the gradual redevelopment of the site as a dense, walkable, mixed use development with immediate access to transit. With this request, staff also recognizes an opportunity to leverage additional development rights to gain affordable housing. Lastly, the proposal is supported by many goals from the comprehensive plan and Neighborhood Plus plan related to encouraging mixed use, transit oriented development and enhanced urban design standards.

Development Standards Comparison

On the following page is a comparison of the development standards of the request area's three existing zoning districts and the proposed PD for MU-3 District uses. Also included are the development standards of a base MU-3 District.

	Existing 1: RR	Existing 2: PD 804 (RR)	Existing 3: MU-1	Base: MU-3	PD: MU-3
Front setback	15'	15'	15'	15'	15' ¹
Side/rear setback	20' adj to res Other: No min	20' adj to res Other: No min	20' adj to res Other: No min	20' adj to res Other: No min	20' adj to res Other: No min
Dwelling unit density	N/A	N/A	15 du/ac (No MUP) 20 du/ac (MUP=2) 25 du/ac (MUP=3)	No max	A-1/A-2/B: 50 du/ac C: 300 du max (83 du/ac) D: 300 du max (85 du/ac) MIH: A-1/A-2/B: 75 du/ac C: 420 du max ² (116 du/ac) D: 420 du max ² (119 du/ac)
Floor area	1.5 FAR overall 0.5 office	4.0 FAR overall Max 20,000 sf of RR uses	0.8 FAR base 1.0 FAR max + bonus for res	3.2 FAR base 4.0 FAR max + bonus for res	3.0 FAR max
Height	70'	210'	90' 120'	270'	A-1/A-2/B: 85' C: 100' D: 270' 240'
Stories	5 stories	12 stories	7 stories 9 stories w/retail	20 stories	A-1/A-2/B: No max C: 9 stories D: 20 stories ³
Lot coverage	80%	80%	80%	80%	80%
Special standards	Proximity Slope Urban Form Setback Visual Intrusion	Proximity Slope (Except MF)	Proximity Slope Urban Form Setback Tower Spacing Visual Intrusion	Proximity Slope Urban Form Setback Tower Spacing Visual Intrusion	Proximity Slope Urban Form Setback Tower Spacing ⁴ Visual Intrusion
Primary uses	Retail and personal service, office	Retail and personal service; medical clinic, ambulatory surgical center, and office complex	Office, retail and personal service, lodging, residential	Office, retail and personal service, lodging, residential, trade center	Office, retail and personal service, lodging, residential, trade center

¹ Minimum front yard is measured from the property line.

² A minimum of 20 dwelling units must contain 600 square feet or less of floor area.

³ Below grade parking levels do not count toward the maximum number of stories.

⁴ No tower spacing is required along the alley in Subarea C.

Mixed Income Housing

The proposed request would allow the construction of up to 1,200 multifamily units for the entire PD if all units are market rate, or up to 1,740 multifamily units if mixed income housing is provided.

Under the applicant's request, development bonuses are available if:

- In Subareas A-1, A-2, B and C:
 - A minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI (maximum of 67 affordable units); and
 - A minimum of ~~three~~ **five** percent of the total number of units are available to households earning between 81 and 100 percent of AMFI (maximum of 67 affordable units).
- In Subarea D:
 - A minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI (maximum of 21 affordable units);
 - A minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI (maximum of 21 affordable units); and
 - A minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of AMFI (maximum of 21 affordable units).

~~If the project is developed with the greatest possible number of multifamily units under the applicant's request, this equates to 87 units at 61-80% AMFI and 52 units at 81-100% AMFI, for a total of 139 affordable units.~~

If the project is developed with the greatest possible number of multifamily units under the applicant's request, this equates to 21 units at 51-60% AMFI, 88 units at 61-80% AMFI, and 88 units at 81-100% AMFI, for a total of 197 affordable units.

Under staff's recommendation, development bonuses are available if:

- In Subareas A-1, A-2, and B:
 - A minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI (maximum of 45 affordable units).
- In Subareas C and D:

- A minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI (maximum of 42 affordable units);
- A minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI (maximum of 42 affordable units); and
- A minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of AMFI (maximum of 42 affordable units).

If the project is developed with the greatest possible number of multifamily units under staff's recommendation, this equates to 87 units at 51-60% AMFI, 42 units at 61-80% AMFI, and 42 units at 81-100% AMFI, for a total of 171 affordable units.

The applicant requests development rights to allow an increase in dwelling unit density, leveraging their proposal to provide urban design standards and ensure the development has an affordable housing component.

District	Density	Primary Uses
Standard: MU-3	No max	Office, retail and personal service, lodging, residential, trade center
Proposed: MU-3	A-1/A-2/B: 50 du/ac + 25 du/ac w/MIH C: 300 du (83 du/ac) +120 du (33 du/ac) w/MIH D: 300 du (85 du/ac) +120 du (34 du/ac) w/MIH	Office, retail and personal service, lodging, residential, trade center

The proposed conditions include a percentage of the total number of units as mixed income housing units based on AMFI.

Percentage of Units	Density
Base	A-1/A-2/B: 50 du/ac C: 300 du (83 du/ac) D: 300 du (85 du/ac)
Applicant's request: A-1/A-2/B/C: 5% of units at 61-80% AMFI, 3% 5% of units at 81-100% AMFI D: 5% of units at 51-60% AMFI, 5% of units at 61-80% AMFI, 5% of units at 81-100% AMFI	A-1/A-2/B: 75 du/ac C: 420 du (116 du/ac) D: 420 du (119 du/ac)
Staff's recommendation: A-1/A-2/B: 5% of units at 51-60% AMFI C/D: 5% of units at 51-60% AMFI, 5% of units at 61-80% AMFI, 5% of units at 81-100% AMFI	A-1/A-2/B: 75 du/ac C: 420 du (116 du/ac) D: 420 du (119 du/ac)

Staff uses the Market Value Analysis (MVA) categories to evaluate requests for PDs with mixed income housing. The area of request is located in a "C" MVA area. In "A," "B," and "C" MVA areas, staff's standard recommendation is that five percent of the total units be reserved for households at 51 to 60 percent of AMFI. These MVA areas are high opportunity areas with access to quality schools, jobs, transit, public facilities, grocery stores, and retail. It is therefore essential that development in these MVA areas include units affordable to households HUD classifies as "very low income," or 51 to 60 percent of AMFI. Households at this income band need access to high opportunity areas to break the cycle of poverty and provide better opportunities for future generations. ~~Because the applicant's request does not include any units at this income band, it is not in line with staff's standard recommendation.~~

Although the applicant now proposes some units at 51-60% AMFI, these units only comprise roughly 1.6% of the maximum total number of units on site. Because the applicant's request does not include a minimum of 5% at 51-60% AMFI, it is still not in line with staff's standard recommendation.

Additionally, staff's recommendation for this proposal goes above and beyond the standard recommendation in "A," "B," and "C" MVA areas. The staff recommendation detailed above for Subareas C and D is what would be required in a standard MU-3 District to achieve the highest level of development bonuses in a "C" MVA area. Staff finds more affordable housing to be appropriate for this area, which has immediate access to a DART rail station and the potential to become a dense, walkable, mixed use area.

Staff's recommendation would allow the construction of as much as 32 more affordable units than the applicant's request, and at more diverse income bands, including the lowest income band available. Although the applicant's updated proposal would provide 26 more affordable units than staff's recommendation, staff's recommendation would provide 66 more units at 51-60% AMFI. Additionally, staff's recommendation provides a minimum of 5% of units at 51-60% AMFI, which is the standard recommendation in a "C" MVA area.

Urban Design Standards

The applicant proposes that the design standards in Sec. 51A-4.1107 are not required and instead proposes alternative design standards to apply to the entire property. These alternative design standards apply principally to pedestrian improvements, façade standards, ground level activation, and open space. With the exception of the improvements identified on the pedestrian improvement phasing plan, these improvements may be constructed in phases of new construction or major renovations.

In addition to the PD conditions, the proposed pedestrian improvement phasing plan shows standards for sidewalks and buffers along the perimeter of the site, and which phases of the property's redevelopment will trigger the construction of these sidewalks. This plan also shows standards for internal driveways, sidewalks, and buffers.

The proposed façade standards require architectural elements at all building corners and public entry points, plus building articulation. The applicant proposes façade standards for the street facing, ground level façade of parking structures, and street- and open-space-facing facades in general. The pedestrian realm will also be enhanced by ground-level activation conditions that require active uses, transparency, and pedestrian entries connecting to a sidewalk. Lastly, the PD conditions establish minimum amounts of open space that must be provided by subarea. These minimums are reflected on the proposed conceptual plan, and on the proposed development plan for Subarea C.

There are a few items in the proposed PD conditions below where staff and the applicant disagree. Overall, however, staff finds that the proposed design standards meet or exceed those in Sec. 51A-4.1107 and will provide a high standard of development for the property.

Landscaping:

Landscaping will be provided in accordance with the landscaping requirements in Article X, as amended. In addition, the applicant proposes a tree preservation plan for the entire property, as well as tree preservation conditions to protect existing trees on the site. The city arborist has reviewed the plan and conditions and did not have any objections.

Parking:

In general, the applicant proposes to meet standard parking requirements in Sec. 51A-4.200 for most uses on site. However, they propose that the parking ratio for any

nonresidential use is one space per 500 square feet of floor area. Transportation staff has reviewed this parking ratio and did not have any objections. It should also be noted that nonresidential parking required at various ratios can encourage developers to overpark a site to account for changing tenant mixes overtime. However, a single ratio for all nonresidential uses encourages a more streamlined permitting process for prospective tenants and discourages overparking because each retail or commercial use has the same requirement.

The standard off-street parking requirement for multifamily is one space per bedroom with a minimum of one space per dwelling unit. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to residents.

If affordable units are provided, multifamily will be able to use the mixed income housing parking ratio in Sec. 51A-4.1100. This ratio requires a minimum one-half space per dwelling unit, with at least 15 percent of the required parking available for guest parking. This would simply be the *minimum* number of required spaces – the applicant could still provide additional spaces in excess of the required minimum.

Market Value Analysis:

Market Value Analysis (MVA), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets (A through C) to orange, representing the weakest markets (G through I). The area of request is not currently within an MVA cluster. To the west across North Central Expressway are various “A,” “B,” and “F” MVA clusters. To the south and southeast are some “E” MVA clusters, and to the north are a few “C” MVA clusters.

