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BOARD OF ADJUSTMENT (PANEL C)

AUGUST 19TH, 2024, BRIEFING AT 10:00 A.M. AND THE PUBLIC HEARING AT 1:00 P.M.
Dallas City Hall, 6ES Council Briefing, and Videoconference

Video Conference Link: https://bit.ly/boa0819-C
Telephone: (408) 418-9388**, Access Code:** 325527

The City of Dallas will make Reasonable Accommodations/Modifications to programs and/or other related activities to ensure any and all residents have access to services and resources to ensure an equitable and inclusive meeting. Anyone requiring auxiliary aid, service, and/or translation to fully participate in the meeting should notify the Board of Adjustment by calling (214) 670-4127 three (3) business days prior to the scheduled meeting. A video stream of the meeting will be available twenty-four (24) hours after adjournment by visiting https://dallastx.new.swagit.com/views/113.

Individuals and interested parties wishing to speak must register with the Board of Adjustment at https://bit.ly/BDA-C-Register or call (214) 670-4127, **by the close of business Sunday, August 18th, 2024. In person speakers can register at the hearing.**

La Ciudad de Dallas llevará a cabo Adecuaciones/Modificaciones Razonables a los programas y/u otras actividades relacionadas para asegurar que todos y cada uno de los residentes tengan acceso a los servicios y recursos para asegurar una reunión equitativa e inclusiva. Cualquier persona que requiera asistencia adicional, servicio y/o interpretación para poder participar de forma íntegra en la reunión debe notificar a Junta de Ajustes llamando al (214) 670-4127 tres (3) días hábiles antes de la reunión programada. Una transmisión en video de la reunión estará disponible dos días hábiles luego de la finalización de la reunión en https://dallastx.new.swagit.com/views/113.

Las personas y las partes interesadas que deseen hacer uso de la palabra deben registrarse en Junta de Ajustes en https://bit.ly/BDA-C-Register o llamando al (214) 670-4127, **antes de cierre de oficina el Domingo, 18 de Agosto, 2024. Las Personas que quieran hablar en persona, se pueden registrar en la Audiencia.**

AGENDA

I. **Call to Order** — Robert Agnich, Vice-Chair

II. **Staff Presentation/Briefing**

III. **Public Hearing** — Board of Adjustment

IV. **Public Testimony**

V. **Miscellaneous Items**

- Approval of Panel C Minutes – June 17th, 2024

VI. **Case Docket** — Board of Adjustment

- Uncontested Items
- Holdover Items
- Individual Items

VII. **Adjournment**

HANDGUN PROHIBITION NOTICE FOR MEETINGS OF GOVERNMENTAL ENTITIES

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

"Pursuant to Section 46.03, Penal Code (places weapons prohibited), a person may not carry a firearm or other weapon into any open meeting on this property."

"De conformidad con la Sección 46.03, Código Penal (coloca armas prohibidas), una persona no puede llevar un arma de fuego u otra arma a ninguna reunión abierta en esta propiedad."

EXECUTIVE SESSION NOTICE

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]

UNCONTESTED CASE(S)

BDA234-084(CJ)	2626 W. Mockingbird Lane **REQUEST:** Application of James Dean Larson for **(1)** a special exception to the landscaping regulations.	1
BDA234-085(BT)	402 S. Beacon Street **REQUEST:** Application of Bernard Johnston for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the 45-foot visibility obstruction regulations; for **(3)** a special exception to the 20-foot visibility obstruction regulations; for **(4)** a special exception to the 20-foot visibility obstruction regulations; and for **(5)** a special exception to the fence height regulations.	2
BDA234-087(BT)	8703 Angora Street **REQUEST:** Application of Kathryn Gowan for **(1)** a special exception to the single-family regulations and for **(2)** a variance to the floor area regulations.	3
BDA234-091(CJ)	1444 Oak Lawn Avenue **REQUEST:** Application of Jennifer Hiromoto for a special exception to the parking regulations.	4

HOLDOVER

BDA234-079(CJ)	9334 E. R. L Thornton Freeway **REQUEST:** Application of Jordan Corbitt for **(1)** a special exception to the parking regulations.	5

INDIVIDUAL CASES

BDA234-083(BT)	10010 Strait Lane **REQUEST:** Application of Rob Baldwin for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the fence opacity regulations at Strait Ln.; for **(3)** a special exception to the fence opacity regulations at Walnut Hill Ln.; and for **(4)** a special exception to the fence height regulations.	6
BDA234-088(BT)	507 Exposition Avenue **REQUEST:** Application of Robert Long for a variance to the parking regulations.	7

BOARD OF ADJUSTMENT

Panel C Minutes

June 17th, 2024

DRAFT

L1FN Auditorium
24957316190@dallascityhall.webex.com
Robert Agnich, Vice-Chair

PRESENT: [5]

Robert Agnich, VC	
Rodney Milliken	
Jared Slade	
Judy Pollock	
Roger Sashington	

ABSENT: [0]

Vice-Chair Agnich called the briefing to order at **10:10 A.M.** with a quorum of the Board of Adjustment present.

Vice-Chair Agnich called the hearing to order at **1:04 P.M.** with a quorum of the Board of Adjustment present.

The Chairperson stated that no action of the Board of Adjustment shall set a precedent. Each case must be decided upon its own merits and circumstances, unless otherwise indicated, each use is presumed to be a legal use. Each appeal must necessarily stand upon the facts and testimony presented before the Board of Adjustment at this public hearing, as well as the Board's inspection of the property.

PUBLIC SPEAKERS

The Board of Adjustment provided "public speaker" opportunities for individuals to comment on matters that were scheduled on the agenda or to present concerns or address issues that were not matters for consideration listed on the posted meeting agenda.

- We had no speakers for public testimony during this hearing.

MISCELLANEOUS ITEMS

Approval of the Board of Adjustment Panel C, May 20th, 2024, Minutes.

A motion was made to approve Panel C, May 20th, 2024, Public Hearing minutes.

Maker:	Judy pollock				
Second:	Robert Agnich				
Results:	5-0 unanimously				Motion to approve
		Ayes:	-	5	Robert Agnich, Judy Pollock, Roger Sashington, Rodney Milliken, and Jared Slade
		Against:	-	0	

UNCONTESTED ITEMS

1. 4337 Park Lane

***This case was moved to Individual Items**

BDA234-072(BT)

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for **(1)** a special exception to the fence height regulations, and for **(2)** a special exception to the fence opacity regulations at 4337 Park Ln. This property is more fully described as Block D/5547, Lot 1, and is zoned R-10(A), which limits the height of a fence in the front yard to 4-feet and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 7-foot high fence in a required front-yard, which will require **(1)** a 3-foot special exception to the fence regulations;, and to construct a fence in a required front yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(2)** a special exception to the fence opacity regulations.

LOCATION: 4337 Park Ln.

APPLICANT: Rob Baldwin

REQUEST:

(1) A request for a special exception to the fence height regulations; and
(2) A request for a special exception to the fence opacity regulations.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT STANDARDS REGULATIONS:

Section 51A-4.602(b)(2) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property**.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE OPACITY REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property**.

STAFF RECOMMENDATION:

Special Exceptions (2):

No staff recommendation is made on this or any request for a special exception, since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties nor will it constitute a traffic hazard.

BACKGROUND INFORMATION:

Zoning:

Site:	R-10(A)
North:	R-10(A) and R-1ac(A)
East:	R-10(A) and R-1ac(A)
South:	R-10(A)
West:	R-10(A)

Land Use:

The subject site is developed with new single family structures. The surrounding properties are developed with single family structures.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin for the property located at 4337 Park Ln. focuses on 2 requests relating to the fence height and fence opacity regulations.
- The applicant proposes to construct and maintain a 7-foot high fence and gate in a required front yard along Park Ln. and Crestline Ave., which will require a 3-foot special exception to the fence height regulations.
- Secondly, the applicant is proposing to construct and maintain a fence in a required front yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- The subject site is developed with new single-family structure. The surrounding properties are developed with single-family structures.
- As gleaned from the submitted site plan and elevations, the applicant is proposing to construct and maintain a 7-foot high iron fence and gate with brick veneer masonry columns at the property line.

- The Dallas Development Code states that a person shall not erect or maintain a fence in a required yard more than nine feet above grade. In all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard, except when the required front yard is governed by the side or rear yard regulations.
- The Dallas Development Code states that in single family districts, a fence panel with a surface area that is less than 50 percent open may not be located less than five feet from the front lot line. This paragraph does not apply to retaining walls.
- The applicant has the burden of proof in establishing that the special exception(s) to the fence regulations will not adversely affect the neighboring properties.
- Granting the special exceptions to the fence standards relating to height and opacity with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA234-072 4337 Park Ln

Timeline:

April 19, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

May 15, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

May 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the May 24, 2024, deadline to submit additional evidence for staff to factor into their analysis; and June 7, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm St., # B, Dallas TX 75229

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 234-072, on application of Rob Baldwin, **GRANT** the request of this applicant to construct and/or maintain a 7-foot high fence as a special exception to the height requirement for fences contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Roger Sashington				
Results:	5-0				Motion to grant
		Ayes:	-	5	Roger Sashington, Jared Slade, and Robert Agnich, Judy Pollock and Rodney Milliken
		Against:	-	0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 234-072, on application of Rob Baldwin, **GRANT** the request of this applicant to construct and/or maintain a fence with panel having less than 50 percent open surface area located less than five-feet from the front lot line as a special exception to the surface area openness requirement for fences in the Dallas Development Code, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with opacity and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Roger Sashington				
Results:	5-0				Motion to grant
		Ayes:	-	5	Roger Sashington, Jared Slade, Judy Pollock and Rodney Milliken and Robert Agnich
		Against:	-	0	

2. 5404 Falls Road
BDA234-074(CJ)

BUILDING OFFICIAL'S REPORT: Application of Jennifer Hiromoto for **(1)** a special exception to the fence height regulations at 5404 FALLS RD. This property is more fully described as Block 3/5604, Lot 2A and is zoned R-1ac(A), which limits the height of a fence in the front-yard to 4-feet. The applicant proposes to construct and/or maintain a 5-foot 6-inch high fence in a required front-yard, which will require **(1)** a 1-foot 6-inch special exception to the fence height regulations.

LOCATION: 5404 Falls Dr.

APPLICANT: Jennifer Hiromoto

REQUEST:

(3) A request for a special exception to the fence height regulations.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT STANDARDS REGULATIONS:

Section 51A-4.602(b)(2) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties, nor will it constitute a traffic hazard.

BACKGROUND INFORMATION:

BDA History:

No BDA history

Square Footage:

- This lot contains 103,237.2 of square feet.
- This lot is zoned R-1ac(A) which has a minimum lot size of 43,560 or 1ac.

Zoning:

Site:	R-1ac(A) (Single Family District)
North:	R-1ac(A) (Single Family District)
East:	R-1ac(A) (Single Family District)
South:	R-1ac(A) (Single Family District)
West:	R-1ac(A) (Single Family District)

Land Use:

The subject site and all surrounding properties are developed with single-family uses.

GENERAL FACTS/STAFF ANALYSIS:

- The application, for the Jennifer Hiromoto property located at 5404 Falls Drive focuses on 1 request relating to the fence height regulations.
- The applicant proposes to maintain and 5-foot-6-inch high fence in a required front yard, which will require a 1-foot 6-inch special exception to the fence height regulations.
- The subject site along with properties to the north, east, south, and west are all developed with single-family homes.
- As gleaned from the submitted site plan and elevations, the applicant is proposing to maintain a 5-foot 6-inch high fence in the required front yard of the property at 5404 Falls Drive.
- The proposed fence is material is as follows; 4-foot 6-inch wrought iron fence with 5-foot 6-inch masonry columns.
- It is imperative to note that the subject site is a mid-block lot, and it has single street frontage on Falls Drive.
- Per the site plan and site visits performed by staff, there is an existing entry feature that consists of wing wall and columns that go up to 8-feet in height on the subject site
- There are existing columns to the east and west of the existing entry feature that vary in height currently. Some of these columns will be repaired and all are proposed to measure 5-feet and 6-inches in height.
- Based upon staff's analysis of the surrounding properties, there are a few homes along Falls Drive with fences and gates in the required front yard and/or some form of vegetation serving as a screening mechanism.
- Per staff's review of the subject site, it has been confirmed that the fence along the front of the property is proposed and not existing.
- The Dallas Development Code states that in all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard.
- The applicant has the burden of proof in establishing that the special exception to the fence regulations relating to height will not adversely affect the neighboring properties.
- Granting the special exceptions to the fence standards relating to height regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: 234-074 at 5404 Falls Rd.

Timeline:

April 23, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

May 15, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

May 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the May 24, 2024, deadline to submit additional evidence for staff to factor into their analysis; and June 7, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: No Speakers

Against: No Speakers

Motion
I move that the Board of Adjustment **GRANT** the following applications listed on the uncontested docket because it appears, from our evaluation of the property and all relevant evidence that the applications satisfy all the requirements of the Dallas Development Code and are consistent with the general purpose and intent of the Code, as applicable to wit:

BDA 234-074 – Application of Jennifer Hiromoto for a special exception to the fence height regulations in the Dallas Development Code is granted subject to the following condition:

Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Roger Sashington				
Second:	Judy Pollock				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	Robert Agnich, Judy Pollock, Roger Sashington, Rodney Milliken, Jared Slade
		Against:	-	0	

3. 6802 Forest Lane

***This case was moved to Individual Items**

BDA234-075(BT)

BUILDING OFFICIAL'S REPORT: Application of Kennan Young for **(1)** a special exception to the fence height regulations; and for **(2)** a special exception to the fence opacity regulations at 6802 Forest Ln. This property is more fully described as Block C/7488, Lot 8 and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet; requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(1)** a 4-foot special exception to the fence height regulations; and to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(2)** a special exception to the fence opacity regulations.

LOCATION: 6802 Forest Ln.

APPLICANT: Kennan Young

REQUEST:

(4) A request for a special exception to the fence height regulations; and
(5) A request for a special exception to the fence opacity regulations

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT STANDARDS REGULATIONS:

Section 51A-4.602(b)(2) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE OPACITY STANDARD REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not constitute a traffic hazard.**

STAFF RECOMMENDATION:

Special Exceptions (2):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties nor will it constitute a traffic hazard.

BACKGROUND INFORMATION:

Zoning:

Site: R-1ac(A)
North: R-16(A) & PD-115

East: R-1ac(A)
South: R-1ac(A)
West: R-1ac(A) & PD-117

Land Use:

The subject site and all surrounding properties are developed with single-family uses.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Kennan Young for the property located at 6802 Forest Ln. focuses on 2 requests relating to the fence height and fence opacity regulations.
- The first request is for a special exception to the fence height regulations. The applicant proposes to construct and maintain and 8-foot high gate and fence in a required front yard, along Forest Ln., which will require a 4-foot special exception to the fence height regulations.
- Secondly, the applicant is requesting a special exception to fence opacity regulations in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- As illustrated on the submitted site plan and elevations, the applicant is proposing some board on board and masonry wall along Forest Ln. located on the property line.
- The subject site along with surroundings properties to the north, south, east and west are all developed with single-family homes.
- As gleaned from the submitted site plan and elevations, the applicant is proposing to maintain an 8-foot high fence and gate, on a lot with a single-family structure, permitted and under construction, around the circumference of the property at 6802 Forest Ln..
- Based upon staff's analysis of the surrounding properties, some properties provided a fence and gate in the required front yard and/or some provided a form of vegetation serving as a screening mechanism along Forest Ln.
- Per staff's review of the subject site, it has been confirmed that the fence surrounding the circumference of the property is proposed.
- The Dallas Development Code states that in all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard.
- The applicant has the burden of proof in establishing that the special exception(s) to the fence regulations relating to height and opacity will not adversely affect the neighboring properties.
- Granting the special exceptions to the fence standards relating to height and opacity regulations with a condition that the applicant complies with the submitted site plan and

elevations, would require the proposal to be constructed as shown on the submitted documents.

