

FILE NUMBER: Z223-276(GB) **DATE FILED:** May 16, 2023

LOCATION: South line of West Mockingbird Lane, north line of Plantation Road, and east of Hawes Avenue

COUNCIL DISTRICT: 2

SIZE OF REQUEST: 1.72 acres **CENSUS TRACT:** 48113010001

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

OWNER/APPLICANT: 1840 Mockingbird Joint Venture; 1850 Mockingbird, LLC

REQUEST: An application for an RR Regional Retail District on property zoned an MU-3 Mixed Use District.

SUMMARY: The purpose of the request is to allow vehicle display, sales, and service on the site.

CPC RECOMMENDATION: Approval.

STAFF RECOMMENDATION: Approval.

BACKGROUND INFORMATION:

- The area of request is currently zoned an MU-3 Mixed Use District.
- This property is currently developed with a commercial structure that has multiple suites.
- The structure was built in 1966.
- The area of request has frontage on Mockingbird Lane and Plantation Road.
- The applicant proposes to use the existing structure to allow vehicle display, sales, and service on the site.
- To accomplish this, they request an RR Regional Retail District.

Zoning History:

There have not been any zoning cases in the area in the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing/Proposed ROW
West Mockingbird Lane	Principal Arterial	100 feet
Plantation Road	Local Street	60 feet

Traffic:

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system. Staff will continue to review 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:

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions.

Area Plan:

Trinity River Corridor Comprehensive Land Use Study

The Trinity River Corridor Comprehensive Land Use Study was adopted by City Council in March 2005 and later revised in December 2009. 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

The request complies with the following land use goals and policies of the Trinity River Corridor Comprehensive Land Use Study:

- Existing office and supporting uses are protected and expanded east of Interstate 35E
- Commercial corridor development is planned along Interstate 35E, State Highway 183, Mockingbird Lane, and Irving Boulevard
- Existing light industrial development is protected and enhanced along the western periphery
- Economic activity is planned around a proposed Trinity Railway Express commuter transit station near Mockingbird Lane
- Existing single family residential uses are to be protected and enhanced in the Arlington Park neighborhood
- The medical district continues to have a major role in the economic growth of the city and the region
- Higher density riverfront development is planned at major gateways that ties into regional trail network
- Higher density mixed use and adaptive reuse developments emphasizing pedestrian-friendly development patterns are planned east of Mockingbird Lane and towards downtown Dallas, while commercial corridor development is less significant

Land Use:

	Zoning	Land Use
Site	MU-3	Retail
North	MU-3	Multifamily
West	MU-3	Retail
East	MU-3	Retail
South	IM	Undeveloped

Land Use Compatibility:

The area of request is currently zoned an MU-3 District. To the north of the site is multi-family, and to the west of the site is retail. To the east is retail, and to the south is undeveloped property. Currently, the area of request is developed with a commercial structure with multiple suites. The applicant is proposing to use a portion of the property to allow vehicle display, sales, and service on the site. Staff recommends approval of the applicant's request. The proposed use will allow for a greater diversity of uses within the surrounding area.

Development Standards

Following is a comparison of the development standards of the current MU-3 District and the proposed RR District.

District	Setback		Density	Height	Lot Cvrg.	FAR	Primary Uses
	Front	Side/Rear					
Current: MU-3	15'	Side:20' Rear:20' Urban Form:20'	No max	270' 20 stories	80%	3.2 FAR base 4.0 FAR max + bonus for res	Retail, Office, Multi-family, and Hotel
Proposed: RR	15'	Side: 20' Rear: 20'	No max	70 5 stories	80%	Office: 0.5 Other: 1.5	Retail, Personal Service, and Office

MU-3

- Urban form setback: An additional 20-foot front yard setback is required for that portion of a structure over 45 feet in height.
- Side/rear setback: 20 foot where adjacent to directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) and no minimum in all other areas
- Tower spacing: An additional side and rear yard setback of one foot for each two feet in height above 45 feet is required for that portion of a structure above 45 feet in height up to a total setback of 30 feet.
- Visual intrusion: No portion of any balcony or opening that faces an R, R(A), D, D(A), TH, TH(A), CH, MF-1, MF-1(A), MF-1(SAH), MF-2, MF- 2(A), or MF-2(SAH) district may penetrate or be located above a residential proximity slope originating in that district.

