

HONORABLE MAYOR & CITY COUNCIL

WEDNESDAY, MAY 12, 2021

ACM: Dr. Eric A. Johnson

FILE NUMBER: Z201-115(AU)

DATE FILED: October 16, 2020

LOCATION: Northeast corner of Hansboro Avenue and South Westmoreland Road

COUNCIL DISTRICT: 3

MAPSCO: 53 T

SIZE OF REQUEST: +/- 7.24 Acres

CENSUS TRACT: 108.05

REPRESENTATIVE: Rob Baldwin, Baldwin Associates

APPLICANT: Generation Housing Development

OWNER: A-S 131 Westmoreland Avenue

REQUEST: An application for an WR-5 Walkable Urban Residential District within Article XIII, on property zoned an IM Industrial Manufacturing District.

SUMMARY: The applicant proposes to develop the property with a multifamily use with approximately 248 dwelling units.

CPC RECOMMENDATION: Denial without prejudice.

STAFF RECOMMENDATION: Approval.

Background Information

- The site is zoned an IM Industrial Manufacturing District and is currently undeveloped. The applicant proposes to develop the property with a multifamily use with approximately 248 dwelling units under the development standards of form districts within Article XIII.
- On February 25, 2009, the City Council adopted an ordinance amending Chapter 51A of the Dallas City Code to add Article XIII creating “Form Districts” for walkable mixed use developments at a range of densities. Revisions to Article XIII – Form Districts were approved in 2015, 2018, and 2019.
- Article XIII form-based code intends to encourage diverse land uses, promote a mix of housing types, foster community buy-in, champion local architecture, and cement the character of an area to elevate the distinguished qualities that create a sense of place. Dallas elected to implement form-based development through a hybrid method in which Article XIII was added to the existing City Code. Therefore, the zoning code was left intact, while certain geographic areas are subject to the regulations of Article XIII.
- The applicant is proposing to develop the property with multifamily uses that would follow the Apartment Development Type within the Walkable Urban Residential – 5 District of Article XIII.
- The property was previously developed with an industrial (inside) use, more specifically a plastics molding and manufacturing facility, beginning in the late 1950s. The building was demolished in 2019.

Zoning History

There has been one zoning case requested in the area in the past five years.

- 1. Z190-239:** On March 26, 2020, City Plan Commission authorized a hearing with consideration given to appropriate zoning for the area to include but not limited to use, development standards, and other appropriate regulations, for an area generally bounded by Pierce Street on the east, Saner Avenue on the south, Spruce Valley Lane from Saner Avenue to Banning Street on the west, and the DART right-of-way and Illinois Avenue on the north. The case is currently in the queue for authorized hearings. *[request area is included in the authorized hearing area]*

Thoroughfares/Streets

Thoroughfare/Street	Type	Existing/Proposed ROW
South Westmoreland Road	Principal arterial	100 feet, Bike Plan
Hansboro Avenue	Local Street	60 feet
Glenfield Avenue	Local Street	60 feet

Traffic

The applicant submitted a Traffic Impact Analysis (TIA), dated January 26, 2021, that identifies traffic generation characteristics and potential traffic related impacts on the local street system. The TIA analyzed the proposal containing approximately 248 multifamily dwelling units. The following is an excerpt from the submitted Traffic Impact Analysis.

On the non-vehicular amenities section, the TIA summarizes:

- Fixed transit routes on Westmoreland Road include Route 547 – Westmoreland Station to/from Kirnwood & Wheatland.
- Bus stops are located in the northwest corner and southeast corner of Westmoreland Road & Banning Street. The stops do not have benches or shelters.
- The Westmoreland Station is located on the east side of Westmoreland Road south of Illinois Avenue. That station serves the DART Rail Red Line and connects to routes 404, 445, 547, 549, 568, and 574.

For the pedestrian analysis:

- Westmoreland Road has sidewalk on both sides of the roadway.
- Glenfield Avenue has sidewalk on the south side of the road east of an existing curb cut.
- To provide pedestrian amenities for residents using the bus stop at Banning Street, it is
- recommended to provide a mid-block pedestrian crossing with signage and pavement markings across the north leg of Westmoreland Road & Banning Street.
- It is also recommended to provide sidewalk on the property frontage along Glenfield Avenue.

The TIA concludes that the proposed new development is expected to generate 1,350 daily trips, with 22 entering trips and 61 exiting trips in the AM peak hour, and 65 entering and 41 exiting trips in the PM peak hour. The northbound right-turn movement at the Main Access is projected to be below City of Dallas thresholds for a right-turn lane. Analysis shows that the intersections in the study area will continue to operate acceptably for the Full Build scenario.

It is recommended to provide a mid-block pedestrian crossing with signage and pavement markings across the north leg of Westmoreland Road & Banning Street. It is also recommended to provide sidewalk on the property frontage along Glenfield Avenue.

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

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.

Economic Element

Goal 2.1 PROMOTE BALANCED GROWTH.

Policy 2.1.1 Ensure that zoning is flexible enough to respond to changing economic conditions.

2.1.1.3 Amend the City's zoning code to include market-tested, mixed-use zoning districts that provide for balanced development of jobs and households in appropriate areas.

