

**CITY PLAN COMMISSION**

**THURSDAY, FEBRUARY 6, 2025**

**Planner: LeQuan Clinton**

**FILE NUMBER:** Z234-298(LC) **DATE FILED:** July 29, 2024

**LOCATION:** Southwest corner of North Riverfront Boulevard and Pittsburg Street.

**COUNCIL DISTRICT:** 6

**SIZE OF REQUEST:** 12,000 square feet **CENSUS TRACT:** 4811301003

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**APPLICANT:** David Nguyen

**OWNER:** Joe Unell/The B's, LLC

**REQUEST:** An application for an amendment to Specific Use Permit No. 2353 for an auto service center on property zoned Subdistrict 1A within Planned Development District No. 621, the Old Trinity and Design District Special Purpose District.

**SUMMARY:** The purpose of the request is to allow the continued use of an auto service center on site.

**STAFF RECOMMENDATION:** **Approval** for a five-year period with eligibility for autorenewal for additional five year periods, subject to a site plan and conditions.

**BACKGROUND INFORMATION:**

- The area of request is currently zoned Subdistrict 1A within Planned Development District No. 621 the Old Trinity and Design District Special Purpose District and developed with an existing auto service center, building and parking lot.
- Geographically located near the Design District, approximately 3 miles west of downtown Dallas.
- This is a corner lot and has frontage on both North Riverfront Boulevard and Pittsburg Street.
- Applicant does not propose any new changes to the land use or the existing Specific Use Permit.
- Applicant is requesting a five-year time period, with eligibility for additional five-year period through autorenewal for the SUP.

**Zoning History:**

There have been one zoning case in the area in the last five years.

1. **Z201-272** - On Wednesday, October 13, 2021, the City Council approved an application and ordinance for the renewal of Specific Permit No 2353 for an auto service center on property zoned Subdistrict 1A within PDD No. 621 the Old Trinity and Design District, located on the Southwest corner of North Riverfront Boulevard and Pittsburg Street [ subject site ].

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing/Proposed ROW
North Riverfront Boulevard	Principal Arterial (PA)	137'-150'
Pittsburg Street	Local Street	-

**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.

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

**ECONOMIC ELEMENT**

**GOAL 2.5** FOSTER A CITY OF GREAT NEIGHBORHOODS

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

**Active Area & Land Use Plans:**

**The 360 Plan**

**Stemmons Corridor-Southwestern Medical District Area Plan**

**The Trinity River Corridor Comprehensive Land Use Plan**

**Stemmons/Design District Land Use Plan**

**The 360 Plan:**

The 360 Plan was adopted by the City Council in December 2017 as a guide to future actions concerning land use and development regulations, transportation, economic development and capital improvement expenditures in the area generally bounded by a two-and-a-half-mile radius centered on the intersection of Main Street and Akard Street. This plan outlines three transformative strategies suggested by City Council with an overall goal that focuses on a complete and connected city center for future growth and development throughout the city.

Staff finds the request does not comply with the following transformative strategies and their respective goals of the 360 Plan, as this plans' main focus is housing ranging from

type, affordability, variety/diversity and placement. Staff felt it important to give mention to the plan due to the location of the request.

### **Stemmons Corridor - Southwestern Medical District Area Plan:**

The Stemmons Corridor – Southwestern Medical District Plan Area contains approximately 3,885 acres (about six square miles) and is generally bounded by the Trinity River, Mockingbird Lane, Downtown, and the City's Uptown area.

#### **Vision:**

The Stemmons Corridor – Southwestern Medical District Area is a destination. It is destination for business, trade and economic innovation; a destination for premier medical attention and research; a destination for living with desirable, diverse urban housing; and a destination for shopping, recreation, and entertainment, with unique shops and experiences. The Consensus vision is divided into three sections: Future Land Development Vision, Future Circulation Vision, Strategic Opportunity Areas.

#### **Summary:**

The forwardDallas! plan identifies the Stemmons Corridor – Southwestern Medical District area as an area of growth and stressed the need for an area plan to guide this growth to foster desirable development patterns. The study area has numerous existing assets and new opportunities including new development, redevelopment and underutilized assets like the Southwestern Medical District: The DART Light Rail Transit (LRT) and the Trinity Railway Express (TRE), Dallas Love Field Airport, Victory Plaza / American Airlines Center Area, stable Single-family Neighborhoods, Trails and Connectivity potential, The Market Center, The Design District, The Trinity River Park and Area Hotel Facilities.

The Vision and Policy Plan component updates and refines the forwardDallas! Vision for the area, providing more context-specific policy direction to serve as an ongoing guide for future land development. It is intended to remain relevant through the long term with a 30-year planning horizon. This component is incorporated into the forwardDallas! Comprehensive Plan through an amending ordinance.

