



CITY OF DALLAS
CITY PLAN COMMISSION
Thursday, May 18, 2017
AGENDA

BRIEFINGS:	5ES	10:30 a.m.
PUBLIC HEARING:	Council Chambers	1:30 p.m.

*The City Plan Commission may be briefed on any item on the agenda if it becomes necessary.

David Cossum, Director
Neva Dean, Assistant Director of Current Planning

DCA 145-002 - Consideration of amending Chapter 51A of the Dallas Development Code, Article X Landscape and Tree Preservation regulations.

Phil Erwin, Chief Arborist
Donna Moorman, Chief Planner

Subdivision Docket
Zoning Docket

ACTION ITEMS:

Subdivision Docket

Planner: Paul Nelson

Consent Items:

- (1) **S167-164**
(CC District 3)
- An application to replat a 2.7920-acre tract of land containing all of Lot D in City Block 3/6983 and a tract of land in City Blocks 6114, 6983, and 6990 to create one lot on property located on Illinois Avenue at Cockrell Hill Road, southeast corner.
Applicant/Owner: Quiktrip Corporation
Surveyor: Survey Consultants, Inc.
Application Filed: April 19, 2017
Zoning: RR, LI
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

- (2) **S167-166**
(CC District N/A)
- An application to create a 116 lot residential subdivision from a 149.825-acre tract of land located in the City of Dallas ETJ in Kaufman County on property located on University Drive southeast of Ranch Road at County Road 221, northwest of FM 548 in Kaufman County.
Applicant/Owner: Harlan Properties, Inc.
Surveyor: USA Professional Services Group, Inc.
Application Filed: April 19, 2017
Zoning: Dallas ETJ
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (3) **S167-168**
(CC District N/A)
- An application to create 106 lots and 6 common areas from a 29.103-acre tract of land on property between Ranch Road on the northwest, FM 548 on the southeast, and University Drive on the northeast in Kaufman County.
Owners: Devonshire (Dallas) ASLI VIII, LLC; Pulte Homes of Texas, L.P., and Beazer Homes Texas L.P.
Surveyor: J. Volk Consulting, Inc.
Application Filed: April 21, 2017
Zoning: Dallas ETJ
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (4) **S167-169**
(CC District 3)
- An application to create one lot from an 82.695-acre tract of land located in City Blocks 8722 and 8723 to create one lot on property located on Mountain Creek Parkway at Camp Wisdom Road, northeast corner.
Applicant/Owner: First Industrial, L.P.
Surveyor: Pacheco Koch
Application Filed: April 21, 2017
Zoning: PD 521 Sub-District S-1C
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (5) **S167-172**
(CC District 14)
- An application to replat a 0.310-acre tract of land containing all of Lot 1 and part of Lot 2 in City Block A/1877 to create one lot on property located at 6024 and 6028 Lewis Street west of Skillman Street.
Applicant/Owner: 6022 & 6028 Lewis Street, LLC
Surveyor: A&W Surveyors, Inc.
Application Filed: April 21, 2017
Zoning: MF-2(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

- (6) **S167-173**
(CC District 2)
- An application to replat a 1.218-acre tract of land containing all of Lots 1 through 9 in City Block 16/197 on property bounded by Canton Street, Walton Street, Virgil Street, and Malcolm X Boulevard.
Applicant/Owner: Crescent Acquisitions, LLC / 42 De Canton, LP, 42 Deep Ellum, LP
Surveyor: Stantec Consulting Services
Application Filed: April 21, 2017
Zoning: PD 269 Tract A
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (7) **S167-174**
(CC District 10)
- An application to replat a 4.316-acre tract of land containing part of Lot 1 in City Block B/7480 to create one 0.343-acre lot and one 3.973-acre lot on property located Shoreview Road at Ferndale Road, northwest corner.
Applicant/Owner: Duke Inc. / AMFP III Shoreview LLC / Shoreview Viola, LLC
Surveyor: Stantec Consulting Services, Inc.
Application Filed: April 24, 2017
Zoning: PD 779
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

Residential Replats:

- (8) **S167-165**
(CC District 8)
- An application to replat a 0.6887-acre tract of land containing all of Lot 13 in City Block E/7590 to create four 7,500 square foot lots on property located on Sedgemoor Avenue at Springfield Avenue, northwest corner.
Applicant/Owner: Ricardo Mascorro
Surveyor: Carroll Consulting Group, Inc.
Application Filed: April 19, 2017
Zoning: R-7.5(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (9) **S167-167**
(CC District 8)
- An application to replat a 0.4132-acre tract of land containing all of Lot 5 in City Block E/7588 to create one 9,900-square foot lot and one 8,100-square foot lot on property located on W. Daniel Dale Road, west of Beckley View Avenue.
Owners: Jose and Romaulda Duran, Sandoval Construction
Surveyor: Probeck Land Surveyors
Application Filed: April 19, 2017
Zoning: R-7.5(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

- (10) **S167-170**
(CC District 2)
- An application to replat a 1.322-acre tract of land containing all of Lots 1, 2, and 3 and part of Lot 4 in City Block 5/4918 to create one lot 20,999 square feet in size and one lot 24,467 square feet in size on property located on Robin Road, between Nakoma Drive and Waneta Drive.
- Owner/Applicant: James Patrick Collins and Lindsey Ann Collins
Surveyor: CBG Surveying, Inc.
Application Filed: April 21, 2017
Zoning: R-7.5(A)
Staff Recommendation: **Denial**.
- (11) **S167-171**
(CC District 5)
- An application to replat a 31.543-acre tract of land containing part of Lots 1 and 2, and all of Lots 3, 4, 5, and 6 in City Block 7880 to create one lot on property located on St. Augustine Road between Old Seagoville Road and Grady Lane.
- Owner: Dallas Independent School District
Surveyor: ARS Engineers, Inc.
Application Filed: April 21, 2017
Zoning: R-7.5(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (12) **S167-118R1**
(CC District 2)
- An application to revise a previously approved plat (S167-118) on a 1.250-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 15 lot Shared Access Development on property located on Sylvester Street between Knight Street and Throckmorton.
- Applicant/Owner: CADG Harry Hines, LLC
Surveyor: A&W Surveyors, Inc.
Application Filed: April 21, 2017
Zoning: PD 193, (TH-3)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (13) **S167-119R1**
(CC District 2)
- An application to revise a previously approved plat (S167-119) on a 1.391-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 16 lot Shared Access Development on property located southwest of Sylvester Street between Knight Street and Throckmorton.
- Applicant/Owner: CADG Harry Hines, LLC
Surveyor: A&W Surveyors, Inc.
Application Filed: April 21, 2017
Zoning: PD 193, (TH-3)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

Miscellaneous Items:

D167-018

Andrew Ruegg
(CC District 13)

An application for a development plan for a multifamily use on property zoned Subareas 1, 5, and 6 within Planned Development District No. 787, south of Northwest Highway, east of Admiral Drive.

Staff Recommendation: **Approval**

Applicant: Trinsic Acquisition LLC

Representative: Tommy Mann/David Martin, Winstead

Miscellaneous Items – Under Advisement:

M167-025

Andrew Ruegg
(CC District 2)

An application for a minor amendment to the site plan and traffic management plan for Specific Use Permit No. 2080 for an open-enrollment charter school on property zoned Subarea A, within Planned Development District No. 134, on the north corner of East Grand Avenue and South Glasgow Drive.

Staff Recommendation: **Approval**

Applicant: Cityscape Schools, Inc.

Representative: Robert Reeves & Associates, Inc.

U/A From: May 4, 2017

Thoroughfare Plan Amendments:

Garden Grove Drive from Woody Road to Shark Road

Tanya Brooks
(CC District 8)

An amendment to the City of Dallas Thoroughfare Plan to delete Garden Grove Drive from Woody Road to Stark Road.

Staff Recommendation: **Approval**

CPC Transportation Committee Recommendation: **Approval**

Zoning Cases – Consent:

1. **Z167-211(KK)**

Kiesha Kay
(CC District 3)

An application to amend Planned Development District No. 612 for residential and institutional uses, north of Grady Niblo Road, east of Spur 408.

Staff Recommendation: **Approval**, subject to a revised development plan, landscape plan, traffic management plan, and revised conditions.

Applicant: Mike Spurlock/UMEP, Inc.

Representative: Callaway Architecture, Tony Callaway

2. **Z167-237(KK)**

Kiesha Kay
(CC District 13)

An application to amend Subarea B within Planned Development District No. 745 for mixed uses, on the north side of Meadow Road, east of Manderville Lane.

Staff Recommendation: **Approval**, subject to a revised conditions.

Applicant: HT Midtown LP

Representative: Baldwin Associates, Rob Baldwin

3. **Z167-257(KK)**
Kiesha Kay
(CC District 3)
An application for a CR Community Retail District on property zoned an NS(A) Neighborhood Service District, on the south side of West Wheatland Road, west of Clark Road.
Staff Recommendation: **Approval**
Applicant: Christon Company/TA Properties II, LTD, Don Ta, Russells Telecom Solutions
Representative: Kimley Horn, Jeffrey Dolian
4. **Z167-266(KK)**
Kiesha Kay
(CC District 6)
An application to amend Subdistrict 2D within Planned Development District No. 714, the West Commerce Street/Fort Worth Avenue Special Purpose District for mixed uses, on the south side of Fort Worth Avenue, between Sylvan Avenue and Chappell Street.
Staff Recommendation: **Approval**, subject to revised conditions.
Applicant/Representative: Marksmen Exploration, LLC
5. **Z167-249(OTH)**
Olga Torres Holyoak
(CC District 2)
An application for a CR Community Retail District on property zoned an MF-2(A) Multifamily District on the north side of John West Road, west of La Prada Drive.
Staff Recommendation: **Approval**
Applicant: Vertical Construction Management
Representative: Audra Buckley, Permitted Development
6. **Z167-256(OTH)**
Olga Torres Holyoak
(CC District 1)
An application for a Specific Use Permit for a medical clinic or ambulatory surgical center on property zoned Subarea 1 within Planned Development District No. 316, the Jefferson Boulevard Special Purpose District on the north side of West Jefferson Boulevard, east of South Tyler Street.
Staff Recommendation: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan and conditions.
Applicant/Representative: Dr. Richard Malouf
7. **Z167-130(LC)**
Liz Casso
(CC District 14)
An application for an Historic Overlay for One Main Place (1201 Main Street) on property zoned Planned Development District No. 619 in an area bounded by Main Street, Griffin Street, Elm Street, and Field Street with the exception of the northwest corner of Field Street and Main Street.
Staff Recommendation: **Approval**, subject to preservation criteria.
Landmark Commission Recommendation: **Approval**, subject to preservation criteria.
Applicant: One Main Place Office LLC
Representative: Jay Firsching, Architexas
8. **Z167-241(PD)**
Pamela Daniel
(CC District 3)
An application to amend Planned Development District No. 234, on the southeast corner of Corral Drive and Cockrell Hill Road.
Staff Recommendation: **Approval**, subject to a revised development plan and conditions.
Applicant/Representative: John Flippo

9. **Z167-252(JM)**
Jennifer Muñoz
(CC District 13)
- An application for an MF-3(A) Multifamily District with deed restrictions volunteered by the applicant, on property zoned an MF-2(A) Multifamily District, on the south line of Park Lane, west of Ridgecrest Road, and on the southwest corner of Ridgecrest Road and Hemlock Avenue.
Staff Recommendation: **Approval**
Representative: Karl A. Crawley, Masterplan
10. **Z167-253(JM)**
Jennifer Muñoz
(CC District 8)
- An application for a CS Commercial Service District and a Specific Use Permit for a commercial motor vehicle parking lot on property zoned an A(A) Agricultural District, on the west line of Bonnie View Road, south of Telephone Road.
Staff Recommendation: **Approval** of a CS Commercial Service District; and **approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan and conditions.
Applicant: Javier Leija & Liliana Tamez
Representative: Elias Rodriguez, Construction Concepts

Zoning Cases – Under Advisement:

11. **Z156-235(JM)**
Jennifer Muñoz
(CC District 13)
- An application for an MU-3 Mixed Use District on property zoned a GO(A) General Office District on the southwest corner of LBJ Freeway and Montfort Drive.
Staff Recommendation: **Approval**
Applicant: Bolour Trust #3 & 333 West 22nd Associates, LLC
Representative: Michael R. Coker
U/A From: November 10, 2016, January 19, 2017 and March 16, 2017
12. **Z167-192(JM)**
Jennifer Muñoz
(CC District 5)
- An application for a Planned Development District for NS(A) Neighborhood Service District uses and the following uses: 1) an auto service center, 2) a motor vehicle fueling station, and 3) a restaurant with drive-in or drive-through service, on property zoned an R-7.5(A) Single Family District and Subarea 2 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District, on the southeast corner of Bruton Road and Shortal Drive and the southwest corner of Bruton Road and South Buckner Boulevard.
Staff Recommendation: **Denial**
Applicant: Casa Rock Partners, LTD
Representative: Rob Baldwin
U/A From: March 16, 2017

13. **Z167-179(OTH)** Olga Torres Holyoak (CC District 5) An application to renew and amend Specific Use Permit No. 2135 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet on property zoned Subarea 1, within Planned Development District No. 366, the Buckner Boulevard Special Purpose District with a D-1 Liquor Control Overlay, on the southeast corner of South Buckner Boulevard and Jennie Lee Lane.
Staff Recommendation: **Approval** for a two-year period with eligibility for automatic renewals for additional five-year periods, subject to a revised site plan and conditions.
Applicant: Hooda Corporation, Inc.
Representative: Tailim Song Law Firm, Tailim Song & Amy Hsu
U/A From: May 4, 2017
14. **Z167-243(KK)** Kiesha Kay (CC District 8) An application for a CS Commercial Services District on property zoned an A(A) Agricultural District, south of Telephone Road, east of Travis Trail.
Staff Recommendation: **Approval**
Applicant: Quincy Roberts/Q. Roberts Trucking Inc.
Representative: Land Use Planning & Zoning Services, Elsie Thurman
U/A From: May 4, 2017
15. **Z167-113(WE)** Warren Ellis (CC District 12) An application for an NS(A) Neighborhood Service District with deed restrictions volunteered by the applicant on property zoned an NO(A) Neighborhood Office District on the southeast corner of Trinity Mills Road and Westgrove Road.
Staff Recommendation: **Approval**, subject to deed restrictions volunteered by the applicant.
Applicant: Tsay Properties Westgrove, LTD
Representative: Robert Reeves - Robert Reeves and Associates, Inc.
U/A From: March 16, 2017 and April 27, 2017
16. **Z167-174(WE)** Warren Ellis (CC District 5) An application for a Specific Use Permit for a tower/antenna for cellular communication on property zoned an R-7.5(A) Single Family District on the east line of North Masters Drive, between Checota Drive and Oak Gate Lane.
Staff Recommendation: **Approval** for a ten-year period with eligibility for automatic renewals for additional ten-year periods, subject to a site plan, elevation plan and conditions.
Applicant: Branch Towers, LLC
Representative: Hart Mason - Hart Mason & Associates, Inc.
U/A From: March 16, 2017 and April 27, 2017

Zoning Cases – Individual:

17. **Z167-236(WE)**
Warren Ellis
(CC District 4)
- An application for an expansion to, and an amendment to, Planned Development District No. 838 for a public school other than an open-enrollment charter school and R-7.5(A) Single Family District uses on property zoned an R-7.5(A) Single Family District and Planned Development District No. 838, on the northwest corner of Marsalis Avenue and Garza Avenue.
- Staff Recommendation: **Approval**, subject to a revised development/landscape plan, revised traffic management plan and conditions.
- Applicant: Dallas Independent School District
- Representative: Robert Baldwin, Baldwin Associates
18. **Z167-245(PD)**
Pamela Daniel
(CC District 7)
- An application to create a new subdistrict to allow a foster care use within Planned Development District No. 764, the Second Avenue Special Purpose District, on the east corner of 2nd Avenue and Reed Lane.
- Staff Recommendation: **Denial**
- Applicant/Representative: Rickey Lyons
19. **Z156-344(OTH)**
Olga Torres Holyoak
(CC District 8)
- An application for 1) a TH-2(A) Townhouse District, an MF-2(A) Multifamily District, an MF-3(A) Multifamily District, a CR Community Retail District, and a revised conceptual plan for the remainder of Planned Development District No. 624 on property zoned Planned Development District No. 624; 2) an MF-2(A) Multifamily District and termination of the existing deed restrictions on property zoned a TH-2(A) Townhouse District with deed restrictions; 3) an MU-2 Mixed Use District, a TH-2(A) Townhouse District, an MF-3(A) Multifamily District, a UC-2 Urban Corridor District, and a CR Community Retail District on property zoned an R-7.5(A) Single Family District; 4) a CR Community Retail District and termination of deed restrictions on property zoned an NS(A) Neighborhood Service District with deed restrictions; 5) a CR Community Retail District and termination of deed restrictions, an MU-2 Mixed Use District and termination of deed restrictions, and a UC-2 Urban Corridor District and termination of deed restrictions on property zoned an LO-1 Limited Office District with deed restrictions; 6) a CR Community Retail District and termination of deed restrictions and an MU-2 Mixed Use District and termination of deed restrictions on property zoned an MF-2(A) Multifamily District with deed restrictions, west of Lancaster Road, north of Interstate I-20, and on both sides of Wheatland Road.
- Staff Recommendation: **Approval** of item 1, subject to a revised conceptual plan and conditions for the remainder of Planned Development District No. 624; and **approval** of items 2 through 6, as requested by the applicant.
- Applicant: Centurion American
- Representative: BGE Kerry, Gilbert & Associates; Brett Mann

20. **Z167-214(SM)**
Sarah May
(CC District 7)
An application for an amendment to allow for industrial (inside) uses to Planned Development District No. 911 on property on the south corner of Robert B Cullum Boulevard and Borich Street.
Staff Recommendation: **Denial**
Applicant: Engaged Investments, LLC
Representative: Santos Martinez, Masterplan
21. **Z167-223(SM)**
Sarah May
(CC District 2)
An application for a Planned Development District for MF-2(A) Multifamily District uses on property zoned an IR Industrial Research District, on property on the northwest line of Kimsey Drive, northeast of Maple Avenue, with consideration being given to an MF-2(A) Multifamily District.
Staff Recommendation: **Approval** of a MF-2(A) Multifamily District in lieu of the requested Planned Development District.
Applicant: Madison Kimsey Ltd.
Representative: Rob Baldwin
22. **Z167-229(SM)**
Sarah May
(CC District 3)
An application for a Specific Use Permit for a tower/antenna for cellular communication on property zoned an R-7.5(A) Single Family District on the northwest corner of West Kiest Boulevard and Coombs Creek Drive.
Staff Recommendation: **Approval** for a ten-year period with eligibility for automatic renewals for additional ten-year periods, subject to a site plan and conditions.
Applicant: Branch Towers LLC
Representative: Hart Mason & Associates Inc., Hart Mason

Development Code Amendment – Public Hearing:

- DCA 145-002**
Donna Moorman
Public Hearing to receive comments on proposed amendments to Article X, the Landscape and Tree Preservation regulations in Chapter 51A of the Dallas Development Code.

Authorization of a Hearing:

Donna Moorman
(CC District 2)

Consideration of an authorized hearing to determine the proper zoning on property zoned Planned Development District No. 317, the Cedars Area Special Purpose District, CA-1(A) Central Area District, and Planned Development District No. 715 with consideration to be given to expanding Planned Development District No. 317 on property zoned CA-1(A) Central Area District, and Planned Development District No. 715 and amending zoning regulations including use, development standards, and other appropriate regulations of Planned Development District No. 317, in an area generally bounded by Interstate Highway 45, the DART Rail right-of-way, the Union Pacific Railroad right-of-way, the northwestern side of Interstate Highway 30 from Union Pacific Railroad to Griffin Street, Canton Street between Griffin Street and Ervay Street, Ervay Street, the northern border of the Interstate Highway 30 right-of-way between Ervay Street and St. Paul Street, and Interstate Highway 30. This is a hearing to consider the request to authorize the hearing and not the rezoning of property at this time

Other Matters:

Minutes: May 4, 2017

Adjournment

CITY PLAN COMMISSION PUBLIC COMMITTEE MEETINGS

Friday, May 12, 2017

SPECIAL SIGN DISTRICT ADVISORY COMMITTEE (SSDAC) MEETING – Friday, May 12, 2017, City Hall, 1500 Marilla Street, in Room 5BN, at 2:00 p.m., to consider (1) 170413019 - An application for a Certificate of Appropriateness by Bobby Nichols of Chandler Signs for a 96 square-foot upper level attached sign at 1712 Commerce Street (south elevation), (2) 170413022 - An application for a Certificate of Appropriateness by Bobby Nichols of Chandler Signs for a 188 square-foot upper level attached sign at 1712 Commerce Street (south elevation), and (3) SPSP167-001 - An application to amend Section 51A-7.1000 West End Sign District to create a subdistrict within the West End Special Provision Sign District (SPSD) to allow an attached sign/supergraphic on an historic structure at the southeast corner of N Austin Street and Pacific Avenue (east elevation)

Thursday, May 18, 2017

ZONING ORDINANCE ADVISORY COMMITTEE (ZOAC) MEETING - Thursday, May 18, 2017, City Hall, 1500 Marilla Street, in Council Chamber – 6EN, at 9:00 a.m., to consider (1) **DCA 156-009** – Consideration of amending the Dallas Development Code to create a new overlay called a “Late Hours Overlay”.

Note: The official Committee Agendas will be posted in the City Secretary's Office and City Website at www.ci.dallas.tx.us/cso/boardcal.shtml. Please review the official agenda for items for consideration.

EXECUTIVE SESSION NOTICE

The Commission may hold a closed executive session regarding any item on this agenda when:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the Commission/Board under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.086]

CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-164**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Illinois Avenue at Cockrell Hill Road, southeast corner.**DATE FILED:** April 19, 2017**ZONING:** RR, LI**CITY COUNCIL DISTRICT:** 3 **SIZE OF REQUEST:** 2.7920-Acres **MAPSCO:** 52V, 53S**APPLICANT/OWNER:** Quiktrip Corporation

REQUEST: An application to replat a 2.7920-acre tract of land containing all of Lot D in City Block 3/6983 and a tract of land in City Blocks 6114, 6983, and 6990 to create one lot on property located on Illinois Avenue at Cockrell Hill Road, southeast corner.

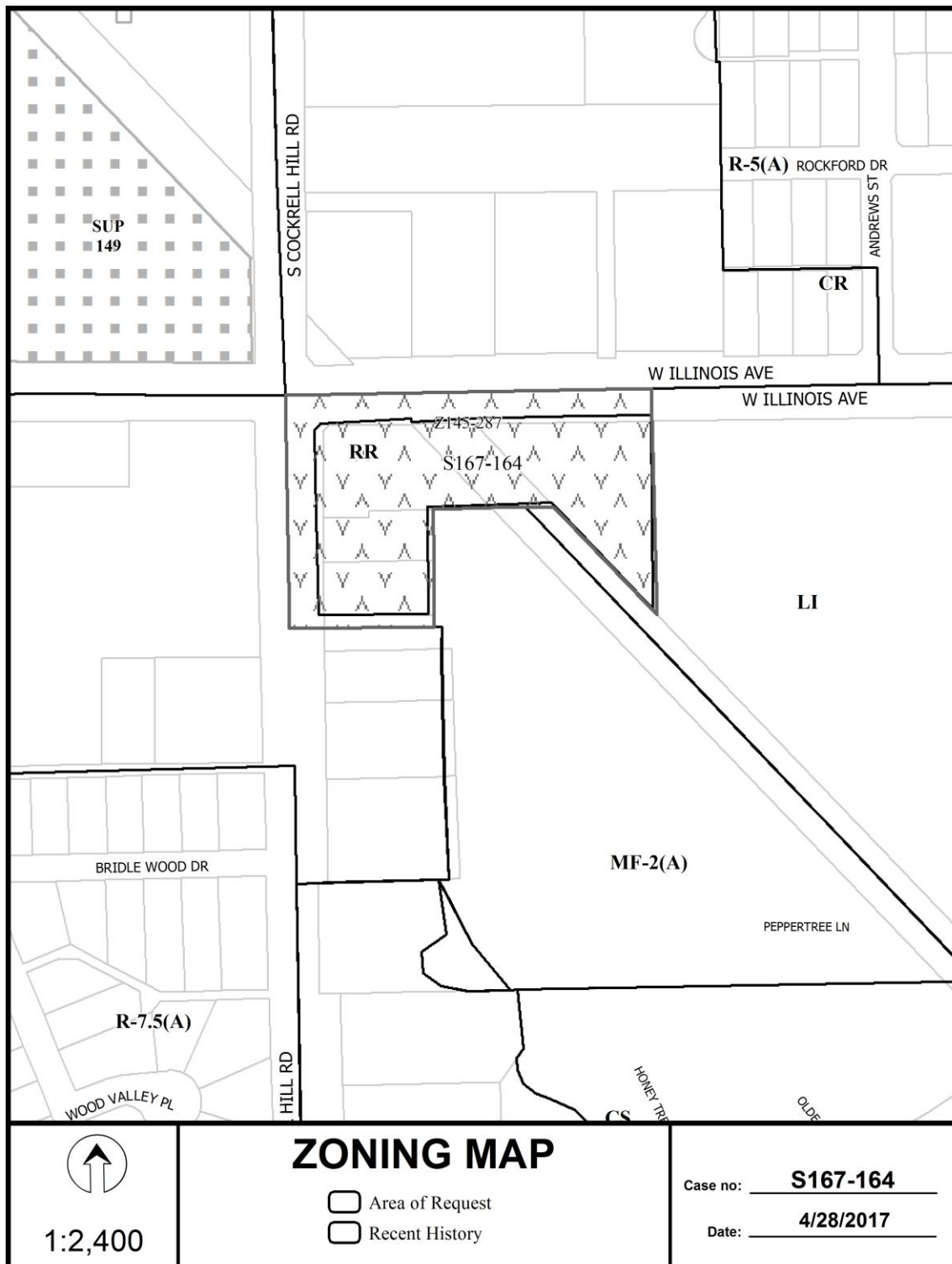
SUBDIVISION HISTORY:

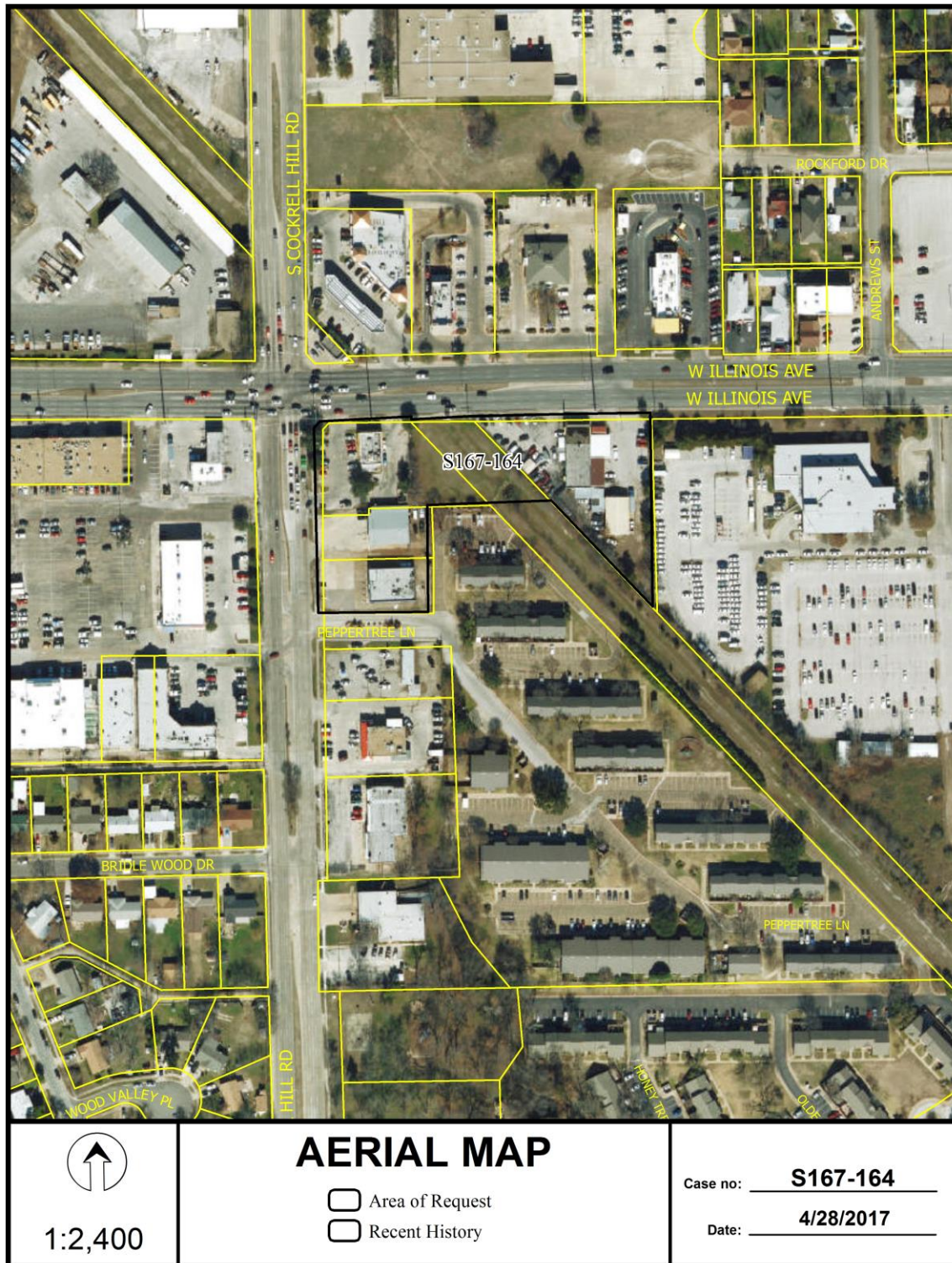
1. S167-129 was an identical request on this same tract of land which was scheduled for a hearing by the Commission on April 6, 2017 but was withdrawn prior to the hearing.

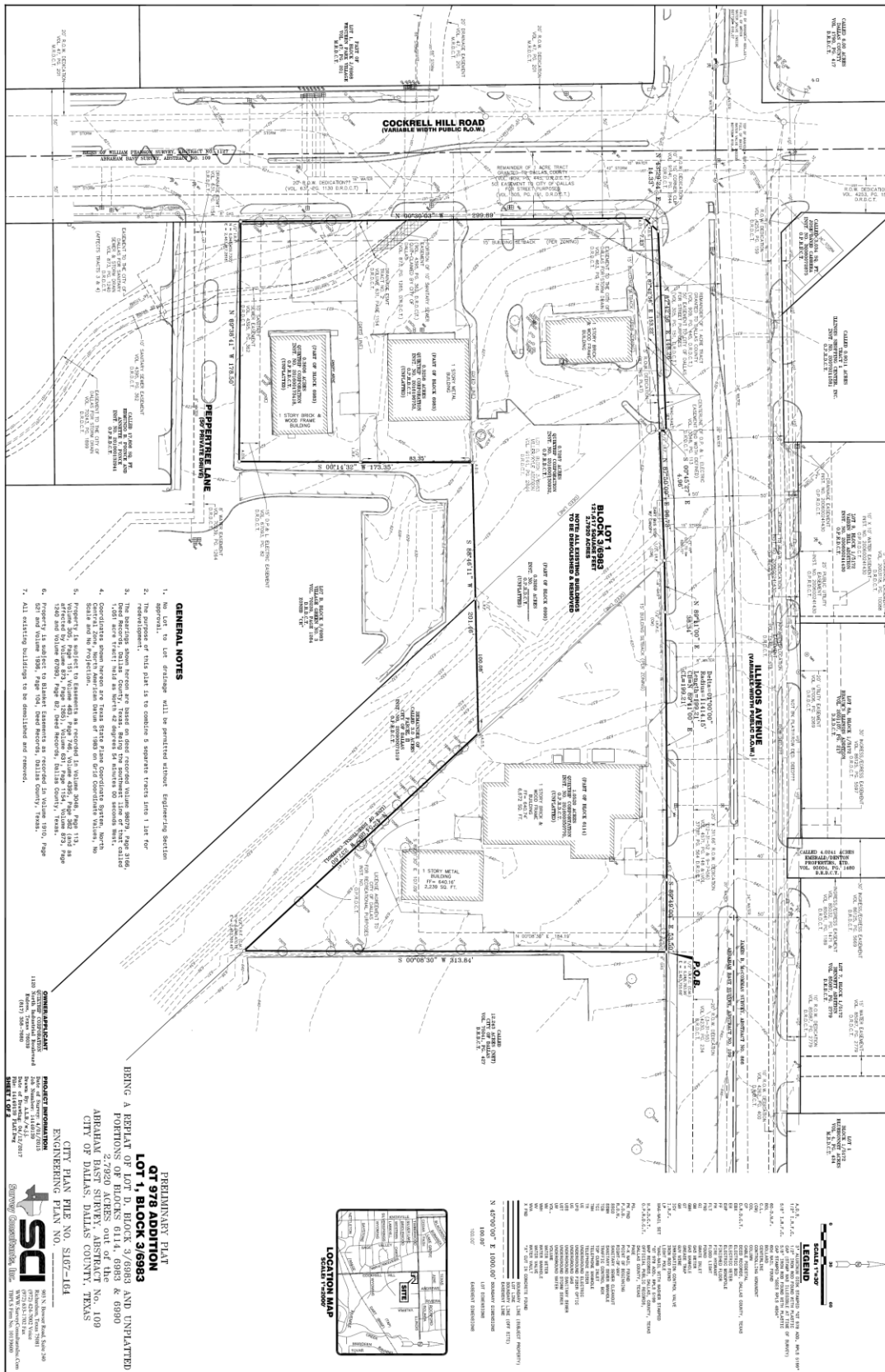
STAFF RECOMMENDATION: The request complies with the requirements of the RR and LI Districts; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, The Professional Land Surveying Practices Act and Amendment and the General Rules of Procedures and Practices of the "Texas Board of Professional Land Surveying".
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 1.

10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Section 51A8.603; Section 51A-8.604
11. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
13. On the final plat dedicate a 20 foot by 20 foot corner clip at Illinois Avenue and Cockrell Hill Road.
14. On the final plat determine the 100-year water surface elevation across the plat. Section 51A-8.611(d) and Trinity Watershed Management
15. On the final plat show how all adjoining right-of-way was created. Section 51A-8.403(a)(1)(A)(xxii)
16. On the final plat show correct recording information for the subject property and all existing easements within 150-feet of the property. Platting Guidelines
17. On the final plat remove all building setback line(s) from the plat.
18. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
19. Water and Wastewater main improvements may be required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
20. Existing and any proposed Water and Wastewater Easements must be shown and/or increased to conform to current design standards. **Notice:** Minimum DWU easement size 20' for one utility and 25' for both water and sewer. Larger diameter or deeper mains may require additional width.
21. Prior to final plat submittal, the Park Board and City Council must approve the land sale which may change the configuration of the final plat.
22. On the final plat identify the property as Lot 1 in City Block 3/6983. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872)







CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-166**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** University Drive southeast of Ranch Road at County Road 221, northwest of FM 548 in Kaufman County.**DATE FILED:** April 19, 2017**ZONING:** N/A**CITY COUNCIL DISTRICT:** N/A **SIZE OF REQUEST:** 149.825-acres **MAPSCO:** 344,17A**OWNER/APPLICANT:** Harlan Properties, Inc.

REQUEST An application to create a 116 lot residential subdivision from a 149.825-acre tract of land located in the City of Dallas ETJ in Kaufman County on property located on University Drive southeast of Ranch Road at County Road 221, northwest of FM 548 in Kaufman County.

SUBDIVISION HISTORY:

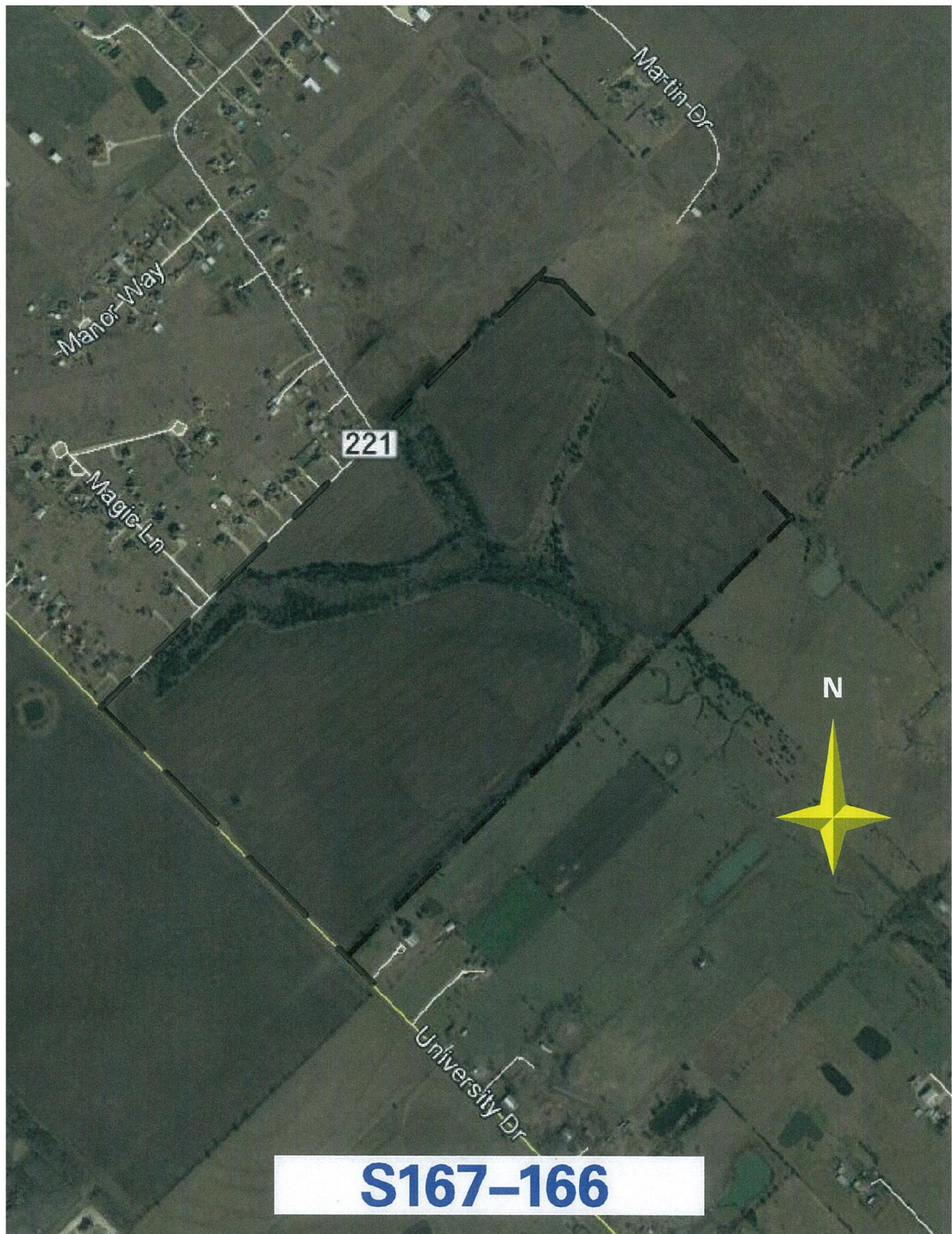
1. S167-168 is a request southwest of the present request to create a 106 lot residential development with 6 common areas from a 29.103-acre tract of land on property between Ranch Road on the northwest, FM 548 on the southeast, and University Drive on the northeast in Kaufman County. This request is also scheduled for a public hearing on May 18, 2017.
2. S145-021 was an application south of the present request to create a 307-lot single family development and 12 common areas from an 84.581-acre tract of land on property located in City of Dallas ETJ in Kaufman County, Texas, north of F.M. 548 south of Ranch Road. The request was approved on December 4, 2014, and has not been recorded.
3. S145-021R was an application to revise the above approved plat to create an additional 20 lots for a total of 327 lots on property located in City of Dallas ETJ in Kaufman County, Texas, north of F.M. 548 south of Ranch Road. The request was approved on September 15, 2015. Phase A of this plat created 82 lots on 15.705 acres and was recorded November 21, 2016. Phase B of this plat created 82 lots from 16.181 acres and was recorded November 18, 2016.

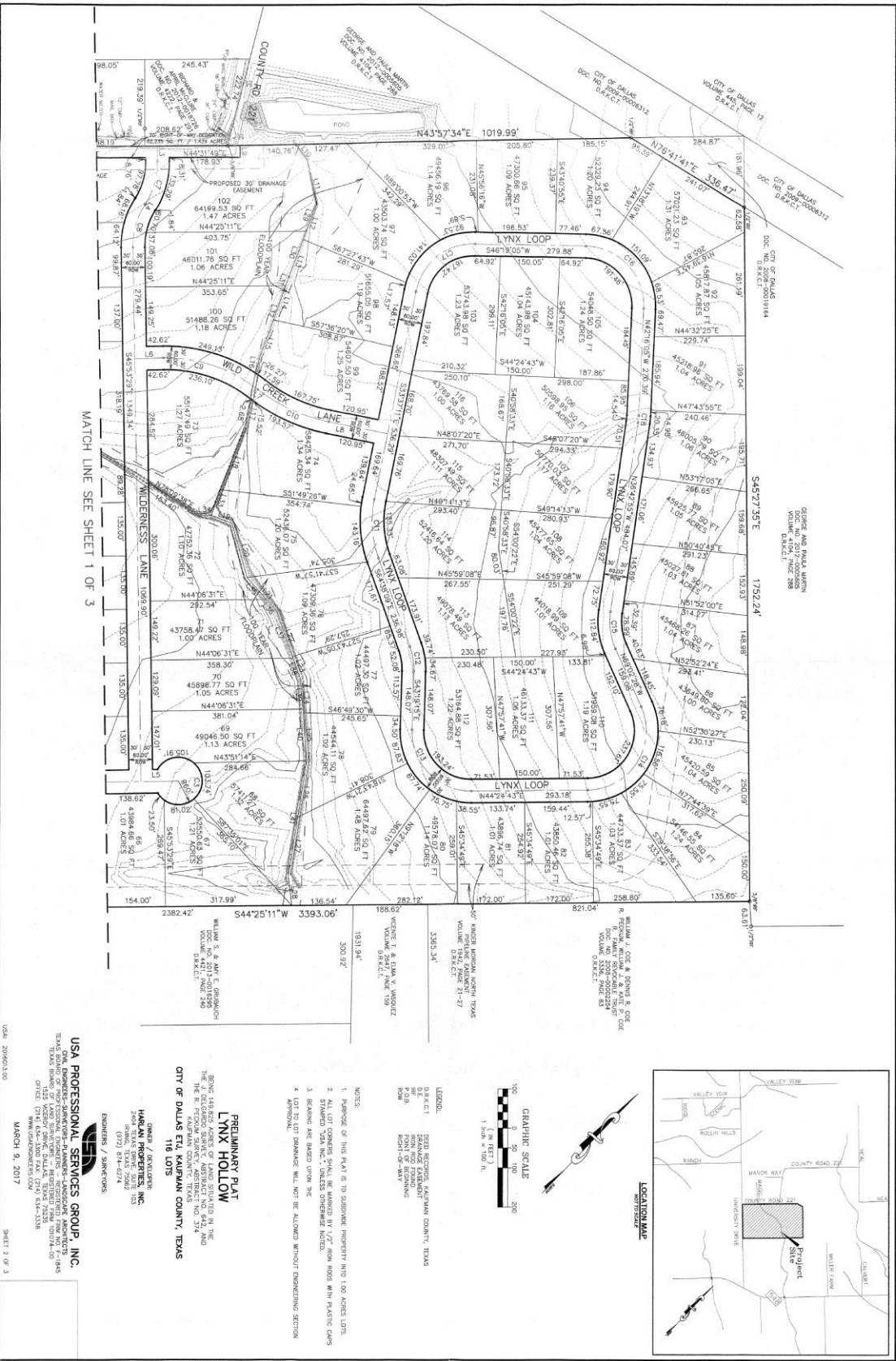
STAFF RECOMMENDATION: The request complies with all applicable requirements; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying. Section 51A-8.102(a), (b), (c), and (d)
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code. Section 51A-8.102(a), (b), (c), and (d)

3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas. Section 51A-8.102(a), (b), (c), and (d)
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard. Section 51A-8.403(a)(6)(G)
5. Any structure new or existing may not extend across new property lines. Section 51A-8.503(e)
6. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature. Section 51A-8.502(a) and (b)
7. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
8. On the final plat include two boundary corners tagged with these coordinates: "State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. The maximum number of lots permitted by this plat is 116 one acre single family lots. Sections 51A-8.501(a) and 51A-8.503(a)
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
12. On the final plat dedicate a 10 foot by 10 foot corner clip at all interior street intersections.
13. On the final plat dedicate a 15 foot by 15 foot corner clip at University Drive and Lynx Hollow Trail.
14. On the final plat dedicate a 15 foot by 15 foot corner clip at County Road 221 and internal street intersections.
15. On the final plat dedicate a 20 foot by 20 foot corner clip at University Drive and County Road 221
16. All right-of-way requirements for all streets are to be determined by Kauffman County.

17. On the final plat determine the 100-year water surface elevation across the plat. Section 51A-8.611(d) and Trinity Watershed Management
18. On the final plat dedicate floodway easement, floodway management area, or floodway easement (within common area) with the appropriate easement statement included on the face of the plat. Section 51A-8.611(d) and Trinity Watershed Management, Drainage Design Manual Addendum V
19. On the final plat include additional paragraph in owner's certificate (pertaining to floodplain). Section 51A-8.611(d), Trinity Watershed Management; Drainage Manual, Article V
20. On the final plat specify minimum fill and minimum finished floor elevations. Section 51A-8.611(d), Trinity Watershed Management
21. On the final plat show the natural channel set back from the crest of the natural channel. Section 51A-8.611(d), Trinity Watershed Management.
22. Prior to submission of the final plat set floodway monument markers and provide documentation that the monuments have been set. Section 51A-8.617(d)(1),(2), (3), and (4).
23. Provide information regarding Fill Permit or Floodplain Alteration Permit if such permit is applied for to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. 51A-5.105(g)
24. On the final plat show the recording information on all existing easements within 150 feet of the property. Platting Guidelines
25. On the final plat show all additions or tracts of land within 150 feet of the property with recording information. Platting Guidelines
26. On the final plat, show how all adjoining right-of-way was created. Platting Guidelines
27. Provide a copy of all deeds, easements, supporting documents affecting this plat.
28. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer. Sections 49-60(g)(1) and (2) and 49-62(b), (c), and (f)
29. Water and Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans that comply with Dallas Water Utility requirements to 320 E. Jefferson Blvd., Room 200, Attention: Water and Wastewater Engineering.
30. Water and wastewater plan must be submitted and must comply with Dallas Water Utilities standards.
31. Contact the City of Dallas Street Name Coordinator to determine the correct names for the new streets.





CITY PLAN COMMISSION**THURSDAY, May 18, 2017****FILE NUMBER:** S167-168**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** North of F.M. 548 south of Ranch Road (Kaufman County ETJ)**DATE FILED:** April 21, 2017**ZONING:** N/A**CITY COUNCIL DISTRICT:** N/A **SIZE OF REQUEST:** 29.103-Acres **MAPSCO:** 741V**OWNER/APPLICANT:** Devonshire (Dallas) ASLI VIII, LLC; Pulte Homes of Texas, L.P., and Beazer Homes Texas L.P.

REQUEST: An application to create a 106 lot residential development with 6 common areas from a 29.103-acre tract of land on property between Ranch Road on the northwest, FM 548 on the southeast, and University Drive on the northeast in Kaufman County.

SUBDIVISION HISTORY:

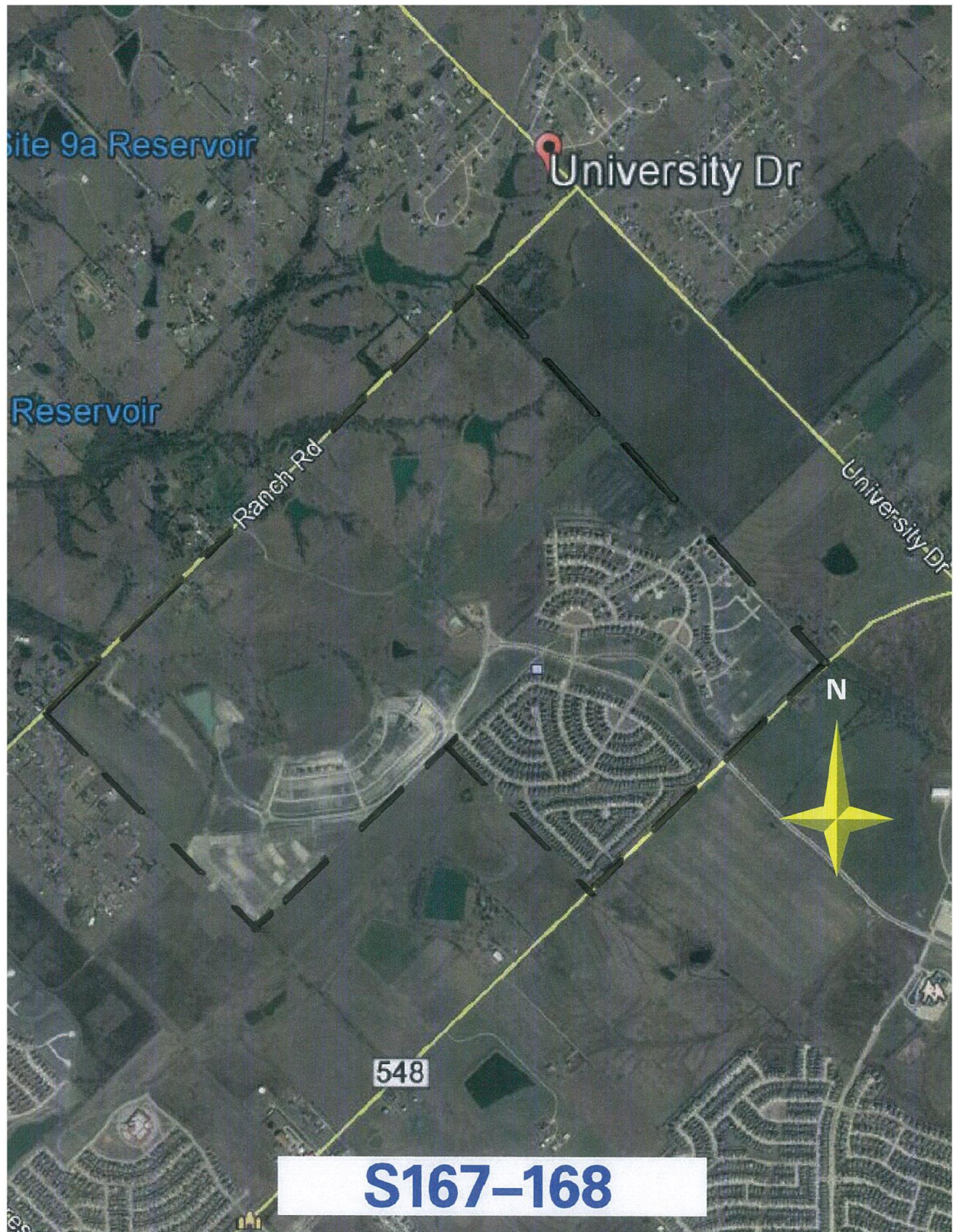
1. S167-166 is an application northeast of the present request to create a 116 lot residential subdivision from a 149.825-acre tract of land located in the City of Dallas ETJ in Kaufman County on property located on University Drive southeast of Ranch Road at County Road 221, northwest of FM 548 in Kaufman County. This request is also scheduled for a public hearing on May 18, 2017.
2. S145-021 was an application south of the present request to create a 307-lot single family development and 12 common areas from an 84.581-acre tract of land on property located in the City of Dallas ETJ in Kaufman County, Texas, north of F.M. 548 south of Ranch Road. The request was approved on December 4, 2014, and has not been recorded.
3. S145-021R was an application south of the present request to revise the above approved plat to create an additional 20 lots for a total of 327 lots on property located in City of Dallas ETJ in Kaufman County, Texas, north of F.M. 548 south of Ranch Road. The request was approved on September 15, 2015. Phase A of this plat created 82 lots on 15.705 acres and was recorded November 21, 2016. Phase B of this plat created 82 lots from 16.181 acres and was recorded November 18, 2016.

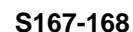
STAFF RECOMMENDATION: The request complies with all applicable requirements; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying. Section 51A-8.102(a), (b), (c), and (d)
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code. Section 51A-8.102(a), (b), (c), and (d)

3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas. Section 51A-8.102(a), (b), (c), and (d)
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard. Section 51A-8.403(a)(6)(G)
5. Any structure new or existing may not extend across new property lines. Section 51A-8.503(e)
6. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature. Section 51A-8.502(a) and (b)
7. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
8. On the final plat include two boundary corners tagged with these coordinates: "State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. The maximum number of lots permitted by this plat is 106 lots and 6 common areas. Sections 51A-8.501(a) and 51A-8.503(a)
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
12. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
13. On the final plat determine the 100-year water surface elevation across the plat. Section 51A-8.611(d) and Trinity Watershed Management
14. On the final plat dedicate floodway easement, floodway management area, or floodway easement (within common area) with the appropriate easement statement included on the face of the plat. Section 51A-8.611(d) and Trinity Watershed Management, Drainage Design Manual Addendum V
15. On the final plat include additional paragraph in owner's certificate (pertaining to floodplain). Section 51A-8.611(d), Trinity Watershed Management; Drainage Manual, Article V

16. On the final plat specify minimum fill and minimum finished floor elevations. Section 51A-8.611(d), Trinity Watershed Management
17. On the final plat show the natural channel set back from the crest of the natural channel. Section 51A-8.611(d), Trinity Watershed Management.
18. Prior to submission of the final plat set floodway monument markers and provide documentation that the monuments have been set. Section 51A-8.617(d)(1),(2), (3), and (4).
19. Provide information regarding Fill Permit or Floodplain Alteration Permit if such permit is applied for to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. 51A-5.105(g) 18. On the final plat show the recording information on all existing easements within 150 feet of the property. Platting Guidelines
19. On the final plat show all additions or tracts of land within 150 feet of the property with recording information. Platting Guidelines
20. On the final plat show all additions or tracts of land within 150-feet of the property with recording information. Platting Guidelines
21. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer. Sections 49-60(g)(1) and (2) and 49-62(b), (c), and (f)
22. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
23. Water and Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans that comply with Dallas Water Utility requirements to 320 E. Jefferson Blvd., Room 200, Attention: Water and Wastewater Engineering.
24. Water and wastewater plan must be submitted and must comply with Dallas Water Utilities standards.
25. Contact the City of Dallas Street Name Coordinator to determine the correct names for the new streets.





CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-169**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Mountain Creek Parkway at Camp Wisdom Road, northeast corner**DATE FILED:** April 21, 2017**ZONING:** PD 521 Sub-District S-1C**CITY COUNCIL DISTRICT:** 3 **SIZE OF REQUEST:** 82.695-Acres **MAPSCO:** 61A-V**APPLICANT/OWNER:** First Industrial, L.P.

REQUEST An application to create one lot from an 82.695-acre tract of land located in City Blocks 8722 and 8723 on property located on Mountain Creek Parkway at Camp Wisdom Road, northeast corner.

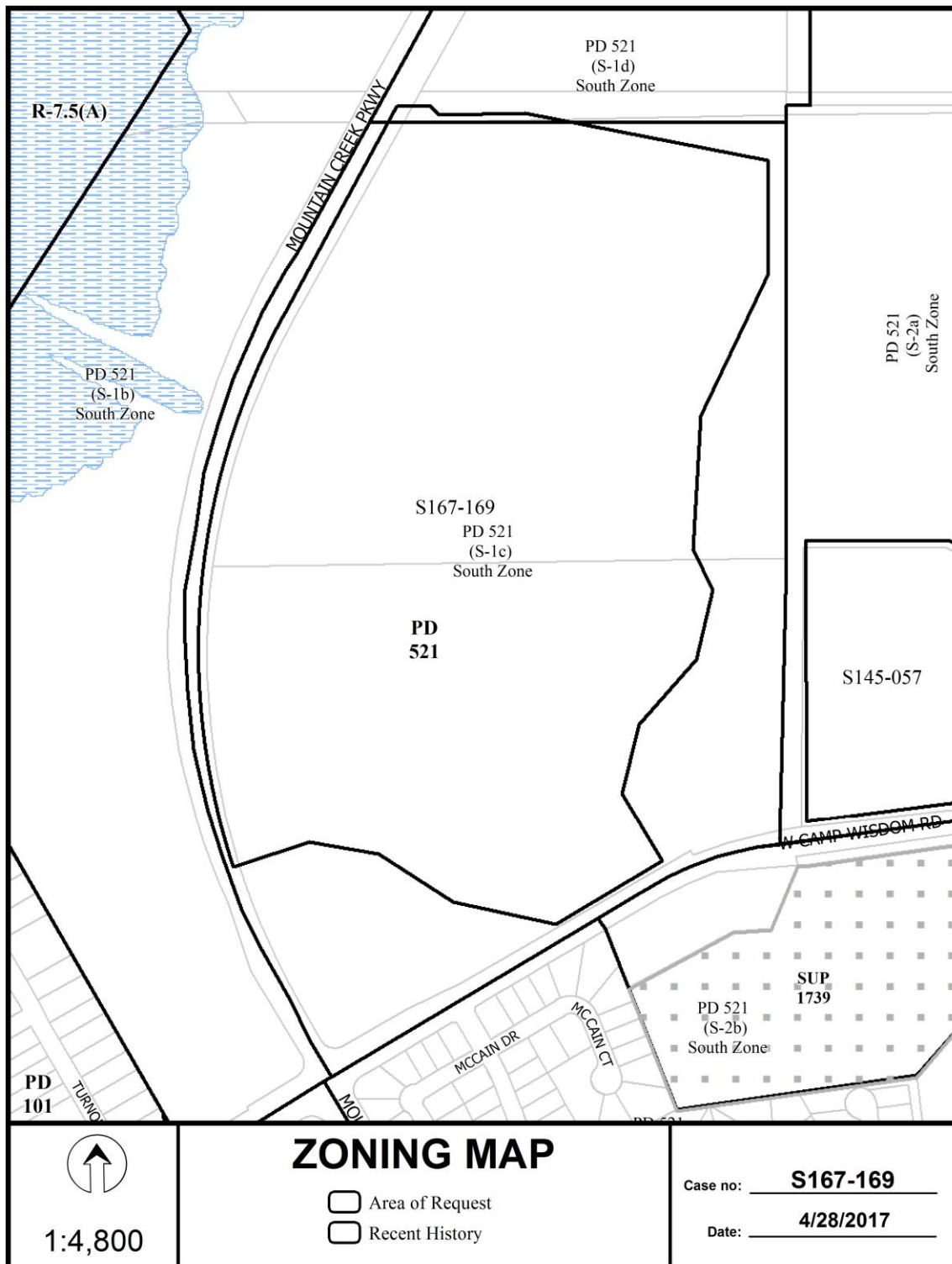
SUBDIVISION HISTORY:

1. S145-057 was a request on property east of the present request to create an 18.033-acre lot from a tract of land in City Block 1/8722 on property located on Camp Wisdom Road at Eagle Ford Drive, if extended. The request was approved January 8, 2015 and has not been recorded.

STAFF RECOMMENDATION: Staff concludes that the request complies with the requirements of PD 521 Sub-District S-1C; therefore, staff recommends approval of the request subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 1.

10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and Section 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
13. On the final plat dedicate either 53.5 feet of right-of-way, street easement, or sidewalk easement from the established center line of Mountain Creek Parkway and Camp Wisdom Road. Sections 51A-8.602(c) and 51A-9.101
14. On the final plat show recording information on all existing easements within 150-feet of the property. Platting Guidelines
15. On the final plat show all additions or tracts of land within 150-feet of the property with recording information. Platting Guidelines
16. On the final plat chose a new or different addition name. Platting Guidelines
17. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer. Sections 49-60(g)(1) and (2) and 49-62(b), (c), and (f)
18. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**. Section 49-60(g)(1)
19. Water and Wastewater main improvements may be required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200; Attention: **Water and Wastewater Engineering**.
20. Existing and any proposed Water and Wastewater Easements must be shown and/or increased to conform to current design standards. **Notice:** Minimum DWU easement size is 20 feet for one utility and 25 feet for both water and sewer. Larger diameter or deeper mains may require additional width.
21. On the final plat identify the property as Lot 1 in City Bock A/8722. Ordinance Book 1A, page 131 - 148, Section 2 (passed August 13, 1872).





S167-169

CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-172**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** 6024 and 6028 Lewis Street west of Skillman Street.**DATE FILED:** April 21, 2017**ZONING:** MF-2(A)**CITY COUNCIL DISTRICT:** 14 **SIZE OF REQUEST:** 0.310-Acres **MAPSCO:** 36 X**APPLICANT/OWNER:** 6022 & 6028 Lewis Street, LLC

REQUEST An application to replat a 0.310-acre tract of land containing all of Lot 1 and part of Lot 2 in City Block A/1877 to create one lot on property located at 6024 and 6028 Lewis Street west of Skillman Street.

SUBDIVISION HISTORY:

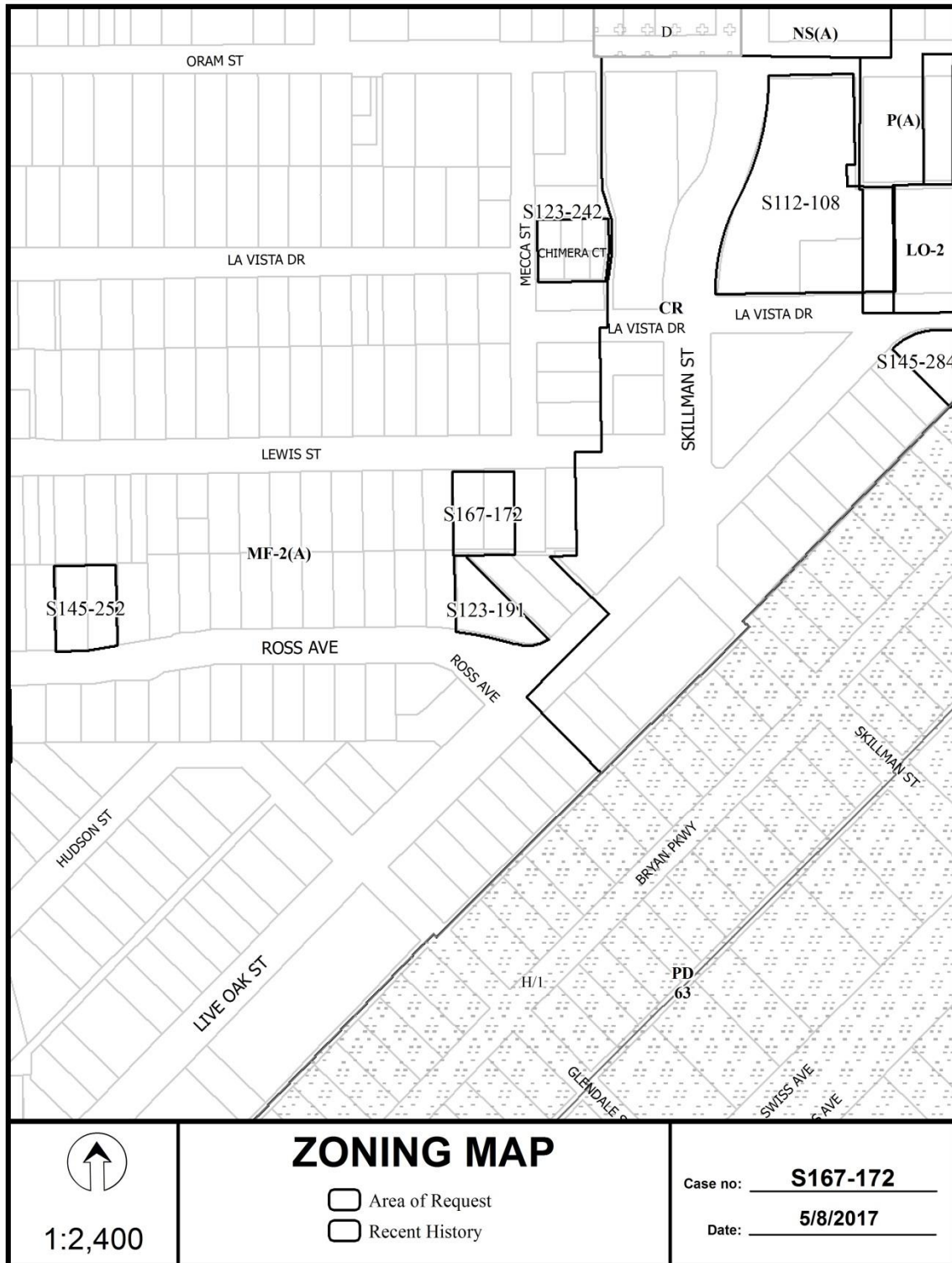
1. S145-252 was a request southwest of the present request to create one 0.3139-acre lot from a tract of land in City Block 1877 on property located at 5943 and 5947 Ross Avenue east of Hubert Street. The request was approved September 3, 2015 and
2. S123-242 was a request northeast of the present request to replat a 0.265 acre tract of land containing all of Lots 2 and 3 in City Block C/1880 into a 5 lot and 1 common area Shared Access Development with lots ranging in size from 0.015 acre to 0.052 acre in size on property located at 1910 Mecca Street. The request was approved September 12, 2013 and
3. S123-191 was an application east of the present request to replat a 0.2613 acre tract of land containing part of Lots 10 and 11, and part of an abandoned 10 foot alley in City Block A/1877 to create one lot on property located at 6021 Ross Avenue at Live Oak Street, north corner. The request was approved on July 11, 2013 and recorded on November 18, 2013.
4. S112-108 was a request northeast of the present request to create a 1.711 acre tract of land in City Block 2141 on Skillman Street between La Vista Drive and Oram Street. The request was approved May 3, 2012 and

STAFF RECOMMENDATION: staff concludes that the request is in compliance with the requirements of the MF-2(A) District; therefore, staff recommends approval of the request subject to compliance with the following conditions:

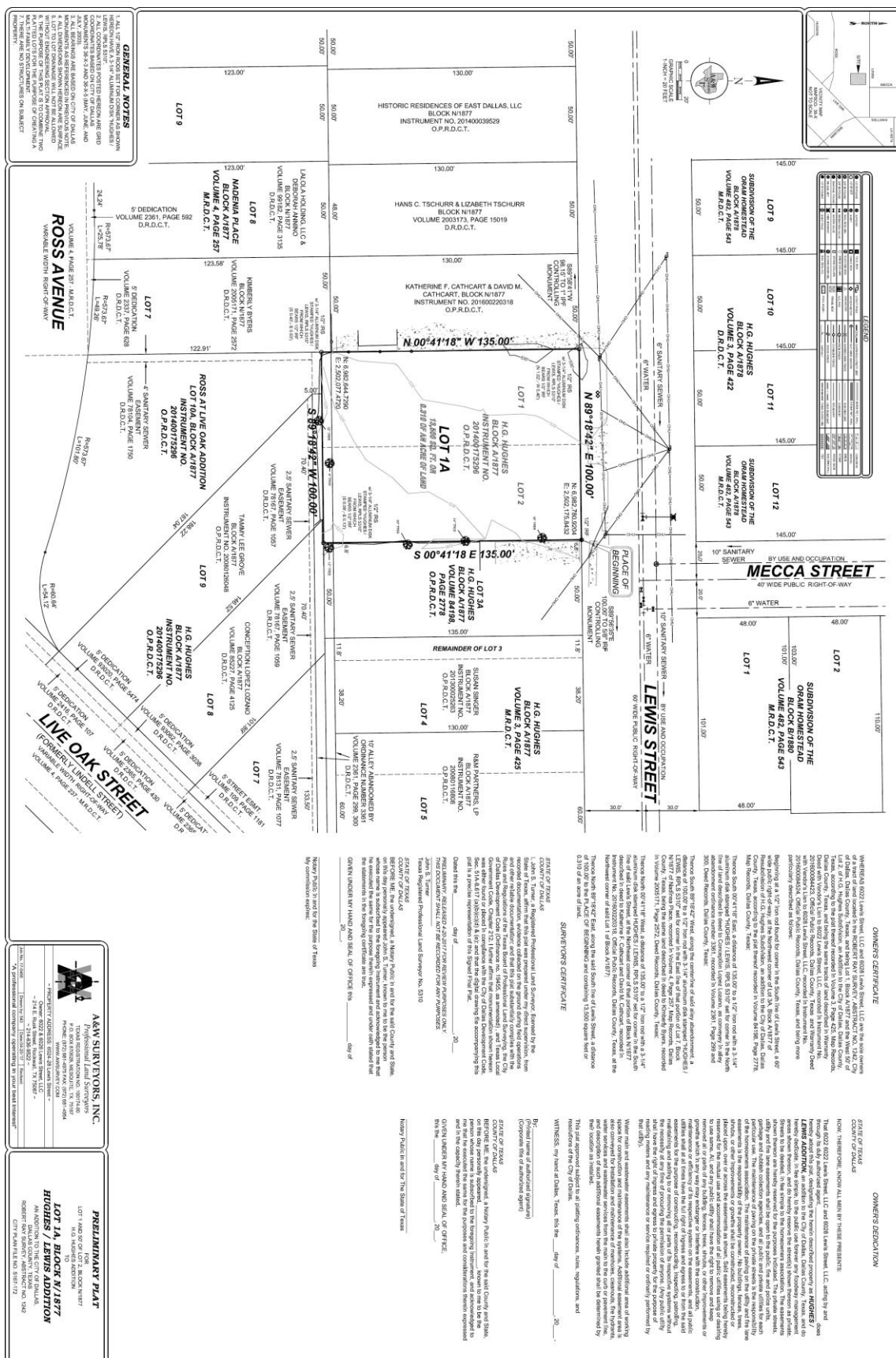
1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.

6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The number and location of fire hydrants, must comply with the Dallas Fire Code.
10. The number of lots permitted by this plat is 1.
11. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and Section 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
13. Comply with Peaks Branch drainage requirement. Finish floor elevation must be 3 feet above nearest inlet, top of curb. Trinity Watershed Management
14. On the final plat, show how all adjoining right-of-way was created. Section 51A-8.403(a)(1)(A)(xxii)
15. On the final plat show distances/width across all adjoining right-of-way. Platting Guidelines
16. On the final plat, show recording information on all existing easements within 150 feet of property. Platting Guidelines
17. On the final plat, list utility easements as retained within street abandonments when stated in ordinance, or follow the City of Dallas standard affidavit requirements.
18. On the final plat, Show all additions or tracts of land within 150' of property with recording information. Platting Guidelines
19. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**. The number and location of fire hydrants, must comply with the Dallas Fire Code.

20. Water main improvements are required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
21. Existing and any proposed Water and Wastewater Easements must be shown and/or increased to conform to current design standards. **Notice:** Minimum DWU easement size 20' for one utility and 25' for both water and sewer. Larger diameter or deeper mains may require additional width.
22. On the final plat identify the property as Lot 1A in City Block A/1877. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872)







CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-173**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Canton Street, Walton Street, Virgil Street, and Malcolm X Boulevard**DATE FILED:** APRIL 21, 2017**ZONING:** PD 269 Tract A**CITY COUNCIL DISTRICT:** 2 **SIZE OF REQUEST:** 1.218-Acres **MAPSCO:** 45-M**APPLICANT/OWNER:** Crescent Acquisitions, LLC / 42 De Canton, LP, 42 Deep Ellum, LP

REQUEST An application to replat a 1.218-acre tract of land containing all of Lots 1 through 9 in City Block 16/197 on property bounded by Canton Street, Walton Street, Virgil Street, and Malcolm X Boulevard.

SUBDIVISION HISTORY:

1. S156-235 was a request south of the present request to replat a 0.93-acre tract of land containing part of Lots 8, 9, 10, and all of Lots 11, 12, 13, and 14, and 10-feet of part of an alley to be abandoned in City Block 11/193 to create one lot on property located on St. Louis Street between Crowds Street and Malcolm X Boulevard. The request was approved August 4, 2016 and has not been recorded.
2. S145-084 was a request north of the present request to replat a 0.770-acre tract of land containing all of Lots 52-55 and part of Lot 56 in City Block B/481 and all of Lots 14-15 and part of Lot 13 in City Block 1/481 into one lot on property located at the southwest corner of Elm Street and Malcolm X Boulevard. The request was approved February 19, 2015 and recorded November 2016.

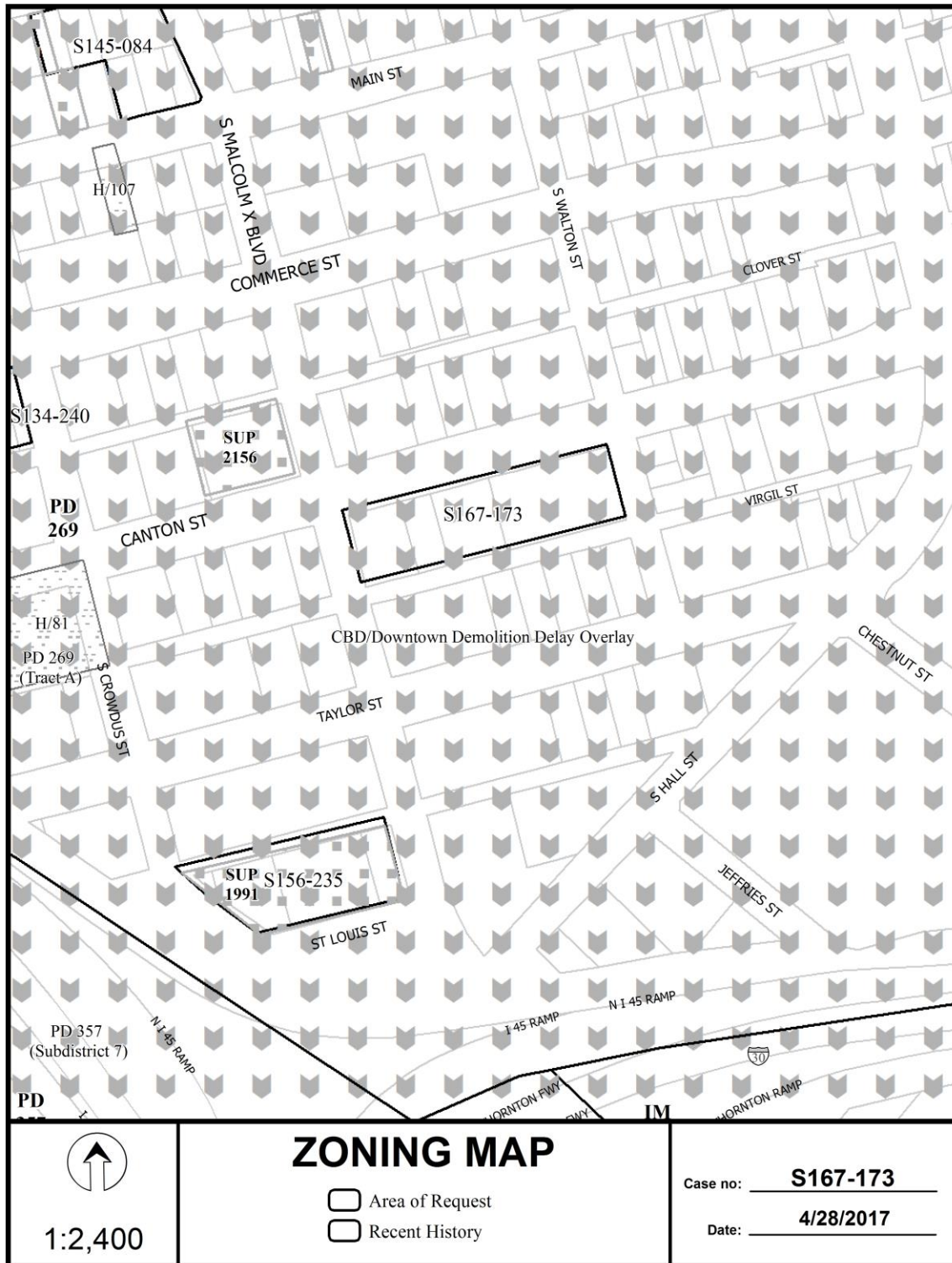
STAFF RECOMMENDATION: The staff concludes that the request is in compliance with Section 51A-8.503 and with requirements of PD 269 Tract A; therefore, staff recommends approval of the request subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.

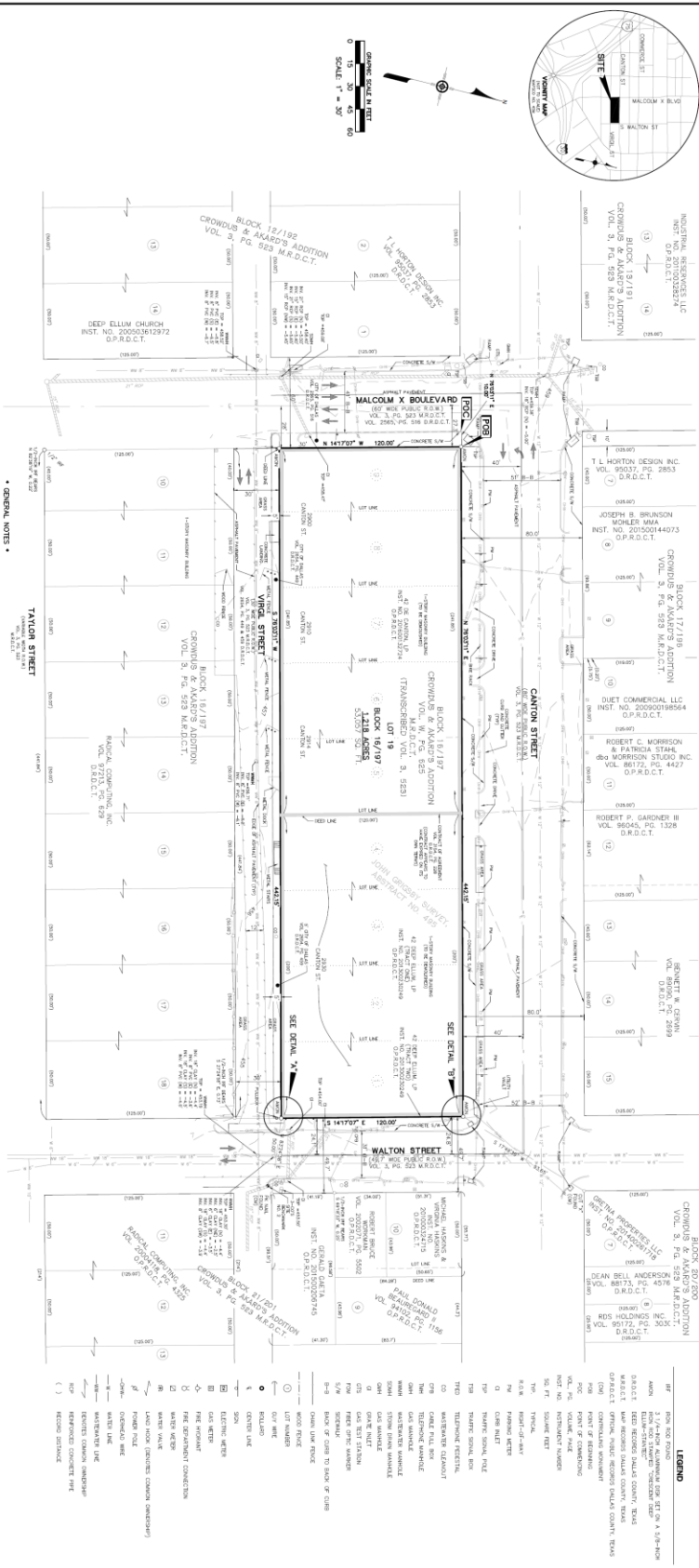
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 1.
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and Section 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
12. On the final plat dedicate 28 feet of right-of-way /Street Easement / Public Utility/Sidewalk & Utility Easement from the established center line of Virgil Street. 51A 8.602(c)
13. On the final plat dedicate 28' feet of right-of-way from the established centerline of Walton Street. Sections 51A-8.602(c), 51A-8.604(c) and 51A-8.611(e)
14. On the final plat dedicate a 20 foot by 20 foot corner clip at the intersection of Malcolm X Boulevard & Canton Street 51A 8.602(d)(1)
15. On the final plat dedicate a 10 foot by 10 foot corner clip at Virgil Street and Walton Street.
16. On the final plat dedicate a 15 foot by 15 foot corner clip at Virgil Street and Malcolm X Boulevard.
17. On the final plat dedicate a 15 foot by 15 foot corner clip at Walton Street and Canton Street.
18. Comply with Mill Creek drainage requirement. Finish floor elevation must be 3 feet above nearest inlet, top of curb. Section 51A-8.611(d), C.9 of Mill Creek, Master Drainage Plan Study
19. On the final plat show distances/width across all adjoining right-of-way. Platting Guidelines
20. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
21. On the final plat, Show all additions or tracts of land within 150' of property with recording information. Platting Guidelines
22. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed

water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.

23. Water and Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
24. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
25. Submit proposed/existing Finish Floor Elevation of Building. If building is not at least 18" above down-stream wastewater manhole, then a "Wastewater Backflow Agreement" will be required.
26. On the final plat identify the property as Lot 1A in City Block 16/197. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872).







CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-174**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Shoreview Road at Ferndale Road, northwest corner**DATE FILED:** April 21, 2017**ZONING:** PD 779**CITY COUNCIL DISTRICT:** 10 **SIZE OF REQUEST:** 4.074-Acres **MAPSCO:** 27 V**APPLICANT/OWNER:** Duke Inc. / AMFP III Shoreview LLC / Shoreview Viola, LLC

REQUEST: An application to replat a 4.316-acre tract of land containing part of Lot 1 in City Block B/7480 to create one 0.343-acre lot and one 3.973-acre lot on property located on Shoreview Road at Ferndale Road, northwest corner.

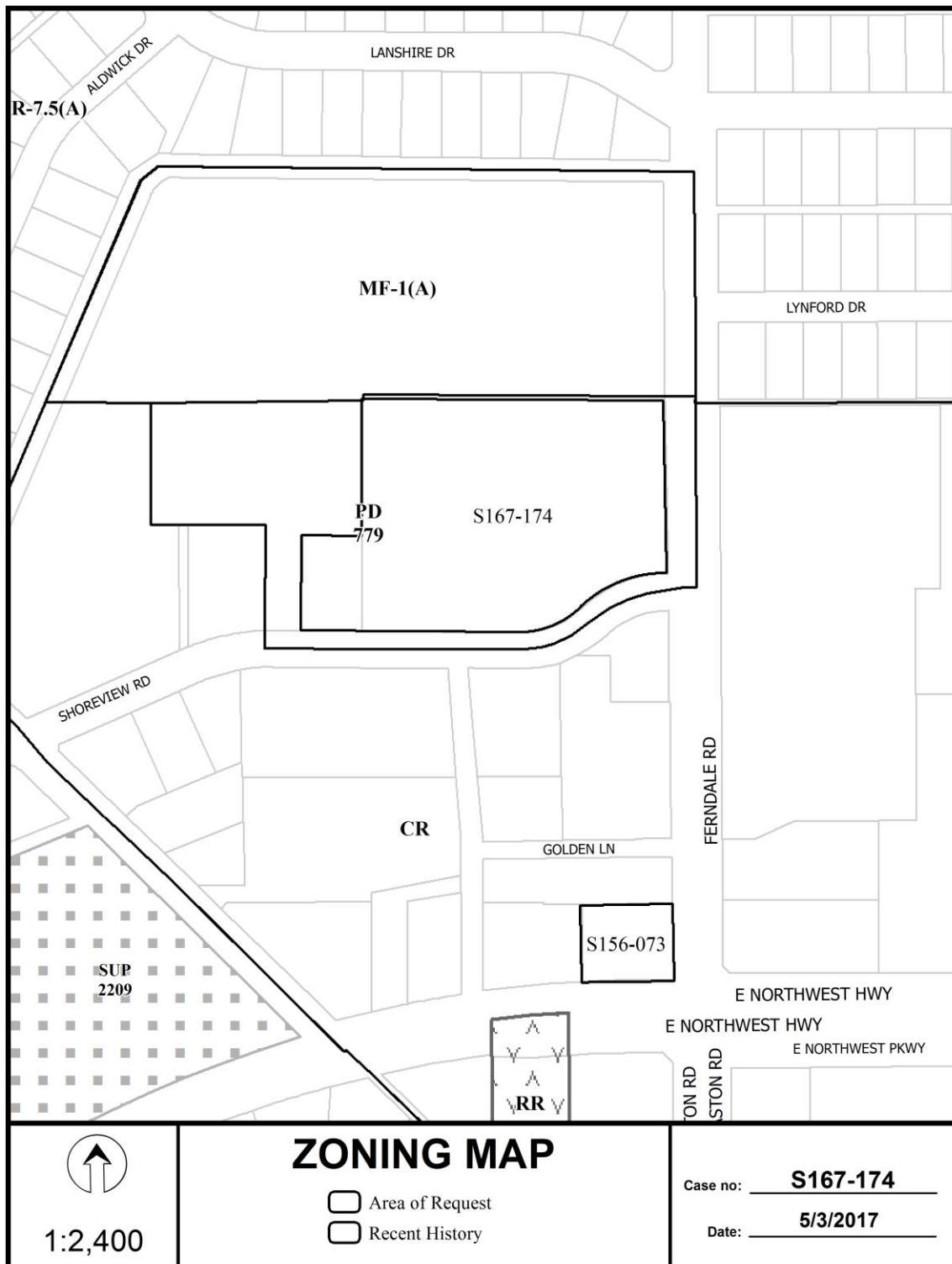
SUBDIVISION HISTORY:

1. S167-033 was an application on the same property as the present request, minus the portion of Lot 2, to replat a 4.074-acre tract of land containing part of Lots 1 and 2 in City Block B/7480 to create one lot on property located on 10113 and 10163 Shoreview Road at Ferndale Road, northwest corner. The request was scheduled for a hearing December 15, 2016 but was withdrawn prior to the hearing.
2. S156-073 was a request south of the present request to create a 0.429-acre lot from a tract of land in City Block 7480 on property fronting on Northwest Highway at Ferndale Road, northwest corner. The request was approved February 4, 2016 and has not been recorded.

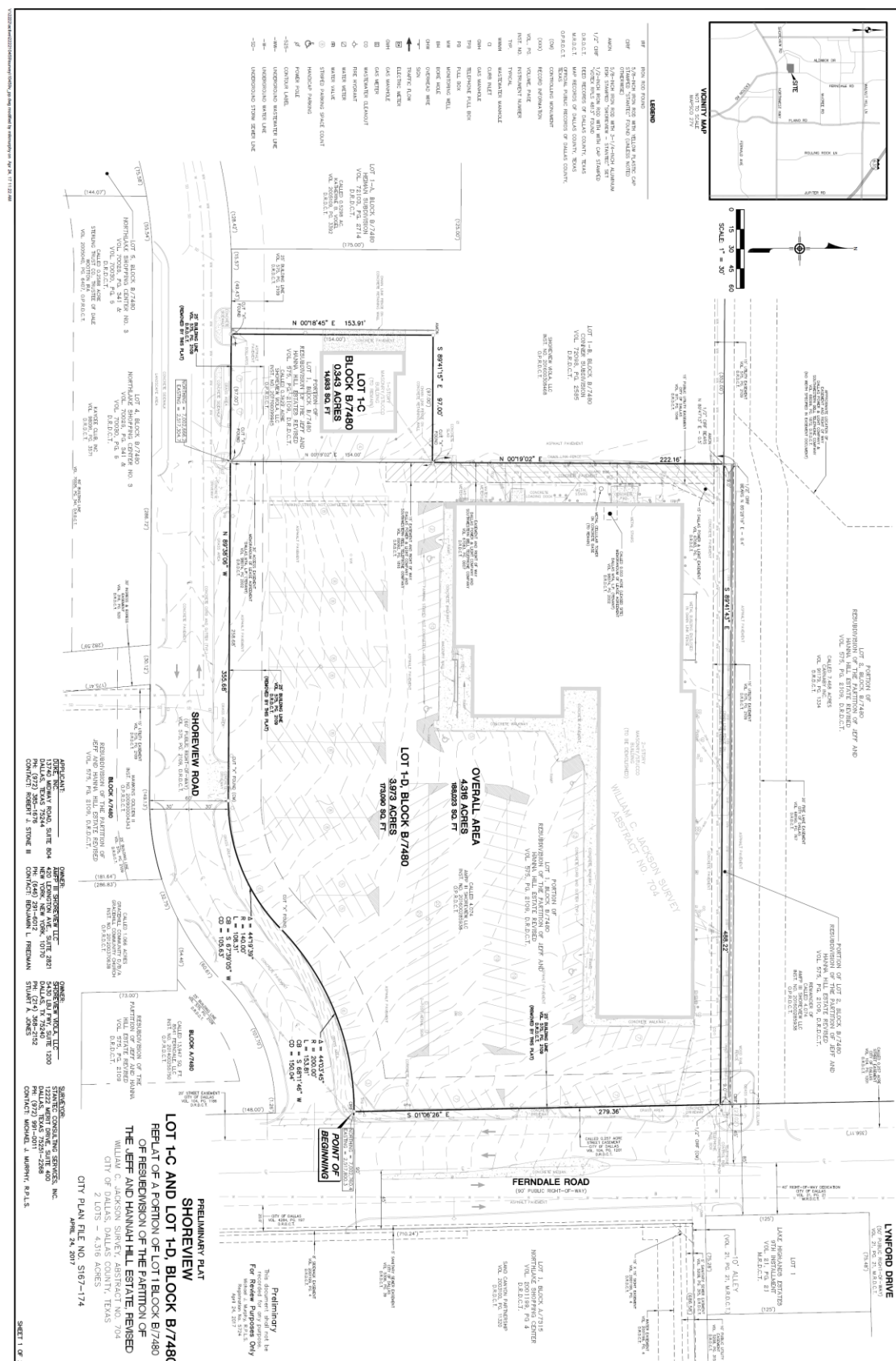
STAFF RECOMMENDATION: The request complies with the requirements of PD 779; therefore, staff recommends approval of the request subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."

8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 2.
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and Section 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
12. On the final plat dedicate a 10 foot by 10 foot corner clip at Shoreview Road and Ferndale Road.
13. On the final plat show how all adjoining right-of-way was created. Section 51A-8.403(a)(1)(A)(xxii)
14. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
15. On the final plat, Show all additions or tracts of land within 150' of property with recording information. Platting Guidelines
16. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer. Sections 49-60(g)(1) and (2) and 49-62(b), (c), and (f)
17. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
18. Water and Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
19. Existing and any proposed Water and Wastewater Easements must be shown and/or increased to conform to current design standards. **Notice:** Minimum DWU easement size 20 feet for one utility and 25 feet for both water and sewer. Larger diameter or deeper mains may require additional width.
20. Capacity of existing wastewater system is questionable. Submit proposed wastewater discharge (gpm) of development for further assessment. Sections 49-60(b)(2)(d) and 49-60(d).
21. On the final plat identify the property as Lots 1C and 1D in City Block B/7480. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872).







CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-165**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Sedgemoor Avenue at Springfield Avenue, northwest corner.**DATE FILED:** April 19, 2017**ZONING:** R-7.5(A)**CITY COUNCIL DISTRICT:** 8 **SIZE OF REQUEST:** 0.6887-Acres **MAPSCO:** 74-S**APPLICANT/OWNER:** Ricardo Mascorro

REQUEST An application to replat a 0.6887-acre tract of land containing all of Lot 13 in City Block E/7590 to create four 7,500 square foot lots on property located on Sedgemoor Avenue at Springfield Avenue, northwest corner.

SUBDIVISION HISTORY: There has been no recent platting activity within close proximity to this request.

NOTICES: 19 notices were sent to property owners within 200 feet of the property on May 1, 2017.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

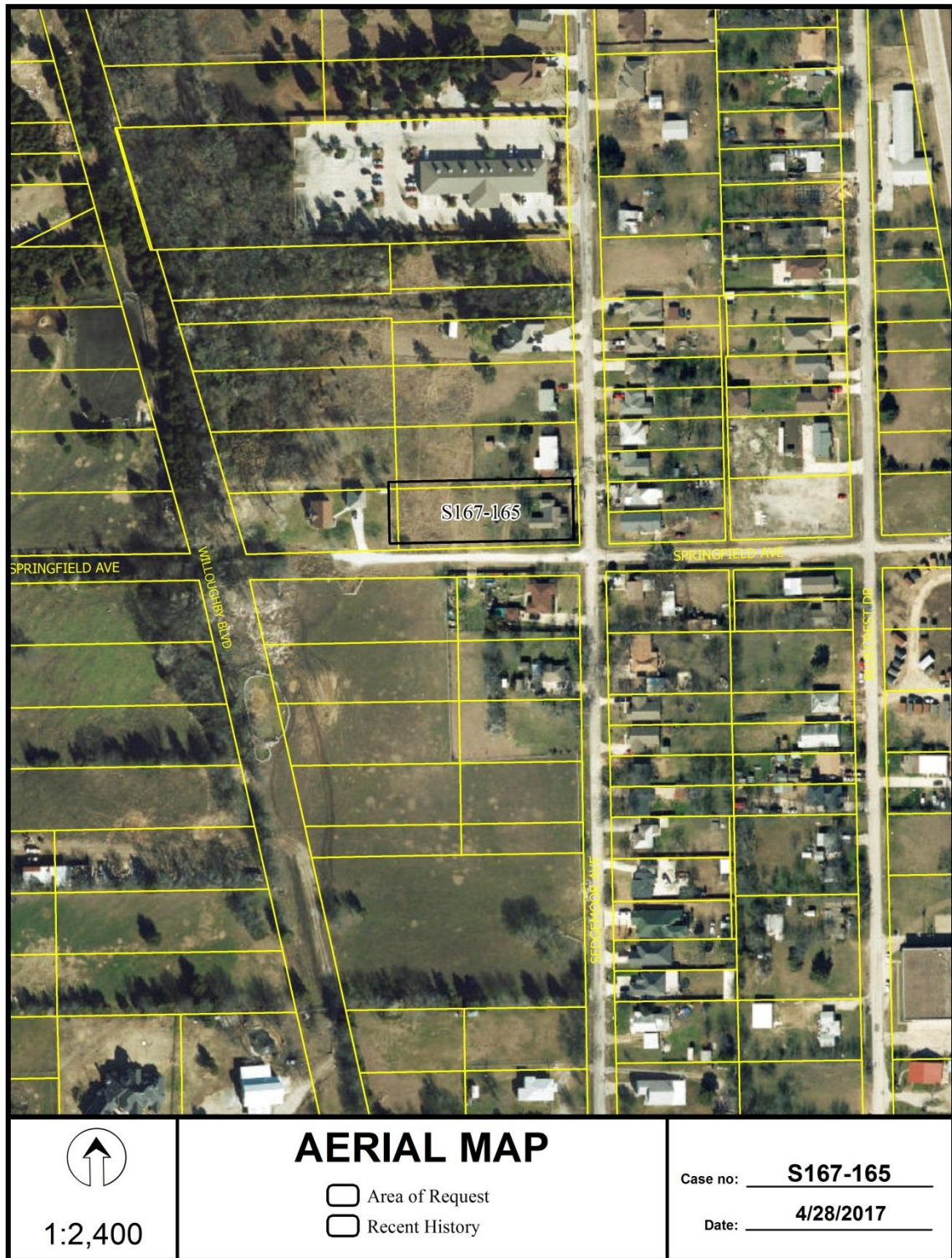
The proposed plat will create four 7,500 square foot lots. A review of the map of the area reveals a number of different parcel sizes and shapes. There is no one size or shape that appears to be prevalent in this area. Based on the configurations on the map staff has determined that no established lot pattern exists within the adjacent subdivision properties.

Staff has determined that the request complies with the requirements of the R-7.5(A) Single Family District, and with Section 51A-8.503; therefore, we recommend approval of the request subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.

7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 4.
10. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
11. Provide a detailed lot grading plan prepared by a Professional Engineer. Sections 51A-8.102(c) and 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
12. On the final plat dedicate 28' ROW /Street Easement / Public Utility/Sidewalk and Utility Easement from the established center line of Springfield Avenue and Sedgemoor Avenue Section 51A 8.602(c)
13. On the final plat dedicate a 10' X 10' corner clip easement at the intersection of Springfield Avenue & Sedgemoor Avenue. 51A 8.602(d)(1)
14. On the final plat, show how all adjoining right-of-way was created. Section 51A-8.403(a)(1)(A)(xxii)
15. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
16. On the final plat, Show all additions or tracts of land within 150' of property with recording information. Platting Guidelines
17. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: Water and Wastewater Engineering.
18. Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: Water and Wastewater Engineering.
19. On the final plat identify the property as Lots 13A, 13B, 13C, and 13D, in City Block E/7590. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872).







04/28/2017

Notification List of Property Owners

S167-165

19 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	9123 SEDGEMOOR AVE	KING SHANNON
2	9131 SEDGEMOOR AVE	MASCORRO RICARDO
3	351 W SPRINGFIELD AVE	MUNGUIA ELOY & ANGELINA
4	9130 WILLOUGHBY BLVD	KING SHANNON
5	9216 SEDGEMOOR AVE	TORRES ANGELA VASQUEZ DE & HENR MAYRON
6	9204 SEDGEMOOR AVE	FUENTES JAMIE &
7	9132 SEDGEMOOR AVE	GARCIA PATRONILLA
8	9128 SEDGEMOOR AVE	FUENTES HECTOR M &
9	9124 SEDGEMOOR AVE	HUERTA ABEL &
10	9120 SEDGEMOOR AVE	JP MORGAN CHASE BANK NA
11	9112 SEDGEMOOR AVE	MCDOW ARTHUR RAY JR
12	9116 SEDGEMOOR AVE	BARRON FRANCISCO HERRERA &
13	9104 SEDGEMOOR AVE	HERNANDEZ CARMEN
14	9115 SEDGEMOOR AVE	ROSALES JOSE M &
15	9119 SEDGEMOOR AVE	BANK OF AMERICA N A
16	9110 WILLOUGHBY BLVD	ROSALES JOSE M &
17	9207 SEDGEMOOR AVE	SIFUENTES NANCY LOU
18	9221 SEDGEMOOR AVE	PEREZ JOSE REFUGIO &
19	9216 WILLOUGHBY BLVD	REYES MARIA C

LOCATION: W. Daniel Dale Road, west of Beckley View Avenue.

DATE FILED: April 19, 2017

ZONING: R-7.5(A)

CITY COUNCIL DISTRICT: 8 SIZE OF REQUEST: 0.4132-Acres MAPSCO: 74-L

APPLICANT/OWNER: Jose and Romaulda Duran, Sandoval Construction

REQUEST An application to replat a 0.4132-acre tract of land containing all of Lot 5 in City Block E/7588 to create one 9,900-square foot lot and one 8,100-square foot lot on property located on W. Daniel Dale Road, west of Beckley View Avenue.

SUBDIVISION HISTORY: There has been no recent platting activity within close proximity to this request.

NOTICES: 21 notices were sent to property owners within 200 feet of the property on May 1, 2017.

STAFF RECOMMENDATION: Section 51A-8.503 states that "lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of the streets."

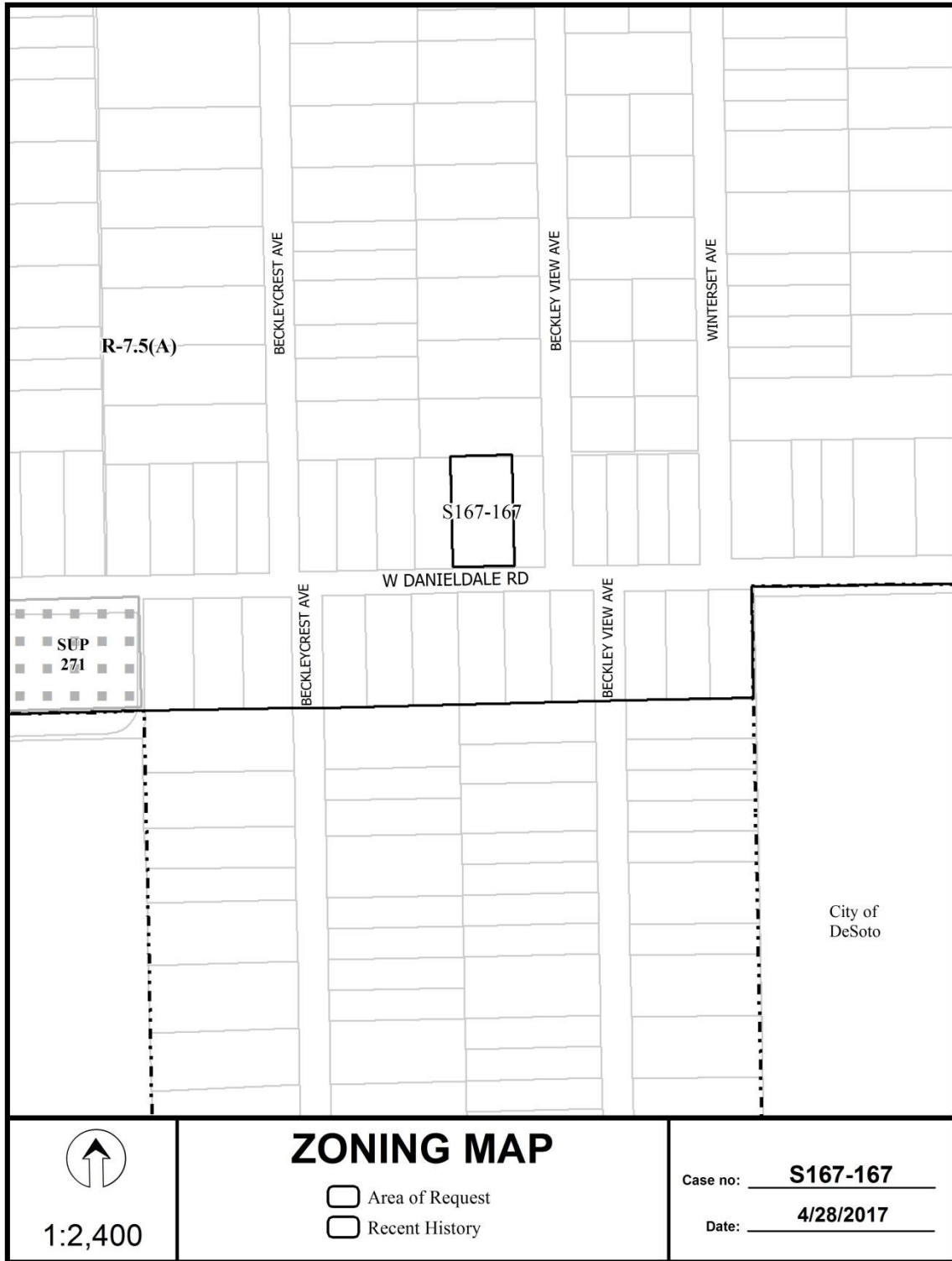
Lots on Daniel Dale Road range in width from 50 feet east of Beckley View Avenue to 62.5 feet at Beckley Crest Avenue, with the subject property being the only exception, having a lot width of 100 feet. The proposed lots are 45 feet and 55 feet in width. There are other lots on Daniel Dale Road that are 55 feet in width, and several other lots that are 50 feet in width. The proposed lots are larger in lot area than the minimum 7,500 square feet lot size required by the R-7.5(A) zoning district. The R-7.5(A) zoning district does not contain any lot width minimum requirements.

Staff concludes that the request is in compliance with Section 51A-8.503 and meets the requirements of the R-7.5(A) District; therefore, staff recommends approval of the request subject to compliance with the following conditions:

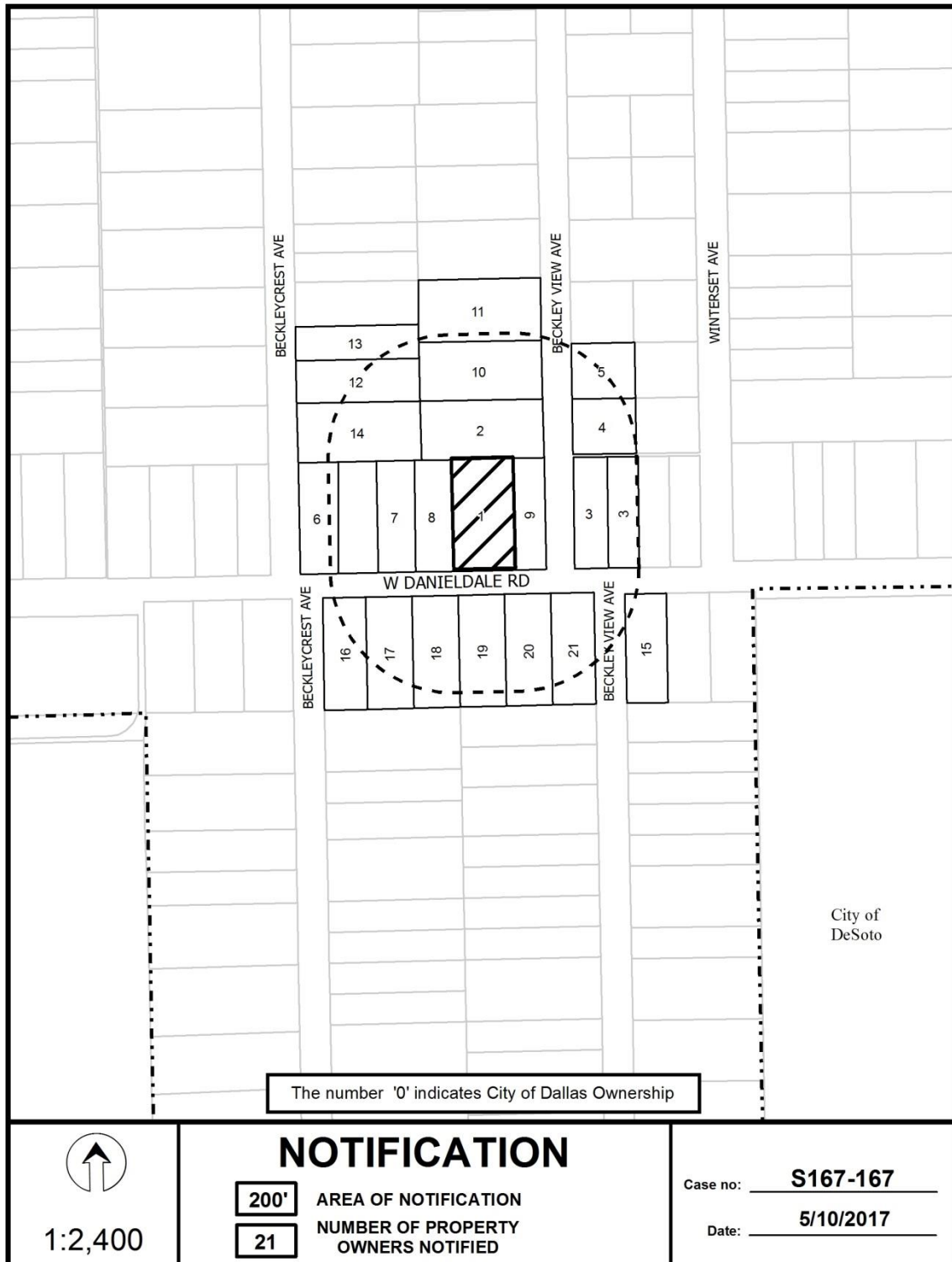
1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the

plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.

7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 2.
10. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
11. Provide a detailed lot grading plan prepared by a Professional Engineer. Sections 51A-8.102(c) and 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
12. On the final plat, show how all adjoining right-of-way was created. Section 51A-8.403(a)(1)(A)(xxii)
13. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
14. On the final plat, Show all additions or tracts of land within 150' of property with recording information. Platting Guidelines
15. On the final plat choose a new/different addition name for submitted plat. Platting Guidelines
16. On the final plat show and label "Beckley View Avenue" south of Daniel Dale Road.
17. On the final plat identify the property as Lots 5A, and 5B in City Block F/2953. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872).





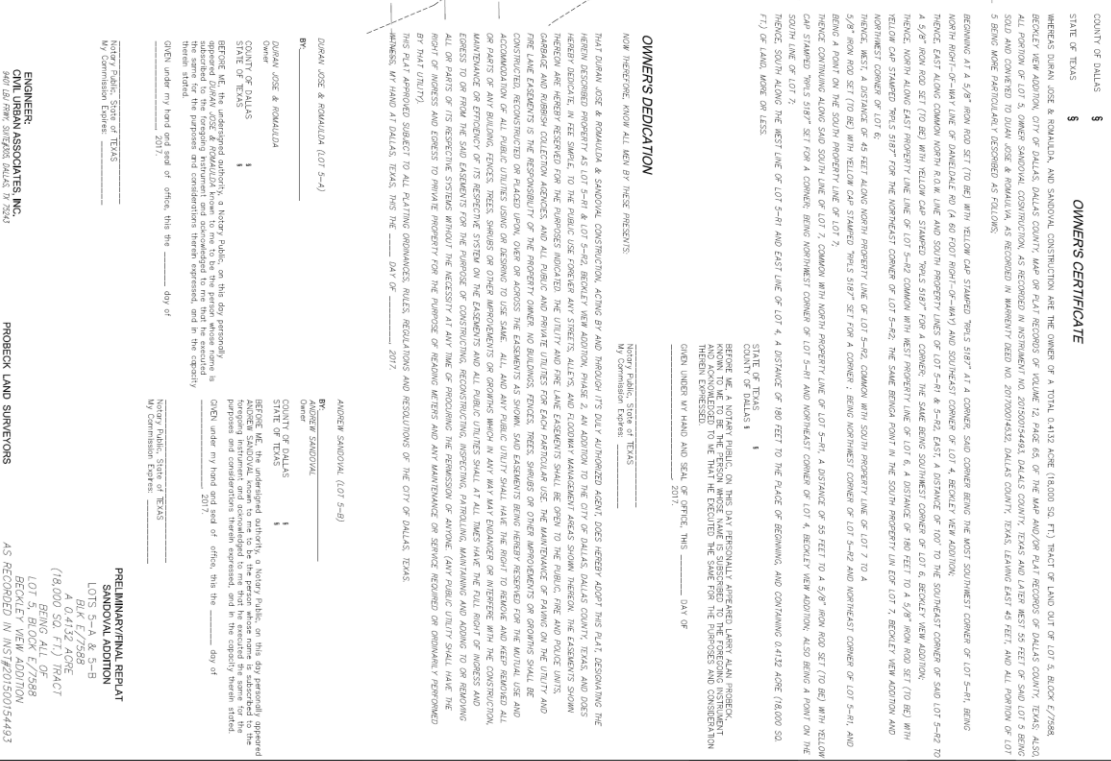


Notification List of Property Owners

S167-167

21 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	607 W DANIELDALE RD	SANDOVAL CONSTRUCTION
2	9413 BECKLEYVIEW AVE	HERNANDEZ GERARDO &
3	515 W DANIELDALE RD	CASTILLO APOLINAR & ANNA
4	9414 BECKLEYVIEW AVE	MCSWEEN EMANUEL
5	9410 BECKLEYVIEW AVE	HERNANDEZ ELODIA
6	631 W DANIELDALE RD	REYNA JOE
7	619 W DANIELDALE RD	RODRIGUEZ LAURA
8	615 W DANIELDALE RD	CANTU JOSE LUIS & MARIA J
9	601 W DANIELDALE RD	CANTU LUIS ANTONIO
10	9409 BECKLEYVIEW AVE	MALAGON ALFREDO & LOURDES
11	9337 BECKLEYVIEW AVE	RAMIREZ JORGE &
12	9422 BECKLEYCREST AVE	RAWLINS DAVID W &
13	9416 BECKLEYCREST AVE	SHELTON EDNA
14	9430 BECKLEYCREST AVE	RAWLINS DAVID W
15	518 W DANIELDALE RD	ZUNIGA MODESTO & ELVIRA
16	636 W DANIELDALE RD	SANCHEZ MARCELINA
17	620 W DANIELDALE RD	VILLELA ANTONIA
18	614 W DANIELDALE RD	YZAGUIRRE ADRIAN M
19	618 W DANIELDALE RD	NAJERA ALBERTO EMILIANO &
20	612 W DANIELDALE RD	AGUIRE JUAN P RODRIGUEZ
21	606 W DANIELDALE RD	GOODRICH MARY &



CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-170**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Robin Road, between Nakoma Drive and Waneta Drive**DATE FILED:** April 21, 2017**ZONING:** R-7.5 (A)**CITY COUNCIL DISTRICT:** 2**SIZE OF REQUEST:** 1.322-Acres**MAPSCO:** 34H**APPLICANT/OWNER:** James Patrick Collins and Lindsey Ann Collins

REQUEST: An application to replat a 1.322-acre tract of land containing all of Lots 1, 2, and 3 and part of Lot 4 in City Block 5/4918 to create one lot 20,999 square feet in size and one lot 24,467 square feet in size on property located on Robin Road, between Nakoma Drive and Waneta Drive.

SUBDIVISION HISTORY:

1. S167-141 was a request to replat a 1.322-acre tract of land containing all of Lots 1 through 4 in City Block 5/4918 to create 3 lots ranging in size from 0.277-acre to 0.659-acre on property located on Robin Road, between Nakoma Drive and Waneta Drive. The request was denied by the Commission for failure to comply with Section 51A-8.503 on April 6, 2017.
2. S123-099 was a request south of the present request to replat a 0.971 acre tract of land containing all of Lot 7 in City Block 3/4916 into one 0.489 acre lot, and one 0.482 acre lot on property located at 6506 Robin Road at Mockingbird Lane, northeast corner. The request was approved March 21, 2013 and recorded April 17, 2015.

NOTICES: 28 notices were sent to property owners within 200 feet of the property on April 26, 2017.

STAFF RECOMMENDATION: Section 51A-8.503 states that "lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of the streets."

Proposed Lot 2A has been reduced in size from 28,718 square feet to 20,999 square feet in size but is still much larger than most of the lots on Robin Road. The width of this lot on Robin Road has been reduced from 179 feet to 95 feet of frontage on Robin Road, and 160 feet on Nakoma Drive.

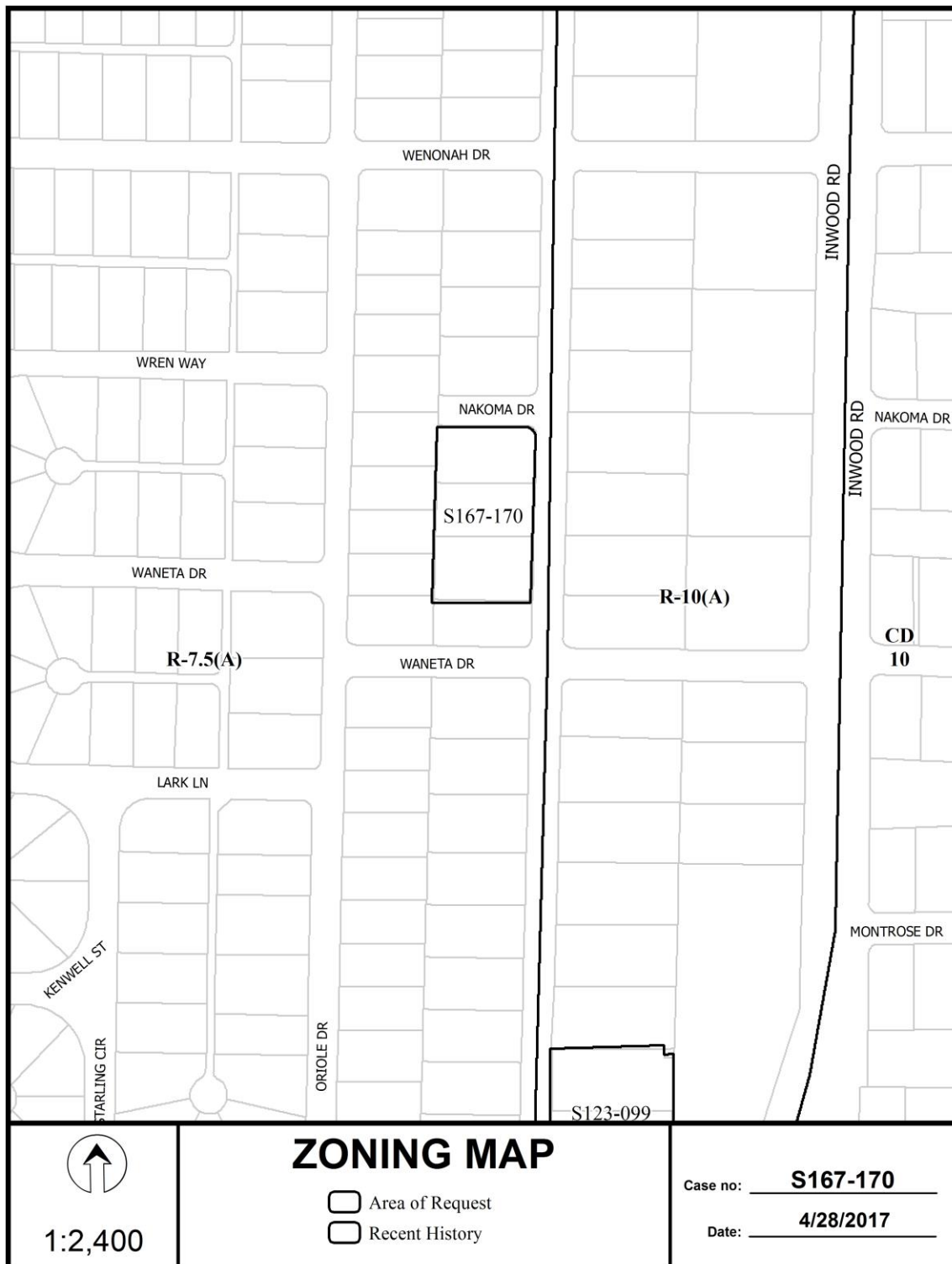
Proposed Lot 3A is being increased in size from a proposed area of 16,792 square feet in size and 105 feet of frontage on Robin Road, to 20,999 square feet in size and a frontage of 131.3 feet on Robin Road. The lots fronting on Robin Road between Mockingbird Lane and Linett Lane range between 70 and 100 feet in width. Proposed Lot 2A will be 179 feet in width, which is almost twice the width of the majority of the lots fronting on Robin Road.

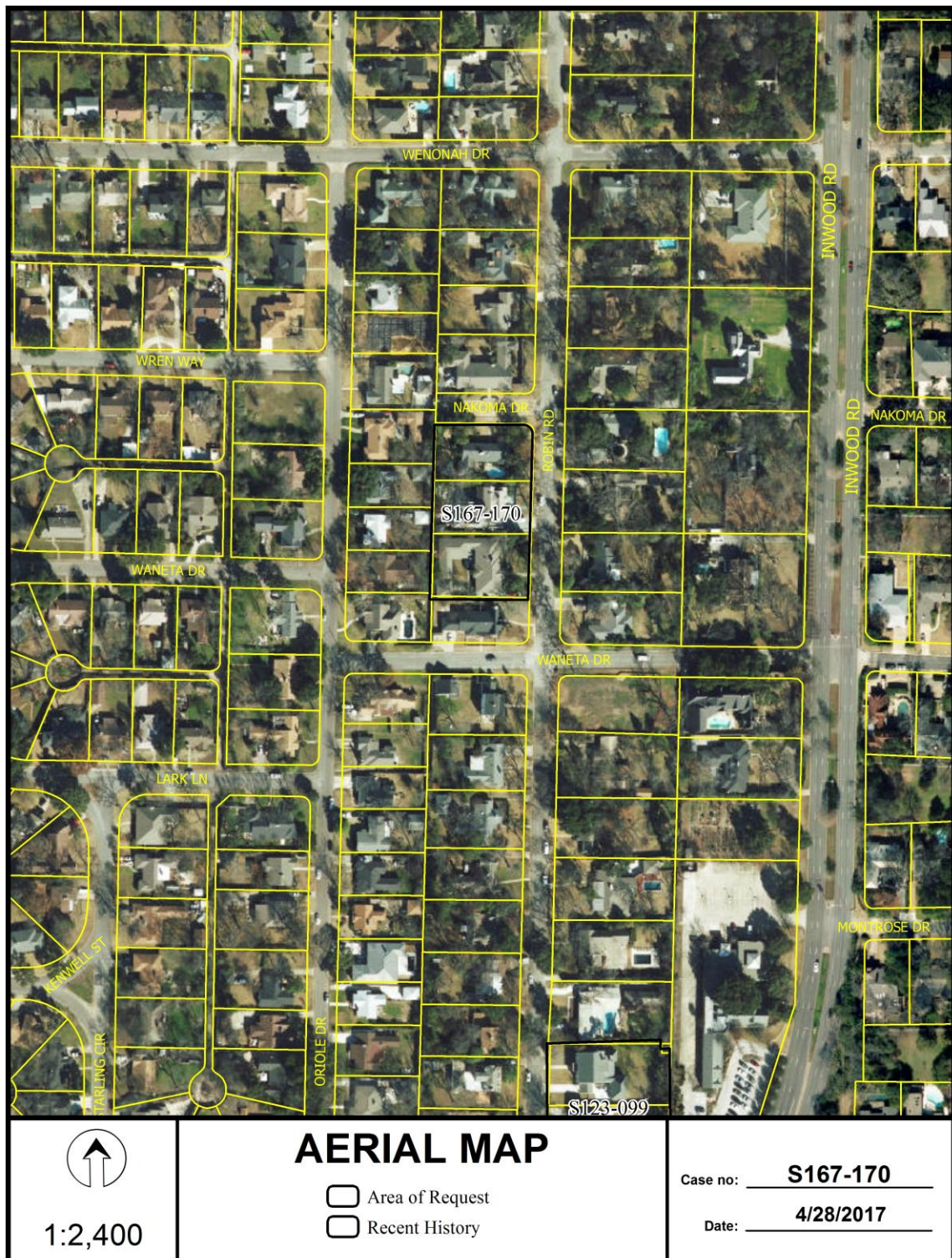
The request complies with the R-7.5(A) requirements; however, it is staff's opinion that it does not comply with the requirements of Section 51A-8.503 because the proposed lots are larger than the majority of the lots in the area, and are substantially wider than most

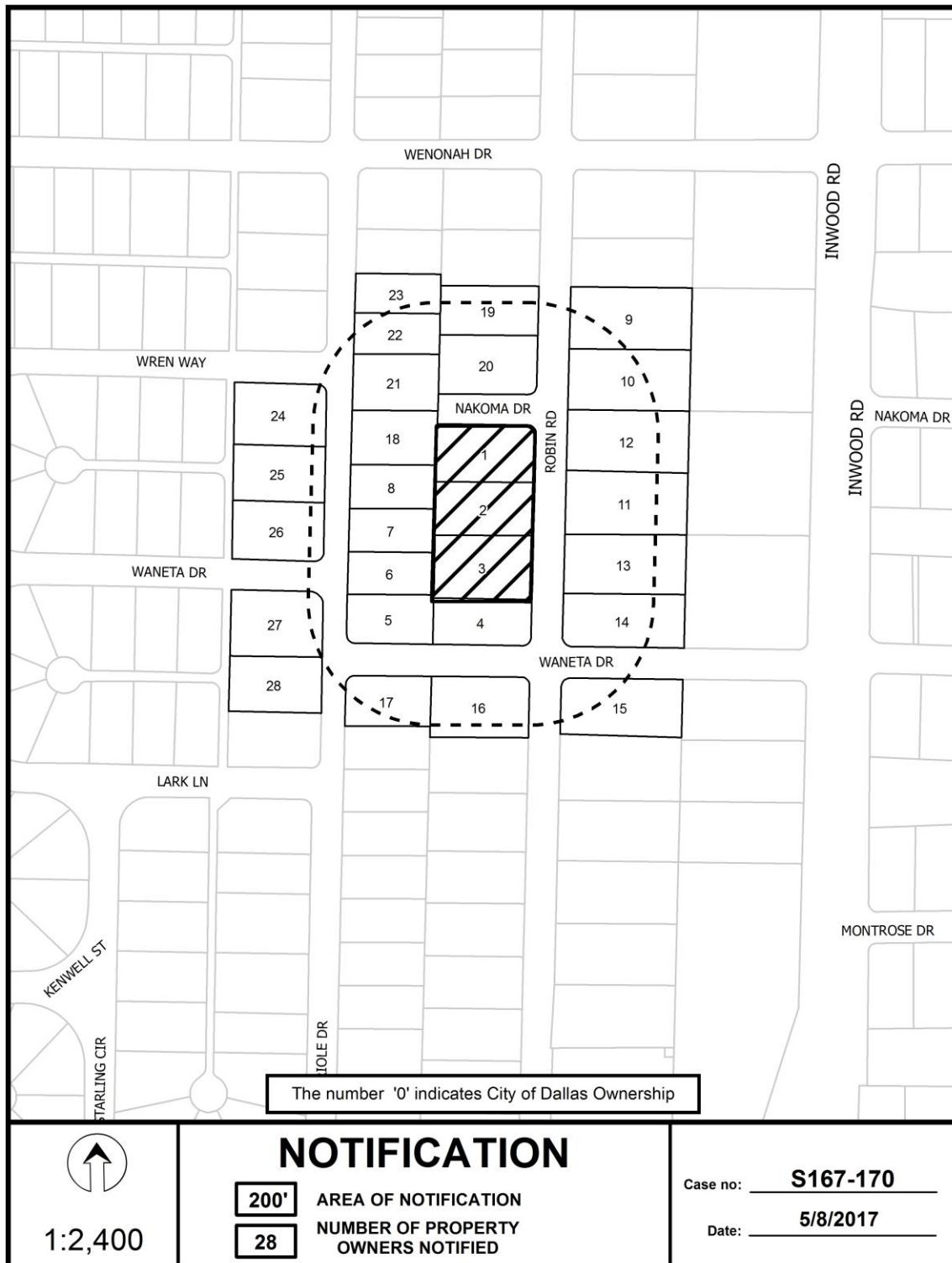
of the lots fronting on Robin Road; therefore, staff recommends **denial** of the request. However, should the commission approve the request we recommend that the approval be subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 2.
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Section 51A-8.603; Section 51A-8.604
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
12. On the final plat dedicate either 28 feet of right-of-way, street easement, or sidewalk easement from the established center line of Nakoma Drive, Robin Road, and Waneta Drive. Sections 51A-8.602(c) and 51A-9.101
13. On the final plat dedicate a 10 foot by 10 foot corner clip at Nakoma Drive and Robin Road.
14. On the final plat show distances/width across all adjoining right-of-way. Platting Guidelines

15. On the final plat, show recording information on all existing easements within 150' of property. Platting Guidelines
16. On the final plat show all additions or tracts of land within 150-feet of the property with recording information. Platting Guidelines
17. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed water and wastewater service locations. Submit site plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
18. Wastewater main improvements may be required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
19. Existing and any proposed Water and Wastewater Easements must be shown and/or increased to conform to current design standards. **Notice:** Minimum DWU easement size 20' for one utility and 25' for both water and sewer. Larger diameter or deeper mains may require additional width.
20. Increase the easement width across the back of the property to 10 feet to protect existing wastewater main.
21. On the final plat identify the property as Lot, 1A, and 2A in City Block 5/4918. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872)







04/28/2017

Notification List of Property Owners

S167-170

28 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	6727 ROBIN RD	CAMASS TRUST
2	6719 ROBIN RD	COLLINS JAMES PATRICK & LINDSEY ANN
3	6711 ROBIN RD	TERRY ELLEN TRUST
4	6705 ROBIN RD	STEVENS VINCELEE
5	6702 ORIOLE DR	SISSON JONATHAN H & MINDY L
6	6710 ORIOLE DR	HURLBUTT MATTHEW LEE &
7	6716 ORIOLE DR	SURVIVORS TRUST
8	6722 ORIOLE DR	WHITE CONNIE
9	6814 ROBIN RD	EATMON MARTHELLE JONES EST OF
10	6806 ROBIN RD	STEVENS INC
11	6722 ROBIN RD	BURKE TIMOTHY
12	6728 ROBIN RD	PRATT JOURDAN L &
13	6710 ROBIN RD	AUSTIN MELINDA A
14	6700 ROBIN RD	HUBBELL ERIC D &
15	6630 ROBIN RD	SCHWEITZER THEODORE C III &
16	6627 ROBIN RD	MOORE LINDA G &
17	6610 ORIOLE DR	TAYLOR LESLIE
18	6730 ORIOLE DR	HILL LAUMONT S &
19	6811 ROBIN RD	SCHWARTZ ARMOND G
20	6803 ROBIN RD	CONNATSER AUBREY M & ADAM S
21	6806 ORIOLE DR	TONNESSEN CINDY
22	6810 ORIOLE DR	BIEBER CHAD J &
23	6818 ORIOLE DR	ROSS DAVID
24	6723 ORIOLE DR	FLORES AUGUSTO C ETAL
25	6715 ORIOLE DR	COLE LINDA
26	6705 ORIOLE DR	CARRETHEERS ENSIE L

04/28/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6623 ORIOLE DR	BYROM KENNETH I
28	6615 ORIOLE DR	WALKER BERTHA

LOCATION: St. Augustine Road between Old Seagoville Road and Grady Lane

DATE FILED: April 21, 2017

ZONING: R-7.5(A)

CITY COUNCIL DISTRICT: 5

SIZE OF REQUEST: 31.543-Acre

MAPSCO: 59Y

APPLICANT/OWNER: Dallas Independent School District

REQUEST: An application to replat a 31.543-acre tract of land containing part of Lots 1 and 2, and all of Lots 3, 4, 5, and 6 in City Block 7880 to create one lot on property located on St. Augustine Road between Old Seagoville Road and Grady Lane.

NOTICES: 63 notices were sent to property owners within 200 feet of the property on April 28, 2017.

SUBDIVISION HISTORY: There has been no recent platting activity within close proximity to this request.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

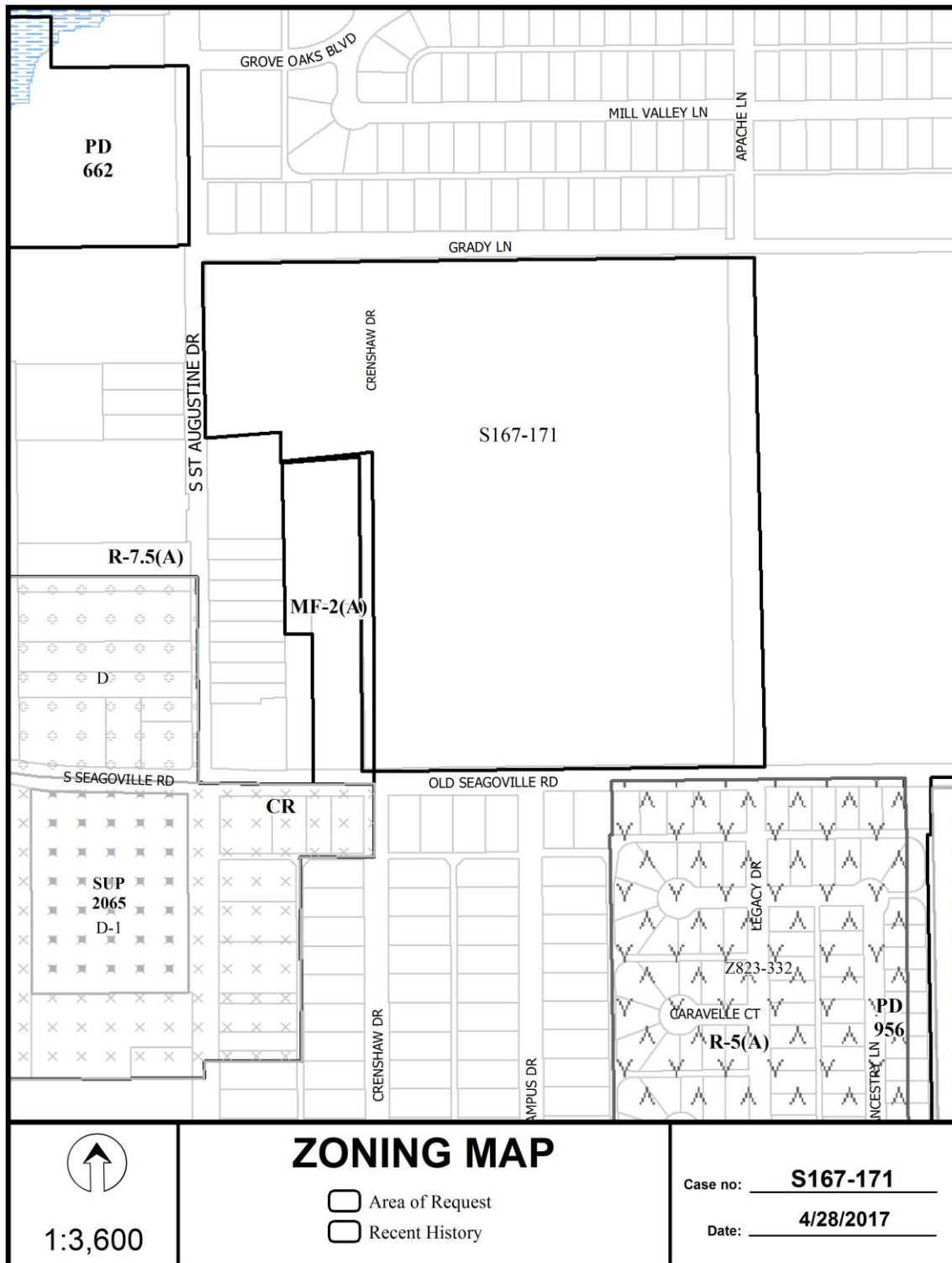
The proposed lot is larger than most of the lots in the area. The properties have been utilized for an institutional use for many years. It is a policy of the city that institutional uses generally require greater land area than residential or non-residential lots and generally serve, and are compatible with the neighborhood; therefore, staff concludes that the request is in compliance with Section 51A-8.503 and with requirements of R-7.5(A) Single Family District; therefore, staff recommends **approval** of the request subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act, and the Rules and Regulations of the Texas Board of Land Surveying. Section 51A-8.102(a), (b), (c) and (d).
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code. Section 51A-8.102(a), (b), (c) and (d)
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas. Section 51A-8.102(a), (b), (c) and (d)
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard. Section 51A-8.403(a)(6)(G)

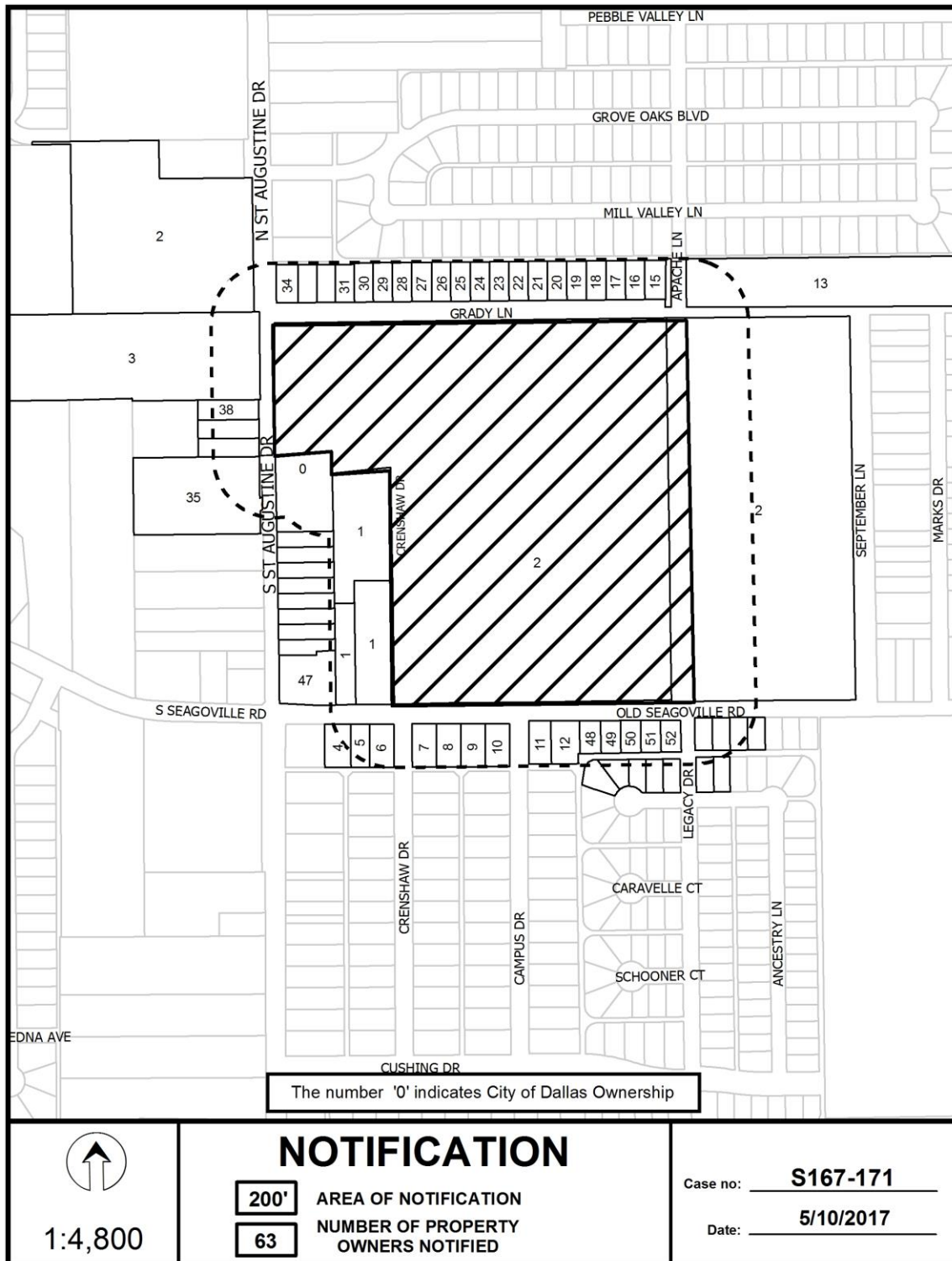
5. Any structure new or existing may not extend across new property lines. Section 51A-8.501(b)
6. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature. Section 51A-8.502(a) and (b)
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection." Section 51A-8.617
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 1. Section 51A-4.411(f)(3)
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Sections 51A-8.102(c) and Section 51A-8.601(b)(4), (5), (6), (7), (8), and (9)
11. Detention may be required if the capacity of available outfall is not adequate to carry the developed runoff. Section 51A-8.611(e)
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
13. On the final plat dedicate either 28 feet of right-of-way, street easement, or sidewalk easement from the established center line of Grady Lane and Old Seagoville Road. Sections 51A-8.602(c) and 51A-9.101
14. On the final plat dedicate 30 feet of right-of-way from the established centerline of St. Augustine Drive. Sections 51A-8.602(c), 51A-8.604(c) and 51A-8.611(e)
15. On the final plat dedicate a 15 foot by 15 foot corner clip at Grady Lane and St. Augustine Drive.
16. On the final plat show distances/width cross all adjoining right-of-way. Platting Guidelines
17. On the final plat show recording information on all existing easements within 150-feet of the property. Platting Guidelines
18. On the final plat show all additions or tracts of land within 150-feet of the property with recording information. Platting Guidelines
19. Additional design information is required for assessment. Site plan must be submitted showing proposed development, building finished floor elevation, development, existing mains – including downstream manhole, and proposed

water and wastewater service locations. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**. Section 49-60(g)(1)

20. Water and Wastewater main improvements may be required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: Water and Wastewater Engineering.
21. Prior to final plat on sheet 1, change the label "Drive" to "Crenshaw Drive". Section 51A-8.403(a)(1)(A)(xii).
22. On the final plat identify the property as Lot 1 in City Bock A/7880. Ordinance Book 1A, page 131 - 148, Section 2 (passed August 13, 1872).







04/28/2017

***Notification List of Property Owners
S167-171***

63 Property Owners Notified

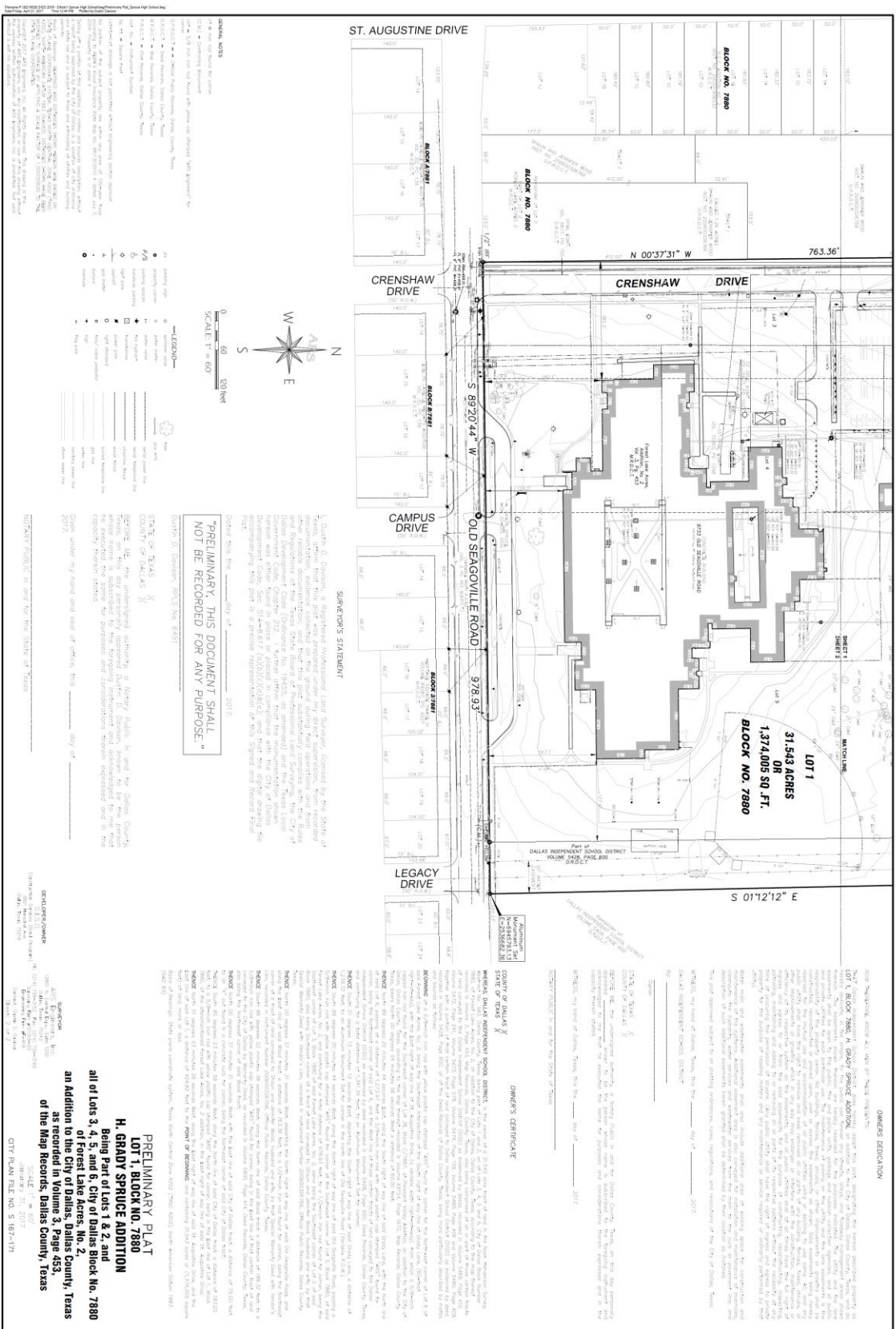
<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	9625 SEAGOVILLE RD	WOOD SHAUN D & JENNIFER L
2	133 N ST AUGUSTINE RD	Dallas ISD
3	115 S ST AUGUSTINE RD	ENGLISH MARC S
4	9612 SEAGOVILLE RD	SARAVIA LAURA
5	9618 SEAGOVILLE RD	MITCHELL DANIEL
6	9622 SEAGOVILLE RD	HERNANDEZ VICTOR M
7	9706 SEAGOVILLE RD	COLLINS WILLIAM
8	9710 SEAGOVILLE RD	PAZ ANTONIO
9	9716 SEAGOVILLE RD	BURROWS GWENDOLYN ESTATE OF
10	9720 SEAGOVILLE RD	DELGADO LUIS & SONIA
11	9804 SEAGOVILLE RD	NEMETH ERICH
12	9810 SEAGOVILLE RD	MORENO RAMON &
13	101 N MASTERS DR	SIBLEY CHILDREN'S TRUST
14	9700 GRADY LN	SIBLEY CHILDREN'S TRUST
15	9841 GRADY LN	ESQUIVEL VICTOR
16	9835 GRADY LN	TOVAR JOSE A &
17	9829 GRADY LN	MENDOZA AIDA
18	9823 GRADY LN	GONZALEZ ILICIA MAGALY
19	9817 GRADY LN	FEGGETT SHAWN & TONYA
20	9811 GRADY LN	LINARES GLORIA L &
21	9805 GRADY LN	JOHNSON CECIL EARL &
22	9741 GRADY LN	GONZALES JOSE RUBEN &
23	9735 GRADY LN	LEIJA LUCIO & ROSALINDA
24	9729 GRADY LN	AGUILAR MA DE LOURDES CHAVEZ
25	9723 GRADY LN	CHITSEY DEBRA K TRUSTEE
26	9717 GRADY LN	RAOUPPOUR SAADAT K

04/28/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	9711 GRADY LN	MORALES PATRICIA &
28	9705 GRADY LN	PARKER RANDY & CAROLYN J
29	9635 GRADY LN	HARRELL EARNEST S
30	9629 GRADY LN	ASCENT INVESTMENTS LLC
31	9623 GRADY LN	AZA EMILIO &
32	9617 GRADY LN	AZA EMILIO & MARIA R
33	9611 GRADY LN	VALLE JOSE ROGELIO
34	9605 GRADY LN	VALARTA CARLOS
35	137 S ST AUGUSTINE RD	VALENCIA JULIA
36	133 S ST AUGUSTINE RD	LOPEZ MARTIN & TERESA
37	129 S ST AUGUSTINE RD	OVALLE MARTIN
38	125 S ST AUGUSTINE RD	HERNANDEZ PRIMITIVO
39	278 S ST AUGUSTINE RD	HERNANDEZ JUAN & MARTHA
40	274 S ST AUGUSTINE RD	JIMENEZ PRISHNA
41	270 S ST AUGUSTINE RD	RAMIREZ SERGIO
42	266 S ST AUGUSTINE RD	SUAREZ HERMILO &
43	262 S ST AUGUSTINE RD	MORENO CHRISTI &
44	258 S ST AUGUSTINE RD	VELAZQUEZ WENDY
45	254 S ST AUGUSTINE RD	PEREZ JOSE LUIS
46	250 S ST AUGUSTINE RD	SANCHEZ JULIO &
47	9615 SEAGOVILLE RD	INTELL LILY INVESTMENT LP
48	9816 SEAGOVILLE RD	SESSION SHEILA
49	9822 SEAGOVILLE RD	HERRERA RAY A
50	9828 SEAGOVILLE RD	VAZQUEZ RAUL &
51	9834 SEAGOVILLE RD	HEATH DAVID ET AL
52	9840 SEAGOVILLE RD	STURNS EARLINE
53	9823 ANCESTRY CT	HERNANDEZ TRACY D
54	9819 ANCESTRY CT	FAZ ALEJANDRO & MA IRMA
55	9815 ANCESTRY CT	HILL MILTON JR
56	9809 ANCESTRY CT	ROSSUM LENORA & NATHANIEL
57	9805 ANCESTRY CT	HERNANDEZ RICARDO & PAULA

04/28/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	308 ANCESTRY LN	BUSTILLO JOSE ALFREDO &
59	304 ANCESTRY LN	BRUNDAGE BRENDA JOHNSON
60	9906 SEAGOVILLE RD	CARRANZA SABINO & BERTA
61	9912 SEAGOVILLE RD	LUCERO ARTURO
62	9918 SEAGOVILLE RD	OLVERA MIRNA ELVIA
63	9924 SEAGOVILLE RD	GREEN DANIEL



CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-118R1**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Sylvester Street between Knight Street and Throckmorton**DATE FILED:** April 21, 2017**ZONING:** PD 193, (TH-3)**CITY COUNCIL DISTRICT:** 2 **SIZE OF REQUEST:** 1.250-Acres **MAPSCO:** 44D**APPLICANT/OWNER:** CADG Harry Hines, LLC

REQUEST: An application to revise a previously approved plat (S167-118) on a 1.250-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 15 lot Shared Access Development on property located on Sylvester Street between Knight Street and Throckmorton.

SUBDIVISION HISTORY:

1. S167-119R1 is a request contiguous on the east of the present request to replat a 1.157-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 16 lot Shared Access Development on property located southwest of Sylvester Street, between Knight Street and Throckmorton. This request is also scheduled to be heard May 18, 2017.
2. S167-118 was an application on most of the property of the present request to replat a 1.208-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 15 lot Shared Access Development on property located on Sylvester Street between Knight Street and Throckmorton. The request was approved for **14 lots** on March 16, 2017 and has not been recorded.
3. S167-119 was a request contiguous on the east of the present request to replat a 1.157-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 16 lot Shared Access Development on property located southwest of Sylvester Street between Knight Street and Throckmorton. The request was approved for 16 lots on March 16, 2017 and has not been recorded.
4. S156-051 was a request southeast of the present request to replat a 0.8747-acre tract of land containing all of Lots 6-10 in City Block 31/2283 into one lot on property located on Reagan Street, between Harry Hines Boulevard and Dallas North Tollway. The request was approved December 17, 2015 and has not been recorded.
5. S123-269 was a request northeast of the present request to replat a 0.2283-acre tract of land containing all of Lot 1 and part of Lot 2 in City Block 2/2058 to create one lot on property located at 4100 Maple Avenue, west of Throckmorton Street. The request was approved October 24, 2013 and has not been recorded.
6. S112-087 was a request northeast of the present request to replat a 12.65-acre tract of land containing all of Lot 1B and a 0.1861 acre tract of land in City Block A/1007 into one lot on property bounded by Dallas North Tollway, Maple Avenue and Oak Lawn Avenue. The request was approved on July 9, 2013 and has not been recorded.

NOTICES: 41 notices were sent to property owners within 200 feet of the property on May 2, 2017.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

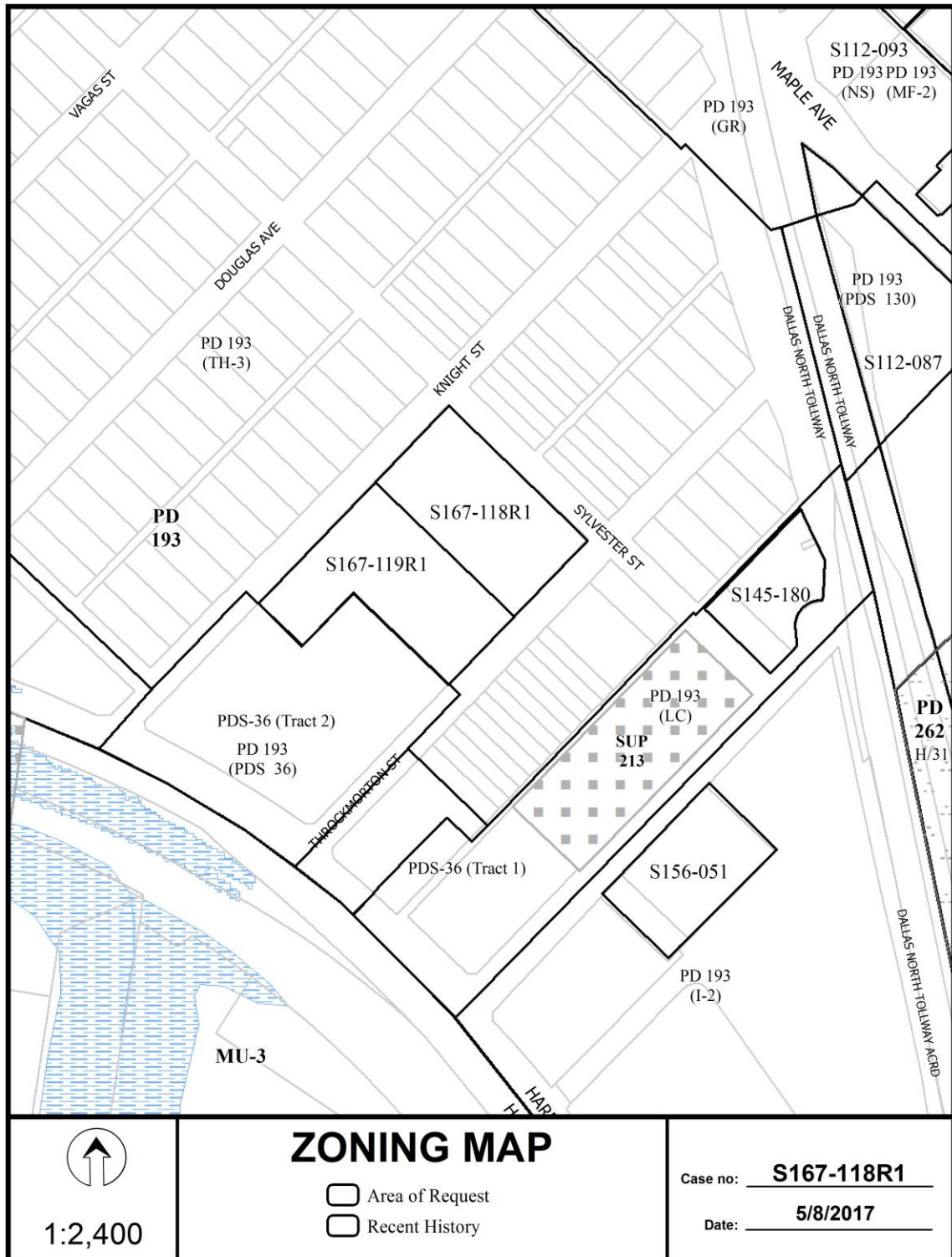
The TH-3 sub-district allows 12 lots per acre and a minimum lot size of 2,000 square feet. The property is 1.250-acres or 54,450 square feet in size. The proposal for 15 lots will average 3,630 square feet per lot which is within the range permitted by the zoning. The area in close proximity to the request has a wide range of lot sizes with no significant prevailing pattern.

