

**HONORABLE MAYOR AND CITY COUNCIL      WEDNESDAY, OCTOBER 28, 2020**

**ACM: Dr. Eric A. Johnson**

**FILE NUMBER:** Z190-201(CT)

**DATE FILED:** August 2, 2019

**LOCATION:** Northwest corner of South Lancaster Road and Crouch Road

**COUNCIL DISTRICT:** 8

**MAPSCO:** 65 Q; R; U

**SIZE OF REQUEST:** +/- 63.45 Acres

**CENSUS TRACT:** 113.00

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**OWNER/APPLICANT:** LDG Development

**REPRESENTATIVE:** Rob Baldwin, Baldwin Associates

**REQUEST:** An application for a Planned Development District for MU-1 Mixed Use District uses on property zoned an R-7.5(A) Single Family District with Specific Use Permit No. 184 for a private country club.

**SUMMARY:** The purpose of the request is to develop the site with a multifamily development to include 300 units with proposed future multifamily and retail development.

**CPC RECOMMENDATION:**    **Denial without prejudice.**

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

**BACKGROUND INFORMATION:**

- The request site is currently undeveloped.
- The request site is located within an R-7.5(A) Single Family District which does not allow for multifamily uses.
- The applicant proposes a Planned Development District for MU-1 Mixed Use District uses and standards, with modified development standards for 15' front yard setbacks and no side and rear yard setbacks, parking for multifamily to be parked at one and one-half parking space per dwelling unit, and a landscape plan. The applicant is intending to develop the site with multifamily and retail/personal service uses.
- On September 3, 2020, the City Plan Commission denied this case without prejudice.

**Zoning History:**

There have been no zoning cases requested in the area in the past five years.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing/Proposed ROW
South Lancaster Road	Principal Arterial	107 feet
Crouch Road	Residential Collector	56 feet

**Traffic:**

The Engineering Division of the Sustainable Development and Construction Department reviewed the request and the Traffic Impact Analysis submitted with the application and determined that the proposed development is not foreseen to cause a significant impact to the adjacent roadways.

**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies that can serve as a framework for assisting in evaluating the applicant's request. The applicant's request is consistent with the following goals and policies of the comprehensive plan.

**Land Use Element**

**GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.2** Focus on Southern Sector development opportunities.

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

**Policy 1.3.1** Create housing opportunities throughout Dallas

**Urban Design Element**

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

**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.

*The Neighborhood Plus Plan* was adopted by the City Council in October 2015 to set a new direction and shape new policy for housing and neighborhood revitalization in Dallas. The final chapter, Strategic Goals, delineates six strategic goals to shift our approach, policies and actions to achieve greater equity and prosperity for all Dallas residents, expand the range of housing options, and enhance the quality of neighborhoods.

**GOAL 6 ENHANCE RENTAL HOUSING OPTIONS**

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

**UNT Dallas Area Plan:**

The Urban Neighborhood (UN) development blocks are portions of Walkable Mixed-Use Areas that are primarily residential with small concentrations of offices, retail, and civic uses located at key intersections or corridors. Urban neighborhoods promote a diverse choice of housing types ranging from small lot single family to townhouses, to apartments and condominiums at moderate densities (1 to 3 stories). These areas will ensure appropriate height and density transitions between existing single family neighborhoods and activity centers like the UNT-Dallas Campus and transit stations.

**Area UN4** - This area will primarily provide townhouses and limited mixed-use development within easy access of the Camp Wisdom DART Station. This area is anticipated to help meet housing demand generated by VA Hospital employees. The height should be limited to 3 stories due to the topography in the area.

**STAFF ANALYSIS****Surrounding:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	R-7.5(A) SUP No. 184	Undeveloped Private Country Club
<b>North</b>	R-7.5(A)	Single Family
<b>East</b>	MH(A) MF-2(A) SUP No. 210	Manufactured Home Single Family Nursing Home
<b>South</b>	PD No. 625	Retirement Housing Undeveloped
<b>West</b>	R-7.5(A)	Undeveloped

**Land Use Compatibility**

The request site is currently undeveloped. The request site has access from South Lancaster Road and Crouch Road and contains an easement for a possible future expansion of Red Bird Lane.

The applicant proposes a Planned Development District for MU-1(A) Mixed Use District uses and standards with modified development standards for 15' front yard setbacks and no rear and side yard setbacks and parking for a multifamily development to be parked at 1.5 off-street parking spaces required per dwelling unit. The applicant is intending to develop the site with multifamily and retail/personal service uses. The development will include 300 multifamily units in Phase 1. Phase 2 will be developed later with additional multifamily uses and Phase 3 will complete the development with retail/personal services uses. Tracts one and two limit uses to the following: handicapped group dwelling unit, local utilities, multifamily, retirement housing and single family. While Tract three prohibits residential uses to allow to for retail and office uses to serve the development and surrounding communities.

