

FILE NUMBER: Z212-287(MP) **DATE FILED:** June 28, 2022

LOCATION: Southwest line of South Haskell Avenue, southeast of Interstate 30

COUNCIL DISTRICT: 7

SIZE OF REQUEST: Approx. 2.69 acres **CENSUS TRACT:** 48113002500

REPRESENTATIVE: Rob Baldwin, Baldwin Associates, LLC

OWNER/APPLICANT: Larkspur Acquisitions LLC

REQUEST: An application for a Planned Development District for WMU-5 Walkable Urban Mixed-Use District uses on property zoned an IR Industrial/Research District.

SUMMARY: The purpose of the request is to allow for modified development standards primarily related to height, parking, landscaping, design standards, open space, and mixed income housing to develop the site with multifamily and ground floor retail uses.

STAFF RECOMMENDATION: **Approval**, subject to a Frontage and Open Space Exhibit and conditions.

CPC RECOMMENDATION: **Approval**, subject to a Frontage and Open Space Exhibit and conditions.

BACKGROUND INFORMATION:

- The area of request is currently zoned an IR Industrial/Research District and is developed with commercial buildings and Industrial (Inside) uses.
- The applicant proposes to redevelop the site with multifamily and ground floor retail uses.
- To accomplish this, they propose a Planned Development District for specific residential and nonresidential uses. The proposed district would default to the standards of WMU-5 Walkable Urban Mixed Use, a district in Article XIII of the development code. As such, development and design standards will result in a predictable design outcome.
- The proposed development necessitates a PD in order to utilize the design standards of WMU-5 while providing for a bonus in height if mixed income housing is included. If 10% of units are mixed income, the development would receive a bonus in height and stories, similar to a WMU-8 Walkable Urban Mixed-Use District.

Zoning History:

There have been six zoning cases in the area in the last five years.

1. **Z178-331:** On December 12, 2018, City Council approved Specific Use Permit No. 2314 for a tower/antenna for cellular communication for a ten-year period, subject to a site plan and conditions, on property zoned a CS Commercial Service District at the northwest corner of Fletcher Street and South Peak Street.
2. **Z189-122:** On June 26, 2019, City Council approved Specific Use Permit No. 2341 for a bar, lounge, or tavern for a two-year period, subject to a site plan and conditions, on property zoned Tract A within Planned Development District No. 269, the Deep Ellum/Near East Side Special Purpose District, on the southwest line of Exposition Avenue, west of Parry Avenue.
3. **Z190-312:** On January 27, 2021, City Council approved an application for a Planned Development District for a CS Commercial Service District on property zoned a CS Commercial Service District, on the north corner of Ann Avenue and Parry Avenue.
4. **Z201-223:** On August 11, 2021, City Council approved the renewal of Specific Use Permit No. 2341 for a three-year period, subject to conditions, on property zoned Tract A within Planned Development District No. 269, the Deep Ellum/Near East Side Special Purpose District, on the southwest line of Exposition Avenue, west of Parry Avenue.

5. **Z190-266:** On October 13, 2021, City Council approved the renewal of Specific Use Permit No. 1691 for a bar, lounge, or tavern for a three-year period, subject to conditions, on property zoned Tract A within Planned Development District No. 269, the Deep Ellum/Near East Side Special Purpose District, on the south line of Exposition Avenue, east of Ash Lane.
6. **Z212-335:** An application for a Specific Use Permit for a commercial bus station and terminal use on property zoned a CS Commercial Service District with a portion of the site containing a D Dry Overlay, located on the west corner of Terry Street and South Peak Street [Under Review].

Thoroughfares/Streets:

| Thoroughfare/Street | Type | Existing/Proposed ROW |
|----------------------|--------------------|-----------------------|
| South Haskell Avenue | Principal Arterial | 56 feet Bike Plan |
| Interstate 30 | Elevated Freeway | - |

Traffic:

The Transportation Development Services Division of the Transportation Department has reviewed the request and determined that it will not significantly impact the surrounding roadway system.

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 1.1.2 Focus on Southern Sector development opportunities.

Policy 1.1.4 Capitalize on transit-oriented development opportunities.

GOAL 1.3 PROVIDE EQUITABLE OPPORTUNITIES FOR DALLAS RESIDENTS

Policy 1.3.1 Create housing opportunities throughout Dallas.

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.

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

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.

URBAN DESIGN ELEMENT

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.

Policy 5.1.4 Enhance visual enjoyment of public space.

GOAL 5.2 STRENGTHEN COMMUNITY AND NEIGHBORHOOD IDENTITY

Policy 5.2.2 Promote the character of the city's significant districts, linkages and areas.

Policy 5.2.4 Enhance retail, industrial and business operations.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

The proposed development standards advance the goals of the comprehensive plan of strengthening neighborhood character, focusing development in the southern sector and near transit, and promoting walkable neighborhoods.

Neighborhood Plus Plan

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

Goal 6.1 Raise the quality of rental property through better design standards, proactive and systematic code enforcement, and zero tolerance towards chronic offenders.

Goal 6.2 Expand affordable housing options and encourage its distribution throughout the city and region.

Goal 6.3 Align planning, funding and community investments within a quarter mile of DART stations to promote transit-oriented development.

The 360 Plan

The 360 Plan is a strategic document that sets a clear, cohesive vision for Downtown Dallas and its surrounding neighborhoods, guiding the City Center to continued, long-term success. The plan was adopted by City Council in April 2011 and updated in 2015, 2016, and 2017. The area of request is located within the South Dallas/Fair Park area of the plan.

The applicant's proposal to introduce additional housing at a mix of income levels meets the 360 plan's strategy to Build Complete Neighborhoods through the following goals:

1 DIVERSIFY AND GROW HOUSING

2 CREATE VIBRANT PARKS AND NEIGHBORHOOD SPACES

The applicant's proposed multifamily uses will diversify the area's housing stock with new-construction residential and 10% of units of mixed income housing. The applicant's mix of uses, commercial and residential, will add necessary activation to the adjacent Santa Fe Trail through pedestrian oriented design standards and conditions that call for direct access to the trail.

