

**FILE NUMBER:** Z212-358(JM)

**DATE FILED:** September 30, 2022

**LOCATION:** Southeast corner of Preston Road and Belt Line Road.

**COUNCIL DISTRICT:** 11

**SIZE OF REQUEST:** +/- 15.514 acres

**CENSUS TRACT:** 48113013606

**REPRESENTATIVE:** Masterplan, Lee Kleinman and Andrew Ruegg

**OWNER:** New Pepper Square S/C Owners, LTD

**REQUEST:** An application for a Planned Development District for MU-2 Mixed Use District uses on property zoned a CR Community Retail District.

**SUMMARY:** The purpose of the request is to allow additional land uses and modified development standards primarily related to density, height, structured parking, landscaping, open space, and sidewalks. Mixed-income housing is proposed as an option for development with additional public benefits and development bonuses.

**STAFF RECOMMENDATION:** Approval, subject to a conceptual plan, a development plan, and staff's recommended conditions.

**PRIOR CPC ACTION:** On August 8, 2024, the City Plan Commission recommended approval of the requests, subject to revised conditions. However, on November 13, 2024, City Council remanded the case to City Plan Commission for consideration of compliance with Dallas City Code, Section 1.106, posting of signs. On December 5, 2024, the City Plan Commission held the case under advisement to ensure proper posting of signs. On January 23, 2025, the case was held under advisement. A re-notice was sent to all property owners in the notification area and a re-notice news ad was placed. There have been no updates provided by the applicant; no changes to the materials or analysis of this case.

**BACKGROUND INFORMATION:**

- The site contains a shopping center with approximately 198,000 square feet of lease area in 11, one-and-two-story buildings, built between 1977 and 2001, per Dallas Central Appraisal District records. The auto-oriented development contains a large supply of surface parking. The property is zoned a CR Community Retail District which does not allow residential uses.
- The applicant proposes a new planned development district that will generally default to the MU-2 zoning district with modified standards to enable higher density, greater height, specified setbacks, and lot coverage.
- Public benefits include tailored design standards, enhanced open space, upgraded sidewalks, additional landscaping, transit shelters, and a trail connection to White Rock Trail. In addition, mixed-income housing is to be provided to further increase the proposed density, all within the bounds of the MU-2 district standards. Certain land uses are proposed to be prohibited to support the vision for the shopping center turned mixed-use development.
- Per the stated vision, the applicant is intending to breathe new life into Pepper Square, transforming it a vibrant mixed-use, mixed-income development with pedestrian-friendly elements and impactful open space strategically dispersed throughout the site resulting in pedestrian connectivity both internally to the site and externally to the surrounding area. This development is intended to provide a desirable live, work, play environment which will enhance the vitality of the surrounding area for the future.
- On August 8, 2024, the City Plan Commission recommended approval of the requests, subject to revised conditions. The changes include: (1) adding an SUP requirement for two separate uses including a financial institution with drive-in window and a restaurant with drive-in or drive-through service, (2) accepting the reduced density requested by the applicant of 48.5 dwelling units per acre, (3) accepting the density bonuses proposed by the applicant including an increase of 7.5 dwelling units per acre for each of the two bonus options, (4) accepting the proposed requirement to provide 116 retirement housing units in lieu of additional mixed-income housing to reach the second density bonus of 7.5 additional dwelling units per acre, (5) reducing the base permitted height from 165 feet to 125 feet while adding a bonus to reach 165-feet-in-height when the first mixed-income housing requirement is met, (6) accepting two rows of surface parking at the street frontage along Preston Road, (7) requiring a minimum of six pedestrian facilities for each open space area with amendments to the list of qualifying items, (8) modifying the staff recommendation for development bonus options requiring from five to 10 percent MIH at specified AMFIs while removing the third option to increase up to 15 percent, and (9) requiring participation in infrastructure improvements.

- On November 13, 2024, City Council remanded the case to City Plan Commission for consideration of compliance with Dallas City Code, Section 1.106, posting of signs. On December 5, 2024, the City Plan Commission held the case under advisement to ensure proper posting of signs. The applicant has emailed photos of the signs posted each day since. On January 23, the case was held under advisement. A re-notice was sent to all property owners in the notification area and a re-notice news ad was placed.
- No changes to the request or staff report are proposed.

### **Zoning History:**

There have been two zoning cases in the area in the past five years:

- Z201-221:** On October 26, 2022, the City Council approved an application for the creation of PD No. 1094 for MU-2 Mixed Use District uses and standards on property zoned a MF-1(A) Multifamily District, on the west line of Preston Road, south of Arapaho Road.
- Z190-250:** On October 26, 2022, the City Council approved an application for the creation of PD No. 1093 for MU-2 Mixed Use District uses and standards on property zoned a MF-1(A) Multifamily District, on the west line of Preston Road, north of Belt Line Road.

### **Thoroughfares/Streets:**

Thoroughfares/Street	Type	Existing ROW	Proposed ROW
Preston Road	Principal Arterial	100 feet	100 feet Bike Plan
Belt Line Road	Principal Arterial	100 feet	100 feet

### **Traffic:**

The applicant submitted a Traffic Impact Analysis and subsequent revisions to address staff comments, the last being on March 21, 2024. The TIA considered the impact at buildout of the two recent PDs to the northwest stated in the case history of this report. The TIA provides information on the existing entitlements of the site compared to the proposed development. The following is in excerpt from the TIA:

*Based on the analysis presented in this report, the proposed Pepper Square Redevelopment can be successfully incorporated into the surrounding roadway network. The proposed site driveways provide the appropriate level of access for the development.*

Improvements recommended in the report (page 7, volume 1) include:

- Signalize the intersection of Berry Trail and Belt Line Road.
- Construct the westbound approach of the Belt Line Village Driveway to Preston Road as a two-lane approach.
- Construct a right-turn deceleration lane for the northbound right-turning movement from Preston Road to the Belt Line Village Driveway.
- Construct a right-turn deceleration lane for the northbound right-turning movement from Preston Road to the Pepper Square Driveway.

The Transportation Development Services Division of the Planning and Development Department, in coordination with the Transportation Department, has reviewed the request and recommends the TIA include a threshold or maximum development based on road capacity. Additionally, a parking demand study is requested for the project, which the applicant declined to provide. A parking study will be required at time of permitting.

### **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 1.2 PROMOTE DESIRED DEVELOPMENT**

**Policy 1.2.2** Establish clear and objective standards for land use planning

1.2.2.2 Incorporate findings that demonstrate consistency with the Policy Plan's goals and policies into land use planning decisions. Findings should guide private development toward zoning that:

- Maintains a healthy balance of jobs and households;
- Protects and stabilizes existing neighborhoods;
- Establishes healthy neighborhoods;
- Emphasizes mixed-use development, especially around transit stations;
- Maintains an adequate transportation and circulation system;
- Provides land use consistent with the established growth targets;

- Protects existing industrial and employment centers;
- Promotes appropriate growth in the Trinity River Corridor and protects the public investment there; and
- Enables development consistent with Vision Building Blocks.

**GOAL 1.3 PROVIDE EQUITABLE OPPORTUNITIES FOR DALLAS RESIDENTS**

**Policy 1.3.1** Create housing opportunities throughout Dallas.

1.3.1.1 Encourage creation of diverse housing types by establishing ways to foster such development and find ways to foster homeownership.

**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 2.5 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.

**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.

5.3.1.1 Amend the Dallas zoning regulations to establish mixed-use, pedestrian-friendly zoning districts. These zoning districts should provide for a range of densities and intensities to suit a variety of urban contexts.

5.3.1.2 Encourage mixed-use zoning districts and developments particularly in the Walkable Mixed-Use Building Blocks, yet ensure sensitivity to existing, surrounding vulnerable land uses.

5.3.1.3 Enact mixed-use zoning districts after consideration and study of Area Plans that identify specific opportunities and needs.

**Policy 5.3.3** Encourage transit-oriented developments and transit centers.

5.3.3.2 Amend the Dallas zoning and plat regulations to establish development standards to ensure a quality-built environment contributes positively to the pedestrian environment. Include appropriate setbacks, heights, and other building standards for a range of scale and densities.

**Neighborhood Plus Plan**

**GOAL 4 ATTRACT AND RETAIN THE MIDDLE CLASS**

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

**GOAL 6 ENHANCE RENTAL HOUSING OPTIONS**

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

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

## **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 proposed conditions which include reduced minimum parking requirements and ROW design standards support the low carbon, district parking, and mode split goals of CECAP.

There is no City-adopted Area Plan that includes this area of the city.

### **STAFF ANALYSIS**

#### **Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	CR Community Retail District, SUP No. 1087	Retail and personal service uses and radio, television or microwave tower use
<b>Northeast</b>	LO-1 Limited Office District w/DR Z823-234 and MF-2(A) Multifamily District	Office, financial institution w/drive-in window, and multifamily
<b>Southeast</b>	MF-2(A) Multifamily District	Multifamily
<b>South</b>	CR Community Retail District w/DR Z923-198, SUP Nos. 1109 and 1259, and MF-2(A) Multifamily District	Restaurant, car wash, retail, undeveloped, mini-warehouse, radio, television or microwave tower use, and multifamily
<b>West</b>	PD No. 272 for SC Shopping Center District	Restaurant, general merchandise or food store, and personal service

**Land Use Compatibility:**

The site contains a shopping center which has grown and served the area for over 45 years. The property has 11 buildings with approximately 198,000 square feet of lease area. However, the auto-oriented development contains a large supply of surface parking to accommodate the lack of residential uses on-site due to the lack of walkability to serve surrounding neighborhoods. The property is zoned a CR Community Retail District which does not permit residential uses.

Surrounding areas exhibit a multitude of zoning districts with uses specifically relating to office, multifamily, and retail and personal service uses. There are also SUPs for two cell towers (one on-site) and one mini-warehouse, located to the south.

Along Belt Line Road to the northeast are LO-1 Limited Office and MF-2(A) Multifamily which contain office, financial institution with drive-in window, and multifamily uses. Properties to the southeast are MF-2(A) and contain multifamily uses. A portion of the southern boundary, north of Alexis Drive, was originally a part of this application; however, it was removed. That section is zoned CR, MF-2(A), and two SUPs. The uses include restaurants, car wash, retail, undeveloped, multifamily, and the aforementioned mini-warehouse and cell towers. Across Preston Road to the west is PD No. 272 for SC Shopping Center uses. This area contains restaurant, general merchandise or food store, and personal service uses.

At the northwest intersection of Preston and Belt Line Roads are two new PDs (1093 and 1094) which are being developed with mixed-use, mixed-income, pedestrian-centric and enhanced design standards.

The applicant is proposing to create a new planned development district that will generally default to the MU-2 zoning district with modified standards to enable higher density, greater height, specified setbacks, and lot coverage. Several public benefits proposed will balance the request for greater density and the addition of the residential component, making the site a livable and enjoyable space, rather than a regional shopping destination solely dependent on auto access.

Staff supports the transition to a mixed-use development with added mixed-income housing and improved design features including alternative access methods to better utilize the site.

**Land Use Comparison:**

The following is a comparison of the existing zoning district and the proposed PD land uses.

**X** indicates permitted by right.

**SUP** indicates permitted with a Specific Use Permit.

**RAR** indicates permitted, but subject to Residential Adjacency Review.

**DIR** indicates permitted, but subject to Development Impact Review.

**Check Use** indicates permitted, but that the use must conform to specific regulations in different districts, as outlined in the Development Code.