The request complies with the requirements of PD 193, TH-3 sub-district, the requirements of Section 51A-4.412 (Shared Access requirements), and complies with Section 51A-8.503; therefore, staff recommends approval subject to compliance with the following conditions:

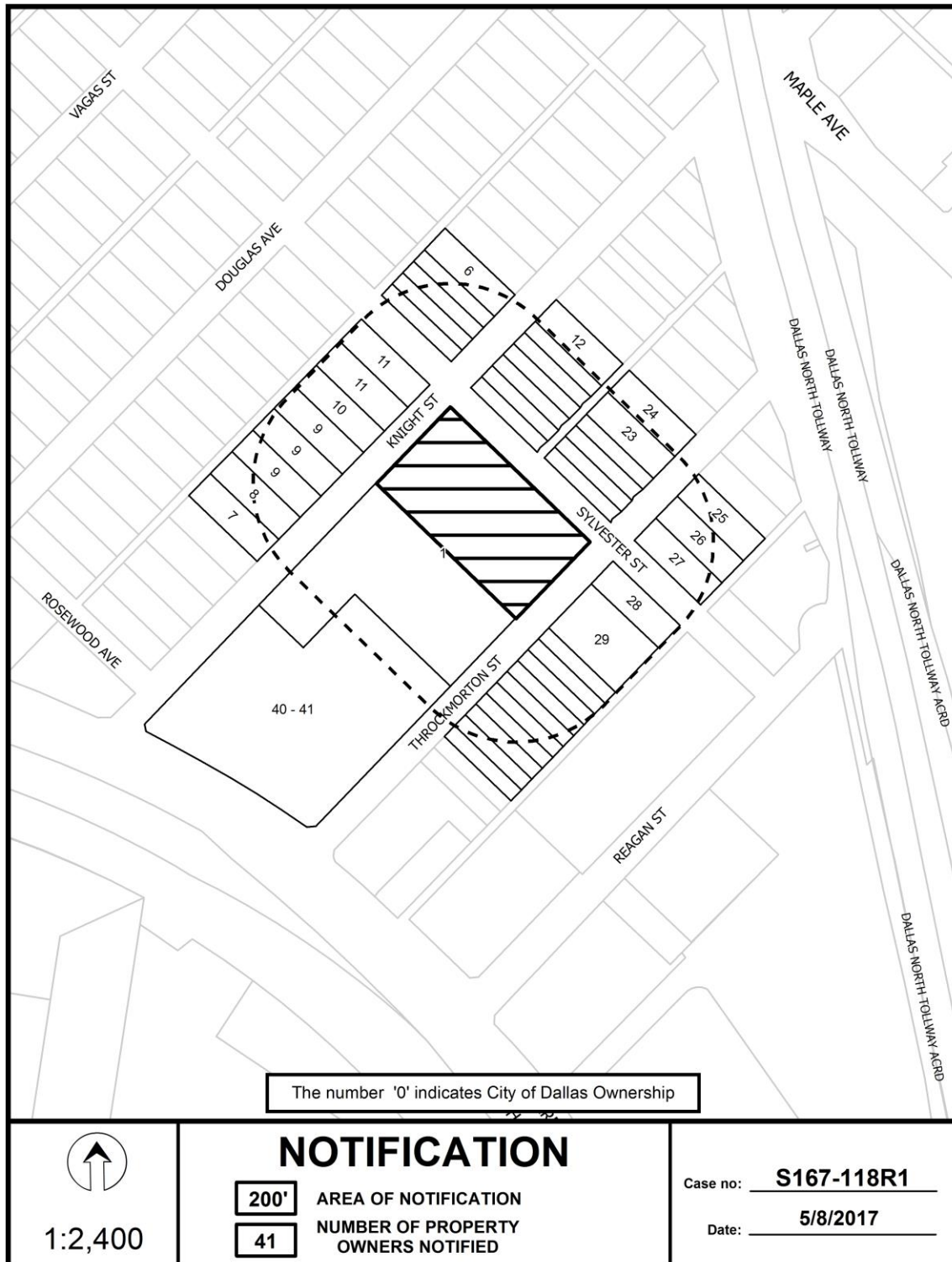
1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, The Professional Land Surveying Practices Act and Amendment, and the General Rules of Procedures and Practices of the "Texas Board of Professional Land Surveying".
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 15.

10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Section 51A8.603; Section 51A-8.604
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
12. On the final plat dedicate a 10 foot by 10 foot corner clip at Knight Street and Sylvester Street.
13. On the final plat dedicate a 10 foot by 10 foot corner clip at Throckmorton Street and Sylvester Street.
14. The Shared Access Easement must be recorded by separate instrument with the recording information placed on the face of the plat.
15. The Shared Access Area easement must be a minimum of 20 feet wide and contain a minimum paving width of 16 feet. Section 51A-411(d)(7)
16. On the final plat all utility easement abandonments must be shown with the correct recording information.
17. On the final plat list utility easements as retained within street abandonments when stated in the abandonment ordinance, or follow the City of Dallas standard affidavit requirements.
18. On the final plat show the Lien Holders Subordination Agreement.
19. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
20. Water and Wastewater main improvements are required by a Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
21. The Shared Access Area development must comply with DWU standards for water and wastewater construction and design and be accepted by the City of Dallas prior to submittal of the final plat for the Chairperson's signature. Section 49-61(c)(5)(B) and the Development Design Procedures and Policy Manual, Section 2
22. The Shared Access Area easement must be a minimum of 20 feet wide and contain a minimum paving width of 16 feet. Section 51A-411(d)(7)
23. A water and wastewater easement at least 12 feet wide to be used exclusively for public water and wastewater below grade must be provided within the Shared Access Area easement & labeled on the plat. Section 51A-4.411(d)(2) and Sections 49-60(d), 49-61(c)(5)(B), and Development Design Procedure and Policy Manual Section 6.2
24. No building permit may be issued to authorize work in the shared access area development until the final plat and the Shared Access Area Agreement have

- been recorded in the real property records of Dallas County, and the recording information has been placed on the face of the plat, and all other requirements of the shared access area have been met. Section 51A-4.411(c)(3)
25. Prior to submittal of the final plat the Shared Access Development must meet all of the requirements of Section 51A-4.411. Section 51A-4.411(c)
 26. The recording information of the "Shared Access Area Agreement" must be placed on the final plat prior to being submitted to the City Plan Commission Chairman for signature. The Shared Access Area Agreement shall include a metes and bounds description of the shared access area as part of an attachment to the document. Section 51A-4.411(e)
 27. For frontage purposes and determining building setback lines only, all of the property in this shared access development is considered to be one lot. Section 51A-4.411(f)(2)
 28. Regardless of the minimum front yard setback of the applicable zoning district, the minimum front yard setback must be at least 20 feet from the right-of-way line of a street if the parking space for the lot(s) is located in an enclosed structure and if the space faces upon or can be entered directly from the street. Section 51A-4.411(f)(2)
 29. Include the words "Shared Access Development" in the title block of the final plat. Platting Guidelines
 30. Place a note on the final plat stating: "No vehicular access is permitted to adjacent property outside the platted property from the shared access area except to a public or City Council approved Private Street." Section 51A-4.411(d)(3), and 51A-4.411(d)(10)
 31. If a guard house is provided, it must be at least 30 feet from the shared access point. Section 51A-4.411(d)(8)
 32. On the final plat provide a City of Dallas approved street name for the Shared Access Area Easement. Contact the Street Name Coordinator to obtain an approved street name". Sections 51A-8.403(a)(1)(A)(xiv) and 51A-8.506(e)
 33. The Shared Access Development must provide 0.25 guest parking spaces per dwelling unit and the spaces must be located within the Shared Access Area Easement. Section 51A-4.411(g)
 34. On the final plat identify the property as Lots 1 through 15 in City Block 28A/2280. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872)
 35. Prior to final plat, contact the Dallas Street Name Coordinator to select an appropriate name for Shared Access Easement Area. Section 51A-8.403. (a) (1) (A) (xiv) Section 51A-8.506. (e)







05/01/2017

Notification List of Property Owners

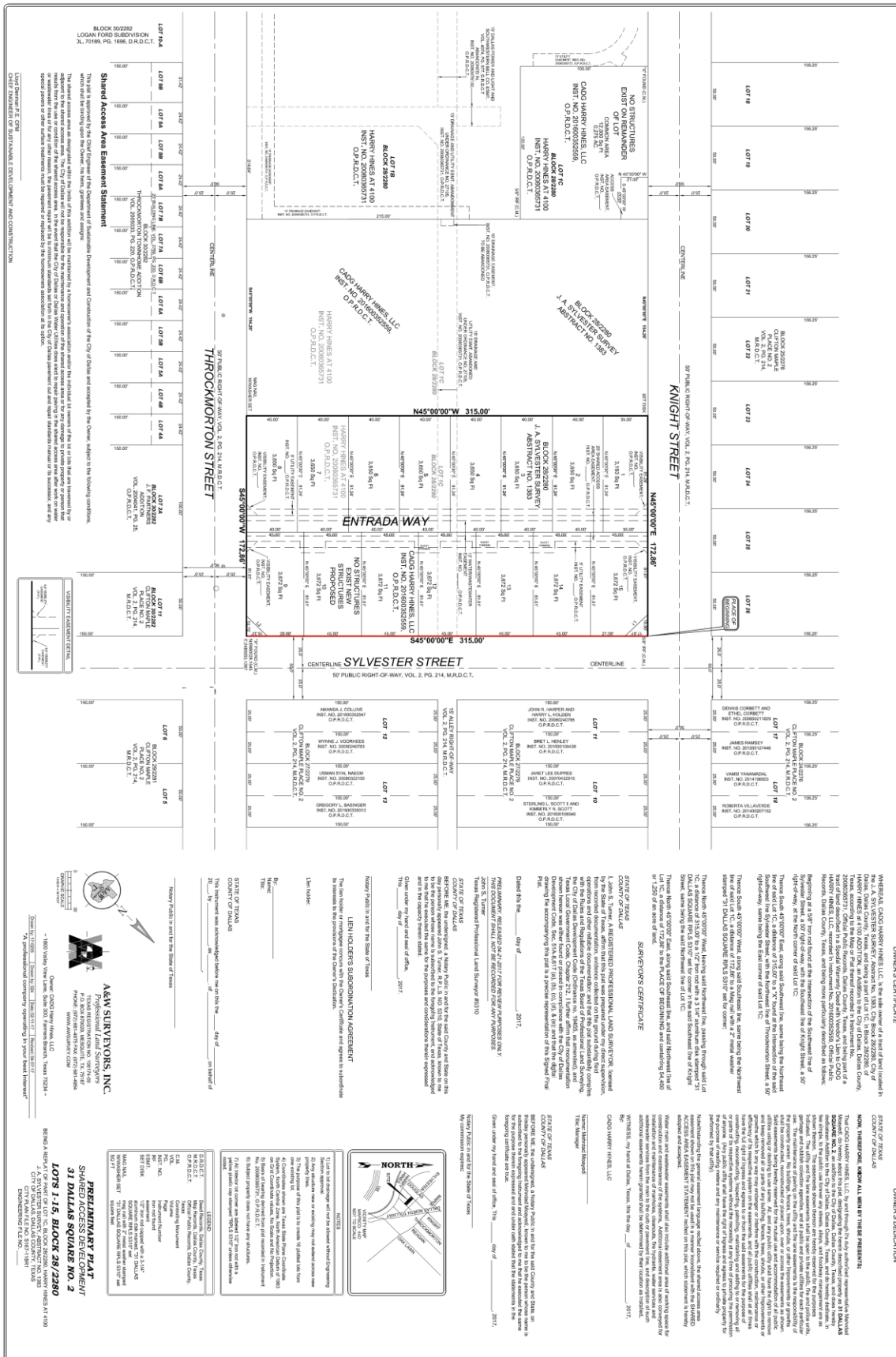
S167-118R1

41 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4100 HARRY HINES BLVD	4100 HARRY HINES PTNRS LP
2	2403 KNIGHT ST	RAMSEY JASON
3	2401 KNIGHT ST	CORBETT DENNIS E & ETHEL
4	2407 KNIGHT ST	VILLAVERDE ROBERTA L
5	2405 KNIGHT ST	YANAMADALA VAMSI
6	2411 KNIGHT ST	RIZOS NICK S
7	2323 KNIGHT ST	MEDRANO PROPERTIES INC
8	2327 KNIGHT ST	MEDRANO ROLANDO
9	2329 KNIGHT ST	MEDRANO PROPERTIES LTD
10	2343 KNIGHT ST	MEDRANO PROPERTIES LTD
11	2345 KNIGHT ST	MEDRANO ROLANDO
12	2412 KNIGHT ST	MCCLAIN CAROLYN
13	2408 KNIGHT ST	CHEN CHARLIE
14	2410 KNIGHT ST	LANGE STEVEN
15	2404 KNIGHT ST	DUPREE JANET LEE
16	2406 KNIGHT ST	MASTERSON CATHERENE MARLENE
17	2400 KNIGHT ST	HARPER JOHN R
18	2402 KNIGHT ST	HENLEY BRET L
19	2403 THROCKMORTON ST	VOORHEES WYNNE J
20	2401 THROCKMORTON ST	BOECK CHRISTOPHER M
21	2407 THROCKMORTON ST	BASINGER GREGORY L
22	2405 THROCKMORTON ST	NAEEM USMAN SYAL
23	2411 THROCKMORTON ST	GARAY JOHN D
24	2415 THROCKMORTON ST	RODRIGUEZ LUIS M
25	2410 THROCKMORTON ST	MANZANARES MARY L
26	2406 THROCKMORTON ST	PINEDA JOSEPHINE EST OF

05/01/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2402 THROCKMORTON ST	BALLAS BARRY BULL INC
28	2350 THROCKMORTON ST	LEE ANNIE D
29	2344 THROCKMORTON ST	LEWIS JACK V &
30	2338 THROCKMORTON ST	RASCO SHAD L
31	2336 THROCKMORTON ST	WESTLAKE P TEED
32	2334 THROCKMORTON ST	GARDNER RAYMOND
33	2332 THROCKMORTON ST	MARTIN DAVID L
34	2330 THROCKMORTON ST	MILLER RICHARD ALLEN & DEIDRE B
35	2328 THROCKMORTON ST	K & D BLACK PROPERTIES LIMITED
36	2326 THROCKMORTON ST	MARTIN COREY LEON
37	2324 THROCKMORTON ST	VERMILLION JENNIFER & PATRICK M BILGERE
38	2322 THROCKMORTON ST	LONG PAMELA J
39	2320 THROCKMORTON ST	AFOLABI FOLASHADE
40	4100 HARRY HINES BLVD	DALLAS POLICE & FIRE PENSION SYSTEM
41	4100 HARRY HINES BLVD	CDK REALTY ADVISORS LP



CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****FILE NUMBER:** S167-119R1**SUBDIVISION ADMINISTRATOR:** Paul Nelson**LOCATION:** Southwest of Sylvester Street between Knight Street and Throckmorton**DATE FILED:** April 21, 2017**ZONING:** PD 193, (TH-3)**CITY COUNCIL DISTRICT:** 2 **SIZE OF REQUEST:** 1.391-Acres **MAPSCO:** 44D**APPLICANT/OWNER:** CADG Harry Hines, LLC

REQUEST: An application to revise a previously approved plat (S167-119) on a 1.391-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 16 lot Shared Access Development on property located southwest of Sylvester Street between Knight Street and Throckmorton.

SUBDIVISION HISTORY:

1. S167-118R1 is an application to revise a previously approved plat (S167-118) on a 1.250-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 15 lot Shared Access Development on property located on Sylvester Street between Knight Street and Throckmorton. This request is also scheduled for a hearing on May 18, 2017.
2. S167-118 was a request contiguous on the south of the present request to replat a 1.208-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 15 lot Shared Access Development on property located on Sylvester Street between Knight Street and Throckmorton. The request was approved for 14 lots on March 16, 2017 and has not been recorded.
3. S167-119 was an application that included most of the present request to replat a 1.157-acre tract of land containing part of Lot 1C in City Block 28/2280 to create a 16 lot Shared Access Development on property located southwest of Sylvester Street between Knight Street and Throckmorton. The request was approved for 16 lots on March 16, 2017 and has not been recorded.
4. S156-051 was a request southeast of the present request to replat a 0.8747-acre tract of land containing all of Lots 6-10 in City Block 31/2283 into one lot on property located on Reagan Street, between Harry Hines Boulevard and Dallas North Tollway. The request was approved December 17, 2015 and has not been recorded.
5. S123-269 was a request northeast of the present request to replat a 0.2283-acre tract of land containing all of Lot 1 and part of Lot 2 in City Block 2/2058 to create one lot on property located at 4100 Maple Avenue, west of Throckmorton Street. The request was approved October 24, 2013 and has not been recorded.
6. S112-087 was a request northeast of the present request to replat a 12.65-acre tract of land containing all of Lot 1B and a 0.1861 acre tract of land in City Block A/1007 into one lot on property bounded by Dallas North Tollway, Maple Avenue and Oak Lawn Avenue. The request was approved on July 9, 2013 and has not been recorded.

NOTICES: 25 notices were sent to property owners within 200 feet of the property on May 2, 2017.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

The TH-3 sub-district allows 12 lots per acre and a minimum lot size of 2,000 square feet. The property is 1.391-acres or 60,592 square feet in size. The proposal for 16 lots will average 3,787 square feet per lot which is within the range permitted by the zoning. The area in close proximity to the request has a wide range of lot sizes with no significant prevailing pattern.

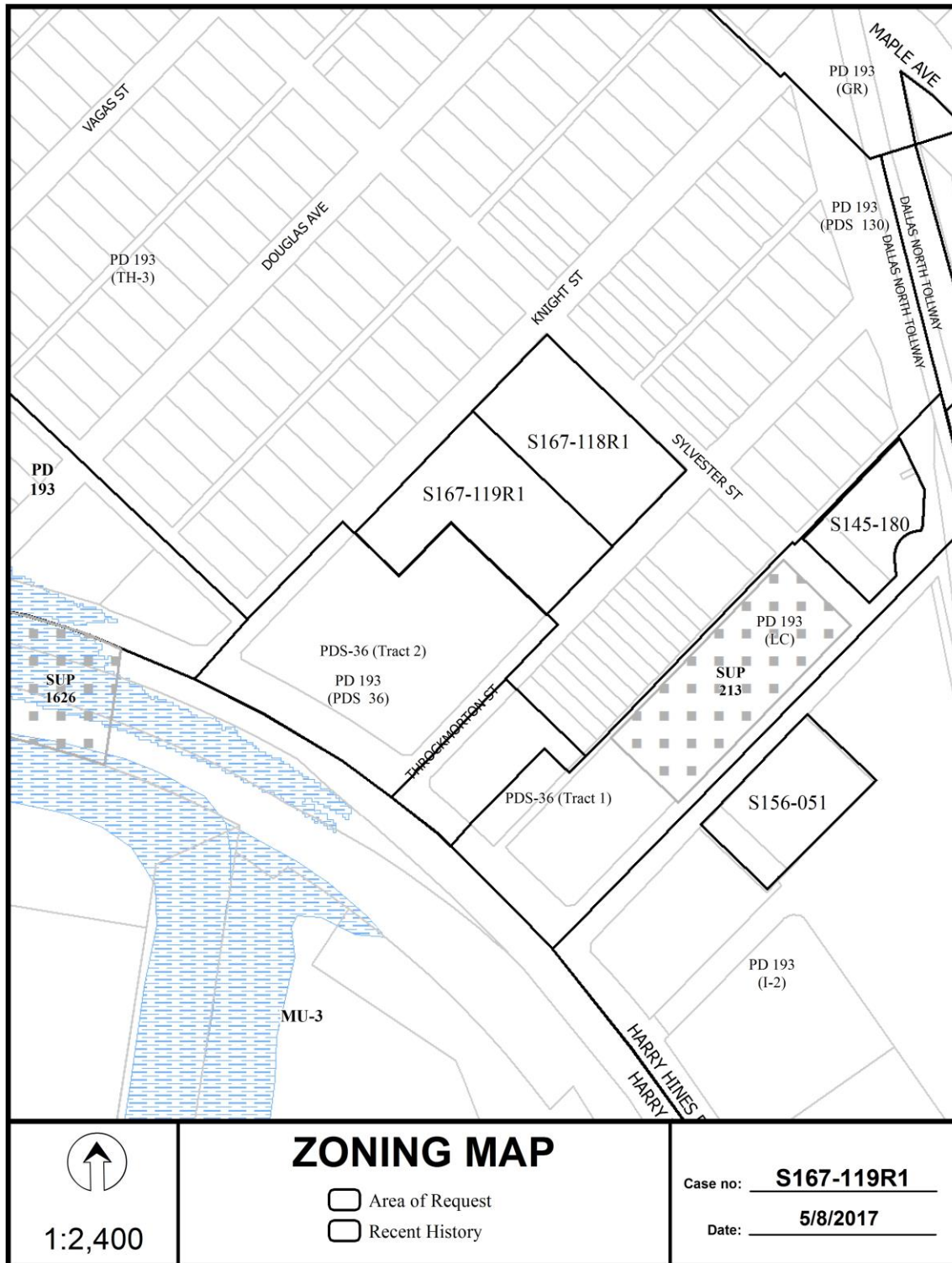
The request complies with the requirements of PD193, TH-3 sub-district, the requirements of Section 51A-4.412 (Shared Access requirements), and complies with Section 51A-8.503; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat must conform to all requirements of the Dallas Development Code, Texas Local Government Code, The Professional Land Surveying Practices Act and Amendment, and the General Rules of Procedures and Practices of the "Texas Board of Professional Land Surveying".
2. Department of Sustainable Development and Construction, Engineering Division must verify that the plat conforms with the water, wastewater, and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances, and requirements of the City of Dallas.
4. The number and location of fire hydrants, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines.
6. On the final plat, all easement abandonments, and ROW abandonments must be by separate instrument with the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
7. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
8. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department. Section 51A-8.617
9. The maximum number of lots permitted by this plat is 16.

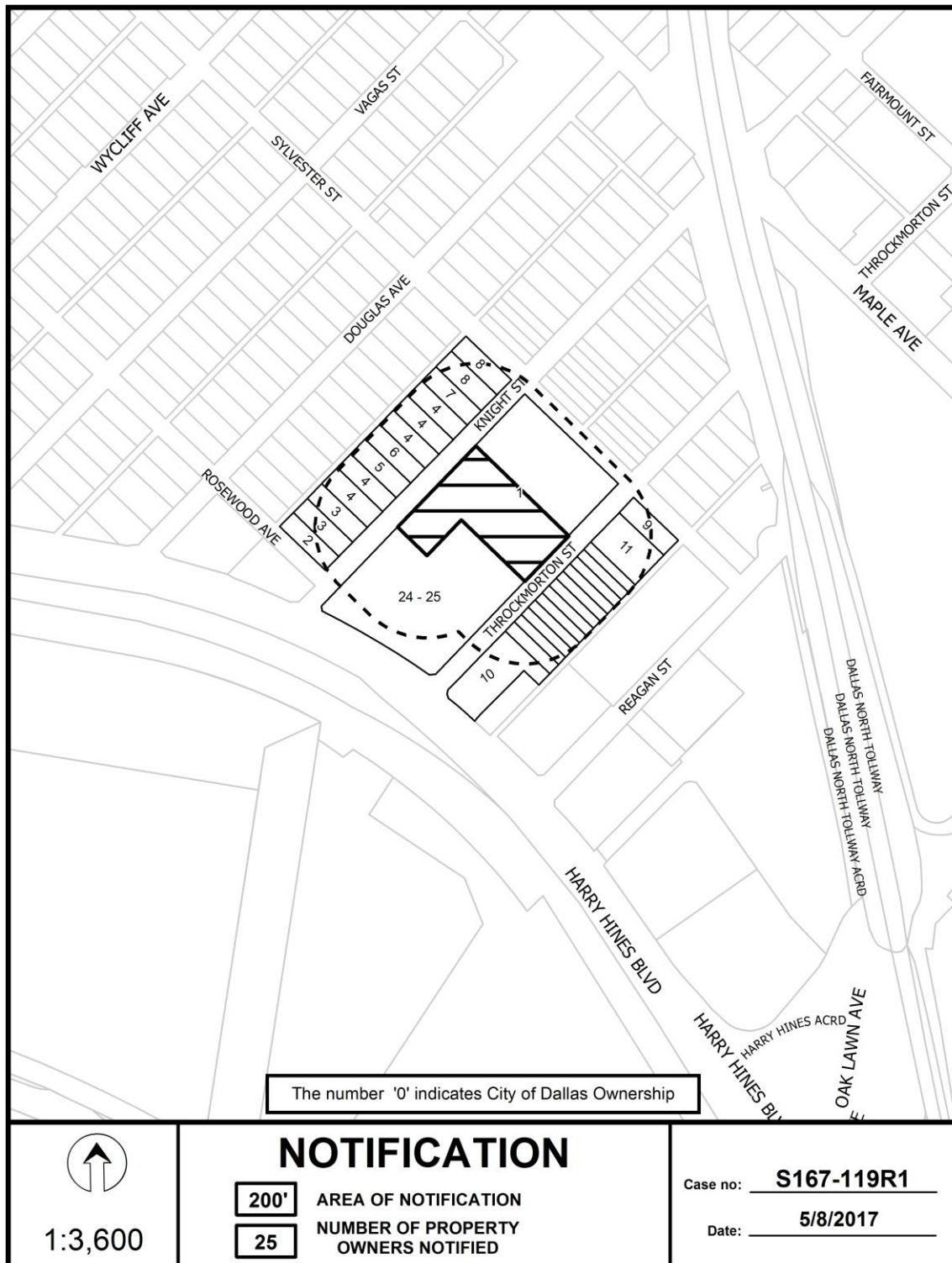
10. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds. Section 51A8.603; Section 51A-8.604
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval." Section 51A-8.611(e)
12. On the final plat show the correct recording information for the subject property.
13. On the final plat all access easements must be recorded by separate easement and the recording information must be shown on the final plat.
14. On the final plat all utility easement abandonments must be shown with the correct recording information.
15. On the final plat list utility easements as retained within street abandonments when stated in the abandonment ordinance, or follow the City of Dallas standard affidavit requirements.
16. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
17. Water and Wastewater main improvements are required by Private Development Contract. Submit water/wastewater engineering plans to 320 E. Jefferson Blvd., Room 200, Attention: **Water and Wastewater Engineering**.
18. The Shared Access Area development must comply with DWU standards for water and wastewater construction and design and be accepted by the City of Dallas prior to submittal of the final plat for the Chairperson's signature. Section 49-61(c)(5)(B) and the Development Design Procedures and Policy Manual, Section 2
19. The Shared Access Area easement must be a minimum of 20 feet wide and contain a minimum paving width of 16 feet. Section 51A-411(d)(7)
20. A water and wastewater easement at least 12 feet wide to be used exclusively for public water and wastewater below grade must be provided within the Shared Access Area easement & labeled on the plat. Section 51A-4.411(d)(2) and Sections 49-60(d), 49-61(c)(5)(B), and Development Design Procedure and Policy Manual Section 6.2
21. No building permit may be issued to authorize work in the shared access area development until the final plat and the Shared Access Area Agreement have been recorded in the real property records of Dallas County, and the recording information has been placed on the face of the plat, and all other requirements of the shared access area have been met. Section 51A-4.411(c)(3)
22. Prior to submittal of the final plat the Shared Access Development must meet all of the requirements of Section 51A-4.411. Section 51A-4.411(c)
23. The recording information of the "Shared Access Area Agreement" must be placed on the final plat prior to being submitted to the City Plan Commission

Chairman for signature. The Shared Access Area Agreement shall include a metes and bounds description of the shared access area as part of an attachment to the document. Section 51A-4.411(e)

24. For frontage purposes and determining building setback lines only, all of the property in this shared access development is considered to be one lot. Section 51A-4.411(f)(2)
25. Regardless of the minimum front yard setback of the applicable zoning district, the minimum front yard setback must be at least 20 feet from the right-of-way line of a street or alley if the parking space for the lot(s) is located in an enclosed structure and if the space faces upon or can be entered directly from the street or alley. Section 51A-4.411(f)(2)
26. Include the words "Shared Access Development" in the title block of the final plat. Platting Guidelines
27. Place a note on the final plat stating: "No vehicular access is permitted to adjacent property outside the platted property from the shared access area except to a public or City Council approved Private Street." Section 51A-4.411(d)(3), and 51A-4.411(d)(10)
28. If a guard house is provided, it must be at least 30 feet from the shared access point. Section 51A-4.411(d)(8)
29. On the final plat provide a City of Dallas approved street name for the Shared Access Area Easement. Contact the Street Name Coordinator to obtain an approved street name". Sections 51A-8.403(a)(1)(A)(xiv) and 51A-8.506(e)
30. The Shared Access Development must provide 0.25 guest parking spaces per dwelling unit and the spaces must be located within the Shared Access Area Easement. Section 51A-4.411(g)
31. On the final plat identify the property as Lots 1 through 16, and Common Area A in City Block 28B/2280. Ordinance 1A, Page 131 pages 131-148, Section 2 (passed August 13, 1872)
32. Prior to final plat, contact the Dallas Street Name Coordinator to select an appropriate name for Shared Access Easement Area. Section 51A-8.403 (a) (1) (A) (xiv) Section 51A-8.506. (e)







Notification List of Property Owners

S167-119R1

25 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4100 HARRY HINES BLVD	4100 HARRY HINES PTNRS LP
2	2303 KNIGHT ST	MEDRANO PROPERTIES
3	2307 KNIGHT ST	JANSSEN KRIS
4	2315 KNIGHT ST	MEDRANO PROPERTIES LTD
5	2323 KNIGHT ST	MEDRANO PROPERTIES INC
6	2327 KNIGHT ST	MEDRANO ROLANDO
7	2343 KNIGHT ST	MEDRANO PROPERTIES LTD
8	2345 KNIGHT ST	MEDRANO ROLANDO
9	2350 THROCKMORTON ST	LEE ANNIE D
10	4030 HARRY HINES BLVD	SODERQUIST ASSOC LLC
11	2344 THROCKMORTON ST	LEWIS JACK V &
12	2338 THROCKMORTON ST	RASCO SHAD L
13	2336 THROCKMORTON ST	WESTLAKE P TEED
14	2334 THROCKMORTON ST	GARDNER RAYMOND
15	2332 THROCKMORTON ST	MARTIN DAVID L
16	2330 THROCKMORTON ST	MILLER RICHARD ALLEN & DEIDRE B
17	2328 THROCKMORTON ST	K & D BLACK PROPERTIES LIMITED
18	2326 THROCKMORTON ST	MARTIN COREY LEON
19	2324 THROCKMORTON ST	VERMILLION JENNIFER & PATRICK M BILGERE
20	2322 THROCKMORTON ST	LONG PAMELA J
21	2320 THROCKMORTON ST	AFOLABI FOLASHADE
22	2318 THROCKMORTON ST	AUNKST PATRICK K
23	2316 THROCKMORTON ST	HENNESY HUGH P
24	4100 HARRY HINES BLVD	DALLAS POLICE & FIRE PENSION SYSTEM
25	4100 HARRY HINES BLVD	CDK REALTY ADVISORS LP

FILE NUMBER: D167-018

DATE FILED: April 4, 2017

LOCATION: South of Northwest Highway, East of Admiral Drive

COUNCIL DISTRICT: 13

MAPSCO: 24-W

SIZE OF REQUEST: ±10.28 acres

CENSUS TRACT: 73.02

MISCELLANEOUS DOCKET ITEM

OWNER: IRP/Crest Gates Associates, LP

APPLICANT: Trinsic Acquisition LLC

REPRESENTATIVE: Tommy Mann/David Martin, Winstead

REQUEST: An application for a development plan for a multifamily use on property zoned Subareas 1, 5, and 6 within Planned Development District No. 787.

SUMMARY: On June 11, 2008, the Dallas City Council established Planned Development District No. 787 by Ordinance No. 27212. The size of the PD is approximately 13.19 acres.

The zoning was granted as a conceptual planned development district and requires City Plan Commission approval of a development plan prior to the issuance of a building permit for each phase of the development. The plan provides for five multifamily buildings with 474 dwelling units, one two-story amenity building, surface parking, and garage parking that will cover an area of approximately 10.28 acres.

In conjunction with the above requirement, the attached development plan is submitted for the City Planning Commission's consideration. Staff has reviewed the proposed development plan and determined the plan complies with the requirements of the ordinance for PD No. 787.

The most up to date PD ordinance may be viewed at the following link:
<http://www.dallascityattorney.com/51P/Articles%20Supp%2017/Article%20787.pdf>

STAFF RECOMMENDATION: Approval

List of Partners/Principals/Officers

OFFICERS AND DIRECTORS

Owner: IRP/CREST GATES ASSOCIATES, L.P.

CREST OPPORTUNITY X, INC. GENERAL PARTNER

- Rajiv Naidu President/Director
- Kevin Braun Vice President

CREST OPPORTUNITY FUND X, L.P. LIMITED PARTNER

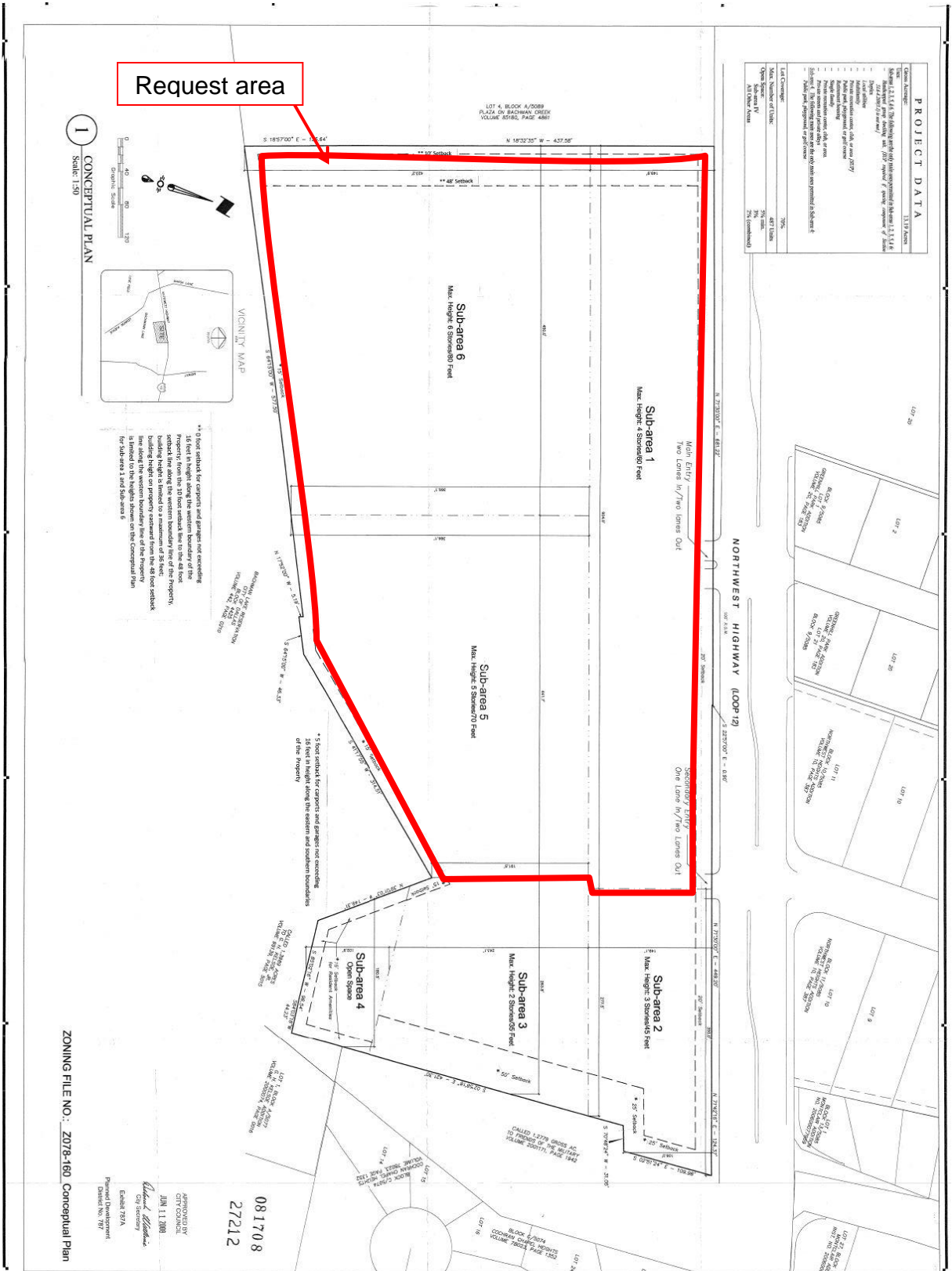
- Crest Opportunity X, Inc. General Partner
 - Rajiv Naidu President/Director
 - Kevin Braun Vice President

OFFICERS AND DIRECTORS

Applicant: TRINSIC ACQUISITION COMPANY, L.L.C.

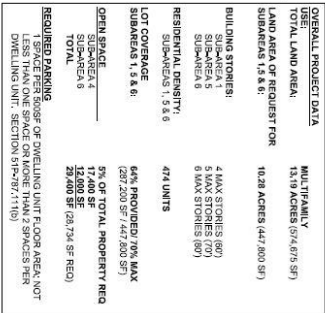
Brian Tusa	President
Brian Tusa	Director
S. Joseph Barrett	Vice President
S. Joseph Barrett	Director
Greg Jones	Vice President
Greg Jones	Director
Adam Brown	Vice President
Adam Brown	Director
Vince Spencer	Vice President
Vince Spence	Director
Jack Paauw	Vice President
Jack Paauw	Director
Manny Martinez	Vice President
Manny Martinez	Director

Existing Conceptual Plan



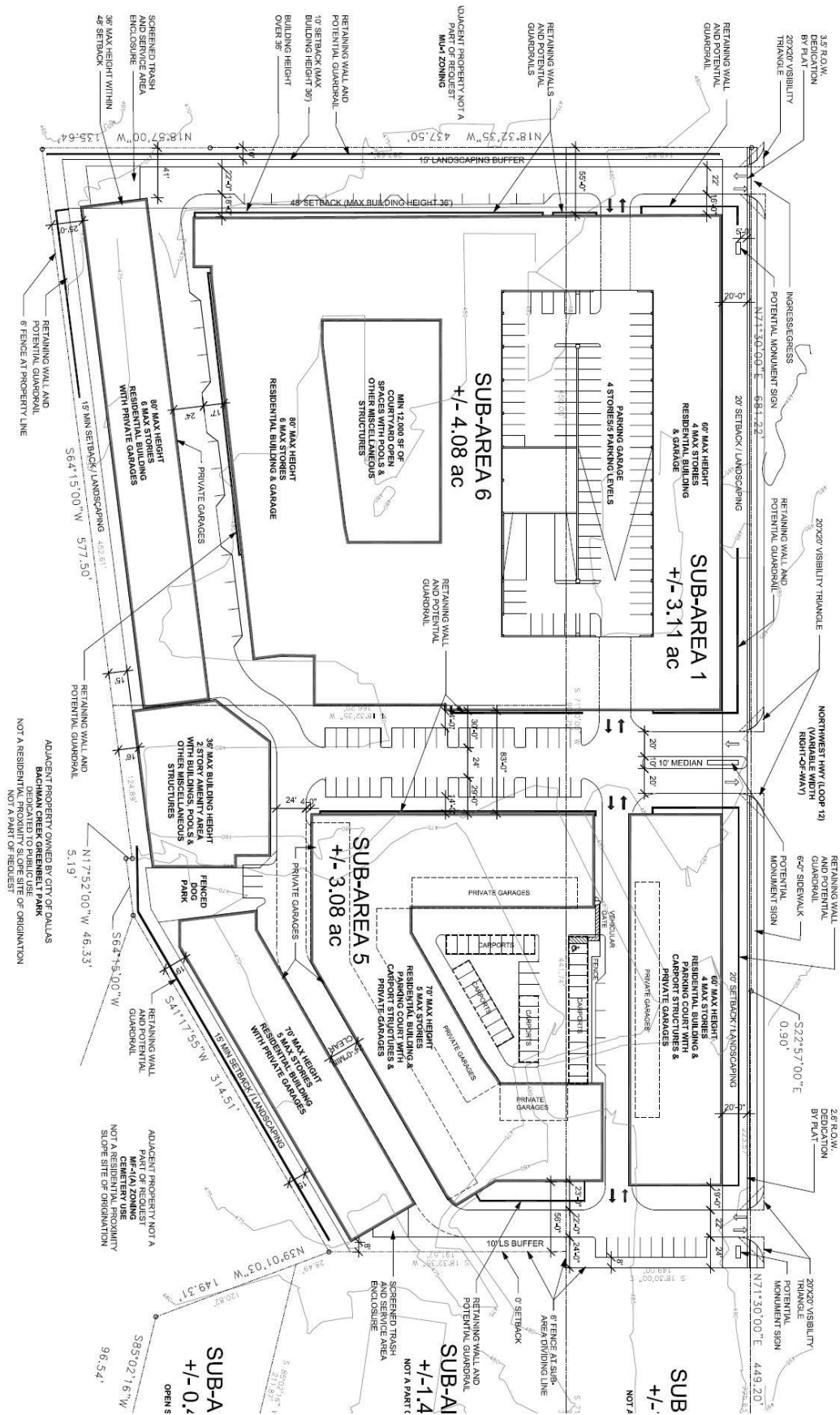
Bluffview Apartments
3900 W. Northwest Hwy.
Dallas, Texas

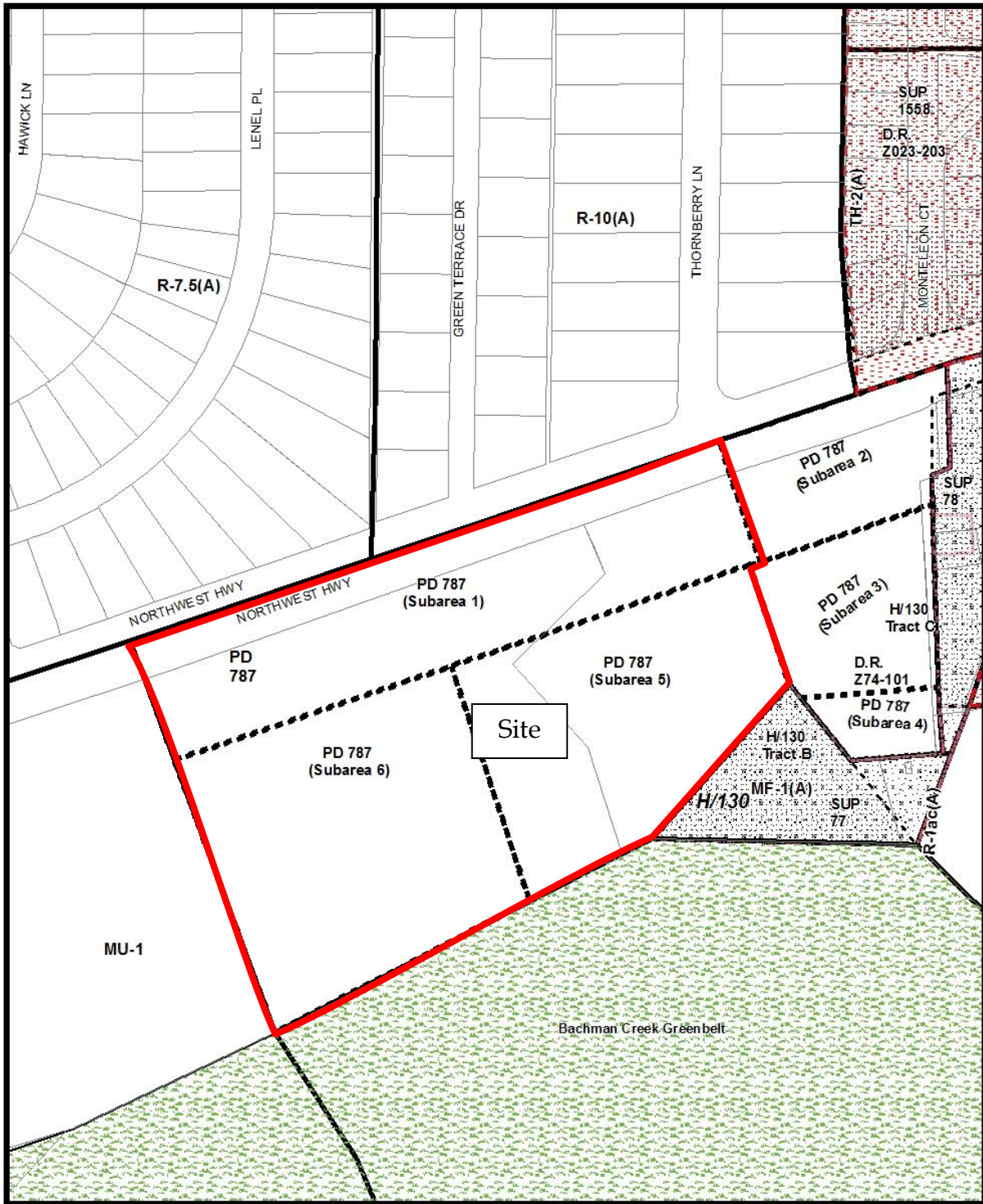
Proposed Development Plan



3300 West 7th Street, Suite 110
Fort Worth, Texas 76107 | 817.303.1500

Enlarged Proposed Development Plan





 1:2,200

Zoning Map

Printed Date: 5/3/2017



 1:2,200

Aerial Map

Printed Date: 5/3/2017

FILE NUMBER: M167-025

DATE FILED: March 13, 2017

LOCATION: North corner of East Grand Avenue and South Glasgow Drive

COUNCIL DISTRICT: 2

MAPSCO: 47-A

SIZE OF REQUEST: ±2.52 acres

CENSUS TRACT: 12.03

MISCELLANEOUS DOCKET ITEM

APPLICANT/OWNER: Cityscape Schools, Inc.

REPRESENTATIVE: Robert Reeves & Associates, Inc.

REQUEST: An application for a minor amendment to the site plan and traffic management plan for Specific Use Permit No. 2080 for an open-enrollment charter school on property zoned Subarea A within Planned Development District No. 134.

SUMMARY: On April 9, 2014, the City Council passed Ordinance No. 29317 which established Specific Use Permit No. 2080 for an open-enrollment charter school at the above referenced location.

The applicant has requested consideration of a minor amendment to the site plan and traffic management plan to increase the number of parking spaces and reconfigure the parking area, traffic flow, and circulation.

The requested minor amendment does not impact any of the other provisions of the ordinance permitting this use.

STAFF RECOMMENDATION: Approval

PRIOR ACTION AND UPDATE: The case was held under advisement on May 4, 2017.

Existing SUP No. 2080 Conditions:

1. USE: The only use authorized by this specific use permit is an open-enrollment charter school.

2. SITE PLAN: Use and development of the Property must comply with the attached site plan.

3. TIME LIMIT: This specific use permit expires on April 9, 2019, but is eligible for automatic renewal for additional five-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for application for automatic renewal is strictly enforced.)

4. CLASSROOMS: The maximum number of classrooms is 22 for pre-kindergarten through 6th grade and 11 for 7th grade through 9th grade.

5. TRAFFIC MANAGEMENT PLAN:

A. In general. Operation of the open-enrollment charter school must comply with the attached traffic management plan.

B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

C. Traffic study.

i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2015. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1st of every other year.

ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

a. ingress and egress points;

- b. queue lengths;
- c. number and location of personnel assisting with loading and unloading of students;
- d. drop-off and pick-up locations;
- e. drop-off and pick-up hours for each grade level;
- f. hours for each grade level; and
- g. circulation.

iii. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

a. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

b. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

D. Amendment process.

i. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

6. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.

7. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

List of Partners/Principals/Officers

CityScape Schools: East Grand Preparatory

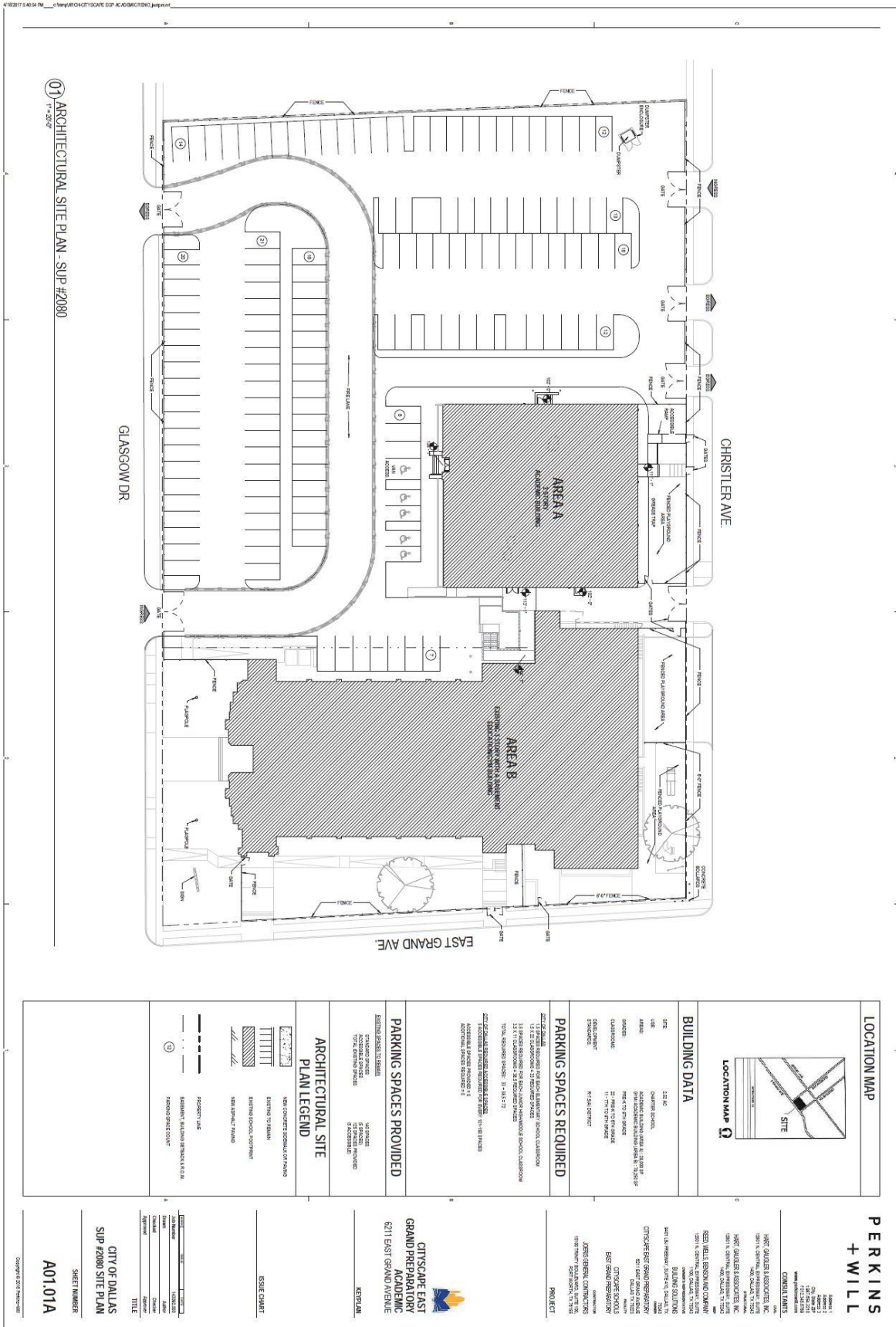
2016-2017 Board of Directors:

President	Mr. Wes Briggs
Vice President	Ms. Norma Miller
Member	Mr. Neil Phillips
Member	Ms. Estelle Lara
Member	R. Robert Perez
Secretary of the Board and Asst. Superintendent	Dr. Billy Ferrell

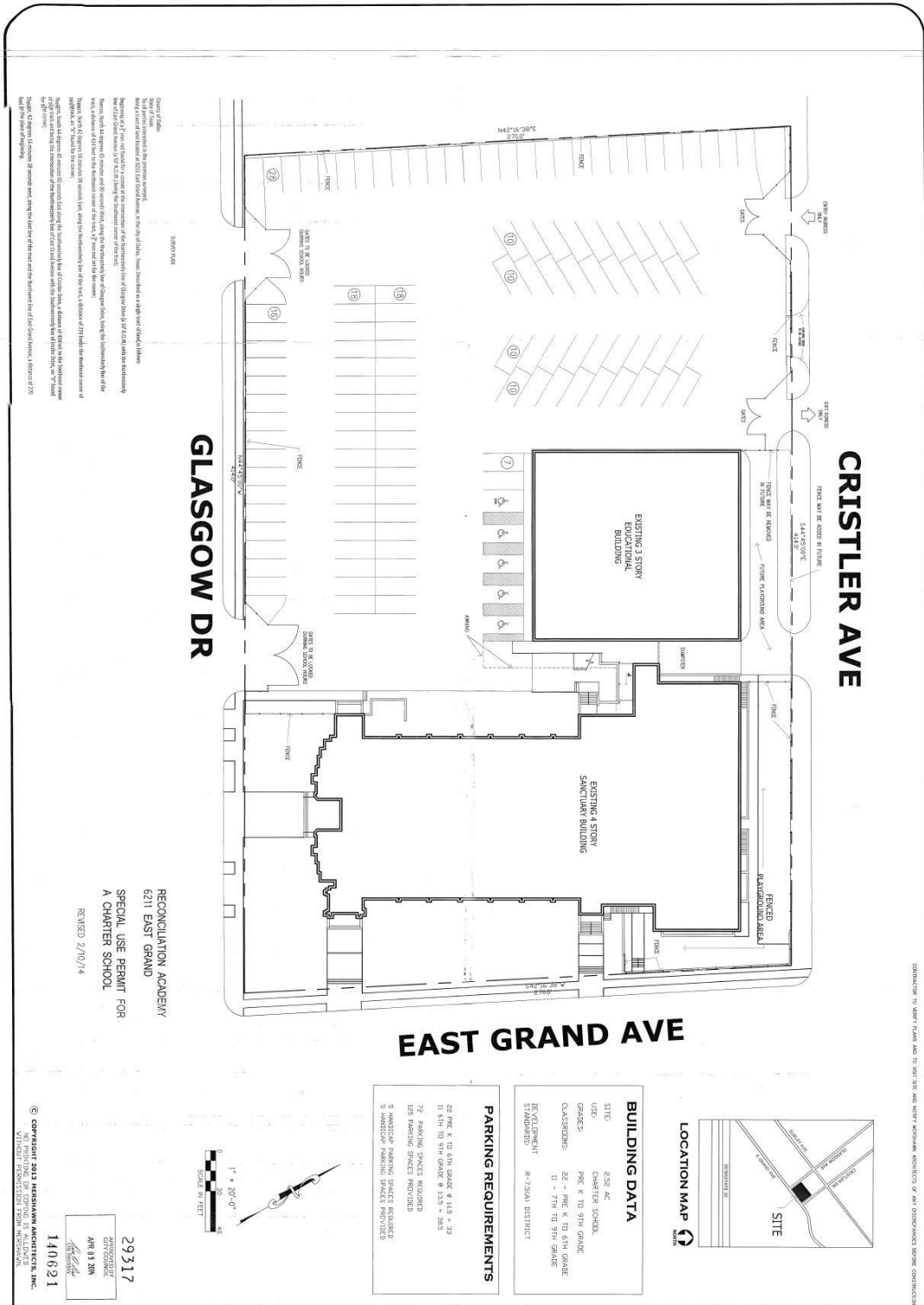
CityScape Schools: East Grand Preparatory Leadership

District Superintendent	Leonard Brannon
Assistant Superintendent/Executive Principal	Marco Hinojosa
Principal	Beverly Compton
Assistant Principal	Sonya Webb
Instructional Coach	Monica Rodriguez
Counselor	Sergio Hernandez

Proposed Site Plan



Existing Site Plan



Proposed Traffic Management Plan



Technical Memorandum

To: Dr. Marco Hinojosa — Cityscape East Grand Preparatory
From: David Nevarez, PE, PTOE — DeShazo Group, Inc.
Date: March 6, 2017
Re: Traffic Management Plan for Cityscape East Grand Preparatory in Dallas, Texas
DeShazo Project Number 16036.02; Z - ()

INTRODUCTION

DeShazo Group, Inc. (DeShazo) is an engineering consulting firm providing professional service in traffic engineering, transportation planning and related fields. Cityscape East Grand Preparatory (School) retained the services of DeShazo to provide a requisite Traffic Management Plan (TMP) for the school. The school is located at 6211 East Grand Avenue in Dallas, Texas.

The School is undertaking plans to redesign the school building to provide additional student capacity. The school has a current enrollment of 609 students in Pre-Kindergarten through Grade 7. The proposed school expansion will have an anticipated enrollment of 759 students in Pre-Kindergarten through Grade 8. As appropriate, recommendations are listed at the conclusion of this report to modify the previous TMP strategies to improve effectiveness and/or identify action items that the school should consider. A concerted effort and full participation by the school administration, staff, students, and parents are encouraged to provide and maintain safe and efficient traffic operations.

In general, a TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. **The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.** By consent of the TMP submittal, the School agrees to the strategies presented herein. In addition, the School is held self-accountable to enforce the plan until and unless the City of Dallas deems further mitigation measures are necessary.

NOTE: In this report the term "parent" refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.

Proposed Traffic Management Plan

DeShazo Group, Inc.
March 6, 2017

TRAFFIC MANAGEMENT PLAN

A school TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized.

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such as parking and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands. A concerted effort and full participation by the school administration, staff, students, and parents are essential to maintain safe and efficient traffic operations.

School Operational Characteristics

Table 1 summarizes the current operational characteristics for Cityscape East Grand Preparatory:

Table 1. School Operational Characteristics

	Current Conditions	Proposed Conditions
Student Enrollment (by grade):	PK – 2 nd Grade~428 students 3 rd – 7 th Grade~181 students Total: 609 students	PK – 1 st Grade.....~331 students 2 nd – 5 th Grade.....~312 students 6 th – 8 th Grade~116 students Total: 759 students
Total Faculty/Staff:	Approx. 70 staff	Same as before
Daily Start/ End Schedule (by grade):	PK – 2 nd Grade: > 8:00 AM – 3:15 PM 3 rd – 7 th Grade: > 8:00 AM – 3:30 PM	PK – 1 st Grade: > 8:00 AM – 3:15 PM 2 nd – 5 th Grade: > 8:00 AM – 3:30 PM 6 th – 8 th Grade: > 8:00 AM – 3:45 PM

Review of Traffic Conditions and previous TMP Strategies

DeShazo observed traffic characteristics on and surrounding the site on Tuesday, December 20, 2016 and Thursday, January 12, 2017 during the student dismissal period. Field observations generally noted an opportunity to manage traffic in accordance with the prior TMP. The following is a list of notable observations:

- Afternoon school traffic starts around 3:00 PM with a couple of parents arriving early for student pick-up and continues through the two student dismissal times for approximately one hour.
- Parking demand observations indicate a total of approximately 70 vehicles for school staff.
- Three driveways on Christler Avenue provide vehicular access to the school lot: one entrance only and one left-turn exit only and a right-turn exit only.
- Up to 25 parents parked on a vacant lot behind the Community Garden, across Christler Avenue.
- Up to 35 parents parked on Christler Avenue (25 on the northbound, ten on the southbound curb).
- There was no evidence of any infringement or traffic code violation during our field observations.
- A total of six school staff wearing bright orange vests coordinate traffic. Two police officers also manage traffic during school peak hours.

Proposed Traffic Management Plan

DeShazo Group, Inc.
March 6, 2017

RECOMMENDATIONS

The following recommendations are provided by DeShazo to Cityscape East Grand Preparatory for the management of vehicular traffic generated by the school during afternoon peak traffic conditions.

1. A concerted effort and full participation of all school staff members, students, and parents is crucial for the success of this traffic management plan. Proper training of school staff on the duties and expectations pertaining to the plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

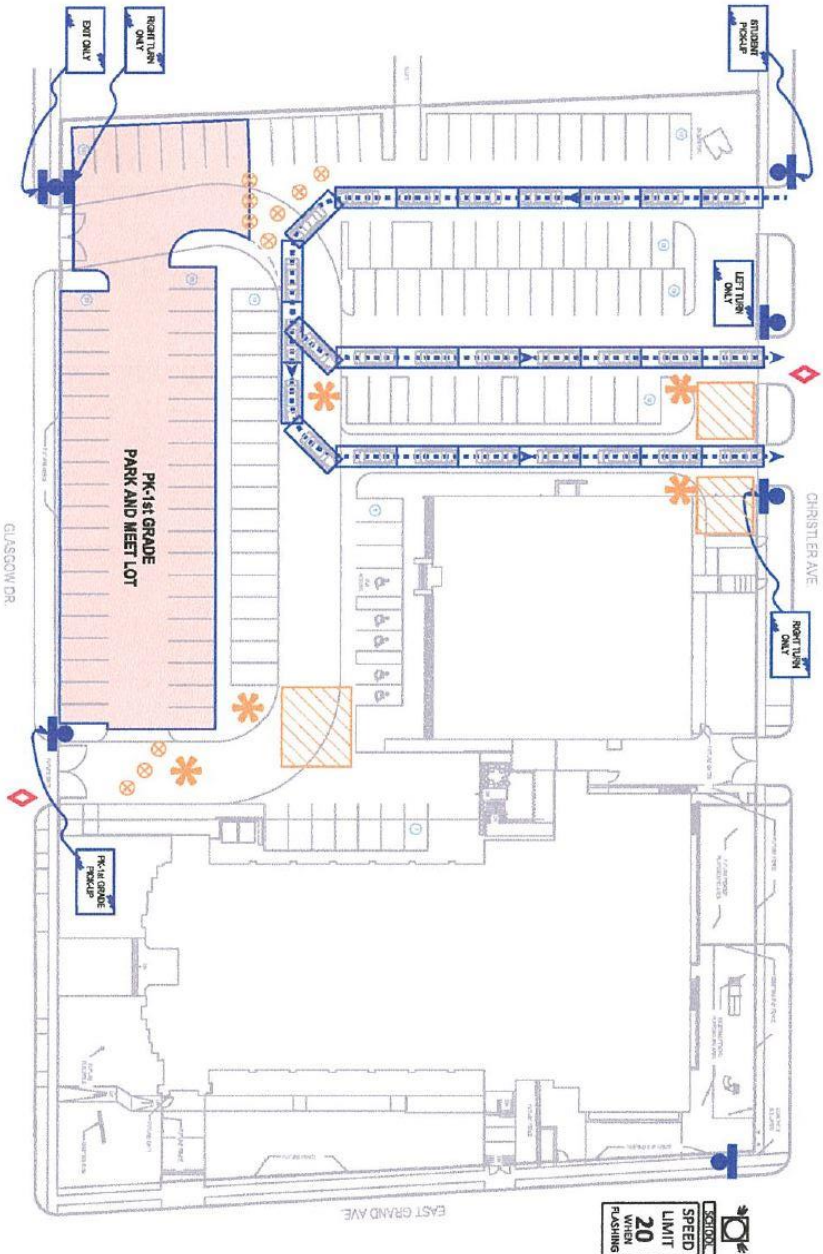
Traffic Queue Operations

2. The School should attempt to minimize the number parents who choose to park during student pick-up time as well as the number of staff needed to control traffic through the active implementation of the TMP as depicted in **Exhibit 1**. This plan was designed with the intent of optimizing the on-site vehicular circulation, retention of vehicle queuing in a manner that promotes safety and operational efficiency, and also inherently reducing queuing length. The illustration also provides an optimized parking lot layout.
3. Parents should immediately proceed to form a queue on site upon arriving at the school during the afternoon pick-up period at the designated student(s) dismissal time. Peak vehicular accumulation for the School is based upon field observations and calculated as a linear ratio of *one vehicle per five students* in the lower grades and *one vehicle per seven students* in the upper grades:
 - PK – 1st Grade (44% of student population):
The School provides a total capacity of 76 spaces. The total capacity will accommodate a projected peak demand of 66 vehicles and provide a surplus of 10 spaces.
 - 2 – 5th Grade (41% of student population):
The School provides a total capacity of 76 spaces. This total capacity will accommodate a projected peak demand of 45 vehicles and provide a surplus of 31 spaces.
 - 2nd Grade: (15% parent pick-up)
The School provides a total capacity of 76 spaces. This total capacity will accommodate a projected peak demand of 17 vehicles and provide a surplus of 59 spaces.
4. The School should implement a “Passenger Identification System” during the afternoon pick-up period. The school should issue hangtags to parents with unique identification that pairs them with corresponding student(s) at the beginning of each school term. Hangtags must be on display through the vehicle’s windshield while parents arrive at the pick-up areas during pick-up periods. School staff should also be positioned at strategic locations ahead of the loading area and relay the sequence of arrivals via hand radio while students are prepped for pick-up. With the assistance of other school staff stationed at the loading area, several vehicles should be loaded simultaneously. After each loading, vehicles should be cleared by school staff to carefully exit the queue.
5. The school should investigate the use of apps or software (e.g. Driveline Dispatch®) to expedite queue operations. This software efficiently displays family names of upcoming vehicles on indoor screens and provides students and school staff with a chart of vehicles approaching the loading zone.

Cityscape East Grand Preparatory
Traffic Management Plan Review
Page 3

Proposed Traffic Management Plan

Deshazo Group, Inc. Job No. 18098 Exhibit Created on 01-11-2017; Revised 09-06-2017



Student Group	Student Enrollment	Dismissal Time	Vehicle Queuing Summary:
PK-1st	331 students	3:15 PM	Queue Capacity: 635 LF (27 cars) Pickup Capacity: 49 PKg stalls TOTAL CAPACITY: 76 spaces
2-5th	312 students	3:30 PM	Peak Demand (47 students): 66 cars Surplus: 10 spaces
6-8th	116 students	3:45 PM	Peak Demand (47 students): 45 cars Surplus: 31 spaces
			Surplus: 59 spaces

Legend

- School Staff
- Loading Area
- Route/Access
- Off-Duty Police Officer
- Traffic Signs*
- Traffic Cores

*NOTE: signs within driveway visibility triangles must not exceed 2'-6" in height.

The purpose of this TMP is to evaluate school traffic operations that promote safety and an efficient vehicle circulation. It was developed to prevent queuing of drop-off/pick-up related vehicles within public rights-of-way. The school administration should adhere to this TMP. Any deficiency due to spillover of queuing into undesignated areas, including adjacent streets, should be corrected immediately.

I, David Nevarez, P.E. #106200, certify that the results of the queuing analysis—upon complete enforcement of this Traffic Management Plan—indicate that no queuing of vehicles will extend into City of Dallas rights-of-way as a result of internal queuing constraints during the study peak hours of school operation.

EXHIBIT 1

Traffic Management Plan
CityScape East grand Preparatory Academy
6211 E Grand Avenue, Dallas, Texas.

Deshazo Group, Inc.
Texas Registered Engineering Firm F-4199
400 S. Houston St., Suite 330
Dallas, Texas 75202
(214) 746-6740

TRAFFIC MANAGEMENT PLAN FOR RECONCILIATION ACADEMY DALLAS, TEXAS

Prepared for:

Reconciliation Academy

6111 East Grand Avenue
Dallas, TX 75223

Prepared by:

DeShazo Group, Inc.

Texas Registered Engineering Firm F-3199

Engineers • Planners

400 South Houston Street

Suite 330 • Union Station

Dallas, Texas 75202

Phone 214/748-6740

March 6, 2014



Traffic. Transportation Planning. Parking. Design.

DeShazo #13167

Existing Traffic Management Plan

DeShazo Group, Inc.
March 6, 2014

Traffic Management Plan for
Reconciliation Academy
< DeShazo Project No. 13167 >

Table of Contents

INTRODUCTION	1
TRAFFIC MANAGEMENT PLAN	2
<i>School Operational Characteristics</i>	<i>2</i>
<i>Existing Traffic Conditions</i>	<i>3</i>
Site Access and Circulation	3
Passenger Unloading/Loading and Vehicle Queuing	3
<i>Recommendations</i>	<i>4</i>
General.....	4
Site Circulation Plan	4
SUMMARY	5
EXHIBIT 1 – SITE PLAN	
EXHIBIT 2 – RECOMMENDED SITE CIRCULATION PLAN	
APPENDIX	

Reconciliation Academy
Traffic Management Plan
Page i



Technical Memorandum

To: Mr. Robert Reeves — Robert Reeves & Associates, Inc.
From: Steve E. Stoner, P.E., PTOE — DeShazo Group, Inc.
Date: March 6, 2014
Re: Traffic Management Plan for the Reconciliation Academy in Dallas, Texas
DeShazo Project No. 13167

INTRODUCTION

The services of **DeShazo Group, Inc. (DeShazo)** were retained by Robert Reeves & Associates, Inc. on behalf of Reconciliation Academy ("the school") to provide a requisite traffic management plan (TMP) for their future campus located at 6111 East Grand Avenue in Dallas, Texas. A site location map is provided in Exhibit 1.

The school is currently in operation at the 4301 Bryan Street and has a current enrollment of 203 students in Grades pre-K through 4th. The School will relocate to the new campus, which will require a Specific Use Permit. The Permit would allow a charter school limited to 22 classrooms for Grades pre-K through 9th (with an approximate ultimate enrollment of 759 students). The proposed campus is the site of a former church; a preliminary site plan, prepared by Mershawn Architects, is provided in **Exhibit 2**.

As part of the approval process for Specific Use Permit, submittal of a TMP to the City of Dallas is required as a record of the preferred strategies to be used by the school to ensure overall traffic safety and efficiency. A TMP is intended to assess the existing and/or anticipated traffic conditions at the school during the morning drop-off and afternoon pick-up peak periods on the basis of satisfying these objectives. By consent of the TMP submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

The purpose of this document is to fulfill the requirements of the TMP submittal. The TMP will be provided to the City of Dallas staff ("the Staff") for review and approval.

DeShazo is an engineering consulting firm based in Dallas, Texas providing licensed engineers skilled in the field of traffic/transportation engineering.

Existing Traffic Management Plan

*DeShazo Group, Inc.
March 6, 2014*

TRAFFIC MANAGEMENT PLAN

A Traffic Management Plan (TMP) is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during the critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

The analysis summarized below utilizes the proposed school site plan to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e., stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parents are encouraged to provide and maintain safe and efficient traffic operations. [NOTE: In this report the term “parents” refers to any parent, family member, or legal guardian who is involved in the pick-up or drop-off of one or more students at the school.]

School Operational Characteristics

Table 1 summarizes the known operational characteristics for Reconciliation Academy assumed in this analysis:

Table 1. School Operational Characteristics

	Existing Conditions	Proposed Conditions
Enrollment (by grade):	Pre-K – 64 students Kindergarten - 40 students 1 st Grade – 30 students 2 nd Grade – 30 students 3 rd Grade – 22 students 4 th Grade – 17 students <i>Total (All grades): 203 students</i>	Pre-K – 6 th Grade: 22 classrooms @ 22 students/classroom = 484 students 7 th * 8 th Grades: 8 classrooms @ 22 students/classroom = 176 students 9 th Grade: 3 classrooms @ 22 students/classroom = 66 students <i>Total (All grades): 726 students (approx.)</i>
Daily Start/End Schedule	Grades (all grades): >Start: 8:00 AM >End: 3:00 PM	Primary (all grades): >Start: 8:00 AM >End: 3:00 PM Secondary (as needed): TBD
Approximate Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	Not significant number	Not significant number (NOTE: The School plans to offer private bus transportation from the existing campus on Bryan Street to the new campus on E. Grand Avenue. The number of students that will take advantage of this option is currently undetermined.)
Approximate Number of Students With Alternate Schedules (i.e., Arrive/Depart Outside of Normal Peak Times):	Modest number	No significant change

*Reconciliation Academy
Traffic Management Plan
Page 2*

Existing Traffic Management Plan

DeShazo Group, Inc.
March 6, 2014

NOTE #1: To the highest degree practical, the accounts of “existing conditions” presented in this report were based upon actual on-site observations conducted by DeShazo during typical school day(s) conditions and from personal interviews of school representatives. The analyses and recommendations presented in this report for “proposed” or “future” conditions were based upon DeShazo’s understanding of information provided by school representatives. “Proposed”/“Future” conditions are intended to reflect the anticipated day-to-day conditions at full occupancy.

NOTE #2: Occasional functions or other events may be held at the school, which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measures presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

Existing Traffic Conditions

Site Access and Circulation

The subject site provides driveway access to Glasgow Drive and Cristler Avenue (each with multiple driveways). The school intends to direct all traffic for drop-off/pick-up through the driveways on Cristler Avenue. Once inside the site, traffic may circulate through the parking lot to the designated drop-off/pick-up location(s).

Passenger Unloading/Loading and Vehicle Queuing

Students will enter/exit via the Education Building from the on-site parking lot. Designated unloading/loading zones will be established based upon the resulting circulation pattern. NOTE: At the existing school, during afternoon pick-up, parents are required (for enhanced security) to park and personally escort students from the building. So, in lieu of a vehicle “queue”, on-site and on-street parking spaces are utilized to accommodate parent traffic. For morning drop-off, most parents unload the students from their vehicles near the door of the building with the assistance of school staff.

For the future campus, it is unknown whether the same existing protocol will be feasible given the potentially significant increase in overall number of students. For purposes of this TMP, it is assumed that the school will ultimately opt to implement a more conventional, or “managed” vehicle queue.

For a “managed” queue system: at the beginning of each school term, parents are issued hang tags with unique identification that pairs them with the corresponding student. During the pick-up period, the hang-tags are on display through the vehicle’s windshield while parents circulate through the prescribed route. School staff are positioned at strategic locations ahead of the loading area(s) and relay the sequence of parent arrival back to the loading area via hand radio, and the students are prepped for pick-up as the parents approach. With the assistance of other school staff stationed at the loading area, several vehicles are loaded simultaneously. After loading, vehicles are cleared by school staff to carefully exit the site along the designated route. NOTE: Morning drop-off typically does not require the use of hang-tags or advanced staff.

Based upon field observations conducted at the existing campus by DeShazo during typical school-day conditions (on October 28-29, 2013), the peak number of parent-vehicles on site during the afternoon pick-up period was quantified. As described above, most parents opt to park (on- or off-site) in lieu of entering the vehicle queue – to the degree possible, these vehicles were included in the vehicle accumulation.

Reconciliation Academy
Traffic Management Plan
Page 3

Existing Traffic Management Plan

DeShazo Group, Inc.
March 6, 2014

Assuming that the number of vehicles generated during the afternoon pick-up period is directly proportional to the number of students enrolled, the peak queue for the future conditions at full occupancy can be estimated. A summary of the peak number of vehicles is provided in Table 2.

*Table 2. Peak Number of Parent Vehicles Parked
And In Queue During Afternoon Pick-up Period*

	Existing Conditions (Observed)	Proposed Conditions (Estimated)
Peak Number of Parent-Vehicles*	35 vehicles, for 203 students	125 vehicles, for 726 students**

* Includes parent-vehicles that were parked on- or off-site.

** Based upon current protocol of park-and-enter.

Recommendations

The following recommendations are provided by DeShazo to Reconciliation Academy for the management of vehicular traffic generated by the school during peak traffic conditions. [NOTE: Generally, traffic delays and congestion that occurs during the afternoon pick-up period is notably greater than the traffic generated during the morning drop-off period due to the timing and concentration characteristics. In most instances, achieving efficiency during the afternoon period is most critical, while the morning traffic operations require nominal active management. Therefore, except where stated otherwise, the recommendations provided herein pertain specifically to the afternoon period operations.]

General

To maximize personal safety, any passenger loading (or unloading) within the public right-of-way should be avoided at all times.

To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in public right-of-way.

To the extent possible, all queuing and parking of parent-vehicles should also be accommodated within the school site boundaries. For circumstances where this cannot be avoided, coordination with the City of Dallas staff members responsible for traffic operations in the area should take place so that appropriate traffic control devices can be installed.

The full cooperation of all school staff members, students, and parents is crucial for the success of a Traffic Management Plan. Proper training of school staff on the duties and expectations pertaining to the Plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

Site Circulation Plan

NOTE #1: For the future site condition at full occupancy, significant assumptions were required to project the maximum vehicle queue demand. Specifically, the existing school essentially does not generate a vehicle queue; instead, the student pick-up procedure generates parking demand while parents enter the building to retrieve the students. Under this scenario, it would be more prudent to assess the site's parking capacity in

Reconciliation Academy
Traffic Management Plan
Page 4

Existing Traffic Management Plan

DeShazo Group, Inc.
March 6, 2014

lieu of the available queuing capacity. However, this analysis assumes that, at full capacity, the school will ultimately convert to a more common scenario of “managed queue”, as described below. However, it may take several years to achieve the ultimate enrollment that is contemplated in this study. During that potentially long interim period, either a parking or queuing may be the better suited protocol for the school.

NOTE #2: It should also be noted that the projections developed in this analysis are based upon the existing protocol that requires parents to park their vehicles and enter the building to retrieve students. It is conceivable that the actual number of vehicles on site under a “managed queue” protocol may differ. Therefore, the projected demand at full enrollment developed in this study may be measurably higher (or lower) than the actual demand under that scenario.

Exhibit 2 depicts DeShazo’s recommended on-site circulation, queuing, and passenger loading strategy for the site. This plan was designed with the intent of optimizing the on-site vehicular circulation and retention of vehicle queuing in a manner that promotes safety and operational efficiency. The plan includes recommended configuration of temporary traffic control devices (such as traffic cones, etc.) that shall be installed on a daily basis when typical traffic conditions are expected. An appropriate number of school staff shall be assigned to fulfill the duties of student supervision, traffic control, and other related duties as generally depicted on the plan. Staff directing traffic at the intersecting point of two queue lanes (and other areas, where appropriate) should, in lieu of simple hand gestures, procure and use reversible hand-paddle signs with the messages (and symbols) for STOP and for SLOW (i.e., proceed slowly). Optional additional equipment used by staff may include whistles (for audible warnings) and flashlights (for visual warnings) in order to better-gain the attention of motorists.

Based upon this proposed plan, the site can accommodate approximately 1,821 linear feet of vehicle queuing (or, approximately 83 vehicles at 22 feet per vehicle). The projected maximum vehicular queue demand at full enrollment is 125 vehicles, hence a queue deficiency of approximately 42 vehicles may occur if all students are released simultaneously. In order to reduce the maximum queue to comply with the available queue capacity, it is recommended that the school implement staggered release periods providing at least 15 minutes of separation. Likewise, the largest number of students that can be released concurrently and be accommodated by the available queue capacity (under the parameters used here) is 481. Typically, staggered release times provide the opportunity for most vehicles from the first group to load and depart the site prior to the next group of arriving vehicles.

SUMMARY

This TMP is to be used by Reconciliation Academy to provide safe and efficient transportation of students, staff, and faculty to and from the site. The Plan was developed with the intent of optimizing safety and efficiency and the goal of accommodating vehicular traffic generated by the school at peak traffic periods within the site. Based upon the projected conditions derived from observations at the existing site, DeShazo recommends that, once the school population reaches approximately 481 students, that the school implement staggered release times of at least 15 minutes in order to minimize vehicle queuing to be contained within the property. The details of the TMP may differ from actual conditions and shall be reviewed by the school on a regular basis to confirm its effectiveness. Appropriate modifications of the strategies recommended herein may be required.

END OF MEMO

Reconciliation Academy
Traffic Management Plan
Page 5

Existing Traffic Management Plan

*DeShazo Group, Inc.
March 6, 2014*

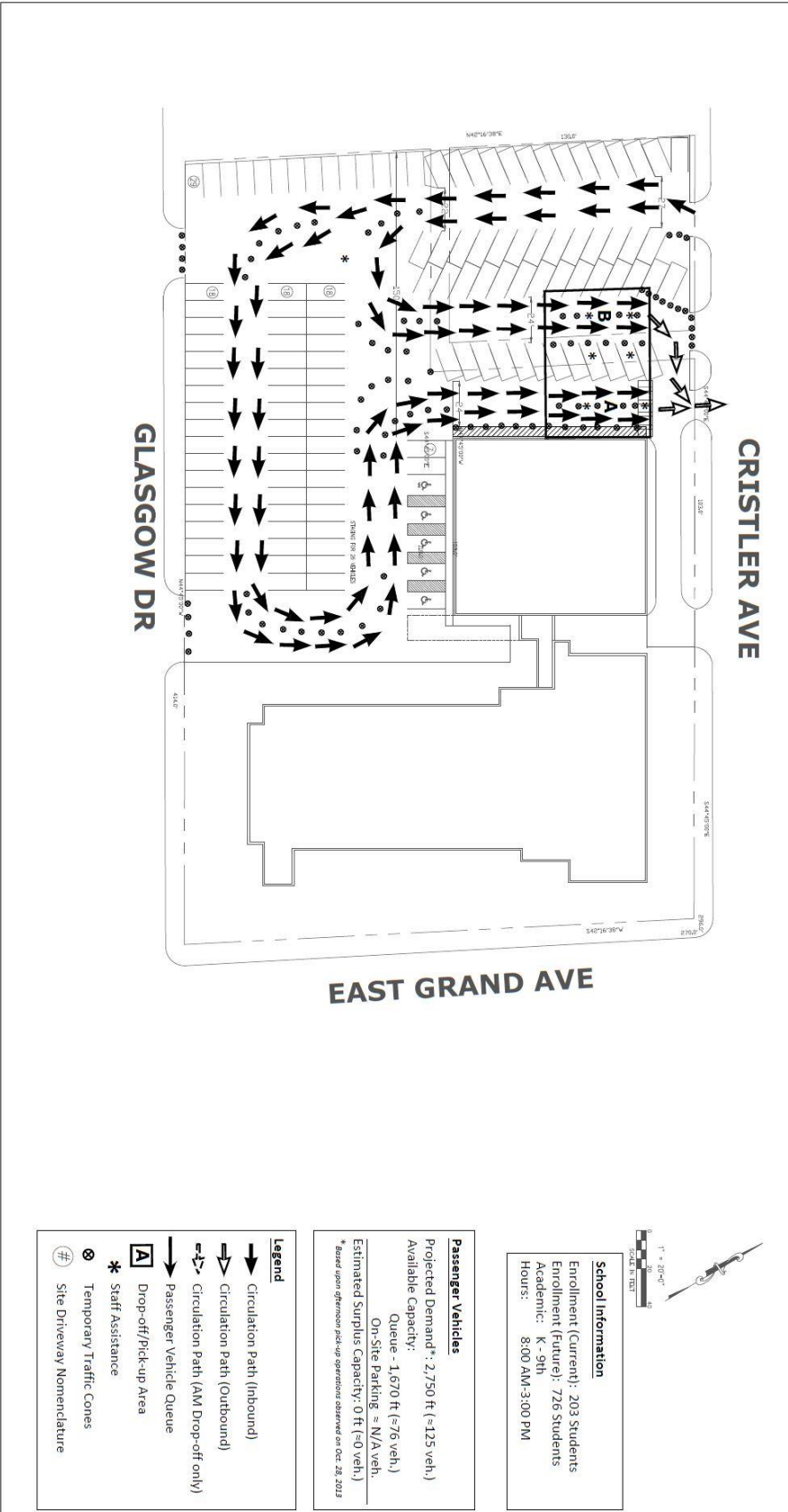
-- ADDENDUM --

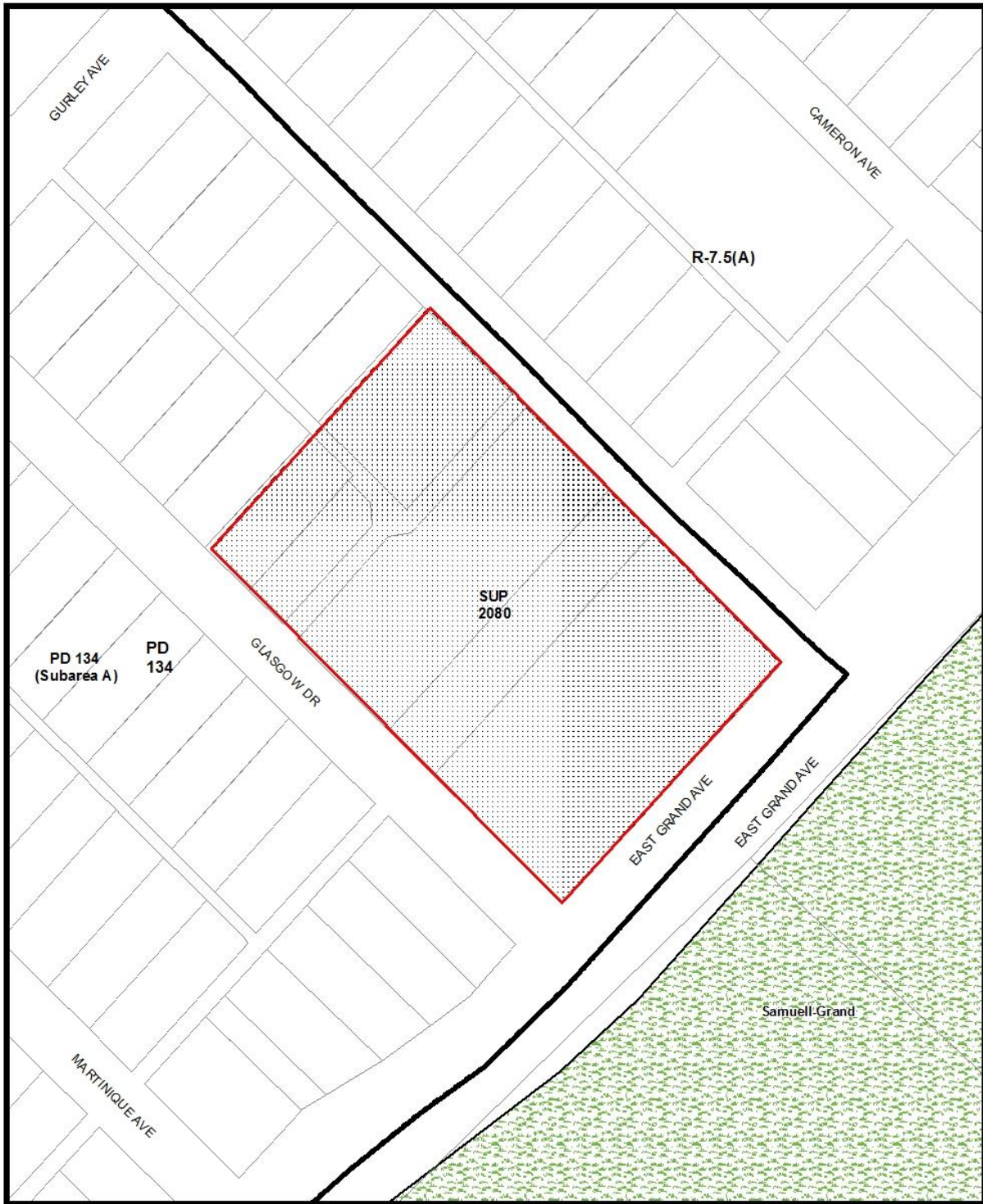
Pursuant to the conditions of the pending zoning change request, the City of Dallas requires the following additional action: "Reconciliation Academy shall initiate a parent's education program requiring all vehicles to exit onto Christler Avenue and turn right to East Grand Avenue."

END OF ADDENDUM

*Reconciliation Academy
Traffic Management Plan
Page 6*

Existing Traffic Management Plan

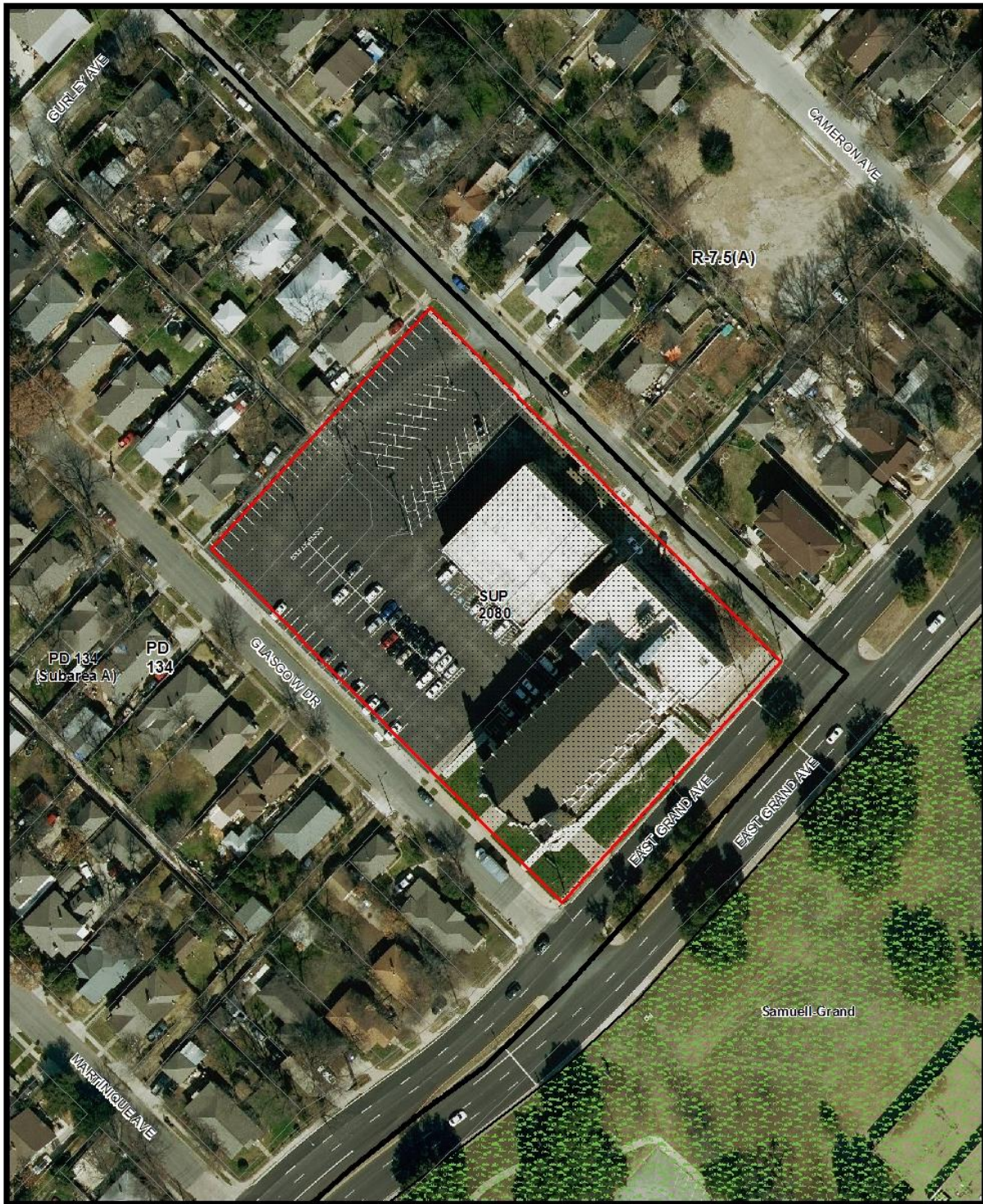




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Zoning Map

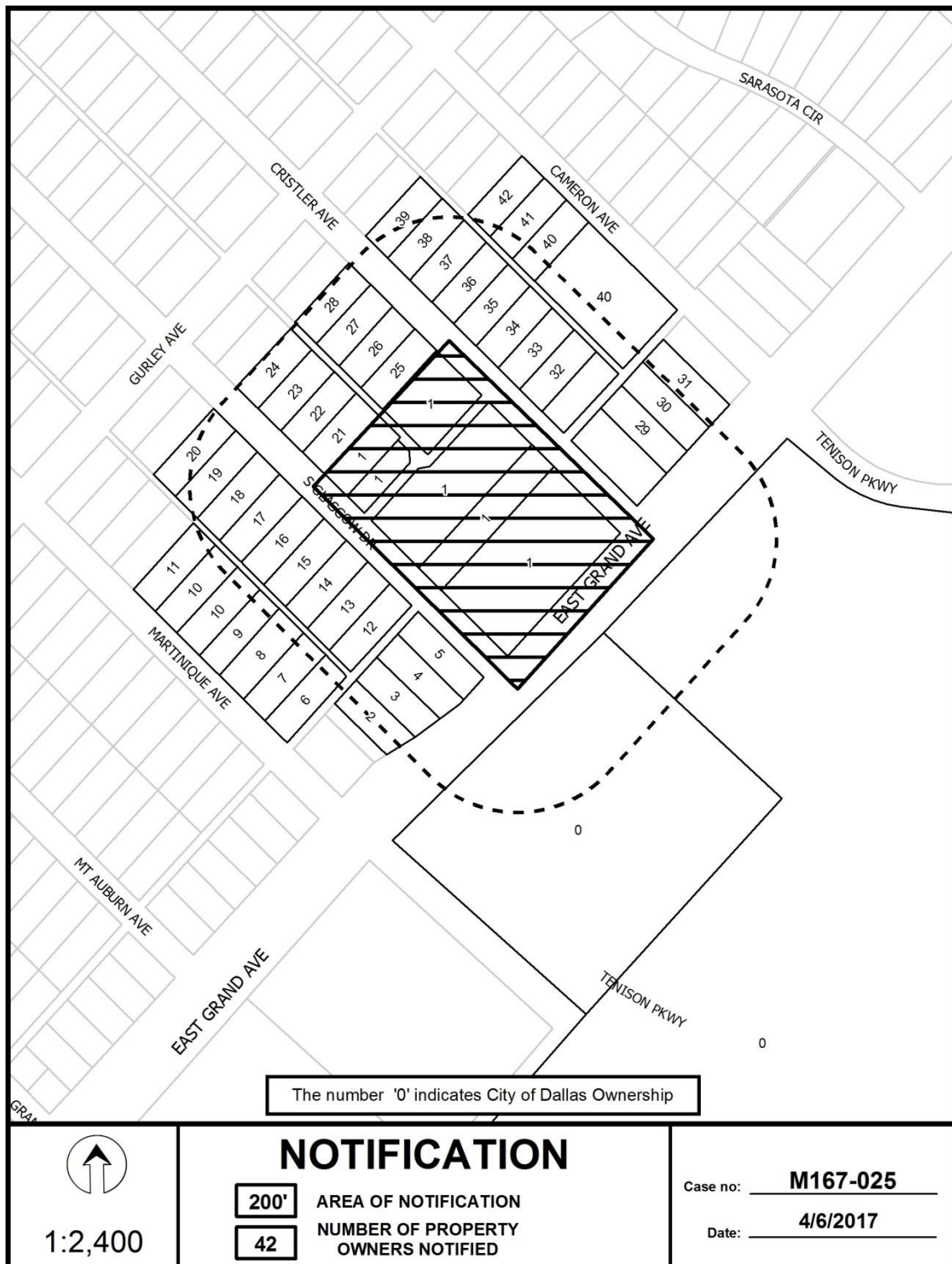
Printed Date: 4/19/2017



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Aerial Map

Printed Date: 4/19/2017



04/06/2017

Notification List of Property Owners

M167-025

42 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	6211 EAST GRAND AVE	CITYSCAPE SCHOOLS INC
2	6111 EAST GRAND AVE	ASCENCIO JOSE
3	6115 EAST GRAND AVE	MCKINNEY C W
4	6119 EAST GRAND AVE	MCKINNEY C W
5	6123 EAST GRAND AVE	HALIMAN SHAMALEE &
6	1110 MARTINIQUE AVE	LOPEZ MANUEL O &
7	1106 MARTINIQUE AVE	HERRERA JOSE
8	1102 MARTINIQUE AVE	CONTRERAS BALTAZAR DELAROSA
9	1028 MARTINIQUE AVE	RAMOS ANTONIO & FRANCISCA
10	1026 MARTINIQUE AVE	VIDALES RODOLFO
11	1018 MARTINIQUE AVE	GOMEZ DONICIO
12	1111 S GLASGOW DR	ORTEGA VICTOR M
13	1107 S GLASGOW DR	CASTILLO SAUL & ZUEMY
14	1103 S GLASGOW DR	RAMIREZ JUAN & ELIZABETH
15	1031 S GLASGOW DR	CASTILLO SAUL F & BRUNA P
16	1027 S GLASGOW DR	RODRIQUEZ JOSE &
17	1023 S GLASGOW DR	OROZCO MANUEL &
18	1019 S GLASGOW DR	HALIMAN SHAMALEE & TOMASA
19	1013 S GLASGOW DR	HGTA LTD PS
20	1011 S GLASGOW DR	FERNANDEZ GREGARIO ET AL
21	1022 S GLASGOW DR	GONZALEZ MARIA A
22	1016 S GLASGOW DR	LICEADELGADO MIGUEL A &
23	1014 S GLASGOW DR	COSBY BETTIE JO
24	1010 S GLASGOW DR	FERNANDEZ GREGORIO V &
25	1023 CRISTLER AVE	ROSALES JUANITA
26	1019 CRISTLER AVE	WILKINS CARL M

04/06/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1015 CRISTLER AVE	KERR KELVIN B
28	1009 CRISTLER AVE	OUENES OUSSAMA
29	6309 EAST GRAND AVE	GRAVES CHAD HENRY
30	6311 EAST GRAND AVE	ROJAS EFRAIN & M GUADALUPE
31	6315 EAST GRAND AVE	ROJAS EFRIAIN & M GUADALUPE
32	1106 CRISTLER AVE	ORTIZ ANTONIO
33	1102 CRISTLER AVE	SAKDAVONG JACK & NAOMY
34	1030 CRISTLER AVE	SHELTON LEILA
35	1026 CRISTLER AVE	CAMPUZANO EFRAIN
36	1022 CRISTLER AVE	GUZMAN JORGE A JR
37	1018 CRISTLER AVE	SANDERS JOHN S ESTATE OF
38	1014 CRISTLER AVE	MASSON WILFRED RICHARD &
39	1010 CRISTLER AVE	SAILER LAURA &
40	1029 CAMERON AVE	MOUNT AUBURN LLC
41	1023 CAMERON AVE	CAMPUZANO AZAEL
42	1017 CAMERON AVE	MORALES ANDREW &

LOCATION: Garden Grove Drive from Woody Road to Stark Road

COUNCIL DISTRICT: 8

MAPSCO: 70 N, P

CONTACT: Tanya Brooks

REQUEST

An amendment to the City of Dallas Thoroughfare Plan to delete Garden Grove Drive from Woody Road to Stark Road.

SUMMARY

Pape-Dawson Engineers, Inc. and Shady Oaks Estates have applied to amend the Thoroughfare Plan. They are developing property located at Woody Road and CF Hawn Freeway (US 175). The developer is requesting an amendment to delete Garden Grove Drive from Woody Road to Stark Road from the Thoroughfare Plan. This roadway does not currently exist and the City does not own the right-of-way required to build the road.

The residential development will consist of 431 single family homes with a large open space area, on approximately 114 acres in southeast Dallas. The primary access will be accommodated along Woody Road, Stark Road, and CF Hawn Freeway. The City of Dallas does not own the right-of-way to construct Garden Grove from Woody Road to Stark Road. Construction of this roadway would impact existing homes.

STAFF RECOMMENDATION

Staff recommends approval to the City of Dallas Thoroughfare Plan to delete Garden Grove Drive from Woody Road to Stark Road.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The City Plan Commission Transportation Committee acted on this item on May 4, 2017 and followed staff recommendation.

MAP

Attached

FACT SHEET

PROPOSED COUNCIL AGENDA: June 14, 2017

PROJECT: Amendment to the City of Dallas Thoroughfare Plan to delete Garden Grove Drive from Woody Road to Stark Road.

BACKGROUND:

- Garden Grove Drive is designated on the Thoroughfare Plan as a four-lane undivided (M-4-U) roadway.
- Garden Grove Drive from Woody Road to Stark Road does not exist and the City does not own the right-of-way to build the roadway.
- There are existing houses on Woody Road where the proposed Garden Grove Drive is planned to be extended.
- Shady Oaks Estates, when completed, will have direct access to Woody Road, Stark Road, and CF Hawn Freeway.
- Shady Oaks Estates is planned to be 431 single-family residential lots.
 - Shady Oaks Estate Phase I – 148 lots
 - Shady Oaks Estate Phase II and III – 283 lots
- Twenty-six property owners are in the notification area.
- CPC Thoroughfare Committee, May 4, 2017, followed staff recommendation.

Garden Grove Drive

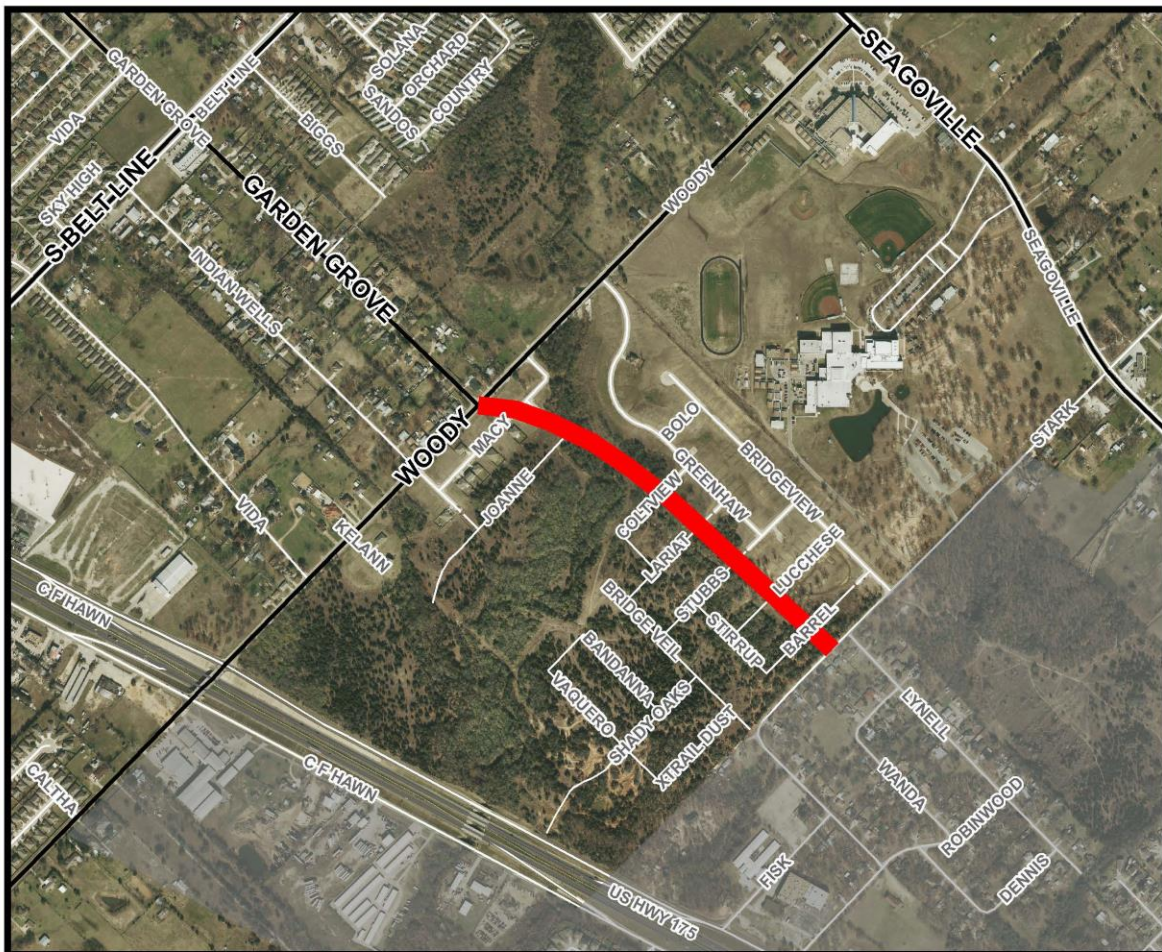
Woody Road and Stark Road

Council District: 8

MAPSCO: 70N, P



Thoroughfare Plan Amendment Map



FILE NUMBER: Z167-211(KK)

DATE FILED: March 16, 2017

LOCATION: North of Grady Niblo Road, east of Spur 408

COUNCIL DISTRICT: 3

MAPSCO: 61B-D, H, G

SIZE OF REQUEST: Approx. 29.76 acres

CENSUS TRACT: 165.20, 165.21

APPLICANT/ OWNER: Mike Spurlock/UMEP, Inc.

REPRESENTATIVE: Callaway Architecture, Tony Callaway

REQUEST: An application to amend Planned Development District No. 612 for residential and institutional uses.

SUMMARY: The purpose of this request is to amend the planned development district to eliminate the maximum number of classrooms the open-enrollment charter school is allowed to have [UME Preparatory Academy], revise the existing development plan, amend the planned development to require a landscape plan, amend the max height of all structures to be increased to 59 feet, amend the sign ordinance as it pertains to the non-business sign requirements, and submit a revised Traffic Management Plan (TMP) to meet the increased traffic demands once the additions are constructed.

STAFF RECOMMENDATION: Approval, subject to a revised development plan, landscape plan, traffic management plan, and revised conditions.

BACKGROUND INFORMATION:

- The property is currently developed with an open-enrollment charter school [UME Preparatory]. This school accommodates a total number of 490 students in grades kindergarten through twelfth. The proposed expansion of the public charter school would raise the maximum enrollment to 1,080 students.
- On September 12, 2001, PDD No.612 was approved by City Council. On May 2, 2012 UME Preparatory Academy obtained their first Certificate of Occupancy after converting the existing church structure into a school building.
- The revised TMP addresses traffic concerns in the area and has been approved by the Engineering Division of the Department of Sustainable Development and Construction.
- In addition to the submitted TMP, amendments proposed will eliminate the maximum cap on classrooms allowed on site, and offer revisions to the development plan, landscape plan, height regulations, and sign ordinance.

Zoning History: There has been two recent zoning change requests in the area.

1. **Z145-186** On August 12, 2015, the City Council approved the application and an ordinance granting an amendment to Planned Development District No. 612 and approval of the repeal of Specific Use Permit No. 1950 for an open-enrollment charter school.
2. **Z167-195** An application was submitted on January 25, 2017 for a Specific Use Permit for an antenna/tower for cellular communication, located north of Grady Niblo, east of Spur 408. This case is currently under staff review and will be considered by the City Plan Commission at a future meeting.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Spur 408	State Highway	Variable Lane Widths

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed amendment and development plan will not have a negative impact on the surrounding street system. The Engineering Division has reviewed and supports the revised Traffic Management Plan. The applicant is required, as with all Traffic Management Plans, to submit a traffic study to the director each even-numbered year, to determine if the TMP is being implemented effectively.

Per the TMP, the proposed development is expected to generate approximately 503 new weekday morning peak hour one-way trips and 378 new weekday school afternoon peak hour one-way trips at full buildout. The existing drive aisle width is approximately 25 feet wide, which exceeds the minimum required driveway width of 20 feet for two-way traffic. At approximately 1,935 linear feet, the drive aisle also provides a significant surplus of queuing length. The vehicle routes, as anticipated by the TMP, provide an available queue for the school's operations. The school traffic will never be allowed to queue vehicles in the right-of-way, nor will the traffic on any city street be stopped or diverted. The proposed TMP, more specifically Exhibit 11, shows there will be separate loading areas and queue paths for the early and late groups. The northbound driveway approach to the building area will be widened back to the creek crossing, so that it can accommodate two northbound (inbound) lanes and one southbound (outbound) lane as it enters the main campus area. This expansion will allow the two groups to operate independently of each other, although the congestion of overlap will already be minimized by the time offset between the groups.

Surrounding Land Uses:

	Zoning	Land Use
Site	PDD No. 612	Church, Open-enrollment charter school
North	A(A), TH-2(A)	Undeveloped land
East	TH-2(A), MF-1(A), A(A)	Undeveloped land
South	MF-1(A), PDD No. 743	Multifamily, Undeveloped land
West	A(A)	Spur 408 Freeway, Single Family, Undeveloped land

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

LAND USE ELEMENT

GOAL 1.1 Align Land Use Strategies with Economic Development Priorities

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

1.1.5.7 Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parking and open space, libraries and schools. Encourage the development of these facilities in priority Area Plans.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

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

NEIGHBORHOOD PLUS

Policy 4.2 Support and leverage emerging school quality and school choice programs.

Land Use Compatibility:

The site is developed with a church use and an open-enrollment charter school [UME Preparatory Academy]. These uses are adjacent to a major state highway, Spur 408 frontage road, which is used as the primary access to the school. The applicant's proposed amendments will allow the school to grow without a limit on the maximum number of classrooms allowed, install a new building on site to accommodate the anticipated growth in the student population, and propose compliance with the planned development condition that requires a landscape plan.

The request site is located within a predominately rural and undeveloped area. The closest residential development is approximately 1,392.50 feet east or 2,895 feet south to the developed multifamily complex.

The continued operation of this open-enrollment charter school is compatible with the surrounding uses and provides another choice to serve educational needs in the community. It is located on a major thoroughfare to allow for access to the school without interfering with traffic within the adjacent residential community. The conditions in the planned development district and the Traffic Management Plan provide regulations that will help mitigate any potential negative issues.

The applicant proposes the following amendments with this request. The revisions being proposed to the landscape ordinance will be detailed under the landscape section:

- 1) Amend the planned development district to eliminate the maximum number of classrooms the open-enrollment charter school is allowed to have. This amendment will allow the school to grow without a maximum numerical cap placed on the number of classrooms that can be provided.
- 2) Revise the development plan to include additional portable buildings, a new two-story high school building, and a 9,000 square foot activities building. Per the applicant, the growth of the campus is due to the need to better service the growing population of students that attend UME Preparatory Academy.
- 3) Amend the maximum height of structures within the area of request. The applicant is proposing to increase the height of all structures to 59 feet. The uses of open-enrollment charter school are currently allowed to be a maximum 36 feet in height. The maximum structure height for the church land use is currently 59 feet in height.
- 4) Amend the text pertaining to non-business zoning district requirements for signs in the planned development district. The applicant is proposing to increase the allowable effective area of the proposed monument sign from 50 square feet to 100 square feet. The applicant is also asking to increase the allowable digital display on the monument sign from 50 square feet or 50 percent of the total effective area of the sign to a maximum of 100 square feet of effective area. The applicant is proposing that the sign be able to be located within the front yard setback of 50 feet as established by the A(A) Agricultural District that PDD No. 612 refers to for yard, lot and space regulations. The text would establish a minimum 5 foot front yard setback along any city right-of-way, only pertaining to signs as established in the ordinance. Lastly, the applicant is proposing two special conditions be applied to two independent attached premise signs. The attached sign on the west elevation of the new two-story high school building will exceed compliance of a maximum 40 square feet of effective area. The proposed text will allow for this increase but limit the increase to no more than 64 square feet of effective area. The sign on the south elevation will exceed the character height of 4 inches, but will not exceed the allowable effective area of 40 square feet. Therefore, the applicant has proposed the following text, "The attached premise sign that is located on the south elevation of the new two-story structure is allowed to have characters be no more than 14" in height and not exceed an effective area of 32 square feet."

Development Standards:

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
PDD No. 612	50'	20'/50'	1 Dwelling Unit/3 Acres	59'	10%	N/A	Agricultural, single family, church

Parking:

The requirement for off-street parking for a school, pursuant to the Dallas Development Code is:

- one and one-half space for each kindergarten/elementary school classroom;
- three and one-half space for each junior high/middle school classroom; and
- nine and one-half space for each senior high school classroom.

The total number of proposed classrooms determines the number of required parking spaces. The school is proposing the below detailed classroom breakdown:

- 35 kindergarten/elementary classrooms
- 14 junior high/middle school classrooms
- 23 senior high school classrooms

The number of required off-street parking spaces, including the additions, for the school are 321 spaces. The applicant is proposing to provide 343 off-street parking spaces.

The total floor area for this proposal including all accessory structures is 117,496 square feet. The current square footage on site is 35,494, the proposed school additions total 68,000 square feet, with additional proposed activity buildings totaling 14,000 square feet.

The parking requirement for a church land use, as defined by Sec.51A-4.204(4)(C)(i), is detailed below:

- If portions of seating areas in the sanctuary or auditorium are not equipped with fixed seats, benches, or pews, the parking requirement for those portions is one space for each 28 square feet of floor area.

The existing church is required to have 120 off-street parking spaces based on the floor area of the sanctuary. The church will share the parking lot during any weekday services or activities. The Development Code permits sharing of parking spaces when a charter school is operating within a church facility. The applicant will have to file a

shared parking agreement with the Building Official to show that the number of off-street parking spaces on site will meet the parking requirements for both uses based on mutually exclusive hours of operation.

Landscaping:

Landscaping must be installed as shown on the landscape plan (Exhibit 612D). The landscape plan also establishes a conservation area detailed on Exhibit 612C. The conservation area (Exhibit 612C) is established under this ordinance for the purpose of mitigating for protected trees removed for the uses designated on the development plan. No building of any kind will be constructed in the defined area. Vegetation removal is restricted to only management actions necessary and prudent for the protection of persons and the property, or for the selective management of vegetation for habitat protection. Any vegetation removal must be reviewed and approved by the city arborist located within the Building Inspection Division.

List of Partners/Principals/Officers

Board Members

Dr. Stephanie Goble, President
Dr. Charlene Conner, Vice President
Dr. Jaime Andrade, Treasurer
Donna Prince, Secretary
Jim Brodnick
Dr. Nolan Estes
Martha Oldenburg
Ruben Martinez

Superintendent

Mike Spurlock

Dean of Parent Programs & New School Development

Dr. Brance Barker

Principals

Shannon Horton
Kayla Smith

PROPOSED PDD CONDITIONS

Article 612.

PD 612.

SEC.51P-612.101. LEGISLATIVE HISTORY.

PD 612 was established by Ordinance No. 24715, passed by the Dallas City Council on September 12, 2001. (Ord. 24715)

SEC.51P-612.102. PROPERTY LOCATION AND SIZE.

PD 612 is established on property located on the east line of Spur 408 south of Kiest Boulevard. The size of PD 612 is approximately 29.76 acres. (Ord. 24715)

SEC.51P-612.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district. (Ord. 24715)

SEC.51P-612.103.1. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 612A: development plan.
- (2) Exhibit 612B: traffic management plan. (Ord. 29823)
- (3) Exhibit 612C: conservation area.
- (4) Exhibit 612D: landscape plan.

SEC.51P-612.104. DEVELOPMENT PLAN.

(a) For a church and an open-enrollment charter school, development and use of the Property must comply with the development plan (Exhibit 612A). If there is a

conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. Nos. 24715, 29823)

SEC.51P-612.105. MAIN USES PERMITTED.

(a) The only main uses permitted are those main uses permitted in the A(A) Agricultural District, subject to the same conditions applicable in the A(A) Agricultural District as set out in Chapter 51A. For example, a use permitted in the A(A) Agricultural District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the A(A) Agricultural District is subject to DIR in this district; etc.

(b) The following additional use is permitted by right:
-- Open-enrollment charter school. ~~[Maximum number of classrooms is 22. May only operate between 7:00 a.m. and 5:00 p.m., Monday through Friday.]~~
(Ord. Nos. 24715, 29823)

SEC.51P-612.106. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. 24715)

SEC.51P-612.107. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Divisions 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for A(A) Agricultural District apply.

(b) Height.
(1) Maximum structure height ~~for a church~~ is 59 feet.

~~(2) — Maximum structure height for an open-enrollment charter school is 36 feet. (Ord. Nos. 24715, 29823)~~

SEC.51P-612.108. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 24715)

SEC.51P-612.109. LANDSCAPING.

~~Landscaping must be provided in accordance with Article X. (Ord. 24715)~~

(a) Except as provided, all landscaping must be in compliance with Article X. For an open-enrollment charter school or church uses, landscaping must be provided in compliance with the submitted landscape plan (Exhibit 612D). Automatic irrigation must be provided for all new plantings.

(b) Except as provided, all landscaping may be completed in phases in accordance with the building permit and adjacent site work in an area shown in an artificial lot. All street trees on the plan along the western perimeter must be installed prior to the obtaining the certificate of occupancy for the main high school building.

(c) Prior to issuance of the certificate of occupancy for the main high school building, tree replacement must be completed for the required amount of mitigation, with the exception of the following:

i. A designated conservation area, established on the property for the benefit of conservation of riparian and escarpment natural habitat, and for the enrichment and education of students, shall provide a reduction of 65% of tree replacement requirements; and

ii. Landscape trees located on the plan to be established with future phased development.

(d) A 11.39 acre conservation area is established on this property under this ordinance for the purpose of mitigating for protected trees removed for the uses designated on the development plan, and to provide for the protection of the natural ecology of this cuesta area. The construction and use of any floor area or clearing for parking within the conservation area is prohibited. Vegetation removal is restricted to management actions necessary and prudent for the protection of persons and property.

or for the selective management of vegetation for habitat protection when reviewed and approved by the city arborist. Educational and physical training activities are allowed within the conservation area which are not in conflict with the land conservation purpose of the area. Wildlife observation and educational activities are encouraged.

SEC.51P-612.110. SIGNS.

(a) Signs must comply with the provisions for non-business zoning districts in Article VII.

(1) The allowable effective area for the monument sign is not to exceed 100 square feet.

(2) The allowable effective area for digital display on a premise sign is not to exceed 100 square feet.

(3) The minimum setback of the monument sign is 5 feet.

(4) The attached premise sign that is located on the west elevation of the new two-story structure must comply with a maximum effective area of 64 square feet.

(5) The attached premise sign that is located on the south elevation of the new two-story structure is allowed to have the characters be no more than 14" in height.

(a) Each letter of this attached premise sign may be individually lighted.

(6) The signage area on the existing building will be retained and maintained without modifications.

(b) One attached premise sign with a maximum area of 250 square feet is permitted, as shown on the development plan.

(c) Each letter for an attached premise sign must be individually lighted if the letter exceeds 50 square feet in area. (Ord. 24715)

SEC.51P-612.110.1. TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of an open-enrollment charter school use must comply with the traffic management plan (Exhibit 612B).

(b) Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

(c) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, 2018. After the initial traffic study, the Property owner or operator shall submit biennial updates of the traffic study to the director by March 1 of each even-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

- (A) ingress and egress points;
- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify to city plan commission.

(d) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) To amend a traffic management plan, the Property owner or operator must provide data showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation.

(3) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion. (Ord. 29823)

SEC.51P-612.111. ADDITIONAL PROVISIONS.

(a) The entire Property must be properly maintained in a state of good repair and neat appearance.

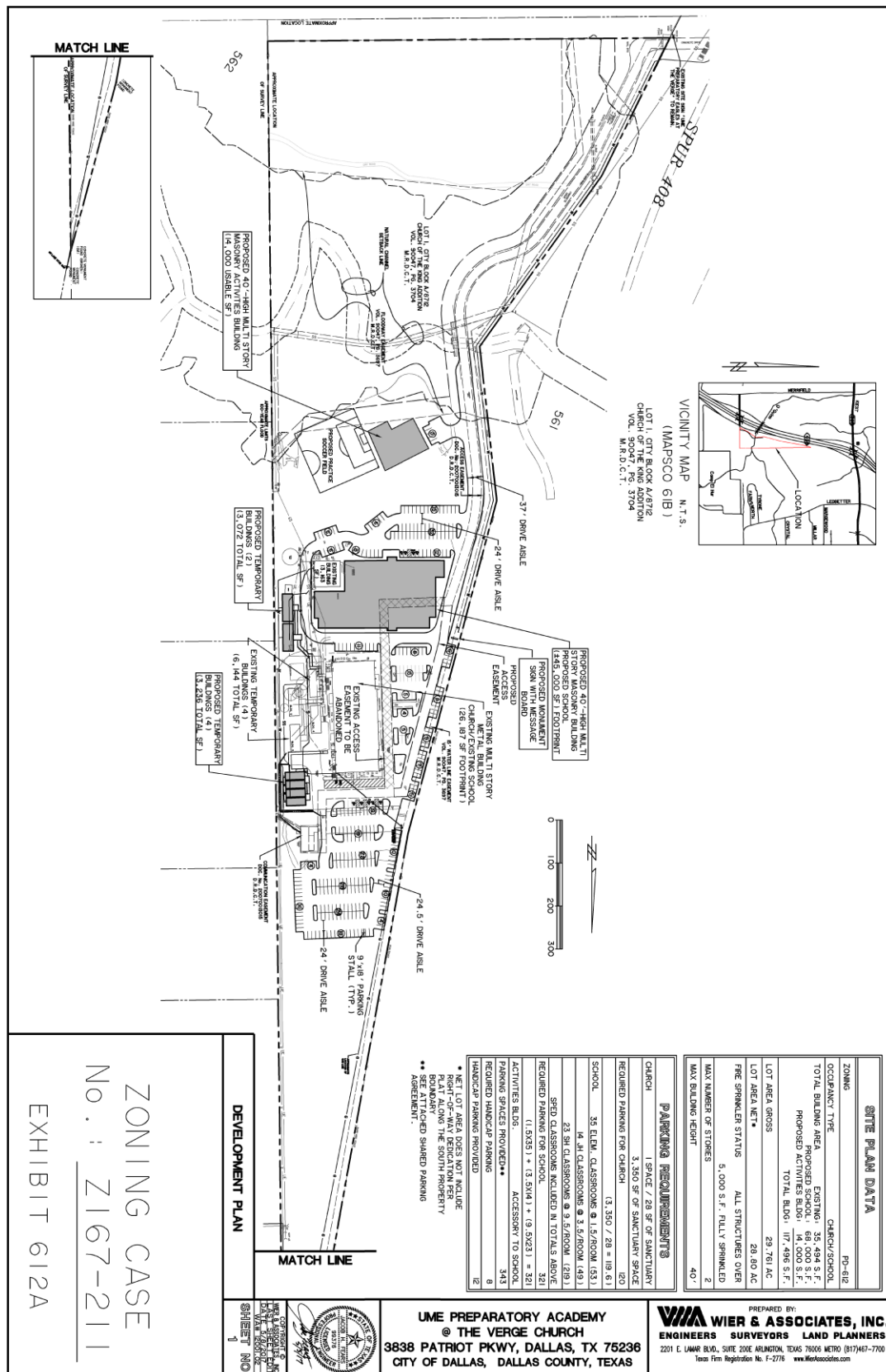
(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 24715; 26102)

SEC.51P-612.112. COMPLIANCE WITH CONDITIONS.

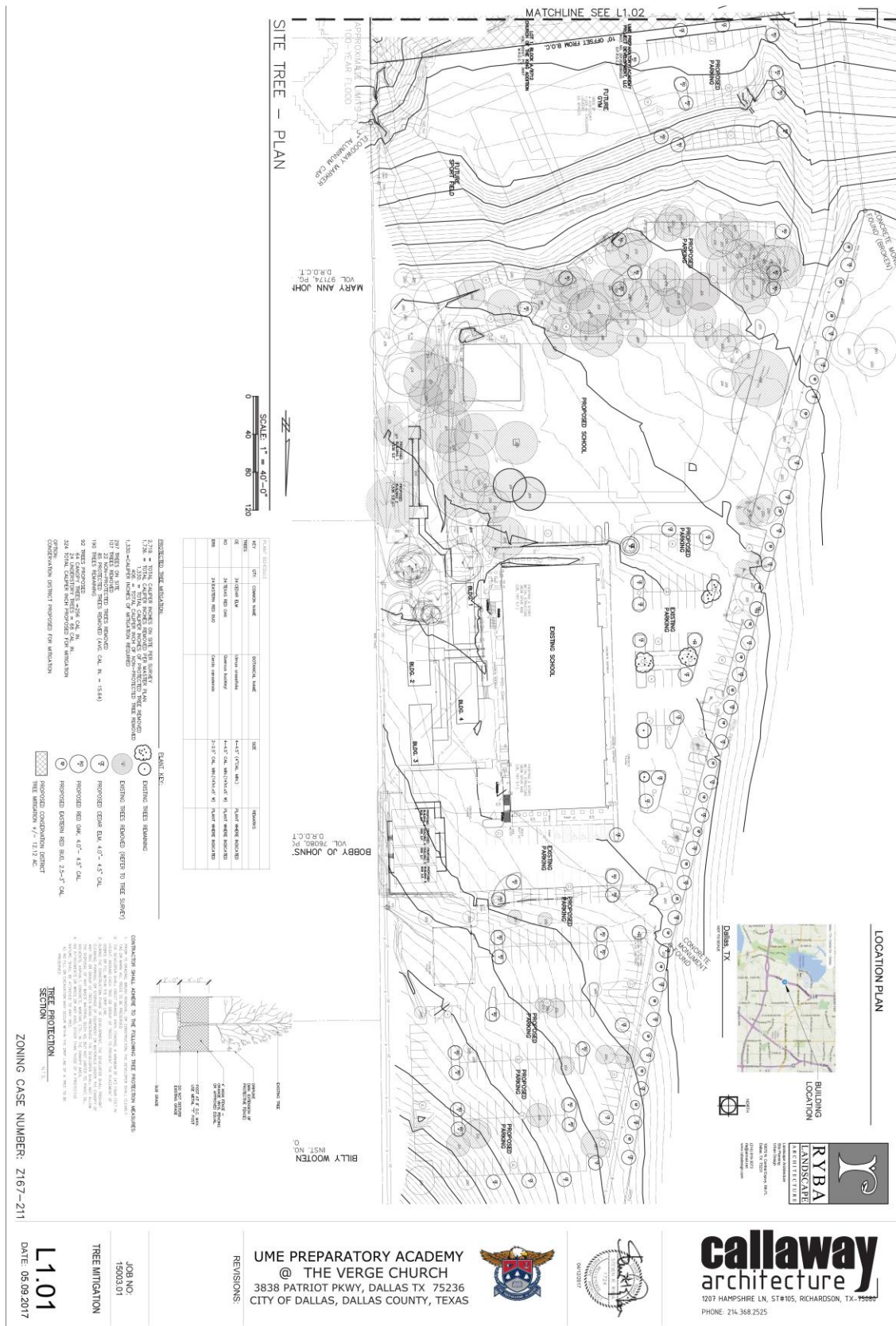
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit or certificate of occupancy for a use in this district until there has been full compliance with this article, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 24715; 26102)

PROPOSED DEVELOPMENT PLAN

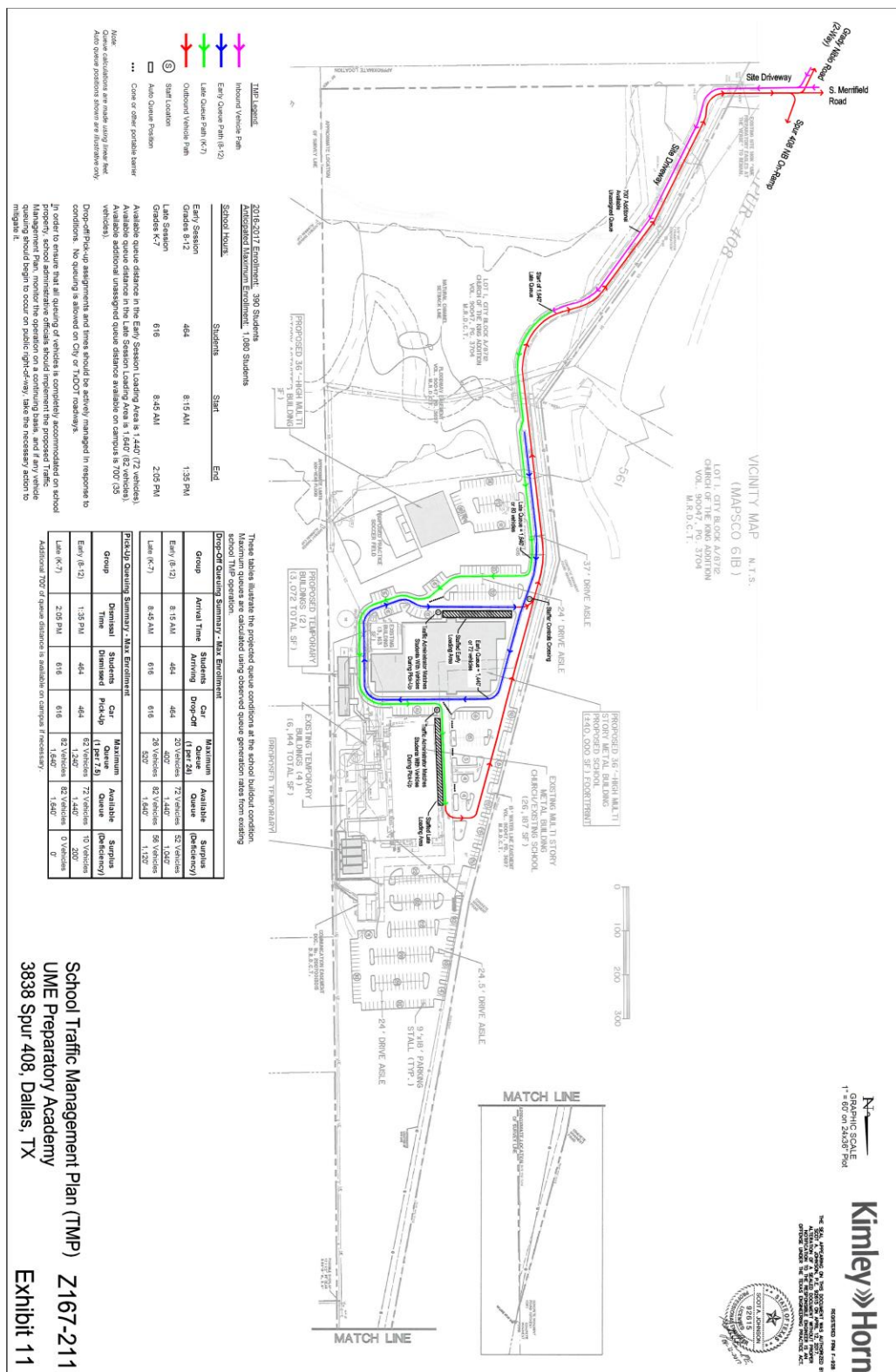


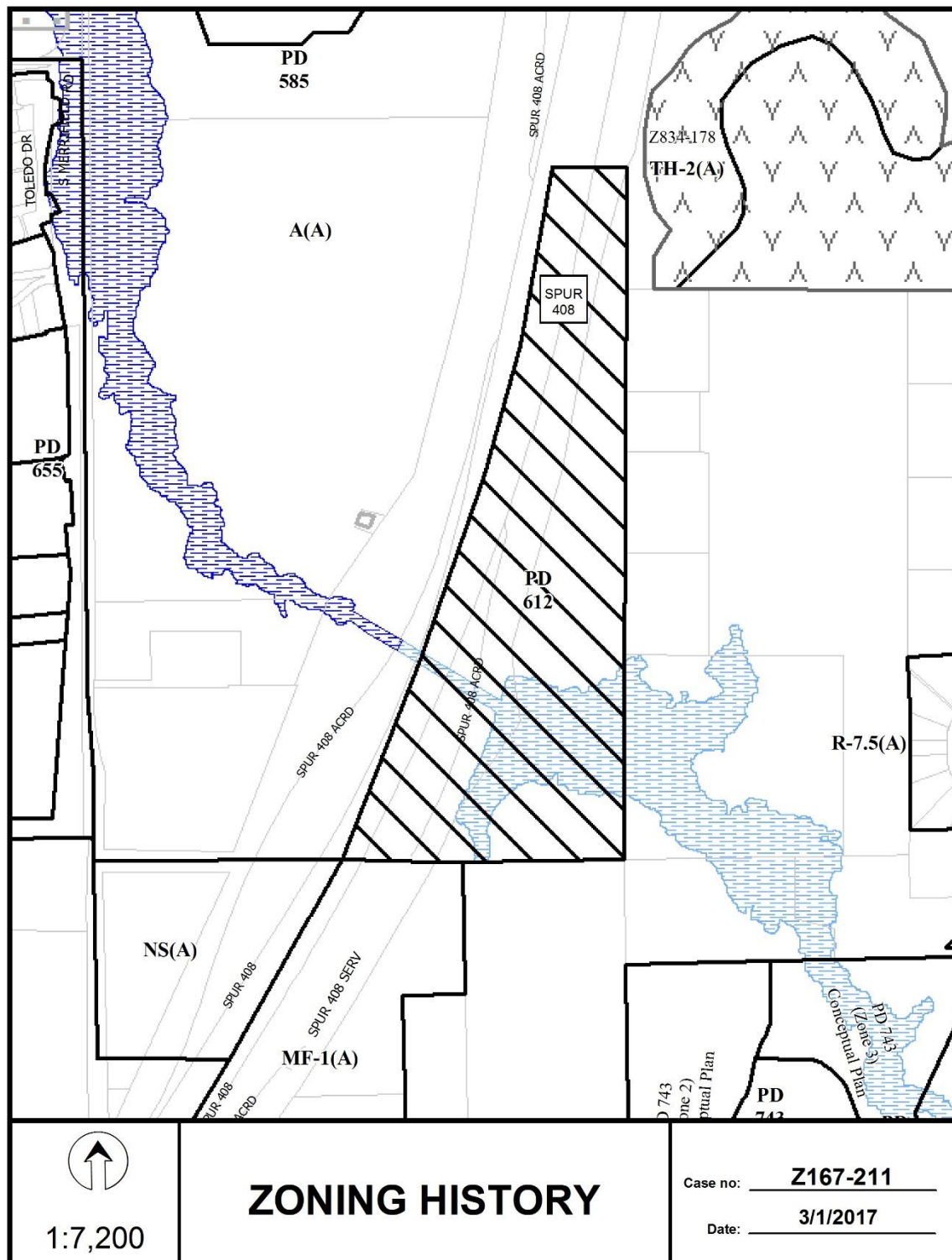
PROPOSED LANDSCAPE PLAN





PROPOSED TMP SITE PLAN





PROPOSED TMP



Traffic Impact Study With School Traffic Management Plan
Z167-211

UME Preparatory Academy
3838 Spur 408
Dallas, TX

April 12, 2017

Kimley-Horn and Associates, Inc.
Dallas, Texas

Registered Firm F-928

Kimley»Horn

Exhibit 612C (50 pages total)

Traffic Impact Study With School Traffic Management Plan

**UME Preparatory Academy
3838 Spur 408
Dallas, Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
12750 Merit Drive, Suite 1000
Dallas, Texas 75251
Registered Firm F-928

Contact:
Scot Johnson, P.E., PTOE
972-770-1300

April 12, 2017

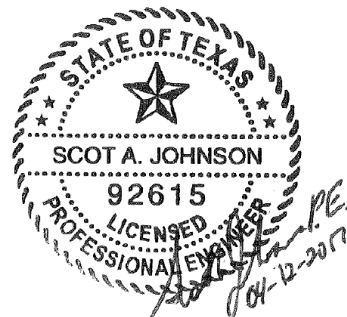


TABLE OF CONTENTS

EXECUTIVE SUMMARY	ii
I. INTRODUCTION	1
A. PURPOSE	1
B. METHODOLOGY	1
II. EXISTING AND FUTURE AREA CONDITIONS	4
A. ROADWAY CHARACTERISTICS	4
B. EXISTING STUDY AREA	4
C. PROPOSED SITE IMPROVEMENTS	4
D. EXISTING TRAFFIC VOLUMES	4
III. PROJECT TRAFFIC CHARACTERISTICS	6
A. SITE-GENERATED TRAFFIC	6
B. TRIP DISTRIBUTION AND ASSIGNMENT	6
C. DEVELOPMENT OF 2019 BACKGROUND TRAFFIC	7
D. DEVELOPMENT OF 2019 TOTAL TRAFFIC	7
E. DEVELOPMENT OF 2025 BACKGROUND AND TOTAL TRAFFIC	7
IV. TRAFFIC OPERATIONS ANALYSIS	11
A. ANALYSIS METHODOLOGY	11
B. ANALYSIS RESULTS	11
C. SBFR INTERSECTION OPERATIONS	12
D. NBFR INTERSECTION OPERATIONS	12
V. SCHOOL TRAFFIC MANAGEMENT PLAN	14
A. EXISTING TMP OPERATIONS	14
B. PROPOSED TMP FOR EXPANSION	15
C. QUEUING ANALYSIS	16
VI. CONCLUSIONS AND RECOMMENDATIONS	19
APPENDIX	20

LIST OF EXHIBITS

EXHIBIT 1: VICINITY MAP	2
EXHIBIT 2: CONCEPTUAL SITE PLAN	3
EXHIBIT 3: LANE ASSIGNMENTS AND INTERSECTION CONTROL	5
EXHIBIT 4: 2017 EXISTING TRAFFIC VOLUMES	5
EXHIBIT 5: TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT	8
EXHIBIT 6: EXPANSION SITE-GENERATED TRAFFIC VOLUMES	8
EXHIBIT 7: 2019 BACKGROUND TRAFFIC VOLUMES	9
EXHIBIT 8: 2019 BACKGROUND PLUS EXPANSION TRAFFIC VOLUMES	9
EXHIBIT 9: 2025 BACKGROUND TRAFFIC VOLUMES	10
EXHIBIT 10: 2025 BACKGROUND PLUS EXPANSION TRAFFIC VOLUMES	10
EXHIBIT 11: TMP PLAN FOR 1,080 STUDENTS	18

LIST OF TABLES

TABLE 1 – TRIP GENERATION	6
TABLE 2 – LEVEL OF SERVICE DEFINITIONS	11
TABLE 3 – TRAFFIC OPERATIONAL RESULTS – WEEKDAY AM PEAK HOUR	12
TABLE 4 – TRAFFIC OPERATIONAL RESULTS – WEEKDAY SCHOOL PM PEAK HOUR	12
TABLE 5 – OBSERVED AM DROP-OFF QUEUING SUMMARY	14
TABLE 6 – OBSERVED PM PICK-UP QUEUING SUMMARY	15
TABLE 7 – BUILDOUT STUDENT DISTRIBUTION AND SCHEDULE	16
TABLE 8 – AM PICK-UP QUEUING SUMMARY AT BUILDOUT	17
TABLE 9 – PM PICK-UP QUEUING SUMMARY AT BUILDOUT	17

EXECUTIVE SUMMARY

The proposed expansion of the public charter school UME Preparatory Academy would raise the maximum enrollment to 1,080 students in grades K-12. The school is located at the northeast quadrant of the interchange between Spur 408 and Grady Niblo Road. The school currently operates with 490 students. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. A traffic management plan (TMP) for the expanded campus is also included. The TMP was developed after observation of the existing school's TMP operation, which is conducted with admirable efficiency and discipline.

The following existing intersections were selected to be part of this study:

- Grady Niblo Road / Merrifield Road at Spur 408 Southbound Frontage Road (SBFF)
- Grady Niblo Road / UME Driveway at Spur 408 Northbound Frontage Road (NBFR)

Traffic operations were analyzed at the study intersections for existing volumes, year 2019 and 2025 background traffic volumes, and year 2019 and 2025 background plus the expanded school traffic volumes. The future years correspond to the projected buildout year and the regional buildout of the area. Conditions were analyzed for the weekday AM and the school's PM peak hours.

The proposed development is expected to generate only approximately 503 new weekday AM peak hour one-way trips and 378 new weekday school PM peak hour one-way trips at full buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the campus's only driveway access.

Based on the analysis presented in this report, the proposed school expansion can be successfully incorporated into the surrounding roadway network. There are no off-site modifications necessary to accommodate the expansion. The existing site driveway provides the appropriate level of access for the school, along with significant surplus queuing length. The expansion traffic does not push the intersections beyond reasonable delays in the short time periods when the school traffic peaks, and the school traffic is offset from the typical PM peak hour commuter traffic.

The attached TMP plan **Exhibit 11** defines the drop-off and pick-up procedures for the maximum of 1,080 students. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. The school traffic will never be allowed to queue vehicles in the ROW of any City street or alley, nor will the traffic on any City street be stopped or diverted. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at 3838 Spur 408 will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

In order to ensure that all queuing of vehicles is completely accommodated on school property, the school administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

I. INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Study (TIS) of future traffic conditions associated with the expansion of the UME Preparatory Academy from the current enrollment of 490 students to a maximum of 1,080 students. The school is located northeast of the interchange of Spur 408 with Grady Niblo Road. A site vicinity map is provided as **Exhibit 1**. **Exhibit 2** shows the proposed conceptual site plan for the expanded campus. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. A traffic management plan (TMP) for the expanded campus is also included. The TMP was developed after observation of the existing school's TMP operation.

B. Methodology

Traffic operations were analyzed at the study intersections for AM and school PM peak hours for the following scenarios:

- 2017 existing traffic
- 2019 background traffic including existing school
- 2019 background plus expanded site traffic
- 2025 background traffic including existing school
- 2025 background plus expanded site traffic

For the study intersections, the capacity analyses were conducted using the *Synchro*TM software package and its associated *Highway Capacity Manual* reports for unsignalized intersections. Since the school traffic in its PM dismissal hour (approximately 1:30-2:30 PM) was much higher than the study area traffic in the traditional PM peak hour for commuters, the school PM peak hour was evaluated as the worst case conditions.

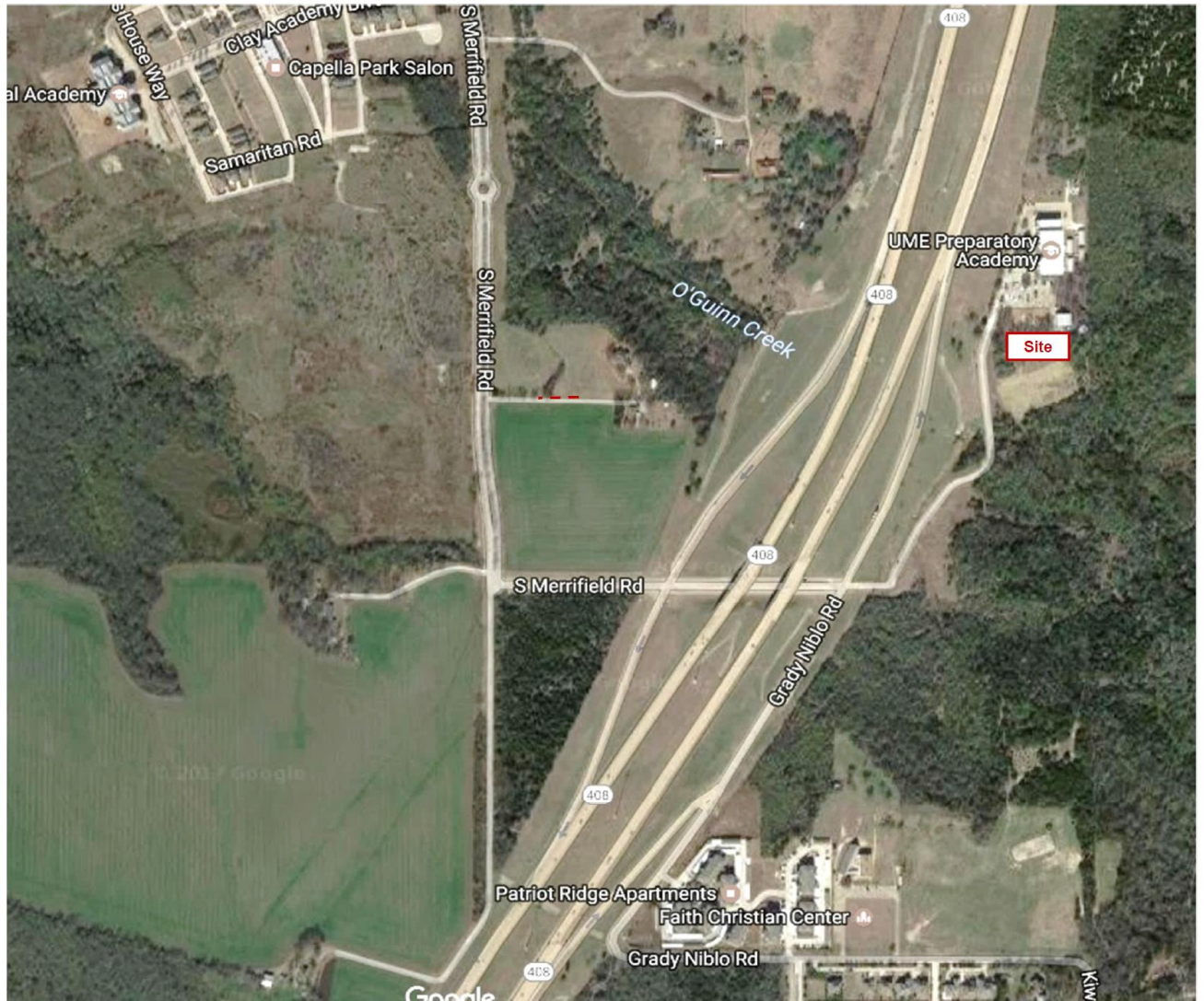


EXHIBIT 1

Vicinity Map

UME Preparatory Academy TIA

Kimley»Horn

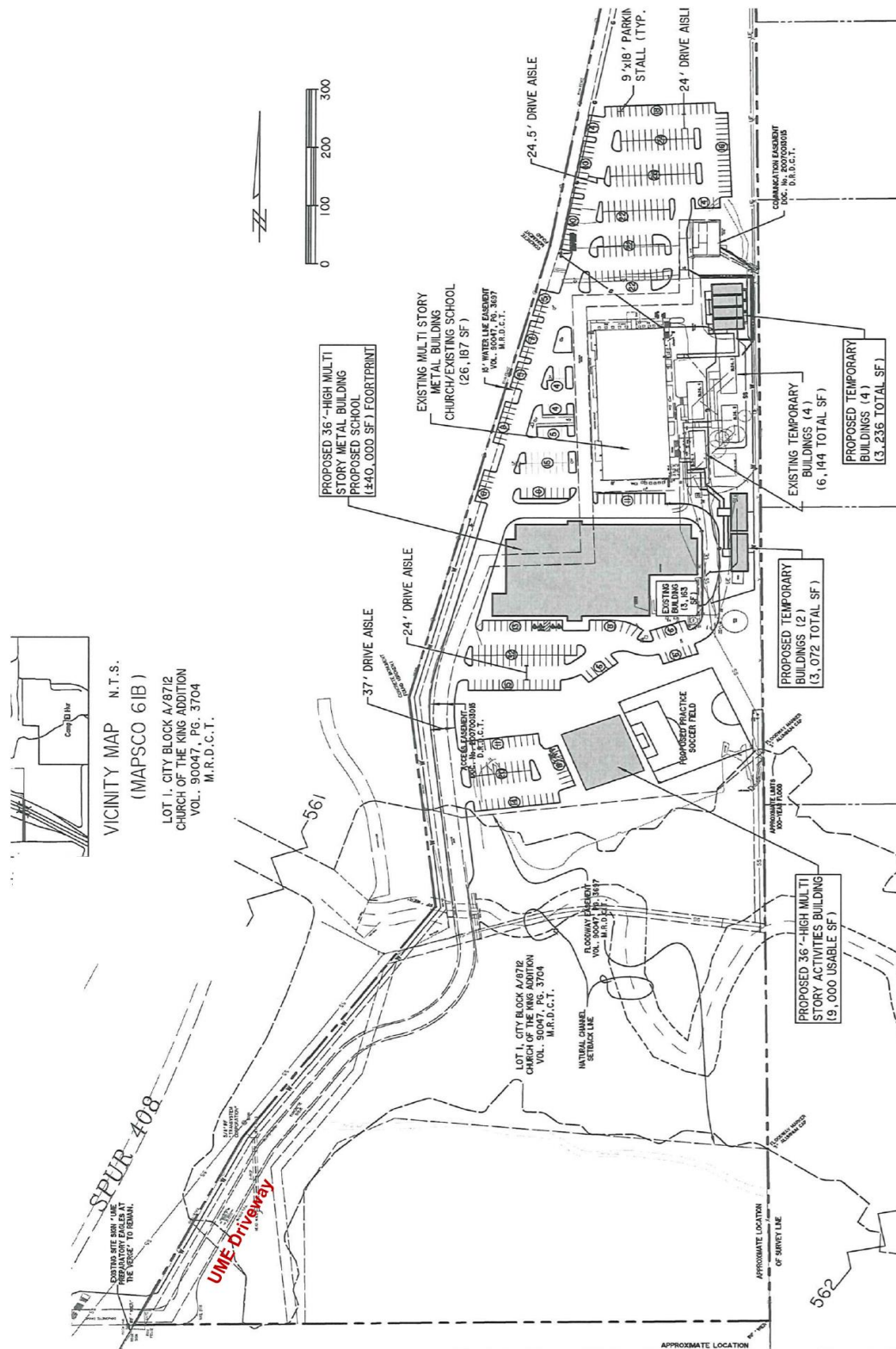


EXHIBIT 2

Conceptual Site Plan

UME Preperatory Academy TIA

Kimley»Horn

II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following existing intersections were selected to be part of this study:

- Grady Niblo Road / Merrifield Road at Spur 408 Southbound Frontage Road (SBFR)
- Grady Niblo Road / UME Driveway at Spur 408 Northbound Frontage Road (NBFR)

Grady Niblo Road forms an isolated freeway interchange with the main lanes of Spur 408. While called frontage roads in this report, the access to Spur 408 is through on- and off-ramps, with the extension of two-way Grady Niblo Road to the southeast serving as the only frontage road feature. Merrifield Road to the west serves only a limited area of residential uses. The east leg of the interchange is the existing driveway to the UME church and school.

Exhibit 3 illustrates the intersection geometry used for the traffic analyses. The SBFR intersection has conventional signage with only the southbound leg being stop-controlled. The NBFR intersection is unconventional since Grady Niblo Road to the south is two-way, and both the northbound (from Grady Niblo) and westbound (from UME) approaches are stop controlled. The eastbound approach to the NBFR is free-flowing.

B. Existing Study Area

The project site is the current UME Preparatory Academy campus. The parcel is currently zoned as PD 612. The public charter school has an enrollment of 490 students in the 2016-2017 school year.

The adjacent areas southeast and west of the Spur 408 interchange are primarily residential.

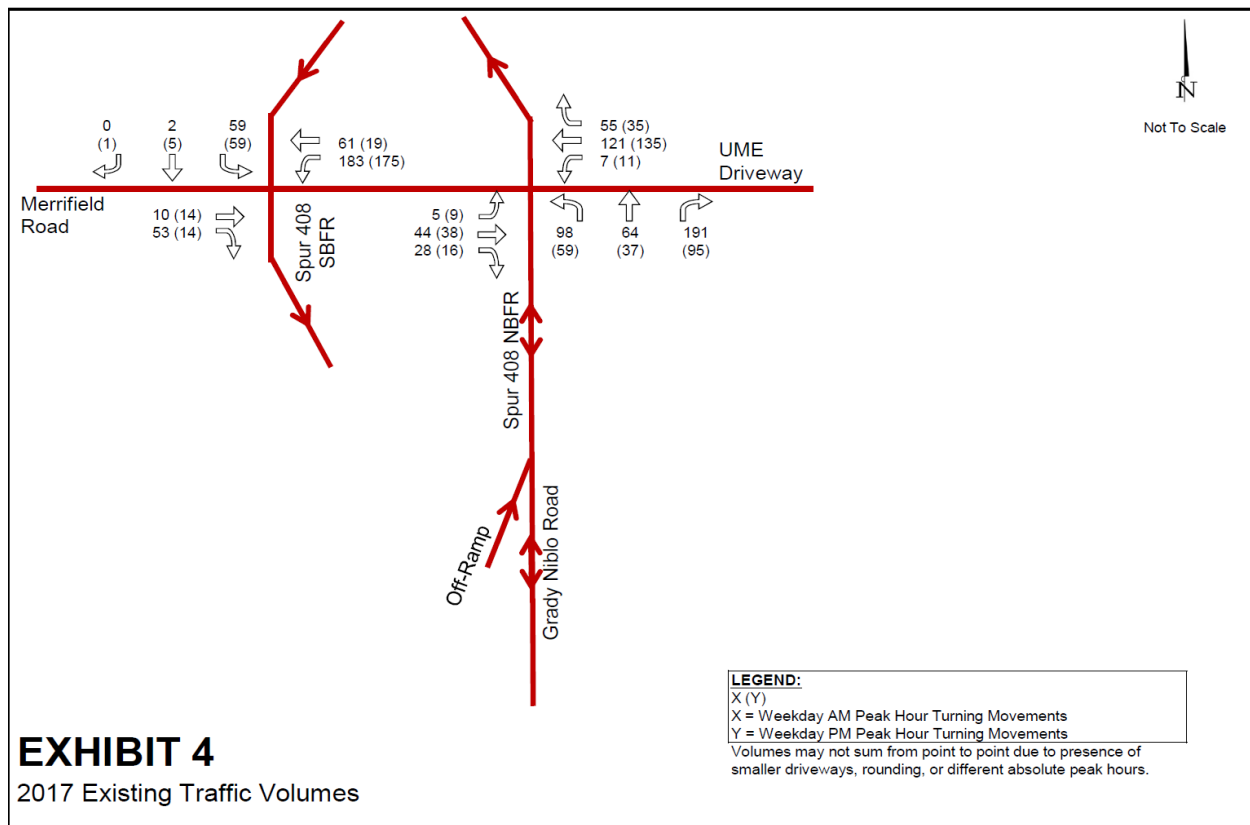
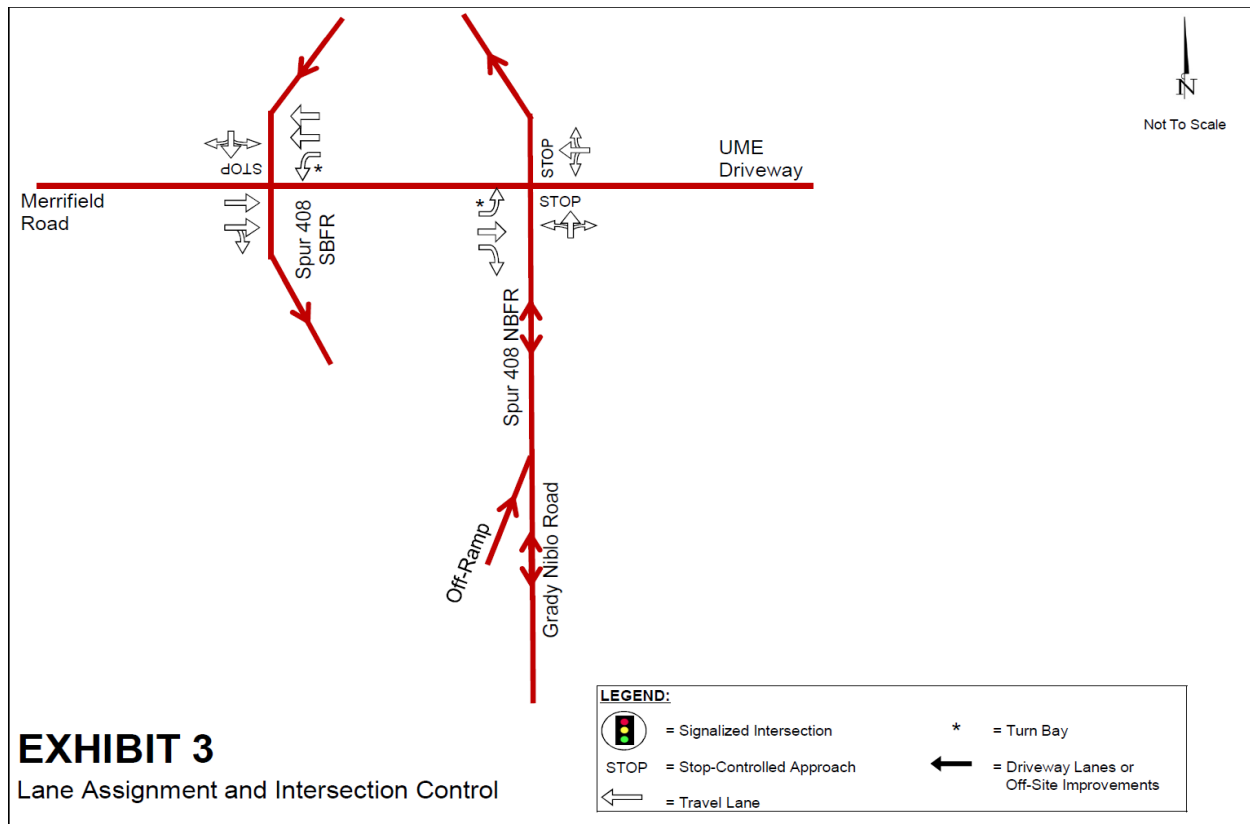
C. Proposed Site Improvements

The site is proposed to be expanded with dedicated school buildings and other school accessory uses like fields. The enrollment would be expanded to 1,080 students in grades K-12.