List of Officers

AP The Hill Owner, LLC

Welch Liles, Member

Asana Partners Fund II REIT 22 LLC, Manager

PROPOSED CONDITIONS

ARTICLE

_____.

PD _____.

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

PD _____ was established by Ordinance No. , passed by the Dallas City Council on _____, 2023.

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

PD _____ is established on property located on the northeast corner of Walnut Hill Lane and US 75 North Central Expressway. The size of PD _____ is approximately 19.27 acres.

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

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

- (1) BUFFER ZONE means the area between the back of curb and the sidewalk.
- (2) DISTRICT IDENTIFICATION SIGN means an attached or detached sign identifying this district.
- (3) MAJOR RENOVATION means a building permit or series of building permits for the reconstruction, alteration, or modification of an original building that increases the floor area that existed on (date of adoption of this article) by 30 percent or more.
- (4) MICRO-MOBILITY CHARGING means an electrical charging station or outlet available for charging micro-mobility vehicles such as e-scooters and e-bikes.
- (5) NEW CONSTRUCTION means construction of a main structure that did not exist as of (date of adoption of this article).
- (6) ORIGINAL BUILDING means a structure existing on (date of adoption of this article) but does not include a structure that has undergone a major renovation.
- (7) STREET-FACING FAÇADE means a façade or opening with a setback of less than 100 feet.

(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.

(a) The following exhibits are incorporated into this article:

- (1) Exhibit ____ A: Conceptual Plan.
- (2) Exhibit ____ B: Tree Preservation Plan.
- (3) Exhibit ____ C: Pedestrian Improvement Phasing Plan.
- (4) Exhibit ____ D: Development Plan for Subarea C.

SEC. 51P-____.105 CREATION OF SUBAREAS

This district is divided into five subareas, A-1, A-2, B, C, and D, as shown on the conceptual plan.

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

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

SEC. 51P-____.107. DEVELOPMENT PLAN.

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

(b) Except as provided in this subparagraph, a development plan is not required to reflect an entire subarea and may include only a portion of a subarea. In Subareas C and D, a development plan for new construction must include the entire subarea.

(c) The building official may issue building permits for the following work without

the approval of a development plan:

- (A) Alterations to an original building that do not constitute a major renovation;
 - (B) Alterations to parking lots not associated with a major renovation or new construction; or
 - (C) Installation of open space not associated with new construction or a major renovation.
- (d) Subarea C. Development and use of the Property must comply with the Subarea C development plan (Exhibit ____ D). If there is a conflict between the text of this article and the Subarea C development plan, the text of this article controls.

SEC. 51P-____.108. MAIN USES PERMITTED.

The following uses are the only main uses permitted.

- (1) Agricultural uses.
 - Crop production.
- (2) Commercial and business service uses.
 - Catering service.
 - Custom business services.
 - Electronics service center.
 - Labor hall. [SUP]
 - Medical or scientific laboratory.
 - Tool or equipment rental.
- (3) Industrial uses.
 - Gas drilling and production. [SUP]
 - Temporary concrete or asphalt batching plant. [SUP]
- (4) Institutional and community service uses.
 - Adult day care facility.
 - Cemetery or mausoleum. [SUP]
 - Child-care facility.
 - Church.
 - College, university or seminary.
 - Community service center. [SUP]
 - Convalescent and nursing homes, hospice care, and related institutions. [RAR]
 - Convent or monastery.
 - Foster home.

- Halfway house. [SUP]
- Hospital. [RAR]
- Library, art gallery, or museum.
- Open-enrollment charter school or private school. [SUP]
- Public school other than an open-enrollment charter school. [RAR]

(5) Lodging uses.

- Extended stay hotel or motel. [SUP]
- Hotel or motel. [RAR]
- Overnight general purpose shelter. [See Section 51A-4.205(2.1).]

(6) Miscellaneous uses.

- Attached non-premise sign. [SUP]
- Carnival or circus (temporary). [By special authorization of the building official.]
- Temporary construction or sales office.

(7) Office uses.

- Alternative financial establishment. [SUP]
- Financial institution without drive-in window. [SUP]
- Financial institution with drive-in window. [DIR]
- Medical clinic or ambulatory surgical center.
- Office.

(8) Recreation uses.

- Country club with private membership.
- Private recreation center, club, or area.
- Public park, playground, or golf course.

Staff's Recommendation

(9) Residential uses.

- College dormitory, fraternity or sorority house.
- Duplex.
- Group residential facility. [See Section 51A-4.209(3).]
- Multifamily. [SUP in Subareas A-1, A-2, and B]
- Residential hotel.
- Retirement housing. [SUP in Subareas A-1, A-2, and B]

Applicant's Request

(9) Residential uses.

- College dormitory, fraternity or sorority house.
- Duplex.
- Group residential facility. [See Section 51A-4.209(3).]
- Multifamily. [SUP in Subareas A-1, A-2, and B]

- | |
|--|
| <ul style="list-style-type: none"> -- Residential hotel. -- Retirement housing. <i>[SUP in Subareas A-1, A-2, and B]</i> |
|--|

(10) Retail and personal service uses.

- Alcoholic beverage establishments. *[See Section 51A-4.210(b)(4).]*
- Animal shelter or clinic without outside runs. *[RAR]*
- Auto service center. *[RAR]*
- Business school.
- Commercial amusement (inside). *[SUP may be required. See Section 51A-4.210(b)(7)(B).]*
- Commercial amusement (outside). *[SUP]*
- Commercial parking lot or garage. *[RAR]*
- Convenience store with drive-through. *[SUP]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet.
- Household equipment and appliance repair.
- Liquor store.
- Mortuary, funeral home, or commercial wedding chapel.
- Nursery, garden shop, or plant sales.
- Paraphernalia shop. *[SUP]*
- Personal service uses.
- Restaurant without drive-in or drive-through service. *[RAR]*
- Swap or buy shop. *[SUP]*
- Temporary retail use.
- Theater.

(11) Transportation uses.

- Heliport. *[SUP]*
- Helistop. *[SUP]*
- Railroad passenger station. *[SUP]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211.]*

(12) Utility and public service uses.

- Commercial radio or television transmitting station.
- Electrical substation.
- Local utilities. *[SUP or RAR may be required. See Section 51A-4.212(4).]*
- Police or fire station.
- Post office.
- Radio, television, or microwave tower. *[SUP]*

- Tower/antenna for cellular communication. *[See Section 51A-4.212(10.1).]*
 - Utility or government installation other than listed. *[SUP]*
- (13) Wholesale, distribution, and storage uses.
- Mini-warehouse. *[SUP]*
 - Recycling buy-back center *[See Section 51A-4.213 (11).]*
 - Recycling collection center. *[See Section 51A-4.213 (11.1).]*
 - Recycling drop-off container. *[See Section 51A-4.213 (11.2).]*
 - Recycling drop-off for special occasion collection. *[See Section 51A-4.213 (11.3).]*
 - Trade center.

SEC. 51P-____.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 51A-4.217.

SEC. 51P-____.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. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the MU-3 Mixed Use District apply. The below requirements are applicable to any major renovation or new construction.

- (b) Front yard. Minimum front yard is measured from the property line.
- (c) Side and rear yard. No tower spacing is required along the alley in Subarea C.
- (d) Floor area ratio.
 - (1) Maximum floor area ratio is 3.0.
- (e) Height.
 - (1) Subarea A-1, A-2, and B. Maximum height is 85 feet.
 - (2) Subarea C. Maximum height is 100 feet.

(3) Subarea D. Maximum height is ~~270~~ 240 feet.

(f) Stories.

(1) Subareas A-1, A-2, and B. No maximum number of stories.

(2) Subarea C. Maximum number of stories is nine stories.

(2) Subarea D. Maximum number of stories is 20 stories. Below grade parking levels do not count toward the maximum number of stories.

(g) Maximum dwelling unit density.

(1) Subarea A-1, A-2, and B. Unless a mixed-income housing bonus as provided in Sec. 51P-____.115 is obtained, maximum dwelling unit density is 50 units per acre. If a mixed-income housing bonus is obtained, maximum number of dwelling units 75 units per acre.

(2) Subarea C. Unless a mixed-income housing bonus as provided in Sec. 51P-____.115 is obtained, maximum number of dwelling units is 300. If a mixed-income housing bonus is obtained, maximum number of dwelling units is 420.

(A) A minimum of 20 dwelling units must contain 600 square feet or less of floor area.

(3) Subarea D. Unless a mixed-income housing bonus as provided in Sec. 51P-____.115 is obtained, maximum number of dwelling units is 300. If a mixed-income housing bonus is obtained, maximum number of dwelling units is 420.

(A) A minimum of 20 dwelling units must contain 600 square feet or less of floor area.

SEC. 51P-____.111. OFF-STREET PARKING AND LOADING.

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

(b) Minimum required parking for any nonresidential use is 1 space per 500 square feet of floor area.

(c) If compliant with Sec. 51P-____-116, a minimum of one-half space per dwelling unit is required for multifamily uses. At least 15 percent of the required parking must be available for guest parking.

SEC. 51P-____.112. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-____.113. LANDSCAPING AND TREE PRESERVATION.

(a) Landscaping must be provided in accordance with Article X.

(b) Plant materials must be maintained in a healthy, growing condition pursuant to a landscape maintenance plan retained at the property and available for review by the chief arborist.

(c) Tree preservation.

(1) Development and use of the Property must comply with the tree preservation plan (Exhibit ____ B). Trees identified on the tree preservation plan may not be removed unless diseased or due to natural death as confirmed by the director at time of tree removal permit.

(2) All trees on the property must be established and maintained in accordance with ANSI A300 standards for tree care operations and the ISA Best Management Practices.

(3) In Subareas A-1, A-2, B, and D, the soil area and distance requirements of Section 51A-10.104 do not apply for planting locations to replace removed trees.

(4) A removed protected tree must be replaced with a similar tree species in the same area of removal unless a site renovation or the physical condition of the planting area restricts the placement of a new tree in the location.

SEC. 51P-____.114. SIGNS.

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

(b) District identification. District identification signs do not count against the maximum number of attached or detached signs allowed on a premise.

