

**FILE NUMBER:** Z212-314(JM) **DATE FILED:** June 21, 2022

**LOCATION:** Northwest corner of East 9<sup>th</sup> Street and Lansing Street

**COUNCIL DISTRICT:** 1

**SIZE OF REQUEST:** Approx. 0.83 acres **CENSUS TRACT:** 0048.00

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**REPRESENTATIVE:** Rob Baldwin, Baldwin Planning

**APPLICANT:** The Town Companies, LLC

**OWNER:** Raul Manrique

**REQUEST:** An application for a Planned Development District for MF-2(A) Multifamily District uses on property zoned an RR Regional Retail District.

**SUMMARY:** The purpose of the request is to allow a multifamily development with modified development standards and the opportunity for affordable housing.

**CPC RECOMMENDATION:** Approval, subject to a development plan and conditions.

**STAFF RECOMMENDATION:** Approval, subject to a development plan and conditions.

**BACKGROUND INFORMATION:**

- The area of request contains 0.83-acres and is currently zoned an RR Regional Retail District and is developed with auto-related uses.
- The applicant proposes to redevelop the site with a maximum of 45 multifamily dwelling units, including five percent mixed-income units available to households earning between 61 and 80 percent of Area Median Family Income (AMFI).
- To accomplish this, the applicant proposes a Planned Development District with an MF-2(A) Multifamily base district.
- The development bonus for mixed-income housing proposed in the PD modify development standards primarily related to setbacks, density, and design standards.

**Zoning History:**

There have not been any zoning cases in the area in the last five years.

**Thoroughfares/Streets:**

<b>Thoroughfare/Street</b>	<b>Type</b>	<b>Existing/Proposed ROW</b>
East 9 <sup>th</sup> Street	Minor Arterial	65 feet/--
Lansing Street	Minor Arterial	20 feet/--
Starr Street	Minor Arterial	40 feet/--

**Traffic:**

The Engineering Division of 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 outlining 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 1.1.5** Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

**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.

**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.

**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.

**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.

**NEIGHBORHOOD PLUS**

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

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

**Land Use:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	RR Regional Retail District	Automotive repair
<b>North</b>	MF-2(A) Multifamily District	Multifamily
<b>East</b>	RR Regional Retail District	Church, Hector Garcia Middle School, Retail
<b>South</b>	MF-2(A) Multifamily District	Single-family
<b>West</b>	MF-2(A) Multifamily District	Townhouses

**Land Use Compatibility:**

The area of request is currently developed with auto-related uses. To the north is multifamily, and to the east are a church, public school, and retail uses. Properties to the south contain single family uses, and to the west are townhouses. Staff finds the applicant’s proposed multifamily development to be compatible with surrounding land uses.

The applicant proposes to redevelop the site with a three-story multifamily building on the 0.83-acre property. The development will provide no more than 45 dwelling units, including five percent mixed-income units available to households earning between 61 and 80 percent of Area Median Family Income (AMFI).

To accomplish this, the applicant proposes a Planned Development District with an MF-2(A) Multifamily base district. Starting from this base district, the applicant then proposes deviations to setbacks, density, and off-street parking for affordable housing, and the addition of design standards for all development.

**Development Standards Comparison**

Following is a comparison between the development standards of the existing RR Regional Retail District and the proposed PD for MF-2(A) District uses. Also included is a standard MF-2(A) District and the allowable Mixed-Income Housing Development Bonuses permitted by the Dallas Development Code. This is located in an “E” MVA Category.

	Existing	MF-2(A) District and MIHDB			Proposed		
	RR	MF-2(A) Base	MVA Category D, E, F			PD	PD w/MIHDB
Percentage of units reserved at percentage of median income	no requirement	no requirement	5% at 61-80%	10% at 61-80%	10% at 61-80% & 5% at 81-100%	no requirement	5% at 61-80%
Front Yard Setback	15' plus 15' urban form above 45'	15'	Urban form setback of 10' for all portions of the building above 45' in height			15'	allow parking in setback on Lansing Street.
Side and Rear Yard Setbacks	0' 20' w/res. adj.	0' / 0' SF 5' / 10' Duplex 10' / 15' Others	no changes			5' / 5'	no changes
Density	No residential	none	no changes			per lot area for this site, max DUD is 36	45 DUs
Floor area ratio	0.5 for office; 1.5 combined	none	no changes			none	none
Height	70'	36'	51'	66'	85'	36'	36'
Max stories	5	no max	no changes			no max	no max
Lot coverage	80%	60%	80%	80%	85%	60%	no changes
Min lot area/unit	none	varies based on number of bedrooms	remove requirements			None	None
Res. Prox. Slope	required	required	no changes			required	no changes
Parking	per use/no residential	min. 1 per DU; 1 per bedroom plus guest if assigned	<b>One-half</b> parking space per unit. Of the required parking, at least 15 percent must be available for guest parking. No additional			min. 1 per DU; 1 per bedroom plus guest if assigned	1 space per DU

			parking is required for accessory uses that are limited principally to residents.		
<b>Transit Oriented Development</b>			Max lot coverage of 85 percent. One-half parking space per unit. Of the required parking, at least 15 percent must be available for guest parking.		

The front setback in a standard MF-2(A) District is 15 feet, with allowable encroachments from one to five feet per [Section 51A-4.401\(a\)\(1\) and \(2\)](#). The subject site has three front yards. The applicant is requesting to allow off-street parking in the front yard setback along Lansing Street as a bonus for providing MIH. The side and rear setback in a standard MF-2(A) District is 10 feet for a multifamily use, as proposed. The property has one side/rear yard which the applicant proposes to decrease to five feet as the PD standard. However, it should be noted that the proposed development plan indicates the 10-foot standard will be met. The addition of the reduced setback in the PD conditions provides for flexibility if the site required redesign. Ultimately, a new development plan would have to be submitted to make that change.