The applicant's proposal to include amended parking and mobility provisions meets the 360 plan's strategy to Advance Urban Mobility through the following goals:

1 ADOPT URBAN MOBILITY PRINCIPLES
6 REFORM THE APPROACH TO PARKING

The applicant's pedestrian oriented design, trail and DART access, and dynamic parking standards advance both of these mobility goals of the 360 plan.

The applicant's inclusion of urban design standards meets the 360 plan's strategy to Promote Great Placemaking through the following goals:

1 ENSURE EXCELLENT URBAN DESIGN TO ENHANCE QUALITY OF LIFE AND ECONOMIC VALUE
2 ACTIVATE THE PUBLIC REALM

The project's built in standards for reduced required parking, transparency, maximum setbacks, direct access to sidewalk and trails, pedestrian amenities, and street trees all contribute to the 360 plan's placemaking and urban design goals.

Land Use:

| | Zoning | Land Use |
|--------------|---|--|
| Site | IR Industrial/Research District | Commercial amusement (Inside), Industrial (Inside) |
| North | IR Industrial/Research District | Undeveloped, office showroom/warehouse |
| East | IR Industrial/Research District | Undeveloped, Office showroom/warehouse, Surface Parking |
| South | Tract A within PD No. 269 | Santa Fe Trail / DART ROW, Multifamily, personal service use, office |
| West | IR Industrial/Research District, IM Industrial Manufacturing District | Office showroom/warehouse, I-30 ROW |

Land Use Compatibility:

Property north of the site exists as I-30 right of way, undeveloped land, and office showroom/warehouse uses. The Santa Fe Trail runs along the south of the site, which also runs parallel to DART Green Line right of way. Further south across these rights of way, properties are built out as multifamily, personal service uses, and office. Property west of the site includes one office showroom/warehouse use and additional I-30 right of way. Property east of the site consists of an office use, undeveloped land, and Fair Park surface parking.

The zoning and development of uses to the south has established a larger pattern of mixed use buildings closely fronting the street with pedestrian oriented design. The uses allowed within the proposed development are consistent with and would complement the existing neighborhood character. The inclusion of ground floor commercial adds neighborhood destinations, aids in placemaking, and serves as additional employment in proximity to nearby housing. The additional housing density further supports nearby retail. The additional multifamily and commercial uses along the Santa Fe Trail contribute to activation of this transportation corridor.

Additionally, the change constitutes a removal of existing industrial zoning that currently could impact nearby residential.

The PD conditions also include provisions that call for interior sound attenuation. These standards call for design considerations to limit interior bedroom noise level to 45 decibels due to proximity to the I-30 freeway.

Development Standards:

Development Standards Comparison Chart

| Standard | Existing: IR | Proposed: Modified WMU-5 Apartment Type |
|--|---|---|
| Front setback | 15' min | Primary street: 5' min / 15' max Side street: 5' min / 15' max |
| Required street frontage, primary street | No min | Primary street: 70% min Side street: 40% min |
| Parking setback | No min | Primary street: 30' min Side street: 5' min Abutting nonresidential district: 5' min |
| Side setback | 30' adj to res Other: No min | Abutting nonresidential district: 0' or 5' min |
| Rear setback | 30' adj to res Other: No min | Abutting nonresidential district: 5' min |
| Density | 2.0 FAR overall 0.75 office/retail 0.5 retail | None |
| Height | 200' 15 stories | 1 story min 5 stories / 80' max 8 stories / 120' max with MIH bonus |
| Story height | No max | Ground story: 10' min / 15' max Upper story: 10' min / 15' max |
| Lot coverage | 80% max | 80% max |
| Transparency | No min | Ground story, primary street: 30% Ground story, side street: 25% Upper story, primary street: 20% |

Development Standards Comparison Chart

| Standard | Existing: IR | Proposed: Modified WMU-5 Apartment Type |
|-------------------|-------------------------------------|--|
| | | Upper story, side street: 20% |
| Entrance | None required | Required on primary street Allowed on side street |
| Blank wall area | No max | Primary street: 30' max Side street: None |
| Special standards | Proximity slope Visual intrusion | Proximity slope |

For evaluation of blockface designations under Article XIII, Haskell Avenue is a primary street and Ash Lane is a side street. These are significant as they determine where setbacks, massing, and frontage are to be placed in accordance with the above chart.

The proposed PD would use WMU-5 Walkable Urban Mixed-Use District as a base, and provide a bonus to height and stories with the inclusion of mixed income housing. The only changes to the development standards of the WMU-5 base are highlighted above.

The proposed change supports and contributes to the established development pattern. The proposed PD would continue this pattern through its maximum setbacks, minimum frontage requirements, transparency minimums, and blank wall maximums. These features are consistent with the traditional design characteristics that currently exist along Parry Avenue, Commerce Street, and Exposition Avenue.

Landscaping:

Landscaping must be provided in accordance with Article XIII. Additionally, one street tree must be provided for each 30 feet of frontage. These must be located within 5 feet of the back of curb, unless it conflicts with utilities or visibility triangles, in which case street trees may be moved into the front setback zone. This is an additional design standard offered beyond the base requirement of one tree every 40 feet.

Parking:

One space per dwelling unit is required. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to resident use. The off-street parking requirement for uses located within one-third mile of a DART light rail station may be reduced by up to 15 percent.

The conditions also limit the location and quantities of surface parking. The max surface parking that can be allowed is either 7% under typical conditions, or 15% if the parking areas do not abut a street frontage and includes an enhanced perimeter buffer. These are in addition to the required parking setbacks of Article XIII, listed in the development standards table.

Mixed Income Housing:

The applicant is proposing to tie additional height to the provision of mixed income housing. The conditions as proposed by the applicant call for 10 percent of units to be provided at 81 to 100 percent of AMFI. If provided, applicant could increase maximum height from 80 feet to 120 feet and from 5 stories to 8 stories. This is in keeping with the differences between WMU-5 and WMU-8.

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 (A through C) to orange, representing the weakest markets (G through I). The subject property is located within an MVA Category “H” area. Areas to the south of the subject site are located within an “E” MVA cluster.

List of Officers

Hill Haskell LLC

Thad F. Baker, Sole Member

City Park A Lot LP

City Investments, Inc.