The Implementation Program component focuses on defining specific actions to bring about strategic change needed to realize the vision. This component is adopted by Council resolution to establish shorter term work programs and priorities. It focuses on a 5 to 7-year planning horizon and will require periodic review and update.

### **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, which attracts 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 very large 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 important 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 preparation of detailed plans for smaller parts of this large area. It provides guidance about the appropriate land uses and development patterns for the corridor that can 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 explains the capital projects and other tools needed to carry out this plan;
- Trinity Corridor District Plans, which provides more detailed direction about the development patterns parts of the corridor;
- Creating This Plan, which summarizes the process used to prepare this plan; and
- Background Documents, which lists the resource reports produced during the planning process.

### **Stemmons/Design District Land Use Plan:**

The 194-acre Stemmons / Design District Study Area is bounded by Stemmons Freeway (I-35E) to the north and east, Continental Avenue and the Trinity Levee to the south and southwest and Wycliff Avenue to the west.

#### **Vision:**

The primary impetus for this Land Use Plan was to study how this area would respond to the emerging Victory Development, DART LRT/TRE Stations, the Katy Trail, and the future Trinity River project. The plan vision is to encourage adaptive reuse of existing structures (e.g. warehouse loft apartments) and encouraging new infill developments to help transition aging industrial areas into a distinctive mixed-use destination.

#### **Summary:**

The Stemmons / Design District Land Use Plan identifies impediments, such as where zoning and land use incompatibilities, to the district's potential for mixed-use. The process included an analysis of zoning, development needs, code limitations, building re-use potential, retail needs, parking and access. The plan identified as a challenge the existing buildings and infrastructure in can attracting and accommodating future residents. The plan recommends the creation of Planned Development 621, 'Old Trinity and Design District' Special Purpose District to address the issues identified in the plan to facilitate future development.

### **Staff Conclusion:**

#### ***Staff Analysis of the Stemmons Corridor – Southwestern Medical District Area Plan***

The Stemmons Corridor – Southwestern Medical District Area is a multifaceted destination fostering business innovation, medical excellence, urban living, and vibrant recreation. The area's strategic vision focuses on three key aspects: Future Land Development, Future Circulation, and Strategic Opportunity Areas. As identified in the forwardDallas! plan, this region is a critical growth area, requiring deliberate planning to ensure development patterns enhance its diverse assets and opportunities.

#### **Key assets include:**

- Transportation Infrastructure: DART Light Rail, Trinity Railway Express (TRE), and proximity to Dallas Love Field Airport.
- Economic and Recreational Hubs: The Southwestern Medical District, Victory Plaza, Design District, and Market Center.
- Community Connectivity and Sustainability: Stable single-family neighborhoods, trail systems, and the Trinity River Park.

The Vision and Policy Plan offers a 30-year roadmap for sustainable and desirable development, updating the forwardDallas! plan to guide land use and development decisions with context-specific policies.

The request for SUP renewal of an auto service center aligns with the plan's goals and objectives by:

- Supporting Transportation Infrastructure: Enhancing access and convenience for vehicles in an area heavily reliant on regional connectivity through major transportation nodes.
- Complementing Economic Growth: Providing a service that supports local businesses, employees, and residents, thereby contributing to the area's economic ecosystem.
- Leveraging Strategic Location: Utilizing underutilized parcels or redevelopment opportunities near major assets like DART LRT, TRE, and arterial corridors, ensuring compatibility with surrounding land uses.
- Promoting Desirable Development: Incorporating thoughtful design and urban standards to integrate seamlessly into the vibrant and diverse fabric of the Stemmons Corridor, supporting both functionality and aesthetics.

By addressing regional mobility needs and complementing the broader land development vision, the proposed auto service center contributes to the strategic goals of fostering balanced growth and economic vitality in the Stemmons Corridor – Southwestern Medical District Area.

*Staff Analysis of the Stemmons Corridor – The Trinity River Corridor Comprehensive Land Use Plan*

The plan serves as a guiding tool for citizens, property owners, and officials to evaluate land use proposals and aligns with broader city objectives through its focus on land use, urban design, and implementation strategies.

The applicant's request mostly aligns with the second of the five objectives for future development in the Trinity Corridor Plan; Establish the role of economic development along the Trinity River. An auto service center can align with the plan's goals by contributing to connectivity, economic growth, and urban functionality:

- Support Economic Development: The service center promotes economic activity by providing essential vehicle maintenance services, catering to residents, businesses, and commuters using the Trinity Corridor.
- Enhance Connectivity and Accessibility: Located strategically, it can support regional mobility and access needs in an area with significant transportation infrastructure.
- Complement Urban Form: Thoughtful design and integration can ensure the center fits within the envisioned vibrant and sustainable urban environment, minimizing visual and functional disruptions.

- **Serve Adjacent Development Patterns:** As part of the Trinity Corridor's diverse land uses, the auto service center can serve nearby businesses, neighborhoods, and recreational areas, contributing to a balanced and functional corridor.

