

FILE NUMBER: Z234-226(MP) **DATE FILED:** May 1, 2024
LOCATION: Southwest corner of South Buckner Boulevard and Elam Road
COUNCIL DISTRICT: 5
SIZE OF REQUEST: 12.175 acres **CENSUS TRACT:** 48113009301

REPRESENTATIVE: Maxwell Fisher, ZoneDev LLC

APPLICANT: Palladium USA International, Inc

OWNER: Dallas Area Rapid Transit (DART)

REQUEST: An application for 1) a Planned Development District for WMU-5 Walkable Urban Mixed Use District uses and standards; 2) the termination of Specific Use Permit No. 1646 for a transit passenger station or transfer center; and 3) the termination of a D-1 Liquor Control Overlay on property zoned an IM Industrial Manufacturing District, a CS Commercial Service District, and Subarea 4 within Planned Development District No. 366, the Buckner Boulevard Special Purpose District.

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

STAFF RECOMMENDATION: 1) **Approval** of a Planned Development District for WMU-5 District uses and standards, subject to a conceptual plan and conditions; 2) **approval** of the termination of Specific Use Permit No. 1646; and 3) **approval** of the termination of a D-1 Liquor Control Overlay.

BACKGROUND INFORMATION:

- The area of request is currently zoned an IM Industrial Manufacturing District, a CS Commercial Service District, and Subarea 4 within Planned Development District No. 366 and currently exists as a transit passenger station and surface parking for Buckner Station.
- Buckner Station is the beginning of the DART Green Line and multiple bus routes.
- DART identified the surface parking as underutilized. The proposed zoning will allow for redevelopment of the majority of the site while DART will maintain the surface parking on the western and southern areas.
- The applicant proposes a conceptual plan for the site depicting the internal drives which will function as primary streets as well as a pedestrian promenade between the corner and transit station. The transit station will remain as it is currently configured.
- The public realm will be enhanced by standards that ensure safe and activated sidewalks and paths, limit parking locations, and add mixed income housing.

Zoning History:

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

1. **Z234-140:** An application for a Specific Use Permit for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less, on property located within Subarea 2 of Planned Development District No. 366, the Buckner Boulevard Special Purpose District, with a D-1 Liquor Control Overlay District, on the northeast corner of Elam Road and South Buckner Boulevard. [Under review]
2. **Z223-314:** On June 26, 2024, the City Council approved an application for an amendment to Specific Use Permit No. 1730 for an alcoholic beverage establishment to be used as a private club bar, on property zoned Subarea 4 within Planned Development District No. 366, Buckner Special Purpose District, with a D-1 Liquor Control Overlay at the northeast corner of South Buckner Boulevard and Kipling Drive.
3. **Z212-351:** On June 28, 2023, City Council approved an application for the amendment and renewal of Specific Use Permit No. 1850 for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less, on property located within Subarea 4 of Planned Development District No. 366, the Buckner Boulevard Special Purpose District, with a D-1 Liquor Control

Overlay District, on the southeast corner of Elam Road and South Buckner Boulevard.

4. **Z201-218:** On October 13, 2021, the City Council approved a Specific Use Permit for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less on property zoned Subarea 2A within Planned Development District No. 366, the Buckner Boulevard Special Purpose District, with a D-1 Liquor Control Overlay; and denied a CR Community Retail District with deed restrictions volunteered by the applicant on property zoned an R-7.5(A) Single Family District at the northeast corner of South Buckner Boulevard and Elam Road

Thoroughfares/Streets:

Thoroughfare/Street	Type	Proposed ROW
Buckner Boulevard	Principal Arterial	107' ROW Bike Plan
Elam Road	Principal Arterial	107' ROW Bike Plan

Traffic:

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

The executive summary of the TIA includes the following:

- Traffic generated by the proposed Palladium Buckner Station multifamily development is predicted to have minimal impacts on the operation of the study intersections. Right turn deceleration lanes are not recommended to be provided at the site access driveways.
- Adequate intersection and stopping sight distances are predicted to be provided at Driveway N2 on Elam Road.
- With the conversion of the DART parking area to the proposed multifamily residential development, it is predicted that the site would be able to adequately accommodate the parking demand of both the DART station and the multifamily residential development.
- An evaluation of the existing signalized intersections in the study area identified a number of improvements that are needed to bring pedestrian accommodations and traffic signal items up to standard.

STAFF ANALYSIS:

Comprehensive Plan:

The *forwardDallas!* Comprehensive Plan was adopted by the City Council in June 2006, outlining several goals and policies which 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 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

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.

Policy 1.4.3 Embrace environmental sustainability.

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 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

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

Policy 2.5.2 Ensure that existing and future residential areas are appropriately linked in order to enhance economic development and urban design benefits.

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.

Policy 4.2.3 Promote efficient, cost-effective and environmentally friendly movement of vehicles.

URBAN DESIGN ELEMENT

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY, AND WALKABILITY

Policy 5.1.1 Promote pedestrian friendly streetscapes.

Policy 5.1.2 Define urban character in downtown and urban cores.

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 5.2.1 Maintain neighborhood scale and character.

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

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

ENVIRONMENT ELEMENT

GOAL 6.3 IMPROVE ENERGY EFFICIENCY AND AIR QUALITY

Policy 6.3.1 Promote green building practices.

Policy 6.3.3 Limit vehicle miles traveled.

The application of Article XIII and dynamic development standards, as well as reduced parking minimums, further the goals of the comprehensive plan calling for flexible zoning, improved urban form and streetscape, and a variety of transportation options.

Comprehensive Environmental and Climate Action Plan (CECAP)

Goal 3: Dallas' communities have access to carbon-free, affordable, transportation options.

T10 Adopt a target corridor, district, or city-wide mode split goals to help reinforce policies aimed at reducing single-occupancy vehicle use

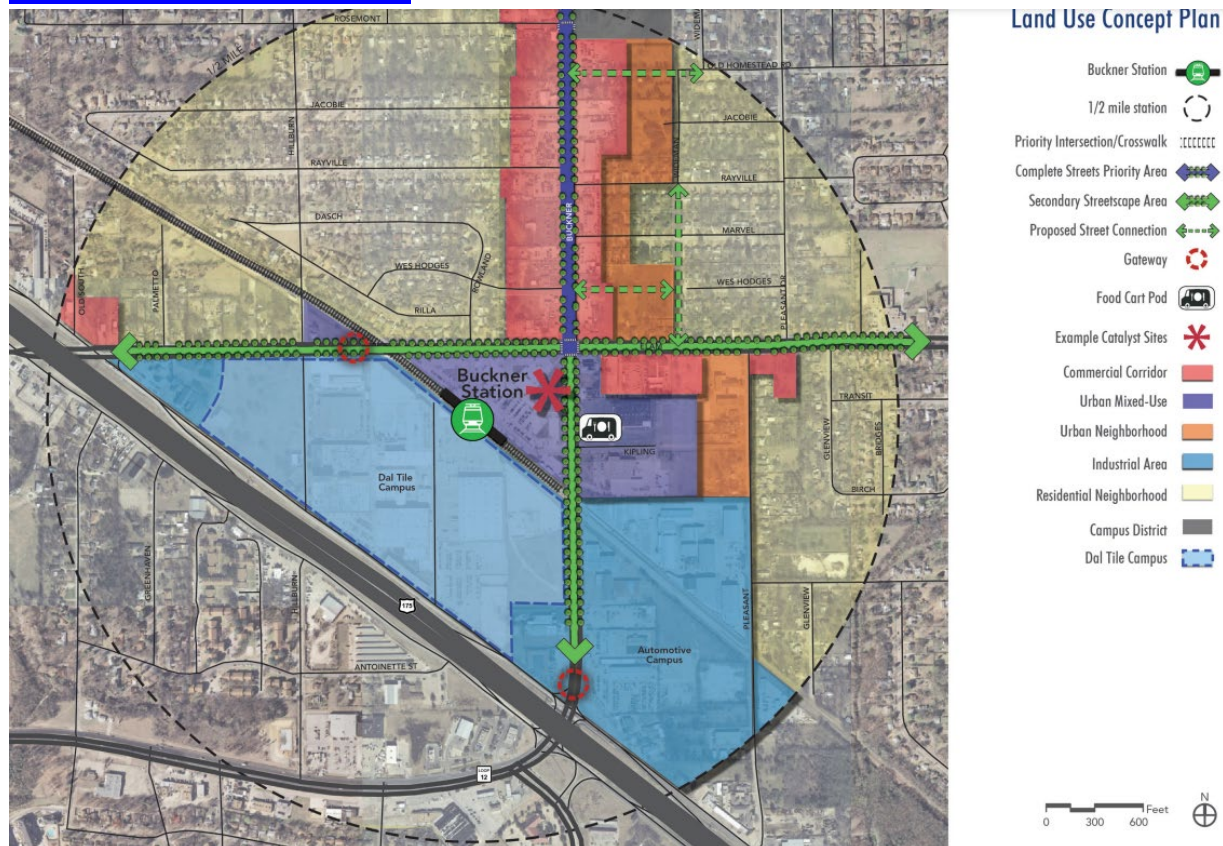
T14 Adopt a revised parking ordinance strategy that supports new mode split goals and land use strategy that minimizes available parking in transit-oriented districts.