Thad F. Baker, Sole Member

Larkspur Acquisitions

Carl Anderson, Sole Member

CPC Action
May 4, 2023

Motion: It was moved to recommend **approval** a Planned Development District for WMU-5 Walkable Urban Mixed Use District uses, subject to staff recommended conditions and Exhibit A, as briefed; on property zoned an IR Industrial/Research District on the southwest line of South Haskell Avenue, southeast of Interstate 30.

Maker: Hampton
Second: Rubin
Result: Carried: 13 to 0

For: 13 - Popken, Hampton, Herbert, Anderson, Shidid,
Carpenter, Blair, Jung, Housewright, Treadway,
Haqq*, Stanard, Rubin

Against: 1 - Wheeler-Reagan,
Absent: 1 - Kingston
Vacancy: 0

*out of the room, shown voting in favor

| | | |
|-----------------|-----------|------------|
| Notices: | Area: 500 | Mailed: 49 |
| Replies: | For: 2 | Against: 0 |

Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Carl Anderson, 1722 Routh St., Dallas, TX, 75201
Against: None
Staff: Andrea Giles, Assistant Director, Planning & Urban Design

CPC RECOMMENDED CONDITIONS

ARTICLE
XXX.

PD XXX.

SEC. 51P-XXX.101. LEGISLATIVE HISTORY.

PD _____ was established by Ordinance No. _____, passed by the Dallas City Council on _____.

SEC. 51P-XXX.102. PROPERTY LOCATION AND SIZE.

PD XXXX is established on property generally bounded by Haskell Avenue, the Santa Fe Trail, and Ash Lane. The size of PD XXXX is approximately 2.65 acres.

SEC. 51P-XXX.103. PURPOSE AND VISION.

This district is designed to encourage walkable, mixed-use, sustainable, urban development; to reduce the need for parking; and to encourage the use of DART and the Santa Fe Trail.

SEC. 51P-XXX.104. DEFINITIONS.

Unless otherwise stated, the definitions in Chapter 51A and Division 51A-13.200 apply to this article. In this special purpose district:

SEC. 51P-XXX.105. INTERPRETATIONS.

(a) In general.

(1) Unless otherwise stated, Article XIII, “Form Districts,” of Chapter 51A applies to this article.

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

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

(b) Conflicts.

(1) If there is a conflict between the provisions of Article XIII and Chapter 51A, Article XIII controls.

(2) If there is a conflict between the provisions of this article and Article XIII, this article controls.

(3) If there is a conflict between the text of this article and any of the exhibits the text of this article controls.

SEC. 51P-XXX.106 SITE PLANS AND DEVELOPMENT PLANS.

(a) Site plan.

(1) Except as provided in this article, a site plan that complies with the requirements of this article and Section 51A-13.703, "Site Plan Review," must be submitted to the building official when required by Section 51A-13.703(a).

(b) Development plan.

(1) In general. 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.

(c) Frontage and Open Space Exhibit.

(1) In general. The Frontage and Open Space Exhibit, attached as Exhibit A depicts street and trail frontages and generalized location of open space and parking. Open space and parking on all future site plans for the Property must be consistent with Exhibit A.

SEC. 51P-XXX .107. DEVELOPMENT BONUSES FOR MIXED INCOME HOUSING.

(a) In general. The development bonuses identified in the Yard, Lot and Space and Parking section of this Article apply if a minimum of ten percent of the total number of units are available to households earning between 81 and 100 percent of AMFI and are in compliance with Ch. 51A-4.1100, as amended, except as provided.

(b) Design standards. Compliance with 51A-4.1107 is not required.

SEC. 51P-XXX.108. DISTRICT REGULATIONS.

(a) In general. Except as provided in this article, the district regulations for the WMU-5 Walkable Urban Mixed Use District apply.

(b) Stories.

(A) Except for accessory buildings facing the Santa Fe Trail, the minimum number of stories above grade is two. The minimum height provisions of Section 51A-13.302(b) also apply.

(B) Maximum number of stories above grade is 5, unless compliant with Section 51P-XXX.107, where the maximum height is eight stories

(c) Maximum height.

(B) Maximum height is 80 feet, unless compliant with Section 51P-XXX.107, where the maximum height is 120 feet.

SEC. 51P-XXX.109. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 29032)

SEC. 51P-XXX.110. LANDSCAPING.

(a) Except as provided in this section, landscaping must be provided in accordance with Article XIII and with Exhibit A.

(b) Plant materials must be maintained in a healthy, growing condition.

(c) The planting zone is a minimum of six feet.

(d) One street tree must be provided for each 30 feet of frontage. Except as provided in this subsection, street trees must be located in the planting zones located within five feet of the street curb. Street trees may be planted in the front setback as close as possible to the sidewalk if there is a conflict with utilities, driveways, or visibility triangles as determined by the city arborist.

(e) Vehicular access to the Santa Fe Trail is prohibited.

(f) An enhanced buffer , as defined in Section 51A-10.126, is required between the Santa Fe Trail and any surface parking shown on Exhibit A.

(g) The access drive/Fire lane adjacent to Ash Street must terminate at least 50-feet from the Santa Fe Trail right-of-way if all fire protection requirements are met. If the access drive/fire lane must extend within 50 feet of the Santa Fe Trail right-of-way, a gate or bollards must be placed 50 feet from the Santa Fe Trail right-of-way to limit access to emergency vehicles only.

SEC. 51P-XXX.111. OFF-STREET PARKING AND LOADING.

(a) In general. Except as provided in this section, see Division 51A-13.400 for parking and loading regulations.

(b) Multifamily. One space per dwelling unit is required. An additional one-quarter space per dwelling unit must be provided for guest parking if the required parking is restricted to resident parking only. No additional parking is required for accessory uses that are limited principally to resident use.

(c) Parking reduction for proximity to DART stations. The off-street parking requirement for uses located within one-third mile of a DART light-rail station may be reduced by up to 15 percent.

(d) Maximum surface parking. No more than 7 percent of the area of a lot or building site may be used for surface parking. The director may increase the amount of surface parking to 15 percent of the area of a lot or building site if the director finds that:

(1) the surface parking area, other than ingress and egress points, does not directly abut a street frontage (for example, the surface parking is to the rear of the main structure); and

(2) the surface parking area has an enhanced perimeter buffer, as defined in Section 51A-10.126(b), between the surface parking area and the street.

SEC. 51P-XXX.112. OPEN SPACE.