By aligning with the Trinity River Corridor Comprehensive Land Use Plan's emphasis on economic vitality, connectivity, and appealing urban design, the proposed auto service center can play a supportive role in achieving the corridor's long-term vision.

### *Staff Analysis of the Stemmons/Design District Land Use Plan*

The Stemmons/Design District Land Use Plan focuses on transforming aging industrial areas into a vibrant, mixed-use destination through adaptive reuse of existing structures and strategic new infill developments. The plan emphasizes addressing impediments, such as zoning and land use incompatibilities, and highlights the need for development solutions to attract future residents and businesses while enhancing the district's appeal.

Key objectives include:

- Encouraging adaptive reuse of existing structures (e.g., warehouse loft apartments).
- Supporting new infill development to transition industrial areas into mixed-use hubs.
- Addressing challenges related to zoning, infrastructure, retail, parking, and access.
- Establishing Planned Development 621, "Old Trinity and Design District," to resolve zoning and code issues and facilitate growth.

The applicant request aligns with the plan objectives as follows:

1. **Supporting Infill Development:** An auto service center represents strategic infill that provides essential services, addressing the needs of residents and businesses while utilizing underutilized parcels.
2. **Encouraging Mixed-Use Functionality:** By incorporating urban design principles, the service center can complement nearby mixed-use developments, ensuring compatibility with surrounding land uses.
3. **Enhancing Accessibility and Infrastructure:** The auto service center can contribute to resolving access and parking challenges by serving as a mobility resource within the district.
4. **Addressing Zoning Challenges:** Integrating the auto service center within the Planned Development 621 framework ensures alignment with zoning regulations and supports the district's redevelopment goals.

### **Land Use:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PD. No. 621 w/ Subdistrict 1A	Auto service center, existing surface parking



<b>North</b>	PD. No. 621 w/ Subdistrict 1A	Commercial retail, showrooms and warehouse
<b>South</b>	PD. No. 621 w/ Subdistrict 1A	Commercial retail, showrooms and warehouses
<b>East</b>	PD. No. 621 w/ Subdistrict 1	Commercial retail
<b>West</b>	PD. No. 621 w/ Subdistrict 1A	Commercial retail

### **Land Use Compatibility:**

The area of request is currently developed with an existing building used as an auto service center and surface parking lot (approx. 12,000 square feet in total size), zoned Subdistrict 1A within Planned Development District No. 621 the Old Trinity and Design District Special Purpose District.

To the north, south, and west of the property is PD. No. 621 with Subdistrict 1A consisting of a mix of commercial retail, warehouses and showrooms. To the east of the subject site is zoned PD. No. 621 with Subdistrict 1 and the same uses as to the north, south and east; commercial retail. Due to the existing uses immediately around the subject site and surrounding area, staff is in support of the proposed request. Staff believes it may be appropriate next to the mentioned uses. Additionally, this business and operator has been in the neighborhood since 2019. Therefore, staff finds the applicant's requested SUP renewal to allow the continued use of an auto service center on site on to be compatible with the area. Staff supports the applicant's request.

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 for the purpose of promoting the health, safety, morals, and general welfare of the city.

Staff supports the request because the use is foreseen to continue be a positively impactful benefit to the surrounding uses, properties and residents.

**Landscaping:**

Landscaping must be provided in accordance with the landscaping requirements in Article X, as amended.

**Parking:**

The parking regulations in PD No. 621 states “Except for the uses listed below, consult the use regulations in Division 51A-4.200, “Use Regulations,” for the specific off-street parking requirements for each use. Parking requirements for this PD can be found here; <https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20621.pdf>

At permitting, the applicant would be required to comply with the standard parking ratios for the specified requested use, as well as any other uses permitted under the proposed and approved zoning district.

**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 currently in a “F” MVA area. The area of request has the “F” MVA area in the immediate adjacencies in all directions, north, south, east and west.

Z234-298(LC)

