

HONORABLE MAYOR AND CITY COUNCIL WEDNESDAY, NOVEMBER 11, 2020

ACM: Dr. Eric A. Johnson

FILE NUMBER: Z190-268(PD) **DATE FILED:** May 22, 2020
LOCATION: DART Silver right-of-way line, east of Knoll Trail Drive
COUNCIL DISTRICT: 11 **MAPSCO:** 5 W
SIZE OF REQUEST: ±1.45 acres **CENSUS TRACT:** 136.20

REPRESENTATIVE: Karl A. Crawly, Masterplan

APPLICANT/OWNER: DART

REQUEST: An application for a Specific Use Permit for a transit passenger station or transfer center on property zoned an R-16(A) Single Family District.

SUMMARY: The applicant is proposing to develop the site with an at-grade mass transit passenger station along DART's Silver Line, exclusive of surface parking, bus lanes, and kiss-and-ride spaces.

CPC RECOMMENDATION: Approval for a permanent period, subject to a site plan, landscape plan, and conditions.

STAFF RECOMMENDATION: Approval for a permanent period, subject to a site plan, landscape plan, and conditions.

BACKGROUND INFORMATION:

- The area of request is zoned an R-16(A) Single Family District and is currently developed with a DART Silver rail line.
- The request proposes to develop the site with an at-grade mass transit passenger station along DART’s Silver Line, exclusive of surface parking, bus lanes, and kiss-and-ride spaces.

Zoning History: There have been no zoning changes requested in the surrounding area in the past five years.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Required ROW
Dennis Road	Minor Arterial	50 feet	50 feet

Traffic:

The Engineering Division of Sustainable Development and Construction Department reviewed a traffic study dated August 10, 2020 for the proposed Dallas Area Rapid Transit (DART) Silver Line (a.k.a. Cotton Belt Rail Line) Knoll Trail Station. The report documents a description of the proposed train station. The preferred design alternative does not include any dedicated parking or drop-off areas. Drive-up riders will be directed to the Addison Station by means of wayfinding signs. Riders will access the station primarily by foot, bicycle or transit services. Findings of the evaluation anticipate a significant amount of pedestrian traffic. As a result, the station will be required to coordinate the evaluation, design and installation of enhanced pedestrian crosswalks to access the site. The crossing is part of a planned trail running parallel to the DART line, but the evaluation of an enhanced crossing should also be part of the train station, or whichever project opens first.

To facilitate the proposed development and assess the possible impact to pedestrians crossing Knoll Trail, Engineering staff recommends the following conditions, if possible. Since the crosswalk is outside of the area of request, the first recommendation could not be included in the SUP conditions. The site plan shows the connection to the crosswalk as proposed by Engineering staff with the expectation that the crosswalk will be installed. Recommendation number 2 is required of the Code and was not included in the SUP conditions.

1. The building official shall not issue any building permits unless there is an executed developer agreement or contract for the construction and installation of an enhanced and/or high visibility pedestrian crosswalk treatment as approved by the director.
2. The Property owner or operator shall submit a developer report to the director in accordance to Section 51A-1.109(b). The director shall then determine what

infrastructure improvements are needed, if any, following the procedure set forth in Section 51A-1.109.

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

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTATION, LAND USE, INFRASTRUCTURE AND THE ENVIRONMENT

Policy 1.4.2 Develop a multi-modal transportation network.

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.

IMPLEMENTATION MEASURES

4.2.1.3 Explore ways to effectively integrate new transit systems, such as modern streetcar and bus rapid transit, into existing public rights-of-way. Use techniques such as signal priority for transit in appropriate locations.

Land Use:

	Zoning	Land Use
Site	R-16(A)	DART Silver R.O.W. line
North	MU-1, RR	Office, two-story parking structure
East	R-16(A)	DART Silver R.O.W. line
South	PD No. 878	Mixed Use Project
West	R-16(A)	DART R.O.W. Silver line

Land Use Compatibility:

The request site is developed with a DART Silver rail line. The applicant is proposing to develop the site with an at-grade mass transit passenger station, exclusive of surface parking, bus lanes, and kiss-and-ride spaces.

Additionally, the request, is seeking relief from the landscape requirement to provide landscape buffers when adjacent to residentially zoned. As a result, the request will require approval from the City Council to approve a landscape plan that, "...as a minimum, impose landscaping requirements that are reasonably consistent with the standards and purposes of Article X."

The request site is surrounded by a DART Silver rail line use to the west and east, office and a parking structure to the north and mixed uses consisting of retail and multifamily uses to the south.

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 supports the request for the following reason: 1) the proposed improvements will be in scale with the character of scattered multifamily, mixed use, office, and retail uses in the immediate area, 2) the rail platform will be at grade (as opposed to elevated), 3) mass transit facilities enhance accessibility for area residents, and 4) mass transit facilities have been located throughout the city in close proximity to the density they serve; residential areas and employment centers/areas. Therefore, staff recommends approval for a permanent time period of the request.