Due to topography and the lack of frontage roads along Spur 408, the site has only one access point, forming the east leg of the Spur 408 / Grady Niblo Road interchange.

D. Existing Traffic Volumes

Weekday AM and school PM peak hour turning movement counts were collected in April 2017, on days with normal school schedules. 24-hour machine counts were also collected on the UME driveway (1,368 daily trips). **Exhibit 4** shows the existing weekday AM and school PM peak hour traffic volumes.



UME Preparatory Academy TIA

III. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 9th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are actually one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

However, since each public charter school is different and do not match traditional public or private school activity, the best way to predict future trips for these unique uses is to examine the existing traffic patterns and model their expansion based on enrollment.

Table 1 shows the calculation of trip generation for the school expansion. The existing activity with 490 students was observed with the 24-hour count and the peak hour turning movement counts. Then the traffic activity for the buildout conditions with 1,080 students was found by proportionally increasing the existing traffic using a factor of 2.2, based on the difference in enrollment. The final line of **Table 1** shows the difference between the existing conditions and the projected buildout conditions, which is the traffic being added to the roadway network. This projection is simplified since larger schools will tend to generate fewer trips per students thanks to efficiencies of scale, greater opportunities for carpooling, and greater number of activities available on campus that spread out the peaks of vehicle activity. Therefore, the analysis is very conservative, and actual conditions will likely be better than the analysis shows.

Table 1 – Trip Generation

Land Uses	Amount	Units	Daily One-Way Trips	AM Arrival Peak Hour One-Way Trips			PM Departure Peak Hour One-Way Trips		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Existing UME Prep School (K-12)	490	Students	1,368	235	183	418	133	181	314
Projected Buildout	1,080	Students	3,015	518	403	921	293	399	692
<i>Trip generation based on observation of existing school and extrapolation to 1,080 student enrollment.</i>									
Trips Added From Enrollment Increase	590	Students	1,647	283	220	503	160	218	378

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes into and out of the site driveways and onto the street system was based on the existing traffic patterns. The corresponding inbound and outbound traffic assignment, where the directional distribution is applied using the only paths to and from the site can be found in **Exhibit 5**. **Exhibit 6** shows the resulting site-generated weekday AM and school PM peak hour turning movements after multiplying the additional trip generation by the respective traffic assignment percentages.

C. Development of 2019 Background Traffic

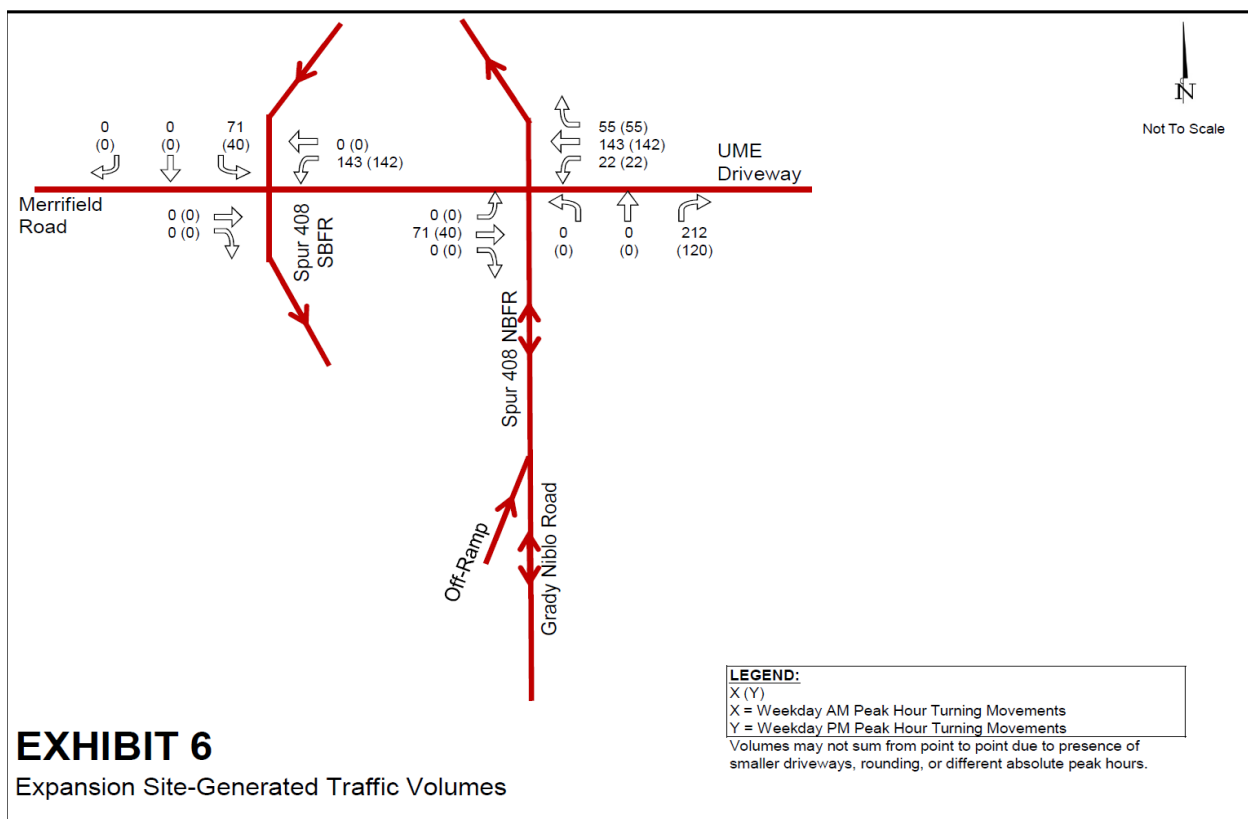
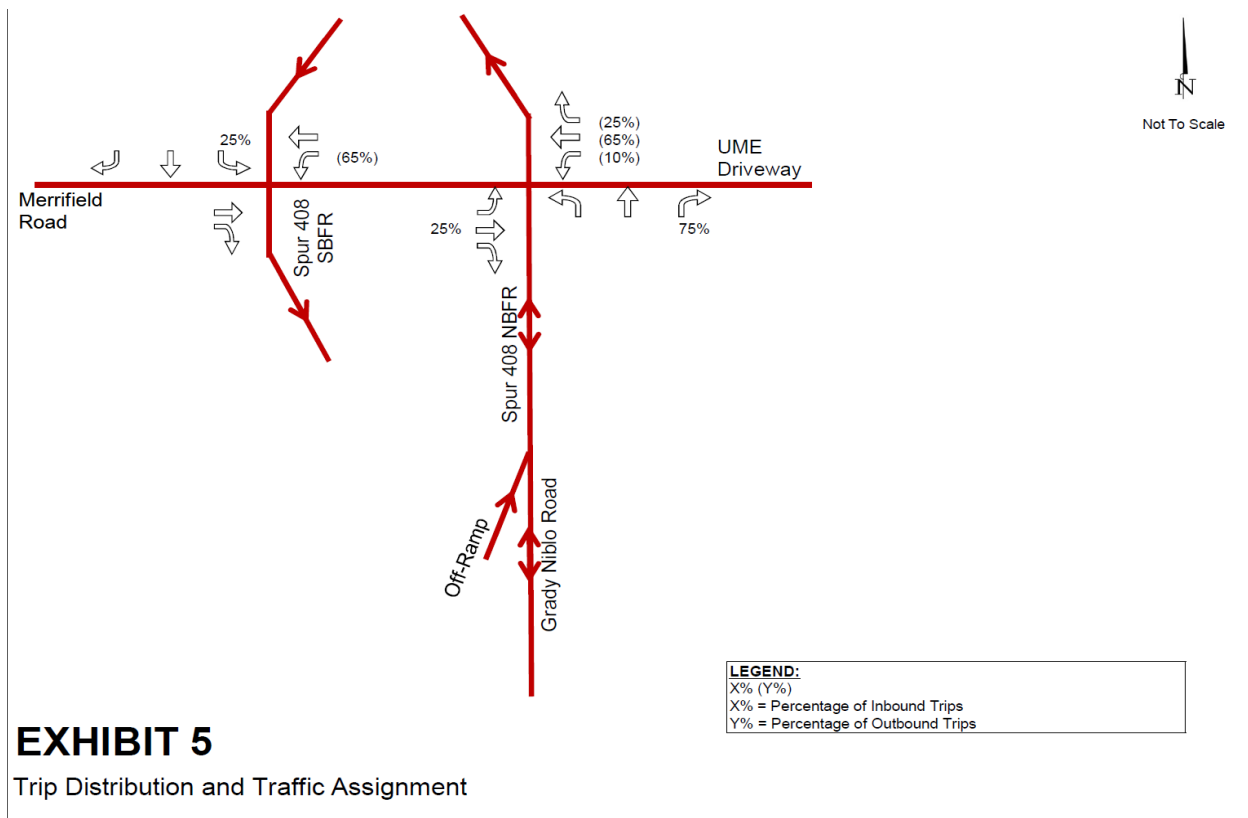
Based on the recent growth in the area, an annual growth rate of 3% was assumed for the background traffic. To find the 2019 background traffic, the existing 2017 traffic counts were grown by 3% annually for two years. The resulting 2019 background weekday AM and PM peak hour traffic volumes are shown in **Exhibit 7**. The traffic to and from the school was not modified since the additional traffic is being explicitly modeled as the site traffic.

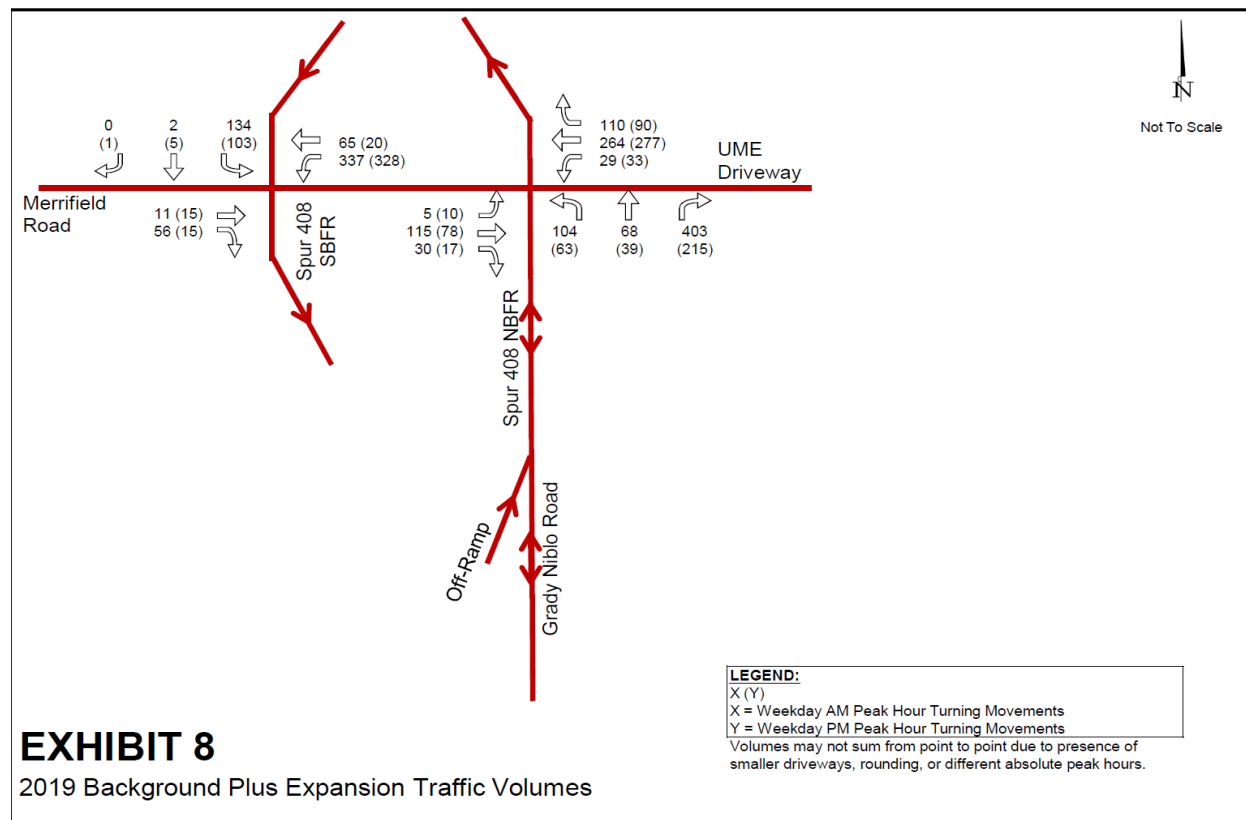
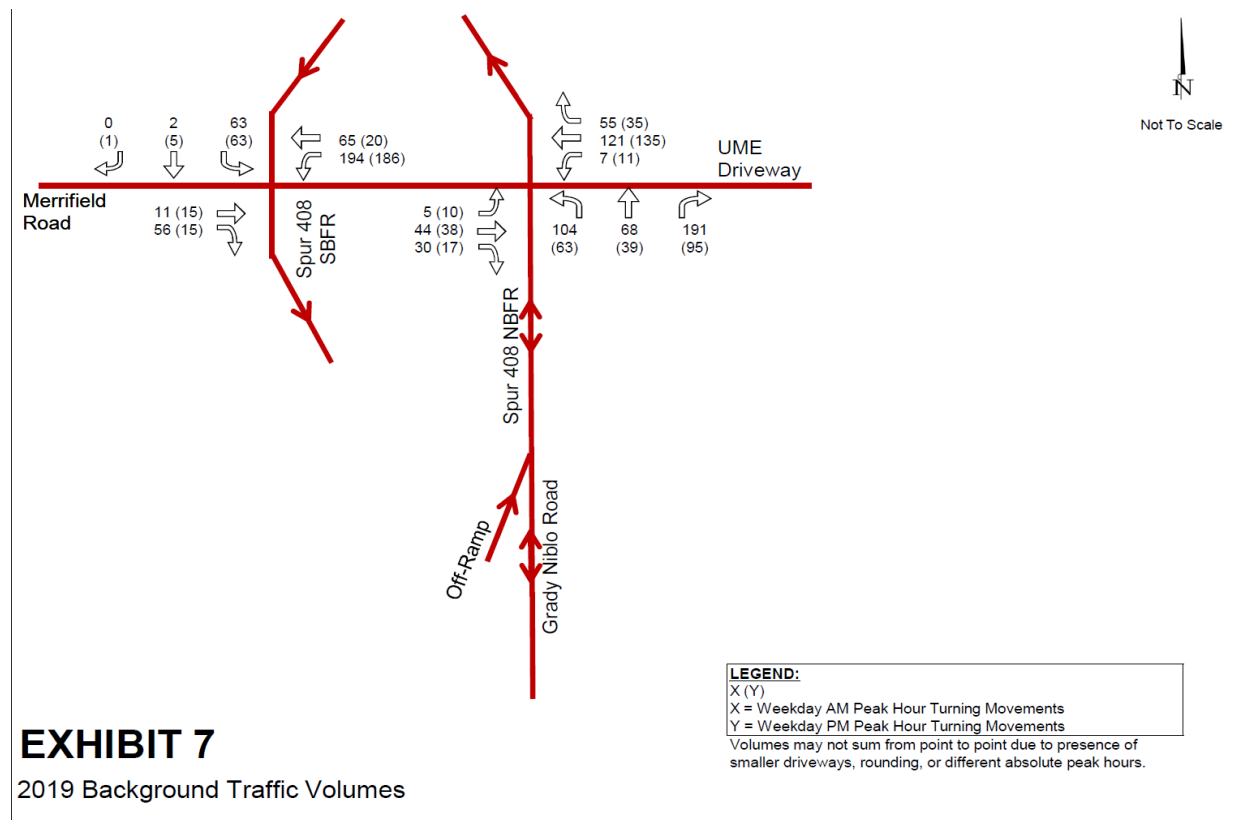
D. Development of 2019 Total Traffic

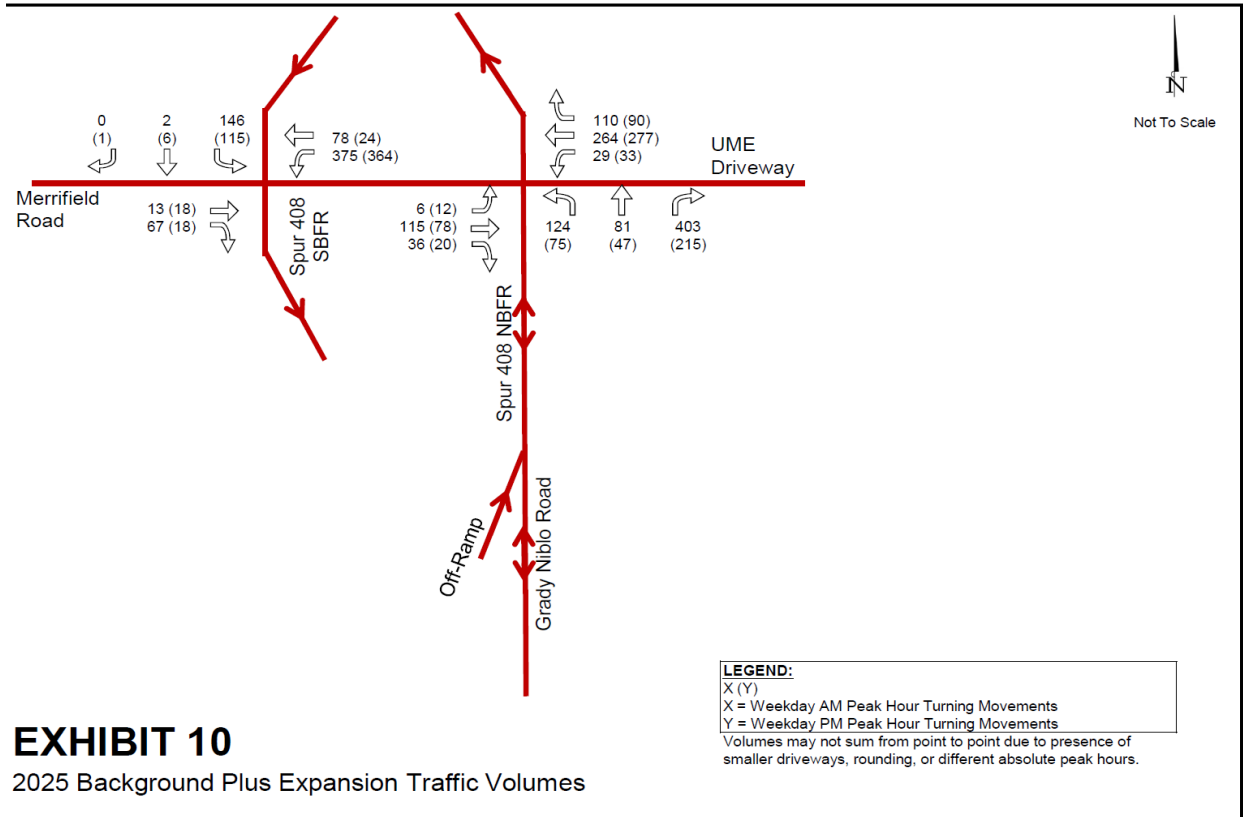
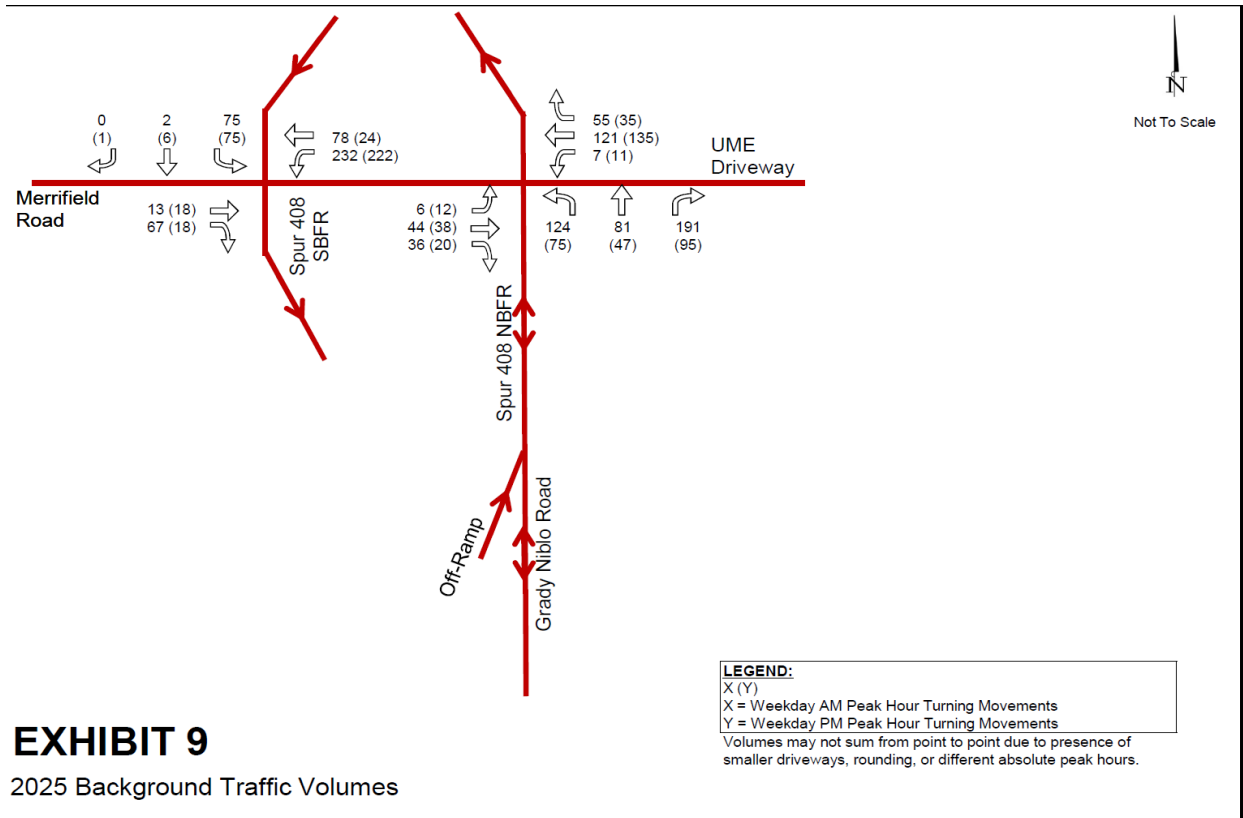
Expansion site traffic volumes were added to the background volumes to represent the estimated total (background plus expanded site) traffic conditions for the 2019 study year after enrollment reaches the buildout levels. **Exhibit 9** shows the resulting 2019 weekday AM and school PM peak hour total traffic volumes.

E. Development of 2025 Background and Total Traffic

The background and total traffic volumes in the 2025 study year were calculated in the same manner as the 2019 traffic volumes, only with six years of 3% growth over the 2019 volumes. **Exhibit 9** shows the resulting 2025 weekday AM and school PM peak hour background traffic volumes, and **Exhibit 10** shows the resulting 2025 weekday AM and school PM peak hour total traffic volumes after the addition of the expanded site traffic.







IV. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2017, 2019, and 2025 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*.

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 2** shows the definition of level of service for signalized and unsignalized intersections. LOS D is considered the threshold for acceptable operations for signalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for the unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole.

The HCM procedures cannot model the unconventional stop-sign configuration of the NBFR intersection. Therefore, that intersection was modeled as an all-way stop, which will tend to add delay to the free-flow eastbound approach.

Calculations for the level of service at the key intersections identified for study are provided in the **Appendix**. The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

B. Analysis Results

Tables 3 and **4** show the intersection operational results for the weekday AM and school PM peak hours, respectively.

Table 3 – Traffic Operational Results – Weekday AM Peak Hour

INTERSECTION	APPROACH	2017 Existing Traffic		2019 Background Traffic		2019 Background Plus Site Traffic		2025 Background Traffic		2025 Background Plus Site Traffic	
		AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Grady Niblo / Merrifield @ Spur 408 SBFR	WBL	7.7	A	7.7	A	8.1	A	7.9	A	8.3	A
	SB*	14.3	B	14.9	B	40.7	E	17.9	C	70.0	F
Grady Niblo / UME Driveway @ Spur 408 NBFR	EB	8.7	A	8.8	A	12.0	B	8.9	A	11.9	B
	WB*	10.6	B	10.7	B	31.4	D	11.0	B	31.5	D
	NB*	13.5	B	13.9	B	61.2	F	15.7	C	61.5	F

* Stop-Controlled Approach

- No movements in Time Period

Table 4 – Traffic Operational Results – Weekday School PM Peak Hour

INTERSECTION	APPROACH	2017 Existing Traffic		2019 Background Traffic		2019 Background Plus Site Traffic		2025 Background Traffic		2025 Background Plus Site Traffic	
		PM School Peak		PM School Peak		PM School Peak		PM School Peak		PM School Peak	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Grady Niblo / Merrifield @ Spur 408 SBFR	WBL	7.6	A	7.6	A	7.9	A	7.7	A	8.1	A
	SB*	13.3	B	13.8	B	27.8	D	16.1	C	38.8	E
Grady Niblo / UME Driveway @ Spur 408 NBFR	EB	8.2	A	8.2	A	9.7	A	8.2	A	9.9	A
	WB*	9.7	A	9.8	A	19.9	C	9.9	A	20.8	C
	NB*	9.7	A	9.9	A	15.1	C	10.4	B	16.4	C

* Stop-Controlled Approach

- No movements in Time Period

C. SBFR Intersection Operations

The stop-controlled southbound approach to Merrifield / Grady Niblo experiences increasing delays as the background traffic grows and as the school expands. In the AM peak hour, the southbound approach has 40.7 seconds of delay and LOS E in the 2019 scenario with the school at buildout. The growing background traffic pushes that farther to 70 seconds of delay and LOS F by 2025. The school PM peak hour southbound approach delay remains under 40 seconds through 2025, and the westbound left turn has no difficulty in any scenario. While the delays correspond to LOS E or F, the actual delays to vehicles are reasonable and the southbound queue does not grow beyond six vehicles. Drivers are conditioned to accept these delays when entering a busier street from a stop-controlled side street. The intersection operations remain acceptable and no mitigation is recommended. Over longer time horizons if regional growth continues to fill in around the vicinity, the intersection will naturally convert to operating as an all-way stop, and volumes may grow enough to warrant a signal.

D. NBFR Intersection Operations

The stop-controlled approaches to the NBFR intersection experience increased delays in the AM peak hour with the background growth and the expanded school traffic, while the school PM peak hour operations remain with all approaches at LOS C or better. The northbound approach changes to LOS F conditions in the 2019 scenario, but with only

61.2 seconds of delay in the 2019 scenario and 61.5 seconds in 2025. The westbound approach departing from the school moves to around 31 seconds of delay and LOS D. Both these conditions are still acceptable given the circumstances of the intersection, and there is no mitigation recommended. The school traffic that influences the intersection occurs for very limited portions of the day. Over a longer time frame the intersection may become more conventional and provide better operation if the two-way Grady Niblo extension to the south was converted to one-way northbound operation, as part of regional improvement to the frontage roads and thoroughfares. Signalization is also a possibility if regional growth continues, although it is currently far away from meeting signal warrants.

V. SCHOOL TRAFFIC MANAGEMENT PLAN

A. Existing TMP Operations

The UME Preparatory Academy currently operates with 490 students in grades K-12. The school operates using a TMP developed in 2015, with modified start and end times to reflect its current schedule, and an increased number of loading positions. As noted in the 2015 TMP, the school divided its enrollment into two groups once it grew past the size that could be served by a single arrival and dismissal time.

Currently the early session is the 142 students in grades 9-12, who arrive before 8:15 AM and are dismissed at 1:35 PM. The late session is 348 students in grades K-8, who arrive before 8:30 AM and are dismissed at 1:50 PM.

Both groups use the same arrival and dismissal path, entering from the Grady Niblo interchange and proceeding along the long internal driveway, then curving through the parking lot to the loading area. Departure is simply down the long driveway and back to Grady Niblo Road and its access to Spur 408. The 2015 TMP identified a maximum queue of 1,200', which extended only partway down the long driveway. The school operates the loading area in a double-stacked manner, using the loading area staffers to stop traffic and escort students to the second line of vehicles. Staffers are properly equipped with PPE vests and stop/slow paddles.

The current school TMP operation was observed in multiple sessions of both the AM drop-off and PM pick-up time periods. These observations occurred in late March 2017 on typical school days.

With only 15 minutes between the drop-off groups, the arrival queues in the morning were mixed between the two groups, and are treated as one large group. As with more morning operations, the drop-offs proceeded very quickly with minimal queuing. A maximum queue of 20 vehicles was observed, which translates to a queue generation rate of about 1 car per 24 students. The vehicles had no difficulty entering or exiting the site at the Grady Niblo interchange. **Table 5** shows the calculation of the observed AM drop-off queue.

Table 5 – Observed AM Drop-Off Queuing Summary

Drop-Off Queuing Summary - Observed 2017						
Group	Arrival Time	Students Arriving	Car Drop-Off	Maximum Queue Observed	Available Queue	Surplus (Deficiency)
All Grades	8:15 AM	490	490	20 Vehicles 400'	60 Vehicles 1,200'	40 Vehicles 800'

Observed drop-off queue demand translates to 1 car per 24 students.

In the PM pick-up period, the queuing was more significant, as is expected when students must be matched with the arriving vehicles. The school uses traffic staffers to communicate the order of the arriving vehicles back to the loading area, aided by the signs displayed in each vehicle. The queue for the early group at 1:35 PM is quite limited, with an observed maximum of 19 vehicles in the queue for that dismissal. The

larger late group at 1:50 PM generates a more significant queue which was measured at 46 vehicles at the longest extent. This is about equal to what was predicted in the 2015 TMP, which was 60 vehicles if there were 540 students. The school's use of the extra loading positions helps reduce the queue by serving more vehicles in a given time. The 46 vehicles in queue extend halfway down the long driveway, never threatening to extend to the public street, and always leaving plenty of room for arriving vehicles to enter the campus. The vehicles had no difficulty entering or exiting the site at the Grady Niblo interchange. As noted, with the good loading operations the queue was always in motion after the dismissal time. **Table 6** shows the summary of the PM pick-up queues observed. The school is generating 1 car in the queue for every 7.5 students being dismissed.

Table 6 – Observed PM Pick-Up Queuing Summary

Pick-Up Queuing Summary - Observed 2017						
Group	Dismissal Time	Students Dismissed	Car Pick-Up	Maximum Queue Observed	Available Queue	Surplus (Deficiency)
Early (9-12)	1:35 PM	142	142	19 Vehicles 380'	60 Vehicles 1,200'	41 Vehicles 820'
Late (K-8)	1:50 PM	348	348	46 Vehicles 920'	60 Vehicles 1,200'	14 Vehicles 280'

Observed pick-up queue demand translates to 1 car per 7.5 students.

B. Proposed TMP for Expansion

The school is proposed to expand to enroll up to 1,080 students. The TMP will also change to take advantage of the additional campus area and multiple loading areas. **Table 7** shows the proposed student division by grade and schedule. The proposed TMP plan sheet is shown in **Exhibit 11**.

The two groups are still divided into early and late sessions, but the school will increase the separation between the arrival and dismissal times. Instead of 15 and 25 minutes, the separation between groups will be a full 30 minutes in both arrival and dismissal time periods. Arrivals will be at 8:15 AM and 8:45 AM. Dismissals will be at 1:35 PM and 2:05 PM. This will moderate the number of vehicles on campus and reduce the magnitude of the traffic peak at the Grady Niblo interchange. The school's impact will be lower, but the peak time will extend over a longer period.

As shown in **Exhibit 11**, there will now be separate loading areas and queue paths for the early and late groups. The northbound driveway approach to the building area will be widened back to the creek crossing, so that it can accommodate two northbound (inbound) lanes and one southbound (outbound) lane as it enters the main campus area. The two groups will divide as they reach the widened approach. The division will allow the two groups to operate independently, although the overlap will already be minimized by the time offset between the groups.

Table 7 – Buildout Student Distribution and Schedule

Grade	Classrooms	Students	Drop-Off Time	Dismissal Time
Kindergarten	4	64	Late Session Arrival 8:45 AM	Late Session Dismissal 2:05 PM
1 st Grade	4	72		
2 nd Grade	4	72		
3 rd Grade	4	80		
4 th Grade	4	80		
5 th Grade	4	80		
6 th Grade	4	80		
7 th Grade	4	88	Early Session Arrival 8:15 AM	Early Session Dismissal 1:35 PM
8 th Grade	4	88		
9 th Grade	4	88		
10 th Grade	4	96		
11 th Grade	4	96		
12 th Grade	4	96		
Total	52	1,080		

The early group will circulate clockwise around the new school building and use a loading area at the southwest corner of that building. This group of 8-12th graders do not generally need assistance loading, but the school will still provide a traffic administrator to match students with vehicles, and staffers to monitor the operation of the loading area and ensure safety. After loading, the outbound early group will have a staffer present to assist in crossing the inbound path and control their entry in the outbound path. The early group path is 1,440' in length, which provides space for 72 vehicles in line. With 30 minutes between dismissals

The late group will use the current loading area on the west face of the church building, but with a new path that adds queue distance. The late group will use the new widened lane of the approach, then turn east around the perimeter of the new building, returning to the north at the late group loading area. The loading area will be staffed to assist the younger students into each vehicle, and a traffic administrator will control the operation and match students with arriving vehicles. After loading, the exit path curves back to the south and departs down the long driveway. The late group path is 1,640' in length, which provides spaces for 82 vehicles in line.

The south boundary of the late group queue is noted on the TMP. There is 700' of driveway remaining between the property line and the start of the late group queue. This unassigned space could accommodate another 35 vehicles if it was needed.

C. Queuing Analysis

The school has been observed to generate 1 car in queue for each 24 students arriving in the AM drop-off period, and 1 car for each 7.5 students departing in the PM pick-up period. With the 464 students in the early group at buildout, this translates to 20

vehicles in the AM drop-off queue and 62 vehicles in the PM pick-up queue. The 616 students in the late group would result in 26 vehicles in the AM drop-off queue and 82 vehicles in the PM pick-up queue. **Tables 8 and 9** show the expected queue distances and comparison to the available queue supply for each group in the AM and PM periods.

Table 8 – AM Pick-Up Queuing Summary at Buildout

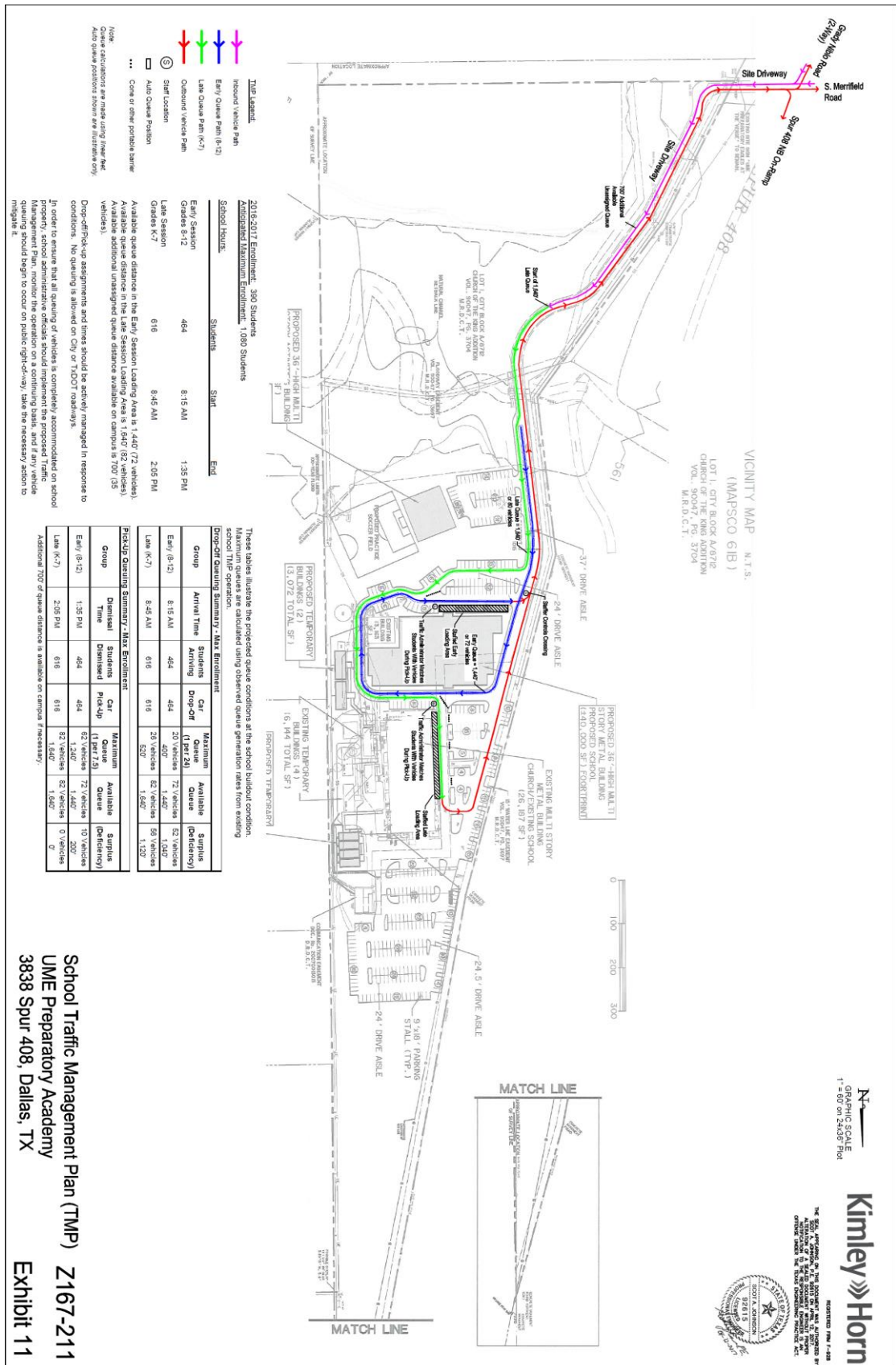
Drop-Off Queuing Summary - Max Enrollment						
Group	Arrival Time	Students Arriving	Car Drop-Off	Maximum Queue (1 per 24)	Available Queue	Surplus (Deficiency)
Early (8-12)	8:15 AM	464	464	20 Vehicles 400'	72 Vehicles 1,440'	52 Vehicles 1,040'
Late (K-7)	8:45 AM	616	616	26 Vehicles 520'	82 Vehicles 1,640'	56 Vehicles 1,120'

Table 9 – PM Pick-Up Queuing Summary at Buildout

Pick-Up Queuing Summary - Max Enrollment						
Group	Dismissal Time	Students Dismissed	Car Pick-Up	Maximum Queue (1 per 7.5)	Available Queue	Surplus (Deficiency)
Early (8-12)	1:35 PM	464	464	62 Vehicles 1,240'	72 Vehicles 1,440'	10 Vehicles 200'
Late (K-7)	2:05 PM	616	616	82 Vehicles 1,640'	82 Vehicles 1,640'	0 Vehicles 0'

Additional 700' of queue distance is available on campus if necessary.

In all cases, the available queue length on the campus exceeds the expected queue that would be generated. There is no concern about the queue extending off the campus to obstruct the City or TxDOT roadways.



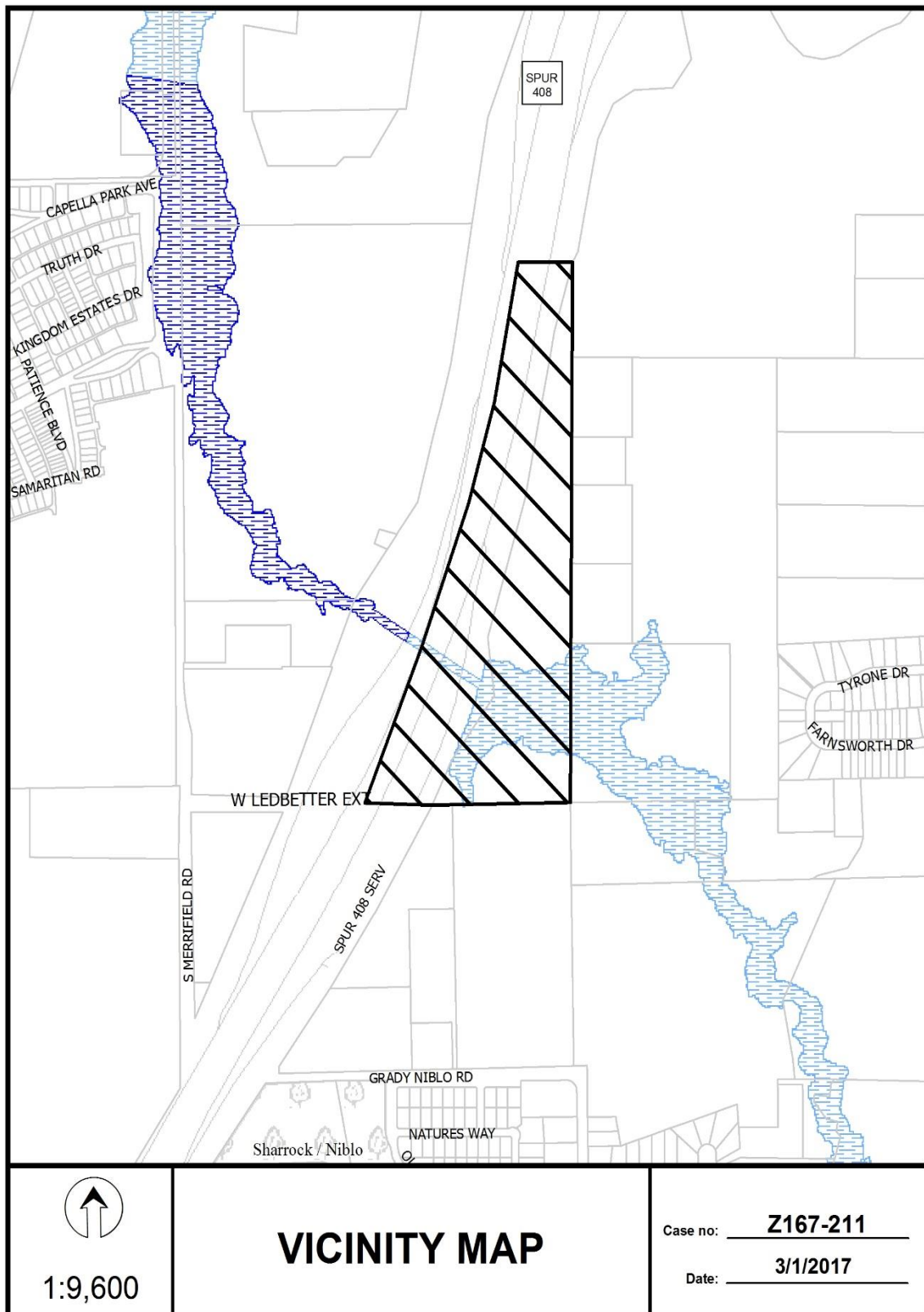
VI. CONCLUSIONS AND RECOMMENDATIONS

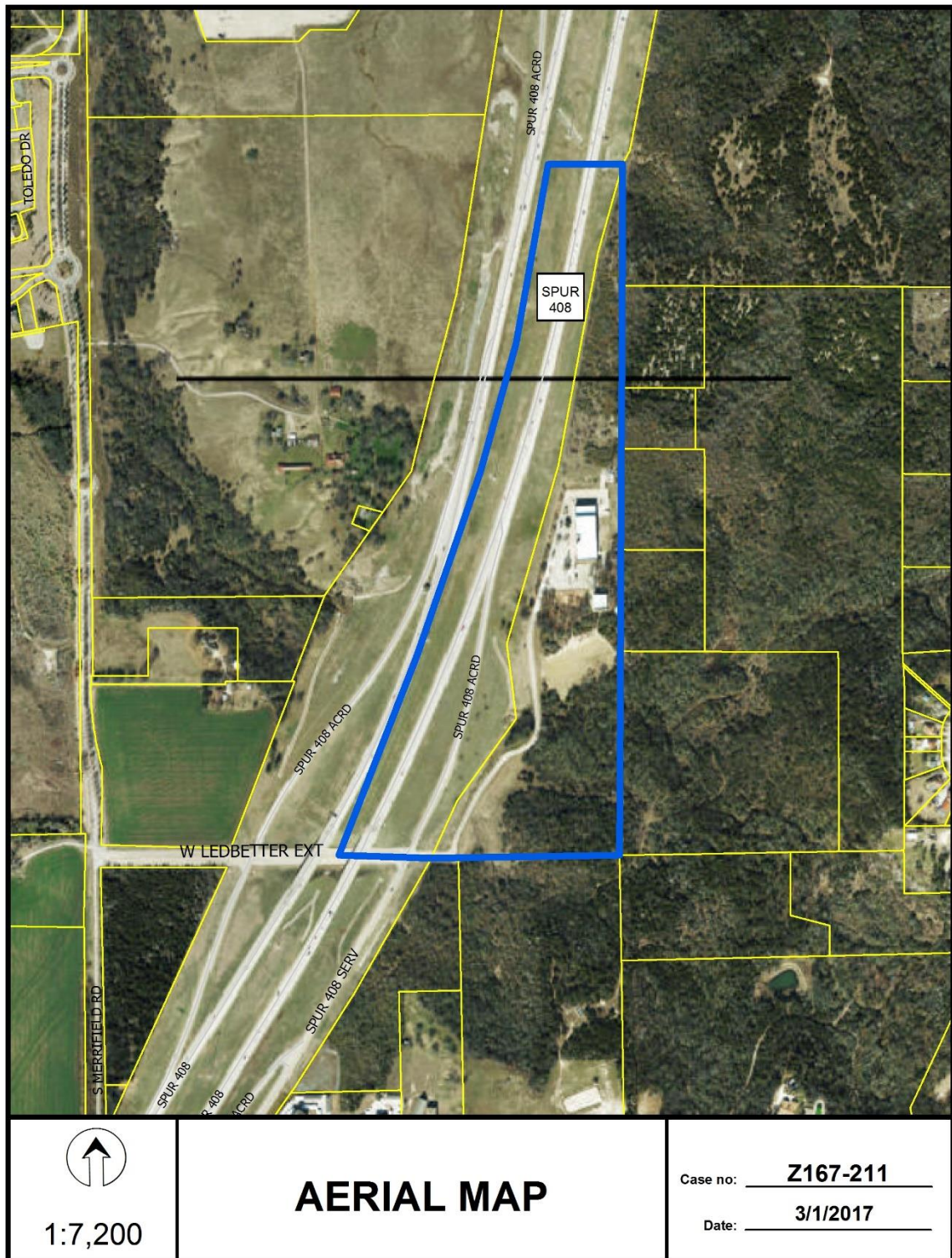
Based on the analysis presented in this report, the proposed school expansion can be successfully incorporated into the surrounding roadway network. There are no off-site modifications necessary to accommodate the expansion. The existing site driveway provides the appropriate level of access for the school, along with significant surplus queuing length. The expansion traffic does not push the intersections beyond reasonable delays in the short time periods when the school traffic peaks, and the school traffic is offset from the typical PM peak hour commuter traffic.

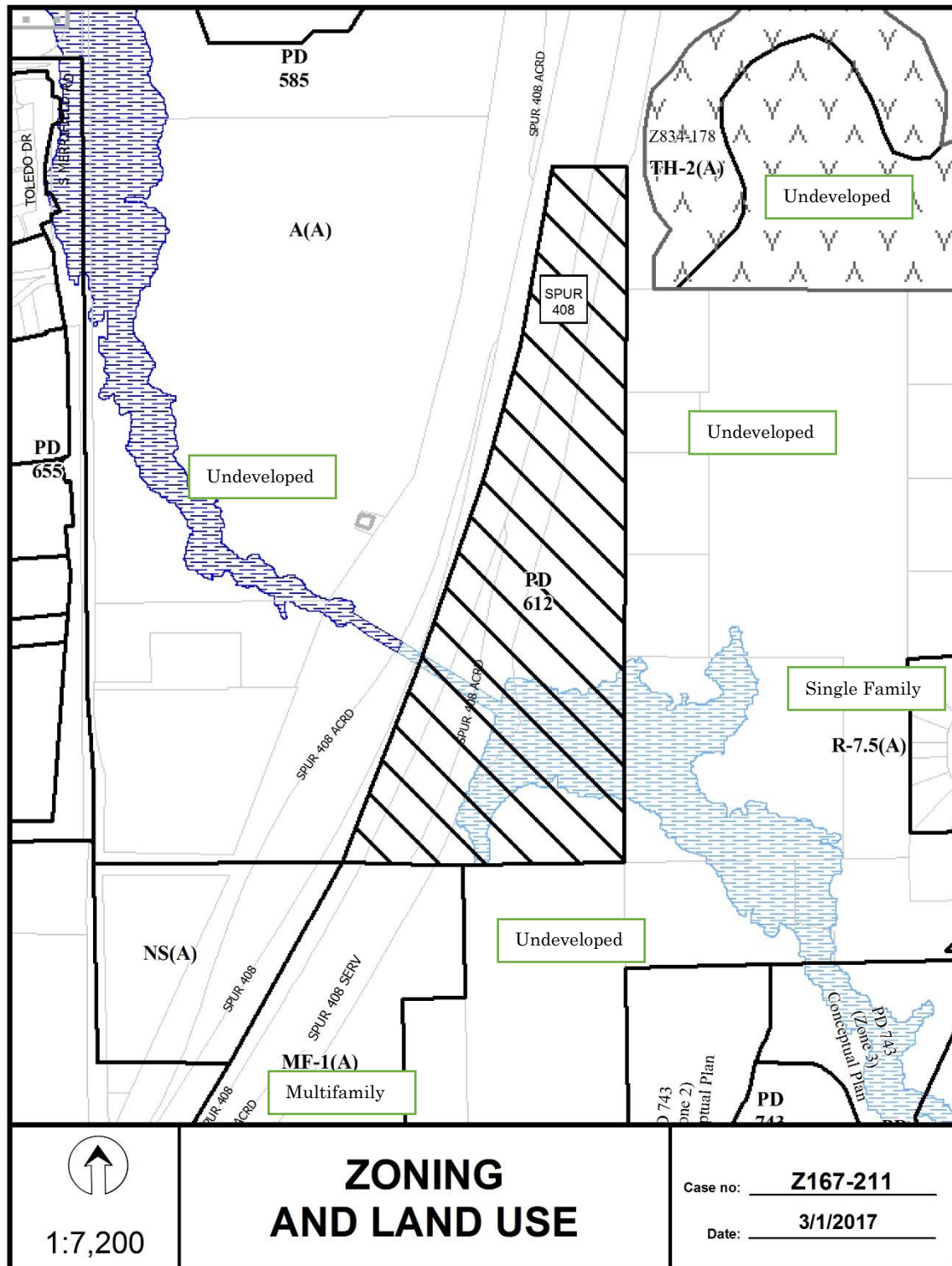
The attached TMP plan **Exhibit 11** defines the drop-off and pick-up procedures for the maximum of 1,080 students. The TMP vehicle routes provide an available queue distance within the site that is greater than the projected maximum expected queue for the school's operations. The school traffic will never be allowed to queue vehicles in the ROW of any City street or alley, nor will the traffic on any City street be stopped or diverted. The property owner/school administrator is responsible for the administration of the TMP and minimizing the impact of the vehicle queue on the City streets. Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

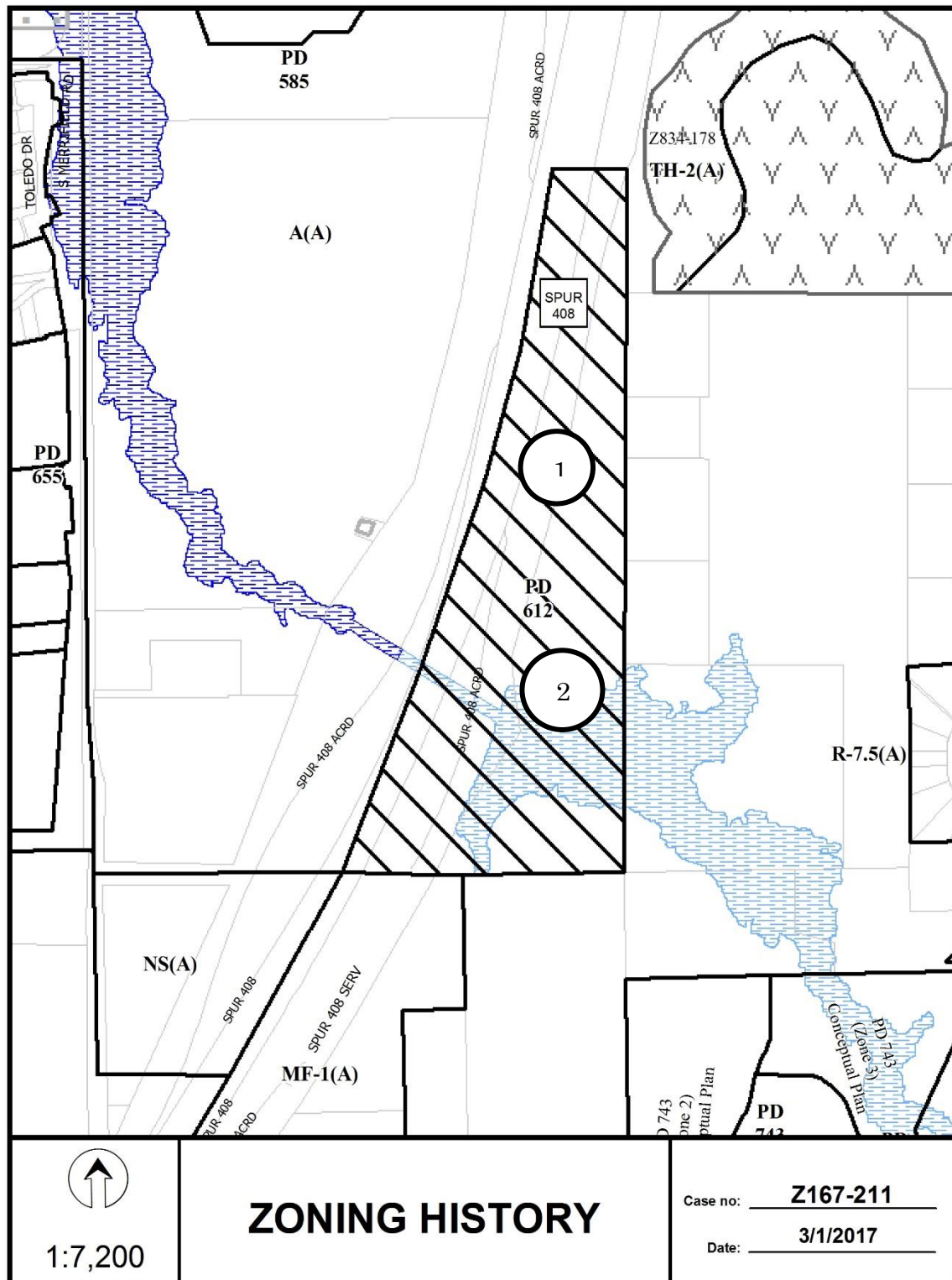
Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at 3838 Spur 408 will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

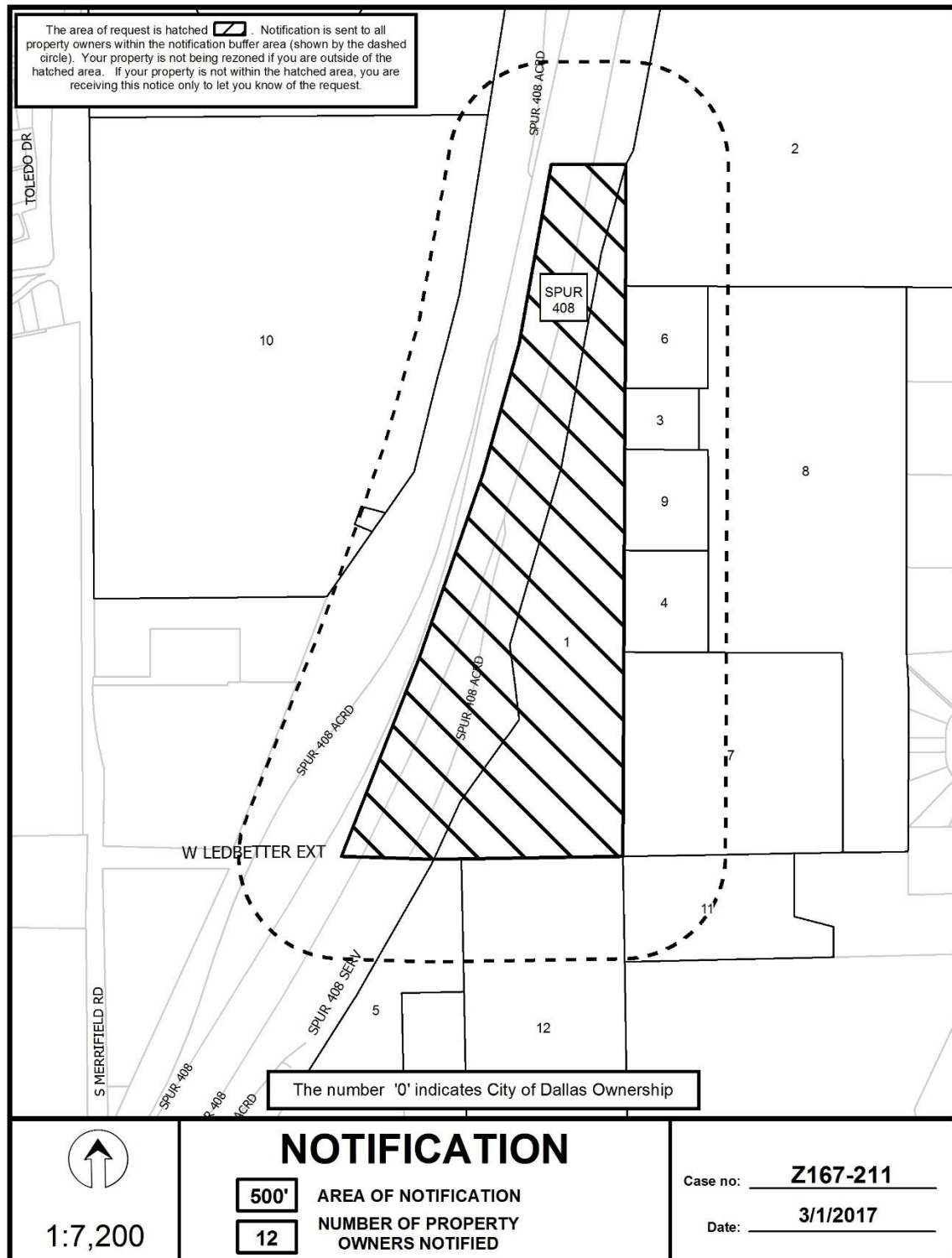
In order to ensure that all queuing of vehicles is completely accommodated on school property, the school administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.











03/01/2017

Notification List of Property Owners

Z167-211

12 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3838 SPUR 408	UMEP INC
2	7500 W Kiest BLVD	ATG DEVELOPMENT LLC
3	4200 SPUR 408	WOOTEN BILLY & LEANNA
4	885 W Kiest BLVD	JOHNSTON MARY ANN
5	4500 SPUR 408	SHONUGA GABRIEL T &
6	3200 SPUR 408	BOYKIN LUCRETIA A J
7	3410 SPUR 408	JOHNSTON ZELDA FAY
8	3410 SPUR 408	JOHNSTON ZELDA FAY ETAL
9	3500 SPUR 408	BROWN BOBBY JO JOHNSTON
10	3701 SPUR 408	MERRIFIELD FAMILY INVESTMENTS LTD
11	4500 SPUR 408	PORTERFIELD D L &
12	6711 GRADY NIBLO RD	JOHNSON ZELDA FAY ET AL

FILE NUMBER: Z167-237(KK)

DATE FILED: March 6, 2017

LOCATION: North side of Meadow Road, east of Manderville Lane

COUNCIL DISTRICT: 13

MAPSCO: 26-K, 26-F, 26-L

SIZE OF REQUEST: Approx. 32.952 acres

CENSUS TRACT: 78.23

APPLICANT/ OWNER: HT Midtown LP

REPRESENTATIVE: Baldwin Associates, Rob Baldwin

REQUEST: An application to amend Subarea B within Planned Development District No. 745 for mixed uses.

SUMMARY: The purpose of this request is to amend Subarea B within the planned development district to revise the parking garage setback, to allow an accessory community center (private) by right, and allow a shared access easement to be provided in accordance with the roadway cross section Exhibit 745E.

STAFF RECOMMENDATION: Approval, subject to revised conditions.

BACKGROUND INFORMATION:

- On June 14, 2006, PDD No. 745 was approved by City Council.
- Construction started on the shared access development portion of this larger mixed use development in August of 2016, according to permit records.
- The purpose of this request is to amend the parking garage setback, to allow an accessory community center (private) by right, and allow a shared access easement to be provided in accordance with the roadway cross section Exhibit PD 745E.
- The proposed amendments will allow for continual construction of the approved shared access development and single family structures.

Zoning History: There have been three recent zoning change requests in the area.

1. **Z123-212** On August 28, 2013, the City Council approved Planned Development District No. 895 for mixed uses on property zoned a GO(A) General Office District.
2. **Z134-171** On October, 8, 2014, the City Council approved Planned Development District No. 927 for mixed uses on property zoned MF-2(A) Multifamily District and GO(A) General Office District.
3. **Z145-204** On August 10, 2015, the City Council approved Subarea E within Planned Development District No. 745 on property zoned Subarea C within Planned Development District No. 745.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Meadow Road	Community Collector	60 ft.

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed amendment will not have a negative impact on the surrounding street system.

Surrounding Land Uses:

	Zoning	Land Use
Site	PDD No. 745 (Subarea B)	Single Family
North	MF-2(A), SUP No. 701, CR	Electrical Substation, Undeveloped
East	MF-1(A), R-7.5(A), MF-2(A)	DART Light Rail, Multifamily
South	PDD No. 745 (Subarea A), R-7.5(A)	DART Light Rail, Undeveloped, Multifamily, Office
West	PDD No. 686, P(A), PDD No. 790	Lee A. McShan Jr. Elementary School, Parking Lot, Royal Oaks Country Club,

STAFF ANALYSIS:**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

ECONOMIC ELEMENT**GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS**

Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

Implementation Measure 2.5.1.2 Support efforts to maintain distinctive identities of existing neighborhoods and ensure high-quality development of new neighborhoods.

URBAN DESIGN**GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY**

Policy 5.1.3 Encourage complementary building height, scale, design and character.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.1 Maintain neighborhood scale and character.

NEIGHBORHOOD PLUS

Policy 4.3 Enhance neighborhood desirability by improving infrastructure, housing stock, recreation and safety.

Land Use Compatibility:

The applicant proposes three amendments with this request:

(1) To revise the parking garage setback. There was a right-of-way dedication on Hastings Drive at the intersection of Rambler Road. The remainder of Hastings Drive is a shared access drive (private drive containing shared access easement). This right-of-way dedication made five lots non-compliant with the current ordinance, Sec.51A-4.301(a)(9) that states, "A parking space must be at least 20 feet from the right-of-way line adjacent to a street or alley if the space is located in an enclosed structure and if the space faces upon or can be entered directly from the street or alley. This provision controls over any building line platted to a lesser setback and any other provision of this article." The right-of-way dedicated places the proposed garage within this 20 foot setback. The proposed text allows for this encroachment if the street or alley is not located on the city's thoroughfare plan, the garage door must have a remote automatic control installed, and no portion of the garage door may encroach into the public right-of-way. This will allow these lots to have consistency with the other single family homes that front on the shared access drive. The remaining lots adjacent to the five lots mentioned are compliant because they face onto the shared access drive where there was not a right-of-way dedication.

(2) To allow an accessory community center (private) to be allowed by right. An accessory community center is defined in Sec.51A-4.217(b)(1), as an integral part of a residential project or community unit development that is under the management and unified control of the operators of the project or development, and that is used by the residents of the project or development for a place of meeting, recreation or social activity. The approved text currently states that an accessory community center (private) is permitted. Sec.51A-4.217(a)(1) states that an accessory use must be a use customarily incidental to a main use. Because the ordinance does not define a shared access development separately from a single family dwelling, an accessory community center (private) is not interpreted to be a use incidental to the main use. The proposed text amendment will allow the use of an accessory community center (private) to be allowed by right in Subarea B of PDD No. 745. This will also provide clarity of the text during the building permit review.

(3) To allow a shared access easement to be provided in accordance with the roadway cross section Exhibit 745E. Exhibit 745E details roadway requirements for right-of-way

development. A shared access drive is a private drive that contains an access easement. This property is not city owned, and is maintained privately. Therefore the text is proposing to be amended so that the development is still compliant with the current conditions, but allows a shared access easement to meet this requirement even though it is not dedicated right-of-way.

Sec.51P-745.106(c) states, "For single family uses, a recorded plat may suffice as a development plan, provided it contains all of the required elements for a development plan". With the proposed amendments, the recorded plat is not required to be amended, therefore; there is no requirement to review a development plan for this zoning case.

Abutting the property to the south and west is PDD No. 745 (Subarea B) and is currently undeveloped. South, across Meadow Road, is zoned PDD No. 745 (Subarea A) and is currently undeveloped. To the west, across Manderville Lane, is MF-2(A) and is developed with multifamily units. Directly adjacent to Manderville Lane is the DART Light Rail. The closest DART Rail Station is the Walnut Hill Station. The properties directly to the east of the area of request is zoned PDD No. 790 and is developed with the Royal Oaks Country Club. To the southwest is Lee A. McShan Jr. Elementary School that is located in PDD No. 686. The property to the north is zoned MF-2(A) with SUP No. 701 and is developed with an electrical substation.

Parking:

The parking requirement set forth in Sec.51P-745.112 is not proposed to change. The planned development refers back to Division 51A-4.200 for specific off-street parking and loading requirements for each use. The parking requirement for a single family dwelling not located in R-7.5(A), R-5(A), and TH Districts is two off-street parking spaces, no handicap parking is required.

Landscaping:

Landscaping must be provided in accordance Sec.51P-745.114.

List of Partners/Principals/Officers

HT MIDTOWN L.P.

A Delaware Limited Partnership
2800 Post Oak Blvd., Suite 4800
Houston, Texas 7705

Hines Midtown Associates Limited Partnership.

Its general partner

Hines Midtown GP LLC.

Its general partner

Hines Investment Management Holdings Limited Partnership.

Its sole member

HIMH GP LLC.

Its general partner

Hines Real Estate Holdings Limited Partnership.

Its sole member

JCH Investments, Inc.,

Its general partner

- Mark A Cover, Senior Managing Director/CEO
- Rob White, Senior Managing Director

PROPOSED PDD CONDITIONS

ARTICLE 745.

PD 745.

SEC. 51P-745.101. LEGISLATIVE HISTORY.

PD 745 was established by Ordinance No. 26372, passed by the Dallas City Council on June 14, 2006. (Ord. 26372)

SEC. 51P-745.102. PROPERTY LOCATION AND SIZE.

PD 745 is established on property located on both sides of Manderville Lane, north of Blair Road and south of Royal Lane. The size of PD 745 is approximately 77.028 acres. (Ord. No. 26372; 27713)

SEC. 51P-745.103. CREATION OF SUBAREAS.

This district is divided into Subareas A, B, C, D, E, and F as shown on the conceptual plan (Exhibit 745A). (Ord. Nos. 26372; 29804)

SEC. 51P-745.104. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) In this district, the following definitions apply:

(1) A-FRAME SIGN means a portable detached premise sign that is hinged at the top and is made of durable, rigid materials such as wood, plastic, or metal.

(2) INTERIOR SIDE YARD means a side yard that is not adjacent to a street.

(2.1) LANDSCAPE WALLS mean a retaining wall or decorative wall.

(2.2) LANDSCAPE WALL AREA FEATURES means retaining or decorative walls, rails, steps, or foundations. A landscape wall area feature is not considered a blank wall.

(3) MEWS STREET means a multimodal street for pedestrians or low-speed vehicular traffic.

(4) OPEN SPACE means an area that is unobstructed to the sky, and that contains no structures except for ordinary projections of window sills, bay windows, belt courses, cornices, eaves, unenclosed balconies, unenclosed patios, stoops, and other architectural features. A required yard on a lot with a structure is not open space.

(5) PRIMARY STREET means the principal frontage for a building site, as designated on the development plan.

(5.1) PRIVATE PERMEABLE AREA means an area open and available to residents.

(6) PROPERTY means Subareas A, B, C, and D collectively.

(7) ROADWAY ZONE means the zone for public use that includes the right-of-way, a portion of the sidewalk and utility easements, and landscape areas including pavers, concrete sidewalks, landscaping, trees, and decorative lighting, as shown on the roadway cross sections.

(8) SECONDARY STREET means the frontage for a building site that is not a primary street, as designated on the development plan.

(9) SETBACK means the minimum distance a building may be erected from a roadway zone or lot line.

(10) STOOP means a small porch leading to the entrance of a residence.

(11) TANDEM PARKING means one parking space in front of another parking space.

(d) This district is considered to be a nonresidential zoning district. (Ord. Nos. 26372; 27713; 29786; 29801)

SEC. 51P-745.104.1. EXHIBITS.

The following exhibits are incorporated into this article:

(1) Exhibit 745A: conceptual plan.

- (2) Exhibit 745B: equivalency chart.
- (3) Exhibit 745C: mixed use development parking chart.
- (4) Exhibit 745D: tree survey.
- (5) Exhibit 745E: roadway cross sections.
- (6) Exhibit 745F: private permeable area plan.
- (7) Exhibit 745G: Subarea E and F development plan.
- (8) Exhibit 745H: Subarea E and F landscape plan. (Ord. Nos. 27713; 29786; 29804)

SEC. 51P-745.105. CONCEPTUAL PLAN.

Development and use of the Property must comply with the conceptual plan. In the event of a conflict between the text of this article and the conceptual plan, the text of this article controls. Minor adjustments to final street alignments and locations are permitted at the time of platting without requiring an amendment to the conceptual plan. (Ord. 26372)

SEC. 51P-745.106. DEVELOPMENT PLAN.

(a) Prior to the issuance of a building permit for work other than repair of existing structures, demolition and grading, the installation of fencing or other structures for security purposes, work associated with permitted temporary uses, or work intended to provide for the irrigation or maintenance of landscaping, a development plan and landscape plan must be approved by the city plan commission. In the event of a conflict between the text of this article and the development plan, the text of this article controls.

(b) In addition to the requirements set forth in Section 51A-4.702, the submittal of a development plan must also include the following:

- (1) Cumulative floor area, number of dwelling units, number of multifamily dwelling units, and open space totals by use category for:
 - (A) the building site;
 - (B) the subarea in which the building site is located; and
 - (C) the Property.

(2) Sufficient information to verify compliance with the maximum floor area and floor area ratio requirements of this article.

(3) Ingress and egress locations.

(4) Landscape plan including a tree survey and special amenities.

(5) Dwelling unit density and floor area calculations for the Property must be referenced in accordance with the equivalency chart (Exhibit 745B).

(6) Roadway zone delineations referenced on the roadway cross sections.

(7) Designation of primary streets and secondary streets.

(c) For single family uses, a recorded plat may suffice as a development plan, provided it contains all of the required elements for a development plan.

(d) The portion of Section 51A-4.702(c) requiring submission of a development plan within six months of the city council's approval of this district does not apply.

(e) Signs are not required to be shown on a development plan.

(f) A development plan, landscape plan, and tree survey are not required to reflect the entire Property and may include only a portion of the Property.

(g) In Subareas E and F, use and development of the Property must comply with the Subarea E and F development plan (Exhibit 745G). If there is a conflict between the text of this article and the Subarea E and F development plan, the text of this article controls. (Ord. Nos.26372; 27713; 29804)

SEC. 51P-745.107. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted in this district are those main uses permitted in the MU-3 Mixed Use District, subject to the same conditions applicable in the MU-3 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-3 Mixed Use District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the MU-3 Mixed Use District is subject to DIR in this district; etc.

(b) Residential adjacency review (RAR) is not required for uses in this district.

(c) In this district, the following main uses are also permitted:

- (1) Residential uses.
 - Single family.
 - Handicapped group dwelling unit.
 - (2) Retail and personal service uses.
 - Ambulance service.
 - Home improvement center, lumber, brick, or building materials sales yard. *[Limited to 15,000 square feet.]*
 - Surface parking.
 - (3) Transportation uses.
 - Private street or alley.
- (d) In this district, the following main uses are prohibited:
- (1) Agricultural uses.
 - Crop production.
 - (2) Institutional and community service uses.
 - Cemetery or mausoleum.
 - Halfway house.
 - (3) Lodging uses.
 - Overnight general purpose shelter.
 - (4) Miscellaneous uses.
 - Carnival or circus (temporary).
 - (5) Residential uses.
 - College dormitory, fraternity or sorority house.
 - (6) Retail and personal service uses.
 - Auto service center.
 - Car wash.
 - Commercial amusement (inside).

- Commercial amusement (outside).
- Swap or buy shop.

(7) Transportation uses.

- Heliport.
- Helistop.
- Railroad passenger station.

(8) Utility and public service uses.

- Electrical substation.

(Ord. 26372)

SEC. 51P-745.108. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) In this district, the following accessory use is not permitted:

- Private stable.

(c) In this district, the following accessory uses are permitted by SUP only:

- Accessory medical/infectious waste incinerator.
- Accessory pathological waste incinerator.

(d) In Subarea B, the following additional accessory use is permitted by right:

- Accessory community center (private).

(Ord. Nos. 26372; 29786)

SEC. 51P-745.109. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Except as provided in this section, the yard, lot, and space regulations for the MU-3 Mixed Use District apply in this district.

(b) Window sills, bay windows, belt courses, cornices, other architectural features, and fireplace chimneys may project up to three feet into a required front, side, or rear yard.

(c) Unenclosed balconies, unenclosed patios, and stoops may project up to six feet into a required front, side, or rear yard, provided that the width of the encroachment is not greater than 12 feet.

(d) The residential proximity slope provisions of Section 51A-4.125(f)(4)(E)(i) apply only if the site of origination is property outside this district that is zoned as an R or R(A) Single Family District and is developed with a single family use on June 14, 2006.

(e) That portion of the lot or building site designated as open space is not included in lot coverage.

(f) Subarea A.

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(g) Subarea B.

(1) Front yard.

(A) Minimum.

(i) Except as provided in this subparagraph, minimum front yard is 10 feet.

(ii) For lots fronting on a mews street, no minimum front yard is required.

(iii) For single family structures, no minimum front yard is required.

(B) Maximum.

(i) Except as provided in this subparagraph, maximum front yard is 16 feet.

(ii) For lots fronting on a mews street, maximum front yard is five feet.

(C) Facade location.

(i) Except as provided in Provisions (ii) and (iii), a portion of the front facade equal to at least 50 percent of the length of the lot, excluding pedestrian and vehicular ingress and egress points, must be located within the area between the minimum and maximum front yard setback. The remainder of the front facade (less than 50 percent of the length of the lot) must comply only with the minimum front yard setback.

(ii) For lots fronting a mews street, a portion of the front facade equal to at least 50 percent of the length of the lot, excluding pedestrian and vehicular ingress and egress points, must be located within the area between the front property line and the maximum front yard setback. The remainder of the front facade (less than 50 percent of the length of the lot) is not required to comply with the maximum front yard setback.

(iii) For single family uses, there are no facade locating requirements.

(D) Landscape walls. Landscape walls may be located anywhere in the required front yard, subject to compliance with visual obstruction regulations.

(E) Projections.

(i) Window sills, belt courses, cornices, or other architectural features may project up to 12 inches into the required front yard and right-of-way subject to a license for use of the public right-of-way.

(ii) Cantilevered roof eaves, attached signage, steps, stoops, and balconies may project up to six feet into the required front yard and right-of-way subject to a license for use of the public right-of-way, with a minimum clearance of 10 feet above grade, provided the projection is no greater than 14 feet in width.

(2) Side and rear yard.

(A) In general. Except as provided in this paragraph, minimum side and rear yard is six feet, except that for lots with single family uses no minimum interior side, side or rear yard is required.

(B) Landscape walls. Landscape walls may be located anywhere in the required side and rear yard.

(C) Projections. Window sills, belt courses, cornices, steps, stoops, or other architectural features may project up to 12 inches into the required side and rear yards. Cantilevered roof eaves, steps, stoops, and balconies may project up to three feet into the required side and rear yards.

(3) Dwelling unit density. Maximum dwelling unit density is 120 units per acre. See Section 51P-745.110 for additional provisions on density.

(4) Floor area ratio. Maximum floor area ratio is 4.0. See Section 51P-745.110 for additional provisions on floor area.

(5) Height. Unless further restricted under Subsection (d), maximum structure height is 240 feet.

(6) Lot coverage. Maximum lot coverage is 90 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Open space. Minimum open space is four acres.

(9) Shared access developments. Except as provided in this subparagraph, shared access developments must comply with Section 51A-4.411. Subject to the final plat providing no dead end streets, there is no maximum number of lots that may be connected or combined. For purposes of this subparagraph, a cul-de-sac or a shared access area containing a maximum linear distance of 150 feet are not considered dead end streets.

(10) Fence, screening and visual wall obstruction regulations.

(A) Except as provided in this paragraph, a perimeter fence may not exceed eight feet.

(B) Along Treehouse Lane, a fence may not exceed six feet.

(11) Enclosed parking space setback for single family uses.

(A) For single family uses, a parking space in an enclosed structure may be within 20 feet of the right-of-way line adjacent to a street or alley if:

(i) the parking space can be entered directly only from a street or alley that is not designated as a thoroughfare in the city's thoroughfare plan;

(ii) the garage door has a remote automatic control installed that is maintained in working condition; and

(ii) no portion of the garage door encroaches into the public right-of-way when it opens or closes.

(B) Vehicles are prohibited from parking in a driveway for single family uses that is less than 20 feet in length.

(h) Subareas C and E.

OMMITTED FOR BREVITY

(i) Subareas D and F.

OMMITTED FOR BREVITY

SEC. 51P-745.110. MAXIMUM DENSITY, FLOOR AREA, AND EQUIVALENCIES.

OMMITTED FOR BREVITY

SEC. 51P-745.111. VISUAL OBSTRUCTION REGULATIONS.

(a) Except as provided in this section, the visual obstruction regulations in Section 51A-4.602(d) apply.

(b) In this district VISIBILITY TRIANGLE means the portion of a corner lot within a triangular area formed by connecting together the point of intersection of adjacent street curb lines (or, if there are no street curbs, what would be the normal street curb lines) and points on each of the street curb lines 30 feet from the intersection.

(c) Landscape walls exceeding 18 inches in height may not be located in a visibility triangle. (Ord. Nos. 26372; 27713; 29785)

SEC. 51P-745.112. OFF-STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) Multifamily. A minimum of one space per unit is required for units with one bedroom or fewer, and a minimum of 1.5 spaces per unit is required for units with two bedrooms or more.

(c) Parking reductions for proximity to DART light rail stations.

(1) Parking for all uses, except residential uses, which are located within ¼ mile of a Dallas Area Rapid Transit (DART) light rail station may be reduced by 20 percent.

(2) Parking for all uses, except residential uses, which are located more than ¼ mile but ½ mile or less from a DART light rail station may be reduced by 20 percent provided there is a minimum six-foot-wide pedestrian connection on the east side of Manderville Lane from Subareas C and D to the closest DART light rail station. Pedestrian connections must be illuminated such that a minimum maintained average illumination level of 1.5 footcandles is provided.

(3) Measurements to a light rail station may be calculated as a radial measurement from the nearest point of the light rail station to the nearest point of the lot containing the use.

(d) Screening of off-street loading spaces and service areas.

(1) Off-street loading spaces and service areas must be screened from all public streets, and from all adjoining property whether abutting or directly across a street or alley.

(2) The screening must be at least six feet in height measured from the horizontal plane passing through the nearest point of the off- street loading space and may be provided by using any of the methods for providing screening described in Section 51A-4.602(b)(3), except that screening around service areas for trash collection must be screened by a masonry wall.

(e) Parking structures. Below-grade parking structures may project to the lot line.

(f) Compact parking. No more than 35 percent of the required parking spaces for any use may be provided by compact (7.5-foot-wide) stalls.

(g) On-street parking credit. Required parking for non-residential and multifamily uses may be reduced by one space for every parking space in the street right-of-way abutting the use. To receive credit, parking spaces must be marked per city regulations.

(1) An on-street parking space may not be used to reduce the required parking for more than one use (i.e. it cannot be counted more than once as a space for a use), except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(2) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the

public only eight hours per day will be counted as one-third of a parking space ($8 \div 24 =$ one-third). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(h) Tandem parking. Tandem parking is permitted for single family uses.

(i) Mixed use development parking reduction.

(1) In general.

(A) The off-street parking requirement for a mixed use development may be reduced in accordance with the mixed use development (MUD) parking chart (Exhibit 745C).

(B) For purposes of this section, mixed use development means a subarea with more than one main use.

(C) This reduction may be used in combination with other parking reductions, except that the standard requirement for a mixed use development may not be reduced by more than 30 percent.

(2) Calculation of adjusted standard off-street parking requirement. The adjusted off-street parking requirement for a mixed use development is calculated as follows:

(A) First, the standard parking requirements for each of the uses in the mixed use development must be ascertained.

(B) Next, the parking demand for each use is determined for each of the five times of day shown in the MUD parking chart by multiplying the standard off-street parking requirement for each use by the percentage in the chart assigned to the category of use. If a use in the development does not fall within one of the categories shown in the MUD parking chart, the percentage assigned to that use is 100 percent for all five times of day.

(C) Finally, the "time of day" columns are totaled to produce sums that represent the aggregate parking demand for the development at each time of day. The largest of these five sums is the adjusted off-street parking requirement for the development.

(3) Minimum parking requirement. If one or more of the main uses in a mixed use development is a retail or personal service use, the minimum parking requirement for the mixed use development cannot be reduced to a number of spaces that is less than the sum of the standard parking spaces required for each of the retail and personal service uses in the mixed use development.

(j) Parking setback. Except for below-grade parking, parking is prohibited in a required front yard. (Ord. 26372)

SEC. 51P-745.113. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 26372)

SEC. 51P-745.114. LANDSCAPING.

(a) Landscape plan.

(1) Except as provided in this section, a landscape plan must be submitted with the development plan and approved by the city plan commission before issuance of a building permit to authorize work in this district. The landscape plan must include any relevant parkway area and roadway zones. For Subarea B, a landscape plan must be submitted to the building official for each area of a shared access development before the issuance of a building permit to authorize work in each area.

(2) A landscape plan submission must consist of two blue line or black line prints. The plan must have a scale of one inch equals 50 feet or larger (e.g. one inch equals 40 feet, one inch equals 30 feet, etc.) and be on a standard drawing sheet of a size not to exceed 36 inches by 48 inches. A plan which cannot be drawn in its entirety on a 36 inch by 48 inch sheet must be drawn with appropriate match lines on two or more sheets.

(3) A landscape plan must contain the following information:

(A) Date, scale, north point, and the names, addresses, and telephone numbers of both the property owner and the person preparing the plan.

(B) Location of existing boundary lines and dimensions of the lot, the zoning classification of the lot, and the subarea classification of adjacent properties. A vicinity map should also be attached to or made a part of the plan.

(C) Approximate centerlines of existing water courses and the location of the 100-year flood plain, the escarpment zone, and geologically similar areas, if applicable; the approximate location of significant drainage features; and the location and size of existing and proposed streets and alleys, utility easements, driveways, and sidewalks on or adjacent to the lot.

(D) Project name, street address, and lot and block description.

(E) Location, height, and material of proposed screening and fencing (with berms to be delineated by one-foot contours).

(F) Locations and dimensions of proposed landscape buffer strips.

(G) Complete description of plant materials shown on the plan, including names (common and botanical name), locations, quantities, container or caliper sizes at installation, heights, spread, and spacing. The location and type of all existing trees on the lot over six inches in caliper must be specifically indicated.

(H) Complete description of landscaping and screening to be provided in or near off street parking and loading areas, including information as to the amount (in square feet) of landscape area to be provided interior to parking areas and the number and location of required off-street parking and loading spaces.

(I) An indication of how existing healthy trees proposed to be retained will be protected from damage during construction.

(J) Size, height, location, and material of proposed seating, lighting, planters, sculptures, and water features.

(K) A description of proposed watering methods.

(L) Location of visibility triangles on the lot (if applicable).

(M) Tabulation of points earned by the plan (See Subsection (f)).

(4) Landscape plan review.

(A) The city plan commission shall review each landscape plan submitted to determine whether or not it complies with the requirements of this section. All landscape plans must comply with the mandatory provisions in Subsection (e). In addition, all landscape plans must earn a minimum of 20 points. Points are awarded for specified landscape features and elements based on their relative value or merit.

(B) The alternatives from which an applicant may select to achieve the minimum point score needed for approval are referred to in this section as design standards and are set forth in Subsection (f).

(5) In Subareas E and F, landscaping must comply with the Subarea E and F landscape plan (Exhibit 745H). If there is a conflict between the text of this article and the landscape plan, the text of this article controls.

(b) Application of section. Except as otherwise provided, this section applies when an application for a building permit for work is made, unless the application is for:

(1) the repair of existing structures, demolition and grading, the installation of fencing or other structures for security purposes, work associated with permitted temporary uses, or work intended to provide for the irrigation or maintenance of landscaping; or

(2) restoration of a building that has been damaged or destroyed by fire, explosion, flood, tornado, riot, act of a public enemy, or accident of any kind. For purposes of this subsection, “restoration” means

(A) the act of putting back into a former or original state; or

(B) construction work that does not increase:

(i) the number of buildings on the lot;

(ii) the number of stories in a building on the lot;

(iii) the floor area of a building on the lot by more than 10 percent or 10,000 square feet, whichever is less; or

(iv) the nonpermeable coverage of the lot by more than 2,000 square feet.

(3) Notwithstanding the provisions of this subsection, tree mitigation requirements must be met in accordance with the provisions of this article.

(c) Consistency. The city council shall, at a minimum, impose landscaping requirements consistent with the standards and purposes of this section as a part of all ordinances establishing or amending any subarea.

(d) Special exception. The board of adjustment may grant a special exception to the landscaping requirements of this section upon making a finding from the evidence presented that strict compliance with the requirements of this section will result in substantial financial hardship or inequity to the applicant without sufficient corresponding benefit to the city and its citizens in accomplishing the objectives and purposes of this section.

(e) Mandatory provisions.

(1) Trees.

(A) Tree planting zone. For purposes of this section, the tree planting zone is that area parallel to and between two-and-one-half and four feet from the back of the projected street curb. (The tree planting zone is in the parkway. Note that the property owner must apply for a parkway landscape permit before any required

trees may be planted in the parkway. See Paragraph (3) for more details regarding the parkway landscape permit.)

(B) Number, location, and type of trees required. Each lot must have one or more trees whose trunks are located wholly within the tree planting zone. The number of required trees is determined by dividing the number of feet of lot frontage by 25. Fractions are rounded to the nearest whole number, with .5 being rounded up to the next higher whole number. All required trees must be recommended for local area use by the director of parks and recreation. If a property owner cannot obtain a parkway landscape permit to locate a required tree in the parkway, the property owner shall locate the tree in the required front yard as near as practicable to the front lot line. If a lot has no front yard requirement and the property owner cannot obtain a parkway landscape permit to locate the required tree in the parkway, the property owner need not provide that required tree.

(C) Minimum tree height and trunk caliper. Required trees must have a minimum height of 14 feet and a minimum trunk caliper of three-and-one-half inches measured at a point 12 inches above the root ball.

(D) Tree spacing requirements. Required trees must be spaced as uniformly as practicable. The trunk of a required tree must be within 50 feet of another required tree.

(2) Private license granted.

(A) The city council hereby grants a revocable, non-exclusive license to the owners, or with the written consent of the owner, to the tenants or designated property owners association ("property owner") of all Property in this district for the exclusive purpose of complying with Subsection (e). A property owner is not required to pay an initial or annual fee for this license, although a fee may be charged for issuance of a parkway landscape permit in accordance with the Dallas Building Code, or Paragraph (3). This private license shall not terminate at the end of any specific time period, however, the city council reserves and has the absolute right to terminate this license at will, by resolution passed by the city council, any time such termination becomes necessary. The determination by the city of the necessity for such termination shall be final and binding and the city shall become entitled to possession of the premises without giving any notice and without the necessity of legal proceedings to obtain possession whenever in its judgment the purpose or use of this license is inconsistent with the public use of the right-of-way or when the purpose or use of this license is likely to become a nuisance or a public safety issue. Upon termination of the license by the city council, each property owner shall remove all improvements and installations in the public rights-of-way in a manner satisfactory to the director of public works and transportation.

(B) Upon the installation of landscaping and related amenities, such as irrigation systems, in the public rights-of-way, the property owner shall procure,

pay for and keep in full force and effect commercial general liability insurance coverage with an insurance company authorized to do business in the State of Texas and otherwise acceptable to the city, covering, but not limited to, the liability assumed under the license granted herein, with combined single limits of liability for bodily injury and property damage of not less than \$1,000,000 for each occurrence, \$2,000,000 annual aggregate. Coverage under this liability policy shall be on an "occurrence" basis and the city shall be named as additional insured. Proof of such insurance shall be sent to: Office of Risk Management, City of Dallas, 1500 Marilla, 1/C/North, Dallas, Texas 75201 and the policy shall provide for 30 days prior written notice to the office of risk management of cancellation, expiration, non-renewal or material change in coverage. All subrogation rights for loss or damage against the city are hereby waived to the extent it is covered by this liability insurance policy.

(C) Each property owner shall be responsible for maintaining the landscaping and related amenities in good repair and condition and to keep the premises safe and from deteriorating in value or condition, at no expense to the city, and the city shall be absolutely exempt from any requirements to make repairs or to maintain the landscaping and related amenities. The granting of a license for landscaping and related amenities under this section does not release the property owner from liability in the installation or maintenance of trees, landscaping, and related amenities in the public right-of-way.

(3) Parkway landscape permit.

(A) It is the responsibility of the property owner to apply for and obtain a parkway landscape permit before locating street trees, landscaping, sidewalks, or related amenities in the parkway. An application for a parkway landscape permit must be made to the director of public works and transportation before an application for a building permit is made for work on the lot. The application must be in writing on a form approved by the director and accompanied by plans or drawings showing the area of the parkway affected and the planting or other amenities proposed.

(B) Upon receipt of the application and any required fees, the director shall circulate it to all affected city departments and utilities for review and comment. If, after receiving comments from affected city departments and utilities, the director determines that the construction and planting or other amenities proposed will not be inconsistent with and will not unreasonably impair the public use of the right-of-way, the director shall issue a parkway landscape permit to the property owner; otherwise, the director shall deny the permit.

(C) A property owner is not required to comply with any parkway landscaping requirement of this section if compliance is made impossible due to the director of public works and transportation's denial of a parkway landscape permit

(D) A parkway landscape permit issued by the director is subject to immediate revocation upon written notice if at any time the director determines that

the use of the parkway authorized by the permit is inconsistent with or unreasonably impairs the public use of the right-of-way. The property owner is not required to comply with any parkway landscaping requirement of this section if compliance is made impossible due to the director's revocation of a parkway landscape permit.

(E) The issuance of a parkway landscape permit under this section does not excuse the property owner, his agents, or employees from liability in the installation or maintenance of trees or other amenities in the public right-of-way.

(4) Acceptable landscape materials.

(A) No artificial plant materials may be used to satisfy the requirements of this section.

(B) Plant materials used to satisfy the requirements of this section must comply with the following minimum size requirements at the time of installation:

(i) Large trees must have a minimum caliper of three inches, or a minimum height of twelve feet, depending on the standard measuring technique for the species.

(ii) Small trees must have a minimum height of six feet.

(iii) Large shrubs must have a minimum height of three feet.

(C) For purposes of Subparagraph (4)(B), "height" is measured from the top of the root ball or, if the plant is in a container, from the soil level in the container.

(D) In satisfying the landscaping requirements of this section, the use of high quality, hardy, and drought tolerant plant materials is recommended and encouraged.

(5) Soil requirements.

(A) Except as otherwise provided in this paragraph, landscape planting areas in general must have the following soil depths and dimensions:

(i) For each large shrub or small tree installation, a minimum of 24 inches of soil depth and 16 square feet of surface area (total of 32 cubic feet).

(ii) For each large tree installation, a minimum of 36 inches of soil depth and 25 square feet of surface area (total of 75 cubic feet).

(B) Landscape planting areas located above underground buildings or structures must have the following soil depths and dimensions:

(i) For each large shrub or small tree installation, a minimum of 30 inches of soil depth and 25 square feet of surface area (total of 62.5 cubic feet).

(ii) For each large tree installation, a minimum of 40 inches of soil depth and 36 square feet of surface area (total of 120 cubic feet).

(C) The building official may waive the minimum soil requirements if a landscape architect certifies that the proposed alternative soil depths and dimensions are sufficient to support the healthy and vigorous growth of the plant materials affected.

(6) Protection of landscape areas. Required landscape areas must be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers.

(7) Irrigation requirements. Required plant materials must be located within 100 feet of a verifiable water supply. Proposed watering methods (irrigation or otherwise) must be:

(A) indicated on the landscape plan; and

(B) adequate to maintain the plant materials in a healthy, growing condition at all times.

(8) Pedestrian scale lighting. Pedestrian scale lighting that provides a minimum maintained average illumination level of 1.5 footcandles along all sidewalks on or adjacent to the lot and adjacent to a public street must be provided. PEDESTRIAN SCALE LIGHTING means that the light emanates from a source that is no more than 15 feet above the grade of the sidewalk. The design and placement of both the standards and fixtures must be approved by the director of public works and transportation. Unless otherwise provided for, each property owner is responsible for the cost of installation, operation and maintenance of the lighting on their property or in the public right-of-way adjacent to their property.

(9) Sidewalks. Except as provided in this paragraph, a minimum six-foot-wide sidewalk must be provided in an area parallel to and between four and 12 feet from the back of the projected street curb. If necessary to protect an existing tree, the building official may allow a sidewalk to be provided in another location. If the sidewalk is to be located in the front yard, the property owner must dedicate a sidewalk easement to the city to assure its availability to the public as a permanent pedestrian way.

(f) Design standards. To earn points under this subsection, landscape areas must be placed in the front yard of a building site. For purposes of this subsection, a front yard may include those areas of the public right-of-way or roadway zone located behind the curb that are used for streetscape.

(1) Percentage of front yard area. One point is awarded for each three percent of the total front yard area provided as landscape area to a maximum of 15 points if the landscape area:

- (A) is at least 50 square feet;
- (B) is covered with grass or other plant material as ground cover; and
- (C) for every 100 square feet of landscape area, or fraction thereof has a minimum of:
 - (i) one large canopy tree (See Paragraph (3) regarding credit for retention or relocation of existing trees);
 - (ii) three small trees;
 - (iii) two small trees and one large shrub;
 - (iv) one small tree and two large shrubs; or
 - (v) three large shrubs.

(2) Parking concealment. Five points are awarded for providing all required parking in structures which:

- (A) have all facades covered with the same material as the main building; or
- (B) are totally underground.

(3) Existing tree credits. Existing healthy trees are categorized in accordance with the definitions of this section and credited toward meeting design standards as follows:

- (A) For each tree retained or relocated to the front yard of the building site or to the parkway, having a caliper equal to or greater than four inches but less than six inches, a credit of one required large tree is allowed.

(B) For each tree retained or relocated to the front yard of the building site or to the parkway, having a caliper equal to or greater than six inches but less than 12 inches, a credit of two required large trees is allowed.

(C) For each tree retained or relocated to the front yard of the building site, to the parkway, or within any of the subareas having a caliper equal to or greater than 12 inches, a credit of three required large trees is allowed.

(4) Special amenities.

(A) Enhanced pavement material.

(i) Three points are awarded when at least 50 percent of all outdoor vehicular pavement area in the front yard(s) of a lot consists of enhanced pavement. (Note: All vehicular pavement must comply with the construction and maintenance provisions for off-street parking in the Dallas Development Code, as amended.)

(ii) Three points are awarded when at least 50 percent of all outdoor pedestrian pavement area consists of enhanced pavement. (Note: All pedestrian pavement material and design must be approved by the director of public works and transportation.)

(B) Pedestrian facilities. One point is awarded for each one percent increment of lot area covered by publicly accessible special pedestrian facilities and features such as plazas, covered walkways, fountains, lakes and ponds, seating areas, bicycle racks, and outdoor recreation facilities, up to a maximum of five points.

(g) Tree preservation, removal, and replacement. A property owner may follow the provisions of Division 51A-10.130 or the following:

(1) This subsection applies to all Property within this district except for lots smaller than two acres in size that contain single family (including duplex and townhouse) uses.

(2) The tree survey (Exhibit 745D) shall serve as the basis for tree preservation, removal, and replacement activity.

(3) Tree preservation may be accomplished by planting replacement trees anywhere within this district.

(4) Trees which are preserved in or relocated to a park, a conservation easement, designated open space, or area shown on a development plan shall receive a 2:1 caliper inch credit which may be applied toward meeting the requirement of this subsection.

(5) The city arborist must approve all tree preservation, removal, and replacement activity.

(6) Tree replacement is required within 12 months after issuance of a final certificate of occupancy for structure in the area identified on an approved development plan. Subject to the provisions of this section regarding tree credits, the total caliper inches of replacement trees must equal or exceed the total caliper inches of protected trees removed, including those protected trees removed prior to demolition activity.

(h) When landscaping must be completed.

(1) Except as otherwise provided in Paragraph (2), all landscaping must be completed in accordance with the approved landscape plan before a certificate of occupancy may be issued for any building on the lot.

(2) If the property owner provides the building official with documented assurance that the landscaping will be completed within six months, the building official may issue one six-month temporary certificate of occupancy and permit the property owner to complete his landscaping during the six-month period.

(A) For purposes of this subsection, DOCUMENTED ASSURANCE means a copy of a valid contract to install the landscaping in accordance with the landscape plan within the six-month period; or a set of deed restrictions containing a covenant to install the landscaping in accordance with the landscape plan within the six-month period.

(B) The deed restrictions must:

(i) expressly provide that they may be enforced by the city;

(ii) be approved as to form by the city attorney; and

(iii) be filed in the deed records of the county in which the land is located.

(i) General maintenance. Required landscaping must be maintained in a healthy, growing condition at all times. The property owner is responsible for regular weeding, mowing of grass, irrigating, fertilizing, pruning, and other maintenance of all plantings as needed. Any plant that dies must be replaced with another living plant that complies with the approved landscape plan within 90 days after notification by the city.

(j) Subarea B.

(1) Single family uses. Single family uses must comply with the following requirements:

(A) A minimum of 20 percent of the aggregate land area of all shared access developments in Subarea B must be designated as landscape area. Designated landscape area must consist of all areas within a shared access development except for platted residential lots and driving surfaces. For purposes of this subsection, consolidated open space, pedestrian way open space, mid-block open space, and modified mid-block open space located as shown on the private permeable area plan (Exhibit 745F) are considered landscape area.

(B) One site tree must be provided for every 4,000 square feet within a shared access development. Every site tree must have a planting area of at least 25 square feet. The trunk of any site tree must be located at least two-and-one-half feet from any pavement. Site trees must be species listed in Section 51A-10.134.

(C) In addition to any site trees, one tree must be provided for every 40 feet of street frontage, excluding shared access points, with a minimum of two street trees required. Street trees may be located within the front yard or parkway if all private licensing requirements of the city code and charter are met. In this paragraph, PARKWAY means the portion of a street right-of-way between the projected street curb and the front lot line or corner side lot line. If the director determines that a tree would interfere with utility lines, a substitute street tree from a species listed in Section 51A-10.134 may be provided.

(D) Required street trees may be located anywhere in Subarea B.

(2) Private permeable area plan for a shared access development.

(A) For a shared access development, consolidated open space, pedestrian way open space, mid-block open space, and modified mid-block open space must be provided as shown on the private permeable area plan (Exhibit 745F).

(B) Dimensional revisions to consolidated open space areas 1 through 8 may be considered if requested revisions provide for no reduction in land area for each area, using the director procedure in Section 51A-4.702(h)(2)(A). For purposes of this subparagraph, Section 51A-4.702(h)(2)(A)(ii)(aa) does not apply.

(C) Dimensional revisions to a pedestrian way open space may be considered if requested revisions provide for not less than 18 feet of width for each area, using the director procedure in Section 51A-4.702(h)(2)(A). For purposes of this subparagraph, Section 51A-4.702(h)(2)(A)(ii)(aa) does not apply.

(D) Dimensional revisions to a mid-block open space may be considered if requested revisions provide for not less than 10 feet of width for each

area, using the director procedure in Section 51A-4.702(h)(2)(A). For purposes of this subparagraph, Section 51A-4.702(h)(2)(A)(ii)(aa) does not apply.

(E) Roof eaves may project into a pedestrian way open space and mid-block open space up to two feet, with a minimum clearance of 10 feet above grade.

(F) Each pedestrian way open space area, as shown on the private permeable area plan (Exhibit 745F), must be 100 percent permeable except sidewalks no more than four feet in width, steps, stoops, retaining walls, and landscape walls.

(G) Each mid-block open space, as shown on the private permeable area plan, must contain a minimum width of 10 feet and must be 90 percent permeable. For purposes of this subparagraph, brick pavers or similarly small dimensioned material are considered permeable. Nonpermeable sidewalk construction is prohibited.

(H) Each modified mid-block open space, as shown on the private permeable area plan, must be 90 percent permeable. For purposes of this subparagraph, brick pavers or similarly small dimensioned material are considered permeable. Nonpermeable sidewalk construction is prohibited.

(I) If consolidated open space area 3 is developed with a swimming pool and associated structures and improvements, a minimum of 45 percent of the land area must be covered by natural grass, ground cover, or other natural plant materials (excluding screening).

(3) Tree preservation, removal, and replacement for single family uses. Tree preservation, removal and replacement must comply with Division 51A-10.130.

(4) Mitigation calculations. Within five years after issuance of a grading permit, the Property owner shall present to the building official the total mitigation calculation including mitigation amount less trees planted. This term may be extended by two one-year extensions to be mutually agreed by the building official and Property owner. (Ord. No. 26372; 27713; 29785; 29804)

SEC. 51P-745.115. BUILDING ELEMENTS AND DESIGN STANDARDS.

(a) In general.

(1) Applicability.

(A) Except as provided in this section, building elements and design standards apply to all buildings within the district.

(B) Single family uses in Subarea B are not subject to this section.

REMINDER OF SECTION OMMITED FOR BREVITY

SEC. 51P-745.116. SIGNS.

(a) In general. Except as otherwise provided in this section, signs must comply with the provisions for business zoning districts in Article VII.

(b) A-frame signs. A-frame signs are permitted to identify a business in accordance with the following provisions:

- (1) The maximum size of the sign is 32 inches wide and 36 inches tall.
- (2) The maximum effective area per side is 1,200 square inches.
- (3) A-frame signs may only be displayed when the business that it is identifying is open.
- (4) A-frame signs may be located on the sidewalk or in the front yard of the business that it is identifying, provided a minimum of four feet of unobstructed sidewalk area is provided, and all necessary licenses and permits have been obtained.
- (5) Only one A-frame sign is permitted per business.
- (6) A-frame signs must be separated by a minimum of 50 feet.
- (7) A-frame signs may not be located closer than 25 feet to a street intersection. (Ord. Nos. 26372; 27713)

SEC. 51P-745.117. ADDITIONAL PROVISIONS.

(a) In Subarea B, platting must comply with Article VIII. No more than 350 lots may be platted as a shared access development subject to a final plat providing for no dead end streets. For purposes of this subsection, a cul-de-sac or a shared access area containing a maximum linear distance of 150 feet are not considered dead end streets.

(b) Before the final inspection of the first single family dwelling unit, an eight inch water main must be provided to serve the shared access development, with final design and construction approved by Dallas Water Utilities.

(c) An accessory community center (private) may be located in a common area or open space lot.

(d) A shared access easement may be provided in accordance with the roadway cross section Exhibit 745E.

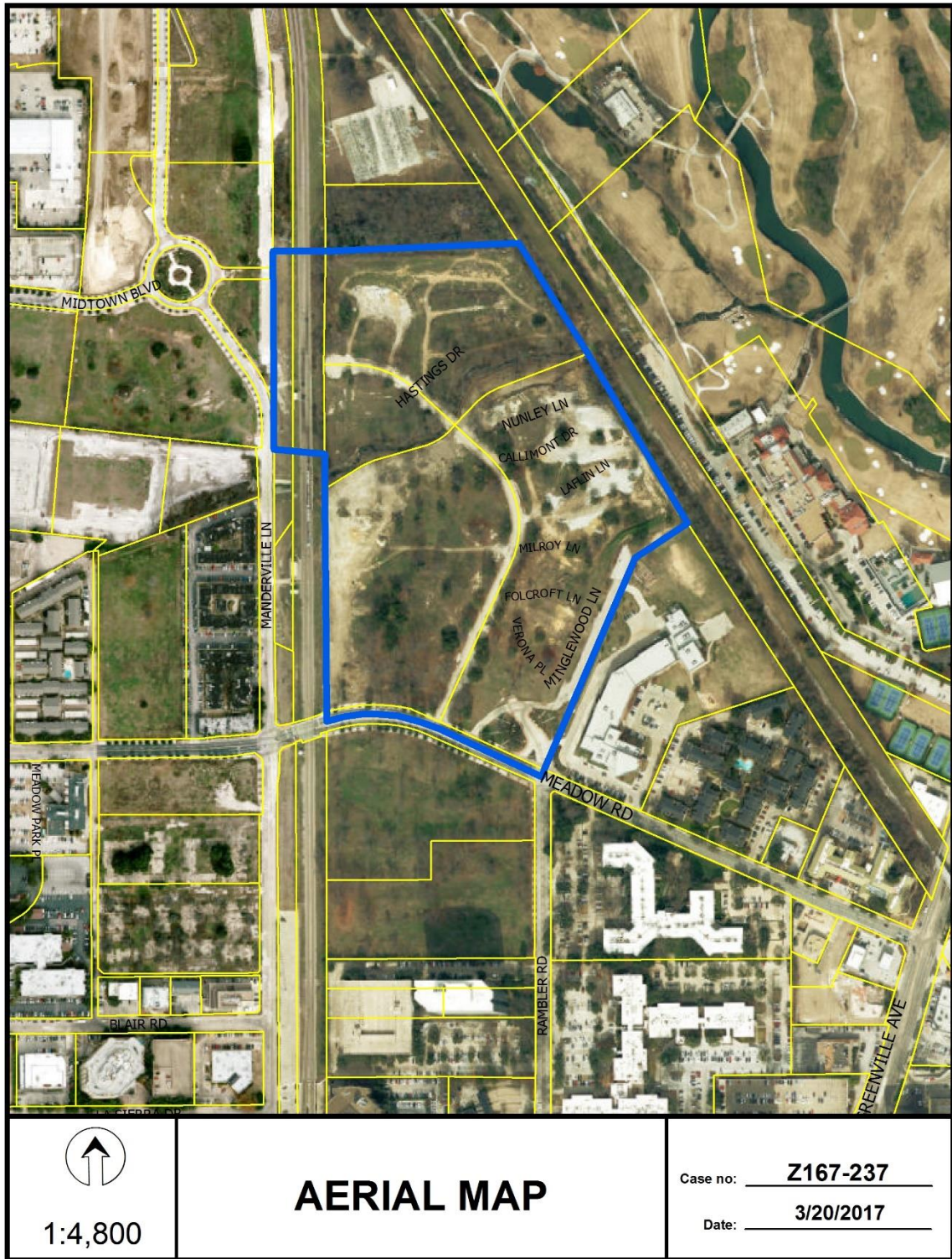
(ee) The Property must be properly maintained in a state of good repair and neat appearance.

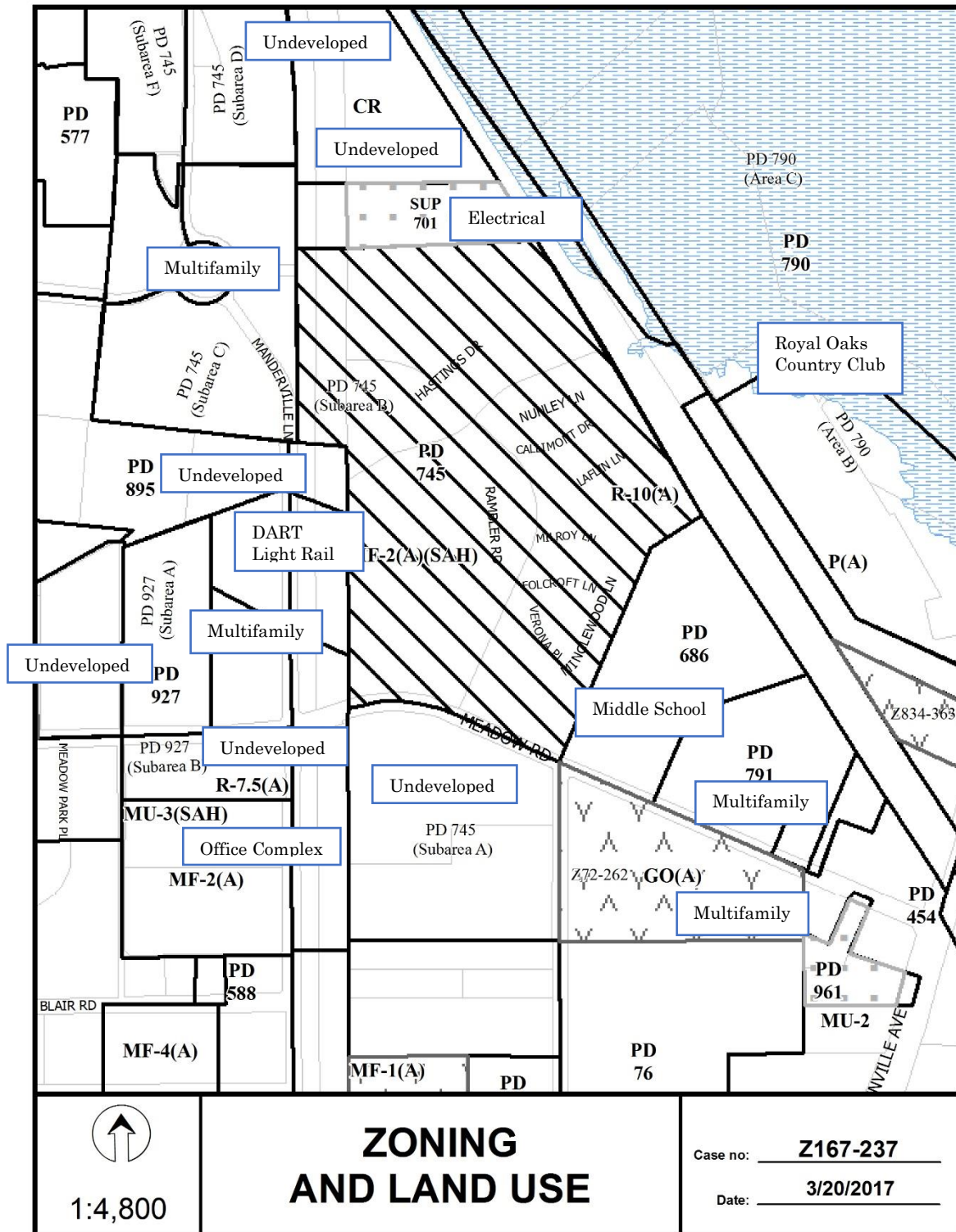
(df) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 26372; 29875)

SEC. 51P-745.118. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, in this subdistrict until there has been full compliance with this division, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 26372)







03/20/2017

Notification List of Property Owners***Z167-237******21 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	8232 MEADOW RD	TKG VALENCIA MIDTOWN LLC
2	8215 MEADOW RD	HT MIDTOWN LP
3	7700 GLEN LAKES DR	TEXAS UTILITIES ELEC CO
4	8307 MEADOW RD	Dallas ISD
5	401 S BUCKNER BLVD	DART
6	7615 RAMBLER RD	MP DALLAS PROJECT OWNER LLC
7	7777 MANDERVILLE LN	PEARL INV INC
8	8175 MEADOW RD	MEADOWS REDEVELOPMENT LTD
9	8111 MEADOW RD	FIRST BAPTIST REALTY LLC
10	8325 MEADOW RD	PARK CENTRAL RESIDENTIAL LLC
11	7800 GREENVILLE AVE	ROYAL OAKS COUNTRY CLUB
12	8109 MANDERVILLE LN	COMMODORE PARTNERS LTD
13	8350 MEADOW RD	TEXAS HEALTH RESOURCES
14	8330 MEADOW RD	PECAN CREEK OWNERS ASSOCI
15	8160 MEADOW RD	ADORA 9 REALTY
16	8401 MANDERVILLE LN	DOMAIN AT MIDTOWN PARK LTD
17	8101 MANDERVILLE LN	DOMAIN AT MIDTOWN PARK LTD
18	8182 MANDERVILLE LN	LEGACY AT MIDTOWN PARK INC
19	8180 MIDTOWN BLVD	BRAZOS TEXAS LAND DEVELOPMENT LLC
20	401 S BUCKNER BLVD	DART
21	401 S BUCKNER BLVD	DART

FILE NUMBER: Z167-257(KK)

DATE FILED: March 24, 2017

LOCATION: South side of West Wheatland Road, west of Clark Road

COUNCIL DISTRICT: 3

MAPSCO: 71B-C

SIZE OF REQUEST: Approx. 8.84 acres

CENSUS TRACT: 0165.10

APPLICANT/ OWNER: Christon Company/TA Properties II, LTD, Don Ta, Russells
Telecom Solutions

REPRESENTATIVE: Kimley Horn, Jeffrey Dolian

REQUEST: An application for a CR Community Retail District on
property zoned an NS(A) Neighborhood Service District.

SUMMARY: The applicant proposes to construct a general merchandise
or food store greater than 3,500 square feet [Lidl].

STAFF RECOMMENDATION: Approval

BACKGROUND INFORMATION:

- The request site is almost fully undeveloped with a small structure that is currently a vacant florist shop.
- The reason for this request is the applicant wishes to construct a general merchandise or food store greater than 3,500 square feet (grocery store) [Lidl]. This land use is defined as a retail use in the Dallas Development code, and is allowed by right in the CR Community Retail District.
- The NS(A) Neighborhood Service District allows for the retail use of general merchandise or food store less than 3,500 square feet but does not allow for the larger floor area general merchandise land use.
- The existing structure on site will be demolished to allow for construction of the grocery store. The western portion of the property will remain undeveloped but available for future development.

Zoning History: There has been one recent zoning change request in the area.

1. **Z145-234** On September 9, 2015, the City Council approved the application for an amendment and expansion of Specific Use Permit No. 1007 for a public school on property zoned a TH-3(A) Townhouse District.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
West Wheatland Road	Principal Arterial	100 ft.

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the proposed zoning change will not have a detrimental impact on the surrounding street system.

Surrounding Land Uses:

	Zoning	Land Use
Site	NS(A)	Undeveloped, Vacant Florist Shop
North	PDD No. 876, CR, TH-3(A), SUP No. 1007	Big Box Retail [Wal-Mart], Motor Vehicle Fueling, Restaurant, Elementary School
South	R-7.5(A)	Single Family Dwellings
East	CR, City of Duncanville	Gen Merch w/Motor Veh Fueling, Restaurant, Undeveloped, Single Family Dwellings
West	R-7.5(A)	Single Family Dwellings

STAFF ANALYSIS:**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* 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:

LAND USE ELEMENT**GOAL 1.1 Align Land Use Strategies with Economic Development Priorities**

Policy 1.15 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

Implementation Measure 1.1.5.3 Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.

ECONOMIC ELEMENT**GOAL 2.1 Promote Balanced Growth**

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

Policy 2.1.4 Support efforts to expand targeted business and industry development within the Southern Sector.

The proposed zoning district generally conforms to the Comprehensive Plan by encouraging businesses to serve nearby residential communities.

Land Use Compatibility:

The applicant proposes to construct a general merchandise or food store greater than 3,500 square feet [Lidl].

The area of request is currently zoned an NS(A) Neighborhood Service District. The purpose of this request is to rezone the area of request to CR Community Retail District to allow the land use of general merchandise or food store greater than 3,500 square feet by right. The Dallas Development Code defines a food store to include a grocery store, delicatessen, convenience store without drive-through, and specialty food store. This land use is allowed by right in CR, RR, CS, central area, mixed use, multiple commercial, UC-2, and UC-3 districts.

The CR Community Retail District is defined in the Dallas Development Code, Section 51A-4.122(b)(1), to provide for the development of community-serving retail, personal service, and office uses at a scale and intensity compatible with residential communities. The CR Community Retail District is consistent with the overall land use pattern of the area for lots located directly adjacent to a thoroughfare. The CR Community Retail District supports the development of office uses, institutional and community service uses, recreation uses, and retail uses. With the rezoning of this approximate eight acre tract, it will provide the adjacent residential neighborhood direct access to retail based land uses that will support the needs of the citizens that reside in this neighborhood.

This use will have to comply with all the zoning requirements that are triggered by residential adjacency. The height of any proposed structures that exceeds 26 feet in height will have to comply with residential proximity slope. The owner of the off-street parking must screen the parking from the R-7.5(A) Single Family District. This screening must be brick, stone, or concrete masonry, stucco, concrete, or wood wall or fence that is not less than six feet in height. The owner must also provide screening for the rear or service side of the structure because a nonresidential building will be exposed to and closer than 150 feet to the boundary line of the R-7.5(A) Single Family District. The site will also have to install a minimum 10 foot landscape buffer along the eastern and southern property lines to meet compliance with Article X residential adjacency.

Abutting the property to the south and west are zoned an R-7.5(A) Single Family District and consist of single family homes. The properties directly to the east of the area of request are zoned CR Community Retail District. One parcel is developed with a general merchandise land use with motor vehicle fueling, the other parcel is undeveloped. Farther to the east, across Clark Road, is the city of Duncanville. Parcels

directly adjacent to Clark Road contain retail, restaurant, and personal service uses. The property to the northeast, across West Wheatland Road, is zoned CR Community Retail District and is developed with a restaurant and a motor vehicle fueling station. North of the area of request is property zoned PDD No. 876. This lot contains a developed big box retail establishment [Wal-Mart]. To the northwest of the area of request, across West Wheatland Road, is Kennemer Middle School [Duncanville ISD]. This property is zoned TH-3(A) Townhouse District. The school is allowed by SUP No. 1007.

Development Standards:

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing							
NS(A) Neighborhood Service	15'	No Min.; adj to res 20'	N/A	35' gable, hip, or gambrel roof	45% for res structure; 25% for non-res	Residential Proximity Slope	Residential, Institutional, Recreation, Utility and public service uses
Proposed							
CR Community Retail	15'	No Min.; adj to res 20'	0.5 for office; 0.75 for all uses combined	54'	60%	Residential Proximity Slope	Institutional, Lodging, Office, Retail, Wholesale uses

Parking:

Pursuant to the Dallas Development Code, off-street parking must be provided in accordance with Division 51A-4.200. The Dallas Development Code requires off-street parking to be provided at one space per 200 square feet of floor area for uses with less than 10,000 square feet of floor area. One space per 220 square feet of floor area for uses with a floor area of 10,000 square feet or greater, but less than 40,000 square feet of floor area. One space per 250 square feet of floor area for uses with a floor area of 40,000 square feet or greater, but less than 100,000 square feet of floor area. The approximate proposed floor area for this development is 36,000 square feet of floor area. This would require 164 off-street parking spaces. The proposed land use will also be required to provide one off-street loading space to meet all parking requirements defined in the Dallas Development Code.

Landscaping:

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

List of Partners/Principals/Officers

Russells Telecom Solutions - Block 8604, 7080 Wheatland Road

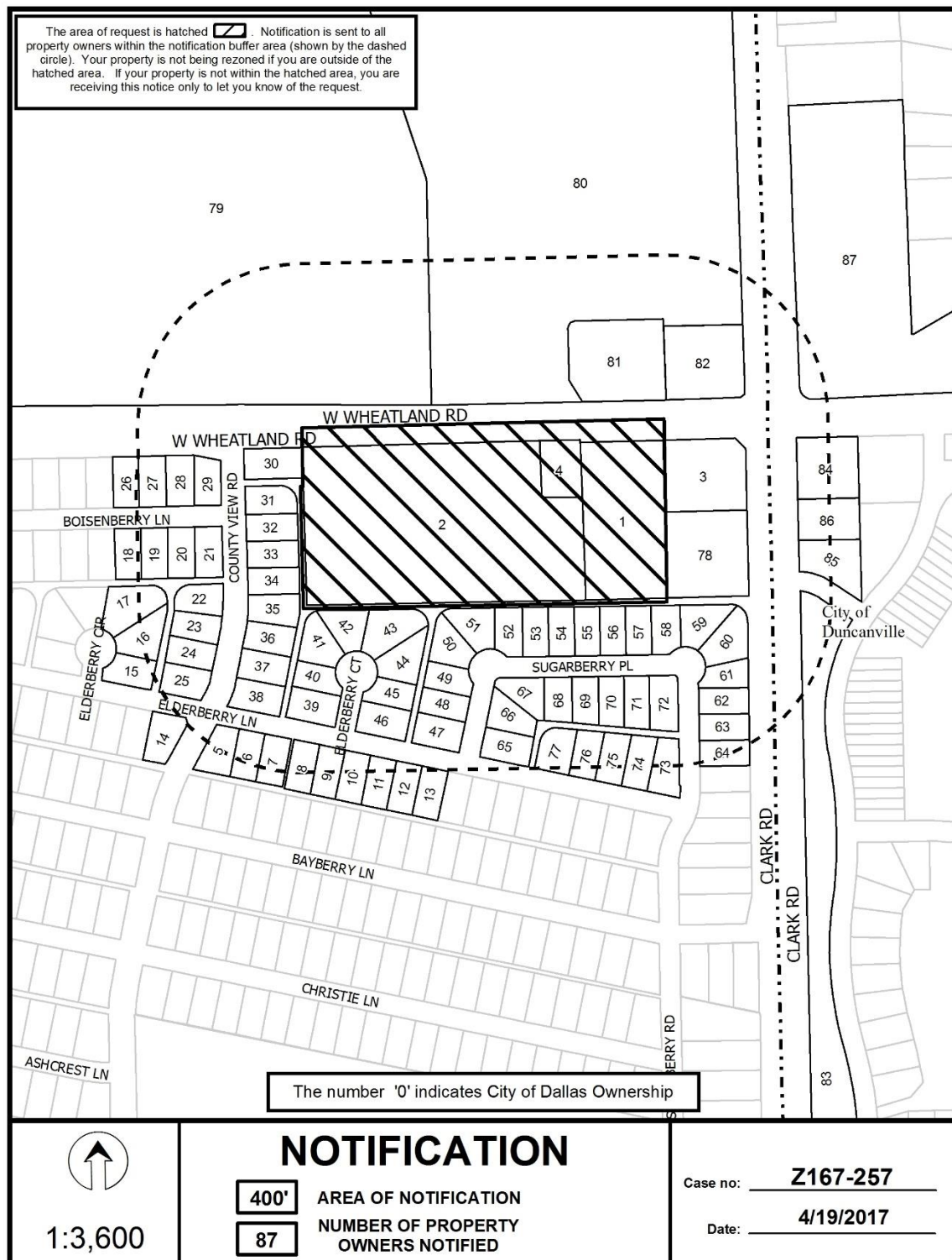
TA Properties II LTD - Block 8604, TR 2, 7030 Wheatland Road

Joni L. Thurmond and Virgil B. Thurmond - 7044 W Wheatland Road









04/19/2017

Notification List of Property Owners***Z167-257******87 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	7080 W WHEATLAND RD	RUSSELLS TELECOM SOLUTIONS INC
2	7030 W WHEATLAND RD	TA PROPERTIES II LTD
3	8817 CLARK RD	MURTAZA INVESTMENTS INC
4	7044 W WHEATLAND RD	THURMOND VIRGIL B & JONI L
5	7232 ELDERBERRY LN	SMITH FANNIE M
6	7228 ELDERBERRY LN	WELLS YOLANDA L &
7	7224 ELDERBERRY LN	MURRAY SHIRLEY
8	7220 ELDERBERRY LN	SERVIN IGNACIO &
9	7218 ELDERBERRY LN	STITT SANDRA K
10	7216 ELDERBERRY LN	WEBB SHONTE DAWN
11	7212 ELDERBERRY LN	STEPHENS JOHNNY
12	7210 ELDERBERRY LN	PIKE VALARIE ANN
13	7206 ELDERBERRY LN	EVANS PANSY
14	7302 ELDERBERRY LN	VEASLEY JAMES & BEVERLY
15	7302 ELDERBERRY CIR	LOOS FAMILY TRUST UTA THE
16	7306 ELDERBERRY CIR	CAMPBELL JOHNNY III &
17	7310 ELDERBERRY CIR	JEFFERSON TREVOR B &
18	7214 BOISENBERRY LN	LANG EDDIE &
19	7210 BOISENBERRY LN	OLEARY CLARE F
20	7206 BOISENBERRY LN	FURLOUGH DAYLON D
21	7202 BOISENBERRY LN	JONES LARRY EARL &
22	8723 COUNTY VIEW RD	REA JOSE D
23	8727 COUNTY VIEW RD	PEREZ HUMBERTO & REBECCA
24	8731 COUNTY VIEW RD	S & S FAITH FUND LLC
25	8735 COUNTY VIEW RD	TOWNSEND HAYDEN EST OF
26	7211 BOISENBERRY LN	TINOCO EFRAIN JR

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	7209 BOISENBERRY LN	ROBERTS VICKY L
28	7205 BOISENBERRY LN	COSS LUCIA
29	7201 BOISENBERRY LN	MARTINEZ BERNARDO & ELVIA
30	8702 COUNTY VIEW RD	SORRELLS EVELYN F
31	8706 COUNTY VIEW RD	VALDEZ LORENA
32	8710 COUNTY VIEW RD	EVANS JANIE LYNN
33	8714 COUNTY VIEW RD	BLANCHARD BOBBY C & DEBOR
34	8718 COUNTY VIEW RD	MAGEE SANDERA
35	8722 COUNTY VIEW RD	KILDOW JERRY R
36	8726 COUNTY VIEW RD	WILLIAMS FLORENCE E
37	8730 COUNTY VIEW RD	TAKANO TAKESHI
38	8734 COUNTY VIEW RD	MORENO ALEJANDRA &
39	8615 ELDERBERRY CT	WILBORN CHARLOTTE C
40	8611 ELDERBERRY CT	PEAVY LOWELL &
41	8607 ELDERBERRY CT	WATSON KENNETH
42	8603 ELDERBERRY CT	SULLIVAN ROY LEE
43	8604 ELDERBERRY CT	DRIVER LARRY JOE
44	8608 ELDERBERRY CT	MILLER SHAWN DOUGLAS
45	8612 ELDERBERRY CT	SCOTT CLAUDIA
46	8616 ELDERBERRY CT	TRAYLOR CLOTEAL
47	8503 SUGARBERRY PL	MCNEILL WILLIAM MICHAEL
48	8507 SUGARBERRY PL	WHITAKER SHARRON WHITE
49	8511 SUGARBERRY PL	ALLEN JERRY B
50	8415 SUGARBERRY PL	VARGAS LUIS & MARIA
51	8419 SUGARBERRY PL	LOPEZ ALICIA
52	8423 SUGARBERRY PL	CERVANTES ANDREW C
53	8427 SUGARBERRY PL	GORDON GILDA FAYE
54	8431 SUGARBERRY PL	FULLER AMOS E & ALICE F
55	8435 SUGARBERRY PL	NUNEZ MARTIN
56	8439 SUGARBERRY PL	ROBINSON ANNIE
57	8443 SUGARBERRY PL	HAWTHORNE ALTHIA C

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	8447 SUGARBERRY PL	ARIAS VARGAS ROY &
59	8451 SUGARBERRY RD	HARLAN PAUL & LATAUSHA
60	8455 SUGARBERRY RD	CHAMBERS JEAN
61	8504 SUGARBERRY RD	MATA HUGO &
62	8510 SUGARBERRY RD	PINA GERARDO &
63	8512 SUGARBERRY RD	GARCIA JUAN
64	8516 SUGARBERRY RD	FRANKIE MARJORIE B
65	8502 SUGARBERRY PL	CEBALLOS ESMERALDA &
66	8508 SUGARBERRY PL	VERACRUZ MARCELINA EST OF
67	8424 SUGARBERRY PL	KOLLER JON M & CONNINE J
68	8428 SUGARBERRY PL	PETTY HARVEY B & VICKY L
69	8432 SUGARBERRY PL	NEAL MCCLINTON E &
70	8436 SUGARBERRY PL	ADAMS JAMES CECIL
71	8440 SUGARBERRY PL	BRACKEN CORWIN &
72	8444 SUGARBERRY PL	HORSLEY LAWRENCE E
73	7103 ELDERBERRY LN	BANK OF AMERICA
74	7107 ELDERBERRY LN	BROWN MARIA L
75	7111 ELDERBERRY LN	BROWN CHESTER J
76	7115 ELDERBERRY LN	JONES SHEILA & ELTON
77	7119 ELDERBERRY LN	MORISEY SCOTT
78	8825 CLARK RD	RUSSELL HAROLD
79	7101 W WHEATLAND RD	DUNCANVILLE I S D
80	7075 W WHEATLAND RD	WALMART REAL ESTATE BUSINESS TRUST
81	7035 W WHEATLAND RD	MURPHY USA REAL ESTATE LKE 14 LP
82	7007 W WHEATLAND RD	MCDONALDS CORP
83	801 CARRIAGE WAY	GREENE HOME OWNERS ASSN
84	602 S CLARK RD	SOUTHERN C STORE CORP
85	1415 COMMONS GATE	LUCKY DUCKY CAR WASH LLC
86	606 S CLARK RD	RUSSELL VICKY
87	1415 W WHEATLAND RD	FIRST FREE WILL BAPTIST

FILE NUMBER: Z167-266(KK)

DATE FILED: April 7, 2017

LOCATION: South side of Fort Worth Avenue, between Sylvan Avenue and Chappell Street

COUNCIL DISTRICT: 6

MAPSCO: 44-T

SIZE OF REQUEST: Approx. 1.796 acres

CENSUS TRACT: 0043.00

APPLICANT/ OWNER: Marksmen Exploration, LLC

REPRESENTATIVE: Marksmen Exploration, LLC

REQUEST: An application to amend Subdistrict 2D within Planned Development District No. 714, the West Commerce Street/Fort Worth Avenue Special Purpose District for mixed uses.

SUMMARY: The purpose of this request is to amend Subarea 2D within Planned Development District No. 714, West Commerce Street/Fort Worth Avenue Special Purpose District for mixed uses, to allow for the new construction of three buildings on the area of request.

STAFF RECOMMENDATION: Approval, subject to revised conditions.

BACKGROUND INFORMATION:

- On February 23, 2005, PDD No. 714 was approved by City Council.
- The existing multistory office building on the area of request was constructed in May of 1985, according to permit records.
- The purpose of this request is to amend Subarea 2D of the planned development district to allow for encroachments into the front yard setback, reduce the parking requirement for office uses, omit the requirement to locate off-street parking to the rear of the main structure, remove the requirement that parking must be concealed in a structure, allow small tree species to be used for street trees, allow screening of parking lots to be located in the parkway, omit the street standards from applying to 2D, revise the sidewalk width to 5 feet, and revise the architectural design standards.
- Some conditions are proposed to deal with nonconformity of the existing structure in order to prepare for possible future development.
- Over the years there have been multiple remodel permits issued for the office located on the area of request. The applicant is proposing to augment the existing office structure with new structures, primarily fronting on Sylvan Avenue, to accommodate office and retail land uses.

Zoning History: There has been three recent zoning change requests in the area.

1. **Z134-134** On March 19, 2014, the City Council approved an MU-3 Mixed Use District subject to deed restrictions, 1) prohibiting certain uses; 2) establishing certain yard, lot, and space regulations; and 3) providing for certain operational regulations.
2. **Z134-145** On September 10, 2014, the City Council approved a PDD for certain residential uses.
3. **Z145-120** On February 24, 2015, the City Council approved Subdistrict 2D within Planned Development District No. 714 on property zoned Planned Development District No. 714, West Commerce Street/Fort Worth Avenue Special Purpose District.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Sylvan Avenue	Principal Arterial	90 ft.
Fort Worth Avenue	Principal Arterial	100 ft.
Chappell Street	Local	50 ft.

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed amendment will not have a negative impact on the surrounding street system. A traffic impact study (TIS) was given to the Engineering Division when the original development was proposed. The TIS has not changed from when it was submitted and approved in 2015, therefore, the Engineering Divisions original approval still applies. Trip generations, while proposed to increase with the anticipation of supporting retail uses, will be consistent with existing development demands that will be served by existing roadways.

Surrounding Land Uses:

	Zoning	Land Use
Site	PDD No. 714 (2D)	Office
North	PDD No. 714 (2A)	Lodging (Belmont Hotel)
East	PDD No. 714 (1C)	Retail, Restaurant, Multifamily
South	PDD No. 714 (2B)	Gen Merch w/ Motor Vehicle Fueling
West	PDD No. 714 (2B)	Retail

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTRE BALANCED GROWTH

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

TRANSPORTATION ELEMENT

GOAL 4.2 PROMOTE A VARIETY OF TRANSPORTATION OPTIONS

Policy 4.2.2 Promote a network of on-street and off-street walking and biking paths.

Implementation Measure 4.2.2.3 Use "Context Sensitive Design" standards for public street improvements to ensure safe and convenient bike and pedestrian movement.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian-friendly streetscapes.

Designing pedestrian-friendly streetscapes and encouraging new developments to provide pedestrian-oriented amenities and enhancements would encourage people to walk.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.4 Enhance retail, industrial and business operations.

The request site lies within an area considered Urban Mixed Use. The request is characteristic of an Urban Mixed-Use Building Block because it compromises a vibrant mix of office and retail uses to support adjacent and surround residential uses. The request site will provide additional uses for residents to work, shop, and play within a closely defined area. People on foot or bike can enjoy interesting storefronts and building facades at ground level with wide sidewalks. This aids in creating an appealing streetscape. By encouraging better design quality and convenience in retail centers, business parks and industrial parks, the city takes on a more notable look.

Land Use Compatibility:

PDD No. 714 was approved by the City Council on February 23, 2005 and encompasses approximately 245 acres (north and south lines of West Commerce Street and Fort Worth Avenue, between North Beckley Avenue and Westmoreland Road). Recent developments in the immediate area, both north and south of the Fort Worth Avenue alignment through this part of the PDD, have begun to transition the area by providing residential options, both multifamily and single family dwellings. As demand for services to accommodate the demand for anticipated residential activity, various retail and entertainment options have developed along this thoroughfare.

In creating the vision for PDD No. 714, various subdistricts were created to establish a basis for the balance of development and the co-existence with the built environment along the corridor. Subdistrict 2, which contains Subdistrict 2D, is a mixed-use subdistrict that consists predominately of residential uses, but with some small retail and office uses. Because residential neighborhoods are adjacent to the subdistrict, it should be more serene than other subdistricts. New development should strengthen the existing residential neighborhoods and help to create a pedestrian-friendly environment. Buildings should have minimum or no setbacks.

Preliminary plans will provide for three new structures, totaling 10,620 square feet, fronting along the Sylvan Avenue frontage. For information purposes only, the attached site plan has been provided by the applicant to show the relationship of the existing and proposed development across the property.

The applicant proposes the following amendments with this request, the revisions being proposed to the landscape ordinance will be detailed under the landscape section:

1) To allow for encroachments into the front yard setback. The proposed buildings meet the setback requirement, but there are certain projections into the front yard setback that are proposed to encroach. If these structures are going to encroach into the setback the text must be amended to allow this. The structures encroaching are steps, landing, awnings, trellis, retaining walls, and a dumpster. The proposed site plan, which is attached for reference only, shows steps encroaching into the right-of-way. The development team will have to obtain a license from the Real Estate Division of Sustainable Development and Construction to allow the steps to be located in the right-of-way.

2) To reduce the required parking for office uses located in Subdistrict 2D. Please see the parking section below to obtain more detail concerning this proposal.

3) To omit the requirement to locate off-street parking to the rear of the main structure. The proposed development is compliant with this code section, but the existing office building is not. This is because when the office building was constructed in 1985, this was not a zoning requirement. There is planned future development, which is not part of this request, to add additional floor area on top of the existing office structure. If this were to come to fruition, the office would lose their legal non-conforming rights. Giving the existing development, proposed structures with this zoning request, the possible future development, and the layout of this site this site would not be able to meet compliance. Also in order to construct the development being proposed with this zoning case, the drive through teller area will be demolished, and new canopies at the entrances of the office building are being proposed. These new canopies will be considered new floor area, therefore triggering full compliance of the site. The bank will be unable to relocate their parking to the rear of the structure. This text amendment will address the current non-conformity of this structure.

4) To remove the requirement that parking must be concealed in a structure. This text was added in approved when Subdistrict 2D was created with case Z145-120 that was passed by City Council in February 2015. At that time a one-story parking garage was proposed on site. Sec.51P-714.113(l)(3) states, In Subdistrict 2D, parking must be concealed in a structure with a façade similar in appearance to the main structure's façade. At least 12 percent of the parking structure façade, including openings, must be covered with the same material predominately used on the first 24 feet in height of the main structure. Openings in the aboveground parking structure may not exceed 52 percent of the total façade. This is no longer being proposed by the development team. Because this code section is specific to Subdistrict 2D, and was only added because of the proposed additions to the site, the applicant is proposing the text to read as follows, "In Subdistrict 2D, parking ~~must be concealed in a structures~~ must have with a façade similar in appearance to the main structure's façade. At least 12 percent of the parking structure façade, including openings, must be covered with the same material predominately used on the first 24 feet in height of the main structure. Openings in the aboveground parking structure may not exceed 52 percent of the total façade." This would allow for the site to be developed with surface parking, but if a parking garage was installed in Subdistrict 2D it would have to comply with the façade requirements stated above.

5) Omit the street standards from applying to Subdistrict 2D. In an effort for this development to mimic the development across Sylvan Avenue located in PDD No. 714 Subarea 1C, the applicant would like the text to be amended the same as it was for 1C. This revision is shown under the "In General section" of the PDD and under the Streets Standards section. The text would read as follows, Sec.51P-714.115(a)(2), "Except as provided in this section, streets as shown in Exhibit 714F are required. This provision does not apply in Subdistrict 1C and 2D." The other text section would read as follows,

Sec.51P-714.115(b)(1), “Except as provided in this section, streets must be constructed as shown in Exhibit 714F. If future right-of-way dedications are made in Subdistricts 4A and 4B, the pavement width for new streets must be in accordance with Exhibit 714F. Parallel parking must be provided as shown in Exhibit 714F. This provision does not apply in Subdistrict 1C and 2D.”

6) To revise the sidewalk width. In all of Subdistrict 2, which includes 2A, 2B, 2C, and 2D, the required sidewalk width is six feet. More specifically concerning Subdistrict 2D, given the current right-of-way improvements that have been made along Fort Worth Avenue and Sylvan Avenue, the applicant would like the text to be revised to a five foot sidewalk. The sidewalk along Chappell Street would match the existing sidewalk at Fort Worth Avenue and Sylvan Avenue. Due to the grade change of the side moving from south to north across the site there is a low retaining wall surround the site until the grade meets the street driving south on Sylvan Avenue. The site has 17 feet of fall from the high point along Chappell Street frontage towards Fort Worth Avenue. In order to install a six foot wide sidewalk, this retaining wall and existing landscape will have to be removed to create this additional foot of sidewalk. Sec.51P-714.115(c)(3) would read, In Subdistrict 2D the sidewalk must be five feet in width.

7) Revise dumpster screening requirements. This is another proposed amendment to more closely mirror the development located across Sylvan Avenue in Subdistrict 1C. The dumpster will be screened with a solid wood fence, but this material will not match the main building. The existing building is mainly brick and the proposed structures are a combination of masonry, metal and glass. Sec.51P-714.116(d)(2) would read, Screening materials must match the main building. This provision does not apply to Subdistrict 1C and 2D.

8) Revise the architectural design standards. The architectural design standards created for PDD No. 714 are designated because this area is an area of historical, cultural, and architectural importance and significance. The architectural design standards are intended to preserve the historical, cultural, and architectural importance and significance of the West Commerce Street/Fort Worth Avenue corridor. The development patterns and architecture along the corridor reflect pioneer settlements; the Great Depression; mid-20th century Americana; and post-World War II automobile, nightclub, and restaurant culture. These architectural design standards are intended to preserve the character of the corridor while allowing compatible new construction and modifications that respect the corridor’s historical, cultural, and architectural significance.

Within the architectural design standards sections of PDD No. 714, building orientation discusses that the primary façade and primary entrance of new construction must be oriented to face the public right-of-way. The applicant has indicated that one of the three proposed structures will not be able to meet this requirement. A prospective office tenant is planned to occupy building A on the proposed site plan. Due to safety concerns, they cannot not have a door facing Sylvan Avenue. Due to not being able to meet this requirement, it is proposed to omit this requirement from Subdistrict 2D.

Sec.51P-714.118(d)(1)(A) would read, In Subdistrict 2D, office uses may obtain a waiver from the Director for the building orientation requirement defined in Sec.51P-714.118(d)(1), based on the unique character of the proposed use.

This development also wants to follow 1C and obtain the same exception. Sec.51P-714.118(f)(4) would read, Except in Subdistricts 1C and 2D, street-facing facades of all buildings other than accessory buildings must be visually divided into a base, a middle, and a top. The base must be at least two feet above grade and distinguished from the middle by a change of materials, horizontal banding, change of color, or change of plane. The top must be distinguished from the middle by cornice treatments, roof overhangs with brackets, stepped parapets, corbeling, textured materials, or differently colored materials. Color bands are not acceptable as the only treatment for the top.

In order for the proposed development to be compliant the text concerning the street-facing facades of nonresidential uses and the ratio of windows and doors must be amended. The applicant is asking that for Subdistrict 2D, at least 10 percent, but no more than 80 percent, of street-facing nonresidential uses must be windows and doors. This differs from Subdistrict 1C in that they must provide 20 percent but no more than 80 percent.

Once again for building story compliance the text must be amended in order for the applicant to develop what is proposed on the attached site plan. The applicant would like the text to be amended to exclude Subdistrict 2D from the requirement of any buildings less than two stories having to provide 30 percent of the street-facing facade must be masonry. Also instead of considering this façade calculation per building, the text is proposed to be amended to read that the calculation is based on the total area of street-facing façade per street frontage. Sec.51P-714.118(f)(10) would read, Except in Subdistrict 2D, if a building is two stories or less, 30 percent of the street-facing façade, excluding fenestration, must be masonry. If the building is more than two stories, 100 percent of the first-story street-facing façade, excluding fenestration, must be masonry. In Subdistrict 1C, metal and stucco are allowed in addition to masonry on up to 50 percent of the total area of street-facing façade per street frontage. In Subdistrict 2D, metal and stucco are allowed in addition to masonry on up to 80 percent of the total area of street-facing per street frontage.

This development would also like to mimic Subdistrict 1C and limit the amount of metal that is allowed. It is proposed that Subdistrict 2D be added to this text section. Sec.51P-714.118(h)(3)(A) would read, Glass is allowed. In Subdistrict 1C, no more than 50 percent of the total area of street-facing façade per street frontage may be metal panels. In Subdistrict 2D, no more than 90 percent of the total area of street-facing façade per street frontage may be metal panels.

The site is surrounded by a mix of uses, heavily influenced by office, retail, and lodging (Belmont Hotel) along the Fort Worth Avenue alignment through this area. Multifamily uses are developed to the east and southwest. As noted above, established residential areas consisting of existing single family dwellings, along with existing and under

construction multifamily developments are anticipated north of Fort Worth Avenue, on property abutting the eastern line of Sylvan and IH-30, east of this site.

Parking:

The applicant is proposing a parking ratio reduction from 1 parking space per 333 square feet of office use to 1 parking space per 500 square feet of the following office uses: alternative financial establishment, financial institution without drive-in window, financial institution with drive-in window, and office. This reduction is being proposed because the structure has a large atrium that opens up to the second floor, and per the applicant, tenants have abnormally large offices which leads to low density within the building.

If the site is parked per the current PDD conditions the parking analysis would be as follows:

Use	Square Footage	Ratio	Required Parking
Existing Office	32,434	333	97
Bldg A – Office	3,383	333	10
Bldg B – Retail	3,216	200	16
Bldg C - Restaurant	4,101	125	33
		Total Required	156
		Total Provided	91
		Deficient On Site	65

If the parking ratio remains the same both lots, the existing office (1881 Sylvan) and the new construction lot (1861 Sylvan) will have to complete remote parking agreements ideally with a property that has available parking within 600 feet of the area of request. Two remote parking agreements would have to be completed, one per lot, to acquire this deficient parking in order to meet the parking demands of the development at 1881 and 1861 Sylvan Avenue.

If the parking ratio for office uses are reduced, the parking analysis would be as follows:

Use	Square Footage	Ratio	Required Parking
Existing Office	32,434	500	65
Bldg A – Office	3,383	500	7
Bldg B – Retail	3,216	200	16
Bldg C - Restaurant	4,101	125	33
		Total Required	121
		Total Provided	91
		Deficient On Site	30

Parking agreements would still need to be executed, but it would be for an amount of 30 off-street parking spaces, not 65 as detailed above. All of this documentation would be processed and reviewed at our Building Inspection office. All documents must be executed, filed and recorded prior to issuance of permits for construction

Landscaping:

Landscaping must be installed per Sec.51P-714.114, with the following proposed modifications below.

1) To allow small tree species to be used for the street tree requirement. This development wants to mimic the development located across Sylvan Avenue which is zoned PDD No. 714 Subdistrict 1C. Due to overhead utilities in Subdistrict 1C, along Forth Worth Avenue, development is allowed to use small tree types to meet the street tree requirement. Subdistrict 2D has the same overhead utility issues along Fort Worth Avenue and proposed to amend the text to allow 2D to also install small tree types, as listed in Section 51P-714.114(c)(5) in lieu of street trees.

2) Revise text to allow screening material to be located in the right-of-way. The proposed development is meeting the requirements of this section, but this screening is located in the right-of-way, where currently the text will not give credit for compliance. Sec.51P-714.116(b)(1)(A) would state, In Subdistrict 2D, parking lot screening may be located in the parkway.

List of Partners/Principals/Officers

Augustus Investments GP, LLC

Sole Member: Oaxaca Interests, LLC

President: Brent Jackson

PROPOSED PDD CONDITIONS

ARTICLE 714.

PD 714.

West Commerce Street/Fort Worth Avenue Special Purpose District

SEC. 51P-714.101. LEGISLATIVE HISTORY.

PD 714 was established by Ordinance No. 25898, passed by the Dallas City Council on February 23, 2005. (Ord. 25898)

SEC. 51P-714.102. PROPERTY LOCATION AND SIZE.

-71

PD 714 is established on property located north and south of West Commerce Street and Fort Worth Avenue from North Beckley Avenue to Westmoreland Road. The size of PD 714 is approximately 248.9 acres. (Ord. Nos. 25898; 26876; 27056; 28505)

SEC. 51P-714.103. CREATION OF SUBDISTRICTS.

(a) This district is divided into the following subdistricts:

(1) Subdistrict 1. This subdistrict is for medium density mixed-use development that respects existing businesses but gives incentive for new mid-rise commercial and residential development. Development should support West Commerce Street as the gateway from downtown into the area, and strengthen the Sylvan Avenue-Fort Worth Avenue intersection as a retail anchor. New development should support future light rail along the northern edge of the subdistrict. Preserving historic buildings through adaptive re-use is a priority. This subdistrict will be the most densely developed urban subdistrict due to its proximity to the Trinity River and downtown. The mix of uses should lean more too commercial, although residential development is essential to the success of the mixed uses. Buildings should front the street with broad sidewalks. Street trees should line the street edge. On-street parking should be parallel parking along West Commerce Street and Fort Worth Avenue. Off-street parking should be provided behind buildings or in parking structures and shared between adjacent lots. This subdistrict should have an overall urban feel, but still provide pedestrian amenities. Subdistricts 1A, 1B, and 1C have maximum building heights and maximum stories that reflect the rising topography and protect the downtown view. Buildings should have minimum or no setbacks, with commercial and retail uses at the ground level and office and residential above. Pedestrian protections from traffic, such as street trees, planters, and crosswalks, are desired. Subdistricts 1A, 1B, and 1C are part of Subdistrict 1. Except as provided in this article, Subdistrict 1 regulations apply in Subdistricts 1A, 1B, and 1C.

(2) Subdistrict 2. Subdistrict 2 is a mixed-use subdistrict that consists predominately of residential uses, but with some small retail and office uses. Because residential neighborhoods are adjacent to the subdistrict, it should be more serene than other subdistricts. New development should strengthen the existing residential neighborhoods and help to create a pedestrian-friendly environment. North Edgefield Avenue should connect the north and the south neighborhoods. Pedestrian protections from traffic, such as on-street parking, street trees, and parkways, are desired. Buildings should have minimum or no setbacks. Building heights are controlled separately in Subdistricts 2A, 2B, 2C, and 2D to optimize medium density residential development, preserve downtown views, and be sensitive to the existing single-family neighborhood to the north. Preserving historic buildings through adaptive re-use is a priority. Subdistricts 2A, 2B, 2C, and 2D are part of Subdistrict 2. Subdistrict 2 regulations apply in Subdistricts 2A, 2B, 2C, and 2D unless otherwise indicated.

(3) Subdistrict 3. Subdistrict 3 is a mixed-use subdistrict primarily developed with commercial and retail uses, but with some residential uses. Retail and commercial areas should be strengthened with more varied uses. New development should include residential uses and vertical stacking of uses for more efficient land use resulting in activity throughout the day and night. Buildings should have minimum or no setbacks. Off-street parking should be provided behind buildings and shared between neighboring lots. Use of traffic calming elements such as median plantings, on-street parking, street trees, broad sidewalks, and low-to-mid-rise buildings is desirable. Development should strive to create a village center accessible by pedestrians, bicycles, mass transit, and cars. Land uses are controlled separately in Subdistricts 3A and 3B to be sensitive to residential neighborhoods.

(4) Subdistrict 4. Subdistrict 4 is a mixed-use subdistrict dominated by multifamily uses. While commercial and retail uses are encouraged at street level, maintenance of the residential density is desired. Pedestrian protections from traffic, such as broad sidewalks, street trees, and crosswalks, are desired. New construction should be oriented to address the street front. Existing slip roads providing on-street parking and pedestrian amenities should be preserved. Building height, land use, and setbacks are controlled separately in Subdistricts 4A and 4B to encourage mixed use and townhouse development. Subdistricts 4A and 4B are part of Subdistrict 4. Subdistrict 4 regulations apply in Subdistricts 4A and 4B unless otherwise indicated.

(5) Subdistrict 5. Subdistrict 5 is a mixed-use district balanced with residential, commercial, and retail uses. New development should include vertical stacking of different uses to achieve more efficient land use and activity throughout the day and night. New development should also include a medium density residential component to strengthen surrounding residential neighborhoods and ensure the success of commercial and retail development. Building heights and uses are controlled to be sensitive to residential neighborhoods. New development should strengthen pedestrian connections on Fort Worth Avenue. Buildings should have minimum or no setbacks, with commercial and retail uses at the ground level and office and residential uses above. Off-street parking should be provided behind buildings and shared between neighboring lots. Pedestrian protections from traffic, such as broad

sidewalks, street trees, planters, and crosswalks, are a priority.

(b) Exhibit 714A is a map showing the boundaries of this district and its subdistricts. Exhibit 714B is a verbal description of the boundaries of this district and its subdistricts. In the event of a conflict between the graphic depiction in Exhibit 714A and the verbal description in Exhibit 714B, the verbal description in Exhibit 714B controls.

(c) This district is considered to be a mixed-use zoning district. (Ord. Nos. 25898; 26876; 27056; 27820; 28505)

SEC. 51P-714.104. DEFINITIONS.

Unless otherwise stated, the definitions in Chapter 51A apply to this article. In this district:

(1) BINGO PARLOR means a facility licensed for the conducting of bingo pursuant to Texas Occupation Code Chapter 2001, as amended.

(1.1) BUILD-TO ZONE means the area where a specified percentage of a street-facing building facade must be constructed on a lot.

(1.2) CERAMIC STUDIO means a studio containing kilns used to fire ceramics.

(2) DISTRICT means the entire planned development district (the West Commerce Street/Fort Worth Avenue Special Purpose District) created by this article.

(2.1) ELECTRICAL VEHICLE CHARGING STATION means a dedicated parking area for vehicles that includes publicly accessible recharging equipment.

(3) FRONT FACADE means the primary building elevation facing the front yard.

(4) FULLY SIGHT-OBSCURING FENCE means a fence that provides complete visual separation. Fully sight-obscuring fences must be six feet high and 100 percent sight-obscuring. Fences must be constructed of one or more of the following: brick, concrete masonry (split or polished face only; no unfinished units or cinder block), stone, stucco, or wood. Landscaping with a minimum height of three feet must be provided on the street side of the fence. Landscaping must consist of hedge-like evergreen plant materials recommended for local area use by the building official. Landscaping must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Initial plantings must be capable of obtaining a solid appearance within three years. Plants must be placed 24 inches on center over the entire length of the bed unless a landscape architect recommends an alternative planting density that the building official determines is capable of providing a solid appearance within three years.

(4.1) GATEWAY PLAZA means a plaza in Permissible Building Area A of Subdistrict 1C as shown on the conceptual plan that marks the entrance to Subdistrict 1C by creating a sense of arrival and that incorporates a minimum of two of the following, which must be shown on an approved development plan:

(A) Public art.