Design standards for the development include unobstructed six-foot sidewalks, pedestrian or vehicular access ingress/egress along Crouch Street every 150 feet, and lighting to promote access and walkability of the site and access to the DART station south of the site.

The UNT Dallas Area Plan's Consensus Vision for areas deemed Urban Neighborhoods seeks primarily residential development with small concentrations of office, retail, and civic uses at key intersections and corridor. Staff views this development as the type of

development that was envisioned with the area plan was created. Lancaster road and Crouch Road will become to a key intersection in the area and this project will help towards the goals of the area plan.

Considering the compatibility between the existing single family residential and the proposed moderate density, and the other institutional uses that are generally compatible and supporting the residential uses, staff is supporting the proposed uses combination for the request site.

### **Development Standards**

District	Setbacks			Height (max)	Lot Coverage (max)	Lot area for residential use (sq.f.)
	Front (min)	Side (min)	Rear (min)			
<b>Existing:</b> R-7.5(A)	5'	10'	15'	30'	45% 25% non r	SF: 7,500
<b>Proposed PD</b> (deviations from MU-1)	15'	No min		MU-1(A)	MU-1(A)	MU-1(A)
<b>MU-1(A) (for comparison)</b>	15'	20' adjacent to residential OTHER: No Min.	20' adjacent to residential OTHER: No Min.	36' 3 stories	80%	SF, D: 3,000 No separate bedroom: 1,000 One bedroom/DU: 1,400 2 bedrooms/DU: 1,800 For each additional bedroom: 200

Overall, the most significant changes in development rights would include the increase of the front yard to 15 feet, elimination of setback requirements for side and rear yards, and density.

### **Parking:**

The applicant's proposed conditions include a reduction of the required minimum off-street parking for the multifamily use from one parking space per bedroom to one- and one-half parking space per dwelling unit. The reduction is supported by the proximity to the DART station and less reliance on automobile transportation to the development.

### **Landscaping:**

At the time of development, landscape will be provided per the requirements of Article X of the Development Code, as amended.

### **Market Value Analysis**

Market Value Analysis (MVA), is a tool to aid residents and policymakers in understanding the elements of their local residential real estate markets. It is an objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to more precisely target intervention strategies in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. While the subject site is uncategorized, the adjacent properties are located within Category “G” and “H.”

## **LIST OF PARTNERS**

### **LDG Development**

**Chris Dischinger, Co-Principal**

**Mark Lechner, Co-Principal**

**Lisa Becker, Chief Financial Officer**

**Scott Brian, Director of Development**

**Jake Brown, Development Manager**

**Nick Chitwood, Executive Vice President**

**Justin Hartz, Director of Development**

**Zac Linsky, Development Manager**

### **Owners:**

**Arsia Ahulia Adams**

**Gloria M. Adams**

**Julia A. Adams**

**C. Deborah Alhborn**

**CPC ACTION**  
**SEPTEMBER 3, 2020**

**Motion:** It was moved to recommend **denial without prejudice** of a Planned Development District for MU-1 Mixed Use District uses on property zoned an R-7.5(A) Single Family District with Specific Use Permit No. 184 for a private country club, on the northwest corner of South Lancaster Road and Crouch Road.

Maker: Blair  
Second: Stinson  
Result: Carried: 12 to 2

For: 12 - Hampton, Stinson, Johnson, Shidid, Carpenter,  
Blair, Jung, Schultz, Schwope, Murphy, Garcia,  
Rubin

Against: 2 - MacGregor, Jackson  
Absent: 0  
Vacancy: 1 - District 10

**Notices:** Area: 500 Mailed: 52  
**Replies:** For: 1 Against: 1

**Speakers:** For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226  
Jake Brown, 6300 LaCalma Dr., Austin, TX, 78752  
Against: Michael Smotherman, 1523 Emma Dr., Dallas, TX, 75241  
Gregory Franklin, 6620 Cantata Ct., Dallas, TX, 75241  
Misty Davis, 6707 Old Ox Rd., Dallas, TX, 75241  
Janice Carter, 1546 Cover Dr., Dallas, TX, 75241  
Amelia Wheeler, 1517 Duet Dr., Dallas, TX, 75241  
Against (Did not speak): Monique Gossett, 1614 Gillarel Springs Ln., Dallas, TX, 75241  
Shareefah Mason, 1428 Hidden Valley Dr., Dallas, TX, 75241  
Staff: Kyle Hines, Interim Assistant Director, Housing and Neighborhood  
Revitalization Department

**STAFF'S PROPOSED CONDITIONS**

**PROPOSED 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 northwest corner of South Lancaster Road and Crouch Road. The size of PD \_\_\_\_\_ is approximately 63.458 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 nonresidential zoning district.