2.1.1.6 Ensure that zoning regulations are sensitive to existing context by incorporating urban design principles and appropriate mitigation measures.

2.1.1.7 Encourage a range of housing options through zoning regulations while being transparent and predictable to property owners and prospective developers.

2.1.1.8 Promote development of sustainable and quality housing through zoning regulations that provide for higher densities at appropriate infill and Greenfield site locations in order to attract and retain urban homeowners.

Policy 2.1.3 Support efforts to grow retail and residential opportunities in the Southern Sector.

GOAL 2.2 ENGAGE IN STRATEGIC ECONOMIC DEVELOPMENT

Policy 2.2.2 Maximize development opportunities around DART stations.

Land Use Element

GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES

Policy 1.1.4 Capitalize on transit-oriented development opportunities.

1.1.4.1 Maximize development opportunities around DART stations.

1.1.4.4 Use land use regulations to define the appropriate mix and density of uses and appropriate transitions to adjacent areas. The range of

regulatory measures should reflect the need for various scale and densities in transit centers.

GOAL 1.3 PROVIDE EQUITABLE OPPORTUNITIES FOR DALLAS RESIDENTS

Policy 1.3.1 Create housing opportunities throughout Dallas.

1.3.1.7 Implement zoning tools to accommodate alternative housing products.

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.

1.4.2.1 Establish mixed-use zoning designations in strategic locations and invest in transit-oriented development (TOD) pilot projects.

Urban Design Element

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

Policy 5.1.1 Promote pedestrian-friendly streetscapes.

5.1.1.1 Amend the Dallas zoning and plat regulations to establish pedestrian and transit-oriented districts with urban design standards for walkability that encourage enhanced pedestrian amenities. These standards need to accommodate automobile dependent activities such as trash pickup and deliveries.

Policy 5.1.2 Define urban character in Downtown and urban cores.

5.1.2.1 Amend the Dallas zoning and plat regulations to establish pedestrian and transit oriented districts with urban design standards that discourage excessive front setbacks and blank building facades and ensure that car-oriented functions are set away from the street. Auto-dependent services and functions such as trash pickup and deliveries must be accommodated.

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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.

5.3.3.3 Establish standards for public improvements in transit-oriented development areas that foster a quality pedestrian environment.

The request is aligned with the goals and policies of *forwardDallas! Comprehensive Plan* and falls under the recommended implementation measures.

Further north of the request site, there is currently under discussion the *West Oak Cliff Area Plan*. The West Oak Cliff Area Planning initiative began in 2020 the City Council and the Planning and Urban Design Department. This area of Oak Cliff has numerous areas that are upcoming authorized hearing locations for rezoning. Additionally, this area also contains three DART light-rail stations with potential opportunities for transit-oriented development nearby. This planning effort will work to help create a land use and land development vision for this area. The Plan will be done in parallel with the update to the ForwardDallas Comprehensive Land Use Plan update and will be incorporated into that update upon adoption.

The request site is included in a larger area around the DART Westmoreland Station that is currently under an authorized hearing pending initiation based on the hierarchy in the staff's prioritization list.

STAFF ANALYSIS

Surrounding Land Uses:

	Zoning	Land Use
Site	IM	Undeveloped
North Northeast	LI	Truck parking, warehouse, distribution
East	IM	Warehouse, office, distribution, industrial rail line
Southeast South	LI, IM	Warehouse, distribution, mini-warehouse truck parking
West	LI	Restaurant, auto related

Land Use Compatibility:

The site is zoned an IM Industrial Manufacturing District and is currently undeveloped. The request property was occupied with one industrial building used as an industrial (inside) use, more specifically a plastics molding and manufacturing facility from the late 1950s. The building was demolished in 2019.

The applicant proposes to develop the property with a multifamily use with approximately 248 dwelling units under the development standards of form districts within Article XIII. The applicant is currently working with the Housing and Neighborhood Services Department of the City of Dallas to bring multifamily units at this location. Also, the proposed development has an application under review for Low Income Housing Tax Credit for developing affordable housing at the location with the Texas Department

of Housing and Community Affairs and the Housing and Neighborhood Services Department of the City of Dallas.

The site is proposed to be developed with three buildings facing the three streets and surface parking behind the buildings with vehicular access from Westmoreland Road and Glenfield Avenue. The site is located within approximately 1,500 feet from Westmoreland Dart Rail Station and has direct access to a DART bus line along Westmoreland Road, with a bus shelter located adjacent to the property.

The site is surrounded by an industrial area formed mainly of warehouse-distribution and truck parking type uses toward north, east, and south. An inactive industrial rail line is bordering the site to the east. Auto-related type uses, and a restaurant are located to the west. The request area is part of a three-block compact industrial node. Further away, the industrial node is surrounded by single family, multifamily, and recreational uses.

Overview of Article XIII zoning

Form-based zoning differs from traditional zoning because it primarily focuses regulations on the form of the building. The desired form of buildings in this type of zoning are more urban in form, with buildings constructed with multiple stories at the front of the lot, closer to the street, with windows, building articulation, and pedestrian amenities. Another key feature that ensures that buildings are more urban in form is a requirement that new construction fill a percent of the width of a lot with the building facade. This frontage requirement creates a street space that encourages and supports pedestrian activity and screens parking. Benefits to property owners include additional buildable area on the lot; increased height, density, and floor area; and reduced parking requirements because the form encourages the use of multi-modal transportation.