(B) A prominent architectural feature that marks the corner through increased height such as a tower or monument.

(C) A visual enhancement such as a water feature, distinctive landscaping, or a display window.

(D) Site configuration that allows direct pedestrian access through the plaza and into the interior of Subdistrict 1C through the use of pedestrian passages or paseos.

(5) HIGH SCREEN means a landscape treatment that provides physical and visual separation between uses. Shrubs must form a six-foot-high screen that is 95 percent opaque year-round within three years of planting. Landscaping must consist of hedge-like evergreen plant materials recommended for local area use by the building official. Landscaping must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Plants must be placed 24 inches on center over the entire length of the bed unless a landscape architect recommends an alternative planting density that the building official determines is capable of providing a solid appearance within three years. Ground cover plants must cover the remainder of the landscaped area. If a wall or fence is also provided, it must be on the interior side of the high screen.

(6) LIVE/WORK UNIT means an interior space with street-level access that combines residential with office or retail and personal service uses.

(7) LOW SCREEN means a landscape treatment that provides physical separation between uses. Shrubs must form a three-foot-high screen that is 95 percent opaque year-round within three years of planting. Landscaping must consist of hedge-like evergreen plant materials recommended for local area use by the building official. Landscaping must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Plants must be placed 24 inches on center over the entire length of the bed unless a landscape architect recommends an alternative planting density that the building official determines is capable of providing a solid appearance within three years. Ground cover plants must cover the remainder of the landscaped area. A three-foot-high masonry wall may be substituted, but ground cover plants are still required. A berm may be substituted. The berm must be planted with turf grass or groundcover recommended for local area use by the building official. The berm may not have a slope that exceeds one foot of height per three feet of width. If a wall or fence is provided in addition to shrubs or a berm, it must be on the interior side of the shrubs or berm.

(8) MAJOR MODIFICATION means reconstruction, alteration, or renovation of an original building that exceeds 50 percent of the value of the original building assessed by the Dallas Central Appraisal District or any increase in floor area of an original building by 50 percent or more. With regard to streets and sidewalks, MAJOR MODIFICATION means reconstruction, alteration, or renovation that exceeds 50 percent of the surface area of that street or sidewalk segment.

(9) MASSAGE ESTABLISHMENT means any building, room, place, or establishment, other than a regularly licensed hospital, where manipulated massage or manipulated exercises are practiced upon the human body by anyone not a duly licensed physician or chiropractor whether with or without the use of mechanical, therapeutic, or bathing devices, and includes Turkish bathhouses. This term does not include duly licensed beauty parlors or barbershops or a place wherein registered physical therapists treat only patients recommended by a licensed physician and operated only under the physician's direction. MASSAGE means any process consisting of kneading, rubbing, or otherwise manipulating the skin of the body of a human being, either with the hand or by means of electrical instruments or apparatus, or other special apparatus, but does not include massage by duly licensed physicians and chiropractors, massage by registered physical therapists who treat only patients recommended by a licensed physician and who operate only under the physician's direction, or massage of the face practiced by beauty parlors or barbershops duly licensed under the penal code of the state.

(9.1) MICRO-BREWERY OR MICRO-WINERY means a facility that produces no more than 15,000 barrels of beer or wine, as defined in the Texas Alcoholic Beverage Code, per year for sale or distribution on or off the premises.

(9.2) MICRO-DISTILLERY means a facility that manufactures no more than 250,000 gallons of distilled spirits, as defined in the Texas Alcoholic Beverage Code, per year for sale or distribution on or off premises.

(10) MIXED-USE PROJECT means a development containing uses in two or more of the following categories, and with the combined floor areas of the uses in each category equaling or exceeding the following percentages of the total floor area of the project:

<u>Use category</u>	<u>Percentage of total floor area</u>
Lodging	10%
Office	15%
Residential	10%
Retail and personal service	5%

(11) NEW CONSTRUCTION means construction of a main structure that did not exist on February 23, 2005, the date of the establishment of this special purpose district. With regard to streets and sidewalks, NEW CONSTRUCTION means construction of a street or sidewalk that did not exist on February 23, 2005.

(12) ORIGINAL BUILDING means a structure existing on February 23, 2005, but does not include a structure that has undergone a major modification.

(13) PARTIALLY SIGHT-OBSCURING FENCE means a fence that provides partial visual separation. Partially sight-obscuring fences must be six feet high and at least 50 percent sight-obscuring. Fences must be constructed of one or more of the following: brick, concrete masonry (split or polished face only; no unfinished units or cinder block), stone, stucco, wood, or wrought iron. Landscaping with a minimum height of three feet must be provided on the street side of the fence. Landscaping must consist of hedge-like evergreen plant materials recommended for local area use by the building official. Landscaping must be located in a bed that is at least three feet wide with a minimum soil depth of 24 inches. Initial plantings must be capable of obtaining a solid appearance within three years. Plants must be placed 24 inches on center over the entire length of the bed unless a landscape architect recommends an alternative planting density that the building official determines is capable of providing a solid appearance within three years.

(13.1) PHOTOGRAPHY STUDIO means a facility for taking and processing photographs. This does not include a bulk photography processing plant.

(13.2) PEDESTRIAN ZONE means the area between the back-of-curb and the building facade, which is intended for sidewalks, planting areas, outdoor eating areas, and pedestrian amenities.

(14) PIERCING SALON means a facility in which body piercing is performed. BODY PIERCING means the creation of an opening in an individual's body, other than in an individual's earlobe, to insert jewelry or another decoration.

(14.1) REQUIRED FRONTAGE means the percentage of the street-facing facade that must be located within the build-to zone.

(14.2) SPECIAL COMMUNITY ACTIVITY means a temporary event or gathering such as:

(A) sale of merchandise, food, or beverages;

(B) art shows or craft shows; or

(C) outdoor shows, concerts, exhibits, or exhibitions that may also involve erection of a tent; installation of a stage, bandshell, trailer, van, portable building, grandstand, or bleachers; placement of portable toilets; or placement of temporary no-parking, directional, over-size, or identification signs or banners.

(14.3) SPECIAL TEMPORARY RETAIL USE means an outdoor temporary facility for the retail sale of seasonal products such as food, Christmas trees, and live plants.

(15) **STREET CAR/TROLLEY SHELTER** means a structure which affords protection from the weather to persons who are waiting to board a publically-owned or franchised street car or trolley.

(16) **SUBDISTRICT** means one of the subdistricts referred to in Section 51P-714.103 of this article.

(17) **TATTOO STUDIO** means an establishment in which tattooing is performed. **TATTOOING** means the practice of producing an indelible mark or figure on the human body by scarring or inserting a pigment under the skin using needles, scalpels, or other related equipment.

(18) **VISIBILITY TRIANGLE** means the portion of a corner lot within a triangular area formed by connecting together the point of intersection of adjacent street curb lines (or, if there are no street curbs, what would be the normal street curb lines) and points on each of the street curb lines 30 feet from the intersection. **VISIBILITY TRIANGLE** means the portion of a lot within a triangular area formed by connecting together the point of intersection of the edge of a driveway or alley and an adjacent street curb line (or, if there is no street curb, what would be the normal street curb line) and points on driveway or alley edge and the street curb line 20 feet from the intersection.

(19) **WRECKER SERVICE** means a facility for the parking or storage of vehicle tow trucks. (Ord. Nos. 25898; 27820; 28470; 28505)

SEC. 51P-714.105. INTERPRETATIONS.

(a) Unless otherwise stated, all references to articles, divisions, or sections in this article are references to articles, divisions, or sections in Chapter 51A.

(b) Section 51A-2.101, “Interpretations,” applies to this article.

(c) The following rules apply in interpreting the use regulations in this article:

(1) The absence of a symbol appearing after a listed use means that the use is permitted by right.

(2) The symbol **[L]** appearing after a listed use means that the use is permitted by right as a limited use only. (For more information regarding limited uses, see Section 51A-4.218, “Limited Uses.”)

(3) The symbol **[SUP]** appearing after a listed use means that the use is permitted by specific use permit only. [“SUP” means “specific use permit.” For more information regarding specific use permits, see Section 51A-4.219, “Specific Use Permit (SUP).”]

(4) The symbol **[DIR]** appearing after a listed use means that a site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803, “Site Plan Review.” (“DIR” means “development impact review.” For more information regarding development impact review generally, see Division 51A-4.800, “Development Impact Review.”)

(5) The symbol **[RAR]** appearing after a listed use means that, if the use has a residential adjacency as defined in Section 51A-4.803, “Site Plan Review,” a site plan must be submitted and approved in accordance with the requirements of that section. (“RAR” means “residential adjacency review.” For more information regarding residential adjacency review generally, see Division 51A-4.800, “Development Impact Review.”)

(d) If there is a conflict, the text of this article controls over any charts, exhibits, graphic displays, or maps. (Ord. 25898)

SEC. 51P-714.105.1. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit 714A: Subdistrict boundary map.
- (2) Exhibit 714B: Verbal description of the district and subdistrict boundaries.
- (3) Exhibit 714C: Native and adapted xeriscape plants.
- (4) Exhibit 714D: Main and accessory land use chart.
- (5) Exhibit 714E: Development standards chart.
- (6) Exhibit 714F: Street diagrams and landscaping.
- (7) Exhibit 714G: Residential proximity slope illustration.
- (8) Exhibit 714H: Residential proximity slope illustration for Subdistrict 4A.
- (9) Exhibit 714I: Subdistrict 1C conceptual plan. (Ord. 28505)

SEC. 51P-714.106. CONCEPTUAL PLAN.

- (a) Except for Subdistrict 1C, there is no conceptual plan for this district.
- (b) The Fort Worth Avenue Corridor Land Use and Urban Design Study should be consulted for goals, objectives, policy statements, and recommendations for development of this district.
- (c) The West Dallas Urban Structure and Guidelines should be consulted for goals, objectives, policy statements, and recommendations for development of Subdistricts 1C.
- (d) Development and use of Subdistrict 1C must comply with the Subdistrict 1C conceptual plan (Exhibit 714I). (Ord. Nos. 25898; 28505)

SEC. 51P-714.107. DEVELOPMENT PLAN.

- (a) Except for Subdistrict 1C, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.
- (b) A development plan must be approved by the city plan commission before the issuance of any building permit to authorized work in Subdistrict 1C. If there is a conflict between the text of this article and the development plan, the text of this article controls.
- (c) For Subdistrict 1C, each development plan must comply with the requirements for a development plan listed in Section 51A-4.702 and include a tabulation box that includes:
 - (1) existing, proposed, and total floor area for all Permissible Building Areas;
 - (2) required and provided off-street parking for all permitted uses; and
 - (3) detail for all special temporary retail uses, inclusive of land area for each and required off-street parking; date of issuance of certificate(s) of occupancy, any 30-day extensions (noting revised off-street parking requirement for more than one 30-day extension). In lieu of a minor amendment to a development plan to comply with paragraph, an analysis may be submitted for approval by the director that contains the information required by this paragraph. (Ord. Nos. 25898; 28505)

SEC. 51P-714.108. USE REGULATIONS AND DEVELOPMENT STANDARDS IN SUBDISTRICT NOS. 1A AND 1B.

- (a) Uses. The following listed uses are the only main uses permitted in this subdistrict:

(1) Agricultural uses.

- Crop production.

(2) Commercial and business service uses.

- Building repair or maintenance shop.
- Catering service.
- Custom business services.
- Custom woodworking, furniture construction, or repair.
- Electronics service center.
- Job or lithographic printing.
- Machine or welding shop.
- Medical or scientific laboratory.
- Tool or equipment rental. *[Limited to 3,500 square feet.]*
- Vehicle or engine repair or maintenance. *[SUP]*

(3) Industrial uses.

- Industrial (inside) not potentially incompatible. *[SUP]*
- Industrial (inside) for light manufacturing.
- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(4) Institutional and community service uses.

- Adult day care facility.
- Cemetery or mausoleum. *[SUP]*
- Child-care facility.
- Church.
- College, university, or seminary.
- Community service center. *[SUP]*
- Convalescent and nursing homes, hospice care, and related institutions. *[RAR]*
- Convent or monastery.
- Hospital. *[RAR]*
- Library, art gallery, or museum.
- Open-enrollment charter school. *[SUP]*
- Private school. *[SUP]*
- Public school. *[SUP]*

(5) Lodging uses.

- Extended stay hotel or motel. *[SUP]*

- Hotel or motel. *[SUP if 60 or fewer guest rooms.]*
- (6) Miscellaneous uses.
 - Temporary construction or sales office.
- (7) Office uses.
 - Financial institution without drive-in window.
 - Financial institution with drive-in window. *[DIR]*
 - Medical clinic or ambulatory surgical center.
 - Office.
- (8) Recreation uses.
 - Country club with private membership.
 - Private recreation center, club, or area.
 - Public park, playground, or golf course.
- (9) Residential uses.
 - College dormitory, fraternity, or sorority house.
 - Multifamily. *[Only as a component of a mixed-use project.]*
 - Retirement housing. *[RAR]*
 - Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures.]*
- (10) Retail and personal service uses.
 - Animal shelter or clinic without outside runs. *[RAR]*
 - Auto service center. *[SUP]*
 - Business school.
 - Commercial amusement (inside). *[SUP] [Bingo parlor, billiard hall, class E dance hall, and motor track prohibited.]*
 - Commercial parking lot or garage. *[SUP]*
 - Dry cleaning or laundry store.
 - Furniture store.
 - General merchandise or food store 3,500 square feet or less.
 - General merchandise or food store greater than 3,500 square feet.
 - Home improvement center, lumber, brick, or building materials sales yard. *[SUP]*
 - Household equipment and appliance repair.
 - Motor vehicle fueling station.
 - Nursery, garden shop, or plant sales.

- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Restaurant with drive-in or drive-through service. *[DIR]*
- Temporary retail use.
- Theater.

(11) Transportation uses.

- Private street or alley. *[SUP]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation.
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office.
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Office showroom/warehouse.
- Recycling drop-off container. *[See Section 51A-4.213(11.2).]*
- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
- Trade center. *[SUP]*
- Warehouse.
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, "Accessory Uses." For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory uses are permitted only by SUP:

- Accessory helistop.

(3) In this subdistrict, the following accessory uses are not permitted:

- Accessory medical/infectious waste incinerator.
- Accessory pathological waste incinerator.
- Amateur communication tower.
- General waste incinerator.
- Private stable.
- Pedestrian skybridges.

(4) In this subdistrict, the following accessory use is permitted only with a fully sight-obscuring fence or a high screen on any side visible from a street:

- Accessory outside storage.

(c) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

(A) Minimum front yard is six feet. At least 50 percent of the front facade must be at the minimum front yard setback.

(B) Maximum front yard is 15 feet.

(C) An additional 20-foot front yard setback is required for that portion of a structure above 45 feet in height.

(2) Side and rear yard.

(A) Except as provided in Subparagraph (B), no minimum side and rear yard.

(B) 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.

(3) Density.

(A) No maximum dwelling unit density.

(B) Minimum dwelling unit size is 450 square feet.

(4) Floor area ratio. Maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed-use project. The second column (MUP=2/no res.) is the FAR for a mixed-use project with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a mixed-use project with a mix of residential plus one other use category. The fourth column (MUP=3/with res.) is the FAR for a mixed-use project with a mix of residential plus two or more other use categories. A mixed-use project with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (with res.)
Lodging		1.6	2.5	3.0
Office		1.6	2.5	3.0
Residential		1.6	--	3.0
Retail and Personal service		1.0	1.1	1.2
Total		--	2.5	3.0

(5) Height.

(A) Maximum structure height in Subdistrict 1A is 145 feet.

(B) Maximum structure height in Subdistrict 1B is 40 feet.

(6) Lot coverage.

(A) Maximum lot coverage is 80 percent.

(B) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories.

(A) Maximum number of stories above grade in Subdistrict 1A is 11.

(B) Maximum number of stories above grade in Subdistrict 1B is three.

(C) Parking garages are exempt from this paragraph, but must comply with the height regulations of Paragraph (5).

(d) Off-street parking and loading. See Section 51P-714.113, “Off-Street Parking and Loading.”

(e) Environmental performance standards. See Article VI.

(f) Landscape regulations. Except as modified in Section 51P-714.114, “Landscaping,” see Article X. (Ord. 25898)

**SEC. 51P-714.108.1 USE REGULATIONS AND DEVELOPMENT STANDARDS
IN SUBDISTRICT NO. 1C.**

(a) Main uses permitted. The following uses are the only main uses permitted in this subdistrict:

- (1) Agricultural uses.
 - Crop production.
- (2) Commercial and business service uses.
 - Building repair or maintenance shop.
 - Catering service.
 - Custom business services.
 - Custom woodworking, furniture construction, or repair.
 - Electronics service center.
 - Job or lithographic printing.
 - Machine or welding shop.
 - Medical or scientific laboratory.
 - Tool or equipment rental. *[Limited to 3,500 square feet of floor area.]*
 - Vehicle or engine repair or maintenance. *[SUP]*
- (3) Industrial uses.
 - Industrial (inside) not potentially incompatible. *[SUP]*
 - Industrial (inside) for light manufacturing.
 - Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*
- (4) Institutional and community service uses.
 - Adult day care facility.
 - Cemetery or mausoleum. *[SUP]*
 - Child-care facility.
 - Church.

- College, university, or seminary.
 - Community service center.
 - Convalescent and nursing homes, hospice care, and related institutions. *[RAR]*
 - Convent or monastery.
 - Hospital. *[RAR]*
 - Library, art gallery, or museum.
 - Open-enrollment charter school. *[SUP]*
 - Private school. *[SUP]*
 - Public school. *[SUP]*
- (5) Lodging uses.
- Extended stay hotel or motel. *[SUP]*
 - Hotel or motel. *[SUP if 60 or fewer guest rooms.]*
- (6) Miscellaneous uses.
- Live/work unit.
 - Temporary construction or sales office.
- (7) Office uses.
- Financial institution without drive-in window.
 - Financial institution with drive-in window. *[Only within Permissible Building Area A1 as shown on the conceptual plan.]*
 - Medical clinic or ambulatory surgical center.
 - Office.
- (8) Recreation uses.
- Country club with private membership.
 - Private recreation center, club, or area.
 - Public park, playground, or golf course.
- (9) Residential uses.
- College dormitory, fraternity, or sorority house.
 - Multifamily. *[Only as a component of a mixed-use project.]*
 - Retirement housing. *[RAR]*
 - Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures.]*

(10) Retail and personal service uses.

- Animal shelter or clinic without outside runs. *[RAR]*
- Auto service center. *[SUP]*
- Business school.
- Ceramic studio.
- Commercial amusement (inside). *[SUP] [Bingo parlor, billiard hall, class E dance hall, and motor track prohibited.]*
- Commercial parking lot or garage. *[SUP]*
- Dry cleaning or laundry store.
- Electrical vehicle charging station.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet.
- Home improvement center, lumber, brick, or building materials sales yard. *[SUP]*
- Household equipment and appliance repair.
- Micro-brewery or micro-winery.
- Micro-distillery.
- Motor vehicle fueling station. *[By SUP only within Permissible Building Area A1 as shown on the conceptual plan.]*
- Nursery, garden shop, or plant sales.
- Outside sales.
- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Restaurant with drive-in or drive-through service. *[DIR][Only within Permissible Building Area A1 as shown on the conceptual plan.]*
- Special community activity.
- Special temporary retail use.
- Theater.

(11) Transportation uses.

- Private street or alley. *[SUP]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation.
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office.
- Tower/antenna for cellular communication *[Mounted cellular antenna only]*.
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Office showroom/warehouse.
- Recycling drop-off container. *[SUP required if the requirements of Section 51A-4.213(11.2)(E) are not satisfied.]*
- Recycling drop-off for special occasion collection. *[SUP required if the requirements of Section 51A-4.213(11.3)(E) are not satisfied.]*
- Trade center. *[SUP]*
- Warehouse.
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, “Accessory Uses.” For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory use is permitted only by SUP:

- Accessory helistop.

(3) In this subdistrict, the following accessory uses are not permitted:

- Accessory medical/infectious waste incinerator.
- Accessory pathological waste incinerator.
- General waste incinerator.
- Pedestrian skybridge.
- Private stable.

— (c) Uses with drive-in or drive-through service. Uses with drive-in or drive-through service are only allowed in Permissible Building Area A1 as shown on the conceptual plan.

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(d) Nonresidential uses in Permissible Building Area E. In Permissible Building Area E, as shown on the conceptual plan, nonresidential uses are only permitted on the ground floor of a multi-story structure if multifamily uses are located on the upper floors. Multifamily uses may be located on any floor of a multi-story structure.

(e) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

(A) Building placement within the front yard is required as follows:

	Permissible Building Area		Permissible Building Area B	Permissible Building Area C	Permissible Building Area D
	A	A1			
Build-to zone (min/max)	6.5 feet/ 12 feet	NA	6.5 feet/ 12 feet	0 feet/ 15 feet	0 feet/ 12 feet
Maximum setback	20 feet, except as provided in Subparagraph (B)	35 feet	20 feet	20 feet	20 feet
Required frontage	70%* (Not including angled portion of building)	NA	70%*	65%*	80%*

*covered patios and porches that are integral to the structure of the building may count toward compliance with the required frontage requirement.

(B) If a gateway plaza is provided, maximum front yard setback is 35 feet in Permissible Building Area A.

(C) Awnings may encroach into the required front yard setback

provided that the awning and any part of the structure supporting the awning provides for a minimum of eight feet vertical clear area above the ground.

(2) Side and rear yard. No minimum side and rear yard.

(3) Density. No maximum dwelling unit density.

(4) Floor area.

(A) Maximum floor area for all permitted uses combined is 323,000 square feet.

(B) Minimum floor area per dwelling unit is 450 square feet.

(C) Except for covered patios, structures with omitted walls including awnings, breezeways, canopies, covered walkways, porte-cocheres, sheds, and other structures without walls are not considered for purposes of floor area requirements. This includes any structure constructed within the open space, as shown on the conceptual plan, that is used for pedestrian amenities, special community activities, or special temporary retail uses.

(5) Height.

(A) Unless further restricted under this paragraph, maximum structure height, inclusive of rooftop patios is:

(i) 40 feet for occupied floor area within Permissible Building Areas A, B, C, D, and F.

(ii) 70 feet for occupied floor area Permissible Building Area E.

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

(C) Chimneys and structures listed in Section 51A-4.408(a) (2) may project 12 feet above the maximum structure height for occupied floor area.

(D) Parapet walls may not exceed seven feet above the maximum structure height for occupied floor area.

(E) Structured parking is considered occupied floor area for purposes of maximum structure height.

(F) Maximum stacking height for accessory outside storage in conjunction with a special temporary retail use is six feet.

(6) Lot coverage. Maximum lot coverage is 80 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories. No maximum number of stories.

(f) Off-street parking and loading.

(1) Except as provided in this subsection, parking must comply with Section 51P-714.113. If there is a conflict between Section 51P-714.113 and this subsection, this subsection controls.

(A) Off-street parking is required for any covered rooftop patio, rooftop garden, and other rooftop facility.

(B) For a ceramic studio, one off-street parking space for each 200 square feet of floor area.

(C) For an electrical vehicle charging station, no required off-street parking. This use may not take up off-street parking spaces that are required for any other use in this subdistrict.

(D) For a live/work unit, one space per bedroom up to a maximum of two spaces plus one space for each 200 square feet of floor area for office_uses and retail and personal service uses within each dwelling unit.

(E) For a micro-brewery or micro-winery, one off-street parking space for each 500 square feet of floor area used for the manufacture of alcoholic beverages, and one space for each 100 square feet of floor area for the remainder of the use.

(F) For a micro-distillery, one off-street parking space for each 500 square feet of floor area used for the manufacture of alcoholic beverages, and one space for each 100 square feet of floor area for the remainder of the use.

(G) For a special community activity, no required off-street parking.

(H) For a special temporary retail use, except as provided in this subparagraph, one space for each 500 square feet of land area. Accessory outside storage requires no off-street parking.

(i) Prior to application for issuance of a second 30 day extension for a temporary certificate of occupancy, one space for each 200 square feet of land area.

(ii) Required parking for a special temporary retail use may not utilize any required parking spaces for other uses in this subdistrict.

(2) Off-street parking for any use within Subdistrict 1C may be located anywhere within Subdistrict 1C.

(3) Total required off-street parking for all uses in Subdistrict 1C may be reduced by 20 percent if at least 10 percent of the total floor area within this subdistrict is residential use and at least 10 percent of the total floor area within this subdistrict is retail and personal service use or office use. For purposes of calculating parking within Subdistrict 1C, this parking reduction may be calculated at the time of development plan approval. The mixed-use shared parking reduction in Section 51P-714.113(i) may not be used in Subdistrict 1C.

(4) In Subdistrict 1C, bicycle parking for a minimum of 20 bicycles must be provided. This bicycle parking may be provided at one or more locations anywhere within Subdistrict 1C and may be shared by all uses within Subdistrict 1C.

(5) Within Permissible Building Areas A, B, C, and D, as shown on the conceptual plan, off-street parking may not be located between the front of a building and the right-of-way line of a public street.

(6) Uncovered rooftop parking areas are prohibited.

(7) Except for covered patios, structures with omitted walls including awnings, breezeways, canopies, covered walkways, porte-cocheres, sheds, and other structures without walls are not considered floor area for purposes of parking requirements. This includes any structure constructed within the open space, as shown on the conceptual plan, that is used for pedestrian amenities, special community activities, or special temporary retail uses.

(g) Construction and maintenance provisions for off-street parking.

(1) The surface of a parking space, maneuvering area, or driveway that connects to a street or alley must consist of:

(A) concrete paving;

(B) hot mix asphalt paving which consists of a binder and surface course; or

(C) a material of similar characteristics that is approved by the building official.

(2) At least 25 percent of the total paving surface, in the aggregate, used for unenclosed parking spaces, non-fire lane maneuvering areas for parking, and non-fire lane driveways must consist of a permeable material. Permeable material includes, but is not limited to, decomposed granite.

(h) Pedestrian amenities. Pedestrian amenities including bicycle racks, benches, and trash receptacles, must be provided along the Sylvan Avenue and Ft. Worth Avenue frontages. These pedestrian amenities may be located within public rights-of-way. Minimum pedestrian amenities must be provided as follows:

(1) Two groupings of bicycle racks, each containing spaces for no fewer than six bicycles, must be provided along Sylvan Avenue. One bicycle rack containing spaces for no fewer than six bicycles must be provided along Ft. Worth Avenue.

(2) Three trash receptacles must be provided along Sylvan Avenue. Two trash receptacles must be provided along Ft. Worth Avenue.

(3) Three benches must be provided along Sylvan Avenue. Two benches must be provided along Ft. Worth Avenue.

(i) Open space. At least 4,000 square feet of open space must be provided. The open space must be a contiguous open area of not less than 25 feet in width or length. Area within maximum setbacks may not be counted toward the minimum open space requirement. Open space must be primarily open to the sky, but structures that are not fully enclosed such as colonnades, pergolas, and gazebos are allowed. Open space must be accessible to all residential and nonresidential occupants of Subdistrict 1C (or to the general public if dedicated as public open space).

(j) Environmental performance standards. See Article VI.

(k) Landscape regulations. Except as provided in Section 51P-714.114, "Landscaping," see Article X.

(l) Roadway improvements. Before the final inspection of the 226th residential dwelling unit and the issuance of a certificate of occupancy for 49,694 square feet of nonresidential floor area, the following improvements must be completed. Driveway designation is shown on the conceptual plan.

(1) At Driveway 1, proposed ingress/egress along the westbound access road for IH-30, with design and construction subject to approval from the Texas Department of Transportation.

(2) Signalization at Driveway 3, with design and construction approved by the Director of Public Works/Transportation.

(3) A dedicated left-turn lane into Driveway 3, with design and construction approved by the Department of Sustainable Development and Construction. (Ord. 28505)

**SEC. 51P-714.109. USE REGULATIONS AND DEVELOPMENT STANDARDS
IN SUBDISTRICT NO. 2.**

(a) Uses. The following listed uses are the only main uses permitted in this subdistrict:

(1) Agricultural uses.

-- Crop production.

(2) Commercial and business service uses.

-- Catering service.

-- Custom business services. *[Subdistricts 2A & 2B only.]*

-- Custom woodworking, furniture construction, or repair.
[Subdistrict 2A only.]

-- Job or lithographic printing.

(3) Industrial uses.

-- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(4) Institutional and community service uses.

-- Adult day care facility.

-- Cemetery or mausoleum. *[SUP]*

-- Child-care facility.

-- Church.

-- College, university, or seminary.

-- Community service center. *[SUP]*

-- Convalescent and nursing homes, hospice care, and related institutions. *[SUP]*

-- Convent or monastery. *[SUP]*

-- Library, art gallery, or museum.

-- Open-enrollment charter school. *[SUP]*

-- Private school. *[SUP]*

-- Public school. *[SUP]*

(5) Lodging uses.

-- Extended stay hotel or motel. *[SUP]*

-- Hotel or motel. *[SUP]*

(6) Miscellaneous uses.

- Temporary construction or sales office.

(7) Office uses.

- Financial institution without drive-in window.
- Financial institution with drive-in window. *[DIR]*
- Medical clinic or ambulatory surgical center.
- Office.

(8) Recreation uses.

- Country club with private membership. *[SUP]*
- Private recreation center, club, or area. *[RAR]*
- Public park, playground, or golf course.

(9) Residential uses.

- Multifamily. *[Only as a component of a mixed-use project.]*
- Retirement housing. *[RAR]*
- Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures. This provision does not apply to Subdistrict 2C.]*

(10) Retail and personal service uses.

- Animal shelter or clinic without outside runs. *[RAR]*
- Animal shelter or clinic with outside runs. *[By SUP, only in Subdistrict 2B.]*
- Commercial amusement (inside). *[By SUP, only in Subdistrict 2B.] [Bingo parlor, billiard hall, class E dance hall, and motor track prohibited.]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- Household equipment and appliance repair.
- Motor vehicle fueling station. *[RAR]*
- Nursery, garden shop, or plant sales.
- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Photography studio. *[Only in Subdistrict 2C.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Temporary retail use.

(11) Transportation uses.

- Private street or alley. *[SUP]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation. *[SUP]*
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office. *[SUP]*
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Mini-warehouse. *[SUP]*
- Recycling drop-off container. *[See Section 51A-4.213(11.2).]*
- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, "Accessory Uses." For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory uses are not permitted:

- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory outside storage.
- Accessory pathological waste incinerator.
- Amateur communication tower.
- General waste incinerator.
- Private stable.
- Pedestrian skybridges.

(c) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

(A) Except as provided in this paragraph, minimum front yard is 15 feet.

(B) Maximum front yard from Fort Worth Avenue is 60 feet, this provision does not apply to structures built prior to February of 2005.

(C) In Subdistrict 2D, minimum front yard setback is five feet. Steps, awnings, canopies, landings, trellis, retaining walls, and dumpsters are allowed to encroach into the front yard setback.

(D) In Subdistricts 2B and 2D, an additional 20-foot front yard setback is required for that portion of a structure above 45 feet in height.

(2) Side and rear yard.

(A) Except as provided in Subparagraphs (B) and (C), minimum side and rear yard is:

(i) 20 feet where adjacent to or directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district or a residential use (but not a mixed-use project with a residential component); and

(ii) no minimum in all other cases.

(B) 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.

(C) In Subdistrict 2C only, the side and rear yard is 7.5 feet. An additional 20-foot side and rear yard is required for a portion of a structure above 32 feet in height.

(3) Density.

(A) No maximum dwelling unit density.

(B) Minimum dwelling unit size is 450 square feet.

(4) Floor area ratio. Maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed-use project. The second column (MUP=2/no res.) is the FAR for a mixed-use project with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a mixed-use project with a mix of residential plus one other use category. The fourth column (MUP=3/with res.) is the FAR for a mixed-use project with a mix of residential plus two or more other use categories. A mixed-use project with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (with res.)
Lodging		1.6	2.5	3.0
Office		1.6	2.5	3.0
Residential		1.6	--	3.0
Retail and Personal service		1.0	1.1	1.2
Total		--	2.5	3.0

(5) Height.

(A) Residential proximity slope.

(i) In Subdistricts 2A and 2B, if any portion of a structure is over 26 feet in height, that portion may not be located above a residential proximity slope.

(ii) In Subdistrict 2C, if any portion of a structure is over 36 feet in height, that portion may not be located above a residential proximity slope. In Subdistrict 2C, the angle for projection for the residential proximity slope is a 1 to 1 slope.

(iii) Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(B) Maximum height.

(i) Maximum structure height in Subdistricts 2A and 2C is 60 feet.

(ii) Maximum structure height in Subdistrict 2B is 80 feet.

(6) Lot coverage.

(A) Maximum lot coverage is 80 percent.

(B) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories.

(A) Maximum number of stories above grade in Subdistricts 2A and 2C is four.

(B) Maximum number of stories above grade in Subdistrict 2B is six.

(C) Parking garages are exempt from this paragraph, but must comply with the height regulations of Paragraph (5).

(d) Off-street parking and loading.

(1) Except as provided in this subsection, see Section 51P-714.113, “Off-Street Parking and Loading.

(2) In Subdistrict 2C, the required parking for a photography studio is one space per 400 square feet of floor area.

(3) In Subdistrict 2C, stacked parking is allowed only for required residential parking, not for visitor parking.

(4) In Subdistrict 2D, maneuvering in the Chappel Street right-of-way to access off-street parking spaces abutting the right-of-way is permitted, subject to approval of the Streets Department.

(e) Environmental performance standards. See Article VI.

(f) Landscape regulations. Except as modified in Section 51P-714.114, “Landscaping,” see Article X. (Ord. Nos. 25898; 27056; 28470)

**SEC. 51P-714.110. USE REGULATIONS AND DEVELOPMENT STANDARDS
IN SUBDISTRICT NO. 3.**

(a) Uses. The following listed uses are the only main uses permitted in this subdistrict:

- (1) Agricultural uses.
 - Crop production.
- (2) Commercial and business service uses.
 - Catering service.
 - Custom woodworking, furniture construction, or repair.
- (3) Industrial uses.
 - Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*
- (4) Institutional and community service uses.
 - Adult day care facility.
 - Cemetery or mausoleum. *[SUP]*
 - Child-care facility.
 - Church.
 - College, university, or seminary.
 - Community service center. *[SUP]*
 - Convalescent and nursing homes, hospice care, and related institutions. *[RAR]*
 - Convent or monastery.
 - Library, art gallery, or museum.
 - Open-enrollment charter school. *[SUP]*
 - Private school. *[SUP]*
 - Public school. *[SUP]*
- (5) Lodging uses.
 - None permitted.
- (6) Miscellaneous uses.
 - Temporary construction or sales office.
- (7) Office uses.
 - Financial institution without drive-in window.
 - Financial institution with drive-in window. *[DIR]*
 - Medical clinic or ambulatory surgical center.
 - Office.

(8) Recreation uses.

- Country club with private membership.
- Private recreation center, club, or area.
- Public park, playground, or golf course.

(9) Residential uses.

- College dormitory, fraternity, or sorority house.
- Multifamily. *[Only as a component of a mixed-use project.]*
- Retirement housing. *[RAR]*
- Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures.]*

(10) Retail and personal service uses.

- Animal shelter or clinic without outside runs. *[RAR]*
- Auto service center. *[SUP]*
- Commercial amusement (inside). *[By SUP only.] [Bingo parlor, billiard hall, class E dance hall, and motor track prohibited.]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet.
- Household equipment and appliance repair.
- Motor vehicle fueling station.
- Nursery, garden shop, or plant sales.
- Pawn shop. *[Subdistrict 3A only.]*
- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Restaurant with drive-in or drive-through service. *[DIR]*
- Temporary retail use.
- Theater.

(11) Transportation uses.

- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation.
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office.
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Mini-warehouse. *[SUP]*
- Recycling drop-off container. *[See Section 51A-4.213(11.2).]*
- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, “Accessory Uses.” For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory uses are not permitted:

- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory outside storage.
- Accessory pathological waste incinerator.
- Amateur communication tower.
- General waste incinerator.
- Private stable.
- Pedestrian skybridges.

(c) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

(A) Minimum front yard is five feet. At least 50 percent of the front facade must be at the minimum front yard setback.

(B) Maximum front yard is 15 feet.

(2) Side and rear yard.

(A) Except as provided in Subparagraph (B), minimum side and rear yard is:

(i) 20 feet where adjacent to or directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district or a residential use (but not a mixed-use project with a residential component); and

(ii) no minimum in all other cases.

(B) 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.

(3) Density.

(A) No maximum dwelling unit density.

(B) Minimum dwelling unit size is 450 square feet.

(4) Floor area ratio. Maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed-use project. The second column (MUP=2/no res.) is the FAR for a mixed-use project with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a mixed-use project with a mix of residential plus one other use category. The fourth column (MUP=3/with res.) is the FAR for a mixed-use project with a mix of residential plus two or more other use categories. A mixed-use project with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (with res.)
Lodging		1.6	2.5	3.0
Office		1.6	2.5	3.0
Residential		1.6	--	3.0
Retail and Personal service		1.0	1.1	1.2
Total		--	2.5	3.0

(5) Height.

(A) 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. Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(B) Maximum height. Maximum structure height is 60 feet.

(6) Lot coverage.

(A) Maximum lot coverage is 80 percent.

(B) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories.

(A) Maximum number of stories above grade is four.

(B) Parking garages are exempt from this paragraph, but must comply with the height regulations of Paragraph (5).

(d) Off-street parking and loading. See Section 51P-714.113, “Off-Street Parking and Loading.”

(e) Environmental performance standards. See Article VI.

(f) Landscape regulations. Except as modified in Section 51P-714.114, “Landscaping,” see Article X. (Ord. 25898)

**SEC. 51P-714.111. USE REGULATIONS AND DEVELOPMENT STANDARDS
IN SUBDISTRICT NO. 4.**

(a) Uses. The following listed uses are the only main uses permitted in this subdistrict:

(1) Agricultural uses.

-- Crop production.

- (2) Commercial and business service uses.
 - Catering service.
 - Custom business services. *[Subdistrict 4A only.]*
- (3) Industrial uses.
 - Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*
- (4) Institutional and community service uses.
 - Adult day care facility.
 - Cemetery or mausoleum. *[SUP]*
 - Child-care facility.
 - Church.
 - College, university, or seminary.
 - Community service center. *[SUP]*
 - Convalescent and nursing homes, hospice care, and related institutions. *[SUP]*
 - Convent or monastery. *[SUP]*
 - Library, art gallery, or museum.
 - Open-enrollment charter school. *[SUP]*
 - Private school. *[SUP]*
 - Public school. *[SUP]*
- (5) Lodging uses.
 - Extended stay hotel or motel. *[SUP] [Subdistrict 4A only.]*
 - Hotel or motel. *[SUP] [Subdistrict 4A only.]*
- (6) Miscellaneous uses.
 - Temporary construction or sales office.
- (7) Office uses.
 - Financial institution without drive-in window.
 - Financial institution with drive-in window. *[DIR]*
 - Medical clinic or ambulatory surgical center.
 - Office.
- (8) Recreation uses.
 - Country club with private membership. *[SUP]*

- Private recreation center, club, or area. *[RAR]*
- Public park, playground, or golf course.

(9) Residential uses.

- Live/work unit. *[Subdistricts 4A and 4B only.] [The non-residential portion of a live/work unit is considered an office use or a retail and personal service use for purposes of a mixed-use project.]*
- Multifamily. *[Only as a component of a mixed-use project.] [In Subdistrict 4B, the sales/leasing office of a multifamily use is considered a retail and personal service use.]*
- Retirement housing. *[RAR]*
- Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures. In Subdistricts 4A and 4B, this only applies to single family structures located in the front yard setback area of Fort Worth Avenue. Single family detached structures are prohibited.]*

(10) Retail and personal service uses.

- Animal shelter or clinic without outside runs. *[SUP] [Subdistrict 4A only.]*
- Business school. *[Subdistrict 4A only.]*
- Commercial amusement inside. *[SUP] [Subdistrict 4A only. Bingo parlor, billiard hall, Class E dance hall, and motor track prohibited.]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet. *[Subdistrict 4A only.]*
- General merchandise or food store 100,000 square feet or more. *[SUP] [Subdistrict 4A only.]*
- Household equipment and appliance repair. *[Subdistrict 4A only.]*
- Motor vehicle fueling station. *[RAR] [Prohibited in Subdistrict 4B.]*
- Nursery, garden shop, or plant sales.
- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR] [In Subdistrict 4B, RAR not required if the restaurant has a floor area of 2,000 square feet or less.] [In Subdistrict 4B, SUP required if the restaurant has a floor area greater than 2,000 square feet.]*

- Restaurant with drive-in or drive-through service. *[DIR] [SUP in Subdistrict 4B.]*
- Temporary retail use.
- Theater. *[SUP] [Subdistrict 4A only.]*

(11) Transportation uses.

- Private street or alley. *[SUP]*
- Street car/trolley shelter. *[Subdistricts 4A and 4B only.]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation. *[SUP]*
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office. *[SUP]*
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Recycling drop-off container. *[See Section 51A-4.213(11.2).]*
- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, "Accessory Uses." For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory uses are not permitted:

- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory outside storage.
- Accessory pathological waste incinerator.
- Amateur communication tower.
- General waste incinerator.
- Private stable.

-- Pedestrian skybridges.

(c) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

(A) Minimum front yard.

(i) Except as provided in this subparagraph, minimum front yard is 15 feet.

(ii) Except as provided in this subparagraph, in Subdistricts 4A and 4B, no minimum front yard setback is required.

(iii) In Subdistrict 4B, minimum front yard setback from Colorado Boulevard and Walter Drive is five feet.

(B) Maximum front yard.

(i) Maximum front yard from Fort Worth Avenue is 50 feet.

(ii) Except as provided in this subparagraph, in Subdistricts 4A and 4B, maximum front yard is 50 feet.

(iii) In Subdistrict 4A, maximum front yard is 100 feet on all right-of-ways other than Fort Worth Avenue or rights-of-way adjacent to Fort Worth Avenue if no more than one row of off-street parking is located in the setback. In Subdistricts 4A and 4B, if a public right-of-way is dedicated adjacent to the existing Fort Worth Avenue right-of-way, maximum front yard is 50 feet measured from the Fort Worth Avenue right-of-way shown on the Subdistrict 4A and 4B existing Fort Worth Avenue right-of-way exhibit (Exhibit 714I).

(C) Setback areas. In Subdistricts 4A and 4B, structures fronting Fort Worth Avenue or a right-of-way dedicated adjacent to Fort Worth Avenue must be located within the Fort Worth Avenue setback area for at least 60 percent of the lot width. In Subdistrict 4A, structures fronting current or future right-of-way dedications must be located within the setback area for at least 60 percent of the lot width. In Subdistrict 4B, structures fronting Walter Drive or Colorado Boulevard must be located within the setback area for at least 60 percent of the street frontage width. The setback area is the area between the minimum and maximum front yard setbacks.

(D) Garage door. In Subdistricts 4A and 4B, a residential use may not have a garage door facing the front lot line.

(E) Street car/trolley shelter. In Subdistricts 4A and 4B, a street car/trolley shelter is exempt from the front yard requirements, but must be at least five feet from the edge of a roadway.

(2) Side and rear yard.

(A) Except as provided in Subparagraph (B), minimum side and rear yard is:

(i) 20 feet where adjacent to or directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district or a residential use (but not a mixed-use project with a residential component); and

(ii) no minimum in all other cases.

(B) Except in Subdistricts 4A and 4B, 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.

(C) In Subdistricts 4A and 4B, a carport is allowed within the side or rear yard setback. Carports must remain open. Storage of items other than motor vehicles within a carport is prohibited.

(D) In Subdistricts 4A and 4B, a streetcar/trolley shelter is exempt from the side and rear yard requirements, but must be at least five feet from the edge of a roadway.

(3) Density.

(A) No maximum dwelling unit density.

(B) Minimum dwelling unit size is 450 square feet.

(4) Floor area ratio.

(A) Maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed-use project. The second column (MUP=2/no res.) is the FAR for a mixed-use project with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a mixed-use project with a mix of residential plus one other use category. The fourth column (MUP=3/with res.) is the FAR for a mixed-use project with a mix of residential plus two or more

other use categories. A mixed-use project with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (with res.)
Lodging		1.6	2.5	3.0
Office		1.6	2.5	3.0
Residential		1.6	--	3.0
Retail and Personal service		1.0	1.1	1.2
Total		--	2.5	3.0

(B) A street car/trolley shelter is not counted as floor area.

(5) Height.

(A) Subdistrict A.

(i) 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. Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(ii) Maximum height. Maximum structure height is 180 feet.

(B) Subdistrict 4A.

(i) Residential proximity slope.

(aa) Except as otherwise provided in this subparagraph, if any portion of a structure is over 20 feet in height, that portion may not be located above a residential proximity slope. The residential proximity slope is a plane projected upward and outward at a one-to-two slope beginning at a point seven feet above grade at the site of origination, as shown on Exhibit 714G.

(bb) The residential proximity slope is infinite.

(cc) The residential proximity slope does not apply to a residential use 40 feet in height or less.

(dd) Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the residential proximity slope to a height not to exceed the

maximum structure height, or 12 feet above the residential proximity slope, whichever is less. Chimneys may project through the residential proximity slope to a height 12 feet above the residential proximity slope and 12 feet above the maximum structure height.

(ee) The residential proximity slope applies only to MF-1(A) adjacency. For the southernmost portion of this subdistrict, the site of origination is the north and northwest lines of the Wedglea Creek Addition as shown on Exhibit 714H.

(ii) Maximum height. Maximum structure height is 180 feet.

(C) Subdistrict 4B.

(i) Residential proximity slope.

(aa) Except as otherwise provided in this subparagraph, if any portion of a structure is over 20 feet in height, that portion may not be located above a residential proximity slope. The residential proximity slope is a plane projected upward and outward at a one-to-two slope beginning at a point seven feet above grade at the site of origination, as shown on Exhibit 714G.

(bb) The residential proximity slope terminates 150 feet from the site of origin.

(cc) Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the residential proximity slope to a height not to exceed the maximum structure height, or 12 feet above the residential proximity slope, whichever is less. Chimneys may project through the residential proximity slope to a height 12 feet above the residential proximity slope and 12 feet above the maximum structure height.

(ii) Maximum height. Maximum structure height is 50 feet.

(6) Lot coverage.

(A) Except as provided in this paragraph, maximum lot coverage is 80 percent.

(B) In Subdistricts 4A and 4B, maximum lot coverage is 90 percent.

(C) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories.

(A) Maximum number of stories above grade is 12, except that maximum number of stories above grade in Subdistrict 4B is three.

(B) Parking garages are exempt from this paragraph, but must comply with the height regulations of Paragraph (5).

(d) Off-street parking and loading. See Section 51P-714.113, “Off-Street Parking and Loading.”

(e) Environmental performance standards. See Article VI.

(f) Landscape regulations. Except as modified in Section 51P-714.114, “Landscaping,” see Article X. (Ord. Nos. 25898; 26876; 27820)

SEC. 51P-714.112. USE REGULATIONS AND DEVELOPMENT STANDARDS IN SUBDISTRICT NO. 5.

(a) Uses. The following listed uses are the only main uses permitted in this subdistrict:

(1) Agricultural uses.

-- Crop production.

(2) Commercial and business service uses.

-- Catering service.

-- Custom business services.

-- Custom woodworking, furniture construction, and repair.

-- Electronics service center.

-- Tool or equipment rental. *[Limited to 3,500 square feet.]*

(3) Industrial uses.

-- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(4) Institutional and community service uses.

-- Adult day care facility.

-- Cemetery or mausoleum. *[SUP]*

-- Child-care facility.

- Church.
- College, university, or seminary.
- Community service center. *[SUP]*
- Convalescent and nursing homes, hospice care, and related institutions. *[RAR]*
- Convent or monastery.
- Hospital. *[RAR]*
- Library, art gallery, or museum.
- Open-enrollment charter school. *[SUP]*
- Private school. *[SUP]*
- Public school. *[SUP]*

(5) Lodging uses.

- Extended stay hotel or motel. *[SUP]*
- Hotel or motel. *[SUP if 60 or fewer guest rooms.]*

(6) Miscellaneous uses.

- Temporary construction or sales office.

(7) Office uses.

- Financial institution without drive-in window.
- Financial institution with drive-in window. *[DIR]*
- Medical clinic or ambulatory surgical center.
- Office.

(8) Recreation uses.

- Country club with private membership.
- Private recreation center, club, or area.
- Public park, playground, or golf course.

(9) Residential uses.

- College dormitory, fraternity, or sorority house.
- Multifamily. *[Only as a component of a mixed-use project.]*
- Retirement housing. *[RAR]*
- Single family. *[A minimum of eight single family structures must be attached together with a minimum of 15 feet between each group of eight single family structures.]*

(10) Retail and personal service uses.

- Animal shelter or clinic without outside runs. *[RAR]*
- Animal shelter or clinic with outside runs. *[SUP]*
- Auto service center. *[SUP]*
- Business school.
- Car wash.
- Commercial amusement inside. *[By SUP only.] [Bingo parlor, billiard hall, class E dance hall, and motor track prohibited.]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet.
- General merchandise or food store 100,000 square feet or more. *[SUP]*
- Home improvement center, lumber, brick, or building materials sales yard.
- Household equipment and appliance repair.
- Mortuary, funeral home, or commercial wedding chapel.
- Motor vehicle fueling station.
- Nursery, garden shop, or plant sales.
- Personal service uses. *[Massage establishment, piercing salon, and tattoo studio prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Restaurant with drive-in or drive-through service. *[DIR]*
- Temporary retail use.
- Theater.
- Vehicle display, sales, and service. *[SUP]*

(11) Transportation uses.

- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211(10).]*

(12) Utility and public service uses.

- Electrical substation.
- Local utilities. *[Local utilities by right. Communication exchange facility by SUP.]*
- Police or fire station.
- Post office.
- Utility or government installation other than listed. *[SUP]*

(13) Wholesale, distribution, and storage uses.

- Mini-warehouse. *[SUP]*
- Recycling drop-off container. *[See Section 51A-4.213(11.2).]*
- Recycling drop-off for special occasion collection. *[See Section 51A-4.213(11.3).]*
- Wrecker service. *[Prohibited.]*

(b) Accessory uses.

(1) As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217, “Accessory Uses.” For more information regarding accessory uses, consult Section 51A-4.217.

(2) In this subdistrict, the following accessory uses are not permitted:

- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory pathological waste incinerator.
- Amateur communication tower.
- General waste incinerator.
- Private stable.
- Pedestrian skybridges.

(3) In this subdistrict, the following accessory use is permitted only with a fully sight-obscuring fence or a high screen on any side visible from a street:

- Accessory outside storage.

(c) Yard, lot, and space regulations.

(Note: The yard, lot, and space regulations in this subsection must be read together with the yard, lot, and space regulations in Division 51A-4.400, “Yard, Lot, and Space Regulations.” In the event of a conflict between this subsection and Division 51A-4.400, this subsection controls.)

(1) Front yard.

- (A) Minimum front yard is 15 feet.
- (B) Maximum front yard is 60 feet.

(2) Side and rear yard.

(A) Except as provided in Subparagraph (B), minimum side and rear yard is:

(i) 20 feet where adjacent to or directly across an alley from an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district or a residential use (but not a mixed-use project with a residential component); and

(ii) no minimum in all other cases.

(B) 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.

(3) Density.

(A) No maximum dwelling unit density.

(B) Minimum dwelling unit size is 450 square feet.

(4) Floor area ratio. Maximum floor area ratio (FAR) varies depending on whether the development is a mixed-use project as follows:

[Note: The first column is the base FAR, which applies when there is no mixed-use project. The second column (MUP=2/no res.) is the FAR for a mixed-use project with a mix of two use categories when neither category is residential. The third column (MUP=2/with res.) is the FAR for a mixed-use project with a mix of residential plus one other use category. The fourth column (MUP=3/with res.) is the FAR for a mixed-use project with a mix of residential plus two or more other use categories. A mixed-use project with three use categories must include a residential use.]

Use category	Base (no MUP)	MUP=2 (no res.)	MUP=2 (with res.)	MUP=3 (with res.)
Lodging		1.6	2.5	3.0
Office		1.6	2.5	3.0
Residential		1.6	--	3.0
Retail and Personal service		1.0	1.1	1.2
Total		--	2.5	3.0

(5) Height.

(A) 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. Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(B) Maximum height. Maximum structure height is 60 feet.

(6) Lot coverage.

(A) Maximum lot coverage is 80 percent.

(B) Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(7) Lot size. No minimum lot size.

(8) Stories.

(A) Maximum number of stories above grade is four.

(B) Parking garages are exempt from this paragraph, but must comply with the height regulations of Paragraph (5).

(d) Off-street parking and loading. See Section 51P-714.113, “Off-Street Parking and Loading.”

(e) Environmental performance standards. See Article VI.

(f) Landscape regulations. Except as modified in Section 51P-714.114, “Landscaping,” see Article X. (Ord. 25898)

SEC. 51P-714.113.

OFF-STREET PARKING AND LOADING.

(a) In general. Except as modified in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. Except as modified in this section, consult the off-street parking and loading regulations in Divisions 51A-4.300 et seq. for information regarding off-street parking and loading generally.

(b) Remote parking. Except as provided in this section, remote parking is allowed if it is located within 600 feet of the main use and the requirements of Division 51A-4.320, “Special Parking Regulations,” are met. Except for residential uses, all of Subdistrict 4A is considered one building site for parking purposes.

(c) Residential.

(1) One space per bedroom up to a maximum of two spaces per dwelling unit.

(2) In Subdistricts 4A and 4B, for purposes of this subsection, a bedroom is defined as having at least 100 square feet of floor area and direct access to a closet.

(3) In Subdistrict 4A, at least one parking space per residential unit must be located on the same building site as the residential unit. Any additional required parking spaces must be located on a building site within Subdistrict 4A and within 200 feet of the building site containing the residential use.

(d) Restaurant.

(1) One space per 125 square feet of floor area.

(2) Except as provided in this subsection, any outdoor dining area, whether or not covered, counts as floor area for calculation of the parking requirement. For purposes of this provision, “outdoor dining area” means a rectangular area that includes all outdoor tables, chairs, and wait-stations.

(3) In Subdistricts 4A and 4B, 50 percent of an outdoor dining area, whether or not covered, is excluded for calculation of the parking requirement as long as the outdoor dining area is within 20 feet of, and has direct access to, a street, sidewalk, or publically accessible open space. This exclusion only applies to an area up to 20 percent of the size of the indoor floor area. Any portion of an outdoor dining area in excess of 20 percent of the size of the indoor floor area must be parked in accordance with Paragraph (2).

(e) The following office uses in Subdistrict 2D have a parking ratio of one space per 500 square feet of floor area.

- Alternative financial establishment
- Financial institution without drive-in window
- Financial institution with drive-in window
- Office

~~(f)~~(e) Retail and personal service in Subdistricts 4A and 4B. Except for a business school; commercial amusement (inside); furniture store; nursery, garden shop, or plant sales; and theater, one space per 250 square feet of floor area. The floor area of a sales/leasing office and amenities for residential uses that are part of a mixed use project do not count for purposes of

determining parking calculations. The non-residential portion of a live/work unit is treated as an office or a retail and personal service use for parking purposes.

~~(g)(f)~~ Retirement housing in Subdistricts 4A and 4B. 0.7 spaces per dwelling unit or suite. In Subdistrict 4A, all required parking must be located on the same building site as the retirement housing use.

~~(h)(g)~~ Above-grade off-street parking. Parking is permitted on any level of a building.

~~(i)(h)~~ Bicycle parking. If an institutional and community service use, mixed-use project, or retail and personal service use has a floor area of 4,000 square feet or more, it must provide a lockable rack for a minimum of two bicycles.

~~(j)(i)~~ Mixed-use shared parking reduction.

(1) Office and residential uses within a mixed-use project must share parking. Any shared parking must be on the same building site as the mixed-use project. The number of off-street parking spaces required for the mixed-use project is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 25 percent of the parking requirements for the use requiring fewer spaces. For example, if the office component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 120 spaces $[(100 \times 1.00) + (80 \times .25) = 120]$.

(2) Retail and residential uses within a mixed-use project must share parking. Any shared parking must be on the same building site as the mixed-use project. The number of off-street parking spaces required for the mixed-use project is 100 percent of the parking requirement for the use requiring the greater number of spaces plus 75 percent of the parking requirements for the use requiring fewer spaces. For example, if the retail component would separately require 100 spaces and the residential component would separately require 80 spaces, then the parking requirement for the mixed-use project is 160 spaces $[(100 \times 1.00) + (80 \times .75) = 160]$.

(3) If a mixed-use project has office, retail, and residential uses, the project must use the parking reduction that offers the greatest reduction, but may not use both. For example, if the office-residential reduction reduces the parking to 120 spaces and the retail-residential reduction reduces the parking to 160 spaces, then the office-residential reduction must be used and the retail-residential reduction may not be used.

(4) The parking reduction in this subsection may not be used in Subdistrict 1C.

~~(j)~~ On-street parallel, straight, or angled head-in parking.

(1) Except as provided in this subsection, any on-street parallel parking spaces on West Commerce Street, Fort Worth Avenue, or a street that intersects Fort Worth Avenue

may be counted toward the parking requirement of the use adjacent to the on-street parallel parking space.

(A) An on-street parallel parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(B) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ($8 \div 24 = \text{one-third}$). The total of the limited availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(2) In Subdistrict 4A, any on-street parallel, straight, or angled head-in parking space may be counted toward the total off-street parking requirement of the use adjacent to the on-street parallel, straight, or angled head-in parking space.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(B) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ($8 \div 24 = \text{one-third}$). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(3) In Subdistrict 4B, parallel, straight, or angled head-in parking accessed from the alley between Subdistrict 4B and Colorado Boulevard is allowed and screening from the alley is not required.

(4) In Subdistrict 4B, on-street parallel, straight, or angled head-in parking may be counted towards the total off-street parking requirement.

(A) An on-street parking space may not be used to reduce the required parking for more than one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a mixed-use project.

(B) An on-street parking space that is not available to the public at all times of the day may only be counted as a partial parking space in proportion to the amount of time that it is available. For example, a parking space that is available to the public only eight hours per day will be counted as one-third of a parking space ($8 \div 24 = \text{one-third}$). The total of the limited-availability parking spaces will be counted to the nearest whole number, with one-half counted as an additional space.

(k) Parking to the rear of the main structure.

(1) In Subdistrict 1A and 1B, 100 percent of any parking for new construction located on the same building site as the main use must be to the rear of the main structure.

(2) Except as provided in this subsection, in Subdistricts 2, 3, 4, and 5, only 25 percent of any parking for new construction located on the same building site as the main use, or one row of parking, whichever is fewer spaces, may be located in front of the main structure. In addition, only one drive aisle may be located in front of the main structure. This provision does not apply to Subdistrict 2D.

(3) In Subdistrict 4B, one row of parking is allowed in front of the main structure with no limit on the percentage of total parking.

(l) Parking structures.

(1) In Subdistrict 4A, if an aboveground parking structure is located within 200 feet of an adjacent residential district not dedicated to a public park, playground, or golf course use, the parking must be concealed in a structure with a facade similar in appearance to the main structure's facade. At least 12 percent of the parking structure facade, including openings, must be covered with the same material predominately used on the first 24 feet in height of the main structure. Openings in the aboveground parking structure may not exceed 52 percent of the total facade.

(2) Except as provided in this subparagraph, aboveground parking structures are prohibited in Subdistrict 4A within 100 feet of a residential district not dedicated to a public park, playground, or golf course use. If an aboveground parking structure is located in that portion of Subdistrict 4A shown on Exhibit 714H, which is located within 100 feet of the boundary of the adjacent residential district, the aboveground parking structure must be aligned with the existing aboveground parking structure. If the existing aboveground parking structure in the adjacent residential district is demolished or is not used for parking prior to construction of the aboveground parking structure in Subdistrict 4A, the aboveground parking structure in Subdistrict 4A must be located more than 100 feet from the boundary line of the adjacent residential district.

(3) In Subdistrict 2D, parking ~~must be concealed in a structure~~ must have with a facade similar in appearance to the main structure's facade. At least 12 percent of the parking structure facade, including openings, must be covered with the same material predominately used on the first 24 feet in height of the main structure. Openings in the aboveground parking structure may not exceed 52 percent of the total facade.

(m) Loading.

(1) In Subdistricts 4A and 4B, a nonresidential use with a floor area greater than 10,000 square feet, but less than 20,000 square feet, per occupancy must have one small size loading space as defined in Section 51A-4.303.

(2) In Subdistricts 4A and 4B, a required loading space may be located within the public right-of-way.

(n) Parking lanes and private drives. In Subdistrict 4B, parking lanes and private drives may be accessed from an alley. (Ord. Nos. 25898; 26876; 27820; 28505)

SEC. 51P-714.114. LANDSCAPING.

(a) In general.

(1) Except as modified in this section, the regulations in Article X, “Landscape and Tree Preservation Regulations,” apply to this district. In the event of a conflict between this section and Article X, this section controls.

(2) Landscaping of streets as shown in Exhibit 714F is required.

(b) Street trees.

(1) One street tree must be provided per 30 feet of street frontage, with a minimum of two street trees per building site. Along Fort Worth Avenue in Subdistricts 1C and 2D, small tree types, as listed in Section 51P-714.114 (c)(5) may be provided in lieu of street trees.

(A) In Subdistrict 2D, if a street tree is restricted due to a utility, the street tree is not required if it is denied by the Director.

(2) It is recommended that, to the extent possible, street trees be spaced 30 feet apart, but, where necessary, street trees may be spaced a minimum of 20 feet apart.

(3) Street trees must have a minimum caliper of three inches and must have a minimum height of eight feet when planted.

(4) In Subdistricts 1A and 1B, street trees must be placed in a 16-foot square tree grate. In Subdistrict 1C, street trees must be planted in either a minimum 16-foot square tree grate or a minimum 4x6 foot planting area. In Subdistrict 1C, street trees must be planted within six feet of the back of curb.

(5) In Subdistrict 2, street trees must be placed in a four-foot-wide planting strip with a minimum length of six feet.

(6) In Subdistrict 3, street trees must be placed in a 16-foot square tree grate.

(7) Except as provided in this subsection, in Subdistrict 4, street trees must be placed in a four-foot-wide planting strip with a minimum length of six feet.

(8) In Subdistricts 4A and 4B, street trees must be placed in a minimum 15 square foot tree grate if placed within a sidewalk or other non-permeable area. In Subdistricts 4A and 4B, street trees not planted within a sidewalk or other non-permeable area must be placed in a minimum 15 square foot planting strip. In Subdistricts 4A and 4B, street trees may be placed anywhere within the public right-of-way.

(9) In Subdistricts 4A and 4B, credit will be given for the preservation of existing street trees in accordance with Section 51A-10.125(b)(3)(B).

(10) In Subdistricts 4A and 4B, site trees and street trees planted in the right-of-way count as replacement trees required for the mitigation of protected trees.

(11) In Subdistrict 5, street trees along Fort Worth Avenue must be placed in a 16-foot square tree grate, and street trees along all other streets must be placed in a four-foot-wide planting strip with a minimum length of six feet.

(12) Street trees at the following frontages must be placed in a 16-foot[-]square tree grate:

(A) The Fort Worth Avenue frontage of Block B/3926 between Neal Street and Montclair Avenue.

(B) The Fort Worth Avenue frontage of Block 6157 and Block 6156.

(C) The Fort Worth Avenue frontage of Block 3977 between Windomere Avenue and Edgefield Avenue.

(D) The Fort Worth Avenue frontage and the Sylvan Avenue frontage of Block 4015.

(E) Any location where the provision of parallel parking would require a retaining wall in excess of four feet.

(13) Trees must be evenly spaced over the length of a planting strip.

(14) Except for Subdistrict 1C, see Exhibit 714F for the required location of tree grates or planting strips.

(15) Except as provided in this paragraph, street trees may not be counted as site trees. In Subdistrict 4A, street trees may be counted as site trees. In Subdistrict 4B, street trees other than those directly adjacent to Fort Worth Avenue may be counted as site trees.

(16) Except as provided in this section, street trees must be provided from the following list of Texas native or adapted species:

<u>Scientific name</u>	<u>Common name</u>	<u>Tree type</u>
Acer barbatum var. "Caddo"	Caddo maple	Large canopy
Acer buergerianum	Trident maple	Large canopy
Acer grandidentatum	Bigtooth maple	Large canopy
Acer truncatum	Shantung maple	Medium canopy
		[Subdistrict 1C only]
Diospyros virginiana (male only)	Common persimmon	Large canopy
Fraxinus americana	White ash	Large canopy
Fraxinus pennsylvanica	Urbanite ash	Large canopy
[Subdistrict		1C only]
Gymnocladus dioicus	Kentucky coffee tree	Large canopy
Liquidambar styraciflua	Sweetgum	Large canopy
Pistachia chinensis	Chinese pistachio	Large canopy
Prosopis glandulosa	Maverick mesquite	Large canopy
		[Subdistrict 4A and 4B only]
Quercus buckleyi	Texas red oak	Large canopy
Quercus durandii	Durand oak	Large canopy
Quercus fusiformis	Escarpment live oak	Large canopy
Quercus muhlenbergii	Chinkapin oak	Large canopy
Quercus shumardii	Shumard oak	Large canopy
Quercus virginiana	Live oak	Large canopy
Quercus virginiana "SLDN"	Cathedral live oak	Large canopy
[Subdistrict		1C only]
Quercus virginiana "QVTIA"	High-rise live oak	Large canopy
		[Subdistricts 1C, 4A and 4B only]
Ulmus crassifolia	Cedar elm	Large canopy
Ulmus parvifolia	Bosque elm	Large canopy
		[Subdistricts 4A and 4B only]
Ulmus parviflora	Lacebark elm	Large canopy

(17) Street trees required to be planted along West Commerce Street or Fort Worth Avenue must be provided from the following list of Texas native or adapted species:

<u>Scientific name</u>	<u>Common name</u>	<u>Tree type</u>
Acer barbatum var. "Caddo"	Caddo maple	Large canopy
Acer buergerianum	Trident maple	Large canopy
Acer grandidentatum	Bigtooth maple	Large canopy
Acer truncatum	Shantung maple	Medium canopy
<i>[Subdistrict 1C only]</i>		
Fraxinus pennsylvanica	Urbanite ash	Large canopy
<i>[Subdistrict 1C only]</i>		
Liquidambar styraciflua	Sweetgum	Large canopy
Pistachia chinensis	Chinese pistachio	Large canopy
Prosopis glandulosa	Maverick mesquite	Large canopy
<i>[Subdistrict 4A and 4B only]</i>		
Quercus buckleyi	Texas red oak	Large canopy
Quercus durandii	Durand oak	Large canopy
Quercus fusiformis	Escarpment live oak	Large canopy
Quercus muhlenbergii	Chinkapin oak	Large canopy
Quercus shumardii	Shumard oak	Large canopy
Quercus virginiana	Live oak	Large canopy
Quercus virginiana "SLDN"	Cathedral live oak	Large canopy
<i>[Subdistrict 1C only]</i>		
Quercus virginiana "QVTIA"	High-rise live oak	Large canopy
<i>[Subdistricts 1C, 4A and 4B only]</i>		
Ulmus crassifolia	Cedar elm	Large canopy
Ulmus parvifolia	Bosque elm	Large canopy
<i>[Subdistricts 4A and 4B only]</i>		
Ulmus parviflora	Lacebark elm	Large canopy

(c) Site trees.

(1) One site tree must be provided per 3,000 square feet of lot area or fraction thereof, with a minimum of four trees provided.

- (2) Site trees must have a minimum caliper of two inches.
- (3) Site trees may not be counted as street trees.
- (4) In Subdistricts 4A and 4B, site trees planted in the right-of-way count as replacement trees required for the mitigation or protected trees.
- (5) Except as provided in this paragraph, site trees must be provided from the following list of Texas native or adapted species. In Subdistrict 1C, other species of trees may be used as street trees with approval from the building official.

<u>Scientific name</u>	<u>Common name</u>	<u>Tree type</u>
Acer barbatum var. "Caddo"	Caddo maple	Large canopy
Acer buergerianum	Trident maple	Large canopy
Acer grandidentatum	Bigtooth maple	Large canopy
Acer truncatum	Shantung maple	Medium canopy
		<i>[Subdistrict 1C only]</i>
Aesculus glaba v. arguta	Texas buckeye	Small
Aesculus pavia	Red buckeye	Small
Carya illinoensis	Pecan	Large canopy
Carya texana	Black hickory	Large canopy
Cercis canadensis	Redbud	Small
Chilopsis linearis	Desert willow	Small
Diospyros texana	Texas persimmon	Small
Diospyros virginiana (male only)	Common persimmon	Large canopy
Fraxinus americana	White ash	Large canopy
Fraxinus pennsylvanica	Urbanite ash	Large canopy
<i>[Subdistrict</i>		<i>1C only]</i>
Gymnocladus dioicus	Kentucky coffee tree	Large canopy
Ilex decidua	Deciduous holly or	
	Possumhaw	Small
Ilex vomitoria	Yaupon holly	Small
Juglans microcarpa	Texas black walnut	Large canopy
Juniperus ashei	Ashe juniper	Small
Juniperus virginiana	Eastern red cedar	Large noncanopy
Lagerstroemia indica	Crepe myrtle	Small
Liquidambar styraciflua	Sweetgum	Large canopy
Magnolia grandiflora	Southern magnolia	Large noncanopy
Pistachia chinensis	Chinese pistachio	Large canopy
Prosopis glandulosa	Mesquite	Small
Prosopis glandulosa	Maverick mesquite	Large canopy
		<i>[Subdistrict 4A and 4B only]</i>
Prunus mexicana	Mexican plum	Small

Quercus buckleyi	Texas red oak	Large canopy
Quercus durandii	Durand oak	Large canopy
Quercus fusiformis	Escarpment live oak	Large canopy
Quercus macrocarpa	Bur oak	Large canopy
Quercus muhlenbergii	Chinkapin oak	Large canopy
Quercus shumardii	Shumard oak	Large canopy
Quercus virginiana	Live oak	Large canopy
Quercus virginiana “SLDN”	Cathedral live oak	Large canopy
[Subdistrict		
Quercus virginiana “QVTIA”	High-rise live oak	Large canopy
		1C only]
		[Subdist
		ricts
		1C,4A
		and 4B
		only]
Rhamnus caroliniana	Carolina buckthorn	Small
Rhus lanceolata	Flameleaf sumac	Small
Rhus virens	Evergreen sumac	Small
Sophora affinis	Eve's necklace	Small
Taxodium ascendens	Pond cypress	Large noncanopy
Taxodium distichum	Bald cypress	Large noncanopy
Ulmus crassifolia	Cedar elm	Large canopy
Ulmus parvifolia	Bosque elm	Large canopy
		[Subdist
		ricts 4A
		and 4B
		only]
Ulmus parviflora	Lacebark elm	Large canopy
Viburnum rufidulum	Rusty blackhaw	
	viburnum	Small

(d) Parking lot trees.

(1) Except as provided in this subsection, each required parking space must be within 75 feet of the trunk of a large canopy site tree.

(2) In Subdistricts 4A and 4B, each required parking space not within a parking structure must be within 75 feet of either a site tree or street tree.

(3) Parking lot trees must have a minimum caliper of three inches.

(4) Parking lot trees may not be planted closer than two feet from a paved surface.

(5) Parking lot trees may be counted as site trees, but may not be counted as street trees.

(e) Prohibited trees. The following trees may not be planted within this district:

Scientific name

Pyrus calleryana

Populus deltoides

Albizia julbrissen

Common name

Bradford pear

Cottonwood

Mimosa

(f) Open space fund.

(1) If a property owner cannot plant all of the required trees on the building site, the property owner shall make a payment into the West Commerce Street/Fort Worth Avenue Open Space Fund for no more than 50 percent of the required trees.

(2) The amount of the payment required per tree not planted is calculated by using the formula for appraising the value of a tree equal in caliper to the tree not planted, as derived from the most recent edition of the *Guide for Establishing Values of Trees and Other Plants* published by the Council of Tree and Landscape Appraisers, unless another publication is designated by the building official, and adding the cost of planting and maintaining the tree for two years as determined by the park and recreation department.

(3) The department shall administer a city account to be known as the West Commerce Street/Fort Worth Avenue Open Space Fund. Funds from the West Commerce Street/Fort Worth Avenue Open Space Fund must be used only for acquiring and maintaining property for parks and open space within this district and for median landscape improvement on West Commerce Street or Fort Worth Avenue. The Fort Worth Avenue Development Group, its successor or a similar organization, should be consulted on uses of the fund

(g) Landscaping in the public right-of-way.

(1) Landscaping may be located in the public right-of-way if a right-of-way landscape permit is obtained from the city.

(2) The city council hereby grants a non-exclusive revocable license to the owners or tenants (with written consent of the owner) of all property within this district for the exclusive purpose of authorizing compliance with the landscaping requirements of this district. An owner or tenant is not required to pay an initial or annual fee for this license, although a fee may be charged for issuance of a right-of-way landscape permit. This private license will not terminate at the end of any specific time period; however, the city council reserves the right to terminate this license at will, by resolution passed by the city council, at any time such termination becomes necessary. The determination by the city council of the need for termination is final and binding. The city shall become entitled to possession of the licensed area without giving any notice and without the necessity of legal proceedings to obtain possession when, in its judgment, the purpose or use of the license is inconsistent with the public use of the right-of-way

or when the purpose or use of the license is likely to become a nuisance or threat to public safety. Upon termination of the license by the city council, each owner or tenant shall remove all improvements and installations in the public rights-of-way to the satisfaction of the director of public works and transportation.

(3) A property owner or tenant is not required to comply with any right-of-way landscaping requirement to the extent that compliance is made impossible due to the city council's revocation of a right-of-way landscape permit or the revocation of the private license granted under this subsection.

(4) Upon the installation of landscaping in the public right-of-way, the owners or tenants shall procure, pay for, and keep in full force and effect commercial general liability insurance coverage with an insurance company authorized to do business in the State of Texas and otherwise acceptable to the city, covering, but not limited to, the liability assumed under the private license granted under this subsection, with combined single limits of liability for bodily injury and property damage of not less than \$1,000,000 for each occurrence, and \$2,000,000 annual aggregate. Coverage under this liability policy must be on an occurrence basis and the city shall be named as additional insured. Proof of such insurance must be sent to: Office of Risk Management, City of Dallas, 1500 Marilla, Dallas, Texas 75201, and the policy must provide for 30 days prior written notice to the Office of Risk Management of cancellation, expiration, non-renewal, or material change in coverage. All subrogation rights for loss or damage against the city are hereby waived to the extent that they are covered by this liability insurance policy.

(5) Each owner or tenant is responsible for maintaining the right-of-way landscaping in a healthy, growing condition, and for keeping the premises safe and in good condition and repair, at no expense to the city, and the city is absolutely exempt from any requirements to maintain right-of-way landscaping or make repairs. The granting of a license for landscaping under this subsection does not release the owner or tenant from liability for the installation or maintenance of landscaping in the public right-of-way.

(h) Plant requirements. Plants used to satisfy landscape requirements must comply with the following requirements:

(1) A large evergreen shrub must have the ability to grow to a minimum height of three feet within three years.

(2) Solid sod or hydro-mulch grass may be used.

(3) Artificial plant materials may not be used.

(4) Any required landscaping that dies must be replaced.

(5) Except as provided in this subsection, trees and shrubs must be planted at least 10 feet from the centerline of any water or sewer main. Landscaping over water or sewer mains must be limited to ground cover.

(6) In Subdistricts 4A and 4B, trees and shrubs must be planted at least five feet from the centerline of any water or sewer main.

(7) Trees must be trimmed to provide adequate clearance for pedestrians and vehicles so as not to create a safety hazard.

(8) Trees may not be located within 15 feet of light poles, signal lights, warning signs, or traffic control devices. This provision does not apply to existing trees in Subdistricts 4A and 4B.

(9) Trees may not be planted within 90 feet of a school crossing or a railroad crossing. This provision does not apply to existing trees in Subdistricts 4A and 4B.

(10) An adequate irrigation and drainage system must be provided for all landscaping. Drought tolerant plants must be used when an irrigation system is not provided. See Section 51A-10.106, "Irrigation Requirements."

(11) Plants other than trees within parkways must be maintained so that they do not overhang the curb.

(i) Plantings within medians.

(1) Trees within medians may not be planted adjacent to left turn lanes.

(2) Trees within medians must be located so as to provide adequate sight distance.

(3) Trees within medians may not be planted within 30 feet of the tip of the median.

(4) Trees within medians may not be planted within three feet of the back of the curb.

(5) Trees within medians must be placed in a six-foot-wide planting strip.

(6) Plants other than trees within medians must be maintained so that they do not overhang the curb.

(7) Trees within medians must have a minimum clearance of 15 feet.

(8) Drought tolerant plants must be used in medians.

(j) Landscape plan.

(1) This section becomes applicable to a building site when an application is made for a building permit for construction work that within a 24-month period:

- (A) increases the number of stories in a building on the site;
- (B) increases the combined floor area of all buildings on the site; or
- (C) increases the nonpermeable coverage on the site by 1,000 square feet or more.

(2) Landscape plans must be reviewed by water utilities and the department of public works and transportation.

(3) A landscape plan must include a schedule for maintenance of required landscaping.

(4) A landscape plan must earn at least 75 points (out of a total of 125 possible points). The points awarded for providing each feature is provided in parentheses. Existing landscaping qualifies for points. If the landscape plan earns at least 75 points, the design standards of Section 51A-10.126, "Design Standards," are not required.

(A) Lighting. (Total possible points = 30) Ten points each are awarded for providing tree lighting, building facade lighting, or landscape area lighting. Tree lighting must provide lighting in each tree in the front yard. Building facade lighting must illuminate the entire front facade. Landscape area lighting must illuminate a landscape feature such as a planting bed, fountain, sculpture, or water feature. The lighting must be at least 1.5 foot-candles in intensity.

(B) Foundation planting strip. (Total possible points = 30) Thirty points are awarded for a three-foot-wide foundation planting strip extending along at least 50 percent of the foundation facing the street. The foundation planting strip must have evergreen shrubs planted every three feet on center.

(C) Seasonal color landscaping. (Total possible points = 15) Points may be obtained for providing a landscape area for seasonal color in planting beds, raised planters, or pots. Five points are awarded for each 10 square feet of landscape area. The plants in the landscape area must be changed at least twice per year with appropriate seasonal color plants. The landscape area must contain the appropriate seasonal landscaping at all times except when the landscaping is being changed at the beginning of a new season.

(D) Native or adapted xeriscape landscaping. (Total possible points = 30) Points may be obtained for using native plants or xeriscape plants for at least 80 percent of the landscape requirement. Native plants or adapted xeriscape plants listed in Exhibit 714C must be used.

(E) Creation of open space. (Total possible points = 20) Five points are awarded for every 200 square feet of open space if the open space is a minimum of 500 feet from the building site but within this district. For purposes of this subparagraph, “open space” means a contiguous space containing primarily grass or vegetation and pedestrian amenities such as fountains, benches, paths, or shade structures. In Subdistricts 4A and 4B, dog parks, community gardens, and publically-accessed plazas are also open space. Open space must be available for use by the public. The open space must be maintained in a state of good repair and neat appearance at all times by the owner of the property for which the building permit was issued. (Ord. Nos. 25898; 26876; 27820; 28505)

SEC. 51P-714.115. STREET AND SIDEWALK STANDARDS.

(a) In general.

(1) The street and sidewalk standards of this section apply only to new construction or a major modification.

(2) Except as provided in this section, streets as shown in Exhibit 714F are required. This provision does not apply in Subdistrict 1C **and 2D**.

(3) Except as provided in this section, sidewalks along streets as shown in Exhibit 714F are required.

(b) Street standards.

(1) Except as provided in this section, streets must be constructed as shown in Exhibit 714F. If future right-of-way dedications are made in Subdistricts 4A and 4B, the pavement width for new streets must be in accordance with Exhibit 714F. Parallel parking must be provided as shown in Exhibit 714F. This provision does not apply in Subdistrict 1C **and 2D**.

(2) Access to and from Subdistrict 4B to Colorado Boulevard and Walter Drive is permitted only at the locations in existence on February 24, 2010.

(3) The following frontages are exempt from parallel parking requirements:

(A) The Fort Worth Avenue frontage of Block B/3926 between Neal Street at Montclair Avenue.

(B) The Fort Worth Avenue frontage of Block 6157 and Block 6156.

(C) The Fort Worth Avenue frontage of Block 3977 between Windomere Avenue and Edgefield Avenue.

(D) The Fort Worth Avenue frontage and the Sylvan Avenue frontage of Block 4015.

(E) Any location where the provision of parallel parking would require a retaining wall in excess of four feet.

(F) Street frontages in Subdistricts 4A and 4B.

(c) Sidewalk standards.

(1) In Subdistricts 1A and 1B, there must be a 15-foot-wide sidewalk along West Commerce Street and Fort Worth Avenue, and an 11-foot, six-inch-wide sidewalk along any other street. In Subdistrict 1C, there must be a minimum 15-foot-wide pedestrian zone along Fort Worth Avenue, and a minimum 11-foot, six-inch-wide pedestrian zone along Sylvan Avenue.

(2) In Subdistrict 2, there must be a six-foot sidewalk.

(3) In Subdistrict 2D, there must be a five-foot sidewalk.

~~(4)~~(3) In Subdistrict 3, there must be a 12-foot sidewalk along Fort Worth Avenue, and an 11-foot, six-inch sidewalk along any other street.

~~(5)~~(4) Except as provided in this subsection, in Subdistrict 4, there must be a six-foot sidewalk.

~~(6)~~(5) In Subdistricts 4A and 4B, the minimum width of sidewalks along Fort Worth Avenue is 10 feet. At least five feet of the sidewalks along Fort Worth Avenue must be made of concrete; the remainder may be an aggregate or permeable surface. All other sidewalks along a right-of-way must be at least six-feet-wide with at least three feet of the sidewalk unobstructed and clear. ADA-approved tree grates are not a sidewalk obstruction. If a sidewalk is located in the front yard, the property owner must dedicate a sidewalk easement or access agreement to the city to assure its availability to the public as a permanent pedestrian way.

~~(7)~~(6) In Subdistrict 5, there must be a 10-foot sidewalk.

~~(8)~~(7) Except as provided in this paragraph, see Exhibit 714F for the required widths of sidewalks. See Paragraph (1) for the required width of sidewalks in Subdistrict 1C.

~~(9)~~(8) The street curb may not be counted as part of the sidewalk width.

~~(10)~~(9) The following frontages must provide the sidewalks shown on page 6 of Exhibit 714F.

(A) The Fort Worth Avenue frontage of Block B/3926 between Neal Street at Montclair Avenue.

(B) The Fort Worth Avenue frontage of Block 6157 and Block 6156.

(C) The Fort Worth Avenue frontage of Block 3977 between Windomere Avenue and Edgefield Avenue.

(D) The Fort Worth Avenue frontage and the Sylvan Avenue frontage of Block 4015.

(E) Any location where the provision of parallel parking would require a retaining wall in excess of four feet.

~~(11)(40)~~ Sidewalk widths must taper or expand to match the width of existing sidewalks in front of adjacent properties at the point of convergence.

~~(12)(44)~~ Sidewalks must be located along the entire length of the street frontage.

~~(13)(42)~~ Each owner or tenant is responsible for maintaining sidewalks, and for keeping sidewalks safe and in good condition and repair, at no expense to the city, and the city is absolutely exempt from any requirements to maintain sidewalks or make repairs. (Ord. Nos. 25898; 26876; 27820; 28505)

SEC. 51P-714.116. SCREENING REGULATIONS.

(a) In general. Except as modified in this section, the provisions of Section 51A-4.301(f), "Screening Provisions for Off-Street Parking," apply.

(b) Parking lots.

(1) Except as provided in this subsection, surface parking lots must be screened with a low screen. The screening requirement for surface parking lots applies only to new construction.

(A) In Subdistrict 2D, parking lot screening may be located in the parkway.

(2) If a structure is built in Permissible Building Area E in Subdistrict 1C before structures are built in Permissible Building Areas A, B, C, and D and surface parking exists between Permissible Building Area E and the the public right-of-way, then the surface parking must be screened from the public right-of-way with a low screen until structures are built in Permissible Building Areas A, B, C, and D. In Subdistrict 1C, screening of surface parking is not required for any surface parking between Permissible Building Areas C and D.

(c) Loading spaces. Except as provided in this subsection, off-street loading spaces must be screened with a fully sight-obscuring fence or a high screen. In Subdistricts 4A and 4B, only off-street loading spaces visible from Fort Worth Avenue must be screened.

(d) Dumpsters and garbage storage areas.

(1) All dumpsters and garbage storage areas must be screened on all four sides with a solid fence. One side may be a gate.

(2) Screening materials must match the main building. This provision does not apply to Subdistrict 1C and 2D.

(3) Screening must be at least as tall as the objects being screened, but in no case less than six feet in height.

(4) Each panel of the gate must have a pin that can be inserted in a sleeved hole in the ground to allow the gate to be held open during garbage collection.

(e) Outside storage areas.

(1) Except as provided in this subsection, all outside storage areas for commercial and business services uses and industrial uses must be entirely screened on any side visible from a street with a fully sight-obscuring fence or a high screen.

(2) In Subdistrict 1C, outside storage used for temporary outside display and sales does not need to be screened.

(3) In Subdistrict 1C, accessory outside storage provided in conjunction with a special temporary retail use must be screened with a minimum four-foot solid screen. Metal panels or slats are prohibited screening materials. Accessory outside storage may not exceed five percent of the land area associated with each special temporary retail use.

(f) Nonresidential buildings. The rear or service side of a nonresidential building must be screened with a partially sight-obscuring fence if the nonresidential building is exposed to a residential use.

(g) Maintenance.

(1) Each owner or tenant is responsible for maintaining screening at no expense to the city, and the city is absolutely exempt from any requirements to maintain screening or make repairs.

(2) Screening must be properly maintained so that:

(A) the screening is not out of vertical alignment more than one foot from the vertical, measured at the top of the screening; and

(B) any rotted, fire damaged, or broken slats or support posts; any broken or bent metal posts; any torn, cut, bent, or ripped metal screening; any loose or missing bricks, stones, rocks, mortar, or similar materials; and any dead or damaged landscaping materials are repaired or replaced. (Ord. Nos. 25898; 27820; 28505)

SEC. 51P-714.117. SIGNS.

(a) See Division 51A-7.2000, “Provisions for the West Commerce Street/Fort Worth Avenue Sign District,” of Article VII.”

(b) No signs are permitted on street car/trolley shelters except government signs, street car or trolley system logos, schedules, and route information. (Ord. Nos. 25898; 27820; 28505)

SEC. 51P-714.118. ARCHITECTURAL DESIGN STANDARDS.

(a) Purpose.

(1) The district is hereby designated as an area of historical, cultural, and architectural importance and significance. The architectural design standards of this section are intended to preserve the historical, cultural, and architectural importance and significance of the West Commerce Street/Fort Worth Avenue corridor. The corridor has historic and cultural importance as an early major east-west thoroughfare in the Dallas metroplex. The development patterns and architecture along the corridor reflect pioneer settlements; the Great Depression; mid-20th century Americana; and post-World War II automobile, nightclub, and restaurant culture. These architectural design standards are intended to preserve the character of the corridor while allowing compatible new construction and modifications that respect the corridor’s historical, cultural, and architectural significance.

(2) The purpose of these architectural design standards is to:

(A) ensure that new development enhances the character of the corridor and complement adjacent neighborhoods;

(B) ensure that increased density in established neighborhoods makes a positive contribution to the area’s character;

(C) ensure the integrity of historic buildings and the compatibility of new development; and

(D) enhance the character and environment for pedestrians.

(b) Applicability. The architectural design standards of this section apply to:

(1) New construction and major modifications of buildings containing a nonresidential use.

(2) Buildings containing only residential uses.

(c) Plan review. The director shall review any plan submitted to determine whether it complies with the requirements of this section.

(d) Building orientation.

(1) Except as provided in 51A-714.118(e)(3), the primary facade and primary entrance of new construction must be oriented to face the public right-of-way.

(A) In Subdistrict 2D, office uses may obtain a waiver from the Director for the building orientation requirement defined in Sec.51P-714.118(d)(1), based on the unique character of the proposed use.

(2) Garage doors serving eight or fewer dwelling units may not face West Commerce Street or Fort Worth Avenue. In Subdistrict 1C, this provision applies only to individual vehicular garages for residential dwelling units.

(e) Entrances.

(1) In general. All street-facing entrances must be architecturally prominent and clearly visible from the street. This provision applies only to new construction. In Subdistrict 1C, except as provided in 51A-714.118(e)(3), all customer entrances for retail and personal service uses must have the same level of design and articulation whether street-facing or not.

(2) Primary customer entrances for retail and personal service uses in all subdistricts. Except as provided in 51A-714.118(e)(3), primary customer entrances for retail and personal service uses must face the street. For corner lots, primary customer entrances for retail and personal service uses may be oriented toward the corner. Primary customer entrances for retail and personal service uses must be clearly visible through the use of two or more of the following architectural details:

(A) Arcade.

(B) Arch.

(C) Attached tower or turret.

- (D) Awning.
- (E) Canopy.
- (F) Decorative elements such as tile work, molding, raised banding, or projected banding.
- (G) Display windows.
- (H) Integral planters or wing walls that incorporate landscaped areas or places for sitting.
- (I) Overhang.
- (J) Peaked roof form.
- (K) Patio.
- (L) Porch.
- (M) Portico.
- (N) Projection.
- (O) Raised corniced parapet.
- (P) Recess.

(3) Additional regulations for customer entrances for retail and personal service uses in Subdistrict 1C. Street-facing customer entrances must be provided as follows:

- (A) In Permissible Building Area A, one entrance must be oriented to Sylvan Avenue unless the facade oriented to Sylvan Avenue is 60 percent or more glazing. For purposes of calculating glazing percentage, glazing must be located a minimum of three feet above grade and a maximum of 10 feet above grade.
- (B) In Permissible Building Area B, one entrance must be oriented to Sylvan Avenue.
- (C) In Permissible Building Area C, two entrances must be oriented to a public street.
- (D) In Permissible Building Area D, one entrance must be oriented to Ft. Worth Avenue.

(E) Four of the five entrances required in this paragraph must comply with Paragraph (2). All other entrances are not required to comply with Paragraph (2).

(f) Facades.

(1) Street-facing facades on a single development tract must have similar architectural design.

(2) Street-facing facades exceeding 30 feet in length must have two of the following elements. Street-facing facades exceeding 100 feet in length must have four of the following elements.

(A) Change in plane, such as an offset, reveal, recess, or projection. Changes in plane must have a width of no less than 24 inches and a depth of at least eight inches and may include columns, planters, arches, and niches.

(B) Architectural details such as raised bands and cornices.

(C) Architecturally prominent public entrance.

(D) Attached tower or turret.

(E) Awnings.

(F) Change in color.

(G) Change in material.

(H) Change in texture.

(3) The ground floor of the primary facade of nonresidential uses or mixed-use projects with retail uses on the ground floor must have at least two of the following elements for at least 60 percent of the width of the facade:

(A) Arcades, canopies, or secondary roofs to provide shade.

(B) Display windows.

(C) Awnings associated with windows or doors.

(4) Except in Subdistricts 1C and 2D, street-facing facades of all buildings other than accessory buildings must be visually divided into a base, a middle, and a top. The base must be at least two feet above grade and distinguished from the middle by a change of materials, horizontal banding, change of color, or change of plane. The top must be distinguished from the middle by cornice treatments, roof overhangs with brackets, stepped parapets,

corbeling, textured materials, or differently colored materials. Color bands are not acceptable as the only treatment for the top.

(5) Accessory structures must have the same architectural detail, design elements, materials, and roof design as the primary structure.

(6) Except as provided in this paragraph, any parking structure for a residential use must be constructed of comparable materials and be of the same architectural treatment as the dwelling units. In Subdistrict 4A, this provision only applies to a facade facing a public street.

(7) Additions and alterations must have the same architectural detail, design elements, materials, and roof design as the portion of the structure that is not being altered.

(8) That portion of the ground-level floor facing the street of any multi-floor parking facility must have a use other than parking. For Permissible Building Area E in Subdistrict 1C, a minimum of 50 percent of the ground-level western facade must be a use other than parking.

(9) Except in Subdistricts 1C and 2D, at least 20 percent, but no more than 80 percent, of street-facing facades of nonresidential uses must be windows and doors. In Subdistrict 1C, at least 20 percent, but no more than 80 percent, of non-street level facades of nonresidential uses must be windows and doors, except for residential portions of mixed-use structures. In Subdistrict 2D, at least 10 percent, but no more than 80 percent, of street-facing nonresidential uses must be windows and doors. Windows and doors on street-level facades in Subdistrict 1C must be provided as follows:

	Permissible Building Area A	Permissible Building Area B	Permissible Building Area C	Permissible Building Area D
Minimum transparency required**	50% facing Sylvan*	50% facing Sylvan	50% facing Sylvan	60% facing Fort Worth Ave

* See SEC. 51P-714.118(e)(3) for additional requirements.

** For purposes of calculating the minimum transparency required, glazing must be located a minimum of 3 feet and a maximum of 10 feet above grade.

(10) Except in Subdistrict 2D, if a building is two stories or less, 30 percent of the street-facing facade, excluding fenestration, must be masonry. If the building is more than two stories, 100 percent of the first-story street-facing facade, excluding fenestration, must be masonry. In Subdistrict 1C, metal and stucco are allowed in addition to masonry on up to 50 percent of the total area of street-facing facade per street frontage. In Subdistrict 2D, metal and

stucco are allowed in addition to masonry on up to 90 percent of the total area of street-facing façade per street frontage.

(11) Facades may not consist of more than 80 percent glass. For purposes of this provision, glass block is not considered as glass.

(12) Within Permissible Building Area E in Subdistrict 1C, vehicular access must be provided from west to east.

(13) Within Permissible Building Area E in Subdistrict 1C, a minimum of 50 percent of the ground floor of any parking structure oriented to and visible from the east boundary line of Subdistrict 1C must be screened by plant material.

(14) In Subdistrict 1C, facades oriented to Sylvan Avenue and Ft. Worth Avenue may have overhead garage-type doors if the doors do not open to an automotive use.

(g) Fences and walls. To prevent visual monotony, at least 20 percent of the length of any fence or wall longer than 200 feet must be alternate materials, alternate textures, gates, offsets, or openings. The alternate materials, alternate textures, gates, offsets, or openings may spread out over the length of the fence or wall.

(h) Materials. Exterior building materials should be high quality and durable.

(1) Glass.

(A) Allowed. Glass is allowed. In Subdistrict 1C, no more than 50 percent of the total area of street-facing facade per street frontage may be metal panels.

(B) Prohibited. The reflectance of glass used on the first two stories may not exceed 15 percent. The reflectance of glass used on stories above the first two stories may not exceed 27 percent. As used in this provision, “reflectance” is the percentage of available light energy reflected away from the exterior surface of the glass. The higher the reflectance percentage, the more mirror-like the surface will appear.

(2) Masonry.

(A) Allowed.

(i) Brick.

(ii) Cement-based siding or panels.

(iii) Finished concrete masonry units such as split-faced concrete masonry units.

finish. (iv) Tilt architectural pre-cast concrete with an applied masonry

(B) Prohibited.

- (i) Painted brick.
- (ii) Simulated brick.
- (iii) Unfinished concrete masonry units.

(3) Metal.

(A) Allowed. No more than 20 percent of a street-facing facade may be flat or corrugated metal panels. In Subdistrict 1C, no more than 50 percent of the total area of street-facing facade per street frontage may be metal panels. In Subdistrict 2D, no more than 90 percent of the total area of street-facing façade per street frontage may be metal panels.

(B) Prohibited.

- (i) Aluminum siding.
- (ii) Reflective metal panels.

(4) Plastic.

(A) Allowed. Fiberglass.

(B) Prohibited. Plastic, including plastic siding and vinyl siding.

(5) Stone.

(A) Allowed.

- (i) Cast stone.
- (ii) Materials that simulate natural stone.
- (iii) Natural stone.

(B) Prohibited. Painted stone.

(6) Stucco.

(A) Allowed. Stucco. In Subdistricts 4A and 4B, miscellaneous foam trim sections are permissible as base material to be covered in stucco.

(B) Prohibited. Simulated stucco. In Subdistricts 4A and 4B, exterior insulated finish systems (EIFS).

(7) Tile. Terra cotta and tile are allowed.

(8) Wood.

(A) Allowed.

(i) Natural wood.

(ii) No more than 20 percent of a street-facing facade may be shake shingles or plywood.

(B) Prohibited. Flakeboard.

(i) Roofs. Roofs must comply with the following:

(1) Sloped roofs must have a pitch of 4:12 or more, and must have overhanging eaves extending no less than 12 inches past the supporting walls.

(2) Flat roofs and roofs with a pitch of less than 4:12 must have a parapet that meets the following:

(A) The parapet must be articulated or detailed as an element distinct from other building facade elements.

(B) Single-story buildings must have a parapet at least 18 inches high.

(C) Multi-story buildings must have a parapet at least 24 inches high.

(3) Except as allowed in Subdistrict 1C, mechanical equipment, skylights, and solar panels on roofs must be set back or screened so that they are not visible to a person standing at ground level on the opposite side of any adjacent right-of-way. In Subdistrict 1C, skylights and solar panels may be part of any structure regardless of visibility.”

(j) Story dimensions.

(1) A minimum 10-foot floor-to-floor dimension is required for the ground floor of single-story and multi-story residential structures. Except in Subdistricts 4A and 4B, the foundation must be two feet above grade.

(2) A minimum 12-foot floor-to-floor dimension is required for the ground floor of single-story nonresidential structures and single-story mixed-use projects.

(3) Except as provided in this subsection, a minimum 14-foot floor-to-floor dimension is required for the ground floor of multi-story nonresidential structures and multi-story mixed-use projects.

(4) In Subdistrict 4A, a minimum 10-foot floor-to-floor dimension is required for the ground floor of multi-story nonresidential structures and the nonresidential portions of multi-story mixed use projects.

(5) In Subdistrict 4B, a minimum nine-foot floor-to-floor dimension is required for the ground floor of multi-story nonresidential structures and the nonresidential portions of multi-story mixed-use projects.

(6) In Subdistricts 4A and 4B, a minimum eight-foot floor-to-floor dimension is required for any residential portion of a structure. (Ord. Nos. 25898; 27820; 28505)

SEC. 51P-714.119. ADDITIONAL PROVISIONS.

(a) Property within this district must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of property within this district must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

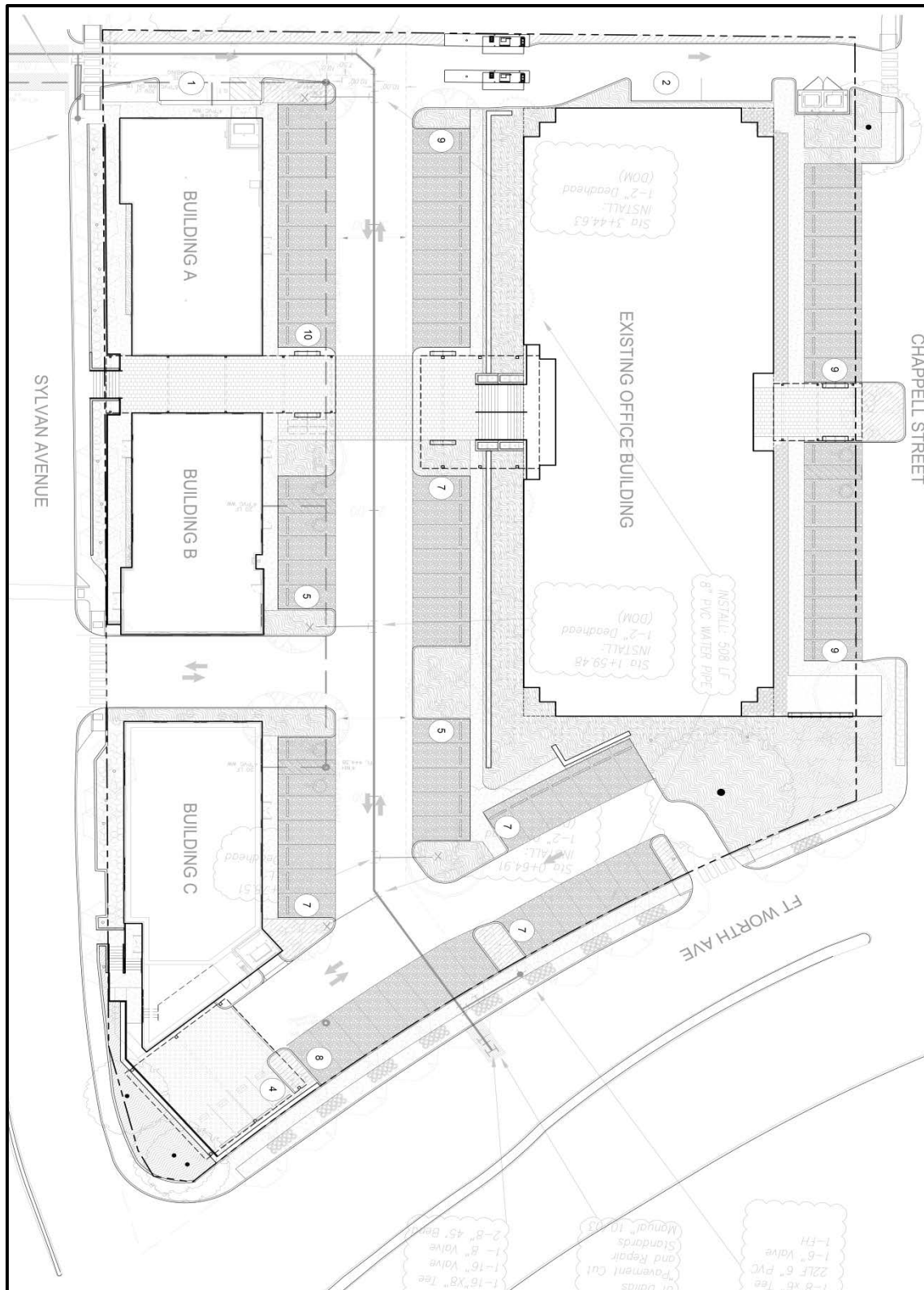
(c) A person shall not erect, place, or maintain a structure, berm, plant life, or any other item on a lot if the item is in a visibility triangle and between two and one-half feet and eight feet in height measured from the top of the adjacent street curb. If there is no adjacent street curb, the measurement is taken from the grade of the portion of the street adjacent to the visibility triangle. The board of adjustment shall grant a special exception to the requirements of this subsection when, in the opinion of the board of adjustment, the item will not constitute a traffic hazard. (Ord. 25898)

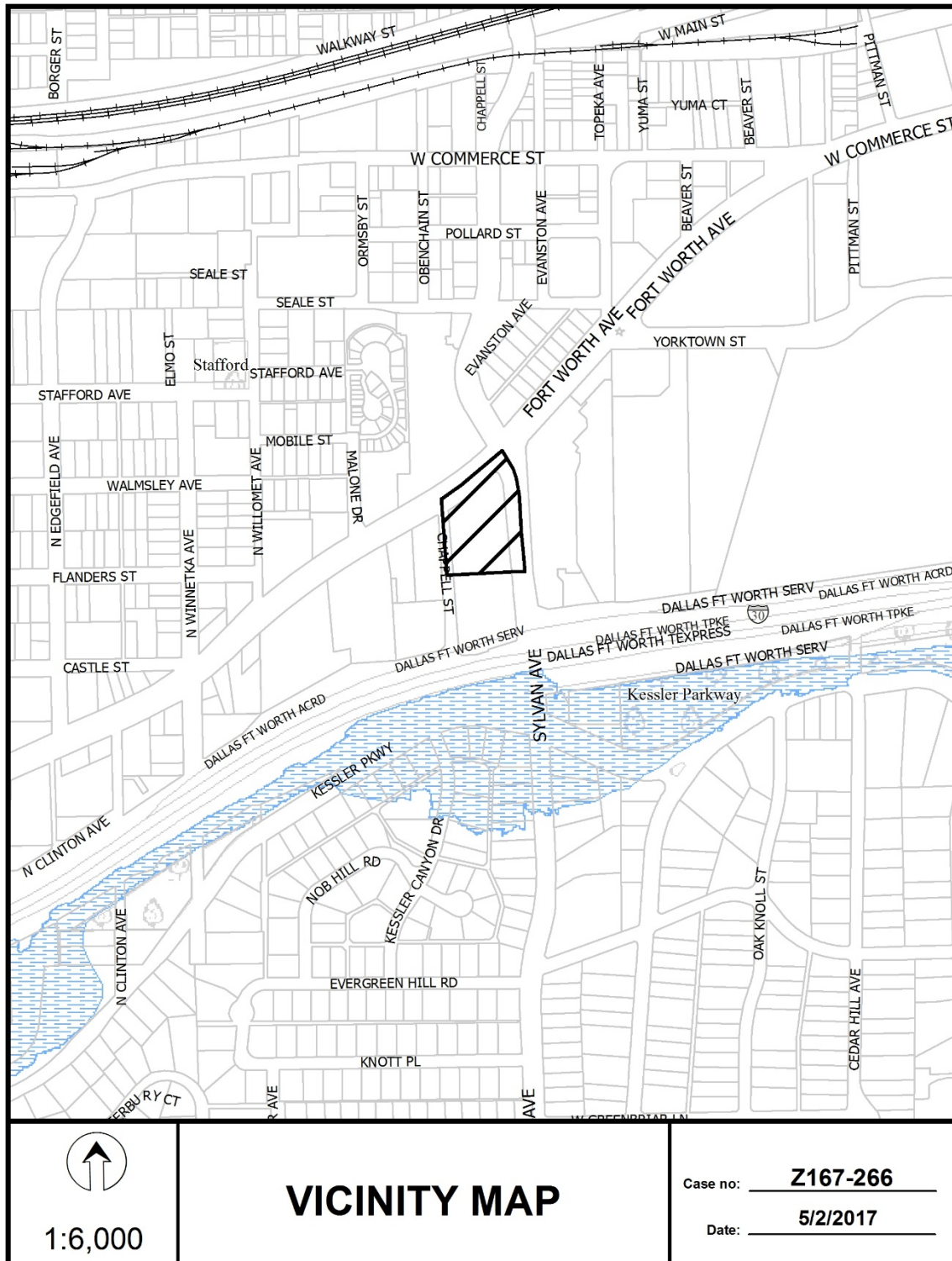
SEC. 51P-714.120. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

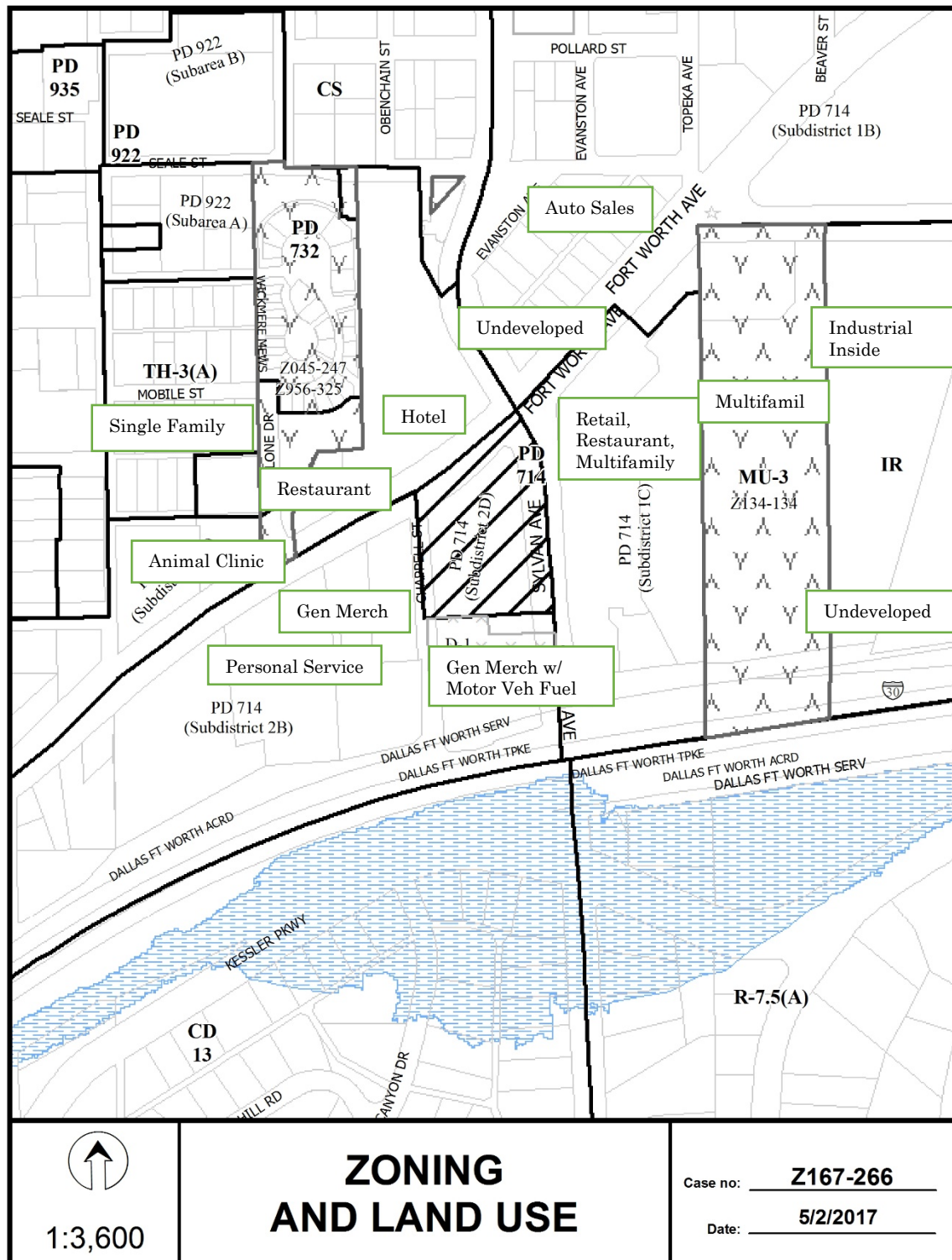
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, in this district until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 25898)

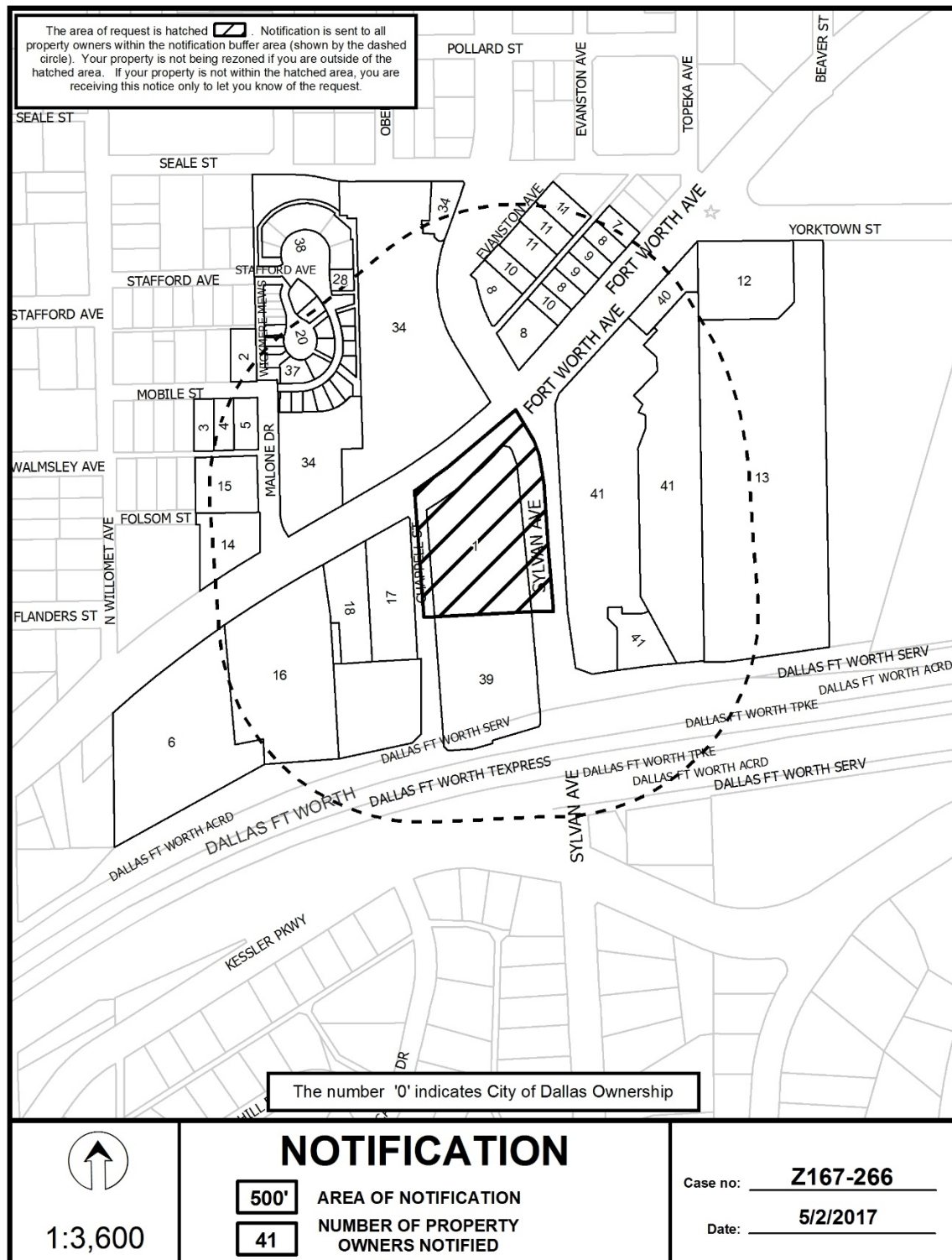
SITE PLAN FOR REFERENCE











05/02/2017

Notification List of Property Owners***Z167-266******41 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1881 SYLVAN AVE	MARKSMEN EXPLORATION LLC
2	1003 MOBILE ST	MORIN JOSE L &
3	1010 MOBILE ST	URBINA CLAUDIO
4	1006 MOBILE ST	WILLIAMS TONY R
5	1002 MOBILE ST	OPTIONS HOLDING LTD
6	1030 FORT WORTH AVE	FULLER LAND COMPANY LP
7	715 FORT WORTH AVE	CUIN JOHNNY
8	719 FORT WORTH AVE	739 FORT WORTH AVENUE LLC
9	723 FORT WORTH AVE	739 FORT WORTH AVENUE LLC
10	735 FORT WORTH AVE	739 FORT WORTH AVE LLC
11	2016 EVANSTON AVE	JARAMILLO R & S INVES LLC
12	660 FORT WORTH AVE	PB & J LAND PARTNERS LP
13	660 YORKTOWN ST	ALTA YORKTOWN OWNER LP
14	1021 FORT WORTH AVE	J & K INVESTMENTS LLC
15	1007 FOLSOM ST	BATMANNY LLC
16	1004 FORT WORTH AVE	MARIA EUGENIA ENTERPRISES
17	904 FORT WORTH AVE	REALTY INCOME PROPERTIES 19 LLC
18	1707 CHAPPEL ST	FULLER LAND COMPANY LP
19	1926 MALONE CLIFF VIEW	DILBECK COURT LIMITED
20	1926 MALONE CLIFF VIEW	DILBECK COURT LIMITED
21	1902 MALONE CLIFF VIEW	LITTLE ROBERT CHARLES
22	1904 MALONE CLIFF VIEW	NEWPORT HOLDINGS INC
23	1906 MALONE CLIFF VIEW	YARBROUGH DAVID
24	1908 MALONE CLIFF VIEW	OPTIONS HOLDING LTD
25	1914 MALONE CLIFF VIEW	CARPENTERSMITH CINDY
26	1916 MALONE CLIFF VIEW	OPTIONS HOLDINGS LTD

05/02/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1918 MALONE CLIFF VIEW	LUDWIG MARK T
28	1930 MALONE CLIFF VIEW	LOVE GARY & CANDACE
29	1908 WICKMERE MEWS	WILLIAMSON MICHAEL RAY
30	1906 WICKMERE MEWS	BELMONT VILLAS DALLAS LTD
31	1911 MALONE CLIFF VIEW	RYAN EDWARD J III &
32	1915 MALONE CLIFF VIEW	WALLACE AUBREY J &
33	1923 MALONE CLIFF VIEW	FORBUS GARY L & MYRA N
34	845 FORT WORTH AVE	BELMONT HOTEL HOLDINGS LLC
35	1910 MALONE CLIFF VIEW	ODELL WILLIAM DEVIN
36	1912 MALONE CLIFF VIEW	PROCHNOW STEPHEN
37	1905 MALONE CLIFF VIEW	NEDLER DONALD H
38	1926 MALONE CLIFF VIEW	VILLAS AT DILBECK COURT HOMEOWNERS ASSN
39	1805 SYLVAN AVE	IM & AY LLC
40	710 FORT WORTH AVE	SLI/FWA LTD
41	750 FORT WORTH AVE	LYNXETTE EXPLORATION LLC

CITY PLAN COMMISSION**THURSDAY, MAY 18, 2017****Planner: Olga Torres-Holyoak****FILE NUMBER:** Z167-249(OTH)**DATE FILED:** February 26, 2016**LOCATION:** North side of John West Road, west of La Prada Drive**COUNCIL DISTRICT:** 2**MAPSCO:** 46-L**SIZE OF REQUEST:** Approx. 0.1717 acres**CENSUS TRACT:** 25.00**APPLICANT:** Vertical Construction Management**OWNER:** Unison Investment**REPRESENTATIVE:** Audra Buckley, Permitted Development**REQUEST:** An application for a CR Community Retail District on property zoned an MF-2(A) Multifamily District.**SUMMARY:** The applicant proposes to use the property and the adjacent vacant property for a general merchandise or food store with a motor vehicle fueling station [7-Eleven].**STAFF RECOMMENDATION:** Approval

BACKGROUND:

- The request site is currently undeveloped and adjacent to an undeveloped lot to the east, and multifamily to the north and west of the property. The site is located near the City limits, west of the City of Mesquite.
- The applicant plans to develop the land with a general merchandise of food store and a motor vehicle fueling station. The request site is a small part of a larger undeveloped lot already zoned CR Community Retail District.

Zoning History: There has not been any zoning change request in the vicinity within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
John West Road	Collector	As built
La Prada Drive	Principal Arterial	80 feet

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

Goal 1.1 Align land use strategies with economic development priorities.

Implementation measure 1.1.5.3 Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.

The proposed site is located at a major intersection (John West Road and La Prada Drive). The other three corners of the intersection are currently developed with retail and personal service uses. The proposed site is adjacent to multifamily development to the north and west. The proposed use will provide convenient shopping to the residents of the multifamily and will encourage walkability by the neighbors not having to get in the car to access the other retail uses in the area. The proposed district will allow for different types of uses to the residential neighborhood.

Surrounding Land Uses:

	Zoning	Land Use
Site	MF-2(A)	Undeveloped
North	MF-2(A)	Residential and undeveloped
East	CR	Undeveloped, multifamily
South	City of Mesquite	Mini-warehouse
West	MF-2(A)	Multifamily

Land Use Compatibility:

The request site is currently undeveloped and is part of a lot that is zoned both a CR Community Retail District and an MF-2(A) Multifamily District. The applicant is proposing to develop the property with retail and a motor vehicle fueling station.

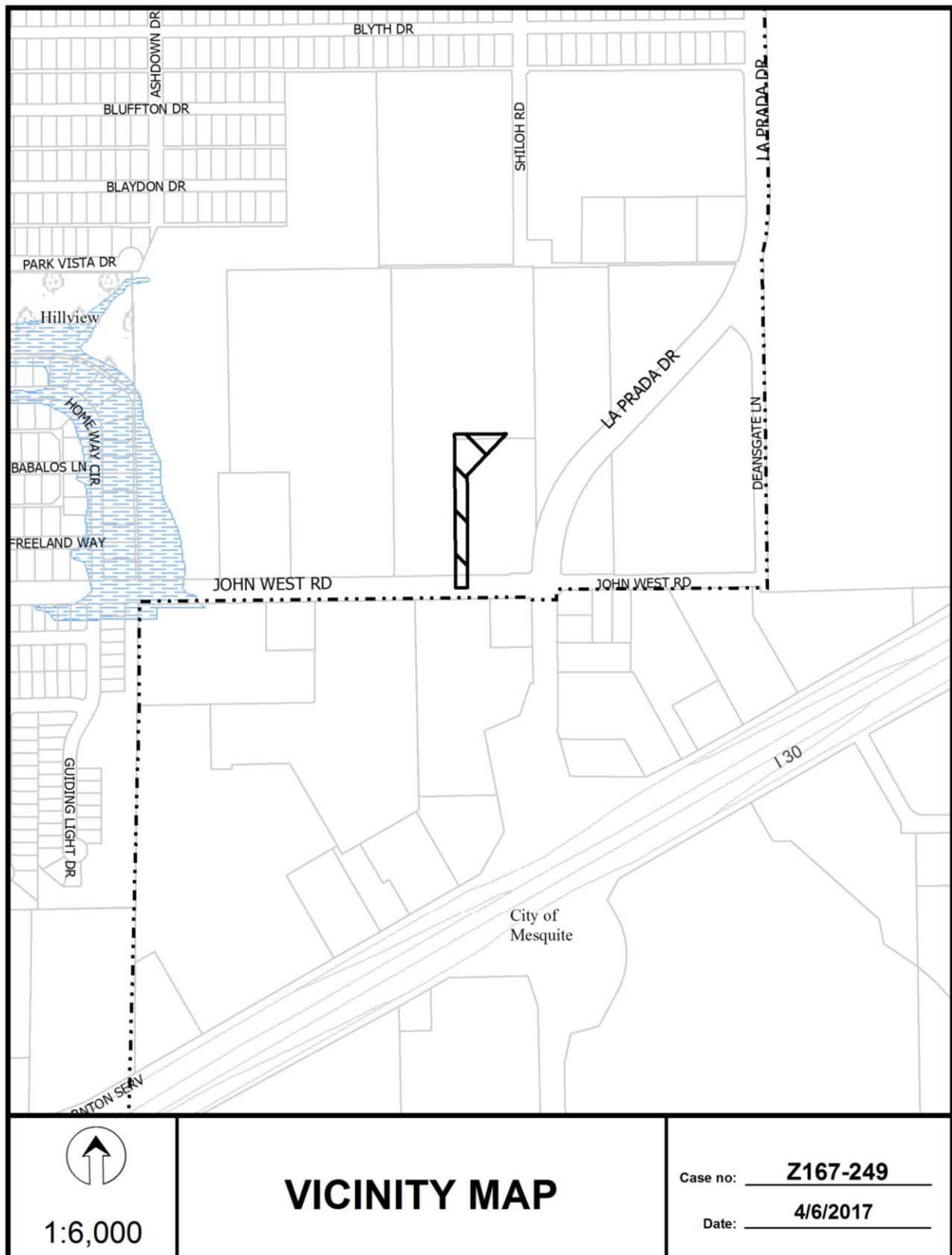
The property is surrounded by multifamily to the west and north (within City limits), and undeveloped and multifamily to the east. Surrounding uses are retail to the east and south; residential and mini-warehouse to the south.

The property is located near a major intersection between the two cities. The proposed zoning district will be compatible to the existing surrounding uses.

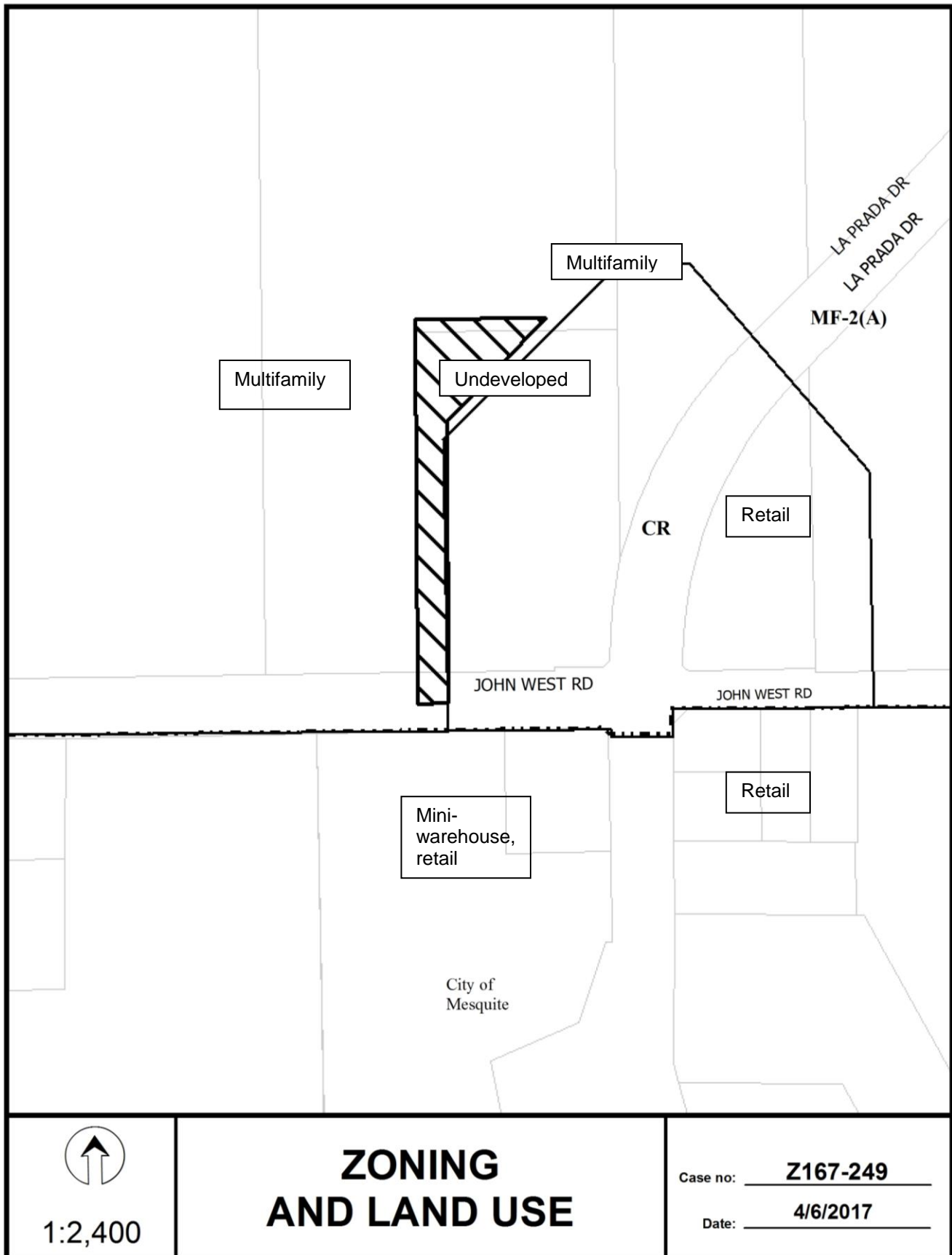
If the lot is developed under the existing zoning districts, the applicant would have to develop one portion of the lot with the Multifamily District standards and the other portion with Community Retail development standards. Having one zoning district allows for unified development of the land and a better design for the proposed use and layout.

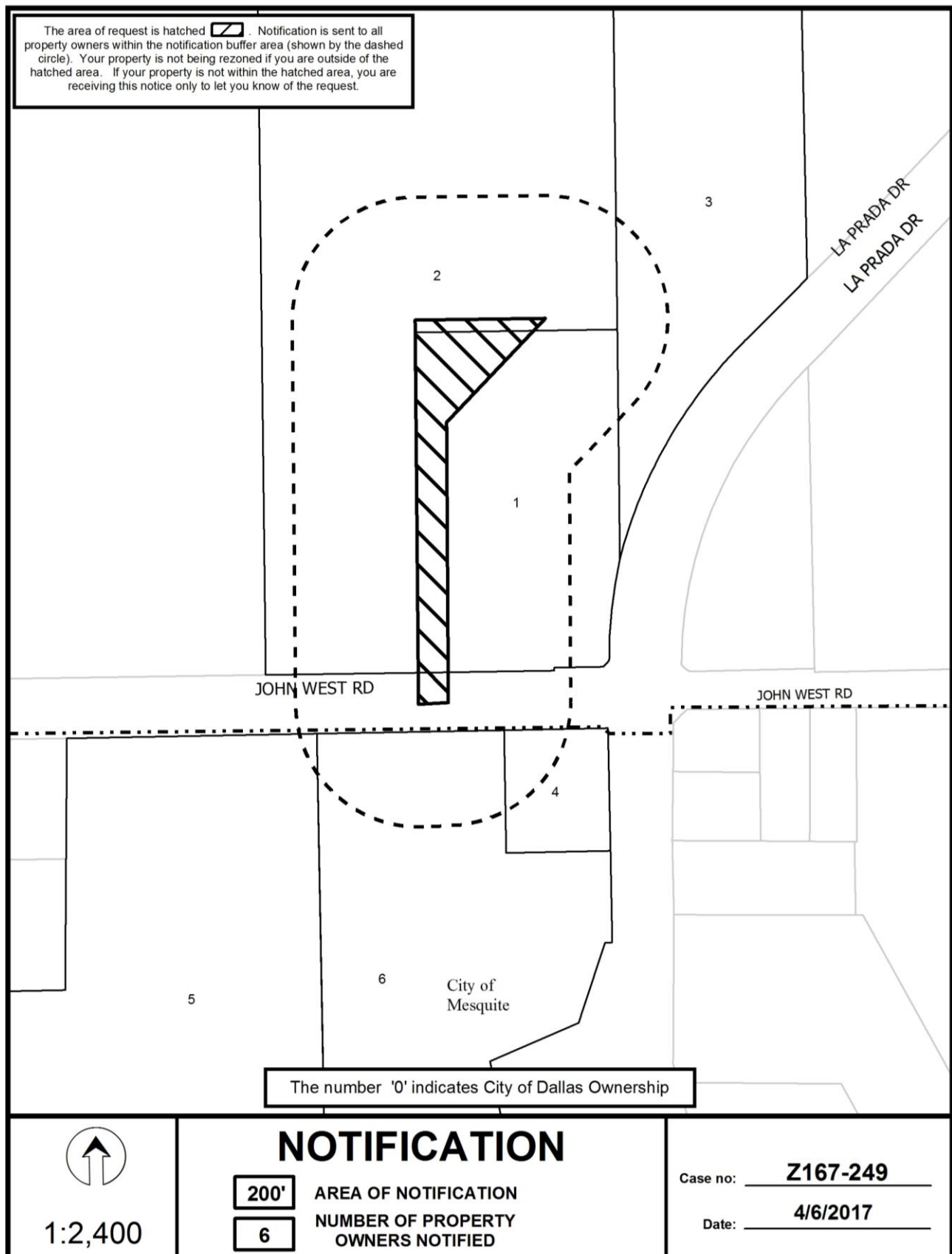
Development Standards:

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing							
MF-2(A) Multifamily	15'	15'	Min lot 1,000 sq. ft. 800 sq ft – E 1,000 sq. ft – 1 BR 1,200 sq ft – 2 BR +150 sq ft each add BR	36'	60%	Proximity Slope	Multifamily, duplex, single family
Proposed							
CR Community retail	15'	20' adjacent to residential OTHER: No Min.	0.75 FAR overall 0.5 office	54' 4 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office









04/06/2017

Notification List of Property Owners

Z167-249

6 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2601 JOHN WEST RD	UNISON INVESTMENT
2	2631 JOHN WEST RD	CARLETON LAPRADA LTD
3	8383 LA PRADA DR	KING YVONNE G TRUST
4	3021 BIG TOWN BLVD	ALKA ENTERPRISES INC
5	2626 JOHN WEST RD	EASTFIELD APTS LTD
6	3003 BIG TOWN BLVD	ASSURED SELF STORAGE

FILE NUMBER: Z167-256(OTH)

DATE FILED: March 24, 2017

LOCATION: North side of West Jefferson Boulevard, east of South Tyler Street.

COUNCIL DISTRICT: 1

MAPSCO: 54-F

SIZE OF REQUEST: ± 0.5 acres

CENSUS TRACT: 47.00

APPLICANT/ REPRESENTATIVE: Dr. Richard Malouf

OWNER: Camellia Family Limited Partnership

REQUEST: An application for a Specific Use Permit for a medical clinic or ambulatory surgical center on property zoned Subarea 1 within Planned Development District No. 316, the Jefferson Area Special Purpose District.

SUMMARY: The applicant proposes to have a medical clinic use in a portion of the building.

STAFF RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan and conditions.

Background:

- The applicant is proposing a dental clinic in a 1,875 square foot suite, within an existing 6,525 square foot one-story building.
- The property is zoned Subarea 1 within PD No. 316, the Jefferson Area Special Purpose District, which requires an SUP for a medical clinic or ambulatory surgical center when located on street level.
- On September 10, 2015, the City Council approved an amendment to PD No. 316 to require an SUP for a medical clinic or ambulatory surgical center when located on street level. Prior to that, this use had been allowed by right within Subarea 1.

Zoning History: There have not been any zoning requests in the immediate area within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
W. Jefferson Boulevard	Minor Arterial	Variable

Land Use:

	Zoning	Land Use
Site	Subdistrict 1 within PDD No. 366	Medical clinic or ambulatory surgical center and vacant suites
North	Subdistrict 5 within PDD No. 366	Residential
East	Subdistrict 1 within PDD No. 366	Retail and undeveloped land
South	Subdistrict 1 within PDD No. 366	Retail
West	Subdistrict 1 within PDD No. 366	Vacant and retail

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The *forwardDallas! Comprehensive Plan* outlines several goals and policies to support the applicant's request:

The proposed use complements the characteristics of the Jefferson Boulevard area which is a mix of uses such as retail, personal service uses and office uses.

Land Use Element

GOAL 1.1 Align Land Use Strategies with Economic Development Priorities

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

Land Use Compatibility:

The site is developed with a one-story, 6,525 square feet building. Approximately 2,225 square feet are used for an existing medical clinic or ambulatory surgical center. Since the clinic existed before the requirement of an SUP, the use is legal nonconforming. The applicant is proposing to use another 1,875 square foot suite within the same building for a medical clinic or ambulatory surgical center.

The property is surrounded by single family residential to the north; residential and undeveloped land to the east; retail uses to the south; and vacant and retail to the west.

Subdistrict 1 within PDD No. 316 allows for a medical clinic or ambulatory surgical center with an SUP when the use is located at the street level, otherwise it is allowed by right. This requirement for an SUP for the use when located on the first floor within Subarea 1 of PDD No. 316 was approved by City Council when amended in 2014. This restriction was established to encourage more pedestrian and street level activity with medium density retail, office, and/or multifamily residential uses in combination on single or contiguous building sites.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP

for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed use is compatible with the surrounding uses as these are comprised of retail uses, a medical use, vacant property and undeveloped land. The proposed use is not detrimental to the area because it complements the existing surrounding uses and complies with the intent of Subarea 1 within PD No. 316.

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the requested amendment and determined that it will not significantly impact the surrounding roadway system.

Parking:

The property has surface parking located behind the building. The parking requirements for a medical clinic or ambulatory surgical center are one parking space per every 366 square feet of the proposed use. The applicant plans to occupy 1,875 square feet; therefore, five parking spaces must be provided. The site provides 23 parking spaces for the building. Per PD No. 316, any on-street parking spaces may be counted as a reduction of the parking requirement of the use adjacent to the on-street parking space. When a tenant gets a CO for a multi-tenant building, Building Inspection requests a parking analysis to show sufficient parking for all the uses in the building. As uses change, BI will ensure parking is available for all tenants according to the PD requirements.

Landscaping:

The applicant is not proposing any additions to the existing structure. Therefore, no landscaping requirements are being triggered with the proposed use.

Z167-256(OTH)

PARTNERS

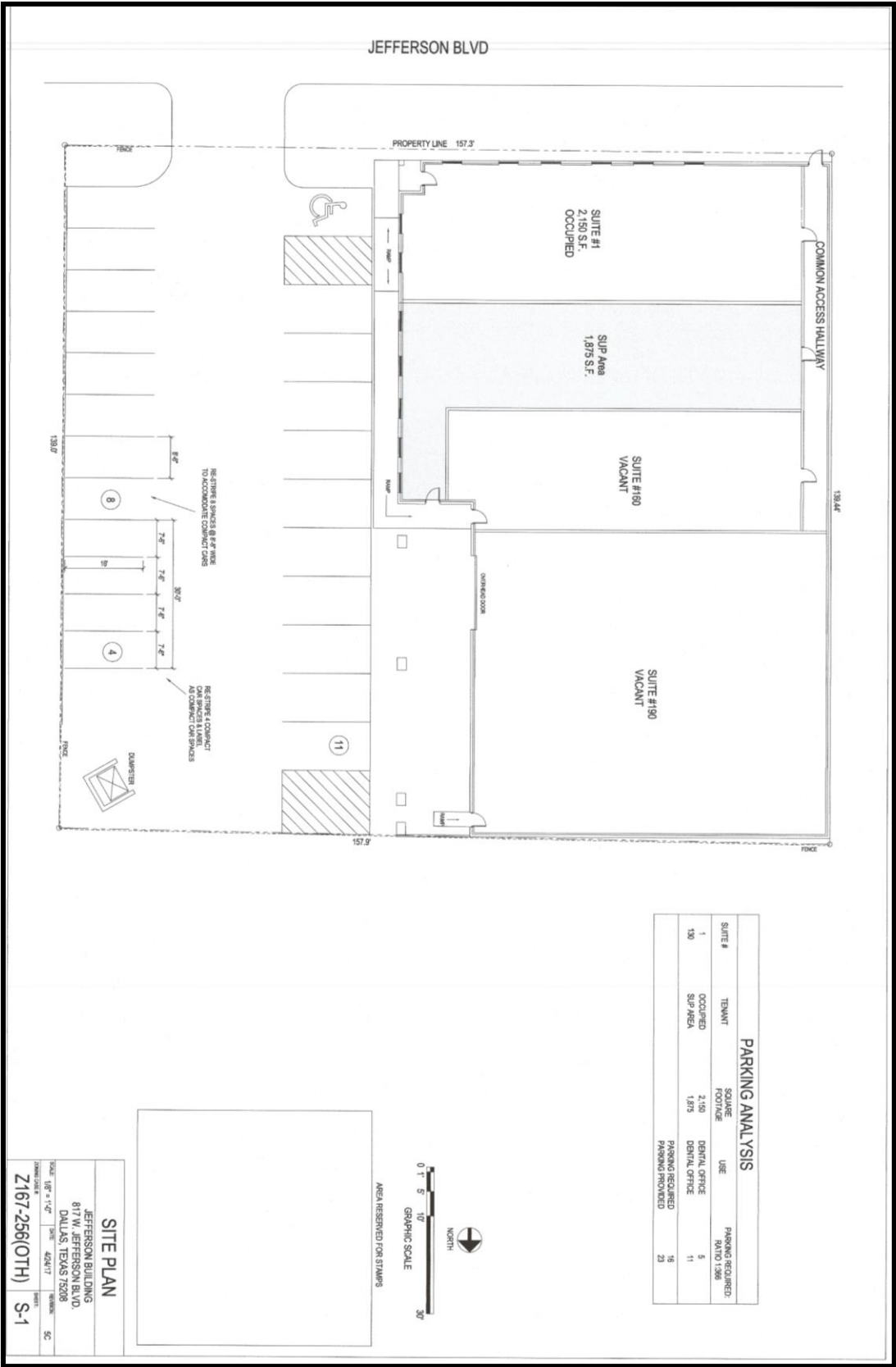
Camellia Family Limited Partnership

Richard Malouf Sole member

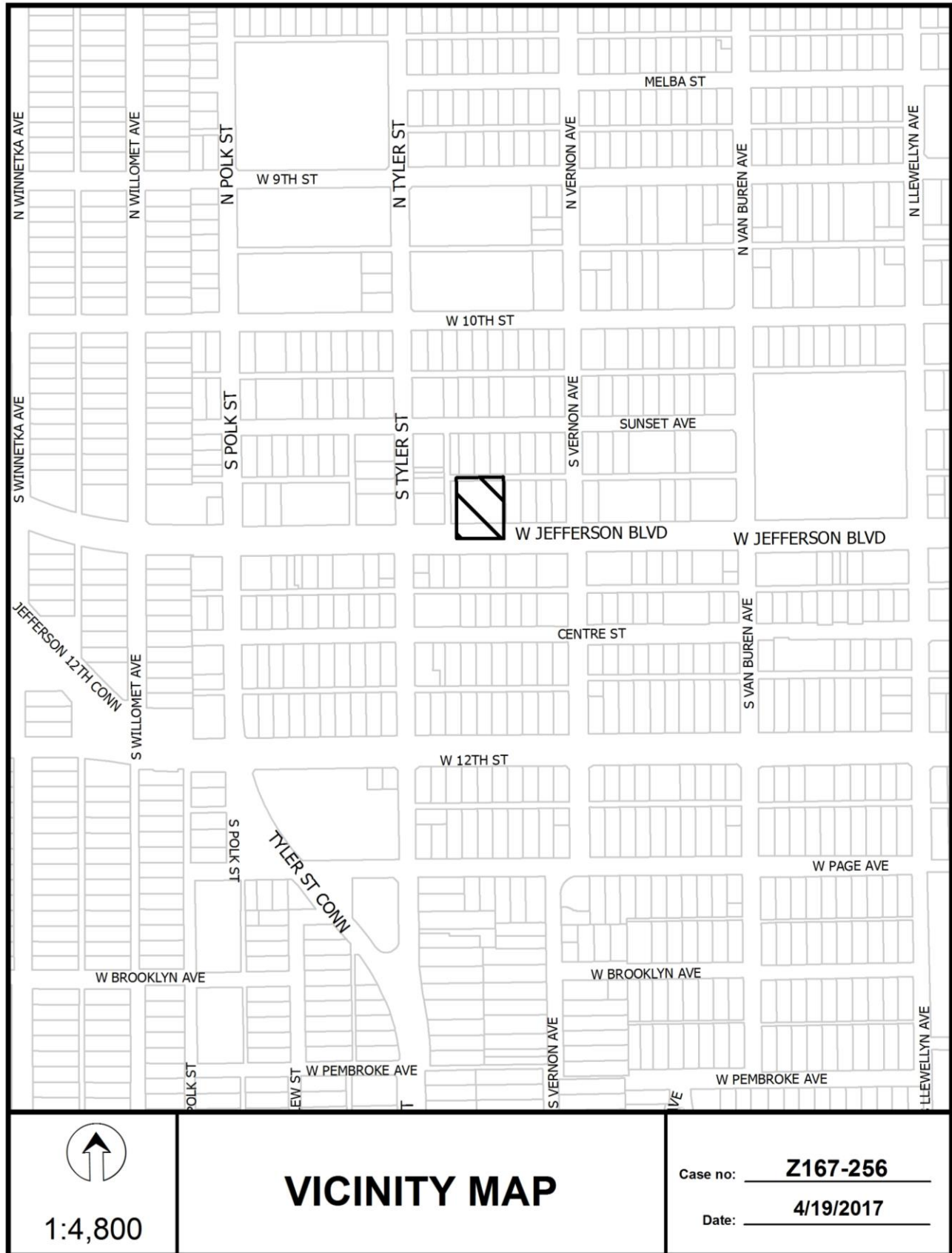
**CPC SUP Conditions
Z167-256(OTH)**

1. USE: The only use authorized by this specific use permit is a medical clinic or ambulatory surgical center.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on _____ (five years), but is eligible for automatic renewal for additional 5-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. FLOOR AREA: The maximum floor area is 1,875 square feet.
5. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
6. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

PROPOSED SITE PLAN

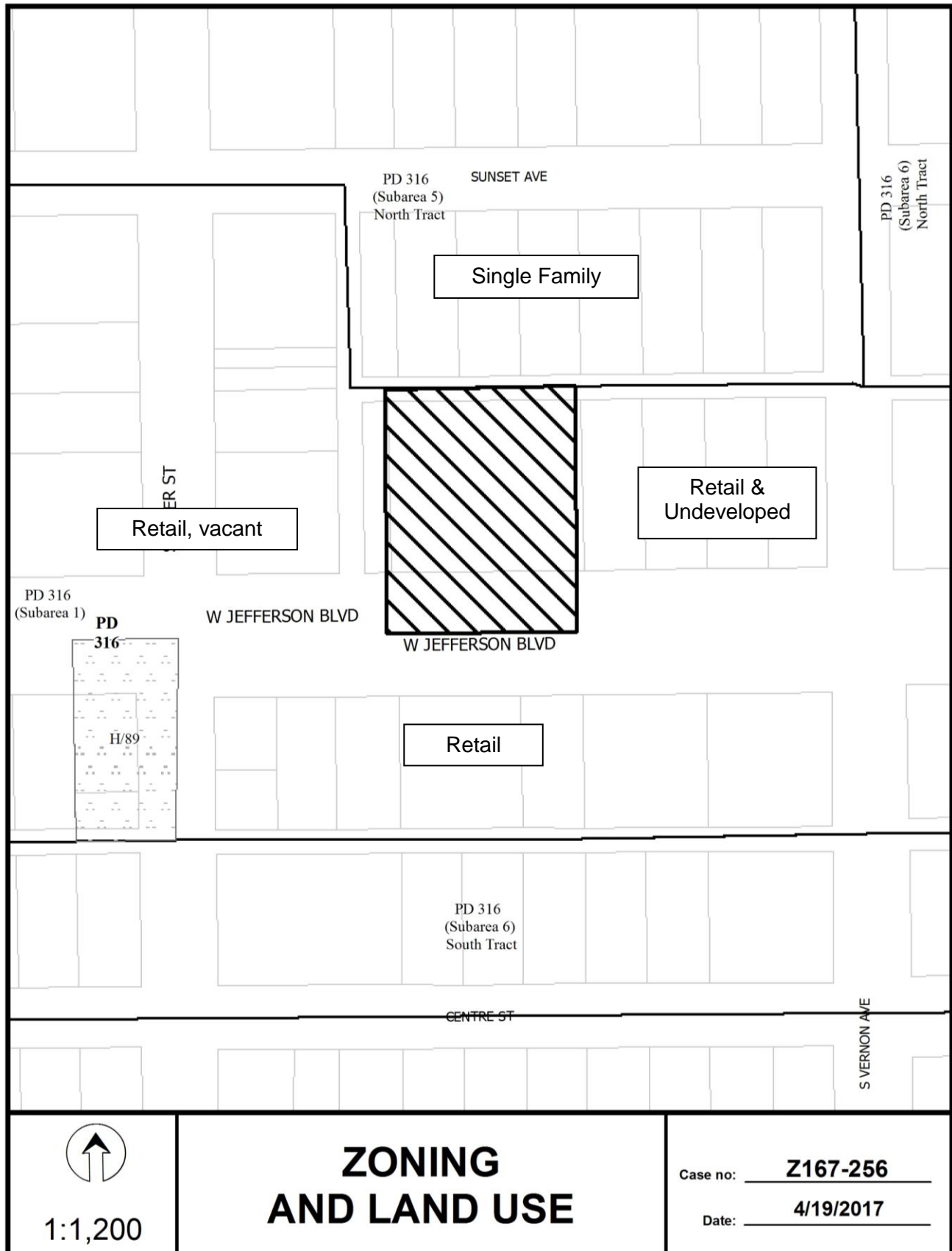


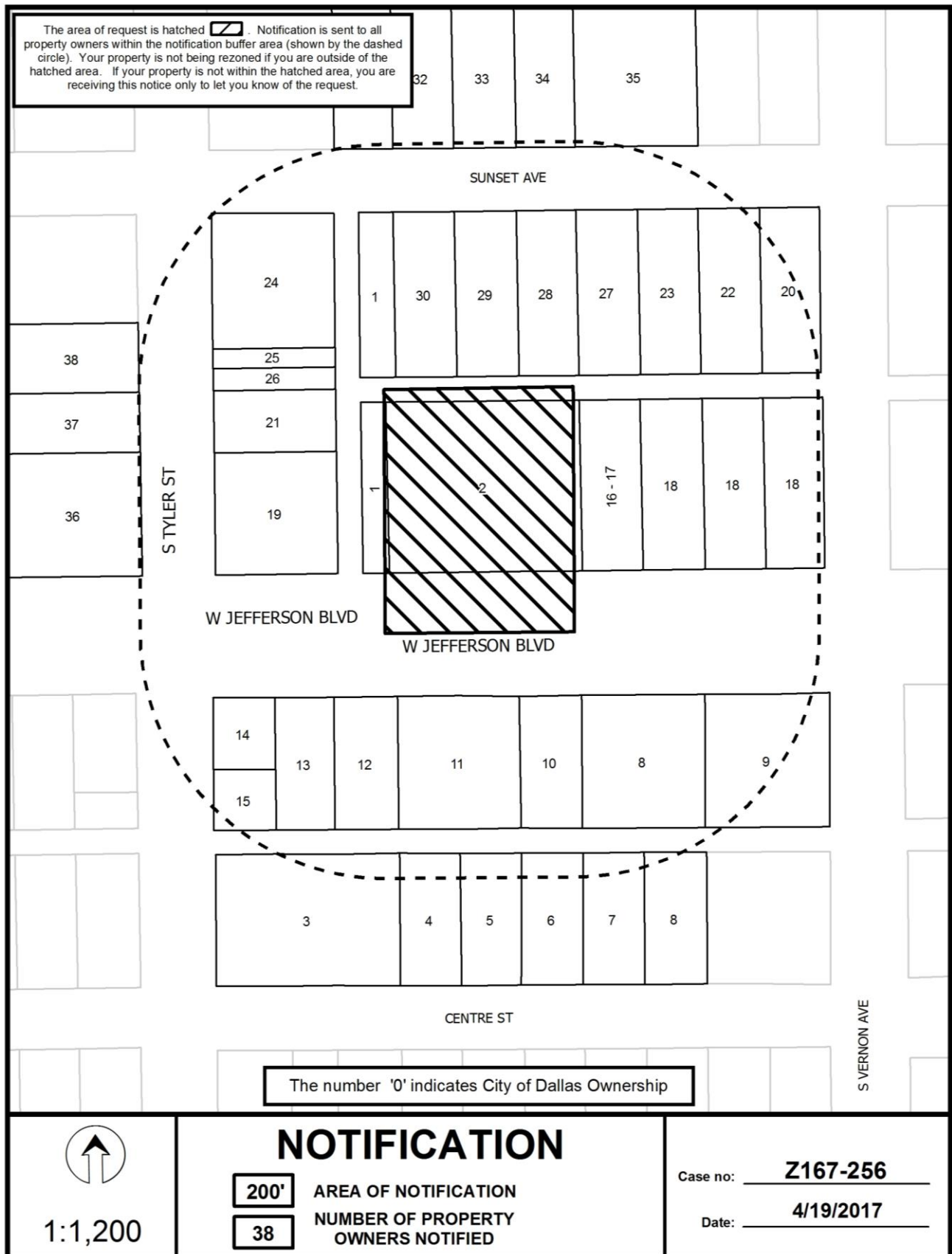
Z167-256(OTH)



Z167-256(OTH)







04/19/2017

Notification List of Property Owners***Z167-256******38 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	829 W JEFFERSON BLVD	DAY ELIJAH & BOBBIE J
2	817 W JEFFERSON BLVD	CAMELIA FAMILY LTD PS
3	837 CENTRE ST	EWERS LIMITED PARTNERSHIP
4	827 CENTRE ST	RODRIGUEZ MARIO A &
5	823 CENTRE ST	EWERS LIMITED PARTNERSHIP
6	817 CENTRE ST	MUNOZ MARK
7	815 CENTRE ST	LIMA JUANA A LOPEZ
8	809 CENTRE ST	SRO INV LTD
9	800 W JEFFERSON BLVD	SRO INV LTD
10	818 W JEFFERSON BLVD	RUDUAL INC
11	820 W JEFFERSON BLVD	REICHERT DONALD E
12	828 W JEFFERSON BLVD	MENDEZ GUADALUPE ETAL
13	832 W JEFFERSON BLVD	MENDEZ GUADALUPE ET AL
14	838 W JEFFERSON BLVD	RODRIQUEZ CARMEN I
15	310 S TYLER ST	RODRIGUQUEZ CARMEN I
16	813 W JEFFERSON BLVD	DREYFUS BETTY K
17	813 W JEFFERSON BLVD	KAHN RICHARD ALAN &
18	809 W JEFFERSON BLVD	ROJAS DANIEL & ANITA
19	833 W JEFFERSON BLVD	NAYEB FAMILY LP
20	800 SUNSET AVE	GARCIA ROSALIO &
21	212 S TYLER ST	TRIBECCA STUDIOS LLC
22	804 SUNSET AVE	BRYSON JOHN MICHAEL
23	808 SUNSET AVE	CARDENAS FLORENCIA
24	200 S TYLER ST	200 TYLER SQUARE LLC
25	208 S TYLER ST	EVANS ENGRAVING &
26	210 S TYLER ST	EVANS DAN M

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	812 SUNSET AVE	AGUILAR DIANA E P
28	816 SUNSET AVE	CROUCH ALAN L
29	820 SUNSET AVE	ESCALANTEZAMORA MODESTO &
30	824 SUNSET AVE	BARRIENTOS JOSEFA GARCIA
31	829 SUNSET AVE	SOLORZANO DANIEL
32	825 SUNSET AVE	SOLORZANO DANIEL
33	821 SUNSET AVE	PORTUGAL JUAN & MARICELA
34	817 SUNSET AVE	GARCIA JUAN P
35	815 SUNSET AVE	VALERO JESSE III &
36	901 W JEFFERSON BLVD	PALOMINO SK PPTIES LLC
37	213 S TYLER ST	TECO THEATRICAL
38	209 S TYLER ST	GOOD SPACETYLER LLC

FILE NUMBER: Z167-130(LC)**DATE FILED:** November 8, 2016

LOCATION: An area bounded by Main Street, Griffin Street, Elm Street, and Field Street with the exception of the northwest corner of Field Street and Main Street.

COUNCIL DISTRICT: 14**MAPSCO:** 49-P**SIZE OF REQUEST:** 2.43 acres**CENSUS TRACT:** 0031.01

APPLICANT/OWNER: One Main Place Office LLC

REPRESENTATIVE: Jay Firsching, Architexas

REQUEST: An application for an Historic Overlay for One Main Place (1201 Main Street) on property zoned Planned Development District No. 619.