Although a standard MF-2(A) District does not have a limit on the maximum number of dwelling units, a minimum lot area is established per bedroom count. According to the development plan, 39 one-bedroom and six two-bedroom units are proposed. One-bedroom units require a lot area of 1,000 square feet. Two-bedroom units require a lot area of 1,200 square feet. The total lot area required for the proposed mix of units is 46,200 square feet. The site contains 0.83 acres, or 36,154 square feet. The applicant’s proposed 45 dwelling units equates to a density of 54 dwelling units per acre. If the applicant developed the site under base MF-2(A) District or the proposed PD, the maximum would be 36 one-bedroom units. The increase in density from 36 units to 45 would be permitted by (1) removing the minimum lot area requirements as proposed with the PD, and (2) with the use of the proposed MIHDB in the PD.

The applicant proposes to maintain the maximum lot coverage allowed in a standard MF-2(A) District of 60 percent. If mixed-income housing were provided by code, the lot coverage could increase to 80 percent. The applicant has not requested this increase with the proposed MIH.

The maximum height in a standard MF-2(A) District is 36 feet, with allowable projections of up to 12 feet per [Section 51A-4.408\(a\)\(2\)](#). The applicant is proposing to maintain this

height and forgo the MIHDB height increase to 51 feet that would be permitted under the standard code. In all instances, residential proximity slope (RPS) still applies. The property does have adjacency which would trigger the RPS requirement, scaling the overall height permitted.

With this request, staff recognizes an opportunity to leverage additional development rights to gain affordable housing. The request is also compatible with several goals and policies of the comprehensive plan and Neighborhood Plus plan. Staff supports the request to redevelop with the site with a multifamily use.

### **Mixed Income Housing**

The proposed request would allow the construction of 45 multifamily rental units, including five percent mixed-income units at 61 to 80 percent of AMFI, with surface parking. This equates to a maximum of three affordable housing units.

The applicant requests development rights to allow an increase in density, encroachment for parking into the Lansing Street front yard, and a reduction in parking, leveraging their proposal to provide design standards and ensure the development has an affordable housing component.

Staff uses the Market Value Analysis (MVA) categories to evaluate requests for PDs with mixed-income housing. The area of request is located in a "E" MVA area. In "D," "E," and "F" MVA areas, staff's standard recommendation is that five percent of the total units be reserved for households at 61 to 80 percent of AMFI. The applicant's proposal is in line with staff's standard recommendation.

### **Design Standards**

The applicant proposes that the design standards for mixed-income housing found in Sec. 51A-4.1107 are not required for the site and instead proposes alternative design standards. Alternative design standards for exterior facades, individual entries, lighting, and open space are integrated into the PD request.

The standards for exterior facades surpasses the MIHDB design standard to have at least one common primary entrance facing the street or open space at street-level by increasing the minimum to two common primary entrances. Transparency will be provided at 25 percent of the total of each street-fronting or open space fronting façade. Additionally, for areas exceeding 30-feet-in-length and 100-feet-in-length, two and four façade articulations are required, respectively. Finally, an improved pedestrian realm is supported with (1) a standard for improved pedestrian driveway crossings requiring that at each driveway and sidewalk intersection, driveways must be clearly marked by colored concrete, patterned, or stamped or brick pavers for pedestrian crossing; and (2) required pedestrian amenities including two benches, two trash cans, and a bicycle rack on one of the street frontages for the site.

The remaining design standards relating to exterior facades, individual entries, sidewalks, lighting, and open space meet the minimum criteria set forth in the MIHDB design standards. It should be noted that the 10 percent open space is being met through the required landscaping areas, as permitted by the design standards.

Overall, the design standards not accepted from the MIHDB program include encroachments, front yard fences, and non-required fences.

Ultimately, staff finds these alternative design standards to meet the intent of those in Sec. 51A-4.1107.

**Landscaping:**

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

**Parking:**

The applicant proposes to meet standard parking requirements in Division 51A-4.200 for the multifamily use. If MIH is provided, the PD proposes a reduced parking ratio of one space per dwelling unit.

The standard off-street parking requirement for multifamily is one space per bedroom with a minimum of one space per dwelling unit. 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 residents.

The development plan proposed indicates 39 one-bedroom and six two-bedroom units. This would equate to 51 spaces required for the multifamily use, which are provided on the plan.

With typical base zoning and the MIHDB, the applicant would have the option to use the mixed income housing parking ratio for multifamily in Division 51A-4.1100. This ratio requires a minimum one-half space per dwelling unit, which equates to a total of 23 spaces required for multifamily. Under this ratio, at least 15 percent of the required parking must be available for guest parking. This would simply be the *minimum* number of required spaces – the applicant could still provide additional spaces in excess of the required minimum. However, the applicant has instead requested a MIHDB in the PD with a parking ratio of one space per dwelling unit.



**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 not currently within an MVA cluster. Properties contiguous to the north, west, and south are within an “E” MVA cluster.

**CPC Action**  
**JANUARY 19, 2023**

**Motion:** It was moved to recommend **approval** of a Planned Development District for MF-2(A) Multifamily District uses, subject to a development plan and conditions, as briefed; on property zoned an RR Regional Retail District, on the northwest corner of East 9th Street and Lansing Street.

Maker: Wheeler-Reagan

Second: Rubin

Result: Carried: 14 to 0

For: 14 - Popken, Hampton, Anderson, Shidid,  
Carpenter, Wheeler-Reagan, Blair, Jung,  
Housewright\*, Treadway, Haqq, Stanard,  
Kingston, Rubin

Against: 0

Absent: 0

Vacancy: 1 - District 3

\*out of the room, shown voting in favor

**Notices:** Area: 500 Mailed: 111

**Replies:** For: 0 Against: 0

**Speakers:** For: None

For (Did not speak): Rob Baldwin, 3904 Elm St., Dallas, TX, 75226

Against: None

Z212-314(JM)

**List of Officers**

**Town Companies, LLC**

Brian D. Alef, Member

**Raul's Body Shop**

Raul Manrique, Sole Owner

**CPC RECOMMENDED 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 on the north side of East 9<sup>th</sup> Street, west of Lansing Street. The size of PD \_\_\_\_\_ is approximately 0.83 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. EXHIBIT.**

The following exhibit is incorporated into this article:

- (1) Exhibit \_\_\_A: development plan.

