



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Meeting Agenda

Zoning Board of Adjustment

Monday, March 23, 2026

5:30 PM

Development Service Center

REGISTRATION GUIDELINES FOR ADDRESSING THE ZONING BOARD OF ADJUSTMENT

Citizens will also be able to participate in the following way (NOTE: Other than public hearings, citizens are only able to comment one time per agenda item; citizens cannot use both methods to comment on a single agenda item. Public comments are not held for work session reports.):

- eComment – On March 17, 2026, the agenda was posted online at <https://tx-denton.civicplus.com/242/Public-Meetings-Agendas>. Once the agenda is posted, a link to make virtual comments using the eComment module will be made available next to the meeting listing on the Upcoming Events Calendar. Within eComment, citizens may indicate support or opposition and submit a brief comment about a specific agenda item. Comments may be submitted up until the start of the meeting at which time the ability to make an eComment will be closed. Similar to when a citizen submits a white card to indicate their position on an item, the eComments will be sent directly to members of the Zoning Board of Adjustment and recorded by the Secretary.

Members review comments received in advance of the meeting and take that public input into consideration prior to voting on an agenda item. The Chair will announce the number of Comment Cards submitted in support or opposition to an item during the public comment period. Comments will not be read during the meeting. The Secretary will reflect the number of comments submitted in favor/opposition to an item, the registrant's name, address, and (summary of) comments within the Minutes of the Meeting, as applicable.

After determining that a quorum is present, the Zoning Board of Adjustment of the City of Denton, Texas will convene in a Regular Meeting on Monday, March 23, 2026, at 5:30 p.m. in Training Rooms 3, 4, and 5 at Development Service Center, 401 N. Elm Street, Denton, Texas at which the following items will be considered:

1. PLEDGE OF ALLEGIANCE

- A. U.S. Flag
- B. Texas Flag

“Honor the Texas Flag – I pledge allegiance to thee, Texas, one state under God, one and indivisible.”

2. WORK SESSION

- A. [ZBA26-002](#) Receive a report and hold a discussion regarding best practices for the Zoning Board of Adjustment's procedures, powers, and duties.

Attachments: [Exhibit 1 - Agenda Information Sheet](#)

3. ITEMS FOR CONSIDERATION

- A. [ZBA26-001](#) Consider the approval of the December 15, 2025 minutes.

Attachments: [December 15, 2025](#)

- B. [ZBA26-003](#) Elect a Chair and Vice-Chair to the Zoning Board of Adjustment.

Attachments: [Exhibit 1 - Agenda Information Sheet](#)

4. PUBLIC HEARINGS

- A. [V26-0002](#) Hold a public hearing and consider approval of a variance from Denton Development Code Subsection 7.9.4B regarding the maximum amount of parking spaces allowed for an automotive fuel sales development located on an approximately 2.73-acre property on the northeast corner of the intersection of Cooper Creek Road and University Drive. (V26-0002, QT-1899 Maximum Parking, Matt Bodine)

Attachments: [Exhibit 1 - Agenda Information](#)
[Exhibit 2 - Staff Analysis](#)
[Exhibit 3 - Site Location Map](#)
[Exhibit 4 - Project Narrative](#)
[Exhibit 5 - Parking Demand Analysis](#)
[Exhibit 6 - Development Site Plan](#)

5. CONCLUDING ITEMS

A. Under Section 551.042 of the Texas Open Meetings Act, respond to inquiries from the Zoning Board of Adjustment or the public with specific factual information or recitation of policy, or accept a proposal to place the matter on the agenda for an upcoming meeting AND Under Section 551.0415 of the Texas Open Meetings Act, provide reports about items of community interest regarding which no action will be taken, to include: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition of a public official, public employee, or other citizen; a reminder about an upcoming event organized or sponsored by the governing body; information regarding a social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the municipality; or an announcement involving an imminent threat to the public health and safety of people in the municipality that has arisen after the posting of the agenda.

NOTE: The Zoning Board of Adjustment reserves the right to adjourn into a Closed Meeting on any item on its Open Meeting agenda consistent with Chapter 551 of the Texas Government Code, as amended, or as otherwise allowed by law.

CERTIFICATE

I certify that the above notice of meeting was posted on the official website (<https://tx-denton.civicplus.com/242/Public-Meetings-Agendas>) and bulletin board at City Hall, 215 E. McKinney Street, Denton, Texas, on March 17, 2026, in advance of the three (3) business day posting deadline, as applicable, and in accordance with Chapter 551 of the Texas Government Code.

OFFICE OF THE CITY SECRETARY

NOTE: THE CITY OF DENTON'S DESIGNATED PUBLIC MEETING FACILITIES ARE ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE ACCOMMODATION, SUCH AS SIGN LANGUAGE INTERPRETERS FOR THE HEARING IMPAIRED, IF REQUESTED AT LEAST TWO (2) BUSINESS DAYS IN ADVANCE OF THE SCHEDULED MEETING. PLEASE CALL THE CITY SECRETARY'S OFFICE AT 940-349-8309 OR USE TELECOMMUNICATIONS DEVICES FOR THE DEAF (TDD) BY CALLING 1-800-RELAY-TX SO THAT REASONABLE ACCOMMODATION CAN BE ARRANGED.



City of Denton

City Hall
215 E. McKinney Street
Denton, Texas
www.cityofdenton.com

AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

ACM: Cassandra Ogden

DATE: March 23, 2026

SUBJECT

Receive a report and hold a discussion regarding best practices for the Zoning Board of Adjustment's procedures, powers, and duties.