**By CBO Authorization** indicates that the use may be allowed with permission from the Chief Building Official.

**CC** indicates by City Council resolution.

**Highlighted selections** indicate a change from the existing CR District with the request for a PD.

**Red and strikethrough** text are prohibited uses per the PD conditions.

**Blue highlight indicates CPC recommended change.**

	<u>Existing</u>	<u>Proposed</u>
<b>Comparison Districts→→→→→→→→→→→→→→→→</b>	<b>CR</b>	<b>MU-2</b>
Crop production.	X	X
Building repair and maintenance shop.	RAR	
Catering Service.	X	X
Custom business services.	X	X
Electronics service center.	X	X
Labor hall.		SUP
Medical or scientific laboratory.	SUP	X
Tool or equipment rental.	X	X
Gas drilling and production.	SUP	SUP
Temporary concrete or asphalt batching plant.	SUP	SUP
Adult day care facility.	X	X
Cemetery or mausoleum.	SUP	SUP
Child-care facility.	X	X
Church.	X	X
College, university, or seminary.	X	X
Community service center.	SUP	SUP
Convalescent and nursing homes, hospice care, and related institutions.		RAR
Convent or monastery.	X	X
Foster home.		X
Halfway house.		SUP
Hospital.	SUP	SUP
Library, art gallery, or museum.	X	X

	<u>Existing</u>	<u>Proposed</u>
<b>Comparison Districts→→→→→→→→→→→→→→→</b>	<b>CR</b>	<b>MU-2</b>
Open-enrollment charter school or private school.	<b>SUP</b>	<b>SUP</b>
Public school other than an open-enrollment charter school.	<b>RAR</b>	<b>RAR</b>
Extended stay hotel or motel.		<b>SUP</b>
Hotel and motel.	<b>SUP</b>	<b>RAR</b>
Lodging or boarding house.	<b>SUP</b>	
Overnight general purpose shelter.	<b>Check Use</b>	<b>SUP</b>
Attached non-premise sign.	<b>SUP</b>	<b>SUP</b>
Carnival or circus (temporary).	<b>CBO</b>	<b>CBO</b>
Temporary construction or sales office.	<b>X</b>	<b>X</b>
Alternative financial establishment.	<b>SUP</b>	<b>SUP</b>
Financial institution without drive-in window.	<b>X</b>	<b>X</b>
Financial institution with drive-in window.	<b>DIR</b>	<b>DIR SUP</b>
Medical clinic or ambulatory surgical center.	<b>X</b>	<b>X</b>
Office.	<b>X</b>	<b>X</b>
Country club with private membership.	<b>X</b>	<b>X</b>
Private recreation center, club, or area.	<b>X</b>	<b>X</b>
Public park, playground, or golf course.	<b>X</b>	<b>X</b>
College dormitory, fraternity, or sorority house.	<b>X</b>	<b>X</b>
Duplex.		<b>X</b>
Group residential facility.		<b>Check Use</b>
Multifamily.		<b>X</b>
Residential hotel.		<b>X</b>
Retirement housing.		<b>X</b>
Alcoholic beverage establishments.	<b>Check Use</b>	<b>Check Use</b>
Ambulance service.	<b>RAR</b>	
Animal shelter or clinic without outside runs.	<b>RAR</b>	<b>RAR</b>
Auto service center.	<b>RAR</b>	<b>RAR</b>
Business school.	<b>X</b>	<b>X</b>
Car wash.	<b>DIR</b>	<b>RAR</b>
Commercial amusement (inside).	<b>Check Use (SUP)</b>	<b>Check Use (SUP)</b>
Commercial amusement (outside).	<b>SUP</b>	<b>SUP</b>
Commercial parking lot or garage.	<b>RAR</b>	<b>RAR</b>
Convenience store with drive-through.	<b>SUP</b>	<b>SUP</b>
Dry cleaning or laundry store.	<b>X</b>	<b>X</b>

	<u>Existing</u>	<u>Proposed</u>
<b>Comparison Districts→→→→→→→→→→→→→→→→</b>	<b>CR</b>	<b>MU-2</b>
Furniture store.	X	X
General merchandise or food store 3,500 square feet or less.	X	X
General merchandise or food store greater than 3,500 square feet.	X	X
General merchandise or food store 100,000 square feet or more.	SUP	SUP
Home improvement center, lumber, brick or building materials sales yard.	DIR	
Household equipment and appliance repair.	X	X
Liquor store.	X	X
Mortuary, funeral home, or commercial wedding chapel.	X	X
Motor vehicle fueling station.	X	X
Nursery, garden shop, or plant sales.	X	X
Paraphernalia shop.	SUP	SUP
Pawn shop.	X	
Personal service uses.	X	X
Restaurant without drive-in or drive-through service.	RAR	RAR
Restaurant with drive-in or drive-through service.	DIR	DIR SUP
Swap or buy shop.	SUP	SUP
Temporary retail use.	X	X
Theater.	X	X
Helistop.		SUP
Railroad passenger station.		SUP
Transit passenger shelter.	X	X
Transit passenger station or transfer center.	SUP/CC	SUP/CC
Commercial radio and television transmitting station.	X	X
Electrical substation.	X	X
Local utilities.	SUP/RAR	SUP/RAR
Police or fire station.	X	X
Post office.	X	X
Radio, television, or microwave tower.	SUP	SUP
Tower/antenna for cellular communication.	Check Use	Check Use
Utility or government installation other than listed.	SUP	SUP
Mini-warehouse.	SUP	SUP
Recycling buy-back center.	Check Use	Check Use
Recycling collection center.	Check Use	Check Use
Recycling drop-off container.	Check Use	Check Use

	<u>Existing</u>	<u>Proposed</u>
<b>Comparison Districts→→→→→→→→→→→→→→→</b>	<b>CR</b>	<b>MU-2</b>
Recycling drop-off container for special occasion collection.	<b>Check Use</b>	<b>Check Use</b>
Accessory helistop.	<b>SUP</b>	<b>SUP</b>
Accessory medical/infectious waste incinerator.	<b>SUP</b>	<b>SUP</b>

The requested PD with MU-2 base would most notably allow the addition of residential land uses. Considering the location along a major intersection of two major thoroughfares and the need for housing city-wide, the introduction of residential units would enhance housing options while expanding access to neighborhood-serving retail and personal service uses. This is directly tied to the vision proposed by the applicant to “breathe new life into a new Pepper Square, transforming it into a vibrant, sustainable, and inclusive mixed-use community.” Staff supports the MU-2 base category for permitted land uses on the site.

**Development Standards:**

The following table is a comparison between the development standards of the existing zoning district and the proposed PD. The standards for base MU-2 and MIHDB are added for information purposes only.

REGULATION	EXISTING CR Community Retail	PROPOSED PD for MU-2 with MIHDB	Base MU-2 and with MIHDB for Category B
<b>Front Yard Setback</b>	15'	Preston Road 50' Belt Line Road 25' Urban form setback <b>applies to Phase I only.</b> 9' encroachments permitted	15' Urban form setback. An additional 20-foot front yard setback is required for that portion of a structure above 45 feet in height. <b>MIHDB: 5' encroachments permitted in yards.</b>
<b>Side and Rear Yard Setback</b>	0'/0' 20'/20' w/residential adjacency	No min No tower spacing. 9' encroachments permitted	20' adj to res Other: No min Tower spacing. An additional side and rear yard setback of one foot for each two feet in height above 45 feet. Max of 30-foot setback. <b>MIHDB: 5' encroachments permitted in yards.</b>
<b>Height and Stories</b>	54'	Phase 1 and Phase N: 75' and 5 stories Phase P: 165' and 12 stories Open Space A and Open Space B: 36' 12' projections	<b>Depending on mix of uses:</b> 135' to 180' 10 to 14 Stories 12' projections for buildings up to 36' in height
<b>RPS</b>	Yes	YES	Yes
<b>Lot Coverage</b>	60%	80%	80%

**Intentionally left blank.**

REGULATION	EXISTING CR Community Retail	PROPOSED PD for MU-2 <b>with MIHDB</b>	Base MU-2 and <b>with MIHDB for Category B</b>
<b>Dwelling Unit Density and/or FAR</b>	No max DUD (no residential uses permitted).	<b>CPC Recommendation:</b> 48.5 DUD  MIHDB 5% at 51-60 <b>and</b> 5% at 61-80. Bonus: 7.5 DU per acre.  <b>And/or</b> provide 116 retirement housing units to reach 56 DU per acre.	<b>Depending on mix of uses:</b> DUD is 50, 75, or 100 per acre  MIHDB is from 40 to 80 additional DU/acre based on the percentage of MIH offered at certain income bands.  3% at 50 or less AMFI: 80 DUD 5% at 51-80: 60 DUD; or  10% at 81-100: 40 DUD
		<b>Staff Recommendation:</b> 75 DUD  MIHDB 5% at 51-60 <b>and</b> 5% at 61-80. Bonus: 12.5 DU per acre.  MIHDB 5% at 51-60 <b>and</b> 5% at 61-80 <b>and</b> 5% at 81- 100. Bonus: 25 DU per acre.	
		<b>Applicant's Request:</b> 48.5 DUD  MIHDB 5% at 81-100. Bonus: 7.5 DU per acre.  <b>And/or</b> provide 116 retirement housing units to reach 56 DU per acre.	
<b>FAR Floor Area Ratio</b>	<b>FAR is:</b> 0.5 office 0.75 for all uses combined.	2.5 FAR— <b>no mix of uses however</b> , requires min 35,000 sqft. and 50% ground floor space fronting Open Space A and Open Space B to be retail/personal service uses.  2.85 FAR with MIH at the three different bonuses in 51Pxxx-118(a)(1).	FAR is between 1.6 and 2.25 depending on the mix of uses the FAR increases.  <i>*FAR does not include residential floor            area.</i>
<b>Intentionally left blank.</b>			

The major increases in development rights are for all standards that enable use of the residential component. Overall, the true ask is for height. The dwelling unit density requested is in-line with the MU-2 base, with a mix of uses. As proposed, the benefit will be the additional mixed-income housing to reach the full potential of the MU-2 base DUD max of 100 DU per acre.

If the site is developed without any bonuses, the proposed PD will mainly default to MU-2 development standards, but with enhanced front yards along Preston Road and Belt Line Road. The height is included in the PD, not as a bonus, as the proposed heights are less than the base height of MU-2. This will allow for better utilization of the site, less surface parking and greater floor area and housing units overall. Meanwhile, the lot coverage is not being amended, allowing for the planned green spaces and pedestrian connectivity through the site for residents and patrons of the site, plus those passing through using the trail connection to the south.

The applicant is requesting that Residential Proximity Slope (RPS) apply to the site from residential districts to the east. RPS is generated by the MF-2(A) district to the east, across Belt Line Road, the R-10(A) to the east, beyond the multifamily zoning and into the single-family neighborhood on Berry Trail. Per the Dallas Development Code, the residential proximity slope is a plane projected upward and outward from every site of origination. The angle and extent of projection of the residential proximity slope depends on the zoning category of the site of origination as follows:

ZONING CATEGORY	ANGLE OF PROJECTION	EXTENT
R, <b>R(A)</b> , D, D(A), TH, and TH(A)	18.4° (1 to 3 slope)	Infinite.
CH, MF-1, MF-1(A), MF-2, and <b>MF-2(A)</b>	45° (1 to 1 slope)	Terminates at a horizontal distance of 50 feet from the site of origination.

However, RPS does not affect the closest site of origination which is the MF-2(A) development with rears along the Belt Line frontage. This is due to the termination distance of 50 feet. Furthermore, the R-10(A) origination site measured from district boundary to the property boundary of the subject site is over 500 feet away, measured directly down Berry Trail. The applicant proposes a 25-foot setback, plus the 500-foot distance to the single-family site of origination (district boundary), making the 3:1 ratio starting height at the setback line proposed, 175 feet—which is beyond the request height.

**Mixed-Income Housing:**

The proposed PD conditions include development bonuses in exchange for mixed-income housing. A comparison table between the request and the base MU-2 with MIHDB is as follows:

<b>MVA A, B, C</b>	<b>Proposed: PD</b>	<b>Per Code: MU-2 w/MIHDB</b>
	<b>DU/ac</b>	<b>DU/ac=50, 75, 100 with mix of uses (range)</b>
<b>5% at 51-60 AMFI</b>	None provided	+80/Ac (130-180/Ac)
<b>5% at 61-80 AMFI</b>	None provided	+60/Ac (110-160/Ac)
<b>5% at 81-100 AMFI And/or provision of 116 retirement housing units plus 2.85 FAR</b>	48.5/Ac → 56/Ac	
<b>10% at 81-100 AMFI</b>	None provided	+40/Ac (90-140/Ac)

In addition to the bonuses included in the table, parking reductions subject to design standards for parking and requirements for passenger loading spaces are also included in the proposed PD conditions. CPC recommended adding a height bonus for MIH, as well. Finally, the above table indicates the mixed-income housing proposed by the applicant with requested bonuses. The CPC and staff recommendations are different.

**Height:**

Under the existing CR District standards, the maximum height is 54 feet. Under the base MU-2 District standards, the maximum height for a non-mixed-use project is up to 135 feet, and the proposed conditions include heights up to 165 feet, for the southwest portion of the site—per the conceptual plan. A majority of the site has a maximum height of 75 feet, far below the base MU-2 standards, especially with a mix of uses as required by the FAR provisions.

If RPS would apply, the RPS from the R-10(A) and MF-2(A) districts to the east would permit a height beyond that of the request, 175 feet.

The conceptual plan and coordinated PD conditions propose a maximum height of 165 feet and 12 stories along the western portion of the site, fronting on Preston Road. The areas facing Belt Line Road are restricted to a height of 75 feet and five stories. Furthermore, CPC recommended to treat the additional height above 125 to the maximum of 165 feet-in-height, as a bonus for providing mixed-income housing.

**Dwelling unit density:**

The existing CR district does not allow residential uses. Under the base MU-2 District, between 775 and 1,550 dwelling units could be developed by right depending on the mix of uses provided. If the MIHDB bonuses were utilized, between 1,396 and 2,792 dwelling units may be built.

However, the latest PD conditions provide a base and a bonus DUD which would allow: 751 dwelling units at base (no MIH), 868 dwelling units (5 percent at 81-100 AMFI), or at maximum, 984 dwelling units (added 116 retirement housing dwelling units in unison with MIH units).