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

The following exhibit is incorporated into this article:

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

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

(a) For uses in Tract 1, 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.

(b) For all other Tracts, a development plan must be approved by the city plan commission before the issuance of any building permit to authorize work in this district. If there is a conflict between the text of this article and the development plan, the text of this article controls.

(c) For single family uses, a final plat may serve as the development plan in all phases of development.

**SEC. 51P- \_\_\_\_\_.106. MAIN USES PERMITTED.**

(a) In general. Except as provided, the only main uses permitted are those main uses permitted in the MU-1 Mixed Use District, subject to the same conditions applicable in the MU-1 Mixed Use District, as set out in Chapter 51A. For example, a use permitted in the MU-1 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-1 Mixed Use District is subject to DIR in this district; etc.

(b) Prohibited uses. The following main uses are prohibited.

- Animal shelter or clinic with outside runs.
- Auto service center.
- Car wash.
- Cemetery or mausoleum.
- Commercial amusement (outside).
- Commercial parking lot or garage.
- Labor hall.
- Mini-warehouse.
- Mortuary, funeral home, or commercial wedding chapel.
- Motor vehicle fueling station.
- Pawn shop.
- Recycling buy-back center.
- Swap or buy shop.

(c) Tracts 1 and 2. Tracts 1 and 2 are limited to the following land uses.

- Handicapped group dwelling unit.
- Local utilities.
- Multifamily
- Retirement housing.
- Single family.

(d) Tracts 3 and 4. Residential uses are prohibited.

**SEC. 51P- \_\_\_\_\_.107. ACCESSORY USES.**

(a) 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.

(b) Accessory community center (private) is permitted by right and the structure must be shown on the development plan.

(c) Accessory structures such as, gazebos, game courts, playgrounds, pools, and trellises are not required to be shown on the development plan.

**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 MU-1 Mixed Use District apply.

(b) Front yard. Minimum front yard is 15 feet. Encroachments such as awnings, balconies, bay windows, ramps, retaining walls, stairs, stoops, and unenclosed porches are allowed into the required front yard and do not need to be shown on the development plan.

(c) Side and rear yard. No side or rear yard is required.

(d) Density. Maximum number of dwelling units is 542.

(e) Floor area ratio. Maximum floor area ratio for non-residential uses is 0.4.

(f) Height.

(i) 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.

(ii) Maximum height. Unless further restricted under Subparagraph (i), maximum structure height is 36 feet.

(g) Lot coverage. Maximum lot coverage is 60 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(h) Lot size. No minimum lot size.

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

**SEC. 51P- \_\_\_\_\_.109. OFF-STREET PARKING AND LOADING.**

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

(b) Multifamily. For a multifamily use, a minimum of 1.5 off-street parking spaces per dwelling unit is required.

**SEC. 51P- \_\_\_\_\_.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. 51P- \_\_\_\_\_.111. LANDSCAPING.**

(a) Landscaping must be provided in accordance with Article X.

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

**SEC. 51P- \_\_\_\_\_.112. DESIGN STANDARDS.**

(a) Fencing.

(1) Maximum fence height along Crouch Street and Lancaster Street is six feet. Fence materials along Crouch Street and Lancaster Street must be:

(A) brick, stone, decorative block, wrought iron, tubular steel, wood, or similar materials, or a combination of these materials; and

(B) no more than 50 percent opaque.

(2) Pedestrian gates or pedestrian access at vehicular ingress/egress points must be provided along Crouch Street for every 150 feet of fence length.

(b) Sidewalks. Minimum unobstructed sidewalk width of six feet is required along Crouch Street and Lancaster Street.

(c) Pedestrian lighting. Pedestrian scale lighting must be provided along required sidewalks at 50-foot intervals along Crouch Road. To qualify as pedestrian scale lighting, lighting must:

- (1) provide a minimum of 1.5 footcandles; and
- (2) be mounted at a height no greater than 14 feet.

(c) Multifamily structures.

(1) Individual entries. For multifamily structures within 50 feet of the Crouch Street right-of-way, each structure must have street facing doors that connect to a sidewalk that connects to the Crouch Street sidewalk.

(2) Building placement along Crouch Street. Maximum front yard setback along Crouch Street is 50 feet for multifamily structures. A minimum of 60 percent of the Crouch Street frontage must have multifamily structures located between the minimum and maximum front yard. Driveways, visibility triangles, and floodplain easements are excluded from the frontage calculation for this paragraph.

**SEC. 51P- \_\_\_\_ .113. SIGNS.**

Signs must comply with the provisions for business zoning districts in Article VII.