T15 Implement green infrastructure programs that sets specific design and performance standards that treat the Right of way (ROW) as both a mobility and green infrastructure asset

The conditions which include improved parking requirements and ROW design standards support the low carbon and mode split goals of CECAP.

Area Plan:

Buckner Station Area Plan



The Buckner Station Area Plan details specific initiatives to create a better future for the Buckner Station area and surrounding neighborhood, with particular attention to reinvigorating affordable housing, improving safety and multi-modal connectivity, and establishing strategies and guidelines to create a thriving transit oriented neighborhood over the long term.

Urban Mixed-Use Incorporates housing, jobs and commercial activity, provides links to transit, and encourages bicycle and pedestrian mobility.

The following strategies of the area plan call for the following urban form:

SITE LAYOUT AND ORIENTATION

Site layout and building orientation should activate pedestrian use of the street and accommodate sustainable features where feasible.

- *Locate buildings at or near the sidewalk in pedestrian-focused areas to activate the pedestrian environment and achieve a consistent street edge.*
- *Orient building entrances toward streets, plazas and open areas.*

- *Minimize impact of public parking by tucking under development; wrap larger surface parking in storefronts or other pedestrian-oriented features.*
- *Design driveways and parking access to limit pedestrian conflicts.*
- *Connect key destinations with a clear network of streets, driveways, bikeways, and pedestrian pathways.*
- *Integrate sustainable features where possible: window shading devices, on-site renewable energy production and green roofs, windows configured to maximize natural lighting.*

SCALE AND MASSING Building scale and massing should help frame pedestrian-oriented, mixed-use corridors and gradually transition to reflect surrounding existing neighborhoods.

- *Reinforce a more urban character with a building height-to-width ratio of 1.5:1 to appropriately reflect the context of uses and streets.*
- *Step back upper floors on buildings where a smaller-scale appearance is desired, such as along pedestrian corridors.*
- *Step down building heights and widen setbacks to gradually transition buildings in higher-density areas, such as around the transit stations, to existing lower-density neighborhoods.*
- *Step down building heights along alleyways and at mid-blocks.*
- *Widen front setbacks gradually and symmetrically along the street edge of parallel streets.*

BUILDING CHARACTER

The building-to-street relationship should engage the pedestrian and provide a comfortable and safe experience.

- *Provide engaging, pedestrian-scaled building features and articulation along sidewalks and key pedestrian routes.*
- *Incorporate inviting pedestrian entrances, windows and high-quality exterior finish materials on street-facing building frontages.*
- *Include attractive, functional and visible ground floor features such as awnings, signage and other pedestrian scaled elements in mixed-use and commercial buildings.*
- *Increase “eyes on the street” by creating indoor-outdoor visual connections through transparent ground floor uses with doors and windows.*
- *Provide shelter for the pedestrian environment with awnings, pergolas and arcades.*
- *Engage the street with stoops, porches, terraces and other features on residential buildings.*
- *Provide access to light and fresh air via windows, patios, green roofs, and balconies on upper floors.*

PUBLIC SPACES AND GATEWAYS

A network of plazas, parks, playgrounds, pocket parks, parklets and linear parks should be distributed throughout the neighborhood to provide convenient recreational opportunities. Gateway features should denote a sense of entry into the Buckner Station area.

- *Include a plaza or pocket park in the Buckner Station catalyst site development plan.*
- *Incorporate gateway signage or art elements along Buckner Boulevard and Elam Road, and at entries to the Buckner Station area.*

Considering this fact, the provisions fulfill the goals of the plan. These include pedestrian oriented design standards and incentivizing retail and a mix of uses.

Site layout and orientation:

Article XIII form based zoning addresses street orientation by calling for buildings near sidewalks and hidden parking

Scale and Massing:

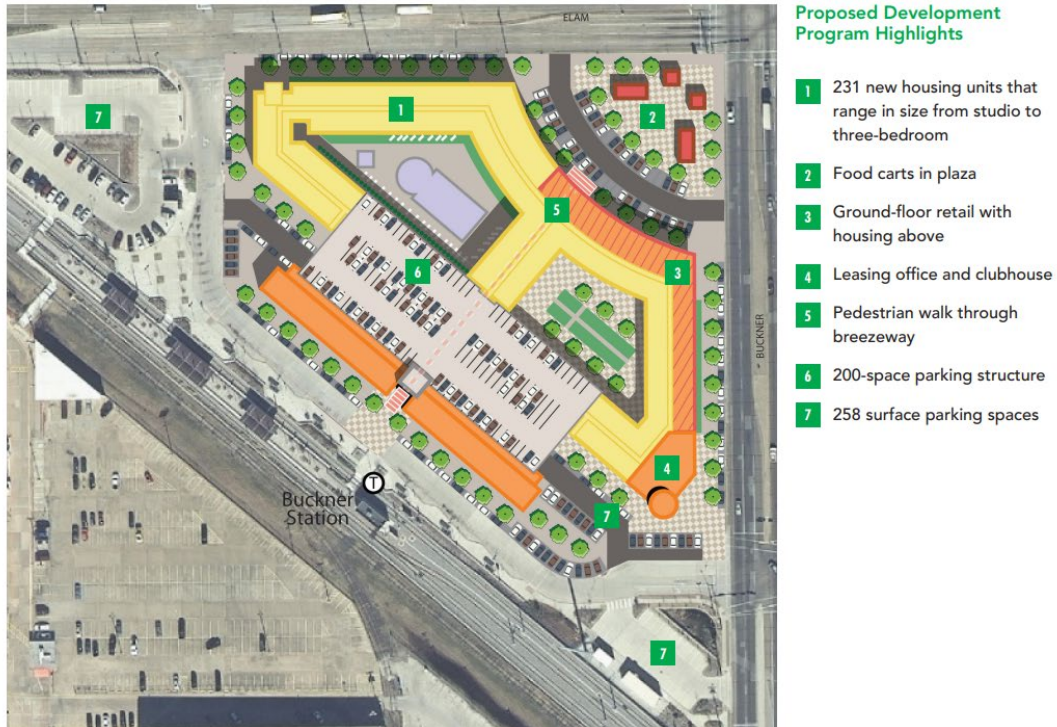
The proposed zoning focuses appropriate height on wider streets, as called for by the plan.

Building Character:

The WMU-5 zoning includes treatments for both facades and public entrances, including entrances, transparency, and stoops and porches.

Public space and gateways:

The WMU-8 zoning includes 8% minimum open space and the PD includes focused contiguous open space at the corner of Buckner and Elam, as well as an active public space along the promenade.