(1) A maximum of 15 district identification signs may be placed anywhere within the district provided the additional signs:

(A) Include the name of the district;

(B) Are not located within a visibility triangle; and

- (C) Do not exceed 100 square feet in effective area;
- (2) If the district identification signs are detached, they must be monument signs.
- (3) If the district identification signs are attached, they cannot project more than four feet above the roof line or be placed on a roof.
- (4) District identification signs may be included on any wayfinding signage.
- (5) A minimum of two multi-tenant monument signs may be placed anywhere along Walnut Hill Lane.

SEC. 51P-____115. DEVELOPMENT BONUSES FOR MIXED INCOME HOUSING.

Staff's Recommendation

- (a) Subareas A-1, A-2, and B. Except as provided in this section, in Subareas A-1, A-2, and B, the development bonuses identified in the yard, lot, and space regulations and off-street parking and loading section of this article apply if a minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI.
- (b) Subareas C and D. In Subareas C and D, the development bonuses identified in the yard, lot, and space regulations and off-street parking and loading section of this article apply if a minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI, a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI, and a minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of AMFI.

Applicant's Request

- (a) Subareas A-1, A-2, B, and C. Except as provided in this section, the development bonuses identified in the yard, lot, and space regulations and off-street parking and loading section of this article apply if a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI and an additional ~~three~~ five percent of the total number of units are available to households earning between 81 and 100 percent of AMFI and are in compliance with Section 51A-4.1100, as amended.
- (b) Subarea D. In Subarea D, the development bonuses identified in the yard, lot, and space regulations and off-street parking and loading section of this article apply if a minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of AMFI, a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of AMFI, and a minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of AMFI.

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

SEC. 51P-____.116. URBAN DESIGN STANDARDS.

(a) Applicability. The following design standards apply to any new construction or major renovation, and to the extent practicable, compliance must be demonstrated on the development plan.

(b) Timing of improvements. Except as provided in this subsection, the pedestrian improvements required by this subsection may be constructed in phases, and development plans must identify the improvements to be constructed within each applicable phase of new construction or major renovation.

(l) Pedestrian Improvements. The Pedestrian Improvement Phasing Plan identifies which portions of the pedestrian improvements must be completed with corresponding phases of development. Prior to the issuance of a certificate of occupancy for new construction or a major renovation within a respective Subarea, the pedestrian improvements identified for a subarea on the Pedestrian Improvement Phasing Plan for that Subarea must be completed.

(A) Walnut Hill Lane.

(i) A minimum eight-foot-wide unobstructed sidewalk with a minimum eight-foot-wide buffer zone is required. The buffer zone may be ~~eliminated or~~ reduced or relocated as necessary to preserve existing, mature trees.

(ii) A minimum of three direct pedestrian connections from the sidewalk to pedestrian paths within the property are required. See Conceptual Plan for approximate locations of pedestrian connections. The final location of pedestrian connections to be provided on individual development plans.

(iii) Each of the following pedestrian amenities must be provided at regular intervals not to exceed 100 feet along the entire length of the street frontage: two benches, two trash cans, and a bicycle rack for at least five bicycles (this bicycle rack may count towards the minimum bicycle parking requirements).

(B) Manderville Lane.

(i) A minimum six-foot-wide sidewalk with a minimum four-foot-wide buffer zone is required.

(ii) Each of the below following pedestrian amenities must be

provided at regular intervals not to exceed 50 feet along the entire length of the street frontage: trash receptacle, bench (minimum of 10 linear feet of seating), and bicycle parking.

(C) Alley.

(i) A four-foot-wide pedestrian path delineated by changes in pavement material, **pattern, or color** is required along the alley along the northern boundary of the district. The pedestrian path may be within a fire lane.

(ii) A minimum of five of each of the following pedestrian amenities must be provided along the alley: trash receptacles, bench (minimum of 10 linear feet of seating), and bicycle parking.

(iii) **The full length of the alley shall be paved substantially concurrent with the completion of the development of Subarea C and in accordance with applicable standards.**

(D) Service Road.

(i) A minimum six-foot-wide unobstructed sidewalk with a minimum 10-foot-wide buffer zone is required along the Central Expressway service road.

(E) Internal drives.

(i) Internal driveways must comply with the Roadway Cross Sections identified on the pedestrian improvement phasing plan (Exhibit ____ C). Exact locations must be consistent with the pedestrian improvement phasing plan and may be more specifically located on the applicable development plan.

(ii) Minimum six-foot-wide unobstructed pedestrian paths must be provided in the locations generally identified on the pedestrian improvement phasing plan.

(iii) Sidewalks must be continuous and generally level across all driveways and curb cuts and must be constructed to be at the same grade as the existing sidewalk. A waiver of this requirement is available subject to approval of the director, under Section 51A-8.606.

(iv) Except as otherwise noted on the concept plan, a minimum six-foot-wide sidewalk buffer is required.

(2) Pedestrian lighting. Pedestrian lighting must be provided at regular

intervals along all sidewalks **and along the alley** to provide suitable lighting and enhance pedestrian safety. Pedestrian lighting must be:

- (A) spaced between 75 and 100 feet apart,
- (B) directed downward and onto the property lighted and away from adjacent properties, and
- (C) a maximum height of 20 feet.

(3) Architectural elements.

(A) Corners and entries. At least one of the following architectural elements must be provided at all building corners and at public entry points:

- (i) canopies
- (ii) awnings
- (iii) variations in building massing
- (iv) increased transparency, or
- (v) variations in fenestration.

(B) Building articulation. For every 125 feet of horizontal building facade length, a minimum two-foot variation within the vertical plane must be provided.

(4) Service and loading. Service entries and back-of-house functions are prohibited along Walnut Hill Lane and Manderville Lane. Service and loading zones must be visually screened from all other non-alley right-of-way with a solid wood, fence, masonry fence, a wall at least six feet in height, or solid landscaping such as shrubs, bushes, or trees.

(5) Parking structures.

(A) Ground level activation. Except for points of vehicle ingress/egress, street-facing facades for above ground parking structures must be wrapped by an active use other than parking for a minimum depth of 25 feet. This requirement does not apply to facades facing the alley along the northern boundary of the district.

(B) Screening. The street-facing, ground-level facade of any multi-level parking facility must be screened by at least one of the following methods:

- (i) have an exterior facade that is similar in, architecture, and appearance to the facade of the main structure;
- (ii) be screened from the street by another building; or
- (iii) be setback a minimum of 100 feet.

(C) Parking structures with openings facing the street must have solid screening walls, or similar screening materials to screen headlights, with a minimum height of 42 inches.

(6) New surface parking lots. For new parking constructed after ____ (date of adoption of article), no more than 10 percent of the required parking may be surface parking. New surface parking lots may not be located between a building and a sidewalk. This paragraph does not apply to alterations of existing parking lots that are necessitated by the installation of open space, pedestrian infrastructure and connections, installation of landscaping, and utility work.

(7) Ground-level activation and pedestrian amenities.

(A) Exclusive of driveways, a minimum of 60 percent of the street-facing façade of the ground story of all buildings must contain active uses such as retail, restaurant, office, personal service, or lobbies. This requirement does not apply to ground stories facing the alley along the northern boundary of the district.

(B) Street-facing building facades must have a minimum transparency of 60 percent for the portion of the building on the ground level between grade and 15 feet in height.

(C) A minimum of two pedestrian entries either opening directly onto a sidewalk or connected via pedestrian path to a sidewalk shall be provided along each street-facing building façade on the ground story. If a building is located behind another building, this requirement applies only to the building that is closest to the street.

(D) Subareas A-1, A-2, and C. Parking spaces within the ground level of any multi-level parking structure shall be available for sharing with commercial uses on the property.

(E) Subarea D.

(i) For parking structures, at least one of the pedestrian entrances shall face Subarea A-2 and connect to a pedestrian path that provides access to the centralized open space in Subarea A-2.

(ii) If an above ground parking structure is constructed, direct vehicular access to it from the alley must be provided.

(iii) Parking spaces within the ground level of a parking structure shall be available for sharing with other uses on the property.

(8) Manderville Lane and Walnut Hill Lane intersection. If approved by the director ~~and prior to the issuance of a final certificate of occupancy for a major renovation or new construction within Subarea B, the channelized right turn lane onto~~ a marked crosswalk shall be provided from the property across Manderville Lane shall be removed for the purpose of enhancing pedestrian connectivity to the Walnut Hill DART station.

(9) Minimum open space. The following minimum amounts of open space must be provided within each subarea:

(A) Subareas A-1: 20,000 square feet [minimum 10,000 square feet must be contiguous]

(B) Subarea A-2: 20,000 square feet [minimum 10,000 square feet must be contiguous]

(B) Subarea B: 7,500 square feet [minimum 6,000 square feet must be contiguous]

(C) Subarea C: 30,000 square feet

(i) A minimum of 8,000 square feet of the required minimum open space in Subarea C must be provided for activity such as active or passive recreation, playground activity, or landscaping.

(ii) A minimum of two open space areas each separately consisting of 4,000 contiguous square feet.

(iii) A minimum of one open space area consisting of 7,000 contiguous square feet must be provided on the roof.

(D) Subarea D: 20,000 square feet [minimum 10,000 square feet must be contiguous]

(E) Minimum width of open space is 10 feet.

(F) Open space locations shown on the concept plan may be relocated at time of development plan for the applicable phase so long as the above minimum amounts are met.

(10) Open space.

(A) No structures except for architectural elements; playground equipment; structures that are not fully enclosed such as colonnades, pergolas, and gazebos; and ordinary projections of window sills, bay windows, belt courses, cornices, eaves, and other

architectural features are allowed; otherwise, open space must be open to the sky.

(B) Open space may contain primarily grass, vegetation, or open water; or contain pedestrian amenities such as fountains, benches, paths, or shade structures.

(C) Open space may also be provided at or below grade or aboveground by an outside roof deck, rooftop garden, playground area, pool area, patio, or similar type of outside common area.

(D) Private balconies, sidewalks, parking spaces, parking lots, drive aisles, and areas primarily intended for vehicular use are not considered open space and do not count towards the open space requirement.

(E) Except for emergency vehicles and grounds maintenance vehicles, vehicles may not operate or parking on required open space.

(F) Open spaces must be properly maintained in a state of good repair and neat appearance, and plant materials must be maintained in a healthy, growing condition.

(11) All **grade-level** open space must be connected by a continuous pedestrian pathway or network.