Parking:

In all districts other than a Central Area District, the off-street parking requirements for each site shall be determined during the site review process and incorporated into the SUP ordinance or City Council resolution, whichever is applicable. With the design and installation of an enhanced barrier ramp, staff supports the request not providing dedicated off-street parking or drop-off areas.

Landscaping:

The applicant is requesting landscape that meets the spirit of Article X, as amended but lacks the required landscape buffers required when adjacent to residentially zoned property.

For Article X purposes, the site is considered to be a property without private uses. Since there is no exception provided for a railroad right-of-way for landscaping requirements under the zoning regulations, the site is eligible for landscaping as other public property would be when paving more than 2,000 square feet or the addition of any floor area on the site.

The new construction is within the public right-of-way of a railroad, neither the tree conservation ordinance is applicable to this property nor the screening required from residential uses.

Since landscaping should be designed and implemented in such a way that is appropriate for the function and safety of the transportation use provided, full implementation of Article X would be unreasonable for this purpose. Therefore, staff can only provide two when deviations are proposed. These options are: 1) request a special exception to the landscape regulations through the Board of Adjustment, or 2) seek a Council-approved landscape plan, as a basis of approval for the SUP.

Section 10.121 (e) stipulates that the City Council shall, as a minimum, impose landscaping requirements that are reasonably consistent with the standards and purposes of this division as a part of any ordinance establishing or amending a planned development district, or granting or amending a specific use permit. (Note: This subsection does not apply to ordinances that merely renew a specific use permit when no substantive changes are made other than to extend the time limit of the permit.) All landscaping requirements imposed by the City Council must be reflected in a landscape plan that complies in form and content with the requirements of Section 51A-10.123 and complies with Division 51A-10.100.

In approving a plan, the Council must be provided a landscape plan that meets the submittal requirements of 10.123, and it must meet general landscape standards for soil and distance requirements in 10.104 of the Article X code. A minimal plan for pedestrian and train passage as presented by the landscape professional would be accepted for staff review purposes.

Market Value Analysis

[Market Value Analysis \(MVA\)](#), is a tool to aid residents and policy-makers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. The site is not within an identifiable MVA Category however, the request site is adjacent to an "E" MVA Category to the north and an "F" MVA Category to the east across Dennis Road.

List of Partners and Principals

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- Sue S. Bauman
- Ray Jackson
- Patrick Kennedy
- Jon-Bertrell Killen
- Michele Wong Krause
- Amanda Moreno
- Dominique P. Torres

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Cities of Carrollton and Irving

- Doug Hrbacek

Cities of Plano and Farmers Branch

- Robert C. Dye

Cities of Garland, Rowlett, and Glenn Heights

- Mark C. Enoch

CPC ACTION
October 1, 2020

Motion: It was moved to recommend **approval** of a Specific Use Permit for a transit passenger station or transfer center for a permanent period, subject to a revised site plan, landscape plan, and conditions (as briefed) on property zoned an R-16(A) Single Family District, along the DART Silver right-of-way line, east of Knoll Trail Drive.

Maker: Jung
Second: Murphy
Result: Carried: 13 to 0

For: 13 - MacGregor, Stinson, Johnson, Shidid,
Carpenter, Jackson, Blair, Jung, Myers,
Schwope, Murphy, Garcia, Rubin