The zoning case includes key concepts of the demonstrative exhibit in the Area Plan. The proposed zoning includes the direct pedestrian connection between the corner and station and public open space at the corner, as well as the capacity for on-site retail. The proposed projects improves on the plan by completely hiding the parking structure through Article XIII standards and including a more direct and obvious connection between the corner and station.

Land Use:

	Zoning	Land Use
Site	IM Industrial Manufacturing District, CS Commercial Service District, and Subarea 4 within Planned Development District No. 366	Surface parking, passenger transit station
North	R-7.5(A) Single Family District, CR Community Retail District with a D-1 Liquor Control Overlay, Subarea 2A within PD No. 366 with a D Liquor Control Overlay	Single family, auto service center, vehicle sales service and storage
East	Subarea 4 within PD No. 366 with a D-1 Liquor Control Overlay with SUP 1730 and SUP 1850	Restaurant, motor vehicle fueling station, alcoholic beverage establishment limited to a private club bar
Southwest	IM Industrial Manufacturing District with SUP 1133	Industrial (inside)

Necessity for Planned Development District:

Although the requested WMU-5 Walkable Urban Mixed Use District base has significant design standards that focus massing and activation toward public streets, it would not typically require pedestrian orientation toward *internal* drives or activation of the station area. Due to the public nature of the property and the necessity of improving comfortable access to the transit station, a planned development district is necessary to prescribe pedestrian oriented facades along the internal access ways including the drives and promenade. The base code also does not have tools to significantly eliminate minimum parking requirements. Additionally, the mixed income housing development bonus is not otherwise available in the WMU zoning, but the proposed PD contains specific inclusion of the program.

Land Use Compatibility:

The area of request consists of surface parking and the Buckner Station rail station, about 12 acres of land.

North of the site, across Elam Road, there are single family, auto service center, and vehicle sales service and storage uses. East of the site, across Buckner, there is a restaurant without a drive through, motor vehicle fueling station, and an alcoholic beverage establishment limited to a private club bar. Southwest of the site, across the

DART ROW, there is an industrial (inside) use. The proposed multifamily uses would compliment surrounding uses in the area.

The proposed multifamily uses would diversify types of housing and uses in the area. The project would also bring improvements to design and streetscapes. These forward the goals of the comprehensive plan. Staff finds the pedestrian facilities, transit orientation, and improved parking requirements meet the environmental goals of CECAP.

Additionally, the request closely complies with the goals and vision for an Urban Mixed-Use area within the Buckner Station Area Plan as it facilitates a mix of uses and an improved pedestrian environment as one of the plans "Walkable/Mixed Use" areas.

Development Standards

The proposed PD uses WMU-5 as a base.

WMU-5	Apartment Dev. Type
Minimum Setback	5'
Maximum Setback	15'
Primary Street Frontage (minimum)	70%
Side Street Frontage (minimum)	40%
Ground Story Height (min/max ft.)	10 / 15
Parking Setback Primary Street	30'
Parking Setback Side Street	5'
Minimum Ground-Story Transparency along Primary Streets	30% (measured floor to floor)
Building Entrance Spacing (max linear ft.)	Required on primary
Blank Wall Area on Primary Street (max linear ft.)	30'
Ground-Story Shopfront Windows	N/A
Ground Story Transparency (Primary Street)	30%
(Side Street)	25%
Upper Story Transparency (Primary Street)	20%
(Side Street)	20%
Blank Wall Max Primary Street	30'
Blank Wall Max Side Street	No max
Min Stories	1
Max Stories	5
Max Height	80'
Open Space Req.	8%

Design Standards

- Sidewalks: Public sidewalks must be an unobstructed minimum width of eight feet. These must be two to 15 feet of back-of-curb on most frontages. A 12 foot path must directly connect the corner of Buckner and Elam and the station. Sidewalks are required on internal access drives and must be an unobstructed 6 feet. Sidewalks must have distinct crossings and must be continuous and level across driveways and curb cuts.
- Entries: Entrances are required from ground floor units to the sidewalk.
- Street furniture: A bench, trash receptacle, and bike rack must be provided at regular intervals along the private street frontages, with at least one per 300 feet.
- Open space: Per Article XIII, eight percent of any building site in the district must be included as open space. Additionally, one contiguous 2,000 square foot open space must be provided at the corner of Elam and Buckner.
- Surface parking: As the primary development block does not have any side streets, very little if any surface parking would be possible. If surface parking were used, it would have to be more than 30 feet away from the frontage and would require significant screening.

Landscaping:

The proposed PD requires that landscaping be provided in accordance with Article XIII and the provisions of the PD.

Minor changes are made to the Article XIII landscaping to accommodate the utility conflicts on Buckner and Elam, as well as to allow the existing DART parking areas to remain in their current state until they are redeveloped.

Parking:

The proposed planned development district does not include minimum required parking.

As with any minimum required parking, this only implies there is no minimum amount of spaces tied to a given use and no parking must be continually accounted for when applying for certificates of occupancy. The developer may provide additional parking. Reducing overparking, especially in transit areas, is a goal supported by CECAP, as mentioned above.

Removal of minimums would enable easier accounting of the planned parking and

encourage shared parking throughout the district. Staff has concern about the concentration of parking in the surrounding area as it presents safety, quality of life, and design challenges, while discouraging the use of already available transit resources. Although the applicant may still build their desired total of parking under a zero space requirement, it will encourage sharing among uses onsite, discourage overparking, and incentivize new retail and services on site. Removing minimums would not imply the site contains no parking, but that the responsibility for accounting for and determining property quantities falls on the applicant, not the City.

In order to fulfill the urban design goals of the area plan and the comprehensive plan, the mode split goals of CECAP, and combat overparking, the proposed PD includes parking maximums, which utilize the existing parking minimums of Article XIII. These are as follows: 1 bedroom units may have 1.15 spaces, 2-bedroom units may have 1.65 spaces, and 3-bedroom units may have 2 spaces. This maximum would be assessed in total within a project. While the project will include significant structured and surface parking, this provision discourages oversaturation of parking, aids in improved urban form, and encourages transit orientation of the project.

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 area of request is currently within a “H” MVA area. Properties to the southwest are within an MVA “I”.

List of Officers

Property Owner:

Dallas Area Rapid Transit

Nadine S. Lee, President & CEO

Bernard Jackson, Senior Executive VP and COO

Deanna Leggett, EVP/CDO

Elizabeth Reich, EVP/CFO

Jeamy Molina, EVP, CCO

Developer:

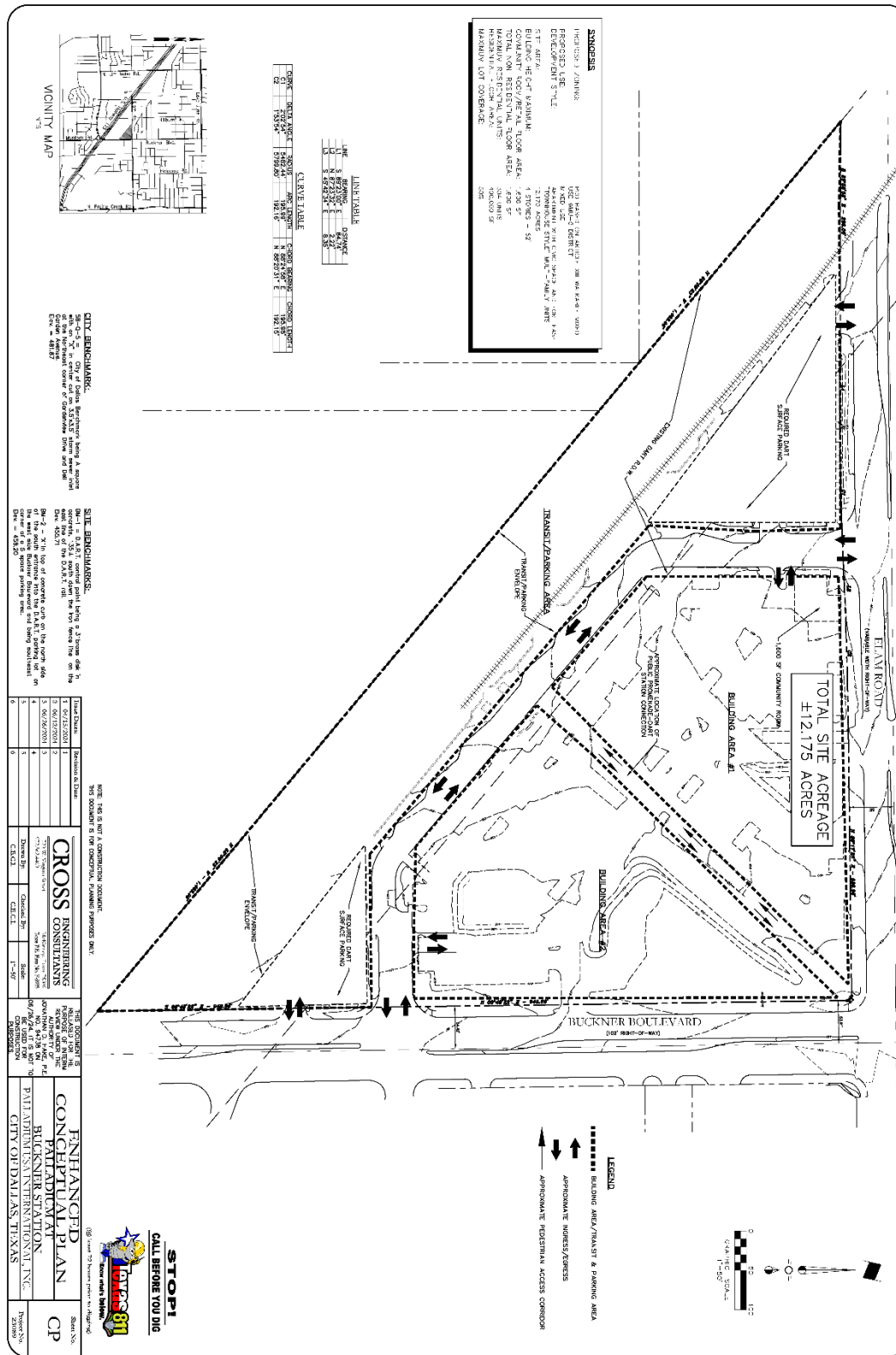
Palladium USA International, Inc.

Thomas Huth, President and CEO

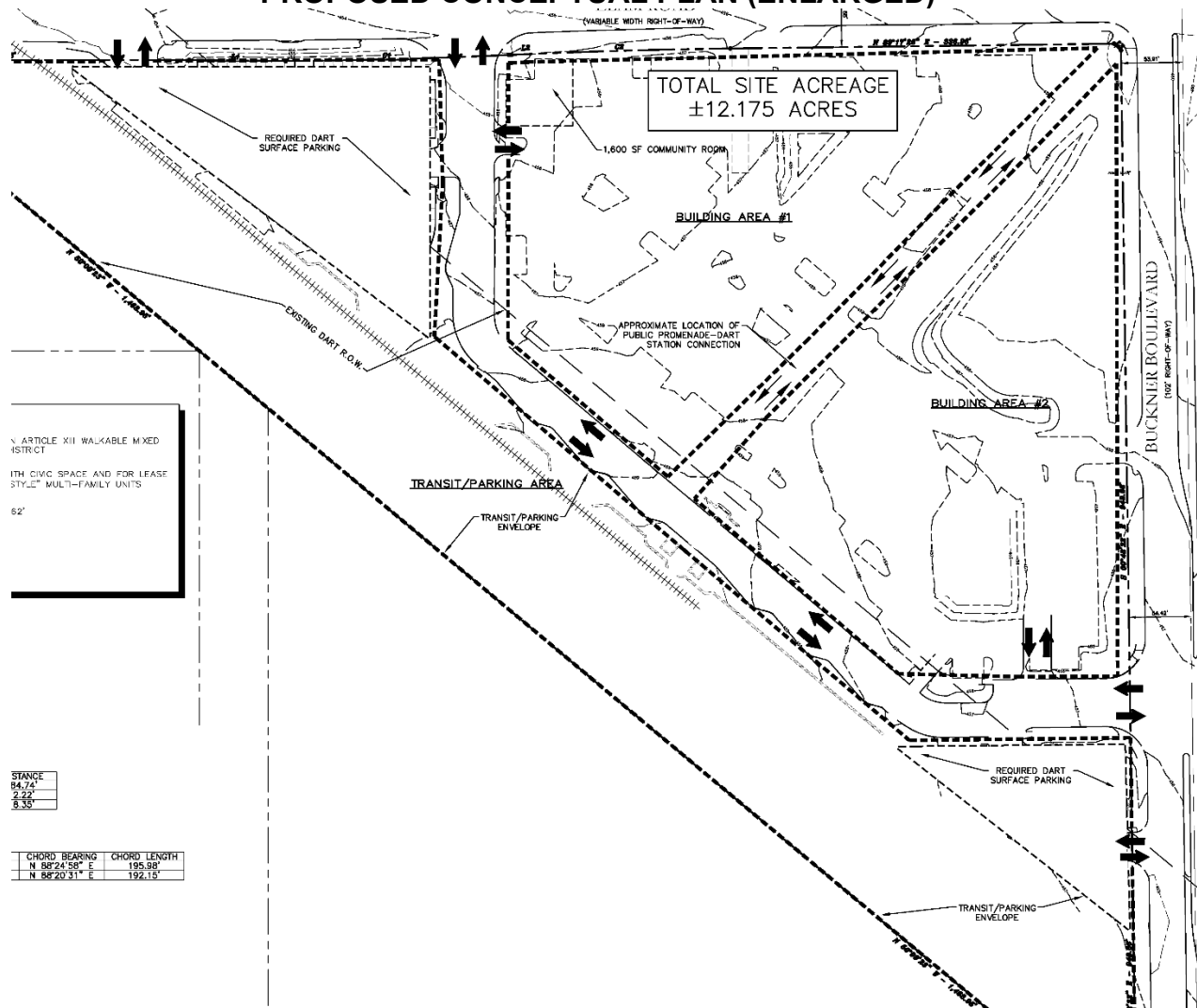
Riva Switzerland, Inc.

Cody Hunt, authorized representative

PROPOSED CONCEPTUAL PLAN



PROPOSED CONCEPTUAL PLAN (ENLARGED)



PROPOSED PD CONDITIONS

ARTICLE

XXXX.

PD xxxx.

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 located southwest of the intersection of Elam Road and Buckner Road. The size of PD xxxx is approximately 12.1923 acres.

SEC. 51P-XXX.103. DEFINITIONS.

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

- (a) PROJECTING ATTACHED SIGN means an attached premise sign projecting more than 12 inches from the building at an angle other than parallel to the façade.
- (b) TRANSIT PROMENADE means a central corridor that provides a public pedestrian connection between the intersection of Elam Road and Buckner Road and DART Buckner Station.

SEC. 51P-XXX.104. 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.105 EXHIBITS.

The following exhibits are incorporated into this article:

(a) Enhanced 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. (Ord. ____)

(1) The enhanced conceptual plan must also depict internal drives which must be finished out as primary frontages for purposes as streetscapes, building frontage, and development standards for any given development type.

(b) 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).

(c) 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.