Article XIII – Form Districts establishes conditions of eligibility for rezoning to form-based districts and stipulates that:

(1) The Walkable Urban Residential (WR) districts are intended to create residential neighborhoods with mixed housing options in a pedestrian-friendly environment.

(3) The WR districts are intended to accommodate a limited set of development types. (See Section [51A-13.304\(a\)\(1\)](#), “Development Types by District.”)

(4) Parcels of any size are eligible for a WR district. There is no minimum acreage required for an application for WR zoning. The WR districts are intended for locations where a sufficient critical mass of dense, walkable urban mixed-use development exists or is definitely planned. This critical mass is present when:

(A) the surrounding area consists of at least 40 acres of existing or definitely planned WMU or WR zoning, high density multifamily zoning, multiple use zoning, or planned development zoning with equivalent characteristics;

- (B) the surrounding area consists of at least 25 acres proposed by and is part of an adopted area plan pursuant to *forwardDallas!* for WMU or WR zoning, high density multifamily zoning, multiple use zoning, or planned development zoning with equivalent characteristics; or
 - (C) the applicant demonstrates that the surrounding area is at least 25 acres and is or will be a mix of dense residential, commercial, and other uses that will achieve the intent of this article for increased walkability, reduced vehicular trip generation, and reduced parking demand.
- (5) The WR districts are intended for use in the vicinity of rail transit stations, immediately adjacent to the Central Business District, and in the 23 study areas of the Trinity River Comprehensive Plan. These districts are also appropriate for major job centers and concentrations of multifamily housing where an area plan pursuant to *forwardDallas!* has been adopted.

Considering the provisions of *forwardDallas! Comprehensive Plan* and that the Vision Illustration map included in *The Plan* indicates that the area of request is compatible with the recommendations for the Urban Mixed-Use Building Block, the request meets the conditions set forth in Article XIII and is eligible for rezoning into a Walkable Urban Residential (WR) district.

The proposal is a rezoning to a Walkable Urban Residential District, WR-5 that is classified as low density. Form-based zoning achieves complementary urban form by regulating uses by development type and different regulations by street type and story. For example, multifamily uses must follow the Apartment Development Type regulations. A development type containing three or more dwelling units consolidated into a single structure qualifies for the Apt Type. Apt Type Regulations further specify that an apartment contains common walls. Dwelling units within a building may be situated either wholly or partially over or under other dwelling units. The building must be pulled up to the street. No on-site surface parking is permitted between the building and the street. On-site surface parking must be located to the rear of the building. The building often shares a common entrance. Primary entrances must be prominent and street-facing. An elevated ground floor for residential uses is recommended to ensure privacy.

Land Use Comparison Table:*RAR – Residential Adjacency Review**SUP – Specific Use Permit*

IM (existing)	WR-5 Development Types allowed in WR-5: Apt - Apartment <i>(proposed) for multifamily uses</i> Ts – Townhouse Stacked Th – Townhouse Mh – Manor House Civ – Civic Building O – Open Space Lot	MF-3 (for information purposes)
(A) <u>Agricultural uses.</u> Crop production.		(A) <u>Agricultural uses.</u> Crop production.
(B) <u>Commercial and business service uses.</u> Building repair and maintenance shop. [RAR] Bus or rail transit vehicle maintenance or storage facility. [RAR] Catering service. Commercial cleaning or laundry plant. [RAR] Custom business services. Custom woodworking, furniture construction, or repair. Electronics service center. Job or lithographic printing. [RAR] Labor hall. [SUP may be required. See Section 51A-4.202 (8.1).] Machine or welding shop. [RAR] Machinery, heavy equipment, or truck sales and services. [RAR] Medical or scientific laboratory. Technical school. Tool or equipment rental. Vehicle or engine repair or maintenance. [RAR]		
IM	WR-5	MF-3

(existing)	Development Types allowed in WR-5: Apt - Apartment <i>(proposed) for multifamily uses</i> Ts – Townhouse Stacked Th – Townhouse Mh – Manor House Civ – Civic Building O – Open Space Lot	(for information purposes)
(D) <u>Institutional and community service uses.</u> Adult day care facility. Cemetery or mausoleum. [SUP] Child-care facility. Church. College, university, or seminary. Hospital. [SUP] Public or private school. [SUP]	<u>Civic uses.</u> Ts: Community service - SUP museum, library, educational Civ: Community service – SUP, museum, library, daycare, educational, government service except detention center, jail, or prison, detention center, jail, or prison – SUP, transit station, place of worship	(D) <u>Institutional and community service uses.</u> Adult day care facility. [L] [SUP] Cemetery or mausoleum. [SUP] Child-care facility. [L] [SUP] Church. College, university, or seminary. [SUP] Community service center. [SUP] Convalescent and nursing homes, hospice care, and related institutions. [RAR] Convent or monastery. Foster home. Hospital. [SUP] Library, art gallery, or museum. [SUP] Public or private school. [SUP]
(E) <u>Lodging uses.</u> Extended stay hotel or motel. [SUP] Hotel or motel. [RAR] Lodging or boarding house. [SUP]		(E) <u>Lodging uses.</u> Lodging or boarding house.
(F) <u>Miscellaneous uses.</u> Attached non-premise sign. [SUP] Carnival or circus (temporary). [By special authorization of the building official.] Hazardous waste management facility. Temporary construction or sales office.		(F) <u>Miscellaneous uses.</u> Carnival or circus (temporary). [By special authorization of the building official.] Temporary construction or sales office.