BACKGROUND

Staff will present a brief review of best practices related to the Zoning Board of Adjustment's (ZBA) procedures, powers, and duties. The discussion will include, but is not limited to, how state statutes and the City's regulations impact ZBA members' roles and responsibilities.

Links to state and local regulations that will be referenced in the presentation are provided below:

- Texas Local Government Code Chapter 211 *Municipal Zoning Authority*: [LOCAL GOVERNMENT CODE CHAPTER 211. MUNICIPAL ZONING AUTHORITY](#)
- Denton Development Code Subchapter 2 *Administration and Procedures*: [Subchapter 2 - Administration and Procedures | Development Code | Denton, TX | Municode Library](#)
- Texas Government Code Chapter 551 *Open Government; Ethics*: [GOVERNMENT CODE CHAPTER 511. OPEN GOVERNMENT; ETHICS](#)
- Denton Code of Ordinances, Subpart A, Chapter 2, Article XI *Ethics*: [Ethics Ordinance](#)

EXHIBITS

1. Agenda Information Sheet

Respectfully submitted:
Julie Wyatt, AICP
Principal Planner

MINUTES
ZONING BOARD OF ADJUSTMENT
December 15, 2025

After determining that a quorum is present, the Zoning Board of Adjustment of the City of Denton, Texas will convene in a Regular Meeting on Monday, December 15, 2025, at 5:45 p.m. in Training Rooms 3, 4, and 5, at the Development Service Center, 401 N. Elm Street, Denton, Texas, at which the following items will be considered:

PRESENT: Vice-Chair Connor Hall, and Members: Kate Lynass, Kristine Bray, Liam Gaume-Wakefield, Julie Remski, Scout Register, and Byron Woods

ABSENT: Chair: Jennifer Lane

REGULAR MEETING

1. PLEDGE OF ALLEGIANCE

- A. U.S. Flag
- B. Texas Flag

2. ITEMS FOR INDIVIDUAL CONSIDERATION

A. ZBA25-018: Consider the approval of the June 23, 2025, minutes.

Member Wakefield moved to approve the minutes as presented. Motion seconded by Member Woods. Motion carried.

AYES (6): Vice-Chair Connor Hall, and Members: Kate Lynass, Julie Remski, Scout Register, Liam Gaume-Wakefield, and Byron Woods

NAYS (0): None

ABSENT FOR VOTE:

B. ZBA25-017: Consider the approval of the November 17, 2025, minutes.

Member Wakefield moved to approve the minutes as presented. Motion seconded by Member Register. Motion carried.

AYES (6): Vice-Chair Connor Hall, and Members: Kate Lynass, Julie Remski, Scout Register, Liam Gaume-Wakefield, and Byron Woods

NAYS (0): None

ABSENT FOR VOTE:

3. Public Hearing

C. V25-0063 Hold a public hearing and consider approval of a variance from Chapter 33 Signs and Advertising Devices of the Code of Ordinances, specifically Section 33.14.2(b) as it relates to the maximum effective area of a ground sign, to allow for a sign with an effective sign area

of approximately 451 square feet for an existing fuel station and restaurant use, located on an approximately 17.20-acre property on the southwest corner of the intersection of Barthold Road and North IH-35. (V25-0063, Love’s Travel Stop Sign, Mia Hines)

Vice-Chair Hall opened the public hearing at 5:53 pm.

Mia Hines presented the item.

Discussion between the board occurred.

The applicant, Chad Bruner, answered clarifying questions for the board.

With no member of the public speaking on the matter Vice-Chair closed the public hearing at 6:12 pm.

Member Lynass made a motion to approve the variance without staff’s recommended condition. Motion seconded by Member Wakefield. Motion carried.

AYES (6): Vice-Chair Connor Hall, and Members: Kate Lynass, Julie Remski, Scout Register, Liam Gaume-Wakefield, and Byron Woods

NAYS (0): None

ABSENT FOR VOTE:

4. CONCLUDING ITEMS

Member Remski asked questions about how staff time was utilized in preparing the sign code variance.

With no further business, the meeting was adjourned at 6:36 p.m.

X

Jennifer Lane
Zoning Board of Adjustments Chair

X

Cathy Welborn
Administrative Assistant

Minutes approved on: _____



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AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

ACM: Cassandra Ogden

DATE: March 23, 2026

SUBJECT

Elect a Chair and Vice-Chair to the Zoning Board of Adjustment.

BACKGROUND

The Zoning Board of Adjustment elects a chairperson and vice-chairperson from its members annually.

Per the Boards, Commissions and Council Committees Handbook:

Election of Officers

Procedures for the election of officers for appointed boards are established to ensure consistency with the City Council's goals and policies in making board appointments. Except where otherwise provided by state law, federal law, City Charter, or City ordinances or resolutions, election of officers for City of Denton's council-appointed boards will be as follows:

- The chair and vice-chair will be elected by voting board members.
- Election of officers shall be annually and occur in January or February. For those boards not meeting regularly, the election shall be held during the first board meeting of the calendar year. If, for any reason, the chair or vice-chair vacates their seat, a special election shall be held to fill the unexpired term. A temporary chair may be selected by the board pursuant to Roberts Rules of Order.
- The staff liaison, designated by the City Manager, shall serve as the official secretary to the board or commission to ensure records are maintained in accordance with requirements of the City Secretary's office.
- The City Council shall reserve the right, as deemed necessary in individual instances, to appoint the chair and vice-chair for any special issue or temporary advisory committees. If the City Council chooses not to make the appointment for chair and vice-chair, then the procedure outlined in this policy will apply.