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

*Staff's Recommendation*

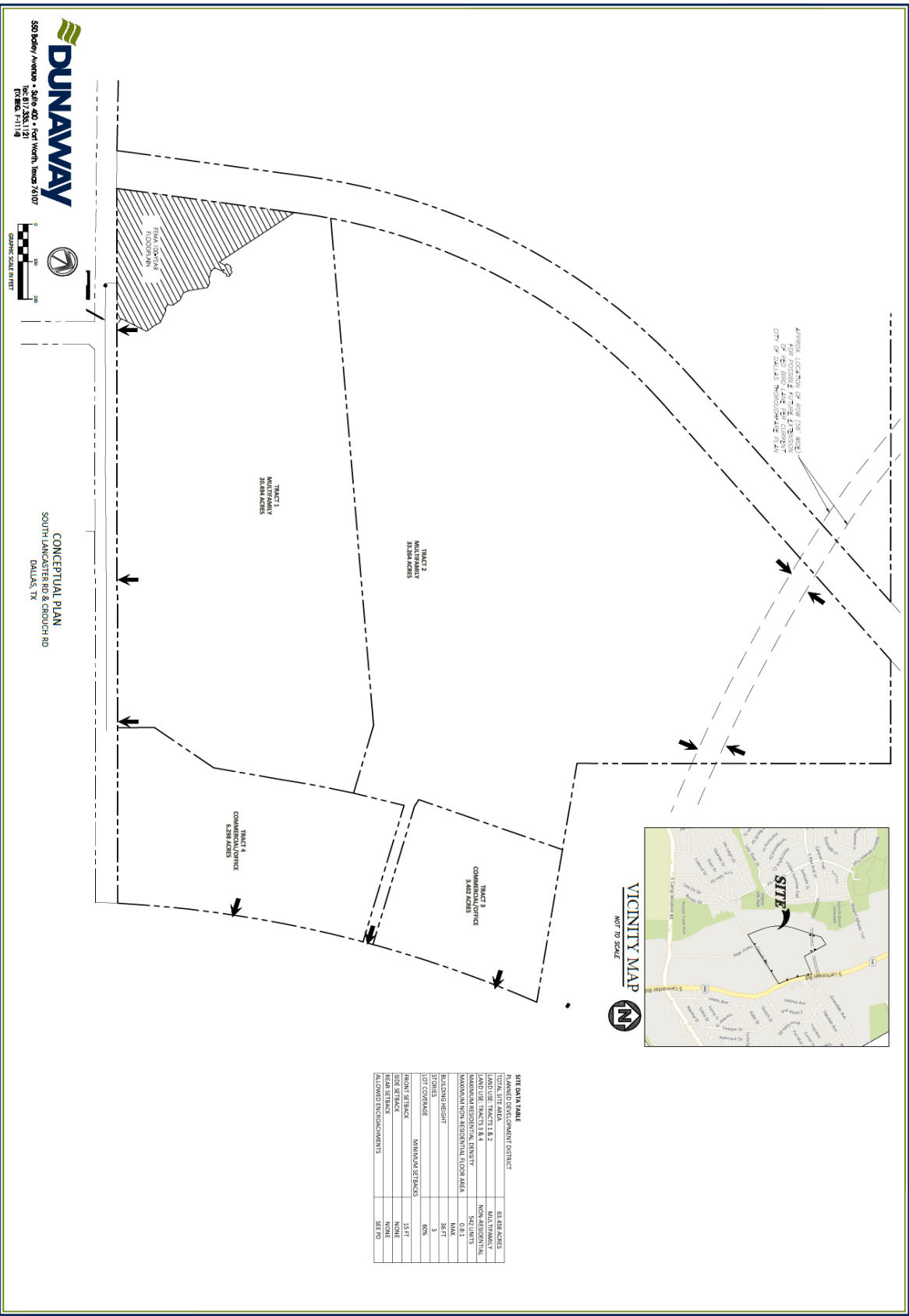
(c) The building official shall not issue a building permit for new construction before the execution of a developer agreement or contract for the installation of a traffic signal at the intersection of South Lancaster Road and Crouch Road as determined by the director.