SEC. 51P-XXX.106. 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) Primary street standards including but not limited to, setbacks, frontage percentages, transparency, entrance requirements, blank wall maximums, and parking setbacks, must be provided along public streets and internal streets with pavement width 25 feet or wider and along transit promenades. Side street standards control along internal street with pavement width less than 25 feet.
- (c) Development of the area marked on the enhanced conceptual plan as existing parking area is permitted in accordance with the district regulations for the WMU-

- 5 Walkable Urban Mixed Use District and this article.
- (d) Residential Proximity Slope bonus. If the provisions of SEC. 51P-XXX.114. are met, the development is exempt from residential proximity slope regulations of Sections 51A-4.412 and 51A-13.302(f)(1).

SEC. 51P-XXX.107. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 29032)

SEC. 51P-XXX.108. LANDSCAPING.

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

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

(c) All on-street and site trees qualify as site trees.

(d) Where utility conflicts exist at the determination of the Director, single small tree satisfies the requirement of a large canopy tree for the purposes of complying with Section 51A-13.501

(e) Surface parking, screening standards. The existing berming and shrubs satisfy the parking screening requirements between the DART surface parking lots to remain and Elam Road and Buckner Boulevard.

(f) Elam Road street tree and landscaping provisions must be as follows:

- i. One small tree per 40 lineal feet of street frontage planted in a minimum 6-foot wide planting zone. The tree planting zone is permitted between the door yard and the pedestrian zone to avoid utility conflicts, as determined by the director.
- ii. The existing planting zone, which includes screening of parking from street frontages, 1 canopy tree per 40 feet of frontage and ground cover in open areas, and a sidewalk between the DART parking lot and Elam Road, may remain as-is. This exemption becomes null and void upon re-development of the DART parking lot or lots.

(g) Buckner Boulevard street and landscaping provisions must be as follows:

- i. One small tree per 40 lineal feet planted in a minimum 6-foot wide planting zone. The tree planting zone is permitted between the door yard and the pedestrian zone to avoid utility conflicts.
- ii. The existing planting zone, which includes screening of parking from street frontages, 1 canopy tree per 40 feet of frontage and ground cover in open areas, and a sidewalk between the DART parking lot and Elam Road, may remain as-

- iii. This exemption becomes null and void upon re-development of the DART parking lot or lots.

SEC. 51P-XXX.109. OFF-STREET PARKING AND LOADING.

- (a) No minimum off-street parking or loading is required for any use.
- (b) The maximum parking allowed for a multifamily use must be as follows:
 - i. 1-bedroom units – 1.15 parking spaces
 - ii. 2-bedroom units – 1.65 parking spaces
 - iii. 3-bedroom units – 2 parking spaces
- (b) Maximum surface parking. The maximum number of surface parking spaces permitted for a transit passenger station use is 125, excluding any parallel or indented parking spaces located in the public right-of-way or the main driveway serving the DART station.

SEC. 51P-XXX.110. OPEN SPACE.

- (a) 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.”
- (b) 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.
- (c) Amount required.
 - (1) Minimum on-site requirement. A minimum of eight percent of a lot or building site must be maintained as open space.
- (d) Open Space, Intersection: A minimum 2,000 square feet of contiguous open space is required within 75 feet of the corner of the intersection of Elam Road and Buckner Boulevard.

SEC. 51P-XXX.111. SIGNS.

- (a) Except as provided in this section, signs must comply with Article XIII.
 - (1) One projecting premise sign is permitted per public street frontage. One additional projecting premise sign is permitted on the private driveway adjacent to the DART station.
 - (2) Projecting signs are subject to the following specifications:
 - i. Must have a vertical orientation with height exceeding the width at a minimum 16:99 height-to-width ratio.
 - ii. Must have a minimum clearance of 15 feet above a sidewalk if located over any portion of a sidewalk or door yard.
 - iii. Must not exceed a maximum sign face area of 45 square feet.

SEC. 51P-XXX.112. 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) Sidewalks.

- (1) Along public streets. Sidewalks with an unobstructed width of eight feet must be provided within the sidewalk zone. Tree wells may encroach into the sidewalk zone provided there is a minimum of 6 feet of unobstructed pedestrian pathway.
- (2) Along internal driveways shown on conceptual plan. Sidewalks with an unobstructed width of six feet must be provided within the sidewalk zone.
- (3) 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.
- (4) 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.
- (5) Two elevated minimum 12-foot wide “tabletop” crosswalks with an enhanced surface material (e.g. stamped and colored concrete or pavers) must be provided on the internal driveway to connect the public promenade to the DART station.
- (6) The public promenade satisfies pedestrian passage requirements for the site.

SEC. 51P-XXX.113. TRANSIT PROMENADE STANDARDS

(a) Promenade provisions must be as follows:

- (1) A minimum overall width of 25 feet with a minimum unobstructed width of 12 feet of clear pedestrian pathway.
- (2) One canopy tree per 30 lineal feet on both sides of the promenade is required.
- (3) The entrance to the transit promenade within 30 feet of public streets must include wayfinding signs that include the name of the station, the DART chevron or some combination of these. These monument signs must be no taller than four feet.

SEC. 51P-XXX.114. MIXED INCOME HOUSING

(a) In general. Except as provided in this section, compliance with Division 51A-4.1100, as amended, is required to obtain the development bonus in Section S-____.106

(b) Reserved units. The height development bonus set forth in Section S-____.105 applies if five percent of residential units are made available to households earning no more than 81 percent to 100 percent of area median family income.

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

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) Fencing. A maximum 6-foot tall metal fence with a minimum of 30% opacity is permitted in the front yards along Elam Road. A maximum 6-foot tall metal and masonry fencing is permitted in the front yard along Buckner Boulevard and along both sides the public promenade provided the solid masonry portion of the fence is no higher than 3 feet from grade. The portion of fence greater than 3 feet from grade may be decorative metal with at least 30% opacity. The apartment resident only common areas and courtyards may have access controls to demarcate public space from private space. Ground floor units facing Elam, Buckner and DART with fencing must be designed in such a way to allow direct access from units to the sidewalk.

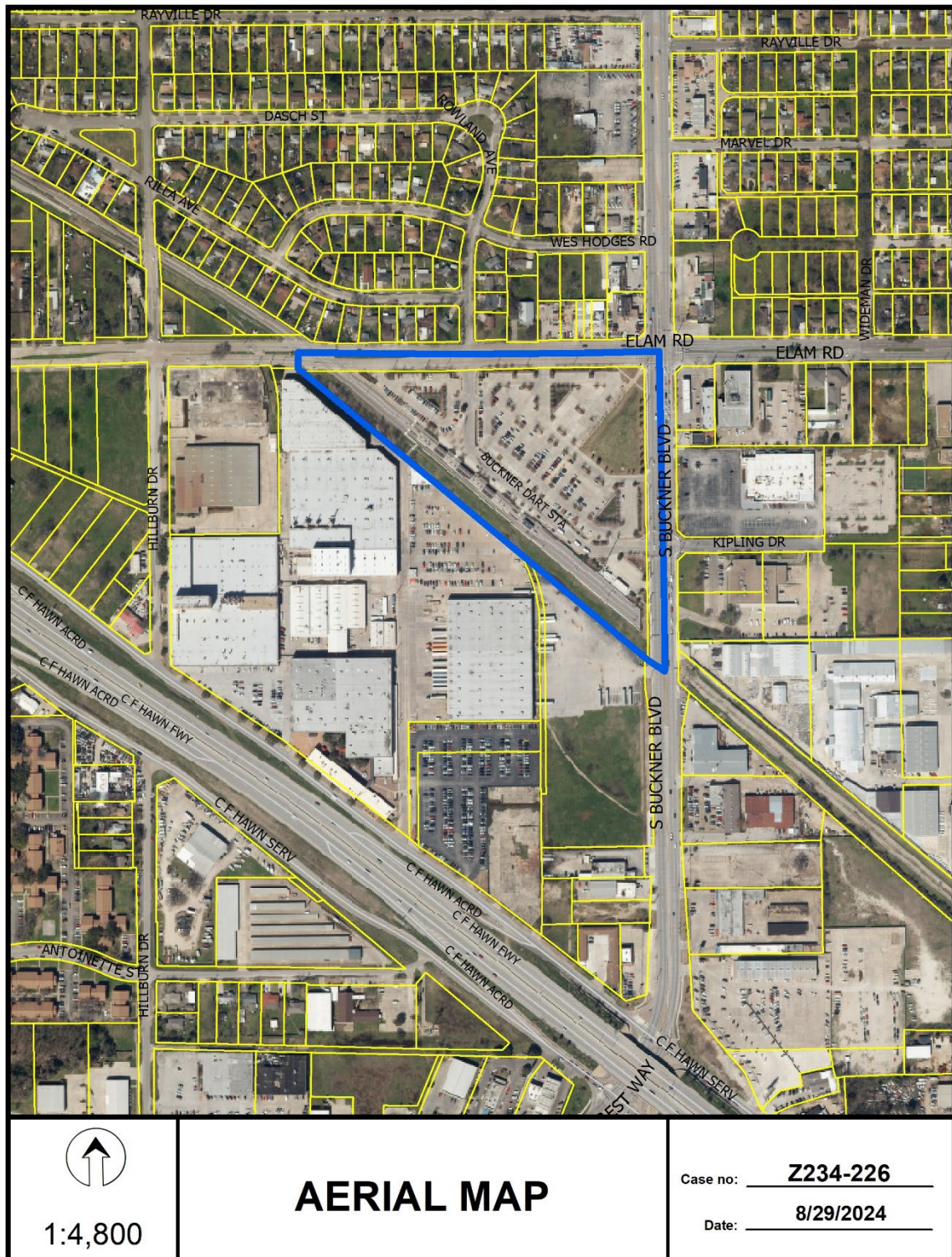
SEC. 51P-XXX.116. COMPLIANCE WITH CONDITIONS.