According to Robert's Rules of Order, once a chairperson and vice-chairperson are elected, they will "take possession of [their] office immediately upon [their] election's becoming final." As such, the present chairperson and vice-chairperson will vacate their roles at that time, and the newly elected chairperson and vice-chairperson will continue the Zoning Board of Adjustment meeting.

EXHIBITS

1. Agenda Information Sheet

Respectfully submitted:
Hayley Zagurski, AICP
Assistant Planning Director



City of Denton

City Hall
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Denton, Texas
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AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

DCM: Cassey Ogden

DATE: March 23, 2026

SUBJECT

Hold a public hearing and consider approval of a variance from Denton Development Code Subsection 7.9.4B regarding the maximum amount of parking spaces allowed for an automotive fuel sales development located on an approximately 2.73-acre property on the northeast corner of the intersection of Cooper Creek Road and University Drive. (V26-0002, QT-1899 Maximum Parking, Matt Bodine)

BACKGROUND

The applicant is requesting a variance from Denton Development Code (DDC) Subsection 7.9.4B regarding the maximum amount of parking spaces allowed for an automotive fuel sales development.

The subject property is 2.73 acres and located at the northeast corner of Cooper Creek Road and University Drive with vacant buildings on-site. Plans for an automotive fuel sales development on the property are currently under staff review. Per Table 7.9-I: Minimum Required Off-Street Parking of the DDC, the minimum parking requirement for the automobile fuel sales land use is one vehicular space per 350 square feet of gross floor area, and the maximum parking allowed is 125 percent of the minimum parking requirement. The Director may approve a modification to the maximum parking allowed up to 150 percent provided the applicant submits a parking demand study demonstrating the need.

Based on the proposed building size of 5,023 square feet, the DDC requires a minimum of 15 parking spaces, allows for a maximum of 19 parking spaces, and the Director may modify the maximum to be up to 23 parking spaces. The applicant is requesting an additional 16 parking spaces above the Director-modified maximum for a total of 39 parking spaces, as summarized in the table below.

Minimum Parking	Maximum Parking (125% of Minimum Required)	Director-modified Maximum Parking (150% of Minimum Required)	Requested Parking	Difference between Requested and Director-modified
15 spaces	19 spaces	23 spaces	39 spaces	+16 spaces

The proximity of several, heavily trafficked major roadways such as University Drive and Loop 288 create special conditions unique to this area of the City but not uniquely special to just this site. The applicant submitted a parking demand study (see Exhibit 5) comparing the provided on-site parking of two other gas stations, under the same franchise, in DFW similarly located along heavily trafficked corridors. The study provided evidence that these gas stations saw higher parking space usage than what the DDC would allow. The granting of this variance for additional parking would not be detrimental to the public welfare as the

applicant indicates that insufficient parking creates safety risks for customers and emergency vehicles as customers typically park in areas on site not designated for such a function (see Exhibit 4). The applicant has indicated that the variance is the minimum needed to accomplish this purpose as other options to allow additional parking, such as adjacent on-street parking, are not feasible. Although the maximum parking limits in the DDC are applicable to all similar developments, the applicant has indicated that maximum parking limit is an unnecessary hardship as market conditions and the location of the site create the need for more parking to ensure the safety of their patrons and employees. The applicant has provided a site design incorporating the additional parking that also meets all other requirements and the intent of the DDC (see Exhibit 6). The variance is not solely for the purpose of mitigating financial hardship and special conditions related to the site's surrounding street context are not the result of the owner's actions. However, the site has not been developed for the proposed use, so the safety risks that the additional parking is argued to mitigate for have not been realized for this particular site.

A full Staff Analysis based upon the criteria for approval for a sign variance is provided in Exhibit 2.

OPTIONS

1. Approve as submitted.
2. Approve subject to conditions.
3. Deny with reasons.

RECOMMENDATION

Staff does not find that all the criteria are strictly met; therefore staff does not recommend approval of the variance. However, staff has no objection should the Zoning Board of Adjustment find that the request meets the spirit and intent of the DDC and the criteria for approval provided that stormwater discharge created by the additional parking is mitigated as a condition of approval.

PUBLIC OUTREACH:

Public outreach is not required for this variance request.

PRIOR ACTION/REVIEW (Council, Boards, Commissions)

No prior action/review.

DEVELOPER ENGAGEMENT

No developer contact and/or meeting disclosures have been provided to staff as of the issuance of this report.

EXHIBITS

1. Agenda Information Sheet
2. Staff Analysis
3. Site Location Map
4. Project Narrative
5. Parking Demand Analysis
6. Development Site Plan

Respectfully submitted:
Hayley Zagurski, AICP
Planning Director

Prepared by:
Matt Bodine
Assistant Planner

Planning Staff Analysis

V26-0002 / QuickTrip-1899 Maximum Parking

Zoning Board of Adjustment

REQUEST:

Tommy Vilbig representing QuikTrip South LLC is requesting approval of a variance from the Denton Development Code Subsection 7.9.4B regarding the maximum amount of parking spaces allowed for an automotive fuel sales development.

SITE DATA:

The 2.73-acres subject property is located at the northeast corner of the intersection of University Drive and Cooper Creek Road. There are vacant buildings on-site; however, development plans are under review to redevelop the property for a proposed automotive fuel sales development. University Dr. and Cooper Creek Rd. are classified as primary arterials on the City of Denton Mobility Plan, and a portion of Cooper Creek Rd. would be improved to the City’s roadway standards with the proposed redevelopment.