IM (existing)	WR-5 Development Types allowed in WR-5: Apt - Apartment <i>(proposed) for multifamily uses</i> Ts – Townhouse Stacked Th – Townhouse Mh – Manor House Civ – Civic Building O – Open Space Lot	MF-3 (for information purposes)
(H) <u>Recreation uses.</u> Country club with private membership. Private recreation center, club, or area. Public park, playground, or golf course.	<u>O</u> : Park or open space	(H) <u>Recreation uses.</u> Country club with private membership. [RAR] Private recreation center, club, or area. [SUP] Public park, playground, or golf course.
	<u>Residential</u> Apt : Multifamily living Group living Th, Mh : single family, multifamily, group living	(I) <u>Residential uses.</u> College dormitory, fraternity, or sorority house. Group residential facility. [See Section 51A-4.209(3).] Multifamily. Residential hotel. Retirement housing.
(J) <u>Retail and personal service uses.</u> Alcoholic beverage establishments. [See Section 51A-4.210(b)(4).] Animal shelter or clinic without outside runs. Animal shelter or clinic with outside runs. [SUP may be required. See Section 51A-4.210(b)(2).] Auto service center. [RAR] Business school. Car wash. [RAR] Commercial amusement (inside). [SUP may be required. See Section 51A-4.210(b)(7)(B).] Commercial motor vehicle parking. [By SUP only if within 500 feet of a residential district.] Commercial parking lot or garage. [RAR] Convenience store with drive-through. [SUP] Drive-in theater. [SUP] Dry cleaning or laundry store. Furniture store. General merchandise or food	Service and entertainment: commercial amusement (inside) – SUP, indoor recreation, personal service, animal care,	(J) <u>Retail and personal service uses.</u> Dry cleaning or laundry store. [L] General merchandise or food store 3,500 square feet or less. [L] Motor vehicle fueling station. [SUP] Personal service uses. [L]

<p>store 3,500 square feet or less. Home improvement center, lumber, brick or building materials sales yard. <i>[RAR]</i> Household equipment and appliance repair. Liquefied natural gas fueling station. <i>[By SUP only if the use has more than four fuel pumps or is within 1,000 feet of a residential zoning district or a planned development district that allows residential uses.]</i> Motor vehicle fueling station. Paraphernalia shop. <i>[SUP]</i> Pawn shop. Personal service uses. Restaurant without drive-in or drive-through service. <i>[RAR]</i> Restaurant with drive-in or drive- through service. <i>[DIR]</i> Taxidermist. Temporary retail use. Theater. Truck stop. <i>[SUP]</i> Vehicle display, sales, and service. <i>[RAR]</i></p>		
<p>(K) <u>Transportation uses.</u> Airport or landing field. <i>[SUP]</i> Commercial bus station and terminal. <i>[RAR]</i> Helipoint. <i>[RAR]</i> Helistop. <i>[RAR]</i> Railroad passenger station. <i>[SUP]</i> Railroad yard, roundhouse, or shops. <i>[RAR]</i> STOL (short takeoff or landing) port. <i>[SUP]</i> Transit passenger shelter. Transit passenger station or transfer center. <i>[By SUP or city council resolution. See Section 51A-4.211.]</i></p>		<p>(K) <u>Transportation uses.</u> Transit passenger shelter. Transit passenger station or transfer center. <i>[SUP]</i></p>

IM (existing)	WR-5 Development Types allowed in WR-5: Apt - Apartment <i>(proposed) for multifamily uses</i> Ts – Townhouse Stacked Th – Townhouse Mh – Manor House Civ – Civic Building O – Open Space Lot	MF-3 (for information purposes)
(M) Wholesale, distribution, and storage uses. Auto auction. [SUP] Building mover's temporary storage yard. [SUP] Contractor's maintenance yard. [RAR] Freight terminal. [RAR] Livestock auction pens or sheds. [SUP] Manufactured building sales lot. [RAR] Mini-warehouse. Office showroom/warehouse. Outside storage. [RAR] Petroleum product storage and wholesale. [RAR] Recycling buy-back center. [See Section 51A-4.213 (11).] Recycling collection center. [See Section 51A-4.213 (11.1).] Recycling drop-off container. [See Section 51A-4.213 (11.2).] Recycling drop-off for special occasion collection. [See Section 51A-4.213 (11.3).] Sand, gravel, or earth sales and storage. [RAR] Trade center. Vehicle storage lot. Warehouse. [RAR]		(M) Wholesale, distribution, and storage uses. Recycling drop-off container. [See Section 51A-4.213 (11.2).] Recycling drop-off for special occasion collection. [See Section 51A-4.213 (11.3).]