Previously, the project was developed with staff and recommendations were made based on proposed PD conditions which provided a base DUD and two bonus DUD which would allow: 1,163 units at base (no MIH), 1,357 units (10 percent MIH with five percent at 51-60 and five percent at 61-80 AMFI per staff and five percent at 81-100 AMFI per the applicant's request), or at maximum, 1,551 units (15 percent MIH with five percent at 51-60 AMFI, five percent at 61-80 AMFI, and five percent at 81-100 AMFI per staff and 10 percent at 81-100 AMFI per the applicant's request). The PD conditions provided a cap of the maximum density for Phase I at 300, and for the overall site at 1,550 dwelling units.

The latest change reduces the overall projected maximum density from 1,550 to 984 dwelling units with affordable housing provision only an option to obtain the density bump so long as 116 retirement housing units are provided. If affordable housing is provided, it is at five percent of the maximum 868 dwelling units, or 43 possible affordable housing units to either provide onsite or pay the fee-in-lieu, as required.

When staff recommendations are made, the research involved for the request involves assessing public benefits provided and deviations to the code requested. The current form of the request is not a significant increase in dwelling unit density when considering the base MU-2 District allotment.

The base request has lost over 400 dwelling units. At maximum, nearly 566 dwelling units are lost. Ultimately, changing the zoning from CR to PD will permit the inclusion of residential uses at the site, which is the greatest benefit of the project as proposed at this time.

Staff recommendation is to maintain the previously vetted base and bonus dwelling unit densities. However, CPC recommends accepting the applicant's revised density, with the provision of additional mixed-income housing and making the additional height a bonus as well.

**Design standards:**

The proposed PD Conditions include design standards to ensure good urban form that supports a walkable development, attention to the relationship with the public realm, including along the internal driveways, and minimizes the impact of parking garages on the surroundings.

The design standards in the PD conditions include:

- A limited portion of provided parking can be surface parking and must be placed behind buildings when along public frontages or driveways;
  - o On June 11<sup>th</sup>, the applicant requested to add two rows of surface parking along the Preston Road street frontage, separating the tallest development area from the public right-of-way. Staff does not agree with this request.
- Aboveground parking structures must be wrapped with and active use with a depth of 25 feet; and screened otherwise.
- Required accommodations for alternate means of transportation;
- Enhanced landscape standards and street trees along streets and internal driveways (**primary only**);
- Open space: the applicant is proposing 90,000 square feet with two areas identified on the conceptual plan identifying 65,000 square feet (Open Space A) and 20,000 square feet (Open Space B) of contiguous space, each with amenities and pedestrian facilities;
- Enhanced streetscape with eight-foot sidewalks and eight-foot parkways to accommodate street trees and pedestrian amenities;
- Enhanced pedestrian access across the site **along primary driveways** with six-foot sidewalks and four-foot parkways to accommodate street trees and pedestrian amenities;
- Trail connection through the site to connect surrounding areas; and,
- Transit ridership enhancements.

Staff supports the requested PD that would enable a greater density of dwelling units to compliment the area by increasing the variety of housing choices in the area, possibly diversifying the mixed-use options. As proposed, the project will enhance the overall urban form and enable alternate mobility along Preston Road and better connection with nearby major retail destinations, residential neighborhoods, and trail access for all.

**Parking:**

The proposed PD conditions include reduced parking ratios as bonus for mixed-income housing consistent with the ratios included in the Dallas Development Code, as amended. For retirement housing, the ratio proposed is one-quarter space per unit. Additionally, all conditions associated with this bonus will apply, and the PD includes design and location conditions for parking.

Staff is recommending the parking ratio bonus for multifamily to default to the code and be one-half space per unit. The applicant agreed to this reduction in parking. Staff took into consideration the proximity to transit, existing and planned, and the proposed enhancements for alternate mobility.

For the other uses, parking will be provided based on Dallas Development Code parking requirements included in Section 51A-4.200, as amended. The PD includes requirements for bike parking, electric vehicle charging stations, micro-mobility, and transit ridership enhancements to support the DART bus routes along Preston Road.

**Landscaping:**

Landscaping will be in accordance with Article X, as amended. The proposed PD conditions include enhanced landscape standards regarding protected tree mitigation, perimeter landscape buffers along public streets and internal driveways, street trees, and parking lot trees.

**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 request site is located within an “B” MVA cluster.

## **LIST OF PARTNERS**

### **Property Owner: New Pepper Square S/C Partners LTD**

CEO & President, Greg Miller  
CFO, Robert DuBois  
Chair, Geraldine Miller  
President, Steve Donosky  
Executive Vice President/Principal, Dan Spika  
Executive Vice President, Dan Polanchyck  
Executive Vice President/Principal, Darrell Hurmis  
Executive Vice President, Frank Bullock  
Senior Vice President, Jim Brownlow  
Managing Director, William Bush  
Director, Shelton Weeks  
CIO, Phillip Strength  
President, Shawn Ackerman  
Principal, Keith Coelho  
Principal, Glenn Villarreal

## PROPOSED CONDITIONS

**Added after CPC recommendation, during additional review of conditions**

ARTICLE \_\_\_\_.

PD \_\_\_\_.

### SEC. 51P-\_\_\_\_.101. LEGISLATIVE HISTORY.

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

### SEC. 51P- \_\_\_\_ .102. PROPERTY LOCATION AND SIZE.

PD \_\_\_\_ is established on property located at the east side of Preston Road and the southwest side of Belt Line Road. The size of PD \_\_\_\_ is approximately 15.51 acres.

### SEC. 51P- \_\_\_\_ .103. DEFINITIONS AND INTERPRETATIONS.

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

(1) HABITAT GARDEN means any ~~planting areas that are native or native adaptive species to North Texas with low water or very low water consumption characteristics with the~~ landscape areas on the property designed and maintained to sustain planted native or native adaptive species to North Texas with low water or very low water consumption characteristics with the intention of attracting or providing habitat for bees, birds, butterflies, or other pollinators or a combination thereof. Turf and lawn areas are considered planting areas within this definition, provided however, that lawn and turf areas may use grasses that are not considered low or very low water consumption.

(2) INTERNAL PRIMARY DRIVE means the north/south or east/west vehicular drive that is labelled on the conceptual plan (Exhibit XXXXA) for primary means of ingress and egress to the Property.

(3) INTERNAL SERVICE DRIVE means a vehicular drive that is labelled on the conceptual plan (Exhibit XXXXA) for primary means of ingress and egress to the Property for waste collection, loading and unloading, and other service-related uses and secondary means of ingress and egress to the Property for all other users.

(4) MAJOR RENOVATION means a building permit or series of building permits for the reconstruction, alteration, or modification of an original building that increases the floor area that existed on (date of adoption of this article) by 30 percent or more.

(5) NEW CONSTRUCTION means construction of a main structure that did not exist as of (date of adoption of this article).

(6) ORIGINAL BUILDING means a structure existing on (date of adoption of this article) but does not include a structure that has undergone a major renovation.

(7) PARKWAY means the area between the back of curb and the sidewalk along all public streets.

(8) PEDESTRIAN PLAZA means a publicly accessible pedestrian area used as gathering space and constructed with an impervious surface.

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

(c) This district is considered to be a nonresidential zoning district.

**SEC. 51P- \_\_\_\_\_.104. EXHIBITS.**

The following exhibits are incorporated into this article:

(1) Exhibit \_\_\_\_A: Conceptual Plan.

(2) Exhibit \_\_\_\_B: Phase 1 Development Plan.

**SEC. 51P- \_\_\_\_\_.105. VISION STATEMENT.**

This district is envisioned to breathe new life into a new Pepper Square, transforming it into a vibrant, sustainable, and inclusive mixed-use community that enhances the quality of life for all residents, customers, and visitors. This development aims to create a harmonious blend of luxury residential units, fine dining, curated shopping experiences, office spaces, hospitality, and recreational areas, all designed to respect the unique character and scale of the neighborhood and surrounding area.

**SEC. 51P- \_\_\_\_\_.106. CREATION OF SUBAREAS.**

This district is divided into five subareas, Phase 1, Open Space A, Open Space B, Phase P, and Phase N, as shown on the conceptual plan.

**SEC. 51P- \_\_\_\_\_.107. CONCEPTUAL PLAN.**

Development and use of the Property must comply with the conceptual plan (Exhibit XXXXA). In the event of a conflict between the text of this article and the conceptual plan, the text of this article control.

**SEC. 51P- \_\_\_\_\_.108. DEVELOPMENT PLAN.**

(a) Except as otherwise provided in this section, a development plan must be approved by the city plan commission before the issuance of any building permit to authorize a major renovation or new construction in this district. If there is a conflict between the text of this article and the development plan, the text of this article controls.

(b) The building official may issue building permits for the following work without the approval of a development plan:

(A) Alterations to an original building that does not constitute a major renovation;

(B) Alterations to parking lots not associated with a major renovation or new construction; or

(C) Installation of open space not associated with new construction or a major renovation.

(c) A development plan is not required to include all phases of development if separate phases are proposed. If separate phases are proposed, however, a development plan for each phase must be approved by the city plan commission before the issuance of a building permit to authorize work in that phase of development.

(d) For purposes of compliance with yard, lot, and space regulations, the Property shall be considered one lot.

(e) In addition to the requirements in Section 51A-4.702, a development plan must include a table with the number of dwelling units for each building site and the total for the Property.

**SEC. 51P- \_\_\_\_\_.109. MAIN USES PERMITTED.**

(a) Except as provided in this section, the only main uses permitted are those main uses permitted in the MU-2 Mixed Use District, subject to the same conditions applicable in the MU-2 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-2 Mixed Use District only by specific use permit (SUP) is permitted in this district only by SUP; a use subject to development impact review (DIR) in the MU-2 Mixed Use District is subject to DIR in this district; etc.

(b) The following main uses are prohibited:

(1) Retail and personal service uses.

- Auto service center.
- Car wash.
- Mortuary, funeral home, or commercial wedding chapel.
- Motor vehicle fueling station.

(2) Industrial uses.

- Gas drilling and production.
- Temporary concrete or asphalt batching plant.

**CPC Recommendation:**

(c) The following main uses are permitted by SUP:

(1) Office uses.

- Financial institution with drive-in window.

(2) Retail and personal service uses.

- Restaurant with drive-in or drive-through service.

**SEC. 51P-\_\_\_\_.110. 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-\_\_\_\_.111. 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 MU-2 Mixed Use District apply.

(b) Front yard.

- (1) Minimum front yard is 50 feet on Preston Road.
- (2) Minimum front yard is 25 feet on Belt Line Road.

(3) Urban form setback does not apply to Phase 1.

(c) Side and rear yard.

(1) No minimum side and rear yard setbacks are required.

(2) Tower spacing does not apply.

**Staff Recommendation:**

(d) Density.

(1) In general. Except as provided in this subsection, maximum dwelling unit density is 75 dwelling units per acre.

(2) Increased development standards.

(A) If compliant with Section 51P-XXXX.118(a)(1), maximum dwelling unit density is 87.5 dwelling units per acre.

(B) If compliant with Section 51P-XXX.118(a)(2), maximum dwelling unit density is 100 dwelling units per acre.

**CPC and Applicant's Request:**

(d) Density.

(1) In general. Except as provided in this subsection, maximum dwelling unit density is 48.5 dwelling units per acre.

(2) Increased development standards.

(A) If compliant with Section 51P-XXXX.118(a)(1), an additional dwelling unit density of 7.5 dwelling units per acre is permitted.

(B) If a minimum of 116 retirement housing units are provided and permitted (issuance of building permit), an additional dwelling unit density of 7.5 dwelling units per acre is permitted.

(C) The additional dwelling unit density provided under Section 51P-XXXX.111(d)(2)(A) and Section 51P-XXXX.111(d)(2)(B) may be used independently or combined.

(3) Phase 1 density. Maximum number of dwelling units for Phase 1 is 300.

(4) Maximum density. Total maximum number of dwelling units is 984.

(e) Floor area ratio.

(1) In general. Except as provided in this subsection, maximum floor area ratio is 2.5:1.

(2) A minimum of 35,000 square feet of floor area of retail and personal service uses must be maintained across the Property.

(3) A minimum of 50 percent of provided ground floor space fronting Open Space A and Open Space B must be retail and personal service uses.

(4) Increased development standards.

(A) If compliant with Section 51P-XXXX.118(a)(1), maximum floor area ratio is 2.85:1 and no maximum floor area ratio for residential uses.

(f) Height.

(1) Subarea - Phase I and Phase N. Maximum height is 75 feet.

**Staff's Recommendation and Applicant's Request:**

(2) Subarea – Phase P. Maximum height is 165 feet.

**CPC Recommendation:**

(2) Subarea – Phase P. Maximum height is 125 feet.