**SEC. 51P- \_\_\_\_\_.105. DEVELOPMENT PLAN.**

Development and use of the Property must comply with the development plan (Exhibit \_\_\_A). If there is a conflict between the text of this article and the development plan, the text of this article controls.

**SEC. 51P- \_\_\_\_ .106. 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- \_\_\_\_ .107. 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- \_\_\_\_ .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 MF-2(A) Multifamily District apply.
- (b) Front Yard. Minimum front yard is 15 feet. If compliant with Section 51PXXX.109, off-street parking is allowed in the front yard setback along Lansing Street.
- (c) Side and rear yard. Minimum side and rear yard is five feet.
- (d) Density. If compliant with the provisions of Section 51PXXX.109, the maximum number of dwelling units is 45.
- (e) Lot area. No minimum lot area.
- (f) Height. Maximum height above grade is 36 feet. Ordinary projections listed in 51A-4.408 may exceed the maximum height by 12 feet.
  - (1) 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 originating in an R, R(A), D, D(A), TH, or TH(A) district. (See Section 51A-4.412 .) 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.

- (h) Stories. Maximum number of stories above grade is three.

**SEC. 51P-XXX .109. 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 five percent of the total number of units are available to households earning between 61 and 80 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- \_\_\_\_ .110. OFF-STREET PARKING AND LOADING.**

- (a) Except as provided, consult the use regulations in Division 51A-4.200, as amended, for the specific off-street parking and loading requirements for each use. If there is a conflict between the text of this article and Division 51A-4.200, the lesser off-street parking requirement applies.
- (b) If compliant with Section 51P-XXX.109, parking may be provided at one space per dwelling unit.

**SEC. 51P- \_\_\_\_ .111. DESIGN STANDARDS.**

- (a) Applicability. The following design standards apply to new construction.

- (1) Street and open space frontages.

(A) Frontages. All street-fronting facades must have at least one window and at least two common primary entrance facing the street. The entrance must access the street or open space with an improved path connecting to the sidewalk.

(B) Transparency. Transparency must be provided for a minimum of 25 percent of the total of each continuous street-fronting and open space fronting façade. Transparency must be uniformly spaced vertically and horizontally with no more than 25 feet separating areas of transparency.

(C) Individual entries. Except as provided in this paragraph, a minimum of 60 percent of the street level dwelling units adjacent to a street in each building must have individual entries that access the street with an improved path connecting to the sidewalk. For at-grade open space, a minimum of 60 percent of the open-space fronting dwelling units in each

building must have individual entries that access the open space. EXCEPTION. This paragraph does not apply to retirement housing.

(2) Façade articulation. Street-facing facades and open space-fronting facades exceeding 30 feet in length must have two of the following elements. Street-facing facades and open-space-fronting 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 entrance.

(D) Attached tower or turret.

(E) Awnings.

(F) Change in color.

(G) Change in material.

(H) Change in texture.

(3) Sidewalks.

(A) A sidewalk with a minimum average width of six feet must be provided along all street frontages.

(i) Except as provided in this subsection, all sidewalks must be clear and unobstructed for a minimum of five feet in width.

(ii) Tree grates do not count toward the minimum unobstructed sidewalk width.

(iii) If the building official determines that the location of a local utility or protected tree, as defined in Article X, would prevent a five-foot minimum width, the sidewalk may be reduced to four feet in width in that location.

(B) Sidewalks must be located in an area parallel to and between two feet and 15 feet of the back of the projected street curb.

(4) Lighting.

(A) Special lighting requirement. Exterior lighting sources, if used, must be oriented onto the property they light and generally away from adjacent residential properties.

(B) Pedestrian scale lighting., pedestrian scale lighting that provides a minimum maintained average illumination level of 1.5 foot candles must be provided along public sidewalks and adjacent to public streets. The design and placement of both the standards and fixtures must be approved by the director of transportation. Unless otherwise provided, the property owner is responsible for the cost of installation, operation, and maintenance of the lighting.

(5) Pedestrian driveway crossings. At each driveway and sidewalk intersection, driveways must be clearly marked by colored concrete, patterned, or stamped or brick pavers for pedestrian crossing. All sidewalks must be continuous and level with zero elevation difference across driveways and curb cuts without the need of approved barrier free ramps.

(6) Pedestrian amenities. The following pedestrian amenities are required along one street frontage. Required pedestrian amenities may be located within a right-of-way with a license.

(A) Two benches.

(B) Two trash cans.

(C) Bicycle rack for at least five bicycles. This bicycle rack may count towards the minimum bicycle parking requirements.

(b) Open space requirements.

(1) At least 10 percent of the building site must be reserved as open space for activity such as active or passive recreation, playground activity, or landscaping.

(A) No structures except for architectural elements; playground equipment; structures that are not fully enclosed such as colonnades, pergolas, and gazebos; and ordinary projections of window sills, bay windows, belt courses, cornices, eaves, and other architectural features are allowed; otherwise, open space must be open to the sky.

(B) Open space may contain primarily grass, vegetation, or open water; be primarily used as a; or contain pedestrian amenities such as fountains, benches, paths, or shade structures.

(C) Open space may also be provided at or below grade or aboveground by an outside roof deck, rooftop garden, playground area, pool area, patio, or similar type of outside common area.