The applicant proposes to develop the property with multifamily uses that are allowed under the regulations of Apt. development type. However, the zoning district of the property would become WR-5, and other development types are allowable in an WR-5 district. The above table includes all allowable uses under WR-5 for information purposes.

Development Standards:

	IM (existing)	WR-5 - Apt (proposed) for multifamily uses	MF-3 (included for information purposes)
Front yard	No min	Primary street (Glenfield Ave and Hansboro Ave): min/max 5'/15' Street frontage: 70% Parking setback: Primary street: min 30' Secondary street (S Westmoreland Rd): min 5' Street frontage: 40%	15' Urban form: additional 20' for portions over 45' in height
Side / rear yard (min)	No min	Side: Abutting nonresidential district: min 0' or 5' Rear: Abutting nonresidential district: min 5'	Multifamily: 10' Tower spacing: 1' for each 2' above 45' in height up to max 30' of total setback
Lot area (min)	No min	None included for MF	Lot area per DU: Multifamily: No separate bedroom: 450sf 1 bedroom: 500sf 2 bedrooms: 550sf For each bedroom over 2 add/DU: 50 sf DU density: 90DU/acre
Height	Max: 8 stories - 110' FAR: 2	Max: 5 stories - 80' Min: 1 story* Story height: min/max: 10'/15'	90' FAR: 2
Lot cov. (max)	80%	80%	60%
Other	Visual intrusion	Ground story transparency: Primary street (Glenfield Ave and Hansboro Ave): min 30% Secondary street (S Westmoreland Rd): min 25% Upper story transparency: Min 20%	

	IM (existing)	WR-5 - Apt (proposed) for multifamily uses	MF-3 <i>(included for information purposes)</i>
		Primary street entrance (Glenfield Ave and Hansboro Ave): required. Blank wall area: primary street: max 30 linear ft	

** The minimum height provisions apply to the first 30 feet of the building (3) measured inward from the street-facing facade on any primary or side street, except that up to 20 percent of the required street frontage may be lower than the minimum height for the district.*

Compared to surrounding uses and development patterns, the proposal is not following an existing and established pattern, nor there are noticeable trends in the area for denser development. The proposed development would be at the forefront of new development patterns that are consistent with the citywide approved goals and policies.

The applicant submitted a site plan for illustrative purpose only to ensure that the development complies with Article XIII. The request site presents particularities that may require staff-level administrative relief from front setbacks due to ONCOR easements, varied in width, that run along all three streets. Staff worked with the applicant to ensure that the site layout will meet the 70 percent required street frontage for primary streets along Glenfield Avenue and Hansboro Avenue. A site plan to illustrate the proposal is included for information purposes only.

Staff appreciates the illustrative site layout that fully meets the spirit and intent of Article XIII and the location of the request site along a major street and in the immediate vicinity of a DART rail station and recognizes the potential of the proposal to be a catalyst to generate further improvements in the area. Staff also recognizes the mismatch in the timing of the proposal and the needed improvements to better serve the area in its transition to a walkable and denser mixed-use area.

The request site was used as an industrial plastics and resin manufacturing site for over 40 years (mid-1960s to the mid-2000s) and is currently under assessment by the applicant's environmental consultant, Phase Engineering, Inc. ("Phase Engineering") to evaluate environmental conditions. Phase Engineering has begun communication with the Texas Commission on Environmental Quality (TCEQ) to request environmental closure for the site. The City's Office of Environmental Quality & Sustainability (OEQS) is completing their review of the environmental reports prepared by Phase Engineering. The OEQS requests copies of subsurface investigation reports, if available (e.g. Limited Phase II Environmental Site Assessment and Limited Site Investigation), and requests all communication provided by the TCEQ to the applicant or Phase Engineering regarding site closure be provided for review. Documentation should be obtained from the TCEQ prior to development.

Considering the location of the overall area, the close proximity to DART rail station, the existing citywide goals and all recent initiatives to further stimulate the transformation of the area, as well as the overall quality of the proposal, staff is supporting the rezoning request.

Parking:

The proposed development will comply with the parking requirements of Article XIII for multifamily uses. Article XIII requires 1.15 per one-bedroom or smaller multifamily living unit, 1.65 per two-bedroom multifamily living unit, and 2.00 per three-bedroom or larger multifamily living unit and includes reductions for proximity to DART rail and for affordable housing. The applicant tested a solution with the reduction for proximity to DART rail and 336 parking spaces would be required. The informational site plan indicates 343 parking spaces in a surface parking lot behind the buildings and with access from Glenfield Avenue and Westmoreland Road.

Landscaping:

For multifamily uses, the landscaping must be in accordance with Article X. Article XIII requires a minimum eight percent of open space of the net land area of a building site in a form district. The Informational site plan includes a dog park, a plaza, a trail connection, and an amenity area with a playground, all of which can count towards the required open space.

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. The subject site is uncategorized. Properties located in the general area surrounding the area of request are within Category F further south, and Category H further southwest, west, and north.