(A) If compliant with Section 51P-XXXX.118(a)(1), the maximum height for Subarea Phase P is 165 feet.

(3) Open Space A and Open Space B. Maximum height is 36 feet to allow for non-habitable structures in compliance with Section 51P-XXXX.115.

(4) Projections. The following architectural elements may project up to 12 feet above the maximum structure height:

(A) Elevator or stair penthouse or bulkhead.

(B) Mechanical equipment.

(C) Cooling tower.

- (D) Tank designed to hold liquids.
- (E) Skylights.
- (F) Visual screens which surround roof mounted mechanical equipment.
- (G) Chimney and vent stacks.
- (H) Lightning protection equipment.
- (I) Cell towers or other communication equipment.
- (J) Parapet wall.
- (K) Photovoltaic solar equipment

(5) Residential proximity slope applies to this district.

(g) Stories.

(1) Subareas – Phase 1 and Phase N. Maximum number of stories above grade is five. This section does not apply to above grade or below grade parking structures.

(2) Subarea Phase P. Maximum number of stories above grade is twelve.

(3) This subsection does not apply to above grade or below grade parking structures.

(h) Encroachments. The following items are permitted to be located 9 feet into the required front, side, and rear yards:

(1) Seat walls, unconditioned balconies, bay windows, ramps, retaining walls, stairs, handrails, safety railings, stoops, benches, and unenclosed porches are allowed into the required front yard and do not need to be shown on the development plan.

(2) Landscape planters.

(3) Sculptures.

(4) Awnings.

**SEC. 51P- \_\_\_\_ .112. OFF-STREET PARKING AND LOADING.**

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

(1) Retirement housing. The lessor of one-quarter space per dwelling unit or the minimum number of parking spaces required in Division 51A-4.200 is required.

(2) Multifamily parking. If compliant with Section 51P-XX.118(a)(1), the lessor of one-half space per dwelling unit, or per the requirements of Division 51A-4.200 or a successor ordinance, is required, whichever requires fewer spaces.

(b) Affordable units. Required off-street parking for the affordable units must be available as free parking and must be dispersed and distributed amongst all other assigned parking for similar units.

(c) Parking structure. A minimum of 85 percent of provided parking for new construction must be located in a parking structure.

(d) Aboveground parking structures. Aboveground parking structures must be screened or wrapped in accordance with this subsection.

(1) Screening of parking structures. Except for openings for vehicular or pedestrian access, openings in aboveground parking structure facades must provide solid screening with a painted, stained, or masonry-like finish a minimum of 42 inches from the floor level within the parking structure to screen vehicles and vehicle headlights.

(2) Wrapping of parking structures. Except for openings for vehicular or pedestrian access, aboveground parking structures must be wrapped with a use other than parking, to a minimum depth of 25 feet of the building measured inward from the exterior facing structure facade.

**Staff Recommendation:**

(e) Surface parking location. Surface parking is prohibited between the public street-facing façade and the property line ~~except that a maximum of two rows of surface parking may be located along the Preston Road street frontage.~~

**CPC Recommendation and Applicant's Request:**

(e) Surface parking location. Surface parking is prohibited between the public street-facing façade and the property line except that a maximum of two rows of surface parking may be located along the Preston Road street frontage.

(f) Bike parking. Bike parking for at least 10 percent of the dwelling units must be provided in a parking or building structure in a secure location near the building entrance.

(g) Passenger loading and residential delivery zones.

(1) Each building site must provide at least two off-street or driveway loading and residential delivery spaces. The board of adjustment may grant a variance to this paragraph.

(2) On-street passenger loading zones, if provided, must be constructed in compliance with Architectural Barriers Act accessibility standards and must be approved by the director of public works.

(h) Service, loading, and garbage storage areas. Except for passenger loading and residential deliveries, all service, loading, and garbage storage areas must be enclosed within a main structure.

(i) Micro-mobility charging stations. Charging stations for at least 10 micro-mobility vehicles must be provided and must be located outside of the right-of-way and sidewalks. The charging stations must be designed to allow the possibility to secure the vehicles.

**SEC. 51P-\_\_\_\_.113. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P-\_\_\_\_.114. LANDSCAPING.**

(a) In general. Except as provided in this section, landscaping must be provided in accordance with Article X. The building official may allow for relocation of trees if necessary, to avoid utility, driveway, or visibility triangle conflicts.

(b) Protected tree mitigation. Replacement trees must have a caliper of at least three inches.

(c) Perimeter landscape buffer.

(1) A minimum 16-foot ~~enhanced~~ **perimeter** landscape buffer consistent with Section 51P.XXXX.116(a) is required along all public streets.

(2) Sidewalks and pedestrian facilities may be located within the required perimeter landscape buffer.

(d) Street trees. One **large or medium** tree is required for each 35 feet of street frontage and internal primary drive frontage. Existing healthy trees with a caliper of two inches or greater located within the perimeter landscape buffer may be preserved and count toward the street tree requirement.

(e) Parking lot trees. All parking spaces in a surface lot may not be more than 60 feet from a large canopy tree planted in a median or an island. Each parking lot tree must have a

minimum caliper of three inches and may not be planted closer than three feet to a paved portion of the parking lot. The minimum **landscape** area for a median or island in a surface parking lot is 125 square feet.

(f) Parkway. Parkway must be of a pervious surface and planted. Street trees or landscaping must be located in the parkway.

(g) Landscaping must conform to the Habitat Garden standards.

(h) Landscaping shall be maintained with industry best practices to promote the healthy development and maintenance of pollinator habitats.

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

**SEC. 51P-\_\_\_\_.115. OPEN SPACE.**

(a) Open space A and Open Space B.

(1) Prior to or in conjunction with the issuance of the final Certificate of Occupancy for Phase 1, a minimum cumulative total of 90,000 square feet of open space shown on the conceptual plan as Open Space A and Open Space B must be installed in accordance with this section.

(2) A pedestrian plaza may not occupy more than 30 percent of Open Space A or Open Space B open space.

(b) Open space requirements. All open space must comply with the following provisions.

(1) Structures that are not fully enclosed such as pergolas, gazebos, and covered transit shelters and ordinary projections of windowsills, bay windows, belt courses, cornices, eaves, and other architectural features are allowed to be located within open space.

(2) Open space must contain primarily grass, vegetation, or pedestrian areas and must contain pedestrian amenities in accordance with Subsection (c) of this section.

(3) Parking spaces, drive aisles, and areas primarily intended for vehicular use are not considered open space and do not count towards the open space requirement.

(4) Except for emergency and grounds maintenance vehicles, operation, or parking of vehicles within open space is prohibited.

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

(6) A minimum four-foot-tall, maximum six-foot-tall wrought iron, black metal, or similar material fence that must have a surface area that is a minimum of 50 percent open, allowing for visibility must be provided for at least 80 percent of the Open Space A perimeter along Belt Line Road.

**CPC and Staff Recommendation:**

(c) Pedestrian facilities. Within Open Space A and Open Space B, a minimum of **six** of the following pedestrian facilities are required for each open space area: **(highlighted items in list are a part of the CPC recommendation and Staff agrees.)**

**Applicant's Request:**

(c) Pedestrian facilities. Within Open Space A and Open Space B, a minimum of **five** of the following pedestrian facilities are required for each open space area:

- ~~(1) Bench.~~
- (2) Bike racks.
- (4) Drinking fountains.
- (5) Dog park.
- (7) Micro-mobility charging stations.
- (8) Pedestrian plaza.
- (9) Pedestrian-scaled shade structure.
- ~~(10) Pedestrian wayfinding sign.~~
- (11) Picnic table.
- (12) Playground equipment.
- (13) Public art.
- (14) Shaded seating areas.
- ~~(15) Trash can.~~
- (16) Water features.

**SEC. 51P-\_\_\_\_.116.           SIDEWALKS.**

(a) Except as provided in this section, a minimum unobstructed eight-foot-wide sidewalk and a minimum eight-foot-wide parkway must be provided along all public streets.

(b) A minimum six-foot-wide unobstructed sidewalk and a minimum four-foot-wide parkway must be provided along all internal primary drives to ensure pedestrian connectivity throughout the site.

(c) At least one bench and one trash receptacle must be provided for every 300 linear feet of street frontage and internal primary drives for each development plan phase.

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

**SEC. 51P-\_\_\_\_.117.           SIGNS.**

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

**CPC and Staff Recommendation:**

~~(b) — Section 51A-7.304(b)(4) does not apply to this district.~~

~~(c) — Two detached signs are allowed per street frontage.~~

**Applicant's Request:**

(b) Section 51A-7.304(b)(4) does not apply to this district.

(c) Two detached signs are allowed per street frontage.

**SEC. 51P-\_\_\_\_.118.           DEVELOPMENT BONUSES FOR MIXED INCOME HOUSING.**

(a) Except as provided in this section, compliance with Division 51A-4.110 is required to obtain the development bonuses in Section 51P-XXXX.110(d)(2), 51P-XXXX.110 (e)(2), and 51P-XXXX.110 (f)(2).

**CPC and Staff Recommendation:**

(1) The density and floor area ratio development bonuses set forth in Sections 51P-XXXX.110(d)(2)(A) and 51P-XXXX.110 (e)(4)(A) apply if a minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of the area

median family income and a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of the area median family income.

**Applicant's Request:**

(1) The density and floor area ratio development bonuses set forth in Sections 51P-XXXX.110(d)(2)(A) and 51P-XXXX.110 (e)(4)(A) apply if a minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of the area median family income.

**Staff Recommendation: (CPC recommends striking this section).**

(2) The density development bonus set forth in Section 51P-XXXX.110(d)(2)(B) applies if a minimum of five percent of the total number of units are available to households earning between 51 and 60 percent of the area median family income, a minimum of five percent of the total number of units are available to households earning between 61 and 80 percent of the area median family income, and a minimum of five percent of the total number of units are available to households earning between 81 and 100 percent of the area median family income.

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

**SEC. 51P- \_\_\_\_\_.119. DESIGN STANDARDS.**

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

(1) Street, internal primary drive, and open space frontages.

(A) Frontages. All street-fronting facades, internal primary drive-fronting facades, and open space-fronting facades must have at least one window and at least one common primary entrance facing the street, internal primary drive, or open space at street-level. The entrance must access the street, internal primary drive, or open space with an improved path connecting to the sidewalk. A transparent surface is required for every 25 linear feet of continuous street-fronting, internal primary drive-fronting, and open space-fronting facade.

(B) Individual entries. Except as provided in this paragraph, a minimum of 60 percent of the street-level dwelling units adjacent to a street or internal primary drive in each building must have individual entries that access the street or internal primary drive with an improved path connecting to the sidewalk. For at-grade open space, a minimum of 60 percent of open-space fronting dwelling units in each building must have individual entries that access the open space. This paragraph does not apply to retirement housing.

(2) Lighting.

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

(B) Pedestrian scale lighting. For a development greater than 20,000 square feet of floor area, pedestrian scale lighting that provides a minimum average illumination level of 1.5 foot candles must be provided along streets and internal primary drives. The design and placement of both the standards and fixtures must be approved by the director of transportation.

(3) Non-required fences. Unless a use specifically requires screening, all fences for uses along a street or internal primary drive must have a surface area that is a minimum of 50 percent open, allowing visibility between three feet and six feet above grade. Section 51A-4.602(a)(2) and (a)(4) do not apply to this district.

(4) Building articulation. For every 125 feet of horizontal building façade length, a minimum two-foot variation within the vertical plane must be provided.

(5) Pedestrian driveway crossings. At the intersection of each driveway with a sidewalk or pedestrian path, driveways must be clearly marked by colored concrete, patterned or stamped concrete, or brick pavers for pedestrian crossing.

**SEC. 51P- \_\_\_\_\_.120. TRANSIT RIDERSHIP ENHANCEMENTS.**

(a) In general. This district is intended to enhance public transportation ridership by providing the following enhancements detailed in this section.

(b) Covered transit shelter. A minimum of two covered transit shelter stations with seating must be provided to serve the existing Dallas Area Rapid Transit (DART) bus stop to encourage additional transit ridership. One covered transit shelter station must be located on Preston Road and one covered transit shelter station must be located on Belt Line Road in conjunction with applicable development plan phase. Direct pedestrian connections between the DART station and all buildings must be provided.

**SEC. 51P- \_\_\_\_\_.121. CONNECTION TO PUBLIC TRAIL SYSTEM.**

(a) In general. This district is intended to enhance walkability and public access via alternatives to automobiles providing for the following enhancement detailed in this section.

(b) Trail connection. Within 12 months of the completion of a publicly accessible hike and bike trail that is connected to the White Rock Creek trail and terminates on the south side of Alexis Drive, the property owner will use commercially reasonable efforts to develop a minimum unobstructed eight-foot-wide sidewalk for pedestrian connection between this district and a crossing at Alexis Drive. The developer is not responsible for the cost of all off-site trail improvements crossing Alexis Drive and Belt Line Road.