### **List of Partners**

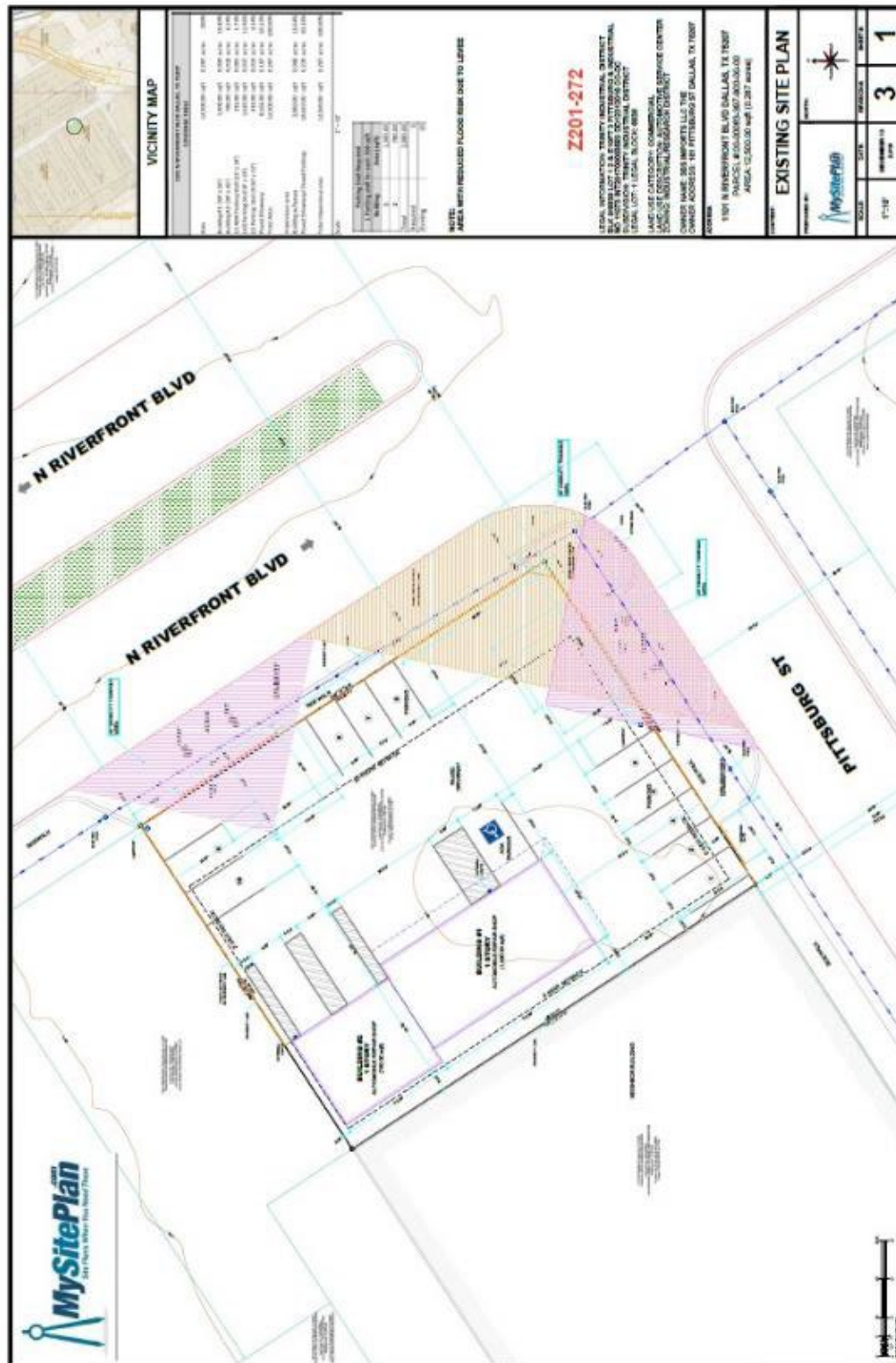
**3B's Import, LLC**

Joe Unell

### **PROPOSED SUP CONDITIONS**

1. USE: The only use authorized by this specific use permit is an auto service center.
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 (five years from passage of this ordinance) but is eligible for automatic renewal for additional five-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 applications for automatic renewal must be filed after the 180th 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. FLOOR AREA: The maximum floor area for the auto service center is 12,500 square feet in the location shown on the attached site plan.
5. HOURS OF OPERATION: The auto service center may only operate between 8:00 a.m. and 5:00 p.m., Monday through Friday.
6. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
7. 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.