Against: 0
Absent: 1 - Hampton
Vacancy: 1 - District 11

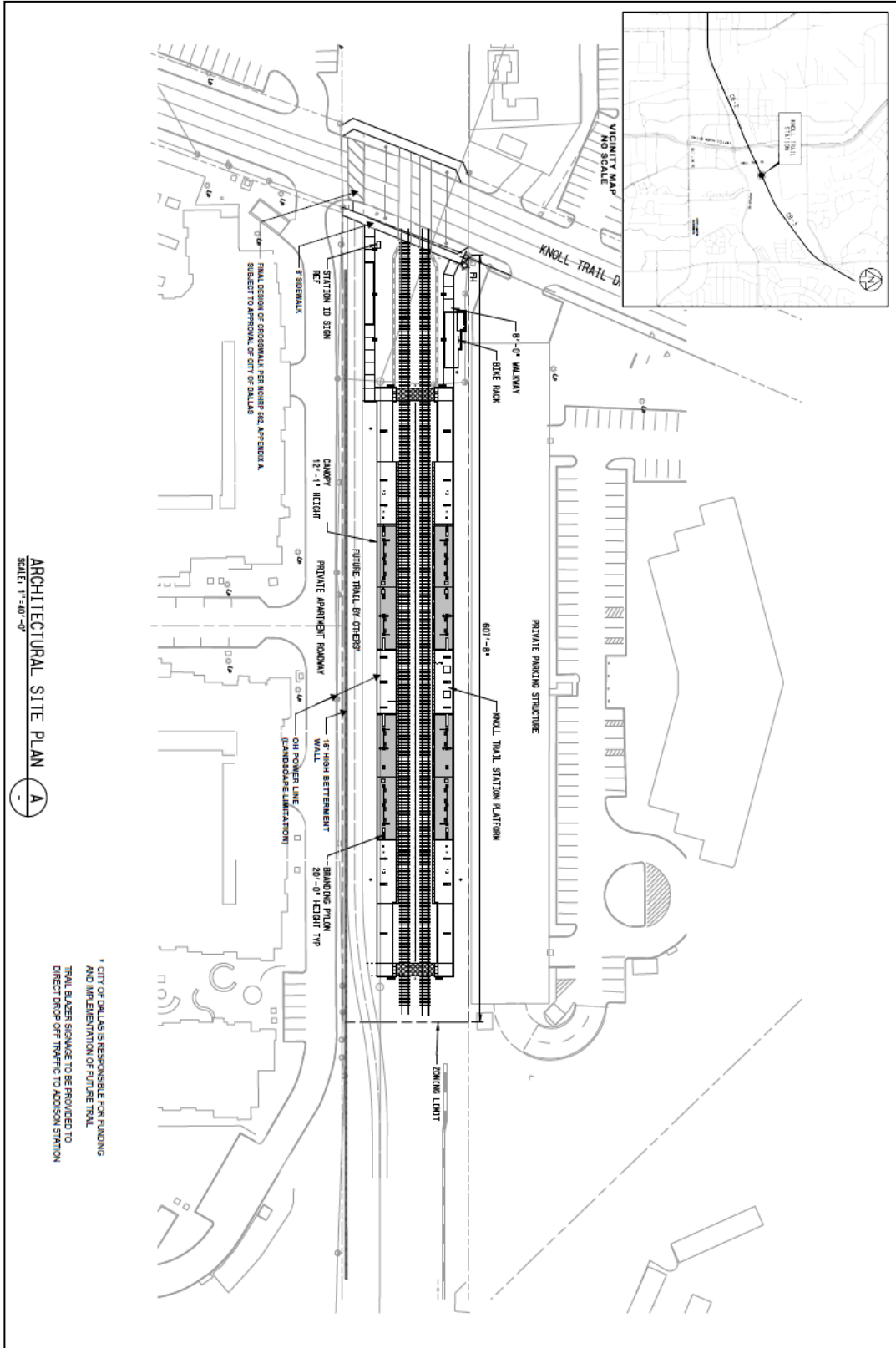
Notices: Area: 300 Mailed: 14
Replies: For: 2 Against: 0

Speakers: For: None
For (Did not speak): Karl Crawley, 2201 Main St., Dallas, TX, 75201
Against: None