(12) Screening of off-street loading spaces and service areas. Off-street loading and service areas visible from the street must be screened. Screening 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). Garbage storage areas must be screened in accordance with Section 51A-4.602(b)(6), except that screening around service areas for trash collection must be screened by a masonry wall with a solid gate.

(13) Street-facing facades.

(A) Frontages. All street-facing facades must have at least one window and at least one common primary entrance facing the street. The entrance must access the street with an improved path connecting to the sidewalk.

(B) Individual entries for dwelling units. A minimum of 60 percent of the street-level, street-facing dwelling units in each building site must have individual entries that access the street with an improved path connecting to the sidewalk.

(C) Transparency. Transparency must be provided for a minimum of 25 percent of the total of each continuous street-facing façade. Transparency must be uniformly spaced vertically and horizontally with no more than 25 feet separating areas of transparency. Driveways and services areas are excluded from the measurement of 25 feet.

(14) Open space fronting facades.

(A) Entrances. All open-space-fronting facades must have at least one window and at least one common primary entrance facing the open space at street level. The entrance must access the open space with an improved path connecting to the sidewalk.

(B) Individual entries for dwelling units. 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.

(C) Transparency. Transparency must be provided for a minimum of 25 percent of the total of each continuous open-space-fronting façade, excluding portions of facades that enclose service and storage areas. Transparency must be uniformly spaced vertically and horizontally with no more than 25 feet separating areas of transparency.

(15) Lighting.

(A) 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.

(B) Pedestrian scale lighting. Pedestrian scale lighting that provides a minimum maintained average illumination level of 1.5 foot candles must be provided along 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.

(16) Pedestrian driveway crossings. 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.

(17) Micro-mobility charging. A minimum of 10 micro-mobility charging spaces must be provided.

(18) Parcel deliveries, food deliveries, and ride share parking. A parking space or other designated area reserved for parcel deliveries, food deliveries, and/or ride share vehicles must be located within a 100-foot walking distance of the main lobby entrance of multifamily uses. The parking space or designated area may be located in a different subarea than the multifamily use.

SEC. 51P-____.117. ADDITIONAL PROVISIONS.

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

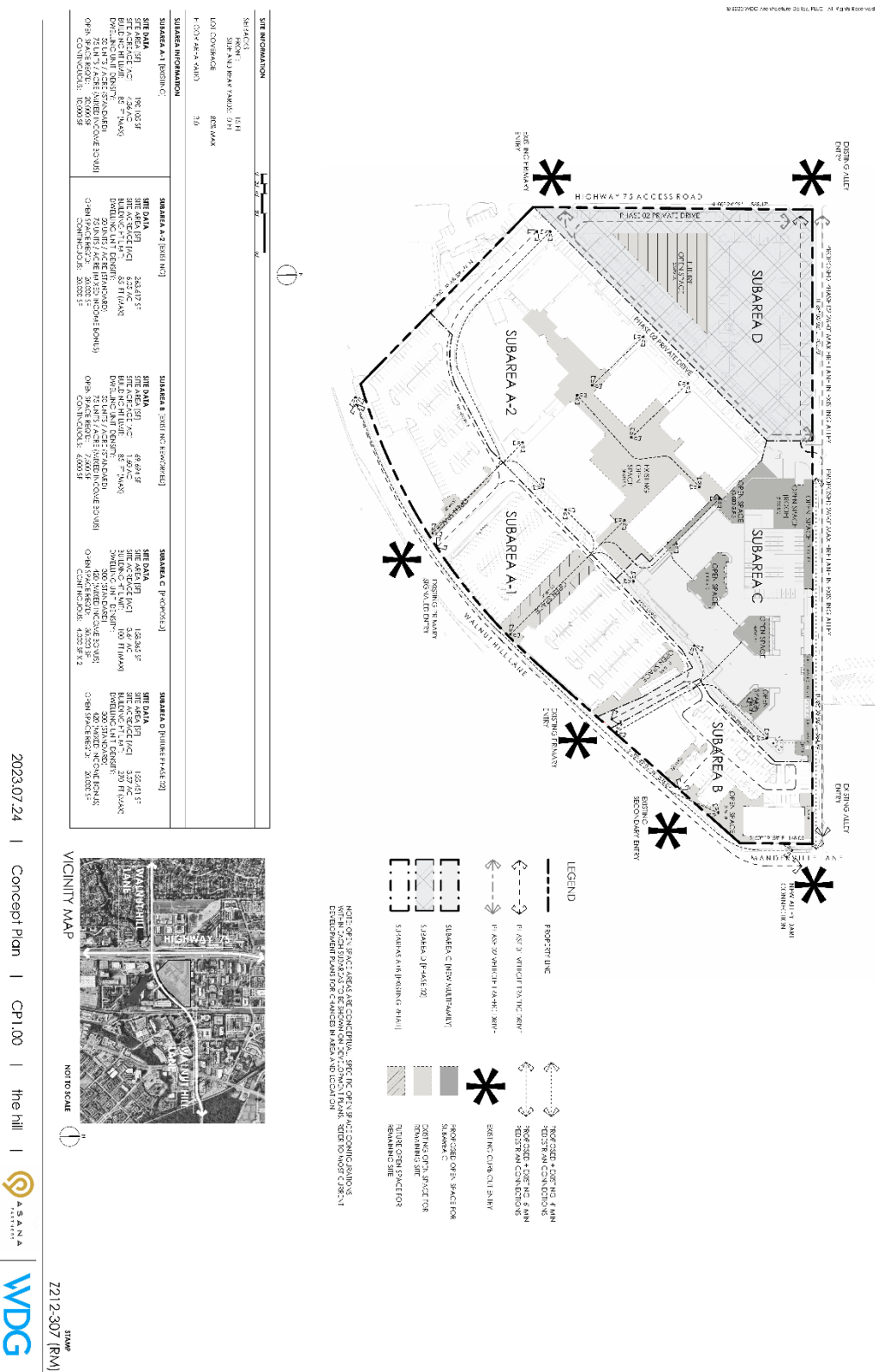
(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

SEC. 51P-____.118. COMPLIANCE WITH CONDITIONS.

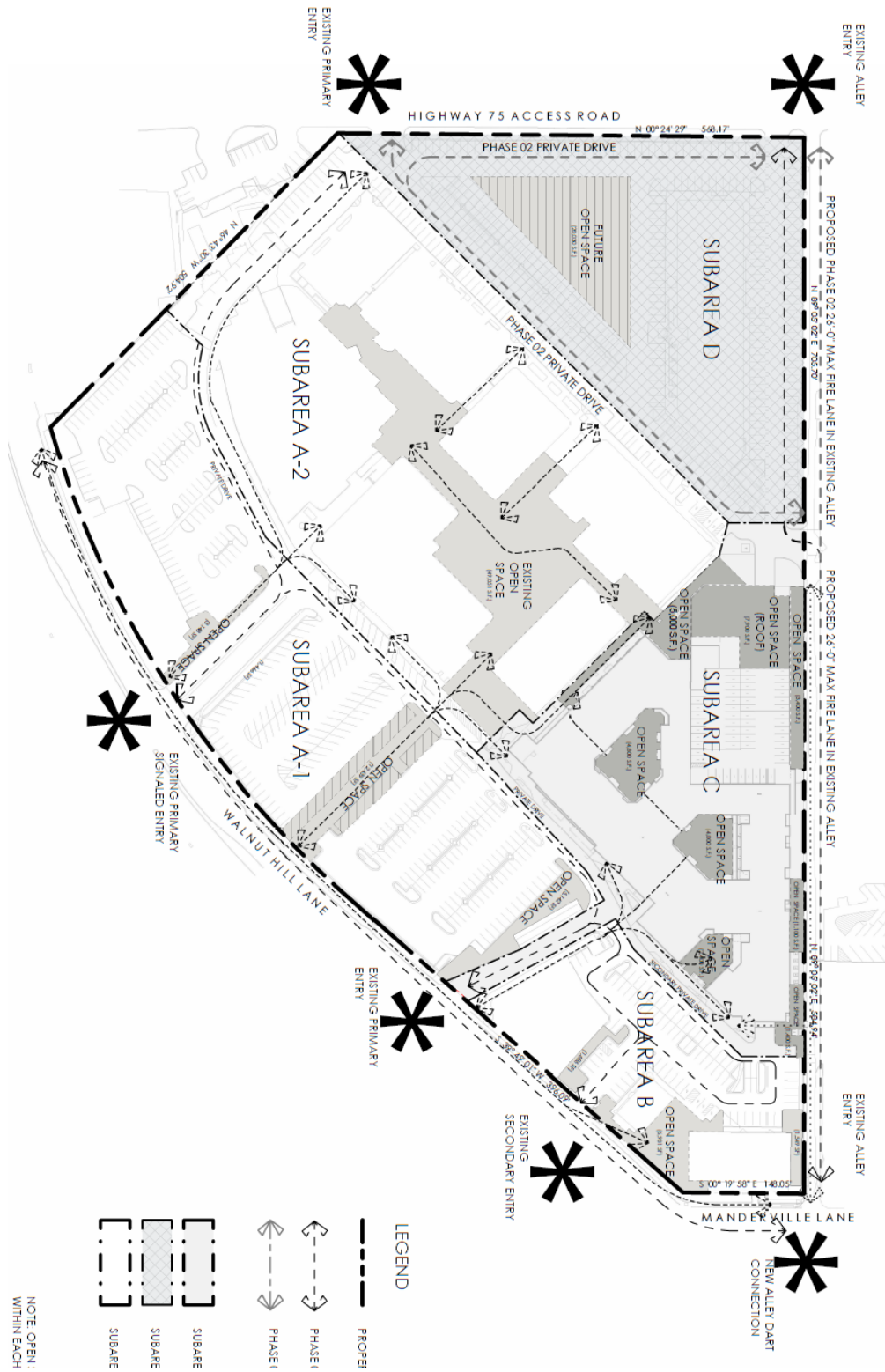
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