RR

- Urban form setback: An additional 20-foot front yard setback is required for that portion of a structure over 45 feet in height.
- Side/rear setback: 20 foot where adjacent to directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) and no minimum in all other areas
- Visual intrusion: No portion of any balcony or opening that faces an R, R(A), D, D(A), TH, TH(A), CH, MF-1, MF-1(A), MF-1(SAH), MF-2, MF- 2(A), or MF-2(SAH) district may penetrate or be located above a residential proximity slope originating in that district.

Residential Proximity Slope

- If any portion of a structure is over 26 feet in height, that portion may not be located above a residential proximity slope.

Landscaping:

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

Parking:

Pursuant to the Dallas Development Code, the off-street parking requirement for the proposed vehicle display, sales, and service use is one space per 500 square feet of floor area, exclusive of parking area. The applicant will be required to comply with standard parking ratios at permitting.

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 located in "I" MVA area.

List of Officers

1840 Mockingbird Joint Venture

Lawrence G. Moser, Partner

Jason G. Moser, Partner

1850 Mockingbird, LLC

Lawrence G. Moser

CPC Action

February 1, 2024

Motion: It was moved to recommend **approval** of an RR Regional Retail District on property zoned an MU-3 Mixed Use District, on the south line of West Mockingbird Lane, north line of Plantation Road, and east of Hawes Avenue.

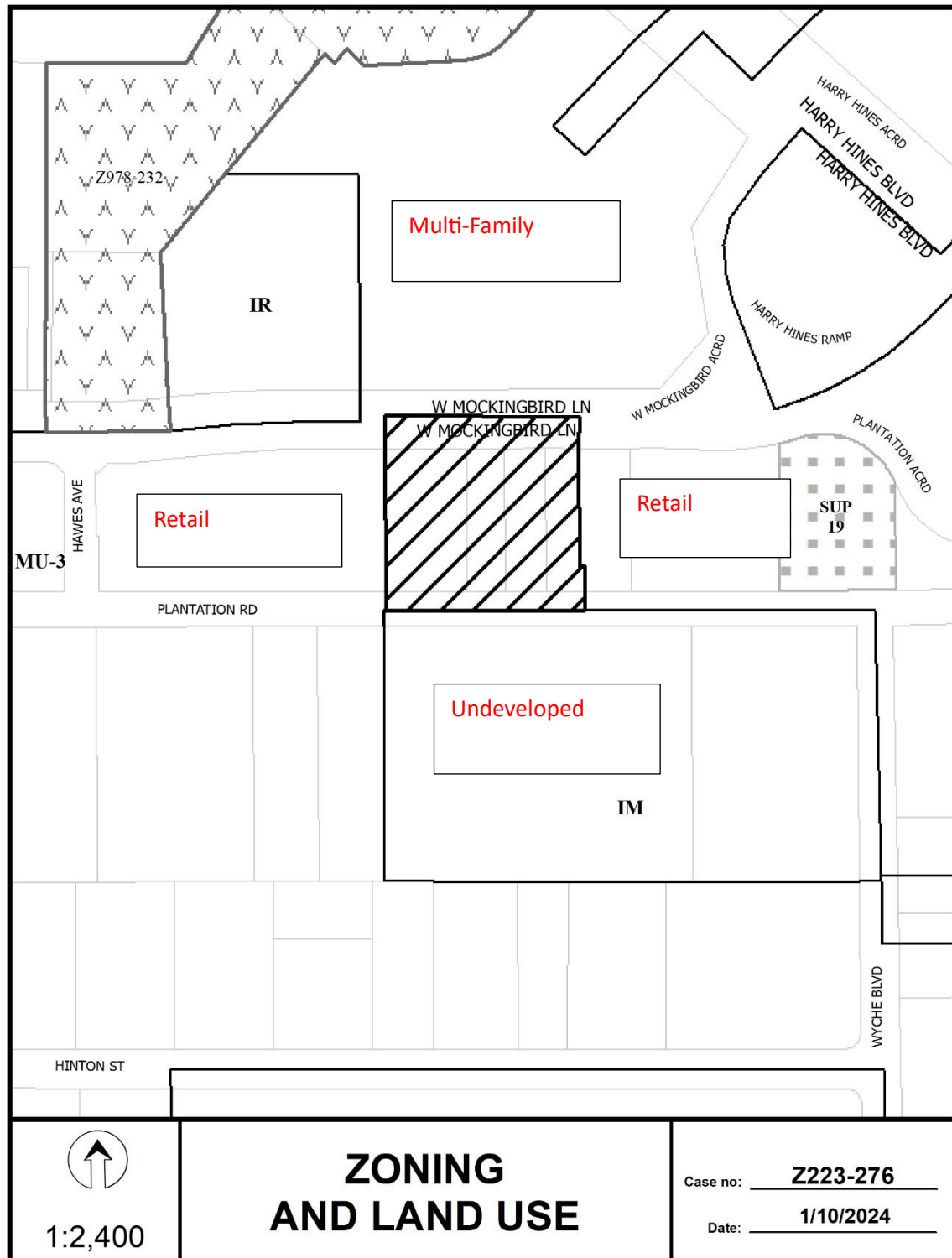
Maker: Blair
Second: Herbert
Result: Carried: 14 to 0