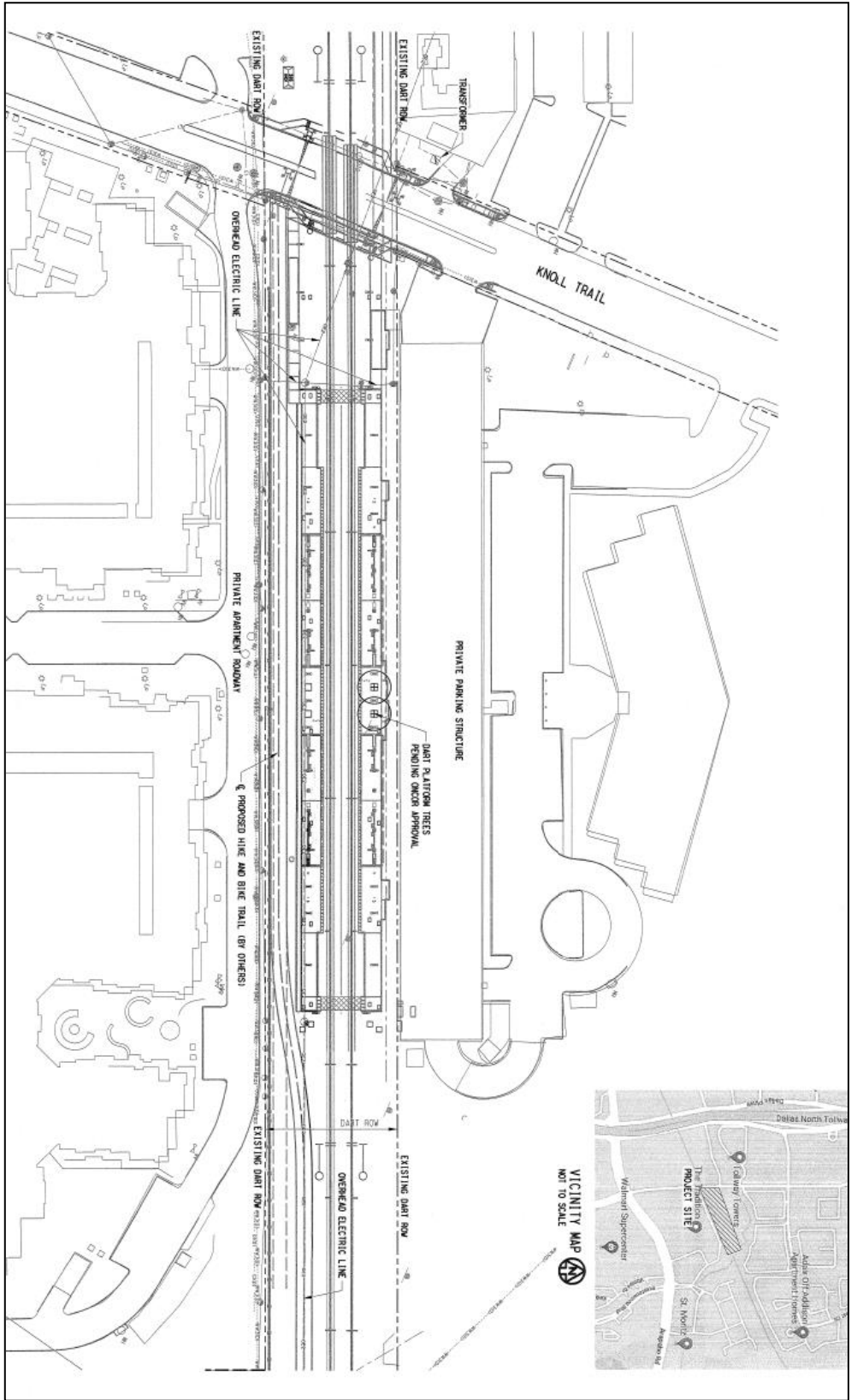
CPC RECOMMENDED SPECIFIC USE PERMIT CONDITIONS

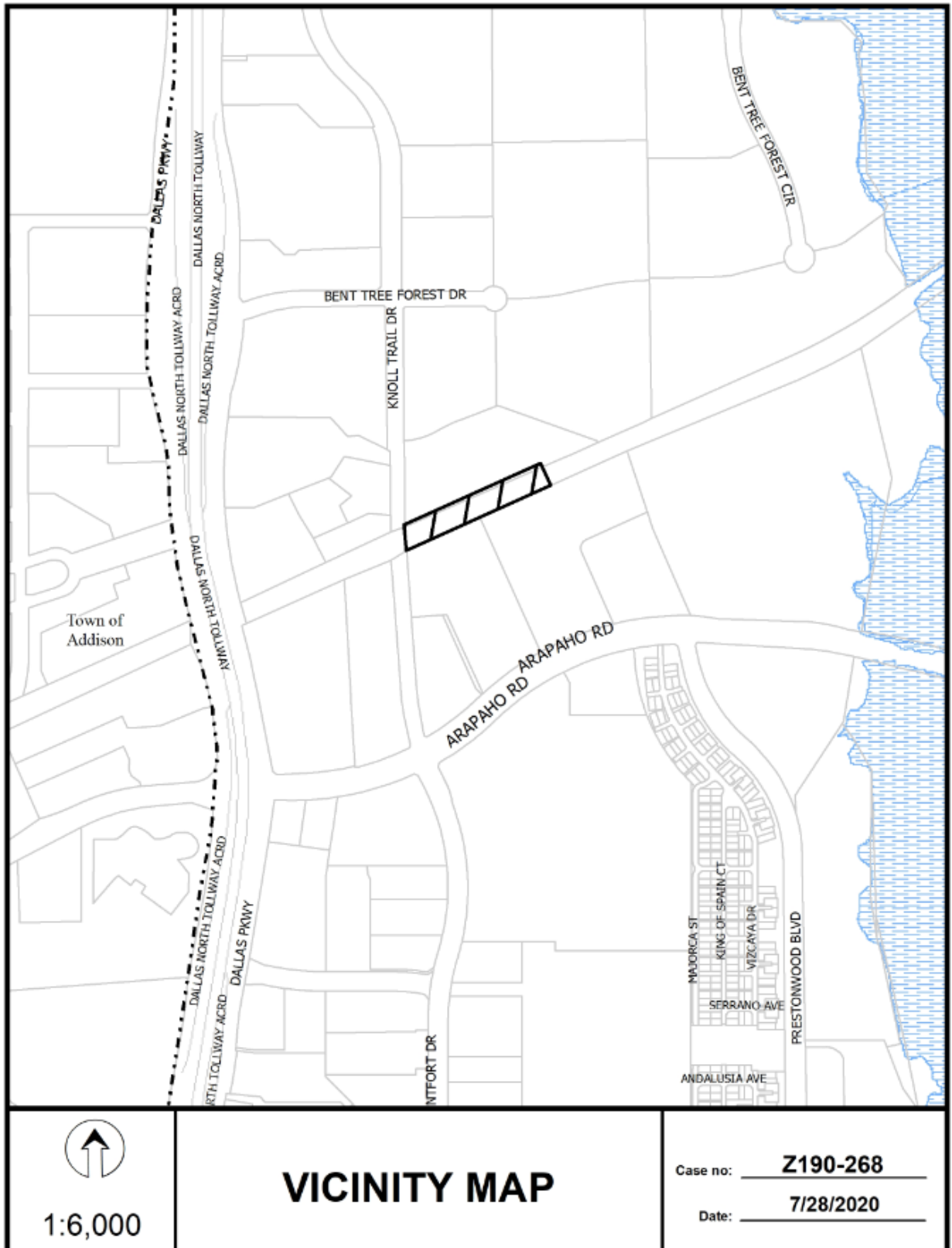
1. **USE:** The only use authorized by this specific use permit is a transit passenger station or transfer center.
2. **SITE PLAN:** Use and development of the Property must comply with the attached site plan.
3. **TIME LIMIT:** This specific use permit is approved for a permanent time period.
4. **LANDSCAPING:** Prior to the issuance of a certificate of occupancy, landscaping must be provided as shown on the attached landscape plan.
5. **MAINTENANCE:** The entire 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.