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

PROPOSED CONCEPTUAL PLAN – UPDATED JULY 24, 2023

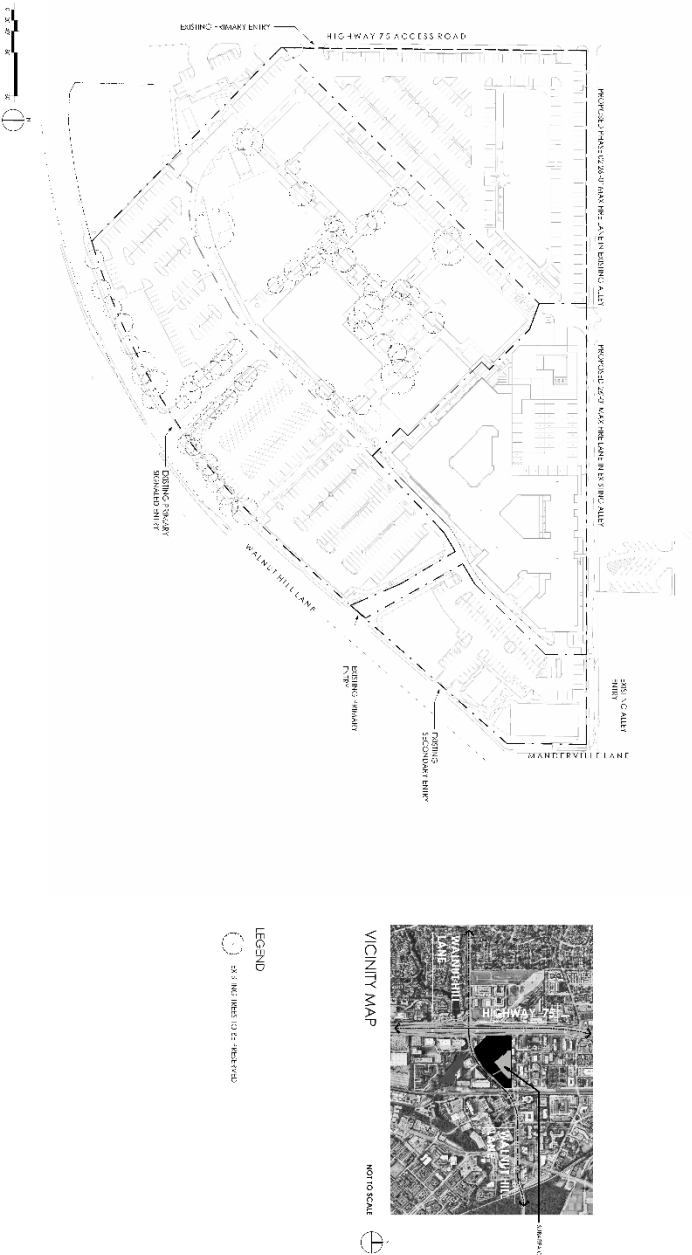


PROPOSED CONCEPTUAL PLAN – UPDATED JULY 24, 2023 (ENLARGED)



PROPOSED TREE PRESERVATION PLAN – UPDATED JULY 24, 2023

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2023.07.24 | Preserved Tree Plan |

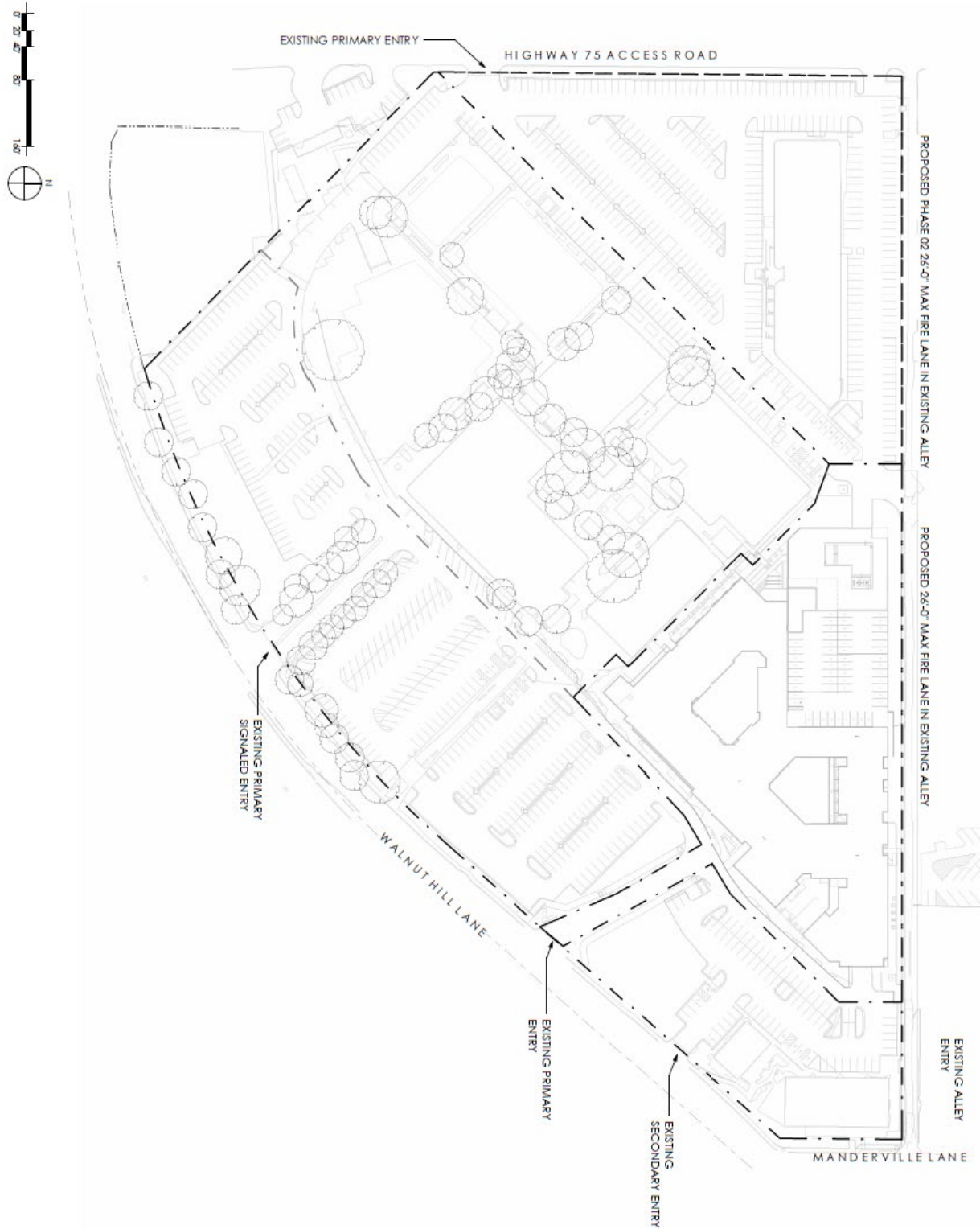
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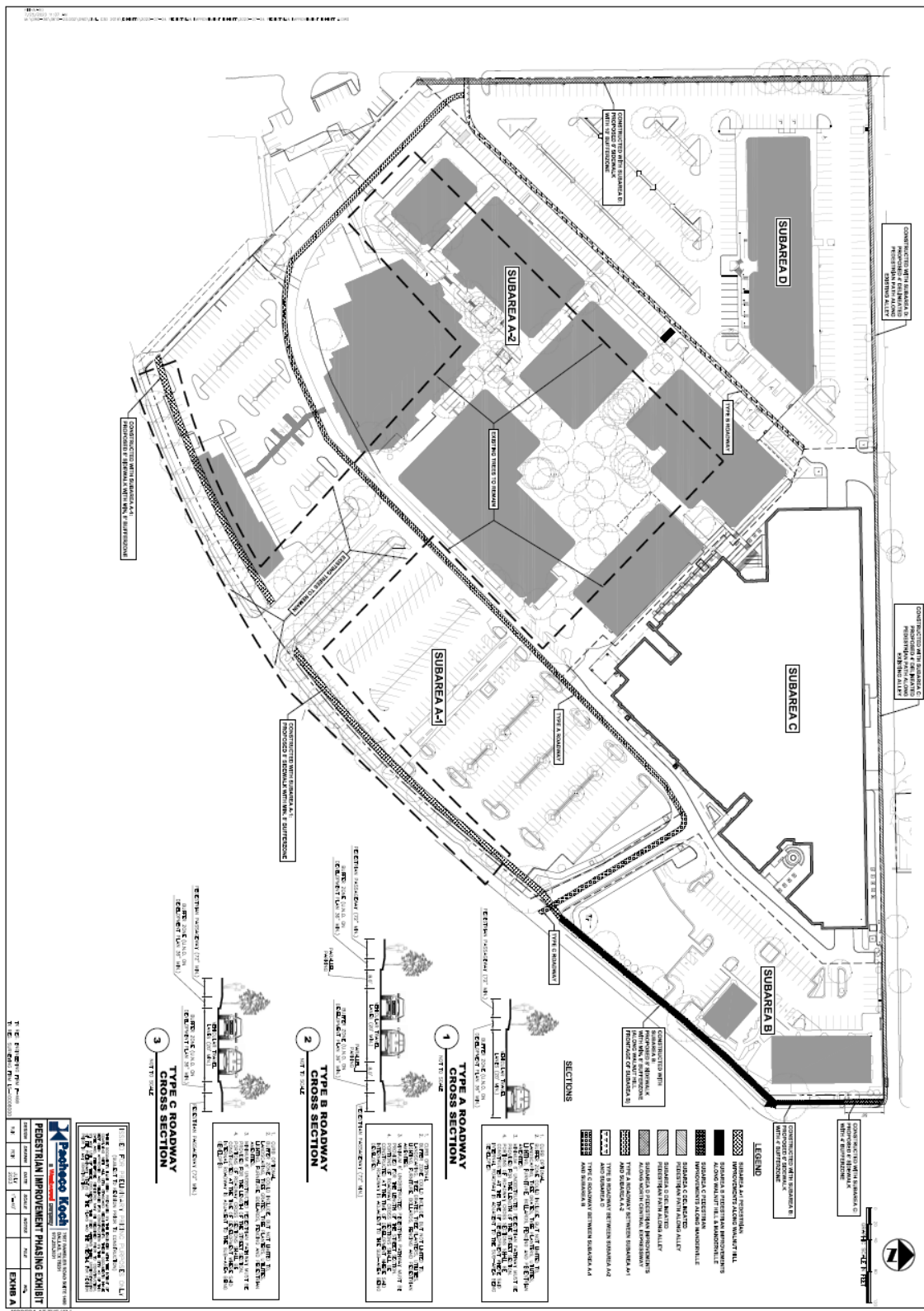