(a) Purpose. Open space requirements are intended to:

(1) provide a main central focal point for the district and smaller focal points for the district;

(2) promote economic development;

(3) improve the quality of life of residents and visitors;

- (4) provide relief from a dense urban environment;
- (5) prevent concentrations of paved areas;
- (6) improve air quality; and
- (7) assist with pedestrian movement.

(b) In general. Except as provided in this section, open space provided under this section must comply with the requirements for open space in Section 51A-13.303, “Open Space,” and Section 51A-13.304(k), “Open Space Lot.”

(c) Site plan. Compliance with open space requirements must be shown on a site plan and demonstrated at the time of application for any building permit for new construction or a major renovation.

(d) Amount required.

(1) Minimum on-site requirement.

(A) A minimum of ten percent of a lot or building site must be maintained as open space.

SEC. 51P-XXX.113. SIGNS.

(a) Except as provided in this section, signs must comply with Article XIII.

SEC. 51P-XXX.114. STREET STANDARDS.

(a) In general.

(1) Except as provided in this section, streets, alleys, and driveways must be provided in accordance with Division 51A-13.500.

(b) Santa Fe Trail Frontage.

(1) The Santa Fe Trail is not considered a primary street in accordance with Section 51A-13.703(c) but is considered as a primary street for the sole purpose of calculating open space, transparency, blank wall limitations, and required entrances as required by Section 51A-13.304.

(2) For the purposes of establishing setbacks and building frontage, the Santa Fe Trail is considered a rear yard.

(c) Sidewalks.

(1) Along Haskell Avenue. A sidewalk with an unobstructed width of six feet must be provided within the required area.

(2) Along streets other than Haskell Avenue. A sidewalk with a width of six feet must be within the required area.

(3) There must be at least two access points to the Property from the Santa Fe Trail.

(4) Sidewalks must be continuous and level across all driveways and curb cuts and designed to be at the same grade as the existing sidewalk, subject to approval of the director.

- i. At each intersection of driveway and sidewalk, crosswalks must be constructed of a material that differs in finish and color from that of vehicular ingress and egress driveways.
- ii. Sidewalks must be continuous and level across all driveways and curb cuts and designed to be at the same grade as the existing sidewalk, subject to approval of the director.

SEC. 51P-XXX.115. 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) Sound attenuation.

(1) Housing units located within 1,000 feet and facing a freeway or light rail line must include standards for noise abatement and control to achieve an auditory environment not to exceed a day-night average sound level (L_{dn}) of 45 decibels (dBA) within project bedrooms. This criterion addresses noise exposure associated with nearby traffic operations only. Architectural design measures used to produce this result may, but shall not be required to, include the following:

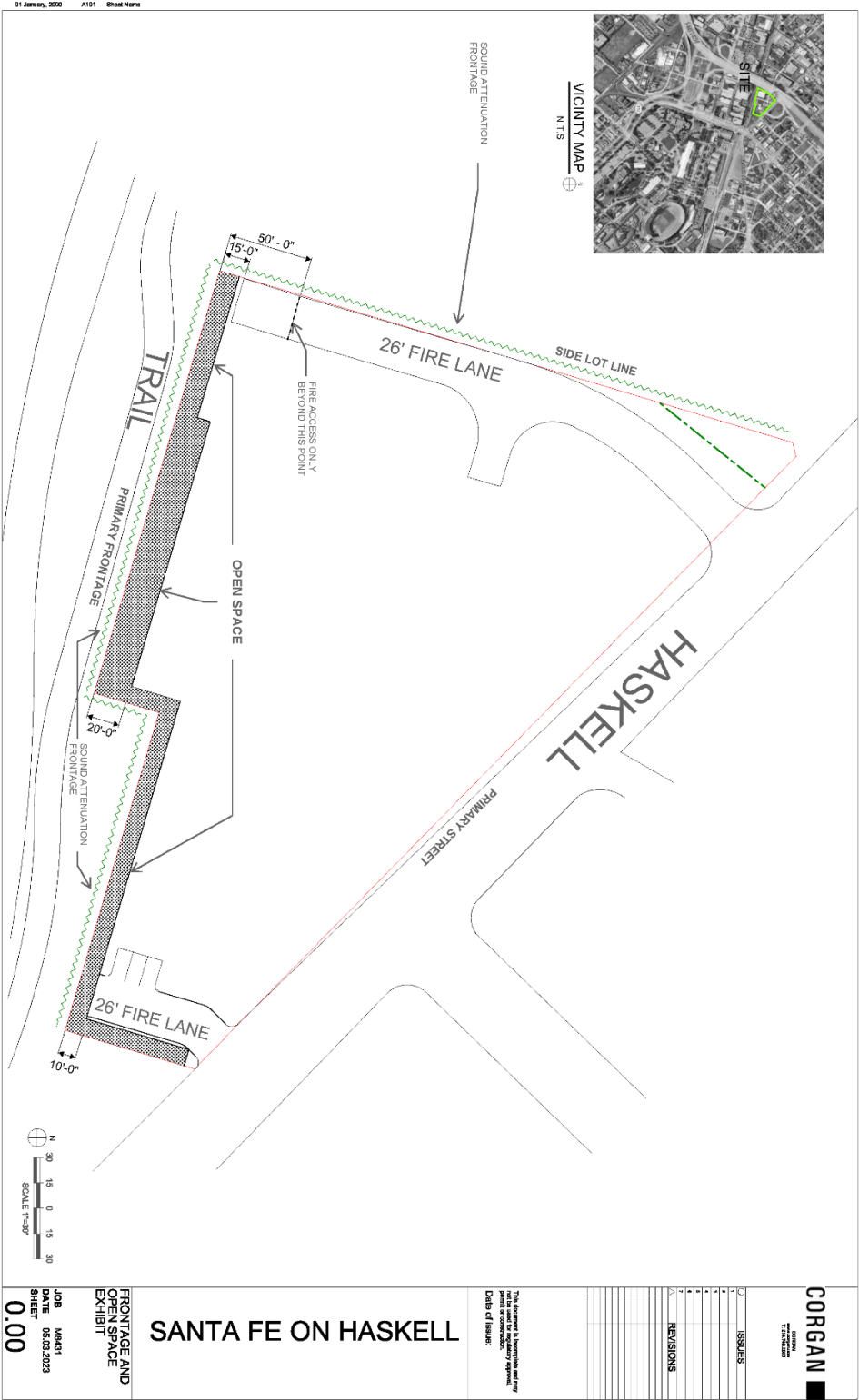
- (a) site orientation or layout for buildings to serve as a noise shield;
- (b) integration of a buffer, barrier, or open space or other site layout measures;
- (c) building layout to consider location of exterior balconies and terraces to

- mitigate noise introduction into the building;
 - (d) exterior wall assemblies to include sound attenuation measures through wall construction and detailing; or
 - (e) exterior door and window specifications and detailing such as fully insulated and sealed perimeters.
- (2) An environmental/architectural noise assessment and report will be provided to confirm acceptable exterior-to-interior sound isolation and compliance with the 45 dB L_{dn} limit.