(c) Remove.

(d) The developer may, at its own discretion, grant a pedestrian easement to the City, which the City shall accept for this connection.

(e) The developer will have sole discretion as to the location and design of this facility and may relocate the location of the trail improvements on the property at any time. The developer has sole discretion to install additional improvements adjacent to the trail facility.

**SEC. 51P- \_\_\_\_\_.122. 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.

**CPC Recommendation (Staff Accepts; Applicant Declines):**

(c) Infrastructure Improvement

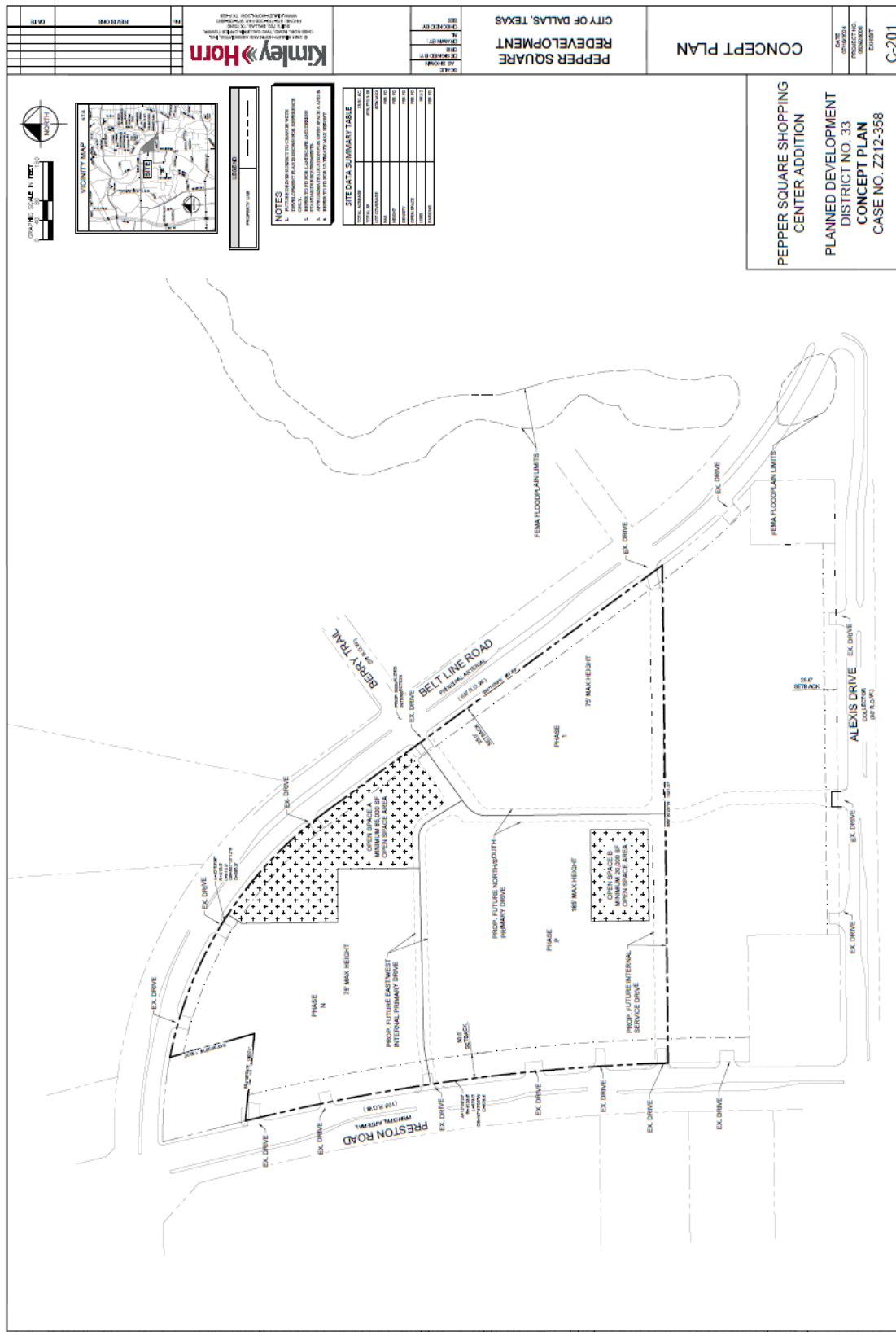
(1) The building official shall not issue a building permit for new construction unless there is an executed developer's agreement or contract for the installation of a traffic signal at Berry Trail and Belt Line Road, as determined by the director.

**SEC. 51P- \_\_\_\_\_.123. COMPLIANCE WITH CONDITIONS.**

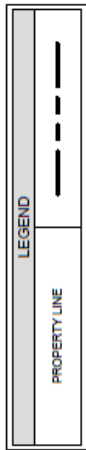
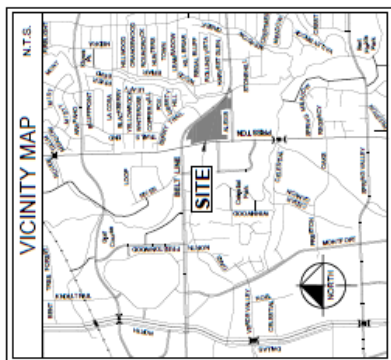
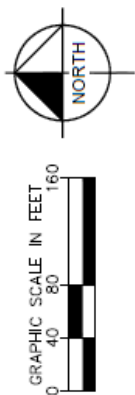
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

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

## PROPOSED CONCEPTUAL PLAN



PROPOSED CONCEPTUAL PLAN (ENLARGED)



NOTES

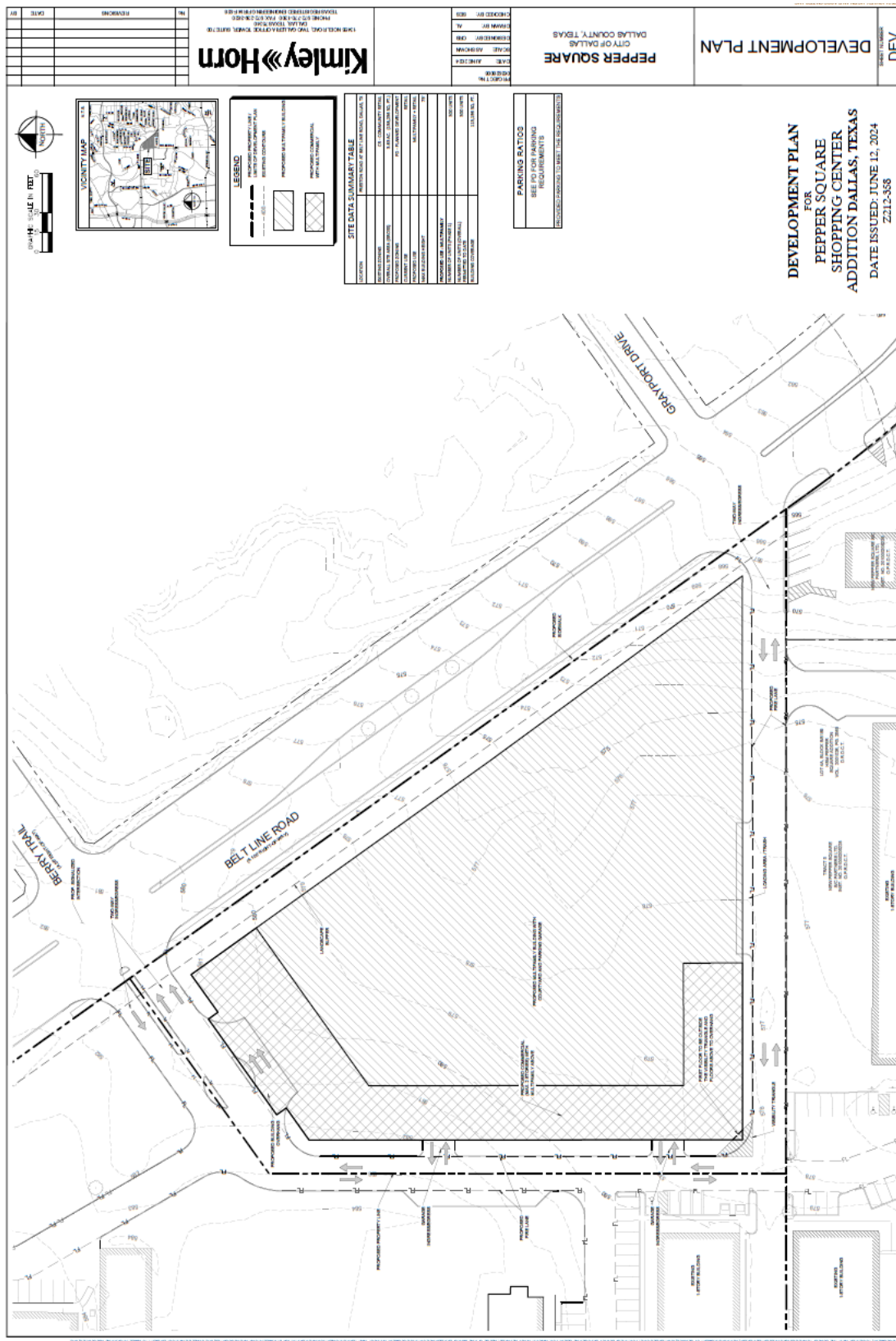
1. FUTURE DRIVES SUBJECT TO CHANGE WITH DEVELOPMENT PLAN IS SHOWN FOR REFERENCE ONLY.
2. REFER TO PD FOR LANDSCAPE AND DESIGN STANDARDS REQUIREMENTS.
3. APPROXIMATE LOCATION FOR OPEN SPACE A AND B.
4. REFER TO PD FOR ULTIMATE MAX HEIGHT

SITE DATA SUMMARY TABLE

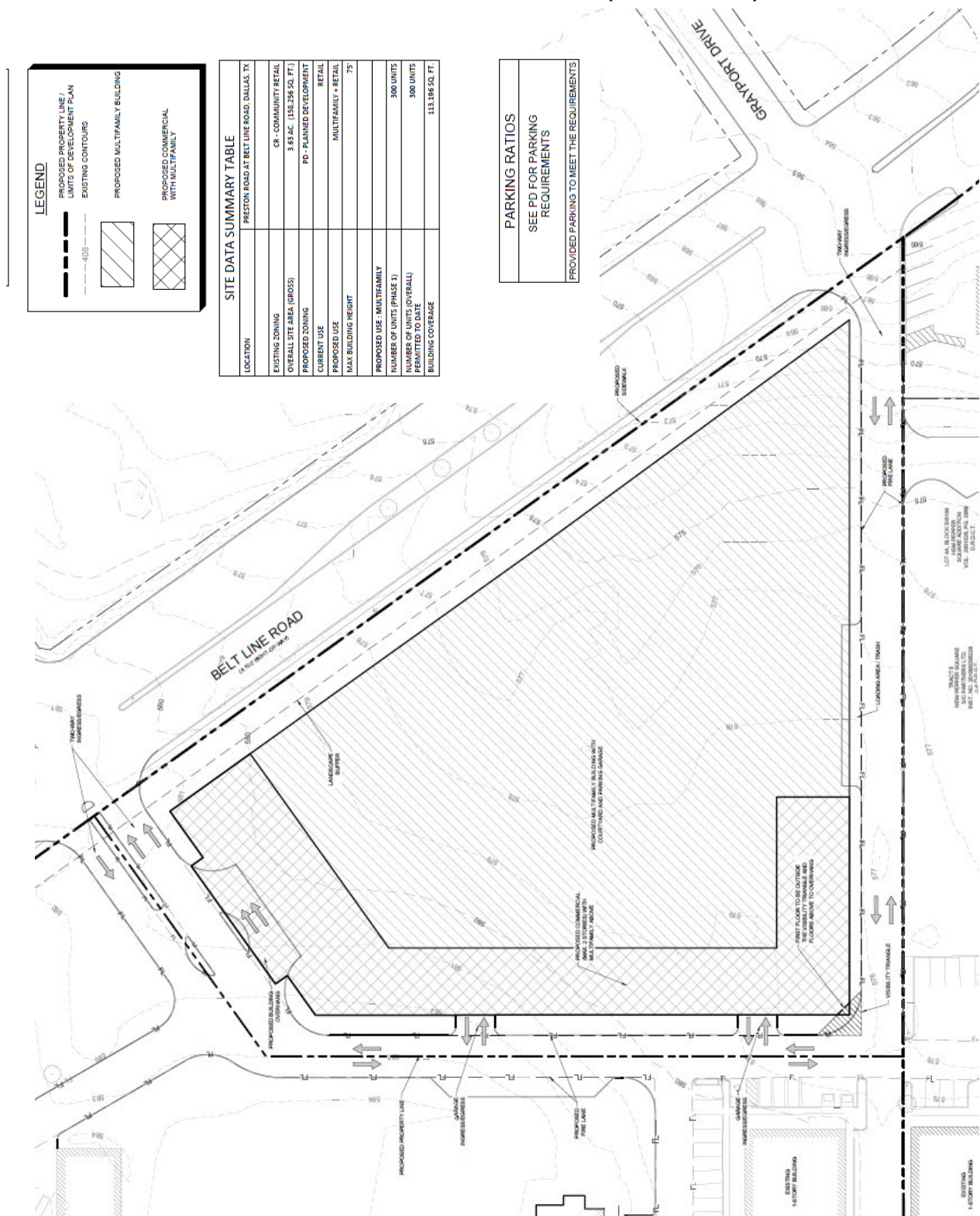
TOTAL ACRES	15.51 AC.
TOTAL SF	675,770.3 SF
LOT COVERAGE	80% MAX
FAR	PER PD
HEIGHT	PER PD
DENSITY	PER PD
OPEN SPACE	PER PD
USES	MU-2
PARKING	PER PD