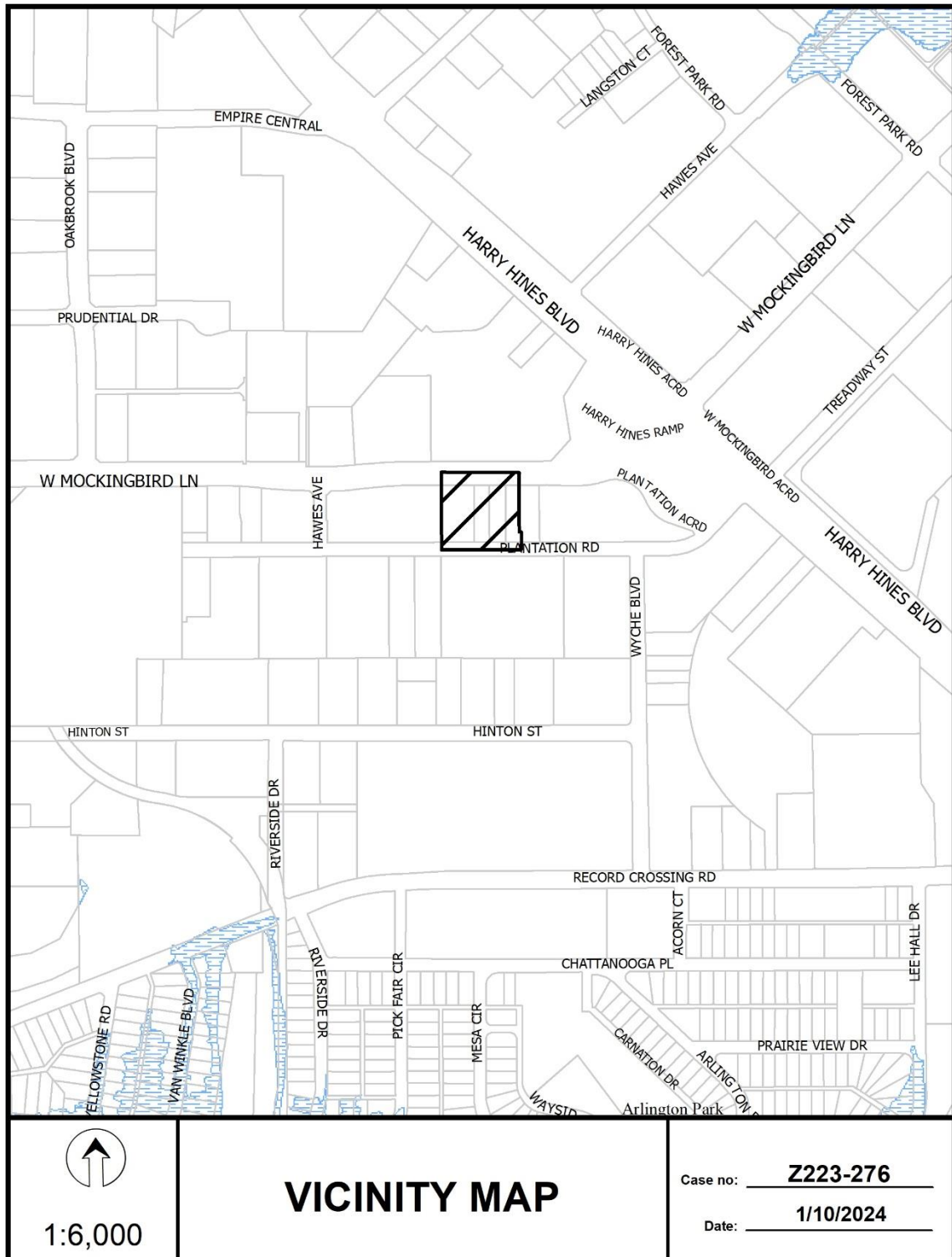
For: 14 - Chernock, Hampton, Herbert, Shidid,
Carpenter, Wheeler-Reagan, Blair, Sleeper,
Housewright, Treadway, Haqq, Hall, Kingston,
Rubin