SUMMARY: One Main Place (1201 Main Street), constructed between 1965 and 1968, consists of a 33 story, high rise office building, street level plaza, and two sunken plazas on the east and west sides of the site. One Main Place is Modernist in style with International and Brutalist Style elements. It was designed by the Skidmore, Owings and Merrill (SOM) design firm, with noted architect Gordon Bunshaft as the lead designer. One Main Place was the first of a three phase superblock project proposed for downtown Dallas in the 1960s, and the only phase actually constructed. The goal of the project was to reverse urban decay and suburbanization, and stimulate growth in downtown. One Main Place was listed on the National Register of Historic Places in 2015. A significant property must meet 3 of 10 designation criteria. This property has been determined to meet 6.

STAFF RECOMMENDATION: Approval, subject to preservation criteria.

LANDMARK COMMISSION RECOMMENDATION: Approval, subject to preservation criteria.

BACKGROUND INFORMATION:

- After the zoning application was submitted on November 8, 2016, the Designation Committee of the Landmark Commission met two times with the Applicant to work on the landmark nomination form and preservation criteria.
- The Designation Committee approved the designation report, comprised of the landmark nomination form and preservation criteria, on February 15, 2017.
- The Landmark Commission approved the designation on April 3, 2017.
- The applicant does not propose any changes to the structure or uses at this time.

STAFF ANALYSIS:

Comprehensive Plan:

The historic overlay is consistent with the Land Use, and Environment Elements of the Comprehensive Plan. Historic preservation has played a key role in defining Dallas' unique character. Preservation of open spaces that are historically and environmentally significant creates a direct, visual link to the past, contributing to a "sense of place."

LAND USE ELEMENT

GOAL 1.1 Align Land Use Strategies with Economic Development Priorities

Policy 1.1.3 Build a dynamic and expanded Downtown.

URBAN DESIGN ELEMENT

GOAL 5.1 Promote a Sense of Place and Walkability

Policy 5.1.3 Encourage complementary building height, scale, design and character.

LANDMARK COMMISSION ACTION: (April 3, 2017)

This item appeared on the Commission's discussion agenda.

Motion: Approval, subject to preservation criteria.

Maker: Sherman

Second: McGill

Results: 14/0

Ayes: Birrer, Bowers, Bumpas, *Childers, Flabiano,
Jordan, McGill, Montgomery, Seale, *Sherman,
Swann, Tapscott, Tate, Williams

Against: None

Absent: Amonett

Vacancies: 3, 4 and 12

LIST OF OFFICERS:

**INITIAL REPORT
OF
ONE MAIN PLACE, LLC**

1.

The location and address of the registered office of ONE MAIN PLACE, LLC is:

1205 St. Charles Ave., Suite D
New Orleans, LA 70130

2.

The registered agent for service of process ONE MAIN PLACE, LLC is:


David F. Waguespack
1100 Poydras Street, STE 3100
New Orleans, LA 70163

3.

The name and municipal address of the initial Manager is:

Elie Khoury
1205 St. Charles Ave., Suite D
New Orleans, LA 70130

New Orleans, Louisiana, this 25th day of February, 2014.



ELIE KHOURY, ORGANIZER

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

**historic: One Main Place
and/or common:
date: 1968**

2. Location

**address: 1201 Main Street
location/neighborhood:**

block: lot: land survey: tract size: 2.25 acres

3. Current Zoning

current zoning: PD 619 sub areas A, B, & C, SPSD overlay, video board district, retail A district, CP overlay

4. Classification

Category	Ownership	Status	Present Use	_____museum
_____district	_____public	_____occupied	_____agricultural	_____park
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	_____unoccupied	<input checked="" type="checkbox"/> commercial	_____residence
_____structure	_____both	<input checked="" type="checkbox"/> work in progress	_____educational	_____religious
_____site	Public	Accessibility	_____entertainment	_____scientific
_____object	Acquisition	_____yes:restricted	_____government	_____transportation
	_____in progress	_____yes:unrestricted	_____industrial	_____other, specify
	_____being considered	_____no	_____military	_____

5. Ownership

Current Owner: One Main Place Office, LLC / One Main Place Hotel, LLC
Contact: Elie Khoury **Phone:** 504-585-1535
Address: 1205 St. Charles Ave. Suite D **City:** New Orleans
State: LA **Zip:** 70130

6. Form Preparation

Date: February 15, 2017
Name & Title: Jay Firsching, Associate, Hayli Ballentine, Preservation Specialist Intern
Organization: ARCHITEXAS – Architecture, Planning and Historic Preservation, Inc.

Contact: jfirsching@architexas.com **Phone:** 214-748-4561

Item # 12

(continued)

7. Representation on Existing Surveys

Alexander Survey (citywide) *local* *state* *national* *National Register YES*
H.P.L. Survey (CBD) *A* *B* *C* *D* *Recorded TX Historic Ldmk*
Oak Cliff *TX Archaeological Ldmk*
Victorian Survey
Dallas Historic Resources Survey, Phase ____ *high* ____ *medium* ____ *low*

For Office Use Only

Date Rec'd: _____ Survey Verified: *Y N* by: _____ Field Check by: _____ Petitions Needed: *Y N*
Nomination: *Archaeological* *Site* *Structure(s)* *Structure & Site* *District*

8. Historic Ownership

original owner: The Dallas Texas Corporation
significant later owner(s): Equitable Life Insurance Company of the United States

9. Construction Dates

original: 1968
alterations/additions:

10. Architect

original construction: Skidmore, Owings and Merrill / Gordon Bunshaft
alterations/additions:

11. Site Features

natural:
urban design: Sunken plazas at the east and west site. Wide setbacks on all sides.

12. Physical Description

Condition, check one:

☒ *excellent*
☐ *good*
☐ *fair*

☐ *deteriorated*
☐ *ruins*
☐ *unexposed*

☐ *unaltered*
☐ *altered*

Check one:

☒ *original site*
☐ *moved(date _____)*

One Main Place is a 33-story high-rise office building in the Dallas central business district. Bounded by Griffin Street to the west, Elm to the north, Field to the east and Main to the south, the building occupies a three-acre site and includes several below-grade levels supporting retail, business, back-of-house and vehicular spaces. It lies one block to the east of the Dallas West End Historic District and just outside the western

boundary of the Dallas Downtown National Register Historic District. The building has a prominent and heavy structural concrete frame with an exposed granite aggregate finish, and features deep and regular fenestration. At street level, the tower occupies a fraction of the total site, with broad sidewalks, a large sunken plaza to the west, and a smaller one to the east.

One Main Place is in excellent condition and continues to support office use. An ongoing rehabilitation converted a portion to hotel use in 2015. The building has changed very little since its construction and retains its historic integrity in terms of location, design, setting, materials, workmanship, feeling, and association. Designed by Skidmore, Owings and Merrill (SOM) with Gordon Bunshaft as lead designer, One Main Place is difficult to assign to a single architectural style and is best described as modernist. While its physical form exhibits elements of the International Style, the use of a massive concrete structural frame is a significant departure from the lightweight metal and glass curtain wall typical of the style. Often identified as a Brutalist building due to the emphasis on concrete in the design, it lacks that style's more important defining characteristics such as an irregularity in form and clearly-articulated functional divisions in the form of externally-expressed circulation, mechanical, and tenant spaces. The design is reminiscent of other SOM buildings constructed for corporate America. Breaking with the tradition of maximizing density across an entire site, the sleek and dramatic tower occupies only a fraction of the site leaving room for broader sidewalks, plazas and retail blocks. However, where their previous compositions in the International Style generally placed an emphasis on lightness and volume rather than structure, at One Main Place this idea is turned inside out with a prominent and heavy concrete structural frame becoming its distinguishing feature.

To fully understand the composition of One Main Place, one must first recognize the context of its design. One Main Place was the first phase of a proposed three-phase superblock project covering more than 10 acres and to be called Main Place. Land for the site was accumulated over a number of years and the proposed design required the realignment of the street grid and the abandonment by the city of the land under Main Street to a depth of 80 feet. For the first phase, One Main Place, the city abandoned Field and Poydras Streets between Main and Elm, and realigned Griffin Street to create a boulevard to the west. One Main Place was to be connected to Two Main Place and Three Main Place with a massive, underground complex of retail shops, pedestrian tunnels, roadways, freight tunnels and plazas. While the land was cleared for phases one and two, the project proved unsuccessful and was canceled due to lack of financing.

Visually, One Main Place rises from street level as a structural concrete grid with an exposed aggregate surface. The columns and beams of the building are regular in width, neither being subordinate to the other and making the building appear almost as a monolith with deeply-punched openings in its surfaces. Fenestration is fixed, regular and deeply recessed. The structural frame of the building flares outward at the base, tapering gradually to the 10th floor level. The fenestration maintains a regular vertical plane, leaving the lower level windows even more deeply recessed than those above. At ground level the lobby storefronts are further recessed. This arrangement provides the first level exterior with a deep protective arcade, sheltering the windows and entrances from the sun and rain.

Item # 12

(continued)

The building exterior reveals something of its internal organization simply in the height of its window openings. The single-height first floor, serving as the entry level and primary space for organizing circulation, is surmounted by a double height banking lobby at the second. Above this, single-level tenant floors are regular in height up to the slightly-taller top row of windows, elevating the importance of the penthouse space. The building's upper floors up to the flat roof are windowless, obscuring the secondary mechanical and operational spaces beyond.

The building is rectangular in plan and is sited with its short sides facing east and west. The east and west facades are divided into twelve equal bays, the north and south into twenty-four. The tower itself occupies only 25% of the total site, the building being surrounded on all sides by sidewalks and plaza spaces. The western and most prominent of these plazas rests one floor below grade and originally featured a large circular fountain, later replaced with planters and more recently a pavilion. At the perimeter of the plaza, retail spaces and pedestrian tunnels extend beneath the sidewalks across the entirety of the site. One level below the plaza lies a system of vehicular circulation spaces, loading docks and secondary lease space. Historically this level included a US post office. Below this are three levels of underground parking.

The exposed aggregate structure is carried to the building interior on the lower floors. The central core of elevators, stairs and restrooms is also of concrete with a Naturbetong, exposed aggregate finish differentiating it from the concrete structure. Floors on the first level and concourses below are of terrazzo resembling polished concrete.

The first floor of One Main Place was designed to serve as a lobby and organizational space for distributing visitors from street level to the building's various functional areas. Centrally-placed elevators provide access to the buildings low, mid and high rise floors as well as underground parking. Escalators flanking the elevators to the east and west provide immediate access up to the massive second-floor banking center and down to the plaza level and retail concourses with further connections to the downtown pedestrian tunnel system. Today the lobby remains largely intact, but with the eastern and westernmost sections subdivided into tenant spaces. The easternmost escalator up to the banking center is now missing. Much of the exposed concrete structural frame and core, central to the aesthetic of the original design, is now hidden behind modern finishes.

The exposed aggregate structure and terrazzo floors continue as a theme in the first two below-grade levels where long corridors are surrounded by retail storefront at the plaza level, and by lease space at the level below. Upstairs, the aggregate concrete structure is particularly prominent at the double-height banking hall on the second floor. The original composition of the banking hall was shaped largely by its interior design features including carpeting, floor-to-ceiling draperies, granite floors and modern furnishings. Of the bank's interior composition, only the concrete structure and core, and remnants of the granite flooring remain.

Tenant floors are devoid of historic detail, having been designed specifically for each tenant and changed significantly over time. The penthouse, originally home of the Dallas Club, commands striking views of the city. It features contemporary finishes installed by Bank of America within the last 15 years.

<i>Item # 12</i>

<i>(continued)</i>

A rehabilitation of the building conducted in 2015-2017 resulted in the restoration of most exterior features. The intent of the rehabilitation, conducted under the state and federal rehabilitation tax credit programs, was the conversion of the building to mixed hotel and business use. Notable exterior modifications to the building included the construction of a pavilion and planters in the west sunken-plaza and the rehabilitation of the sunken-plaza level storefronts. A new above ground planter and statuary were added between the west sunken-plaza guardrail and the building, and temporary planters placed in the arcade at the southwest corner to create a patio for the restaurant. A new porte-cochere and drive lane on the north site were added for the new hotel, and new entry marquee structures constructed on the south site to serve the general lobby. Some building and tenant signs were also added, as were compatible new entry doors to service the street-level restaurant tenant. These modifications are further documented in the photographic attachment to this document.

While some changes have been made to the original design, One Main Place retains a remarkable degree of integrity.



West facade, October 2014



Southwest oblique, October 2014



Southeast oblique, October 2014



Northeast Oblique, October 2014



Northwest oblique, October 2014



View of west site and plaza guardrail from the southeast, January 2017



View into the west sunken-plaza from the southwest, October 2014



View of west sunken-plaza from street level northwest showing new pavilion and planters, January 2017



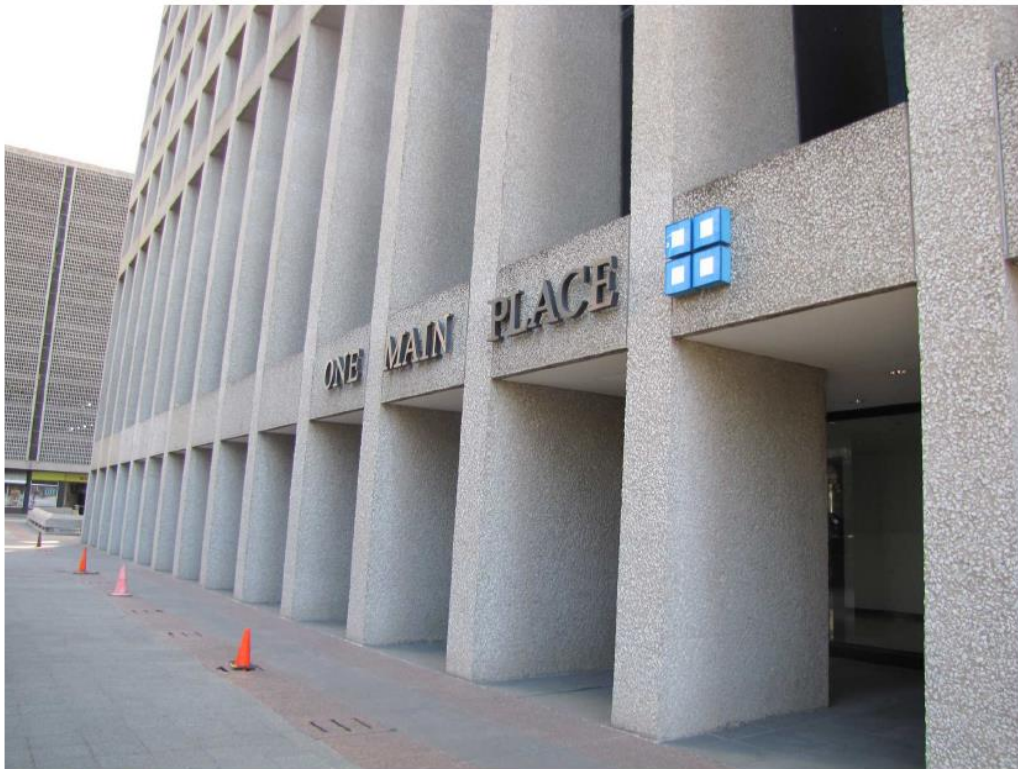
View of rehabilitated west sunken-plaza storefronts, east side (top), and north side (bottom), January 2017



Detail of west sunken-plaza guardrail (top), October 2014
Stair to west sunken-plaza at northwest site (bottom), October 2014



West street-level plaza detail prior to building rehabilitation, 2014 (top), and with new planter and statuary, January 2017 (bottom). Views from the north



Detail of north facade facing southeast, October 2014



North site from the west showing new porte cochere and drive lane, January 2017



Detail of stair in east sunken-plaza from the southwest (top), October 2014
View into the east sunken-plaza from the north (bottom), October 2014



View of south site from the west showing new marquee structures and building identification signs (top), January 2017

New marquee structure at southeast entry (bottom), January 2017



New marquee structure at southwest entry, January 2017



View in west arcade facing north (typical), October 2014



Details of typical revolving door assembly (southwest entry), October 2014



Typical existing building entry (unmodified during rehabilitation) (top), January 2017
Ground level hotel entry at northwest showing added interior doors to create vestibule (bottom), January 2017



Compatible new entry added for restaurant tenant: at southwest (top) and at west (bottom), January 2017



Temporary barrier in south arcade for restaurant tenant, January 2017



Building identification sign at south arcade (bottom), January 2017



Ground-level tenant signs attached to existing vent structure on south site, January 2017

13. Historical Significance

One Main Place is the first of a three-phase superblock project proposed for downtown Dallas in the 1960s. The other two phases of the Main Place development were never constructed due to a lack of financing. Main Place was the city's first and most ambitious attempt at superblock development and, initially-conceived by the Columbia University School of Architecture, was refined into a constructible design by Skidmore, Owings and Merrill. Although the overall project was a failure, it influenced city planning in Dallas for another three decades.

Dallas in a new age of city planning

By the middle of the 20th-century, Dallas, Texas was facing a series of problems common to most cities of its day: degradation of its downtown core, congestion, suburbanization and related sprawl, and incredible pressure brought on by the popularity and abundance of the automobile. With industrialization came new ideas in town planning intended to respond to the fact that our rapidly-changing cities were gradually less livable.

In the 19th-century, industrialization and the advent of the railroad created major disruptions that began to break down these integrated cores ever more rapidly. Towns tended to spread out along rail lines, and industry brought with it greater density as land was repurposed to provide space for new industrial uses. Space for housing in the central city diminished even as the population grew. Expanding commercialization of downtown areas further broke them down, with massive buildings constructed on blocks originally intended for smaller, human-scaled structures. Homes, churches and other amenities that provided a higher quality of life were generally squeezed out in favor of industry and commerce. Typical street grids what once accommodated pedestrians and slow-moving means of transportation became overwhelmed by automobiles that were prevalent and fast. As a single-person conveyance, the automobile created issues of congestion downtown, and provided a greater ability to escape the center of the city for less dense areas.¹ Both living and working in the core of our cities became gradually more difficult and unsatisfying, and leaving it for the suburbs ever more desirable.²

The industrialization and commercialization of cities gave rise to urban planning movements which sought to create cities that were again balanced and livable with a minimum of conflict between pedestrians and automobiles. While planners behind such concepts as the English garden city movement and the new town movement sought to achieve these ideals in new communities, others looked to apply them to existing urban cores. Key to these urban plans was the idea of vertically-integrated architecture.³

In 1922, Swiss planner and architect Le Corbusier unveiled the first major concept in three-dimensional superblock planning. His, "Contemporary City" or "City of Tomorrow" sought to solve the problem of density and overcrowding by taking the concepts of garden city planning and applying them to vertical architecture. The City of Tomorrow envisioned organization through intentional separation of residential, commercial, and transportation functions that

1 Johnson-Marshall, Percy. *Rebuilding Cities*, Chicago, Aldine Pub. Co. (1966), p. 11-12

2 Gruen, Victor. *The Heart of our Cities: The Urban Crisis, Diagnosis and Cure*. Simon and Shuster: New York (1964).

3 Keating, W. Dennis, Norman Krumholz (2000). "Neighborhood Planning". *Journal of Planning Education and Research* 20 (1): p. 111–114.

would create an elegantly proportioned and calm environment.⁴

In instances where Corbusier-influenced superblock projects were successfully constructed, large areas of historic buildings were sacrificed in the name of progress. Examples of this trend can be found in the urban renewal and public housing projects in Europe and the United States. Notable US examples are the Cabrini Green housing complex in Chicago and the massive Pruitt Igoe housing complex in St. Louis. Both required the extensive clearing of historic buildings for their construction.⁵ Le Corbusier's ideas are largely credited with starting the modern movement and strongly influenced planning and architecture in the 20th-century. Notable examples are the work of planners Robert Moses in New York City and Edmund Bacon in Philadelphia.

The problems facing Dallas in the 1950s and 1960s were a clear example of the urban decay and suburbanization superblock proponents sought to reverse. Ironically, it was growth and prosperity that created these destabilizing pressures. True to international trends, in a growing Dallas, small scale commercial blocks gave way to ever larger and taller buildings and greater density. Downtown streets, choked with pedestrians and automobiles became ever more difficult and unpleasant to navigate. The city's central residential areas were in decline in favor of suburbs to the north and east. Both Dallas and Fort Worth, its sister city to the west, found themselves in need of a plan to reverse these trends.

Early Planning in Dallas

Dallas as a city developed rapidly in the late 19th-century, the growth spurred on by the arrival and expansion of the railroad.. As might be expected, the Dallas boom brought with it congestion and new problems, most notably a snarl of tracks, depots and freight terminals overlaying a traditional street grid designed to accommodate pedestrians, horses and wagons.⁶

By the 20th-century, the city was eager for a plan. George Kessler, a prominent city planner and designer of his day, was commissioned by the city and presented the Kessler Plan in 1910. This plan was the first adopted by the city that stressed an idea central to the success of downtown: for the city to function effectively the problem of congestion must be addressed and the efficient flow of people and goods promoted. Kessler called on the city to eliminate the complex and inefficient web of railroad tracks and depots from downtown, eliminate at-grade railroad crossings, and establish a system of boulevards and connecting loops to ease traffic. Kessler's vision was that the city's major transportation networks would operate with as little interference with one another as possible. Only a fraction of Kessler's ideas were realized, although many such as the realignment of the Trinity River, the establishment of a boulevard system, and a city-wide parks plan were highly significant.⁷ A lesser known outcome was the construction of the city's first downtown tunnel system, part of a massive underground freight

⁴ Le Corbusier, and Eleanor Levieux. *Looking at City Planning*. New York: Grossman Publishers (1971).

⁵ King, Jason . "The Pruitt-Igoe Myth: An Urban History." *Landscape and Urbanism*, <http://landscapeandurbanism.blogspot.com/2011/07/pruitt-igoe-now.html>. Accessed 15 sept, 2014.

⁶ William H. Wilson, "Adapting to Growth: Dallas, Texas, and the Kessler Plan, 1908–1933," *Arizona and the West* 25 (Autumn 1983). P. 245-248

⁷ Kessler, George. *A City Plan for Dallas*. Dallas, Texas (1910). p. 5-8

terminal under the Gulf, Colorado and Santa Fe Warehouses.⁸

While Kessler's plan did lead to many improvements in the city, political and business rivalries prevented broad and even implementation of Kessler's ideas.⁹ Additional plans followed, each resulting in limited successes. In 1925 the Ulrickson plan achieved the realignment of the Trinity River, levee construction, and the completion of a number of viaducts connecting Dallas with Oak Cliff to the south, but the broader effort at city-wide improvements was again a failure.¹⁰ A 1943 city-wide planning study by St. Louis planning expert, Harland Bartholomew, resulted in a sweeping 12-volume plan of city improvements with the goal of implementing the proposals at the completion of the war.¹¹ However, overwhelmed by the growth, the city found itself unable to keep up, much less implement the proposals of the Bartholomew Plan, completing only piecemeal components.¹² Additional but less comprehensive studies were implemented in the 1950s with little result. Notable among these was city planning engineer, Marvin Springer's, plan for a new system of highway improvements including freeway loops around the central business district.¹³

It is worth noting that government-funded urban renewal programs implemented in the years after World War II did not have a major impact on development in Dallas. Title 1, passed in 1949 and authorizing the clearing of urban slums to make way for new development, was a tool used in many major metropolitan areas, most famously by Robert Moses in his efforts as part of city and state government to reshape the City of New York. The provisions of Title 1 proved unpopular in Dallas, a city where individual property rights were highly valued, and efforts to clear slums such as those found in West Dallas, were roundly rejected.¹⁴

The Early Underground in Dallas

A primary focus of Kessler's ideas was railroad traffic, particularly downtown. The railroad companies of early 20th-century Dallas operated independently of one another, each with its own tracks, passenger and freight terminals. This web of infrastructure was highly inefficient and choked the city's streets. Kessler proposed a consolidation and simplification of the trackage downtown, the elimination wherever possible of at-grade railroad crossings, and the construction of a single Union Terminal and rail yard on the west end of downtown.¹⁵

In 1917, Union Terminal was completed one block southwest of the courthouse square. This was the catalyst that allowed for the simplification of the track network downtown and made the city's many downtown passenger terminals obsolete, including that of the Gulf, Colorado & Santa Fe Railroad. On the site of its downtown station and on several adjoining blocks to

- 8 Kessler. P 13-16
- 9 Fairbanks. P 31-32
- 10 Fairbanks. P 51-54
- 11 Fairbanks. P. 126
- 12 Fairbanks. P. 171-174
- 13 Fairbanks. P 216.
- 14 Fairbanks. P. 219-220
- 15 Kessler, George. *A City Plan for Dallas*. p. 13-16

Item # 13

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the south, the Gulf, Colorado & Santa Fe constructed four large freight terminals. Each was connected to the other by a set of tunnels that further connected to the main line to the south. This was the first example in Dallas of vertically-separated infrastructure in the downtown core and allowed the daily transport of tons of freight into the central business district with no disruption to the streets and sidewalks above. When the freight terminals fell into disuse after World War II, the tunnels were abandoned, eventually being disconnected from the main line by the construction of the Dallas Convention Center.¹⁶

The further development of vertically-separated infrastructure in Dallas was largely incidental in the first half of the 20th-century. An underground tunnel was constructed under Main Street in 1913 to connect the 1912 Adolphus Hotel (NR 1983) and the 1913 Busch Building (NR 1980), but this was used largely to connect the large power plant in the hotel to its new neighbor.¹⁷ At Union Terminal itself, the massive rail yards were originally navigated by passengers via a long overhead transit-way above the tracks. With the continued expansion of the yards, this transit-way was removed in 1947 in favor of an underground tunnel system connecting the terminal to the various tracks and to other buildings nearby.¹⁸ A portion of this tunnel remains in use today, serving its original purpose of distributing passengers to trains, and now to the modern Reunion Center complex. This was the city's first use of a tunnel system to separate pedestrians from the transportation systems above them.

In 1951, the Mercantile National Bank was the first to take downtown Dallas' growing parking problem underground with the construction of the Mercantile Commerce Building (later renamed the Mercantile Continental Building). The three-story structure featured an additional five levels of parking below ground and a large set of freight docks. The parking structure was connected to the Mercantile Bank Building across the street by the city's second underground pedestrian tunnel.¹⁹ The parking structure now serves the newly-rehabilitated Continental Lofts and the tunnel remains intact, but abandoned.

While some warehouse complexes such as Sears (now Southside on Lamar) south of downtown connected buildings with overhead walkways, overhead pedestrian connections prior to 1950 were rare. A "Venetian bridge" was constructed in 1934 to connect the mezzanine levels of the Adolphus and Baker Hotels. The temporary bridge was utilized to prevent congestion along Commerce Street during the American Petroleum Institute convention and was removed soon after.²⁰

¹⁶ Santa Fe Terminal Buildings 1 & 2. National Register Listing (1997). Accessed via the web: http://atlas.thc.state.tx.us/common/view_narrative.asp?narrative=97000478.htm&title=Sante%20Fe%20Terminal%20Buildings&filepath=E:\atlas_text\lr_listed\html. 20 August 2014.

¹⁷ "Underground Tunnel Ordinance Passes." *Dallas Morning News*, page 4 (11-26-1912).

¹⁸ Dallas Union Terminal. National Register Listing (1975). Accessed via the web: http://atlas.thc.state.tx.us/viewform.asp?atlas_num=2075001966&site_name=Dallas%20Union%20Terminal&class=2002. 27 Aug 2014

¹⁹ "Underground Parking Garage in Dallas to be Ready by June." *Dallas Morning News*, p. 3 (2-13-1950).

²⁰ 32 "Hotel Bridge Work to Start; City Approves." *Dallas Morning News*, Section 2, p.1 (10-18-1934).



Victor Gruen's plan for downtown Fort Worth, 1957

Superblock planners come to north Texas

In the 1950s, visionary urban planners such as Victor Gruen and Vincent Ponte were promoting the idea of efficient multi-level cities on a scale that George Kessler might never have imagined possible. These planners drew on the ideas promoted by Le Corbusier in his vertical garden cities, but sought to overcome what was perceived as their greatest flaw, a lack of humanity and human scale.²¹ Gruen and Ponte sought create diverse and fully-

²¹ Gruen, Victor. *The Heart of our Cities*. P. 178-181

integrated superblocks in which people could work and live with great convenience and personal satisfaction. These would then be connected to similar adjoining superblocks to cover the larger urban core. Transportation within the superblock system would be provided by pedestrian tunnel systems, moving sidewalks and personal conveyances.²²

In 1956, the City of Fort Worth commissioned Victor Gruen to develop a plan for its central business district. True to the ideals of multi-level planning and superblock development, Gruen designed a plan that eliminated surface parking lots downtown to create plazas, providing instead six massive centralized parking structures served by an outer highway loop. People would be moved throughout the core with a system of dedicated above and below-ground walkways and automatic conveyances. Other forms of transportation such as trucking, rail and commuter traffic would be separated from pedestrians with their own networks. In discussing his illustrations for the newly-envisioned city, Gruen said that the traditional and uniform street grid would be, "enlivened by the introduction of plazas, the narrowing of some streets and the construction of new buildings, the covering of some streets, and by the introduction of various exhibit and selling facilities in the center of streets and plazas." The illustrations depict a downtown Fort Worth that appears as a series of interconnected shopping malls and office towers. From a historical standpoint, implementation of the Gruen plan would have been disastrous, with much of the historic downtown core we see today lost to demolition.²³

In Dallas, Gruen's work in Fort Worth did not go unnoticed. The Dallas Texas Corporation soon initiated its own plan for a Dallas superblock. The Dallas Texas Corporation was the brainchild of William W. Overton, Jr., Chairman of the Texas Bank and Trust, Co. and founding member of the Dallas Citizens Council. Overton's office overlooked the area of downtown buildings along Main and Griffin Streets, some of which he owned. While full of thriving businesses at the time, Overton saw the collection of aging buildings as an area of decline and eventual blight. In 1953 he approached another area businessman, Clint Murchison, who also owned property in the area including his offices in a small building at 1201 Main. The two men resolved to combine their property holdings on Main Street into a single entity, the Overton-Murchison Interests, and work together to purchase the remaining tracts in order to construct a major new development.²⁴

Overton and Murchison both relied heavily on the talents of their sons in managing their combined interests. Clint Murchison was joined by his sons, Clint Jr. and John, while Overton was joined by his son William W. Overton.²⁵ A 1958 article on the younger Overton described him as "a man going places." Then 30-years old, he was already a junior director of Texas Bank and Trust, president of W. W. Overton Company, president of Dallas Downtown Investment Company, director of Overton Real Estate Company, and director of Dal-Tex Aviation. Overton was in the spotlight at the time for his efforts to establish the Addison Airport. Utilizing the combined political and financial influence of the Overton-Murchison Interests he succeeded in developing the state's largest private airport at the time, and in developing the

²² Gruen, Victor. *The Heart of our Cities*

²³ Gruen, Victor. *The Heart of our Cities*. p. 219

²⁴ "Dream to Prevent Downtown Blight Now Coming True." *Dallas Morning News*; Page 7 (05-31-1964).

²⁵ "Dream to Prevent Downtown Blight Now Coming True."

Item # 13

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*Composite Sanborn Fire Insurance Map showing proposed site for Main Place 1921
Courtesy Dolph Briscoe Center for American History*

surrounding area for industrial use.²⁶ He played a leading role in the effort to redevelop the Murchison-Overton section of Main Street.

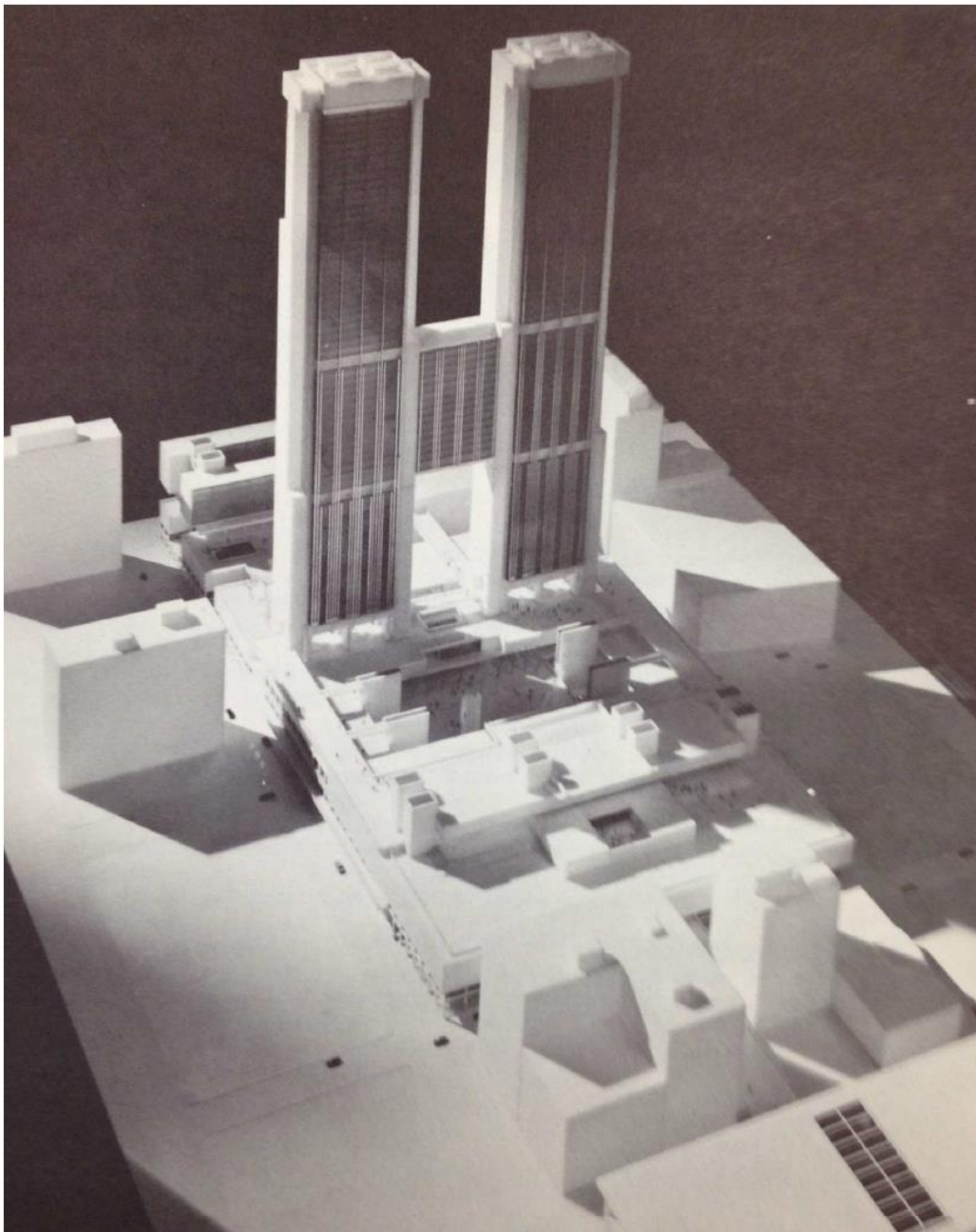
The Overtons and Murchisons created the Dallas Texas Corporation as the entity to undertake their new development and began to accumulate additional property along Main Street in the heart of downtown. The corporation also funded its own study of the Dallas central business district centered on the idea of constructing a superblock as a catalyst project for the redevelopment of the downtown core.²⁷ The plan was presented in 1961.

Conceived by the Columbia University School of Architecture Master's Program, the ideas in the 1961 Columbia plan for Dallas closely paralleled those of Corbusier, Ponte, and Gruen and it was described in the press as Dallas' "City of Tomorrow."²⁸ According to the plan, successful development projects at the hearts of our cities would include multiple functions including corporate, government, financial, retail, housing and cultural.

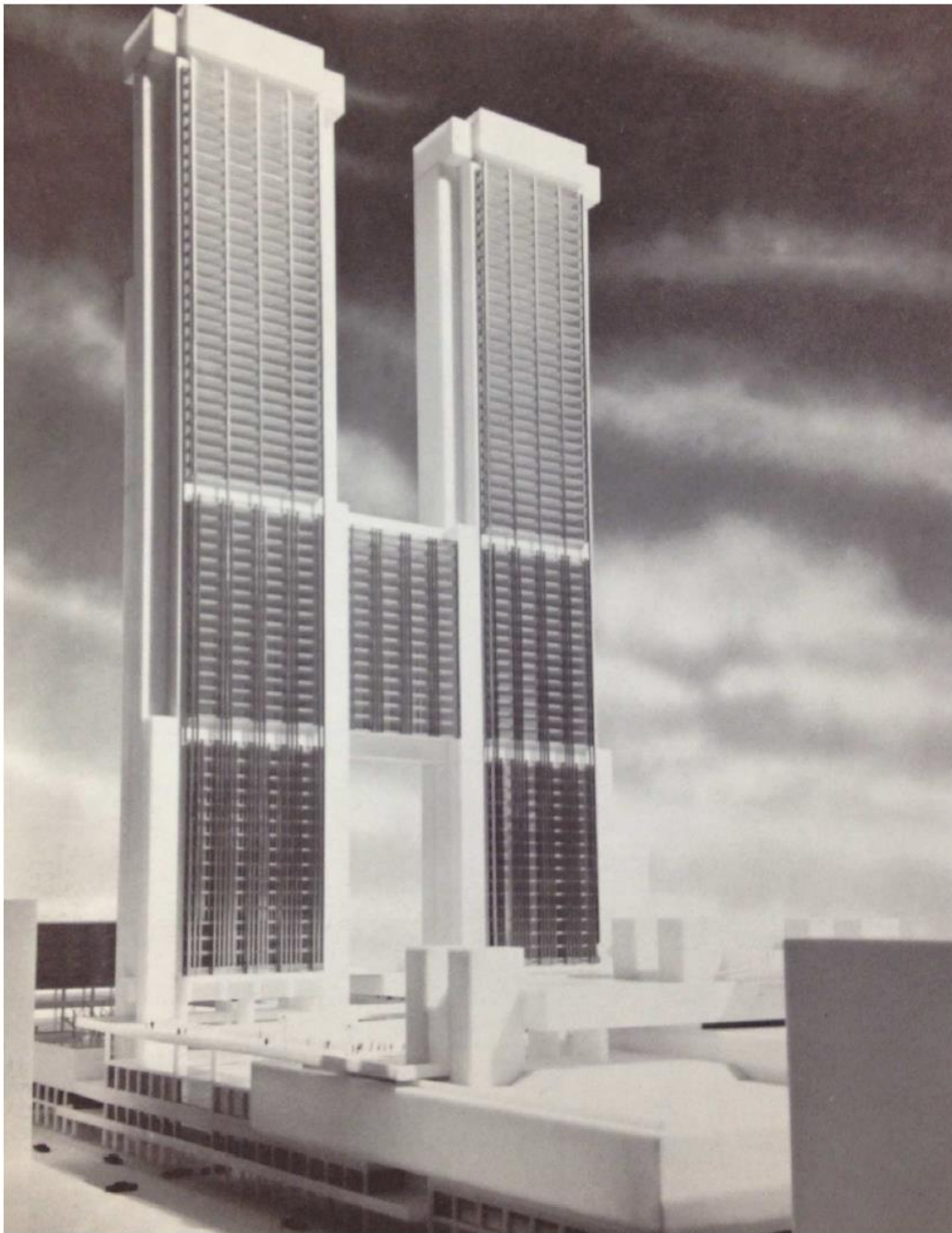
²⁶ "A Man Going Places: William W. Murchison" *Dallas Magazine*: page 58 (November 1958).

²⁷ "Dream to Prevent Downtown Blight Now Coming True."

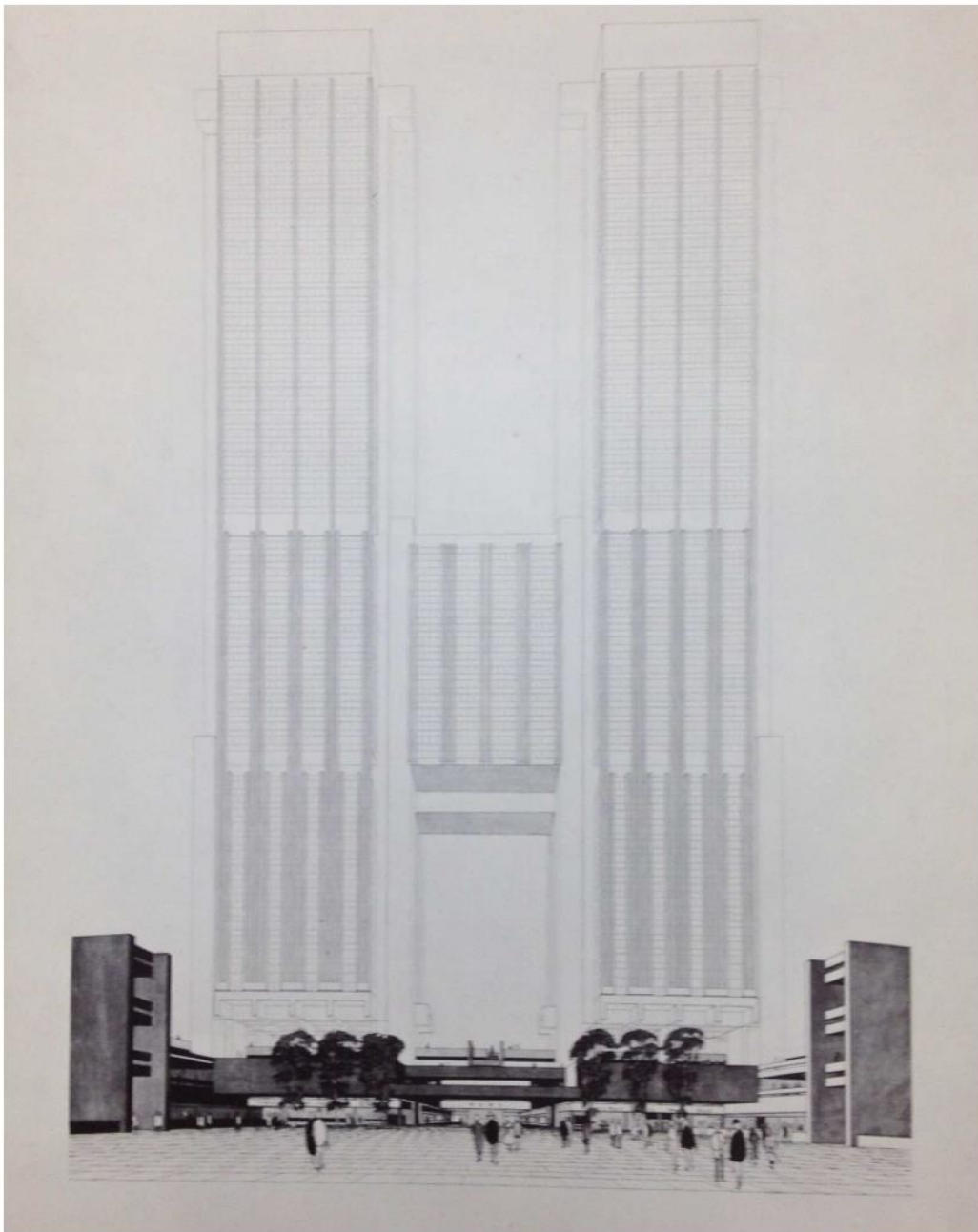
²⁸ "Group Formed in 1959 to Revitalize Area" *Dallas Morning News*: page 18 (04-29-1962).



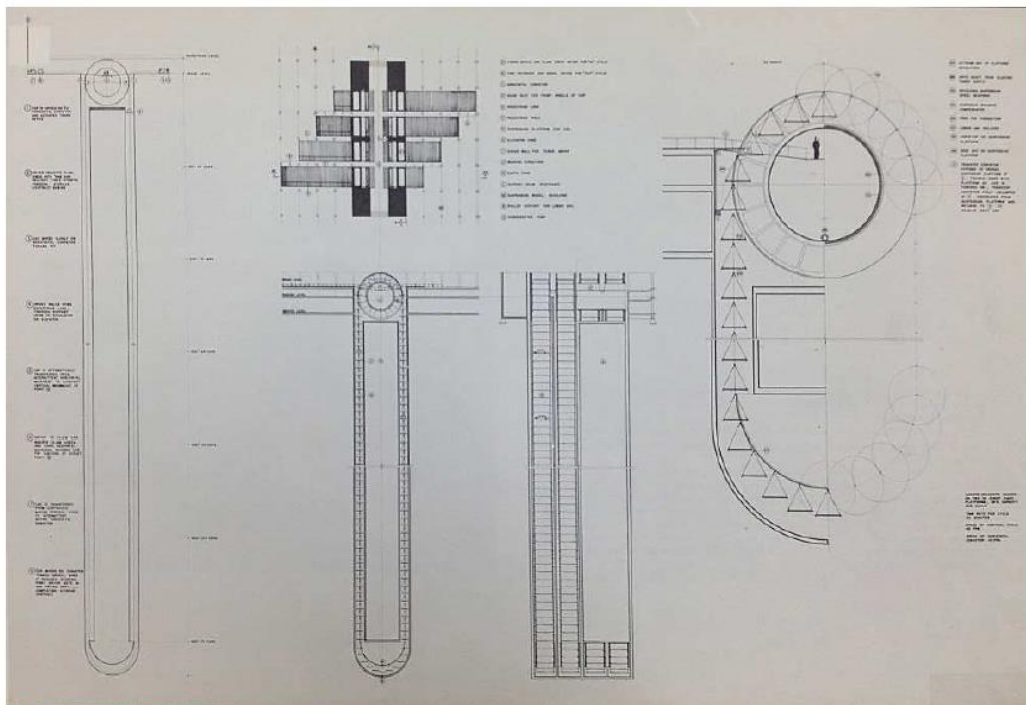
The Columbia University plan for Main Place (Architectural Record, May 1962)



The Columbia University plan for Main Place (Architectural Record, May 1962)



*The Columbia University plan for Main Place: View on Main Street facing west
(Architectural Record, May 1962)*



*The Columbia University plan for Main Place: Diagram of mechanized parking pits
(Architectural Record, May 1962)*

These functions would be grouped into related and overlapping clusters to provide continuity without congestion across the entire central core.²⁹

In addition to providing facilities for various interrelated functions, the study also found the connections of these facilities to one another to be of critical importance. Specifically, the study called for transportation systems to be layered horizontally and vertically with a minimum of conflict and interference with one another. The plan stated that vertical transportation should be accommodated on three levels. The uppermost level, open to the sky, was strictly for the use of pedestrians who must be able to move from place to place without the interference of other types of transportation. This level would also include low-speed automatic conveyors. The level below was designed for higher speed conveyance including cars, taxis, and local city buses. The lowest level was for the use of trucks and long-range commuter vehicles. The plan called for the accommodation of these transportation systems and nodes of activity above ground by bridging the street grid.³⁰

Visually, the plan was striking. Covering 36 blocks, the proposal would have enveloped the street grid between Austin Street on the west and Akard on the east, Pacific to the north and Jackson to the south. The superblock plan included below-grade service and parking

²⁹ *Main Place, Dallas, Texas.* Columbia University. p. 8-9.

³⁰ *Main Place, Dallas, Texas.* Columbia University. Fold-out section & p. 28-29

levels. At grade, the street grid was to provide distribution of cars and transit across the entire superblock. Other above-ground levels were reserved for pedestrians. Parking for the massive complex was to include both flat parking and parking pits. The pits were to consist of continuously-operating mechanical conveyors carrying cars hundreds of feet below ground. A 30-minute full-cycle would have required careful planning by patrons of the system wanting to retrieve their vehicles. The centerpiece of the superblock was a pair of massive twin towers bridging Main Street.

According to the Columbia Plan, Main Place was to be implemented in three phases. The first phase was to cover the almost 10-acres already owned by the Dallas Texas Corporation. The second phase would include the 36-block area as conceived in the plan and illustrated in its pages. Finally, the third phase would cover a full 63 blocks. A diagram of the complete superblock showed that it would stretch from Ross Avenue to the north, Akard Street to the east, Young street to the South, and Houston Street to the west.³¹ Such a plan, if implemented, would have erased the western portion of downtown, and with it the entire Dallas County Government Center, the Adolphus Hotel, and Republic National Bank Buildings, among many others.

Main Place and SOM

While the lofty aspirations of the Columbia plan might have seemed out of reach to the Dallas, Texas Company, it is clear that many of the major ideas for the superblock were embraced and that the company believed it could, in fact, complete some version of the massive project. Representatives of the company and of the city of Dallas traveled to a number of major North American cities to examine various approaches being undertaken elsewhere. Most significantly, an 85-person delegation made up largely of members of the Dallas Central Business District Association visited both Constitution Plaza in Hartford, Connecticut, and Place Ville Marie in Montreal, Canada. Constitution Plaza, constructed on the site of one of Hartford's oldest neighborhoods, was under construction and designed as a series of interconnected buildings bridging the street grid. Place Ville Marie, on the other hand, pushed the lower levels of the superblock below ground, leaving much of the street grid intact.³² It is clear that the approach taken in Montreal impressed the delegation. The Dallas Texas Company immediately appointed David Owen, vice president of Webb & Knapp Canada and director of development of Place Ville Marie, to its staff and board of directors. Owen would be head of construction and leasing responsibilities at Main Place,³³ Dallas' appreciation of the Montreal scheme would be further exemplified by the hiring of Ville Place Marie planner Vincent Ponte in 1968.

In May of 1964 a plan for phase one covering the initial 10 acres and developed by SOM with Gordon Bunshaft as lead designer was revealed in the Dallas Morning News.³⁴ Gone from the plan were Columbia's visions for a vast island of infrastructure bridging the downtown street grid, mechanical pedestrian conveyors, and complex automated parking systems.

31 "Group Formed in 1959 to Revitalize Area"

32 "85 Leaders Visit Montreal, Hartford" Dallas Morning News; page 5 (05-22-1962).

33 "Dallas Corp. Appointees Announced." Dallas Morning News; page 1 (12-16-1962).

34 "Huge Project Planned in Downtown Dallas." Dallas Morning News, page 1 (05-31-1964).



*View of Main Place plan from marketing brochure, 1965
Courtesy Dallas Public Library Dallas and Texas History Center*

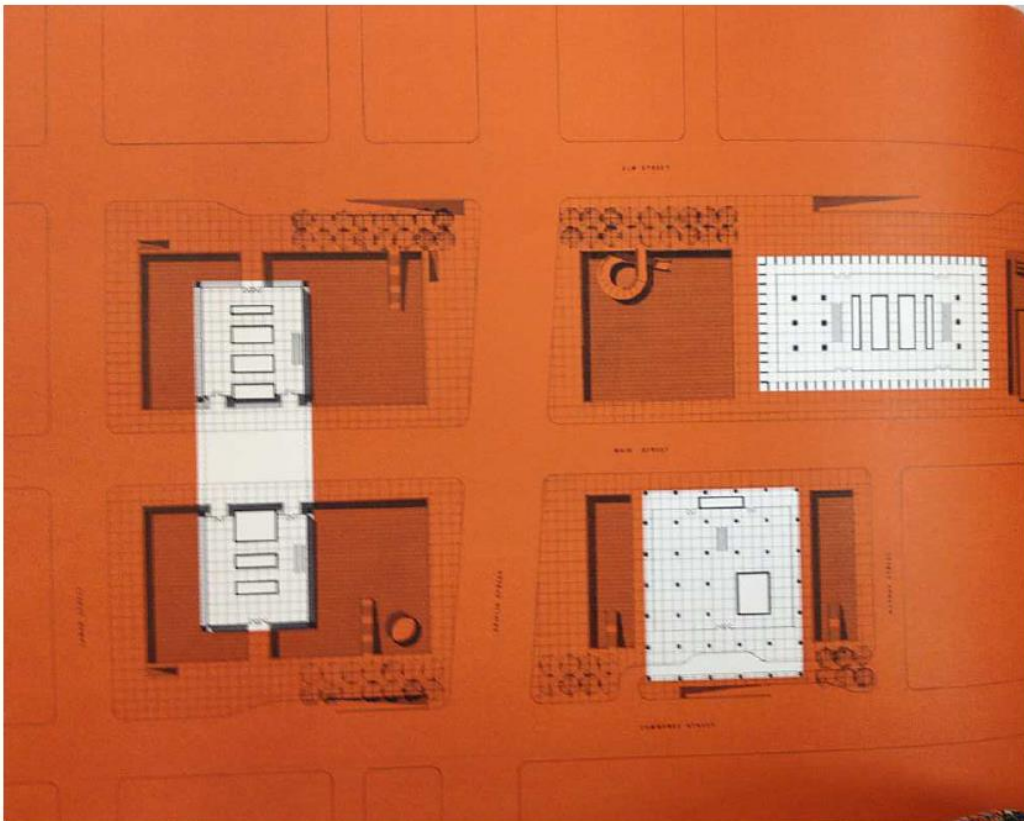
What remained were the plan's more fundamental concepts. The above-ground hierarchy of layers for pedestrian, auto and freight traffic was pushed below ground. Automobile and bus circulation would remain at street level. Primary pedestrian circulation, including a network of tunnels connecting major downtown buildings, was placed on the first level below ground, thus eliminating pedestrian and automobile conflict at street level. This level also included plazas, retail amenities and other conveniences.³⁵

Architecturally, phase one of the superblock plan was broken down into three sub-phases. One Main Place was to be 33 above-ground stories with 1,000,000 square feet of office space. Two Main Place, spanning Main Street much as the central architectural piece of the Columbia plan had envisioned, was to be 50 stories with 1,400,000 square feet of office space. Finally, Three Main Place was to include a 300,000 square foot department store with a 400 room hotel above. Below grade and surrounding the sunken-plazas and courtyards was to be 225,000 square feet of retail and recreational amenities, a drive-through bank and 3,000 parking spaces. Freight docks were also placed at this level in anticipation of a future downtown freight tunnel system dedicated completely to truck traffic. Missing was any attempt at providing a

³⁵ *Main Place*. (Marketing Publication) Dallas Texas Corporation (May 1964).

Item # 13

(continued)



View of Main Place plan from marketing brochure, 1965
 Courtesy Dallas Public Library Dallas and Texas History Center

residential component or the amenities necessary for residential living.³⁶

According to the developer, the Main Place Concept was designed to:

- Function as a single unit so that pedestrians may have continuous access over the entire ten acres.
- Maximize the site's incomparable access from all parts of the metropolitan area to the massive underground parking garage.
- Ease the flow of traffic into and out of the project by separating conflicting movements.
- Relate complimentary uses to produce a dynamic union of various activities.
- Create on this vast land area carefully organized open areas which blend with each other and the building masses surrounding them to develop a true urban scale.³⁷

³⁶ Main Place. Dallas Texas Corporation.

³⁷ Main Place. Dallas Texas Corporation.



*View of Main Place Plan from marketing brochure, 1965
Courtesy Dallas Public Library Dallas and Texas History Center*

It is not clear how the Texas Corporation came to select SOM and Gordon Bunshaft as their architectural designer. The firm and Bunshaft had gained national notoriety for the design of Lever House and the Union Carbide Building in New York, among others. They also made local news for their designs for the Medical Center and Great Southern Life Buildings in Houston, and the First National Bank Building in downtown Fort Worth. Certainly SOM was the go-to firm at the time for corporate branding through architectural design, making them an obvious choice as architect. It is worth noting that in attributing any of SOM's buildings to a particular lead designer, we are not being entirely faithful to the principles of the firm or to Gordon Bunshaft. SOM is known for fostering a climate of collaboration and for a reluctance to place credit for a design in the hands of any single team member. This is a climate in which Bunshaft preferred to work and in which he thrived.³⁸

³⁸ Martin, Reinhold. "The Bunshaft Tapes: A Preliminary Report." *Journal of Architectural Education* (Nov 2000) p. 80-87.



*Rendering of One Main Place from marketing brochure, 1965: View from northwest
Courtesy Dallas Public Library Dallas and Texas History Center*

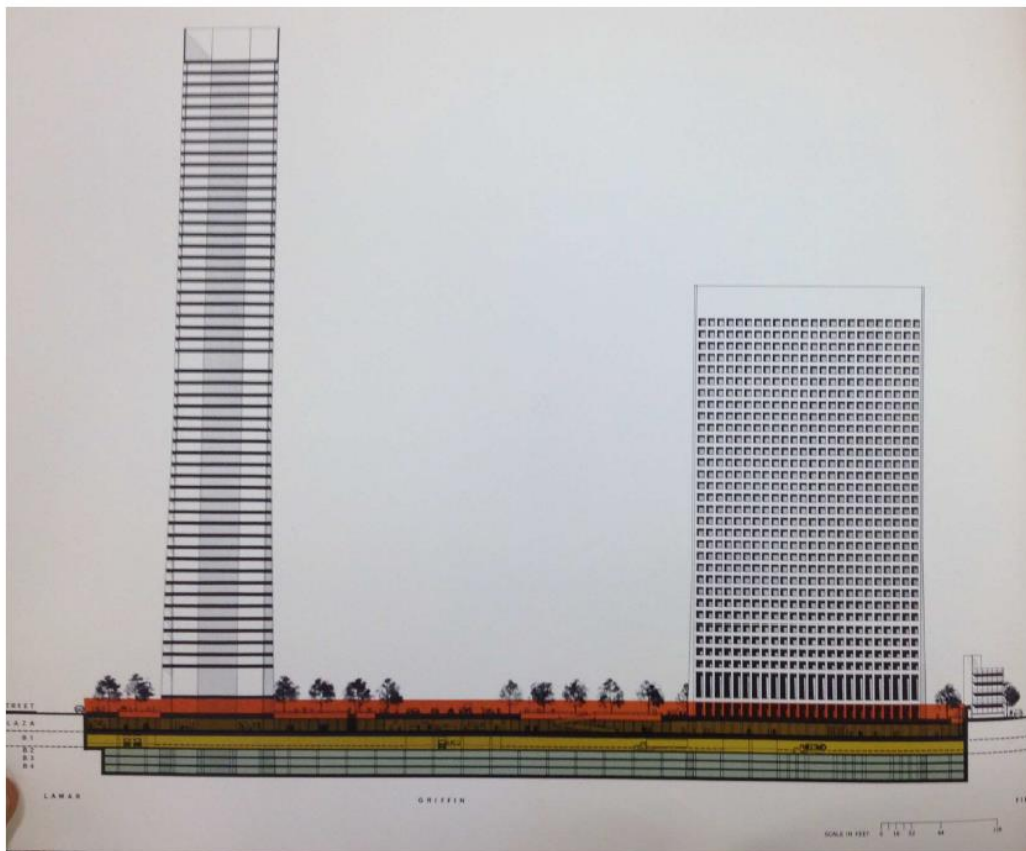


*Rendering of One Main Place west plaza from marketing brochure, 1965: View from southwest
Courtesy Dallas Public Library Dallas and Texas History Center*

The ideas driving the architectural design details of Main Place are not well documented in the architectural record. In fact, outside of Dallas, One Main Place was not heralded as an important example of SOM's work, perhaps because the entire vision for the superblock was never fully realized. In interviews concerning his career, Gordon Bunshaft insisted that his designs were based on a collaborative process between himself, his colleagues and his clients. He said his clients were central to creating a composition that reflected the ideals of their corporate culture. He also stressed that the designs were in part evolutionary, capitalizing on the successes of past efforts, and casting aside those design ideas he found to be problematic. Building forms were also shaped significantly by functional needs and environmental limitations.³⁹

While many of Bunshaft's designs in the northeast featured elegant and lightweight skins of glass and aluminum, his compositions for buildings in the south were typically given heavier and more robust facades of stone and concrete, deeply recessed windows, and even walls devoid of windows altogether. This was apparently in response to the climate, where

³⁹ Martin. "The Bunshaft Tapes." p. 80-87.



*Section through Main Place underground from marketing brochure, 1965: View facing north
Courtesy Dallas Public Library Dallas and Texas History Center*

heavier massing and protection from the summer sun were critical to efficient building function. This seems a logical characteristic of the architectural designs at Main Place.

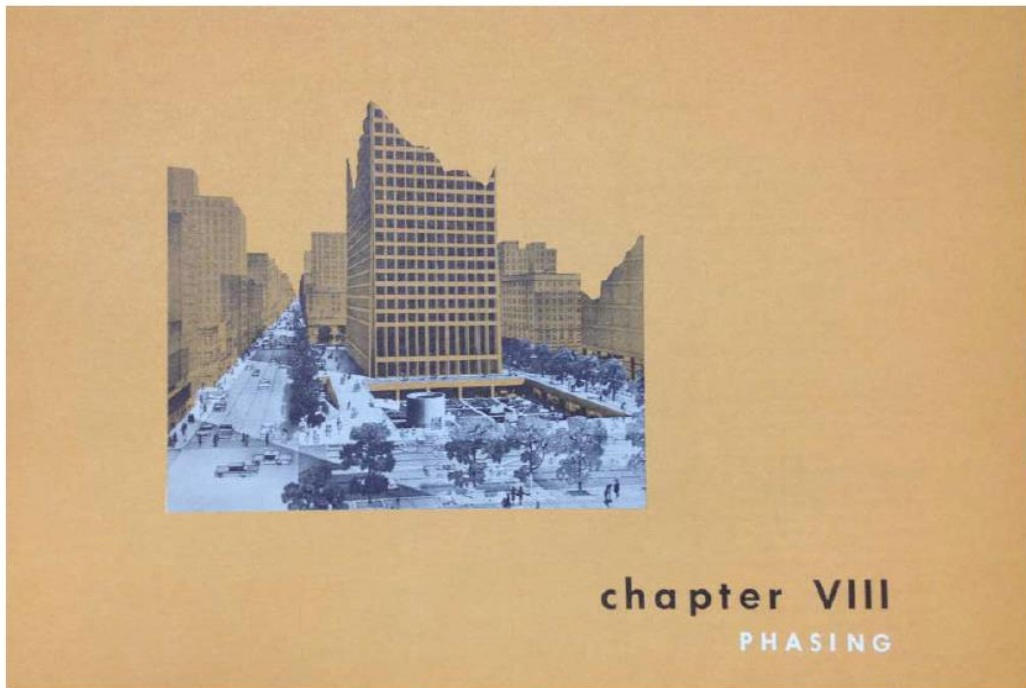
One Main Place, the first and only building constructed in the Main Place superblock, provides room for comparison with other SOM buildings designed under Bunshaft's influence. With Lever House, Bunshaft set a precedent by placing a central tower, occupying only a quarter of the site, atop a broader base of several stories housing parking, retail, service and other functions. At first glance, One Main Place abandons this idea, eliminating the larger base altogether. However, in studying the building in section, the similarities of the designs becomes clear, with the base section simply pushed below the street level. This approach addressed the problem of providing uninterrupted connectivity across the entire site with the added benefit of protection from the intense summer heat.⁴⁰

⁴⁰ *Main Place*. Dallas Texas Corporation.

The public-sector plan for Dallas

In the shadow of Victor Gruen's multi-layered plan for Fort Worth, the privately-funded Columbia plan, and with SOM's concept for Main Place under development, the City of Dallas found itself playing catch up and commissioned its own plan for the city focusing largely on traffic and transportation. Conducted by DeLeuw, Cather and Company of Chicago and released in July, 1965, the plan was yet another comprehensive example of a multi-layered city plan and included many of the general concepts for the city core presented in the Columbia Plan while leaving out the massive 36-block superblock. The DeLeuw, Cather document included detailed studies of traffic and growth patterns downtown and made specific recommendations for future development including freeways, new street alignments, centralized parking structures and transportation terminals, layered Transportation Networks including freight tunnels, and pedestrian conveyances.⁴¹

The 1965 plan for downtown made direct references to the Main Place development which was not yet under construction. Maps, diagrams and even artwork in the plan clearly identified Main Place as a central part of the overall proposal. Although the public plan coordinated closely with the ideas of the Dallas, Texas Corporation for the Main Place development, it failed to effectively address how the massive new infrastructure proposed for downtown might be

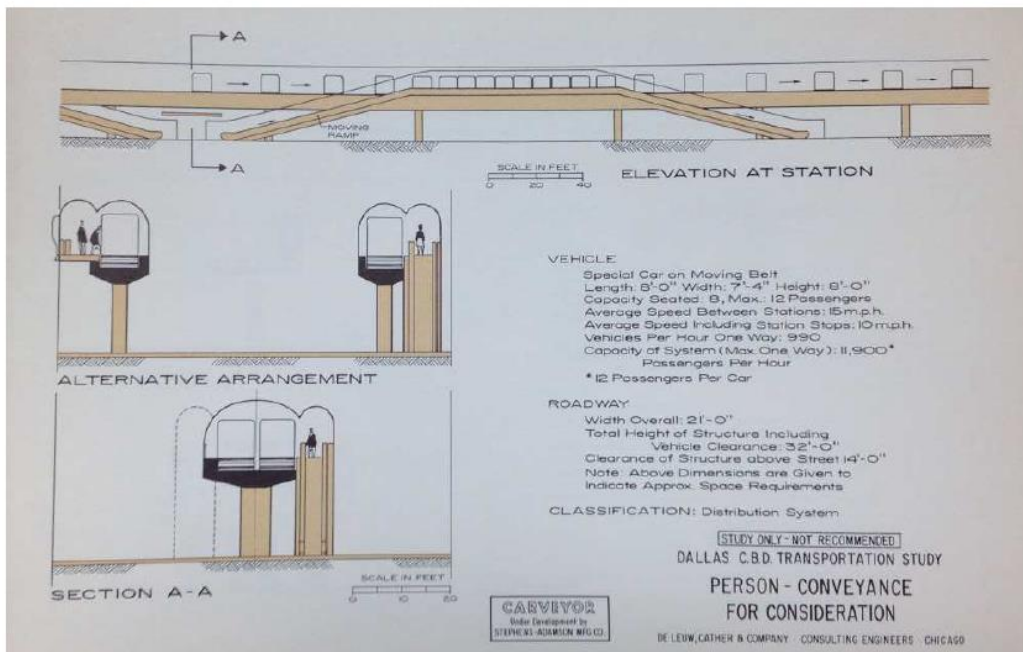


Chapter art depicting One Main Place from the DeLeuw and Cather plan for Dallas, 1965

⁴¹ DeLeuw, Cather and Company Consulting Engineers. *Long Range Transportation Plan for the Central Business District, Dallas, Texas* (July 1965).

Item # 13

(continued)



Concept drawings from the DeLeuw and Cather plan for Dallas, 1965: Main Street freight tunnel (top), and "Carveyor" personal conveyance (bottom)

13. Historical Significance

constructed. The expressway loop around downtown was completed, though the parking and transportation terminals it was to feed were not. The downtown street grid was modified as suggested by the planners and the Griffin Street connector completed through the heart of the proposed Main Place development.

Also in 1965, the first segment of an underground pedestrian network was constructed. It was an 800-foot long collection of tunnels connecting the Davis, Metropolitan Federal Savings, and First National Bank Buildings. The meandering tunnel included several shops.

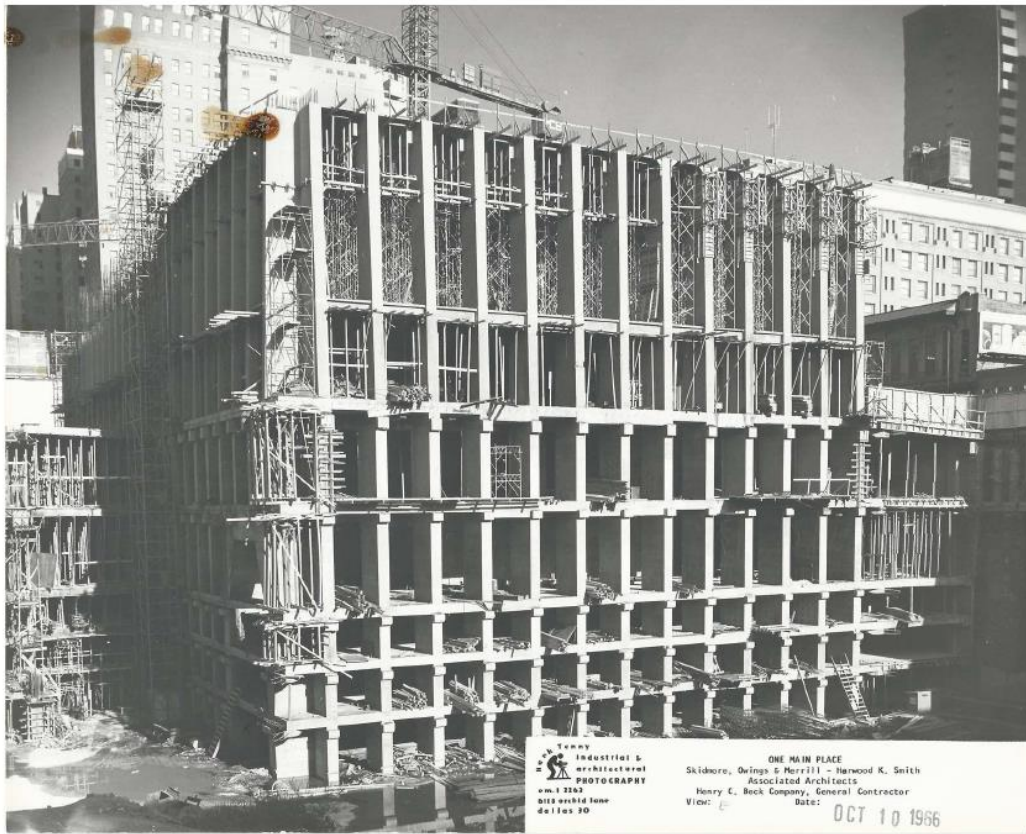
One Main Place construction

By 1965, the 3 acre site for One Main Place was fully cleared and the massive excavation of the site underway, an effort claimed by the Dallas Times Herald to be the largest excavation



*One Main Place under construction. View from the southwest, 1966
 Courtesy KFK Group.*

13. Historical Significance



One Main Place under construction. View from the northwest, 1966

Courtesy KFK Group.

project for a single building in history.⁴² Notable aspects of the construction included the building's foundation. The 225,000 ton tower was considered too heavy to be supported on individual piers. Structural engineers instead dug a deep foundation, through the Austin Chalk that typically supported Dallas buildings, and down to the Eagle Ford Shale below. There was placed a massive reinforced concrete mat foundation, the city's first, 8-foot thick and weighing over 2,000 tons.⁴³

The building's exposed structure and core included two distinct methodologies for producing exposed aggregate finishes. At the cores, the Naturbetong process, developed in Norway by Erling Vicksjo, involved placing one-inch aggregate into the building forms and pumping cement through injection ports at the base until it flowed out the top. Once cured, the surfaces

⁴² "Main Place Excavation Bared Eons of History." *Dallas Times Herald*. One Main Place Special Section, page 3 (12-01-1968)

⁴³ "How to Support Skyscraper?" *Dallas Morning News*, page 26 (11-28-1965).

13. Historical Significance



One Main Place under construction. View from the southwest, 1967

Courtesy KFK Group.

were sandblasted to fully expose the aggregate.⁴⁴ At the structural columns, the Arbeton Process was utilized. The Arbeton Process was developed and patented by James Shilstone at the request of SOM and was first utilized in the design of the Great Southern Life Insurance Building in Houston. The process is similar to standard reinforced concrete construction, but includes the addition of a cage of wire mesh placed three inches from the interior surfaces of the forms. Decorative aggregate is placed between the mesh and form. A specially-formulated cement is then placed at the center of the column and with the use of vibration made to flow into the voids of the decorative stones.⁴⁵

Technologically, the building was among the most advanced of its day. The building was the first in Dallas to be fully electric in its operations and, if the entire Main Place complex had

⁴⁴ "From Norway... Exposed Aggregate Concrete Murals by Sandblasting." The Aberdeen Group (1968).

⁴⁵ Shilstone, James M. "Architectural Concrete: A Close-Up Look." *American Institute of Architects Journal* 44.5 (1965): 58. ProQuest. Web. 28 Apr. 2014.

13. Historical Significance

been completed, would have been the largest of its type in the world.⁴⁶

The mechanical systems featured advanced computer controls programmed to adapt over time to provide the most efficient operation possible.⁴⁷ The building also included the nation's first Vertically Improved Mail (VIM) system. With a fully operational postal substation in the second concourse level, mail was sorted continuously and distributed throughout the building via a series of computer-controlled conveyors.⁴⁸

Upon its completion in 1968, the building was already 75% leased. One Main Place was immediately sold to Equitable Life Insurance Company of the United States for \$40.5-million plus 50% of net income through 1984.⁴⁹ The Dallas, Texas Corporation would continue on in its efforts to complete phases 2 and 3 of the Main Place superblock development.

The Ponte-Travers plan

In 1969, with One Main Place fully complete and the future of the development hanging in the balance, the City of Dallas completed a revised study for downtown. Compiled by Vincent Ponte, the visionary behind Montreal's massive underground network, and traffic planner, Warren Travers, the plan revised and expanded upon DeLeuw and Cather's 1965 effort. The team was also hired to provide an update to the plan. Completed in 1986, the document was evolutionary, stressing the same concepts as the 1969 plan but in the context of 20-years of additional development.

The Ponte-Travers plans shared many of the basic concepts of the DeLeuw-Cather Plan and even that of George Kessler. Like their predecessors, they stressed the need to improve efficiency in the core by carefully controlling various modes of transportation to reduce conflicts and related congestion. However, their plans were a more pragmatic analysis than those put forth in the DeLeuw-Cather Plan, and in Victor Gruen's plan for Fort Worth. His plan focused less on futuristic ideas such as a street grid enveloped by new construction and made nearly obsolete by car-veyors and moving sidewalks. The plan focused more on improving the efficiency of the existing street grid and the use of traditional means of transit downtown like busses to distribute people. Also central to the Ponte-Travers plans for Dallas was the incremental establishment of a layered transportation network and an extensive pedestrian network that was to be placed primarily underground with strategically-placed overhead connections. The influence of this plan is evident in the existing Dallas pedestrian tunnel system, the Dallas Municipal Complex and Thanksgiving Square.

Main Place development comes to an end

With Ponte's plan released in 1969 and with One Main Place completed, the newspapers continued to describe the Main Place superblock as an important ongoing development. Downtown's first superblock was still seen as the catalyst project for a new area of

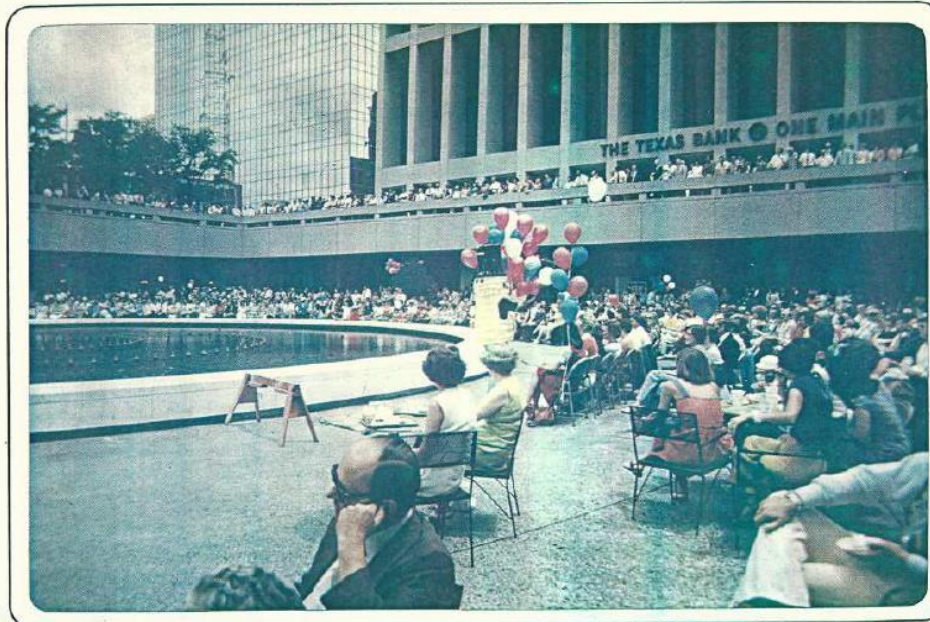
⁴⁶ GE Executive Praises Main Place Innovations." *Dallas Morning News*, Section H, p. 16 (12-01-1968).

⁴⁷ "Electronic Weatherman is World's First." *Dallas Morning News*, Section H, p. 3 (12-01-1968).

⁴⁸ "VIM System Built In." *Dallas Morning News*, Section H, p. 2 (12-01-1968).

⁴⁹ "Equitable Buying One Main Place." *Dallas Morning News*, page 8 (12-07-1968).

13. Historical Significance



*The west plaza, 1976
Courtesy KFK Group*

revitalization in the city. Then in early February, 1970, William T. Overton was found dead in his north Dallas apartment, the apparent victim of a murder suicide at the hands of his estranged wife, Dorothy.⁵⁰

It is unclear whether the death of the younger Overton directly impacted ongoing negotiations to fund phase 2 of Main Place. However, with all of the drama, planning and exposure the project received over more than 15 years, the announcement of its demise was remarkably subdued. In April, 1970, after months of negotiations with various investors, a short article in the Dallas Morning News indicated that funding for the project had fallen through.⁵¹ W. T. Overton, Jr. retired soon thereafter. Today, the northern portion of the site for Two Main Place contains Bank of America Plaza, Dallas' tallest skyscraper. The southern portion is a surface parking lot. The site of Three Main Place is Belo Gardens Park.

⁵⁰ "W. T. Overton, Wife Found Shot to Death." *Dallas Morning News*; page 1 (02-05-1970)

⁵¹ "Funds Hangup Endangering 2 Main Place." *Dallas Morning News*; page 1 (04-11-1970)

13. Historical Significance

Gordon Bunshaft

Gordon Bunshaft (1909-1990), was born in Buffalo, New York, the son of David, an egg merchant, and Yetta Bunshaft. After attending public schools in Buffalo, Bunshaft earned bachelors and masters degrees (1933, 1935) from the Massachusetts Institute of Technology. After a year's work for Harold Field Kellogg, he won a traveling scholarship, which allowed him to study architecture in western and southern Europe.⁵²

Soon after his return from Europe, Bunshaft moved to New York City and by the end of 1937 was employed by Skidmore and Owings. The company took on a third partner shortly after his arrival and became Skidmore, Owings and Merrill. Except for several years in the army corps of engineers (1942-1946) he remained at SOM for the entirety of his career, becoming an associate in 1946 and a full partner in 1949.⁵³

With a broadly-talented team of architects and designers, including Bunshaft, SOM grew to become the nation's largest architectural firm. In 1984, Bunshaft was awarded The Gold Medal by the American Academy and Institute of Arts and Letters, an institution to which he would later be elected. In 1988 he received the Pritzker Architecture Prize in recognition of his work, most notably Lever House in Midtown Manhattan (1952).⁵⁴

SOM's first major Texas commission drew dramatically from the Lever House design. Houston's Medical Towers Building (1957) included similar massing and aesthetic details. Later Bunshaft works in the south were clearly designed to respond to climatic conditions, with heavy, shaded outer skins.⁵⁵ A dramatic example was Houston's First City National Bank Building (1961) which features a marble clad structural frame and a window wall set back a full five feet to provide shading to protect interiors from the sun.⁵⁶ Fort Worth's First National Bank Building (1962) was designed using similar details. One Main Place (1968) uses similar shading techniques with its deeply-set windows and heavy concrete structural frame. Notable SOM projects from the period also include the Tenneco Building (1963) and One Shell Plaza (1971), both in Houston.

⁵² Krinsky, Carol Herselle. "Bunshaft, Gordon"; <http://www.anb.org/articles/17/17-01121.html>; American National Biography Online Feb. 2000. Access Date: Thu Oct 2 2014 10:15:35 GMT-0500 (Central Standard Time)

⁵³ Krinsky, Carol Herselle. "Bunshaft, Gordon

⁵⁴ Krinsky, Carol Herselle. "Bunshaft, Gordon

⁵⁵ Alter, Kevin. "SOM in Houston." *Cite: the architecture and design review of Houston*.40 (1997)

⁵⁶ "First City National Bank, Houston, Texas." *Bauen und Wohnen* 16 (1962): 22-7. ProQuest. Web. 28 Apr. 2014.

17. Designation Criteria

☒ **History, heritage and culture:**
Represents the historical development, ethnic heritage or cultural characteristics of the city, state, or country.

distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

 Historic event: Location of or association with the site of a significant historic event.

☒ **Unique visual feature:** Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

 Significant persons: Identification with a person or persons who significantly contributed to the culture and development of the city, state, or country.

 Archeological: Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

☒ **Architecture:** Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

☒ **National and state recognition:**
Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

☒ **Architect or master builder:**
Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

☒ **Historic education:** Represents as era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.

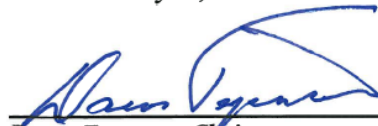
 Historic context: Relationship to other

<i>Recommendation</i>

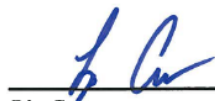
The Designation Committee requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code.

Further, the Designation Committee endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Sustainable Development and Construction Department.

Date: February 15, 2017



*Daron Tapscott - Chair
Designation Committee*



*Liz Casso
Historic Preservation Planner*

4-03-17

ORDINANCE NO. _____

An ordinance changing the zoning classification on the following property:

BEING part of City Block 61, part of block 69, and part of Murphy Street (now abandoned) located at the northeast corner of Main Street and Griffin Street; fronting approximately 489 feet on the north line of Main Street; and containing approximately 2.43 acres;

by establishing Historic Overlay District No. _____ (One Main Place); providing procedures, regulations, and preservation criteria for structures and property in the district; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding the rezoning of the Property described in this ordinance; and

WHEREAS, the city council finds that the Property is an area of historical, cultural, and architectural importance and significance to the citizens of the city; and

WHEREAS, the city council finds that it is in the public interest to establish this historic overlay district; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the zoning classification is changed by establishing Historic Overlay District No. _____ on the property described in Exhibit A ("the Property"), which is attached to and made a part of this ordinance.

SECTION 2. That the establishment of this historic overlay district shall not affect the existing underlying zoning classification of the Property, which shall remain subject to the regulations of the underlying zoning district. If there is a conflict, the regulations in this ordinance control over the regulations of the underlying zoning district.

SECTION 3. That a person shall not alter the Property, or any portion of the exterior of a structure on the Property, or place, construct, maintain, expand, demolish, or remove any structure on the Property without first obtaining a certificate of appropriateness or certificate for demolition or removal in accordance with the Dallas Development Code, as amended, and this ordinance. All alterations to the Property must comply with the preservation criteria attached to and made a part of this ordinance as Exhibit B.

SECTION 4. That the building official shall not issue a building permit or a certificate of occupancy for a use on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000. In addition to punishment by fine, the City may, in accordance with state law, provide civil penalties for a violation of this ordinance, and institute any appropriate action or proceedings to prevent, restrain, correct, or abate the unlawful erection, construction, reconstruction, alteration, repair, conversion, maintenance, demolition, or removal of a building, structure, or land on the Property.

SECTION 6. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 8. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

WARREN M.S. ERNST, City Attorney

By _____
Assistant City Attorney

Passed _____

GIS_Aproved

**EXHIBIT A
LEGAL DESCRIPTION**

Being all those certain lots, tracts or parcels of land with the buildings and improvement now or hereafter thereon, lying and being situated in the City and County of Dallas, State of Texas, and being a part of city block 61, a part of city block 69, and a part of Murphy Street (now abandoned), described as follows, to-wit;

Beginning at a found brass marker at the intersection of the south line of Elm Street (80 feet wide), with the west line of Field Street (50 feet wide);

Thence in a southerly direction along the west line of Field Street south 14 degrees 00 minutes 52 seconds east, a distance of 100.00 feet to a found nail in building corner;

Thence angle right 90 degrees 00 minutes 52 seconds in a westerly direction, south 76 degrees 00 minutes 00 seconds east, a distance of 50.00 feet to a building corner for corner;

Thence angle left 90 degrees 00 minutes 52 seconds in a southerly direction, south 14 degrees 00 minutes 52 seconds east, a distance of 100.00 feet to a building corner in the north line of Main Street (79.5 feet wide);

Thence angle right 90 degrees 00 minutes 52 seconds in a westerly direction, south 76 degrees 00 minutes 00 seconds west, along the north line of Main Street, a distance of 489.50 feet to a point for corner in the east line of griffin street (100 feet wide);

Thence angle right 89 degrees 59 minutes 08 seconds in a northerly direction, north 14 degrees 00 minutes 52 seconds west, along the east line of Griffin Street, a distance of 200.00 feet to a brass marker found for corner in the south line of Elm Street;

Thence angle right 90. Degrees 00 minutes 52 seconds in a easterly direction, north 76 degrees 00 minutes 00 seconds east, along the south line of elm street, a distance of 539.50 feet to the place of beginning.

**EXHIBIT B
PRESERVATION CRITERIA
ONE MAIN PLACE HISTORIC OVERLAY DISTRICT
1201 MAIN STREET**

1. GENERAL.

- 1.1 All demolition, maintenance, new construction, public works, renovations, repairs, and site work in this district must comply with these preservation criteria.
- 1.2 Any alterations to property within this district must comply with the regulations in Chapter 51A of the Dallas City Code, as amended. If there is a conflict, these preservation criteria control.
- 1.3 Certificate of appropriateness.
 - a. A person may not alter a site within this district, or alter, place, construct, maintain, or expand any structure on the site without first obtaining a certificate of appropriateness in accordance with Section 51A-4.501 of the Dallas Development Code, as amended, and these preservation criteria.
 - b. The certificate of appropriateness review procedure outlined in Section 51A-4.501 of the Dallas Development Code, as amended, applies to this district.
 - c. Any work done under a certificate of appropriateness must comply with any conditions imposed in the certificate of appropriateness.
 - d. After the work authorized by the certificate of appropriateness is commenced, the applicant must make continuous progress toward completion of the work, and the applicant shall not suspend or abandon the work for a period in excess of 180 days. The Director may, in writing, authorize a suspension of the work for a period greater than 180 days upon written request by the applicant showing circumstances beyond the control of the applicant.
- 1.4 A person may not demolish or remove any structure in this district without first obtaining a certificate for demolition or removal in accordance with Section 51A-4.501 of the Dallas Development Code, as amended.
- 1.5 Preservation and restoration materials and methods used must comply with the Secretary of the Interior's Standards for Rehabilitation and Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library.

- 1.6 No person shall allow a structure in this district to deteriorate through demolition by neglect. Demolition by neglect is neglect in the maintenance of a structure that results in deterioration of the structure and threatens preservation of the structure. All structures in this district must be preserved against deterioration and kept free from structural defects. See Section 51A-4.501 of the Dallas Development Code, as amended, for regulations concerning demolition by neglect.
- 1.7 Consult Article XI, "Development Incentives," of the Dallas Development Code, as amended, for tax incentives that may be available in this district.
- 1.8 The period of historic significance for this district is 1968.

2. DEFINITIONS.

- 2.1 Unless defined in this section, the definitions in Chapter 51A of the Dallas City Code, as amended, apply.
- 2.2 APPROPRIATE means typical of the historic architectural style, compatible with the character of this district, and consistent with these preservation criteria.
- 2.3 ARCADES means covered passages at the base of the main building between the storefronts and the exterior structural wall.
- 2.4 CERTIFICATE OF APPROPRIATENESS means a certificate required by Section 51A-4.501 of the Dallas Development Code, as amended, and these preservation criteria.
- 2.5 CONTRIBUTING STRUCTURE means a structure that retains its essential architectural integrity of design and whose architectural style is typical of or integral to this district.
- 2.6 DIRECTOR means the Director of the Department of Sustainable Development and Construction or the Director's representative.
- 2.7 DISTRICT means Historic Overlay District No. _____, the One Main Place Historic Overlay District. This district contains the property described in Section 1 of this ordinance and as shown on Exhibit C.
- 2.8 EAST PLAZA means the portion of the site below street level that is located along the east side of the Property, and is visible from the street-level sidewalk, as shown on Exhibit C.
- 2.9 ERECT means to attach, build, draw, fasten, fix, hang, maintain, paint, place, suspend, or otherwise construct.

- 2.10 FENCE means a structure or hedgerow that provides a physical barrier, including a fence gate.
- 2.11 MAIN BUILDING means the One Main Place Tower building, as shown on Exhibit C.
- 2.12 MARQUEE means a projecting structure placed over the entrance to a building, and may include a sign or signs.
- 2.13 NO-BUILD ZONE means that part of this district in which no new construction may take place.
- 2.14 PORTE-COCHERE means a portico-like structure at a main or secondary entrance to a building through which a or motor vehicle can pass in order for the occupants to alight under cover, protected from the weather.
- 2.15 PROTECTED means an architectural or landscaping feature that must be retained and maintain its historic appearance, as near as practical, in all aspects.
- 2.16 REAL ESTATE SIGN means a sign that advertises the sale or lease of an interest in real property.
- 2.17 STREET LEVEL PLAZA means the paved open space around the main building at ground floor level.
- 2.18 WEST PLAZA means the portion of the site below street level that is located along the west side of the Property, and is visible from the street-level sidewalk, as shown on Exhibit C.

3. BUILDING SITE AND LANDSCAPING.

- 3.1 New construction is prohibited in the no-build zone shown on Exhibit C.
- 3.2 The main building, including arcades, is protected.
- 3.3 Exposed-aggregate street-level guard rails at the east and West Plazas are protected but may be modified for safety reasons.
- 3.4 Exterior staircases at the northwest corner of the site and the East Plaza are protected.
- 3.5 New driveways, sidewalks, steps, and walkways must be constructed of exposed aggregate concrete, stone, or other appropriate material. Artificial grass, asphalt, and outdoor carpet are not permitted. Exposed aggregate concrete must be compatible with original paving or main building.

- 3.6 Access to driveways and parking areas are not permitted off Griffin or Field.
- 3.7 New mechanical equipment may be erected on the roof of the main building only.
- 3.8 Landscaping.
 - a. Outdoor lighting must be appropriate and enhance the structure.
 - b. Landscaping must be appropriate, enhance the structure and surroundings, and not obscure significant views of protected facades.
 - c. Original planters in the East and West Plazas are protected and must contain plant material in a healthy, growing condition.
- 3.9 Fences.
 - a. Fencing is allowed in the no-build zone only to enclose outdoor bar/restaurant patio areas or limit access at stairways. Other fencing is prohibited.
 - b. Fences must be constructed of metal, glass, or other appropriate materials and shall not exceed four feet in height. Fences and gates may not be constructed of wood, vinyl, or plastic.

4. FACADES.

- 4.1 Protected facades.
 - a. All facades are protected.
 - b. Reconstruction, renovation, repair, or maintenance of protected facades must be appropriate and must employ materials similar to the historic materials in texture, color, pattern, grain, and module size.
 - c. Historic solid-to-void ratios of protected facades must be maintained.
 - d. Repairs to exposed-aggregate concrete on protected facades must match in color, texture, aggregate size and type, and cement composition as much as practical.
 - e. Concrete elements on protected facades may not be painted.
- 4.2 Historic materials must be repaired if possible; they may be replaced only when necessary.

- 4.3 Paint must be removed in accordance with the Secretary of the Interior's Standards for Rehabilitation and Preservation Briefs published by the United States Department of the Interior.
- 4.4 Aluminum siding, stucco, and vinyl cladding are prohibited.
- 4.5 Historic color must be maintained wherever practical. Color schemes for non-masonry elements should conform to any available documentation as to historic color.
- 4.6 Exposing and restoring historic finish materials is recommended.
- 4.7 Cleaning of the exterior of a structure must happen in accordance with the Secretary of the Interior's Standards for Rehabilitation and Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library and online on the National Park Service website. Light abrasive blasting of exposed aggregate concrete may be considered appropriate but must be performed with approval from Landmark Commission and in accordance with National Park Service standards.

5. FENESTRATION AND OPENINGS.

- 5.1 Historic revolving doors are to be retained except for conversion to hotel use. In such a case, one revolving door may be replaced with a new revolving door that accommodates baggage. New revolving doors must be compatible with the original doors.
- 5.2 Replacement of doors and windows that have been altered and no longer match the historic appearance is recommended.
- 5.3 Replacement doors and windows must express profile, muntin and mullion size, light configuration, and material to match the historic as much as practical.
- 5.4 New storefront doors and openings are permitted if they are appropriate and match the existing doors and windows in profile, width, height, proportion, glazing material, and color as much as practical.
- 5.5 Decorative ironwork and burglar bars are not permitted over doors or windows of protected facades.
- 5.6 Glass and glazing must match historic tinted materials as much as practical. Films and reflective glazing are not permitted on glass.
- 5.7 The existing vertical location of the glazing and its relationship to the building's concrete structural frame must be maintained.

- 5.8 Replacement or modified storefronts shall match the original in profile, width, height, proportion, glazing material, and color and detail as much as practical.
- 5.9 Storefronts at the street and plaza levels are to be retained except where replacement is necessary due to deterioration or where modification of the storefronts is necessary to meet code or accommodate access to tenant spaces. Replacement and modifications of storefronts must be appropriate.
- 5.10 The Secretary of the Interior's Standards for Rehabilitation and Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library and on the National Park Service website, should be referred to for acceptable techniques to improve the energy efficiency of historic fenestration.

6. ROOF.

- 6.1 Mechanical equipment, skylights, and solar panels on the roof must be set back or screened so that they are not visible to a person standing at ground level on the opposite side of any adjacent right-of-way.

7. ARCADES

- 7.1 Historic arcades on protected facades are protected.
- 7.2 Arcades on protected facades may not be enclosed. It is recommended that existing enclosed arcades be restored to their historic appearance.

8. PLAZAS

- 8.1 The East and West Plazas are protected, with the exception of new construction in the West Plaza as allowed in Section 8.5.
- 8.2 Removal or full enclosure of the East and West Plazas is prohibited.
- 8.3 Planters, benches and other construction within the West Plaza that are not part of the original design are not protected.
- 8.4 Reconstruction, restoration or interpretation of the original design of the West Plaza is encouraged.
- 8.5 New construction within the West Plaza shall not cover more than 50 percent of the plaza area and shall not significantly degrade the interpretation of the plaza as an open space.

- 8.6 The height of new construction and additions within the West Plaza must not exceed the height of the street-level guard rail.

9. NEW CONSTRUCTION AND ADDITIONS.

- 9.1 Stand-alone new construction is permitted only in the West Plaza as shown on Exhibit C, and at the north and south facades of the tower for construction of porte-cochere and marquee structures as allowed in this section.
- 9.2 Vertical additions are not permitted.
- 9.3 Horizontal additions are not permitted, with the exception of porte-cocheres and marquee structures as allowed in this section.
- 9.4 The construction of one porte-cochere per facade is permitted for hotel use on both the north and south facades. A porte-cochere may not cover more than 35% of the total facade area of the ground floor portion of the facade.
- 9.5 A maximum of two marquees per facade is permitted on both the north and south facades. Marquees may not cover more than 35% of the total facade area of the ground floor portion of the facade.
- 9.6 No facade may contain both a porte-cochere and a marquee structure.
- 9.7 Porte-cochere and marquee structures shall be self-supporting and fully reversible with minimal or no damage to the protected facades.
- 9.8 The color, details, form, materials, and general appearance of new construction and additions must be compatible with the existing historic structure.
- 9.9 New construction and additions must have appropriate color, detailing, fenestration, massing, materials, roof form, shape, and solid-to-void ratios.
- 9.10 Aluminum siding, stucco, and vinyl cladding are not permitted.
- 9.11 New construction and additions must be designed so that connections between new construction or additions and the historic structure are clearly discernible as suggested by the Secretary of the Interior in Preservation Brief No. 14. A clear definition of the transition between new construction or additions and the historic structure must be established and maintained. Historic details of the historic structure must be preserved and maintained at the point where the historic structure abuts new construction or additions.

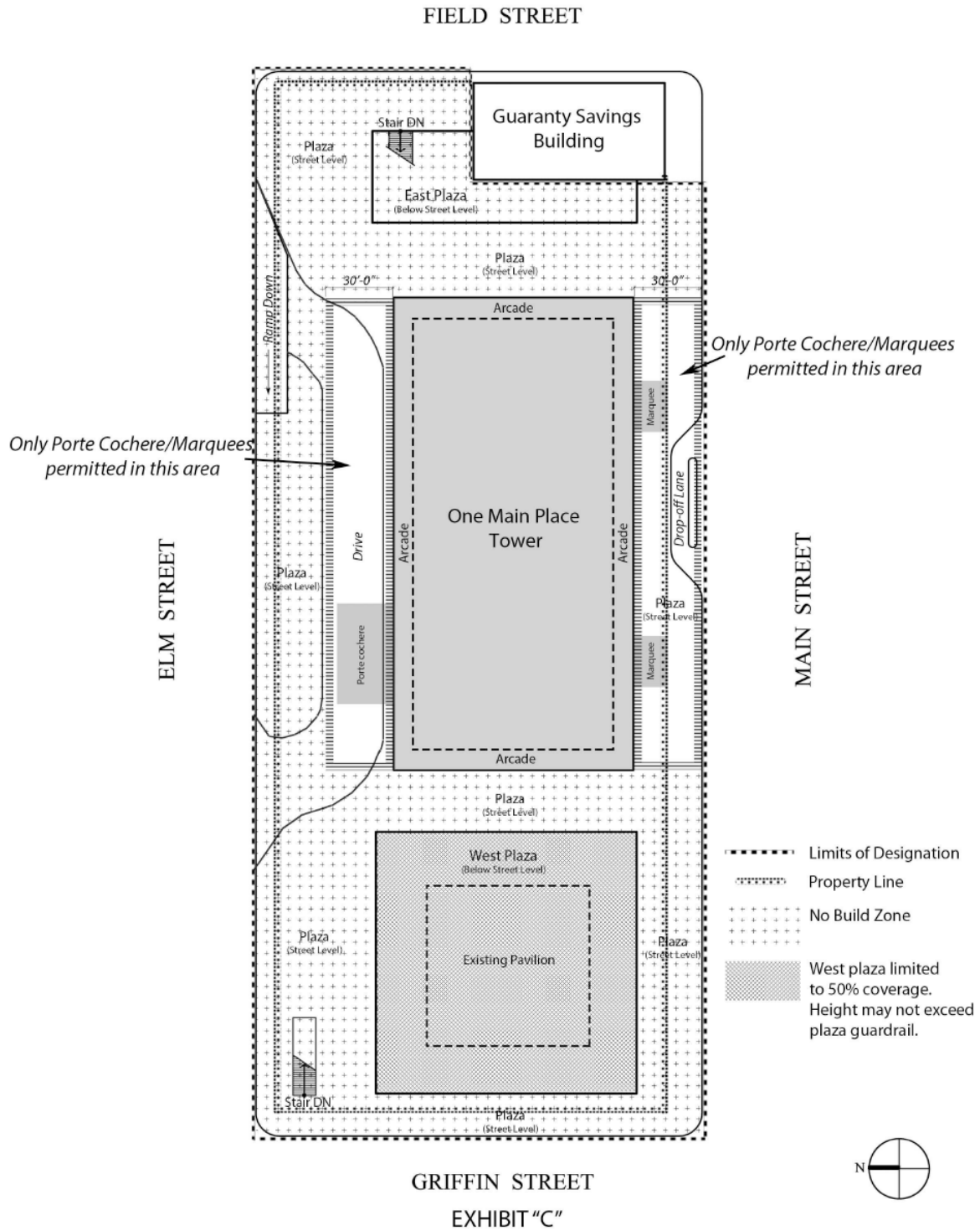
10. SIGNS.

- 10.1 Signs may be erected if appropriate.

- 10.2 All signs must comply with the provisions of the Dallas City Code, as amended.
- 10.3 Temporary political campaign signs and temporary real estate signs may be erected without a certificate of appropriateness.

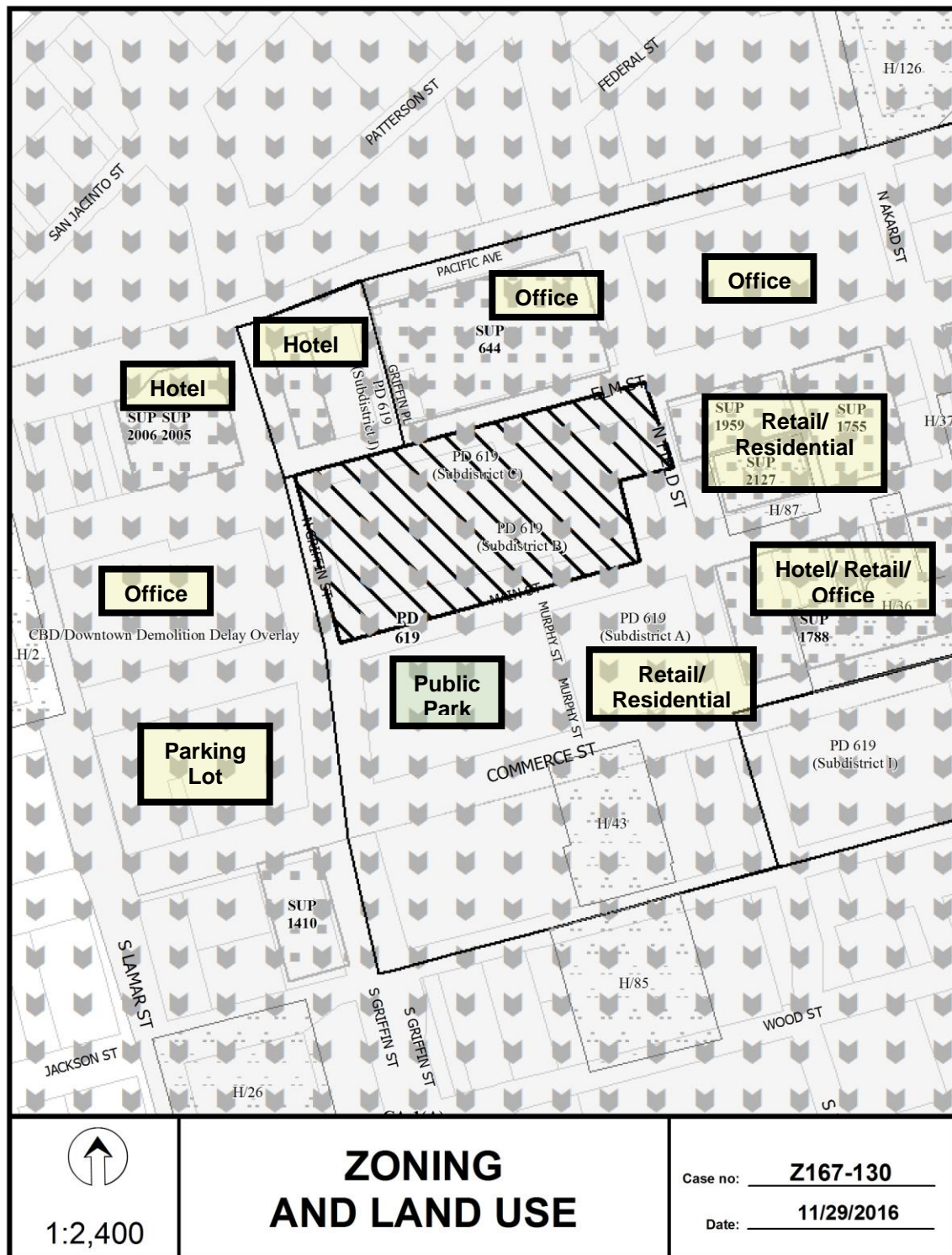
11. ENFORCEMENT.

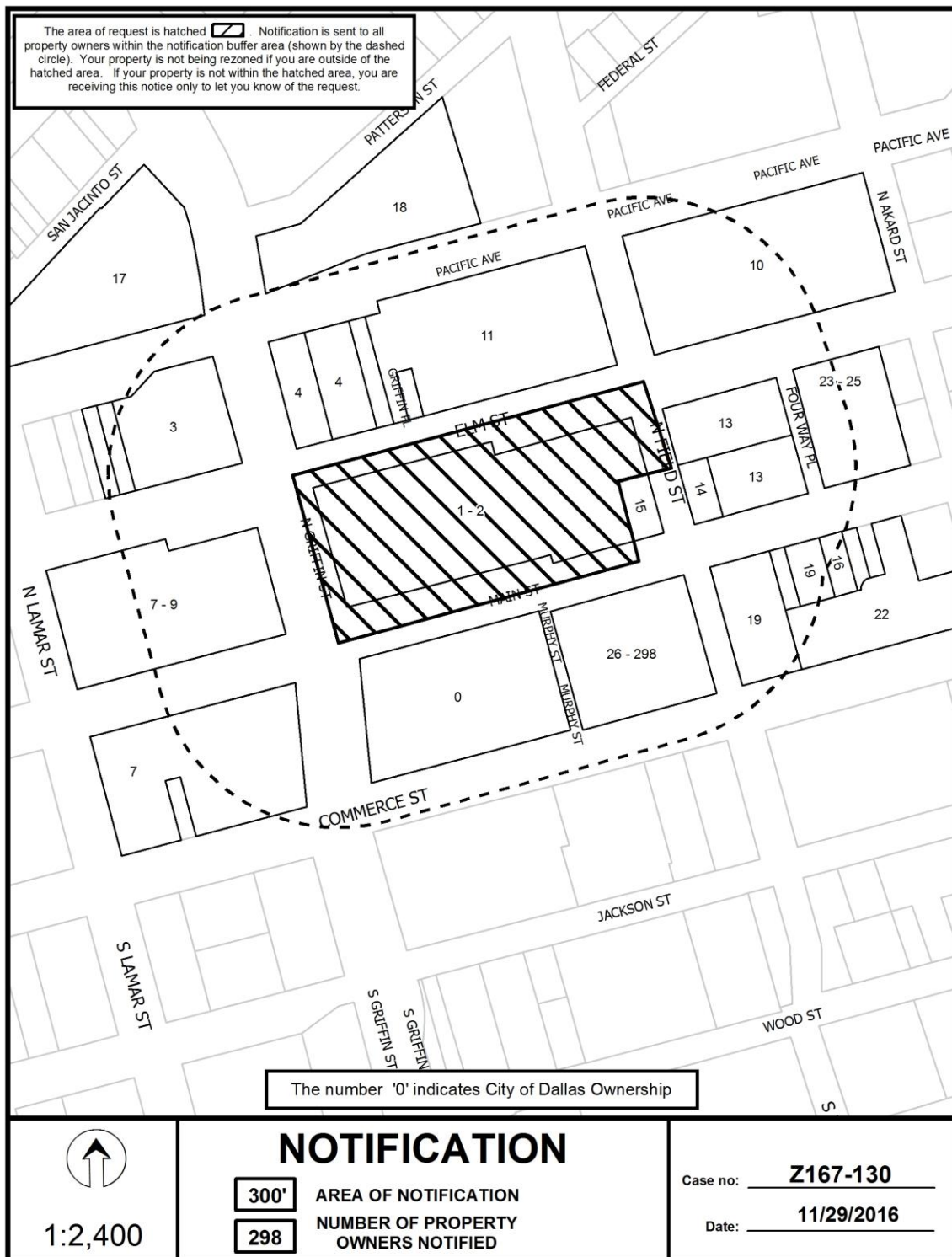
- 11.1 A person who violates these preservation criteria is guilty of a separate offense for each day or portion of a day during which the violation is continued, from the first day the unlawful act was committed until either a certificate of appropriateness is obtained or the property is restored to the condition it was in immediately prior to the violation.
- 11.2 A person is criminally responsible for a violation of these preservation criteria if:
 - a. the person knowingly commits the violation or assists in the commission of the violation;
 - b. the person owns part or all of the property and knowingly allows the violation to exist;
 - c. the person is the agent of the property owner or is an individual employed by the agent or property owner; is in control of the property; knowingly allows the violation to exist; and fails to provide the property owner's name, street address, and telephone number to code enforcement officials; or
 - d. the person is the agent of the property owner or is an individual employed by the agent or property owner, knowingly allows the violation to exist, and the citation relates to the construction or development of the property.
- 11.3 Any person who adversely affects or demolishes a structure in this district in violation of these preservation criteria is liable pursuant to Section 315.006 of the Texas Local Government Code for damages to restore or replicate, using as many of the original materials as possible, the structure to its appearance and setting prior to the violation. No certificates of appropriateness or building permits will be issued for construction on the site except to restore or replicate the structure. When these restrictions become applicable to a site, the Director shall cause to be filed a verified notice in the county deed records and these restrictions shall be binding on future owners of the property. These restrictions are in addition to any fines imposed.
- 11.4 Prosecution in municipal court for a violation of these preservation criteria does not prevent the use of other enforcement remedies or procedures provided by other city ordinances or state or federal laws applicable to the person charged with or the conduct involved in the offense.











11/29/2016

Notification List of Property Owners***Z167-130******298 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1201 MAIN ST	ONE MAIN PLACE HOTEL LLC
2	1201 MAIN ST	ONE MAIN PLACE OFFICE LLC
3	1015 ELM ST	TOG HOTELS DOWNTOWN
4	1025 ELM ST	APPLE TEN HOSPITALITY
5	911 ELM ST	TOG HOTELS DOWNTOWN DALLAS LLC
6	909 ELM ST	909 ELM STREET LLC
7	901 MAIN ST	DALLAS MAIN LP
8	100 N LAMAR ST	INTERFIRST BANK DALLAS
9	901 MAIN ST	INTERFIRST BANK DALLAS
10	1401 ELM ST	DREVER 1401 ELM LLC
11	1201 ELM ST	BINYAN REALTY LP
12	1201 ELM ST	SUHGERS DONALD TRUST THE
13	1302 ELM ST	1309 MAIN STREET APARTMENTS LLC
14	1301 MAIN ST	NAYEB FAMILY LP
15	1217 MAIN ST	HEADINGTON REALTY & CAPITAL LLC
16	1400 MAIN ST	RBP 1400 MAIN LLC
17	202 N LAMAR ST	DALLAS AREA RAPID TRANSIT
18	1100 PATTERSON AVE	CHAVEZ LAND INCOME
19	1300 MAIN ST	RBP ADOLPHUS LLC
20	1402 MAIN ST	APAL LLC
21	1306 MAIN ST	RBP ADOLPHUS LLC
22	1315 COMMERCE ST	RBP ADOLPHUS LLC
23	1407 MAIN ST	LICGF DALLAS LOFTS INC
24	1407 MAIN ST	DRED PROPERTIES LTD
25	1407 MAIN ST	DCAR PROPERTIES LTD
26	1200 MAIN ST	TONOLI FRANK E &

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1200 MAIN ST	FISCHER JOSHUA A
28	1200 MAIN ST	1621 ERVAY LTD
29	1200 MAIN ST	BRANAMAN MICHAEL S &
30	1200 MAIN ST	SMITH RANDOLPH
31	1200 MAIN ST	DIXON GLORIA D
32	1200 MAIN ST	ORTIZ GUILLERMINA
33	1200 MAIN ST	FONTENOT TOMMY JAMES
34	1200 MAIN ST	RAFF GEORGE JR
35	1200 MAIN ST	SMITH DANIEL E & HERMA A
36	1200 MAIN ST	BRANSTETTER ROBERT M & CAROL SHELTON
37	1200 MAIN ST	FREEMAN SCOTT
38	1200 MAIN ST	BOBBITT CHARLES MICHAEL
39	1200 MAIN ST	JUAREZ GERARDO
40	1200 MAIN ST	MCARDLE PATRICIA
41	1200 MAIN ST	AMONGKOL JITTADA KITTY
42	1200 MAIN ST	HART STANLEY L &
43	1200 MAIN ST	SMITH SHERIA D
44	1200 MAIN ST	CRIST EUGENE SCOTT
45	1200 MAIN ST	TERESI MARK A &
46	1200 MAIN ST	HERNDON CYNTHIA A
47	1200 MAIN ST	KISLING MISTY
48	1200 MAIN ST	SANADI NISAR & THU NGUYET
49	1200 MAIN ST	CARPENTER ROBIN N
50	1200 MAIN ST	MASTAGLIO LINDA R
51	1200 MAIN ST	LOPEZ DENNIS A
52	1200 MAIN ST	CLARK TAMPA CATHERINE
53	1200 MAIN ST	BAILEY PETER & MARY
54	1200 MAIN ST	PERRI ANTHONY J &
55	1200 MAIN ST	LIVERS JAMES C
56	1200 MAIN ST	FAYE WILLIS DESIGNS INC
57	1200 MAIN ST	BAGARIA SAPNA & SURESH

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	1200 MAIN ST	PARKER MARK GRAHAM
59	1200 MAIN ST	ABDULKHAALIQ ANWAAR
60	1200 MAIN ST	ARAUJO JOSEPH
61	1200 MAIN ST	CHATTERJEE ARUNABHA
62	1200 MAIN ST	SALVANT WAYNE
63	1200 MAIN ST	ELLER TOM J & ROBYN
64	1200 MAIN ST	MASSEY LINDA
65	1200 MAIN ST	DASH PRIYARANJAN &
66	1200 MAIN ST	MUEHLENWEG ROBERT J &
67	1200 MAIN ST	CUEVAS ISRAEL F
68	1200 MAIN ST	EDWARDS JAMES & BARBARA
69	1200 MAIN ST	NORRED J WESLEY III
70	1200 MAIN ST	ATV TEXAS VENTURES IV LP
71	1200 MAIN ST	KADAN PROPERTIES LP
72	1200 MAIN ST	CAMPOS EDWARD
73	1200 MAIN ST	ADAMS WILHELMINA J
74	1200 MAIN ST	COMBS DAMETIA
75	1200 MAIN ST	BEVERS MARC
76	1200 MAIN ST	ALCANTARA PEDRO
77	1200 MAIN ST	HERICKS JAMES &
78	1200 MAIN ST	BAKER WILLIAM H III
79	1200 MAIN ST	SPRING TRUMAN E JR
80	1200 MAIN ST	TITTLE CYNTHIA LARK
81	1200 MAIN ST	DANIEC MONICA
82	1200 MAIN ST	BLACK PAUL
83	1200 MAIN ST	HAQUE NAZ &
84	1200 MAIN ST	BRANCELA JOHN
85	1200 MAIN ST	ALANIZ GEORGE R JR & ANEESA T HOJAT
86	1200 MAIN ST	CHANEY GARY WAYNE 1992 FAMILY TRUST
87	1200 MAIN ST	NGUYEN MICHAEL
88	1200 MAIN ST	BENEVENTI MARK FRANCIS

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	1200 MAIN ST	DU YALI
90	1200 MAIN ST	PATOINE TERESA SUSAN
91	1200 MAIN ST	SAIED ANNA M
92	1200 MAIN ST	FAIRCHILD MELISSA
93	1200 MAIN ST	BURNS CHRISTOPHER J
94	1200 MAIN ST	DEMPSEY MICHAEL THOMAS &
95	1200 MAIN ST	HARRIS KENDRICK LASALLE
96	1200 MAIN ST	CRIST EUGENE SCOTT
97	1200 MAIN ST	PATEL JAYSHREE &
98	1200 MAIN ST	ALSUP LAUREN BRITTANY
99	1200 MAIN ST	ELLER TOM & ROBYN
100	1200 MAIN ST	KAHANE DENNIS SPENCER
101	1200 MAIN ST	ASTURI WYDYA
102	1200 MAIN ST	SALEEM ADEEL
103	1200 MAIN ST	ANTAO RYAN TRISTEN
104	1200 MAIN ST	MOBLEY HENRY B JR
105	1200 MAIN ST	COWAN MICHAEL & MARTHA
106	1200 MAIN ST	THEIS LANGSTON
107	1200 MAIN ST	CLEERE LARRY J &
108	1200 MAIN ST	IPPOLITO MARTA
109	1200 MAIN ST	CIN ALBERTO DAL
110	1200 MAIN ST	BROWN GLENN ALAN
111	1200 MAIN ST	ROMERO GERALD & LOURDES
112	1200 MAIN ST	PATRA DEEPAK
113	1200 MAIN ST	SCARBOROUGH DONALD D
114	1200 MAIN ST	KEANE JUSTIN SCOTT &
115	1200 MAIN ST	COMMUNITY BANK & TRUST
116	1200 MAIN ST	LUMME DONALD GUY JR
117	1200 MAIN ST	XIE JIMIN
118	1200 MAIN ST	OROZCO CARLOS A
119	1200 MAIN ST	BABAKHANIAN ROUBEN

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	1200 MAIN ST	DOMINGUEZ JOSE R
121	1200 MAIN ST	PURNELL KENNETH
122	1200 MAIN ST	ROSALES JORGE
123	1200 MAIN ST	MA MAU & JUYEI
124	1200 MAIN ST	THOMAS BIJU
125	1200 MAIN ST	PATRO LOKANATH
126	1200 MAIN ST	IPPOLITO DAVIDE MICHAEL
127	1200 MAIN ST	MADDERRA RHONDA & FARON
128	1200 MAIN ST	GALAL PHILIPPE
129	1200 MAIN ST	MRAK DAVID & MICHELE
130	1200 MAIN ST	BALUCH HOLDINGS LLC
131	1200 MAIN ST	ADROVIC ARMIN
132	1200 MAIN ST	ROMIG RANDALL
133	1200 MAIN ST	BRAUM EARL E JR
134	1200 MAIN ST	TAUSCH JOHANNES &
135	1200 MAIN ST	MORAIS JUSTIN
136	1200 MAIN ST	MATHEWS AMIT &
137	1200 MAIN ST	MCCANS WILLIAM
138	1200 MAIN ST	LOPEZ ADAN FRANCISCO
139	1200 MAIN ST	JUDAH JOHN K
140	1200 MAIN ST	HANNA IHAM
141	1200 MAIN ST	MORENO KRISTINE M
142	1200 MAIN ST	BAKER ARIANNE &
143	1200 MAIN ST	MOORE ROBERT W
144	1200 MAIN ST	LIN XIEQING
145	1200 MAIN ST	RAZA SYED S & NASREEN S
146	1200 MAIN ST	BOSE RANAVIR & SARMILA
147	1200 MAIN ST	FUNG DAVID KARL & KATHY LEE FUNG
148	1200 MAIN ST	FLORES GEORGINA E
149	1200 MAIN ST	LI LIETAO
150	1200 MAIN ST	TINSLEY GARY A

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	1200 MAIN ST	JC GOODMAN INVESTMENT GROUP INC
152	1200 MAIN ST	MICHULKA GEORGE &
153	1200 MAIN ST	BYRUM TADD A &
154	1200 MAIN ST	HUTCHINSON ANDREW F II
155	1200 MAIN ST	DAO BAO D
156	1200 MAIN ST	THOMAS MONA
157	1200 MAIN ST	BENTLEY BRIAN D
158	1200 MAIN ST	MURRAY RORY GALLAGHER
159	1200 MAIN ST	GREEN KAREN S
160	1200 MAIN ST	JACKSON JAN B & ROGER
161	1200 MAIN ST	SALVANT WAYNE F &
162	1200 MAIN ST	LIN HUANG SHENG
163	1200 MAIN ST	HILL DANIEL &
164	1200 MAIN ST	HIBSID 1 LLC
165	1200 MAIN ST	TRIPP THOMAS
166	1200 MAIN ST	KOKES KEVIN K
167	1200 MAIN ST	HARRIS CARLOS
168	1200 MAIN ST	JAIN NEHA
169	1200 MAIN ST	CHAMBERLAIN BLAKE BARRETT
170	1200 MAIN ST	BRYANT CHRIS
171	1200 MAIN ST	KHAN MOIN
172	1200 MAIN ST	KLAMM CYNTHIA B &
173	1200 MAIN ST	L & M FAMILY TRUST THE
174	1200 MAIN ST	SENTINO TASHA LASHON
175	1200 MAIN ST	COWDEN PETER
176	1200 MAIN ST	NARAN ASHOK
177	1200 MAIN ST	LANCASTER PHILLIP & IRENE
178	1200 MAIN ST	
179	1200 MAIN ST	KOERBER ELLEN &
180	1200 MAIN ST	POLANCO PAUL
181	1200 MAIN ST	DAMANI ANIRUDH A

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	1200 MAIN ST	DOCKTER BRYAN
183	1200 MAIN ST	UNDERHILL JAMES S
184	1200 MAIN ST	SOLE GARY &
185	1200 MAIN ST	DEAR CORY & CLARK MEREDITH
186	1200 MAIN ST	STRINGER CHRISTOPHER & KATIE
187	1200 MAIN ST	STROTHMAN RHONDA K
188	1200 MAIN ST	REMPHREY BRYAN S
189	1200 MAIN ST	DYNKIN ANTHONY
190	1200 MAIN ST	BROWNELL SUSAN K &
191	1200 MAIN ST	ALVAREZ DAVID &
192	1200 MAIN ST	HOLLANDER KEVIN J & BETH A
193	1200 MAIN ST	AHUMADA MUCIO
194	1200 MAIN ST	LESTER MARY C
195	1200 MAIN ST	BEAVERS KIMBERLEY BROOKE
196	1200 MAIN ST	GARNER SUSAN
197	1200 MAIN ST	MOORE ROBERT W
198	1200 MAIN ST	CHAFFIN LYNDAL A
199	1200 MAIN ST	HUMES EDUARDO
200	1200 MAIN ST	VIRANI ASIF
201	1200 MAIN ST	PRIBADI LILIANA
202	1200 MAIN ST	DIXON ADAM
203	1200 MAIN ST	BADMAND HOLDINGS LLC
204	1200 MAIN ST	JHAVERI SATYEN DHIREN
205	1200 MAIN ST	ABDULWAHAB MANNIE
206	1200 MAIN ST	GODOY DULCE MARIA RIVAS
207	1200 MAIN ST	KOSTREVA JOSH A
208	1200 MAIN ST	ZOLLER ROBERT W
209	1200 MAIN ST	SARETSKY NEIL &
210	1200 MAIN ST	KOERBER ELLEN &
211	1200 MAIN ST	WEAVER DAVI LEE & KATHLEEN MARIE
212	1200 MAIN ST	RICHARDS GILL & ELIZABETH ANN

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
213	1200 MAIN ST	VALENTIS VENTURES LLC
214	1200 MAIN ST	NATHAL JULIO
215	1200 MAIN ST	SINGERMAN ALEXANDER
216	1200 MAIN ST	SLAUGHTER JUSTIN
217	1200 MAIN ST	POON PHILIP
218	1200 MAIN ST	BEATS JAMES & ANAMARIA
219	1200 MAIN ST	ROMERO ROBERT R &
220	1200 MAIN ST	HAYES MONIQUE C
221	1200 MAIN ST	RICHARDS GILL & ELIZABETH ANN
222	1200 MAIN ST	HAGLER TRENT L
223	1200 MAIN ST	REVELLE ANIEL W III & CAROL L
224	1200 MAIN ST	VALENTIS VENTURES LLC
225	1200 MAIN ST	OLTMAN GREGG
226	1200 MAIN ST	MEEKS MATTHEW C & HEIDI E
227	1200 MAIN ST	CHANG LAWRENCE SHEYLUN
228	1200 MAIN ST	FARTHING DANIEL
229	1200 MAIN ST	FICKEL MATTHEW & MARY BETH
230	1200 MAIN ST	SHAFFNER GLORIA
231	1200 MAIN ST	GOLNABI ROSITA NINA & NEIMA
232	1200 MAIN ST	VALENTIS VENTURES LLC
233	1200 MAIN ST	HENSLEY DALLAS W & VIRGINIA K
234	1200 MAIN ST	MCCLAIN JONI L MD FAMILY TRUST
235	1200 MAIN ST	REVIS MARK
236	1200 MAIN ST	NAZARUK ALEKSANDER
237	1200 MAIN ST	YING KEN W
238	1200 MAIN ST	PENNEY CHRISTOPHER R
239	1200 MAIN ST	AMEHAYES AMDETSION
240	1200 MAIN ST	THEIS LANGSTON & ELIZABETH SMITH
241	1200 MAIN ST	KEANE JUSTIN
242	1200 MAIN ST	BODLEY GABRIELLE
243	1200 MAIN ST	MCBRIDE KAREN & GEORGE S

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
244	1200 MAIN ST	GATES MARTIN E II & JUDY M
245	1200 MAIN ST	DURRA OMAR
246	1200 MAIN ST	PHILLIPS DAVID G
247	1200 MAIN ST	WARREN BLAKE T &
248	1200 MAIN ST	MARKHOFF STEVEN
249	1200 MAIN ST	GRANT JASON A & MARIA
250	1200 MAIN ST	PIERCE KEVIN G
251	1200 MAIN ST	CUNNINGHAM THOMAS G
252	1200 MAIN ST	POWERS A MARKS
253	1200 MAIN ST	ARNOLD NANCY E WEINTRAUB
254	1200 MAIN ST	BERMAN DANIEL
255	1200 MAIN ST	PERRI VINEYARDS & REAL ESTATE
256	1200 MAIN ST	RANDOLPH HEATHER ELAINE &
257	1200 MAIN ST	FISCHER TRISA
258	1200 MAIN ST	INDIGO CAPITAL GROUP LLC
259	1200 MAIN ST	KNIPE LUTHER DASSON III
260	1200 MAIN ST	IPPOLITO ESTER
261	1200 MAIN ST	PATKOVIC MARIJANA
262	1200 MAIN ST	BASH DAMIEN
263	1200 MAIN ST	BRODNER SAMUAL C & LEIGH A
264	1200 MAIN ST	FIELDS FOSTER LAND TRUST
265	1200 MAIN ST	SHIPP RONALD B
266	1200 MAIN ST	ALCANTARA PEDRO
267	1200 MAIN ST	COX JOHN VERNON TR & GAY GAYLE TR
268	1200 MAIN ST	COX JOHN VERNON TR &
269	1200 MAIN ST	SMITH LAURA
270	1200 MAIN ST	BALUCH AMIR &
271	1200 MAIN ST	ONU ADISA M
272	1200 MAIN ST	BIERI MATTHEW B & REBECCA
273	1200 MAIN ST	MAYORGA LUIS A
274	1200 MAIN ST	MUSABASIC MEMSUD

11/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
275	1200 MAIN ST	GILMAN ALEX
276	1200 MAIN ST	MOTGI GURUBASAPPA V & SHASHI R MOTGI
277	1200 MAIN ST	SARDARABADI ABDOL M &
278	1200 MAIN ST	KIRBY JOSEPH KING
279	1200 MAIN ST	WATTS FAMILY TRUST
280	1200 MAIN ST	KORNEGAY MARK A
281	1200 MAIN ST	TRAMMELL DUANE &
282	1200 MAIN ST	DUNCAN ROBERT J &
283	1200 MAIN ST	MAURER IAN S
284	1200 MAIN ST	WALSH WILLIAM ANTHONY
285	1200 MAIN ST	REAGANS KIMBERLY
286	1200 MAIN ST	KRISHNA SHAILENDRA &
287	1200 MAIN ST	PONZIO JOHN &
288	1200 MAIN ST	BARBADILLO OSCAR JR
289	1200 MAIN ST	DAVIS WALKER L
290	1200 MAIN ST	YATES RALPH A & FAYE
291	1200 MAIN ST	PERRI VINEYARDS &
292	1200 MAIN ST	GARCIA CASSANDRA
293	1200 MAIN ST	BARBATO CRISTINA COSTA
294	1200 MAIN ST	BOWLES NEAL A & CARLA D WATSON
295	1200 MAIN ST	LUFKIN ROGER W
296	1200 MAIN ST	WILKINSON EARL J
297	1200 MAIN ST	CALDWELL ROGER W & KIMBERLY S
298	1200 MAIN ST	BELGAUM LLC

Planner: Pamela F.R. Daniel**FILE NUMBER:** Z167-241(PD) **DATE FILED:** March 7, 2017**LOCATION:** Southeast corner of Corral Drive and Cockrell Hill Road**COUNCIL DISTRICT:** 3 **MAPSCO:** 62-V, R**SIZE OF REQUEST:** ± 1.648 acres **CENSUS TRACT:** 109.03

REPRESENTATIVE: John Flippo**APPLICANT:** John Flippo**OWNER:** Heatley Properties**REQUEST:** An application to amend Planned Development District No. 234.**SUMMARY:** The applicant proposes amendments to the Planned Development District to allow:

- 1) A one-story retail food store [Family Dollar];
- 2) Off-street parking as shown on the development plan;
- 3) Landscaping to comply with Article X instead of the development/conceptual plan;
- 4) Increase of the floor area ratio to a maximum 0.220 from a maximum 0.215;
- 5) A reduction of the minimum front yard setback along Corral Drive from 25 feet to 10 feet; and
- 6) Limit the hours of operation from 6:30am to 9:00pm.

STAFF RECOMMENDATION: Approval, subject to a revised development plan and conditions.

BACKGROUND INFORMATION:

- On May 14, 1986, City Council approved PDD No. 234 which encompasses two tracts (Tracts I and II).
- The proposed development is within Tract I of the PDD. Tract I provides for retail uses as well as a day care center permitted by right.
- The applicant is proposing to develop Tract I with an 8,320 square foot building.
- The request site has never been developed.

Zoning History: There have been no recent zoning changes requested in the area within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Cockrell Hill	Principal Arterial	100

Traffic:

The Engineering Section of the Department of Sustainable Development and Construction has reviewed the request and has determined that the proposed development will not have a negative impact on the surrounding street system.

Surrounding Land Uses:

	Zoning	Land Use
Site	PD 234	Undeveloped
North	R-10 (A)	Undeveloped
South	MF-1(A) w/deed restrictions	Multifamily
East	MF-1(A) w/deed restrictions	Undeveloped
West	City of Duncanville	Church

COMPREHENSIVE PLAN: The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* 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 because the proposed changes increase the opportunities for the request site to be developed and be a vibrant retail shopping area.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

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

GOAL 2.2 ENGAGE IN STRATEGIC ECONOMIC DEVELOPMENT

Policy 2.2.6 Restore Dallas as the foremost retail location in the region.

STAFF ANALYSIS:

Land Use Compatibility:

The request site is zoned Tract I and Tract II within Planned Development District No. 234. The request site is currently undeveloped and does not permit a retail food store. Currently the only main uses permitted within Tract I are those retail uses permitted in NS Neighborhood Service District, a day care center permitted by right, and a service station permitted subject to a specific use permit.

The surrounding land uses are single family residential to the northwest and multifamily residential to the south. The site is immediately adjoined by undeveloped land to the north and east. To the west is a church with a surface parking lot that lies within the limits of the City of Duncanville.

The purpose of the request is to allow for the development of an 8,320 square foot one-story structure with a proposed building height of 18 feet; however the PD allows a maximum height of 24 feet. The applicant is proposing a development with a slightly larger floor area ratio of 0.220 rather than the existing 0.215 (a difference of 212 square feet). The PD conditions give the additional development rights for the retail food store use, reduce the minimum front yard setback for the Corral Drive frontage from 25 feet to 10 feet, and extend the hours of operation currently in the PD from 6:30 a.m. - 6:30 p.m. to 6:30 a.m. - 9:00 p.m.

Development Standards:

<u>DISTRICT</u>	<u>SETBACKS</u>		<u>Density</u>	<u>Height</u>	<u>Lot Coverage</u>	<u>FAR</u>	<u>PRIMARY Uses</u>
	<u>Front</u>	<u>Side/Rear</u>					
PD 234	25'	10'	No max	24' 2 Story Max	40%	0.215	Retail & Day Care Center
PD 234: Proposed Changes	25'*	10'	No max	24' 2 Story Max	40%	0.220	Retail & Day Care Center

*Exception is requested for front yard setback along Corral Drive to be allowed to be with a minimum setback of 10 feet.

Landscaping:

PD No. 234 requires the landscaping to comply with the existing development/conceptual plan in Tract I while landscaping in Tract II requires compliance with Article X. The applicant is proposing to amend the PD to comply with Article X for the entire PD.

Screening:

The screening conditions require compliance with the existing development/conceptual plan which shows a six-foot-high solid fence and three-foot-high screening shrubs along the parking area that have street frontage. Although the applicant is proposing to remove these provisions, a buffer such as a screening wall, fence or plant material separating the residential zoning districts to the north and east will be required at permitting.

List of Partners/Principals/Officers

Heatley Properties:

Michael Heatley, Manager

Max Alley:

Curt Green, Managing Partner

James Herrington, Managing Partner

Proposed Amendments

ARTICLE 234.

PD 234.

SEC. 51P-234.101. LEGISLATIVE HISTORY.

PD 234 was established by Ordinance No. 19156, passed by the Dallas City Council on May 14, 1986. Ordinance No. 19156 amended Ordinance No. 10962, Chapter 51 of the Dallas City Code, as amended. Ordinance No. 19156 was amended by Ordinance No. 22553, passed by the Dallas City Council on September 13, 1995. (Ord. Nos. 10962; 19156; 22553; 25711)

SEC. 51P-234.102. PROPERTY LOCATION AND SIZE.

PD 234 is established on property generally located at the southeast corner of Corral Drive and Cockrell Hill Road. The size of PD 234 is approximately 1.648 acres.

SEC. 51P-234.103. DEFINITIONS AND INTERPRETATIONS.

- (a) Unless otherwise stated, the definitions contained in Chapter 51 apply to this article.
- (b) Unless otherwise stated, all code references are to Chapter 51.
- (c) The Property is divided into two tracts, Tract I and Tract II, as shown on the development/conceptual plan (Exhibit 234A).
- (d) This district is considered to be a nonresidential zoning district.

SEC. 51P-234.103.1. EXHIBIT.

The following exhibit is incorporated into this article: Exhibit 234A: development/conceptual plan.

SEC. 51P-234.104. DEVELOPMENT/CONCEPTUAL PLAN.

Development and use of Tract I of the Property must comply with the development/conceptual plan. This plan serves as the development plan for Tract I and the conceptual plan for Tract II. In the event of a conflict between the provisions of this article and the development/conceptual plan, the provisions of this article control.

SEC. 51P-234.105. DEVELOPMENT PLAN FOR TRACT II.

A development plan must be approved by the city plan commission before issuance of any building permit for Tract II. Development and use of Tract II of the Property must comply with the

approved development plan. The development plan and any amendments must comply with the conceptual plan and this article.

SEC. 51P-234.106. MAIN USES PERMITTED.

- (a) Except as stated below, the only uses permitted on the Property are those retail uses permitted in an NS Neighborhood Service District.
- (b) A day care center is permitted by right on Tract I of this district.
- (c) A retail food store is permitted by right on Tract I of this district.
- (d) A service station is permitted subject to a specific use permit.

SEC. 51P-234.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations contained in Section 51-4.217. For more information regarding accessory uses, consult Section 51-4.217.

- (b) The following accessory uses are not permitted in this district:
 - (1) Private stable.
 - (2) Community center (private).
 - (3) Amateur communication tower.
 - (4) Open storage.

SEC. 51P-234.108. YARD, LOT, AND SPACE REGULATIONS.

- (a) Front yard. Minimum front yard is 25 feet with 10 feet on Corral Drive.
- (b) Side and rear yard. Minimum side and rear yard is 10 feet.
- (c) Dwelling unit density. No maximum dwelling unit density.
- (d) Floor area ratio. Maximum floor area ratio is ~~0.215~~ 0.220.
- (e) Height. Maximum structure height is 24 feet.
- (f) Lot coverage. Maximum lot coverage is 40 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.
- (g) Lot size. No minimum lot size.
- (h) Stories. Maximum number of stories above-grade is two. Parking garages are exempt from this requirement, but must comply with the height regulations of Subsection (e). (Ord. Nos. 22553; 25711)

SEC. 51P-234.109. OFF-STREET PARKING AND LOADING.

Consult the use regulations (Division 51-4.300) for the specific off-street parking and loading requirements for each use. Off-street parking for Tract I must be located as shown on the development/conceptual plan. (Ord. Nos. 22553; 25711)

SEC. 51P-234.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 22553; 25711)

SEC. 51P-234.111. ACCESS.

Ingress and egress for Tract I must be provided as shown on the development/conceptual plan. (Ord. Nos. 22553; 25711)

SEC. 51P-234.112. LANDSCAPING.

(a) Landscaping must be provided in accordance with Article X.

(b) [All] P[lant] materials must be maintained in a healthy, growing condition. [In addition:

(1) In Tract I, landscaping must comply with the development/conceptual plan.

(2) In Tract II, landscaping must comply with Article X.]

SEC. 51P-234.113. SCREENING.

A minimum six-foot-high solid fence must be installed on Tract I as shown on the development/conceptual plan. (Ord. Nos. 22553; 25711)

SEC. 51P-234.114. SIGNS.

Signs must comply with the provisions for non-business zoning districts contained in Article VII. (Ord. Nos. 22553; 25711)

SEC. 51P-234.115. ADDITIONAL PROVISIONS.

(a) The following provisions apply to the day care center permitted in Tract I:

(1) The outdoor play area must be enclosed by a minimum four-foot-high fence. ~~as shown on the development/conceptual plan.~~

(2) The hours of operation are limited to the hours between 6:30 a.m. and 6:30 p.m.

(3) A minimum of 50 square feet of indoor floor area must be provided for each child in attendance.

Z167-241(PD)

(4) A minimum of 100 square feet must be provided for each child in the play area. The outdoor play area must be located as shown on the development/conceptual plan.

(b) The retail food store permitted in Tract I may only operate between 6:30 a.m. and 9:00 p.m.

(c) The entire premises must be properly maintained in a state of good repair and neat appearance.

(d) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

SEC. 51P-234.116.

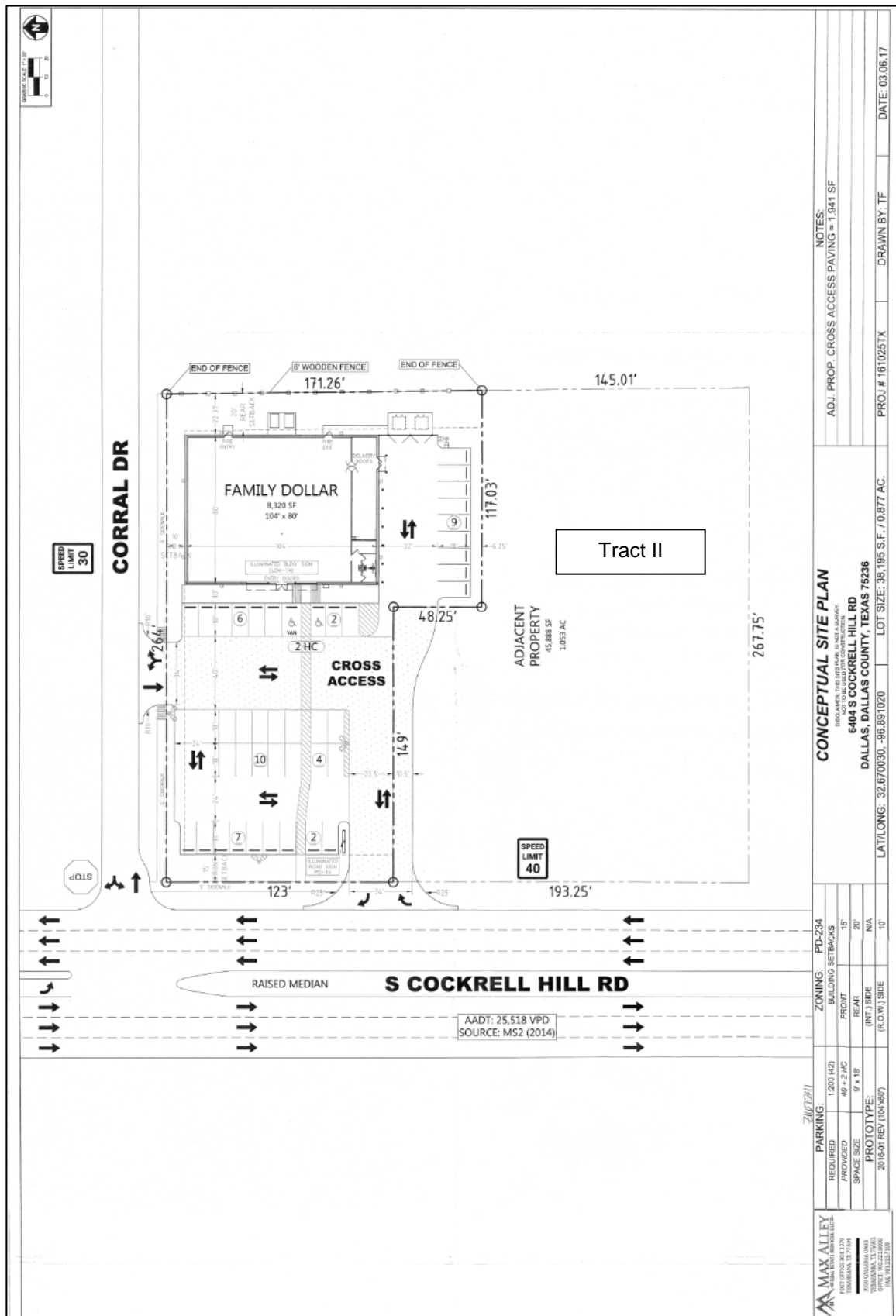
GENERAL REQUIREMENTS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

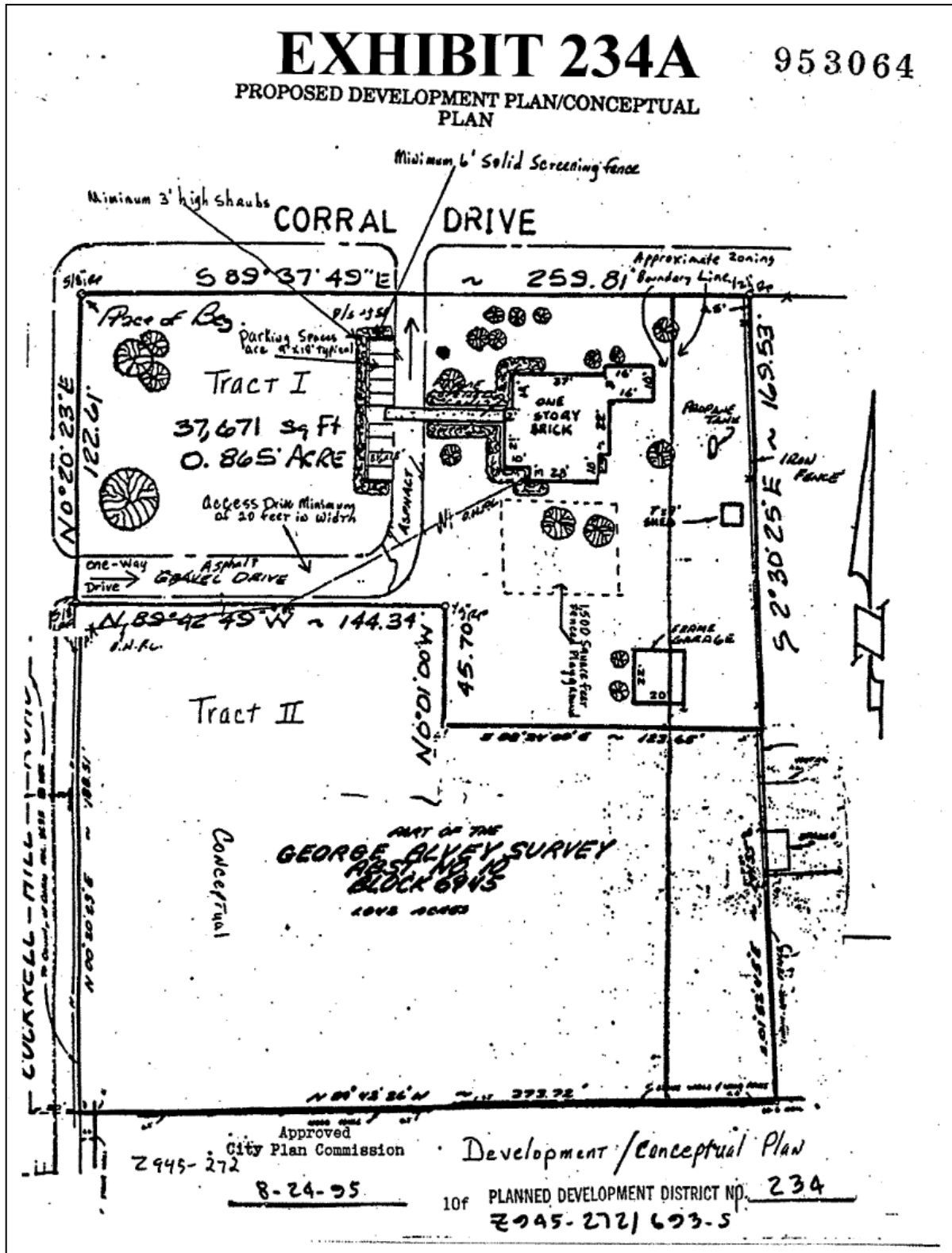
(b) The building official shall not issue a building permit or certificate of occupancy for a use in this PD until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other applicable ordinances, rules, and regulations of the city.

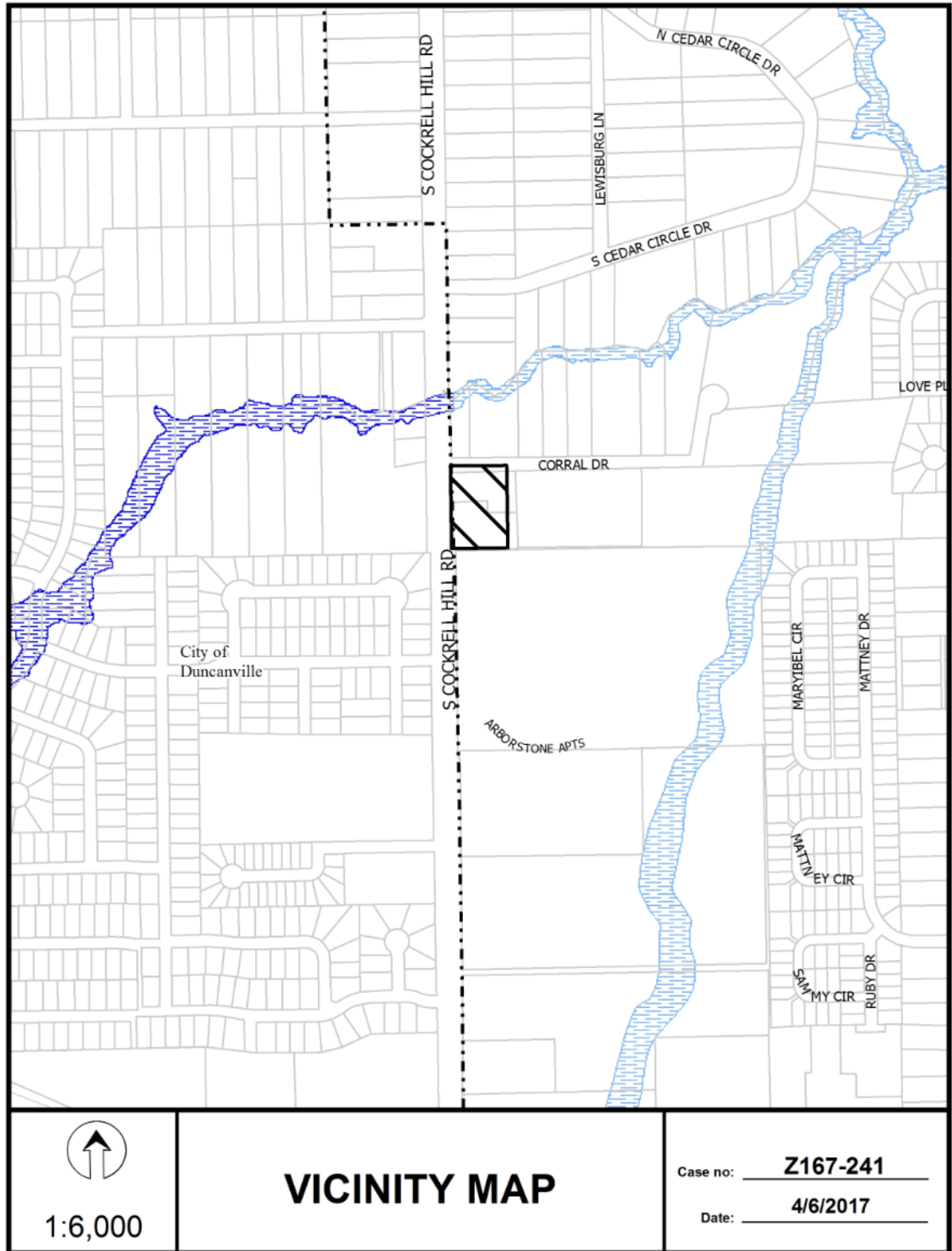
[SEC. 51P-234.117. _____ ZONING MAP.
PD 234 is located on Zoning Map No. O-5.]