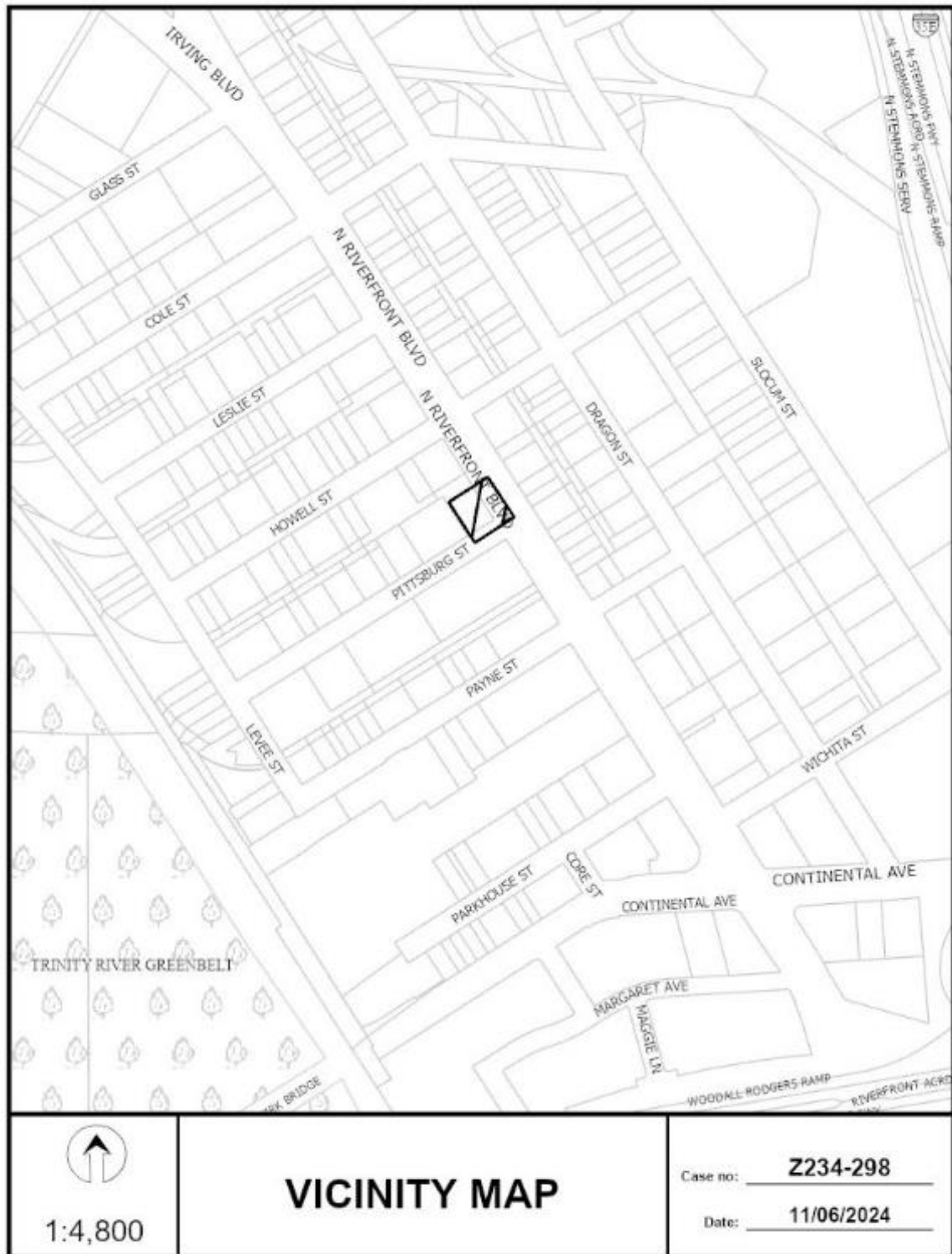
## EXISTING SITE PLAN (NO CHANGES)



## EXISTING