



INFORMATION MEMORANDUM

TO: Mayor and City Council

FROM: Brett Mangum, Lead Planner

THROUGH: Ben Williamson, City Manager

CC: Tara Bradley, Planning Manager
Derek Hull, Director of Community Services
Kevin McCoy, Chief of Police & Managing Director
Erin Flores, Senior Management Analyst
Stacy Henderson, Director of Administrative Services
Jawaria Tareen, Deputy City Manager

DATE: August 18, 2026

SUBJECT: Conduct a public hearing and consider adopting Ordinance No. 4008 for a zoning amendment establishing a Planned Development district (PD-110) for multifamily residential development on approximately 3.286 acres of property located at 14330 Midway Road currently zoned Light Industrial (LI); and take appropriate action.

Summary:

The applicant, Clint Nolen with Kalterra, requests to create a new Planned Development District (PD-110) to accommodate a podium style multifamily development. If approved, land would be entitled to develop a four story, 242-unit multifamily community with a ground level parking garage. Surrounding zoning is primarily Light Industrial, while the uses are largely non-residential and span from office to hotels to retail. The nearest multifamily developments to the site are Midway Urban Village 1.2 miles to the south (Farmers Branch), Addison Grove 0.5 miles to the northwest (Addison), and the Vitruvian district 1 mile to the southwest (Addison).

The subject site includes 3.286 acres of land located at the northeast corner of Midway Road and Proton Road, on the east side of Farmers Branch in Council District 4. The site is currently developed with two single-story office buildings constructed in 1978 and is bordered by high voltage electric transmission lines on the north and by a drainage channel to the east.

The residential unit composition is zero studio units, 218 one-bedroom units, and 24 two-bedroom units, with a total density of 74 units per acre. With one-bedroom units making up 90% of the total share, and an average unit size of 788 square feet, this community is intended to house young professional singles, couples or small families. There will be an interior private courtyard with a pool and recreation area. Residents will also enjoy 6,500 square feet of clubhouse and indoor amenity space. With the exception of guest parking in front of the leasing office and surface parking around the perimeter of the building, all resident parking will be in the gated parking garage.

Multifamily apartments or multiple-family dwelling use is not currently entitled by right on this property. A zoning amendment is required to construct this type of development. If this zoning amendment is approved by the City Council, the applicant will need to bring forward a detailed site plan along with landscape plans and building elevations. This will necessitate a secondary round of public hearing, reviews, and approvals.

Adjacent Zoning Districts and Land Uses:

Direction	Zoning District	Land Use
North	Light Industrial (LI)	Gun range & electric transmission line
South	Light Industrial (LI)	Offices
East	Light Industrial (LI)	Offices & drainage channel
West	n/a (Town of Addison)	Retail

Proposed Development:

The applicant proposes rezoning approximately 3.286 acres for a new apartment development at 14330 Midway Road. The conceptual site plan shows a total of 242 dwelling units with associated parking, landscaping, streetscape, and amenity improvements. The proposed building is a four-story apartment with a mix of one- and two-bedroom units over a one-story parking structure. This type of development is known as a ‘podium’ style of construction. The height from ground floor to top plate will be approximately 57 feet, with the highest point of the roof peak capping out at 75 feet. The building setbacks are 50 feet off of the Midway Road frontage, and 25 feet off the Proton Road frontage. The larger setback along Midway will allow the sidewalks to be shifted away from the street towards the building and on to the subject property, providing greater pedestrian comfort and allowing space for overhead power lines and landscaping. There are no overhead power lines along Proton Road, and the sidewalk will follow the standard protocol of being placed within the street right-of-way.

Site Access

Two access points along Proton Road are proposed connecting to existing mutual access easements to provide vehicular access to the site. An additional right-in, right-out driveway connection will be added on Midway Road, providing a loop around the site which increases the overall connectivity compared to the existing development. A 24-foot fire lane is proposed to loop around

the site providing access to all sides of the building for emergency vehicles and first responders. The plans show that the parking garage is to be gated to prevent pass-through traffic. If gates are installed then they will be equipped with Knox Box technology which would permit access for any first responders including the Fire Department.

Pedestrian access is provided on both street frontages where none exists currently. A recessed five-foot wide sidewalk will be added along Midway Road, with an additional five-foot wide sidewalk being installed along Proton Road. A series of private sidewalks are proposed internal to the site to provide connections to all building entrances. Striped crosswalks across the three vehicular access points will provide an additional layer of safety and visibility, while the new sidewalks will connect with existing crosswalks across Proton and Midway Road. A DART bus stop for routes 200 & 202 also stops directly on Midway Road in front of the site, affording an additional transportation option to potential residents and employees.