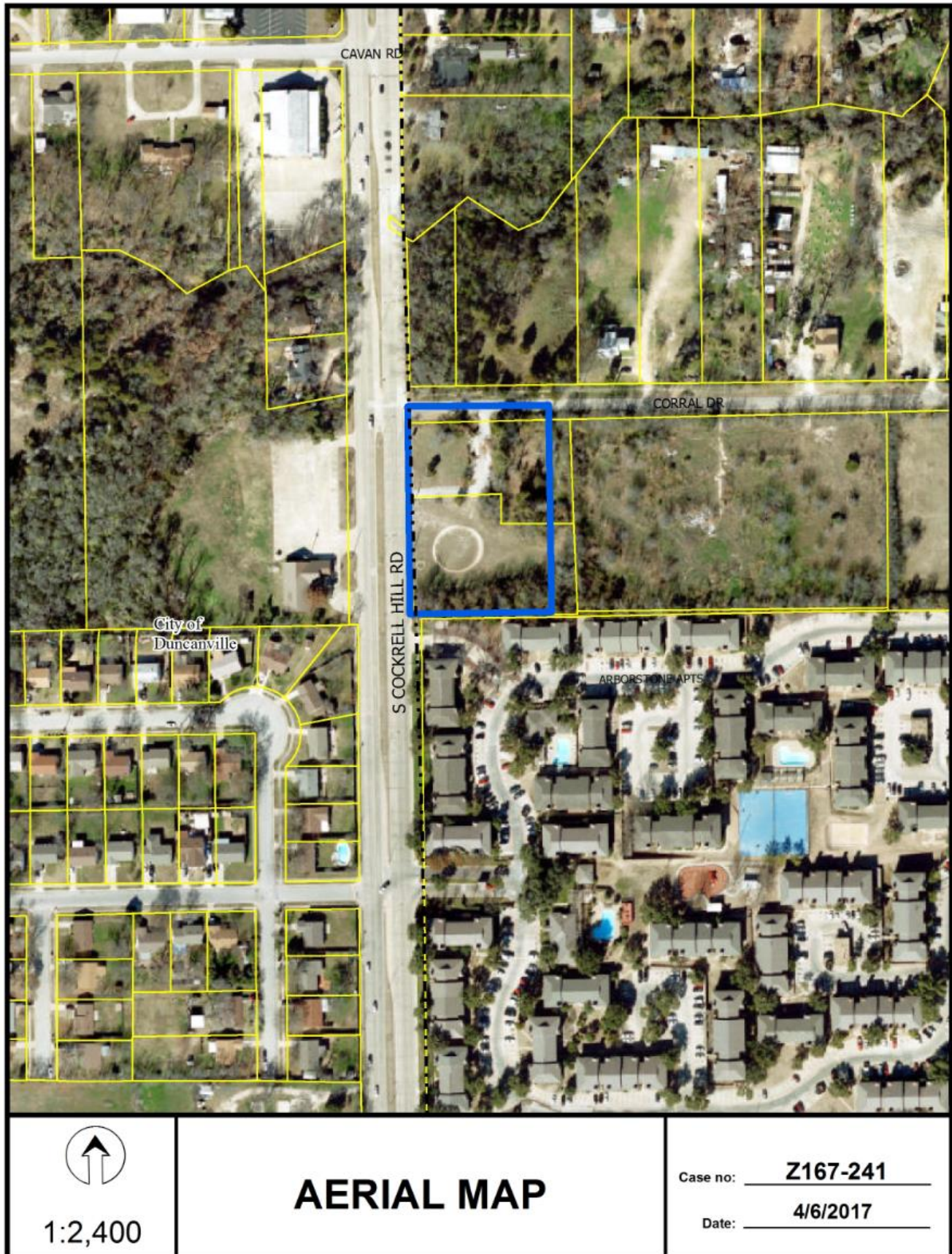
Proposed Tract I Development Plan/Tract II Conceptual Plan

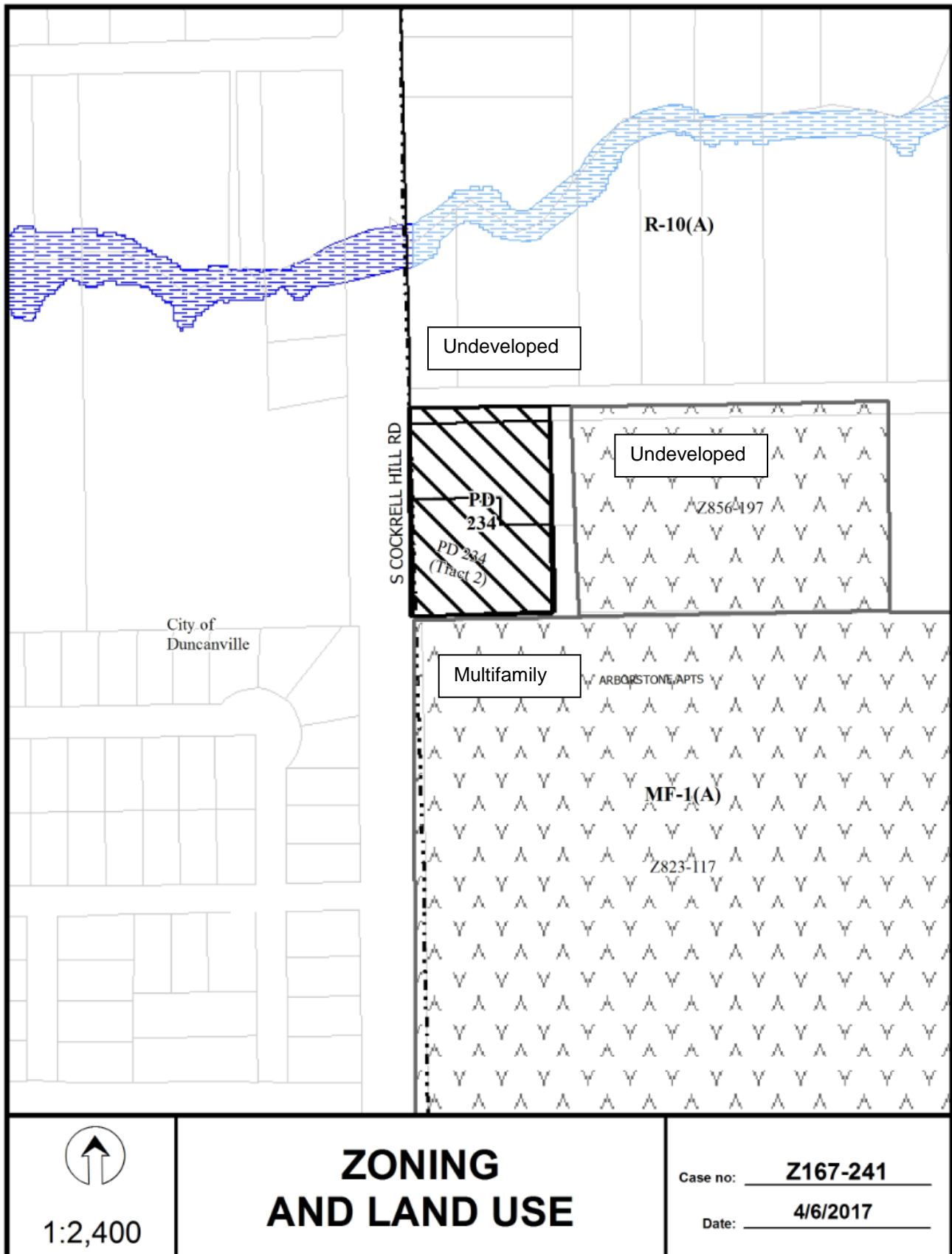


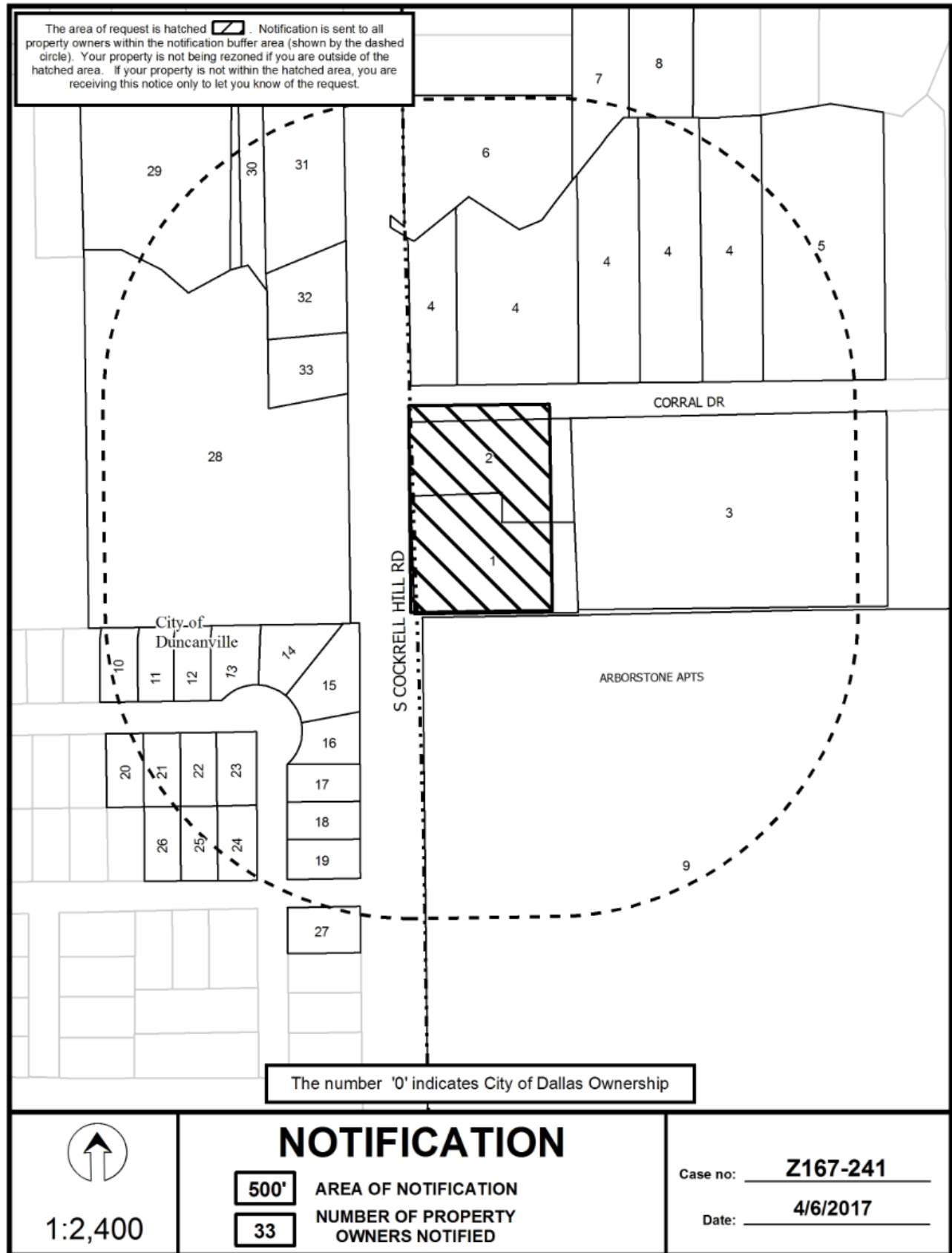
Existing Development/Conceptual Plan











04/06/2017

Notification List of Property Owners***Z167-241******33 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	6430 S COCKRELL HILL RD	LYONS INV CO INC TR
2	6404 S COCKRELL HILL RD	HEATLEY PPTIES INC
3	4324 CORRAL DR	CARTER TIMOTHY
4	4339 CORRAL DR	HERNANDEZ HUGO & JUANA
5	4247 CORRAL DR	RAMIREZ LUZ M
6	6210 S COCKRELL HILL RD	ENOBAXHARE PETER &
7	4324 S CEDAR CIRCLE DR	SHOOK MAURICE O
8	4316 S CEDAR CIRCLE DR	SHOOK MAURICE O & G ELKE
9	6500 S COCKRELL HILL RD	ARBORSTONE INVESTORS LLC
10	731 HOLLIDAY LN	ISSOKSON MICHAEL
11	735 HOLLIDAY LN	SANDATE CIPRIANO LOPEZ
12	739 HOLLIDAY LN	PEQUENO SATIAGO
13	743 HOLLIDAY LN	GORDON JAMES
14	747 HOLLIDAY LN	REYNA RAMIRO
15	1218 SKI DR	JACKSON MARY ELIZABETH
16	1214 SKI DR	MACDONALD ARTHUR H III
17	1210 SKI DR	GLOBAL PEAK INVESTMENTS
18	1206 SKI DR	CEBRIAN CESAR &
19	1202 SKI DR	CARDOZA JUVENTINO
20	726 HOLLIDAY LN	SANCHEZ RAMON &
21	730 HOLLIDAY LN	ROGERS ELIZABETH & SCOTT ROGERS
22	734 HOLLIDAY LN	COLLINSWORTH EUGENIA
23	738 HOLLIDAY LN	EANES SHUANDRA
24	739 SUN VALLEY DR	YORK DANFORD NATALIE F
25	735 SUN VALLEY DR	MARTINEZ RICARDO
26	731 SUN VALLEY DR	BRISENO NORA H & ALEJANDRO

04/06/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1146 SKI DR	TAH HOLDING LP
28	1203 N COCKRELL HILL RD	HEAVENS EMBASSY CHURCH
29	718 CAVAN RD	FAIRMEADOWS ASSEMBLY OF GOD
30	734 CAVAN RD	FAIRMEADOWS ASSEM OF GOD
31	734 CAVAN RD	FAIRMEADOWS ASSEM OF GOD
32	1219 N COCKRELL HILL RD	JOHNSON LOUIS E JR &
33	1215 N COCKRELL HILL RD	MELENDEZ MARIA ENCARNACION RAM

FILE NUMBER: Z167-252(JM)

DATE FILED: March 21, 2017

LOCATION: On the south line of Park Lane, west of Ridgecrest Road and on the southwest corner of Ridgecrest Road and Hemlock Avenue.

COUNCIL DISTRICT: 13

MAPSCO: 26U

SIZE OF REQUEST: 4.478 acres

CENSUS TRACT: 78.18

REPRESENTATIVE: Karl A. Crawley, Masterplan

OWNER: Buena Vida CRP 17, LP

REQUEST: An application for an MF-3(A) Multifamily District with deed restrictions volunteered by the applicant, on property zoned an MF-2(A) Multifamily District.

SUMMARY: The purpose of this request is to allow for greater density. The existing apartment complex has more units than allowed under the existing zoning. The volunteered deed restrictions would restrict the number of apartments to a total of 214 units, the present number of units and retain the overall maximum height at 36 feet instead of 90 feet as allowed by the MF-3(A) District.

STAFF RECOMMENDATION: Approval

BACKGROUND INFORMATION:

- The site is currently fully developed with two apartment buildings. These two buildings were constructed around 1973.
- There are 214 existing apartment units. The minimum lot area per dwelling unit allowed in an MF-2(A) Multifamily District is based on the number of bedrooms, which in turn decides the number of units allowed at a site. This number can fluctuate depending on how many efficiency, 1-bedroom, 2-bedroom, or more units are sought at the site. The subject property, as developed, should have a maximum of 203 units. The proposed request would put them in compliance with existing conditions.
- Deed restrictions volunteered by the applicant will limit the number of allowable units to what exists today. Additionally, the overall maximum height would remain at 36 feet instead of 90 feet as allowed by the MF-3(A) District.

Zoning History:

There have been no zoning cases in the area within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Right-of-Way
Park Lane	Local	60 feet

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that it will not have a detrimental impact on the surrounding street system.

Land Use:

Area	Zone	Use
Site	MF-2(A)	Multifamily
NW	PD No. 182 for NS, MF-2(A)	Retail & Personal Service, Multifamily
North	MF-2(A), PD No. 65 (Mix w/MF-1 Density)	Undeveloped, Retail & Office
NE	PD No. 720 for MF-1(A)	Public School
East	CR w/DR (24', GR)	Retail & Personal Service
SE	MF-2(A)	Multifamily
South	PD No. 267(4 uses)	Multifamily
SW	MF-2(A)	Multifamily

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The comprehensive plan does not make a specific land use recommendation related to the request.

The request complies with the following land use goals and policies of the Comprehensive Plan:

NEIGHBORHOOD PLUS

4.3 Enhance neighborhood desirability by improving infrastructure, housing stock, recreation and safety.

Bringing the existing complex into compliance will make it eligible to receive building permits for renovations. This will help improve the housing stock in this Main Street and Urban Neighborhood.

6.1 Raise the quality of rental property through better design standards, proactive and systematic code enforcement, and zero tolerance towards chronic offenders.

The purpose for the zone change requested is to come into compliance. City staff has worked with the property owner and representative to bring the site into compliance.

Land Use Compatibility:

The subject site is currently zoned for medium density multifamily use. The surrounding property uses are largely multifamily and urban in nature. Some retail shops, offices, and personal service uses exist to the northwest and northeast. A public school exists to the north. The existing apartments are a big part of the community identity as you cross the "five-points" intersection. Many of the complexes in the area are being or have been renovated. The applicant would like to renovate these structures, as well.

Although this is a zone change, the volunteered deed restrictions will limit the unit density to what exists, 214 units. Since the units allowed are restricted by the overall lot size per bedroom, the impact of the zone change would not be a detriment to the area. In the end, the request will lead to further investment in a highly visible intersection in Dallas.

Development Standards:

District	Setbacks		Density	Height	Lot Coverage	Stories	Primary Uses
	Front	Side/Rear					
Existing: MF-2(A)	15'	No min. SF 5'/10' Duplex 10'/15' All Others	Min. Lot 1,000 sq.ft. 800 sq.ft.—E 1,000 sq.ft.—1BR 1,200 sq.ft.—2BR +150 sq.ft. each added BR	36'	60%	RPS	Multifamily, duplex, single family.
Proposed: MF-3(A) with voluntary deed restrictions	15'	10' Urban Form	Min. Lot 6,000 sq.ft. 450 sq.ft.—E 500 sq.ft.—1BR 550 sq.ft.—2BR +50 sq.ft. each added BR 214 units by vol. deed rest.	90' 36' by deed rest.	60%	RPS	Multifamily.

The two major changes are the lot size requirements leading to much higher density for the new MF-3(A) District, and the overall height increasing from 36 feet, to 90 feet. Additionally, the overall maximum height would remain at 36 feet instead of 90 feet as allowed by the MF-3(A) District. The lot coverage remains 60 percent.

Parking:

The Dallas Development Code requires one parking space per bedroom with a minimum of one space per dwelling unit. Additionally, if the parking is restricted to resident parking only, an extra $\frac{1}{4}$ space per dwelling unit is required.

The subject site currently has 214 dwelling units. These units have a total of 245 bedrooms. The parking is restricted to resident parking only; therefore an extra 54 parking spaces are required. Overall, the site is required to provide 299 parking spaces. The existing site provides 200 parking spaces and is not in compliance.

Renovations would be allowed to the existing site in spite of nonconformity to parking regulations, but no expansion of the site would be allowed—nor is any being sought considering the restriction to keep the existing 214 dwelling units.

Landscaping:

Landscaping will be provided per Article X, as amended.

List of Partners

FILED
In the Office of the
Secretary of State of Texas

AUG 26 2015

Corporations Section

**CERTIFICATE
OF
FORMATION
OF
BUENA VIDA CRP 17, LP**

THE UNDERSIGNED, HAVING FORMED A LIMITED PARTNERSHIP UNDER THE TEXAS BUSINESS ORGANIZATIONS CODE (THE "TBOC"), DOES HEREBY EXECUTE AND FILE ITS CERTIFICATE OF FORMATION OF LIMITED PARTNERSHIP AS FOLLOWS:

1. **Name of Partnership.** The filing entity being formed is a limited partnership. The name of the partnership is BUENA VIDA CRP 17, LP (the "Partnership").
2. **Registered Office and Registered Agent.** The address of the registered office of the Partnership is 1701 Directors Blvd. #300, Austin, TX 78744 and the name of the Company's initial registered agent at that address is Registered Agent Solutions, Inc.
3. **Principal Office.** The address of the Partnership's principal office in the United States where the records of the Partnership are to be kept or made available under Section 153.551 of the TBOC is 750 B Street, Suite 1940, San Diego, CA 92101.
4. **General Partner.** The name and address of the sole general partner is as follows:

Buena Vida CRP 17 GP, LLC
750 B Street, Suite 1940
San Diego, CA 92101

IN WITNESS WHEREOF, the undersigned has executed this Certificate of Formation of Limited Partnership this 25th day of August, 2015.

GENERAL PARTNER:

Buena Vida CRP 17 GP, LLC, a Texas limited liability company

By: 
Name: J. Antonio Marquez
Title: Manager

KS

1

Z167-252

Proposed Voluntary Deed Restrictions

DEED RESTRICTIONS

THE STATE OF TEXAS)
) KNOW ALL PERSONS BY THESE PRESENTS:
COUNTY OF _____)

I.

The undersigned, BUENA VIDA CRP 17, LP., a a Texas limited partnership ("the Owner"), is the owner of the following described property ("the Property"), being in particular a tract of land out of the William Jenkins Survey, Abstract No. 702, City Block 13/5204, City of Dallas ("City"), Dallas County, Texas, and being that same tract of land conveyed to the Owner by 8350 PARK LANE ASSOC. LTD., by deed dated September 29, 2015, and recorded in Instrument Number 201500263483, in the Deed Records of Dallas County, Texas, and being more particularly described as follows:

Exhibit A

II.

The Owner does hereby impress all of the Property with the following deed restrictions ("restrictions"), to wit:

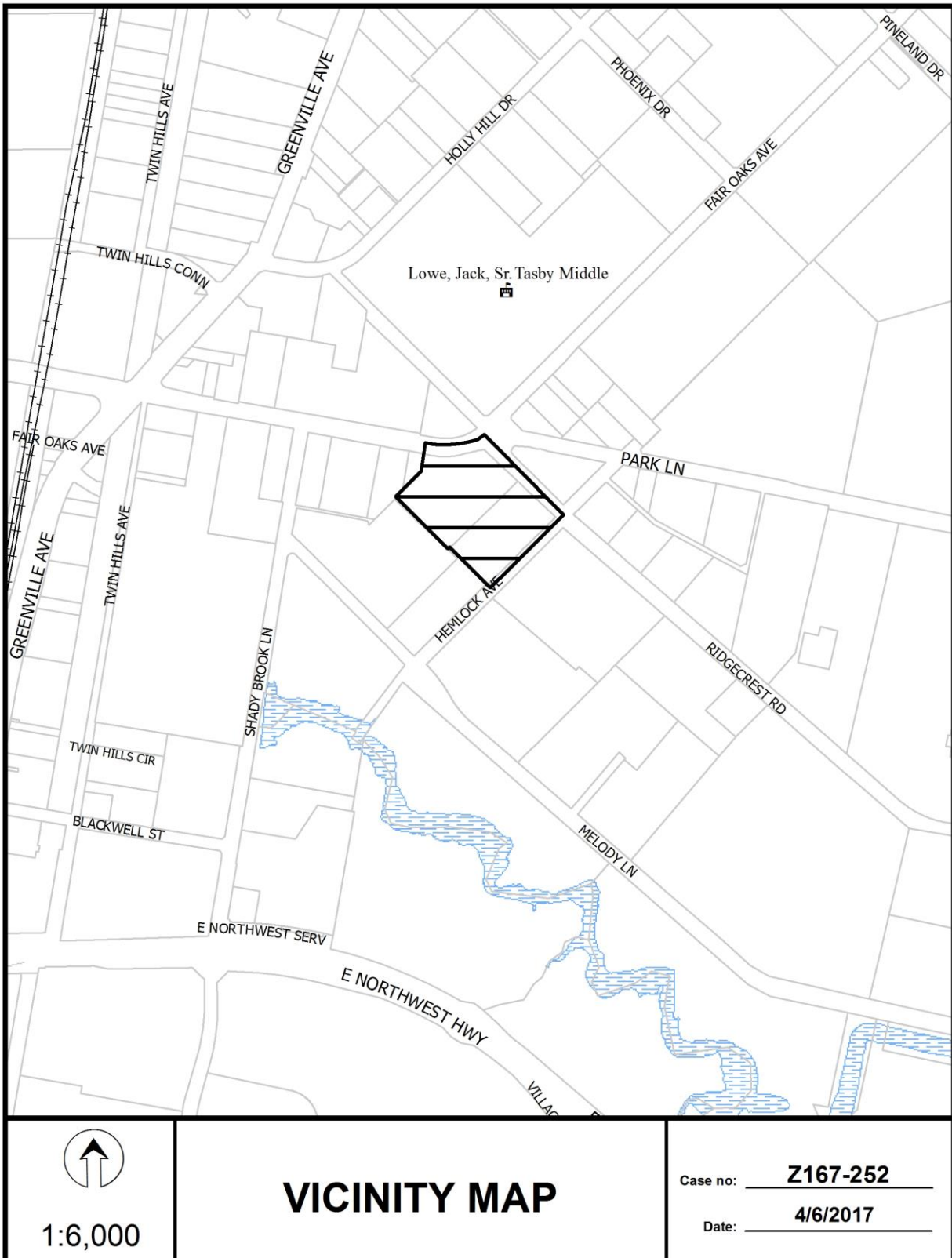
1. The maximum number of dwelling units allowed on the Property is 214 units.
2. The maximum height allowed on the Property is 36 feet.

III.

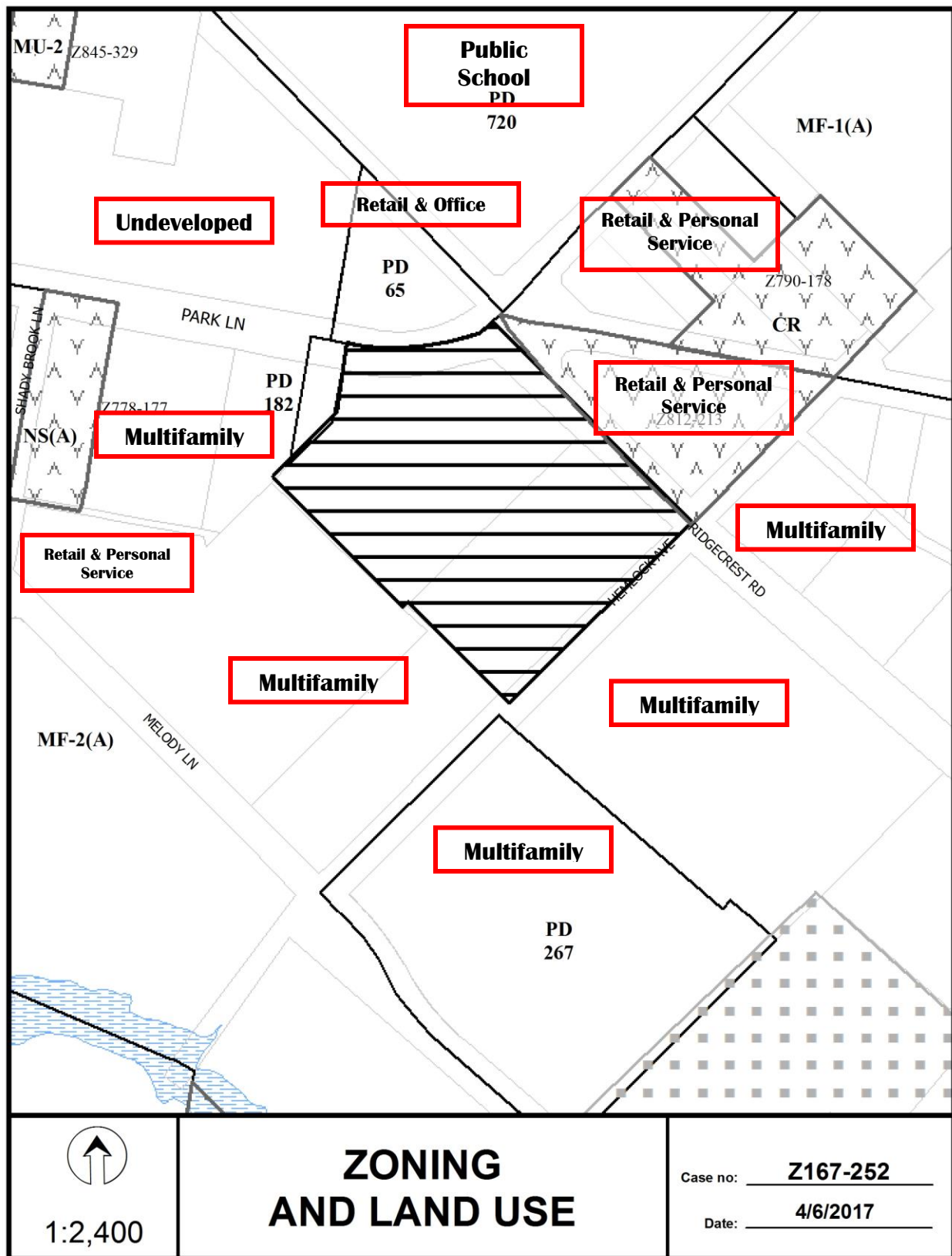
These restrictions shall continue in full force and effect for a period of 20 years from the date of execution, and shall automatically be extended for additional periods of 10 years unless amended or terminated in the manner specified in this document.

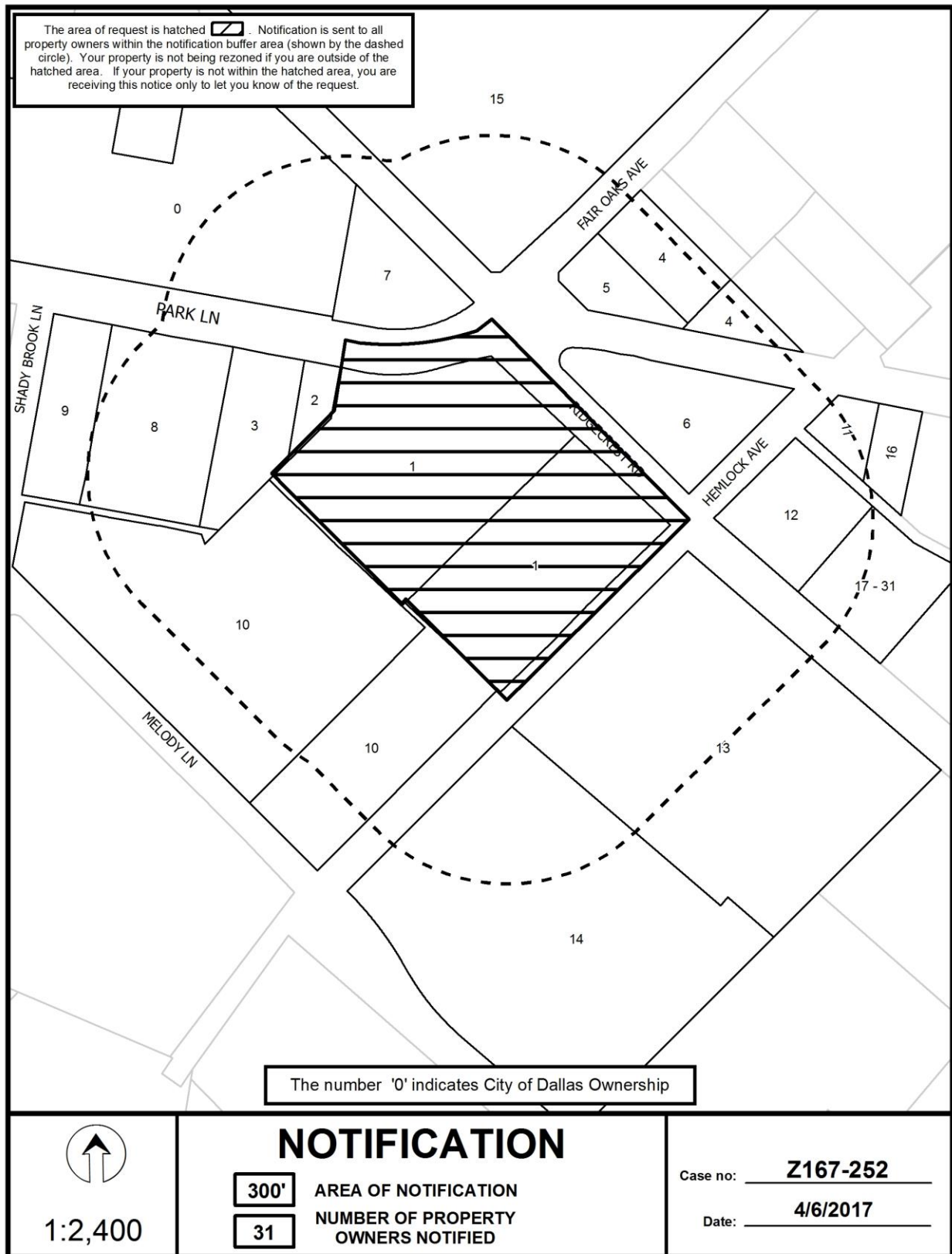
IV.

These restrictions may be amended or terminated as to any portion of the Property, upon application to the City of Dallas by the current owner of that portion of the Property, without the concurrence of the owners of the remaining portion of the Property. These restrictions may be amended or terminated only after a public hearing before the City Plan Commission and a public hearing before and approval by the City Council of the City. Notice of the public hearings must be given as would be required by law for a zoning change on the Property. The amending or terminating instrument must be approved as to form by the city attorney. If the City Council approves an amendment or termination of these restrictions, the Owner must then file the amending or terminating instrument in the Deed Records of the county or counties where the Property is located at his or her sole cost and expense before the amendment or termination becomes effective.









04/06/2017

Notification List of Property Owners

Z167-252

31 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	5918 RIDGECREST RD	BUENA VIDA CRP 17 LP
2	8336 PARK LN	BELAYE MESFIN &
3	8330 PARK LN	NORTHWEST PARK CONDOMINIUM LLC
4	7020 FAIR OAKS AVE	CEDAR CREEK REALTY
5	7014 FAIR OAKS AVE	PARK LANE REAL ESTATE INVESTMENTS INC
6	8420 PARK LN	164568 CANADA INC
7	8347 PARK LN	WADFH PARTNERSHIP
8	8320 PARK LN	DALLAS HOUSING AUTHORITY
9	6866 SHADY BROOK LN	SHADYBROOK SQUARE LTD
10	5929 MELODY LN	APARTMENT VENTURES LLC
11	8502 PARK LN	HOOPER LINDA L
12	6003 RIDGECREST RD	RESERVICES COURTYARD LLC
13	6036 RIDGECREST RD	CENTER PARK EQUITY FUND LLC &
14	6011 MELODY LN	CC FOUNTAINS LLC
15	7001 FAIR OAKS AVE	Dallas ISD
16	8510 PARK LN	LOMJ APARTMENTS LLC
17	6019 RIDGECREST RD	MARTINEZ JOHN
18	6019 RIDGECREST RD	ZARRAGA JUAN
19	6019 RIDGECREST RD	ARCE JAIME
20	6019 RIDGECREST RD	PIKE JAMES L &
21	6019 RIDGECREST RD	F & M PROPERTIES INC
22	6019 RIDGECREST RD	BENSON JONES
23	6019 RIDGECREST RD	ZRUBEK HENRY J
24	6019 RIDGECREST RD	WILLEMS DAN
25	6019 RIDGECREST RD	ZRUBEK HENRY J
26	6019 RIDGECREST RD	MCBRIDE JAMES H

Z167-252(JM)

04/06/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6019 RIDGECREST RD	SURLEY RONALD K
28	6019 RIDGECREST RD	ZRUBEK HENRY J
29	6019 RIDGECREST RD	SHADY HOLLOW TOWNHOUSE CONDOMINIUMS
30	6019 RIDGECREST RD	SCIPIONE LOUIS
31	6019 RIDGECREST RD	ZRUBEK HENRY J DBA H & L PPTIES

FILE NUMBER: Z167-253(JM)

DATE FILED: March 23, 2017

LOCATION: On the west line of Bonnie View Road, south of Telephone Road.

COUNCIL DISTRICT: 8

MAPSCO: 76-L

SIZE OF REQUEST: Approx. 3 acres

CENSUS TRACT: 167.03

APPLICANT/ OWNER: Javier Leija & Liliana Tamez

REPRESENTATIVE: Elias Rodriguez, Construction Concepts

REQUEST: An application for a CS Commercial Service District and a Specific Use Permit for a commercial motor vehicle parking lot on property zoned an A(A) Agricultural District.

SUMMARY: The purpose of this request is to allow the applicant to operate a commercial motor vehicle parking lot on the property. A Specific Use Permit is required because it is within 500 feet of residential zoning.

STAFF RECOMMENDATION: Approval of a CS Commercial Service District; and approval for a five-year period with eligibility for automatic renewals for additional five-year periods, subject to a site plan and conditions.

BACKGROUND INFORMATION:

- The request site is currently undeveloped and zoned an A(A) Agricultural District.
- The land use of commercial motor vehicle parking lot is defined as a retail use in the Dallas Development code. This land use is allowed by right in the CS Commercial Services District. A Specific Use Permit is required if the area is within 500 feet of a residential district. The A(A) Agricultural District is considered a residential district for purposes of this request.
- The proposed CS Commercial Services District would add a multitude of new uses, most notably including office, lodging, and retail and personal service uses.

Zoning History:

- 1. Z167-243:** An application was filed on March 8, 2017 for a general zoning change to CS Commercial Service District to allow a commercial motor vehicle parking lot on property zoned an A(A) Agricultural District. This application is pending City Plan Commission hearing on May 4, 2017.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Right-of-Way
Bonnie View Road	Major Arterial	100 feet

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the proposed zoning change will not have a detrimental impact on the surrounding street system.

Land Use:

	Zoning	Land Use
Site	A(A)	Undeveloped
North	A(A)	Undeveloped
East	PDD No. 761 (LI)	Sand, gravel, or earth sales and storage
South	A(A)	Undeveloped
West	A(A)	Commercial Motor Vehicle Parking

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan 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:

LAND USE ELEMENT

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

1.2.1.1 Use the Vision Illustration and Building Blocks as a general guide to shape zoning and land use concepts, while also considering site specific and area specific issues. Site specific zoning cases must consider relevant policy statements contained within the Policy Plan, such as environmentally sensitive land, the site's proximity to the edge of a Building Block and appropriate transitions between Building Blocks.

The Vision identifies the area as an Industrial Building Block. Industrial Areas, which offer important employment opportunities, occupy large areas of land and usually are near major roads and heavy rail lines. This request is characteristic of the building block in that it will provide a service to the mix of low- and medium-density industrial buildings and industrial yards supporting the Southport and the Agile Port, parts of West Dallas along I-30, and the Stemmons industrial area.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.4 Support efforts to expand targeted business and industry development within the Southern Sector.

Policy 2.2.4 Focus on logistics-related jobs for the expansion of employment opportunities, particularly in the Southern Sector.

Dallas' future development opportunities and much of the projected growth capacity lie in the Southern Sector, offering a great opportunity to guide development and direct economic activity. The vast majority of vacant land in the city is located in the Southern

Sector. As such, developments similar to this are necessary in order to promote and encourage efforts for continued investment in these underutilized areas of the city.

Land Use Plan:

The site is located within the Agile Port Industrial Plan Area site as identified by the *forwardDallas! Comprehensive Plan* adopted by the City Council in June 2006. This area is considered to be a highly sophisticated information-based industry that seeks to minimize inventories and respond to the growing demand for next-day or even several-times a day delivery. Shifts in the warehousing and logistics industry have been accelerated by global trade, containerization and standardized packaging, just-in-time (JIT) inventory management, outsourcing delivery and increased technological capabilities. The result has been a heightened emphasis on economies of scale leading to the emergence of “superhub” distribution locations. This is what the Southern Sector’s Agile Port Industrial Area will be—an intermodal freight facilities complex that can move goods from one transportation system to another (eg. rail to truck) on a huge scale. The proposed commercial motor vehicle parking lot is an element of this development.

Land Use Compatibility:

The subject site is undeveloped. Surrounding land uses consist of undeveloped land to the north and south, an illegal commercial use to the east, and a site under construction to the west. The area of request is fully surrounded by A(A) Agricultural District with LI Light Industrial District further north at the intersection of Telephone Road and Bonnie View Road, and PD No. 761 (for LI uses), The Dallas Logistics Port Special Purpose District, to the east.

The subject site is currently zoned an A(A) Agricultural District. The Dallas Development Code describes the purpose of this district as largely transformational. As the area develops with utilities and resources becoming available, the area changes based on development needs.

The proposed CS Commercial Services District is described as being for the development of commercial and business serving uses that may involve outside storage, service, or display. This district is not intended to be located in areas of low and medium density residential development. Upon visiting the site, it was clear that the area is shifting to an industrial nature; however, since the A(A) District allowed for development of single family residences, there are pockets of residential uses nearby. The CS District is the least intense commercial service and industrial zoning district; therefore, the most suitable to be located near these residential uses.

A commercial motor vehicle parking lot would be allowed by right if not within 500 feet of a residential district. The A(A) Agricultural District is identified as a residential district. For that reason, an SUP is required to allow the proposed commercial motor vehicle parking lot.

This land use is defined in the Dallas Development Code, Section 51A-4.210(8.1), as a facility for the temporary, daily, or overnight parking of commercial motor vehicles as defined in the use regulations for a truck stop, and/or motor vehicle with two or more rear axles such as trucks, truck tractors, and similar vehicles, for no charge or for a fee, regardless of whether that fee is charge independently of any other use on the lot, if the parking is not accessory to a main use on the lot. The proposed request is to operate a commercial motor vehicle parking lot which offers the following parking spaces:

- Compact—3 (7.5' by 18')
- Regular—37 (8.5' by 18')
- Truck—7 (10' by 24'), 9 (10' by 34'), and 22 (10' by 45')
- Handicapped—2 (9' by 18')
- Plus one required parking space for the 230 square-foot office building.

A total of 80 parking spaces will be available on-site.

The proposed CS Commercial Service District is complimentary to the existing LI Light Industrial District to the north and PD No. 761 (for LI uses), the Dallas Logistics Port Special Purpose District to the east. The property to the west of the area of request has applied for a general zoning change for the same zoning district and land use. The Building Inspection Division of Sustainable Development and Construction is currently reviewing plans and permits for a 700,000 square foot warehouse complex located in PD No. 761, the Dallas Logistics Port Special Purpose District. The surrounding zoning changes, established zoning districts, current land uses, and proposed development would all be agreeable to the CS Commercial Services District and the proposed commercial motor vehicle parking lot land use.

The proposed SUP conditions limit the site to the proposed use, with the provided ingress/egress point, and hours of operation. The applicant has noted that truck drivers would have a key to the gate of the facility to park and remove vehicles at any time. This facilitates the overnight parking of commercial motor vehicles, as defined in the use by the Dallas Development Code. The office proposes to operate from 7:00 am to 4:00 pm, Monday to Friday. Access to the parking is proposed to be 24-hours.

The SUP process of approval and renewals allows for uses to develop with consideration of the changing environment of the neighborhood. Staff is recommending an initial approval period of five-years, with eligibility for automatic renewals for additional five-year periods in anticipation the development of the site fitting the growing needs of area industry. At each five-year renewal, the site is subject to compliance with the approved SUP conditions and site plan.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable

effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards.

Development Standards:

District	Setbacks		Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear				
Existing: A(A)	50'	20' side 50' rear	24'	10-25%	1 DU per 3 acres	Agricultural & single family.
Proposed: CS	15' 0'	20' adj. to res. (not including A(A)) 0' all others	45'	80%	RPS	Commercial & business service, supporting retail & personal service, & office.

Parking and Screening:

Pursuant to the Dallas Development Code, off-street parking must be provided in accordance with Division 51A-4.200. There is no required parking for the land use of a commercial motor vehicle parking. Any accessory or other main uses established on the site will have to meet the requirements for those specific land uses per the Dallas Development Code. The proposed site plan identifies a 230 square-foot office structure. Parking is required at one space per every 333 square feet. One parking space is required and two spaces are provided.

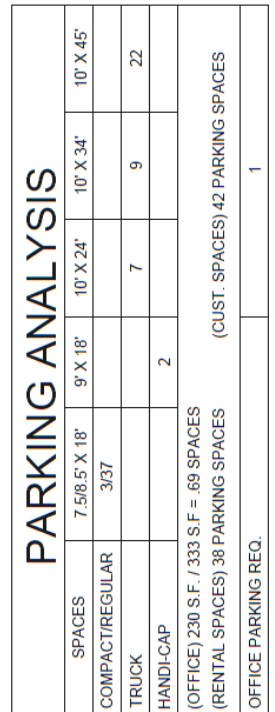
Section 4.301(f) of the Dallas Development Code requires off-street parking to be screened when located adjacent to an A(A) District. The applicant has proposed a six-foot solid wood fence around the perimeter of the property, satisfactory of the required screening conditions.

Landscaping:

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

Proposed SUP Conditions

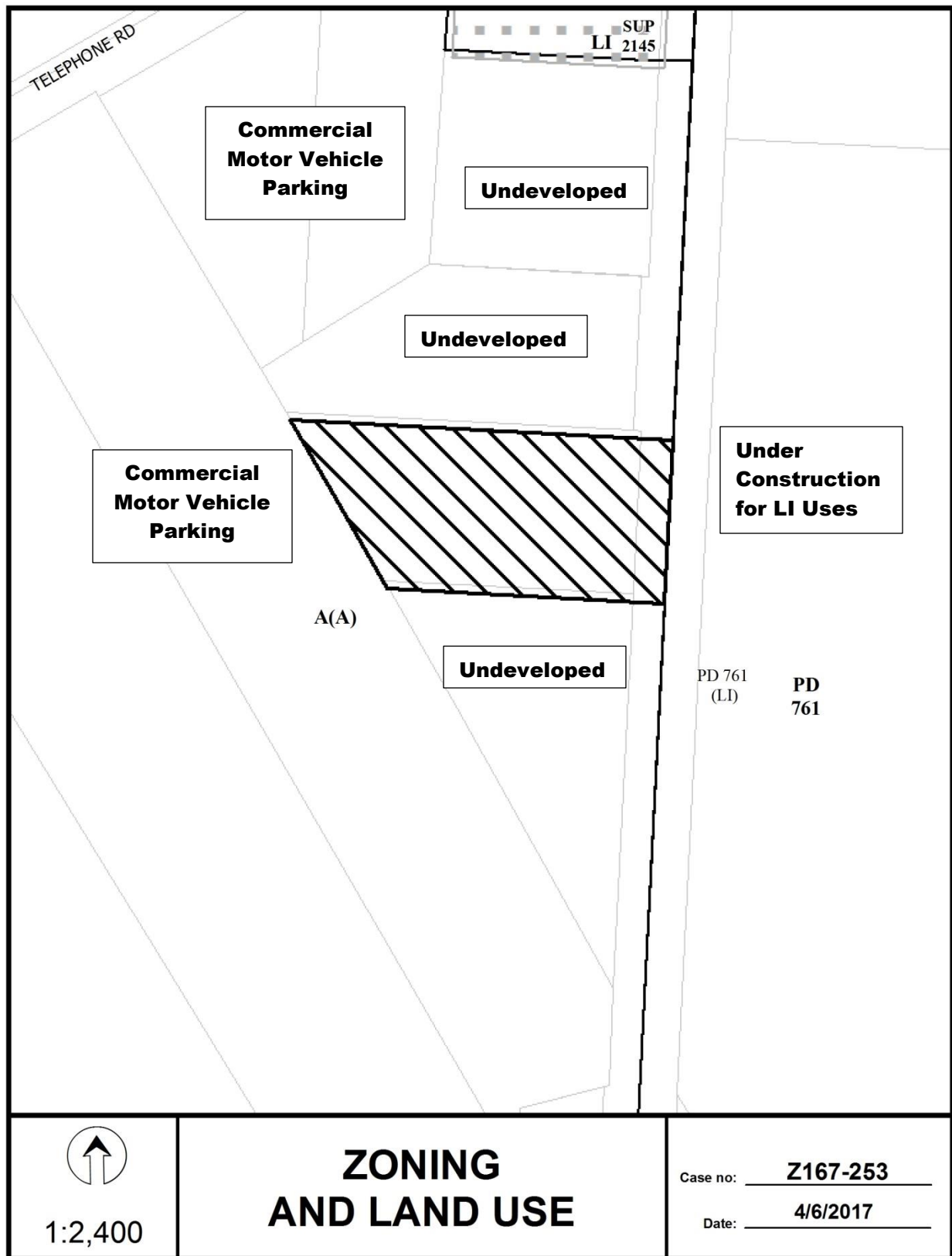
1. USE: The only use authorized by this specific use permit is for commercial motor vehicle parking.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on_____, (five-year period from the passage of this ordinance), and is eligible for automatic renewal for additional five-year periods, pursuant to Section 51A-4.219 of 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for application for automatic renewal is strictly enforced).
4. LANDSCAPING: Landscaping must be provided and maintained in accordance with Article X of the Dallas Development Code, as amended.
5. INGRESS/ EGRESS: Ingress and egress must be provided as shown on the attached site plan. No other ingress or egress is permitted.
6. PARKING: Off-street parking must be located as shown on the attached site plan.
7. SCREENING: A six-foot-high solid fence must be provided in the location shown on the attached site plan.
8. MAINTENANCE: The entire Property must be properly maintained in a state of good repair and neat appearance.
9. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas

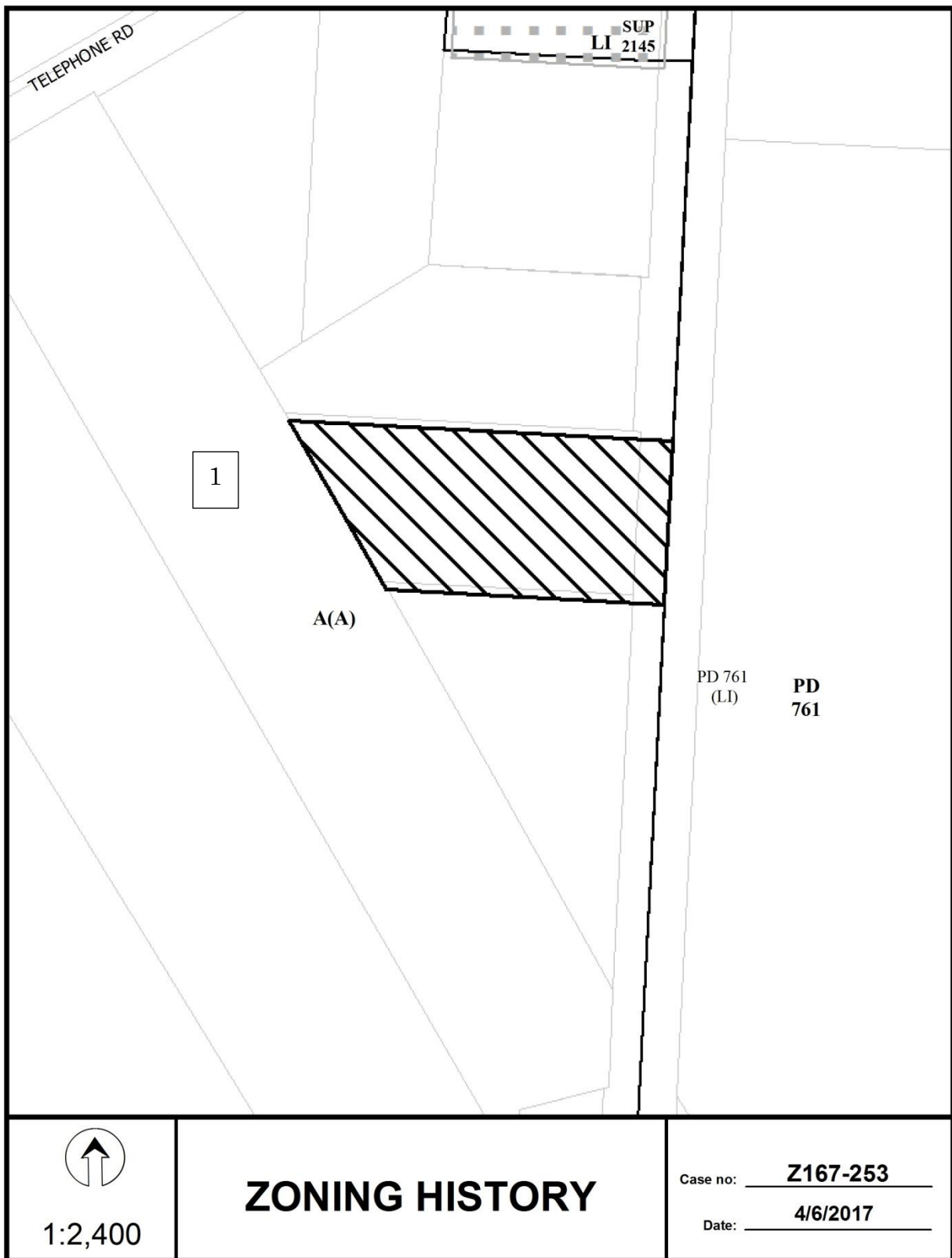


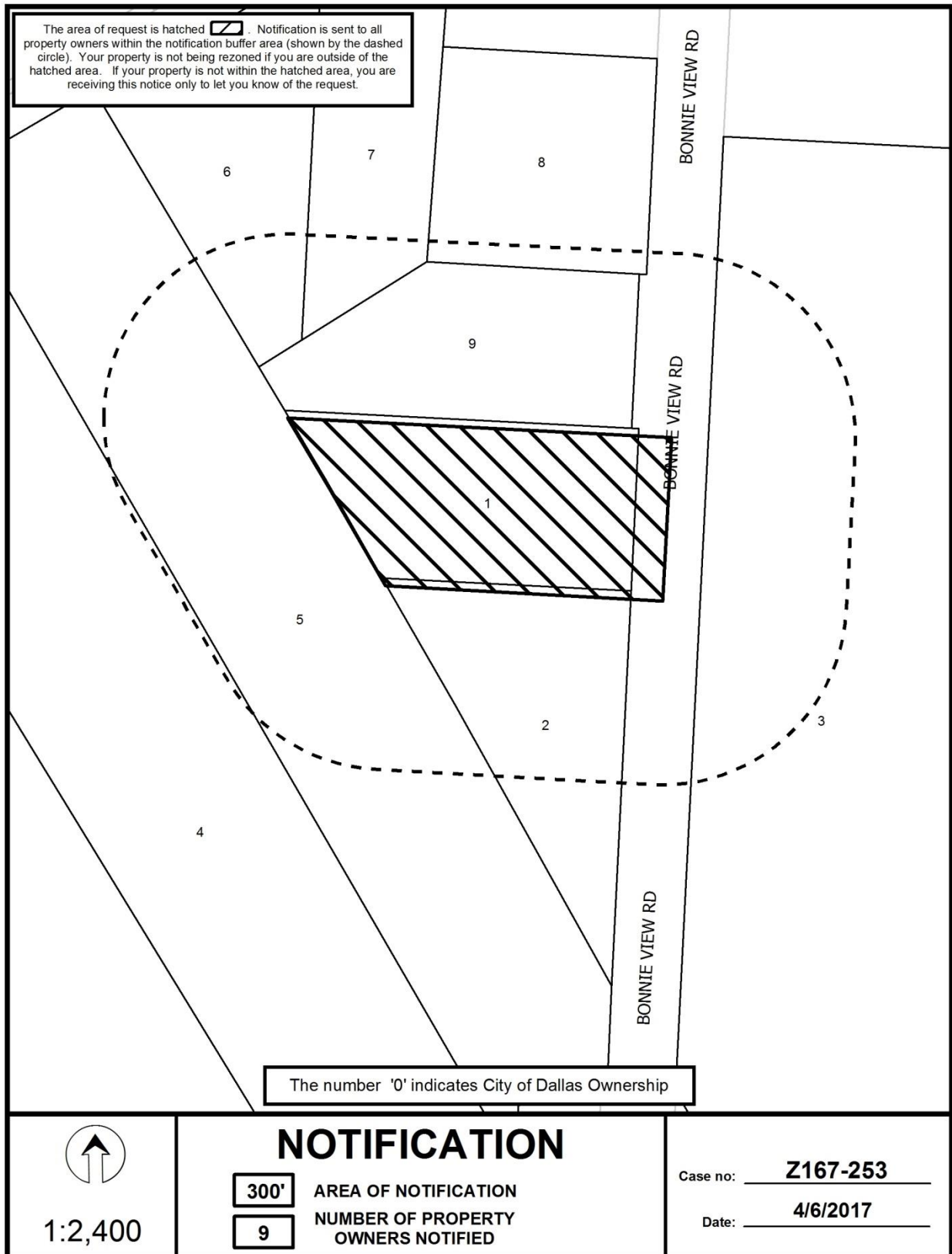
PROPOSED ADDITION	PROVIDED	MAX
LOT AREA	230 S.F.	
LOT COVERAGE	128,773 .F.	
	.0017%	80%
LAND USE	COMMERCIAL MOTOR VEHICLE PARKING	
SUP REQUIRED DUE TO RESIDENTIAL ZONING IN PROXIMITY		











04/06/2017

Notification List of Property Owners

Z167-253

9 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	9300 BONNIE VIEW RD	LEIJA JAVIER &
2	9300 BONNIE VIEW RD	GARRITY JAMES & GLENDA
3	9300 BONNIE VIEW RD	DPF TX I BONNIE VIEW LLC
4	4100 TELEPHONE RD	FENNER PAT &
5	4050 TELEPHONE RD	FENNER PAT
6	4200 TELEPHONE RD	SOTO JUAN CARLOS CRUZ
7	4200 TELEPHONE RD	BENSON FREDDIE LEE &
8	9300 BONNIE VIEW RD	GOOLSBY WILLARD J
9	9306 BONNIE VIEW RD	REDMON OLA M

FILE NUMBER: Z156-235(JM)

DATE FILED: March 15, 2016

LOCATION: On the southwest corner of LBJ Freeway and Montfort Drive.

COUNCIL DISTRICT: 13

MAPSCO: 15-N, 15-S

SIZE OF REQUEST: ±8.602 acres

CENSUS TRACT: 96.04

REPRESENTATIVE: Michael R. Coker

APPLICANT/OWNER: Bolour Trust #3 & 333 West 22nd Associates, LLC

REQUEST: An application for an MU-3 Mixed Use District on property zoned a GO(A) General Office District.

SUMMARY: The applicant proposes to develop a hotel and multifamily structures in addition to the existing office development. It was found that the existing deed restrictions expired. Termination of the deed restrictions is no longer required as originally requested.

STAFF RECOMMENDATION: Approval

PRIOR ACTION AND UPDATE: On March 16, 2017, January 19, 2017, and November 10, 2016, this item was held under advisement to allow for the applicant to work on public engagement efforts and research the deed restrictions on the property.

BACKGROUND INFORMATION:

- The site is currently developed with three office buildings and a parking garage. Two office buildings are six-stories; one is 10-stories tall. The parking garage is four-stories. According to DCAD records, there is approximately 391,481 sq. ft. of existing office building space (floor area) and a 275,520 sq. ft. parking area (multi-level parking structure).
- The request is made to rezone the parcel to allow for new multifamily and hotel developments.
- Deed restrictions amended in 1979 restricted the number of buildings and heights to two 6-story and one 14-story building with a maximum height of 80 feet 6 inches and 182 feet 6 inches above grade, respectively. After additional research, it was found that a termination clause in the original deed restrictions allowed the deed restrictions, as amended in 1979, to terminate in a 20-year period. That 20-year period came to an end on November 14, 1992. At that date, the property became subject to the General Office GO(A) District regulations.
- The GO(A) District allows similar development standards to the proposed MU-3 District with up to 270 feet in height and 80 percent maximum lot coverage. The biggest change comes in the allowable uses. The GO(A) District limits residential uses to 5 percent and retail and personal service uses to 10 percent of overall floor area. The MU-3 District does not have these limitations.

Zoning History:

1. **Z156-189:** On May 11, 2016, the City Council approved a request for a new subdistrict on property zoned Subdistrict 3 of Planned Development District No. 887, the Valley View-Galleria Area Special Purpose District, subject to a development plan and conditions.
2. **Z123-186:** On June 12, 2013, the City Council created Planned Development District No. 887, the Valley View--Galleria Area Special Purpose District.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Right-of-Way
President George Bush Turnpike Service Road	Local	60'
Montfort Drive	Minor Arterial	60'
Noel Road	Community Collector	60'

Land Use:

	Zoning	Land Use
Site	GO(A)	Office and Personal service
North	PD No. 887, Subdistrict 2	LBJ Freeway; Office, Retail and personal service
East	MU-2 w/ deed restrictions; MF-1(A)	Office; Retail and personal service; Multifamily
South	MF-1(A)	Multifamily
West	MU-3 w/ deed restrictions	Retail and personal service; Office

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that a traffic impact analysis will be required for development of the site (not currently requested).

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The comprehensive plan does not make a specific land use recommendation related to the request.

The request supports the characteristics of the *Urban Mixed-Use* Building Block by providing a vibrant mix of residential and employment uses. Further redevelopment to the north across the President George Bush Highway adds a significant mix of retail uses. The site offers many office and personal service uses and job opportunities. The proposed addition of a hotel and more multifamily residential units would continue to support the urban mixed-use nature of the region.

The proposed MU-3 Mixed Use District is described as being for the development of high density retail, office, hotel, and/or multifamily residential uses in combination on single or contiguous building sites. This district ultimately supports the intended Building Block and existing land use on the subject site.

Finally, the request complies with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT**GOAL 1.2 PROMOTE DESIRED DEVELOPMENT**

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

NEIGHBORHOOD PLUS

POLICY 4.3 ENHANCE NEIGHBORHOOD DESIRABILITY BY IMPROVING INFRASTRUCTURE, HOUSING STOCK, RECREATION AND SAFETY.

Land Use Compatibility:

The subject site is currently zoned a GO(A) General Office District. This district represents a group of uses which would accommodate office developments and may include certain complementary retail and residential uses as a minor component of such developments. The request is to change the zoning to an MU-3 Mixed Use District to maintain the existing office and personal service uses while adding a hotel and multifamily structures. The MU-3 Mixed Use District supports the urban mixed-use nature of the area.

Surrounding land uses offer high-density commercial on the north side of the LBJ Freeway as part of PD No. 887, the Valley View-Galleria Area Special Purpose District. There is currently a mix of office and retail and personal service uses fronting on the south side of the LBJ Freeway, including the subject area. These higher-density uses perform as a buffer to less intensive MF-1(A) Multifamily District properties developed with apartments to the south. Changing the zoning to MU-3 Mixed Use District supports elements of our comprehensive plan by providing more job and living opportunities, but will increase intensity and density on the south side adjacent to existing multifamily properties.

The proposed zoning district primarily allows an expanded list of residential uses (by right and as a primary use) and retail and personal service uses. A few commercial and business service, institutional and community service, and wholesale, distribution, and storage uses have also been added. For a full list of added uses with notes to special provisions, please refer to the *Land Use Comparison* table.

Development Standards:

District	Setbacks		Height	Special Standards	FAR	Stories	Lot Coverage	Primary Uses
	Front	Side/Rear						
Existing: GO(A)	15'	20' with existing MF-1(A) adjacency 0'	270'	Urban Form Setback; Tower Spacing; RPS of 1:1 w/50' termination for existing MF-1(A)	4.0; Dwellings allowed up to 5% total floor area	20	80%	Office, lodging—limited multifamily and retail & personal service uses.
Proposed: MU-3	15'	20' with existing MF-1(A) adjacency 0'	270'	Urban Form Setback; Tower Spacing; RPS of 1:1 w/50' termination for existing MF-1(A)	No dwelling unit max	No Provision	80%	Residential, Retail and personal service, Commercial and business service, Institutional, Lodging, Office, Recreation, and Wholesale, distribution, and storage uses.

Maximum height of the MF-1(A) Multifamily District to the south is 36 feet. The property is contiguous to existing multifamily structures which are 2-3 stories in height. While the proposed MU-3 Mixed Use District allows for up to 270' in height, they are subject to the Residential Proximity Slope provision which could limit structures to 26 feet from the site of origination for an MF-1(A) use at a ratio of 1:1. This provision terminates at a horizontal distance of 50 feet from the site of origination. As noted in the development standards in the table above, the districts are similar in all areas except land use. Setbacks, height, and special standards will all remain consistent with existing limits, but now greater residential uses are allowed along with 29 new uses. Residential uses could now occupy more than 5 percent of the total floor area, with no maximum unit density. Many of the new uses are within the retail and personal service use category. Sixteen of the added uses still require special consideration through a specific use permit, residential adjacency review, or are subject to standards based on the use. Retail and personal service uses could now occupy more than 10 percent of the total floor area, which is the current limit under the GO(A) General Office District.

Parking:

As this is a straight zoning request, parking will be provided according to the Dallas Development Code.

Landscaping and Screening:

Landscaping and screening will be provided per Article X, as amended.

Land Use Comparison:

	Proposed	Existing
Use	MU-3	GO
Catering Service.	X	L
Custom business services.	X	
Electronics service center.	X	L
Tool or equipment rental.	X	
Adult day care facility.	X	L
Child-care facility.	X	L
Convalescent and nursing homes, hospice care, and related institutions.	RAR	
Foster home.	X	
Halfway house.	SUP	
Duplex.	X	Up to 5% of total floor area.
Group residential facility.	X	Up to 5% of total floor area.
Multifamily.	X	Up to 5% of total floor area.
Residential hotel.	X	

Land Use Comparison continued:

	Proposed	Existing
Animal shelter or clinic without outside runs.	RAR	
Auto service center.	RAR	
Car wash.	RAR	
Commercial amusement (inside).	Check Use (SUP)	
Commercial amusement (outside).	SUP	
Commercial parking lot or garage.	RAR	
Convenience store with drive-through.	SUP	
Furniture store.	X	
General merchandise or food store greater than 3,500 square feet.	X	
General merchandise or food store 100,000 square feet or more.	SUP	
Household equipment and appliance repair.	X	
Liquor store.	X	
Mortuary, funeral home, or commercial wedding chapel.	X	
Motor vehicle fueling station.	X	L
Restaurant with drive-in or drive-through service.	DIR	
Swap or buy shop.	SUP	
Temporary retail use.	X	
Theater.	X	SUP
Heliport.	SUP	
Radio, television, or microwave tower.	SUP	RAR
Mini-warehouse.	SUP	
Office, showroom/warehouse.	X	
Recycling buy-back center.	Check Use	
Recycling collection center.	Check Use	
Trade center.	X	
<p>X indicates permitted by right. SUP indicates permitted with a Specific Use Permit. RAR indicates permitted, but subject to Residential Adjacency Review. DIR indicates permitted, but subject to Development Impact Review. L indicates that it is a limited use. Check Use indicates permitted, but that the use must conform to specific regulations in different districts, as outlined in the Development Code. By CBO Authorization indicates that the use may be allowed with permission from the Chief Building Official. Strikethrough text indicates items which are being voluntarily deed restricted, if applicable.</p>		
Alternating color pattern indicates a new category of uses.		

List of Officers/Partners

List of Partners/Principles/Officers or person with interest:

For Bolour Trust #3, the trustees and beneficiaries are as follows:

1. Mehdi Bolour
2. Negin Bolour
3. Azeou Bolour
4. David Bolour

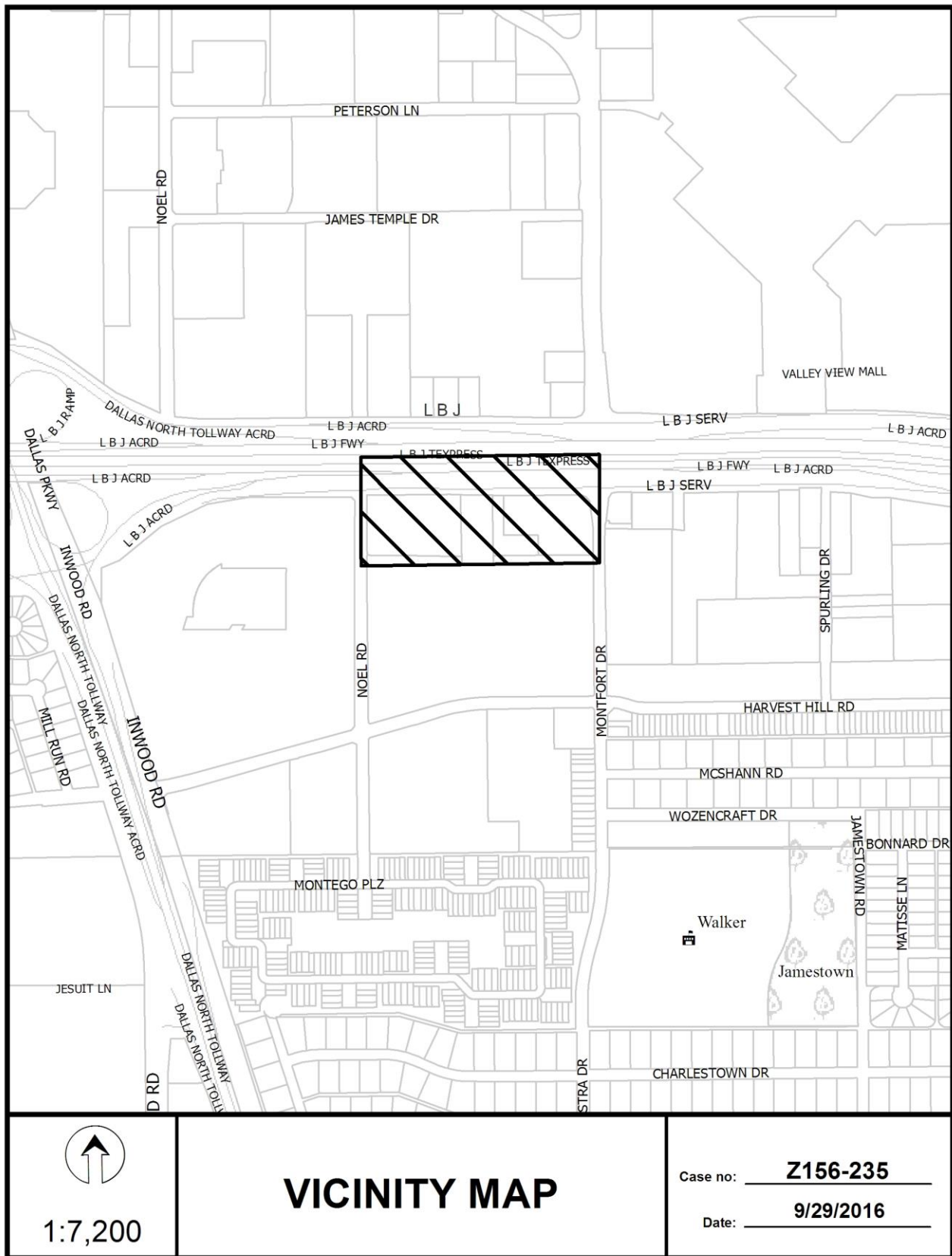
For 333 West 22nd Associates LLC:

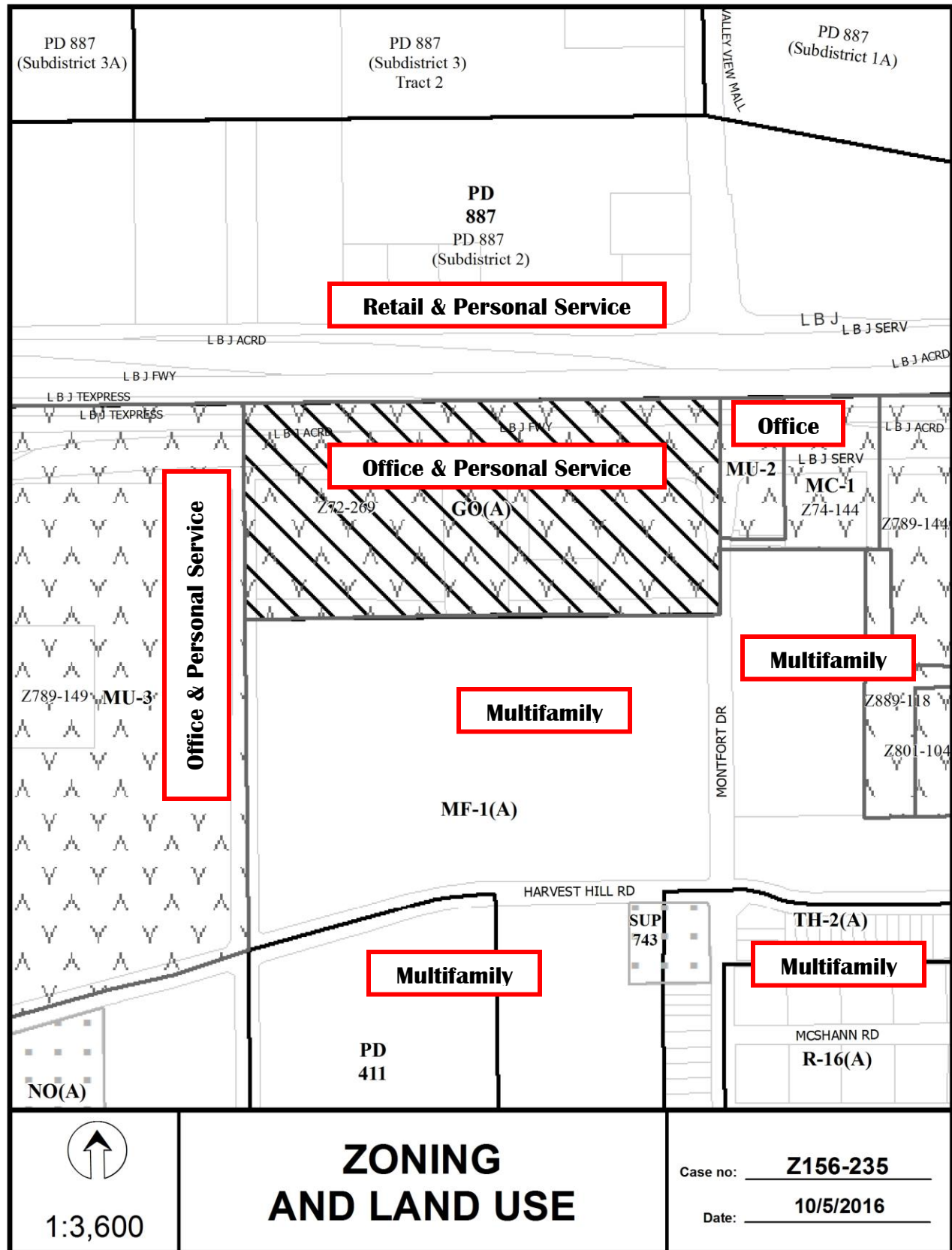
1. Mehdi Bolour
2. Negin Bolour
3. Azeou Bolour
4. David Bolour

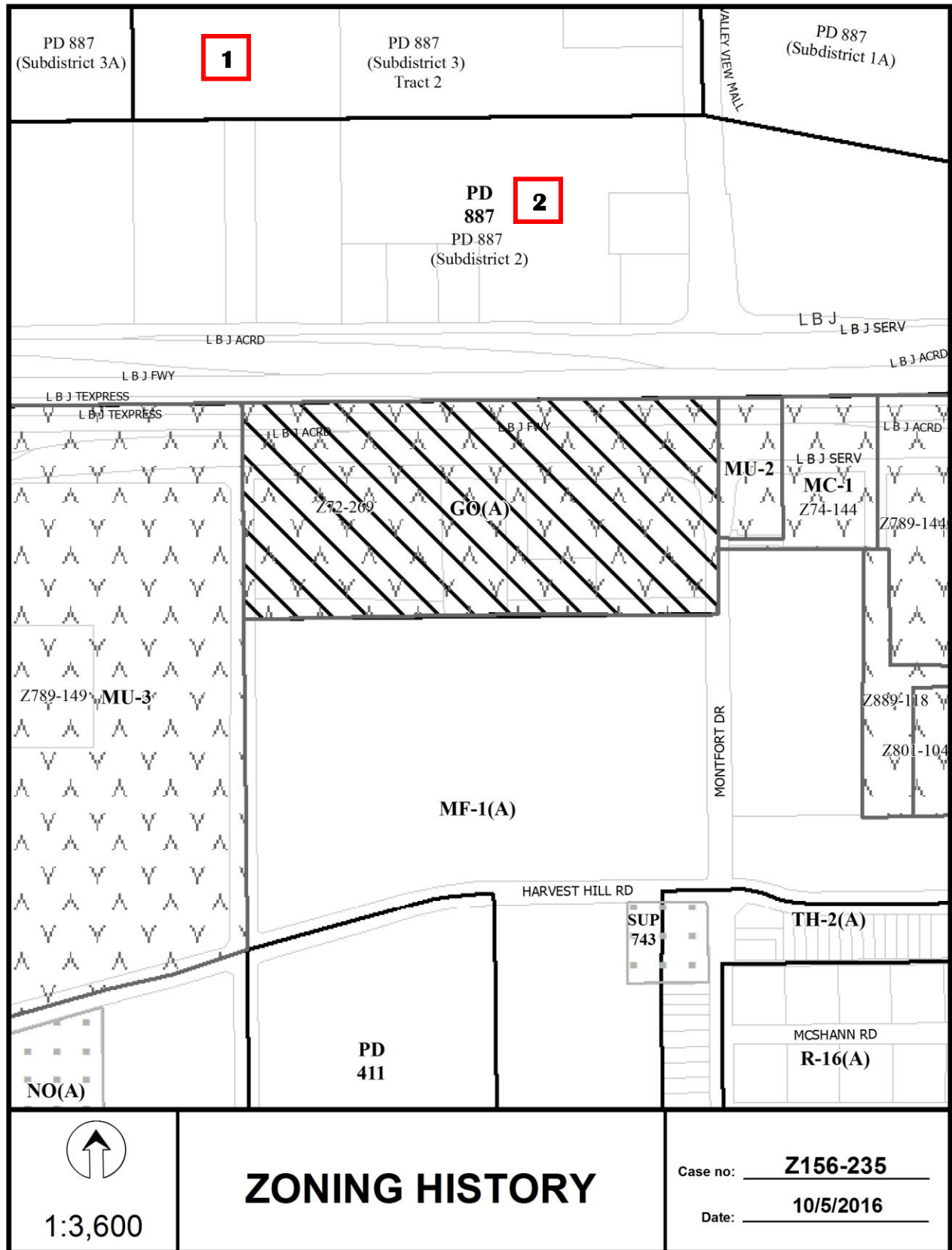
For 5580 LBJ LLC

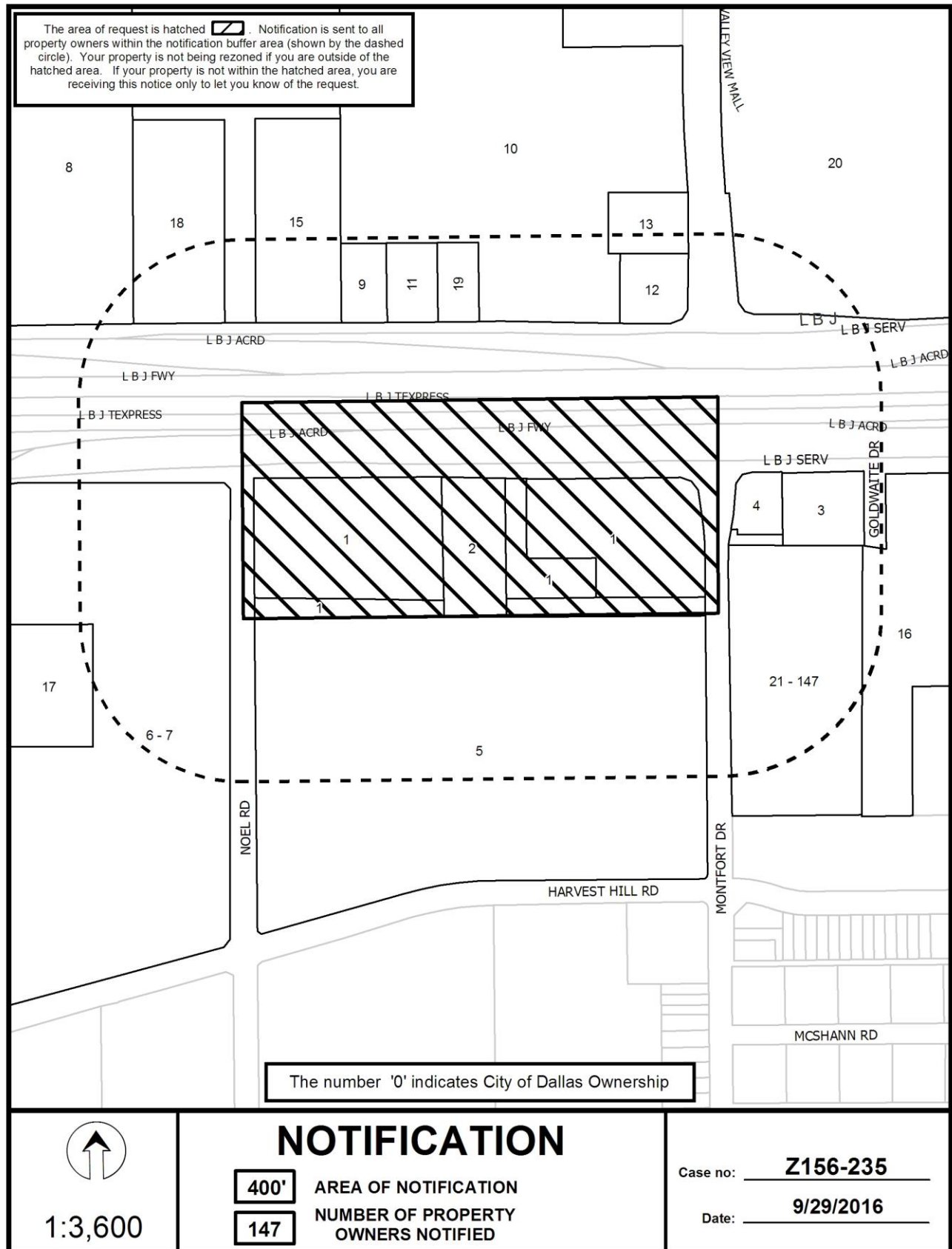
1. Mehdi Bolour
2. Negin Bolour
3. Azeou Bolour
4. David Bolour

Z156-235









09/29/2016

Notification List of Property Owners***Z156-235******147 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	5580 LBJ FWY	5580 LBJ LLC
2	5550 LBJ FWY	BOLOUR MEHDI TRUSTEE
3	12850 MONTFORT DR	PRESTON NATIONAL BANK
4	5620 LBJ FWY	MONTFORT SQUARE REALTY LLC
5	5575 HARVEST HILL RD	PLAZA HILL INVESTORS LP
6	5442 HARVEST HILL RD	MERCANTILE BANK
7	5400 LBJ FWY	TEACHERS INSURANCE AND
8	5327 LBJ FWY	DALLAS MIDTOWN PROPERTIES LLC
9	5539 LBJ FWY	5539 5545 LBJ BUILDING
10	13131 MONTFORT DR	DAYTON HUDSON CORP
11	5545 LBJ FWY	5539-5545 LBJ BUILDING
12	5631 LBJ FWY	DAR PROPERTIES NINE LLC
13	13105 MONTFORT DR	MCDONALDS USA LLC
14	5501 LBJ FWY	TR LBJ CAMPUS
15	5525 LBJ FWY	DBSI REPUBLIC LLC &
16	5710 LBJ FWY	MEDPLAZ PARTNERS LP
17	5410 LBJ FWY	AP VEF LC DALLAS OWNER LP
18	5429 LBJ FWY	TR LBJ CAMPUS PARTNERS LP
19	5549 LBJ FWY	MONTFORT LBJ LTD
20	13138 MONTFORT DR	EFK LBJ PARTNERS LP
21	12888 MONTFORT DR	BROWN BETTY JO
22	12888 MONTFORT DR	GONZALEZ MIGUEL A
23	12888 MONTFORT DR	BOYD S GREGG
24	12888 MONTFORT DR	CRUZ ANTONIO A
25	12888 MONTFORT DR	ULTIMATE VISION INVESTMENTS LLC &
26	12888 MONTFORT DR	FAROOQ MUHAMMED

09/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	12888 MONTFORT DR	ORSHIR LLC
28	12888 MONTFORT DR	NGUYEN MIKE & LOAN
29	12888 MONTFORT DR	TRANG TRAN THI THU
30	12888 MONTFORT DR	LARUMBE GUSTAVO
31	12888 MONTFORT DR	JORDAN YVONNE SAM & TSEN
32	12888 MONTFORT DR	TORRES VICTOR
33	12888 MONTFORT DR	LI KWOKSHUN &
34	12888 MONTFORT DR	CABEZA MAURICIO
35	12906 MONTFORT DR	DRYDEN FRANCES E
36	12888 MONTFORT DR	HSUEH JENNY
37	12888 MONTFORT DR	STARR JOY
38	12888 MONTFORT DR	DIEP HOA
39	12888 MONTFORT DR	QUINONES MARCO A &
40	12888 MONTFORT DR	WALL RONALD G
41	12888 MONTFORT DR	HSUEH JULIE YU CHU
42	12888 MONTFORT DR	HSUEH JULIE YU
43	12888 MONTFORT DR	WARD ELMER D &
44	12888 MONTFORT DR	DELACRUZ MARC A
45	12888 MONTFORT DR	CORAGLIO ROMINA YURIKO
46	12888 MONTFORT DR	RODRIGUEZ SAMMY
47	12888 MONTFORT DR	STONE JAMES E JR
48	12888 MONTFORT DR	BRACHA INC
49	12888 MONTFORT DR	HISKIYAHU HILA
50	12888 MONTFORT DR	SHERENIAN MANAS
51	12888 MONTFORT DR	LAZIMOVICH DAMIR
52	12888 MONTFORT DR	TORRES VICTOR H
53	12888 MONTFORT DR	MARTINEZ LUIS &
54	12888 MONTFORT DR	GONZALEZ JOSE
55	12888 MONTFORT DR	SUSTAITA JUAN
56	12888 MONTFORT DR	PORTILO JOSEFINA
57	12888 MONTFORT DR	GONZALEZ GLADYS

09/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	12888 MONTFORT DR	VAZQUEZ MARIA DE LA PAZ
59	12888 MONTFORT DR	SHERENIAN MANAS
60	12888 MONTFORT DR	DE GUIA THERESA
61	12888 MONTFORT DR	MARR FRANCIS &
62	12888 MONTFORT DR	MARR FRANCIS & SIU HING
63	12888 MONTFORT DR	FAROOQ MUHAMMAD
64	12888 MONTFORT DR	WEISFELD RONALD A
65	12888 MONTFORT DR	FED NATL MTG ASSN
66	12888 MONTFORT DR	CADRA SEAD & NERMINA
67	12888 MONTFORT DR	RUSSELL JESSICA C
68	12888 MONTFORT DR	BLUE DAVID B
69	12888 MONTFORT DR	AVALOS JOSE LUIS ORTIZ &
70	12888 MONTFORT DR	FURLONG KAREN
71	12888 MONTFORT DR	NGUYEN LOAN & MIKE
72	12888 MONTFORT DR	RUBIN DONNA DANIELS
73	12888 MONTFORT DR	ULATE OSCAR
74	12888 MONTFORT DR	ZETINA CONCEPCION ESCOFFIE &
75	12888 MONTFORT DR	JORDAN GEORGE E
76	12888 MONTFORT DR	COTTON DU WAYNE L & KAREN
77	12888 MONTFORT DR	SMITH MITZIE
78	12888 MONTFORT DR	RITTER WILLIAM & AIDA LIVING TRUST THE
79	12888 MONTFORT DR	OLSON VITALIY D
80	12888 MONTFORT DR	CHAN CHO W
81	12888 MONTFORT DR	KONG PUI
82	12888 MONTFORT DR	GUEVARA JOSEFINA
83	12888 MONTFORT DR	RODRIGUEZ JUAN AND LUZ E
84	12888 MONTFORT DR	WANG WEI MIN
85	12888 MONTFORT DR	OSTERREICHER ARIEL
86	12888 MONTFORT DR	SUN LEECHU & HELEN CHOW
87	12888 MONTFORT DR	KAMY REAL PPTY TRUST
88	12888 MONTFORT DR	NGUYEN HAI

09/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	12888 MONTFORT DR	LAM PHUONG TU & ANH TU LAM
90	12888 MONTFORT DR	SHEFFIELD ALICE M
91	12888 MONTFORT DR	LI KWOK SHUN &
92	12888 MONTFORT DR	QUINONES MARCO A & MARY A
93	12888 MONTFORT DR	GRAHAM B GLORIA
94	12888 MONTFORT DR	RODRIGUEZ JUAN
95	12888 MONTFORT DR	WANG WEIMING
96	12888 MONTFORT DR	STEARNS PARKS H
97	12888 MONTFORT DR	BOLIVER DOUGLAS B
98	12888 MONTFORT DR	OPREA FLORICA ANA ESTATE OF
99	12888 MONTFORT DR	ORLEANS KIMBERLY A
100	12888 MONTFORT DR	ANGUIANO ANTONIO
101	12888 MONTFORT DR	VAKNIN MARCEL
102	12888 MONTFORT DR	BRIGHT EDWIN B
103	12888 MONTFORT DR	POMARA DAVID L
104	12888 MONTFORT DR	RODRIGUEZ ANSELMO
105	12888 MONTFORT DR	LOPEZ CHRISTIAN J
106	12888 MONTFORT DR	RODRIGUEZ JUAN &
107	12888 MONTFORT DR	GONZALEZ JOSE F &
108	12888 MONTFORT DR	KUNTZ BETTY
109	12888 MONTFORT DR	WANG WEIGANG
110	12888 MONTFORT DR	KITEL VALENTINA &
111	12888 MONTFORT DR	BURR EDWARD & BLANCHE
112	12888 MONTFORT DR	WANG WEINING
113	12888 MONTFORT DR	GREENWELL LINDA SUE
114	12888 MONTFORT DR	WANG GUO AN ET AL
115	12888 MONTFORT DR	PANIAGUA AMANDA V
116	12888 MONTFORT DR	PORRAS NOAH J
117	12888 MONTFORT DR	JAIMES BALTAZAR & ILDA
118	12888 MONTFORT DR	VASSALLO RICHARD DALE
119	12888 MONTFORT DR	SHERENIAN HAYKO

09/29/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	12888 MONTFORT DR	WANG WEIGANG
121	12888 MONTFORT DR	CIAR PERCY
122	12888 MONTFORT DR	ASHRAF SYED IMRAN
123	12888 MONTFORT DR	ORTIZ DORA ELIA URIBE
124	12888 MONTFORT DR	CASTELLANO OSCAR
125	12888 MONTFORT DR	ESTRELLA MANOLITO &
126	12888 MONTFORT DR	ROMERO ORLANDO A &
127	12888 MONTFORT DR	TANG TONY
128	12888 MONTFORT DR	GAPONENKO MARINA
129	12888 MONTFORT DR	GAPONENKO TATYANA
130	12888 MONTFORT DR	KUPERMAN MARIYA REVOCABLE LIVING TRUST
131	12888 MONTFORT DR	SONG SHUJENG &
132	12888 MONTFORT DR	NICODEMUS MARY JOHN & MOSES
133	12888 MONTFORT DR	DALLAS RENTALS LLC
134	12888 MONTFORT DR	FAZEL MALIHEH KAZAMZADEHA
135	12888 MONTFORT DR	RAUSCH THOMAS R
136	12888 MONTFORT DR	ZORZOR EMANUELLA
137	12888 MONTFORT DR	SHEPARD HOLDINGS LLC
138	12888 MONTFORT DR	RODRIGUEZ ANSELMO
139	12888 MONTFORT DR	PANIAGUA ALFONSO &
140	12888 MONTFORT DR	RALSTON DAVID W
141	12888 MONTFORT DR	RODRIGUEZ JOSE RICARDO
142	12888 MONTFORT DR	SELMAN THOMAS R
143	12888 MONTFORT DR	NGUYEN THOMAS V &
144	12888 MONTFORT DR	ESPINOZA NATHANAEL L
145	12888 MONTFORT DR	HOELSCHER JOHN
146	12888 MONTFORT DR	ARREDONDO DELIA
147	12888 MONTFORT DR	CONTE PATRICE L

FILE NUMBER: Z167-192(JM)

DATE FILED: January 23, 2017

LOCATION: On the southeast corner of Bruton Road and Shortal Drive and the southwest corner of Bruton Road and South Buckner Boulevard.

COUNCIL DISTRICT: 5

MAPSCO: 58-C

SIZE OF REQUEST: ± 2.516 acres

CENSUS TRACT: 91.04

REPRESENTATIVE: Rob Baldwin

APPLICANT/OWNER: Casa Rock Partners, LTD

REQUEST: An application for a Planned Development District for NS(A) Neighborhood Service District uses and an auto service center, a motor vehicle fueling station, and a restaurant with drive-in or drive-through service by right, on property zoned an R-7.5(A) Single Family District and Subarea 2 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District.

SUMMARY: The purpose of this request is to allow for commercial uses. The applicant has proposed to provide a 25-foot front yard along Shortal Drive and a six-foot tall masonry wall with no ingress/egress allowed from this street. The wall would extend from the east side of Shortal Drive to the south property line adjacent to residential uses. A 20 foot side/rear yard will be provided where residential adjacency exists.

STAFF RECOMMENDATION: **Denial**

PRIOR ACTION AND UPDATE: On March 16, 2017, this item was held under advisement to allow the applicant to enlarge the area of request and change from a CR Community Retail District with deed restrictions volunteered by the applicant to a PD for NS Neighborhood Service District uses and 1) an auto service center, 2) a motor vehicle fueling station, and 3) a restaurant with drive-in or drive-through service.

BACKGROUND INFORMATION:

- The request is made to allow development of the site with commercial, rather than residential uses.
- The area at the corner of Shortal Drive and Bruton Road has been an undeveloped residential tract as far back as visible on historical aerials (1952). The remainder of the site at the corner of Bruton Road and Buckner Boulevard has housed various commercial uses, according to aerials and City records (Certificate of Occupancy records).
- This request was brought to CPC on March 16, 2017 for the parcel at the corner of Shortal Drive and Bruton Road, zoned an R-7.5(A) Single Family District. CPC held the case under advisement and instructed staff to re-advertise the case to allow for changes to the request and additional area of request. The area of request was expanded to include adjoining property to the east and zoned Subarea 2 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District—for commercial uses and was re-advertised. The applicant is now requesting to hold this case under advisement again to allow the applicant time to decide the potential land uses, which will affect the required traffic impact analysis.
- Staff is recommending denial of the request for the following reasons:
 - The enlargement of commercial uses into a developed single family neighborhood is seen as an encroachment which does not fit the character of the neighborhood.
 - The applicant failed to provide: the required traffic impact analysis, an updated traffic impact worksheet, revised SUP conditions, and a revised site plan.

Zoning History:

1. **Z134-302:** On December 10, 2014, the City Council approved the renewal of SUP No. 1973 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Right-of-Way
Shortal Drive	Local	60'
Bruton Road	Principal Arterial	80'--90' (Variable)
Buckner Boulevard (Loop 12)	Principal Arterial	Variable

Land Use:

Area	Zoning	Land Use
Site	R-7.5(A) & PD 366 Sub. 2	Undeveloped, Retail & personal service
North	PD 366 Sub. 2	Retail & personal service
East	PD 366 Sub. 2	Retail
South	R-7.5(A) & PD 366 Sub. 2	Single Family, retail & personal service
West	R-7.5(A)	Single Family

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that a traffic impact analysis is required to determine the potential impact of the proposed zone change. This has not been provided; therefore staff is recommending denial of the request.

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The comprehensive plan does not make a specific land use recommendation related to the request.

The request does not comply with the following land use goals and policies of the Comprehensive Plan:

LAND USE ELEMENT**GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

Implementation Measure 1.1.5.3 Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.

Implementation Measure 1.1.5.4 Provide appropriate transitions between non-residential uses and neighborhoods to protect stability and quality of life.

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

The subject site is located within a Residential Building Block. The request for commercial uses along a residential street is not characteristic of the building block. Typical development of this type of building block includes traditional, single-family detached homes. Some shops, restaurants or institutional land uses such as schools and religious centers that serve the neighborhood residents may be located at the edges or at key intersections. Buckner Boulevard and existing adjacent commercial properties across Bruton Road provide a great deal of services to the area residents.

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

Implementation Measure 2.5.1.2 Support efforts to maintain distinctive identities of existing neighborhoods and ensure high-quality development of new neighborhoods.

URBAN DESIGN

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.3 Encourage complementary building height, scale, design and character.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.1 Maintain neighborhood scale and character.

Land Use Compatibility:

The site is partially undeveloped and zoned for single-family, residential use. Adjacent properties to the south and across Shortal Drive are all developed with single-family, residential uses. The remainder of the site is zoned Subarea 2 within PD No. 366, the Buckner Boulevard Special Purpose District for nonresidential uses. This area of the site contains retail and personal service uses, including a nonconforming alternative financial establishment.

When PD No. 366 was adopted in February 1992, the alternative financial establishment use was not a defined use in the PD, or in the Dallas Development Code. Therefore, the existing alternative financial establishment in the area of request was established in 2009 with a certificate of occupancy for an office use which was an allowed use in PD No. 366 Subarea 2 at the time. However, in 2011 the Dallas

Development Code was amended to define an alternative financial establishment as a use. PD No. 366 did not add the use for Subarea 2, therefore the existing office uses which would now be defined as alternative financial establishments, including the office within the area of request, became nonconforming.

Nonconforming uses are specifically addressed in PD No. 366 in that they are not subject to amortization by the Board of Adjustment and can remain as a nonconforming use until it has been left vacant for over a year or changes uses completely. The proposed PD does not address nonconforming uses, which means it defers to the Dallas Development Code, shortening the period of vacancy to six-months before the use is no longer permitted and the use would now be eligible for amortization by the Board of Adjustment.

A part of the site is currently undeveloped and zoned for single-family, residential use. Adjacent properties to the south and across Shortal Drive are all developed with single-family, residential uses. Changing the zoning of a corner property located in a residential neighborhood, but along a major thoroughfare is supported only when it is suitable to the neighborhood and if it does not constitute an encroachment into residential neighborhoods. In this case, the block along Shortal Drive and travelling west on Bruton Road is a fully developed single family neighborhood. Rather than disturb the land use pattern within this established community, commercial land is available one block east on Buckner Boulevard. Additionally, the request does not support several goals and policies of the comprehensive plan.

In this specific case, Buckner Boulevard has a wide array of commercial services for surrounding residents. Rezoning this property, which is a part of an existing and fully developed residential neighborhood, would limit possibilities for future residential housing stock on the site. The proposed PD for NS(A) Neighborhood Service District uses and three additional uses would add a total of 22 uses. Some of the uses may be considered a nuisance or potentially incompatible with low density residential zoning as it exists along Shortal Drive and on the west side of Bruton Road, particularly the three added uses. Typical commercial services considered compatible with low-density residential uses are already found in the NS(A) District. Adding new uses from more intense zoning districts lends to potential incompatibility. For this reason, staff suggests that if this request is approved, the three additional uses be removed, or allow the auto service center use by SUP only. The existing PD No. 366 requires an SUP for an auto service center, as well. Furthermore, rezoning this parcel could destabilize the existing residential neighborhood by triggering further speculation of existing residential properties in the immediate vicinity, potentially reducing the quality of life for residents of the area.

The proposed PD requires a 25-foot front yard along Shortal Drive, a 20-foot side or rear yard where residential adjacency exists, but requests to provide a 15 foot front yard along Bruton Road and Buckner Boulevard. While 15 feet may be appropriate for Buckner, it would misalign the blocks facing Bruton Road already providing 25 feet or greater. Existing single-family residences along Shortal Drive consistently provide a minimum of a required 25-foot front yard. The proposed PD would match a 25-foot front yard along Shortal Drive, but when a street frontage within a block is divided by two or

more zoning districts, the front yard for the entire block must comply with the requirements of the district with the greatest front yard requirement. Therefore, the proposed development would have to provide a 25-foot front yard along Shortal Drive. The applicant has proposed compliance with this standard. The subject site has an additional front yard along Bruton Road. Properties along Shortal Drive with additional frontage on Bruton Road, as well as properties facing Bruton Road currently provide a 25-foot front yard setback. The request area would, therefore, be required to provide two 25-foot front yards. The applicant has proposed a 15-foot front yard along Bruton Road. Staff is not in agreement with this request.

The proposed PD added a provision requiring a minimum six-foot solid masonry screening wall in the location shown on the conceptual plan (along Shortal and to the south where residential adjacency exists). Additionally, the overall height and lot coverage standards for an NS(A) Neighborhood Service District are more in-line with the existing single-family district and developed areas.

The proposed PD conditions limit ingress/egress on Shortal Drive; however, the proposed conceptual plan identifies five ingress/egress points for the proposed development site. One is within 50 feet of Shortal Drive. This is contrary to limiting access on Shortal Drive, as proposed by the applicant. Staff has recommended several revisions to the proposed conceptual plan, primarily reducing the overall number of access points to reduce confusion and congestion at the Bruton Road and Buckner Boulevard intersection.

If the Commission chooses to approve this request, the proposed PD conditions and conceptual plan have been reviewed by the City Attorney's office. Staff recommends consideration of the following changes to the proposed PD conditions and conceptual plan:

- Not allowing any of the three additional uses requested, OR only allowing an auto service center by SUP, similar to Subarea 2 of PD No. 366.
- Matching the front yard setback of 25 feet along Bruton Road. The applicant has requested 15 feet.
- Requiring a 25-foot, OR greater than 10-foot landscape buffer with improved plant materials along residential adjacency frontages.
- Limiting outdoor speaker use and light emissions to certain brightness and hours to reduce potential disruption of quality of life for residents at all hours of the day/night.
- Reducing signage along Shortal Drive to nonbusiness standards.
- Limiting the ingress/egress points solely along Buckner Boulevard.

Development Standards:

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing: R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Single family
Proposed: PD for NS(A) Neighborhood Service plus other uses	15'	20' adjacent to residential OTHER: No Min.	0.5 FAR	30-35' 2 stories	40%	Proximity Slope Visual Intrusion	Institutional & community service, office, and retail & personal service

Parking:

Parking would be required according to the Dallas Development Code.

Landscaping:

Landscaping would be required per Article X, as amended. No consideration of additional landscaping was provided. The applicant has chosen to proceed with Article X, which requires a 10-foot landscape buffer when residential adjacency exists. This would conflict with what the applicant had proposed to provide—up to a 25-foot landscape buffer for an array of higher intensity uses not commonly found within a low-density, single family neighborhood.

Land Use Comparison:

The following table identifies the changes in allowable uses from the part of the area of request zoned R-7.5(A), to the proposed PD for NS(A) uses plus three additional uses identified by an asterisk.

A total of 22 uses have been added or changed requirements for allowing the use in the proposed PD, when compared to the NS(A) District. These uses are not exclusive of all uses allowed in the NS(A) District. Thirteen new uses are allowed by right. Nine uses are considered conditional uses that require an SUP, DIR, RAR, or other special zoning consideration.

Land Use Comparison:

	Existing	Requested
Use	R-7.5(A)	PD for NS(A) +++
Adult daycare facility.	SUP	X
Child-care facility.	SUP	X
Convent or monastery.	SUP	X
Foster home.	SUP	
Library, art gallery, or museum.	SUP	X
Open-enrollment charter school or private school.		SUP
Public school other than an open-enrollment charter school.		RAR
Public or private school.	SUP	RAR
Attached non-premise sign.		SUP
Financial institution without drive-in window.		X
Medical clinic or ambulatory surgical center.		X
Office.		X
Country club with private membership.	SUP	X
Handicapped group dwelling unit.	Check Use	
Single family.	X	
College dormitory, fraternity, or sorority house.		SUP
Auto service center.		RAR*
Dry cleaning or laundry store.		X
General merchandise or food store greater than 3,500 square feet.		X
Motor vehicle fueling station.		X*
Personal service uses.		X
Restaurant without drive-in or drive-through service.		RAR
Restaurant with drive-in or drive-through service.		RAR, DIR*
Private street or alley.	SUP	
Transit passenger shelter.	Check Use	X
Post office.		SUP
<p><i>X indicates permitted by right.</i></p> <p><i>SUP indicates permitted with a Specific Use Permit.</i></p> <p><i>RAR indicates permitted, but subject to Residential Adjacency Review.</i></p> <p><i>DIR indicates permitted, but subject to Development Impact Review.</i></p> <p><i>Check Use indicates permitted, but that the use must conform to specific regulations in different districts, as outlined in the Development Code.</i></p> <p><i>An asterisk* indicates added by the PD.</i></p> <p><i>Alternating color pattern indicates a new category of uses.</i></p>		

List of Officers/Partners

List of Officers

Casa Rock Partners, Ltd

TICAN, Inc.

Larry Smith, President

Z167-192

Proposed PD Conditions

ARTICLE ____.

PD ____.

SEC. 51P- ____ .101. LEGISLATIVE HISTORY.

PD ____ was established by Ordinance No. ____, passed by the Dallas City Council on .

SEC. 51P- ____ .102. PROPERTY LOCATION AND SIZE.

PD ____ is established on property located at the southwest corner of South Buckner Boulevard and Bruton Road. The size of PD ____ is approximately 2.516 acres.

SEC. 51P- ____ .103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a nonresidential zoning district.

SEC. 51P- ____ .104. EXHIBITS.

The following exhibit is incorporated into this article: Exhibit ____A: conceptual plan.

SEC. 51P- ____ .105. CONCEPTUAL PLAN.

Development and use of the Property must comply with the conceptual plan (Exhibit ____). If there is a conflict between the text of this article and the conceptual plan, the text of this article controls.

SEC. 51P- ____ .106. DEVELOPMENT PLAN.

A development plan must be approved by the city plan commission before the issuance of any building permit to authorize work in this district. If there is a conflict between the text of this article and the development plan, the text of this article controls.

SEC. 51P- ____ .107. MAIN USES PERMITTED.

(a) Except as provided, the only main uses permitted are those main uses permitted in the NS(A) Neighborhood Service District, subject to the same conditions applicable in the NS(A) Neighborhood Service District, as set out in Chapter 51A. For example, a use permitted in the NS(A) Neighborhood Service District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the NS(A) Neighborhood Service District is subject to DIR in this district; etc.

(b) The following additional uses are permitted.

-- Auto service center. [RAR]—Staff requested by SUP.

-- Motor vehicle fueling station.

-- Restaurant with drive-in or drive-through service. [RAR, DIR]

SEC. 51P- ____ .108. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

SEC. 51P- ____ .109. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the NS(A) Neighborhood Service District apply.

(b) Front yard. Minimum front yard along Bruton Road and Buckner Boulevard is **15 feet—Staff requested 25 feet along Bruton Road.** Minimum front yard along Shortal Drive is 25 feet.

(c) Side and rear yard.

(1) Except as provided, no minimum side or rear yard.

(2) Minimum side and rear yard is 20 feet where adjacent to, or across an alley from, a single family district.

(d) Floor area ratio. Maximum floor area ratio is:

(A) 0.5 for any combination of lodging, office, and retail and personal service uses; and

(B) 0.75 for all uses combined.

(5) Height. Maximum structure height is 30 feet.

(6) Lot coverage. Maximum lot coverage is 60 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

SEC. 51P- _____.110. OFF-STREET PARKING AND LOADING.

Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

SEC. 51P- _____.111. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P- _____.112. LANDSCAPING.

(a) Landscaping must be provided in accordance with **Article X.—what happened to the extra residential buffer for a total of 25 feet? Under Article X, a 10-foot buffer is required.**

(b) Plant materials must be maintained in a healthy, growing condition.

SEC. 51P- _____.113. SIGNS.

Signs must comply with the provisions for **business—Staff requests non-business along Shortal Drive.** zoning districts in Article VII.

SEC. 51P- _____.114. ADDITIONAL PROVISIONS.

(a) The Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(c) A minimum six-foot-tall solid masonry screening wall must be provided in the location shown on the conceptual plan.

(d) Ingress and egress along Shortal Drive is prohibited.

SEC. 51P-____.115. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

Proposed Conceptual Plan

BRUTON
CITY OF DALLAS, TEXAS

Baldwin
Associates

**BALDWIN
ASSOCIATES**
3904 Elm Street, Suite B
Dallas, Texas 75226
MOBILE: 214.729.7949
OFFICE: 214.824.7949
rob@baldwinplanning.com

04/20/2017

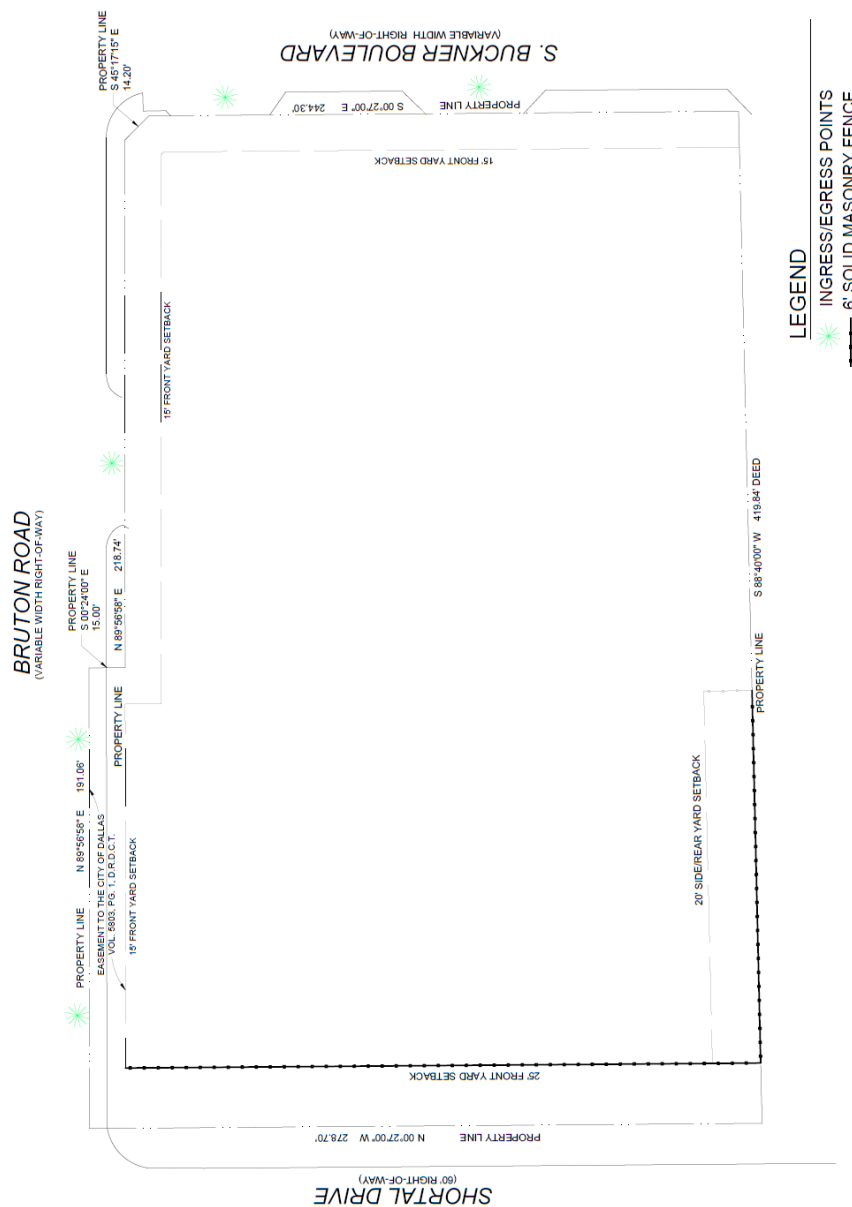


VICINITY MAP



TOTAL SITE AREA	2.516 ACRES
LAND USE	NON-RESIDENTIAL USES
YARD, LOT, SPACE	MAX.
FLOOR AREA RATIO	0.75
BUILDING HEIGHT	30 FT
LOT COVERAGE	60%
SETBACKS	MIN.
FRONT SETBACK	15 FT BUCKNER
FRONT SETBACK	15 FT BRUTON
FRONT SETBACK	25 FT SHORTALL
SIDE/REAR SETBACK	20 FT WHERE ADJ. TO RESIDENTIAL

Z167-192



LEGEND

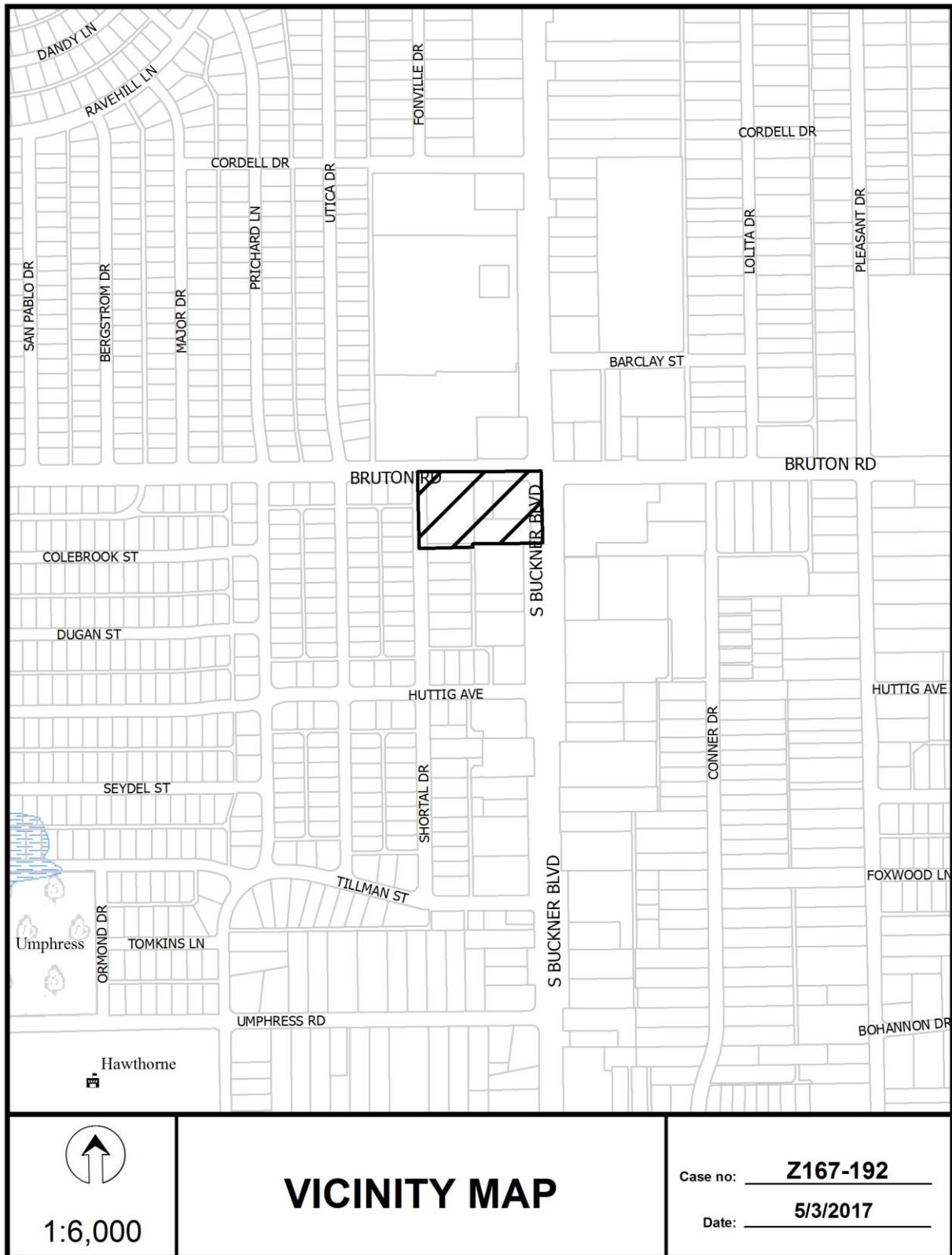
INGRESS/EGRESS POINTS
6' SOLID MASONRY FENCE

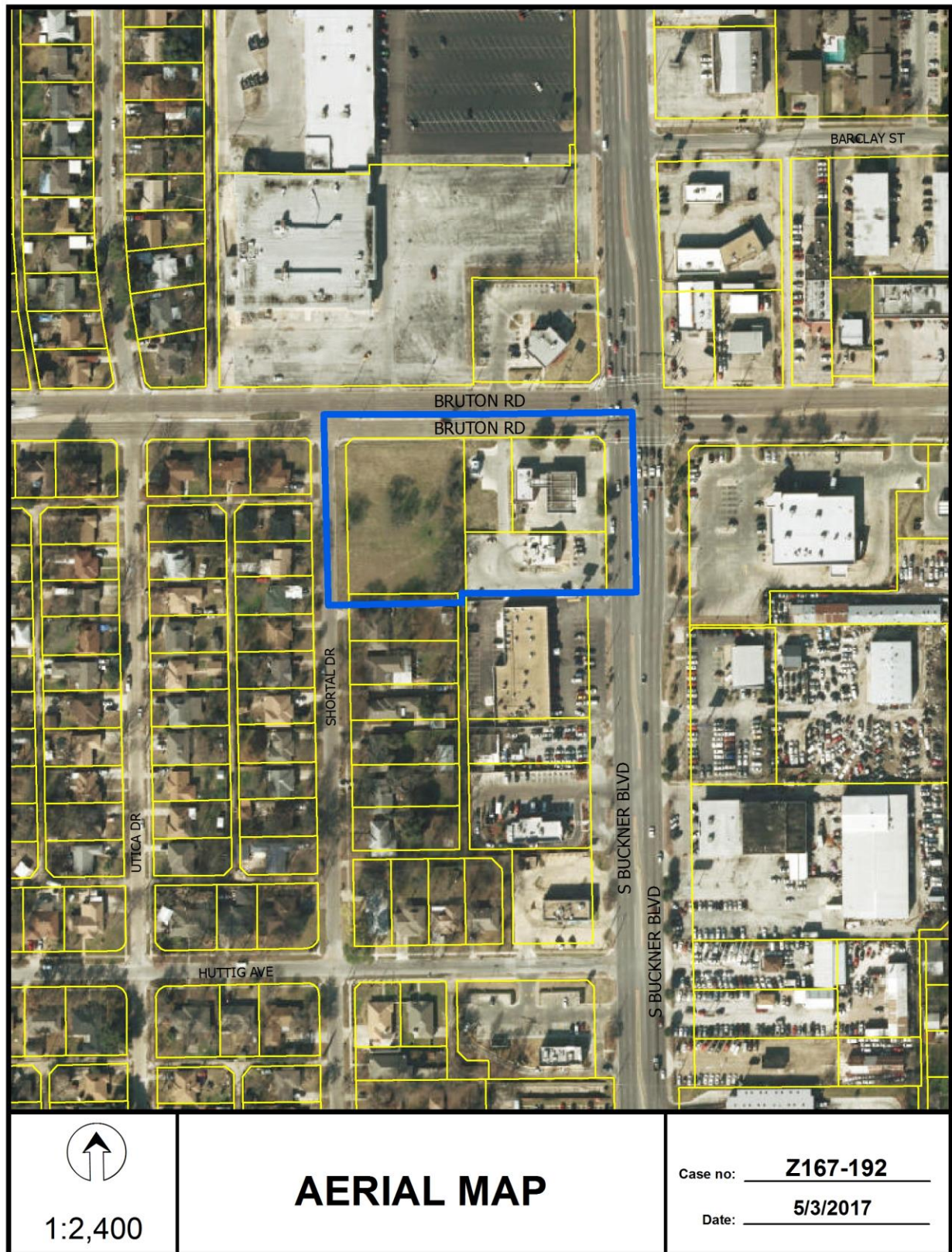
CONCEPTUAL PLAN

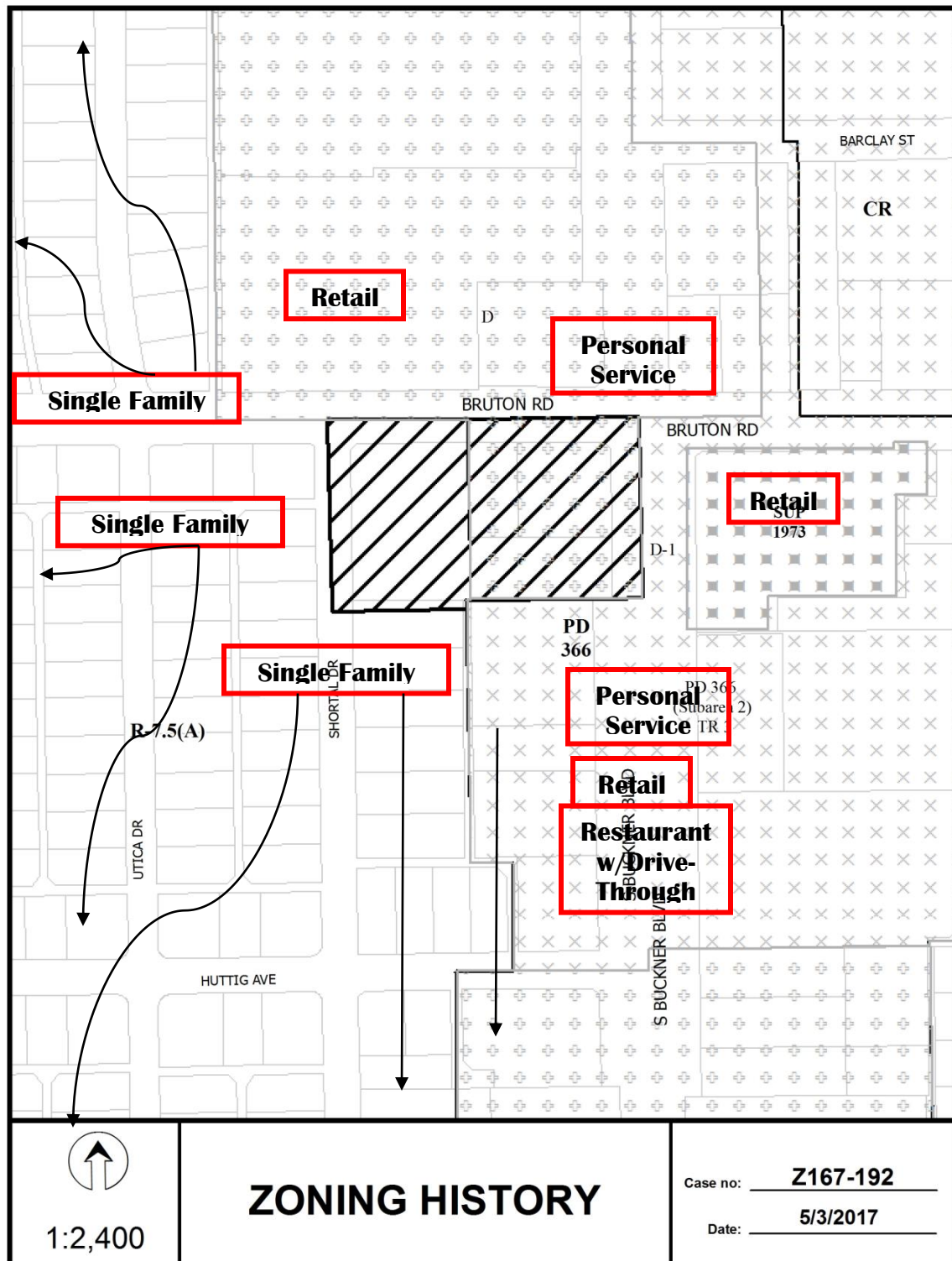
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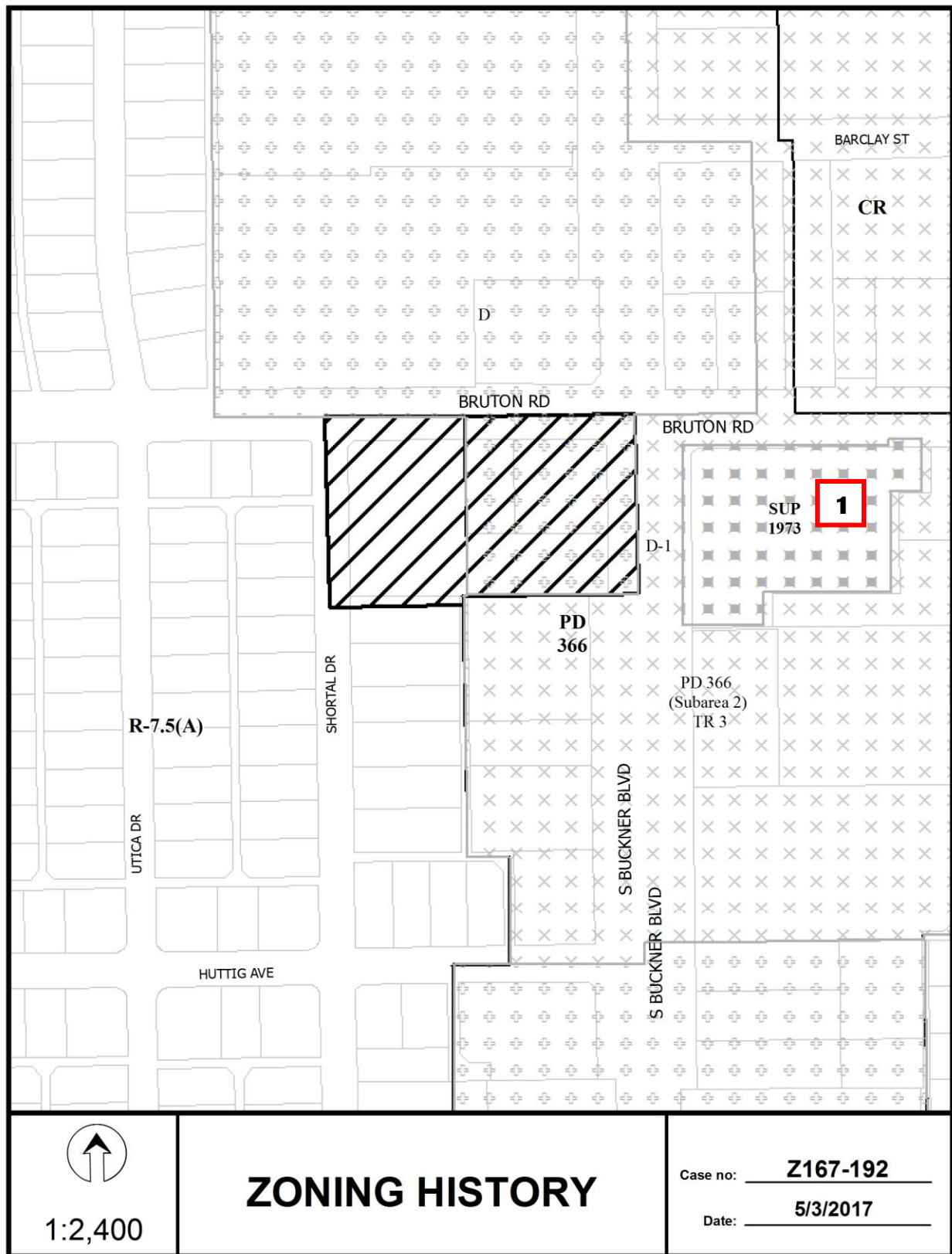


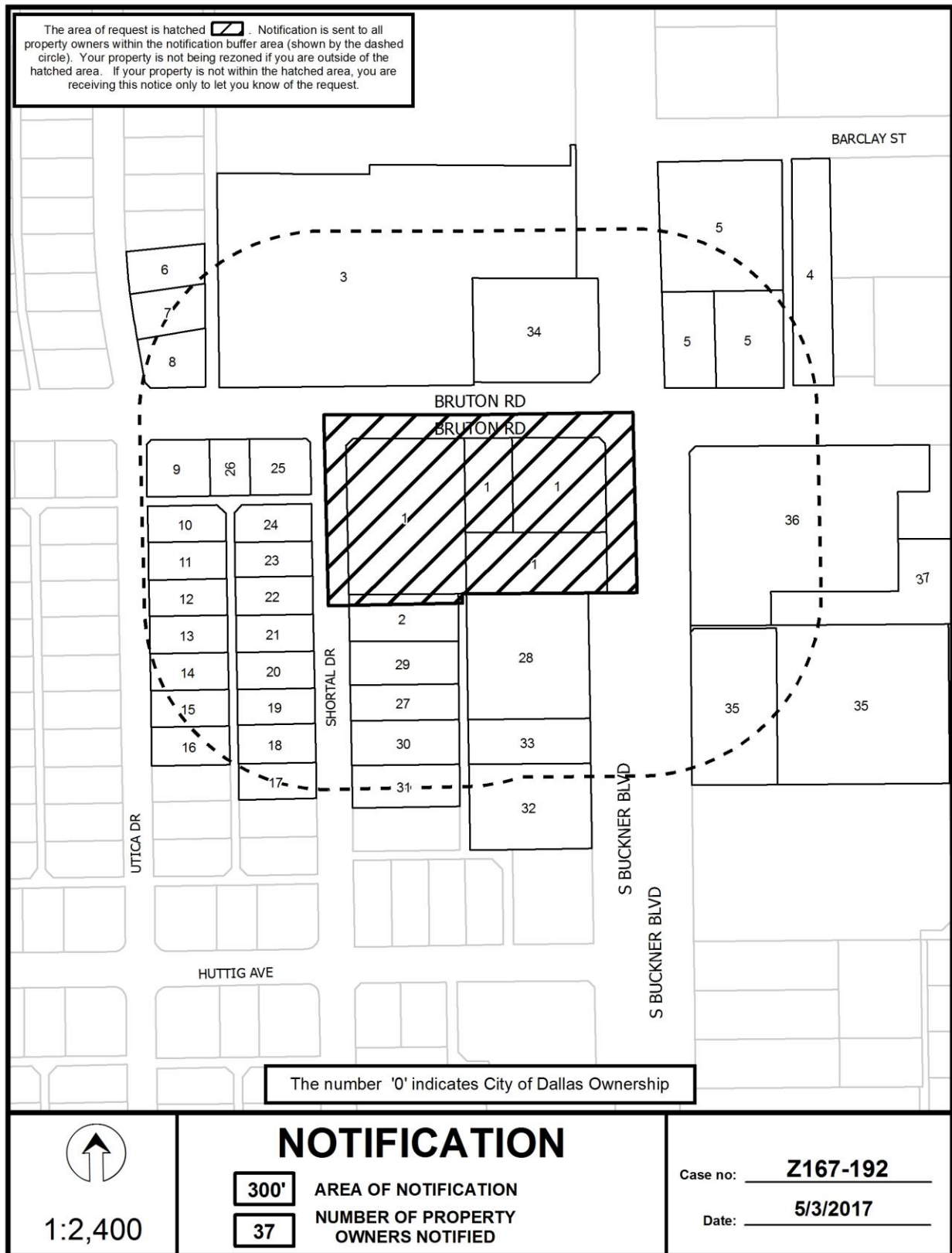
Z167-192(JM)











05/03/2017

Notification List of Property Owners
Z167-192

37 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	8040 BRUTON RD	BRUTON JEFF B TESTAMENTARY TRUST
2	2042 SHORTAL DR	HARPER KENNETH L &
3	2109 S BUCKNER BLVD	EASTERN COLUMBIA ASSO LLC
4	8121 BRUTON RD	HANDMADE FOODS INC M
5	2112 S BUCKNER BLVD	MIRIAM BRUTON
6	2116 UTICA DR	ROCHA RAUL &
7	2110 UTICA DR	NAVARRETE AMADO & JUANITA
8	2104 UTICA DR	ANDREWS GLORIA Y
9	7926 BRUTON RD	SANTOYA MARIA DELCARMEN
10	2054 UTICA DR	CASANOVA ROGERS A & DIANA
11	2050 UTICA DR	MIRELEZ NORMA
12	2046 UTICA DR	OR JESSE A &
13	2042 UTICA DR	GARCIA BERTHA N
14	2036 UTICA DR	RODRIGUEZ JUANITA M
15	2032 UTICA DR	JASSO BENJAMIN & YOLANDA
16	2026 UTICA DR	HERRERA LUIS
17	2023 SHORTAL DR	MORALES JORGE A &
18	2027 SHORTAL DR	BEYENE ELIZABETH
19	2033 SHORTAL DR	CHAVEZ DAVID NAVA &
20	2037 SHORTAL DR	HERNANDEZ JOEL &
21	2043 SHORTAL DR	BELL CAROLYN LAVON
22	2049 SHORTAL DR	FLORES ISAIAS & SARA A
23	2051 SHORTAL DR	ORITZ FELIPE
24	2055 SHORTAL DR	GARCIASANCHEZ JOSE MANUEL &
25	7944 BRUTON RD	NOLASCO NOE S
26	7936 BRUTON RD	BRAXTON KENNETH & JOHNNIE

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2030 SHORTAL DR	HALL ROY J
28	2029 S BUCKNER BLVD	K & O INVESTMENTS INC
29	2036 SHORTAL DR	GONZALEZ OSCAR & DEIBI
30	2026 SHORTAL DR	FERNANDEZ NANCY
31	2022 SHORTAL DR	FIELDS A J
32	2017 S BUCKNER BLVD	ISACKSON WILLIAM CO
33	2025 S BUCKNER BLVD	RASANSKY ELI M
34	2101 S BUCKNER BLVD	PLS PPTY MGMT OF TX LP
35	2030 S BUCKNER BLVD	MUELLER PROPERTIES LTD
36	2050 S BUCKNER BLVD	MORRIS OPTIMUS INVESTMENTS LLC
37	2027 CONNER DR	MARQUEZ DANIEL & LAURA

FILE NUMBER: Z167-179(OTH)

DATE FILED: January 11, 2017

LOCATION: Southeast corner of South Buckner Boulevard and Jennie Lee Lane

COUNCIL DISTRICT: 5

MAPSCO: 58-C

SIZE OF REQUEST: ± 0.712 acres

CENSUS TRACT: 90.00

APPLICANT/ OWNER: Hooda Corporation, Inc.

REPRESENTATIVE: Tailim Song Law Firm, Tailim Song & Amy Hsu

REQUEST: An application to renew and amend Specific Use Permit No. 2135 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet on property zoned Subarea 1, within Planned Development District No. 366, the Buckner Boulevard Special Purpose District with a D-1 Liquor Control Overlay.

SUMMARY: The applicant proposes to continue the sale of alcoholic beverages in conjunction with the currently existing convenience store [Shell].

STAFF RECOMMENDATION: Approval for a two-year period with eligibility for automatic renewals for additional five-year periods, subject to a revised site plan and conditions.

CPC PREVIOUS ACTION: On May 4, 2017, the City Plan Commission held this case under advisement to allow time for the applicant to complete the process to renew the Convenience Store license.

Background:

- The property is currently developed with a 6,120 square feet, one-story structure, of which 4,278 square-foot are used for the general merchandise or food store greater than 3,500 square feet.
- The applicant is requesting to renew SUP No. 2135 to continue the sale of alcoholic beverages in conjunction with the existing convenience store and motor vehicle fueling station. The SUP was set to expire on January 28, 2017 and this application was submitted on January 11, 2017.
- On November 14, 2012, the City Council approved SUP No. 1996 for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less for a five-year period with eligibility for additional ten-year periods on the request site.
- Two years later, the applicant requested a new SUP and repeal of SUP No. 1996 due to the fact that the existing structures were demolished and a new one was being built.
- On January 28, 2015, the City Council approved SUP No. 2135 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet for a two-year period subject to a site plan and conditions on the request site.
- The use of the property in 2012 was a convenience store, motor vehicle fueling station and a car wash. Today, the site is developed with a 6,120 square feet structure with two suites used for a convenience store and office or retail uses.
- During the field trip, staff found discrepancies with the parking on the site. Two parking spaces had been removed for a pole sign. The applicant submitted a revised site plan to reflect current conditions.

Zoning History: There has been one zoning request in the area within the last five years.

- 1. Z134-350** On January 28, 2015, the City Council approved Specific Use Permit No. 2135 for the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet and repealed SUP No. 1996 for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less on the subject property.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Buckner Boulevard	Principal Arterial	Variable
Jennie Lee Lane	Local	50 feet

Land Use:

	Zoning	Land Use
Site	Subarea 1 w/in PD No. 366 with D-1 Overlay, SUP No. 2135	Retail
North	Subarea 1 w/in PD No. 366 with D Overlay	Retail
East	R-7.5(A)	Single Family
South	Subarea 1 w/in PD No. 366 with D Overlay	Retail, undeveloped
West	Subarea 1 w/in PD No. 366 with D Overlay	Retail, undeveloped

STAFF ANALYSIS:**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The *forwardDallas! Comprehensive Plan* outlines several goals and policies support the applicant's request:

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.3 Support efforts to grow retail and residential opportunities in the Southern Sector.

URBAN DESIGN

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Land Use Compatibility:

The property is currently developed with a 6,120 square feet, one-story structure, of which 4,278 square-foot are used for the general merchandise or food store greater than 3,500 square feet. The applicant proposes to continue the sale of alcoholic beverages in conjunction with a convenience store and motor vehicle fueling station.

The site is adjacent to single family residential to the east and retail to the south. Surrounding land uses are retail to the north and west.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The proposed use is compatible with the surrounding retail uses. The retail use provides an option for convenience goods to the residents and businesses in the area. The short period of time between renewals will allow staff to evaluate the compatibility of the use and the impact that it might have in the residential properties located to the east of the request site.

Traffic:

The Engineering Division of the Sustainable Development and Construction Department has reviewed the requested amendment and determined that it will not significantly impact the surrounding roadway system.

Parking:

The general merchandise or food store requires one space per 200 square feet for the use plus two spaces for the motor vehicle fueling station. Therefore, the applicant must provide 21 parking spaces for the 4,278 square feet of the convenience store plus the two for the fueling station, for a total of 23. Parking must be provided as shown on the site plan.

Landscaping:

Landscaping is required in accordance with Article X. No new landscaping is triggered by the request.

Police Records:

The police department submitted the following records for the site for the period of January 28, 2015 to March 31, 2017:

Premise	Address	Offense	Total
Convenience Store	2438 S Buckner Blvd.	Criminal Trespass	1
Highway, Street, Alley ETC	2438 S BUCKNER BLVD	Found	2
Convenience Store	2438 S BUCKNER BLVD	Terrorist Threat	1
			4

List of Partners

2438 S. Buckner Blvd., Dallas, Texas 75227

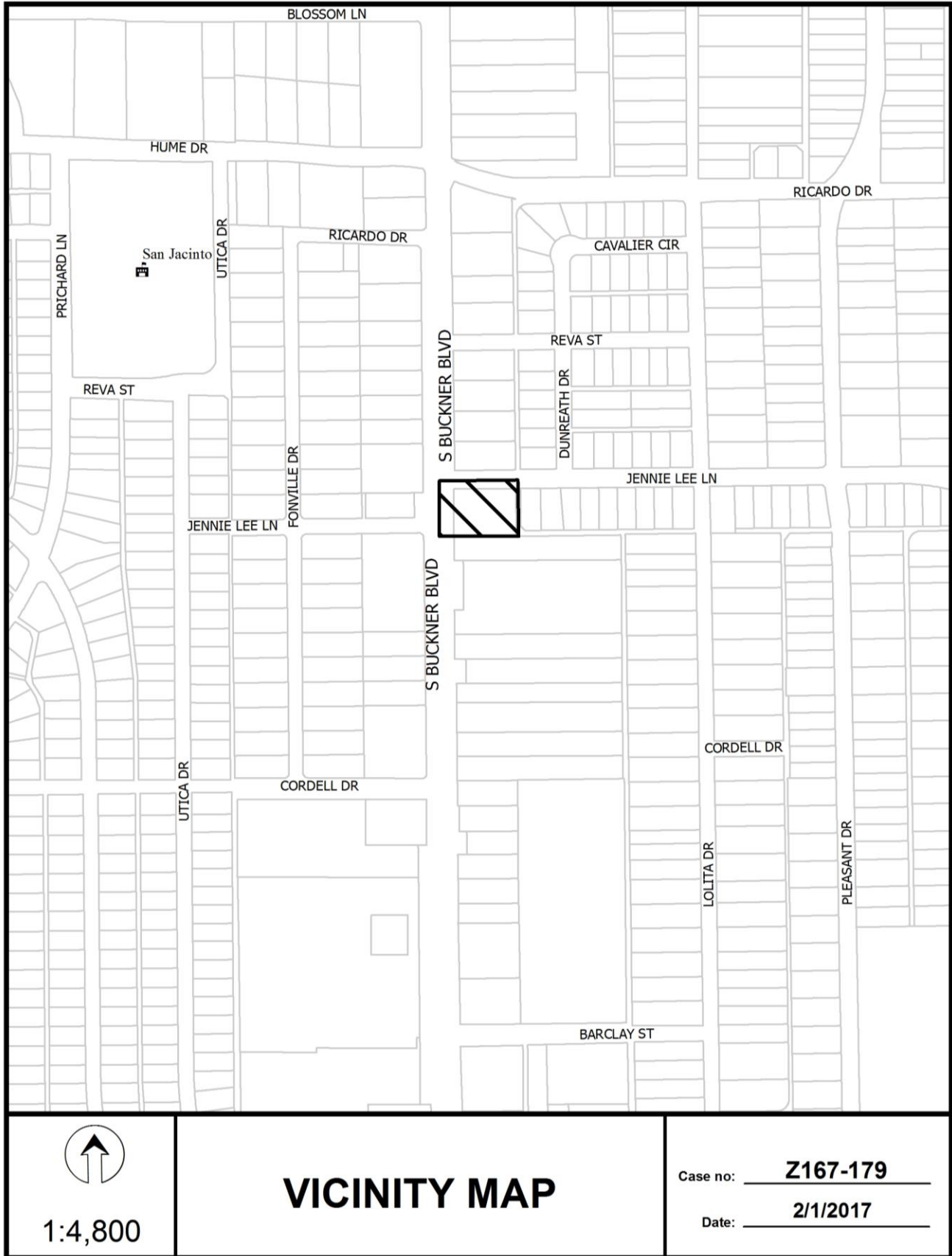
Hooda Corporation, Inc. shareholders are:

- (1) Jack Hooda 50%
- (2) Iqbal Hooda 50%

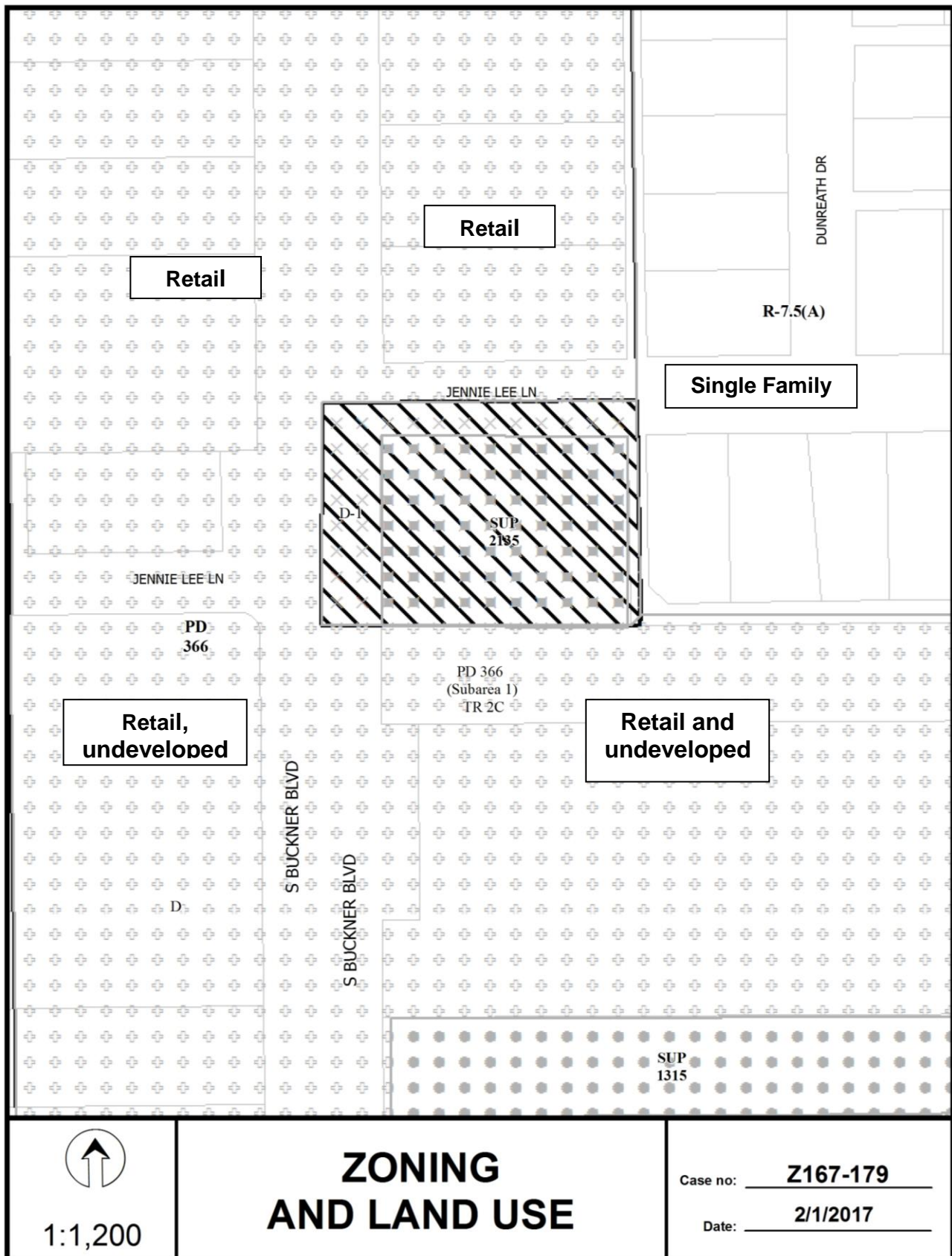
**Proposed SUP Conditions
Z167-179**

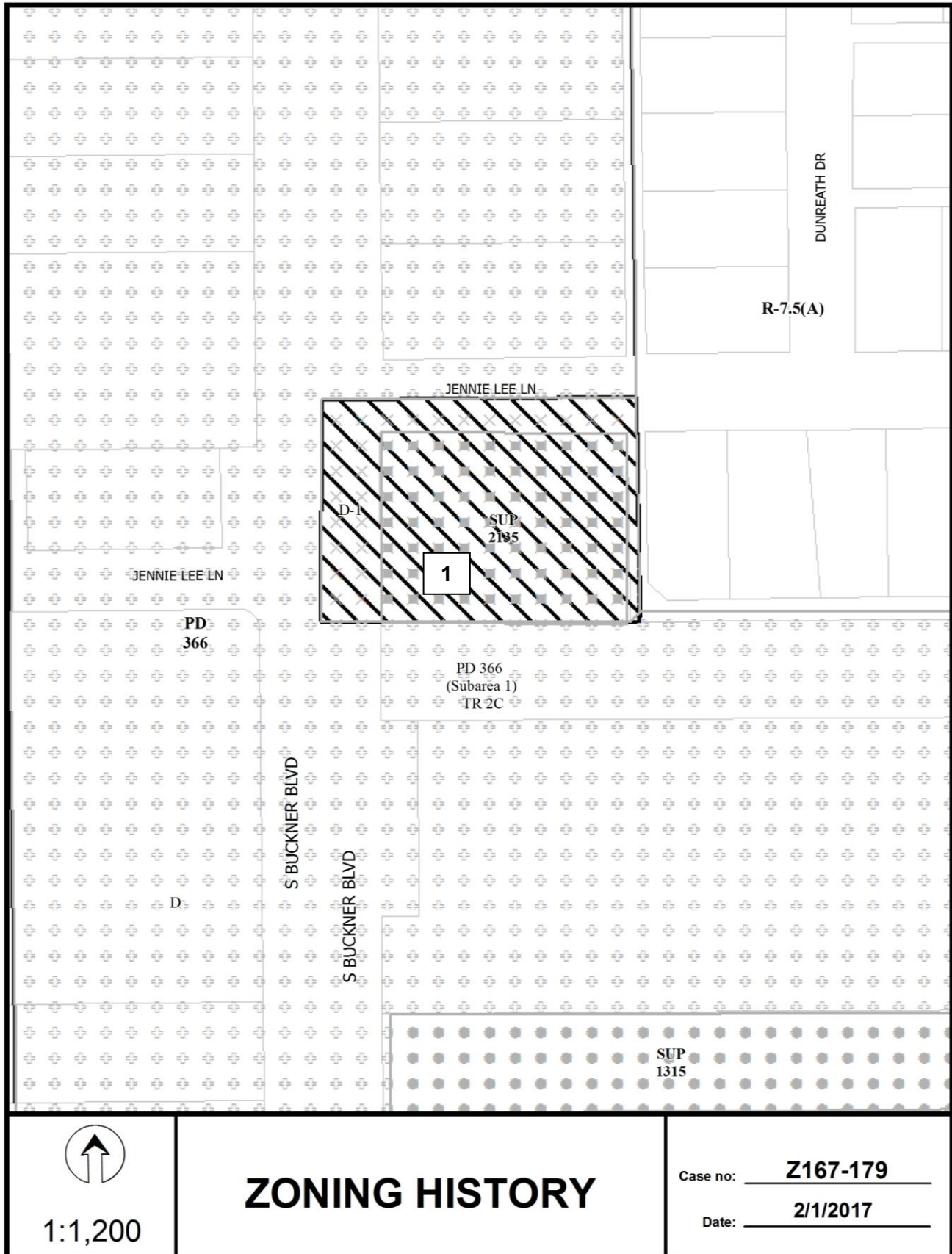
1. USE: The only use authorized by this specific use permit is the sale of alcoholic beverages in conjunction with a general merchandise or food store greater than 3,500 square feet.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on (two-years) ~~January 28, 2017.~~ but is eligible for automatic renewal for additional five-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. FLOOR AREA: The maximum floor area is 4,278 square feet.
5. SCREENING: A solid screening fence must be provided where a residential adjacency exists.
6. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance
7. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

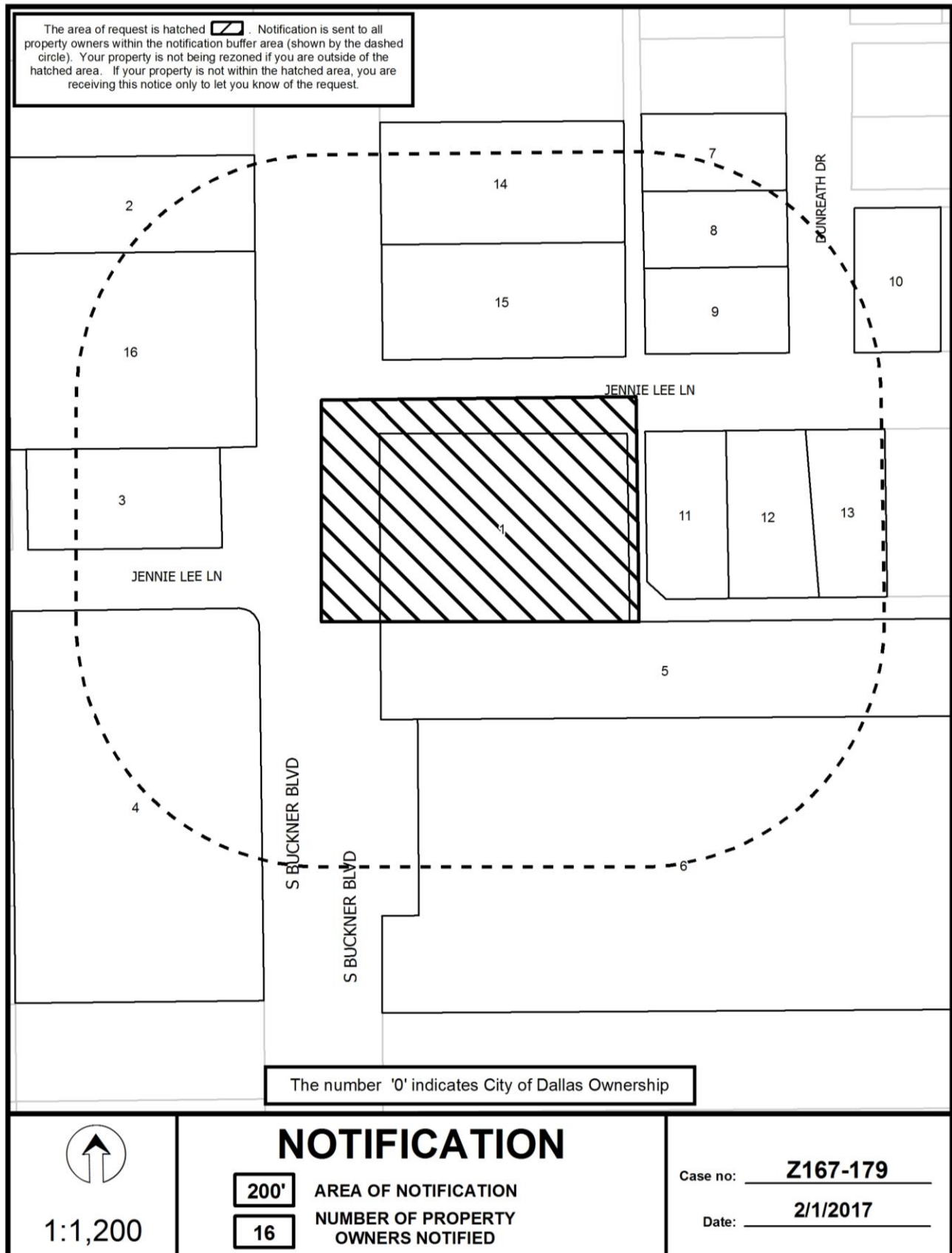
Z167-179(OTH)











01/31/2017

Notification List of Property Owners
Z167-179

16 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2438 S BUCKNER BLVD	BUCKNER INVESTMENTS LLC
2	2523 S BUCKNER BLVD	MARTINEZ JUAN J & IRMA G
3	2501 S BUCKNER BLVD	CNB REAL ESTATE
4	2423 S BUCKNER BLVD	ALMASS INVESTMENT GROUP LP
5	2424 S BUCKNER BLVD	ADLEY RON TR &
6	2414 S BUCKNER BLVD	PALOMA ISABELA INVESTMENTS INC
7	2515 DUNREATH DR	DUREN JUANITA
8	2511 DUNREATH DR	CALDERON URIEL
9	2505 DUNREATH DR	MARTINEZ BRAYAN D
10	8133 JENNIE LEE LN	CORDERO RAUL &
11	8118 JENNIE LEE LN	MUSTAFA SANDRA LUHRING
12	8124 JENNIE LEE LN	PEQUENO JUANITA M ET AL
13	8128 JENNIE LEE LN	SANDERS W J
14	2514 S BUCKNER BLVD	2120 24 MS LTD
15	2506 S BUCKNER BLVD	LCG BUCKNER COMMONS LLC
16	2517 S BUCKNER BLVD	RUVALCABA RAMON & GILMA &

FILE NUMBER: Z167-243(KK)

DATE FILED: March 8, 2017

LOCATION: South of Telephone Road, east of Travis Trail

COUNCIL DISTRICT: 8

MAPSCO: 76-L

SIZE OF REQUEST: Approx. 13.39 acres

CENSUS TRACT: 167.03

APPLICANT/ OWNER: Quincy Roberts/Q. Roberts Trucking Inc.

REPRESENTATIVE: Land Use Planning & Zoning Services, Elsie Thurman

REQUEST: An application for a CS Commercial Services District on property zoned an A(A) Agricultural District.

SUMMARY: The applicant proposes to operate a contractor's maintenance yard on a portion of the area of request. The remainder of the site will remain undeveloped.

STAFF RECOMMENDATION: Approval

PREVIOUS ACTION: On May 4, 2017, the City Plan Commission held this case under advisement to May 18, 2017.

BACKGROUND INFORMATION:

- The request site is currently zoned an A(A) Agricultural District and is generally located at Telephone Road and Travis Trail, north of Wintergreen Road, east of Bonnie View Road, and west of Van Horn Drive.
- The reason for this request is the applicant proposes to legalize the current operation of a contractor's maintenance yard. The applicant has been operating on this site since 2014 without a Certificate of Occupancy.
- The land use of contractor's maintenance yard is defined as a wholesale, distribution, and storage use in the Dallas Development code. This land use is allowed by right in the CS Commercial Services District.
- A contractor's maintenance yard is defined as a facility for the storage and maintenance of contractor's supplies and operational equipment.
- The proposed CS Commercial Services District would add a multitude of new uses, most notably including office, lodging, and retail and personal service uses.

Zoning History:

- 1. Z167-253:** An application was filed on March 23, 2017 for a general zoning change to an IM Industrial Manufacturing District and an SUP for a commercial motor vehicle parking lot on property zoned an A(A) Agricultural District. This application is pending City Plan Commission hearing.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Telephone Road	Substandard	40 ft.
Travis Trail	Substandard	40 ft.

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the proposed zoning change will not have a detrimental impact on the surrounding street system.

Surrounding Land Uses:

	Zoning	Land Use
Site	A(A)	Commercial Motor Vehicle Parking
North	A(A)	Undeveloped and Single Family
South	PDD No. 761 (LI)	Undeveloped
East	A(A)	Undeveloped and Illegal Commercial Use
West	A(A)	Single Family and Undeveloped

STAFF ANALYSIS:**Comprehensive Plan:**

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

1.2.1.1 Use the Vision Illustration and Building Blocks as a general guide to shape zoning and land use concepts, while also considering site specific and area specific issues. Site specific zoning cases must consider relevant policy statements contained within the Policy Plan, such as environmentally sensitive land, the site's proximity to the edge of a Building Block and appropriate transitions between Building Blocks.

The Vision identifies the area as an Industrial Building Block. Industrial Areas, which offer important employment opportunities, occupy large areas of land and usually are near major roads and heavy rail lines. This request is characteristic of the building block in that it will provide a service to the mix of low- and medium-density industrial buildings and industrial yards supporting the Southport and the Agile Port, parts of West Dallas along I-30, and the Stemmons industrial area.

The request complies with the following land use goals and policies of the Comprehensive Plan:

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.4 Support efforts to expand targeted business and industry development within the Southern Sector.

Policy 2.2.4 Focus on logistics-related jobs for the expansion of employment opportunities, particularly in the Southern Sector.

Dallas' future development opportunities and much of the projected growth capacity lie in the Southern Sector, offering a great opportunity to guide development and direct economic activity. The vast majority of vacant land in the city is located in the Southern Sector. As such, developments similar to this are necessary in order to promote and encourage efforts for continued investment in these underutilized areas of the city.

Land Use Compatibility:

The applicant's request to change the zoning is to legalize the current operation of a contractor's maintenance yard. The applicant stated that this use has been operating on this site beginning in 2014 without a Certificate of Occupancy.

The area of request is currently zoned an A(A) Agricultural District. This purpose of this district as defined in the Dallas Development Code, Section 51A-4.111(1), states that there exists in certain fringe areas of the city, land which is presently used for agricultural purposes and to which urban services are not yet available. These lands should appropriately continue to be used for agricultural purposes until needed for urban purposes in conformity with the orderly growth of the city. It is anticipated that all of the A(A) district area will be changed to other urban zoning categories as the area within the corporate limits of Dallas becomes fully developed.

The proposed CS Commercial Services District is described as being for the development of commercial and business serving uses that may involve outside storage, service, or display. This district is not intended to be located in areas of low and medium density residential development

The proposed CS Commercial Service District would allow by right the land use of commercial motor vehicle parking. This land use is defined in the Dallas Development Code, Section 51A-4.210(8.1), as a facility for the temporary, daily, or overnight parking of commercial motor vehicles as defined in the use regulations for a truck stop, and/or motor vehicle with two or more rear axles such as trucks, truck tractors, and similar vehicles, for no charge or for a fee, regardless of whether that fee is charge independently of any other use on the lot, if the parking is not accessory to a main use on the lot. This land use is allowed by right in CS, LI, IR, and IM districts.

The proposed CS Commercial Service District is complimentary to the existing LI Light Industrial District to the northwest and the light industrial planned development to the south, PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District. The property to the east of the area of request has applied for a general zoning change for the same land use. The Building Inspection Division of Sustainable Development and Construction is currently reviewing plans and permits for a 700,000 square foot warehouse complex located in PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District. The surrounding zoning changes, established zoning districts, current land uses, and proposed development would all be agreeable to the CS Commercial Services District and the current illegal land use.

The surrounding land uses consist of a single family dwelling to the north, undeveloped land and an illegal commercial use to the east, undeveloped land to the south, single family dwellings, undeveloped land, and another illegal commercial use to the west. The area of request is fully surrounded by A(A) Agricultural District with LI Light Industrial District to the northwest, and PDD No. 761 (LI), The Dallas Logistics Port Special Purpose District, to the south.

Development Standards:

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing							
A(A) Agricultural	50'	20' SY 50' RY for Single Family 10' RY for Other	N/A	24'	10% for res structure; 25% for non-res	N/A	Residential, Agricultural, Utility and Public Service
Proposed							
CS Commercial Service	15' where adj to expressw ay or thoroughfa re	No Min.; adj to res 20'	0.5 for office, lodging, retail; 0.75 for all uses combined	45' RPS	80%	Residential Proximity Slope	Institutional, Lodging, Office, Retail, Wholesale uses

Parking:

Pursuant to the Dallas Development Code, off-street parking must be provided in accordance with Division 51A-4.200. The required off-street parking ratio for a contractor's maintenance yard is 1 space per 2,000 square feet of site area exclusive of parking area; a minimum of four spaces is required. Any accessory or other main uses established on the site will have to meet the requirements for those specific land uses per the Dallas Development Code.