(D) Private balconies, sidewalks, parking spaces, parking lots, drive aisles, and areas primarily intended for vehicular use are not considered open space and do not count towards the open space requirement.

(E) Operation or parking of vehicles within on-site open space is prohibited. Emergency and grounds maintenance vehicles are exempt.

(F) Open spaces must be properly maintained in a state of good repair and neat appearance, and plant materials must be maintained in a healthy, growing condition.

(2) Landscape areas that fulfil the requirements of Article X may also fulfil these requirements if all conditions of this section and Article X are met.

**SEC. 51P- \_\_\_\_\_.112. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**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.

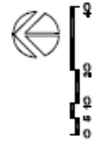
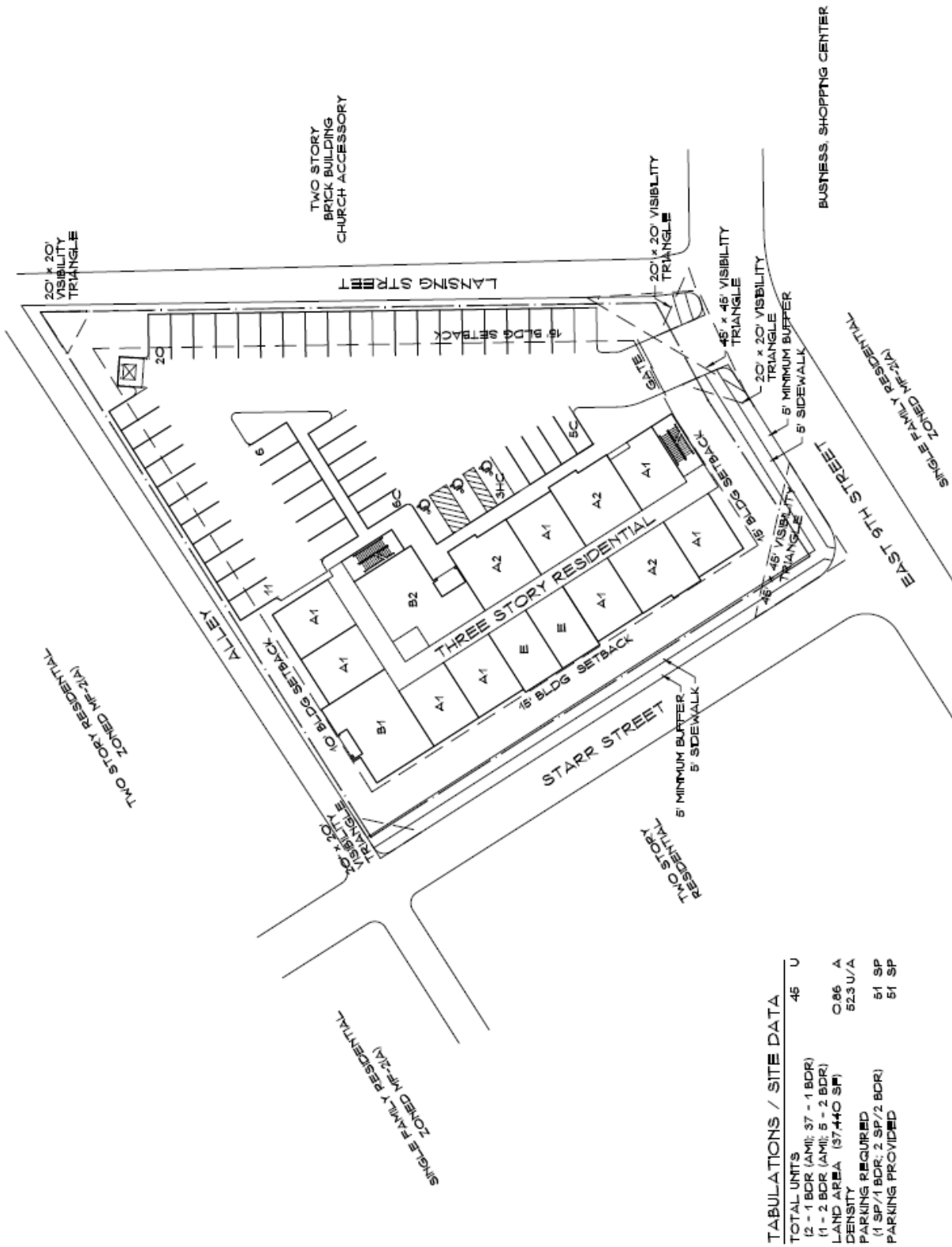
**SEC. 51P- \_\_\_\_\_.116. COMPLIANCE WITH CONDITIONS.**

(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.

Z212-314(JM)