- 200' Radius Video: BDA234-075 6802 Forest Ln

Timeline:

April 19, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

May 15, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

May 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the May 24, 2024, deadline to submit additional evidence for staff to factor into their analysis; and June 7, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Brett Davis, 1224 Cypress drive, Richardson, TX 75080

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 234-075, on application of Kennan Young, **GRANT** the request of this applicant to construct and/or maintain a 8-foot high fence as a special exception to the height requirement for fences contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Robert Agnich				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	Robert Agnich, Judy Pollock, Roger Sashinton, Rodney Milliken, Jared Slade
		Against:	-	0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 234-075, on application of Kennan Young, **GRANT** the request of this applicant to construct and/or maintain a fence with panel having less than 50 percent open surface area located less than five-feet from the front lot line as a special exception to the surface area openness requirement for fences in the Dallas Development Code, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

Compliance with opacity and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Robert Agnich				
Results:	5-0 Unanimously				Motion to grant
		Ayes:	-	5	Robert Agnich, Judy Pollock, Roger Sashinton, Rodney Milliken, Jared Slade
		Against:	-	0	

4. 9334 E. R.L.Thornton Freeway
***This case was moved to Individual Items**
BDA234-079(CJ)

BUILDING OFFICIAL'S REPORT: Application of Jordan Corbitt for (1) a special exception to the parking regulations at 9334 E. R.L. THORNTON FWY. This property is more fully described as Block A/8039, TR A and Block A/8475, TR 1, and is zoned RR, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a Home Improvement Center, and provide 422 of the required 512 parking spaces, which will require (1) a 90-space special exception (18% reduction) to the parking regulation.

LOCATION: 9334 E. R.L. Thornton Freeway

APPLICANT: Jordan Corbitt

REQUEST:

(1) A request for a special exception to the off-street parking regulations.

STANDARDS OF REVIEW FOR A SPECIAL EXCEPTION TO OFF-STREET PARKING:

SEC.51A-4.311(a) of the Dallas Development Code states that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.** Except as otherwise provided in this paragraph, the maximum reduction authorized by this section is 25 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A).

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties nor will it constitute a traffic hazard.

BACKGROUND INFORMATION:

BDA History:
No BDA history found at 9334 E. R.L. Thornton Freeway within the last 5 years.

Square Footage:
This lot contains 517,492.8 of square feet.
This lot is zoned Regional Retail (RR) which does not have a minimum lot size.

Zoning:

Site:	Regional Retail (RR) Zoning District
North:	Regional Retail (RR) Zoning District
South:	Regional Retail (RR) Zoning District
East:	Regional Retail (RR) Zoning District
West:	Regional Retail (RR) Zoning District

Land Use:
The subject site is developed with a retail building. The areas to the north, south, east, and west are developed and being developed with regional retail uses.

GENERAL FACTS/STAFF ANALYSIS:

- The application for the Jordan Corbit property located at 9334 E. R.L. Freeway focuses on one request relating to the off-street parking regulations for a nonresidential structure to be used for a home improvement center.
- A request for a special exception to the off-street parking regulations of 90 spaces (18%) is made to construct and/or maintain a nonresidential structure for a home improvement center use at 9334 E. R.L. Thornton Freeway

- The subject site is zoned Regional Retail (RR) which requires parking to be provided.
- It is imperative to note that the subject site has double street frontage on East R.L. Thornton Freeway and Buckner Boulevard service street.
- As gleaned from the submitted site plan, the applicant plans to provide 422 (82%) of the required 512 parking spaces at 9334 E. R.L. Thornton Freeway.
- The subject site is currently developed with a nonresidential structure.
- Per the site plan, there are three proposed entries on the subject site; these entries all lead to the parking lot, where the proposed 422 parking spots will be.
- The applicant has the burden of proof in establishing that the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.
- Granting the proposed 90 space (18%) special exception to the parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: BDA234-079 at 9334 E. R.L. Thorton Fwy

Timeline:

May 1, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

May 15, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

May 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the May 24, 2024, deadline to submit additional evidence for staff to factor into their analysis; and June 7, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer

Speakers:

For: Jordan Corbitt, 1565 Parkside Drive, Alpharetta, GA 30004

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 234-079, on application of Jordan Corbitt, **GRANT** the request of this applicant to provide 422 off-street parking spaces to the off-street parking regulations contained in the Dallas Development Code, as amended, which requires 512 off-street parking spaces, because our evaluation of the property use and the testimony shows that this special exception will not increase traffic hazards or increase traffic congestion on adjacent or nearby streets, and the parking demand generated by the use does not warrant the number of required parking spaces. This special exception is granted for a home improvement center.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

> The special exception of 90 spaces shall automatically and immediately terminate if and when the use is changed or discontinued.

Maker:	Jared Slade				
Second:	Judy Pollock				
Results:	3-2				Motion to grant - fails
		Ayes:	-	3	Judy Pollock, Roger Sashington, Jared Slade
		Against:	-	2	Robert Agnich and Rodney Milliken

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 234-079, **hold this matter under advisement** until **July 18th, 2024**.

Maker:	Robert Agnich				
Second:	Roger Sashington				
Results:	5-0 Unanimously				Motion to hold over advisement
		Ayes:	-	5	Judy Pollock, Roger Sashington, Jared Slade Robert Agnich and Rodney Milliken
		Against:	-	0	

HOLDOVER CASES

5. 10802 Strait Lane
BDA234-059(KMH)

BUILDING OFFICIAL'S REPORT: Application of Rob Baldwin for (1) a special exception to the fence height regulations, and for (2) a special exception to the visibility obstruction regulations at 10802 Strait Lane. This property is more fully described as Block 5503, Lot 1, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet and requires a 20-foot visibility triangle at driveway approaches. The applicant proposes to construct and/or maintain a 6-foot high fence in a required front-yard, which will require a 2-foot special exception to the fence regulations, and to construct and/or maintain a single-family residential fence structure in a required 20-foot

visibility obstruction triangle, which will require (2) a special exception to the 20-foot visibility obstruction regulation.

LOCATION: 10802 Strait Lane

APPLICANT: Rob Baldwin

REQUEST:

(2) A request for a special exception to the fence height regulations; and
(3) A request for a special exception to the visual obstruction regulations at the drive approach.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT STANDARDS REGULATIONS:

Section 51A-4.602(b)(2) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property**.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO THE VISUAL OBSTRUCTION REGULATIONS:

Section 51A-4.602(d)(3) of the Dallas Development Code states that the board shall grant a special exception to the requirements of the visual obstruction regulations when, in the opinion of the board, **the item will not constitute a traffic hazard**.

STAFF RECOMMENDATION:

Special Exception:

Special Exceptions (2):

No staff recommendation is made on this or any request for a special exception.

BACKGROUND INFORMATION:

BDA History:
No BDA history found within the last 5 years.
Square Footage:
This lot contains 36,900.44 of square feet.
This lot is zoned R-1ac(A) which requires a minimum lot size of 1 acre or 43,560 square feet.
Zoning:

Site:	R-1ac (A) Single Family District
North:	R-1/2ac and R-1ac (A) Single Family District
South:	R-1ac (A) Single Family District
East:	R-1ac(A) Single Family District
West:	R-1ac (A) Single Family District

Land Use:
The subject site is developed with a single family home. The areas to the north, south, east and west are also developed with single family homes.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin for the property located at 10802 Strait Lane focuses on 2 requests. It is imperative to note that the subject site is situated on a corner lot which means that property is bound with 2 street frontages, Strait Lane and Royal Lane.
- The first request is for a special exception to the fence height regulations along both street frontages. The applicant is proposing a 6-foot wrought iron fence along Strait Lane and Royal Lane.
- Secondly, the applicant is requesting a special exception to the 20-foot visibility obstruction triangle at the drive approach along Strait Lane. The proposed fence columns slightly encroach about 1-foot 4-inches into the visibility triangle, which requires a special exception to the 20-foot visual obstruction regulations.
- As gleaned from the submitted site plan and elevations and as mentioned previously, the applicant is proposing to construct a 6-foot high wrought iron fence along Strait Lane. The fence will be constructed of open, decorative iron panels and solid masonry columns. It is imperative to note that the masonry columns will be a maximum of 6-feet in height while the fence panels will be roughly 5-feet 8-inches in height.
- The applicant has the burden of proof in establishing that the special exceptions to the fence height and visual obstruction will not adversely affect the neighboring properties nor constitute a traffic hazard.
- Granting the special exceptions (2) to the fence height regulations and the visual obstruction regulations with a condition that the applicant complies with the submitted elevations, would require the proposal to be constructed as shown on the submitted documents.
- BDA234-059 at 10802 Strait Ln (200' radius video)

Timeline:

March 25, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

April 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

April 24, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the April 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and May 10, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

May 2, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the May public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Board Attorney, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

May 20, 2024: The Board of Adjustment Panel C, at its public hearing held on May 20, 2024, moved to hold this matter under advisement until June 17, 2024.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Board Attorney, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer.

Speakers:

For: Rob Baldwin, 3904 Elm Street, # B, Dallas TX 75229
Ephaim Wernick, 10802 Strait Ln., Dallas TX 75229
Lea Wernick, 10802 Strait Ln., Dallas TX 75229

Against: No Speakers

Motion # 1
I move that the Board of Adjustment, in Appeal No. BDA 234-059, on application of Rob Baldwin, **GRANT** the request to maintain items in the 20-foot visibility triangle on the private driveway as a special exception to the visual obstruction regulation contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not constitute a traffic hazard.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code, as amended:

Compliance with the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Robert Agnich				
Results:	5-0				Motion to grant
		Ayes:	-	5	Judy Pollock, Rodney Milliken, Jared Slade, Robert Agnich and Roger Sashington
		Against:	-	0	

Motion # 2
I move that the Board of Adjustment, in Appeal No. BDA 234-059, on application of Rob Baldwin, **GRANT** the request of this applicant to construct and/or maintain a 6-foot high fence as a special exception to the height requirement for fences contained in the Dallas Development Code, as amended, because our evaluation of the property and the testimony shows that this special exception will not adversely affect neighboring property.

I further move that the following condition be imposed to further the purpose and intent of the Dallas Development Code:

> Compliance with height and fence location requirements illustrated in the most recent version of all submitted plans are required.

Maker:	Jared Slade				
Second:	Robert Agnich				
Results:	5-0				Motion to grant
		Ayes:	-	5	Judy Pollock, Rodney Milliken, Jared Slade, Robert Agnich and Roger Sashington
		Against:	-	0	

Recess at 3:17 pm – 3:31 pm

ADJOURNMENT

After all business of the Board of Adjustment had been considered, Vice-Chair Agnich moved to adjourn the meeting at **3:40 P.M.**

_____ _____
Required Signature: Date
Mary Williams, Board Secretary
Development Services Dept.

_____ _____
Required Signature: Date
Bryant Thompson – Acting Chief Administrator
Development Services Dept.

_____ _____
Required Signature: Date
Robert Agnich, Vice-Chair
Board of Adjustment

FILE NUMBER: BDA234-084(CJ)

BUILDING OFFICIAL'S REPORT: Application of James Dean Larson for **(1)** a special exception to the landscaping regulations at 2626 W. Mockingbird Ln. This property is more fully described as Block 4492, Lots 6-10, and is zoned IR, which requires mandatory landscaping. The applicant proposes to construct and/or maintain a nonresidential structure and provide an alternate landscape plan, which will require **(1)** a special exception to the landscape regulations.

LOCATION: 2626 West Mockingbird Lane

APPLICANT: James Dean Larson

REQUEST:

(1) A request for a special exception to the landscape regulations.

DEVELOPMENT STANDARD FOR A SPECIAL EXCEPTION TO LANDSCAPE REGULATIONS:

SEC. 51A-10.125. MANDATORY LANDSCAPING REQUIREMENTS.

(b) Other uses. Lots containing a use other than single family or duplex must comply with the following requirements:

(1) Street buffer zone.

(A) Urban streetscape.

(B) Right-of-way.

(C) Required planting.

(D) Buffer zone reduction

(3) Interior zone.

(A) Surface parking lots in industrial districts.

(B) Surface parking lots.

(4) Additional provisions.

(B) Site trees.

SEC. 51A-10.126. LANDSCAPE DESIGN OPTIONS.

(b) Design options.

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO THE LANDSCAPE REGULATIONS:

Section 51A-10.110 of the Dallas Development Code states the board may grant a special exception to the requirements of this article upon making a special finding from the evidence presented that **strict compliance** with the requirements of this article **will unreasonably burden the use of the property**; the **special exception will not adversely affect neighboring property**; and **the requirements are not imposed by a site-specific landscape plan** approved by the city plan commission or city council. In determining whether to grant a special exception under Subsection (a), the board shall consider the following factors:

- The extent to which there is residential adjacency.
- The topography of the site.
- The extent to which landscaping exists for which no credit is given under this article.
- The extent to which other existing or proposed amenities will compensate for the reduction of landscaping.

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties and the requirements are not imposed by a site-specific landscape plan.

BACKGROUND INFORMATION:

BDA History:

No BDA history found at 2626 W. Mockingbird Ln. in the last 5 years.

Square Footage:

- This lot contains 42,950.16 of square feet.
- This lot is zoned Industrial Research (IR) which has no minimum lot size.

Zoning:

Site: Industrial Research (IR) Zoning District
North: Industrial Research (IR) Zoning District
East: Industrial Research (IR) Zoning District
South: PD 917 Zoning District
West: Industrial Research (IR) Zoning District

Land Use:

The subject site and surrounding properties to the north, east and west are developed with Industrial Research (IR). Surrounding properties to the south are developed with uses permissible in Planned Development No. 917.

GENERAL FACTS/STAFF ANALYSIS:

- The application of James Dean Larson, for the property located at 2626 West Mockingbird Lane focuses on one request relating to the landscape regulations.
- The applicant proposes to construct and maintain a nonresidential structure and provide an alternate landscape plan which will require a (1) special exception to the landscape regulations.
- The applicant is seeking a special exception to the landscaping requirements of Article X. The applicant requests approval of an alternate landscape that does not fully conform to Article X requirements.
- It is imperative to note that the subject site has two street frontages: West Mockingbird Lane and Fielder Court.
- The subject site is currently developed with a nonresidential structure.
- The legal built conditions restrict the applicant's ability to comply with Article X for mandatory street buffer zones and other site tree and landscape design option requirements.
- Appropriate new landscaping is proposed for available open space areas where they are made available near surface parking areas.
- The arborist division has no objection to the proposed alternate landscape plan for the property because we believe that strict compliance with the requirements of Article X will unreasonably burden the use of the property and the design will not adversely affect neighboring property.
- The Dallas Development Code states that all lots containing a use other than single-family or duplex must comply with the provisions set forth SEC. 51A-

10.125. Mandatory Landscape Requirements and SEC. 51A-10.126. Landscape Design Options

- The applicant has the burden of proof in establishing that the special exception(s) to the landscape regulations will not adversely affect the neighboring properties.
- Granting the special exceptions to the landscape regulations with a condition that the applicant complies with the submitted site plan/landscape plan, would require the proposal to be constructed as shown on the submitted documents.
- (200' Radius Video): BDA234-084 at 2626 W. Mockingbird Ln

Timeline:

May 16, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**

June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer

July 3, 2024: The Chief Arborist provided staff with Arborist Report.