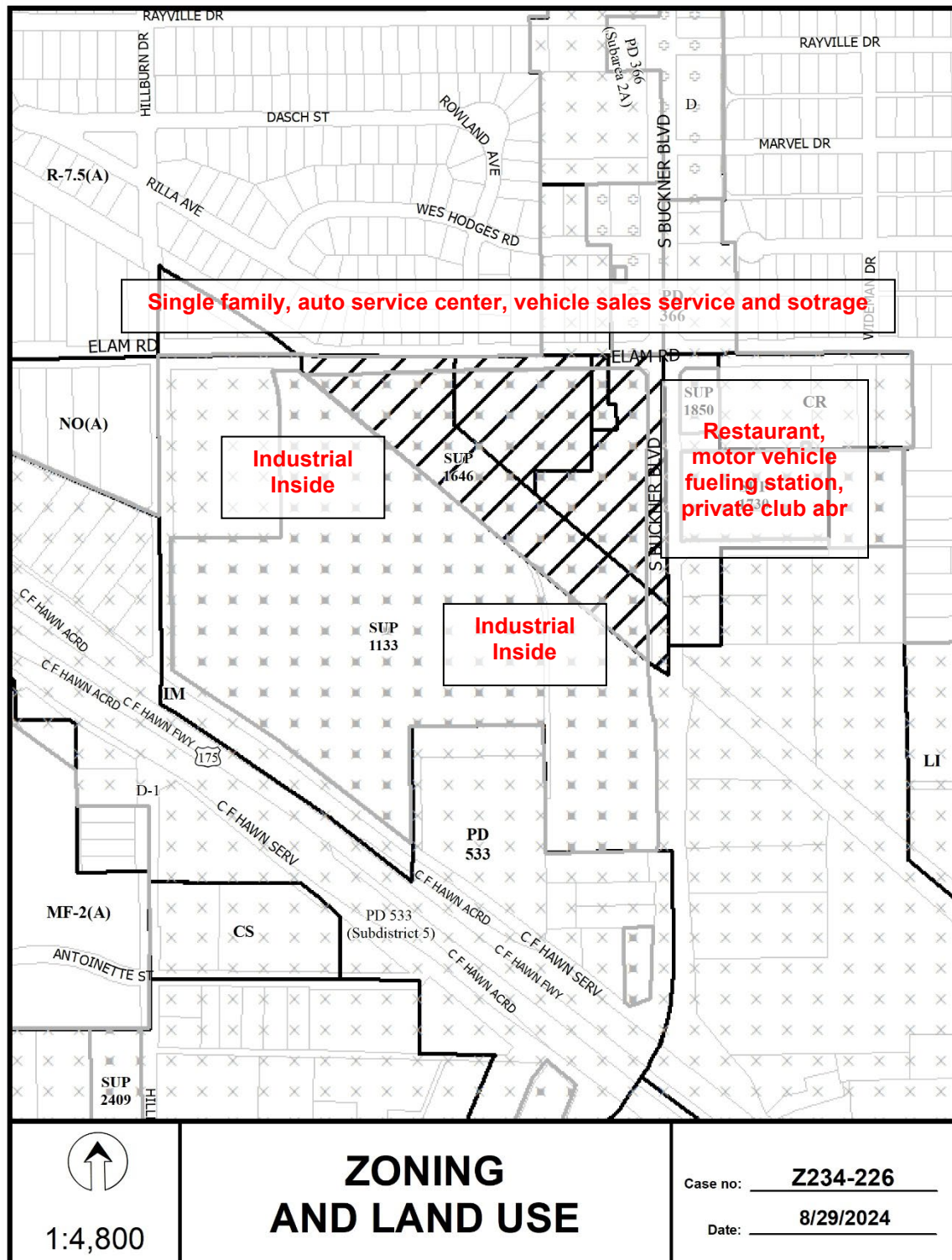
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

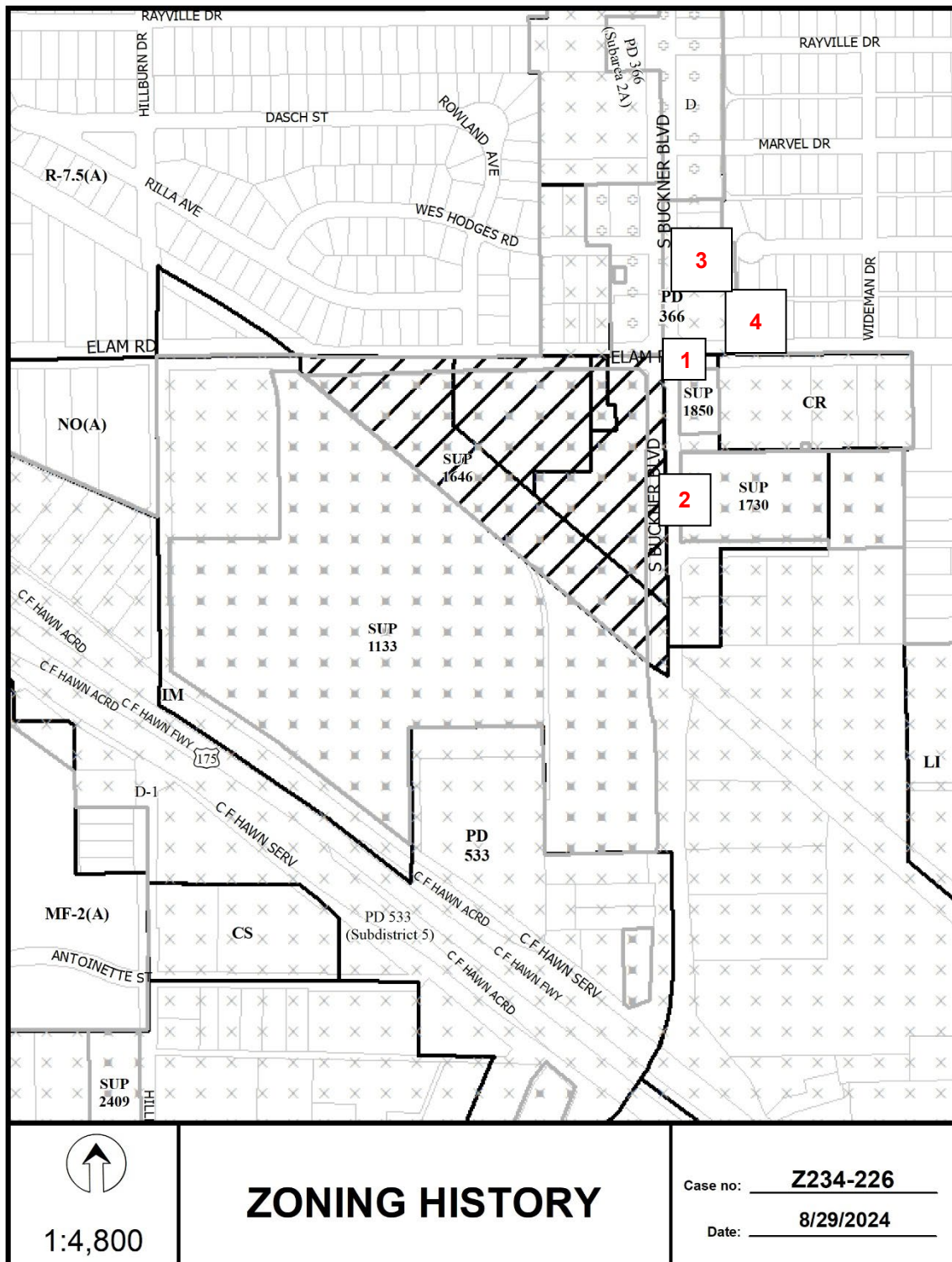
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. 29032)