LIST OF OFFICERS

APPLICANT: Generation Housing Development

Adrian Iglesias, President

Chris Applequist, Member

OWNER: A-S 131 Westmoreland Avenue

A-S 131 L.C – General Partner

Steven D Alvis, Manager

Jay K. Sears

CPC Action
March 25, 2021

Motion: It was moved to recommend **denial without prejudice** for an WR-5 Walkable Urban Residential District within Article XIII, on property zoned an IM Industrial Manufacturing District, on the northeast corner of Hansboro Avenue and South Westmoreland Road.

Maker: Stinson
Second: Johnson
Result: Carried: 9 to 4

For: 9 - Hampton, Stinson, Johnson, Jackson, Blair,
Jung, Suhler, Schwope, Garcia

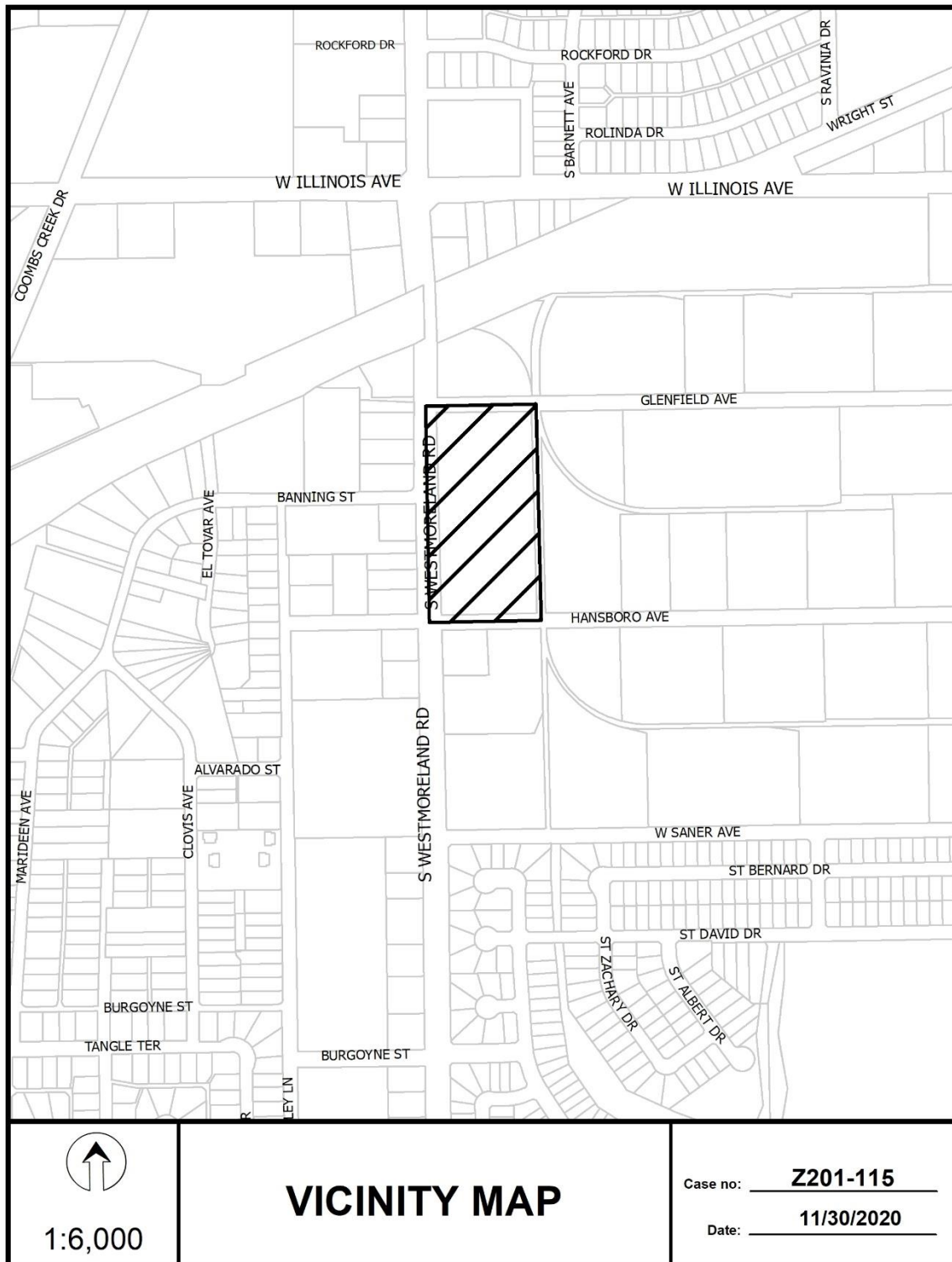
Against: 4 - MacGregor, Shidid, Carpenter, Murphy,
Absent: 0
Vacancy: 1 - District 10
Conflict: 1 - Rubin**