July 9, 2024 Panel C July hearings were rescheduled to Monday, August 19th

July 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the August 9, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 29, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the August public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer

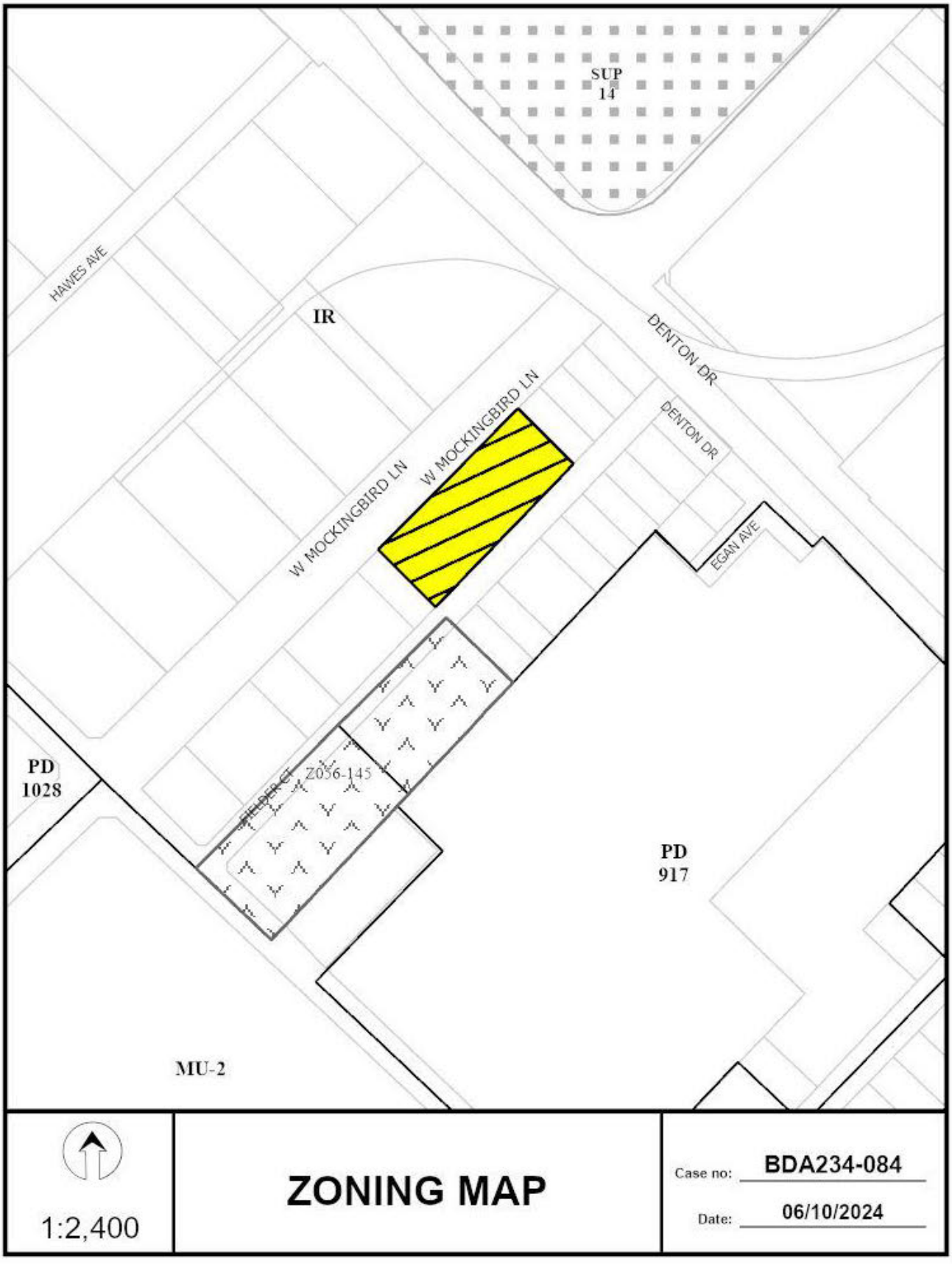


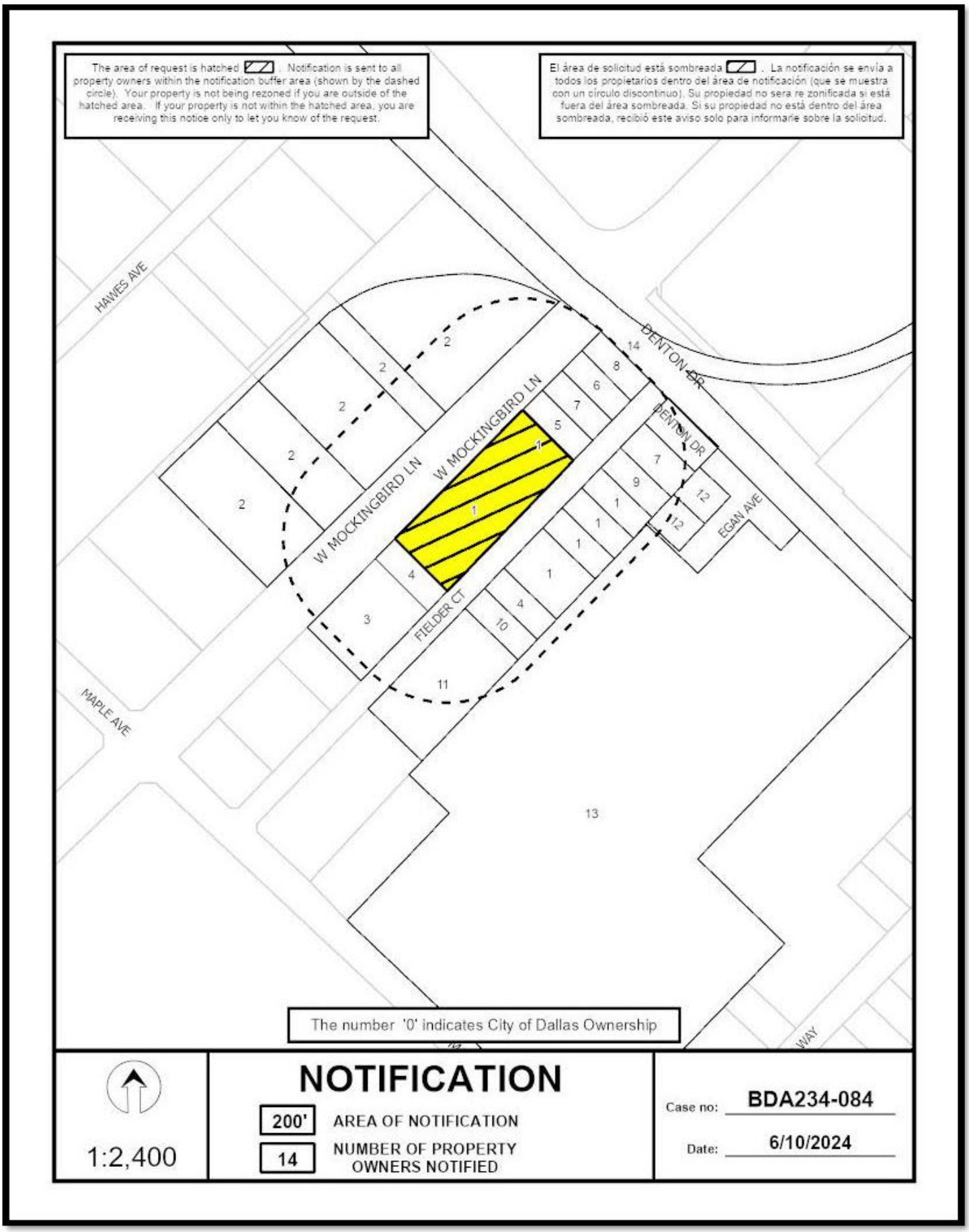
1:2,400

AERIAL MAP

Case no: BDA234-084

Date: 06/10/2024


SUP
14
HAWES AVE
IR
DENTON DR
W MOCKINGBIRD LN
W MOCKINGBIRD LN
DENTON DR
EGAN AVE
PD
1028
FELDER CT
Z056-145
PD
917
MU-2
1:2,400
ZONING MAP
Case no: BDA234-084
Date: 06/10/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
HAWES AVE
W MOCKINGBIRD LN
W MOCKINGBIRD LN
DENTON DR
DENTON DR
EGAN AVE
FIELDER CT
MAPLE AVE
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
14
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA234-084
Date: 6/10/2024


The area of request is hatched. Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada. La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
HAWES AVE
DENTON DR
W MOCKINGBIRD LN
ELDER CT
EGAN AVE
MAPLE AVE
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200' AREA OF NOTIFICATION
14 NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA234-084
Date: 6/10/2024

/
06/10/2024

Notification List of Property Owners

BDA234-084

14 Property Owners Notified

Label #	Address		Owner
1	2626	W MOCKINGBIRD LN	DALLAS STORAGE CONVERSION LLC
2	2727	W MOCKINGBIRD LN	SPC MOCKINGBIRD DEPOT
3	2600	W MOCKINGBIRD LN	TREVINO PPTIES LTD
4	2616	W MOCKINGBIRD LN	HALLFORD RAY
5	2716	W MOCKINGBIRD LN	T A & A INC
6	2726	W MOCKINGBIRD LN	VALDES HUGO V REV LIVING TRUST
7	2720	W MOCKINGBIRD LN	LOVEFIELD SRG HOLDING LLC
8	2728	W MOCKINGBIRD LN	DART
9	2718	FIELDER CT	LOVEFIELD SRG HOLDING LLC
10	2622	FIELDER CT	KELLER JON &
11	2618	FIELDER CT	6434 MAPLE PLACE LP
12	2717	EGAN AVE	CANADA WILLIAM RANDALL
13	6333	DENTON DR	DLF DENTON LLC
14	555	2ND AVE	DART



1:2,400

NOTIFICATION

200' AREA OF NOTIFICATION

14 NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: BDA234-084

Date: 6/10/2024

NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-084(CJ) Application of James Dean Larson for **(1)** a special exception to the landscaping regulations at **2626 W. MOCKINGBIRD LN**. This property is more fully described as Block 4492, Lots 6-10, and is zoned IR, which requires mandatory landscaping. The applicant proposes to construct and/or maintain a nonresidential structure and provide an alternate landscape plan, which will require **(1)** a special exception to the landscape regulations.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in 6ES Council Briefing at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Planning & Development Department at 214-670-4127 **by the close of business Sunday, August 18th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Cambria Jordan, Senior Planner at (214) 948-4476, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-084

RECEIVED
MAY 16 REC'D
BY:

Data Relative to Subject Property: Date:

Location address: 2626 & 2712 W. Mockingbird Lane Zoning District: IR

Lot No.: 6-10 Block No.: 4492 Acreage: ±0.986 Census Tract:

Street Frontage (in Feet): 1) ±324' 2) ±324' 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Dallas Storage Conversion, LLC

Applicant: James Dean Larson Telephone: 469-867-4647

Mailing Address: 2901 Butterfield Road, Oak Brook, IL Zip Code: 60523

E-mail Address: jdlarson@devonselfstorage.com

Represented by: HRC Engineers, Surveyors, and Landscape Architects Telephone: 770-942-0196

Mailing Address: 6554 Church Street, Douglasville, GA Zip Code: 30134

E-mail Address: SKennemer@HRCEngineers.com

Affirm that an appeal has been made for a Variance ☐, or Special Exception ☒ of

Landscape and Tree Conservation Regulations per Chapter 51A of the Dallas Development Code, Article X

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

The site has an existing, abandoned building that is proposed for renovation for a mini-warehouse use. The existing site is completely covered which presents unnecessary hardships to provide landscaping per the Requirements in Article X.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared JAMES DEAN LARSON

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: James Dean Larson

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 22 day of April, 2024

NICHOLAS JULIAN HINKLE
Notary Public, State of Texas
Comm. Expires 08-15-2027
Notary ID 134509147

Notary Public in and for Dallas County, Texas

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman _____

Building Official's Report

I hereby certify that JAMES DEAN LARSON

did submit a request for (1) a special exception to the landscaping regulations

at 2626 W Mockingbird

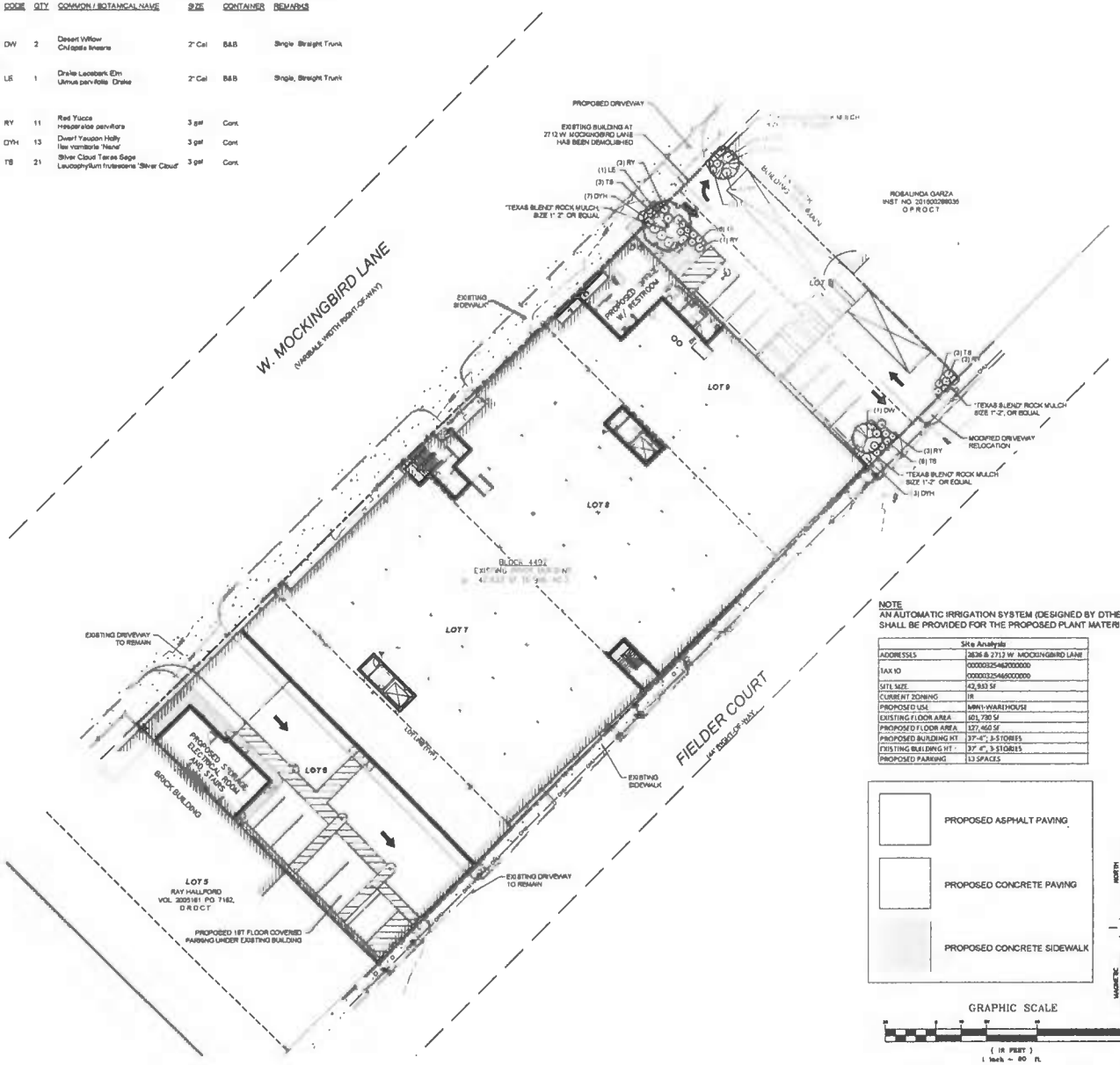
BDA234-084(CJ) Application of James Dean Larson for (1) a special exception to the landscaping regulations at 2626 W. MOCKINGBIRD LN. This property is more fully described as Block 4492, Lots 6-10, and is zoned IR, which requires mandatory landscaping. The applicant proposes to construct and/or maintain a nonresidential structure and provide an alternate landscape plan, which will require (1) a special exception to the landscape regulations.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON / BOTANICAL NAME	SIZE	CONTAINER	REMARKS
TREES						
	DW	2	Desert Willow Chilopsis linearis	2" Cal	B&B	Single Straight Trunk
	LE	1	Drake Lacebark Elm Ulmus parvifolia 'Drake'	2" Cal	B&B	Single, Straight Trunk
SHRUBS						
	RY	11	Red Yucca Hesperaloe parviflora	3 gal	Cont.	
	DYH	13	Dwarf Yaupon Holly Ilex vomitoria 'Nana'	3 gal	Cont.	
	TB	21	Silver Cloud Texas Sage Leucophyllum frutescens 'Silver Cloud'	3 gal	Cont.	



NOTE
AN AUTOMATIC IRRIGATION SYSTEM (DESIGNED BY OTHERS) SHALL BE PROVIDED FOR THE PROPOSED PLANT MATERIAL.