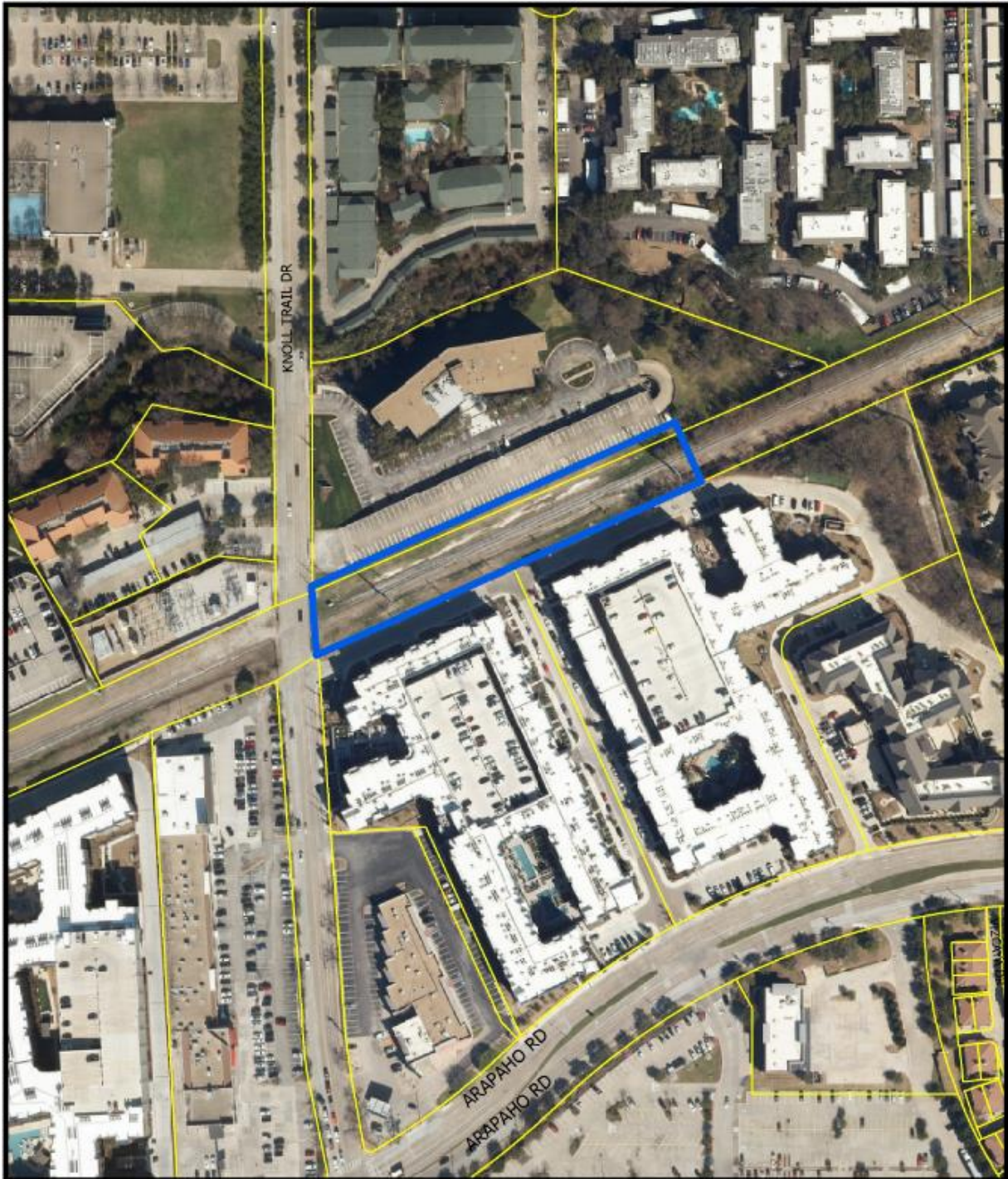
CPC Recommended Site Plan



CPC Recommended Landscape Plan





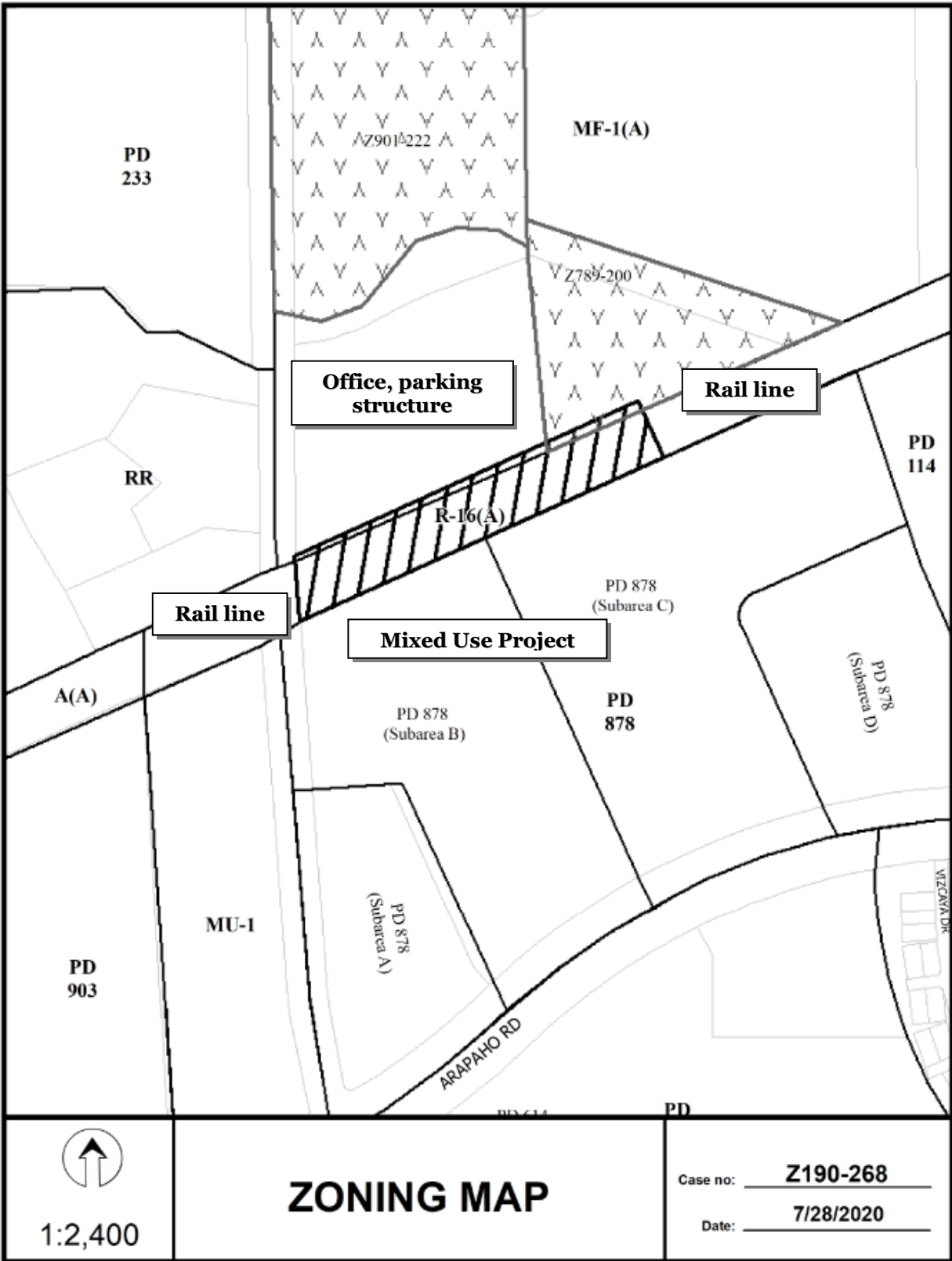