Z167-243(KK)

Landscaping:

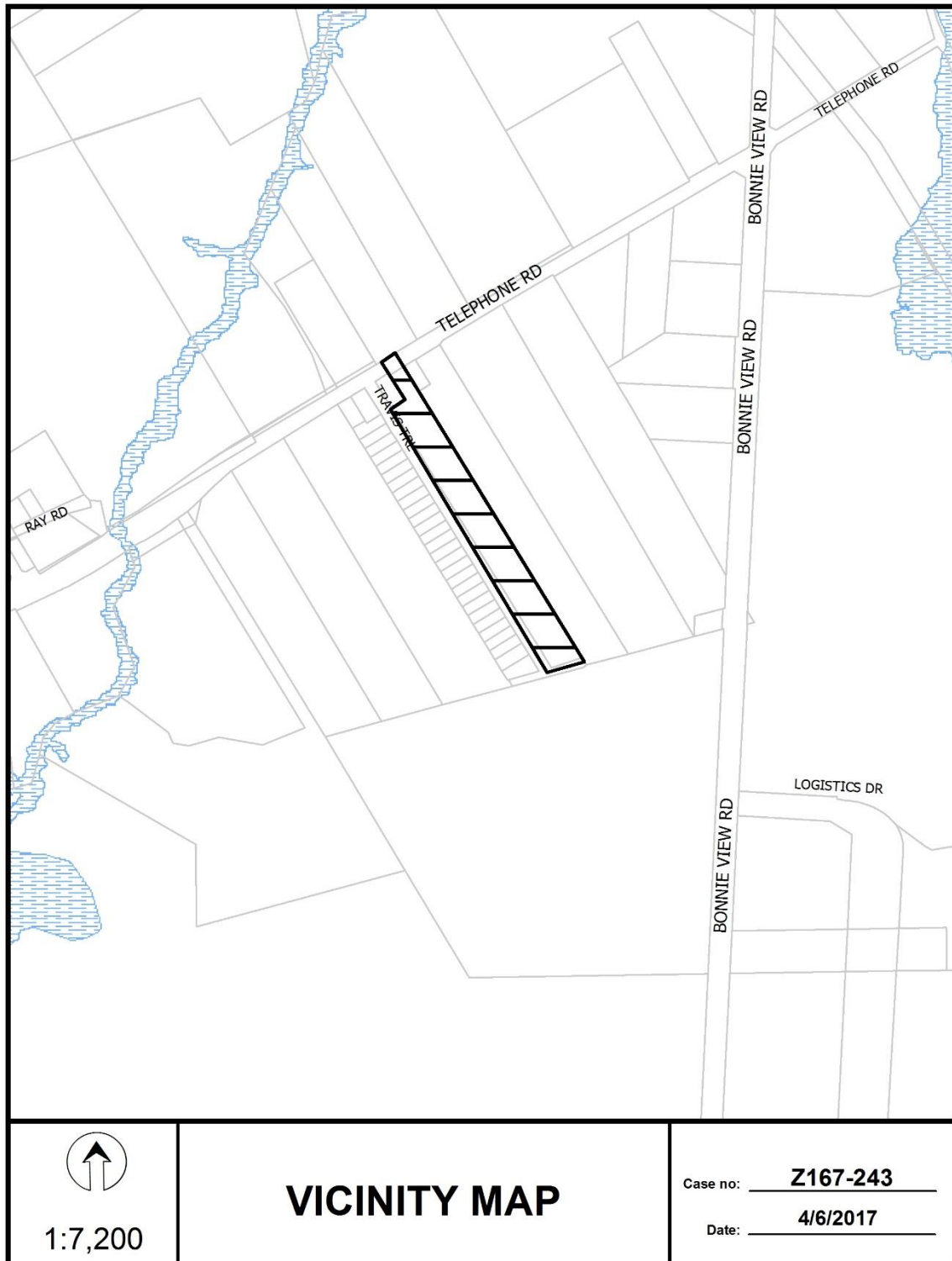
Landscaping must be provided in accordance with the landscaping requirements in Article X, as amended.

Z167-243(KK)

List of Partners/Principals/Officers

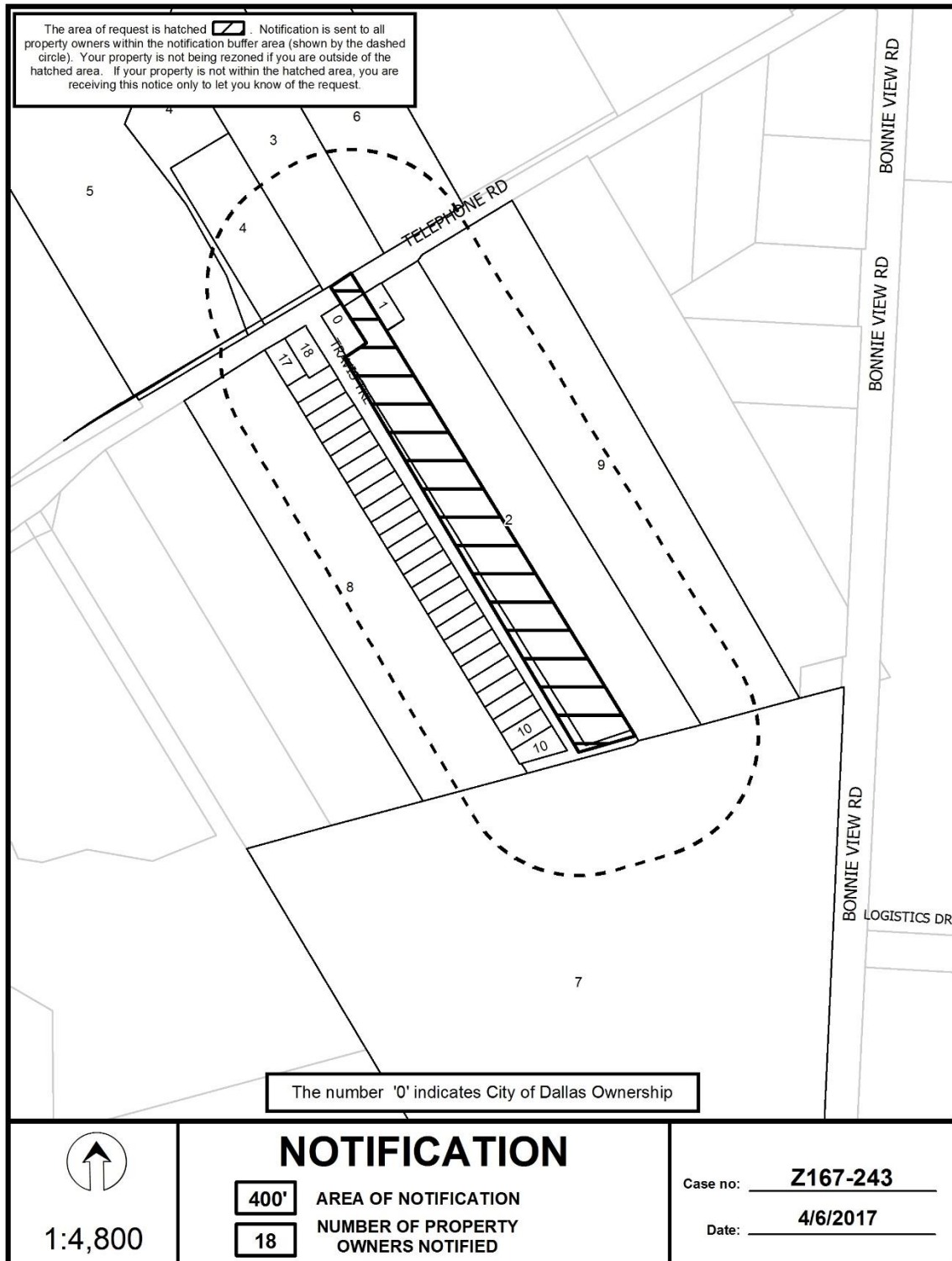
Officer/Owner:

Q. Roberts Trucking Incorporated
Quincy Roberts









04/06/2017

Notification List of Property Owners***Z167-243******18 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3918 TELEPHONE RD	HENDERSON MARGAREE EST OF
2	9600 TRAVIS TRL	ROBERTS QUINCY
3	3925 TELEPHONE RD	FONSECA GUILLERMO & ELVA J TORRES
4	3901 TELEPHONE RD	CURRIE JULIAN & GLORIA
5	3845 TELEPHONE RD	TEJAS INVESTORS
6	3935 TELEPHONE RD	GIDDENS DONNIE L
7	9901 BONNIE VIEW RD	DLH MASTER LAND HOLDING LLC
8	3800 TELEPHONE RD	ARCHIBALD GARY &
9	4100 TELEPHONE RD	FENNER PAT &
10	9927 TRAVIS TRL	MARTINEZ FERNANDO &
11	9811 TRAVIS TRL	JOHNSON DON JR
12	9727 TRAVIS TRL	CUNNINGHAM SALLY A
13	9707 TRAVIS TRL	QUINTANILLA LETICIA
14	9703 TRAVIS TRL	LOPEZ GAUDENCIO
15	9635 TRAVIS TRL	MARTINEZ MARIA DE JESUS &
16	9623 TRAVIS TRL	RODRIGUEZ BLANCA H &
17	3830 TELEPHONE RD	CASTILOW LENA
18	3838 TELEPHONE RD	RODRIGUEZ ISRAEL PAZ &

FILE NUMBER: Z167-113(WE) **DATE FILED:** October 17, 2016

LOCATION: Trinity Mills Road and Westgrove Road, southeast corner

COUNCIL DISTRICT: 12 **MAPSCO:** 4-K

SIZE OF REQUEST: Approx. 1.84 acres **CENSUS TRACT:** 137.04

APPLICANT / OWNER: Tsay Properties Westgrove, LTD
Sam Tsay – Sole Owner

REPRESENTATIVE: Robert Reeves
Robert Reeves and Associates, Inc.

REQUEST: An application for an NS(A) Neighborhood Service District with deed restrictions volunteered by the applicant on property zoned an NO(A) Neighborhood Office District.

SUMMARY: The applicant's request would allow additional land uses such as personal service uses and general merchandise or food store 3,500 square feet or less to occupy the existing 48,000 square foot building. The applicant has volunteered deed restrictions prohibiting the total floor area of a general merchandise or food store to 2,500 square feet or less.

STAFF RECOMMENDATION: Approval, subject to deed restrictions volunteered by the applicant

PREVIOUS ACTION: On March 16, 2017, and April 27, 2017, the City Plan Commission held this case under advisement until May 18, 2017, to allow the representative to meet with the homeowners association.

BACKGROUND INFORMATION:

- The request site is currently developed with a two story, 48,000 square foot office building.
- The applicant's request will allow for some flexibility in the allowed uses to lease space in the existing building. The NO(A) District limits certain uses to operate solely within the building that is primarily for the service of the occupants of the building.
- The applicant has volunteered deed restrictions prohibiting the total floor area of a general merchandise or food store to 2,500 square feet or less. The NS(A) Neighborhood Service District permits a general merchandise or food store 3,500 or less.
- The land uses that abut the request site's eastern property line consist of a variety of multifamily uses. The properties to the south and west of the site, across Westgrove Road, are located in the Town of Addison and City of Carrollton, respectively. Residential uses are developed to the north, across Trinity Mills Road.

Zoning History: There has not been any zoning changes requested in the past five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
Trinity Mills Road	Principal Arterial	100 ft.	100 ft.
Westgrove Road	Local	60 ft.	60 ft.

Traffic: The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed development will not have a negative impact on the surrounding street system.

COMPREHENSIVE PLAN: The fowardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The fowardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

ECONOMIC

GOAL 2.1 PROMOTE BALANCED GROWTH

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

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.3 Encourage complementary building height, scale, design and character.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.1 Maintain neighborhood scale and character.

GOAL 5.3 Establishing Walk-to Convenience

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

Land Use:

	Zoning	Land Use
Site	NO(A)	Office
North	R-7.5(A)	Single Family
South	Town of Addison	Multifamily
East	MF-2(A)	Multifamily
West	City of Carrollton	Retail

STAFF ANALYSIS:

Land Use Compatibility: The approximately 1.84 acre site is developed with a two-story, 48,000 square foot office building and is adjacent to multifamily uses to the south and east. The Town of Addison abuts the request site's southern property line. Properties that are located to the west of the request site, across Westgrove Road, are developed with retail type uses and are located within the City of Carrollton. North of the request site, across Trinity Mills Road, is developed with residential uses.

The applicant's request for a NS(A) Neighborhood Service District will provide the flexibility to lease space with certain uses within the building. The current NO(A) Neighborhood Office District limits certain main uses to the entire building. The main uses designated as a "limited use" may not have a floor area that in combination with the floor area of other limited uses in the building exceeds 10 percent of the floor area of the building. In addition a limited use must have no exterior public entrance except through the general building entrances and have no exterior advertising signs on the same lot.

The NO(A) District and the NS(A) District have similar main uses that can be developed on a site. However, there is a small variation in the specific uses for each district and the chart below shows the limitations and differences between the two districts.

NO(A) Neighborhood Office – existing	NS(A) Neighborhood Service District – proposed
Business School [SUP]	Dry Cleaning or laundry store
Personal service uses up to 1,000 sq. ft. in floor area [L]	General merchandise or food store 3,500 sq. ft. or less
Restaurant without drive-in or drive through service [SUP]	Motor vehicle fueling station [SUP]
	Personal service uses
	Restaurant without drive-in or drive through service [RAR]

Development Standards:

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
NO(A) – existing Neighborhood Office	15'	20' adjacent to residential OTHER: No Min.	0.5 FAR	30' 2 stories	50%	Proximity Slope Visual Intrusion	Office
NS(A) – proposed Neighborhood service	15'	20' adjacent to residential OTHER: No Min.	0.5 FAR	30' 2 stories	40%		Retail & personal service, office

Landscaping: Any renovation of the existing structure will not increase the impervious coverage and as a result will not trigger any landscaping requirements.

PROPOSED DEED RESTRICTIONS

DEED RESTRICTIONS

THE STATE OF TEXAS)
) KNOW ALL PERSONS BY THESE PRESENTS:
COUNTY OF COLLIN)

I.

The undersigned, Tsay Properties – Westgrove, LTD., a Texas limited partnership ("the Owner"), is the owner of the following described property ("the Property"), being in a particular a tract of land out of the Kingwell Survey, Abstract No. 1107, and the Edwin Allen Survey, Abstract No. 8 City Block 8705, City of Dallas ("City"), Collin County, Texas, and being that same tract of land conveyed to the Owner by Special Warranty Deed dated July, 24, 1990, and recorded in Volume 3323, Page 240, in the Deed Records of Collin County, Texas, and being more particularly described as follows:

Being a tract of land situated in the KINGWELL SURVEY, ABSTRACT NO. 1107, and the EDWIN ALLEN SURVEY ABSTRACT NO. 8, situated in the City of Dallas, Collin County, Texas, and being more particularly described as follows:

Commencing at the intersection of the South line of Trinity Mills Road (100 foot R.O.W.) and the projected centerline of Voss Road (60 foot R.O.W.;

Thence North, 78 degrees 28 minutes 39 seconds East, along said South line of Trinity Mills Road a distance of 30.66 feet to the PLACE OF BEGINNING, an "X" in concrete for corner;

THENCE North, 78 degrees 28 minutes 39 seconds East, continuing along said South line of Trinity Mills Road a distance of 159.18 feet to the beginning of a curve to the left having a central angle of 05 degrees 00 minutes 20 seconds a radius of 3,226.31 feet and a tangent length of 141.01 feet;

THENCE along said curve to the left and said South line of Trinity Mills Road an arc distance of 281.87 feet to an iron rod for corner;

THENCE South, 00 degrees 46 minutes 02 seconds West, a distance of 246.00 feet to an iron rod for corner;

THENCE North 89 degrees 13 minutes 58 seconds West, along the county line between Dallas and Collin County, a distance of 408.63 feet to an iron rod for a corner, said point also being the beginning of a nontangent curve to the left having a central of 01 degrees 27 minutes 19 seconds, a radius of 372.71 feet, a tangent length of 4.73 feet and a tangent bearing of North 16 degrees 58 minutes 34 seconds West;

THENCE along said curve to the left an arc distance of 9.47 feet to the beginning of a reversed curve to the right having a central angle of 18 degrees 48 minutes 58 seconds a radius of 289.41 feet and a tangent of 47.95 feet;

THENCE along said curve to the right an arc distance of 95.04 feet to the point of tangency;

THENCE North 00 degrees 23 minutes 05 seconds East, a distance of 37.96 feet to the PLACE OF BEGINNING and Containing 80,386 square feet or 1.84541 acres of land, more or less.

II.

The Owner does hereby impress all of the Property with the following deed restrictions ("restrictions"), to wit:

Limit the use of General merchandise or food store 3,500 square feet or less to 2,500 square feet.

III.

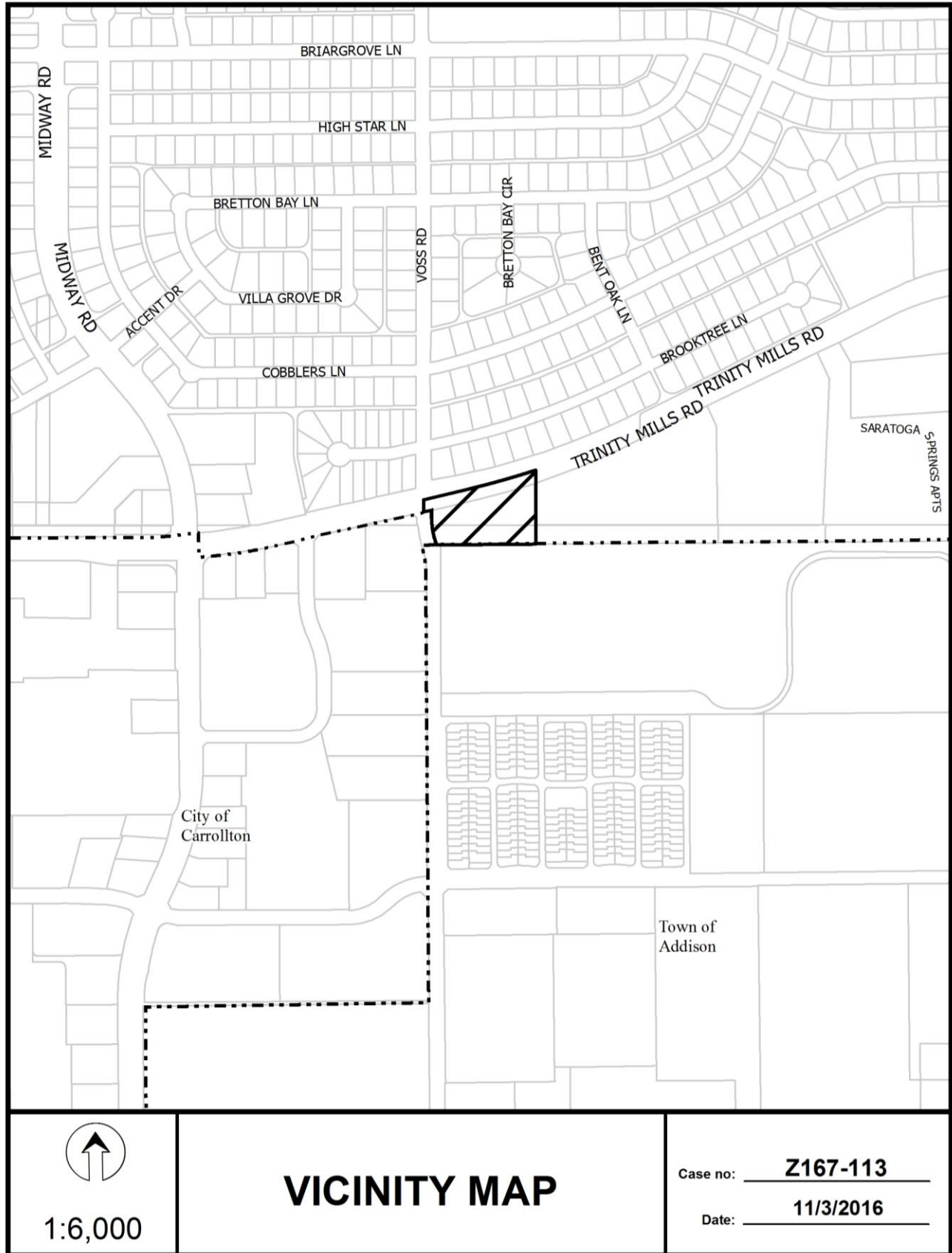
These restrictions shall continue in full force and effect for a period of 20 years from the date of execution, and shall automatically be extended for additional periods of 10 years unless amended or terminated in the manner specified in this document.

IV.

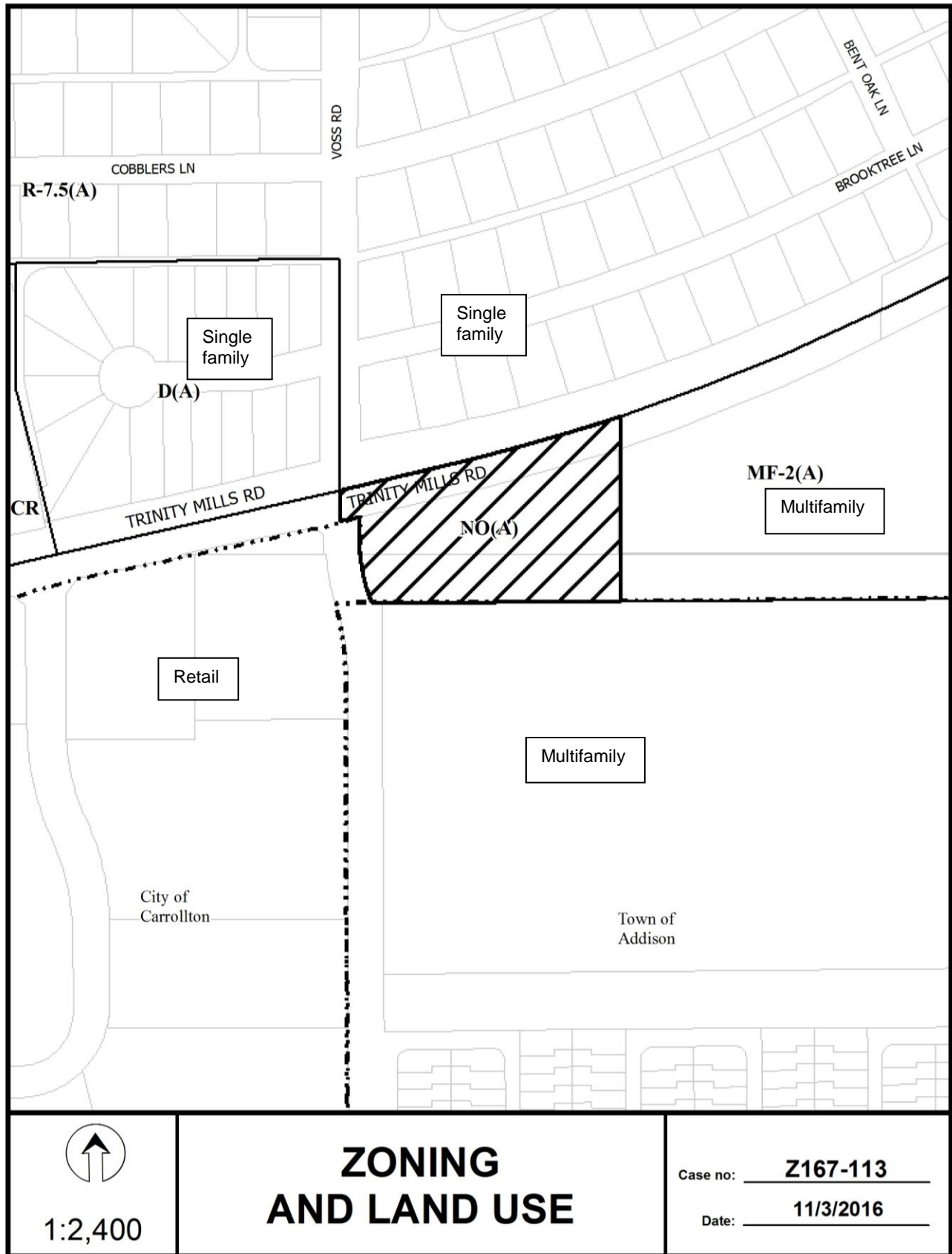
These restrictions may be amended or terminated as to any portion of the Property, upon application to the City of Dallas by the current owner of that portion of the Property, without the concurrence of the owners of the remaining portion of the Property. These restrictions may be amended or terminated only after a public hearing before the City Plan Commission and a public hearing before and approval by the City Council of the City. Notice of the public hearings must be given as would be required by law for a zoning change on the Property. The amending or terminating instrument must be approved as to form by the city attorney. If the City Council approves an amendment or termination of these restrictions, the Owner must then file the amending or terminating instrument in the Deed Records of the county or counties where the Property is located at his or her sole cost and expense before the amendment or termination becomes effective.

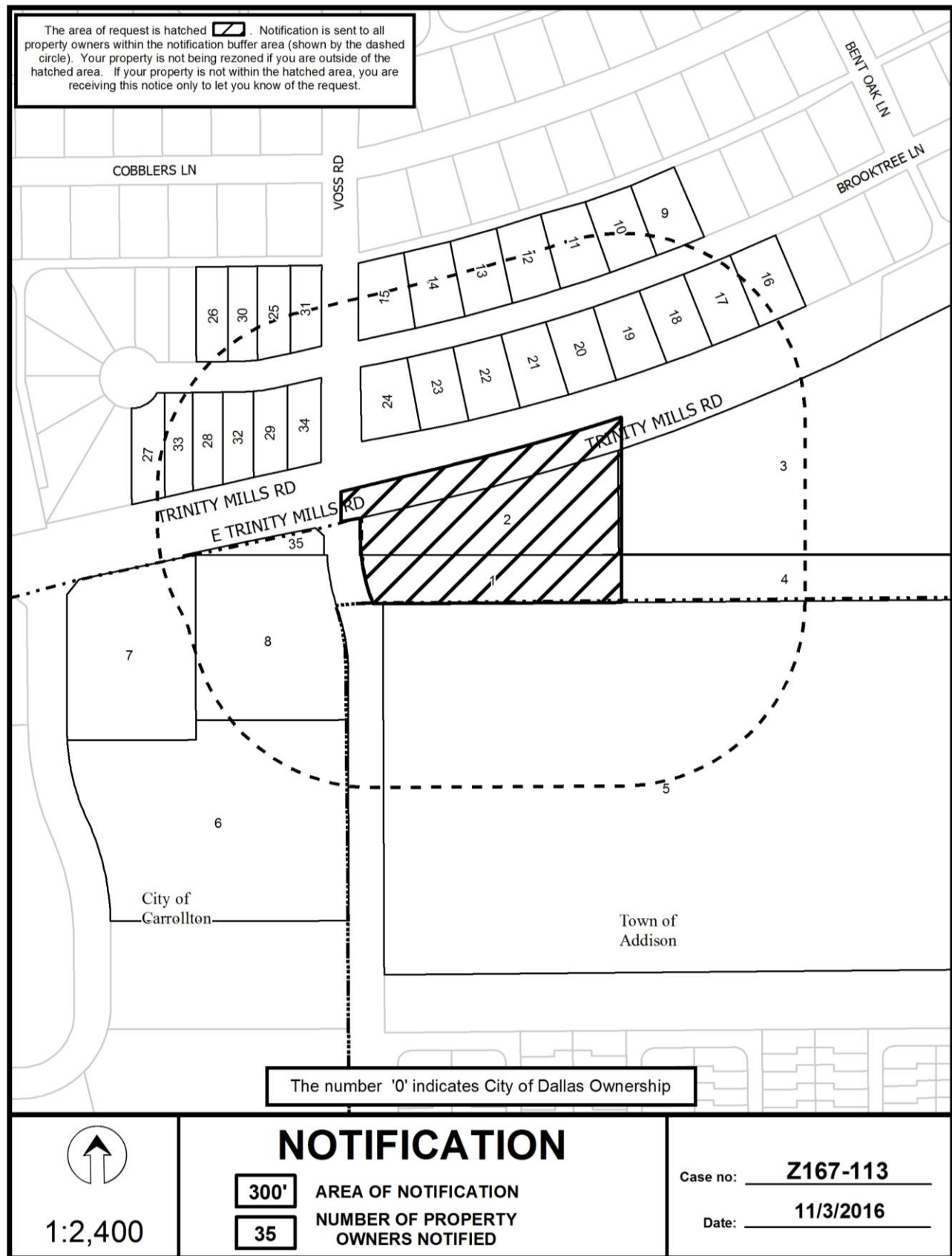
V.

These restrictions are not intended to restrict the right of the City Council of the City to exercise its legislative duties and powers insofar as zoning of the Property is concerned.









Notification List of Property Owners

Z167-113

35 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4222 TRINITY MILLS RD	TSAY PPTIES WESTGROVE LTD
2	4222 TRINITY MILLS RD	TSAY PROPERTIES WESTGROVE LTD
3	4280 TRINITY MILLS RD	FRONTLINE TRINITY LLC
4	4280 TRINITY MILLS RD	FRONTLINE TRINITY LLC
5	17200 WESTGROVE RD	CPT ADDISON LP
6	2661 WESTGROVE DR	INTOWN SUITES CARROLLTON
7	3400 E TRINITY MILLS RD	RETAIL BUILDINGS INC
8	3408 E TRINITY MILLS RD	HALLE PPTIES LLC
9	4215 BROOKTREE LN	ROBBINS WARREN A &
10	4211 BROOKTREE LN	SCHMALZ EARL A
11	4209 BROOKTREE LN	VERMA MARK C S
12	4207 BROOKTREE LN	RICH DAVID & MARY L RICH
13	4205 BROOKTREE LN	WANG JOHN SHIAW-SHEN &
14	4203 BROOKTREE LN	LASKY MICHAEL J & CASEY
15	4201 BROOKTREE LN	DUBEY ANSHUL &
16	4218 BROOKTREE LN	KO ERIC CHIN-CHUONG &
17	4216 BROOKTREE LN	WRIGHT IRENE J
18	4214 BROOKTREE LN	COGBURN RICHARD
19	4212 BROOKTREE LN	HART JOHN K
20	4210 BROOKTREE LN	YAEGER JON M
21	4208 BROOKTREE LN	MEDLEN RONNYE M &
22	4206 BROOKTREE LN	ROZEMBERG LINDA DEETTE & ISRAEL L
23	4204 BROOKTREE LN	RAY KASEY D
24	4202 BROOKTREE LN	CARRIZALES MARIO A
25	4115 BROOKTREE LN	CHILDRESS MARTHA M-LE
26	4109 BROOKTREE LN	CHIU SHERMAN S & SANNA L

11/02/2016

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4110 BROOKTREE LN	KOCEK LAURA KRANZ &
28	4114 BROOKTREE LN	ERIKSEN DAVID &
29	4118 BROOKTREE LN	MARTINEZ CHRISTINA
30	4111 BROOKTREE LN	PATSELLIS JAMES PETER
31	4117 BROOKTREE LN	MACAULAY SANDRA ANN
32	4116 BROOKTREE LN	ERIKSEN DAVID F & KATHRYN E
33	4112 BROOKTREE LN	BUSH GARY & CRISTIN
34	4120 BROOKTREE LN	BRILLIANT ENTERPRISES INC
35	3200 E TRINITY MILLS RD	HALLE-VON VOIGTLANDER

FILE NUMBER: Z167-174(WE) **DATE FILED:** January 6, 2017

LOCATION: East line of North Masters Drive, between Checota Drive and Oak Gate Lane.

COUNCIL DISTRICT: 5 **MAPSCO:** 59-G

SIZE OF REQUEST: Approx. 3.323 acres **CENSUS TRACT:** 119

APPLICANT: Branch Towers, LLC

OWNER: Pleasant Hill Missionary Baptist Church

REPRESENTATIVE: Hart Mason
Hart Mason & Associates, Inc.

REQUEST: An application for a Specific Use Permit for a tower/antenna for cellular communication on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of this request is to permit the construction of 100-foot cellular tower on the church property [T-Mobile] and will include a five-foot lightning rod for a total height not to exceed 105 feet above ground level.

A portion of the leasing space for the tower/antenna for cellular communication encroached on the adjacent property that was not a part of the request site. A revised property description provided by the applicant did not include the entirety of the request, and as a result, the applicant had to submit a revised property description to include the adjacent property.

STAFF RECOMMENDATION: Approval for a ten-year period with eligibility for automatic renewals for additional ten-year periods, subject to a site plan, elevation plan and conditions

PREVIOUS ACTION: On March 16, 2017, the City Plan Commission requested staff to re-advertise the case due to a notification error. On April 27, 2017, the City Plan Commission requested staff to re-advertise the case for May 18, 2017.

BACKGROUND INFORMATION:

- The applicant's request for a Specific Use Permit for a tower/antenna for cellular communication will allow for the construction of a 100-foot cellular tower to be constructed on the church property and will include a five-foot lightning rod for a total height not to exceed 105 feet.
- The proposed location of the cellular tower is approximately 175 feet south of the nearest residential dwelling.
- The request site is adjacent to single family dwellings to the north, east and south. The property west of the request site, across Masters Drive is developed with a public school.

Zoning History: There has not been any zoning changes request in the area for the past five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
North Masters Drive	Minor Arterial	50 ft.	100 ft.

Land Use:

	Zoning	Land Use
Site	R-7.5(A)	Church
North	R-7.5(A)	Undeveloped, Single Family
South	R-7.5(A)	Single Family
East	R-7.5(A)	Single Family
West	R-7.5(A)	School

COMPREHENSIVE PLAN: The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

There are no goals or policies supporting or opposing the request.

STAFF ANALYSIS:

Land Use Compatibility: The request is developed with a church and surface parking on a portion of the site with the remaining northern portion being undeveloped. The applicant's request for a Specific Use Permit for a tower/antenna for cellular communication will allow for a 100-foot cellular tower and will include a five-foot lightning rod for a total height not to exceed 105 feet above ground level. The request site is adjacent to single family dwellings to the north, east and south. The property west of the request site, across Masters Drive is developed with a public school.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Staff was concerned with the original location of the cellular communication tower which was located approximately 75 feet west from residential uses. However, after further discussion, the representative agreed to locate the cellular tower closer to North Master Drive, beside the northern façade of the church.

Staff also recommends the applicant install a stealth tower instead of the typical cellular tower with various antenna cells. Even though the tower/antenna for cellular communication will enhance the vital communication service throughout the area and does not generate any traffic, the typical cellular tower with the antenna cells could alter the visual aesthetics of the neighborhood's character. The visual aesthetic of a typical cellular tower does not contribute to, enhance or promote the welfare of the area of request and adjacent properties at this location. Staff is recommending a stealth cellular tower as opposed to a cellular tower with various antenna cells in order to reduce any visual impact the proposed use will have on the adjacent neighborhood.

In order to for the proposed tower to meet RPS, the 100-foot tower will have to be at least 300 feet away from the residential property lines. The nearest residential property is approximately 175 feet south of the proposed cellular tower. The proposed stealth tower is located adjacent to the church and is approximately 90 feet east of North Masters Drive. In addition, the residential uses rear yards will face the proposed tower.

Development Standards:

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Single family

Landscaping: In general, landscaping must be provided in accordance with the landscaping requirements in Article X, as amended. Even though the area where the tower is not required to provide any landscaping because the area is less than 2,000 square, the applicant is providing landscaping around the site's perimeter.

Traffic: The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that it will not impact the surrounding street system for the proposed development.

Parking: Parking will be provided in accordance to the parking requirements in the Dallas Development Code, as amended, which is one space if the cellular communication tower/antenna has an auxiliary building housing electronic and communication equipment ("auxiliary building") greater than a 120 square feet. The applicant is providing one space on site.

LIST OF OFFICERS
Branch Towers, LLC

Branch Towers, LLC, a Delaware Limited Liability Company

- Curtis Branch President
- Ryan D. Lepene Secretary

LIST OF OFFICERS
Branch Communications, LLC

- Curtis Branch President
- Jared Ledet Vice President
- Mark Kesner Vice President
- David Wells Vice President

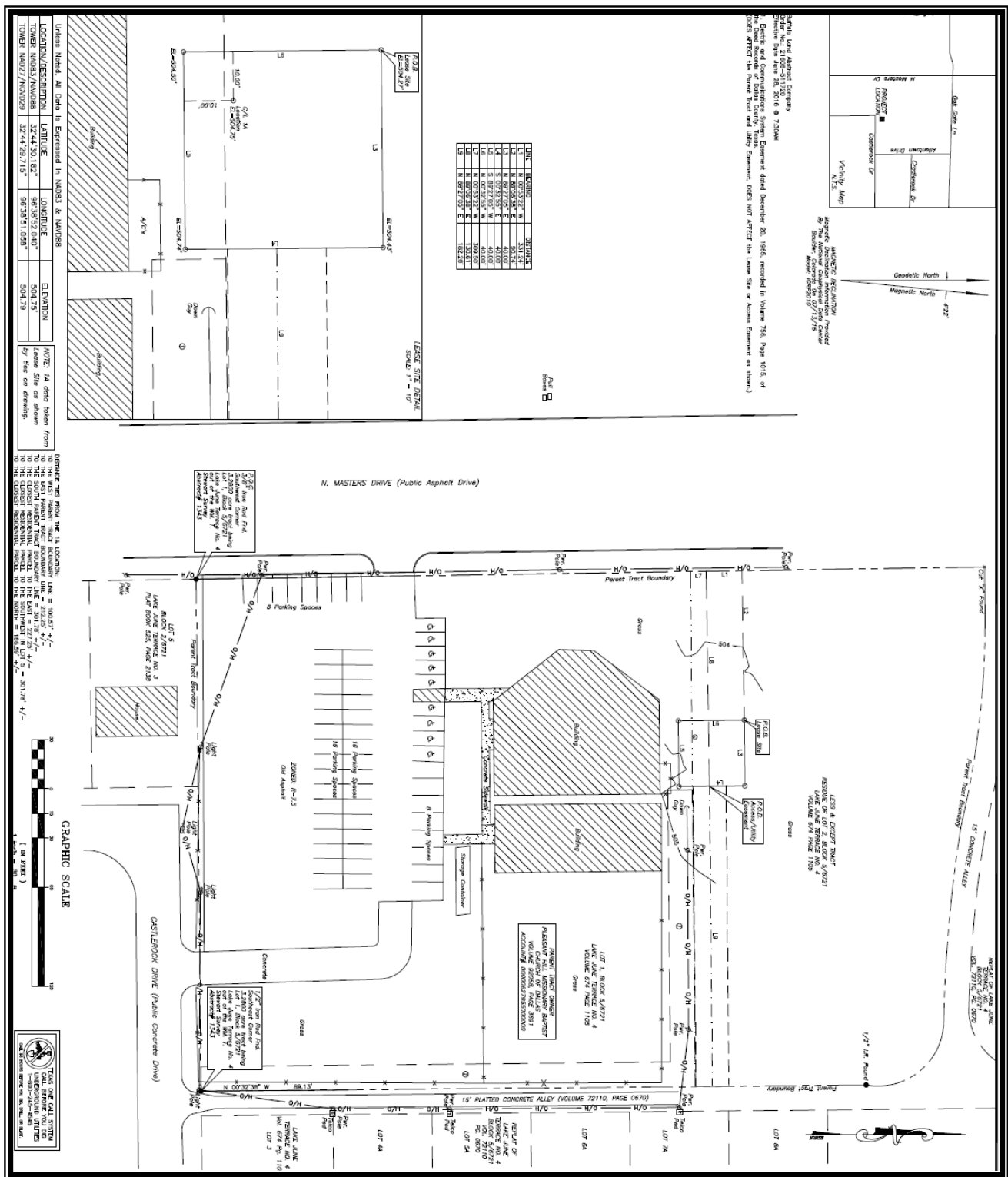
LIST OF TRUSTEES
Pleasant Hill Missionary Baptist

- Harold Taylor
- Brandon Horton
- Anthony C Flemming Sr.
- Kennon L. Tennison
- Rolaun G. Parrish

PROPOSED SUP CONDITIONS

1. **USE:** The only use authorized by this specific use permit is a tower/antenna for cellular communication.
2. **SITE PLAN:** Use and development of the Property must comply with the attached site plan and elevation.
3. **TIME LIMIT:** This specific use permit expires on (ten years from the passage of the ordinance), but is eligible for automatic renewal for additional 10-year periods, pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for application for automatic renewal is strictly enforced.)
4. **COMMUNICATION TOWER:** The tower/antenna for cellular communication must be a stealth monopole (cables, antennas and other similar equipment must be located within the structure) and must be painted or finished in an off-white color.
5. **FENCE:** A minimum six-foot fence must be provided in the location shown on the attached site plan.
6. **HEIGHT:** The tower/antenna for cellular communication may not exceed 100 feet in height with a five-foot lightning rod, for a total height not to exceed 105 feet.
7. **SHARED USE WITH OTHER CARRIERS:** Any tower/antenna for cellular communication must be constructed to support the antenna arrays for at least two other wireless communications carriers, and the tower/antenna for cellular communication must be made available to other carriers upon reasonable terms.
8. **MAINTENANCE:** The Property must be properly maintained in a state of good repair and neat appearance.
9. **GENERAL REQUIREMENTS:** Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

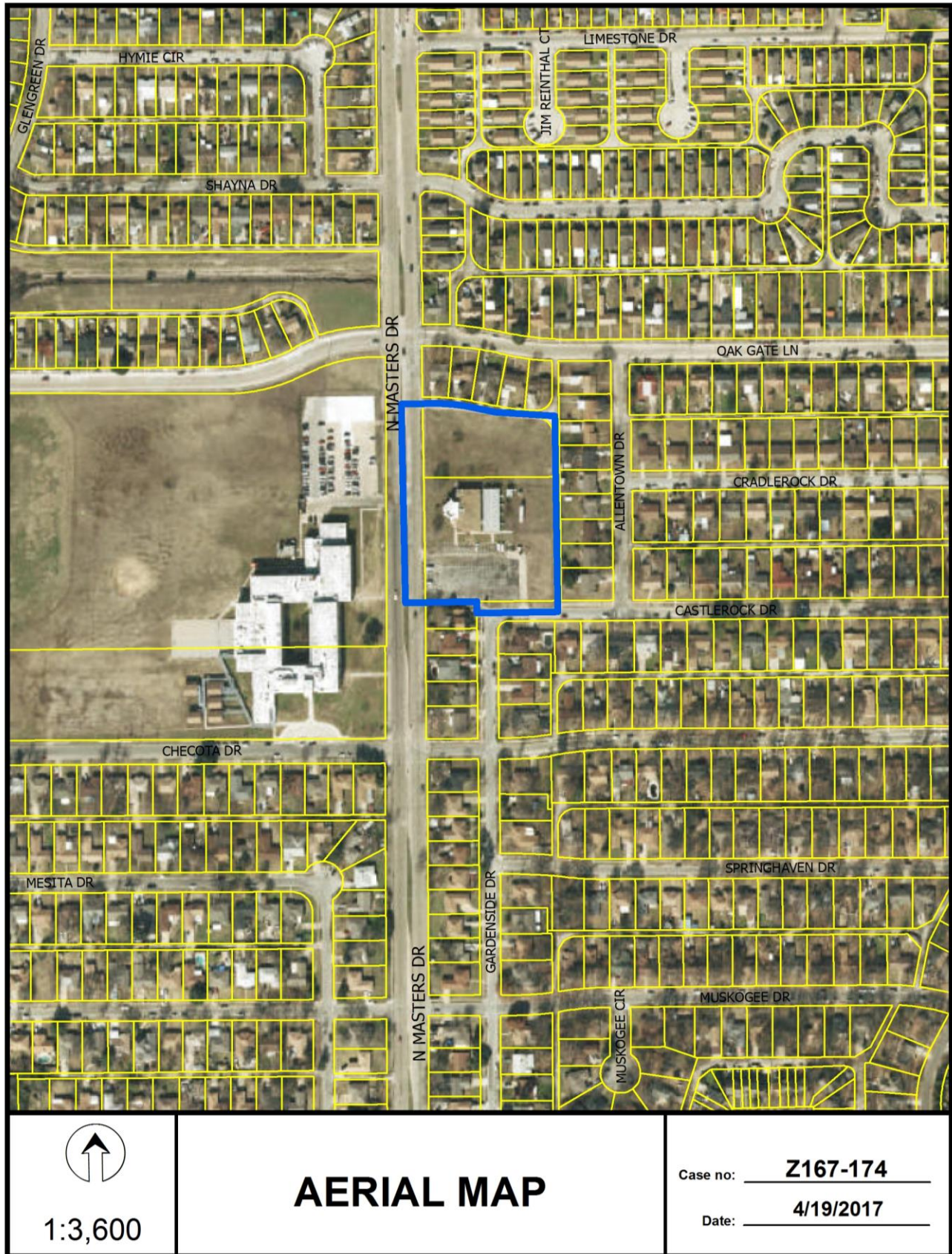
PROPOSED SITE PLAN



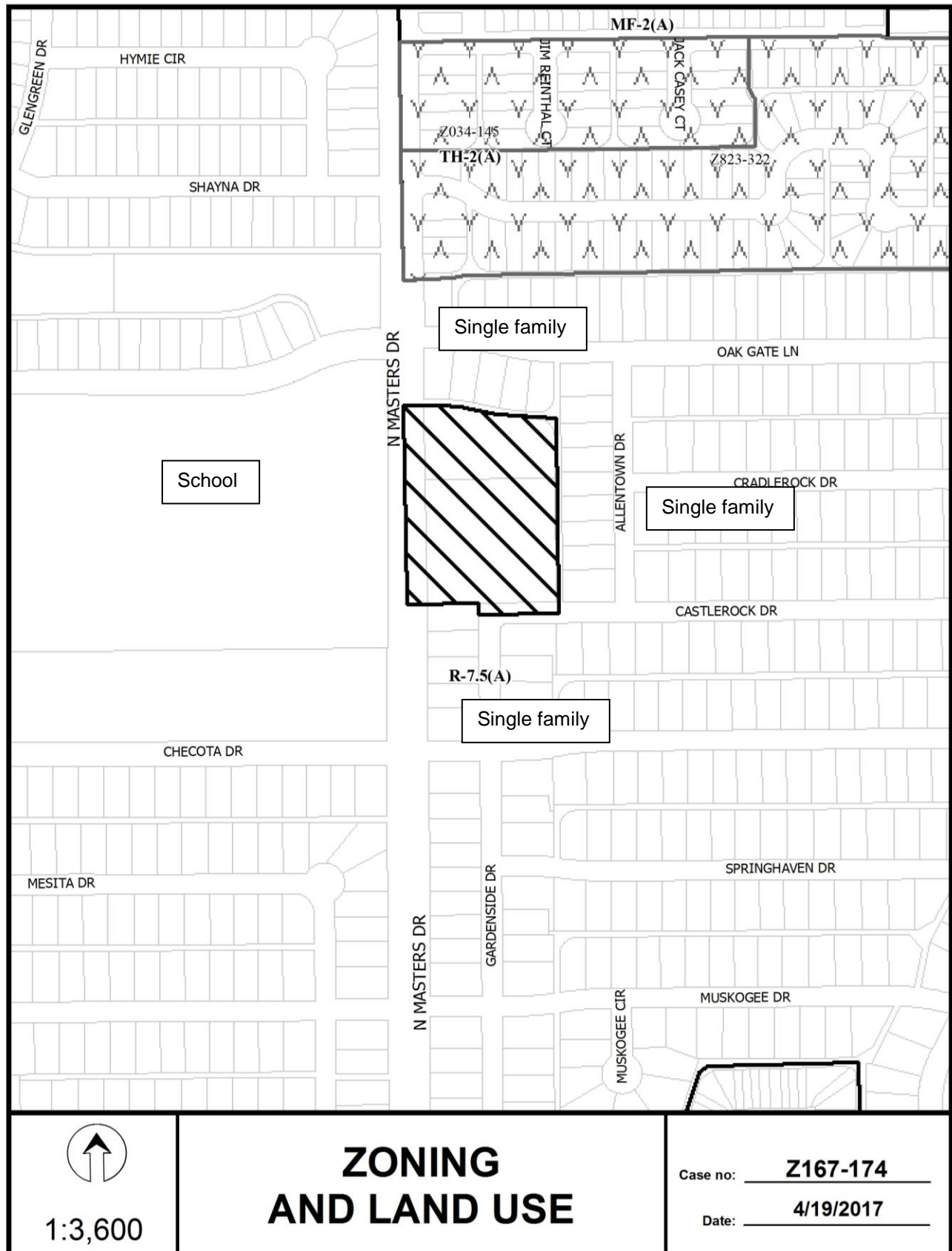
Z167-174(WE)

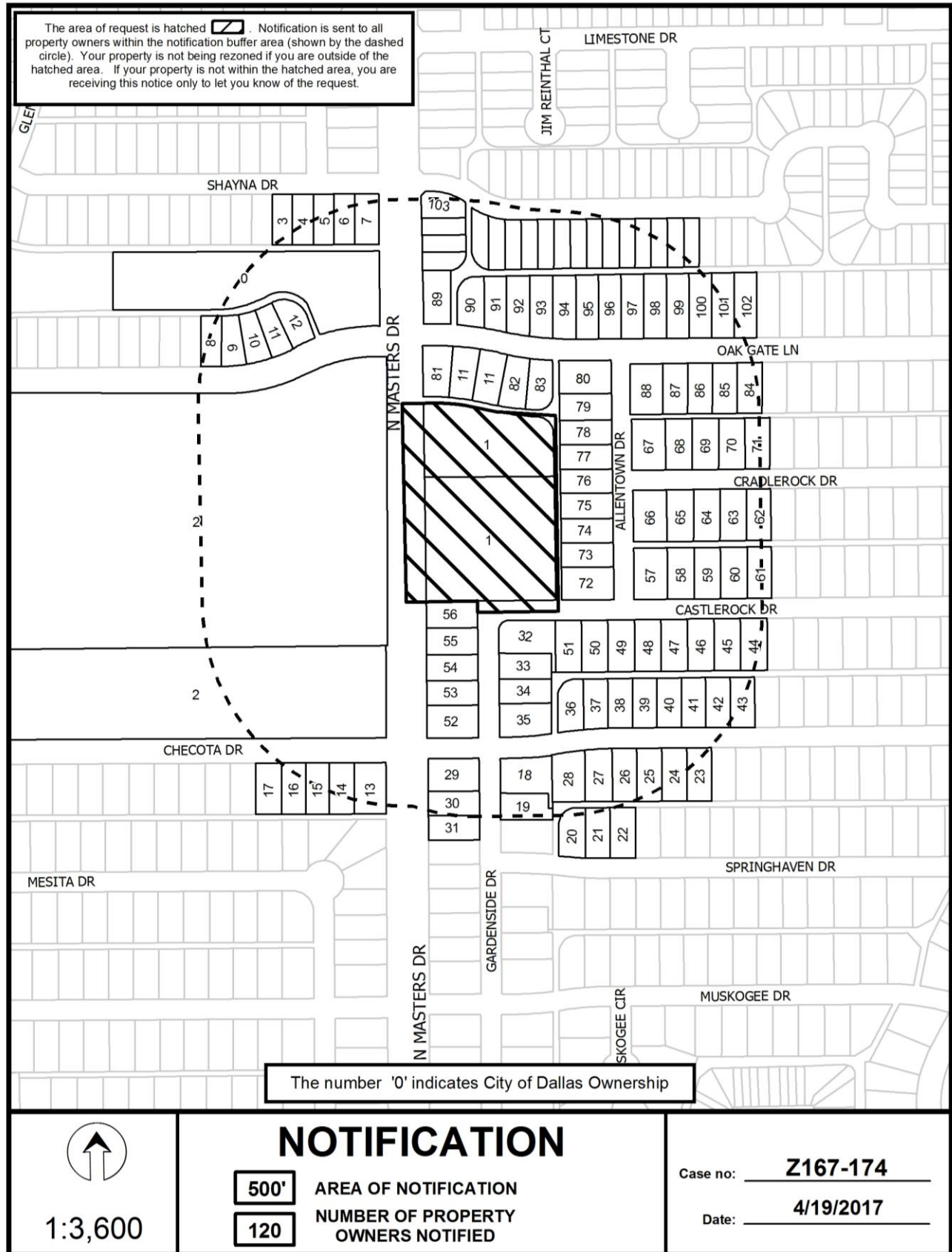


Z167-174(WE)









Notification List of Property

Z167-174

120 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1636 N MASTERS DR	PLEASANT HILL MISSIONARY
2	1625 N MASTERS DR	Dallas ISD
3	10120 SHAYNA DR	IBARRA JOB &
4	10124 SHAYNA DR	ESPINOZA ORLANDO
5	10130 SHAYNA DR	LOPEZ HECTOR &
6	10136 SHAYNA DR	BUTTERS RAYMOND CARL JR
7	10140 SHAYNA DR	BLADES WILSON CHARLES
8	10115 OAK GATE LN	MORGAN EVA J
9	10119 OAK GATE LN	GANT BARBARA ANN
10	10123 OAK GATE LN	SOLANO VITA VALDEZ
11	10127 OAK GATE LN	MECCA APRIL INC
12	10131 OAK GATE LN	FOGERSON PATRICK L & MELISSA M
13	10132 CHECOTA DR	BARAJAS JOSE L
14	10128 CHECOTA DR	MORELOCK FRANCES M
15	10124 CHECOTA DR	QUIROZ PABLO & RAMONA
16	10120 CHECOTA DR	HENDERSON YVONNE
17	10116 CHECOTA DR	RAMIREZ VICTOR M &
18	1544 GARDENSIDE DR	WILLIAMS SANDRA A
19	1540 GARDENSIDE DR	DELBOSQUE ISRAEL M &
20	10315 SPRINGHAVEN DR	EDWARDS CAROL SAPP
21	10321 SPRINGHAVEN DR	LYLES MELVIN E
22	10327 SPRINGHAVEN DR	RAMOS LUIS L &
23	10338 CHECOTA DR	NOBLE BILLY C ETAL
24	10334 CHECOTA DR	GAINES JACQUELYN
25	10328 CHECOTA DR	TAGGART JAMES ARTHUR & STACIA ANN
26	10324 CHECOTA DR	STUBBLEFIELD MONICA C

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	10320 CHECOTA DR	CORONA JESUS & ANITA
28	10314 CHECOTA DR	ANTON JOSE ELOY
29	1545 GARDENSIDE DR	YOUNGBLOOD TERRY L &
30	1541 GARDENSIDE DR	JACKSON ERNESTINE
31	1535 GARDENSIDE DR	RUIZ PABLO
32	1624 GARDENSIDE DR	WATSON PERCY ALVIN JR &
33	1618 GARDENSIDE DR	ESTERS WILLIAMS SUNDRA
34	1612 GARDENSIDE DR	CASTILLO IBAN
35	1608 GARDENSIDE DR	DEBUSK VICTORIA
36	10315 CHECOTA DR	HOUSTON LORETTA J
37	10321 CHECOTA DR	GILES JOE L
38	10325 CHECOTA DR	MORALES JESUS C
39	10329 CHECOTA DR	SALAISESFRAIRE MA INES
40	10333 CHECOTA DR	THOMPSON RACHEL MAE
41	10337 CHECOTA DR	WILLIAMS BILLY R
42	10341 CHECOTA DR	LEONHARDT RICHARD & HELEN
43	10347 CHECOTA DR	MORGAN BARBARA ANN
44	10404 CASTLEROCK DR	WALKER DAVID E JR &
45	10342 CASTLEROCK DR	AZARIA JILL
46	10338 CASTLEROCK DR	TAYLORROBINSON PEARLE S
47	10334 CASTLEROCK DR	JARAMILLO BLANCA
48	10328 CASTLEROCK DR	324 ALISOS LLC
49	10324 CASTLEROCK DR	MARSHALL TONY D
50	10320 CASTLEROCK DR	LYON NORA
51	10314 CASTLEROCK DR	SALAMANCA JOSE & MATILDE
52	1607 GARDENSIDE DR	ANDRADE ROMAN & JUANA
53	1611 GARDENSIDE DR	HICKS LEZETTA PEARL
54	1617 GARDENSIDE DR	CHASE IRMA
55	1623 GARDENSIDE DR	ANDREWS ANTHONY D
56	1629 GARDENSIDE DR	ORTIZ LORETO
57	10329 CASTLEROCK DR	SAENZ LUCRECIA

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	10335 CASTLEROCK DR	ANGLEFORGE PROPERTIES LLC
59	10339 CASTLEROCK DR	DITMARS JERRIE
60	10345 CASTLEROCK DR	BERGANZA RUBEN A &
61	10405 CASTLEROCK DR	LIRA DANIEL & VIANEY
62	10404 CRADLEROCK DR	BROWN MATTIE P EST OF
63	10328 CRADLEROCK DR	BROWN JERRY MICHAEL
64	10322 CRADLEROCK DR	MARTINEZ ISMAEL
65	10316 CRADLEROCK DR	ORANDAY JUAN F & MARIA R
66	10310 CRADLEROCK DR	MARTINEZ LORENZO
67	10311 CRADLEROCK DR	PHILLIPS RUDOLPH
68	10317 CRADLEROCK DR	FIGUEROA JAMES
69	10323 CRADLEROCK DR	PARAMO DAVID ORTIZ
70	10329 CRADLEROCK DR	MARTINEZ GABINO F
71	10403 CRADLEROCK DR	MA LEG PTNRS 2
72	1605 ALLENTOWN DR	KERBOW HERBERT
73	1609 ALLENTOWN DR	ULLOA JUAN A
74	1617 ALLENTOWN DR	CARUTHERS LELA ET AL
75	1623 ALLENTOWN DR	DIAZ VICTOR M
76	1705 ALLENTOWN DR	TRUE DFW2015 HOMES LLC
77	1709 ALLENTOWN DR	WASHINGTON LASALLE L SR &
78	1721 ALLENTOWN DR	ESPINOZA JORGE M &
79	1715 ALLENTOWN DR	RENTAL TRANSITION LLC
80	1729 ALLENTOWN DR	CHARLESTON TERRY
81	10210 OAK GATE LN	GUEVARA JUAN JR
82	10228 OAK GATE LN	RODRIGUEZ MIGUEL A
83	10234 OAK GATE LN	BOWMAN VERA
84	10404 OAK GATE LN	GOMEZ MARIA S
85	10328 OAK GATE LN	DOUBLE STAR PROPERTIES LP
86	10322 OAK GATE LN	GROSS RONALD
87	10316 OAK GATE LN	CARRILLO ANGELITA M
88	10310 OAK GATE LN	GALLEGOS JOSE GRANCISCO NAVARRO &

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	10203 OAK GATE LN	MURRELL NATHANIEL A JR
90	10209 OAK GATE LN	GONZALEZ ROGELIO &
91	10215 OAK GATE LN	VELASQUEZ JOSE &
92	10221 OAK GATE LN	CALHOUN BEVERLY ANN &
93	10227 OAK GATE LN	VALADEZ ALFREDO &
94	10233 OAK GATE LN	MCCORD MICHAEL D &
95	10239 OAK GATE LN	RAMIREZ MARCELO
96	10245 OAK GATE LN	RAMIREZ JOSE CELESTINO &
97	10303 OAK GATE LN	MONJARAS MARTIN
98	10309 OAK GATE LN	HERNANDEZ AGUSTIN EST OF
99	10315 OAK GATE LN	C P ORIGINATIONS LTD
100	10321 OAK GATE LN	MACIAS JOSE LUIS BUENDIA &
101	10327 OAK GATE LN	IBARRA JOSE LUIS &
102	10403 OAK GATE LN	CISNEROS AMADO &
103	1834 N MASTERS DR	HARGROVE LECHIA
104	1830 N MASTERS DR	CASTILLO HILDA RODRIGUEZ
105	1826 N MASTERS DR	SILVA RAMIRO & ELVA
106	1822 N MASTERS DR	RAMIREZ MARIA
107	10206 SHAYNA DR	ORONA SYLVIA
108	10210 SHAYNA DR	ARELLANO FELIX
109	7 SHAYNA DR	NARVAEZ FRANCISCO J
110	10218 SHAYNA DR	FELLOWS JEANETTE
111	10222 SHAYNA DR	SANTOS FELIPE & MARIA A
112	10226 SHAYNA DR	RAMSEY ZETTIA M
113	10230 SHAYNA DR	FERRETIZ JULIO & MARIA
114	10234 SHAYNA DR	SALAZAR ARMANDO &
115	10238 SHAYNA DR	JARAMILLO JUAN &
116	10242 SHAYNA DR	GOMEZ MARTIN E
117	10246 SHAYNA DR	WATKINS APRIL
118	10250 SHAYNA DR	JIMENEZ MARTHA
119	10254 SHAYNA DR	RAMIREZ IMELDA

Z167-174(WE)

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	10258 SHAYNA DR	COLA CAROL BUSBY

FILE NUMBER: Z167-236(WE) **DATE FILED:** March 6, 2017**LOCATION:** Marsalis Avenue and Garza Avenue, northwest corner**COUNCIL DISTRICT:** 4 **MAPSCO:** 65-A**SIZE OF REQUEST:** Approx. 23.365 acres **CENSUS TRACT:** 59.02

APPLICANT / OWNER: Dallas Independent School District (DISD)**REPRESENTATIVE:** Robert Baldwin
Baldwin Associates**REQUEST:** An application for an expansion to, and an amendment to, Planned Development District No. 838 for a public school other than an open-enrollment charter school and R-7.5(A) Single Family District uses on property zoned an R-7.5(A) Single Family District and Planned Development District No. 838.**SUMMARY:** The purpose of this request is to allow for the expansion of the school [South Oak Cliff High School]. DISD is proposing to increase the square footage of the administration offices, cafeteria and add a new gymnasium. In addition, the DISD is proposing to add a new driveway approach on Marsalis Avenue to access additional parking in front of the school and bring the athletic track into the PD. The existing youth and family center and maintenance facilities located on the northwest portion of the athletic field will be an accessory use to the main campus and will be permitted by right.**STAFF RECOMMENDATION:** Approval, subject to a revised development/landscape plan, revised traffic management plan and conditions.

BACKGROUND INFORMATION:

- The applicant's request for an expansion of, and an amendment to, Planned Development District No. 838 will allow for an increase in the total square footage of specific facilities within the campus and the construction of a new gymnasium and student entry. The additional square footage and addition will be constructed on the west and northwest quadrant of the campus. An additional 8.989 acres will be brought into the Planned Development District, which includes the adjacent athletic field and maintenance facilities.
- On January 2011, the City Council approved Planned Development District No. 838 for a public school other than an open-enrollment charter school and R-7.5(A) Single Family District uses on property zoned an R-7.5(A) Single Family District.
- The approval of PDD No. 838 in January 2011, permitted the following expansion to the campus by 1) enclosing an open area that will increase the floor area by 28,000 square feet, 2) permitting the existing off-street parking in the front yard 3) modifying the screening and landscaping requirements, 4) allowing by right, a youth and family center on campus.
- The youth and family center provides social, recreational, referral or out-patient medical dental or optical treatment services to the students and parents at the high school. The youth and family center is an accessory use to the main campus. The maintenance facilities that are located on the northwest portion of the athletic field will be an accessory use and will be permitted by right.

Zoning History: There have not been any zoning cases in the area over the past five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
E. Overton Road.	Local	55 ft.	55 ft.
S. Marsalis Avenue	Local	80 ft.	80 ft.
Garza Avenue	Local	50 ft.	50 ft.

Land Use:

	Zoning	Land Use
Site	PDD No. 838, R-7.5(A)	School, Athletic field
North	R-7.5(A), MF-2(A), RR	Single Family, Undeveloped, Hospital
South	R-75(A)	Single Family
East	R-7.5(A)	Single Family
West	PDD No. 69	Multifamily

Development Standards:

<u>DISTRICT</u>	<u>SETBACKS</u>		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
PDD No. 838 School & Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%	N/A	Single family, School, accessory youth and family center

COMPREHENSIVE PLAN: The fowardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The fowardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

LAND USE**GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

STAFF ANALYSIS:

Land Use Compatibility: The 23.365 acre campus is developed with a 3-story, 270,000 square foot high school and an athletic field. The applicant's request will allow for the expansion of the school that will include an increase the square footage of the administration offices, cafeteria, a new gymnasium and student entry. In addition, the DISD is proposing to add a new driveway approach on Marsalis Avenue to access additional parking in front of the school and bring the athletic track into the PD. Bring the adjacent athletic field and maintenance facilities into PDD No. 838 are part of the expansion process. The maintenance facilities that are located on the northwest portion of the athletic field will be an accessory use and will be permitted by right.

The Dallas Independent School District (DISD) will add an approximate 73,410 square feet of floor area to the school and have designated an area on the southern portion of the campus to construct seven additional modular buildings within the designated area. The campus also have a youth and family center, which provides social, recreational, referral or out-patient medical dental or optical treatment services to the students and parents at the high school. The youth and family center is an accessory use to the main campus

In January 2011, the City Council approved Planned Development District No. 838 that limited the maximum floor area to 410,150 square feet. This amendment to PDD No. 838 will reduce the maximum floor area from 410,150 square feet to 360,000 square feet. The reduction in floor area will reflect more accurately the floor area the school requires with the expansion to the campus. In the event the school is razed and the site is redeveloped, the 360,000 square feet of floor area will accommodate the development of a new school.

The surrounding land uses are primarily residential. There is a hospital and a tract of undeveloped land that is located north of the request site, across East Overton Road.

Staff has reviewed and recommends approval of the applicant's request for a Planned Development District for a public school other than an open enrollment charter school. The proposed modifications to the campus should not adversely impact the surrounding area.

Landscaping: Landscaping will in accordance to the landscaping requirements in Article X, as amended.

Traffic: The Engineering Division of the Sustainable Development and Construction Department has reviewed the request and determined that the proposed development will not have a negative impact on the surrounding street system.

An updated Traffic Management Plan (TMP) was required in 2012 but was not submitted. However, the applicant submitted an updated TMP report for this application. The Engineering Division has reviewed and supports the revised TMP. As with all TMPs, the applicant is required to submit a traffic study to the director each even-numbered year, to determine if the TMP is being implemented effectively.

Parking: The requirement for off-street parking for the school is derived by two criteria: 1) the number of classrooms and 2) the type of institution that serves the students (e.g., elementary, middle or high school). The Dallas Development Code requirement for off-street parking for a high school is:

- nine and one-half spaces for each high school classroom

The total number of proposed classrooms determines the number of required parking spaces. The high school currently has 60 classrooms. The number of required off-street parking spaces for the high school is 570 spaces and the applicant is proposing to provide 318 off-street parking spaces. The Engineering Division of Sustainable Development supports the reduction in the required off-parking because the high school has been in operation since the 1950s.

DISD will have to meet the parking requirements in accordance to Section 51A-4.200 of the Dallas Development Code for any future expansion.

Staff has reviewed and recommends approval of the proposed conditions. Typically, there is language in the Planned Development conditions that prohibits new schools from queuing within the City's right-of-way. However, since this is an existing high school, the Engineering staff supports maintaining the existing conditions. The applicant has provided staff with a TMP that reflects the current implementation of the administrations procedures in directing traffic during school hours.

Moreover, the applicant has requested to eliminate the provision in the conditions that states that any future expansion of the school must adhere to the off-street parking requirements. The applicant has provided supporting documentation to our engineers to support removing the language. The campus has sufficient amount of off-street parking spaces to meet the student and facility demands. Hence, the off-street parking requirement of 318 spaces will not change.

The Engineering Division of the Sustainable Development and Construction Department has reviewed and supports the TMP. In addition, the Mobility and Street Services Department has no objections to the applicant's request. The applicant is required, as with all Traffic Management Plans, to submit a traffic study to the director each even-numbered year, to determine if the TMP is being implemented effectively.

<p>LIST OF BOARD OF TRUSTEES Dallas Independent School District</p>
--

- Dan Micciche
- Edwin Flores
- Audrey Pinkerton
- Jaime Resendez
- Dustin Marshall
- Lew Blackburn
- Joyce Foreman
- Miguel Solis
- Bernadette Nutall

PROPOSED PDD CONDITIONS

SEC. 51P-838.101. LEGISLATIVE HISTORY.

PD 838 was established by Ordinance No. 28105, passed by the Dallas City Council on January 26, 2011.

SEC. 51P-838.102. PROPERTY LOCATION AND SIZE.

PD 838 is established on property located at the northwest corner of Garza Avenue and Marsalis Avenue. The size of PD 838 is approximately [14.376] 23.365 acres.

SEC. 51P-838.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article ACCESSORY YOUTH AND FAMILY CENTER means a multi-functional facility sponsored or operated by a public school district as an accessory use to a school where a combination of social; recreational; welfare; health; rehabilitation; counselling; educational; referral; or out-patient medical, dental, or optical treatment services are provided to students and their family members.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district.

SEC. 51P-838.104. EXHIBITS.

The following exhibits are incorporated into this article:

(1) Exhibit 838A: development plan/landscape plan.

(2) Exhibit 838B: traffic management plan.

SEC. 51P-838.105. DEVELOPMENT PLAN.

(a) For a public school other than an open-enrollment charter school, development and use of the Property must comply with the development

plan/landscape plan (Exhibit 838A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

SEC. 51P-838.106. MAIN USES PERMITTED.

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the R-7.5(A) Single Family District, subject to the same conditions applicable in the R-7.5(A) Single Family District, as set out in Chapter 51A. For example, a use permitted in the R-7.5(A) Single Family District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the R-7.5(A) Single Family District is subject to DIR in this district; etc.

(b) The following main use is permitted by right:

- Public school other than an open-enrollment charter school.
- Utility or government installation other than listed [Maximum floor area is limited to 9,500 square feet and height is limited to one story].

SEC. 51P-838.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) The following accessory use is permitted by right:

- Accessory youth and family center.

SEC. 51P-838.108. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the R-7.5(A) Single Family District apply.

(b) Front yard.

(1) For a public school other than an open-enrollment charter school, minimum front yard is 20 feet.

(2) For a public school other than an open-enrollment charter school, off-street parking is permitted in the required front yard in accordance with Section 51P-838.109.

(c) Side and rear yard.

(1) For a public school other than an open-enrollment charter school, minimum side and rear yard is 20 feet.

(2) For all other uses, minimum side yard is 10 feet and minimum rear yard is 15 feet.

(d) Floor area. For a public school other than an open-enrollment charter school, maximum floor area is [401,150] 360,000 square feet.

(e) Height. If any portion of a structure used as an institutional and community service use or a utility and public service use is over 26 feet in height, that portion may not be located above a residential proximity slope. Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(f) Lot coverage. Maximum lot coverage is 30 percent for nonresidential structures. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(g) Lot size. For a public school other than an open-enrollment charter school and a utility or government installation other than listed, no minimum lot size.

SEC. 51P-838.109. OFF-STREET PARKING AND LOADING.

(a) Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) For a public school other than an open-enrollment charter school, a minimum of 318 off-street parking and loading spaces must be provided as shown on the development plan. ~~Future expansion of the public school other than an open-~~

~~enrollment charter school after January 26, 2011 must adhere to the off-street parking and loading requirements of Division 51A-4.200.~~

(c) Utility or government installation other than listed. A minimum of 19 spaces must be provided as shown on the development plan.

SEC. 51P-838.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-838.111. LANDSCAPING.

(a) Except as provided in this section, landscaping must be provided in accordance with Article X.

(b) For a public school other than an open-enrollment charter school, landscaping must be provided as shown on the development plan/landscape plan. If there is a conflict between the text of this article and the development plan/landscape plan, the text of this article controls.

(c) Plant materials must be maintained in a healthy, growing condition.

SEC. 51P-838.112. TRAFFIC MANAGEMENT PLAN.

(a) In general. Operation of a public school other than an open-enrollment charter school must comply with the traffic management plan (Exhibit 838B).

(b) Traffic study.

(1) The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by March 1, [2012] 2020. After the initial traffic study, the Property owner or operator shall submit updates of the traffic study to the director by March 1 of each even-numbered year.

(2) The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:

(A) ingress and egress points;

- (B) queue lengths;
- (C) number and location of personnel assisting with loading and unloading of students;
- (D) drop-off and pick-up locations;
- (E) drop-off and pick-up hours for each grade level;
- (F) hours for each grade level; and
- (G) circulation.

(3) Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

(A) If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

(B) If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

(c) Future expansion. Before issuance of a building permit in the expansion area shown on the development plan, the Property owner or operator shall:

(1) submit additional data to the director showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation; and

(2) submit an amended traffic management plan.

(d) Amendment process.

(1) A traffic management plan may be amended using the minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3).

(2) In order to amend a traffic management plan, the Property owner or operator must provide data showing the number of students who live within walking distance of the school, how many students actually walk to school, and how many students use public transportation.

(3) The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.

SEC. 51P-838.113. SIGNS.

(a) Except as provided in this section, signs must comply with the provisions for non-business zoning districts in Article VII.

(b) A public school other than an open-enrollment charter school is allowed one detached sign with a maximum height of 25 feet and an effective area of 150 feet in the location shown on the development plan.

SEC. 51P-838.114. ADDITIONAL PROVISIONS.

(a) The Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(c) Light standards for accessory athletic fields that exceed 15 feet in height must provide a minimum setback of 50 feet in addition to compliance with residential proximity slope. Maximum height of the light standards is 75 feet.

(d) A public school other than open-enrollment charter school must provide sidewalk crossings at each intersection of driveway and sidewalk.

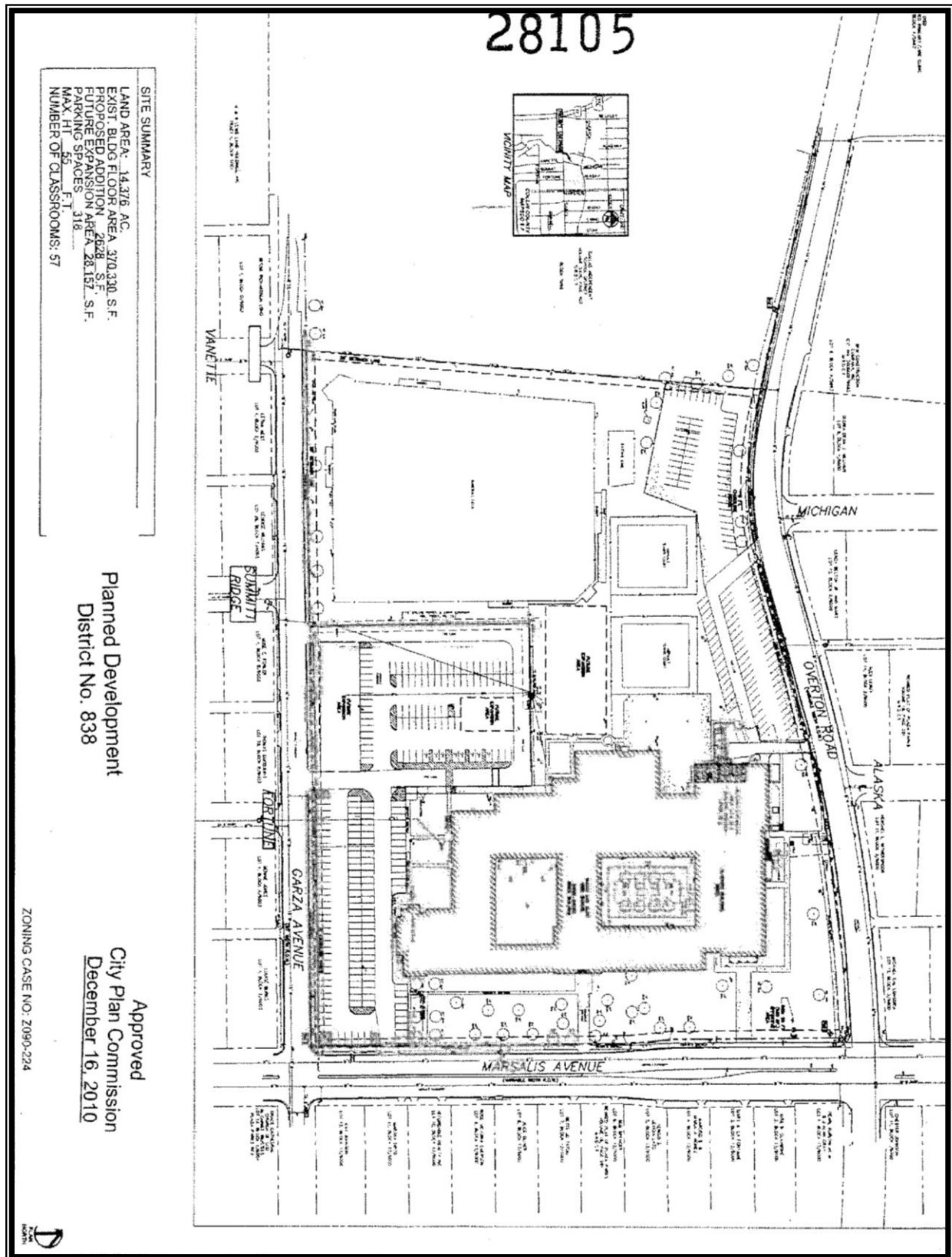
SEC. 51P-838.115. COMPLIANCE WITH CONDITIONS.

(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.



EXISTING DEVELOPMENT PLAN



REVISED TRAFFIC MANAGEMENT PLAN
DISD South Oak Cliff High School
Dallas, Texas

TABLE OF CONTENTS

INTRODUCTION.....	16
<i>Project Description</i>	16
<i>TMP Objectives</i>	17
<i>Methodology</i>	18
<i>Expectations</i>	19
<i>Changes to TMP</i>	20
Traffic Management Plan	20

Proposed Site Plan

Exhibit 1. Existing Conditions

Exhibit 2. Recommendations/Proposed Conditions

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained on behalf of **Dallas Independent School District (DISD)**, to prepare a Traffic Management Plan (TMP) for the *South Oak Cliff High School* (the “School”) located at 3601 S Marsalis Avenue in Dallas, Texas. This TMP is site-specific and relates to the peak traffic activity associated with school traffic at the site.

DISD is seeking to amend the existing Planned Development District (PD No. 838) for the site from the City of Dallas (the “Approving Agency”) to facilitate proposed site improvements. Submittal of a TMP, prepared by a registered professional engineer experienced and skilled in the field of traffic/transportation engineering, is one of the requirements of the Approving Agency’s application process. This TMP was prepared by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, and other fields.

Project Description

The site currently consists of an existing public high school. Current enrollment is summarized below in Table 1. The School is not anticipating an increase enrollment as a result of the Project. School starts at 9:15 AM and ends at 4:15 PM.

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	425
10th Grade	341
11th Grade	285
12th Grade	248
CURRENT TOTAL	1,299

*Enrollment data provided by DISD.

Access to the campus is provided on Garza Avenue and Overton Road. Garza Avenue is a local street that terminates immediately west of the campus while Overton Road is a community collector. Both Garza Avenue and Overton Road intersect with Marsalis Avenue (east of school), a six-lane, median-divided minor arterial. The intersection of Marsalis Avenue and Overton Road is signalized. Land uses surrounding the site are predominately single-family residential with some multifamily uses in the vicinity.

A proposed site plan for the DISD South Oak Cliff High School, provided by Baldwin Associates, is attached at the end of this report.

TMP Objectives

A Traffic Management Plan (TMP) is a site- or area-specific plan of recommended actions and strategies to manage vehicular traffic and parking, pedestrian activity, and travel by all other modes during peak demand conditions for a planned event. The “Objectives” of a TMP are to:

1. Provide a safe environment for all Users on site and the travelling public in the vicinity of the site during the Event times;
2. Minimize (and maintain within reasonable levels) travel delays and traffic congestion on site and in the vicinity of the site during the Event;
3. Ensure reasonable access and circulation is maintained on the public street system in the vicinity of the site during the Event;
4. Provide appropriate information to the travelling public in the vicinity of the site to allow for proper awareness of anticipated traffic conditions during the Event; and,
5. Promote reasonable strategies to manage travel demand to and from the site, including use of alternative modes of travel (such as walk, bike, bus, transit, etc.), when practical.

DEFINITIONS:

Terms are used in this report:

“Event”– a planned event(s), recurring or non-recurring, for which this TMP is being prepared (i.e., “school day”)

“School” (a.k.a., “Event Organizer”) – the person, group, or organization responsible for the Event

“TMP Manager” – a person or persons designated by the School to implement the TMP (also see additional tasks in the *Expectations* section)

“Users” – guests/patrons attending the Event

“Analyst” – the person(s) preparing the TMP for the School

“Approving Agency” – the municipality or government agency requiring the Traffic Management Plan

“Traffic Department” – the department of the public agency responsible for traffic operations for a given right-of-way

“Site” – the property at which the Event is located (generally assumed to be occupied by the School)

“TMP Strategies” – actions recommended by the Analyst to be undertaken before, during, or after the Event in order to manage traffic on or off site

DISCLAIMERS:

A TMP should be developed by, or in concert with, an individual familiar with the general characteristics of the Event and the associated traffic/transportation needs. For this study, PK worked with School representatives to develop the proposed recommendations.

Recommended TMP Strategies should be based upon applicable engineering principles of traffic safety and traffic operations.

Any recommended TMP Strategies involving traffic control devices in the public right-of-way (including installation or removal of signs, pavement markings, etc.) are subject to the approval of, and must be implemented under direction of, the Traffic Department.

No private individual should perform, or attempt to perform, any act of traffic control within public right-of-way; only deputized officers of the law or other authorized representatives of the Traffic Department may manipulate traffic conditions within the public right-of-way.

Pacheco Koch was not involved with site selection, site design, or the current operations for this project. Pacheco Koch is not responsible for the *implementation* of the recommended TMP Strategies contained in this study.

Methodology

When feasible, the Analyst should conduct first-hand observations of existing event to develop an understanding of site-specific traffic/transportation characteristics, such as: drop-off/pick-up frequency, parking needs, alternative travel mode use, safety issues, queuing, traffic congestion, site access, current traffic management strategies in use, etc. When it is not feasible to conduct such observations, interviews with staff or personnel familiar with those items is desirable. When neither option is available, the Analyst may be required to rely upon published information and/or professional judgment and experience.

Once the base information is assembled, the Analyst should estimate the projected traffic/transportation characteristics generated by the proposed Event. Next, the Analyst should inventory the attributes and resources of the subject site and determine how the site can best accommodate those projected conditions. Based upon that assessment, the recommended TMP Strategies shall be developed to optimally achieve the basic TMP Objectives. The recommended TMP Strategies should be reviewed by the School (ideally, the TMP Manager) for refinement and approval before formal submittal to the Approving Agency.

Expectations

NOTE TO SCHOOL: By submittal of a TMP to the Approving Agency, the School is implicitly agreeing to implement, maintain, and comply with the recommended actions presented herein subject to acceptance by Approving Agency and any associated conditions Approving Agency may impose. It is also inferred that the School agrees to be self-accountable for these actions until and unless Approving Agency deems further measures are appropriate or the TMP is no longer required.

Recommended TMP Strategies may include one-time measures to be implemented before the Event and/or ongoing actions to be performed before, during, or after the Event. Recommended TMP Strategies involving on-site measures or actions are generally considered to be the responsibility of the School.

To ensure appropriate compliance and consistent implementation of the TMP, it is recommended that the School appoint a TMP “Manager”. In general, a Manager should be a qualified and capable individual or group of individuals assigned to take responsibility of the TMP and be accountable for successful implementation in order to achieve the Objectives described earlier (see “*School starts at 9:15 AM and ends at 4:15 PM.*”).

Table 1. Current Enrollment

LEVEL	STUDENTS ENROLLED
9th Grade	425
10th Grade	341
11th Grade	285
12th Grade	248
CURRENT TOTAL	1,299

*Enrollment data provided by DISD.

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A proposed site plan for the DISD South Oak Cliff High School, provided by Baldwin Associates, is attached at the end of this report.

”). Other specific duties of the Manager include:

- Monitor effectiveness of TMP strategies and make prudent adjustments, as needed, to more effectively accomplish the TMP Objectives

- Maintain an awareness of readily-available alternative transportation modes serving the site and facilitate and promote their use during the Event when practical
- Serve as a liaison to the Approving Agency(-ies), when needed
- When applicable, provide training and direction to other personnel assigned to implement the TMP measures
- Provide instruction to Users on how to comply with the intent of the TMP

Recommended TMP Strategies were developed specifically for the period(s) of peak traffic demand and are depicted in the respective exhibits. For periods of less intense traffic demand, recommended TMP Strategies may be utilized, in part or in whole, as needed to realize the TMP Objectives.

Changes to TMP

Informal changes to any recommended TMP Strategies presented herein to improve efficiency or effectiveness may be implemented at the discretion of the School if those changes are prudent and do not compromise the TMP Objectives. It is recommended that changes implemented under such circumstances be documented and retained by the School for future reference or upon request. At the discretion of the Approving Agency, submittal of a formally revised TMP report/document or a validation study may be required on a predetermined or as-needed basis.

Traffic Management Plan

NOTE: Recommended TMP Strategies contained herein are based upon the best data, site-specific information, and analytical processes readily available at the time of the study. However, specific quantities related to traffic congestion at peak periods (e.g., duration, length of queue, etc.) are estimated values. Actual quantities may vary due to unknown or unquantifiable variables and other operational factors that may occur. In the event that actual, future conditions generate undue burden on Users and/or the travelling public, modifications to the TMP should be considered. (See preceding NOTE for guidance on implementing changes to the TMP.) However, in extreme conditions, TMP actions may not be capable of mitigating all traffic conditions, and it may be incumbent on the School to consider operational, institutional, or other long-term changes to address issues on a more permanent basis.

A graphical summary of existing conditions is depicted in **Exhibit 1**; graphical summaries of recommendations and proposed conditions are depicted in **Exhibit 2**.

A summary of specific recommendations is provided below:

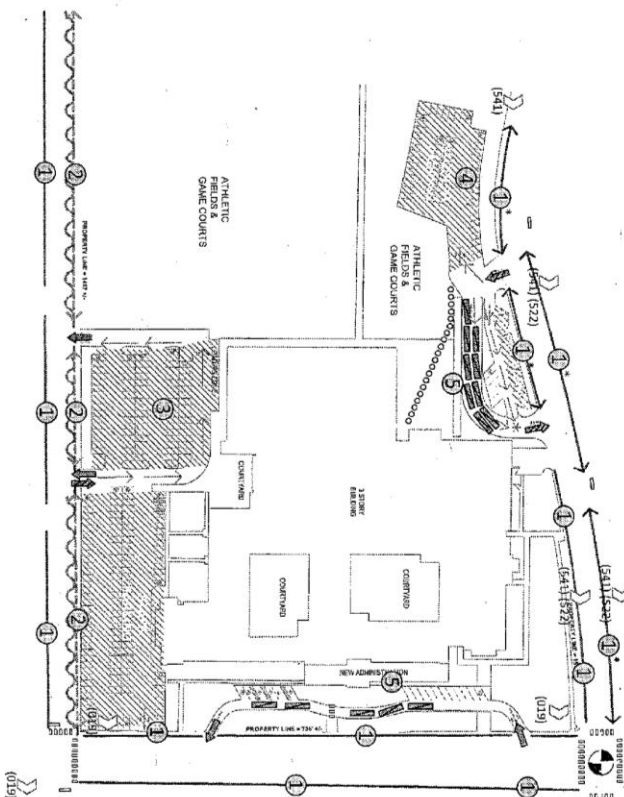
1. Enforce existing, on-street parking restrictions in residential areas (not fronting school property) and on thoroughfares during school traffic periods. [Intent: to

minimize impact to neighborhood.] (Add new restricted parking zone illustrated in **Exhibit 2.**)

2. Allow short-term, on-street parking along school frontages on local streets during school traffic periods (i.e., adjust existing restrictions).
3. Allocate parking area for parent waiting/loading. [Intent: To provide an off-street location for parents to stand/park during afternoon pick-up period in lieu of standing/parking in front of residences or on thoroughfares.]
4. Assign all student parking to designated lot.
5. Relocate all school bus loading to new school bus loading areas.

END OF MEMO

Proposed Conditions



Access Point

* - Officer

EXHIBIT 2 Z167-230

Traffic Management Plan Proposed Conditions

DISD South Oak Cliff High School, Dallas, Texas



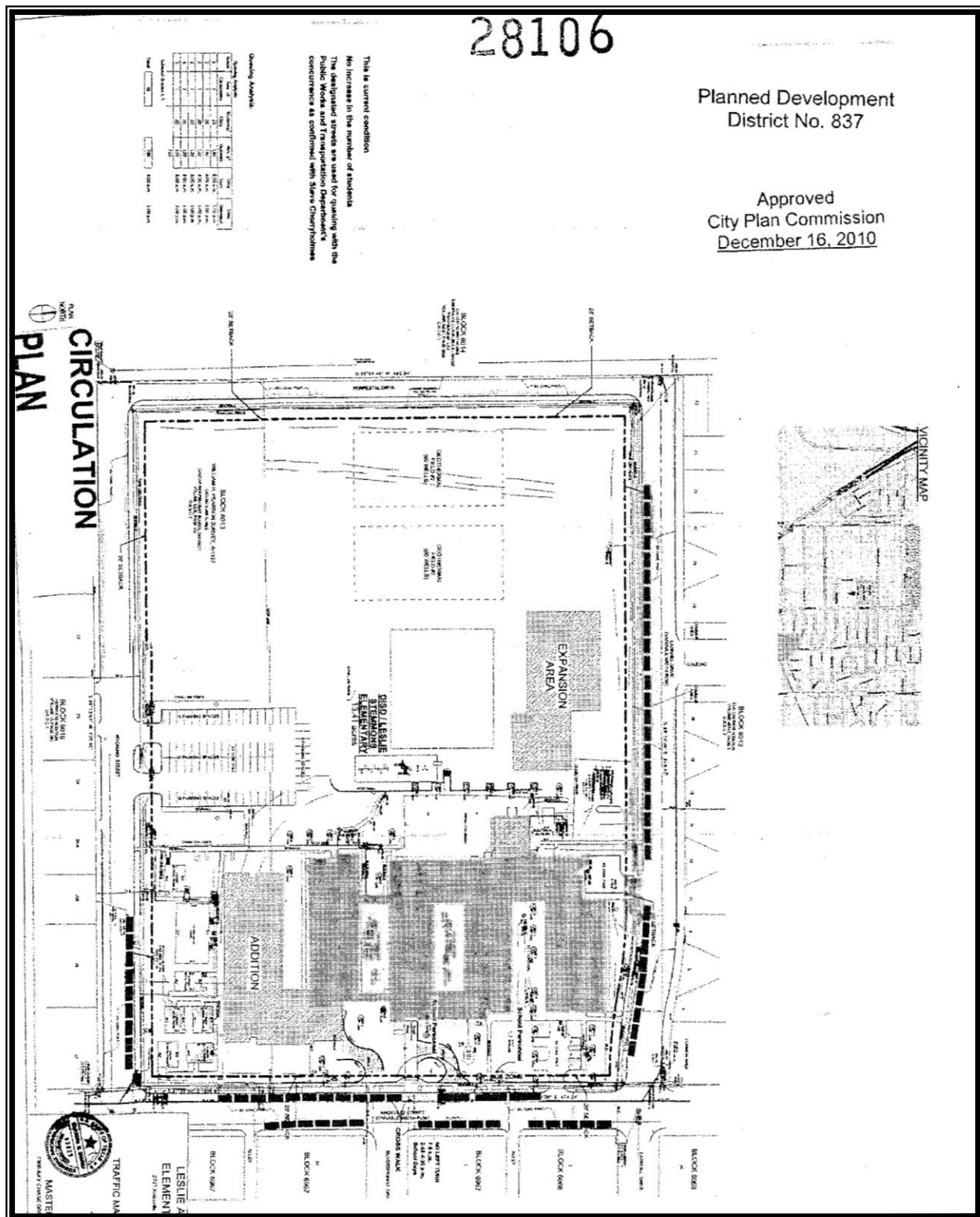
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY STEVE E. STONER, P.E. #48428 ON 05/09/2017. ATTENTION OF A SEATED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

BACKGROUND:	Event Information Aggregating Agency Event/Type Event Organizer Event Time(s)/Date (s) Event Frequency
	City of Dallas Public School (High School) South Oak Cliff High School Weekday morning & evenings (seasonal) <u>Recurring / Occasional / One-time</u>

- RECOMMENDATIONS
 - ① Enforce Existing On-street Parking Restrictions in Residential Areas (Not Fronting School Property) During School Traffic Periods (*Add New Restricted Parking Zone)
 - ② Allow Short-term, On-street Parking Along School Frontages During School Traffic Periods
 - ③ Allocate Parking Area to Designated Parent Waiting/Loading Area
 - ④ Designated Student Parking Lot
 - ⑤ Designated School Bus Loading Areas

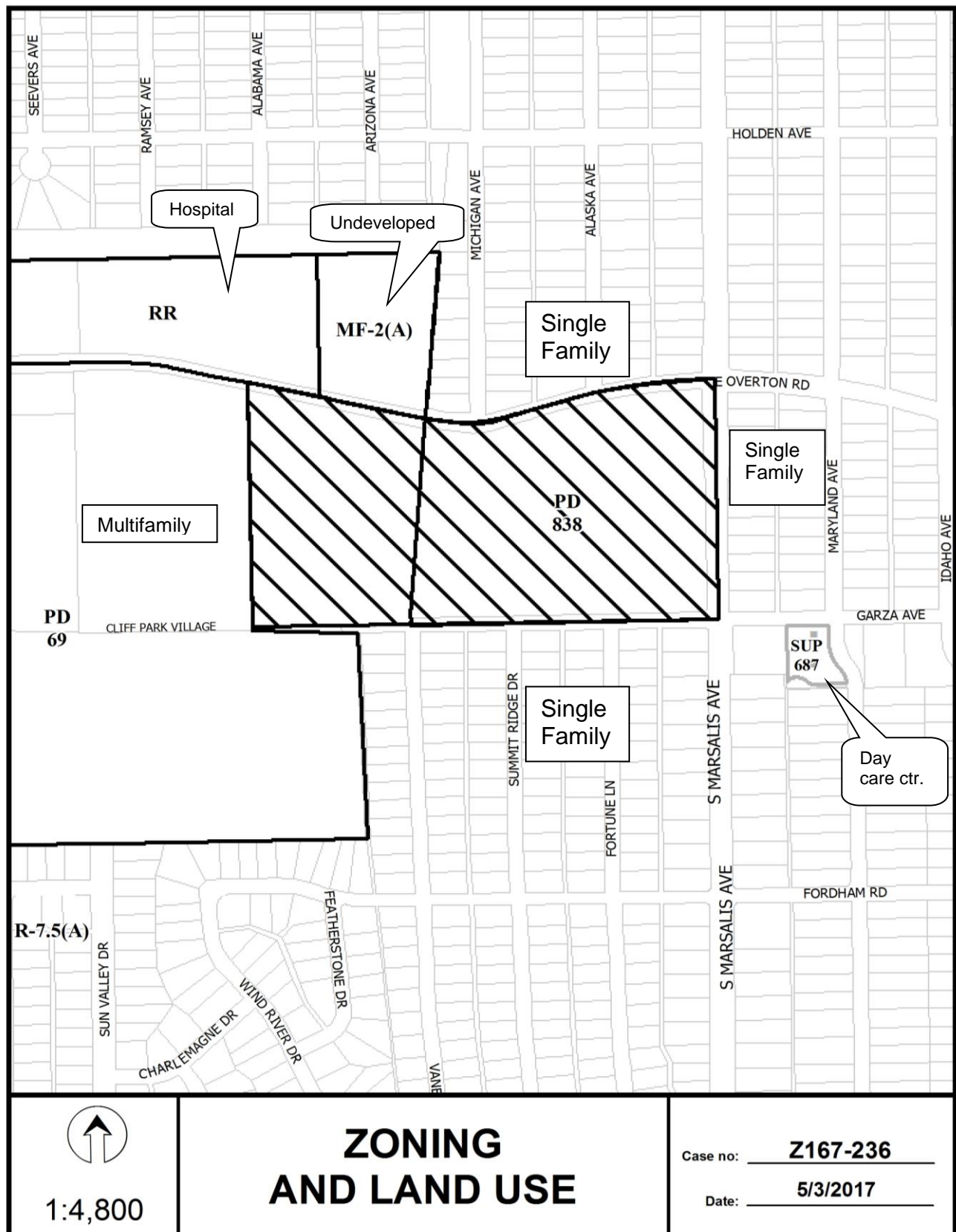
Existing Traffic Management Plan

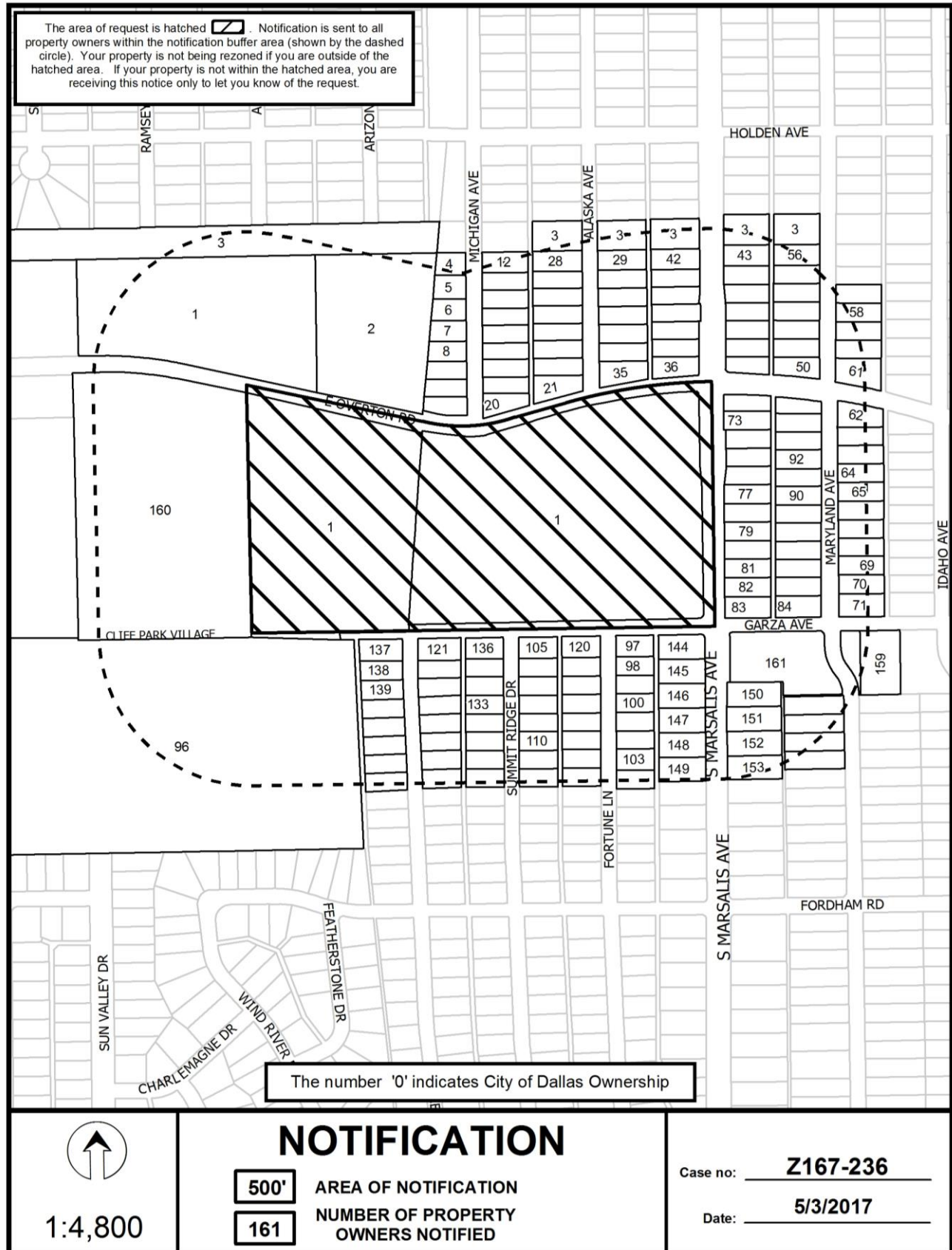
Circulation plan











Notification List of Property Owners

Z167-236

161 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	200 E OVERTON RD	Dallas ISD
2	405 E OVERTON RD	THE TURNER CORPORATION
3	3502 S BECKLEY AVE	TEXAS UTILITIES ELEC CO
4	3431 MICHIGAN AVE	HINTON ORR
5	3503 MICHIGAN AVE	WILLIAMS OSCAR L
6	3511 MICHIGAN AVE	LOVE ONDRECE
7	3515 MICHIGAN AVE	HERNANDEZ ALEJANDRO &
8	3521 MICHIGAN AVE	HENDERSON ELAINE
9	3527 MICHIGAN AVE	JACKSON ELIZABETH
10	3531 MICHIGAN AVE	SANCHEZ GABRIEL &
11	3535 MICHIGAN AVE	WILLIAMS GLORIA DEAN J
12	3430 MICHIGAN AVE	SPILLER BOBBY L EST OF
13	3502 MICHIGAN AVE	TREJO RAFAEL & DONACIANA
14	3506 MICHIGAN AVE	ALLEN ARLEAN LOUIS WALKER
15	3510 MICHIGAN AVE	COBBGARRETT SHARON
16	3516 MICHIGAN AVE	LINWOOD ROSCOE
17	3520 MICHIGAN AVE	MORENO IRENE
18	3526 MICHIGAN AVE	LEWIS MARGARET A
19	3530 MICHIGAN AVE	HERNANDEZ RODRIGO LOPEZ &
20	3534 MICHIGAN AVE	BELTON LEROY JR
21	3531 ALASKA AVE	ALEX LEROY EST OF
22	3527 ALASKA AVE	COLEMAN LILLIE MAE ESTATE OF
23	3521 ALASKA AVE	BONEY KIM E WOODROFFE &
24	3517 ALASKA AVE	JOHNSON JOE T
25	3511 ALASKA AVE	VILLEGAS ELOY
26	3507 ALASKA AVE	JACKSON JAMES V EST OF

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3503 ALASKA AVE	JOHNSON CHARLES & GLORIA
28	3431 ALASKA AVE	WILLIAMS MARY E
29	3430 ALASKA AVE	CLEVE ONE LLC
30	3502 ALASKA AVE	LARK JEROLINE
31	3506 ALASKA AVE	WILMINGTON SAVINGS FUND SOCIETY FSB
32	3510 ALASKA AVE	GILBERT ROSA
33	3516 ALASKA AVE	PROCTOR MAE D
34	3520 ALASKA AVE	DUNN BILLIE JO
35	3526 ALASKA AVE	WITHERSPOON RUTH
36	3525 S MARSALIS AVE	LONGORIA MICHAEL & ANITA F
37	3521 S MARSALIS AVE	GABRIEL PATRICIA A
38	3517 S MARSALIS AVE	COLEMAN LLOYD
39	3511 S MARSALIS AVE	CHILDRESS BENJAMIN
40	3507 S MARSALIS AVE	SUMMERVILLE FORREST T
41	3503 S MARSALIS AVE	SANCHEZ GABRIEL &
42	3431 S MARSALIS AVE	GREEN JACQUELYNE R
43	3430 S MARSALIS AVE	JEFFERSON PLACE LEARNING
44	3502 S MARSALIS AVE	YARBOUGH MARGIE
45	3508 S MARSALIS AVE	ATCHISON ARTHUR
46	3512 S MARSALIS AVE	TURNER FLOY D & FLORIDA
47	3518 S MARSALIS AVE	ZARCO J GUADELUPE & HORTENSIA HERNANDEZ
48	3522 S MARSALIS AVE	ZARCO GUADALUPE
49	3526 S MARSALIS AVE	ZARCO GUADALUPE
50	3527 MARYLAND AVE	CLAYBORNE OTIS
51	3523 MARYLAND AVE	DICKSON WILLIAM C EST OF
52	3519 MARYLAND AVE	COLLINS CAMON REV SR &
53	3513 MARYLAND AVE	MCLEAN RUBY F
54	3509 MARYLAND AVE	JAMESON LORI
55	3503 MARYLAND AVE	MCNEALY JEPHTHA
56	3431 MARYLAND AVE	GOINS LANA
57	3508 MARYLAND AVE	VASQUEZ OMAR

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	3512 MARYLAND AVE	NEAL BARBARA
59	3518 MARYLAND AVE	GARRETT KARL W ETAL
60	3522 MARYLAND AVE	JACKSON WILLIE LEE
61	3526 MARYLAND AVE	REYES JOSE
62	3602 MARYLAND AVE	GREGORY GEORGE W JR
63	3618 MARYLAND AVE	BELL LONNIE & CARRIE
64	3622 MARYLAND AVE	ALEXANDER JOHN P
65	3626 MARYLAND AVE	CALDERON DUNIA
66	3632 MARYLAND AVE	MARTINEZ CANDIDO &
67	3636 MARYLAND AVE	JONES HESTER M
68	3642 MARYLAND AVE	HALL KATIE MAE
69	3646 MARYLAND AVE	SPRUELL RAYMOND
70	3650 MARYLAND AVE	DRAKE HAROLD S
71	3654 MARYLAND AVE	MORRISON WALTER R
72	3602 S MARSALIS AVE	RODRIGUEZ JUAN & YANEZRODRIGUEZ LUIS
73	3608 S MARSALIS AVE	CLAYBORNE OTIS B
74	3614 S MARSALIS AVE	LA FONTAINE MARY A
75	3618 S MARSALIS AVE	NUNEZ NARCISO S &
76	3622 S MARSALIS AVE	LAZO ARTURO CESAR
77	3626 S MARSALIS AVE	SPENCER BOB
78	3632 S MARSALIS AVE	TATUM BETTY JO
79	3636 S MARSALIS AVE	ARRONA J JESUS & JUANA
80	3642 S MARSALIS AVE	ROSE VICTORIA EMERSON
81	3646 S MARSALIS AVE	HOWARD SHIRLEY M
82	3650 S MARSALIS AVE	CAUDILLO ADAN
83	3654 S MARSALIS AVE	JOHNSON KAY
84	3655 MARYLAND AVE	WYRICK ERNEST D
85	3651 MARYLAND AVE	PIPKINS BLANCHARD
86	3647 MARYLAND AVE	KELLY ETHEL DAVIS
87	3643 MARYLAND AVE	NUNO PRUDENCIO L
88	3637 MARYLAND AVE	NOBLES WILMA M LIFE ESTATE

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	3633 MARYLAND AVE	SIMPSON MARY J
90	3627 MARYLAND AVE	RANDEL ARLANDRA &
91	3623 MARYLAND AVE	REDMON DEMETRIA LATARA
92	3619 MARYLAND AVE	HOOPER TERRI
93	3615 MARYLAND AVE	MOORE WILLIE T
94	3609 MARYLAND AVE	CURTIS JOHNIE M
95	3603 MARYLAND AVE	MCGRUFF HARVEST D JR EST OF
96	3900 S R L THORNTON FWY	M & R LEWIS LAND HOLDINGS
97	3804 FORTUNE LN	JONES BENNIE C
98	3810 FORTUNE LN	AUBREY RODERICK B &
99	3816 FORTUNE LN	COLEMAN SANDRA
100	3820 FORTUNE LN	EDWARDS DOROTHY
101	3824 FORTUNE LN	ROBINSON EVENT JR
102	3830 FORTUNE LN	MCKINNEY MINERVA GARZA &
103	3834 FORTUNE LN	LISTER RUTHENE EST OF
104	3838 FORTUNE LN	OK REAL ESTATE SOLUTIONS
105	3804 SUMMIT RIDGE DR	FOWLER LOUSIA L
106	3810 SUMMIT RIDGE DR	JONES ROY L JR
107	3816 SUMMIT RIDGE DR	ROGERS CELESTINE
108	3820 SUMMIT RIDGE DR	SAMUELS INEZ M
109	3824 SUMMIT RIDGE DR	MURPHY WILLIE J TRUSTEE &
110	3830 SUMMIT RIDGE DR	WILLIAMS WILLIE
111	3834 SUMMIT RIDGE DR	REYES LOURDES G &
112	3902 SUMMIT RIDGE DR	SMITH ARTILDA LIFE ESTATE
113	3839 FORTUNE LN	CHAPPLE LOUIS
114	3835 FORTUNE LN	COX FADELL
115	3831 FORTUNE LN	POLK BERTHA M
116	3825 FORTUNE LN	SMITH MARGARET JEAN
117	3821 FORTUNE LN	MACEDO MARTINEZ FRANCISCO JAVIER
118	3817 FORTUNE LN	SIMMS DEBRA &
119	3811 FORTUNE LN	JACKSON WILLIE L

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	3805 FORTUNE LN	GOODJOINT THOMAS
121	3804 VANETTE LN	WEST LETHA
122	3810 VANETTE LN	DIADEM INVESTMENTS LLC
123	3816 VANETTE LN	MCDONALD MYRTLE JEAN EST
124	3820 VANETTE LN	GREEN BRIDGETTE
125	3824 VANETTE LN	LANGKOP REALTY #3 LLC
126	3830 VANETTE LN	EDWARDS MANCE D
127	3834 VANETTE LN	POSADALEON J RAQUEL &
128	3902 VANETTE LN	MARTINEZ PAOLA
129	3903 SUMMIT RIDGE DR	COLE CURTIS ONEAL
130	3835 SUMMIT RIDGE DR	STANLEY LINDY
131	3831 SUMMIT RIDGE DR	LOVELACE LESLIE & JUARINE
132	3825 SUMMIT RIDGE DR	MORGAN KEITH
133	3821 SUMMIT RIDGE DR	BROWN LARRY & ZENOBIA
134	3817 SUMMIT RIDGE DR	LUCKEY BOBBIE JEAN
135	3811 SUMMIT RIDGE DR	BONNER MARGIE FAYE
136	3805 SUMMIT RIDGE DR	WILLIAMS LENOISE EST OF
137	3805 VANETTE LN	LONG BESSIE RICHARDSON
138	3811 VANETTE LN	ROLEN BOBBIE L
139	3817 VANETTE LN	SMITH STEVEN B
140	3825 VANETTE LN	WILLIAMS WILLIE
141	3831 VANETTE LN	COUNCIL SHIRLEY A
142	3835 VANETTE LN	MITCHELL JAMES E
143	3903 VANETTE LN	SMITH JENNIFER YVONNE L
144	3705 S MARSALIS AVE	PARKER WILLIE
145	3711 S MARSALIS AVE	WILLIAMS DORA M
146	3717 S MARSALIS AVE	ALVARADO OCTAVIO R
147	3803 S MARSALIS AVE	VASQUEZ FERNANDO
148	3811 S MARSALIS AVE	MARTINEZ JUAN FRANCISCO &
149	3817 S MARSALIS AVE	JONES MAXINE
150	3714 S MARSALIS AVE	JACKSON FRED

05/03/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	3802 S MARSALIS AVE	ESTRADA FRANCISCO
152	3810 S MARSALIS AVE	WAITES MAE DELL
153	3816 S MARSALIS AVE	LANGLEY KATHERINE
154	3803 MARYLAND AVE	JONES DOROTHY A
155	3809 MARYLAND AVE	SUNRISE BAPTIST CHURCH TR
156	3813 MARYLAND AVE	MOORE REGINALD
157	3817 MARYLAND AVE	TOWNSIE LISA
158	802 GARZA AVE	SUNRISE MISSIONARY
159	814 GARZA AVE	MACADAMS LINDA GILL
160	220 E OVERTON RD	220 OVERTON APTS DALLAS LLC
161	700 GARZA AVE	GREATER UNITED CHRISTIANS MISSIONARY

FILE NUMBER: Z167-245 (PD)

DATE FILED: March 13, 2017

LOCATION: East corner of 2nd Avenue and Reed Lane

COUNCIL DISTRICT: 7

MAPSCO: 46 V

SIZE OF REQUEST: ±9,700 sq. ft.

CENSUS TRACT: 39.01

REPRESENTATIVE/

APPLICANT: Rickey Lyons

OWNER: Britney L. Watson

REQUEST: An application to create a new subdistrict to allow a foster care use within Planned Development District No. 764, the Second Avenue Special Purpose District.

SUMMARY: The applicant proposes to allow a foster home use in the proposed subdistrict only.

STAFF RECOMMENDATION: Denial.

BACKGROUND INFORMATION:

- On August 8, 2007, the City Council approved Planned Development District No. 764.
- In February 2014, the City Council created Subdistrict 1 within Planned Development District No. 764 for NC Neighborhood Commercial uses. The Subdistrict allows for the existing retail and commercial businesses to display merchandise outside on their properties. The outside display and outside storage would be an accessory use to the main use and would be limited to 5 percent of the lot.
- The structure was built in 1964 and is currently vacant.
- The proposed subdistrict will allow for a foster home use to operate within a 4,950 square foot building. The last Certificate of Occupancy was issued in 2004, for a retail and personal service use.
- The applicant is proposing to operate a foster home use that will house 20 girls ages 13 to 18 years. The proposed foster home use will have three employees. The facility will operate 24 hours a day, 7 days a week.
- The foster home use must also comply with statutory licensing requirements by the state, current Building Code, Fire Code and all applicable state and federal requirements for the Americans with Disabilities Act, ADA.

Zoning History: There have been no recent zoning requests within the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
2 nd Avenue	Principal Arterial	80 ft.

Land Use:

	Zoning	Land Use
Site	PDD No. 764	Developed, Vacant
East	PDD No. 764	Undeveloped
South	PDD No. 764	Developed, Vacant
West	PDD No. 595 (R-5(A))	Mildred L. Dunn Park
North	PDD No. 764	Undeveloped

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The applicant's request is not consistent with the following goals and policies of the Comprehensive Plan. The request site is within a retail corridor that is located within the Southern Sector. The proposed request for a foster home use will not provide additional small business and employment opportunities within the southern sector and is therefore not in compliance with the forwardDallas! Comprehensive Plan.

LAND USE ELEMENT

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.2 Focus on Southern Sector development opportunities.

ECONOMIC ELEMENT

GOAL 2.1 PROMOTE BALANCED GROWTH

Policy 2.1.3 Support efforts to grow retail and residential opportunities in the Southern Sector.

STAFF ANALYSIS:

Land Use Compatibility:

The site is currently developed with a 4,950 square foot vacant one-story building, formerly used as a general merchandise or food store less than 3,500 square feet along the 2nd Avenue frontage. The applicant is planning to utilize the existing structure for a foster home. The structure will house approximately 20 girls and three employees. The bedroom sizes are proposed at 60 square feet per child.

The property is surrounded by retail and personal service uses and commercial service uses along the 2nd Avenue corridor to the north, east and south of the request site with a single family use to the west.

The adjacent and surrounding uses are incompatible with the proposed use on the subject property. Staff recommends denial based on the zoning change being inconsistent with the current land use and future land use goals in Planned Development District No. 764. Presently, PDD No. 764 prohibits residential uses. Therefore, staff does not see a land use rationale to support a foster home use in a nonresidential zoning district.

Development Standards:

<u>DISTRICT</u>	<u>SETBACKS</u>		<u>Density</u>	<u>Height</u>	<u>Lot Coverage</u>	<u>Special Standards</u>	<u>PRIMARY Uses</u>
	<u>Front</u>	<u>Side/Rear</u>					
PDD No. 764	0'	15' adjacent to residential OTHER: No Min.	0.75 FAR	30' 2 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and has no objection to the proposed use.

Parking:

The proposed foster home use requires that two parking spaces be provided. The applicant is proposing five parking spaces. No significant increase in the number of vehicles will be generated.

Landscaping:

Landscaping required per Article X of the Dallas Development Code. The request site will not trigger any landscaping requirements because there are no increases in impervious surfaces or floor area.

APPLICANT'S PROPOSED CONDITIONS
--

ARTICLE 764.

PD 764.

Second Avenue Special Purpose District

SEC. 51P-764.101. LEGISLATIVE HISTORY.

PD 764 was established by Ordinance No. 26875, passed by the Dallas City Council on August 8, 2007. (Ord. 26875)

SEC. 51P-764.102. PROPERTY LOCATION AND SIZE.

PD 764 is established on property located on both sides of Second Avenue between Pine Street and Hatcher Street. The size of PD 764 is approximately 11.23 acres.

SEC. 51P-764.103. DEFINITIONS AND INTERPRETATIONS.

(a) Except as provided in this article, the definitions and interpretations in Chapter 51A apply.

(b) Except as provided in this article, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) **FOOD OR BEVERAGE STORE 3,500 SQUARE FEET OR LESS** means a retail store with a floor area of 3,500 square feet or less for the sale of food and beverages. The term "food or beverage store" includes a grocery, delicatessen, convenience store, and specialty foods store. This use does not include other uses in this article that are specifically listed.

(d) **GENERAL MERCHANDISE STORE 3,500 SQUARE FEET OR LESS** means a retail store with a floor area of 3,500 square feet or less for the sale of general merchandise. Typical general merchandise includes clothing and other apparel, equipment for hobbies and sports, gifts, flowers and household plants, dry goods, toys, furniture, antiques, books and stationery, pets, drugs, auto parts and accessories, and similar consumer goods. This use does not include other uses in this article that are specifically listed.

(e) This district is considered to be a nonresidential zoning district. (Ord. 26875)

SEC. 51P-764.103.1. CREATION OF SUBDISTRICTS.

This district contains ~~one~~ two Subdistricts:

Subdistrict 1. (Ord. 29269)

Subdistrict 2.

SEC. 51P-764.104. DEVELOPMENT PLAN.

No development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. 26875)

SEC. 51P-764.105. MAIN USES PERMITTED.

(a) The following uses are the only main uses permitted in this district:

(1) Agricultural uses.

None permitted.

(2) Commercial and business service uses.

-- Catering service. *[SUP]*

-- Job or lithographic printing *[Subdistrict 1 only.]*

(3) Industrial uses.

-- Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(4) Institutional and community service uses.

-- Adult day care facility.

-- Child-care facility.

-- Church.

-- Community service center. *[SUP]*

-- Library, art gallery, or museum.

-- Public or private school. *[RAR]*

(5) Lodging uses.

None permitted.

(6) Miscellaneous uses.

-- Temporary construction or sales office.

(7) Office uses.

- Financial institution without drive-in window.
- Medical clinic or ambulatory surgical center.
- Office.

(8) Recreation uses.

- Private recreation center, club, or area. [SUP]
- Public park, playground, or golf course.

(9) Residential uses.

- None permitted.
- Foster home. [Subdistrict 2 only]

(10) Retail and personal service uses.

- Auto service center.
- Car wash. [DIR]
- Commercial amusement (inside).
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise store 3,500 square feet or less.
- Mortuary, funeral home, or commercial wedding chapel. [SUP]
- Motor vehicle fueling station.
- Personal service uses.
- Restaurant without drive-in or drive-through service.

(11) Transportation uses.

- Transit passenger shelter.

(12) Utility and public service uses.

- Electrical substation. [SUP]
- Local utilities.
- Police or fire station. [SUP]
- Post office. [SUP]
- Tower/antenna for cellular communication. [SUP]

(13) Wholesale, distribution, and storage uses.

None permitted.

- (b) The food or beverage store 3,500 square feet or less use is prohibited.

SEC. 51P-764.106. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) The following accessory use is not permitted:

-- Accessory outside sales.

(c) The following accessory use is permitted only with a solid screening fence and plant material screening that complies with Section 51A-4.602(b):

-- Accessory outside storage.

(d) Accessory outside display of merchandise is permitted subject to the additional regulations in Section 51A-4.217(b)(4). A maximum of five individual furniture items may be displayed outside. These furniture items may be furniture that is not customarily used outside and does not have to be made of a material that is resistant to damage or deterioration from exposure to the outside environment. (Ord. 26875)

SEC. 51P-764.107. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) Front yard.

(1) Except as provided in this subsection, a front yard is not required.

(2) If a front yard is provided, it must be a minimum of 15 feet with landscaping provided in accordance with Section 51P-764.110.

(3) A front yard of up to five feet may be provided to the extent needed to accommodate a wider than standard sidewalk for any portion of the wider sidewalk that cannot be placed in the right-of-way.

(b) Side yard. Minimum side yard is:

(1) 15 feet where adjacent to or directly across an alley from a planned development residential subdistrict or an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district; and

(2) no minimum in all other cases, but if a setback is provided it must be at least five feet.

(c) Rear yard. Minimum rear yard is:

(1) 15 feet where adjacent to or directly across an alley from a planned development residential subdistrict or an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district; and

(2) no minimum in all other cases, but if a setback is provided it must be at least five feet.

(d) Floor area ratio.

(1) Except as provided in this subsection, maximum floor area ratio is 0.75.

(2) In Subdistrict 1, maximum floor area is 2,500 square feet.

(e) Height.

(1) Residential proximity slope. If any portion of a structure is over 26 feet in height, that portion may not be located above a one-to-three residential proximity slope. Exception: Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(2) Maximum height. Unless further restricted under Paragraph (1), maximum structure height is 30 feet.

(f) Lot coverage. Maximum lot coverage is 60 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(g) Lot size. No minimum lot size.

(h) Stories. Maximum number of stories above grade is two. Parking garages are exempt from this requirement, but must comply with the height regulations of Subsection (e). (Ord. Nos. 26875; 29269)

SEC. 51P-764.108. OFF-STREET PARKING AND LOADING.

(a) In general. Consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. Except as provided in this section, consult the off-street parking and loading regulations in Divisions 51A-4.300 et seq. for information regarding off-street parking and loading generally.

(b) Parking setback. Required off-street parking is prohibited within 30 feet of the public street, measured from the back of the curb (or if there are no curbs, what would be the normal curb line).

(c) Parking screening.

(1) Required off-street parking must be screened from the street using the methods listed in Section 51A-4.301(f)(5).

(2) Required off-street parking must be screened from adjoining residential property by screening as described in Section 51A-4.301(f)(3).

(3) A perimeter landscape buffer strip complying with Section 51A-10.125(b)(1) must be provided on the residential side of any screening required by this subsection. Perimeter landscape buffer strip materials must comply with Section 51A-10.125(b)(7). (Ord. 26875)

SEC. 51P-764.109. ENVIRONMENTAL PERFORMANCE STANDARDS.

(a) Except as provided in this section, see Article VI.

(b) Outside amplified speakers are prohibited. (Ord. 26875)

SEC. 51P-764.110. LANDSCAPING.

(a) In general. The regulations in this section must be read together with the regulations contained in Article X, "Landscape and Tree Preservation Regulations." In the event of a conflict between this section and Article X, this section controls.

(b) Front yard landscaping. If a 15-foot front yard is provided, it must be landscaped as follows:

(1) At least 40 percent of the front yard must be landscaped with trees, shrubs, or a combination of trees and shrubs, that have the potential to attain a minimum height of 30 inches within a three-year period.

(2) One tree having a caliper of at least three and one-half inches, or two trees each having a caliper of at least one and one-half inches, must be provided in the front yard for each 30 feet of lot frontage, exclusive of driveways, visibility triangles, and points of ingress or egress.

(3) No more than 60 percent of the front yard may be landscaped with walkways, plazas, courtyards, or other non-plant decorative landscape features.

(4) An underground irrigation system must be provided in the front yard. (Ord. 26875)

SEC. 51P-764.111 SIGNS.

Signs must comply with the provisions for business zoning districts in Article VII. (Ord. 26875)

SEC. 51P-764.112. ADDITIONAL PROVISIONS.

(a) In general.

(1) The Property must be properly maintained in a state of good repair and neat appearance.

(2) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

(b) Subdistrict 1 fencing.

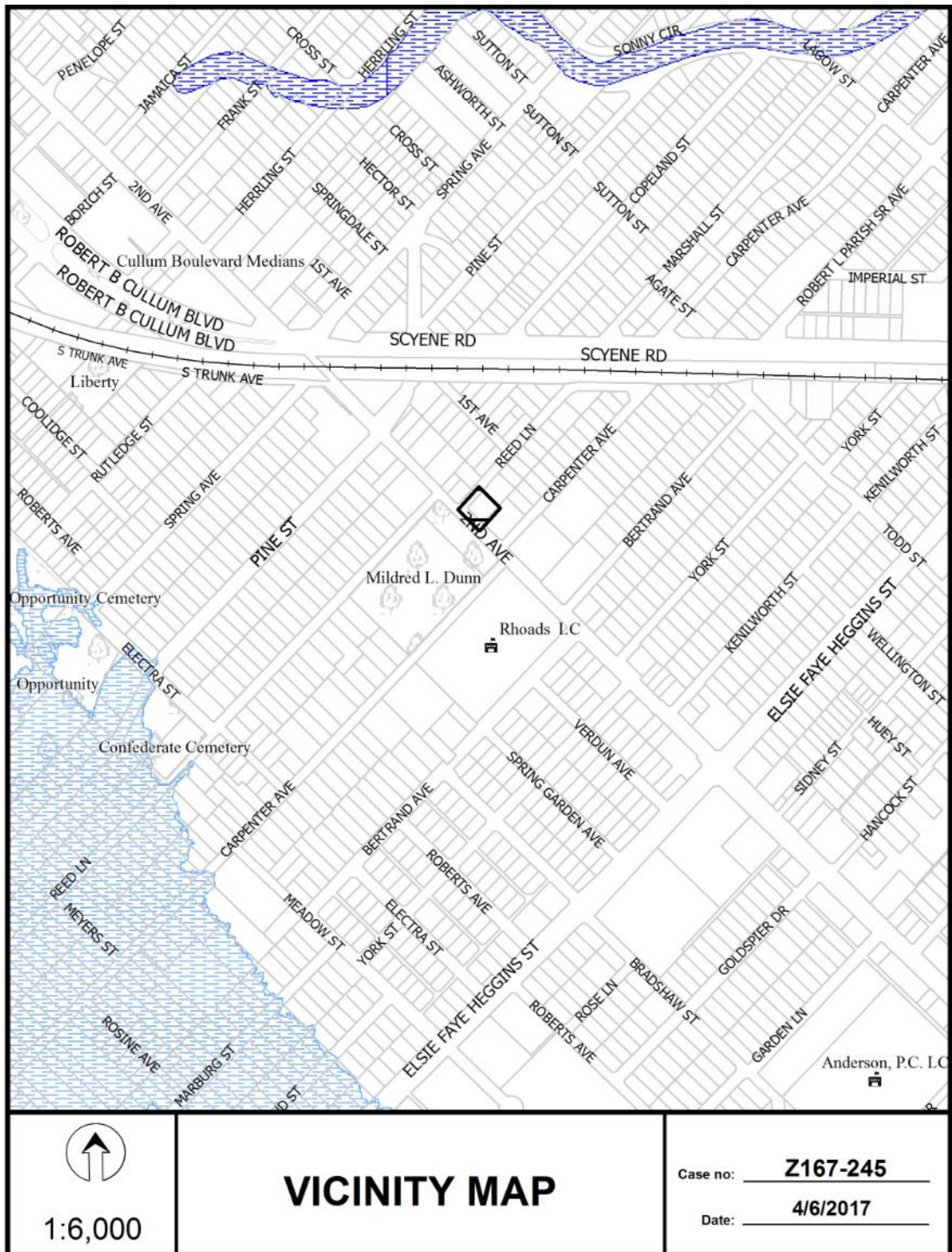
(1) A minimum six-foot-high solid fence must be provided along the perimeter of the Property that abuts a lot with residential uses.

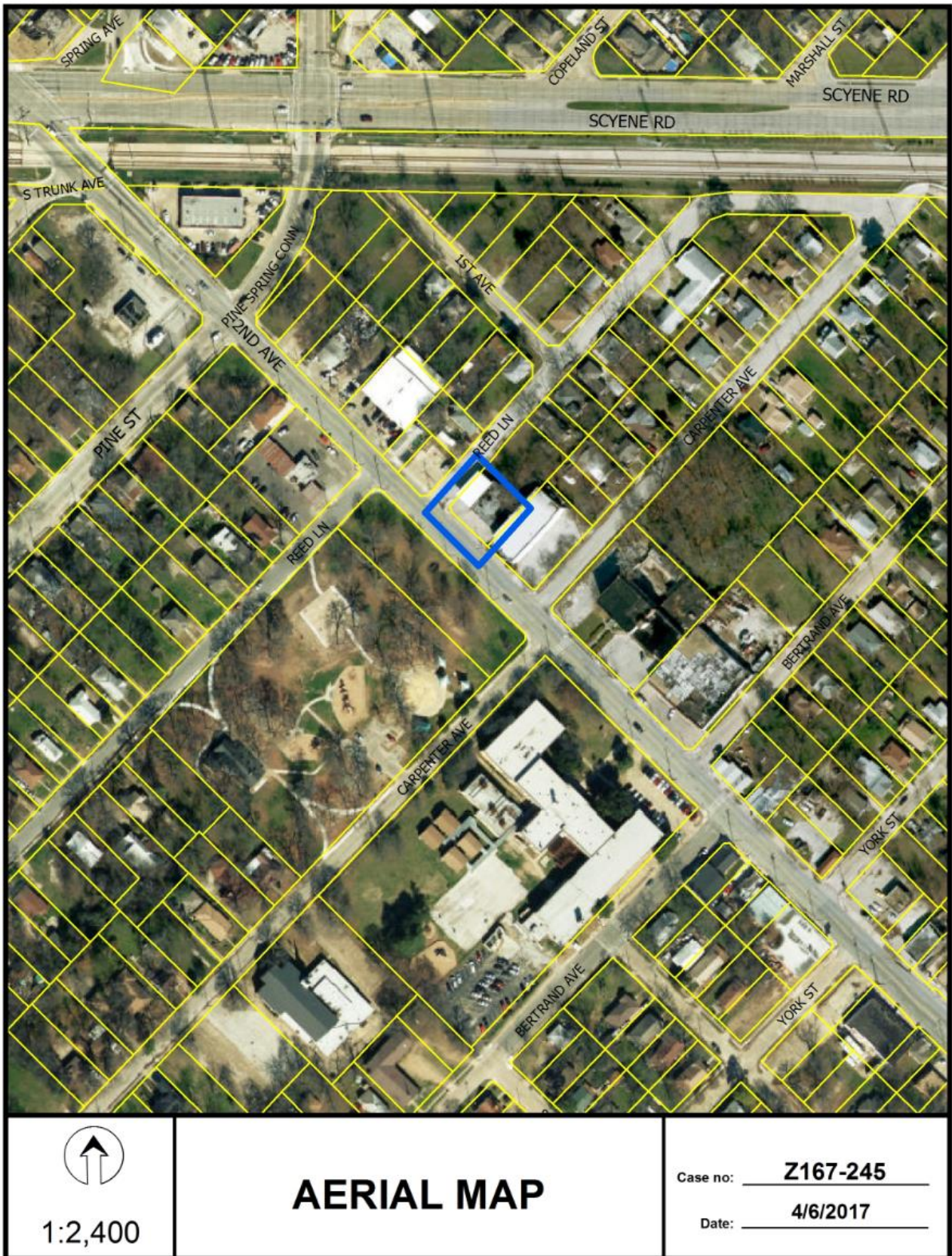
(2) The solid fence must be constructed of brick, stone, concrete masonry, stucco, concrete, or wood, or any combination of these materials. (Ord. Nos. 26875; 29269)

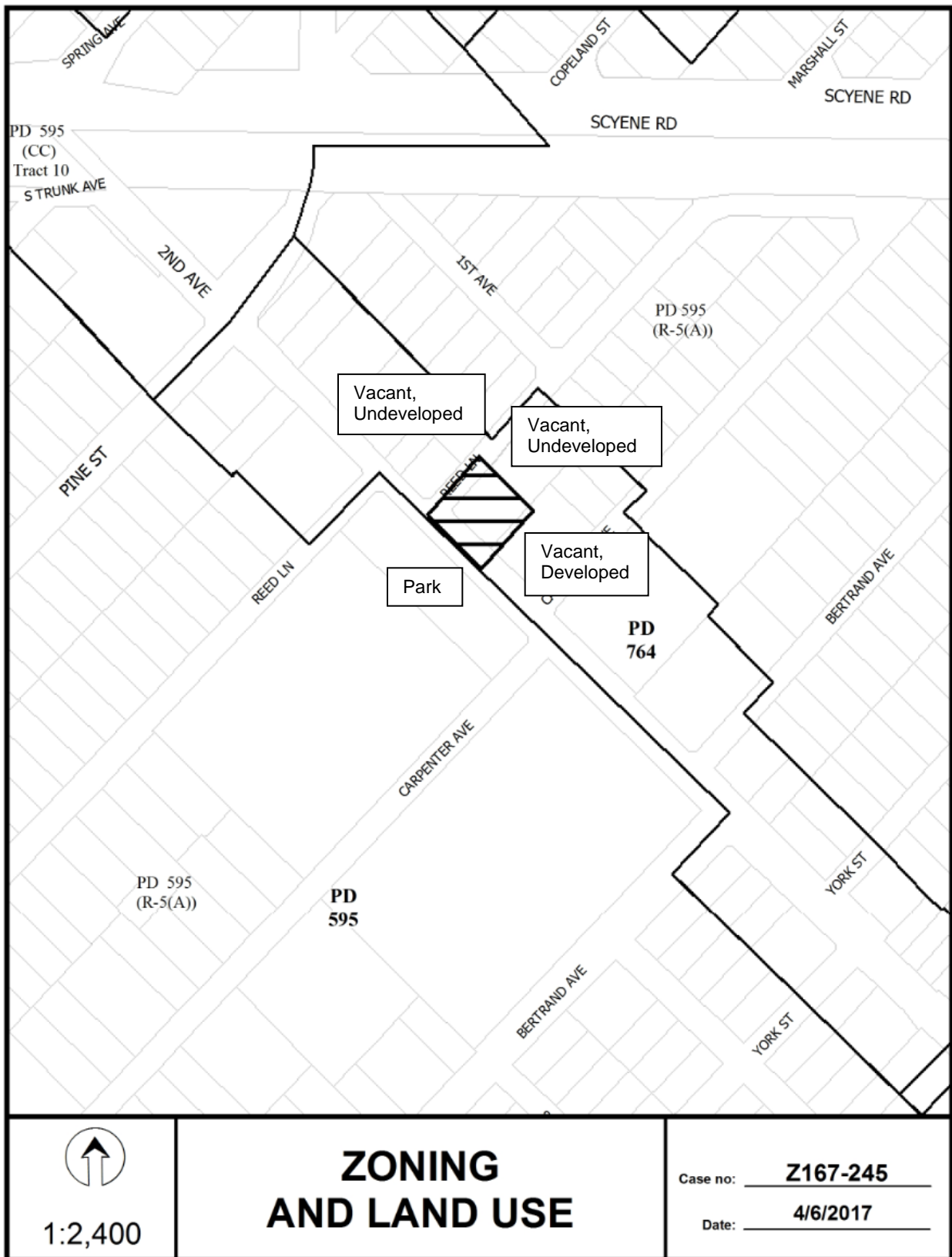
SEC. 51P-764.113. COMPLIANCE WITH CONDITIONS.

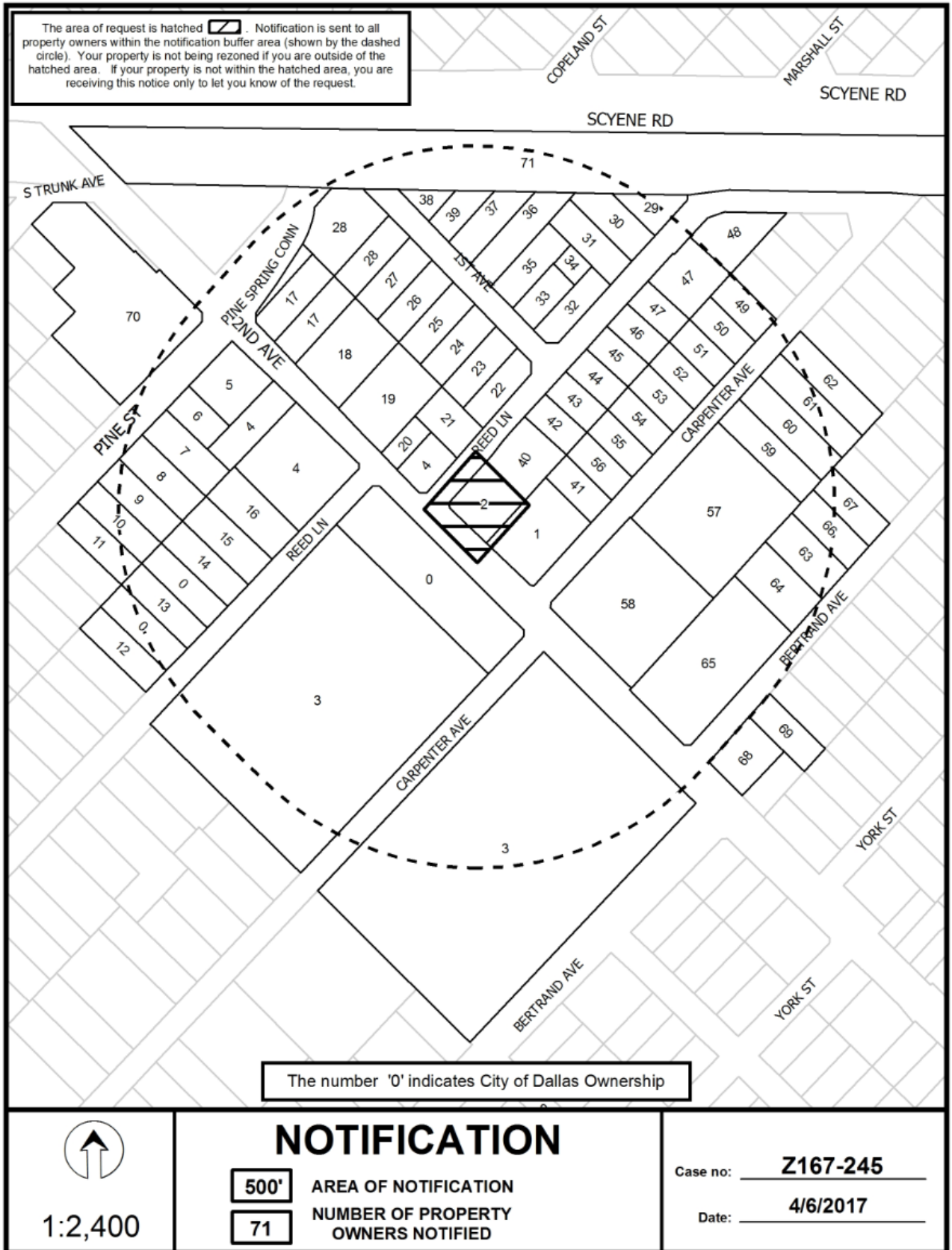
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, in this district until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.(Ord. 26875)









04/06/2017

Notification List of Property Owners
Z167-245

71 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4310 S 2ND AVE	GOD GREATER HOLY TEMPLE
2	4302 S 2ND AVE	WATSON BRITNEY L
3	4401 2ND AVE	Dallas ISD
4	4217 S 2ND AVE	TORRES ATILANO
5	4203 2ND AVE	GNG PROPERTIES INCORP
6	3414 PINE ST	HOWARD JAMES CURTIS
7	3410 PINE ST	LIGGINS ARRIEA B
8	3406 PINE ST	TAYLOR AL
9	3402 PINE ST	URBINACHAVEZ JOSE DE JESUS
10	3332 PINE ST	FRANKLIN CLOVEST D
11	3330 PINE ST	MINGO WILBUR RAY
12	3323 REED LN	WILLIAMS RICKEY
13	3331 REED LN	DRAWHORN MARGARET
14	3403 REED LN	PRICE MELVIN J
15	3407 REED LN	EDMUN CHARLIE JEWELL
16	3411 REED LN	BUCHANAN JESSE ET AL
17	4206 2ND AVE	MBOGO DEDAN H
18	4214 S 2ND AVE	THOMAS O B JR
19	4220 S 2ND AVE	TORRES ATILANO
20	4228 S 2ND AVE	THOMAS HOWARD
21	3511 REED LN	WALLACE MATTIE ESTATE OF
22	4231 1ST AVE	THOMPSON SHIRLEY
23	4229 1ST AVE	ESCOBEDO MARIA LORENA
24	4225 1ST AVE	PLEASANTWOOD PLEASANT
25	4223 1ST AVE	CHOICEADKINS BARBARA
26	4219 1ST AVE	ZEPHER GEORGETTA

Z167-245(PD)

04/06/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4215 1ST AVE	PACKER DETROIT JR
28	4211 1ST AVE	DART
29	3619 REED LN	KINNER JOSIE
30	3623 REED LN	BENNETT STEVEN D
31	3615 REED LN	PETROFF NICHOLAS
32	4234 1ST AVE	HALL MILDRED P
33	4230 1ST AVE	DORAN LARRY
34	4232 1ST AVE	ALLEN JUANITA MURPHY
35	4226 1ST AVE	BLACKMAN ANTONIO
36	4224 1ST AVE	DFW DREAM HOMES LLC
37	4216 1ST AVE	BLACKMAN ANTONIO
38	4210 1ST AVE	VALDEZ BRYAN
39	4208 1ST AVE	DA BIZZNESS TAX TITLE LLC
40	4312 2ND AVE	GOD GREATER HOLY TEMPLE
41	3511 CARPENTER AVE	WILLIS LESTER C
42	3516 REED LN	THOMAS JOHN
43	3518 REED LN	CHI INVESTMENT GROUP
44	3522 REED LN	RODRIGUEZ JUAN C
45	3600 REED LN	TOLLIVER BERNIS E
46	3606 REED LN	LLOYD THELMA LEE
47	3608 REED LN	BETHLEHEM PRIMITIVE BAPTIST CHURCH
48	3630 REED LN	CHISOLM JOHN WESLEY
49	3615 CARPENTER AVE	WALKER RALPH E
50	3611 CARPENTER AVE	ROJAS RAQUEL
51	3607 CARPENTER AVE	WILLIAMS MARY
52	3601 CARPENTER AVE	GIBBS ONEITA F
53	3531 CARPENTER AVE	GCJS ENTERPRISES LLC
54	3527 CARPENTER AVE	SEGURA MARIA I
55	3523 CARPENTER AVE	GIDDENS KEMALA
56	3519 CARPENTER AVE	WILLIS LESTER
57	3510 CARPENTER AVE	CEMETERY

Z167-245(PD)

04/06/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	4408 2ND AVE	SWIERCINSKY MICHAEL
59	3602 CARPENTER AVE	GIPSON WILBUR B
60	3606 CARPENTER AVE	BERRING ESTHER
61	3610 CARPENTER AVE	LATSON JUNE BERRING
62	3612 CARPENTER AVE	PIERCE JAMES E
63	3529 BERTRAND AVE	KAY LONNIE EST OF
64	3521 BERTRAND AVE	CURTISS CLARKE & JOYCE
65	4420 2ND AVE	CURTISS C K
66	3603 BERTRAND AVE	KAY LONNIE EST OF
67	3607 BERTRAND AVE	KIMBLE ANNIE L &
68	4502 S 2ND AVE	ADKINS JOHN LEE
69	3508 BERTRAND AVE	WILLIAMS JOHNNIE MAE
70	4119 S 2ND AVE	WALKER MARK E
71	401 S BUCKNER BLVD	DART

CITY PLAN COMMISSION

THURSDAY, MAY 18, 2017

Planner: Olga Torres-Holyoak

FILE NUMBER: Z156-344(OTH)

DATE FILED: August 23, 2017

LOCATION: West of Lancaster Road, north of Interstate I-20, and on both sides of Wheatland Road.

COUNCIL DISTRICT: 8

MAPSCO: 74-C

SIZE OF REQUEST: Approx. 274.8 acres

CENSUS TRACT: 113 & 167.01

APPLICANT: Centurion American

OWNER: CADG Property Holdings I, LLC

REPRESENTATIVE: BGE Kerry, Gilbert & Associates; Brett Mann

REQUEST: An application for 1) a TH-2(A) Townhouse District, an MF-2(A) Multifamily District, an MF-3(A) Multifamily District, a CR Community Retail District, and a revised conceptual plan for the remainder of Planned Development District No. 624 on property zoned Planned Development District No. 624; 2) an MF-2(A) Multifamily District and termination of the existing deed restrictions on property zoned a TH-2(A) Townhouse District with deed restrictions; 3) an MU-2 Mixed Use District, a TH-2(A) Townhouse District, an MF-3(A) Multifamily District, a UC-2 Urban Corridor District, and a CR Community Retail District on property zoned an R-7.5(A) Single Family District; 4) a CR Community Retail District and termination of deed restrictions on property zoned an NS(A) Neighborhood Service District with deed restrictions; 5) a CR Community Retail District and termination of deed restrictions, an MU-2 Mixed Use District and termination of deed restrictions, and a UC-2 Urban Corridor District and termination of deed restrictions on property zoned an LO-1 Limited Office District with deed restrictions; 6) a CR Community Retail District and termination of deed restrictions and an MU-2 Mixed Use District and termination of deed restrictions on property zoned an MF-2(A) Multifamily District with deed restrictions.

SUMMARY: The applicant is requesting the zoning change in order to accommodate a variety of uses that include commercial, office, retail, hotel, restaurant, entertainment uses, and medium density residential uses that will include apartments and townhomes.

STAFF RECOMMENDATION: Approval of item 1, subject to a revised conceptual plan and conditions for the remainder of Planned Development District No. 624; and approval of items 2 through 6, as requested by the applicant.

BACKGROUND:

- The request site is strategically located to the east of the UNT campus. The applicant wishes to develop the land with uses compatible to the university area and to provide a variety of uses where people can live, work and play.
- The existing deed restrictions were established on April 11, 1986. In general, the deed restrictions establish conditions related to uses, height, density, FAR and setbacks. The original deed restrictions document is included in this report.

Zoning History: There have been two zoning changes in the vicinity within the last five years.

1. **Z134-354** On April 22, 2015, the City Council approved a Specific Use Permit for a child-care facility on property zoned an R-7.5(A) Single Family District located on the east side of South Lancaster Road, north of Alamain Drive.
2. **BDA112-111** On November 13, 2012, the Board of Adjustment approved the enlargement of a nonconforming “commercial motor vehicle parking” use, subject to a site plan.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
S. Lancaster Road	Principal Arterial	107 feet
I-20 LBJ Freeway	Freeway	Variable

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant’s request.

The proposed rezoning supports the goals and policies established in the *forwardDallas! Comprehensive Plan*.

Land Use Element

GOAL 1.1 Align Land Use Strategies with Economic Development Priorities

Policy 1.1.2 Focus on Southern Sector development opportunities.

Policy 1.1.4 Capitalize on transit oriented development opportunities.

GOAL 1.2 Promote Desired Development

Policy 1.2.2 Establish clear and objective standards for land use planning.

GOAL 1.3 Provide Equitable Opportunities for Dallas Residents

Policy 1.3.1 Create housing opportunities throughout Dallas.

GOAL 1.4 Coordinate Planning Activities to Balance Transportation, Land Use, Infrastructure and the Environment

Policy 1.4.1 Coordinate development and planning activities.

Policy 1.4.2 Develop a multi-modal transportation network.

Economic Element

GOAL 2.1 Promote Balanced Growth

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

Policy 2.1.3 Support efforts to grow retail and residential opportunities in the Southern Sector.

GOAL 2.2 Engage in Strategic Economic Development

Policy 2.2.2 Maximize development opportunities around DART stations.

Policy 2.2.3 Attract desired development to the UNT campus area.

Transportation Element

GOAL 4.1 Provide a Fundamental Land Use/Transportation Linkage

Policy 4.1.1 Design and improve thoroughfares to balance the need for traffic mobility.

Policy 4.1.2 Encourage distribution of traffic among multiple routes.

GOAL 4.2 Promote a Variety of Transportation Options

- Policy 4.2.1 Support expansion of Dallas' public transit system.
- Policy 4.2.2 Promote a network of on-street and off street walking and biking paths.

Urban Design

GOAL 5.1 Promote a sense of place, safety and walkability

- Policy 5.1.1 Promote pedestrian-friendly streetscapes.
- Policy 5.1.3 Encourage complementary building height, scale, design and character.

The proposed zoning districts will be compatible with the above mentioned goals and policies because the uses allowed by these districts will promote a combination of residential uses, retail and office uses that will benefit with the existing and proposed DART Rail Stations and the proximity to the University of Texas campus. The proposed uses and type of development will enhance the existing area and support the *forwardDallas!* Comprehensive Plan Vision.

Neighborhood Plus
The UNT-Dallas Area Plan:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The comprehensive plan identified the UNT-Dallas area as critically important to shape development in Dallas' southern sector. The UNT-Dallas Area Plan was adopted on June 2009. The UNT-Dallas site lies near the I-20 corridor within a ten-minute drive from downtown Dallas. The plan addresses the area generally bounded by IH-35, IH-20, Ledbetter Road and Lancaster road.

The request site lies within the UNT-Dallas Area Plan. While the applicant is requesting different zoning districts than those established by the plan, the applicant's goal is to provide an environment as set forth in the plan. The plan points out the key opportunities in the area to move forward the progress of the plan. These are the university campus, the DART light rail service, the strategic location of the area, the undeveloped land with unique characteristics and natural features and the well-established existing neighborhoods. The area presently has DART light rail service in at Camp Wisdom DART Station and the UNT DART Station.

The plan also lists a number of challenges that make it more difficult to make it a reality, such as infrastructure and zoning. The plan proposes that the area be developed with Urban Neighborhood Use, Urban Mixed-Use Use and Trails and creeks.

Urban Neighborhood use areas are defined in the UNT-Area Plan as development that offers a variety of housing options within easy access to work, shopping, and recreation opportunities. Urban Mixed-Use areas encourage a rich mix of working, shopping, entertainment and living within easy walking, biking and transit access.

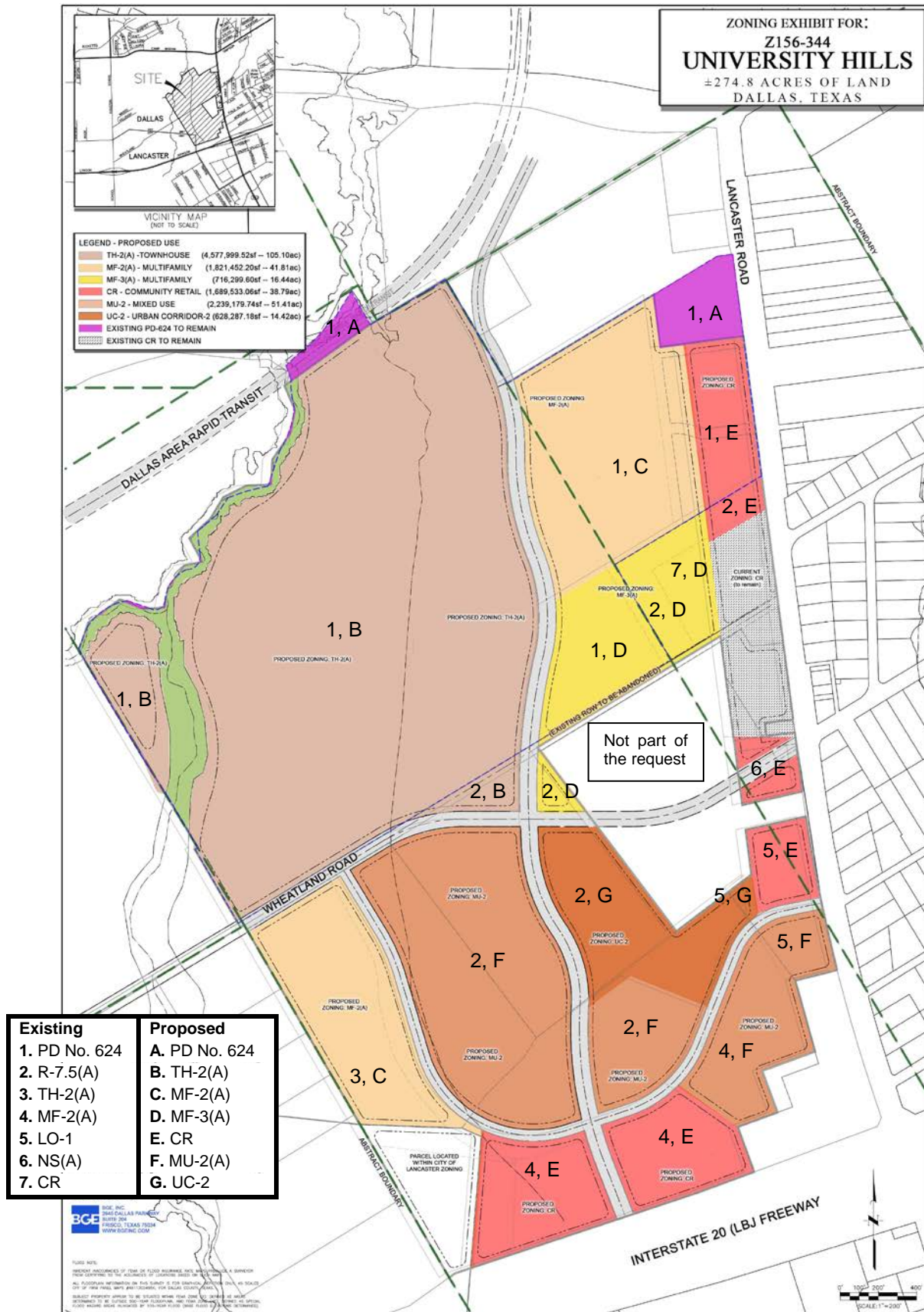
The plan does not specifically use the existing zoning districts provided in the Code. The applicant is proposing to rezone the northern portion of the request site, currently PD No. 624, to a TH-2(A), MF-2(A), MF-3(A) and CR Districts which will allow the applicant to provide those type of uses listed in the Urban Neighborhood uses. These zoning districts will allow for residential variety such as single family and multifamily dwelling units.

The applicant is proposing to rezone the portion of land south of Wheatland Road from a TH-2(A) with deed restrictions to an MF-2(A) District; the R-7.5(A) located on the center of the area south of Wheatland Road to an MF-2(A), an MU-2, a UC-2, a UC-3, a TH-2(A), and an MF-3(A), these zoning districts will allow the applicant to provide a variety of uses and opportunity to develop the property to accommodate work, shopping and entertainment while encouraging design standards that invite residents to walk or bike to work or school as well as being able to use the DART Light Rail services (existing and future).

The southern (along Highway I-20) and eastern portion (along Lancaster Road) of the request site is zoned an MF-2(A) with deed restrictions. The applicant is proposing a CR district. The proposed district will allow the applicant to provide retail uses not only to the UNT campus but also to the region due to the location of the property and accessibility to and from the existing thoroughfares.

The area plan also discusses the strategic opportunities that the UNT campus provides with three DART rail stations proposed and existing. The property is within close proximity to the proposed DART rail stations. The DART rail lines divide the property currently zoned PD No. 624 which would be rezoned to a TH-2(A), MF-2(A), MF-3(A) and CR Districts. These districts will allow the applicant to provide a transit-oriented type development.

The following map provides the existing and proposed zoning districts for the area of request.