SITE PLAN ENLARGEMENT (NO CHANGES)



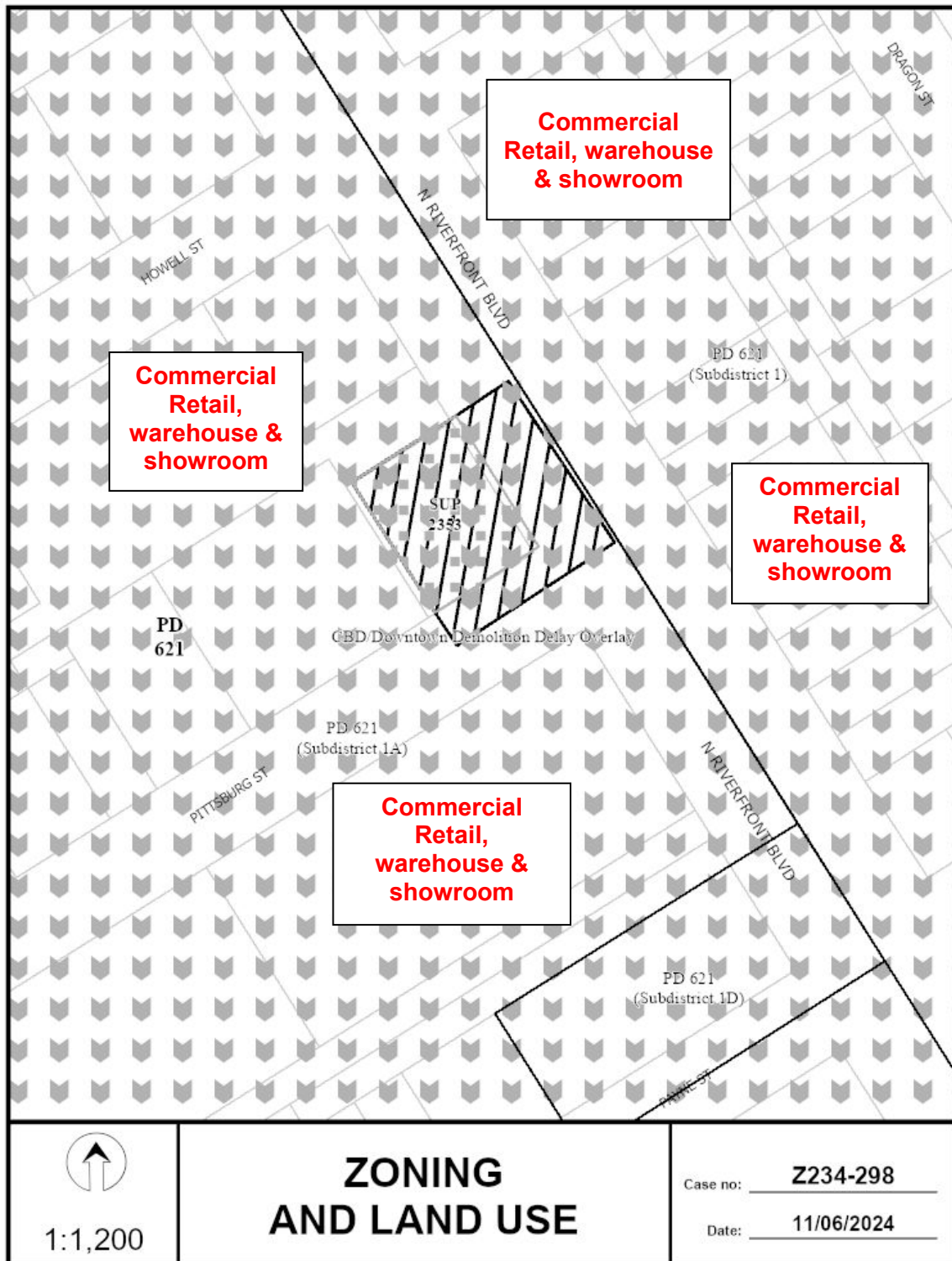
Z234-298(LC)