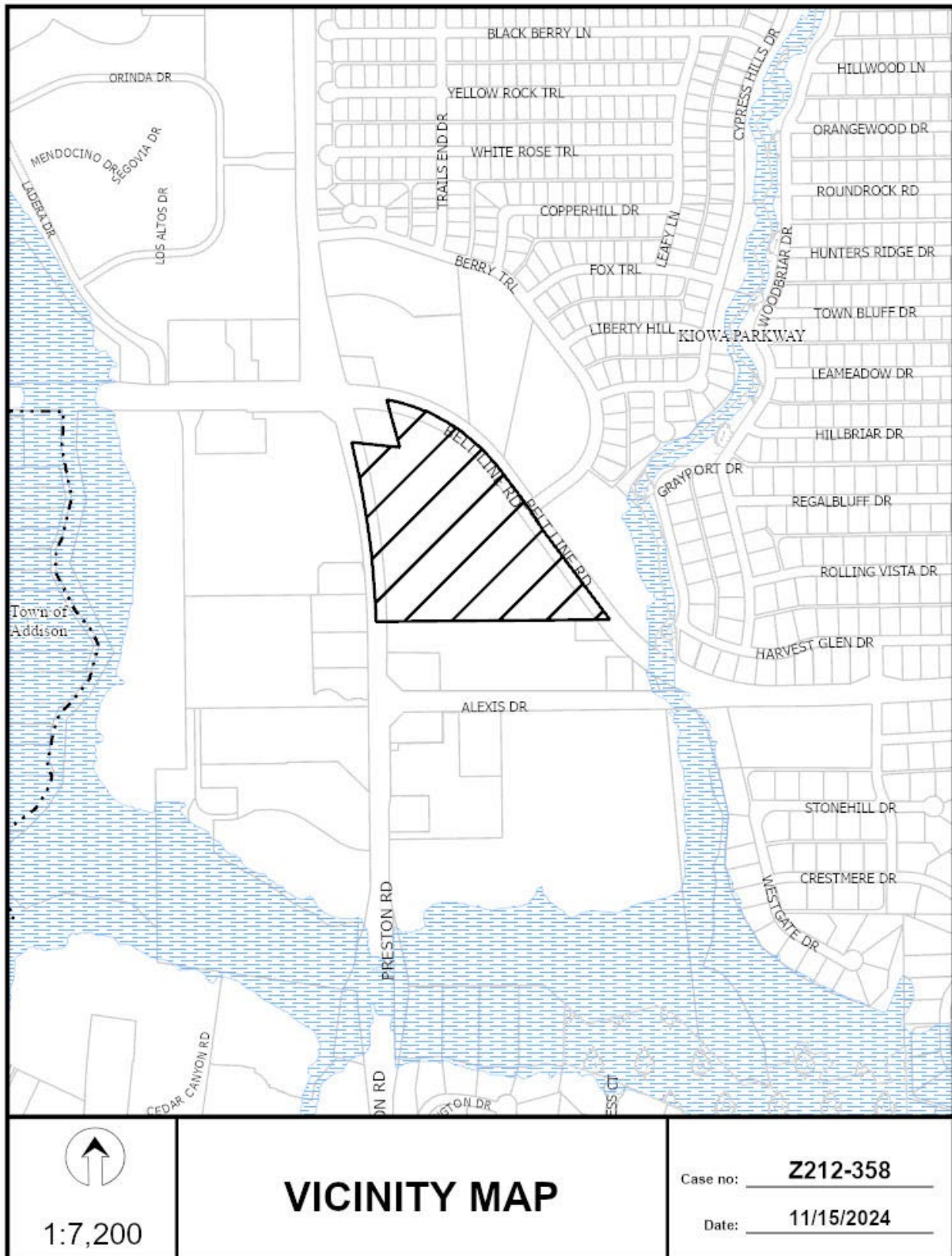


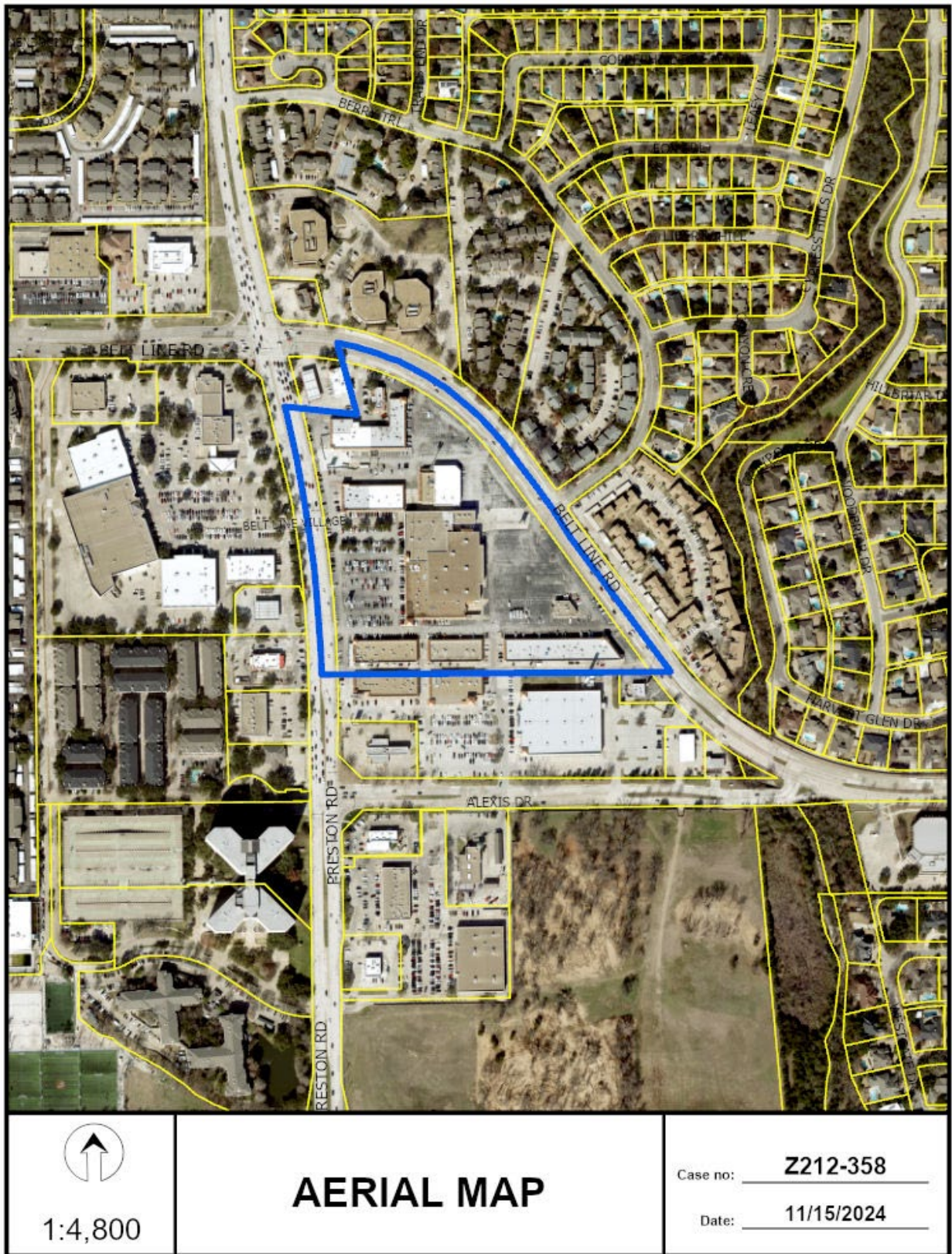
## PROPOSED DEVELOPMENT PLAN

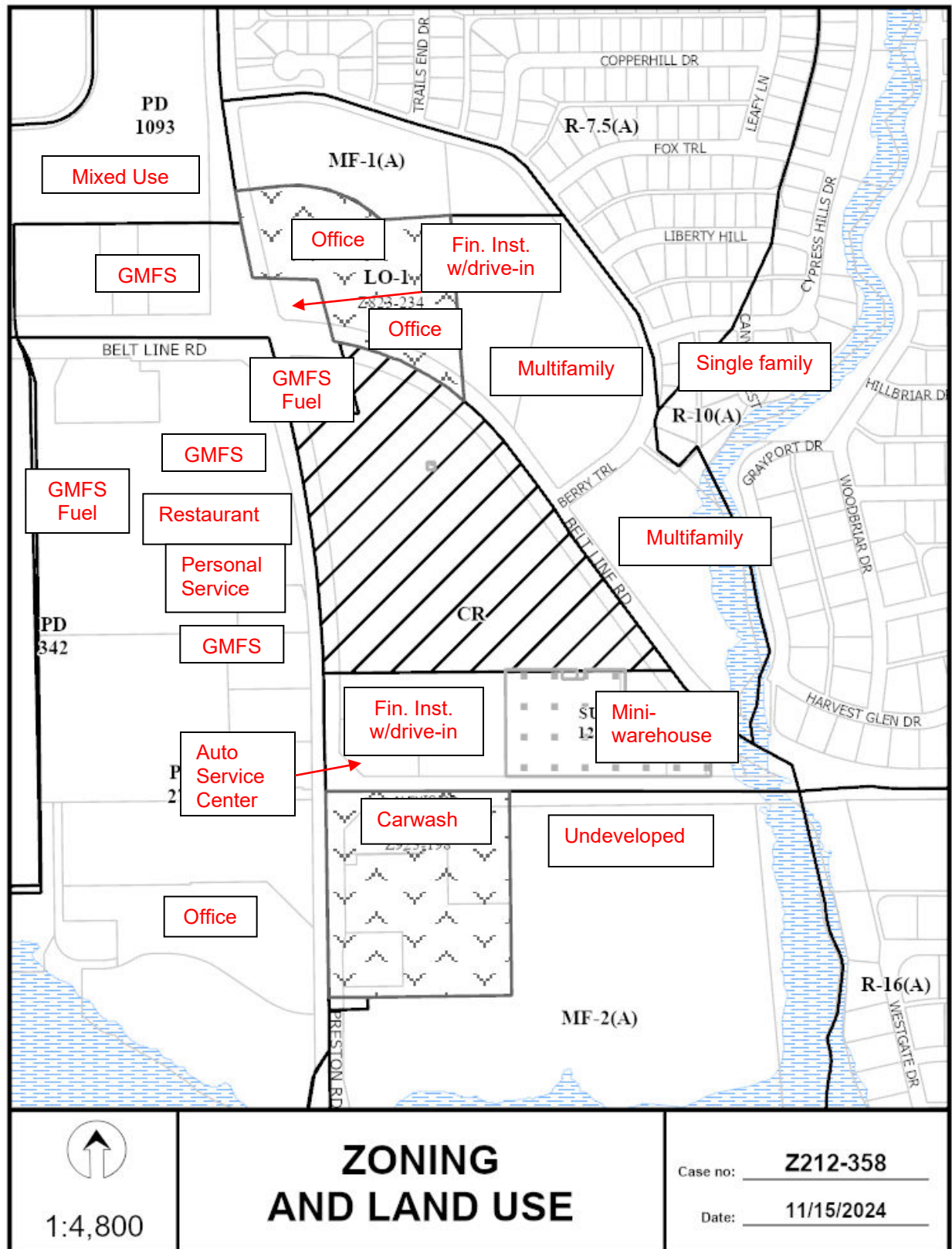


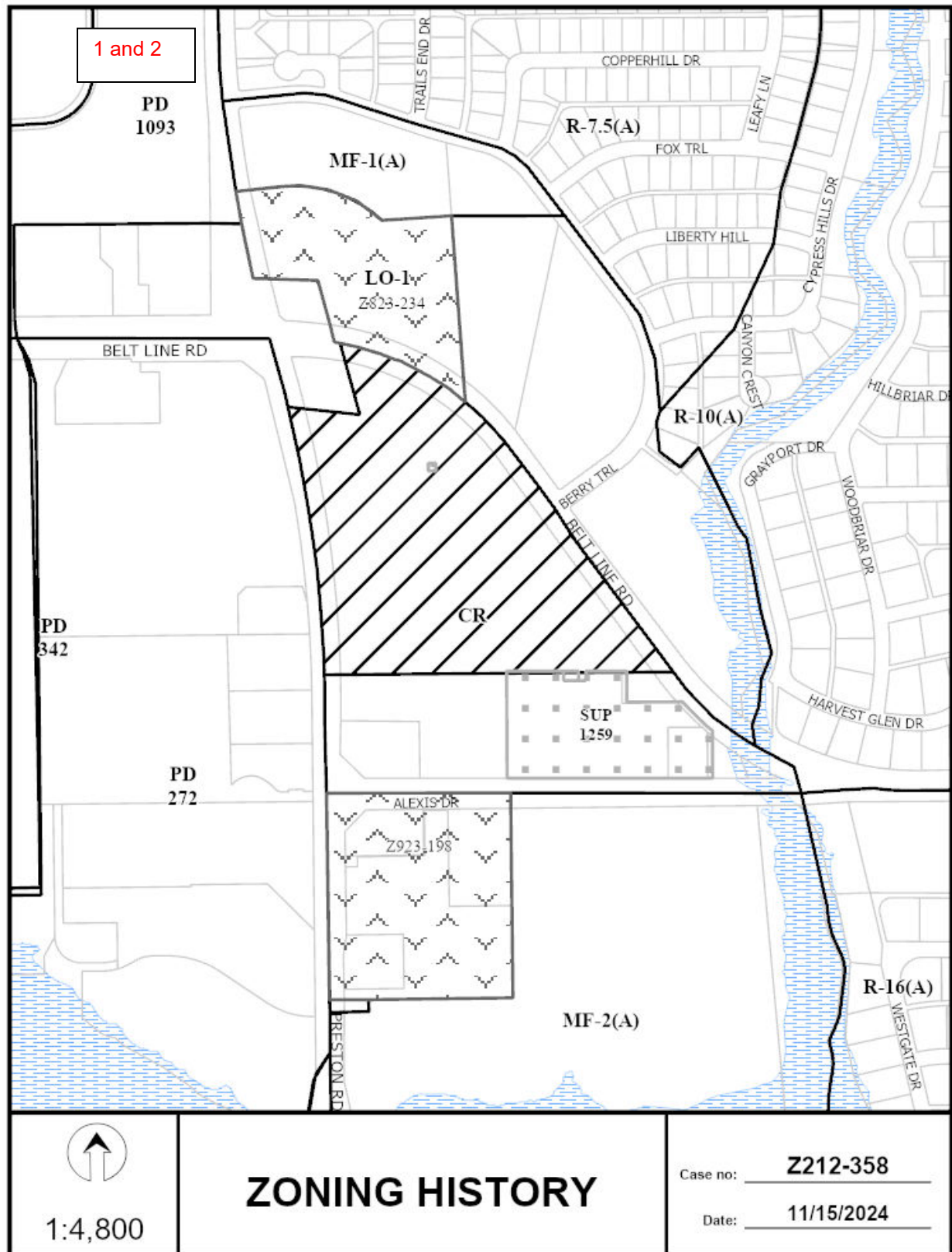
## PROPOSED DEVELOPMENT PLAN (ENLARGED)

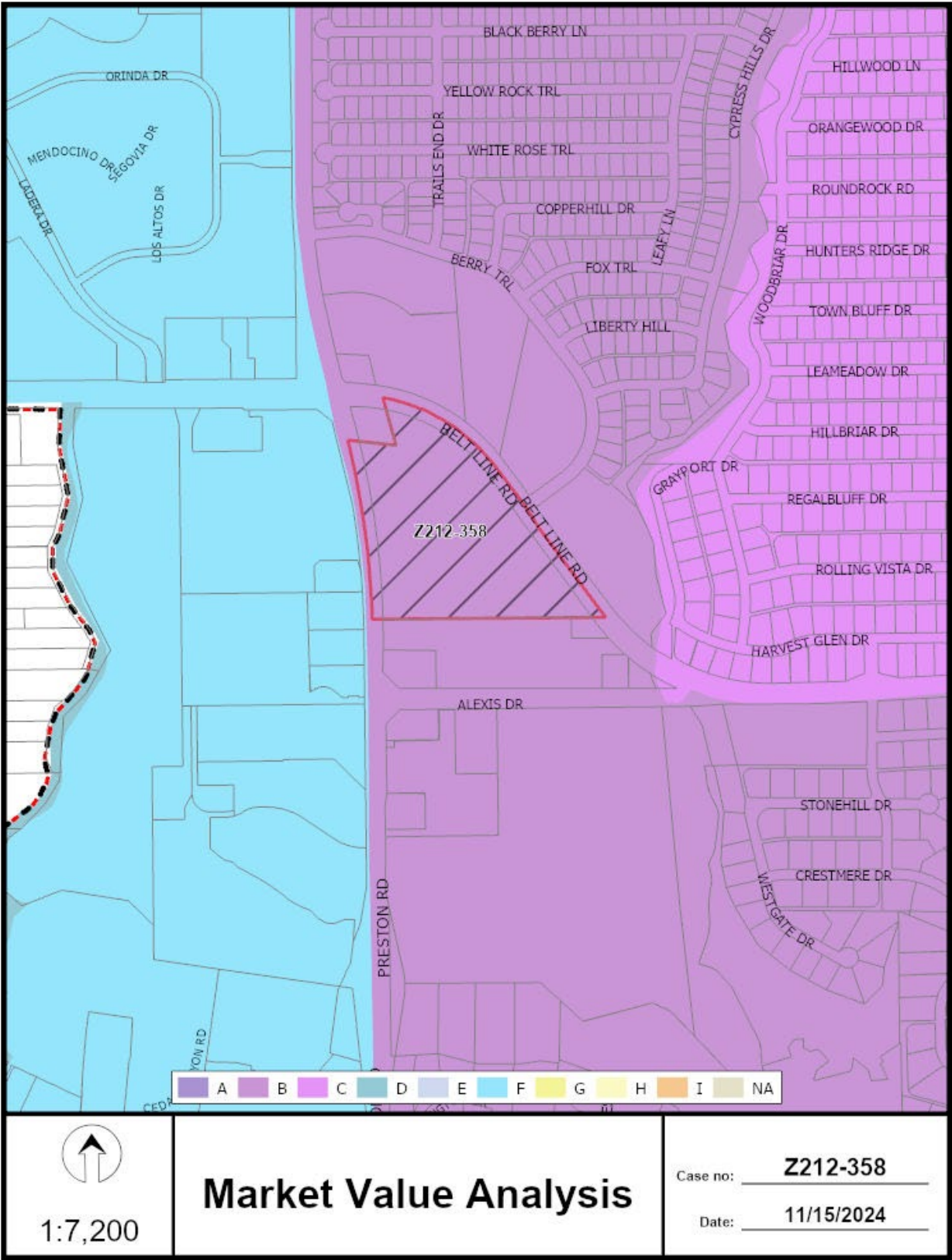


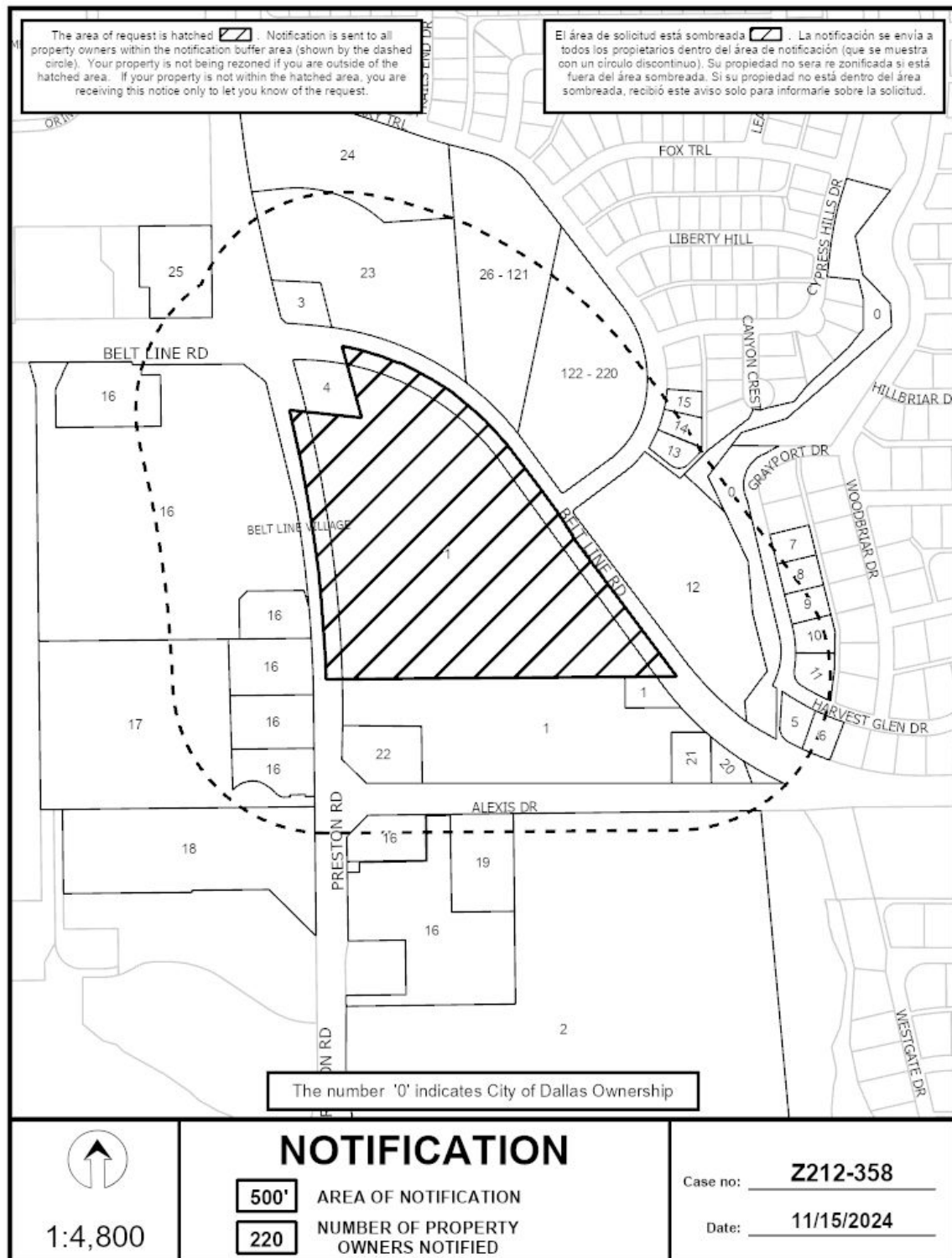












11/15/2024

***Notification List of Property Owners******Z212-358******220 Property Owners Notified***

<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
1	6160 BELTLINE RD	NEW PEPPER SQUARE S/C PARTNERS LTD
2	6050 BELT LINE RD	NSHE TX BLACK TETRA LLC
3	15114 PRESTON RD	INTERCITY INVESTMENT
4	15050 PRESTON RD	SEJ ASSET MGMT & INVESTMENT COMPANY
5	6530 HARVEST GLEN DR	TORRES NOEL &
6	6536 HARVEST GLEN DR	CERPANYA SUSAN HANNA
7	14910 GRAYPORT DR	ESTEP DAVID GRANT &