CONSIDERATIONS:

Subsection 7.9.4B of the DDC states that in no case shall any use or development provide more than 125 percent of the minimum number of off-street parking spaces required by Table 7.9-1: Minimum Required Off-Street Parking, unless otherwise provided in the DDC. Per Table 7.9-I, the minimum parking requirement for automobile fuel sales land uses is one vehicular space per 350 square feet of gross floor area. The DDC’s parking requirements and the applicant’s request are summarized below.

Minimum Parking	Maximum Parking (125% of Minimum Required)	Director-modified Maximum Parking (150% of Minimum Required)	Requested Parking	Difference between Requested and Director-modified
15 spaces	19 spaces	23 spaces	39 spaces	+16 spaces

Per Subsection 2.8.1B, any property owner seeking relief from the DDC may request a variance from the strict application of the DDC when said variance would meet the approval criteria listed in DDC Subsection 2.8.1D, and the Zoning Board of Adjustment shall decide all requests for variances. In reviewing a variance application, the Zoning Board of Adjustment shall find that all of the following exist:

1. Special circumstances or conditions apply to the parcel for which the variance is sought, which circumstances or conditions are peculiar to such parcel and do not apply generally to other parcels in the same district or neighborhood and that said circumstances or conditions are such that the strict application of the provisions of this DDC would deprive the applicant of the reasonable use of such parcel;

The proximity of several major, heavily trafficked roadways adjacent to the site create the special conditions for which the variance is being sought. The site is located on the corner of two Primary Arterials, University Drive and Cooper Creek Road, and is within a half mile of Loop 288 which changes classification from a Primary Arterial to a Freeway at its intersection with University Drive. According to the Denton Mobility Plan, Primary Arterials provide regional connection between different areas of Denton County, and Freeways are controlled access roads designed for high speeds. Arterials are also

designed for higher volumes of vehicle traffic than other roads as evident from the requirement for three vehicle lanes in each direction. University Drive is a unique arterial because first, it is a state-owned highway (also known as US 380), and second, it serves as major east-west corridor in the DFW region, not just in the County and is thus heavily trafficked. The importance of both Loop 288 and University Drive in facilitating vehicle travel across the region is evident from plans to expand Loop 288 and improve its connection to University Drive. While said conditions are special to this area and only a few other specific areas of the City, they are not uniquely special to just this site.

The applicant submitted a parking demand study (see Exhibit 5) since it would be required for staff to approve any modification to the maximum parking requirement. The study analyzed two gas stations that are part of the same franchise in Fort Worth, TX and Princeton, TX. These gas stations are also located on the corners of busy, federal- or state-owned highways and major city roadways in their respective cities. These gas stations have similar sized buildings to what is proposed but with higher parking space counts with 71 parking spaces at the Fort Worth location and 49 parking spaces at the Princeton location. The study provides evidence that gas stations subject to the special conditions explained above see higher parking space usage than what the DDC would allow onsite. For example, the peak parking demand exceeded the Director-modified parking space maximum allowed for these sites by 29 spaces at the Fort Worth location and by 8 spaces at the Princeton location. The parking demand study also showed that occupied parking spaces exceeded the Director-modified maximum 98 percent of the observed time at the Fort Worth location and 16 percent of the observed time at the Princeton location.

While the parcel could develop with the desired use, the DDC applies the same parking standards for all automotive fuel sales uses across the City without consideration for things like adjacent roadway types or traffic counts. The strict application of the DDC would only allow for 23 parking spaces to be approved for this development based on the proposed building's size, which the applicant finds to be insufficient for safe operation of the intended business.

2. The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the district or neighborhood in which the parcel is located; and

The granting of the variance will not be detrimental to the public welfare. The applicant explains in their project narrative (see Exhibit 4) that similar sites without sufficient parking experience safety risks. They report customers parking in areas not designated for parking such as fire lanes and at fuel islands. While specific safety issues have not been evidenced at this location due to it not yet being developed, the City has seen evidence of safety risks occurring at gas stations in another heavily trafficked area. ZBA approved a variance for a parking lot addition to an existing gas station located along western US 380 facing safety issues from insufficient parking on November 18, 2024 (V24-0130).

3. The variance granted is the minimum variance that will accomplish the purpose;

If approved, this variance would allow for an additional 16 parking spaces above the Director-modified maximum that staff can approve for a total of 39 parking spaces. This variance is the minimum required to accomplish the applicant's site development goals since other avenues are either not feasible or not allowed by the DDC. Expanding the building footprint to require 39 parking spaces under the current parking ratio is not reasonable. This would require the building to be 2.7 times larger than what is proposed, which would interfere with a vehicle's ability to safely navigate the site within the existing lot area. Also, the streets fronting the site are not designed to accommodate on-street vehicle parking; therefore, the use of on-street parking to satisfy the request for additional parking is also not possible for this site.

4. The literal enforcement and strict application of the provisions of this DDC will result in an unnecessary hardship inconsistent with the general provisions and intent of this DDC and that in granting such variance the spirit of the DDC will be preserved and substantial justice done;

The granting of this variance would be consistent with the intent of the DDC, and more specifically the intent of the DDC's parking standards. Parking is regulated under Section 7.9 of the DDC, which is intended to provide off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demands of different land uses. Parking requirements are typically based upon industry standards and best practices formulated through the analysis of trip generation for various uses nationwide, so these ratios cannot reasonably be expected to perfectly fit every individual use, for which demand will vary by location and customer base.