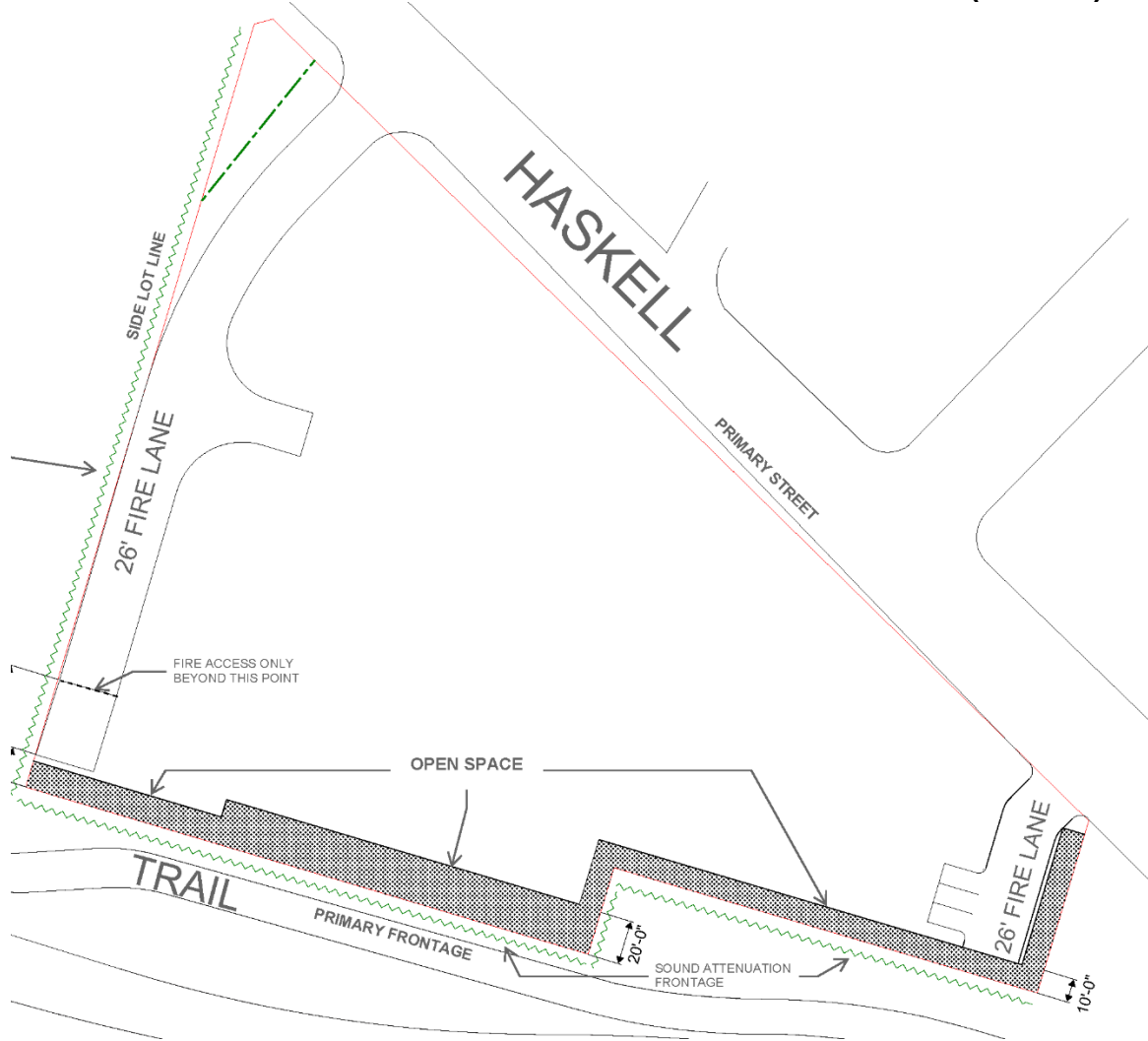
SEC. 51P-XXX.116. COMPLIANCE WITH CONDITIONS.