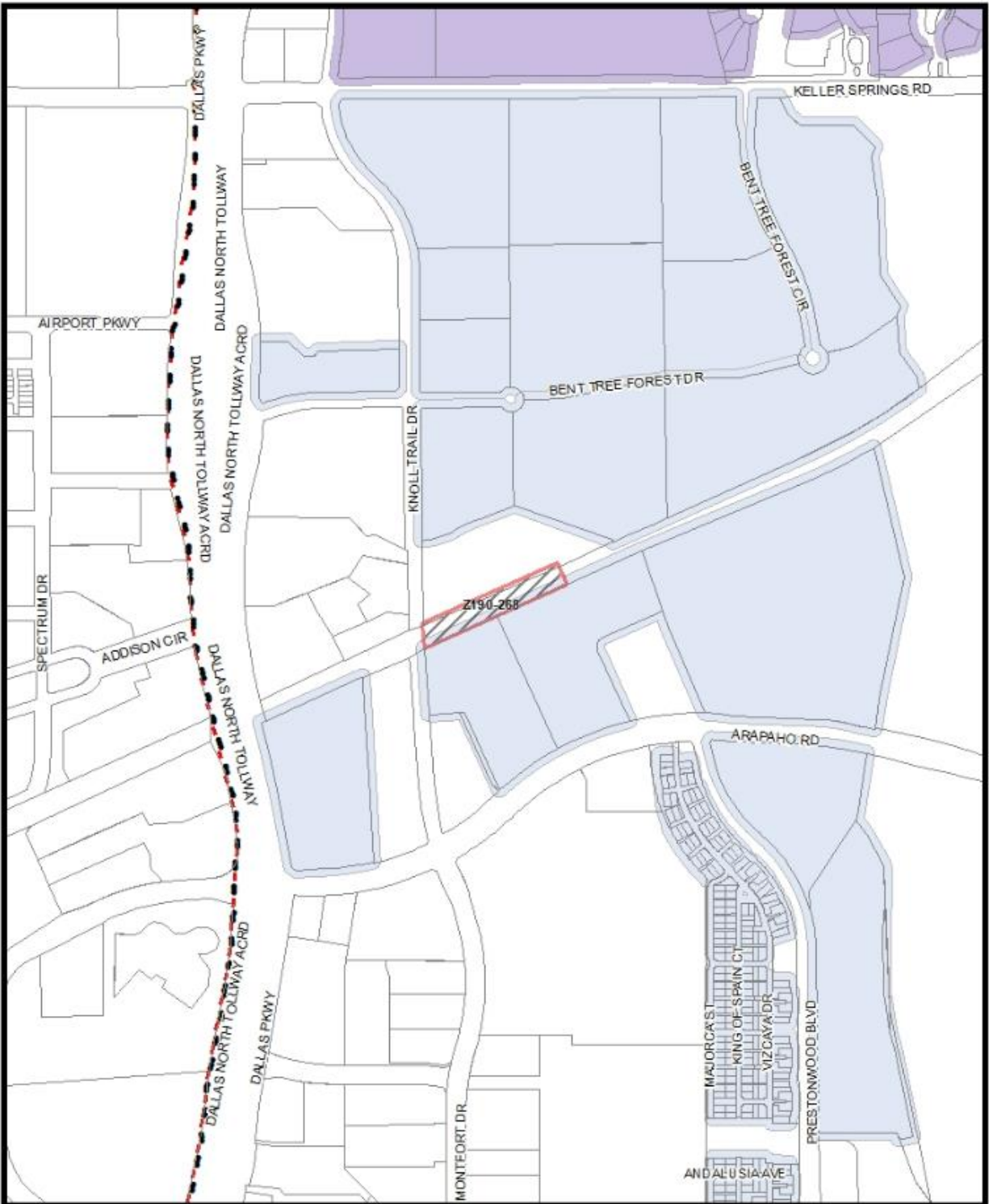
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AERIAL MAP