**SEC. 51P-\_\_\_\_.115.                    COMPLIANCE WITH CONDITIONS.**

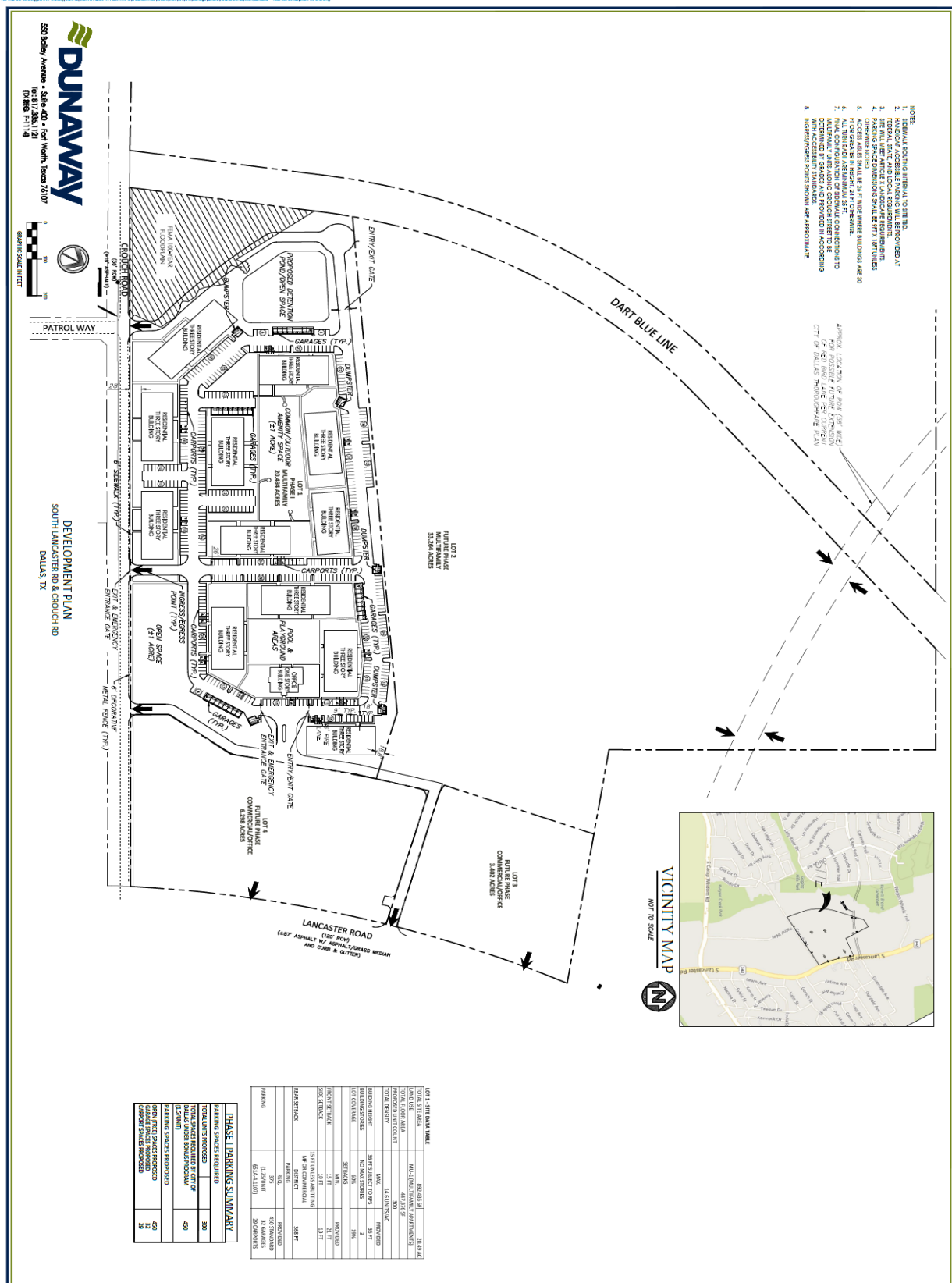
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