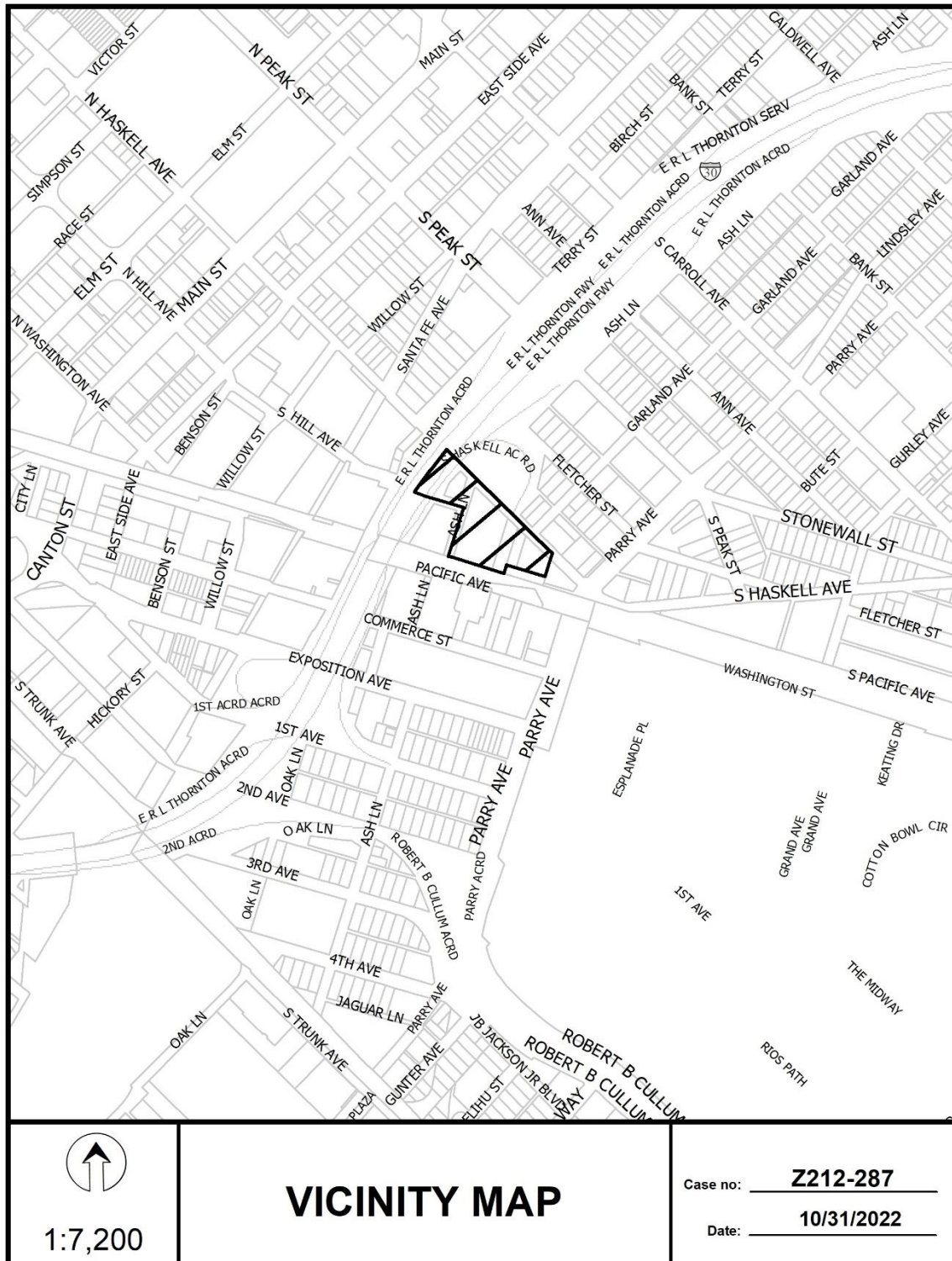
- (a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.
- (b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy 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. 29032)

CPC RECOMMENDED OPEN SPACE AND FRONTAGE PLAN

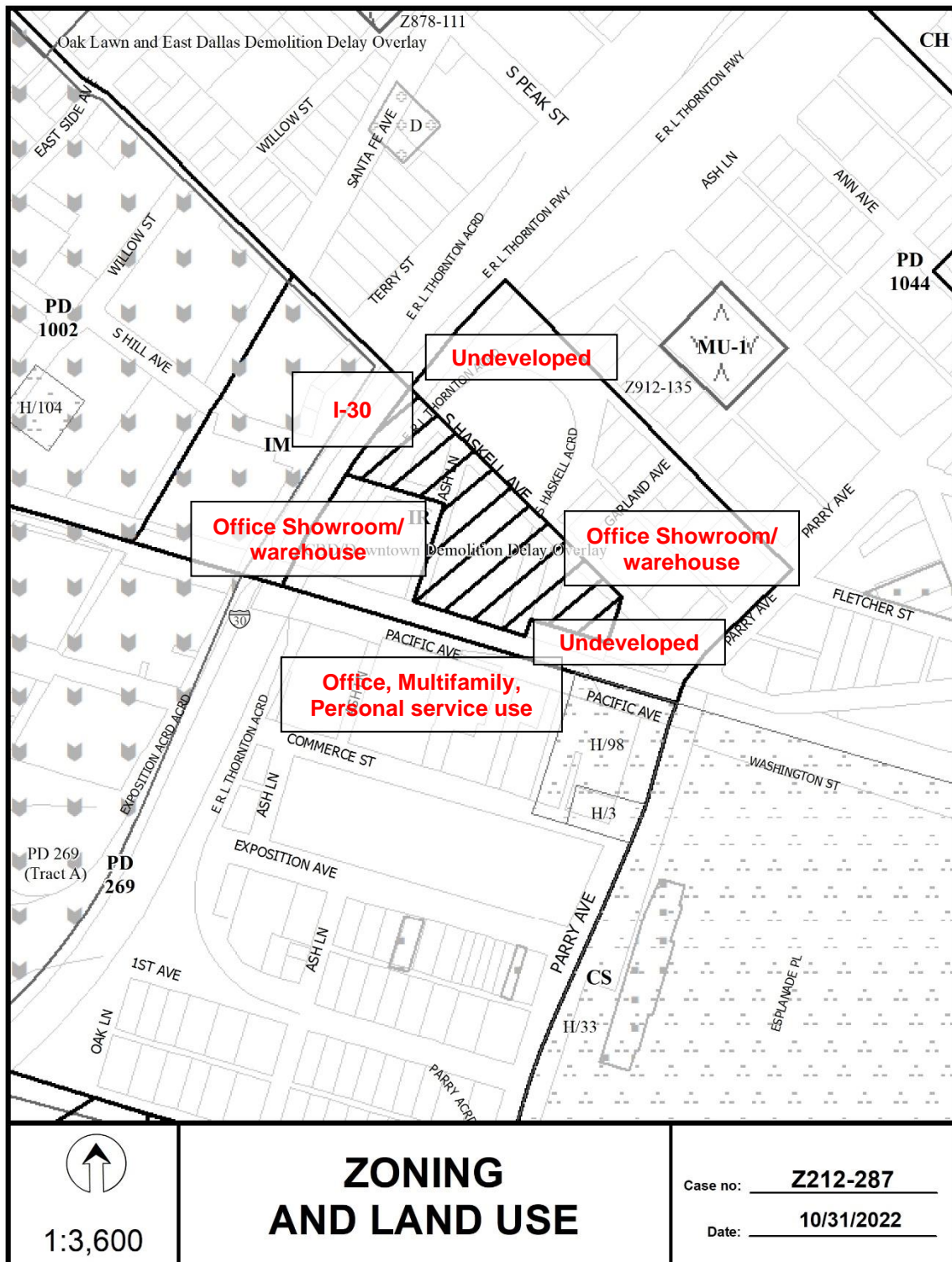


CPC RECOMMENDED OPEN SPACE AND FRONTAGE PLAN (DETAIL)