Site Analysis	
ADDRESS	2636 & 2713 W. MOCKINGBIRD LANE
TAX ID	00000325463000000 00000325464000000
SITE SIZE	42,883 SF
CURRENT ZONING	IR
PROPOSED USE	MINI-WAREHOUSE
EXISTING FLOOR AREA	601,730 SF
PROPOSED FLOOR AREA	127,460 SF
PROPOSED BUILDING HT.	37'-4", 3-STORIES
EXISTING BUILDING HT.	37'-4", 3-STORIES
PROPOSED PARKING	13 SPACES

PROPOSED ASPHALT PAVING

PROPOSED CONCRETE PAVING

PROPOSED CONCRETE SIDEWALK

NORTH

MAGNETIC

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

CITY OF DALLAS PROJECT: DEV24030601

PREPARED BY
HRC
HALL RAY CONSULTANTS
1324 W. MAGNOLIA
FORT WORTH, TEXAS 76104
817.332.2580
www.hallray.com

No.	DATE	REVISION

ALTERNATIVE LANDSCAPE PLAN
OF
DEVON SELF-STORAGE
LOTS 6, 7, 8, 9, & 10, BLOCK 4492
CITY OF DALLAS, DALLAS COUNTY, TEXAS

OWNER
DALLAS STORAGE
CONTACT: [illegible]
2901 [illegible] ROAD
DALLAS, TEXAS [illegible]

DEVELOPER
SAME AS ABOVE

SITE CONTACT
NORMAN BRYSON
(817) 357-5289

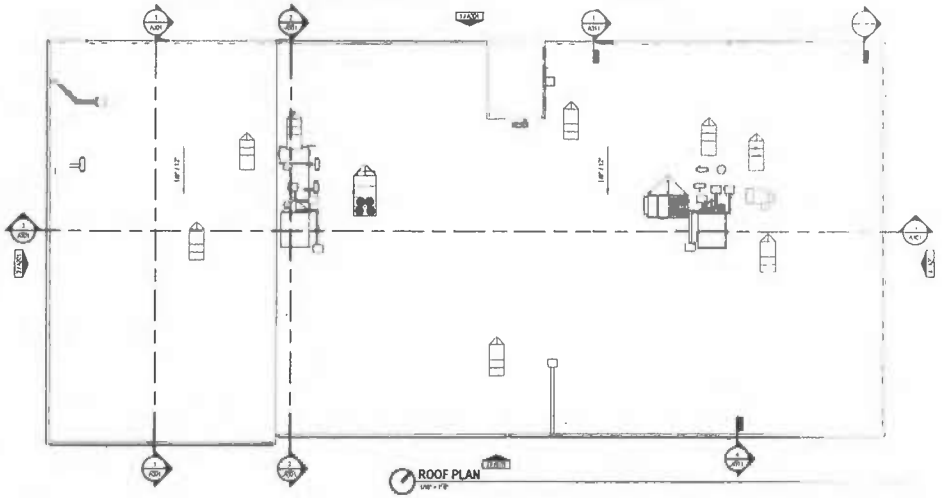
STATE OF TEXAS
NORMAN S. RAY
118614
LICENSED
LANDSCAPE
ARCHITECT

DATE: 4/17/24
DRAWN BY: SAR
CHECKED BY:

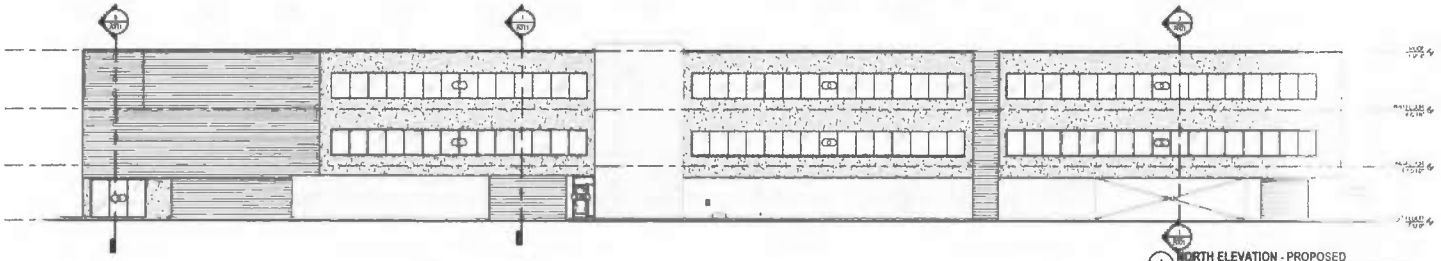
JOB#: H23195.01

LA1

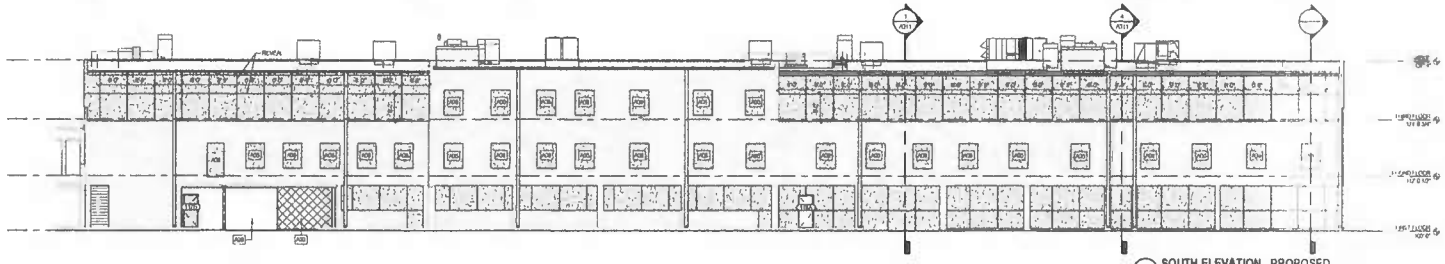
BDA234-084



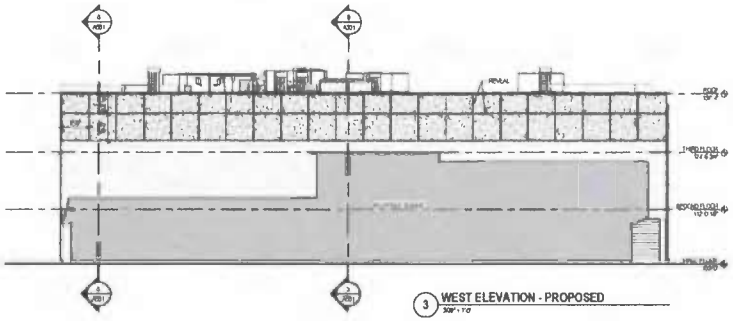
ROOF PLAN



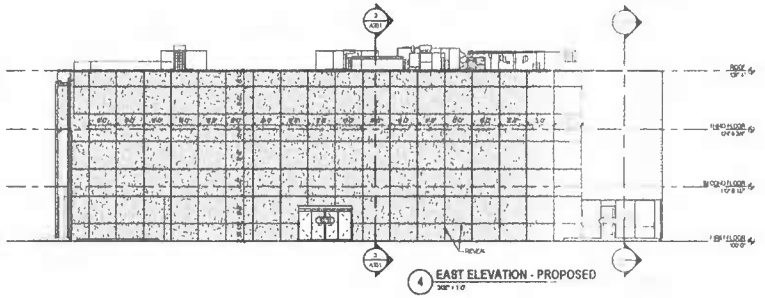
1 NORTH ELEVATION - PROPOSED



2 SOUTH ELEVATION - PROPOSED



3 WEST ELEVATION - PROPOSED



4 EAST ELEVATION - PROPOSED

ROOF LEGEND

EXTERIOR MATERIALS LEGEND

KEYNOTES

progressive ae

DEVON SELF STORAGE
DALLAS, TEXAS

NOT FOR CONSTRUCTION

ROOF PLAN AND EXTERIOR ELEVATIONS
A201

BDA234-084

Project Summary – BDA Case 234-0384

Proposed Renovation and Addition to 2626 and 2712 W. Mockingbird Lane, Dallas, TX

The existing building at 2626 W. Mockingbird Lane was built in 1962. It sits on lots 6, 7, 8, and 9 (approx. 60% of lot 9). This existing building spans the entire lot(s) and is currently built on (or within inches of) the property lines. We are NOT proposing changing or adding to the footprint of this building.

Lots 6 has an existing non-climate-controlled automobile driveway which passes through the building. The existing approach and entrance is on W. Mockingbird Lane and the existing exit is on Fielder Court. We are not changing this existing driveway and fully intend to use it as it was originally designed.

There is a second automobile driveway which also passes through the ground floor of the building. It is on Lot 8. We will not be using this for automobiles and will be sealing it up and the approaches will be abandoned/removed.

There was also an additional masonry building at 2712 W. Mockingbird Lane (which we own) and was built in 1942. It sat on the balance of lot 9 and a portion of lot 10. We have already pulled a demo permit and had our contractor demolish it. The space where this building was located is now the proposed parking lot and side entrance.

The "proposed storage and electrical room" on lot 6 also currently exists and is part of the existing first floor. Currently there is a non-functioning elevator in the middle of that room. We are going to be taking it out of service and filling in the pit. The stairs will remain, the existing electrical room will be enlarged, and the balance will be used for storage.

We are planning on adding additional square footage to the building, but not to the ground floor.

The existing structure on the 3rd floor is currently only 8,890 sq ft. The existing building has a footprint on the ground floor of 35,907 (as does the 2nd floor). Our proposed design has the 3rd floor being extended to align with the footprint of the 1st and 2nd. This would be an increase of +/- 27,017 sq ft.

This application is being submitted for a Board of Adjustment Alternative Landscape Plan due to the additional square footage added to the 3rd floor being greater than 10,000 square feet, which requires the project to meet the standards set forth in Article X of the Dallas Development Code. Due to the constraints and hardships listed above and the existing nature of the building, it would not be possible to meet the full requirements of the code without total demolition of the existing structure.

UPDATED SITE PLAN

SURVEY PLAT

LEGAL DESCRIPTION

Being all of Lots 6,7,8 and 9, and being a part of Lot 10, Block 4492, Maple Court, an Addition to the City of Dallas, Dallas County, Texas, according to the plat thereof recorded in Volume 2, Page 330, Map Records, Dallas County, Texas, and being the same tract of land described in deed to Dallas Storage Conversion, LLC, recorded in Instrument No. 202200243418, Official Public Records, Dallas County, Texas, and being a 50' x .35' out of W. Mockingbird Lane abandoned by City of Dallas Ordinance No. 6937, and being more particularly described as follows;

BEGINNING at an "X" set in the Southeast line of W. Mockingbird Lane, a variable width right-of-way, at the common Northern corner of said Lots 5 and 6, and being the North corner of a tract of land described in deed to Ray Hallford, recorded in Volume 2005161, Page 7182, Deed Records, Dallas County, Texas;

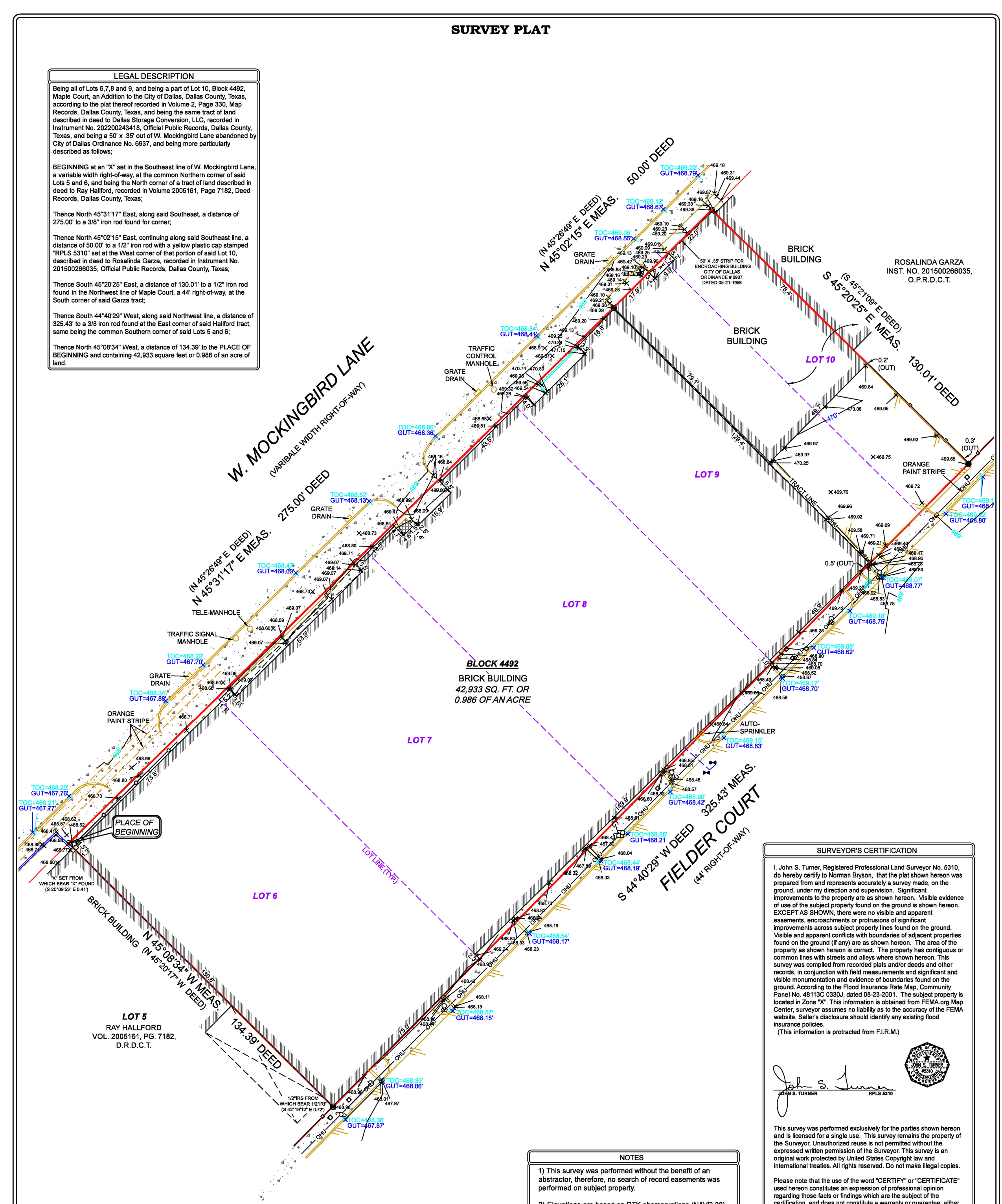
Thence North 45°31'17" East, along said Southeast, a distance of 275.00' to a 3/8" iron rod found for corner;

Thence North 45°02'15" East, continuing along said Southeast line, a distance of 50.00' to a 1/2" iron rod with a yellow plastic cap stamped "RPLS 5310" set at the West corner of that portion of said Lot 10, described in deed to Rosalinda Garza, recorded in Instrument No. 201500266035, Official Public Records, Dallas County, Texas;

Thence South 45°20'25" East, a distance of 130.01' to a 1/2" iron rod found in the Northwest line of Maple Court, a 44' right-of-way, at the South corner of said Garza tract;

Thence South 44°40'29" West, along said Northwest line, a distance of 325.43' to a 3/8 iron rod found at the East corner of said Hallford tract, same being the common Southern corner of said Lots 5 and 6;

Thence North 45°08'34" West, a distance of 134.39' to the PLACE OF BEGINNING and containing 42,933 square feet or 0.986 of an acre of land.



SURVEYOR'S CERTIFICATION

I, John S. Turner, Registered Professional Land Surveyor No. 5310, do hereby certify to Norman Bryson, that the plat shown hereon was prepared from and represents accurately a survey made, on the ground, under my direction and supervision. Significant improvements to the property are as shown hereon. Visible evidence of use of the subject property found on the ground is shown hereon. EXCEPT AS SHOWN, there were no visible and apparent easements, encroachments or protrusions of significant improvements across subject property lines found on the ground. Visible and apparent conflicts with boundaries of adjacent properties found on the ground (if any) are as shown hereon. The area of the property as shown hereon is correct. The property has contiguous or common lines with streets and alleys where shown hereon. This survey was compiled from recorded plats and/or deeds and other records, in conjunction with field measurements and significant and visible monumentation and evidence of boundaries found on the ground. According to the Flood Insurance Rate Map, Community Panel No. 48113C 0330J, dated 08-23-2001. The subject property is located in Zone "X". This information is obtained from FEMA.org Map Center, surveyor assumes no liability as to the accuracy of the FEMA website. Seller's disclosure should identify any existing flood insurance policies.
(This information is protracted from F.I.R.M.)

STATE OF TEXAS REGISTERED JOHN S. TURNER #5310 PROFESSIONAL LAND SURVEYOR

JOHN S. TURNER RPLS 5310

This survey was performed exclusively for the parties shown hereon and is licensed for a single use. This survey remains the property of the Surveyor. Unauthorized reuse is not permitted without the expressed written permission of the Surveyor. This survey is an original work protected by United States Copyright law and international treaties. All rights reserved. Do not make illegal copies.

Please note that the use of the word "CERTIFY" or "CERTIFICATE" used hereon constitutes an expression of professional opinion regarding those facts or findings which are the subject of the certification, and does not constitute a warranty or guarantee, either expressed or implied.

NOTES

1) This survey was performed without the benefit of an abstractor, therefore, no search of record easements was performed on subject property.