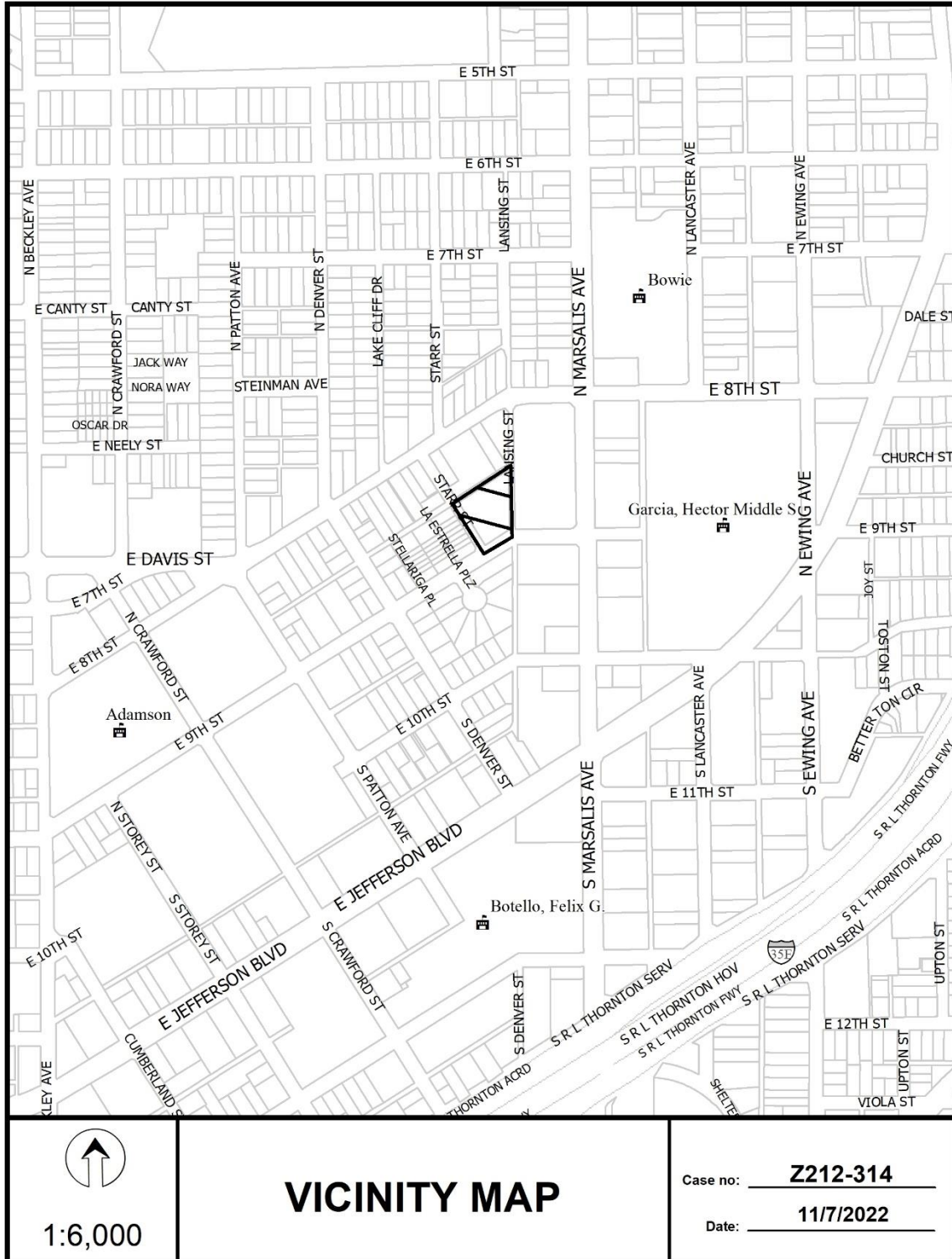
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations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

