

**ZONING CHANGE**

Case Coordinator: Loren Shapiro

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**GENERAL PROJECT INFORMATION**

**SITE ZONING:** PD-54 for the (HC) Heavy Commercial District

	<u><b>SURROUNDING ZONING</b></u>	<u><b>SURROUNDING LAND USES</b></u>
NORTH	PD-148 for (HC) Heavy Commercial	Corporate Office Use
SOUTH	City of Dallas	Multifamily and Retail
EAST	City of Dallas	Multifamily and School
WEST	PD-66 for (HC) Heavy Commercial, (SF-7/16) Single Family, & (SF-12/20) Single-Family Residential	Undeveloped, Single-Family Detached, & City Park

**REQUEST:** Amend PD-54 and 66 for (HC) to allow for a mix of uses, allowing multifamily, multifamily townhouse, and leasing or management office, as an accessory use, amending development standards, and establishing conceptual plans.

**PROPOSED USE:** Office, retail, multifamily, and multifamily townhouse

**ACRES/LOTS:** Approximately 55-acres

**LOCATION:** Northwest corner of the George Bush Turnpike and Midway Road

**HISTORY:** The property is undeveloped.

The property is not platted.

PD-54 was established July 24, 1978. The PD was amended on March 4, 1981. PD-66 was established on March 17, 1981 and has not since been amended.

**COMPREHENSIVE PLAN:** Commercial – High Intensity

**TRANSPORTATION PLAN:** Midway Road is designated as a (A6D) Six-Lane Divided Arterial, and the George Bush Turnpike is designated as an (CAH) Controlled Access Highway.

**OWNER:** Billingsley Company

**REPRESENTED BY:** JBI Partners/Jerry Sylo

## **STAFF ANALYSIS**

### **PROPOSAL:**

This request amends PD-54 and PD-66 for the (HC) Heavy Commercial District, for an approximately 55-acre tract, to allow multifamily, multifamily townhouse residential, and leasing or management offices, revising development standards and modifying concept plans. The proposed development also includes office and retail uses.

### **ZONING**

1. The majority of the property (47-acres) is zoned PD-54 for the (HC) Heavy Commercial District. The western portion of the property, approximately 8-acres along Rosemeade Parkway, is zoned PD-66 for the (HC) Heavy Commercial District.
2. Multifamily, Townhouse Residential, and Leasing or Management Offices are not permitted uses in the base (HC) Heavy Commercial District. Therefore, there are no regulations for the uses to be allowed in the (HC) Heavy Commercial zoning district.
3. (HC) Heavy Commercial allows office, retail, and restaurants. However, the zoning district also allows tattoo parlors, automobile equipment and rental, mobile collection and redemption centers, smoke shop retailers, auto repair garage, paint and body shops, car washes, general freight trucking, contractor's office, painting or paper services, welding services, and sexual oriented businesses (adult uses).
4. There are no setback nor streetscape requirements along private driving aisles in the Comprehensive Zoning Ordinance (CZO).
5. The CZO – Comprehensive Zoning Ordinance requires a minimum six foot-tall masonry wall along the property line between a commercially zoned property adjacent to residentially zoned properties.
6. The current PD does not provide detailed development regulations nor a concept plan for the property.

### **ELEMENTS TO CONSIDER**

1. The subject property has never developed since PD-54 and PD-66 were established in 1978 and 1981 respectively. The property has been zoned PD-54 and PD-66 for the (HC) Commercial since that time.
2. The property is located at the intersection of Midway Road and the George Bush Turnpike.
3. The development proposes a mixed-use master plan consisting of approximately 910,500 square feet of office, 28,135 square feet of retail, a 9,775 square foot amenity building, 786 residential units (739 multifamily and 47 multifamily townhouse units), and both surface and garage parking (See Exhibit C Conceptual Site Plan and Exhibit D Parking Plan).
4. There will be office buildings ranging from 4 and 5 stories and located within the central and southern portions of the property. Two 3-story parking garages are proposed west and north of the office buildings.
5. The closest buildings, to the Oak Creek Estates single family subdivision, contain 3-story

multifamily townhomes and multifamily units. The residential buildings buffer the two aforementioned garages from the existing Oak Creek Estates subdivision. Buildings will be a minimum 75-feet from the single-family homes in Oak Creek Estates.

6. A minimum 22-foot landscape buffer will exist between the paved driving aisles and campus streets along the west and north property lines adjacent to Oak Creek Estates. The applicant will preserve existing trees, plant a continuous row of evergreen shrubs, and larger canopy trees where there are gaps between existing vegetation (See Exhibit H Landscape and Exhibit J Line of Sight).

*The Planning and Zoning Commission added a stipulation that an 8-foot tall masonry wall, instead of the 8-foot tall decorative metal fence, shall be provided along the property line of Oak Creek Estates.*

*The applicant has revised Exhibit H Landscape Exhibit reflecting the 8-foot tall masonry wall.*

7. Four multifamily buildings will be developed on the north side of the property. Two of the structures (Buildings 1 and 4) will have integrated parking garages for residents.
8. Three retail buildings will provide shopping and dining options for residents, employees, and visitors in close proximity to open space areas.
9. The applicant has provided color 3D architectural building exhibits of each of the structures by land use, including office, multifamily, and multifamily townhomes.
10. Five open space areas are proposed on the master plan and will be landscaped. A centralized campus quad usable open space will exist between Office Building 3 and Retail Building 1 and the Amenity Building. A retention pond is proposed near Office Building 4 and Retail Building 3 providing more open space and an amenity. A circular sidewalk allows pedestrians to walk around the water body. Common areas will exist for residents of Multifamily Buildings 1, 2, and 3 (See Exhibit G Open Space and Landscape).
11. The development proposes pedestrian friendly streetscapes consisting of wide sidewalks with decorative concrete and pavers, tree-lined streets, and open space for residents, employees, and visitors. The private access routes will be developed as Campus and Drive Aisles with the streetscape aesthetics (See Exhibit F – Street Plan)
12. All vehicular access is from driveways on Midway Road, Rosemeade Parkway, and the westbound lanes of the George Bush Turnpike service roads. There is no access through the Oak Creek Estates subdivision.
13. A traffic impact analysis (TIA) was completed and the plan design provided sufficient access and traffic mitigation. There are 3,426 parking spaces required for the master plan development. The plan shows 4,293 spaces, which exceed the minimum required.
14. The master plan provides sufficient parking for the development.

15. The development regulations prohibit a significant number of intensive uses including but not limited to automotive, industrial, transportation, and adult uses (See Results Sheet).
16. The applicant met with the adjoining Oak Creek Estates to inform the residents of the proposal and acquire feedback.

**PUBLIC COMMENTS:**

City staff and Planning and Zoning Commission received 18 public comment and speaker cards prior to and during the public hearing on January 4, 2024 (see P&Z draft minutes and Public Comments). Nearby property owner concerns included increased traffic and noise, preference of a brick wall instead of a metal fence adjacent to Oak Creek Estates, close proximity of buildings to their homes, and shared access to Oak Creek Park.

**CONCLUSION:**

Staff believes the proposed rezoning request is compatible with the existing surrounding land uses. The plans provide landscaping and a solid masonry wall buffer along the property line with neighboring Oak Creek Estates. No motor vehicle access nor pedestrian sidewalks will connect the proposed development with the Oak Creek Subdivision nor the park to the west. The master plan provides an urban mix that is pedestrian friendly with attractive buildings, streetscape, and open space. The development would provide a significant employment center along with residences and shopping options for the city.