8	14906 GRAYPORT DR	WINCORN KENNETH
9	14902 GRAYPORT DR	WIELANDY MICHELLE JEANNE
10	14808 GRAYPORT DR	CARLSON CAROLYN NANETTE
11	14804 GRAYPORT DR	GARRETT MICHELLE L & WILLIAM C
12	6069 BELT LINE RD	GRAND SEASONS APTS LLC
13	15124 BERRY TRL	SERRANO SHEILA
14	15128 BERRY TRL	FEDERICO KYLE W
15	15132 BERRY TRL	Taxpayer at
16	14999 PRESTON RD	FAIRWAY CAPITAL PTNR LTD
17	14827 PRESTON RD	2022-1 DALLAS PRESTONWOOD MF
18	14785 PRESTON RD	SIGNATURE EXCHANGE PROPERTY
19	6060 ALEXIS DR	Taxpayer at
20	6190 BELT LINE RD	FREMONT HILLS PROPERTIES LLC
21	6161 ALEXIS DR	HILLTOP SQUARES SC PARTNERS LTD
22	14852 PRESTON RD	COMPASS BANK PLANO
23	15150 PRESTON RD	15150 PRESTON DALLAS LTD
24	15215 BERRY TRL	15215 BERRY TRAIL LP
25	15105 PRESTON RD	ST MARY AND AVA MENA INC
26	15221 BERRY TRL	AMTX CONDO VENTURE LLC