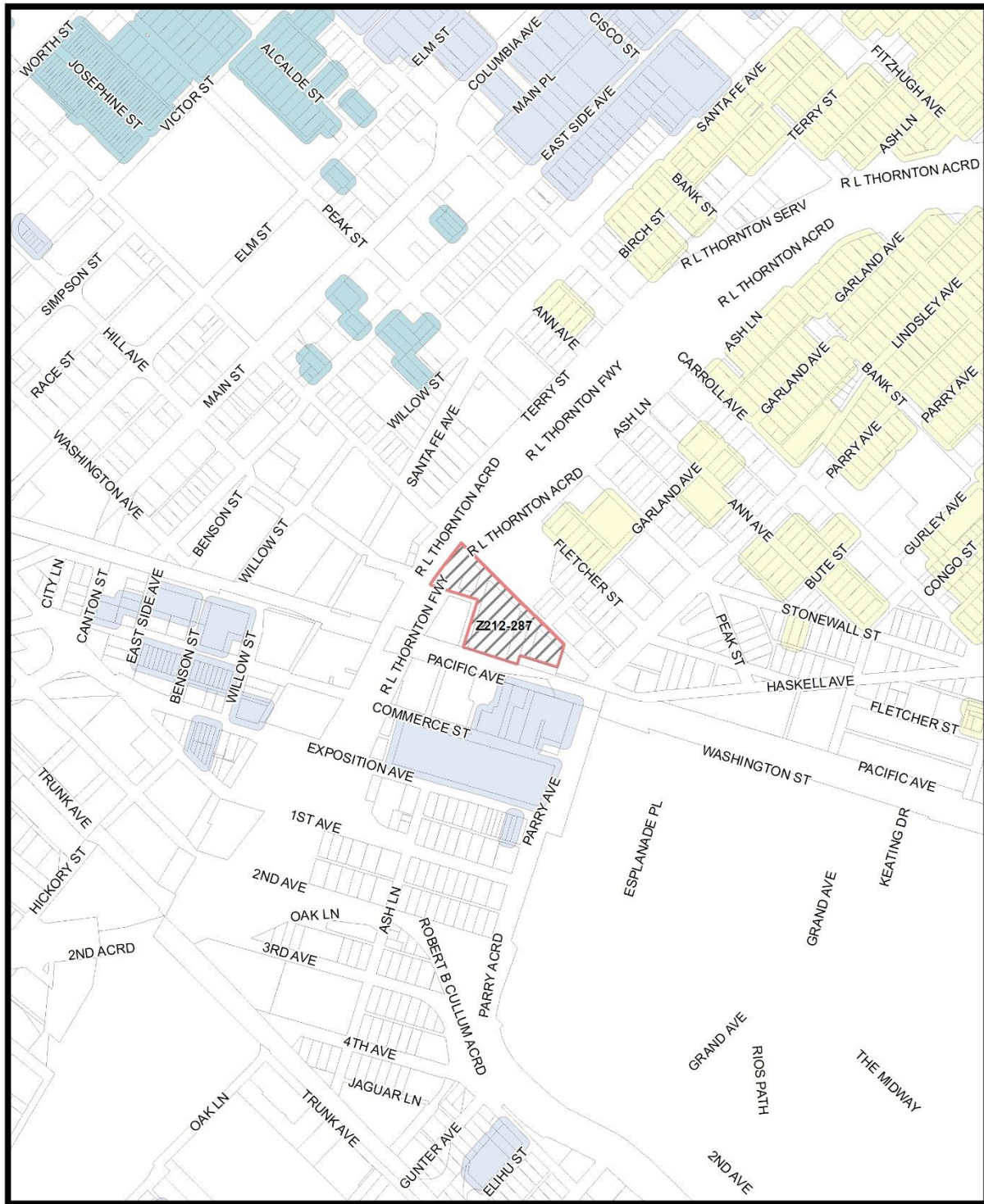












Market Value Analysis

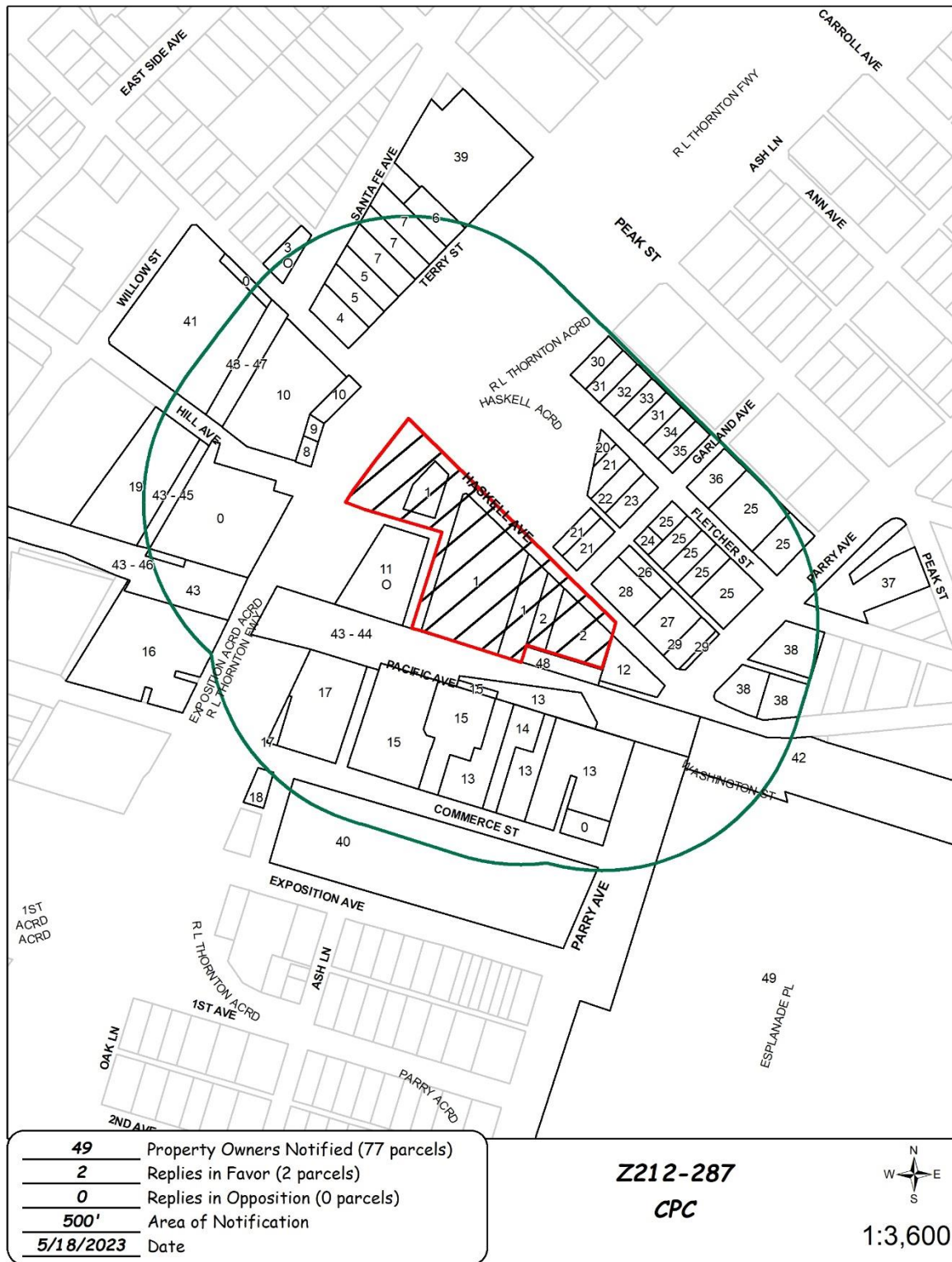
A B C D E F G H I NA



1:7,200

Market Value Analysis

Printed Date: 10/31/2022



05/17/2023

Reply List of Property Owners***Z212-287******49 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 | 620 S HILL AVE | HILL HASKELL LLC |
| | 2 | 817 S HASKELL AVE | CITY PARK A LOT LP |
| O | 3 | 412 S HASKELL AVE | JGT HOLDINGS, LLC |
| | 4 | 500 S HASKELL AVE | SAMADIAN FAMILY LTD PS |
| | 5 | 4111 TERRY ST | HOLY DAVID E |
| | 6 | 4203 TERRY ST | HOLY DRILLING LLC |
| | 7 | 4115 TERRY ST | RODRIGUEZ JAVIER |
| | 8 | 514 S HILL AVE | PERRY LOTS LLC |
| | 9 | 514 S HILL AVE | TOPLETZ INVESTMENTS |
| | 10 | 603 S HASKELL AVE | EXTRA SPACE PROPERTIES TWO LLC |
| O | 11 | 619 S HILL AVE | 619 SOUTH HILL LLC |
| | 12 | 821 S HASKELL AVE | DART |
| | 13 | 3809 PARRY AVE | BLOCK 809 PROPERTIES LTD |
| | 14 | 4112 PACIFIC AVE | GIBSON DAVID H |
| | 15 | 4100 COMMERCE ST | 4100 COMMERCE LP |
| | 16 | 4008 COMMERCE ST | 4008 COMMERCE OPERATIONS |
| | 17 | 4040 COMMERCE ST | BOUCHER DANIEL D & |
| | 18 | 4043 COMMERCE ST | GONZALES ALEX |
| | 19 | 317 S HILL AVE | DALLAS AREA RAPID TRANSIT |
| | 20 | 713 FLETCHER ST | TORRES MARTIN |
| | 21 | 719 FLETCHER ST | FAIRCLOTH STEPHEN & |
| | 22 | 723 FLETCHER ST | FAIRCLOTH STEVEN & |