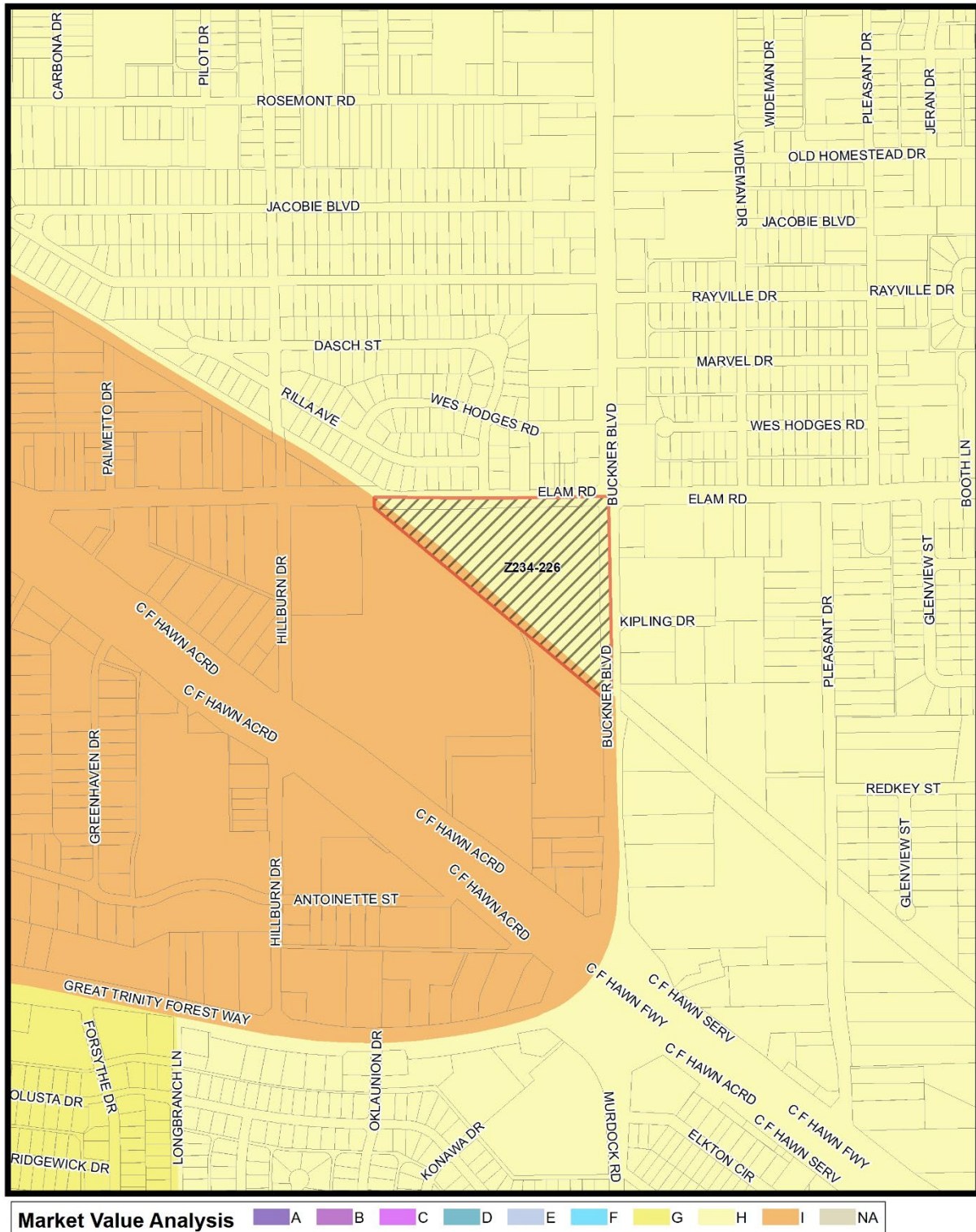


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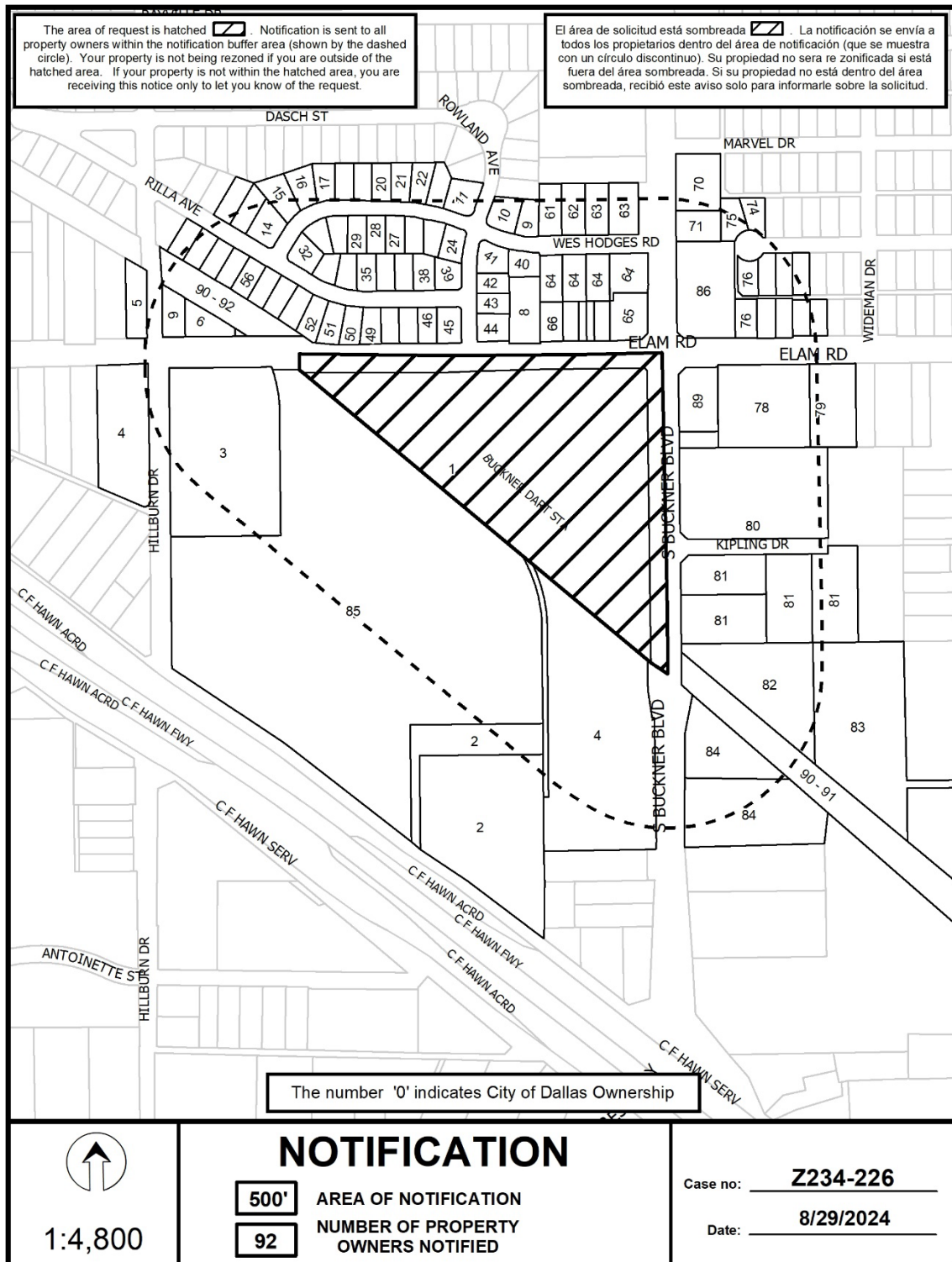