The applicant claims the maximum parking limit in Subsection 7.9.4B creates an unnecessary hardship and unnecessarily constrains their ability to operate safely by not allowing them to provide sufficient parking for customers. The site could develop as a fuel sales use without the granting of the variance. However, the parking maximums established by the DDC do not take into account a specific business model or a specific location or adjacent roadway types that might lead to an increased parking demand. These unaccounted for conditions prevent the development of the site in an otherwise code-compliant manner and generate potential safety concerns in doing so. The applicant's proposed site design (see Exhibit 6) incorporates the additional parking requested by this variance, satisfies the City's development standards (except for parking), and meets the intent of the DDC. More specifically, the proposed site design meets Section 7.9 of the DDC which is intended to help protect public health, safety, and general welfare by:

a. Avoiding and mitigating traffic congestion;

The applicant conducted a Traffic Impact Analysis for its site and incorporated recommendations into its site design.

b. Providing necessary access for service and emergency vehicles;

The site design marks areas for service and emergency vehicle use. The additional parking is intended to allow customers to park in those designated parking spaces as opposed to parking in service and emergency vehicle areas.

c. Providing for safe and convenient interaction between motor vehicles, bicycles, and pedestrians;

The site design provides marked, on-site sidewalks and bike racks that ensure safe and convenient interaction between motor vehicles, bicycles, and pedestrians.

d. Encouraging multi-modal transportation options and enhanced pedestrian safety;

The site design is for an auto-oriented land use, so multi-modal transportation is not a priority of the site. However, bike racks and on-site sidewalks/crosswalks are provided to enhance safety and facilitate other modes of transportation.

e. Providing flexible methods of responding to the transportation and access demands of various land uses in different areas of the city;

This variance is being requested in part because the DDC is not flexible enough to allow staff to approve the total amount of parking requested. Per Subsection 7.9.5, staff is limited to approving up to 23 parking spaces for this site, which is 16 spaces less than the 39 total parking spaces the applicant desires.

f. Reducing stormwater runoff, reducing heat island effect from large expanses of pavement, improving water quality, and minimizing dust pollution; and

The site design complies with the City's stormwater drainage standards to mitigate the impact of stormwater runoff on other properties. The site design complies with the City's landscaping standards to reduce the heat island effect and dust pollution.

g. Avoiding and mitigating the adverse visual impact of large concentrations of exposed parking.

The site design complies with the City's requirement for landscaped islands in parking areas to mitigate the adverse visual impact of large concentrations of exposed parking.

5. The granting of a variance is not solely for the purpose of mitigating a financial hardship; and

This variance is not solely for the purpose of mitigating financial hardship. The increased parking is for the purpose of designing a site that the applicant believes will avoid safety risks linked to insufficient parking.

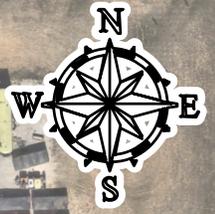
6. The condition or feature that creates the need for the variance did not result from the owner's actions.

The proximity of several, heavily trafficked roadways to this site is not the result of the owner's actions. However, the site has not yet been developed for automotive fuel sales use, so the safety risks that the additional parking is intended to mitigate for have not been realized for this particular site.

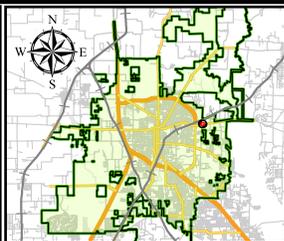
STAFF RECOMMENDATION:

Staff does not find that all the criteria are strictly met; therefore staff does not recommend approval of the variance. However, staff has no objection should the Zoning Board of Adjustment find that the request meets the spirit and intent of the DDC and the criteria for approval provided that stormwater discharge created by the additional parking is mitigated as a condition of approval.

ZCP25-0039 Site Location Map



-  COD
-  ETJ
-  ETJ 2
-  NAA 8/1/20
-  NAA 8/1/40



*This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. Although every effort was made to ensure the accuracy of this data, no such guarantee is given or implied. Utilization of this map indicates the understanding that there is no guarantee to the accuracy of this data.

January 22nd, 2026

Denton Staff,

Project: *QT-1899 Denton Texas
University and Cooper Creek*

QT-1899 Parking Variance Request:

The city has received our application requesting a variance to DDC 7.9.4B to allow additional parking stalls for our proposed new location at University Drive. The submitted plan includes 20 additional parking stalls over the code maximum, for a total of 39 stalls on the property. We believe there are several factors that make this site unique and justify our request.

As a company with extensive experience operating multiple locations throughout Denton and the greater DFW area, we understand the critical importance of providing sufficient parking for both customers and employees. Our other stores have demonstrated that high traffic volume—especially during peak hours—can strain parking availability and, without adequate space, create safety risks as customers park in non-designated areas. Throughout much of the day, customers at existing QuikTrip locations without adequate parking are frequently seen parking at the fuel island, as well as in the fire lanes along the curblines forcing them to walk greater distances across the busy parking lot.

Our motivation is simple: to provide a family-oriented, clean, and safe environment for everyone who visits our store. Safety and accessibility are paramount. We would like to proactively design our new location to handle similar traffic volumes efficiently.

Based on the performance of our other stores, we know that:

- Employee shifts and turnover: High-volume locations like this typically have 5–6 employees on the day shift, sometimes resulting in 6–8 employees on duty simultaneously. Adequate parking must account for staff, delivery vehicles, and ADA access.
- Dedicated parking requirements: We allocate stalls for ADA access and for equipment such as air stations, further reducing the number of stalls available to customers.
- Customer demand: At our existing stores, insufficient parking has caused customers to park in unsafe or inefficient areas, increasing risk and frustration.

Given these factors, providing additional parking at this location is essential to maintain safe and convenient access for customers and staff alike. This conclusion is supported by extensive



operational experience, customer feedback, and research from other Denton and DFW-area locations.