Surrounding Land Uses:

	Zoning	Land Use
Site	PD 624, TH-2(A) with deed restrictions, R-7.5(A), NS(A) with deed restrictions, LO-1 with deed restrictions, and MF-2(A) with deed restrictions	Undeveloped
North	CR, PD 625, R-5(A) & PD No, 624	Undeveloped, single family
East	CR and R-7.5(A)	Church, scattered single family, retail & industrial
South	IR & R-7.5(A)	Warehousing, retail & industrial
West	R-7.5(A)	Undeveloped, City of Lancaster

Land Use Compatibility:

The request site is currently undeveloped and zoned Planned Development District No. 624 on a portion, a TH-2(A) Townhouse District on a portion, an R-7.5(A) Single Family District on a portion, an NS(A) Neighborhood Service District on a portion, an LO-1 Limited Office District on a portion, and an MF-2(A) Multifamily District on a portion. The applicant is proposing to develop the property within the framework of several zoning districts in order to provide a variety of compatible uses.

The area of request is surrounded undeveloped land and single family to the north; church, scattered residential, retail and industrial uses to the east; warehousing, retail and industrial to the south; undeveloped land and the City of Lancaster to the west.

According to the application's land use statement, the intent of the proposal is to accommodate a range of compatible land uses on the properties. To accomplish this, the applicant is requesting different zoning districts that will allow for a mix of uses in the overall development consisting of commercial, retail, hotel, office, restaurants, medium density residential development, entertainment and service uses.

For the residential districts requested, the applicant estimates to develop approximately 1,500 to 1,600 residential units with an average density of 12.6 dwelling units per acre. The residential component will be as permitted by the district. The applicant's vision for the residential components is to have a design with architectural style that is compatible and complimentary to the other buildings within the development, and with an emphasis

on pedestrian access and connectivity across the site. However, the general zoning change will not guarantee that the final product will be as the applicant would like to have it.

The mix of zoning districts within the project is to create a “live-work-play” opportunity for the residents of the development. The pedestrian oriented nature of the proposed development will provide access to commercial and entertainment venues as well as destination to retail and restaurants and to be a regional magnet.

In order to implement the applicant's vision, the applicant requested a TH-2(A) Townhouse District, an MU-2 Mixed-Use District, an MF-3(A) Multifamily District, a UC-2 Urban Corridor District and a CR Community Retail District. The applicant is also terminating the existing deed restrictions. Staff believes that the zoning districts the applicant is requesting support the UNT-Dallas Area Plan.

Parking:

Pursuant to the Dallas Development Code, off-street parking and loading must be provided in accordance with Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

Landscaping:

The proposed development must comply with Article X requirements.

EXISTING AND PROPOSED ZONING DISTRICTS

DISTRICT	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing							
PD No. 624							MF-2(A) & CR
R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Single family
MF-2(A) Multifamily	15'	15'	Min lot 1,000 sq. ft. 800 sq ft – E 1,000 sq. ft – 1 BR 1,200 sq ft – 2 BR +150 sq ft each add BR	36'	60%	Proximity Slope	Multifamily, duplex, single family
TH-2(A) Townhouse	0'	0'	9 Dwelling Units/ Acre	36'	60%	Min. Lot: 2,000 sq. ft	Single family
LO-1 Limited office	15'	20' adjacent to residential OTHER: No Min.	1.0 FAR	70' 5 stories	80%	Proximity Slope U-form setback Tower spacing Visual Intrusion	Office – limited retail & personal service uses
NS(A) Neighborhood service	15'	20' adjacent to residential OTHER: No Min.	0.5 FAR	30' 2 stories	40%		Retail & personal service, office
CR Community retail	15'	20' adjacent to residential OTHER: No Min.	0.75 FAR overall 0.5 office	54' 4 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office
Proposed							
TH-2(A) Townhouse	0'	0'	9 Dwelling Units/ Acre	36'	60%	Min. Lot: 2,000 sq. ft	Single family
MF-2(A) Multifamily	15'	15'	Min lot 1,000 sq. ft. 800 sq ft – E 1,000 sq. ft – 1 BR 1,200 sq ft – 2 BR +150 sq ft each add BR	36'	60%	Proximity Slope	Multifamily, duplex, single family
MF-3(A) Multifamily	15'	10' Urban Form	Min lot 6,000 sq. ft. 450 sq ft – E 500 sq. ft – 1 BR 550 sq ft – 2 BR +50 sq ft each add BR	90'	60%	Proximity Slope U- form setback Tower spacing	Multifamily
CR Community retail	15'	20' adjacent to residential OTHER: No Min.	0.75 FAR overall 0.5 office	54' 4 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office
MU-2 Mixed use-2	15'	20' adjacent to residential OTHER: No Min.	1.6 FAR base 2.0 FAR maximum + bonus for residential	135' 10 stories 180' 14 stories with retail	80%	Proximity Slope U-form setback Tower spacing Visual Intrusion	Office, retail & personal service, lodging, residential
UC-2 Urban Corridor-2	0' Urban form	0' adjacent to CA, MU or UC; 10' adjacent to R, TH, D or CH; 5' all others	35 DU/acre 0.85 FAR base 3.6 maximum	40' – 80' w/parkin g bonus	80%	3 story min. 6 story max. Proximity Slope U- form setback	Office, retail & personal service, multi-family

Partners & Principles

Mehrdad Moayed

President of Centurion American Property Holdings, LLC
(dba CADG Property Holdings I, LLC)

EXISTING DEED RESTRICTIONS

Z845-250

That the undersigned Lancaster 635/Joint Venture, does hereby impress the property described in Exhibit "A" with the following Deed Restrictions applicable to those specific tracts more particularly described in Exhibit "A". For purposes of these restrictions, the terms "floor area ratio", "density" and "height" shall be interpreted as defined by the Dallas Development Code, as amended.

TRACT 1A

- a. The only uses permitted in Tract 1A are those uses permitted in an MF-2 District as set forth in the

Page Two

- b. The maximum permitted height for any structure is 36 feet.
- c. The maximum permitted density is 22 units per acre.
- d. The required front yard, as defined in the Code is 75 feet.
- e. The setback line from the north right of way line of LBJ Freeway (Interstate Highway 635) is 75 feet.

Z845-250

TRACT IB

- a. The only uses permitted in Tract IB are those uses permitted in a TH-2 District as set forth in the Code.
- b. The maximum permitted height for any structure is 36 feet.
- c. The maximum permitted density is nine units per acre.

TRACT II & III

- a. The only uses permitted in Tracts II & III are those uses permitted in an R-7.5 District as set forth in the Code.

TRACT IV & V

- a. The only uses permitted in Tract IV & V are those uses permitted in LD District as set forth in the Code.
- b. The maximum permitted height for any structure is 30 feet.
- c. The maximum permitted FAR as defined in the Code is .4:1.

Page Three

Z845-250

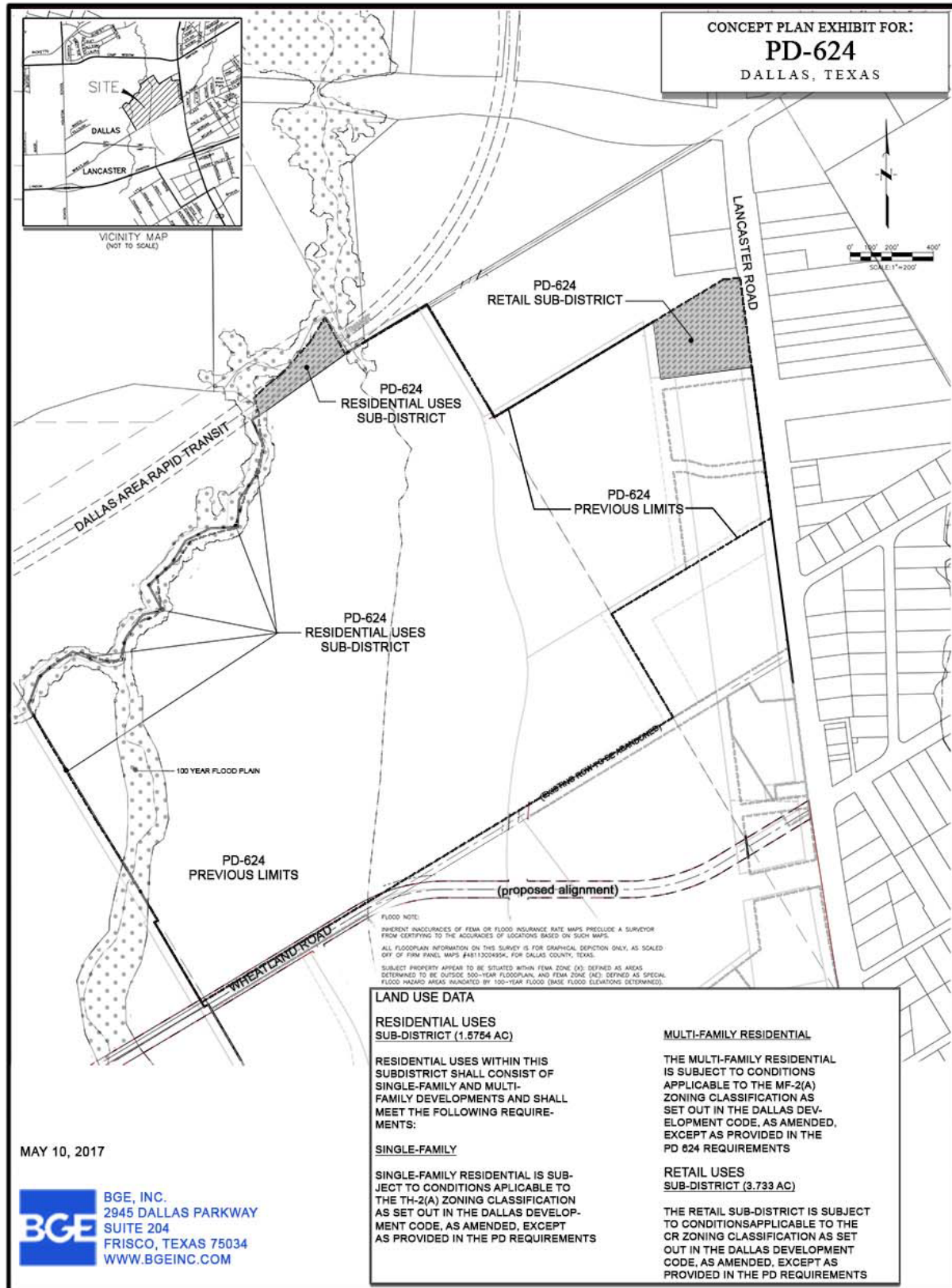
TRACT VI & VII

- a. The only uses permitted in Tracts VI & VII are those uses permitted in the NS District as set forth in the Code.
- b. The maximum permitted height for any structure is 24 feet.
- c. The maximum permitted FAR as defined in the Code is .4:1.

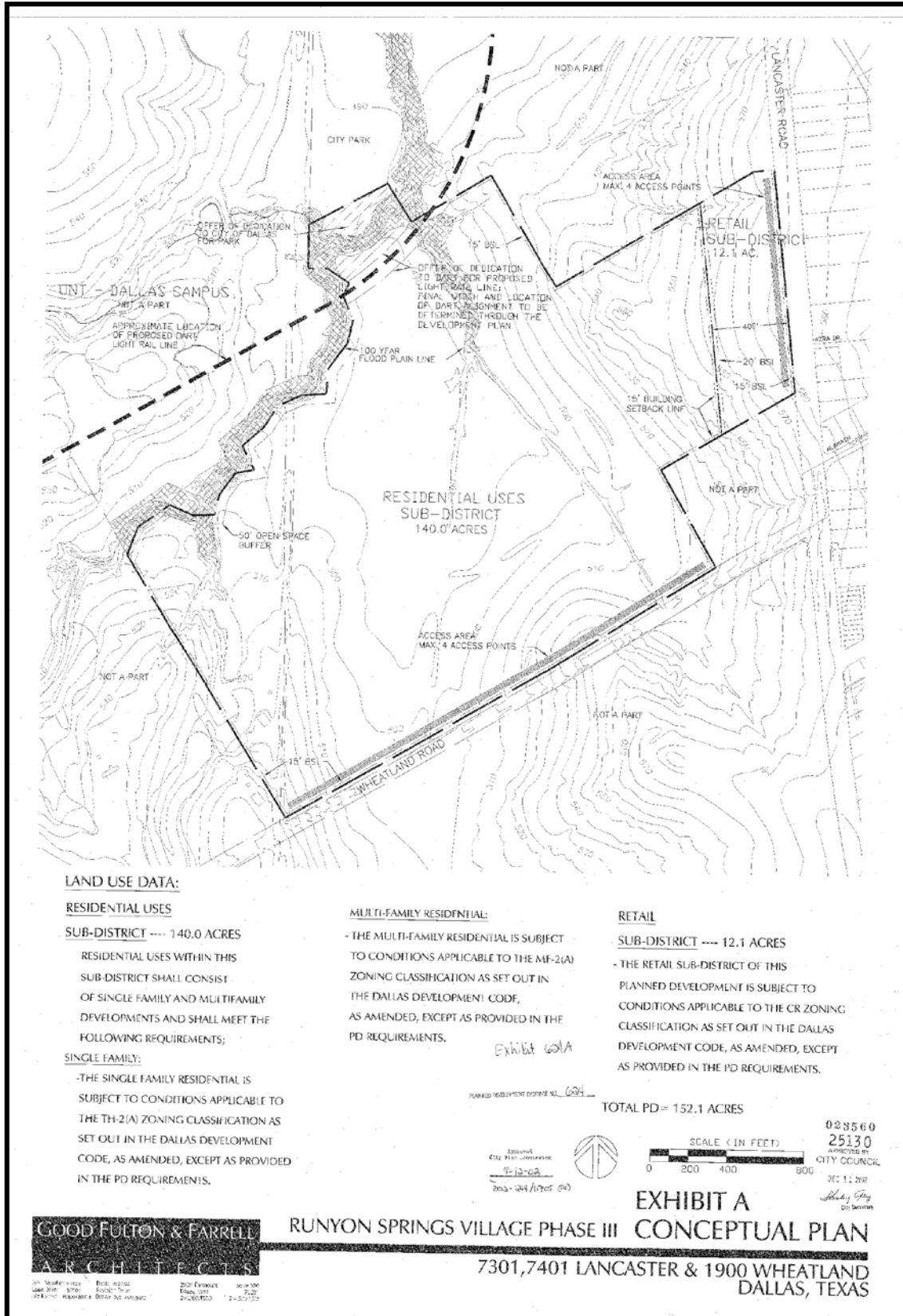
TRACT VIII & IX

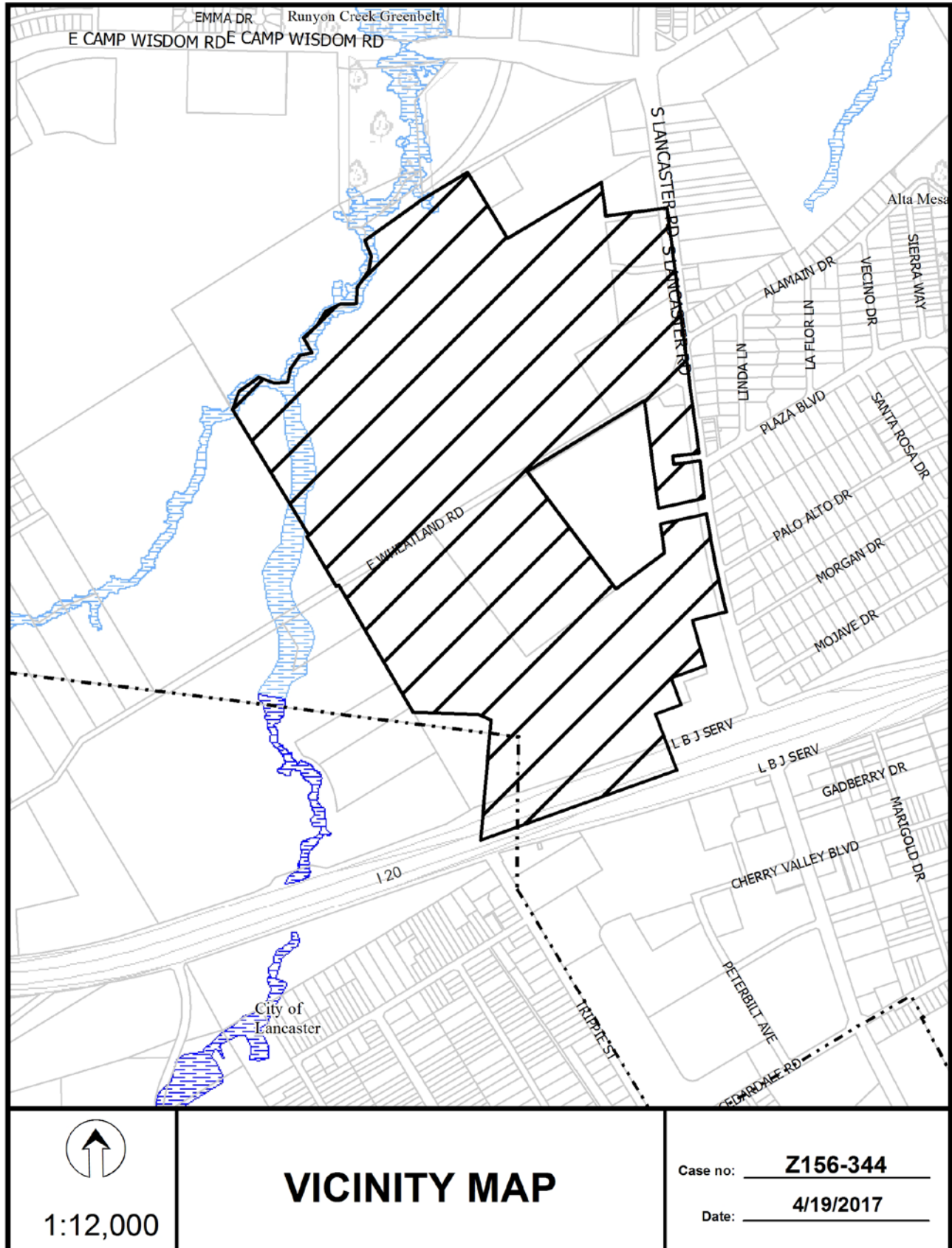
- a. The only uses permitted in Tracts VIII & IX are those uses permitted in a GR District as set forth in the Code.
- b. The maximum permitted height for any structure is 24 feet.
- c. The maximum permitted FAR is .4:1 as defined by the Code, as amended.

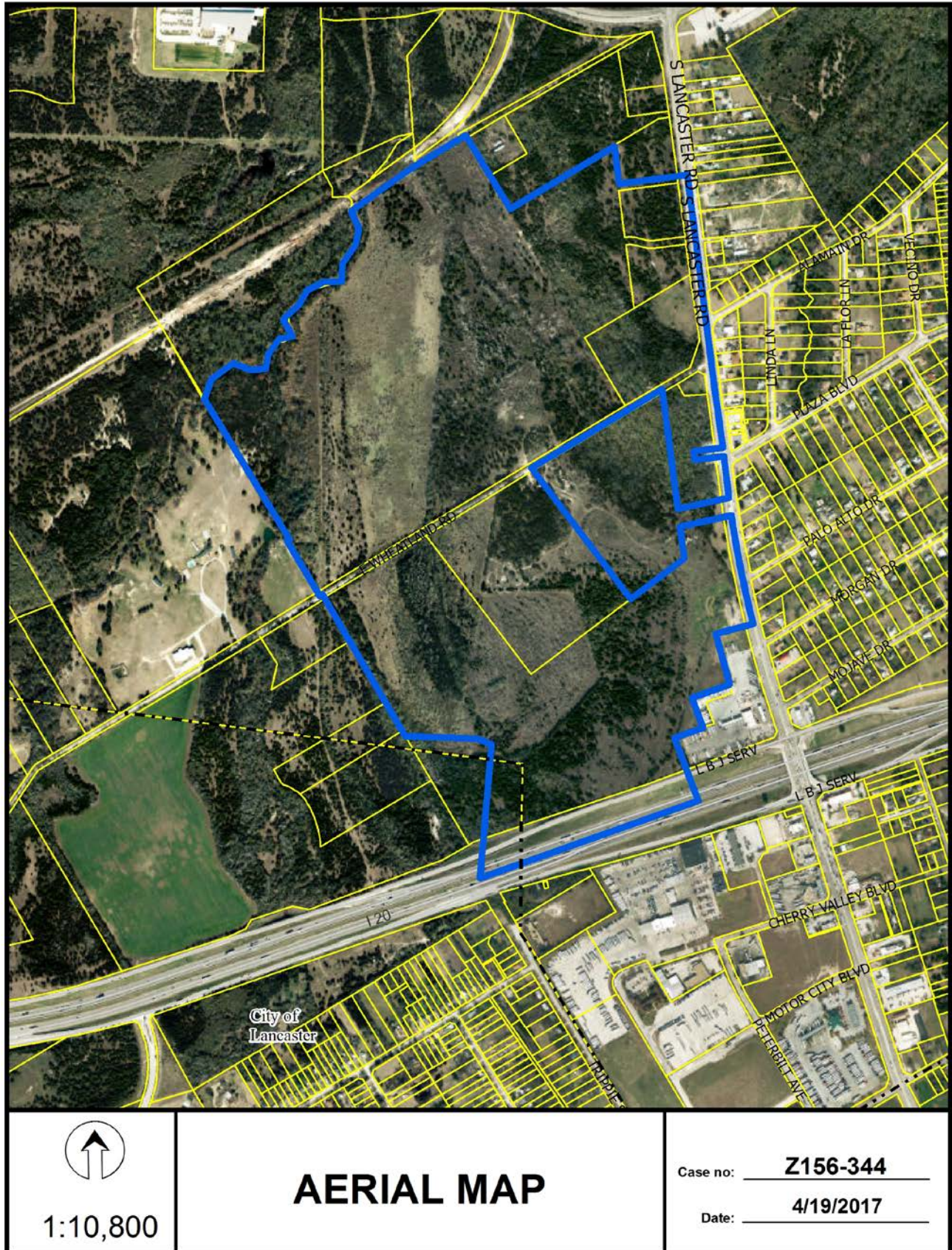
PROPOSED CONCEPTUAL PLAN PD NO. 624

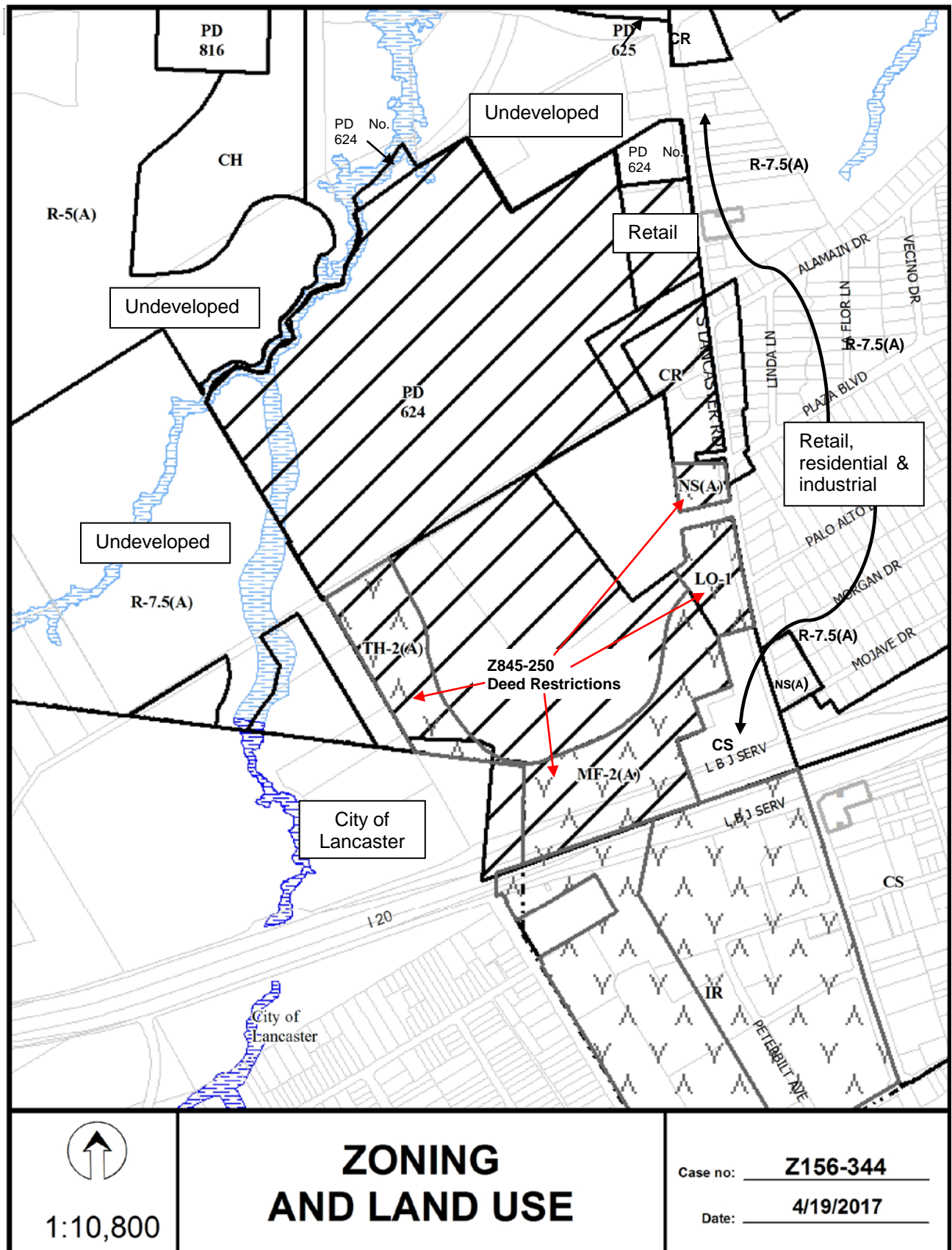


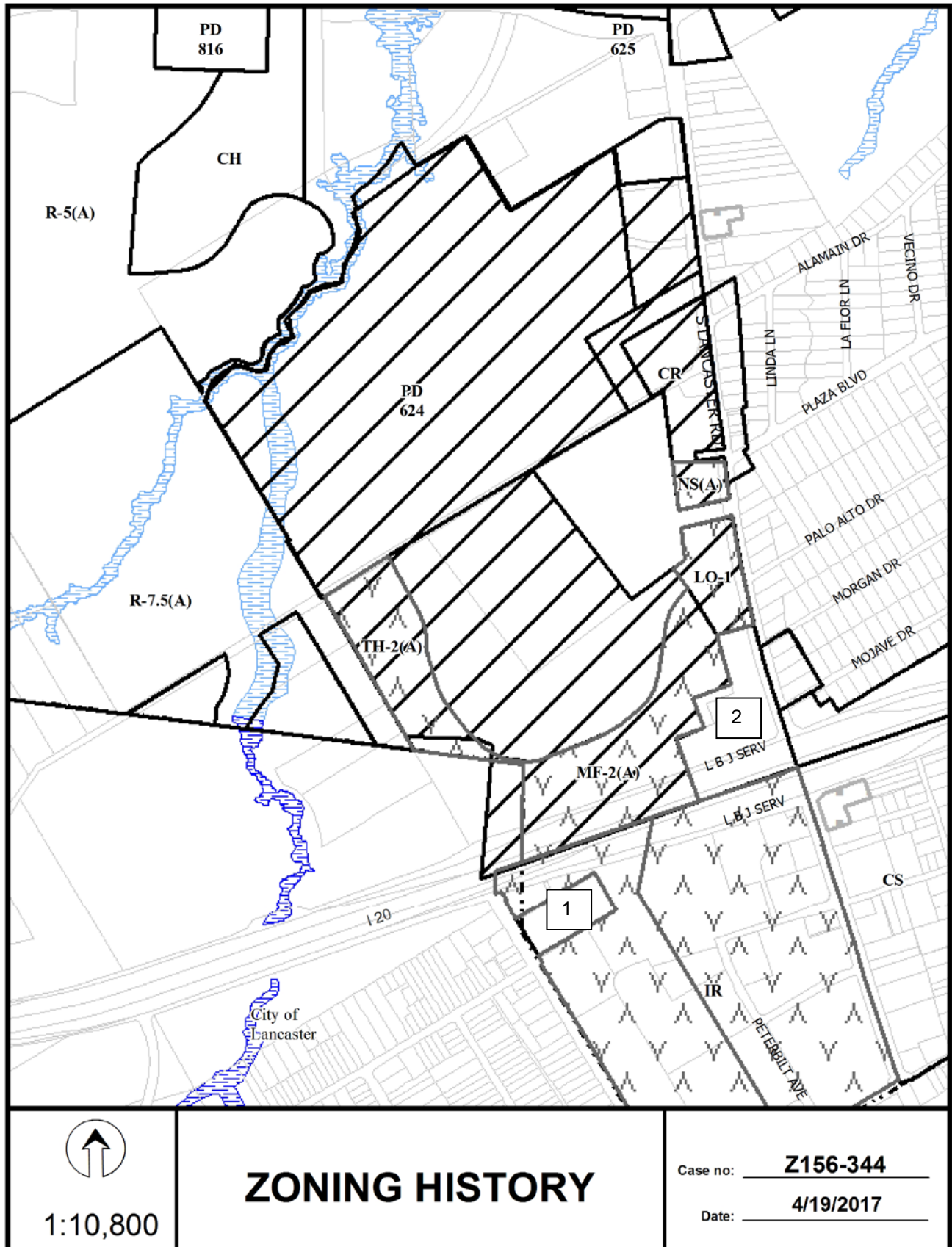
EXISTING CONCEPTUAL PLAN PLANNED DEVELOPMENT DISTRICT No. 624











04/19/2017

Notification List of Property Owners***Z156-344******117 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	7451 S LANCASTER RD	CADG PROPERTY HOLDINGS I LLC
2	7201 S LANCASTER RD	PROTON PROPERTIES LLC
3	7101 S LANCASTER RD	CAMPLANC INVESTMENTS
4	2000 E WHEATLAND RD	CADG PROPERTY HOLDINGS I LLC
5	7915 S LANCASTER RD	CADG PPTY HOLDINGS I LLC
6	1900 WHEATLAND RD	CADG PPTY HOLDINGS I LLC
7	1900 WHEATLAND RD	PATRIOT REAL ESTATE HOLDINGS RS10
8	7894 UNIVERSITY HILLS BLVD	TEXAS STATE OF
9	7505 S LANCASTER RD	CADG PROEPRTY HOLDINGS I LLC
10	7549 S LANCASTER RD	SIMMONS YVONNE
11	7220 S LANCASTER RD	WILLIE RAYS PRIVATE ROOM
12	7234 S LANCASTER RD	WILLIAMS DANICA C
13	7240 S LANCASTER RD	CAUDILLO JOSE JUAN
14	7310 S LANCASTER RD	VILLANUEVA MARTHA L
15	7304 S LANCASTER RD	TAYLOR DERRICK &
16	7316 S LANCASTER RD	GRAY Q JUAN D
17	7320 S LANCASTER RD	EVANS FRED
18	7324 S LANCASTER RD	2008 WHITE FAMILY REV LIV THE
19	7412 S LANCASTER RD	WILLIAMS FREDDIE MAE
20	7420 S LANCASTER RD	HOWARD MARSHALL & GRACEY
21	7430 S LANCASTER RD	JOHNSON VERNON LEE
22	7440 S LANCASTER RD	BROWN ROBERTA
23	7416 S LANCASTER RD	ST JUDES CHILDRENS
24	7422 S LANCASTER RD	KING BOBBY J EST OF
25	7101 S LANCASTER RD	154 LANCASTER LTD
26	7001 S LANCASTER RD	ROTEN STEVE & JOHN

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2100 E CAMP WISDOM RD	DART
28	1801 E WHEATLAND RD	RKCJ LLC
29	1600 E WHEATLAND RD	KEY SUSAN WRIGHT
30	7608 E WHEATLAND RD	WYCLIFFE BIBLE
31	7608 E WHEATLAND RD	WYCLIFFE BIBLE
32	1800 E WHEATLAND RD	SHROPULOS GEORGE P &
33	2100 E WHEATLAND RD	RHODES KING E
34	7915 S LANCASTER RD	ALL SAINTS INC
35	8500 TRIPPIE ST	HEYDARIAN BRUCE & ASADOLLAH
36	7544 S LANCASTER RD	AKRAMAWI OTHMAN YOUSEF
37	7542 S LANCASTER RD	SMITH DAVID A
38	7540 S LANCASTER RD	FISHER ROBERT J & TINA L
39	7536 S LANCASTER RD	FISHER ROBERT & TINA
40	7530 S LANCASTER RD	WHITE CANDI
41	2435 PLAZA BLVD	UNITED STATES OF AMERICA
42	9 UNKNOWN ST	WADLINGTON INA S
43	7531 LINDA LN	EDWARDS MARY
44	7526 S LANCASTER RD	CLEMONS TRUCKING COMPANY
45	7516 S LANCASTER RD	WADE ALVIN
46	7506 S LANCASTER RD	JOHNSON JOEL E
47	7474 S LANCASTER RD	HEJ LIVING TRUST
48	7468 S LANCASTER RD	MCDOWELL CASTON J & DONNIE
49	7458 S LANCASTER RD	LOPEZ RAYES
50	7419 S LANCASTER RD	WAFFER TERRY L
51	7427 LINDA LN	FOY ANTHONY
52	7435 LINDA LN	JONES MONTGOMERY CAROLYN
53	7443 LINDA LN	BARRON CRUZ LOPEZ & ALBERT
54	7507 LINDA LN	J & R CONSTRUCTION SVC LP
55	7515 LINDA LN	BUSBY RUBY F
56	7523 LINDA LN	JONES BOBBY &
57	7448 S LANCASTER RD	WILLIAMS GLORIA

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2419 ALAMAIN DR	WILLIAMS GLORIA R
59	2427 ALAMAIN DR	PARKER ETTA MAE DRAYDEN
60	2435 ALAMAIN DR	GREEN LETHA MAE
61	2507 ALAMAIN DR	WARREN DOROTHY VELORIA
62	2515 ALAMAIN DR	BROWN DOROTHY
63	7534 LINDA LN	GOREE CLARICE EST OF
64	7516 LINDA LN	MATHERSON CONICE J
65	7508 LINDA LN	LORING GEVAN K
66	7444 LINDA LN	ARMSTEAD ANTHONY
67	7436 LINDA LN	JONES DOROTHY F
68	7428 LINDA LN	HERNANDEZ JAVIER C
69	7420 LINDA LN	WOFFORD WILLIE C
70	7414 LINDA LN	DEAMON KENNETH R JR &
71	2516 PLAZA BLVD	DEUTSCHE BANK NATL TR CO
72	2508 PLAZA BLVD	SPENCER SHAURETTA L
73	2426 PLAZA BLVD	LITTLEJOHN PAUL S &
74	2418 PLAZA BLVD	SPENCER RALPH
75	7608 S LANCASTER RD	BCT FAMILY TR
76	7708 S LANCASTER RD	LANKFORD DERRICK D
77	7718 S LANCASTER RD	LANKFORD WADE
78	7726 S LANCASTER RD	BRAY JOSEPH L
79	7808 S LANCASTER RD	STEPHENS WILLIAM F
80	7818 S LANCASTER RD	FRAZIER VIRGINIA
81	2533 PALO ALTO DR	LOGAN ANDREW & MARGIE R
82	2533 PALO ALTO DR	MCKNIGHT EYVONNE
83	2549 PALO ALTO DR	WASHINGTON HAYWOOD &
84	2607 PALO ALTO DR	TATUM DEMITREE LASHON
85	2542 PALO ALTO DR	JACKSON MAYA
86	2534 PALO ALTO DR	JIMENEZ SANTIAGO & VERONICA
87	2526 PALO ALTO DR	ROLENPOWELL MONICA
88	7908 S LANCASTER RD	DEJESUSPEREZ MANUEL &

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	7916 S LANCASTER RD	RODRIGUEZ JOEL & EVA
90	7926 S LANCASTER RD	CLEMMONS LINDA &
91	7934 S LANCASTER RD	CLEMONS BEULAH V
92	2529 MORGAN DR	F & S PROPERTIES LLC
93	2537 MORGAN DR	WATSON W L & HAZEL
94	2545 MORGAN DR	MILLER GILBERT
95	2538 MORGAN DR	SANCHEZ PROPERTY MANAGEMENT INC
96	2530 MORGAN DR	CLEMONS NARLAN
97	2522 MORGAN DR	MILLER STEPHEN
98	8008 S LANCASTER RD	WASHINGTON STANFORD L &
99	8018 S LANCASTER RD	HALLETT NO I LP
100	8108 S LANCASTER RD	MEDINA BILLY &
101	8118 S LANCASTER RD	MEDINA BILLY&
102	2539 MOJAVE DR	BLACK JOHN T EST OF
103	8181 S LANCASTER RD	DFW OIL INC
104	8701 PETERBILT AVE	GRA GAR INC
105	8701 PETERBILT AVE	WERNER ENTERPRISES INC
106	2400 LBJ FWY	PRESCOTT INTERESTS BILLBOARDS LTD
107	8333 S LANCASTER RD	MCDONALDS CORP
108	8210 S LANCASTER RD	KANJO LLC
109	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
110	1055 LYLE ST	HERNANDEZ MARY
111	1 NO NAME ST	LANCASTER LTD
112	4519 TRIPPIE ST	FIRST BAPTIST HOLY CHURCH
113	4515 TRIPPIE ST	FIRST BAPTIST HOLY CHURCH
114	4515 TRIPPIE ST	FIRST BAPTIST HOLY CHURCH
115	1100 IH 20	LANCASTER LTD
116	1520 WHEATLAND RD	KEY SUSAN WRIGHT
117	1700 WHEATLAND RD	WYCLIFFE BIBLE TRANSLATOR

Planner: Sarah May

FILE NUMBER: Z167-214(SM) **DATE FILED:** February 14, 2017
LOCATION: South corner of Robert B. Cullum Boulevard and Borich Street
COUNCIL DISTRICT: 7 **MAPSCO:** 46-U
SIZE OF REQUEST: Approx. 1.0668 acres **CENSUS TRACT:** 27.02

OWNER / APPLICANT: Engaged Investments, LLC

REPRESENTATIVE: Santos Martinez, Masterplan

REQUEST: An application for an amendment to allow for industrial (inside) uses to Planned Development District No. 911 on property on the south corner of Robert B Cullum Boulevard and Borich Street.

SUMMARY: The applicant proposes to market the property to an industrial operator either in the existing building or with new construction. The proposed use, *industrial (inside)*, means a facility where all processing, fabricating, assembly, or disassembly takes place wholly within the existing enclosed building. The applicant also requests a reduction in parking requirements for an industrial (inside) use.

STAFF RECOMMENDATION: Denial

BACKGROUND INFORMATION:

- The request site is currently developed with a one-story, 24,680-square-foot structure that was constructed in 1970, according to Dallas Central Appraisal District records.
- Digitized permit records show permits on the property as early as 1971, when the site was zoned I-2 Industrial District then later transitioned to CS Commercial Service District. The first certificate of occupancy for an industrial (inside) use was issued in 1982.
- On September 26, 2001, the City Council adopted PDD No. 595 and the site was a part of the CC Community Commercial Subdistrict. An industrial (inside) use was prohibited and therefore the industrial (inside) use at the site became nonconforming. Nonconforming uses' right to operate ceases once the use has been abandoned, or vacated, for six months.
- On May 14, 2014 the City Council approved Planned Development District No. 911 for CS Commercial Service District uses in order to allow a warehouse use and removed the property from Planned Development District No. 595, the South Dallas/Fair Park Special Purpose District. The warehouse later vacated the site and the building has remained vacant since circa 2005, according to aerial photography.

Zoning History: There have not been any recent zoning changes requested in the area.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
Robert B. Cullum Blvd.	Principal Arterial	100 ft.	100 ft.
Borich Street	Local	50 ft.	50 ft.

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the proposed development will not have a negative impact on the surrounding street system.

COMPREHENSIVE PLAN:

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The proposed industrial (inside) use is not consistent with the Comprehensive Plan designation for the area.

Land Use Compatibility

The site consists of an existing commercial building and surface parking lot. The surrounding land uses include a multifamily and government building to the north, undeveloped land to the east, a DART light rail line borders the south, and a religious organization is located to the west. An industrial (inside) use is not a compatible use with the surrounding properties and therefore, staff recommends denial of the request. An industrial (inside) use allows any processing, fabricating, assembly, or disassembly that is not considered *potentially incompatible*, as defined by the Dallas Development Code, and takes place wholly within the existing enclosed building. Although the most hazardous activities remain prohibited with the request, other nuisances that are associated with industrial uses would be allowed such as noise from machinery, odors from processes, and frequent ingress and egress of delivery trucks. Additionally, the use *industrial (inside) for light manufacturing* is also not recommended for the site as the existing building exceeds the maximum 10,000 square-foot floor area threshold for an *industrial (inside) for light manufacturing* use. Further, an *industrial (inside) for light manufacturing* use would also permit the nuisances that an *industrial (inside)* use could generate. Therefore, because any industrial use could cause nuisances for surrounding properties, staff recommends denial.

Surrounding Land Uses:

	Zoning with/in PDD No. 595	Land Use
Site	CC Subdistrict	Abandoned building
North	CC Subdistrict	Retail,
South	CC Subdistrict, R-5(A)	DART Line, Single Family
East	CC Subdistrict	Undeveloped
West	CC Subdistrict, MF-2(A), SUP No. 120	Church, undeveloped

Landscaping:

Landscaping will be in accordance with Article X, as amended.

Parking:

The Dallas Development Code requires a minimum of one space per 600 square feet of floor area for an industrial (inside) use which would require 41 parking spaces. The applicant is proposing to decrease the parking requirement to one space per 1,100 square feet of floor area, which would require the site to provide 22 parking spaces. The site currently provides 26 spaces and therefore the site is deficient 15 spaces from the current Code required minimum. Although staff objects to the entirety of the request, including the parking reduction, because the site has 26 spaces on site and 24,680 square feet of floor area, the site could comply with a parking requirement of one space per 933 square feet of floor area. Staff does not support any reduction to the minimum parking requirements for the site however, if approval of the parking reduction is considered, a minimum parking requirement of one space per 933 square feet of floor area would be an improvement to the requested one space per 1,100 square feet of floor area in order to require additional parking is provided if additions occur.

Additionally, since the request is not for a specific tenant and it would be applicable to new construction, a parking study was not provided to the Engineering Division to evaluate. Further, since the parking reduction requested is for a land use, it would be applicable to any tenant that is classified as the land use *industrial (inside)* regardless of the tenant's parking demand or for new construction. The Board of Adjustments can consider an appeal to reduce required parking by 25 percent by special exception and that decision is applicable only to a specified tenant. Therefore, staff recommends denial of the requested parking reduction as a Board of Adjustment appeal would be more appropriate and evaluated based on the tenant's parking demand and operations.

LIST OF OFFICERS

Engaged Investments LLC
List of Officers

David Itamar	Managing Member
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**APPLICANT PROPOSED
PDD AMENDMENT**

ARTICLE 911.

PD 911.

SEC. 51P-911.101. LEGISLATIVE HISTORY.

PD 911 was established by Ordinance No. 29335, passed by the Dallas City Council on May 14, 2014. (Ord. 29335)

SEC. 51P- 911.102. PROPERTY LOCATION AND SIZE.

PD 911 is established on property located at the south corner of Robert B. Cullum Boulevard and Borich Street. The size of PD 911 is approximately 1.0668 acres. (Ord. 29335)

SEC. 51P-911.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article. In this article:

(1) **MESSAGE ESTABLISHMENT** and **MESSAGE** mean a message establishment or message as defined by Chapter 455 of the Texas Occupations Code, as amended.

(2) **TATTOO STUDIO** means a business in which tattooing or body piercing is performed. **TATTOOING** means the practice of producing an indelible mark or figure on the human body by scarring or inserting a pigment under the skin using needles, scalpels, or other related equipment.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a nonresidential district. (Ord. 29335)

SEC. 51P-911.104. EXHIBIT.

The following exhibit is incorporated into this article: Exhibit 911A: development plan. (Ord. 29335)

SEC. 51P- 911.105. DEVELOPMENT PLAN.

(a) Except as provided in this section, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

(b) For a warehouse use, development and use of the Property must comply with the development plan (Exhibit 911A). If there is a conflict between the text of this article and the development plan, the text of this article controls. (Ord. 29335)

SEC. 51P-911.106. MAIN USES PERMITTED.

The following uses are the only main uses permitted:

(1) Agricultural uses.

None permitted.

(2) Commercial and business service uses.

- Catering service.
- Custom business services.
- Electronics service center.
- Job or lithographic printing. *[3,500 square feet or less.]*
- Medical or scientific laboratory. *[SUP]*

(3) Industrial uses.

-- Industrial (inside). ~~[None permitted.]~~

(4) Institutional and community service uses.

- Adult day care facility.
- Cemetery or mausoleum. *[SUP]*
- Child-care facility.
- Church.
- College, university, or seminary. *[SUP]*
- Community service center. *[SUP]*
- Convalescent and nursing homes, hospice care, and related institutions. *[SUP]*
- Convent or monastery.
- Library, art gallery, or museum.
- Public or private school. *[RAR]*

(5) Miscellaneous uses.

- Temporary construction or sales office.

(6) Office uses.

- Financial institution without drive-in window.
- Financial institution with drive-in window. *[DIR]*
- Medical clinic or ambulatory surgical center.
- Office.

(7) Recreation uses.

- Private recreation center, club, or area.
- Public park, playground, or golf course.

(8) Residential uses.

None permitted.

(9) Retail and personal service uses.

- Ambulance service. *[RAR]*
- Animal shelter or clinic without outside runs. *[RAR]*
- Business school.
- Commercial amusement (inside). *[See Section 51A-4.210(b)(7). Treat as as if located in CR Community Retail District.]*
- Commercial parking lot or garage. *[RAR]*
- Dry cleaning or laundry store.
- Furniture store.
- General merchandise or food store 3,500 square feet or less.
- General merchandise or food store greater than 3,500 square feet.
- Home improvement center, lumber, brick, or building materials sales yard. *[DIR]*
- Household equipment and appliance repair.
- Mortuary, funeral home, or commercial wedding chapel.
- Motor vehicle fueling station.
- Nursery, garden shop, or plant sales.
- Personal service uses. *[Massage establishments and tattoo studios are prohibited.]*
- Restaurant without drive-in or drive-through service. *[RAR]*
- Restaurant with drive-in or drive-through service. *[DIR]*
- Swap or buy shop. *[SUP]*
- Theater.

(10) Transportation uses.

- Transit passenger shelter.
- Transit passenger station or transfer center. *[SUP or by city council resolution.]*

(11) Utility and public service uses.

- Electrical substation. *[SUP]*
- Local utilities. *[SUP or RAR may be required. See Section 51A-4.212(4). Treat as if located in a CR Community Retail District.]*
- Police or fire station.
- Tower/antenna for cellular communication.

(12) Wholesale, distribution, and storage uses.

- Mini-warehouse.
- Recycling drop-off container. *[SUP required if the requirements of Section 51A-4.213(11.2)(E) are not satisfied.]*
- Warehouse.

(Ord. 29335)

SEC. 51P-911.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) The following accessory uses are not permitted:

- Accessory outside display of merchandise.
- Accessory outside storage.

(Ord. 29335)

SEC. 51P-911.108. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) Front yard.

(1) Except as provided in this subsection, no front yard is required.

(2) Except as provided in Paragraph 51P-911.108(a)(3), if a front yard is provided, minimum front yard of 15 feet is required and must be landscaped as follows:

(A) At least 40 percent of the front yard must have trees, shrubs, or a combination of trees and shrubs. If provided, the shrubs must be capable of reaching a minimum height of 30 inches within three years.

(B) One tree having a caliper of at least three-and-one-half inches, or two trees each having a caliper of at least one-and-one-half inches, must be provided for each 30 linear feet of frontage, excluding driveways, visibility triangles, and points of ingress or egress.

(C) Walkways, plazas, courtyards, or other non-plant decorative landscape features may not exceed 60 percent of the front yard.

(3) A front yard up to five feet wide may be provided to the extent needed to accommodate a wider than standard sidewalk for any portion of the wider sidewalk that cannot be placed in the right-of-way.

(b) Side yard.

(1) Except as provided in this subsection, no side yard is required.

(2) Except as provided in Paragraph (b)(3), if a side yard is provided, minimum side yard of five feet is required.

(3) For Property adjacent to or directly across an alley from a residential subdistrict or an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district, minimum side yard is 15 feet.

(c) Rear yard.

(1) Except as provided in this subsection, no rear yard is required.

(2) Except as provided in Paragraph (c)(3), if a rear yard is provided, minimum rear yard of five feet is required.

(3) For Property adjacent to or directly across an alley from a residential subdistrict or an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district, minimum rear yard is 15 feet.

(d) Floor area.

(1) Except as provided in this subsection, no maximum floor area.

(2) For a warehouse use, maximum floor area is 25,000 square feet.

(e) Floor area ratio. Maximum floor area ratio is:

(1) .75 for office uses;

(2) .5 for retail uses; and

(3) .75 for all uses combined.

(f) Height.

(1) In general. Except as provided in this subsection, maximum structure height is 54 feet.

(2) Residential proximity slope. If any portion of a structure is over 26 feet in height, that portion may not be located above a 1-to-3 residential proximity slope. Exception: Except for chimneys, structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less. Chimneys may project through the slope to a height 12 feet above the slope and 12 feet above the maximum structure height.

(g) Lot coverage. Maximum lot coverage is 60 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(h) Lot size. No minimum lot size is required.

(i) Stories.

(1) Except as provided in this subsection, maximum number of stories above grade is four.

(2) For a parking garage, no maximum number of stories. (Ord. 29335)

SEC. 51P-911.109. FENCE.

A minimum six-foot high chain link fence is required in the location shown on the development plan. (Ord. 29335)

SEC. 51P-911.110. OFF-STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(b) Industrial (inside). Minimum of one space is required for every 1,100 square feet of floor area.

(c) Setback. Required off-street parking is prohibited within 15 feet of back of curb.

(d[e]) Screening.

(1) Required off-street parking must be screened from adjacent streets in accordance with Section 51A-4.301(f)(5).

(2) Screening of off-street parking that complies with Section 51A-4.301(f)(3) is required where the Property is adjacent to or directly across an alley from a residential subdistrict, or an R, R(A), D, D(A), TH, TH(A), CH, MF, or MF(A) district. A perimeter landscape buffer strip that complies with Section 51A-10.125(b)(1) must be provided on the residential side of the required screening. Perimeter landscape buffer strip materials must be provided in accordance with Section 51A-10.125(b)(7).

SEC. 51P-911.111. INGRESS AND EGRESS.

Ingress and egress must be provided in the locations shown on the development plan. No other ingress or egress is permitted. (Ord. 29335)

SEC. 51P-911.112. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 29335)

SEC. 51P-911.113. LANDSCAPING.

(a) Except as provided in Sections 51P-911.108 and 51P-911.110, landscaping must be provided in accordance with Article X.

(a) Plant materials must be maintained in a healthy, growing condition. (Ord. 29335)

SEC. 51P-911.114. SIGNS.

Signs must comply with the provisions for business zoning districts in Article VII. (Ord. 29335)

SEC. 51P-911.115. ADDITIONAL PROVISIONS.

(a) The Property must be properly maintained in a state of good repair and neat appearance.

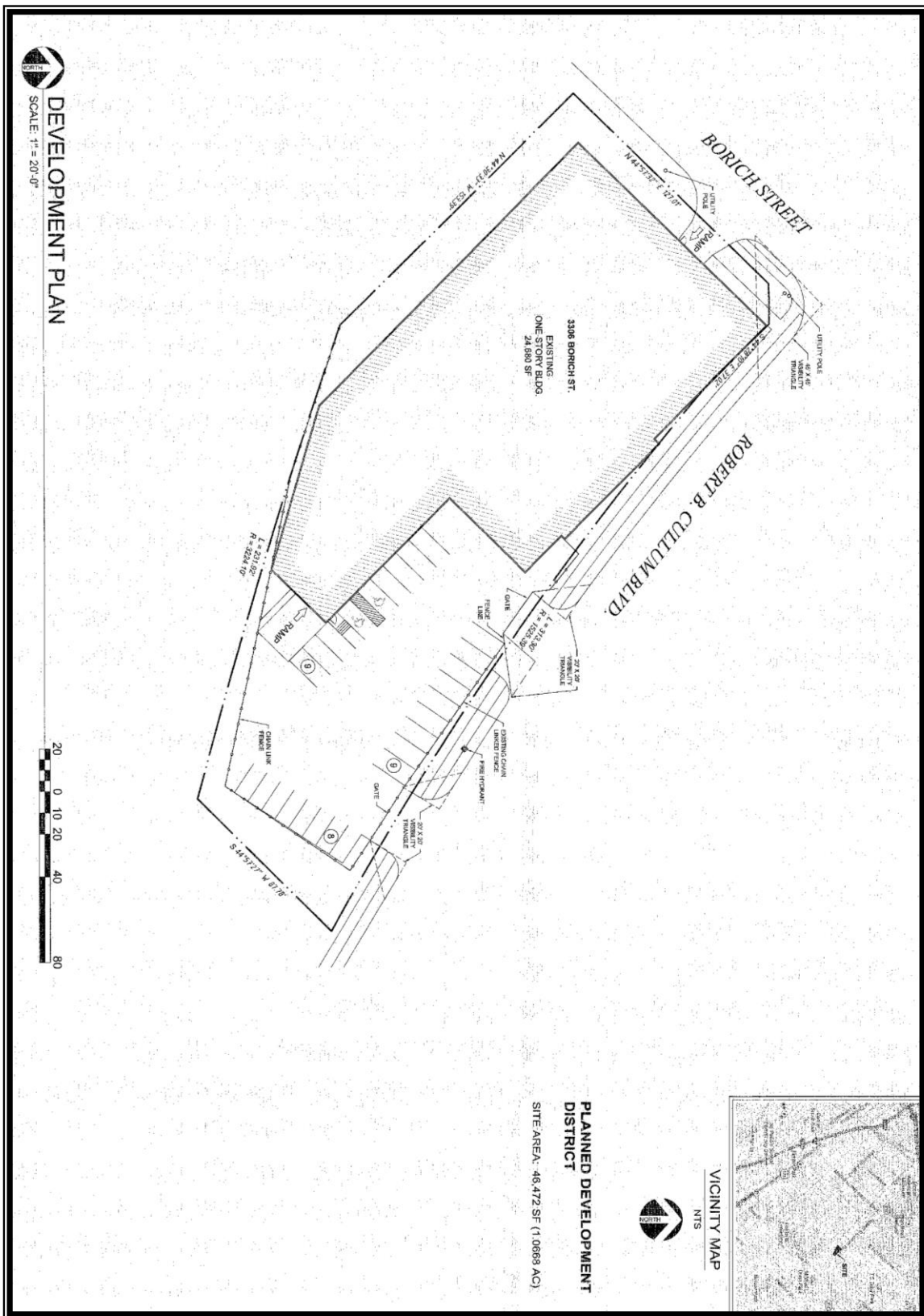
(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. 29335)

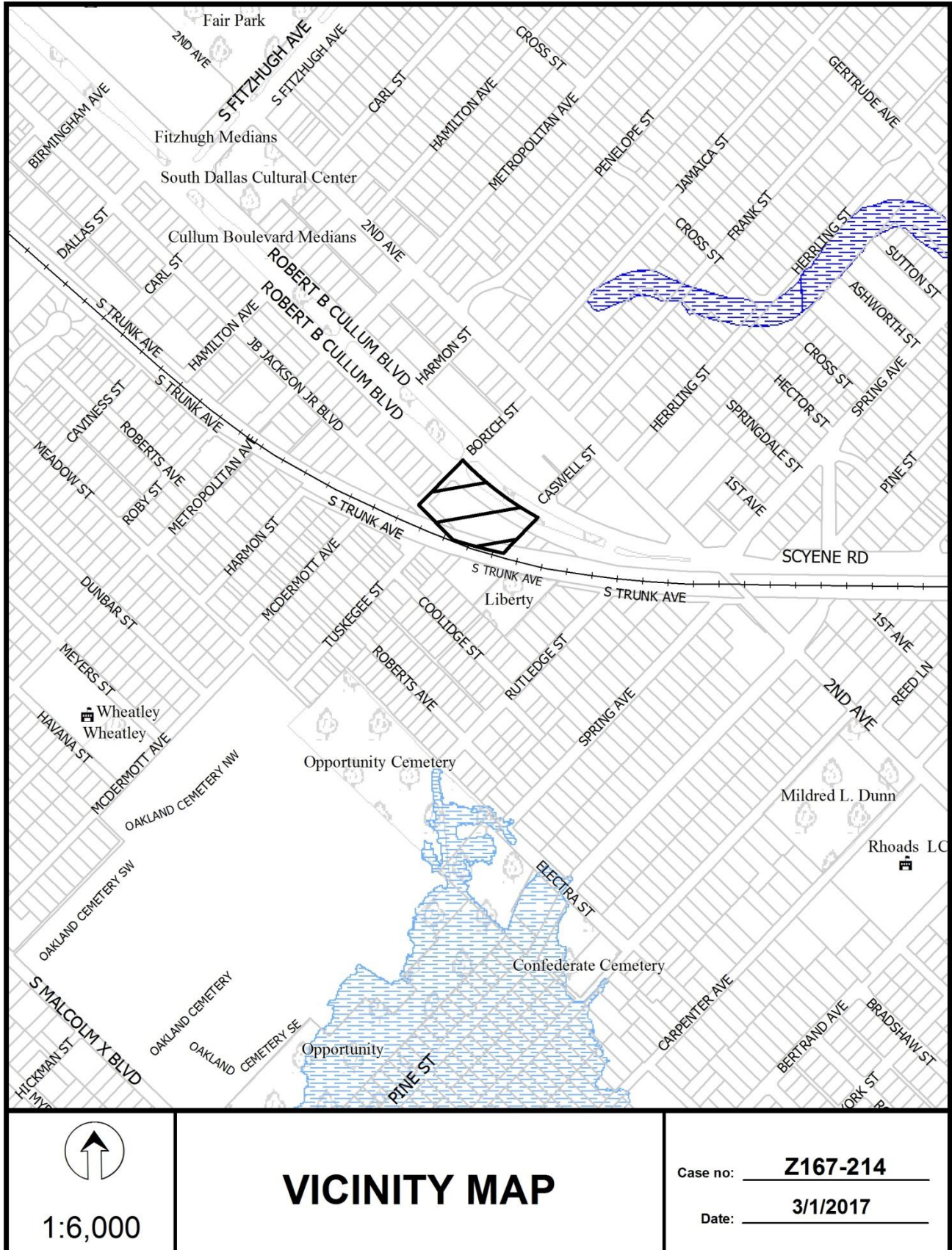
SEC. 51P-911.116. COMPLIANCE WITH CONDITIONS.

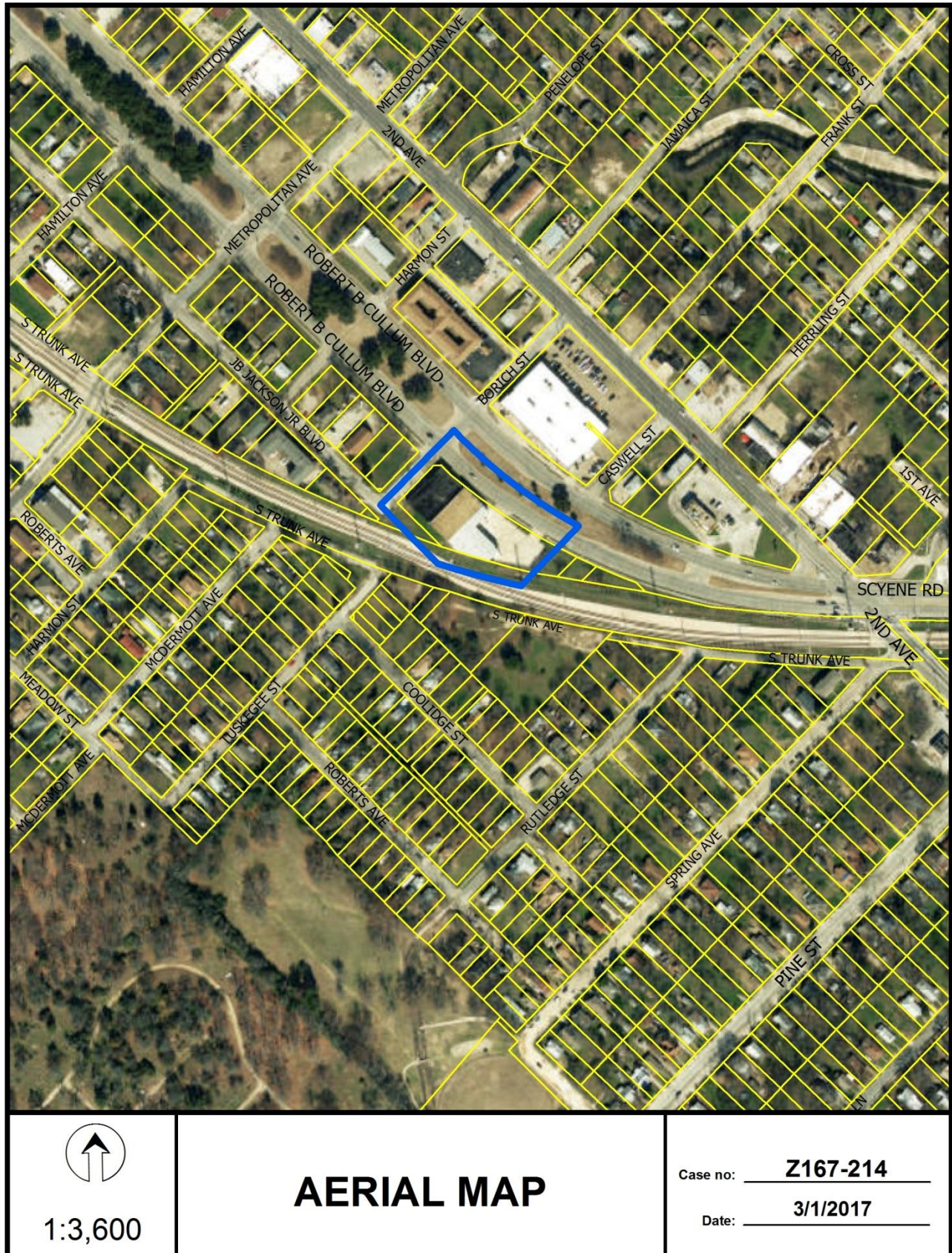
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

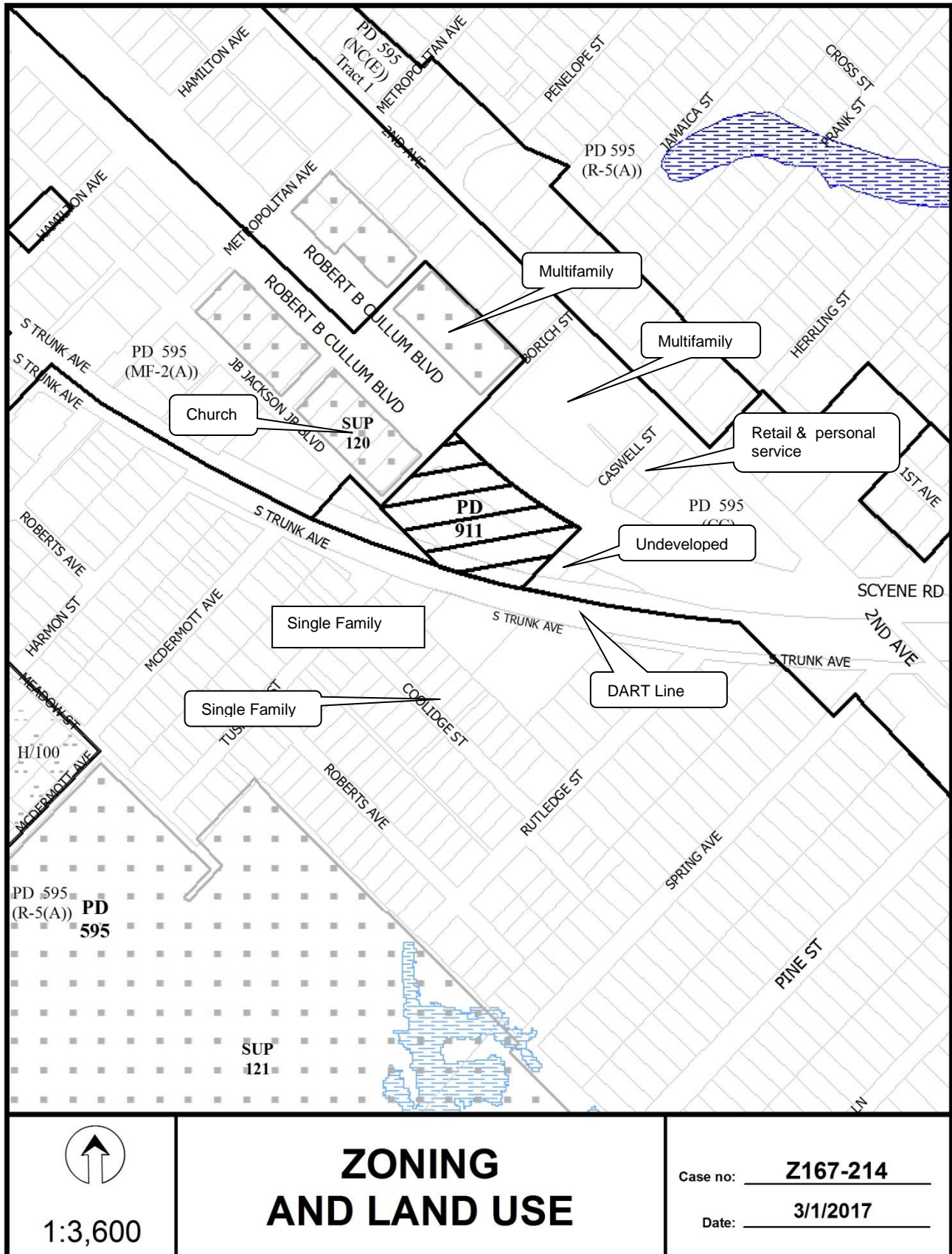
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 29335)

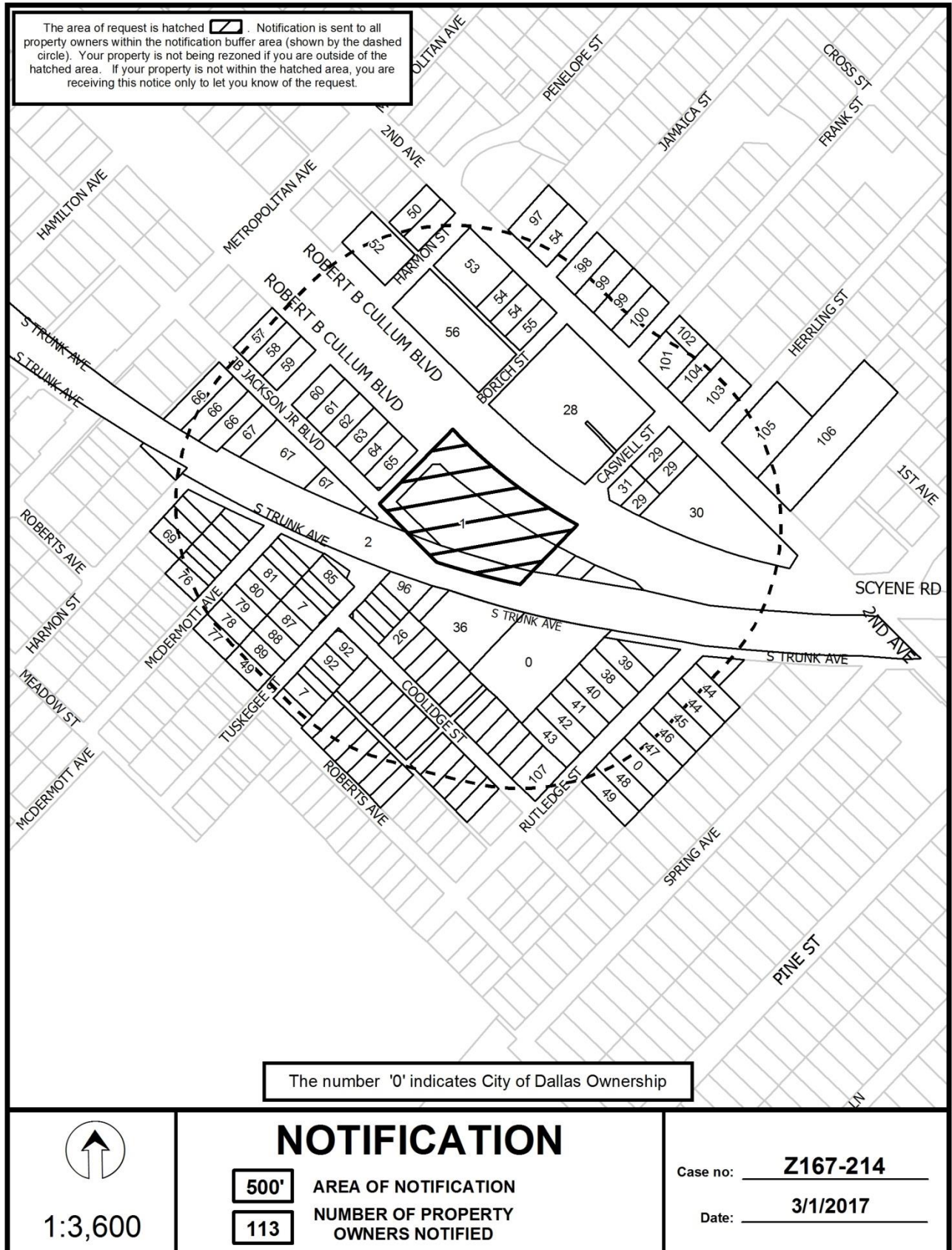
EXISTING DEVELOPMENT PLAN











03/01/2017

Notification List of Property Owners***Z167-214******113 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	3306 BORICH ST	JK HILL STREET LLC
2	3152 MCDERMOTT AVE	DART
3	3931 COOLIDGE ST	BYRD ERIC L
4	3935 COOLIDGE ST	EVANGELISTIC OUTREACH
5	3939 COOLIDGE ST	JOHNSON WILL
6	3942 COOLIDGE ST	WILLIAMS TIFFANY J &
7	3934 COOLIDGE ST	DALLAS NEIGHBORHOOD
8	3926 ROBERTS AVE	COOKS SAM
9	3922 ROBERTS AVE	BROWN LOLA &
10	3918 ROBERTS AVE	SMITH WALTER
11	3914 ROBERTS AVE	MILLS BEATRICE
12	3910 ROBERTS AVE	JONES ROBERT L EST OF
13	3906 ROBERTS AVE	EPHRAIM HAZEL MAE
14	3902 ROBERTS AVE	EPHRAIM HAZEL MAE ESTATE OF
15	3903 COOLIDGE ST	IMPERIAL VALLEY PROPERTIES LLC
16	3911 COOLIDGE ST	ROBINSON CLARENCE JR
17	3915 COOLIDGE ST	MEDLOCK HARVEY L
18	3919 COOLIDGE ST	JERNIGAN PATRICIA
19	3923 COOLIDGE ST	WEAVER MARVIN KEITH
20	3927 COOLIDGE ST	FOY ROBERT &
21	3926 COOLIDGE ST	CARTER CALVIN EST OF
22	3922 COOLIDGE ST	HINES TRUDIE JEAN ET AL &
23	3914 COOLIDGE ST	JACKSON RONALD WAYNE &
24	3910 COOLIDGE ST	DEAN BOBBIE
25	3906 COOLIDGE ST	SMITH ROBERT L
26	3902 COOLIDGE ST	LARY TERRI G LIFE ESTATE

03/01/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3400 CASWELL ST	WHITE MONEY ORDERS 33
28	2505 S 2ND AVE	SAFFELL DOUG
29	2601 2ND AVE	LAWSON KEA & DANYEAL L GARRETT
30	2660 ROBERT B CULLUM BLVD	WILLIAMS FRIED CHICKEN
31	2602 ROBERT B CULLUM BLVD	SULTAN RAJA REZA &
32	2503 ROBERT B CULLUM BLVD	LEWIS EDWARD JR
33	2507 ROBERT B CULLUM BLVD	GILLIAM EDWARD CHRISTIAN
34	2511 ROBERT B CULLUM BLVD	DALLAS CITY OF COUNTY OF
35	2511 TRUNK AVE	CEMETERY
36	3900 TRUNK AVE	JONES WASHINGTON JR
37	3327 RUTLEDGE ST	AGENT HOMER
38	3319 RUTLEDGE ST	TOVAR PAUL
39	3323 RUTLEDGE ST	ALEXANDERS TALENT CMMTTEE
40	3315 RUTLEDGE ST	FREEMAN CHARLES
41	3311 RUTLEDGE ST	REVEST PPTIES INV LLC
42	3307 RUTLEDGE ST	BROWN OLLIE GENE &
43	3303 RUTLEDGE ST	BROWN BETTY JEAN
44	3330 RUTLEDGE ST	ABOVO CORP
45	3322 RUTLEDGE ST	SUN LAND RESERVE OF AMERICA INC
46	3318 RUTLEDGE ST	HOLMES LOUISE EST OF
47	3314 RUTLEDGE ST	DIAZ EDUARDO
48	3306 RUTLEDGE ST	WILLIAMS RICKEY
49	3300 RUTLEDGE ST	DALLAS HOUSING ACQUISITION & DEV CORP
50	2319 S 2ND AVE	DAVIS ROBERT R JR & DANN
51	2323 2ND AVE	WOFFORD DONDI
52	2212 ROBERT B CULLUM BLVD	DALLAS BAPTIST ASSN INC
53	2403 S 2ND AVE	LEVINGSTON JOEL ETAL
54	2415 2ND AVE	LAGRONE ANGANETTA
55	2423 2ND AVE	OLADIRAN EPHRAIM A
56	2410 ROBERT B CULLUM BLVD	ARA MANAGEMANT LLC
57	2214 J B JACKSON JR BLVD	WOOTEN MERCIE DAVID

03/01/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2218 J B JACKSON JR BLVD	GALVAN MARTIN R & SILVIA A
59	2222 J B JACKSON JR BLVD	RODRIGUEZ RONALDO AGUSTIN
60	2302 J B JACKSON JR BLVD	ONEAL BOZY ESTATE
61	2306 J B JACKSON JR BLVD	JBIII INVESTMENT INC
62	2310 J B JACKSON JR BLVD	MEMORIAL MISSIONARY
63	2312 J B JACKSON JR BLVD	MEMORIAL MISS BAPT CHURCH
64	2316 J B JACKSON JR BLVD	MEMORIAL BAPTIST CHURCH
65	2322 J B JACKSON JR BLVD	MEMORIAL MISS BAPT CH
66	2215 J B JACKSON JR BLVD	AGUSTIN RONALDO
67	2227 J B JACKSON JR BLVD	FOURTH AVENUE HOLDINGS LLC
68	3147 HARMON ST	CONLEY VERMA J
69	3136 HARMON ST	SOUTH DALLAS FAIR PARK INNERCITY COMMUNITY
70	3144 HARMON ST	ANTHONY DAVID LEE
71	3149 MCDERMOTT AVE	ATKINS JOSEPH BERNARD
72	3145 MCDERMOTT AVE	PATTERSON WILLIAM H &
73	3147 MCDERMOTT AVE	ALEXANDER LLOYD I EST OF &
74	3137 MCDERMOTT AVE	MARQUEZ MARCELLA
75	3139 MCDERMOTT AVE	WIGGINS MARTIN &
76	3135 MCDERMOTT AVE	WORLD IS YOURS INVESTMENT GROUP THE
77	3130 MCDERMOTT AVE	WORKS G W & CO
78	3132 MCDERMOTT AVE	LIM CHIA J & WAN LAURA Y
79	3140 MCDERMOTT AVE	SCOTT BRENDA JEAN
80	3142 MCDERMOTT AVE	CHAKAMOI MATIDI
81	3144 MCDERMOTT AVE	AFFORDABLE REALTY INC
82	3150 MCDERMOTT AVE	DIXON ARDELLA
83	3148 MCDERMOTT AVE	WILSON RALPH
84	3225 TUSKEGEE ST	FRY DEBORAH ANN
85	3223 TUSKEGEE ST	CORREA MARIA
86	3217 TUSKEGEE ST	LOPEZ FLORENTINO
87	3211 TUSKEGEE ST	ENTRUST GROUP INC THE
88	3207 TUSKEGEE ST	SIMPSON DAVID L

03/01/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	3201 TUSKEGEE ST	BASHOVER MATTHEW
90	3208 TUSKEGEE ST	BOLDEN ARTHUR
91	3210 TUSKEGEE ST	ADVANCE INVESTMENT
92	3212 TUSKEGEE ST	MOXIE INVESTMENTS LTD
93	3224 TUSKEGEE ST	CLARK ARON
94	3222 TUSKEGEE ST	TRINITARIAN CHRISTIAN
95	3228 TUSKEGEE ST	COMMUNITY CH GOD CHRIST
96	3232 TUSKEGEE ST	WASHINGTON SARAH J
97	2416 2ND AVE	RODRIGUEZ JUAN C
98	2500 2ND AVE	WALKER MARK E
99	2506 2ND AVE	LEALAM INVESTMENTS LLC
100	2514 2ND AVE	CAMPOS BELEN
101	2524 2ND AVE	HENDLEY JAMES G &
102	3510 FRANK ST	MORELAND ESTHER MAE &
103	2542 2ND AVE	DAVIS ROBERT E JR & D'ANN
104	2536 S 2ND AVE	DAVIS ROBERT E JR & D'ANN
105	2616 2ND AVE	HOLY GROVE MISSIONARY BAPTIST CH
106	2702 S 2ND AVE	2702 SECOND AVE LLC
107	3950 COOLIDGE ST	TRINITARIAN CHRISTIAN CH
108	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
109	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
110	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
111	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
112	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
113	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT

FILE NUMBER: Z167-223(SM)

DATE FILED: February 23, 2017

LOCATION: Northwest line of Kimsey Drive, northeast of Maple Avenue

COUNCIL DISTRICT: 2

MAPSCO: 34-P

SIZE OF REQUEST: Approx. 0.34 acres

CENSUS TRACT: 4.06

REPRESENTATIVE: Rob Baldwin

OWNER / APPLICANT: Madison Kimsey Ltd.

REQUEST: An application for a Planned Development District for MF-2(A) Multifamily District uses on property zoned an IR Industrial Research District, with consideration given to an MF-2(A) Multifamily District.

SUMMARY: The applicant proposes to construct a single family development with a shared access easement with 10 dwelling units, increased lot coverage, and decreased guest parking.

STAFF RECOMMENDATION: **Approval** of a MF-2(A) Multifamily District in lieu of the requested Planned Development District.

BACKGROUND INFORMATION:

- The request site previously contained two single family structures at 2703 and 2707 Kimsey Drive.
- The house at 2703 Kimsey Drive was demolished on January 17, 1989 and the house at 2707 Kimsey Drive was demolished on March 11, 2015, according to permit records.
- The request site is currently undeveloped.

Zoning History: There have been four recent zoning changes requested in the area in the last five years.

1. **Z156-139** On November 12, 2014, at the request of the applicant, the City Council denied an application for an MF-2(A) Multifamily District with deed restrictions volunteered by the applicant without prejudice.
2. **Z123-339** On March 26, 2014, City Council approved a Planned Development District for MF-2(A) Multifamily District uses on property zoned an IR Industrial Research District.
3. **Z145-172** On October 28, 2015, the City Council approved an MF-2(A) Multifamily District with deed restrictions volunteered by the applicant on property zoned an IR Industrial Research District.
4. **Z145-208** On June 10, 2015, the City Council approved a Planned Form District and to repeal Shopfront Overlay No. 2 on property zoned a WMU-8 Walkable Mixed Use District.

STAFF ANALYSIS:

Comprehensive Plan: The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

The proposed zoning request meets the following goals and objectives of the comprehensive plan:

Land Use Element

Goal 1.1 Align land use strategies with economic development priorities

Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

Economic Element

Goal 2.1 Promote balanced growth

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

Urban Design

Goal 5.1 Promote a sense of place, safety and walkability

Policy 5.1.1 Promote pedestrian-friendly streetscapes.

Neighborhood Plus

Policy 4.3 Enhance neighborhood desirability by improving infrastructure, housing stock, recreation and safety

Policy 5.1 Encourage a wider range of well-designed and affordable housing types as a response to emerging homeownership preferences.

Parking/Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that the street pavement is too narrow to have street parking on both sides of the street as it would block emergency vehicle access. Therefore, the applicant's request of a planned development district is not recommended because the PDD conditions reduce the parking requirement to two spaces per dwelling units, whereas MF-2(A) District standards would require three spaces for 10 units (or 0.25 per unit). The applicant proposes additional guests will park on the street. Staff does not support this reduction because the street pavement is narrow in width with parking on the street.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Kimsey Drive	Local	50 ft.

Stemmons Corridor - Southwestern Medical District Area Plan:

The request site is within the Stemmons Corridor - Southwestern Medical District Area Plan and primarily complies with the intent of this plan, adopted June 2010. The Plan identifies the request site as being in the Medical Campus Development Block. The Plan recommends this development block be predominantly medical related offices and facilities; however, it is also envisioned to be home to a highly walkable mix of residential and mixed-use developments accommodating medical district employees. Guidance from the plan for the Medical Campus Development Block on residential developments include they "...should enable residents to easily access work, shopping, and leisure activities by transit and pedestrian-oriented streets as well as by driving." (pg 38) The plan envisions structures in this area to range from 2 to 7 stories, although some medical facilities may include downtown-scale towers.

Land Use Compatibility:

Kimsey Drive is developed with a mix of light industrial/office uses, single family uses, and newly constructed multifamily. In the areas further northwest and southwest of the request site along Maple Avenue between Bomar Avenue and on Stutz Drive, redevelopment to multifamily uses of previously a mix of light and heavy industrial (inside) uses with scattered single-family uses has been occurring since approximately 2003. The site is in close proximity to the Inwood DART rail station, though just outside of a half-mile walking distance. The proximity of the DART rail station and the UT Southwestern campus are creating the need for additional housing options.

The applicant proposes to construct up to 10 townhouse-style residential dwelling units on 0.34 acres with a maximum of 75 percent lot coverage, whereas a MF-2(A) District would limit lot coverage to 60% of each lot within the shared access development. Both the request and the MF-2(A) District allows shared access developments to include the shared access drive when calculating lot coverage and Article X requires that 20 percent of the shared access development must be designated as landscape area. Therefore, an increase in lot coverage results in deeper individual lots and overall increased massing of the development than other MF-2(A) District developments.

The proposed PD conditions offer five urban design standards: (1) increase the sidewalk width but the remainder of the block would remain unchanged, (2) the two units nearest Kimsey are required to have pedestrian access to the sidewalk, (3) fencing in the front yard is limited to four feet and must be open which is standard for multifamily districts, (4) two pedestrian lighting standards must be provided, and (5) a vehicular access gate is prohibited. Although the proposed urban design standards are

not detrimental to surrounding properties, it is staff's position that they do not justify the requested modifications of decreased guest parking and increased lot coverage and therefore recommends denial of the proposed planned development district.

However, upon review of the recommendations in the area plan and the existing development pattern of the surrounding properties, staff recognizes the positive benefits of an MF-2(A) Multifamily District. Therefore, staff recommends approval of an MF-2(A) Multifamily District in lieu of the proposed planned development district because the request proposes two increases in development rights that are not justified by the conditions proposed.

Development Standards:

DISTRICT	SETBACKS		Density FAR	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Proposed							
PD Multifamily	15'	15'	Min lot 1,000 sq. ft. 800 sq ft – E 1,000 sq. ft – 1 BR 1,200 sq ft – 2 BR +150 sq ft each add BR	36'	75%	Proximity Slope	Multifamily, duplex, single family
MF-2(A) Multifamily	15'	15'	Min lot 1,000 sq. ft. 800 sq ft – E 1,000 sq. ft – 1 BR 1,200 sq ft – 2 BR +150 sq ft each add BR	36'	60%	Proximity Slope	Multifamily, duplex, single family
Existing							
IR Industrial research	15'	30' adjacent to residential OTHER: No Min.	2.0 FAR overall 0.75 office/ retail 0.5 retail	200' 15 stories	80%	Proximity Slope Visual Intrusion	Industrial, wholesale distribution & storage, supporting office & retail

Landscaping:

Landscaping is required in accordance with Article X of the Dallas Development Code.

Officer Information

Owner/Applicant

Madison Kimsey, Ltd
6116 Central Expressway – Suite 510
Dallas, Texas 75206

John D. Gourly, President
Robert Teeter, Vice President

APPLICANT'S PROPOSED PD CONDITIONS

ARTICLE ____.

PD ____.

SEC. 51P- ____ .101. LEGISLATIVE HISTORY.

PD ____ was established by Ordinance No.____, passed by the Dallas City Council on ____.

SEC. 51P- ____ .102. PROPERTY LOCATION AND SIZE.

PD ____ is established on property located the northwest line of Kimsey Drive, east of Maple Avenue. The size of PD ____ is approximately 0.34 acres.

SEC. 51P- ____ .103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential zoning district.

SEC. 51P- ____ .104. EXHIBITS.

The following exhibits are incorporated into this article:

- (1) Exhibit ____A: conceptual plan.
- (2) Exhibit ____B: development plan.

SEC. 51P- ____ .105. CONCEPTUAL PLAN.

Development and use of the Property must comply with the conceptual plan (Exhibit ____A). If there is a conflict between the text of this article and the conceptual plan, the text of this article controls.

SEC. 51P- _____.106. DEVELOPMENT PLAN.

For single family uses, a final plat may serve as the development plan. For all other uses, development and use of the Property must comply with the development plan (Exhibit ____B). If there is a conflict between the text of this article and the development plan, the text of this article controls.

SEC. 51P- _____.107. MAIN USES PERMITTED.

The only main uses permitted are those main uses permitted in the MF-2(A) Multifamily District, subject to the same conditions applicable in the MF-2(A) Multifamily District, as set out in Chapter 51A. For example, a use permitted in the MF-2(A) Multifamily District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the MF-2(A) Multifamily District is subject to DIR in this district; etc.

SEC. 51P- _____.108. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

SEC. 51P- _____.109. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. If there is a conflict between this section and Division 51A-4.400, this section controls.)

(a) In general. Except as provided in this section, the yard, lot, and space regulations for the MF-2(A) Multifamily District apply.

(b) Lot coverage. Maximum lot coverage is 75 percent.

SEC. 51P- _____.110. OFF-STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, consult the use regulations in Division 51A-4.200 for the specific off-street parking and loading requirements for each use.

(a) Guest parking in shared access developments. A minimum of one guest parking space is required for each five dwelling units.

SEC. 51P- _____.111. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P-_____.112. URBAN DESIGN.

- (a) The sidewalks along Kimsey Drive must be six feet in width.
- (b) Dwelling units that front on Kimsey Drive must have a direct pedestrian connection to the public sidewalk.
- (c) Gates across driveways are prohibited.
- (d) Fencing between the street facing facade and the front property line is limited to four feet in height and cannot be a solid fence.
- (e) A minimum of two pedestrian scale light fixtures are required along Kimsey Drive.

SEC. 51P-_____.113. LANDSCAPING.

- (a) Landscaping must be provided in accordance with Article X.
- (b) Plant materials must be maintained in a healthy, growing condition.

SEC. 51P- _____.114. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII.

SEC. 51P- _____.115. ADDITIONAL PROVISIONS.

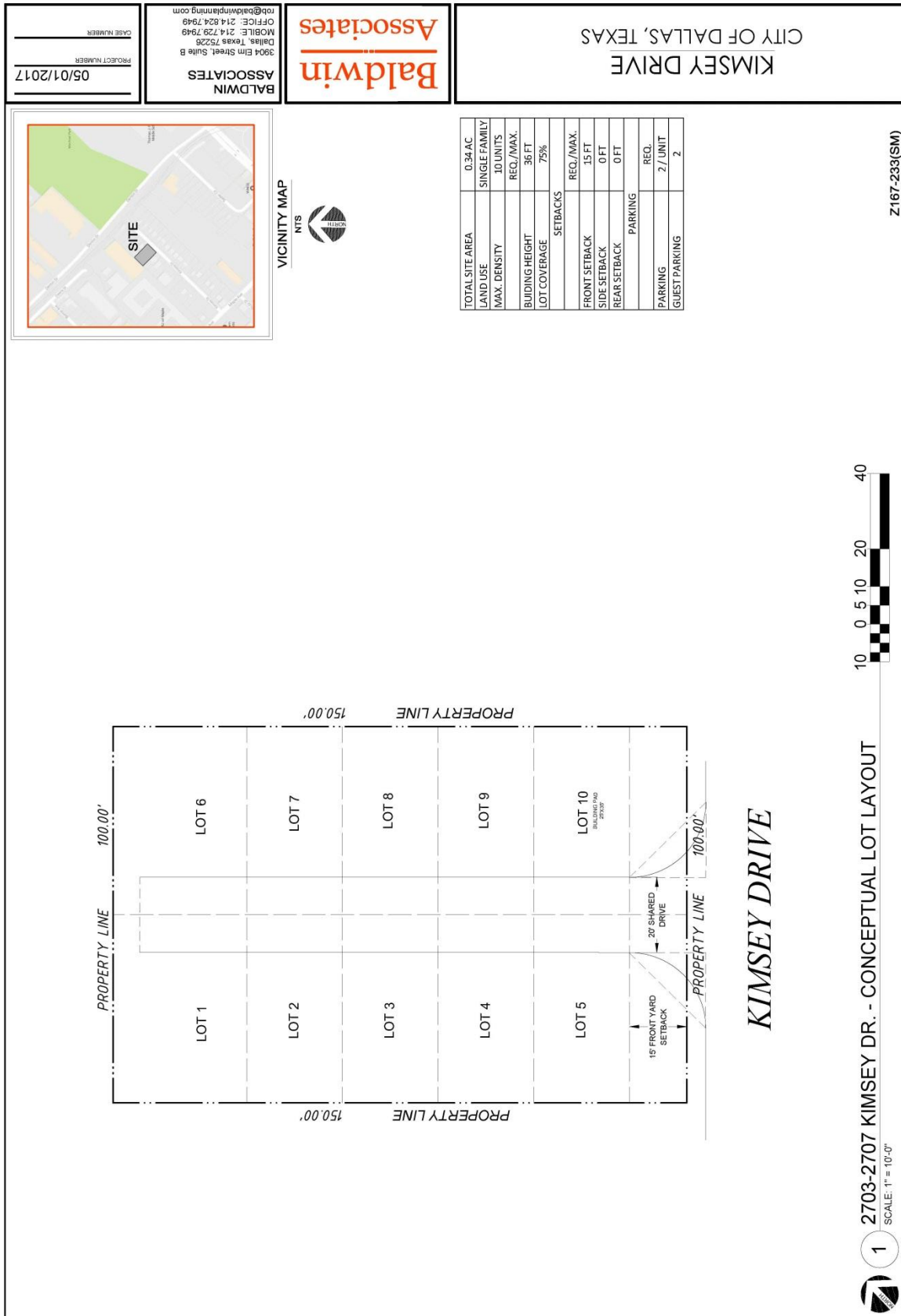
- (a) The Property must be properly maintained in a state of good repair and neat appearance.
- (b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

SEC. 51P-_____.116. COMPLIANCE WITH CONDITIONS.

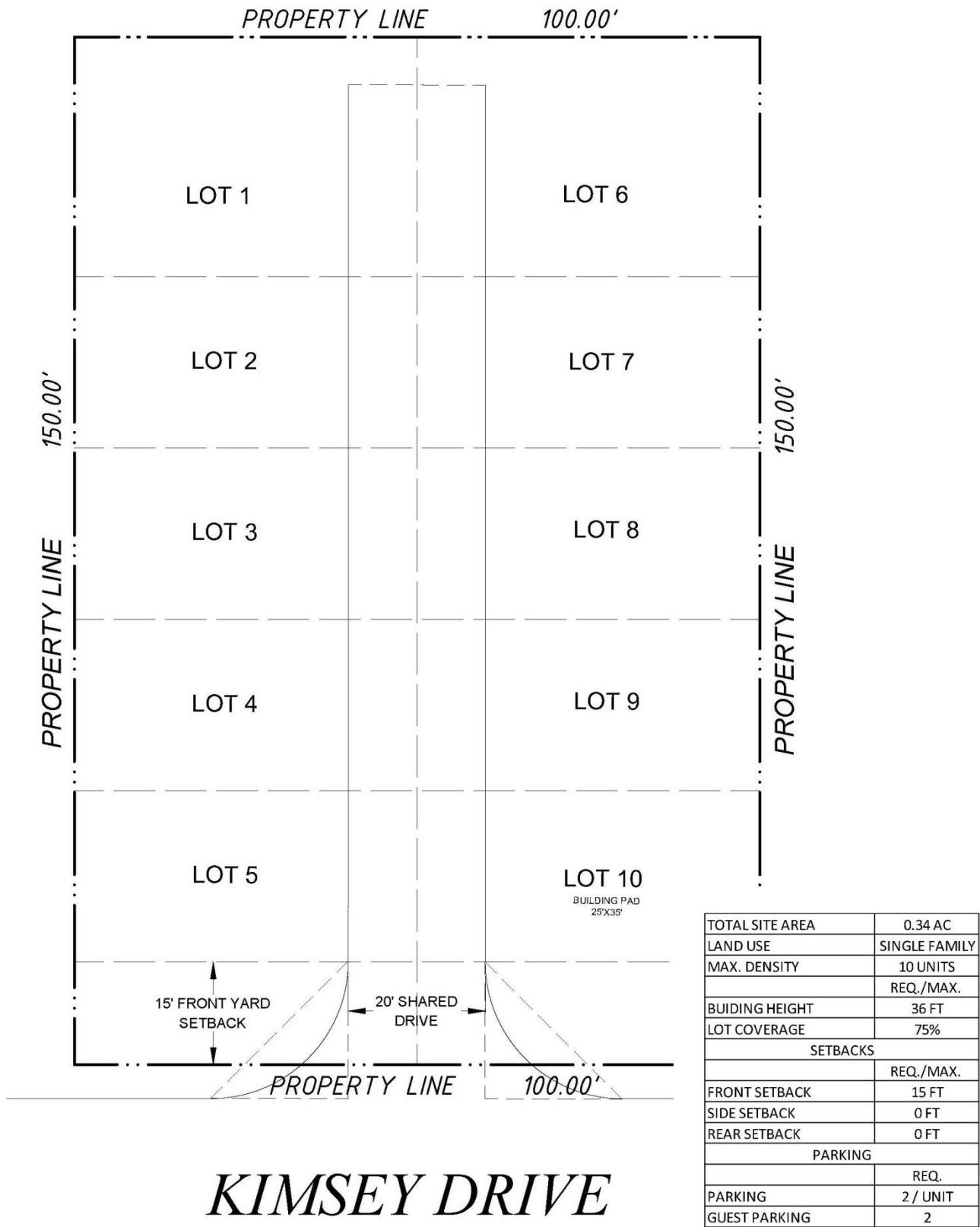
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

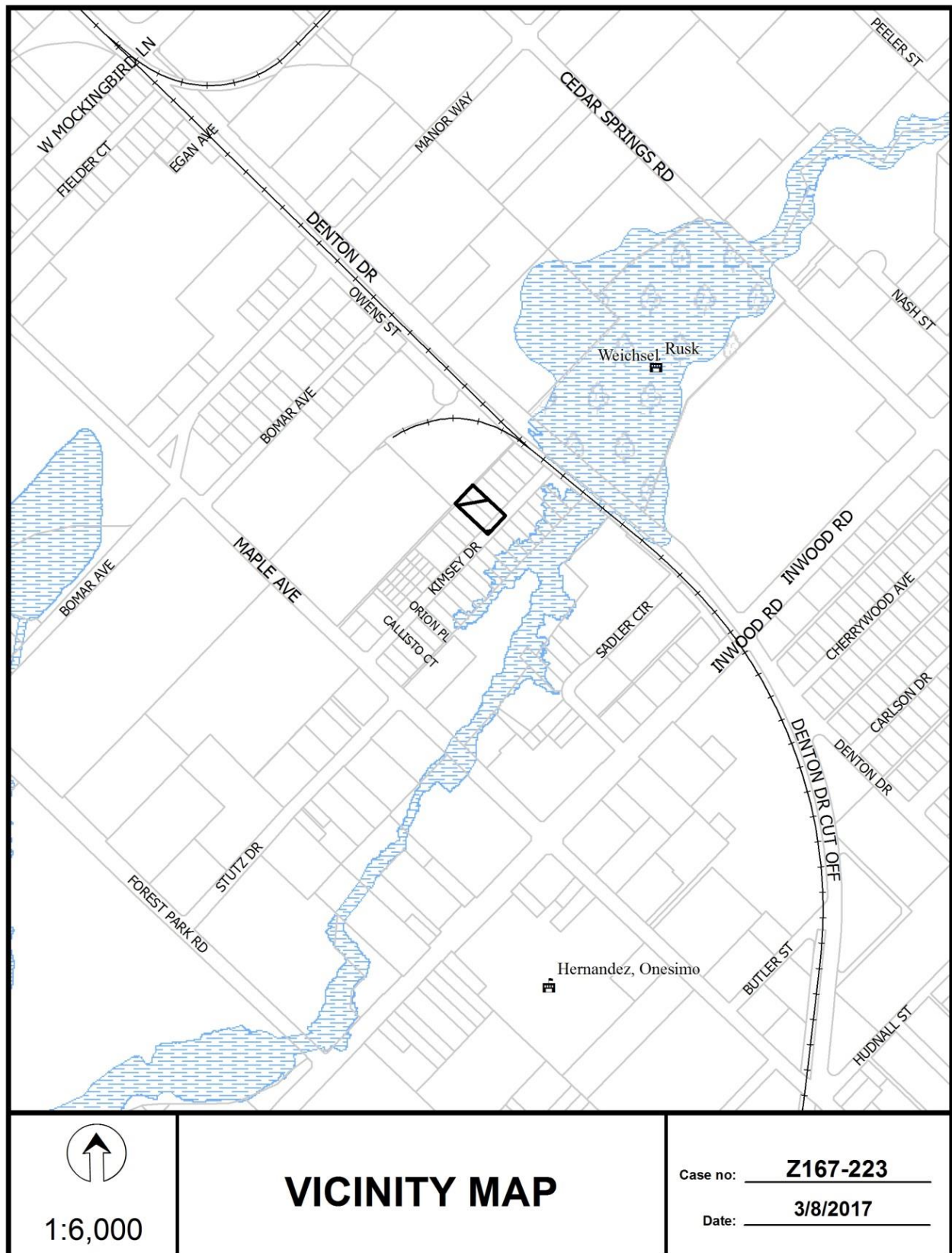
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.

Proposed Development Plan

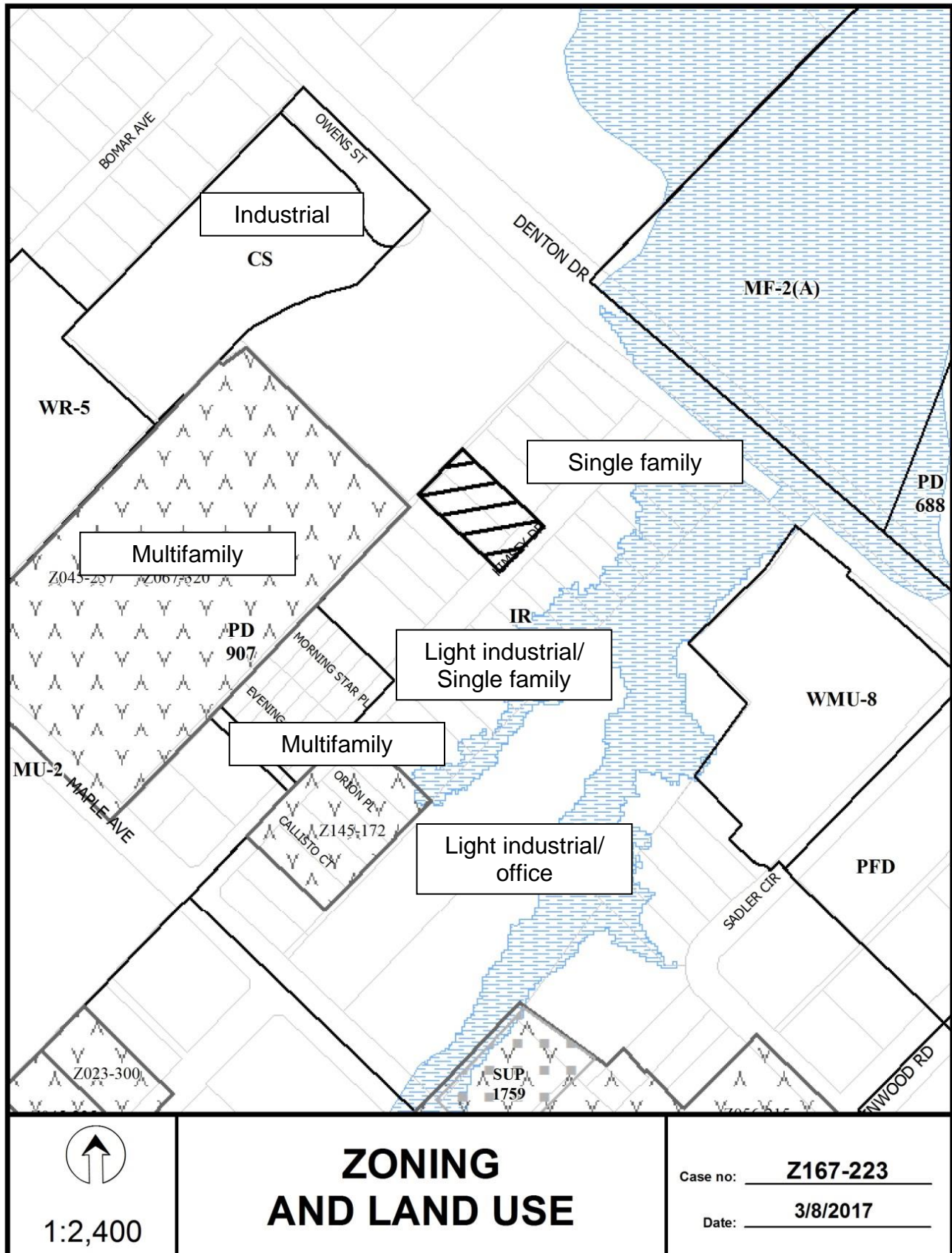


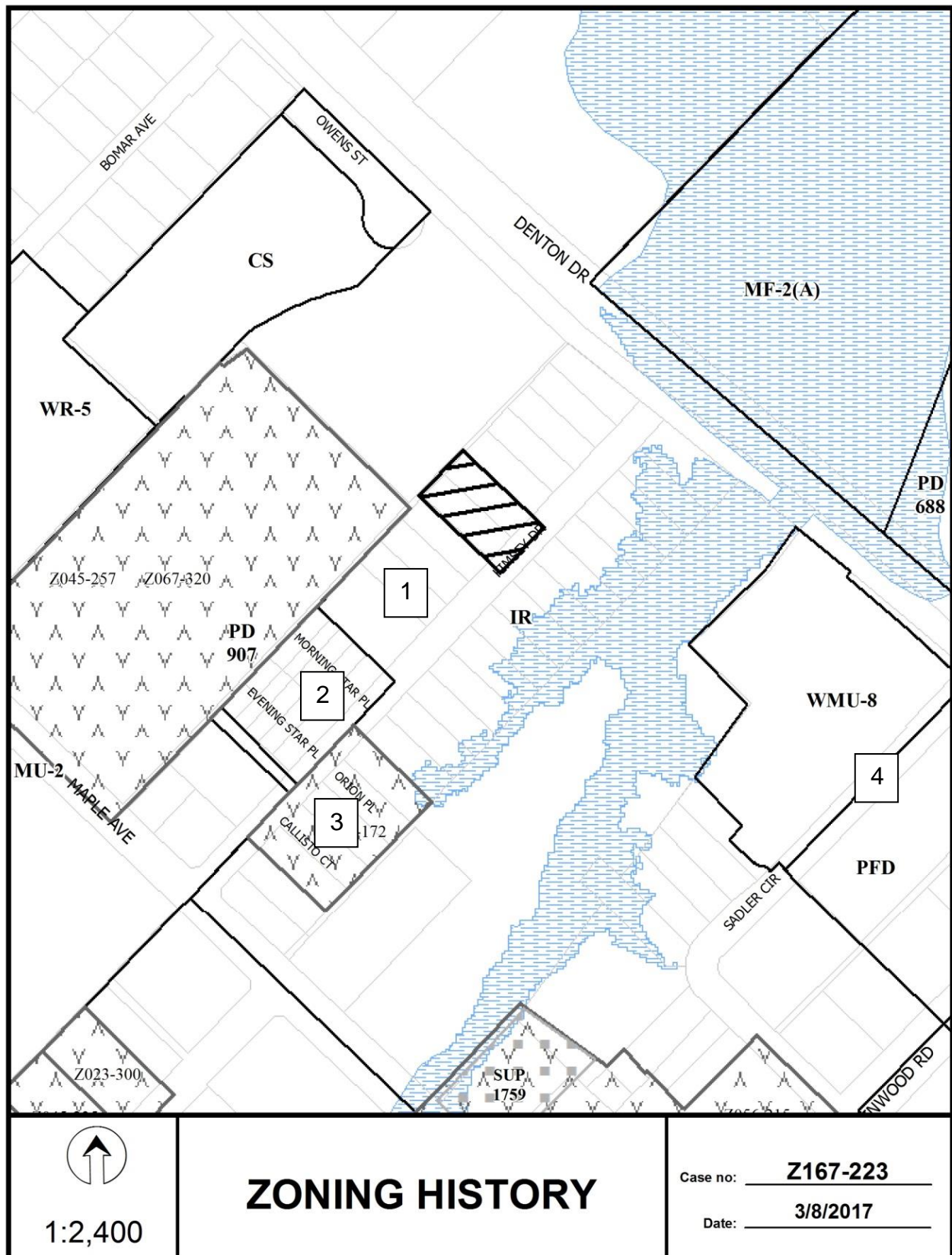
Enlarged Proposed Development Plan

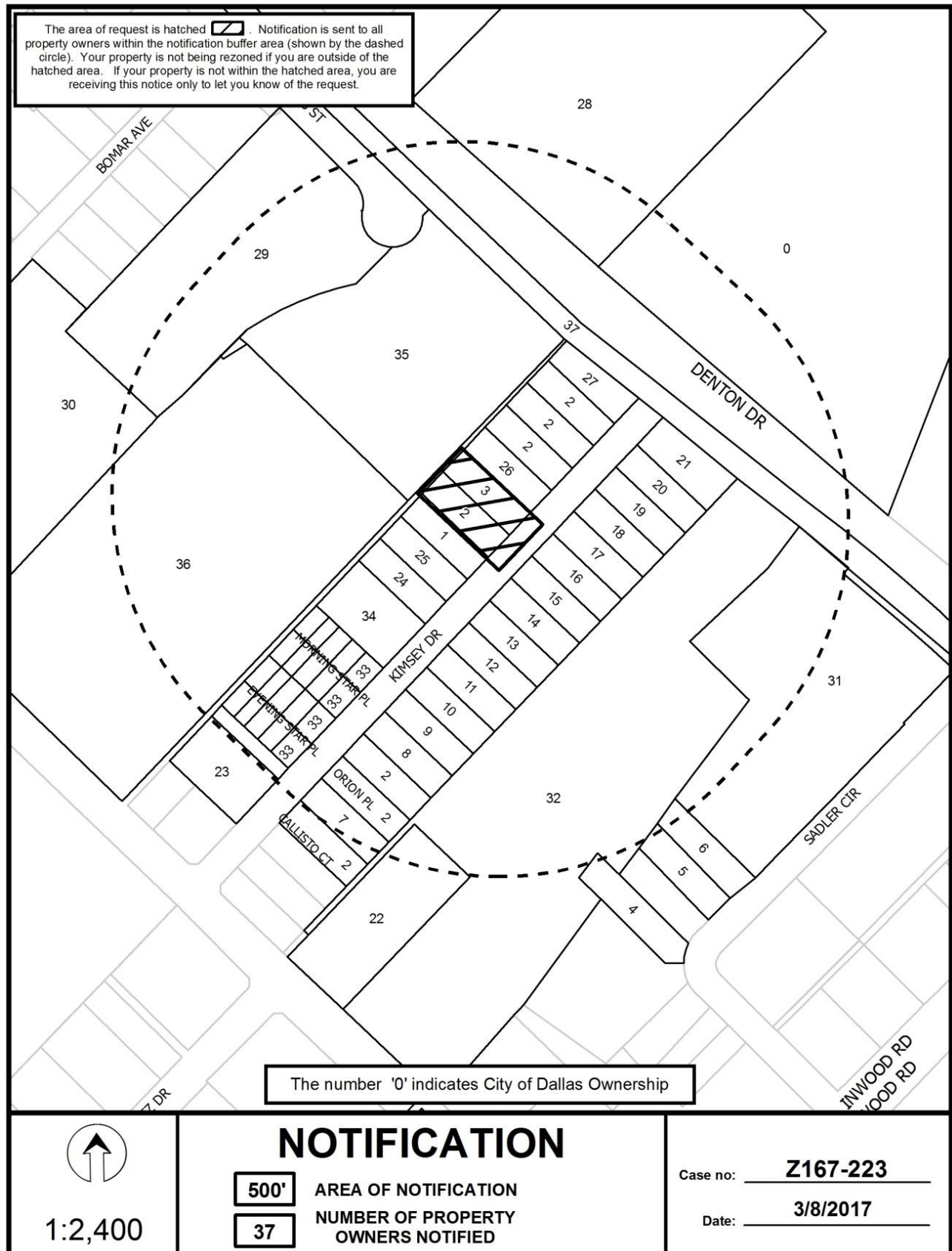












03/08/2017

Notification List of Property Owners***Z167-223******37 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2627 KIMSEY DR	ALDAPE GABRIELA
2	2512 KIMSEY DR	MADISON KIMSEY LTD
3	2707 KIMSEY DR	MADISON KIMSEY LTD
4	5719 SADLER CIR	FEASTER NANCY H
5	5723 SADLER CIR	RPLB PPTIES 1 LTD
6	5725 SADLER CIR	PARKER JERRY L
7	2518 KIMSEY DR	MADISON KIMSEY LTD
8	2602 KIMSEY DR	PERKINS JANIE L
9	2606 KIMSEY DR	COPELAND D K
10	2610 KIMSEY DR	MADISON KIMSEY TLD
11	2614 KIMSEY DR	SOLIS MARTHA M
12	2618 KIMSEY DR	HEED CYNTHIA LOUISE
13	2622 KIMSEY DR	MARTINEZ ALEXANDER C &
14	2626 KIMSEY DR	MACMAHON PAUL
15	2702 KIMSEY DR	PATTERSON DAVID C ETAL
16	2706 KIMSEY DR	PORTILLO SOCORRO H LIFE ESTATE
17	2710 KIMSEY DR	CORONADO JOSE & ANA M
18	2714 KIMSEY DR	PECINA DAGOBERTO R &
19	2718 KIMSEY DR	SOTO GERARDO
20	2722 KIMSEY DR	WHITE ORCHID HOLDING CO
21	2724 KIMSEY DR	WHITE ORCHID HOLDING CO
22	5800 MAPLE AVE	GAS PIPE INC
23	2517 KIMSEY DR	RED BARN HOLDINGS LP
24	2619 KIMSEY DR	RUBIN CANDACE &
25	2623 KIMSEY DR	VASQUEZ ALICIA GLAFIRA
26	2711 KIMSEY DR	PECINA DAGOBERTO &

Z167-223(SM)

03/08/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2727 KIMSEY DR	DALLAS AREA RAPID TRANSIT
28	6000 DENTON DR	JB WILLIAMS INVESTMENTS LLC
29	6115 OWENS ST	6115 DENTON LLC
30	6162 MAPLE AVE	CENTENNIAL 6162 LP
31	5747 SADLER CIR	FAIRFIELD SADLER LLC
32	5760 MAPLE AVE	ADLER PROPERTY CO LLP
33	5917 EVENING STAR PL	WEEKLEY HOMES LLC
34	2611 KIMSEY DR	WINE MAISON LLC
35	6025 OWENS ST	CALVARY BEN
36	6008 MAPLE AVE	AMLI 6008 MAPLE AVENUE LLC
37	555 2ND AVE	DART

FILE NUMBER: Z167-229(SM)**DATE FILED:** February 27, 2017**LOCATION:** Northwest corner of West Kiest Boulevard and Coombs Creek Drive**COUNCIL DISTRICT:** 3**MAPSCO:** 53W**SIZE OF REQUEST:** Approx. 5.39 acres**CENSUS TRACT:** 108.05**APPLICANT:** Branch Towers LLC**REPRESENTATIVE:** Hart Mason & Associates Inc., Hart Mason**OWNER:** New Life Bible Fellowship of Dallas**REQUEST:** An application for a Specific Use Permit for a tower/antenna for cellular communication on property zoned an R-7.5(A) Single Family District.**SUMMARY:** The applicant proposes to construct a 100 foot stealth monopole tower or cellular communication. The tower will be a maximum height of 100 feet and will include a five-foot lightning rod for a total height not to exceed 105 feet above ground level. [T-Mobile]**STAFF RECOMMENDATION:** Approval for a ten-year period with eligibility for automatic renewals for additional ten-periods, subject to a site plan and conditions.

BACKGROUND INFORMATION:

- The site is currently developed with a church that was constructed in 1980, according to Dallas Central Appraisal District Records.

Zoning History: There have been no recent zoning changes requested in the area in the last five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Thoroughfare Dimension
West Kiest Boulevard	Principal Arterial	Minimum-6 lanes-divided, 100' ROW
Coombs Creek Drive	Local	100' ROW

Traffic:

The Engineering Division of the Department of Sustainable Development and Construction has reviewed the request and determined that it will not impact the surrounding street system for the proposed development.

STAFF ANALYSIS:

Comprehensive Plan:

The forwardDallas! Comprehensive Plan was adopted by the City Council in June 2006. The forwardDallas! Comprehensive Plan outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

There are no goals or policies supporting or opposing the request.

Land Use Compatibility:

The proposed location of the monopole tower abuts the edge of a surface parking area for an existing church; the remainder of the site contains natural sloping vegetation. The area of request is proposed to contain a 1,500-square-foot lease area that will contain a "Mono Elm" stealth monopole tower for cellular communication that is designed to resemble an elm tree. The monopole will be 100 feet tall with a five-foot lightning rod atop the monopole and a total maximum height of 105 feet. The applicant has designed the proposed monopole at the minimum height necessary to provide the desired coverage to surrounding properties.

The immediate surrounding area is residential in nature and contains a significant amount of tree canopy and flood plain. There are no tall structures or poles in the immediate vicinity however; the mature canopy trees to the north provide a buffer between the closest residential structure and the proposed monopole.

Because the site is located in an R-7.5(A) Single Family District and a tower/antenna for cellular communication is categorized as a utility and public service use, residential proximity slope (RPS) height restrictions and the maximum structure height in the zoning district do not apply. However, a one-to-three slope, similar to RPS, can be utilized as a tool to consider height compatibility with surrounding uses and structures.

In order for the proposed 105-foot tall tower to comply with a one foot in height for every three feet in distance, it must be placed 315 feet away. The closest residential structure to the proposed monopole is approximately 152 feet to the northwest. However, the majority of the area between the proposed monopole location and the alley separating the adjacent residential neighborhood consists of natural sloping vegetation with mature canopy trees that will remain undisturbed with this application. Although the proposed monopole exceeds a 1:3 slope to the neighboring residential properties, staff supports the request because the proposed monopole is compatible with the adjacent natural vegetation that also serves as a buffer and screening element to the proposed tower.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Although the applicant's request exceeds residential proximity slope height restrictions by 49 feet, the proposed stealth "mono elm" monopole tower is somewhat consistent with the adjacent vegetated area. Staff recommends approval because the monopole is disguised as a tree which lessens the negative visual impact of the monopole tower on

surrounding properties and contributes to the welfare of adjacent properties because it increases the utility of cellular communication capacity to the surrounding properties.

Parking:

Parking will be provided in accordance to the parking requirements in the Dallas Development Code, as amended, which is one space if the cellular communication tower/antenna has an auxiliary building housing electronic and communication equipment (“auxiliary building”) greater than a 120 square feet. The auxiliary building is less than 120 square feet, therefore no parking is triggered by the development of this use.

Landscaping:

In general, landscaping must be provided in accordance with the landscaping requirements in Article X, as amended. Per the current proposal, the area of request will not be required to provide landscaping because less than 2,000 square feet of non-permeable surface will be installed.

Notification Area:

On January 13, 2016, the City Council approved an amendment to the Development Code regarding tower/antenna for cellular communication use. One provision pertains to the notification area and requires written notification of the public hearing on an application for an SUP for a tower/antenna for cellular communication to all real property within 500 feet of the building site on which the tower/ antenna for cellular communication will be located.

As a result of the amendment, the SUP will be placed on the larger 5.39-acre tract of land, and the notification area will extend from this boundary rather than from border of the 2,025-square foot lease area of the tower/antenna for cellular communication.

List of Officers

Applicant:

Branch Towers, LLC / Branch Communications, LLC

Peppertree Capital Telecom Tower Fund, LP, Member

Curtis Branch, President and Member

Ryan D. Lepene, Secretary

Jared Ledet, Vice-President

Mark Kesner, Vice-President

David Wells, Vice-President

Owner:

New Life Bible Fellowship of Dallas

Jose Rodriguez, Elder, Chairman

Jim Brase, Elder, Vice Chairman

Keith Smelser, Elder, Secretary

Dick Johns, Treasurer

Jason Gallihe, Elder

Malcolm Tyree, Pastor

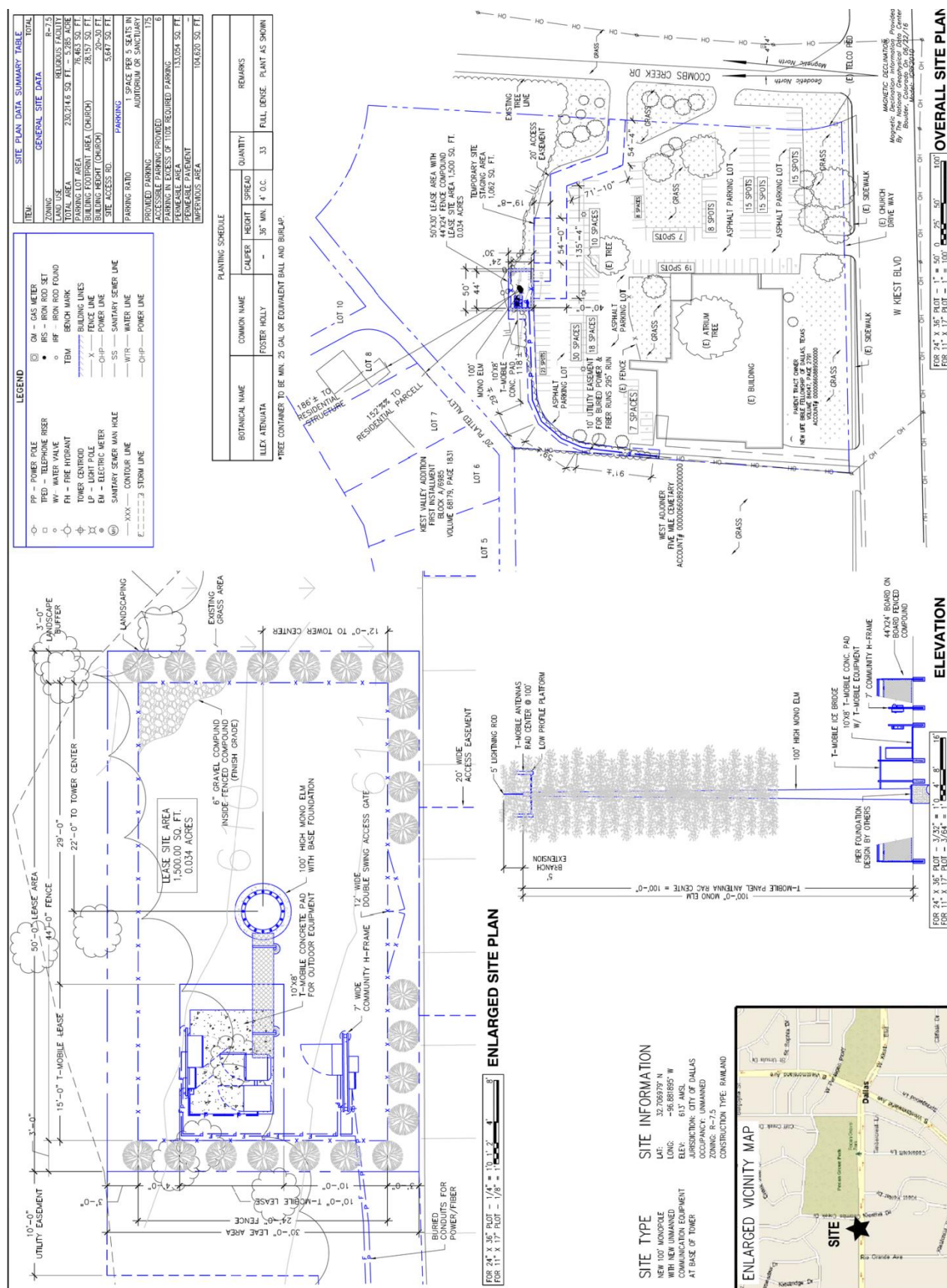
Carlos Lamelas, Pastor

**Proposed SUP Conditions
Z167-229 (SM)**

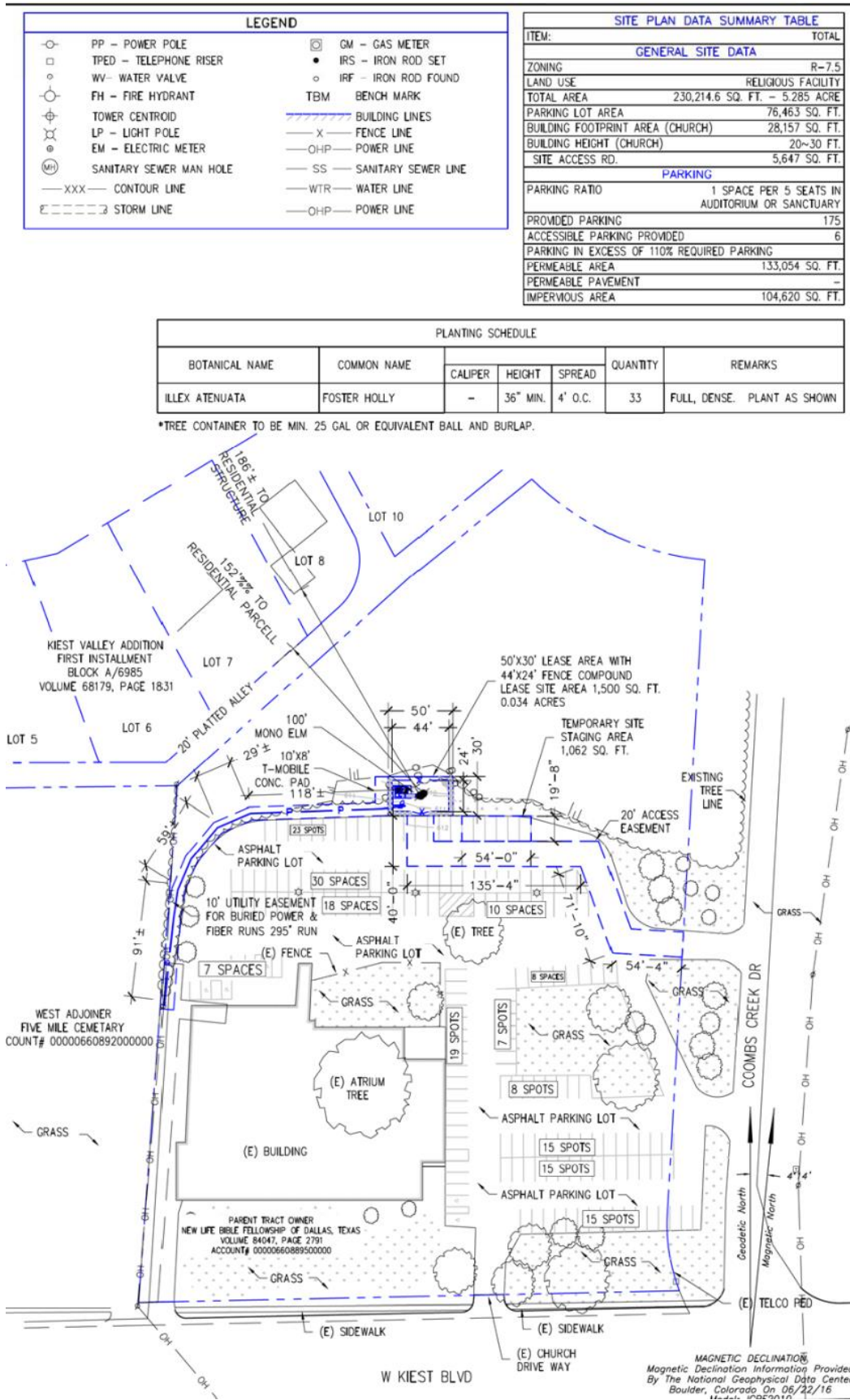
1. USE: The only use authorized by this specific use permit is a tower/antenna for cellular communication.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan and elevation.
3. TIME LIMIT: This specific use permit expires on (ten years from the passage of the ordinance), but is eligible for automatic renewal for additional ten-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. COLLOCATION: Any tower/antenna support structure must be constructed to support the antenna arrays for at least two other wireless communications carriers. The tower/antenna support structure must be made available to other wireless communication carriers upon reasonable terms.
5. HEIGHT:
 - A. The maximum total height of tower/antenna for cellular communication is 105 feet.
 - B. The maximum height of the pole portion of the tower is 100 feet.
 - C. The maximum height of the lightning rod is five feet.
6. SCREENING:
 - A. The lease area must be screened by an eight-foot-tall board-on-board wooden fence and secured by a 12-foot-tall access gate in the location shown on the attached site plan.
 - B. The lease area fence must be screened by a solid shrub row as shown on the attached site plan.

7. STEALTH DESIGN: The tower/antenna for cellular communication must be constructed with a stealth design where the pole portion resembles a tree or another structure and the platform is concealed within the overall vertical design.
8. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
9. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

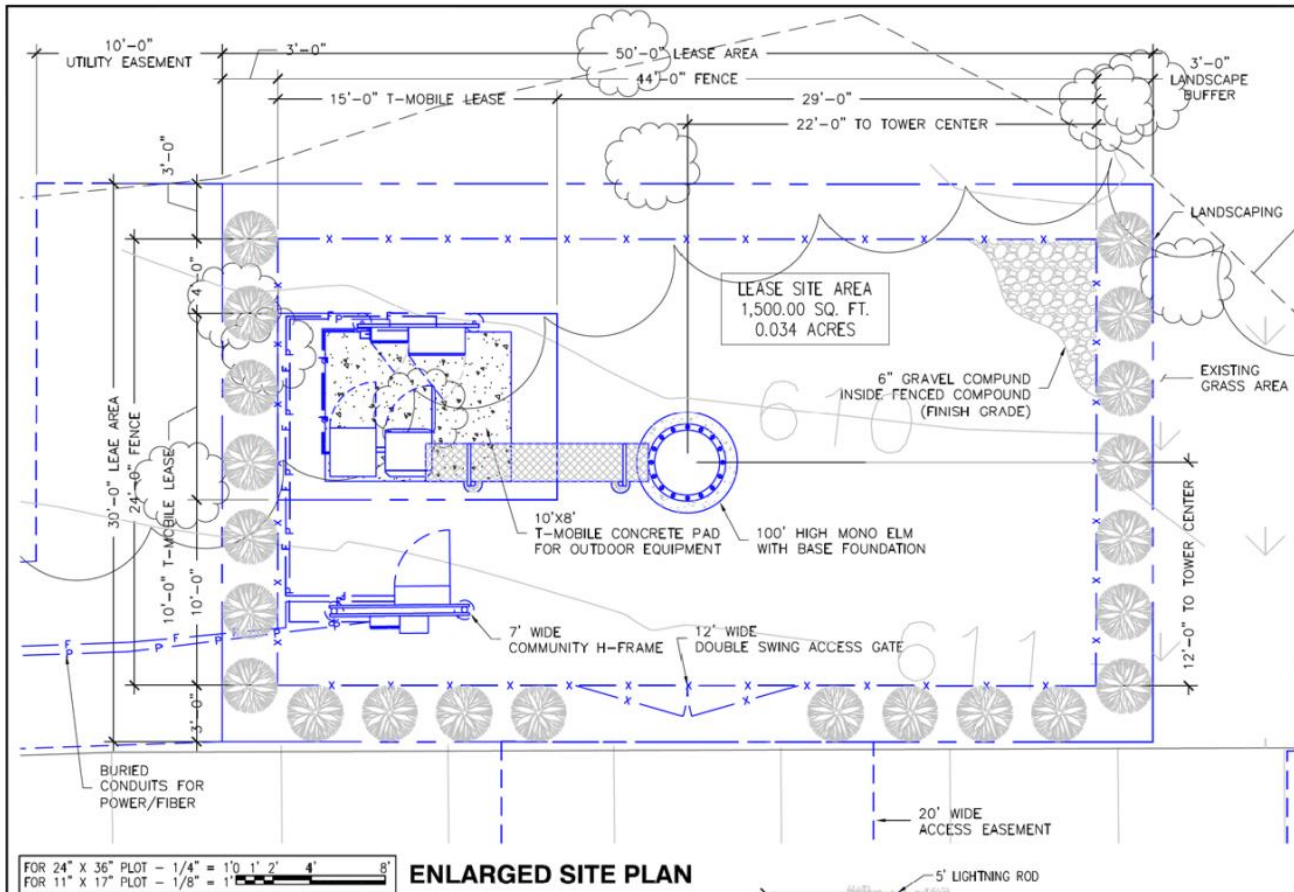
PROPOSED SITE PLAN



PROPOSED ENLARGED OVERALL SITE PLAN



PROPOSED ENLARGED SITE PLAN

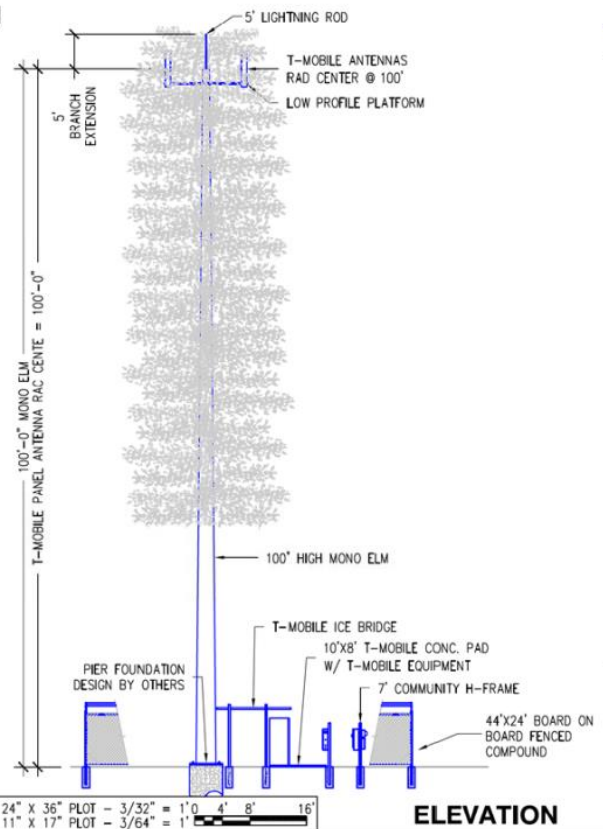


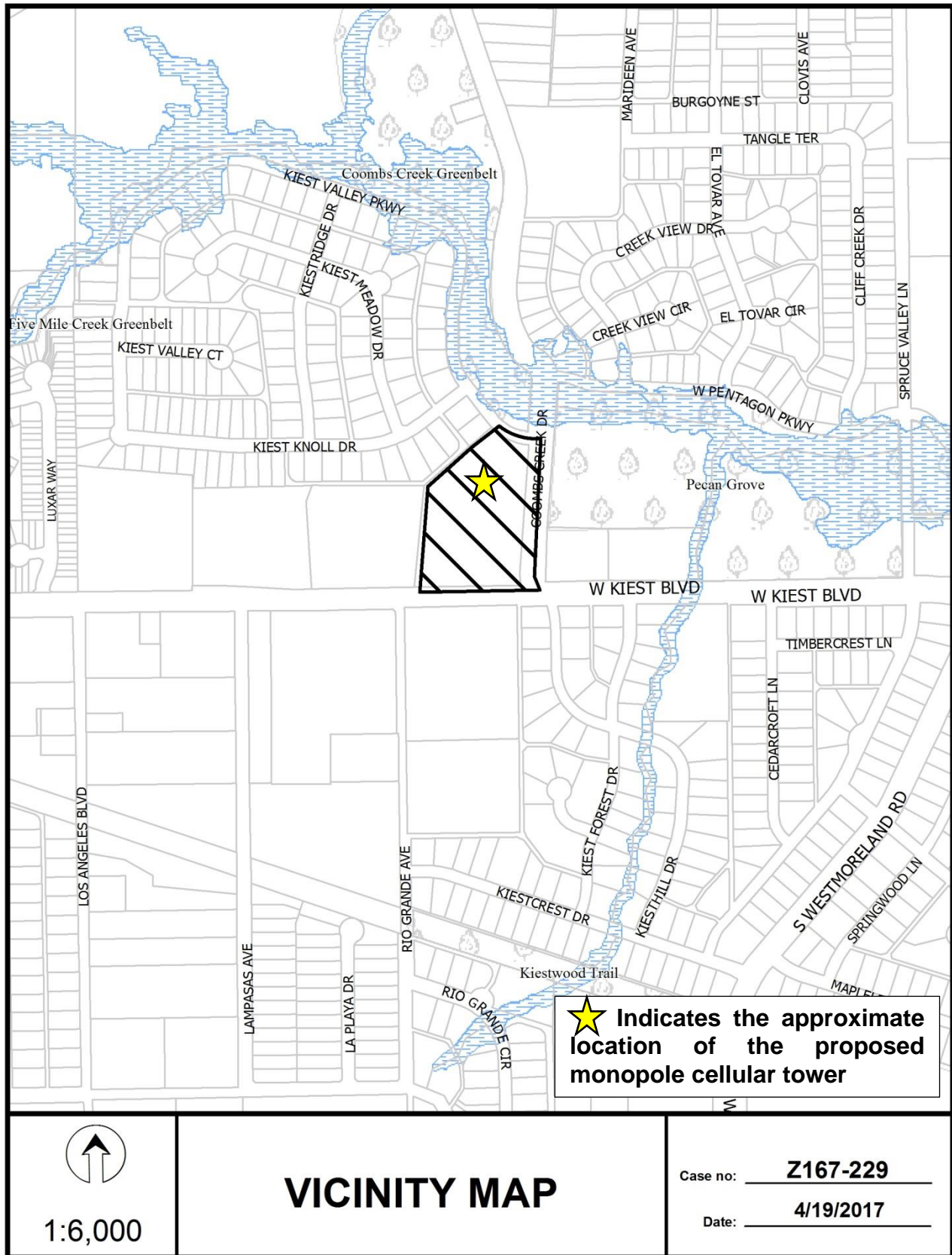
SITE TYPE

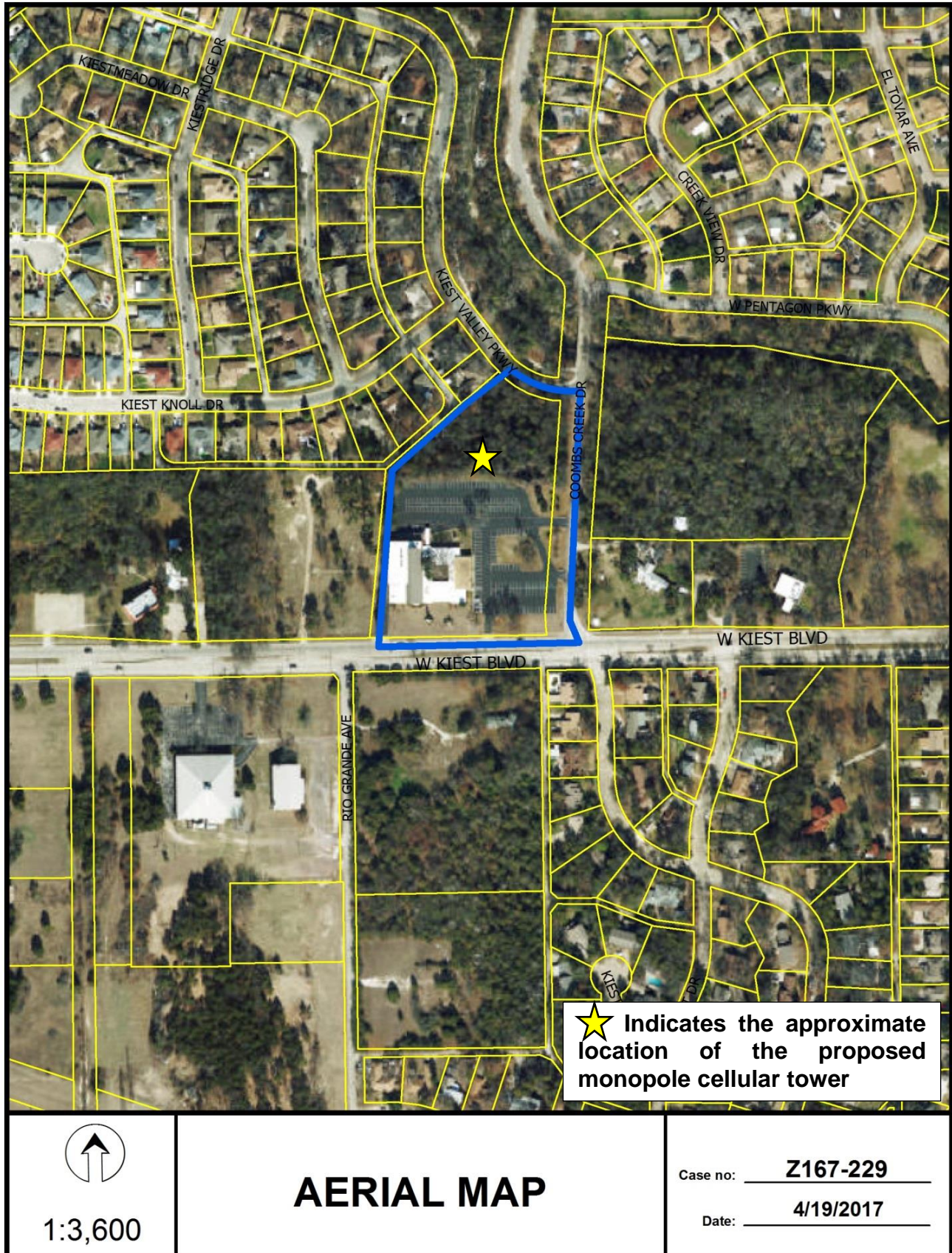
NEW 100' MONOPOLE
WITH NEW UNMANNED
COMMUNICATION EQUIPMENT
AT BASE OF TOWER

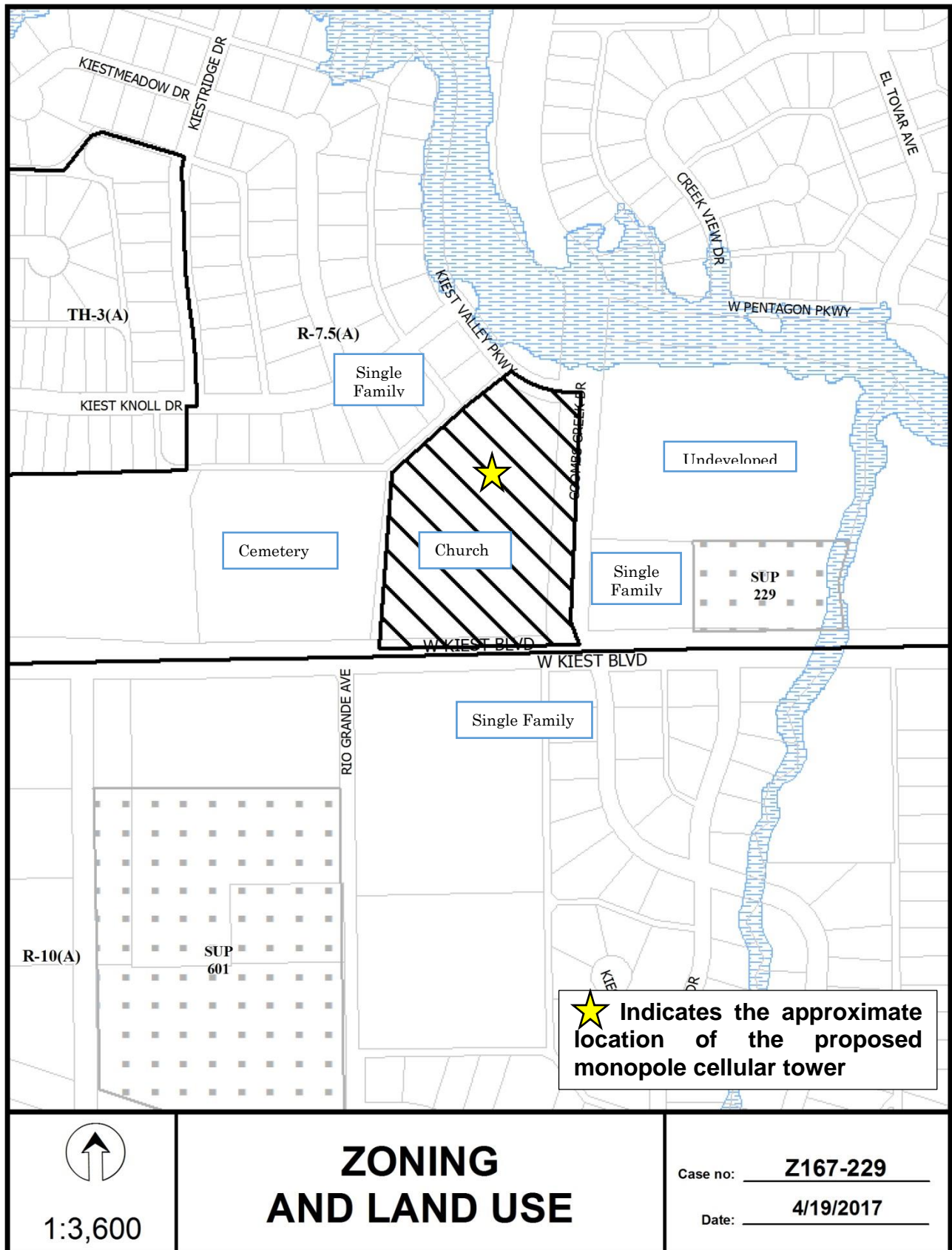
SITE INFORMATION

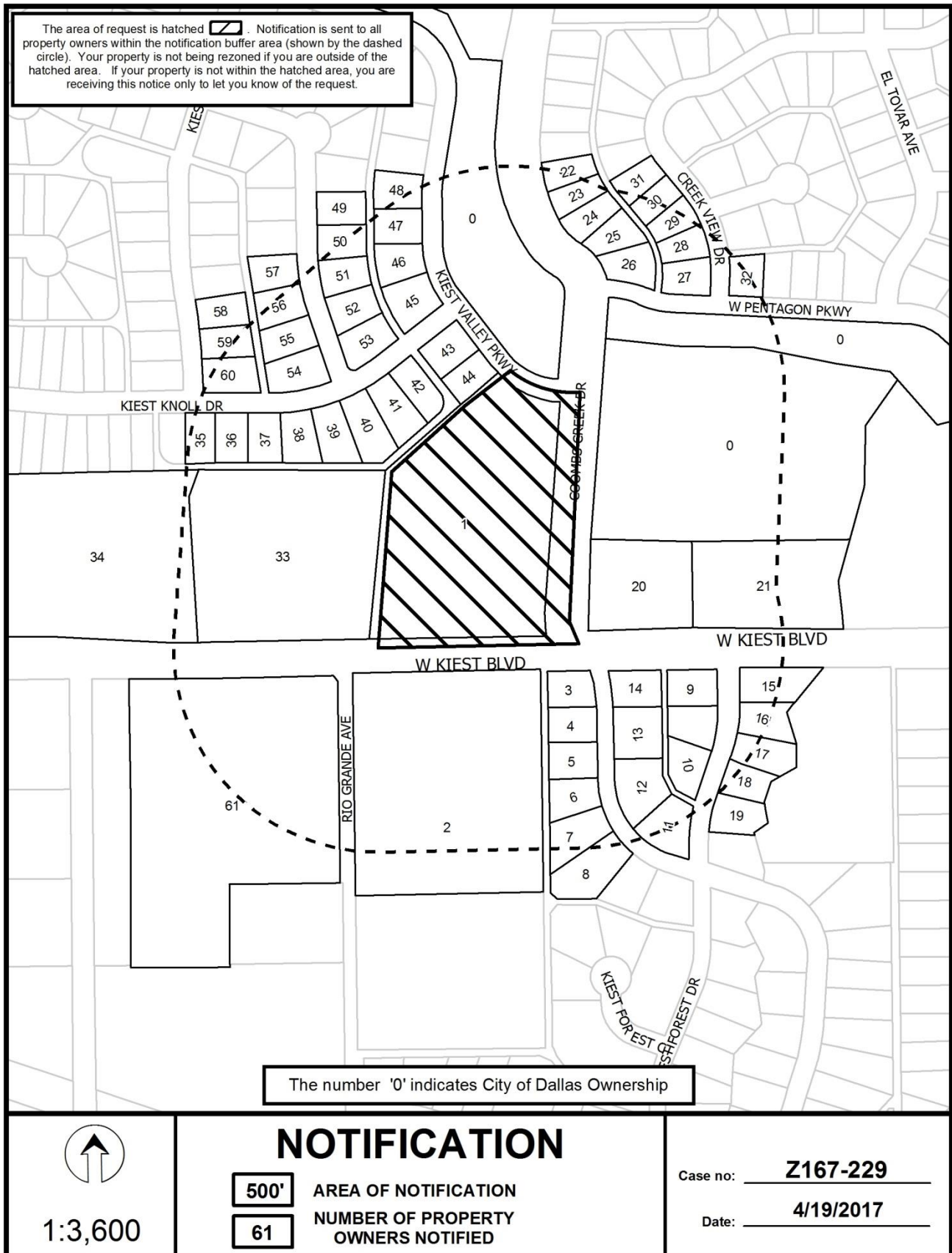
LAT: 32.706979° N
LONG: -96.881895° W
ELEV: 613' AMSL
JURISDICTION: CITY OF DALLAS
OCCUPANCY: UNMANNED
ZONING: R-7.5
CONSTRUCTION TYPE: RAWLAND











04/19/2017

Notification List of Property Owners***Z167-229******61 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	2900 W Kiest Blvd	NEW LIFE BIBLE FELLOWSHIP OF DALLAS
2	3700 W Kiest Blvd	LA ACADEMIA DE ESTRELLAS
3	3207 Kiesthill Dr	EDWARDS RAY P & ANGELA H
4	3209 Kiesthill Dr	GRANT JAMES J & LOTTIE J
5	3215 Kiesthill Dr	MARTINEZ ROBERT & STEPHAN
6	3219 Kiesthill Dr	BLAKELY RALPH WAYNE &
7	3225 Kiesthill Dr	SETTLE DONALD S & CHRISTA
8	3229 Kiesthill Dr	MARTIN GEORGE N EST OF
9	3205 Kiest Forest Dr	ESQUIVEL MARY
10	3221 Kiest Forest Dr	SIMPSON TODD E III
11	3236 Kiesthill Dr	SMITH BOBBY L SR
12	3232 Kiesthill Dr	DAY JAMES PATRICK
13	3210 Kiesthill Dr	BROWN MILTON JR & SUSAN
14	3208 Kiesthill Dr	RITCHIE MYRA ELLIS
15	3206 Kiest Forest Dr	GRIX KATIE
16	3212 Kiest Forest Dr	NICHOLAS RONALD LEWIS
17	3216 Kiest Forest Dr	LEDBETTER CRAIG
18	3222 Kiest Forest Dr	SHELBY DONNYE S & SIBYL G
19	3228 Kiest Forest Dr	STOKES WAYNE
20	3174 Coombs Creek Dr	JENSEN STANLEY
21	3555 W Kiest Blvd	OAK CLIFF WMS CB TR FOUND
22	3078 Coombs Creek Dr	VILLAJUANA FRANCISCO &
23	3082 Coombs Creek Dr	ANDERSON PERRY & AYANA
24	3086 Coombs Creek Dr	STACEY VIRGINIA C EST OF
25	3090 Coombs Creek Dr	PATTERSON FRANCIS D
26	3094 Coombs Creek Dr	COOK ANTHONY WAYNE

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	3621 CREEK VIEW DR	CARRILLO ALEJANDRO PINA
28	3615 CREEK VIEW DR	WARNER JAMES WILLIAM
29	3609 CREEK VIEW DR	JOHNSON MORRIS
30	3603 CREEK VIEW DR	JOHNSON ROSIE LEE
31	3559 CREEK VIEW DR	GILMORE DAVID L EST OF
32	3527 W PENTAGON PKWY	VALLADAREZ NATIVIDAD
33	3801 W Kiest BLVD	FIVE MILE CEMETERY
34	3839 W Kiest BLVD	UNITARIAN UNIVERSALIST
35	3756 Kiest KNOLL DR	HILL CONNIE A BROOKS
36	3750 Kiest KNOLL DR	MCGEE TIMOTHY L & SKYLER C
37	3744 Kiest KNOLL DR	BOWMAN CLARENCE E SR
38	3738 Kiest KNOLL DR	GEE ALICE MARIE &
39	3732 Kiest KNOLL DR	MIDDLETON VIVIAN
40	3726 Kiest KNOLL DR	MILLER MICHAEL STEWART LIVING
41	3720 Kiest KNOLL DR	BUNN DONNA
42	3714 Kiest KNOLL DR	PRUITT LOIS E
43	3720 Kiest VALLEY PKWY	WASHINGTON IRMA H
44	3714 Kiest VALLEY PKWY	WILK DAVID &
45	3724 Kiest VALLEY PKWY	MIDDLETON VIVIAN D
46	3730 Kiest VALLEY PKWY	COMBS SABRINA L
47	3738 Kiest VALLEY PKWY	MATHEWS GREGORY C &
48	3742 Kiest VALLEY PKWY	DELEON CRISTOBAL &
49	3827 KiestMEADOW DR	TREVINO RAUL &
50	3823 KiestMEADOW DR	ROSS ALBERT E JR
51	3819 KiestMEADOW DR	NEWSOM LESTER M
52	3811 KiestMEADOW DR	BETTS ROBERT & DORIS HARRISON
53	3805 KiestMEADOW DR	HOUSTON SUDDIE ALENA
54	3806 KiestMEADOW DR	CAMERON LEONARD D &
55	3812 KiestMEADOW DR	KING HILDA
56	3818 KiestMEADOW DR	FIGUEROA HECTOR &
57	3824 KiestMEADOW DR	DELOACH ROBERT E

Z167-229(SM)

04/19/2017

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	3066 KIESTRIDGE DR	GARY CLARENCE E & KATE
59	3072 KIESTRIDGE DR	BUTLER RONALD HOWARD
60	3078 KIESTRIDGE DR	LEWIS JAMES O
61	3822 W KIEST BLVD	CLIFFWOOD CHURCH CHRIST

Memorandum



CITY OF DALLAS

DATE May 18, 2017

TO Gloria Tarpley, Chair and
City Plan Commissioners

SUBJECT City Plan Commission Authorized Hearing
In an area generally bound by Interstate Highway 45, the DART Rail right-of-way, the Union Pacific Railroad right-of-way, the northwestern side of Interstate Highway 30 from Union Pacific Railroad to Griffin Street, Canton Street between Griffin Street and Ervay Street, Ervay Street, the northern border of the Interstate Highway 30 right-of-way between Ervay Street and St. Paul Street, and Interstate Highway 30.

Commissioners Rieves, Housewright, and Mack request that the City Plan Commission authorize a public hearing to determine the proper zoning on property zoned Planned Development District No. 317, the Cedars Area Special Purpose District, CA-1(A) Central Area District, and Planned Development District No. 715 with consideration given to expanding PD No. 317 on property zoned CA-1(A) Central Area District, and Planned Development District No. 715 and amending zoning regulations including use, development standards, and other appropriate regulations of PD No. 317. Attached is a location map for your review.

This is a hearing to consider the request to authorize the hearing and not the rezoning of property at this time.

A handwritten signature in blue ink that reads "Donna P. Moorman". The signature is fluid and cursive, with the first name "Donna" being the most prominent part.

Donna Moorman, Chief Planner
Current Planning Division
Sustainable Development and Construction Department

Memorandum



CITY OF DALLAS

DATE April 3, 2017

TO David Cossum, Director
Sustainable Development and Construction Department

SUBJECT Request for Agenda Item for Authorized Hearing
In an area generally bound by Interstate Highway 45, the DART Rail right-of-way, the Union Pacific Railroad right-of-way, the northwestern side of Interstate Highway 30 from Union Pacific Railroad to Griffin Street, Canton Street between Griffin Street and Ervay Street, Ervay Street, the northern border of the Interstate Highway 30 right-of-way between Ervay Street and St. Paul Street, and Interstate Highway 30.

We respectfully request that the following item be placed on the City Plan Commission agenda and advertised as required by Section 51A-4.701(a)(1) of the City of Dallas Development Code.

Consideration of a hearing to authorize a public hearing to determine the proper zoning on property zoned Planned Development District No. 317, the Cedars Area Special Purpose District, CA-1(A) Central Area District, and Planned Development District No. 715 in an area generally bound by Interstate Highway 45, the DART Rail right-of-way, the Union Pacific Railroad right-of-way, the northwestern side of Interstate Highway 30 from Union Pacific Railroad to Griffin Street, Canton Street between Griffin Street and Ervay Street, Ervay Street, the northern border of the Interstate Highway 30 right-of-way between Ervay Street and St. Paul Street, and Interstate Highway 30. Consideration is to be given to expanding PD No. 317 on property zoned CA-1(A) Central Area District, and Planned Development District No. 715 and amending zoning regulations including use, development standards, and other appropriate regulations of PD No. 317. A map of the area to be considered is attached.

Thank you for your attention to this matter.

Mark Rieves, Commissioner

Commissioner

Commissioner



**Proposed Authorized Hearing
Planned Development District No. 317,
Planned Development District No. 715,
CA-1(A) Central Area District**