**CPC RECOMMENDED PROPOSED DEVELOPMENT PLAN**

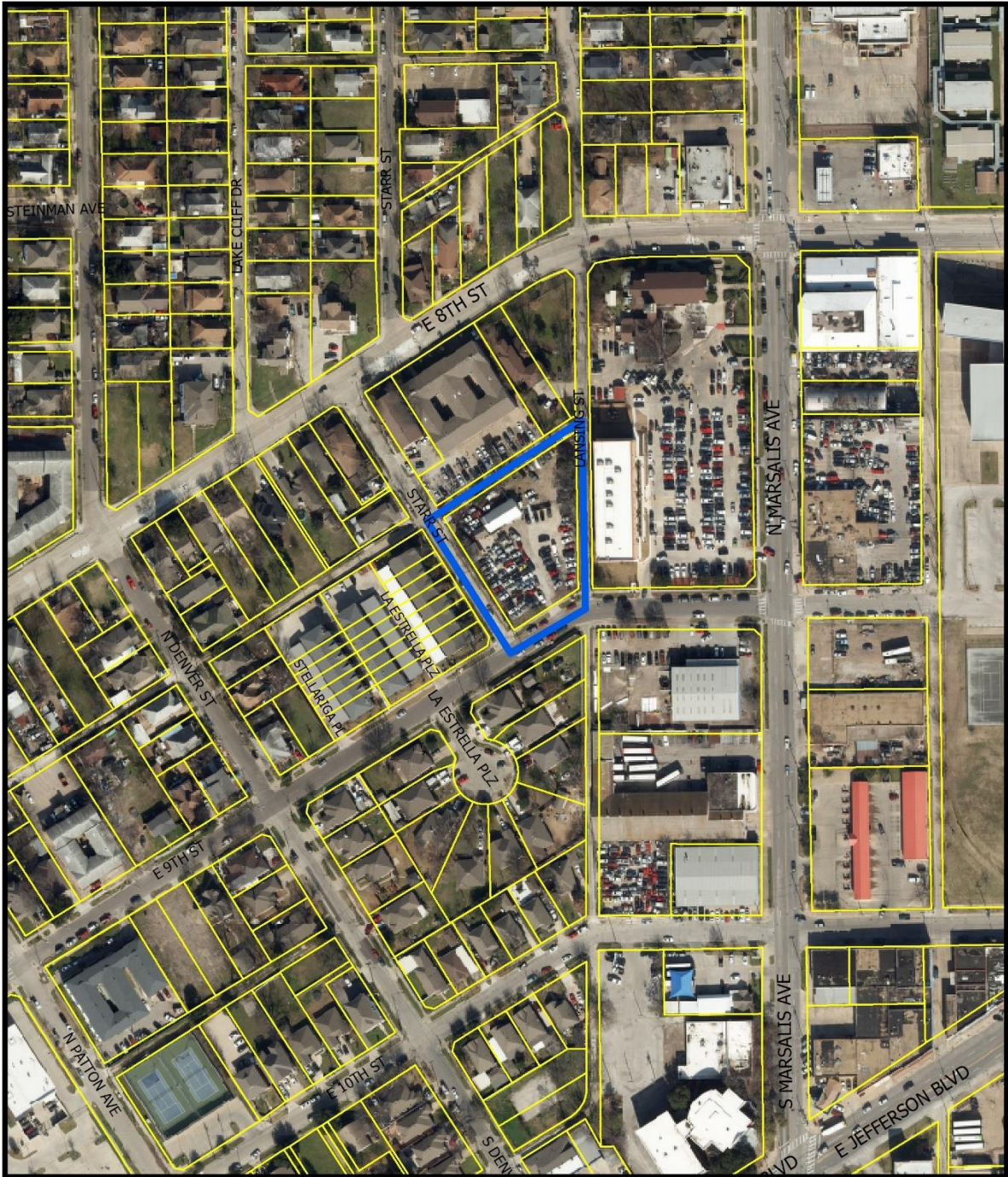


**529 E. 9TH STREET**  
 DEVELOPMENT PLAN DALLAS, TEXAS

TABULATIONS / SITE DATA	
TOTAL UNITS	45 U
(2 - 1 BDR (AMI); 37 - 1 BDR)	
(1 - 2 BDR (AMI); 5 - 2 BDR)	
LAND AREA (\$7,440 SF)	0.86 A
DENSITY	52.3 U/A
PARKING REQUIRED	51 SP
(1 SP/1 BDR; 2 SP/2 BDR)	
PARKING PROVIDED	51 SP







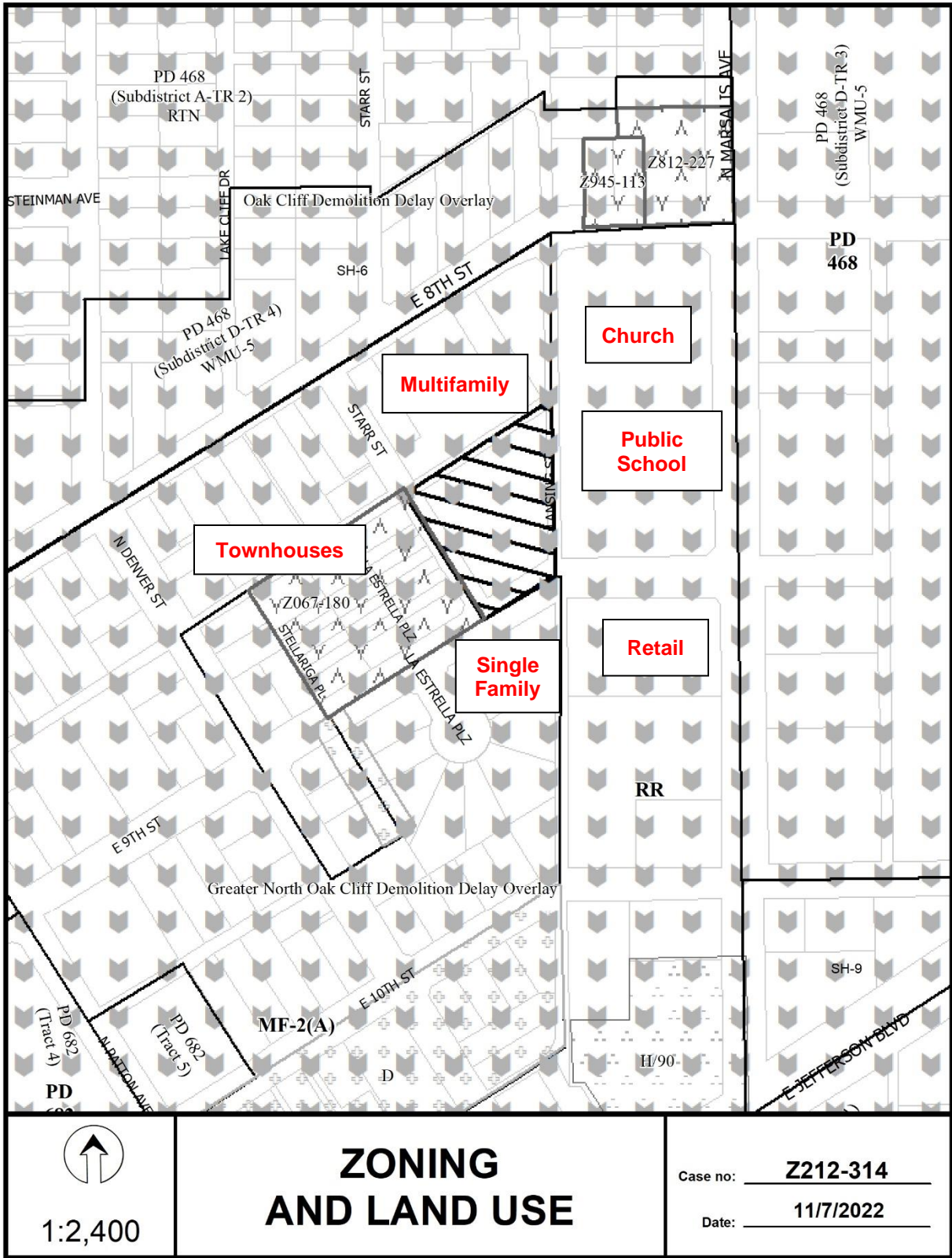
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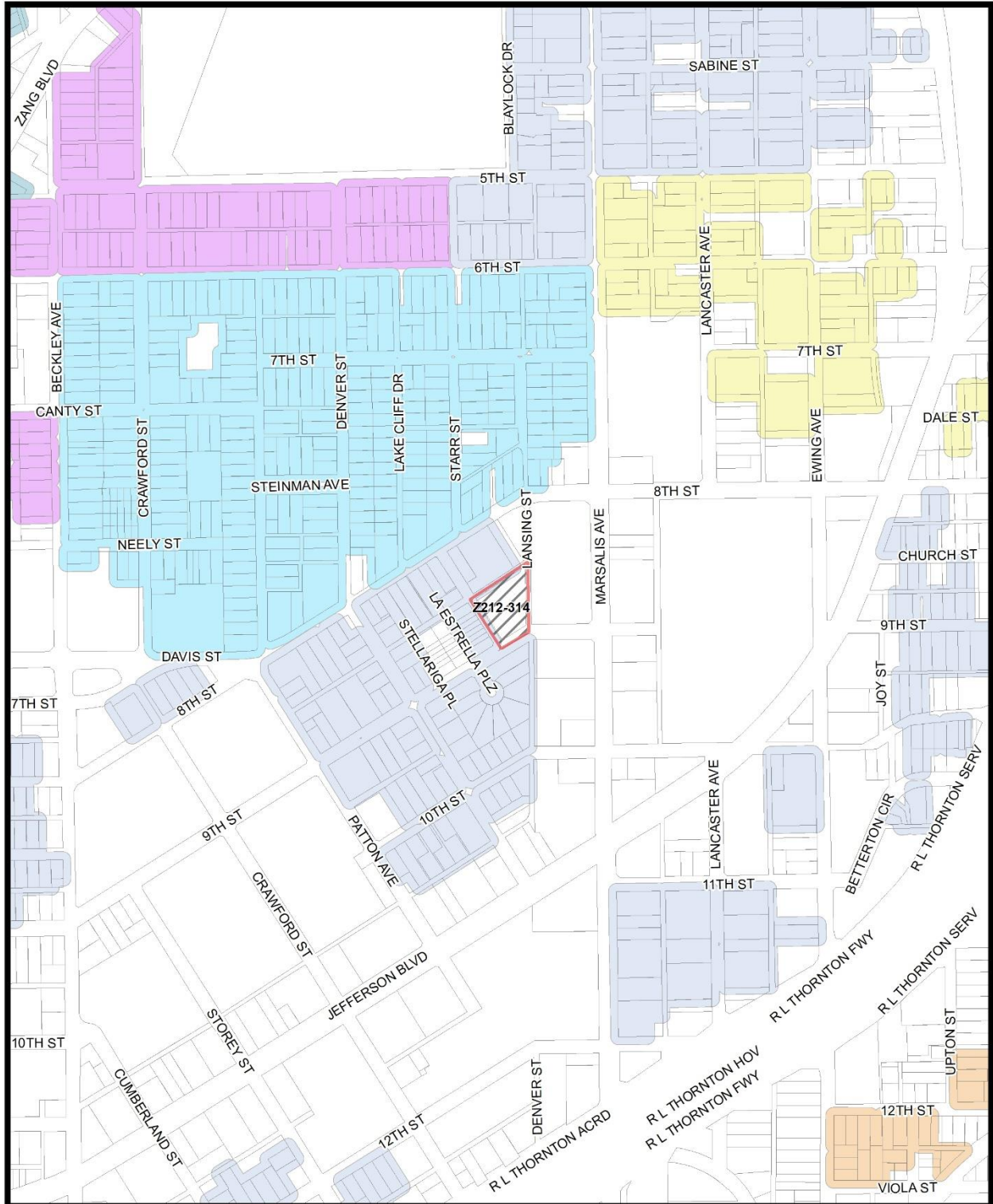
# AERIAL MAP