Please see the attached exhibits, including our proposed site plan.

We respectfully request the approval of this variance to ensure our new Denton location can operate safely, efficiently, and in a manner consistent with the high standards our customers have come to expect.

Thank you for your consideration.

Sincerely,

Tommy Vilbig, P.E.

469-907-4377 (Direct) tommy@vilbig.com 214-352-7333 (Office)

Vilbig & Associates, PLLC | 517 W Woodard | Denison, TX 75020 | www.vilbig.com |

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PARKING DEMAND ANALYSIS

The number of parking spaces required for the proposed QT 1899 development was calculated according to information in Table 7.9-I in the *Denton Development Code*, which is summarized in **Table 12**.

Table 12: City Code Parking Requirements Summary

Land Use	City Code	Size (ft ²)	Code Requirement (Parking Spaces)
Automotive Fuel Sales	1:350 ft ² (2.86 parking spaces/1,000 ft ²)	5,023	15
Minimum Parking Spaces Required by Code			15
Maximum Parking Spaces Allowed per Code (125% of Minimum)			19

With 46 proposed parking spaces, the amount of parking provided for the proposed QT 1899 will exceed the City’s maximum allowable amount by 27 parking spaces.

Parking Accumulation Data Collection - Other Locations

To determine the peak parking demand for the proposed QT 1899, a parking accumulation study was performed at two (2) existing QT stores in the DFW area:

- QT 1876 (10200 West Fwy, Fort Worth, TX 76108) = 4,993 ft² building with 16 vehicle fueling positions and 71 parking spaces
- QT 1921 (2000 W. Princeton Drive, Princeton, TX 75407) = 5,312 ft² building with 18 vehicle fueling positions and 49 parking spaces

The site plans for both of these stores are provided in the Appendix.

These studies were performed by counting the number of parked vehicles on each site between 6:00AM and 8:00 AM and 11:00 AM and 1:00 PM on either Wednesday, October 2, 2024 or Thursday, October 3, 2024. The number of parked vehicles at each location was documented every 5 minutes within the specified timeframe. The number of parking spaces occupied during each observation period is shown in **Figure 18** for both locations. The data collected at these two (2) locations are summarized in the Appendix.

