

STAFF REPORT

Case No.: 25-ZA-10

Request: Conduct a public hearing and consider the request for a zoning amendment for multifamily development on approximately 3.286 acres located at 14330 Midway Road within a Light Industrial (LI) zoning district; and take appropriate action.

Applicant: Clint Nolen, Kalterra

Planning & Zoning Commission Meeting: July 13, 2026

Summary:

The applicant, Kalterra, requests to create a new Planned Development District (PD) 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 Addison Grove 0.5 miles to the northwest (Addison), the Vitruvian district 1 mile to the southwest (Addison) and Midway Urban Village 1.2 miles to the south (Farmers Branch).

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. A large portion of the property is currently situated in Zone A (areas with a 1% annual chance of flooding) risk area, defined by FEMA.

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-81 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. The project has been through several rounds of refinement from the initial submittal. 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.

Policy Section	Policy Recommendation	Evaluation	Meets Policy
2.1 Location	The development is near or adjacent to existing or planned multi-family or residential uses.	• Development is adjacent to several planned multifamily districts (zoning entitled): Addison Grove, Vitruvian, and Midway Urban Village. • Additional multifamily development is possible in area over time. • There is proximity to employment: Light Industrial, Office/warehouse. • Lack of proximity to neighborhood retail services. • Currently, surrounding area is made up predominately of light industrial and office/warehouse type uses.	Partially
	Additional multifamily development is possible in the area, the multi-family development will not be isolated.		
	There is proximity to employment.		
	There is proximity to neighborhood retail services.		
3.0 Density	The proposed development has a minimum density of 55 dwelling units per acre.	This proposed development has a density of 74 dwelling units per acre.	Exceeding
4.0 Site Design			
4.1 Orientation	Urban style development with higher densities, structured parking and streetscape amenities strongly encouraged.	Proposed development features some of these characteristics.	Partially
	Buildings oriented towards the street.	The development does not have any active uses on the ground floor which would be the preferred mode.	
	Setbacks from the adjacent street right-of-way should be minimized and designed to accommodate street trees, street furniture, wider sidewalks, and pedestrian lighting	Large setbacks along Midway Road will accommodate pedestrian infrastructure as well as landscaping improvements.	

	Primary building entrances facing the public street should be given the greatest emphasis because this conveys to pedestrians where to enter the building.		
4.1.1 Mixed-Use	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.	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 Midway & Proton intersection.	No
4.1.2 Ground Floor Uses	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.	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.	No
4.2 Open Space			
	Open spaces should have a minimum dimension of 15 feet in any direction to ensure usability. Site specific exceptions may be made to	The building features a pool with courtyard within close proximity at ground level.	Yes

4.2.1 Private Open Space	this requirement if an acceptable rationale is provided.	No perimeter fencing is proposed, preventing an exclusionary feeling.	
	The majority of private open spaces should provide active or passive amenities for residents. If the size of the development allows a variety of amenities should be included in the site design.		
	Private open spaces should be ADA compliant.		
	Useable open space should be contiguous to create courtyard amenities and avoid incidental disconnected open spaces.		
4.2.2 Public Open Space	Public open spaces should be highly visible from adjacent public streets and easily accessible by the general public.	- A bus stop shelter is proposed where none currently exists. - Publicly available sidewalks are located along both Midway Road and Proton Road.	Yes
	The dimensions of public open spaces should be not less than 15 feet in any direction to ensure usability; provided, however, exceptions could be made with respect to sidewalks.		
	Has a minimum dimension of 15 feet in any direction (Exceptions can be made)		
	Inclusion of street furniture and appropriate lighting within public open space and within the streetscape is encouraged to ensure usability and safety.		
	Sidewalks and hike and bike trails provided as public open space shall comply with all applicable City standards.		
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	Public open space shall be ADA compliant.		
	Useable open space should be contiguous to create courtyard amenities and avoid incidental disconnected open spaces.		
4.3 Parking			
4.3.1 Structured Parking	Wrapping the structure with residential units (and/or nonresidential uses if provided).	• 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.	No
	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		
4.3.2 Surface Parking	Not be located between the buildings and the street except for minimal amounts of parking to accommodate short-term deliveries, leasing centers, and visitor parking.	Only about 2% of the total parking spaces are between the building front and the street and are intended to accommodate high turnover activities (visitors, deliveries, etc.)	Yes
	Not be located adjacent to street corners so that the buildings are the prominent feature that defines the street corner		
4.4 Landscaping	Provide landscaping over and above any applicable zoning requirements where space allows.	• Applicant proposing to landscape 28 percent of property. • Enhanced landscaping throughout the property.	Yes
	Enhance entryways, especially those located adjacent to the public realm.		

	Enhance private and public open spaces.	Area to the rear of property where retaining wall will be placed to be landscaped.	
	Enhance areas within a site (e.g. along sidewalks and roadways, near individual units and amenity spaces, or adjacent to individual parking garages).		
	Screen exposed building foundations, building utilities, and service areas.		
	Incorporate CPTED recommendations regarding landscaping to enhance safety on the site.		
	Use landscaping in conjunction with other screening methods (e.g., screening walls and fences) along rear and side property lines where a separation between the multi-family development and adjacent properties is desired.		
4.5 Sidewalks	Provide connections between buildings, open spaces/amenities, and parking areas.	- Sidewalks provided along both Midway Road and Proton Road. - Sidewalks will be compliant with accessibility requirements. - Sidewalks are not predominant in this area now, but over time linkages will be created as property redevelops.	Yes
	Provide connections to the sidewalks located within the adjacent public street space (i.e. street right-of-way).		
	Be compliant with accessibility requirements.		
4.6 Lighting	Be well lit to promote safety and security, including illuminating sidewalks, parking areas, and open spaces areas – dark areas are discouraged.	- Property will feature pole lighting throughout. - Lighting will be complimentary to the development. - It is not known whether any lighting will be wall-mounted or lower level.	Partially
	Have downward cast light fixtures, including within parking areas.		
	Incorporate wall-mounted, lower-level fixtures which are preferable to maintain a human scale.		

	Be complimentary to the building and site design.		
4.7 Service Areas	Service areas shall not be visible from public streets and open space areas where possible.	Dumpsters will be located in the rear of the property, and the loading area is contained inside the garage.	Yes
	Service areas, including garbage, recycling, and mechanical equipment, shall be screened in accordance with applicable zoning regulations.		
	Loading areas should be sited to avoid unloading/loading operations occurring within fire lanes and be accessible to accommodate larger delivery vehicles.		
5.0 Building Design	Vertical and/or horizontal modulation is applied to the main elevations facing public street.	- Elevations incorporate a combination of: brick, stone, fiber cement panels, and board and batten - All facades incorporate a mixture of these materials.	Yes
5.1 Exterior Building Materials	Use two or more proven and tested durable exterior building materials in order to promote design and achieving sustainable building construction for the long term.		
	Inclusion of quality, durable construction materials such as masonry, brick or stone is strongly encouraged.		
	Incorporate details to add visual interest such as decorative molding, brackets, trim, railings, and lattice work.		
5.2 Building Modulation and Articulation	Modulation is applied to the main elevations facing public street	Some modulation and articulation proposed, and material variety also provides for an in-depth in design.	Yes
	Stairwells and building corridors are enclosed and climate controlled.		
	Articulation design elements, including the roofline, should complement the building modulation.		

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. As of the writing of this report, no written correspondence has been received by the city.