Case no: **Z212-314**

Date: **11/7/2022**







MVACluster A B C D E F G H I NA



# Market Value Analysis

Printed Date: 11/7/2022

**CPC RESPONSES**



<b>111</b>	Property Owners Notified (120 parcels)
<b>0</b>	Replies in Favor (0 parcels)
<b>0</b>	Replies in Opposition (0 parcels)
<b>500'</b>	Area of Notification
<b>1/19/2023</b>	Date

**Z212-314**  
**CPC**



1:2,400



01/18/2023

***Reply List of Property Owners******Z212-314******111 Property Owners Notified    2 Property Owners in Favor    2 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	529 E 9TH ST	MANRIGUE RAUL
	2	401 E 8TH ST	MACIAS EDGAR ALEXANDER
	3	407 E 8TH ST	MACIAS EDGAR A
	4	313 LAKE CLIFF DR	PANIAGUA MARTIN
	5	413 E 8TH ST	DEPRIX LLX
	6	314 DENVER ST	DE PRIX LLC
	7	317 LAKE CLIFF DR	LEAL FREDERICO M
	8	321 LAKE CLIFF DR	PEREZ PAUL & FIDELFA
	9	316 DENVER ST	Taxpayer at
	10	319 STARR ST	BRYANT ELIZABETH
	11	421 E 8TH ST	DEPRIX LLC
	12	318 LAKE CLIFF DR	SANCHEZ RUBI &
O	13	322 LAKE CLIFF DR	ANGUIANO JOE T & HELEN R
	14	431 E 8TH ST	SEAWATER DEVELOPMENT LLC
	15	315 STARR ST	MARTINEZ RAMON
	16	317 STARR ST	MORALES JORGE D &
	17	501 E 8TH ST	GONZALEZ JESSICA ARACELI
	18	312 STARR ST	RILEY CHRISTINE
	19	509 E 8TH ST	MML5 QOZB LP
	20	505 E 8TH ST	GOMEZ JUAN &
	21	316 STARR ST	DIAZ CRISPIN & ROSA M
	22	308 STARR ST	BALDERAS MARTIN R
	23	513 E 8TH ST	DORSEY MRS M E
	24	517 E 8TH ST	SALINAS ELIDA
	25	521 E 8TH ST	ALVAREZ JORGE
	26	317 LANSING ST	VEGA JUAN