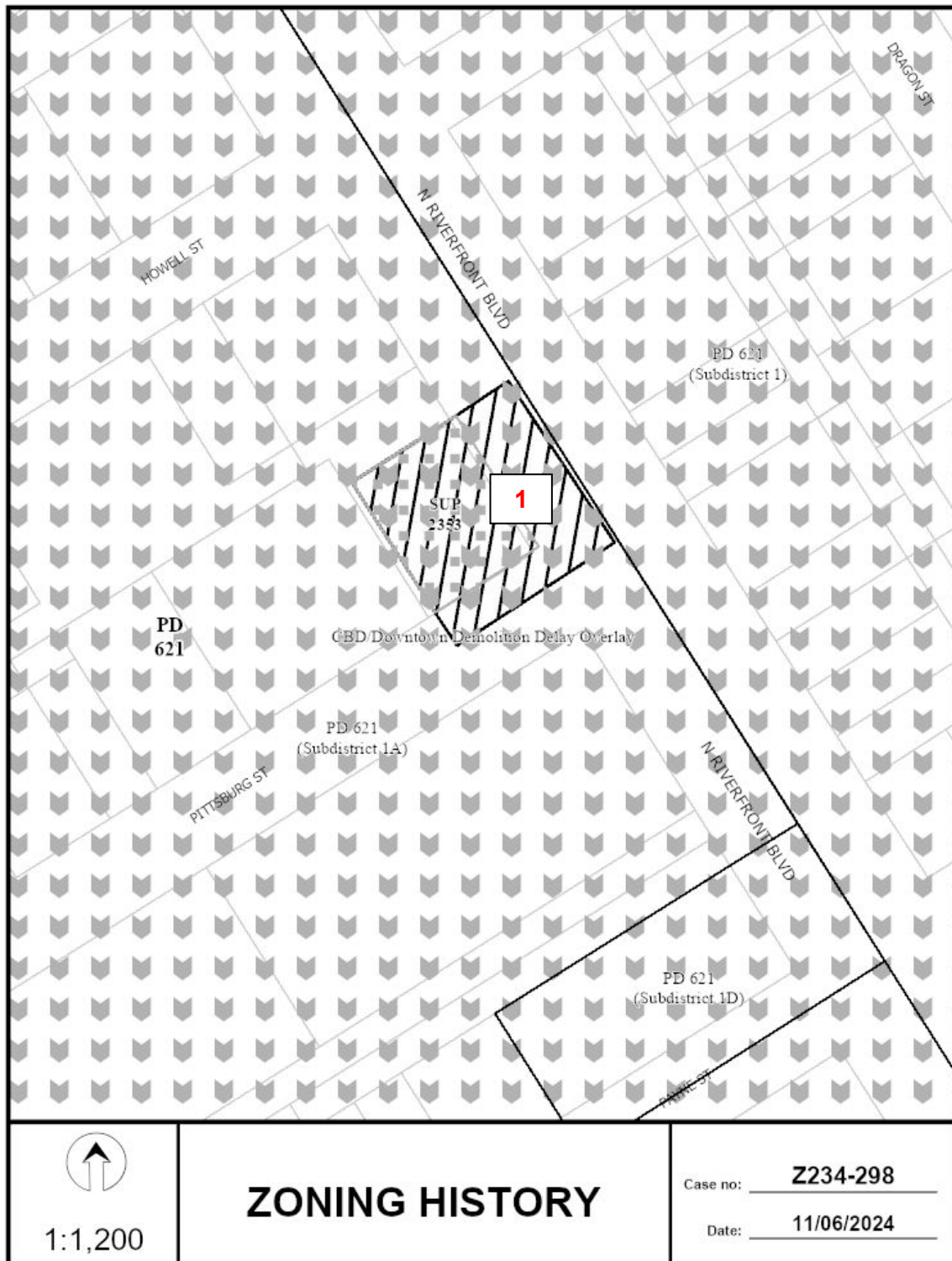


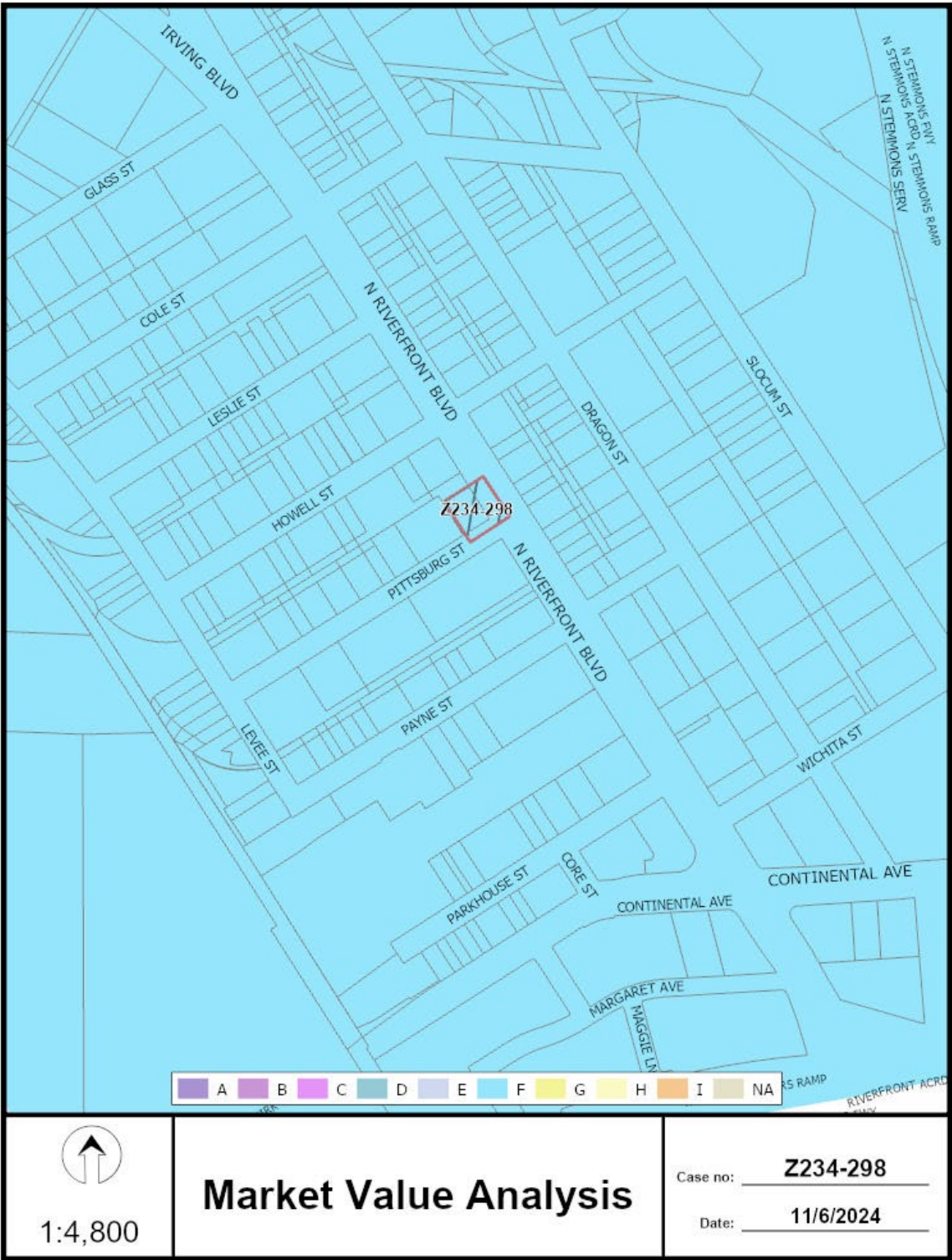


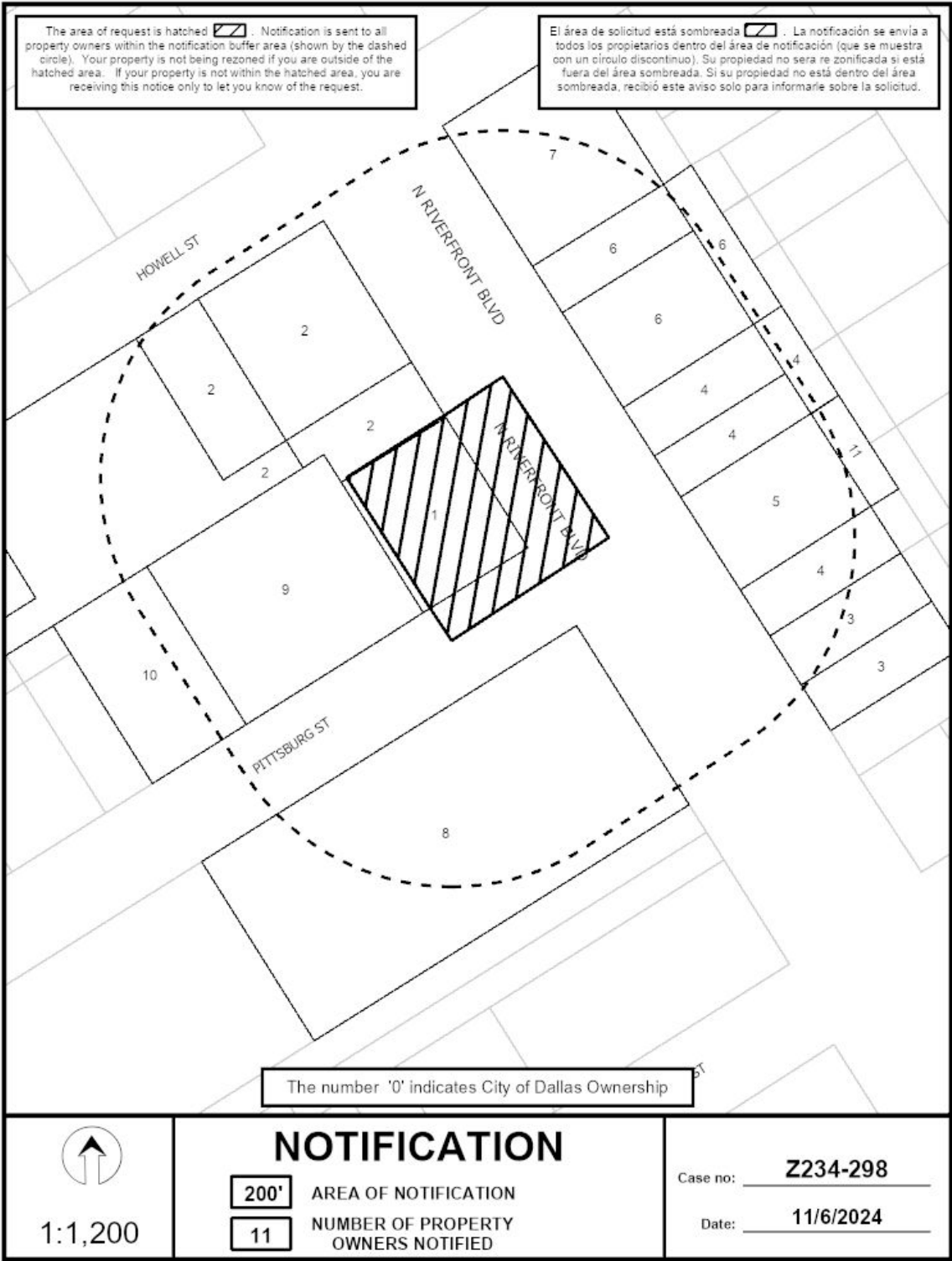












Z234-298(LC)

11/06/2024

## ***Notification List of Property Owners***

***Z234-298***

***11 Property Owners Notified***

<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
1	1101 N RIVERFRONT BLVD	3BS IMPORTS LLC THE
2	166 HOWELL ST	EWING PROPERTIES TEXAS LLC
3	1012 N RIVERFRONT BLVD	MOODY HERMAN B III &
4	1022 N RIVERFRONT BLVD	CCFP LTD
5	1026 N RIVERFRONT BLVD	CHRIST GEORGE C TRUST
6	1114 N RIVERFRONT BLVD	XFP LTD PS
7	1130 N RIVERFRONT BLVD	CCFP LIMITED
8	170 PITTSBURG ST	DESIGN DISTRICT
9	161 PITTSBURG ST	3 B'S IMPORTS LLC THE
10	157 PITTSBURG ST	L & M PIONEER TRADING CO
11	1026 N RIVERFRONT BLVD	CHRIST GEORGE CHARLES