2) Elevations are based on RTK oberservations (NAVD 88)

NOTE: All 1/2 IRS are 1/2-inch iron rods with yellow plastic caps stamped "RPLS 5310".
CRD = Corner of Record Dignity

LEGEND

1/2" IR FOUND	X-FOUND	TELE. BOX	UTILITY POLE	OHU OVERHEAD UTILITY LINE	BRICK RET. WALL	CONCRETE
1/2" IR SET	X-SET	CABLE BOX	WATER METER	GUY WIRE ANCHOR	STONE RET. WALL	GRAVEL
5/8" IR FOUND	SAN. SEW. MH.	BOLLARD POST	GAS METER	BARBED WIRE FENCE	BUILDING LINE	BRICK
3/8" IR FOUND	IRRIGATION VALVE	BRICK COLUMN	A.C. PAD	IRON FENCE	EASEMENT	STONE
60-D NAIL FOUND	WATER VALVE	STONE COLUMN	TRANS. BOX	CHAINLINK FENCE	BOUNDARY	WOOD DECK
PK NAIL SET	FIRE HYDRANT	STORM DRAIN MH.	P.E. POOL EQUIP.	WOOD FENCE	HIGH BANK LINE	BUILDING WALL
1/2" IP FOUND	LIGHT POLE	SAN. SEW. CO.		ASPHALT	COVERED AREA	TILE

2626 & 2712 MOCKINGBIRD LANE

DALLAS, TEXAS

A&W SURVEYORS, INC.
Professional Land Surveyors
TEXAS REGISTRATION NO. 100174-00
P.O. BOX 870029, MESQUITE, TX. 75187
PHONE: (972) 681-4975 FAX: (972) 681-4954
WWW.AWSURVEY.COM

JOB# 23-1417 DRAWN BY: DZS
DATE 10-16-2023
CERTIFY TO: NORMAN BRYSON

"A professional company operating in your best interest"

FILE NUMBER: BDA234-085 (BT)

BUILDING OFFICIAL'S REPORT: Application of Bernard Johnston for **(1)** a special exception to the fence height regulations; **(2)** a special exception to the 45-foot visibility obstruction regulations; **(3)** a special exception to the 20-foot visibility obstruction regulations; **(4)** a special exception to the 20-foot visibility obstruction regulations; and for **(5)** a special exception to the fence height regulations at **402 S. BEACON ST.** This property is more fully described as Block 25/1613, lot 13, and is zoned PD-134 Subarea A, which limits the height of a fence in the front-yard to 4-feet, requires a 45-foot visibility triangle at street intersections, and requires a 20-foot visibility triangle at driveway approaches. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(1)** a 4-foot special exception to the fence height regulations along Santa Fe Ave.; to construct and/or maintain a fence in a required visibility obstruction triangle, which will require **(2)** a special exception to the 45-foot visibility obstruction regulations at the intersection of Santa Fe Ave. and S. Beacon St.; to construct and/or maintain a fence in a required 20-foot visibility obstruction triangle at the drive approach, which will require **(3)** a special exception to the visibility obstruction regulation along Santa Fe Ave.; to construct and/or maintain a fence in a required visibility obstruction triangle at the drive approach, which will require **(4)** a special exception to the 20-foot visibility obstruction regulation along S. Beacon St.; and to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(5)** a 4-foot special exception to the fence height regulations along Beacon St.

LOCATION: 402 S Beacon St.

APPLICANT: Bernard Johnston

REQUEST:

(1) A request for a special exception to the fence height regulations;
(2) A request for a special exception to the 45-foot visibility obstruction regulations;
(3) A request for a special exception to the 20-foot visibility obstruction regulations;
(4) A request for a special exception to the 20-foot visibility obstruction regulations; and
(5) A request for a special exception to the fence height regulations

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT STANDARD REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO VISUAL OBSTRUCTION REGULATIONS:

Section 51A-4.602(d)(3) of the Dallas Development Code states that the board may grant a special exception to the visual obstruction regulations when in the opinion of the board, **the special exception will not constitute a traffic hazard.**

STAFF RECOMMENDATION:

Special Exceptions (5):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties nor will it constitute a traffic hazard.

BACKGROUND INFORMATION:

Zoning:

Site:	PD-134 Subarea A
North:	PD-134 Subarea A
East:	PD-134 Subarea A
South:	PD-134 Subarea A
West:	D(A)

Land Use:

The subject site is developed with auto service center use and all surrounding properties are developed with single-family and duplex uses.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Bernard Johnston for the property located at 402 S. Beacon St. focuses on 5 requests relating to the visual obstruction and fence height regulations.
- The first request is for a special exception to the fence height regulations. The applicant is proposing to construct and maintain an 8-foot high gate and fence in a required front-yard, along Santa Fe Ave., which will require a 4-foot special exception to the fence height regulations.
- Secondly, the applicant is requesting a special exception to the 45-foot visibility obstruction triangle at the corner of S. Beacon St. and Santa Fe Ave. The proposed 8-foot high fence encroaches approximately 28-feet into the visibility obstruction triangle on the boundary of S. Beacon St. and Santa Fe Ave.
- Thirdly, the applicant is requesting a special exception to the 20-foot visibility obstruction triangle at the drive approach along Santa Fe Ave. The proposed 8-foot high fence also

encroaches approximately 12-feet into the visibility obstruction triangle along Santa Fe Ave.

- Fourthly, the applicant is requesting a special exception to the 20-foot visibility obstruction triangle at the drive approach along S. Beacon St. The proposed 8-foot high fence also encroaches approximately 20-feet into the visibility obstruction triangle along S. Beacon St.
- Lastly, the applicant is proposing to construct and maintain an 8-foot high gate and fence in a required front-yard, along S. Beacon St., which will require a 4-foot special exception to the fence height regulations.
- The subject site is an auto service center with surroundings properties to the north, south, east and west are all developed with single-family and duplex homes.
- As illustrated on the submitted site plan and elevations, the applicant is proposing a wrought iron fence along Santa Fe Ave. and S. Beacon St.
- The Engineering Division recommends reduction of width at encroachment to the visibility triangle for driveway along S. Beacon St.
- The Engineering Division recommends a 30' x 30' encroachment to the visibility triangle at the corner of S. Beacon St. and Santa Fe Ave.
- The Engineering Division recommends denial of proposed encroachment to the visibility triangle for driveway at Santa Fe Ave.
- The Dallas Development Code states that in all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard.
- The applicant has the burden of proof in establishing that the special exception(s) to the fence height and visual obstruction regulations will not adversely affect the neighboring properties nor constitute a traffic hazard.
- Granting the special exceptions to the fence height and visual obstruction regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: **BDA234-085 402 S Beacon St**

Timeline:

May 17, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

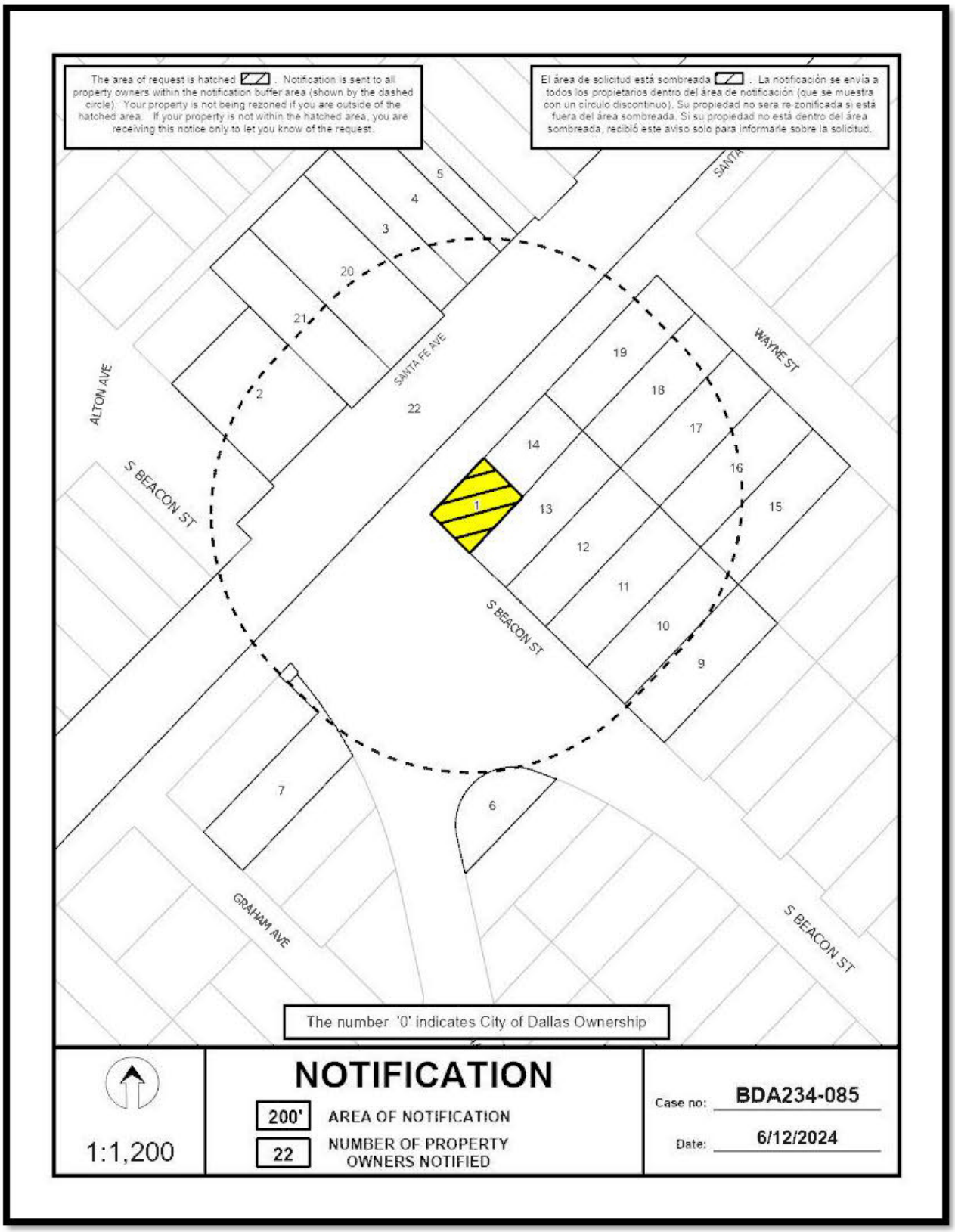
June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.


Site
ALTON AVE
S BEACON ST
SANTA FE AVE
WAYNE ST
GRAHAM AVE
S BEACON ST
1:1,200
AERIAL MAP
Case no: BDA234-085
Date: 06/12/2024


ALTON AVE
PD
901
D(A)
SANTA FE AVE
SANTA FE AVE
WAYNE ST
ALTON AVE
S BEACON ST
S BEACON ST
PD 134
(Subarea A)
PD
134
GRAHAM AVE
S BEACON ST
1:1,200
ZONING MAP
Case no: BDA234-085
Date: 06/12/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
ALTON AVE
SANTA FE AVE
WAYNE ST
S BEACON ST
GRAHAM AVE
1
2
3
4
5
6
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11
12
13
14
15
16
17
18
19
20
21
22
The number '0' indicates City of Dallas Ownership
1:1,200
NOTIFICATION
200'
AREA OF NOTIFICATION
22
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA234-085
Date: 6/12/2024

06/12/2024

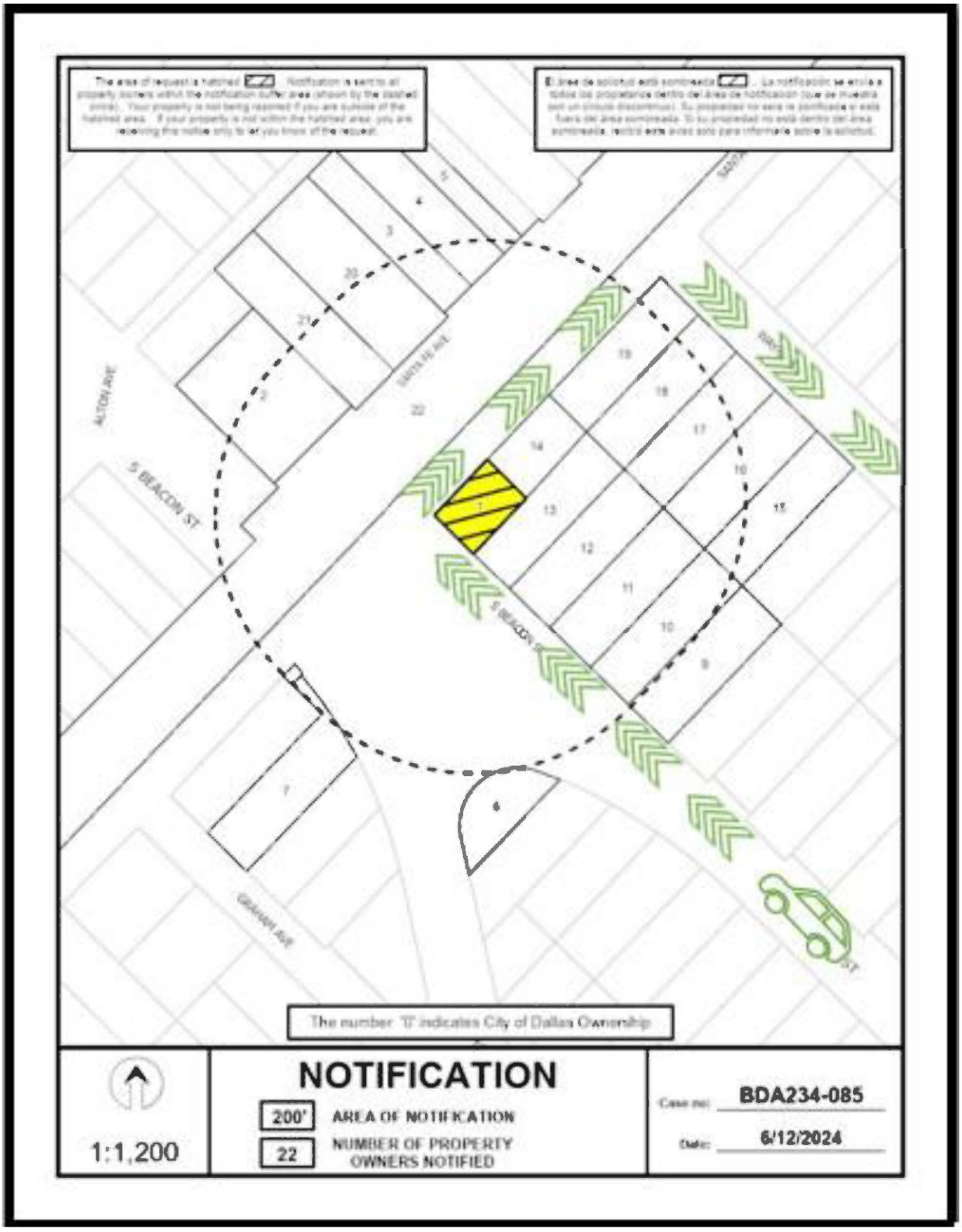
Notification List of Property Owners

BDA234-085

22 Property Owners Notified

Label #	*Address*		*Owner*
1	402	S BEACON ST	JOHNSTON BERNARD & SHANON
2	304	S BEACON ST	JO GRACIE LLC
3	5619	SANTA FE AVE	GRACIE JO LLC
4	5623	SANTA FE AVE	RIOJAS ANDREW &
5	5627	SANTA FE AVE	BERRY ALEXANDER
6	417	S BEACON ST	DARLEY PRESTON T
7	404	GRAHAM AVE	THE EAST DALLAS YANKEE LLC
8	5510	SANTA FE AVE	ENSERCH CORP
9	420	S BEACON ST	GARCIA FRANCISCO &
10	416	S BEACON ST	BARRERA BLANCA MARGARITA
11	410	S BEACON ST	MORENO MARIA E
12	408	S BEACON ST	RODRIGUEZ RAFAEL
13	406	S BEACON ST	RAMIREZ J JESUS
14	5610	SANTA FE AVE	MAIN STREET CHURCH OF
15	419	WAYNE ST	WAYNE 21 LLC
16	415	WAYNE ST	CANALES MANUEL ALBA
17	411	WAYNE ST	NUNEZ RAMON & MARTHA A
18	407	WAYNE ST	EAST DALLAS YANKEE LLC THE
19	401	WAYNE ST	TIJERINA FRANCES S EST OF
20	5615	SANTA FE AVE	Taxpayer at
21	5609	SANTA FE AVE	Taxpayer at
22	401	S BUCKNER BLVD	DART

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE:	**THURSDAY, JULY 18TH, 2024**
BRIEFING:	**10:00 a.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**
HEARING:	**1:00 p.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-085(BT) Application of Bernard Johnston for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the 45-foot visibility obstruction regulations; for **(3)** a special exception to the 20-foot visibility obstruction regulations; for **(4)** a special exception to the 20-foot visibility obstruction regulations; and for **(5)** a special exception to the fence height regulations at **402 S. BEACON ST**. This property is more fully described as Block 25/1613, lot 13, and is zoned PD-134 Subarea A, which limits the height of a fence in the front-yard to 4-feet, and requires a 45-foot visibility triangle at street intersections, and requires a 20-foot visibility triangle at driveway approaches. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(1)** a 4-foot special exception to the fence height regulations facing Santa Fe Ave.; to construct and/or maintain a nonresidential fence structure in a required visibility obstruction triangle, which will require **(2)** a special exception to the 45-foot visibility obstruction regulations at the intersection of Santa Fe Ave. and S. Beacon Street; to construct and/or maintain a nonresidential fence structure in a required 20-foot visibility obstruction triangle at the drive approach, which will require **(3)** a special exception to the visibility obstruction regulation facing Santa Fe Ave.; to construct and/or maintain a nonresidential fence structure in a required visibility obstruction triangle at the drive approach, which will require **(4)** a special exception to the 20-foot visibility obstruction regulation facing S. Beacon St.; and to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require **(5)** a 4-foot special exception to the fence height regulations facing Beacon St.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

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Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner at (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201



APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-085

Date: FOR OFFICE USE ONLY

RECEIVED MAY 17 REC'D BY:

Data Relative to Subject Property:

Location address: 402 S. Beacon Street Zoning District: PD 134, Sub A

Lot No.: 13 Block No.: 25/1613 Acreage: .0803 Census Tract:

Street Frontage (in Feet): 1) 44 50' 2) 66 70' 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Bernard & Shanor Johnston

Applicant: Bernard Johnston Telephone: 214-766-2183

Mailing Address: 5300 Tremont St Zip Code: 75214

E-mail Address: Matt @ w2s70l.com

Represented by: Telephone:

Mailing Address: Zip Code:

E-mail Address: M.J.