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<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	525 E 8TH ST	LEAL ELVIRA TRUSTEE FOR
	28	525 E 8TH ST	LEAL FAMILY PARTNERSHIP
	29	529 E 8TH ST	DALLAS TORTILLAS INC
	30	310 LANSING ST	LEAL MARTA CASTILLO
	31	306 N MARSALIS AVE	SEJ ASSET MANAGEMENT & INV CO
	32	200 N MARSALIS AVE	CITY POCKET LTD
	33	222 N MARSALIS AVE	REEVES GEORGE M ET AL
	34	230 STARR ST	CHARLESTON APARTMENTS
	35	510 E 8TH ST	PONDEROSA 8TH LLC
	36	520 E 8TH ST	BSCP RC
	37	220 DENVER ST	MONROY MARINA
	38	406 E 8TH ST	HOME AGAIN INC
	39	400 E 8TH ST	CARVAJAL RICARDO & MARIA M
	40	404 E 8TH ST	GARCIA MARGARITA
	41	216 DENVER ST	DEFLORES DAMIANA JAMAICA
	42	412 E 8TH ST	MARTINEZ NOEMI
	43	408 E 8TH ST	ORTEGA ELENA
	44	430 E 8TH ST	ARHAM INVESTMENTS LLC
	45	426 E 8TH ST	ARHAM INVESTMENTS LLC
	46	221 STARR ST	Taxpayer at
	47	212 DENVER ST	RANGEL MANUEL
	48	505 E 9TH ST	PEREA DIANA ELENA
	49	210 N DENVER ST	MORALES JESUS CHAVARRIA &
	50	501 E 9TH ST	MONTEMAYOR SANJUANA F
	51	217 DENVER ST	Taxpayer at
	52	225 DENVER ST	MONROY MARY ANGELES
	53	328 E 8TH ST	GARCIA CLYDE D & MARIE
	54	209 DENVER ST	VENEGAS ENRIQUETA V
	55	427 E 9TH ST	HERNANDEZ MICHAEL
X	56	213 DENVER ST	PATINO ANTONIO &
O	57	119 DENVER ST	JENSEN RYAN A

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	58	111 N MARSALIS AVE	MACIAS IMELDA
	59	101 N MARSALIS AVE	CAHUA ROSA E
	60	124 N MARSALIS AVE	DEVONSHIRE VENTURES LLC
	61	134 N MARSALIS AVE	VILAFRANCO JOSE B &
	62	549 E JEFFERSON BLVD	Taxpayer at
	63	320 STARR ST	IGLESIA DE CRISTO PEQUENA MANADA
	64	309 N MARSALIS AVE	LEAL ELVIRA TRUSTEE OF
	65	418 E 8TH ST	NEAL PATRICIA
	66	422 E 8TH ST	ROCHA ANTONIO
	67	215 STARR ST	BOUTTE CARA C
	68	213 STARR ST	STARTZMAN JEREMY BROCK &
	69	211 STARR ST	CLYMER CHRISTOPHER
	70	209 STARR ST	RICO OSCAR ANTONIO COMPEAN
	71	207 STARR ST	RISNER PAUL MICHAEL
	72	205 STARR ST	TRACZYK RUDY J III
	73	203 STARR ST	BAKER CHRISTOPHER B
	74	201 STARR ST	MACDONALD ANGELA MECHELLE
	75	213 LA ESTRELLA PLZ	RICO NATALIE PIEDAD
	76	211 LA ESTRELLA PLZ	WARREN JAHNISHA
	77	209 LA ESTRELLA PLZ	GARRETT SHERRY MARIE
	78	207 LA ESTRELLA PLZ	Taxpayer at
	79	205 LA ESTRELLA PLZ	NGUYEN DEVIN
	80	203 LA ESTRELLA PLZ	AHMED NAUREEN
	81	201 LA ESTRELLA PLZ	GRANADOS JORGE DAVID &
	82	214 STELLARIGA PLC	MUHAMMEDI SANA
	83	212 STELLARIGA PLC	MACINTYRE KRYSTAL L
	84	210 STELLARIGA PLC	JONES ZENIA
	85	208 STELLARIGA PLC	HERNANDEZ OSCAR
	86	206 STELLARIGA PLC	MARTINEZ SALVADOR P
	87	204 STELLARIGA PLC	RAMOS THOMAS ARIEL
	88	202 STELLARIGA PLC	MARTINEZ JUAN MARCEL SANTIAGO

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	89	127 N DENVER ST	MONTANO JESUS &
	90	123 N DENVER ST	SOLACHE ERASTO
	91	542 E 9TH ST	JLK LTD
	92	503 E 10TH ST	HUERTA LORENA SALAS &
	93	507 E 10TH ST	HUERTA LORENA SALAS &
	94	511 E 10TH ST	MEDINA JOSE & ELVIA
	95	515 E 10TH ST	SANTANA JUANA &
	96	519 E 10TH ST	MARTINEZ MIRTHA
	97	521 E 10TH ST	CORREA ERIKA
	98	114 N DENVER ST	GROSSMAN STEFFANIE D &
X	99	120 N DENVER ST	RAGSDALE QUINEKA
	100	124 N DENVER ST	GONZALEZ GUADALUPE J
	101	113 LA ESTRELLA PLZ	DE LEON MARIA TORRES &
	102	109 LA ESTRELLA PLZ	QUINTANILLA JAVIER
	103	107 LA ESTRELLA PLZ	ALVARADO ROSALVA & JUAN MIGUEL
	104	105 LA ESTRELLA PLZ	LEON CARLOS OVIDIO
	105	103 LA ESTRELLA PLZ	MARTINEZ MARIA E &
	106	104 LA ESTRELLA PLZ	ALVARADO EDUARDO &
	107	108 LA ESTRELLA PLZ	CORTEZ JOSE R
	108	112 LA ESTRELLA PLZ	VALDERRAMA JOSE M
	109	116 LA ESTRELLA PLZ	Taxpayer at
	110	108 N DENVER ST	MENDEZ AMADOR
	111	516 E 10TH ST	GALINDO JESUS &