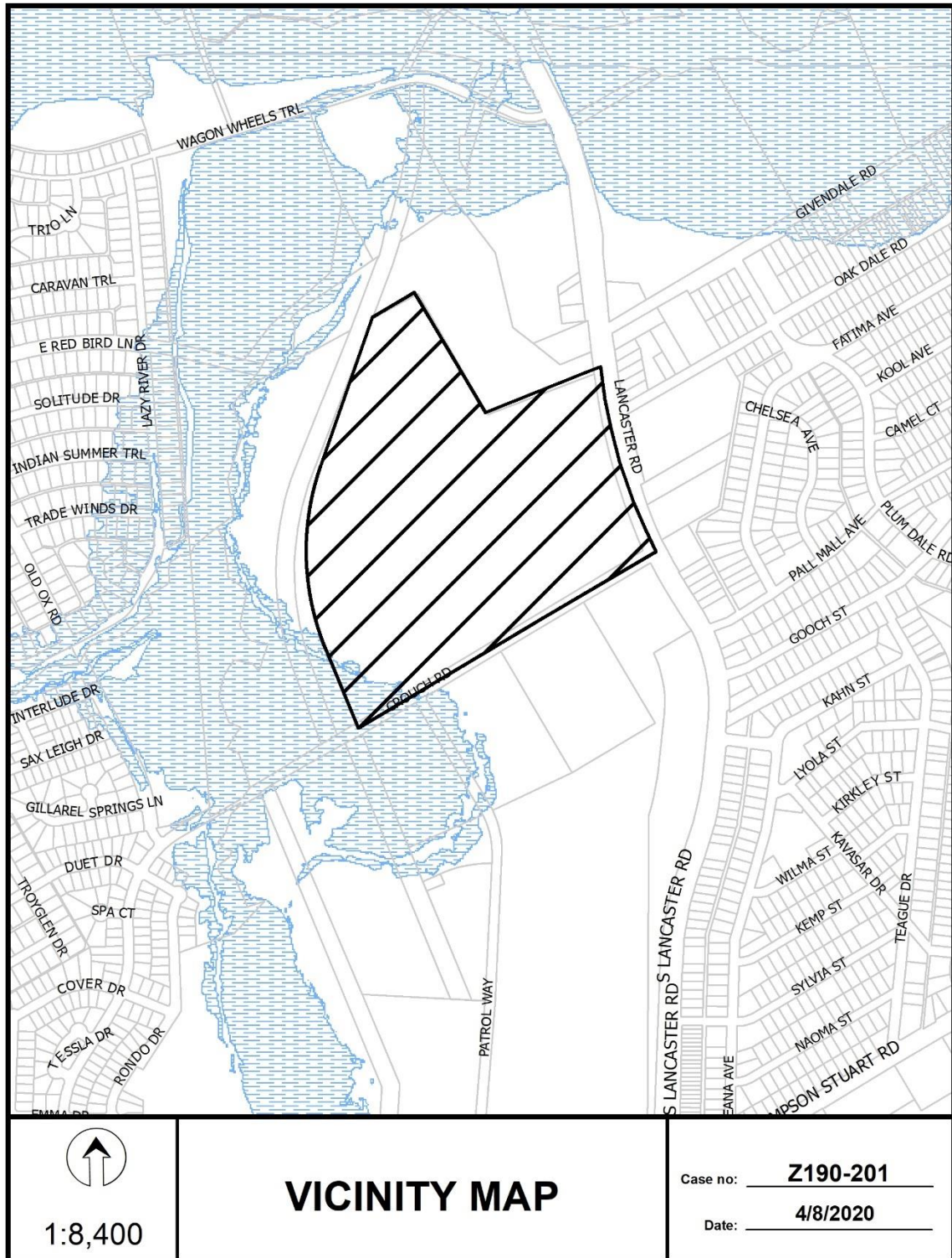
(b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations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