Affirm that an appeal has been made for a Variance ~~X~~ or Special Exception √ of fence height ~~84~~ 96"

fence in 45° triangle and 20° triangle

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

Properly operate business wirhout threat of vandalism or theft

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Bernad Johnston
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: Bernard Johnston
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 14 day of March, 2024

ALI JAHMAI RAMIREZ
My Notary ID # 134389552
Expires June 2, 2027

Notary Public in and for Dallas County, Texas

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that BERNARD JOHNSTON

did submit a request for (1) a special exception to the fence height regulations, and for (2) a special exception to the visibility obstruction regulations, and for (3) a special exception to the visibility obstruction regulations, and for (4) a special exception to the visibility obstruction regulations, and for (5) a special exception to the fence height regulations

at 402 S Beacon St

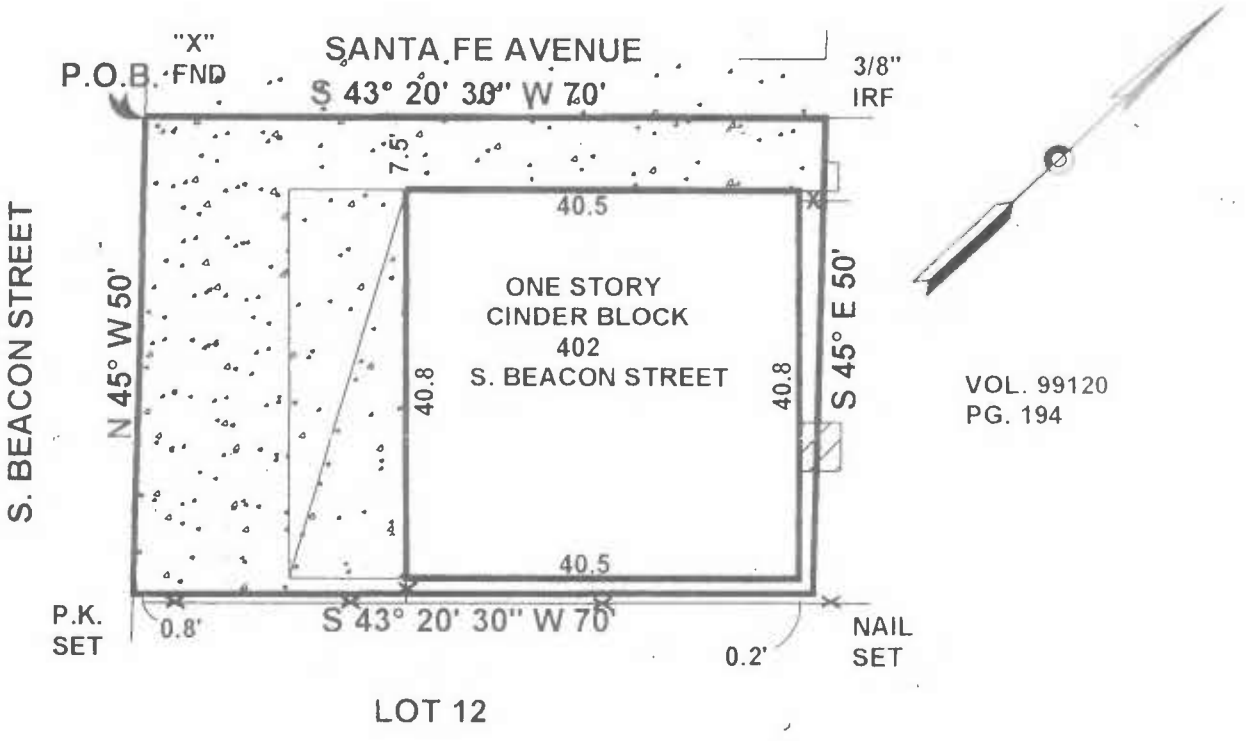
BDA234-085(BT) Application of Bernard Johnston for (1) a special exception to the fence height regulations; for (2) a special exception to the 45-foot visibility obstruction regulations; for (3) a special exception to the 20-foot visibility obstruction regulations; for (4) a special exception to the 20-foot visibility obstruction regulations; and for (5) a special exception to the fence height regulations at 402 S. BEACON ST. This property is more fully described as Block 25/1613, lot 13, and is zoned PD-134 Subarea A, which limits the height of a fence in the front-yard to 4-feet, and requires a 45-foot visibility triangle at stree intersections, and requires a 20-foot visibility triangle at driveway approaches. The applicant proposes to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require (1) a 4-foot special exception to the fence height regulations facing Santa Fe Ave.; to construct and/or maintain a nonresidential fence structure in a required visibility obstruction triangle, which will require (2) a special exception to the 45-foot visibility obstruction regulations at the intersection of Santa Fe Ave. and S. Beacor Street; to construct and/or maintain a nonresidential fence structure in a required 20-foot visibility obstruction triangle at the drive approach, which will require (3) a special exception to the visibility obstruction regulation facing Santa Fe Ave.; to construct and/or maintain a nonresidential fence structure in a required visibility obstruction triangle at the drive approach, which will require (4) a special exception to the 20-foot visibility obstructio regulation facing S. Beacon St.; and to construct and/or maintain an 8-foot-high fence in a required front-yard, which will require (5) a 4-foot special exception to the fence height regulations facing Beacon St.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA

402 S Beacon

Site

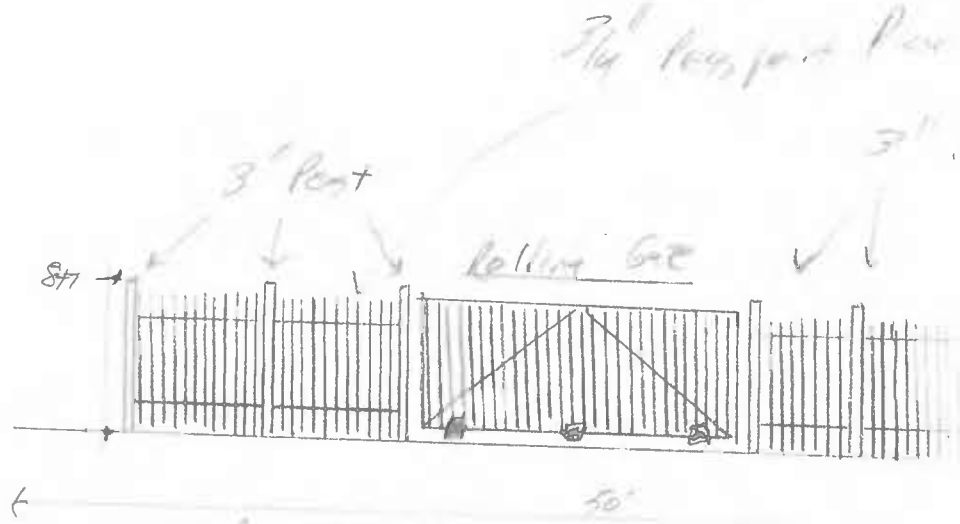


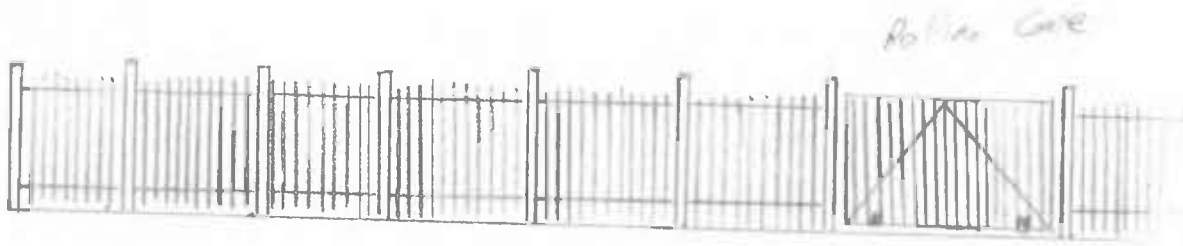
Scale 1" = 20'

BDA234-085

402 S Beacon

Fence Elevation





Beacon St

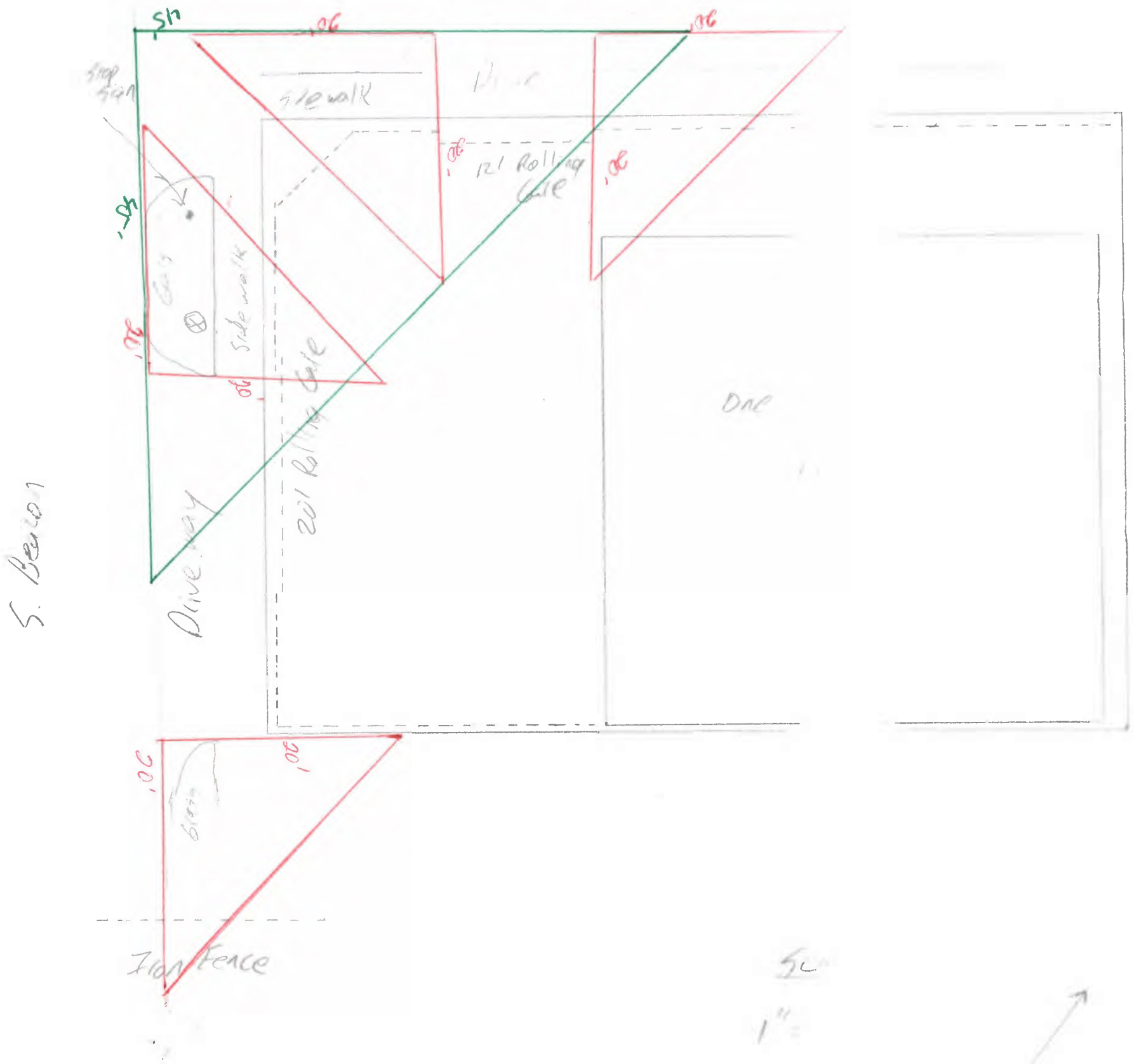
Facing

Scale

1" = 10'

BDA234-085

402 S. Beaun



S. Beaun

BDA234-085

FILE NUMBER: BDA234-087 (BT)

BUILDING OFFICIAL'S REPORT: Application of Kathryn Gowan for **(1)** a special exception to the single-family regulations and **(2)** a variance to the floor area regulations at **8703 ANGORA ST**. This property is more fully described as Block 5284, Lot 4, and is zoned R-7.5(A), which limits the number of dwelling units to one, and prohibits an accessory structure from exceeding 25% of the floor area of the main structure. The applicant proposes to construct and/or maintain an additional dwelling unit, not for rent (NFR), which will require **(1)** a special exception to the single-family zoning use regulations; the applicant futher proposes to construct and/or maintain a single-family residential accessory structure with 453 square feet of floor area (27% of the 1,689 square foot floor area of the main structure), which will require **(2)** a 31 square foot variance to the floor area regulations.

LOCATION: 8703 Angora St.

APPLICANT: Kathryn Gowan

REQUEST:

(1) A request for a special exception to the single-family use regulations, and
(2) A request for a variance to the floor area ratio, to construct and/or maintain an additional dwelling unit, not for rent, on a site developed with a single-family home

STANDARD FOR A SPECIAL EXCEPTION TO THE SINGLE-FAMILY USE REGULATIONS TO AUTHORIZE AN ADDITIONAL DWELLING UNIT:

Section 51A-4.209(b)(6)(E)(i) of the Dallas Development Code specifies that the board may grant a special exception to the single-family use regulations of the Dallas Development Code to authorize an additional dwelling unit on a lot when, in the opinion of the board, the additional dwelling unit **will not**:

1) **be used as rental accommodations**; or

2) **adversely affect neighboring properties.**

Section 51A-4.209(b)(6)(E)(ii) In granting this type of special exception, the board shall require the applicant to deed restrict the subject property to prevent the use of the additional dwelling unit as rental accommodations.

STANDARD FOR A VARIANCE:

Section 51(A)-3.102(d)(10) of the Dallas Development Code specifies that the board has the power to grant variances from the front yard, side yard, rear yard, lot width, lot depth, lot coverage, **floor area for structures accessory to single-family uses**, height, minimum sidewalks, off-street parking or off-street loading, or landscape regulations provided that the variance is:

(A) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.

(B) **necessary to permit development of a specific parcel of land** that differs from other parcels of land by being of such a restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

(C) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

(i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code;

(ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur;

(iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement;

(iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or

(v) the municipality considers the structure to be a nonconforming structure.

STAFF RECOMMENDATION:

Special Exception:
No staff recommendation is made on this or any request for a special exception to authorize an additional dwelling unit since the basis for this type of appeal is when in the opinion of the board, the additional dwelling unit will not: 1) be used as rental accommodations; or 2) adversely affect neighboring properties.

Variance:
Denial

Based upon the evidence presented and provided to staff, staff concluded that the request is:

- Not contrary to public interest as no opposition was received;
- Not restrictive in area, shape, or slope, in which it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning.
- It **is** self-created or personal hardship.