| | 23 | 4113 GARLAND AVE | FAIRCLOTH STEPHEN & |
| | 24 | 4114 GARLAND AVE | HERNANDEZ MARILYN |
| | 25 | 803 FLETCHER ST | MATTOX JANICE LEE |
| | 26 | 800 S HASKELL AVE | TRIPLETT RICK |

05/17/2023

| <i>Reply</i> | <i>Label #</i> | <i>Address</i> | <i>Owner</i> |
|--------------|----------------|----------------|-----------------------------|
| 27 | 802 | S HASKELL AVE | TRIPLETT RICHARD NEAL |
| 28 | 800 | S HASKELL AVE | TRIPLETT RICHARD N & |
| 29 | 822 | S HASKELL AVE | ZOYS INC |
| 30 | 702 | FLETCHER ST | KUNOFSKY MORRIS & |
| 31 | 704 | FLETCHER ST | RIZOS LAND GROUP |
| 32 | 708 | FLETCHER ST | LAMBERT & GREEN LLC |
| 33 | 710 | FLETCHER ST | DORAN LARRY HAROLD JR & |
| 34 | 718 | FLETCHER ST | TEXAS NONPROFIT ASSOCIATION |
| 35 | 722 | FLETCHER ST | FLETCHER STREET RIDERS |
| 36 | 800 | FLETCHER ST | MATTOX JANICE L |
| 37 | 915 | S PEAK ST | HILL PRINT SOLUTIONS LTD |
| 38 | 4120 | PARRY AVE | PURE ICE & COLD STG CO |
| 39 | 505 | S PEAK ST | SAMADIAN FAMILY LP |
| 40 | 820 | EXPOSITION AVE | BLOCK 811 LTD |
| 41 | 403 | S HASKELL AVE | Taxpayer at |
| 42 | 401 | S BUCKNER BLVD | DART |
| 43 | 555 | 2ND AVE | DART |
| 44 | 555 | 2ND AVE | DART |
| 45 | 555 | 2ND AVE | DART |
| 46 | 555 | 2ND AVE | DART |
| 47 | 555 | 2ND AVE | DART |
| 48 | 403 | REUNION BLVD | DALLAS AREA RAPID TRANSIT |
| 49 | 3839 | S FITZHUGH AVE | MCA PACE AMPHITHEATERS LP |