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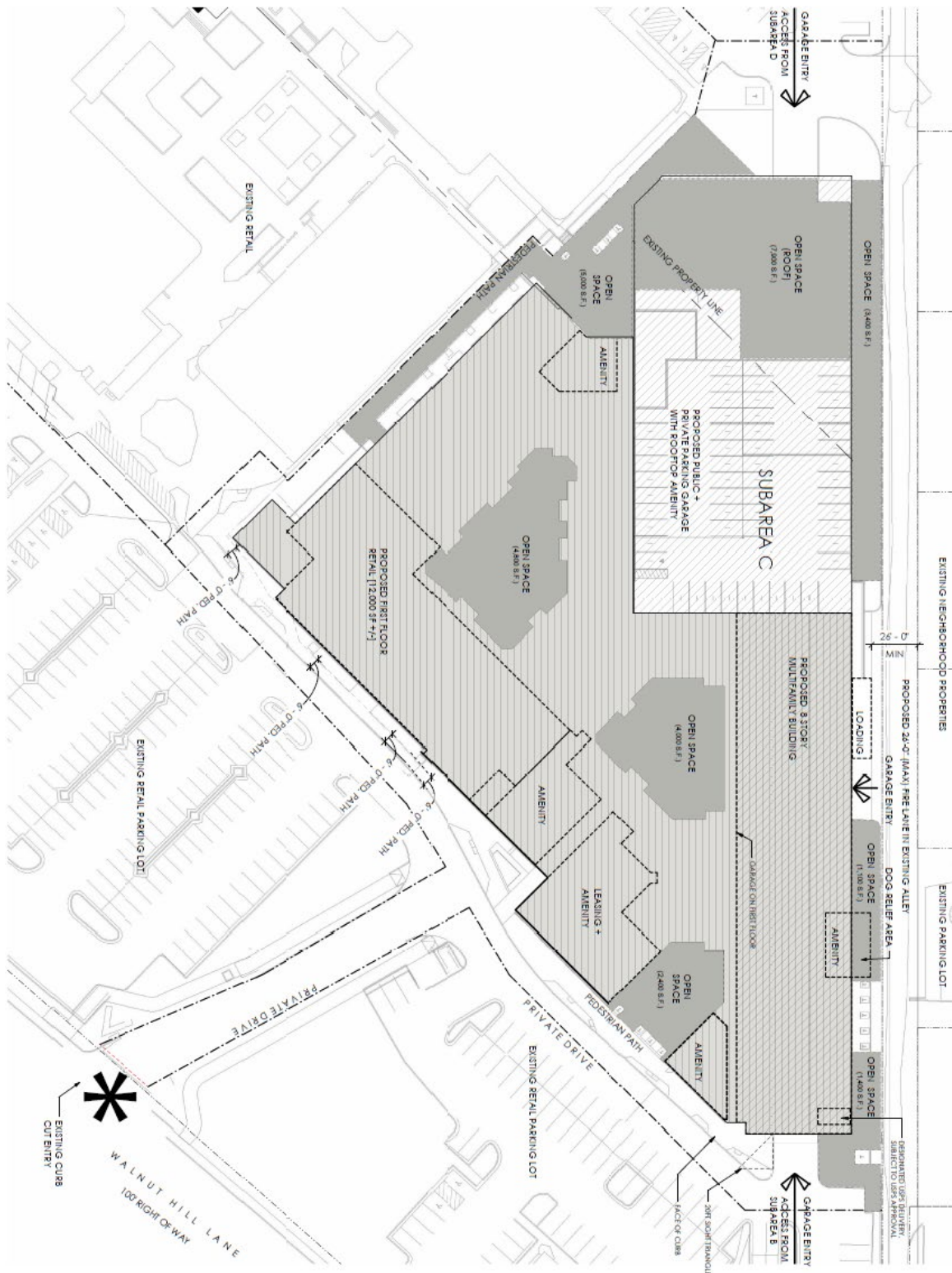
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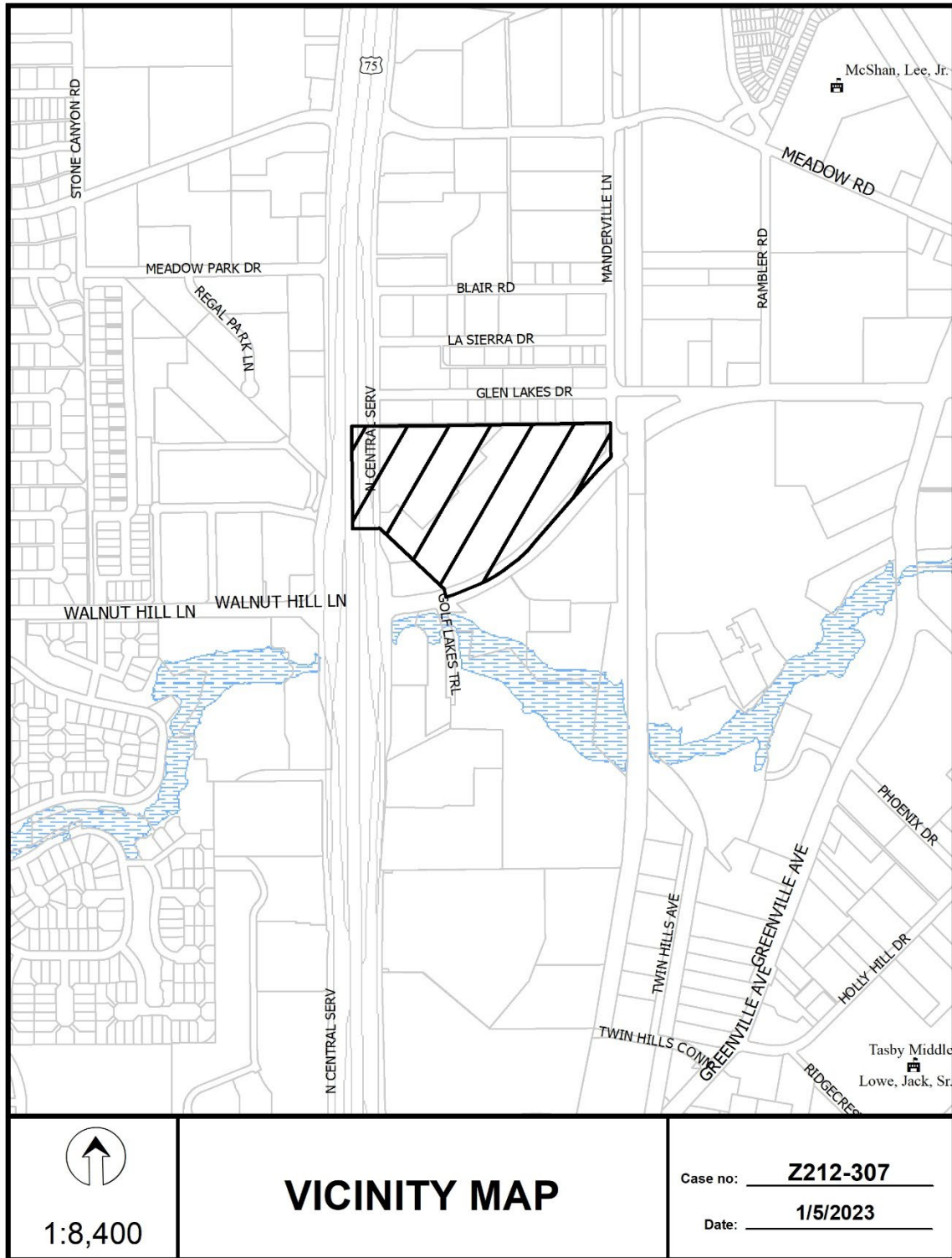