BACKGROUND INFORMATION:

Zoning:

Site:	R-7.5(A)
North:	CR and PD-287 Tract 6a
East:	R-7.5(A) and PD-287 Tract 6a
South:	R-7.5(A)
West:	R-7.5(A)

Land Use:

The subject site is developed with single-family use and surrounding properties are developed with single-family uses and various non-residential uses.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Kathryn Gowan for the property located at 8703 Angora St. focuses on 2 requests relating to the ADU and floor area regulations
- The first request is for a special exception to the single-family use regulations. The applicant is proposing to construct and maintain an additional dwelling unit (NFR), which will require a special exception to the single-family zoning use regulations.
- Secondly, the applicant is requesting a variance to the floor area ratio. The applicant is proposing to construct and maintain an additional dwelling unit, not for rent, on a site developed with a single-family home greater than 25% of the main floor area.
- The proposed additional dwelling unit is approximately 453 sq. ft. (27%)
- The main floor area is 1,689 sq. ft. (@ 25% = 422 sq. ft,).
- The surrounding properties to the south, east and west are R-7.5(A) single-family uses, however zoning district CR is located to the rear of the subject.
- The Dallas Development Code, single-family use regulations, states that only one dwelling unit may be located on a lot and that the Board of Adjustment may grant a special exception to this provision and authorize an additional dwelling unit on a lot when, in the opinion of the board, the special exception will not: (1) be use as rental accommodations; or (2) adversely affect neighboring properties.
- The Dallas Development Code specifies that the board has the power to grant variances from the **floor area for structures accessory to single-family uses**, provided that the variance is, **not contrary to the public interest**, **necessary to permit development of a specific parcel of land** and **not granted to relieve a self-created or personal hardship**.

- The applicant has the burden of proof in establishing that the special exception to the single-family use regulations will not adversely affect the neighboring properties.
- Granting the special exception to the single-family use regulation and variance to the floor area regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: **BDA234-087 8703 Angora St**

Timeline:

May 17, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

July 9, 2024: The Board of Adjustment Panel **C** July hearings were rescheduled to Monday, August 19, 2024.

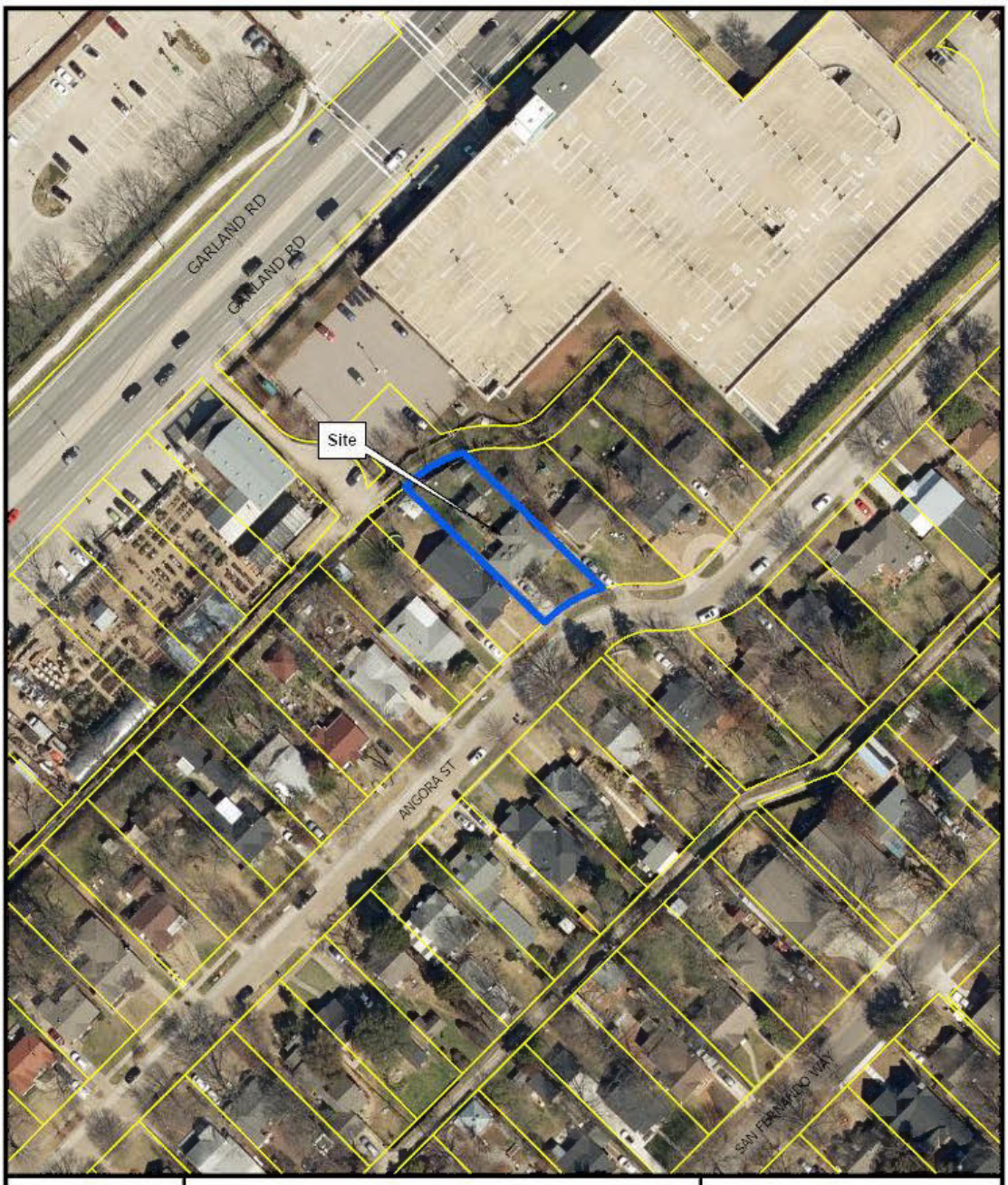
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and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.

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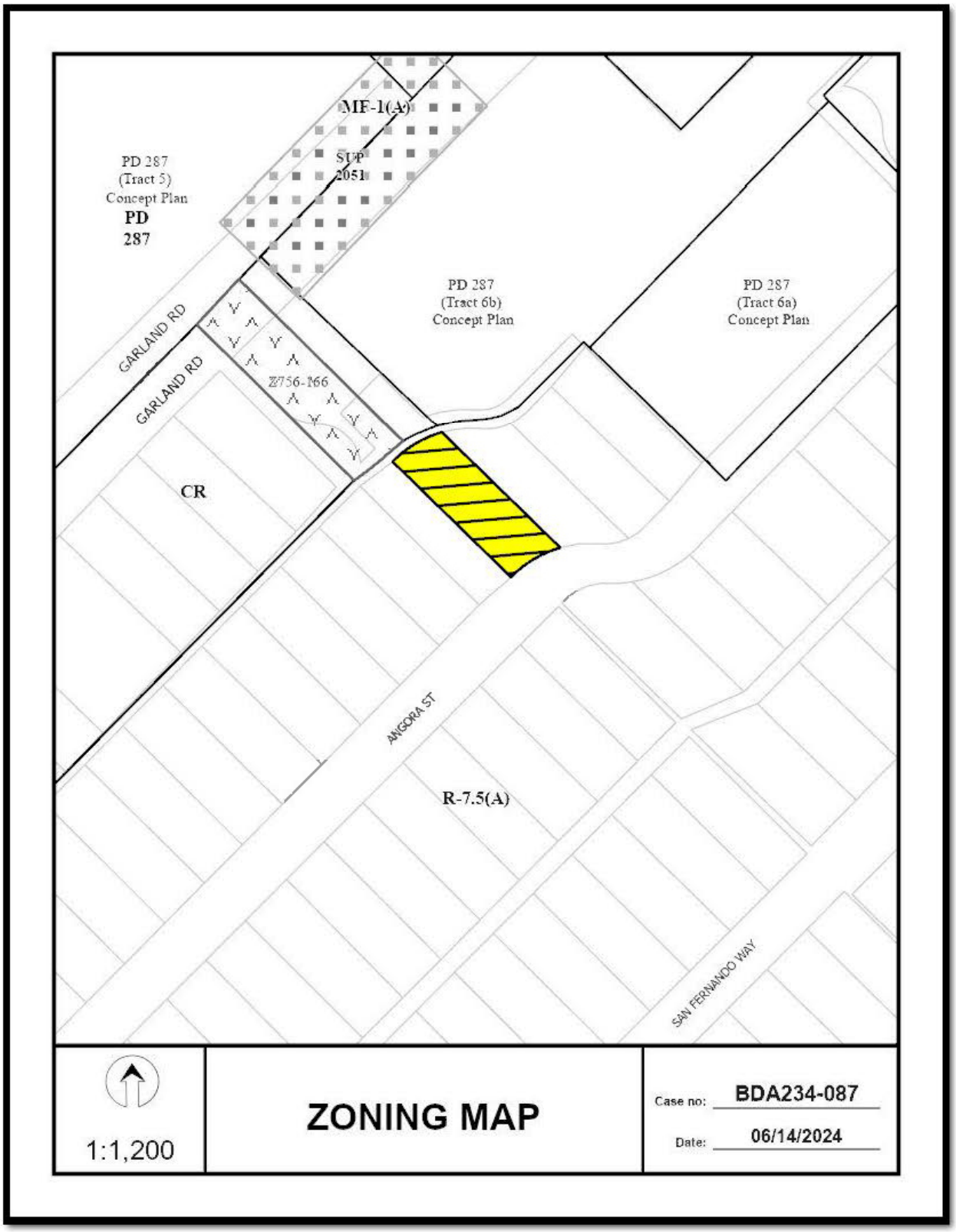


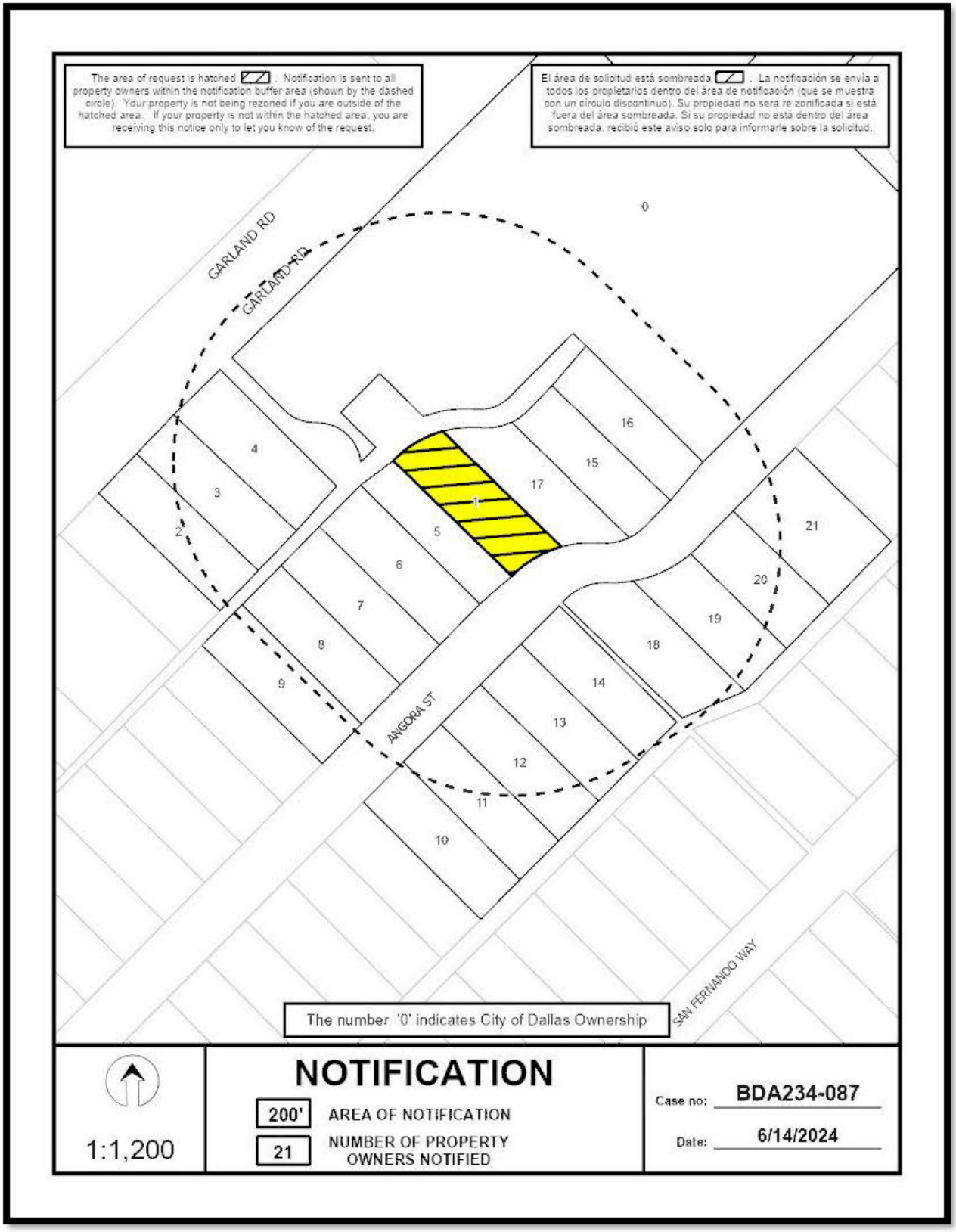
1:1,200

AERIAL MAP

Case no: BDA234-087

Date: 06/14/2024


MF-1(A)
SUP
2051
PD 287
(Tract 5)
Concept Plan
PD
287
PD 287
(Tract 6b)
Concept Plan
PD 287
(Tract 6a)
Concept Plan
GARLAND RD
GARLAND RD
Z756-166
CR
ANGORA ST
R-7.5(A)
SAN FERNANDO WAY
1:1,200
ZONING MAP
Case no: BDA234-087
Date: 06/14/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
GARLAND RD
GARLAND RD
ANGORA ST
SAN FERNANDO WAY
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
The number '0' indicates City of Dallas Ownership
1:1,200
NOTIFICATION
200'
AREA OF NOTIFICATION
21
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA234-087
Date: 6/14/2024

06/12/2024

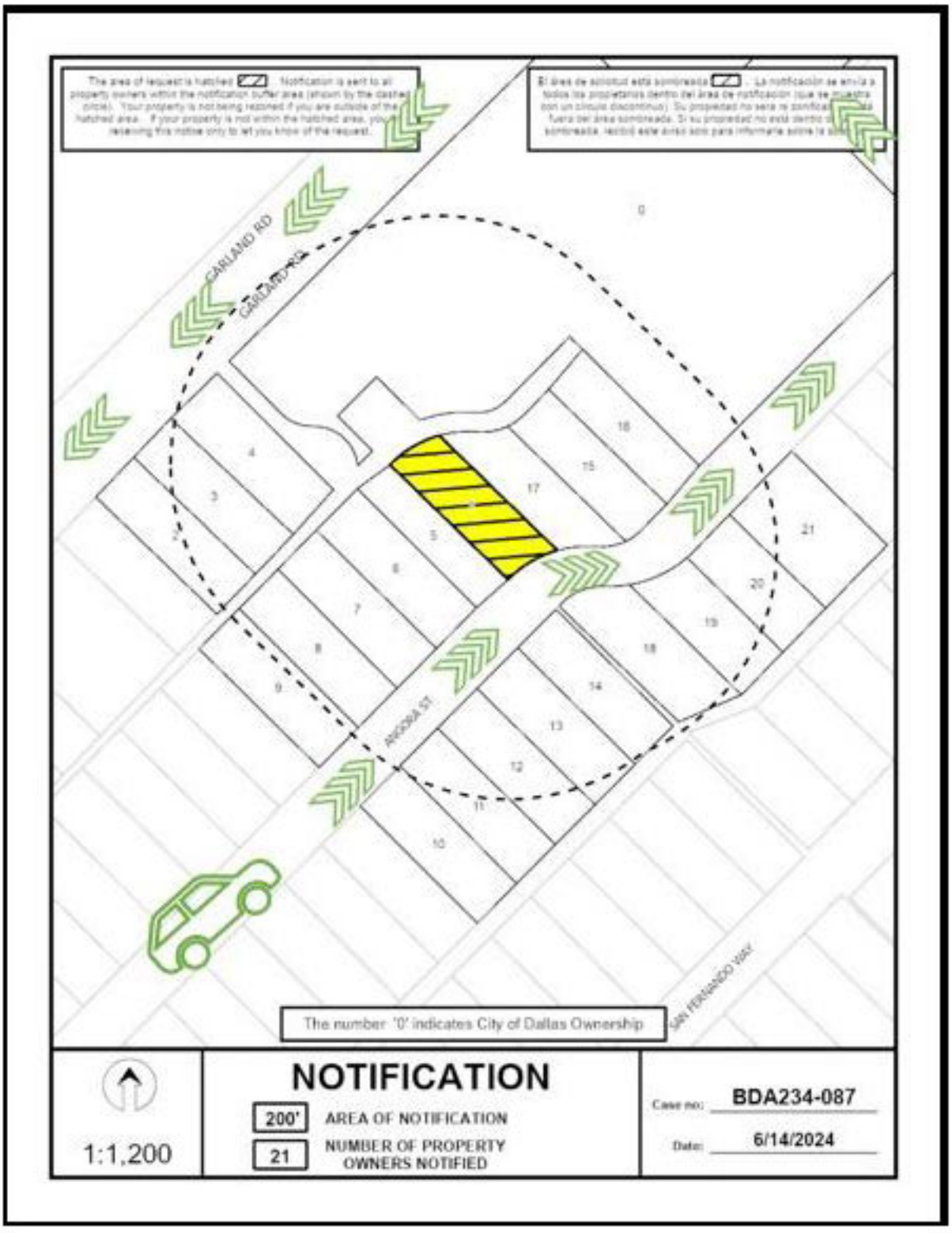
Notification List of Property Owners

BDA234-087

21 Property Owners Notified

Label #	*Address*		*Owner*
1	8703	ANGORA ST	GOWAN KATHRYN & SHERYL
2	8646	GARLAND RD	Taxpayer at
3	8650	GARLAND RD	Taxpayer at
4	8652	GARLAND RD	Taxpayer at
5	8659	ANGORA ST	NICKELL JON & KATHERINE
6	8655	ANGORA ST	CAUDILL CHERYL
7	8651	ANGORA ST	YOUNG LORRAINE E L &
8	8645	ANGORA ST	CRADDUCK CAROL ANNE
9	8643	ANGORA ST	CHRISTENSEN JAMES A
10	8642	ANGORA ST	Taxpayer at
11	8646	ANGORA ST	DAVIES JOHN &
12	8650	ANGORA ST	SILVA NOELIA ELISA
13	8654	ANGORA ST	VAUGHAN VICKI
14	8658	ANGORA ST	JAMISON NANCY
15	8711	ANGORA ST	SPARLING SARAH
16	8715	ANGORA ST	HUMRICHOUSE IRREVOCABLE TRUST
17	8707	ANGORA ST	KALKA JASON & WHITNEY STAR
18	8702	ANGORA ST	KELLY ZACHARY & PRESLIE
19	8706	ANGORA ST	BANGLE JULIE C
20	8710	ANGORA ST	PUSATERI DAVID ADAM &
21	8718	ANGORA ST	MARES MARIBEL &