Against: 0
Absent: 0
Vacancy: 1 - District 4

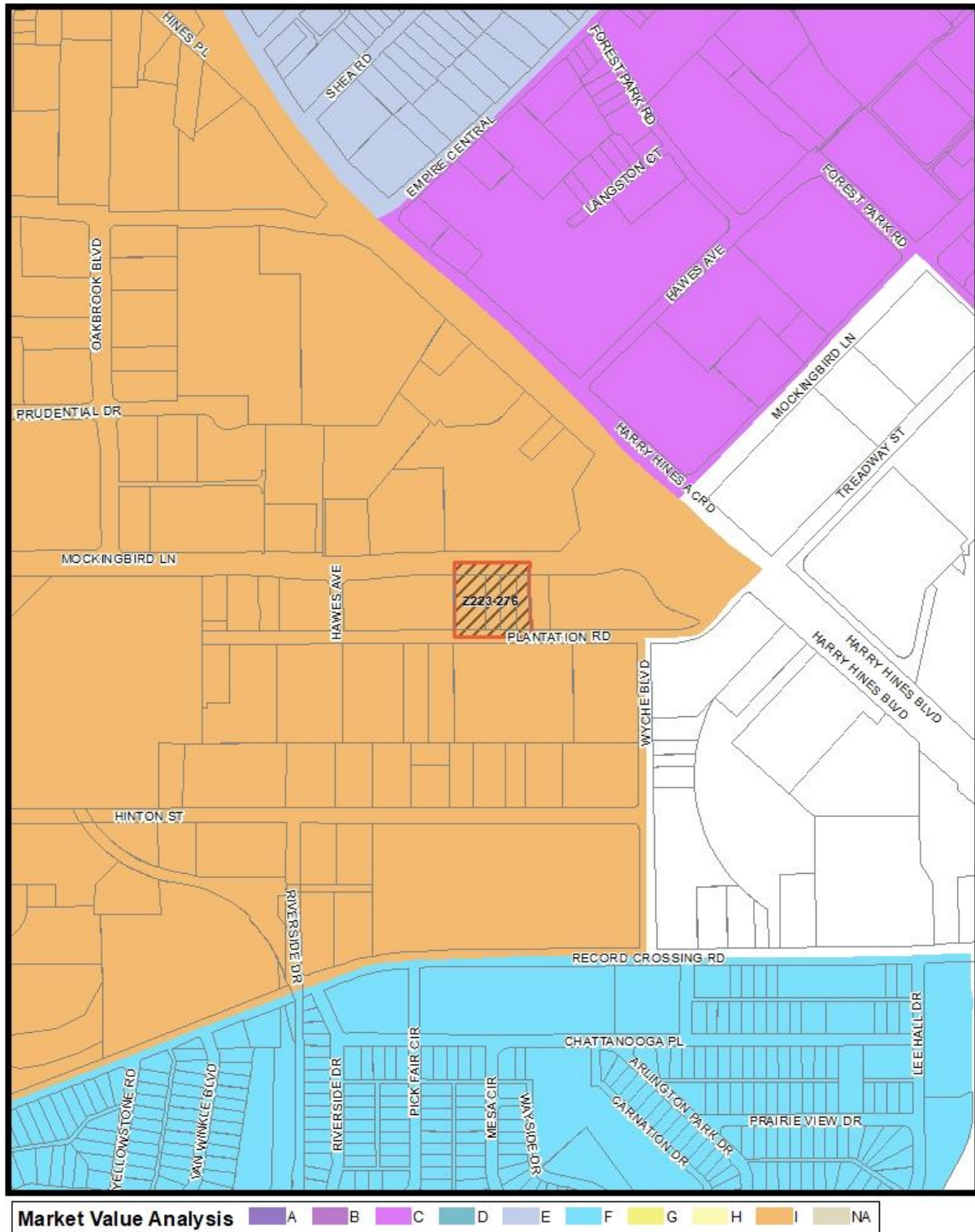
Notices:	Area: 300	Mailed: 13
Replies:	For: 1	Against: 0