Figure 18: Summary of Parking Accumulation Counts at Other QT Stores

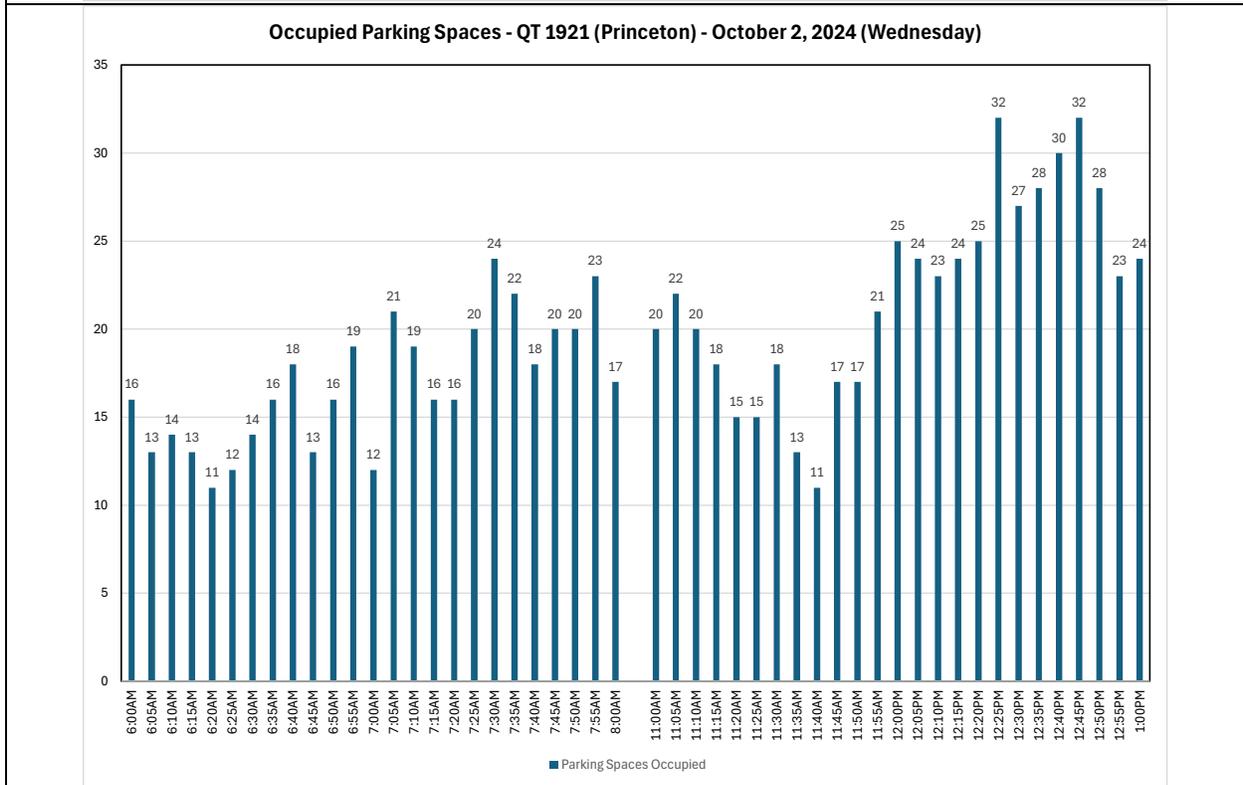
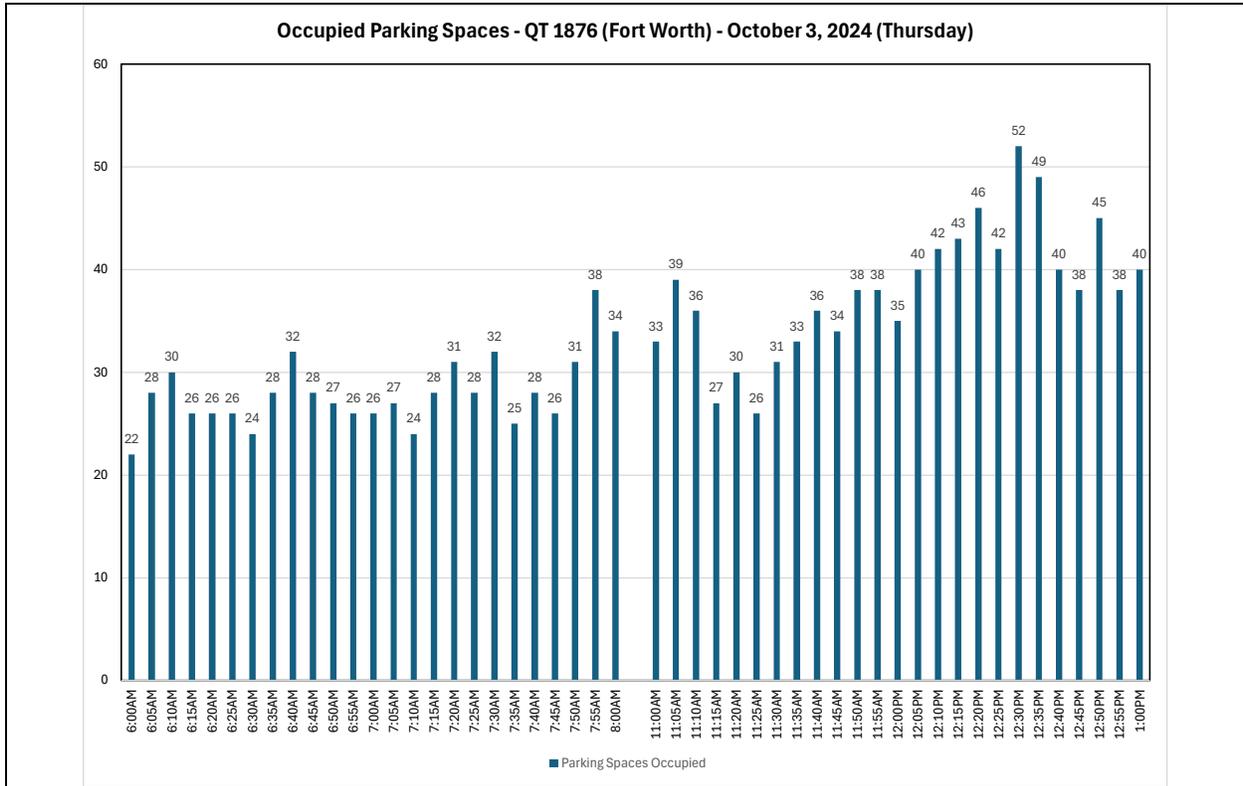


Table 13 summarizes the existing parking demand observed for both existing locations and the resulting peak parking ratio [peak parking demand/size of the store (1,000 ft²)]. The peak parking ratio (9.79 parking spaces occupied/1,000 ft²) occurred at QT 1876 and the average peak parking ratio between the two (2) locations was 8.10 parking spaces occupied/1,000 ft².

Table 13: Existing Parking Demand

	QT 1876 (4,993 ft ²) Available Parking Spaces = 71	QT 1921 (5,312 ft ²) Available Parking Spaces = 49
	Thursday (10/3/24)	Wednesday (10/2/24)
Peak Parking Demand	52	32
Peak Parking Ratio (parking spaces occupied/1,000 ft ²)	9.79	6.41

Parking Demand Analysis

Table 14 provides the results of applying the City of Denton parking requirements to the peak parking observations at the other two (2) existing QT stores and indicate that parking shortages of 12-33 spaces would occur using City of Denton requirements.