PROPOSED CONCEPTUAL PLAN

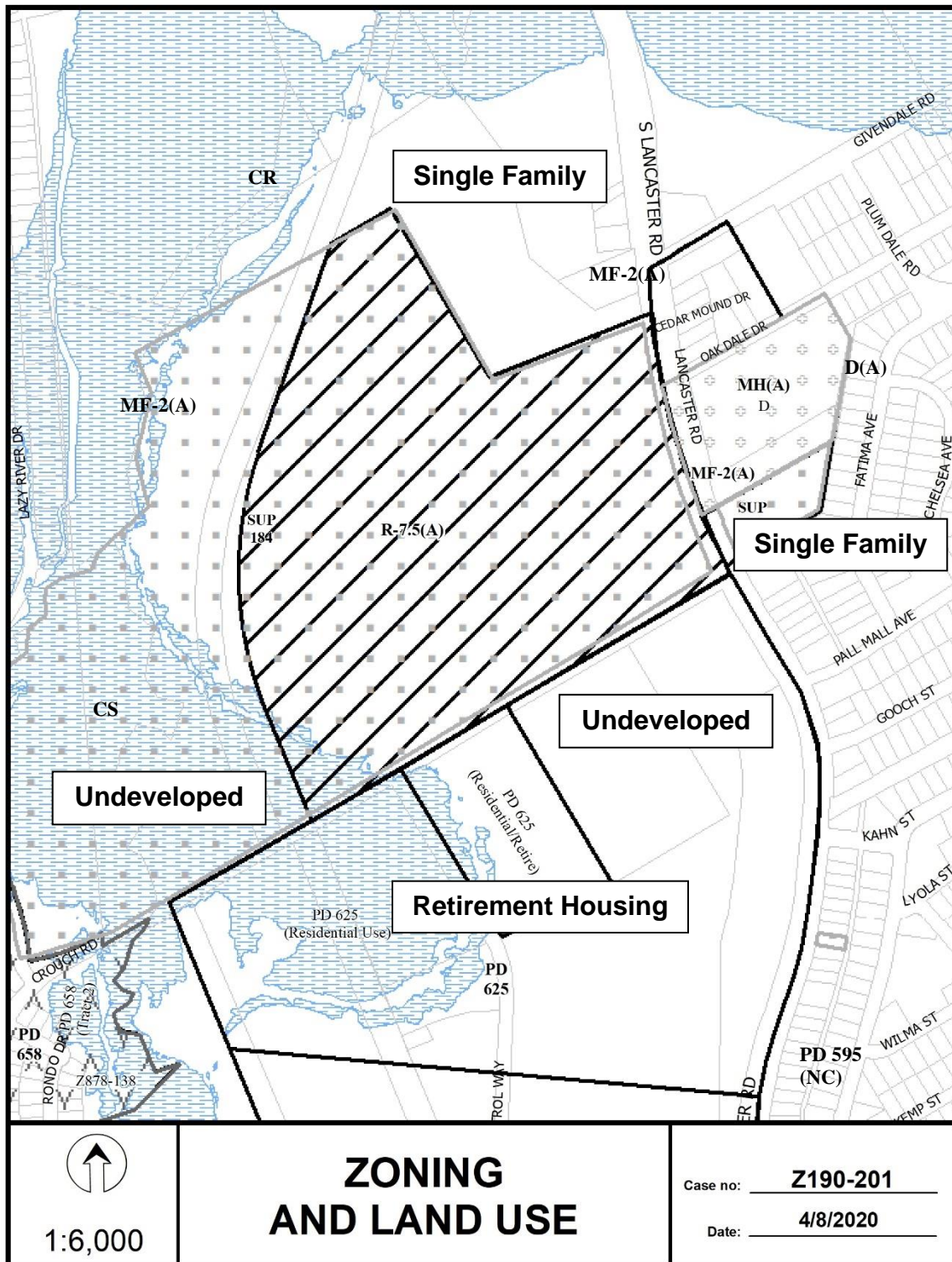


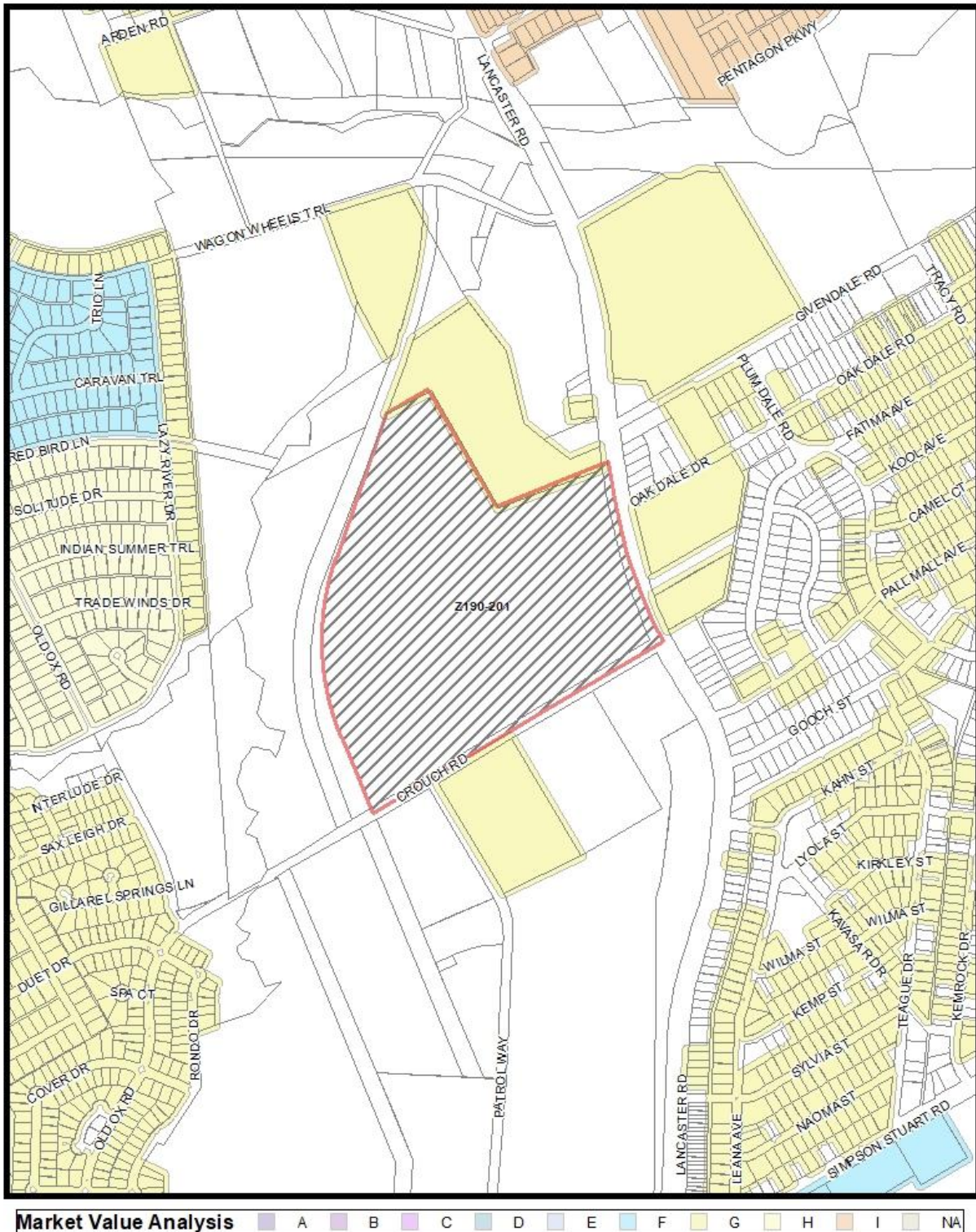
## PROPOSED DEVELOPMENT PLAN











1:8,400

## Market Value Analysis

Printed Date: 4/8/2020

## CPC Responses



09/02/2020

***Reply List of Property Owners******Z190-201******52 Property Owners Notified    1 Property Owners in Favor    1 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	5701 S LANCASTER RD	COPE CHARLES K SR EST OF
	2	5703 S LANCASTER RD	ADAMS JULIA &
	3	1902 WAGON WHEELS TRL	DURAN SERGIO & JENNIFER B
	4	1902 WAGON WHEELS TRL	SMITH JO ANN
O	5	6022 S LANCASTER RD	BOLLMAN CARL O & FRANK
	6	2323 PALL MALL AVE	HILL LELA
	7	2311 FATIMA AVE	HILL ARTHUR
	8	2323 FATIMA AVE	RODRIGUEZ LUIS E & JESSENIA
	9	2327 FATIMA AVE	SHEEHY ALMA OMEGA D
	10	2331 FATIMA AVE	SMITH MABLE D
	11	2335 FATIMA AVE	BUSSEY TRUCKING INC
	12	2343 FATIMA AVE	SOUTHWEST REGION ASSN
	13	2347 FATIMA AVE	SOUTHWEST REGION ASSN
	14	6002 S LANCASTER RD	SMITH MABLE
	15	5800 S LANCASTER RD	CRABEL COMPANY
	16	2309 CEDAR POINT DR	OLIVER PEIMBERT
	17	2311 CEDAR GROVE DR	ANDRADE JUDITH
	18	2314 CEDAR POINT DR	ROSA CABORALES
	19	2319 OAKDALE AVE	FRANCO BERTHA
	20	2319 CEDAR MOUND DR	SALINAS, MANUELA
	21	2325 CEDAR ROCK DR	CORONADO DIAMME