Speakers: None



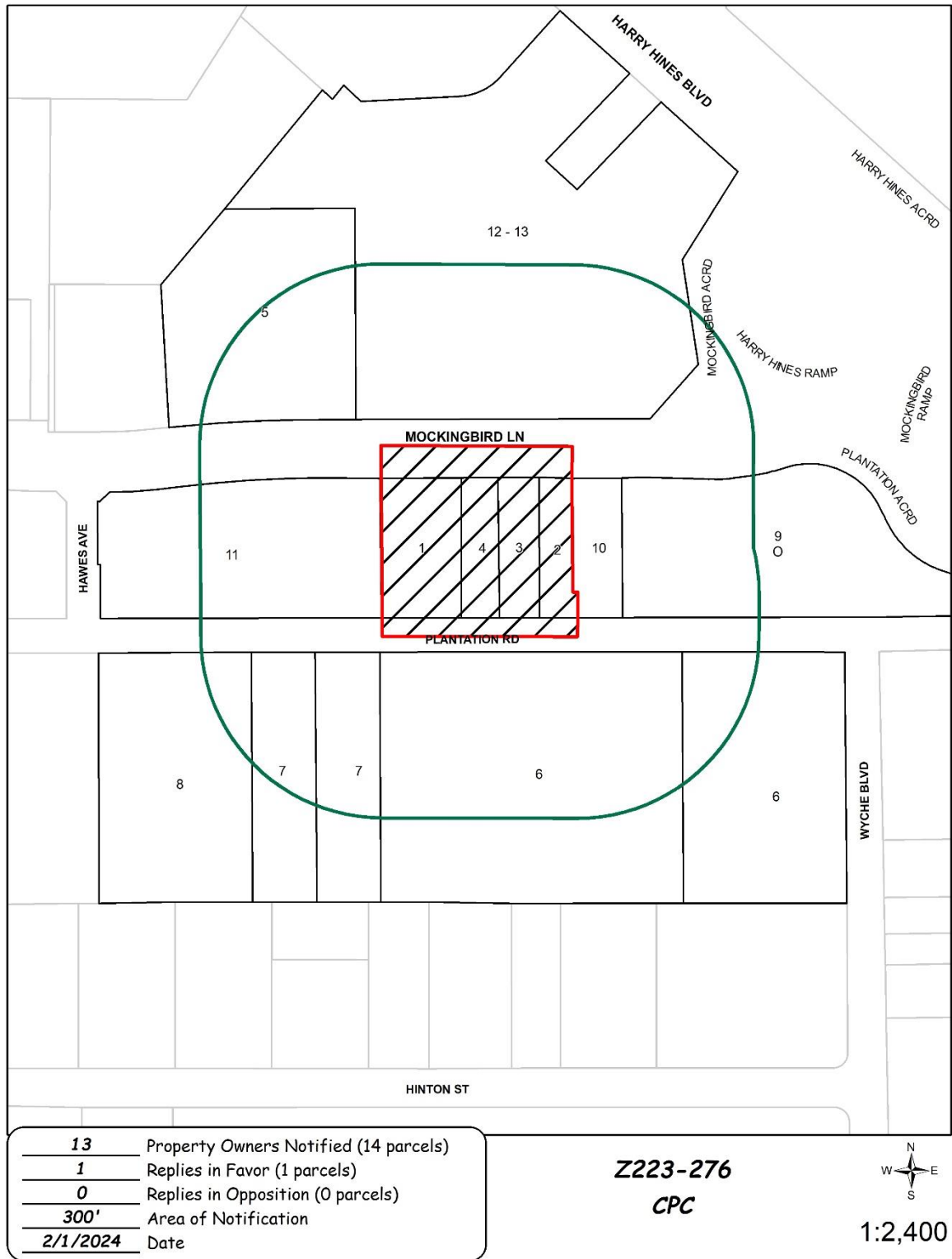






Market Value Analysis

Printed Date: 1/10/2024



01/10/2024

Notification List of Property Owners***Z223-276******13 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1840 W MOCKINGBIRD LN	Taxpayer at
2	1868 W MOCKINGBIRD LN	Taxpayer at
3	1860 W MOCKINGBIRD LN	Taxpayer at
4	1850 W MOCKINGBIRD LN	Taxpayer at
5	1825 W MOCKINGBIRD LN	GENTI K PROP LP PS
6	1840 PLANTATION RD	BEN E KEITH COMPANY
7	1722 PLANTATION RD	DALE 172236 PLANTATION LLC
8	1716 PLANTATION RD	Taxpayer at
9	1900 W MOCKINGBIRD LN	BURNETT BROTHERS TRUST
10	1878 W MOCKINGBIRD LN	Taxpayer at
11	1820 W MOCKINGBIRD LN	GIC 1820 LP
12	1893 W MOCKINGBIRD LN	CITY OF DALLAS HOUSING FINANCE CORPORATION
13	1893 W MOCKINGBIRD LN	CITY OF DALLAS HOUSING FINANCE CORP