**out of the room, when vote taken

Notices: Area: 400 Mailed: 27
Replies: For: 2 Against: 0

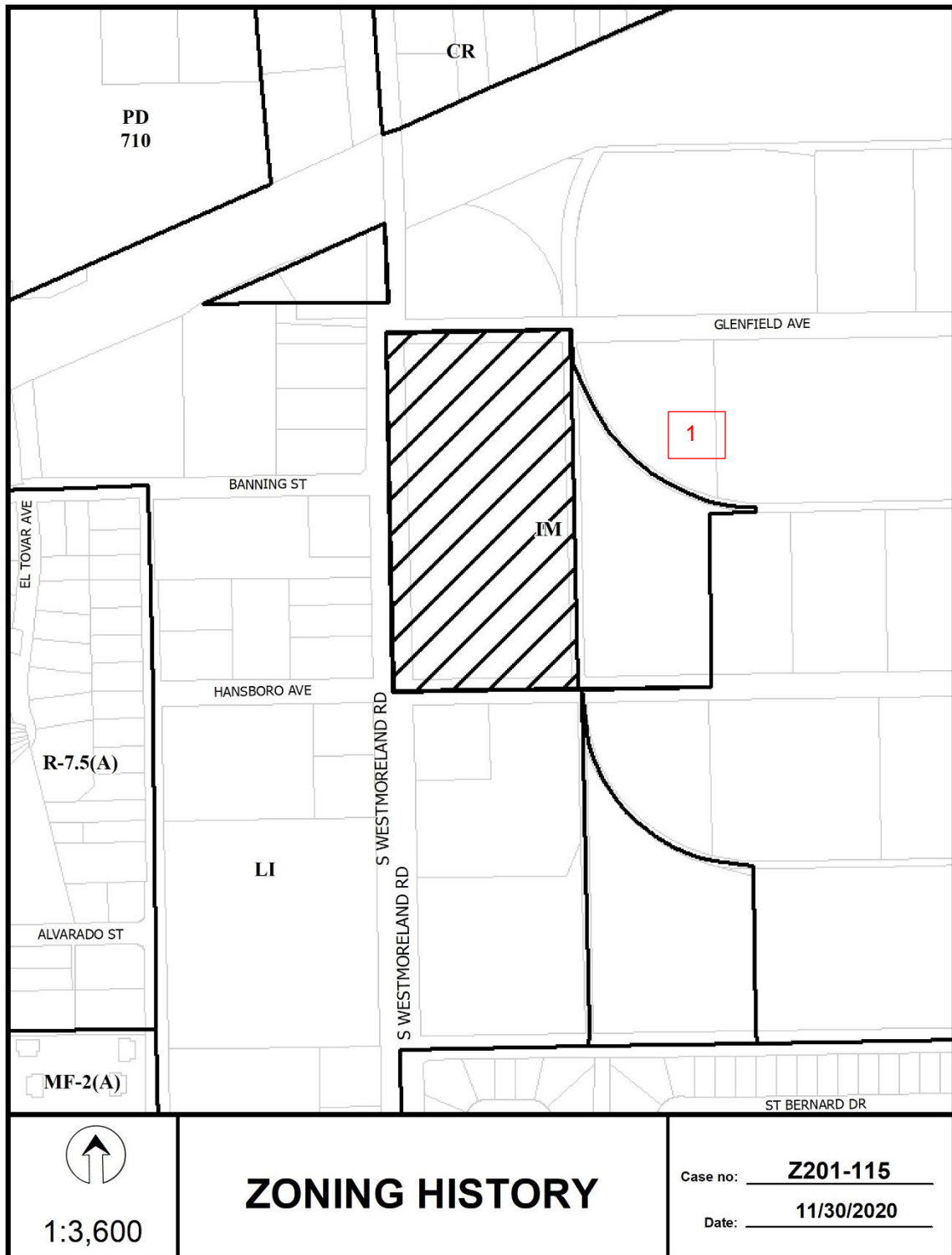
Speakers: For: Rob Baldwin, 3904 Elm St., Dallas, TX, 75226
Chris Applequist, 17440 Dallas Parkway, Dallas, TX, 75287
Against: None