	22	2325 OAKDALE ST	GIDEON KENT
	23	2325 CEDAR GROVE DR	GILMORE RAY
	24	2309 OAKDALE ST	JIMENEZ DETRA
	25	2307 CEDAR MOUND DR	MARTIN JIM
	26	2323 CEDAR POINT DR	MANDEZ GUSTAVO

09/02/2020

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	2320 CEDAR MOUND DR	ELENA MARIA
	28	2316 CEDAR MOUND DR	BRUBAKER JAN
	29	2308 CEDAR MOUND DR	VANSKI DOMINIC
	30	2315 CEDAR POINT DR	SANCHEZ ALPHONZO
	31	2316 CEDAR ROCK DR	LUTZ JAMES
	32	2317 CEDAR GROVE DR	LIZETTA HERNANDEZ
	33	2329 OAKDALE AVE	LIZBETH HERNANDEZ
	34	2334 OAKDALE AVE	GILMORE RAY
	35	2326 CEDAR ROCK DR	GUADALUPE CANTU
	36	2323 OAKDALE AVE	JARDINEZ JUANA
	37	5800 S LANCASTER RD	CRABEL COMPANY
	38	5914 S LANCASTER RD	SBL SHARES LLC
	39	2338 GIVENDALE RD	AMAYA SANTOS ISMAEL
	40	5800 S LANCASTER RD	CRABEL CO
	41	5604 S LANCASTER RD	GORMAN BOB A &
	42	5600 S LANCASTER RD	GORMAN BOB A &
	43	5701 S LANCASTER RD	DART
	44	1819 CROUCH RD	ADAMS JULIA &
X	45	5647 S LANCASTER RD	PRO INV INC
	46	5651 S LANCASTER RD	MONTEJANO JORGE JR
	47	5631 S LANCASTER RD	ENSERCH CORP
	48	6601 S LANCASTER RD	PROVIDENCE BANK
	49	6601 S LANCASTER RD	261 CW SPRINGS LTD
	50	6712 PATROL WAY	UHF MAGNOLIA TRACE LP
	51	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT
	52	403 REUNION BLVD	DALLAS AREA RAPID TRANSIT