Case no: Z190-268

Date: 7/28/2020





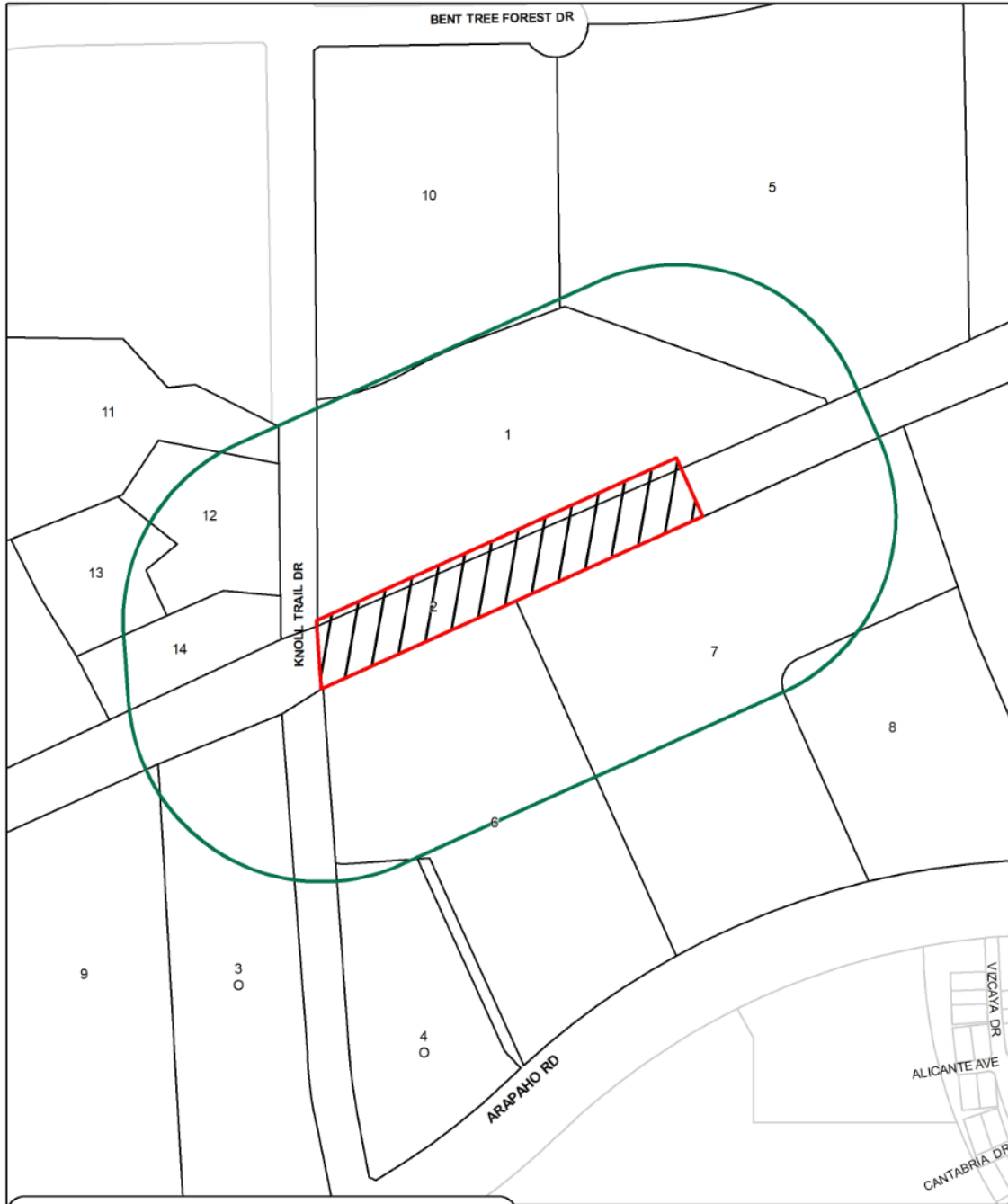
Market Value Analysis A B C D E F G H I NA

1:6,000

Market Value Analysis

Printed Date: 7/28/2020

CPC Responses



<u>14</u>	Property Owners Notified (14 parcels)
<u>2</u>	Replies in Favor (2 parcels)
<u>0</u>	Replies in Opposition (0 parcels)
<u>300'</u>	Area of Notification
<u>10/1/2020</u>	Date

Z190-268
CPC



1:2,400

09/30/2020

Reply List of Property Owners

Z190-268

14 Property Owners Notified

2 Property Owners in Favor

0 Property Owners Opposed

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	15400 KNOLL TRAIL DR	PRATTCO PRESTONWOOD LLC
	2	401 S BUCKNER BLVD	DART
O	3	15203 KNOLL TRAIL DR	PRESTONWOOD PARTNERS LTD
O	4	5403 ARAPAHO RD	PV PRESTONWOOD II LTD
	5	5330 BENT TREE FOREST DR	SPP COVINGTON POINTE LTD
	6	5515 ARAPAHO RD	TRG ARAPAHO II LLC
	7	5519 ARAPAHO RD	TRG ARAPAHO LLC
	8	5555 ARAPAHO RD	PRESTONWOOD TRADITION AL LP
	9	15480 DALLAS PKWY	IMT CAPITAL III PRESTONWOOD LP
	10	15550 KNOLL TRAIL	HOWSEA USA INC
	11	15770 DALLAS PKWY	CIP 2014 CP TOLLWAY OWNER LLC
	12	15441 KNOLL TRAIL DR	KNOLL 15441 LLC
	13	15443 KNOLL TRAIL DR	KNOLL OFFICE INVESTMENTS LLC
	14	15401 KNOLL TRAIL DR	ONCOR ELECRTCIC DELIVERY COMPANY