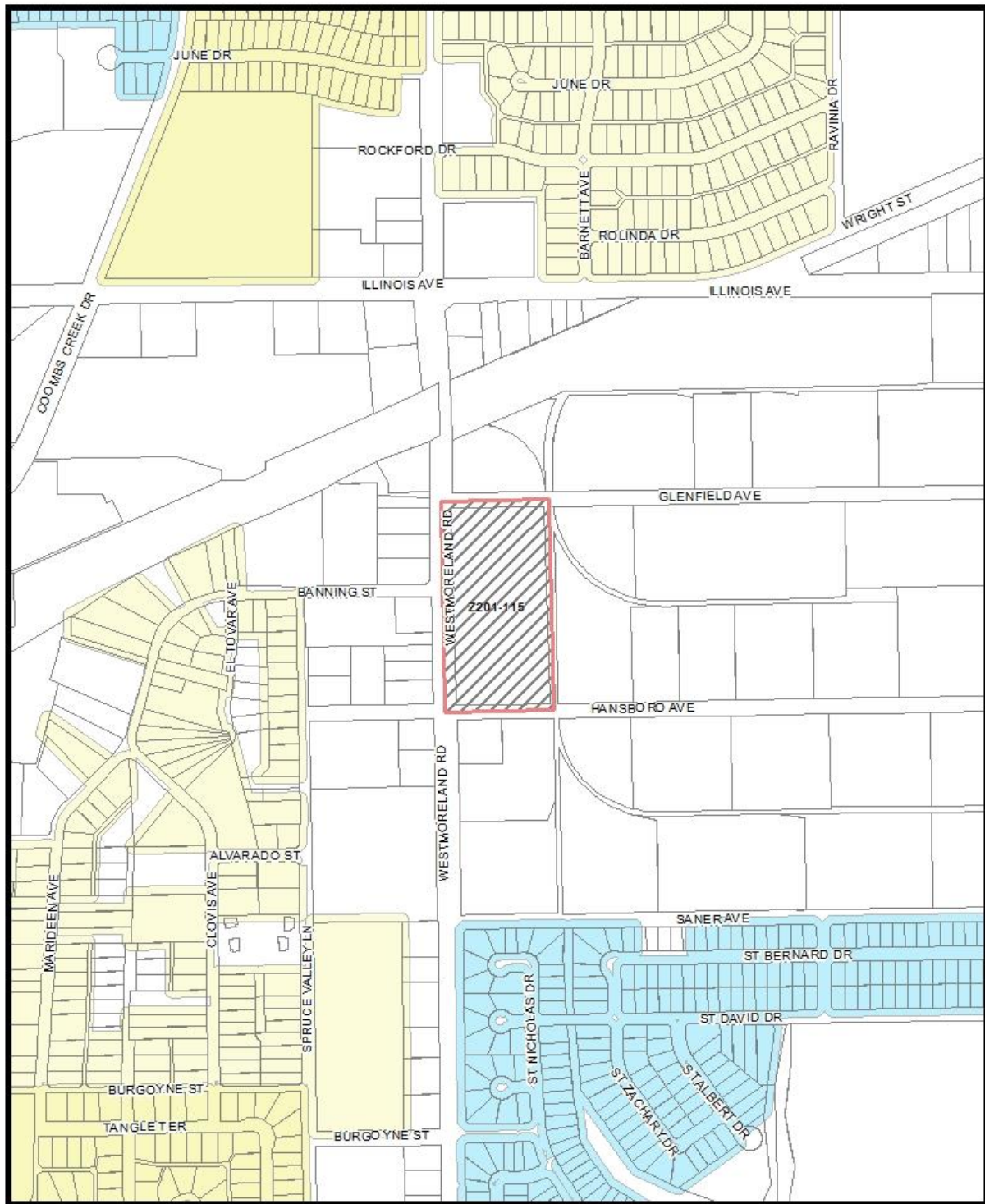






ZONING HISTORY

Case no: Z201-115
 Date: 11/30/2020



Market Value Analysis A B C D E F G H I NA



1:6,000

Market Value Analysis

Printed Date: 3/15/2021



03/24/2021

Reply List of Property Owners***Z201-115******27 Property Owners Notified******2 Property Owners in Favor******0 Property Owners Opposed***

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	1	2700 S WESTMORELAND RD	Taxpayer at
	2	2630 S WESTMORELAND RD	DALLAS AREA RAPID TRANSIT
	3	2600 S WESTMORELAND RD	CATELLUS DEV CORP
	4	3221 GLENFIELD AVE	WESTMORLAND HOLDINGS LP
	5	3030 GLENFIELD AVE	SVC MANUFACTURING INC
	6	3141 HANSBORO AVE	CRM REALTY LP
	7	3100 HANSBORO AVE	RDZ REALTY INVESTMENTS LLC
	8	3113 GLENFIELD AVE	HARD SIX HOLDINGS II LLC
O	9	2709 S WESTMORELAND RD	ADDISON STONE LLC
	10	2715 S WESTMORELAND RD	GONZALEZ FRANCISCO &
	11	2727 S WESTMORELAND RD	SOSAMORENO RAUL
	12	2737 S WESTMORELAND RD	SAENZ MAYRA C
	13	2867 S WESTMORELAND RD	RODRIGUEZ EMILIO &
	14	2803 S WESTMORELAND RD	CASTILLO FERNANDO
	15	2929 S WESTMORELAND RD	IGLESIA JESUCRISTO ES MI
	16	2929 S WESTMORELAND RD	IGLESIA JESUSCRISTO ES MI
	17	2807 S WESTMORELAND RD	ETHAN PARKER LLC
	18	2851 S WESTMORELAND RD	BALLAS VICTOR
O	19	3316 HANSBORO AVE	STORAGE CAP BARGAIN DALLAS LP
	20	3319 HANSBORO AVE	RR COMPANY OF AMERICA LLC
	21	3150 HANSBORO AVE	FIRST CLASS AUTO INC
	22	3201 W SANER AVE	ROCK INVESTMENTS LLC
	23	2840 S WESTMORELAND RD	STORAGE EQUITY PARTNERS V
	24	3111 W SANER AVE	3111 WEST SANER AVE LLC
	25	3333 HANSBORO AVE	SKY CUSTOM HOMES INC
	26	2828 SPRUCE VALLEY LN	GRYDER ROY

Z201-115(AU)

03/24/2021

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
	27	2300 AL LIPSCOMB WAY	BNSF RAILWAY