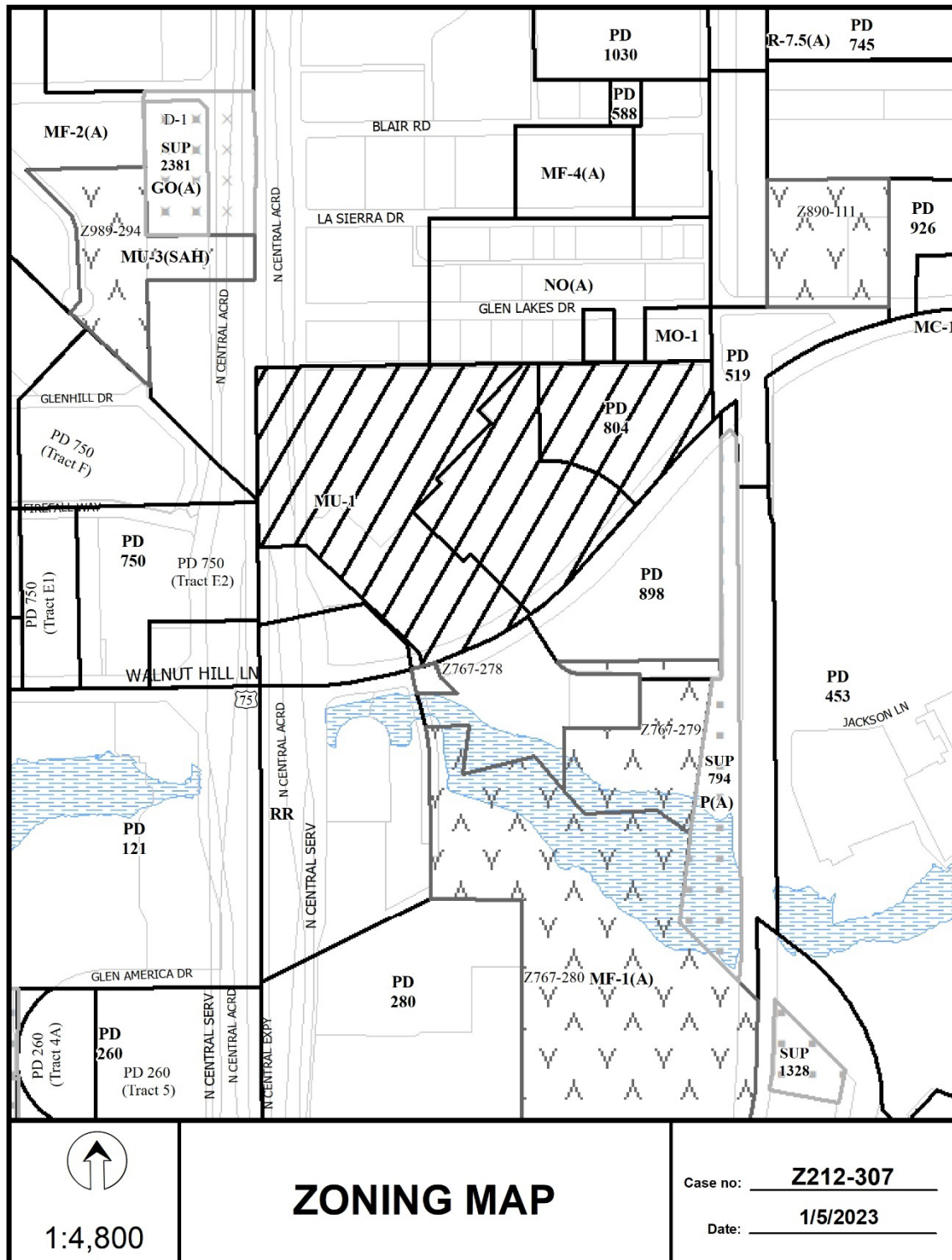
PROPOSED PEDESTRIAN IMPROVEMENT PHASING PLAN – UPDATED JULY 24, 2023

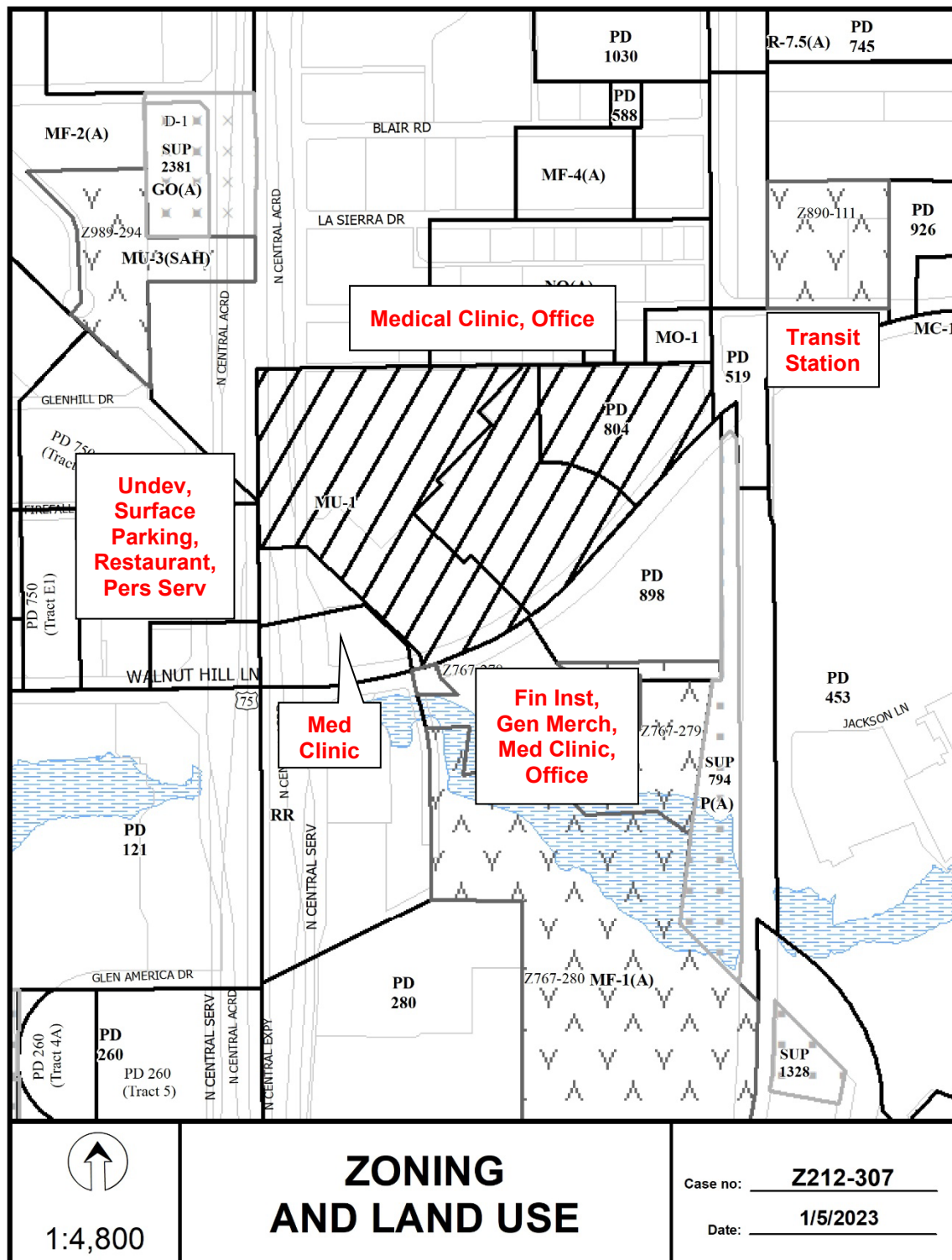


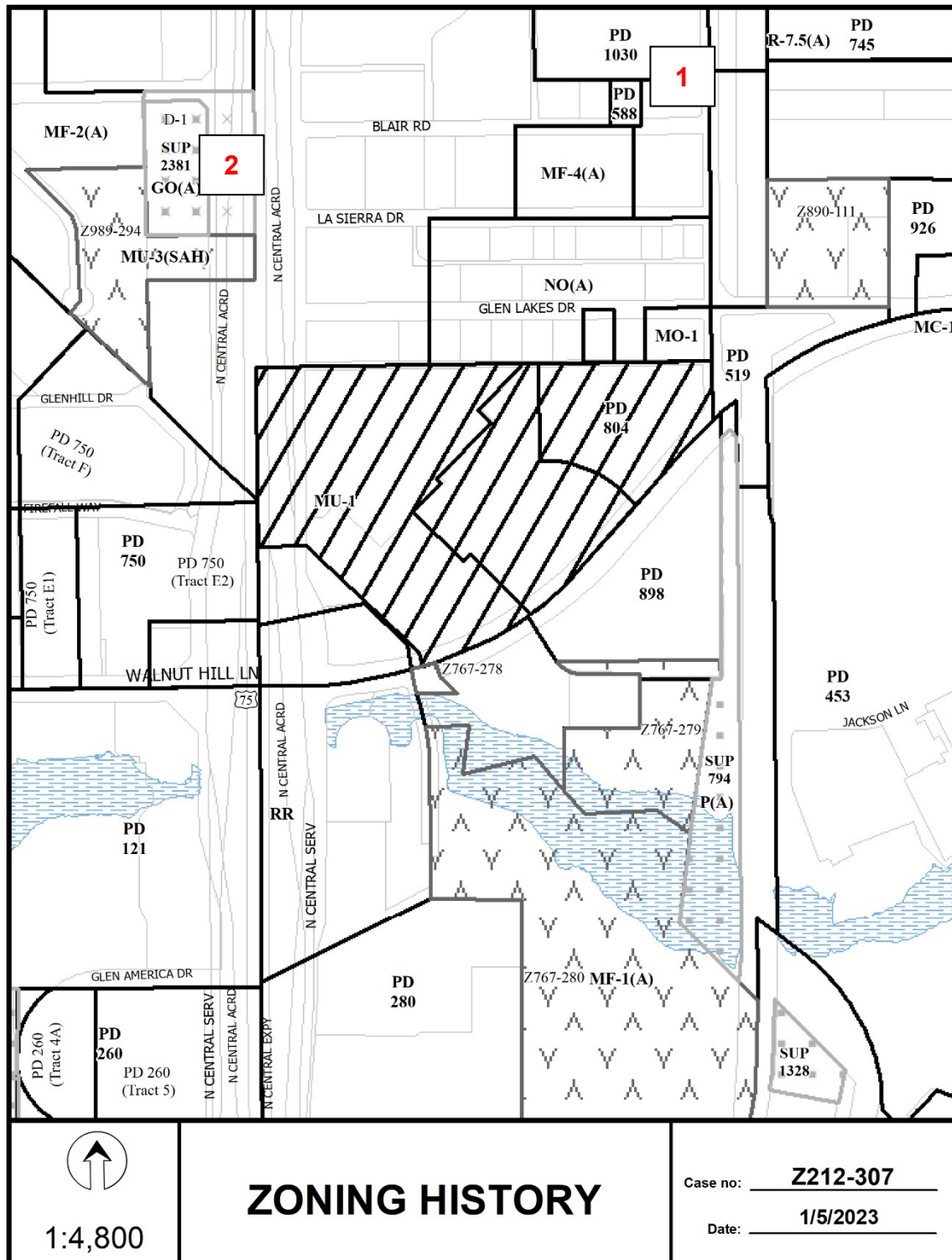
PROPOSED DEVELOPMENT PLAN – UPDATED JULY 24, 2023 (ENLARGED)