Parking

The proposed Planned Development would provide a total of 1.2 parking spaces per residential unit, which based on the unit count of 242 would require a minimum of 291 parking spaces. The gated parking garage contains 172 parking spaces, with the remainder 119 parking spaces being distributed around the northern and eastern sides of the ground floor. This parking count includes a combination of structured parking garage spaces and surface parking spaces as detailed below:

PD-110 Requirement	Minimum Required	Total Provided	Type of Parking Provided	Complies?
1.2 spaces/unit	291 spaces	291 spaces	119 – surface spaces (head in parking) 172 – one-story gated parking garage (includes 6 handicap accessible spaces) 1 – loading/unloading zone (40'x10')	Yes

Landscaping

The applicant is proposing to dedicate approximately 39,555 square feet of the site to planted landscaped areas, or 28% of the total acreage. Seventeen canopy trees will be planted along the two street frontages, with an additional twelve ornamental trees and screening shrubs dispersed throughout the property. The interior pool courtyard and cabana area are also programmed with extensive landscaping which is included in the 28% pervious cover figure. The remaining 72% impervious cover is inclusive of the building and parking garage footprint, driveways, surface parking, and sidewalks.

The small areas underneath the overhang of the building are proposed to be landscaped with grass-like astro-turf, but these are limited to the non-street facing facades. The remainder of the landscape areas will be irrigated as required by ordinance.

Building Elevations

The exterior materials proposed include a minimum of 15% brick masonry on each street facing façade. Masonry will be concentrated at the podium level, ground-floor facades, and key architectural elements. The remainder of the building façades may consist of fiber cement lap

siding, fiber cement board-and-batten panels, limited EIFS used as an accent material only, and engineered wood-look materials. Non-masonry cladding would be limited to upper stories and articulated façade planes, and are proposed to be modified through offsets, color variation, and changes in material orientation. All visible parking podium levels will be fully screened using brick masonry or a combination of brick and compatible architectural cladding.

Multifamily Development Policy

The city's Multi-Family Development Policy outlines the suitability of multi-family in various sectors of the city. With the adoption of Ordinance No. 3715 by City Council on November 16, 2021, the policy serves as a guide for desirable development standards to ensure the development of quality multifamily residential communities within the City. Following several rounds of staff review, the applicant submitted corrections and revisions to clear any outstanding comments. The final submittal was assessed against the policy based on current conditions. All policy requirements were met, with the following exceptions listed in bullet points below:

- Mixed-use developments should be considered along major corridors and at corner locations where there is increased visibility and traffic, or within defined mixed-use areas, such as the Station Area. Such developments should include at least one other land use (most often retail, commercial, or office), in either vertical or horizontal configuration.

City Analysis:

The proposed development is not mixed-use.

While the subject site specifically only has the multifamily use, the development could be understood as mixed-use in a larger context of the neighborhood and surroundings. Adding a residential component here would diversify land uses in the area around the Proton & Midway intersection.

- Ground floor residential units should be raised above the street level to provide increased privacy for residents, while maintaining “eyes on the street”.
- Entries to ground floor uses and individual residential units should be provided when the uses or units front a public street, private street, open space or sidewalk.
- Entrances should be defined through the use of architectural details such as awnings, porches, recessed entrances, or lighting.
- Landscaping and/or low-level fencing (less than 4 feet in height) should be used to define the public and private realm. Chain link fencing shall not be permitted.

City Analysis:

There are no ground floor units proposed at this time. Limited pedestrian interface opportunities due to the parking garage structure and surface parking dominating the ground floor.

- Wrapping the structure with residential units (and/or nonresidential uses if provided).

- Not having the structure span the entire frontage of any street; if the structure has to be visible, then the portion of the structure that abuts the street should be minimized.
- Having the entrances to the structures designed and sited so that the entrance does not negatively impact the character of the building and dominate the adjacent streetscape, yet the entrances should be clearly visible especially if public parking or visitor parking is provided within the structure

City Analysis:

The parking garage dominates the ground floor of the site. The City's preference would be to wrap the exterior of the parking garage with other uses or amenities that help generate street activity and promote vibrancy.

Comprehensive Plan Recommendation:

The Farmers Branch 2045 Comprehensive Plan designates this site as “Mixed Use” on the Future Land Use Map. Mixed use areas are intended to contain a mix of complementary uses that may include housing, office, civic, commercial, limited industrial uses (compatible in size and scale with the other uses in the area), park and open space uses. These areas are designed and oriented as a cohesive district, neighborhood or corridor. Housing can take the form of medium- to high-density residential uses, in various formats and densities. Development should be carefully designed with appropriate transitions to moderate density neighborhoods or non-residential uses. There are no single-family residential areas proximal to the subject site.

The proposed development is consistent with the future land use designation contained in the Comprehensive Plan.

Public Response:

On July 2, 2026, fifteen notification letters were mailed to the surrounding property owners and Carrollton-Farmers Branch and Dallas Independent School Districts. A zoning notification sign was posted on the site the same day. Notice of the public hearing was published in the Dallas Morning News on July 31, 2026.

As of the writing of this report, no opposition letters have been received while one letter of support has been received.

Recommendation:

On July 13, 2026, the Planning and Zoning Commission considered this request and recommended approval by a vote of 7-0.