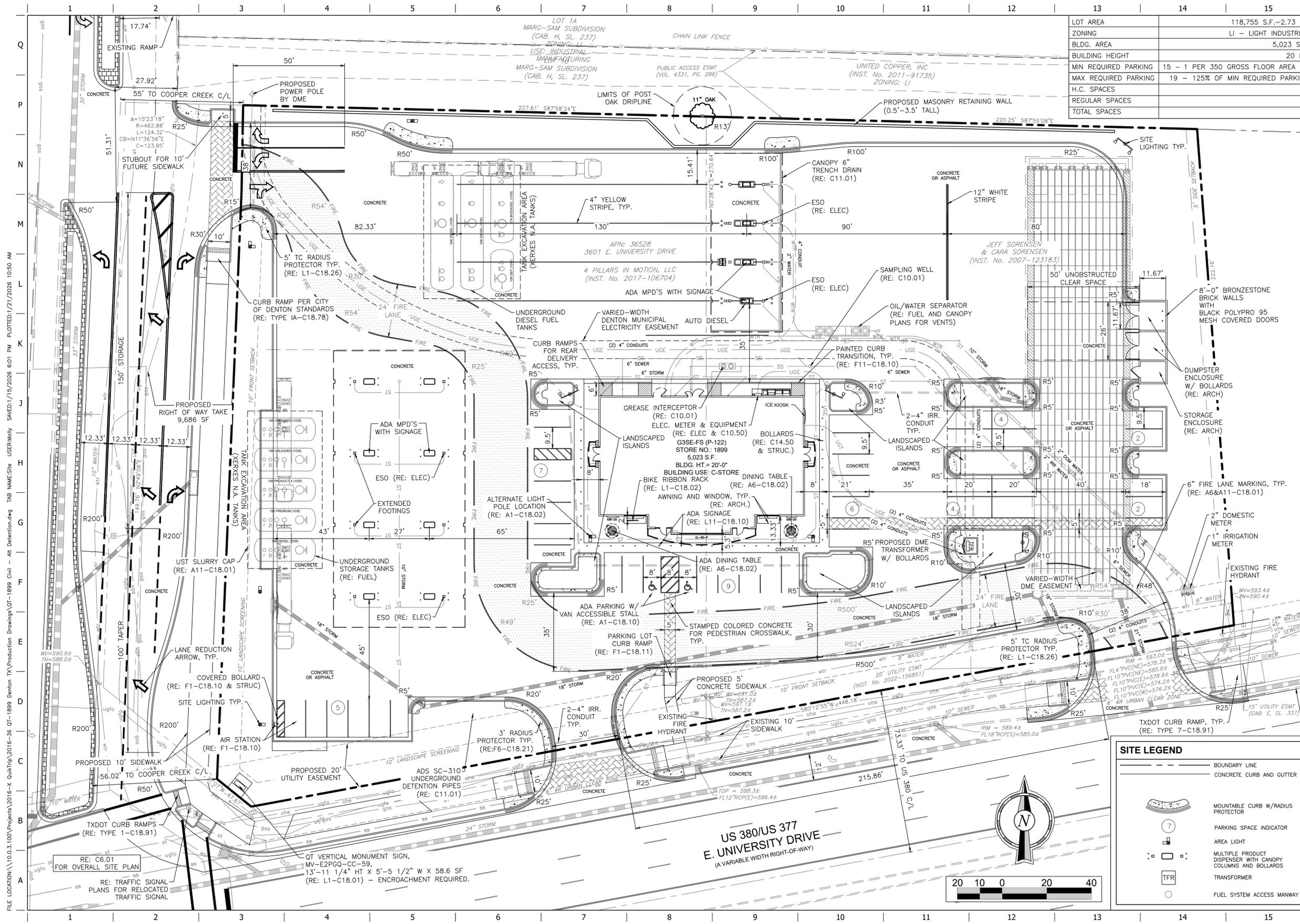
Table 14: City of Denton Parking Requirements (Other Locations)

	QT 1876 (4,993 ft ²)	QT 1921 (5,312 ft ²)
City of Denton Minimum Parking Requirement (Building Size/350)	15	16
City of Denton Maximum Parking Allowed (1.25 x Minimum Parking)	19	20
Peak Parking Observed	52	32
Resulting Parking Shortage (Using Denton's Maximum Parking Allowed)	33 parking spaces	12 parking spaces

Using the average peak parking ratio across both existing locations (8.10 parking spaces occupied/1,000 ft²) to the proposed Denton location (5,023 ft²) is predicted to result in a total of 41 parking spaces occupied at the Denton location, with the 46-space parking lot being approximately 89% full.

Therefore, based on the results of this analysis, the proposed number of parking spaces for the

proposed QT 1899 (46 parking spaces) is predicted to accommodate the anticipated peak parking demand and exceeding the maximum number of parking spaces allowed by City Code should be allowed.



LOT AREA	118,755 S.F.-2.73 AC
ZONING	LI - LIGHT INDUSTRIAL
BLDG. AREA	5,023 S.F.
BUILDING HEIGHT	20 FT.
MIN REQUIRED PARKING	15 - 1 PER 350 GROSS FLOOR AREA SF
MAX REQUIRED PARKING	19 - 125% OF MIN REQUIRED PARKING
H.C. SPACES	2
REGULAR SPACES	37
TOTAL SPACES	39

VA
 Vilbig and Associates PLLC
 Consulting Engineers and Surveyors
 Texas Engineering Firm # F-5614
 Texas Surveying Firm # 10033000
 www.vilbig.com
 PROJECT NO. 2016-36

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QuikTrip No. 1899
 3601 E. UNIVERSITY DRIVE
 DENTON, TX 76208

PROTOTYPE:	P-122 (05/22/25)
DIVISION:	
VERSION:	001
DESIGNED BY:	MCW
DRAWN BY:	MCW
REVIEWED BY:	TLV

REV	DATE	DESCRIPTION

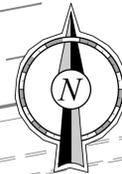
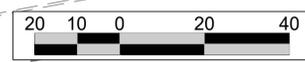
SHEET TITLE:
 SITE PLAN

SHEET NUMBER:
 7.01

ORIGINAL ISSUE DATE:

SITE LEGEND

	BOUNDARY LINE
	CONCRETE CURB AND GUTTER
	MOUNTABLE CURB W/RADIUS PROTECTOR
	PARKING SPACE INDICATOR
	AREA LIGHT
	MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
	TRANSFORMER
	FUEL SYSTEM ACCESS MANWAY



FILE LOCATION: \\10.0.3.100\Projects\2016-x QuikTrip\2016-x QuikTrip\2016-36 QT-1899 Denton TX\Production Drawings\QT-1899 Civil - At Detention.dwg USER:telly SAVED: 1/15/2026 6:01 PM PLOTTED: 1/21/2026 10:50 AM