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	15221 BERRY TRL	HOFMEISTER KENT STANLEY
28	15221 BERRY TRL	HOME PLATE INVESTMENTS LLC
29	15221 BERRY TRL	MISSIRLIS HOLDINGS LLC
30	15221 BERRY TRL	VALENTINO PATRICIA MARIE
31	15221 BERRY TRL	RICKRICH WHITE LLC
32	15221 BERRY TRL	COSS CASSANDRA C &
33	15221 BERRY TRL	HARRIS ROGER D
34	15221 BERRY TRL	HOLTZMAN LARRY ROBERT
35	15221 BERRY TRL	PATHER KAMINI
36	15221 BERRY TRL	NUNO RAY & SUSANA
37	15221 BERRY TRL	TANGHONGS JIRAPAT ETAL
38	15221 BERRY TRL	MANZON ALISON N
39	15221 BERRY TRL	LAZIMOVICH LJILJANA &
40	15221 BERRY TRL	CHANEY SUZANNE DENISE
41	15221 BERRY TRL	MCQUEEN SHERRY L
42	15221 BERRY TRL	OMAR SHEWAN J
43	15221 BERRY TRL	CRISP JAMES DAVID
44	15221 BERRY TRL	MANOUEL CECILIA & MICHAEL
45	15221 BERRY TRL	DUROSS MATTHEW M
46	15221 BERRY TRL	SEITZ DONNA R
47	15221 BERRY TRL	STECK CLYDE
48	15221 BERRY TRL	MILLER JENNIFER CHRISTINE
49	15221 BERRY TRL	IAMAROMANA APHICHARD
50	15221 BERRY TRL	GARMON CURTIS III &
51	15221 BERRY TRL	TSAO ALEX C
52	15221 BERRY TRL	ROMERO AUGUSTINE
53	15221 BERRY TRL	BAGHERIAN CHRISTOPHER & JANE E
54	15221 BERRY TRL	LI JIAN
55	15221 BERRY TRL	MORETTA MADELYN
56	15221 BERRY TRL	ESTEP PATRICK ALAN COLE &
57	15221 BERRY TRL	SOLORZANO WILMER JOSE

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	15221 BERRY TRL	NGUYEN LUAN &
59	15221 BERRY TRL	INDIANER EVAN & ADRIENNE
60	15221 BERRY TRL	GREGORY PATRICIA A LIFE ESTATE
61	15221 BERRY TRL	POWELL RONALD & POWELL CAROL
62	15221 BERRY TRL	LEWIS DANELIA MORENO
63	15221 BERRY TRL	SIEGEL LOUIS A &
64	15221 BERRY TRL	LONG GARRETT
65	15221 BERRY TRL	15221 BERRY TRAIL 603 LLC
66	15221 BERRY TRL	CONSIGLI JOHN &
67	15221 BERRY TRL	COVINGTON JANICE A
68	15221 BERRY TRL	MORALES SABRINA
69	15221 BERRY TRL	DAVIS LINDA COOPER
70	15221 BERRY TRL	HOEH ZACHARY
71	15221 BERRY TRL	MCSHANE ROSALIE A
72	15221 BERRY TRL	NAVARRO LORENA
73	15221 BERRY TRL	DFW HOMESTEAD LLC
74	15221 BERRY TRL	GILL DAN & MARIE
75	15221 BERRY TRL	HOLLIS KELLY
76	15221 BERRY TRL	ANDERSON CORY DANIEL & JENIFER
77	15221 BERRY TRL	CHILDS DOROTHEA P
78	15221 BERRY TRL	CHILDERS LAURA D
79	15221 BERRY TRL	BRUNET JOANNA
80	15221 BERRY TRL	MAWHEE JAN C
81	15221 BERRY TRL	PANMANEE PATCHARAPORN
82	15221 BERRY TRL	GURBBS TEX B & PAULA
83	15221 BERRY TRL	ZIDLE JONATHAN
84	15221 BERRY TRL	OWENS DUSTIN SHANE
85	15221 BERRY TRL	STAHL BRETT
86	15221 BERRY TRL	MCKINNEY WANDA
87	15221 BERRY TRL	HENRIQUEZ SUSANA G
88	15221 BERRY TRL	BIGBIE CHRISTOPHER & AMY

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	15221 BERRY TRL	DALE JOHN P
90	15221 BERRY TRL	WOUDENBERG SHARON
91	15221 BERRY TRL	AMEZAGA DIANA
92	15221 BERRY TRL	FAIRCHILD PATRICIA M
93	15221 BERRY TRL	AYONGA CHRISTINE M
94	15221 BERRY TRL	KILLOUGH MITCH
95	15221 BERRY TRL	NGUYEN VU BA &
96	15221 BERRY TRL	HO TAI A
97	15221 BERRY TRL	HENSLEY JASON L
98	15221 BERRY TRL	VILIUNNY MARRY
99	15221 BERRY TRL	NELSON ARTHUR A III & MEREDITH
100	15221 BERRY TRL	LABAW GERALD & CONNIE 2005 &
101	15221 BERRY TRL	POLSKY DEBRA G EST OF
102	15221 BERRY TRL	WEBB JAMIE S
103	15221 BERRY TRL	ROLOFF JAMES
104	15221 BERRY TRL	AMBROSINO BENJAMIN BRUCE
105	15221 BERRY TRL	NGUYEN VU &
106	15221 BERRY TRL	WANG XIAOZHOU
107	15221 BERRY TRL	ROOSTAEI MAHINEH
108	15221 BERRY TRL	FAZELI HEIDI
109	15221 BERRY TRL	ADAR DEVELOPMENT LLC
110	15221 BERRY TRL	BYRD CYNTHIA
111	15221 BERRY TRL	FARAHMAND FOAD
112	15221 BERRY TRL	SEIBER PAREESHA M
113	15221 BERRY TRL	KING TRENTON J
114	15221 BERRY TRL	COBB CAMILLA H MGMT TR
115	15221 BERRY TRL	CAMERON ABBY L
116	15221 BERRY TRL	ABRAMOV LEZA
117	15221 BERRY TRL	VALATABOR ABTIN
118	15221 BERRY TRL	LINK JUSTIN G
119	15221 BERRY TRL	FEDERICO LISA LEIGH

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	15221 BERRY TRL	BYRD BENJAMIN FRANKLIN III
121	15221 BERRY TRL	DARBANDI SHOKOUFEH
122	15151 BERRY TRL	TIDMORE WILLIAM L &
123	15151 BERRY TRL	YERMATOVA VICTORIA &
124	15151 BERRY TRL	AMS INTERNATIONAL CORPORATION
125	15151 BERRY TRL	ARCHER LESLIE ANN
126	15151 BERRY TRL	KUNTZ BETTY & ROGER
127	15151 BERRY TRL	PITTS JAMES
128	15151 BERRY TRL	LIANG FANGQING
129	15151 BERRY TRL	JOE MARIE K
130	15151 BERRY TRL	REYES SAUL LIFE ESTATE
131	15151 BERRY TRL	HASAN NORA
132	15151 BERRY TRL	HOROWITZ LINDA W & IRA EST OF
133	15151 BERRY TRL	XIONG YINGQI &
134	15151 BERRY TRL	PERDOMO MARC
135	15151 BERRY TRL	NORWOOD CAROL DOUGLASS
136	15151 BERRY TRL	TATUM TRACEY
137	15151 BERRY TRL	COWLEY CIERRA
138	15151 BERRY TRL	BEAN BRUCE ALLEN
139	15151 BERRY TRL	CAKIR CONRAD E
140	15151 BERRY TRL	FATT JOEL CHIN
141	15151 BERRY TRL	HOEH ZACHARY
142	15151 BERRY TRL	MAGANA MARTHA IRMA
143	15151 BERRY TRL	FRAZIER JANE V
144	15151 BERRY TRL	ABRAMOV OFER
145	15151 BERRY TRL	HAMRICK MATTHEW JOSE R
146	15151 BERRY TRL	GRAVES GARY EDWARD
147	15151 BERRY TRL	BELJA SARA
148	15151 BERRY TRL	LAIGO MA D
149	15151 BERRY TRL	ZIVEC HILDA
150	15151 BERRY TRL	ISUHUAYLAS ELLA LEONOR &

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	15151 BERRY TRL	QUADROS RAUL A
152	15151 BERRY TRL	HOEFERKAMP BRENDON &
153	15151 BERRY TRL	SHANKLE JENNIFER
154	15151 BERRY TRL	PEREZ ERNESTO A
155	15151 BERRY TRL	PATHER KAMINI &
156	15151 BERRY TRL	MIRAEELAMI IMAN
157	15151 BERRY TRL	HARPER JAMES R &
158	15151 BERRY TRL	FORD RONALD DAVID
159	15151 BERRY TRL	FEGER ANDREW SCOTT
160	15151 BERRY TRL	ALBA ALEXANDER
161	15151 BERRY TRL	KNIGHT F ANNE
162	15151 BERRY TRL	TORKAMANI SHERRY SHARZAD
163	15151 BERRY TRL	TIRED TEACHERS INVESTMENTS LLC
164	15151 BERRY TRL	SHORES CYNTHIA A
165	15151 BERRY TRL	SCANTLIN CASSANDRA LYNN
166	15151 BERRY TRL	BRAME JAY FRANK
167	15151 BERRY TRL	BALA ASISH
168	15151 BERRY TRL	DUGAN DERRICK JUSTIN & RICK D
169	15151 BERRY TRL	OTOOLE PATRICK & CHRISTINE M
170	15151 BERRY TRL	AMTX CONDO VENTURE LLC
171	15151 BERRY TRL	SLB DEVELOPMENT LLC
172	15151 BERRY TRL	MALEKFARNOOD SHOLEH
173	15151 BERRY TRL	DELGIUDICE JOSIEN A
174	15151 BERRY TRL	WHITLEY LAVERNE
175	15151 BERRY TRL	AFSHAR MOHAMMAD
176	15151 BERRY TRL	YEH SANDY & ALBERT
177	15151 BERRY TRL	66DS RENTALS LLC
178	15151 BERRY TRL	COLE ESTEP PATRICK ALAN &
179	15151 BERRY TRL	SCHIFFRIS JEFFREY L
180	15151 BERRY TRL	REDFORD JANICE JANEL
181	15151 BERRY TRL	ERLON THOMAS A EST OF & DIANE K

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	15151 BERRY TRL	PERALTA FAITH
183	15151 BERRY TRL	COX TINA M &
184	15151 BERRY TRL	FIZELL CATHERINE
185	15151 BERRY TRL	LAIGO DONNA J
186	15151 BERRY TRL	NORDGREN DEBORAH BROWN
187	15151 BERRY TRL	CHAVIRA JAVIER H
188	15151 BERRY TRL	SQUYRES JEFF T
189	15151 BERRY TRL	APEL PATRICE
190	15151 BERRY TRL	LI MING JR & RU HUNG WANG
191	15151 BERRY TRL	CONTRERAS MARIA D
192	15151 BERRY TRL	KAMALZADEH HOSSEIN
193	15151 BERRY TRL	ROSEN MILDRED M LIF EST
194	15151 BERRY TRL	RASKIN BARRY & CHRISTINA
195	15151 BERRY TRL	VELARDE ANGEL
196	15151 BERRY TRL	SNOW SHELBY ERIN
197	15151 BERRY TRL	RAO PRAJAKTI P &
198	15151 BERRY TRL	KOESTLINE JACK H
199	15151 BERRY TRL	HECKATHORNE PHILLIP N
200	15151 BERRY TRL	YATES MIROSALVA GARCIA
201	15151 BERRY TRL	HOLLAND EDWARD L JR
202	15151 BERRY TRL	XU MENGYUAN
203	15151 BERRY TRL	FRANCO ISRAEL & MARIA GUADALUPE
204	15151 BERRY TRL	ABOLHASSANI TAHEREH
205	15151 BERRY TRL	GHAREHGOZLOU SAMIRA
206	15151 BERRY TRL	PECK TRACY & JOYCE JOINT
207	15151 BERRY TRL	KEEN MICHAEL &
208	15151 BERRY TRL	CRISP JAMES DAVID
209	15151 BERRY TRL	CARDENAS LILIA
210	15151 BERRY TRL	DOUGHERTY TIM
211	15151 BERRY TRL	FANDINO JOSE &
212	15151 BERRY TRL	HU QUANQING

Z212-358(JM)

11/15/2024

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
213	15151 BERRY TRL	SOLORZANO WILMER JOSE
214	15151 BERRY TRL	XUE YILIAN
215	15151 BERRY TRL	TUCKER KATHY
216	15151 BERRY TRL	OREM CHERYL S
217	15151 BERRY TRL	EDWARDS SCOTT
218	15151 BERRY TRL	SOLORZANO WILMER
219	15151 BERRY TRL	LEHRMAN BENJAMIN ROSS
220	15151 BERRY TRL	LEE PHILIP PEIHUNG