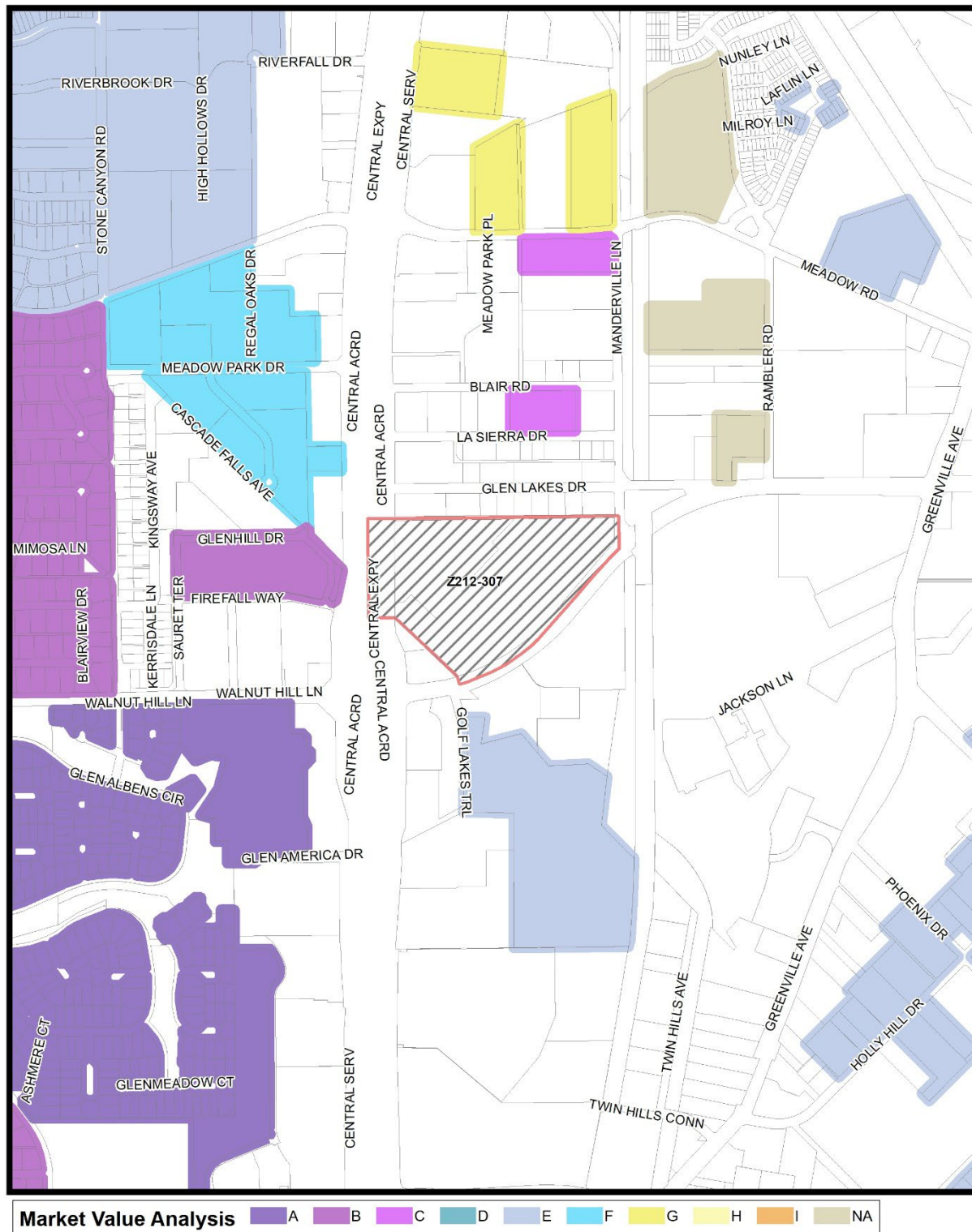








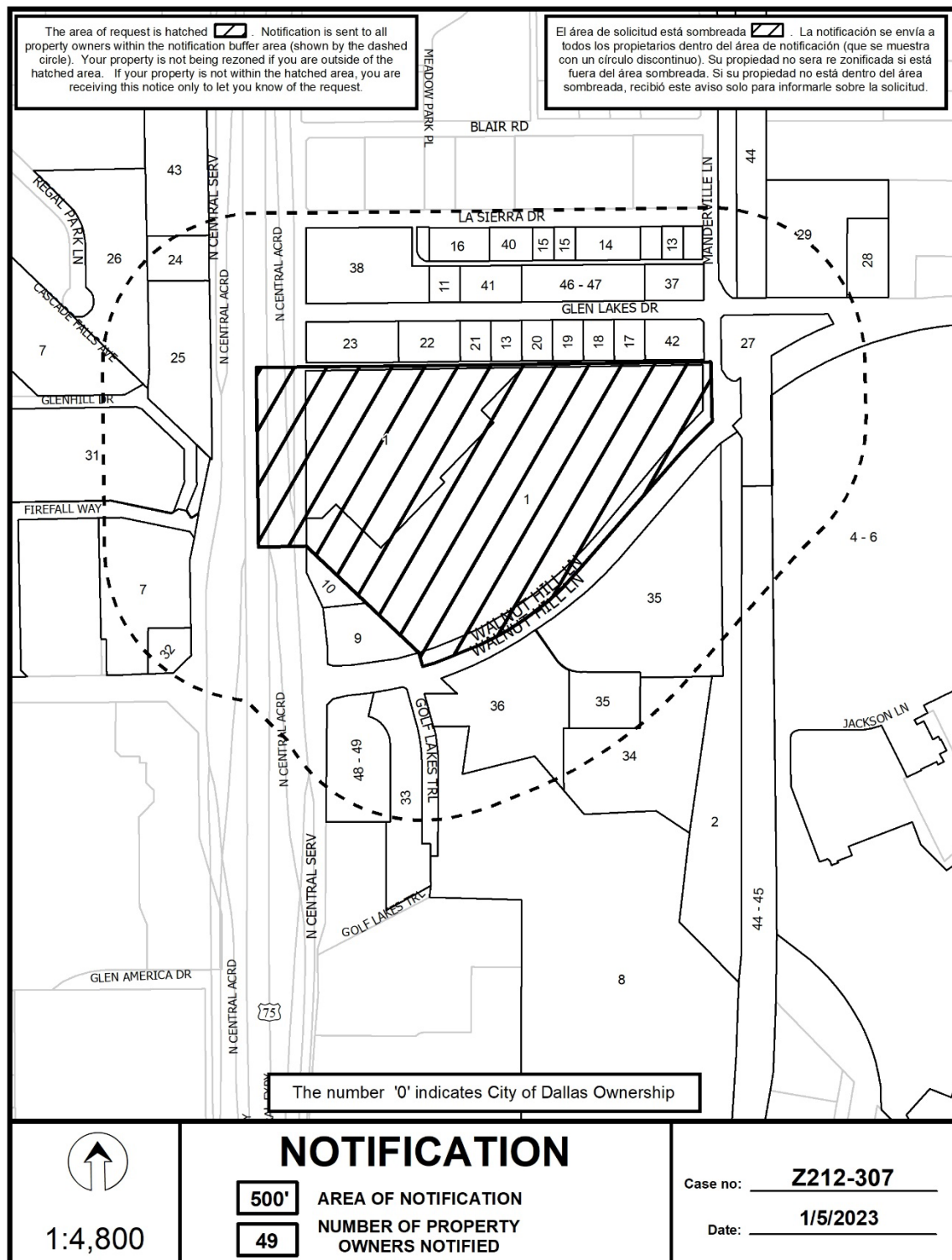
Z212-307(RM)



1:8,400

Market Value Analysis

Printed Date: 1/5/2023



01/05/2023

Notification List of Property Owners***Z212-307******49 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	8041 WALNUT HILL LN	AP THE HILL OWNER LLC
2	8160 WALNUT HILL LN	ONCOR ELECRC DELIVERY COMPANY
3	7700 GLEN LAKES DR	ONCOR ELECRC DELIVERY COMPANY
4	8200 WALNUT HILL LN	PRESBYTERIAN HEALTHCARE
5	8200 WALNUT HILL LN	ONPOINTE TRANSITIONAL CARE
6	8200 WALNUT HILL LN	TEXAS HEALTH RESOURCES
7	7700 MEADOW PARK DR	PRESTON HOLLOW VILLAGE
8	9600 GOLF LAKES TRL	9600 GOLF LAKES TRAIL LLC &
9	8007 WALNUT HILL LN	8007 WALNUT HILL LANE LLC
10	9730 N CENTRAL EXPY	WALNUT CENTRAL INVESTORS LP
11	5439 GLEN LAKES DR	NOLAM LP
12	5496 LA SIERRA DR	MAIN ST ROSS PARTNERS LTD
13	5494 LA SIERRA DR	MISTER PRESTON LLC
14	5480 LA SIERRA DR	5480 LA SIERRA LLC
15	5468 LA SIERRA DR	5468 LA SIERRA PARTNERS LLC
16	5442 LA SIERRA DR	DALLAS SERVICES
17	5486 GLEN LAKES DR	LIPPAS MARC GREGORY FAM
18	5478 GLEN LAKES DR	AP THE HILL 5478 GLEN
19	5470 GLEN LAKES DR	MRM WATSON SELF DIRECTED
20	5462 GLEN LAKES DR	GLEN LAKES RE INVESTMENTS IV LLC
21	5446 GLEN LAKES DR	AU PROPERTIES LLC
22	5430 GLEN LAKES DR	GLEN LAKES ATRIUM LTD
23	9900 N CENTRAL EXPY	AUK NORTH CENTRAL PARTNERS LLC
24	10011 N CENTRAL EXPY	PARK FOUNTAINS LP
25	10001 N CENTRAL EXPY	KB DALLAS LLC
26	10006 REGAL PARK LN	REGAL PARK FOUNTAINS

01/05/2023

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	8240 WALNUT HILL LN	DALLAS AREA RAPID TRANSIT
28	5515 GLEN LAKES DR	ASPECT LCS LEASING WP LLC
29	5515 GLEN LAKES DR	ASPECT LCS LEASING WP LLC
30	1 WALNUT HILL LN	WALNUT HILL PHASE 1 LP
31	7897 FIREFALL WAY	WALNUT HILL PHASE 2 LP
32	9701 N CENTRAL EXPY	75 AND WALNUT HILL LLC
33	9500 N CENTRAL EXPY	GMR DALLAS NORTH CENTRAL LLC
34	8140 WALNUT HILL LN	ICM ONE GLEN LAKES LP
35	8144 WALNUT HILL LN	WALNUT GLEN TEXAS LLC
36	8024 WALNUT HILL LN	NUTTING RICE TEXAS LP
37	5499 GLEN LAKES DR	5499 GLEN LAKES LTD
38	10000 N CENTRAL EXPY	CHARTER 10000 NCX OWNER LLC
39	10000 N CENTRAL EXPY	CHARTER 10000 NCX OWNER LLC
40	5454 LA SIERRA DR	SERIES A OF 5454 CAPITAL LLC
41	5447 GLEN LAKES DR	NEARBURG PRODUCING CO
42	5494 GLEN LAKES DR	MOB 5494 DALLAS LLC
43	10111 N CENTRAL EXPY	AVAIL HOTELS LLC
44	401 S BUCKNER BLVD	DART
45	401 S BUCKNER BLVD	DART
46	5477 GLEN LAKES DR	Q 5477 GLEN LAKES LLC
47	5477 GLEN LAKES DR	DALLAS FORT WORTH IVF REALTY LP
48	9600 N CENTRAL EXPY	TRA DALLAS NORTH CENTRAL LLC
49	9600 N CENTRAL EXPY	RETINA FOUNDATION OF THE SW