Market Value Analysis

Printed Date: 8/29/2024



08/29/2024

Notification List of Property Owners***Z234-226******92Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	8008 ELAM RD	DALLAS AREA RAPID TRANSIT
2	8008 C F HAWN FWY	DAL TILE CORPORATION
3	440 HILLBURN DR	JONA REAL ESTATE LLC
4	7732 ELAM RD	DAL TILE CORP
5	7733 ELAM RD	PULIDO JUAN & MARIA G
6	7801 ELAM RD	ORTEGA SAMUEL
7	7823 ELAM RD	DALLAS CERAMIC CO
8	8011 ELAM RD	BARRON MARIO
9	8011 WES HODGES RD	HERRERA LUIS M
10	536 ROWLAND AVE	SOTO NANCY ZUNIGA &
11	7953 WES HODGES RD	ROMO GERARDO
12	7821 RILLA AVE	GUEVARA ALVARO MEIJA &
13	7827 RILLA AVE	NEGRETE DAVID &
14	7907 WES HODGES RD	VENCES VICTOR HUGO
15	7911 WES HODGES RD	HURTADO JUAN J & MARIA E
16	7917 WES HODGES RD	DEAVILA RAUL
17	7923 WES HODGES RD	BROWN FALCON X
18	7927 WES HODGES RD	HERNANDEZ MISAEL
19	7931 WES HODGES RD	GREENHAW J DORIS MARIE
20	7937 WES HODGES RD	GALARZA FRANCISCO &
21	7941 WES HODGES RD	AVILA JOSE LUIS & TOMASA
22	7945 WES HODGES RD	CHAVEZ RAMIRO & SAN JUANA
23	7949 WES HODGES RD	COVARRUBIAS EVELIO MANRIQUEZ &
24	7952 WES HODGES RD	TRANQUILINO JOSE LUIS CARO &
25	7948 WES HODGES RD	EDWARDS RANDALL
26	7944 WES HODGES RD	COUTEE LOUISE LIFE ESTATE

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	7940 WES HODGES RD	FLORES OMAR A &
28	7936 WES HODGES RD	MONTERROZA EVER &
29	7930 WES HODGES RD	SALAS ROGELIO N
30	7926 WES HODGES RD	MONTERROZA EVER & ELIZABETH GARCIA
31	7916 WES HODGES RD	GUTIERREZ TOMAS
32	7906 WES HODGES RD	AMAYA ANASTACIO
33	7911 RILLA AVE	KELLEY FRANCES
34	7919 RILLA AVE	HERNDON SHERRY L
35	7923 RILLA AVE	COLE SHIRLEY W
36	7927 RILLA AVE	ARGUETA JOSE
37	7933 RILLA AVE	BERMUDEZ MARIA S
38	7937 RILLA AVE	SEGOVIA JOSE L & MARTHA
39	7943 RILLA AVE	GAHAGAN HAROLD W
40	8014 WES HODGES RD	TAMAYO SANDRA ISABEL
41	8006 WES HODGES RD	GONZALEZVENEGAS ISMAEL &
42	516 ROWLAND AVE	HUERTA ALBERTO
43	510 ROWLAND AVE	RODRIGUEZ ANTONIO L
44	506 ROWLAND AVE	CORONADO LINDA A
45	7946 RILLA AVE	CHINCHILLA MARIA
46	7942 RILLA AVE	CABALLERO JUAN G &
47	7936 RILLA AVE	SPICA PROPERTIES LP
48	7932 RILLA AVE	FLORES ARAGON JUAN M
49	7926 RILLA AVE	SALAS TERESA CORDOVA
50	7922 RILLA AVE	NUNO SAUL &
51	7918 RILLA AVE	BONILLA JAVIER & PETRA
52	7912 RILLA AVE	CAMARENA RIGOBERTO &
53	7908 RILLA AVE	CAMARENA DIANA C & RIGOBERTO
54	7902 RILLA AVE	DELGADO RAUL & ENGRACIA
55	7834 RILLA AVE	LARA VIOLETA LOPEZ
56	7830 RILLA AVE	GOMEZ CONNIE F
57	7826 RILLA AVE	AVELAR TANIA &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	7822 RILLA AVE	CUELLAR JESUS
59	7816 RILLA AVE	Taxpayer at
60	7812 RILLA AVE	LOPEZ MARTIMIANO
61	8017 WES HODGES RD	OLIVARES ANGELICA
62	8023 WES HODGES RD	BRIONES MARTIN
63	8029 WES HODGES RD	MUELLER MCALEXANDER
64	8020 WES HODGES RD	SUBHA CORP
65	509 S BUCKNER BLVD	SHERWOOD INDUSTRIES LLC
66	8031 ELAM RD	BARRON MARIO & SONIA
67	8029 ELAM RD	BARRON MARIO &
68	8027 ELAM RD	BARRON MARIO & SONIA BARR
69	8023 ELAM RD	BARRON MARIO &
70	538 S BUCKNER BLVD	JACKSON AMY &
71	528 S BUCKNER BLVD	AMEEN LLC
72	8129 ELAM RD	BEDFORD ANTHONY J
73	8123 ELAM RD	MARTINEZ ISRAEL BENITEZ &
74	8107 WES HODGES RD	VENTURA CN LLC
75	8103 WES HODGES RD	DALLAS HOUSING ACQUISITION &
76	8106 WES HODGES RD	NAVARRO CARLOS F
77	426 S BUCKNER BLVD	PREECE & PREECE INC
78	8114 ELAM RD	SOUTHWESTERN BELL
79	8202 ELAM RD	AMDAS LLC
80	400 S BUCKNER BLVD	WHATS HOT FUND WORLD LTD
81	316 S BUCKNER BLVD	U S POSTAL SERVICE
82	200 S BUCKNER BLVD	Taxpayer at
83	301 PLEASANT DR	Taxpayer at
84	222 S BUCKNER BLVD	MILLIGAN JAMES P &
85	7834 C F HAWN FWY	DAL TILE CORP
86	500 S BUCKNER BLVD	RS BUCKNER LLC
87	8137 ELAM RD	MAHOGANY HOMES LLC
88	8133 ELAM RD	CANO OSCAR E &

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	440 S BUCKNER BLVD	ELAM CROSSING LP
90	401 S BUCKNER BLVD	DART
91	401 S BUCKNER BLVD	DART
92	401 S BUCKNER BLVD	DART