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE:	**THURSDAY, JULY 18TH, 2024**
BRIEFING:	**10:00 a.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**
HEARING:	**1:00 p.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-087(BT) Application of Kathryn Gowan for **(1)** a special exception to the single-family regulations and for **(2)** a variance to the floor area regulations at **8703 ANGORA ST**. This property is more fully described as Block 5284, Lot 4, and is zoned R-7.5(A), which limits the number of dwelling units to one, and prohibits an accessory structure to exceed 25% of the floor area of the main structure. The applicant proposes to construct and/or maintain an additional dwelling unit (NFR), which will require **(1)** a special exception to the single-family zoning use regulations; and proposes to construct and/or maintain a single family residential accessory structure with 453 square feet of floor area (27% of the 1,689 square foot floor area of the main structure), which will require **(2)** a 31 square foot variance to the floor area regulations.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in Council Chambers at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Development Services Department at 214-670-4127 **by the close of business Wednesday, July 17th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

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Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
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PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

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Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

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BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-089

RECEIVED
MAY 17 REC'D
BY:

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

Location address: 8703 ANGORA Zoning District: R 7.5(A)

Lot No.: 4 Block No.: 5284 Acreage: 0.19 Census Tract:

Street Frontage (in Feet): 1) 52 2) 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Kathryn and SHERYL GOWAN

Applicant: Kathryn GOWAN Telephone: 4695441689

Mailing Address: 8703 ANGORA Zip Code: 75218

E-mail Address: kaky GOWAN@gmail.com

Represented by: Telephone:

Mailing Address: Zip Code:

E-mail Address:

Affirm that an appeal has been made for a Variance __, or Special Exception X of ADU RENOVATION ADD VARIANCE TO FLOOR AREA

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason: ADU REQUEST FOR MOTHER IN LAW SUITS. NOT FOR RENT.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Kathryn Gowan
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted:
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 8th day of May, 2024

Danyale Fletcher
Notary Public in and for Dallas County, Texas

NOTARY PUBLIC STATE OF TEXAS
Danyale D Fletcher
My Commission Expires
03/04/2025
ID No 132955373

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that Kathryn Gowan

did submit a request for (1) a special exception to the single-family regulations, and for (2) a variance to the floor area regulations

at 8703 Angora

BDA234-087(BT) Application of Kathryn Gowan for (1) a special exception to the single-family regulations and for (2) a variance to the floor area regulations at 8703 ANGORA ST. This property is more fully described as Block 5284, Lot 4, and is zoned R-7.5(A), which limits the number of dwelling units to one, and prohibits an accessory structure to exceed 25% of the floor area of the main structure. The applicant proposes to construct and/or maintain an additional dwelling unit (NFR), which will require (1) a specia exception to the single-family zoning use regulations; and proposes to construct and/or maintain a single family residential accessory structure with 453 square feet of floor area (27% of the 1,689 square foot floor area of the main structure), which will require (2) a 31 square foot variance to the floor area regulations.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA



SITE PLAN
SCALE: 1/8" = 1'-0"

GENERAL

- REFER TO G1 SERIES FOR GENERAL NOTES
- SURVEY SHOWN FOR REFERENCE ONLY

SQUARE FOOTAGE TABLE

MAIN HOUSE	204 SQFT
MAIN HOUSE ADDITION	485 SQFT
MAIN HOUSE NEW TOTAL	689 SQFT
CASITA	323 SQFT
CASITA ADDITION	130 SQFT
CASITA NEW TOTAL	453 SQFT

A REMODEL FOR

GOWAN RESIDENCE

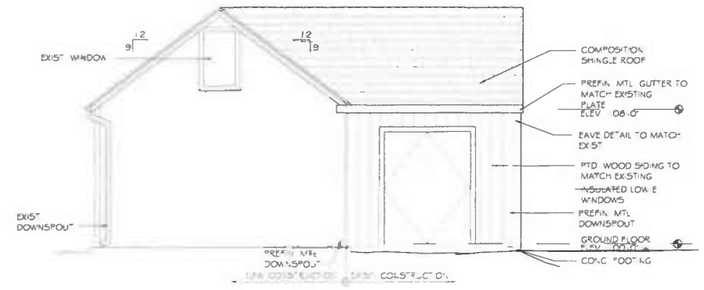
6703 ANGORA
DALLAS, TEXAS 75216

SEAL

SITE PLAN

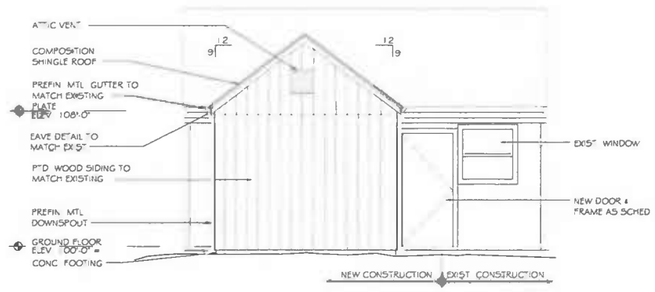
SHEET NUMBER
A02

PROJ # 000
ISSUE
DATE 05.22.2024
LAST REV



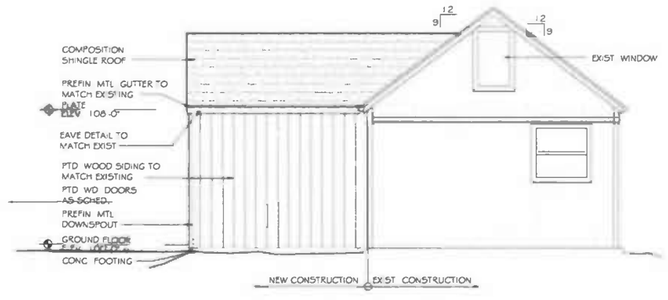
02 NORTHEAST (RT SIDE) ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



02 NORTHWEST (REAR) ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"



01 SOUTHWEST (LEFT SIDE) ELEVATION

SCALE: $\frac{1}{4}$" = 1'-0"

GOWAN RESIDENCE

A REMODEL

8703 ...
DALLAS, TEXAS ...

SEAL

No Date Item

EXTERIOR ELEVATIONS CASITA

SHEET NUMBER

A08

PROJ # 0001

Scale

Date 05 22 2024

Last Rev

BDA234-087

GENERAL NOTE:

- REFER TO A/ SERIES FOR SPECIFICATIONS
- REFER TO GN SERIES FOR GENERAL NOTES

REMODEL PLAN NOTES:

- REFER TO ID-ELEVATIONS AND DETAILS FOR ALL MILLWORK LOCATIONS AND DIMENSIONS.
- REFERENCE FINISH PLAN AND ELEVATIONS FOR WALL CLADDING MATERIALS AND LOCATIONS
- ALL WALL DIMENSIONS ARE SHOWN TO FINISH FACE OF DRYWALL
- HATCHED WALL INDICATES A NEW WALL

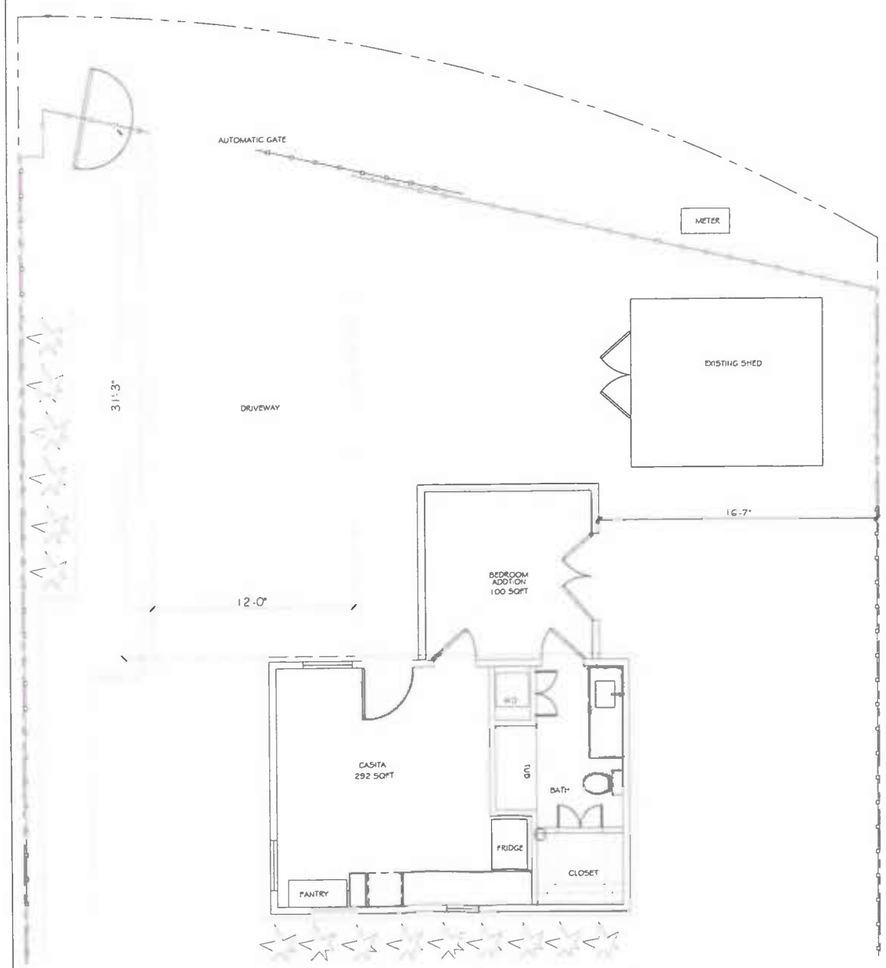
KEYNOTES:

- ○ REMOVE DOUBLE DOOR AND PROVIDE A WOOD CASED OPENING
- ② NEW SLIDING DOORS
- ○ EXTEND BEDROOM LENGTH
- ○ [illegible]
- ○ [illegible]
- ○ [illegible]
- ⑦ KEEP EXISTING WINDOW - MOVE WITH EXTENSION OF THE ROOM
- ⑧ PRICE PREFAB CLOSET FROM HOME DEPOT OR ELFMA
- ⑨ CONTRACTOR TO LOOK AT THE ABILITY TO MAKE THIS W/D CLOSET BIGGER - WE DO NOT NEED CLOSET IN PRIMARY SUITE ROOM - OTHER PRICING OPTION IS TO DEMO WALL AND DOOR AND MAKE A READING NOOK
- ⑬ TILE SHOWER PAN - SCHLUTER WATERPROOFING WALLS AND FLOOR
- ○ SCHLUTER WATERPROOFING WALLS AND FLOOR - PROVIDED BY OWNER

GOWAN RESIDENCE

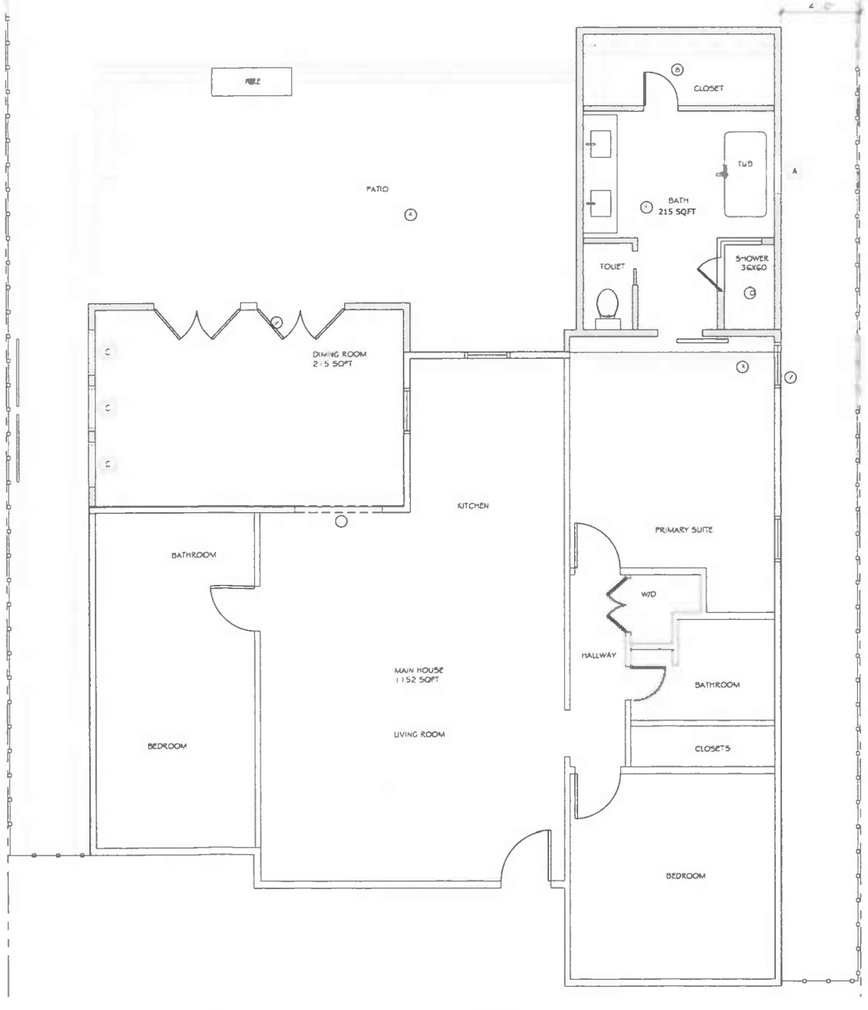
A REMODEL

8703 AVE A
DALLAS, TEXAS



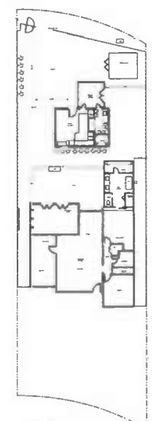
REMODEL FLOOR PLAN - CASITA

SCALE: 1/4" = 1'-0"



REMODEL FLOOR PLAN - MAIN HOUSE

SCALE: 1/4" = 1'-0"



KEY PLAN

SEAL

No	Date	Item

REMODEL FLOOR PLANS

SHEET NUMBER

A04

PROJ #	0001
Scale	
Date	05 22 2024
Last Rev	

BDA234-087

FILE NUMBER: BDA234-091(CJ)

BUILDING OFFICIAL'S REPORT: Application of Jennifer Hiromoto for a special exception to the parking regulations at 1444 Oak Lawn Ave. This property is more fully described as Block 46/1003, Lot 3, and is zoned PD-621 Subdistrict 1, which requires parking to be provided. The applicant proposes to construct and/or maintain nonresidential development for the following uses: restaurant without drive-in or drive-through service, retail, office, and showroom, and provide 363 parking spaces of the required 661 parking spaces, which will require a 298 space special exception (45% reduction) to the parking regulation.

LOCATION: 1444 Oak Lawn Avenue

APPLICANT: Jennifer Hiromoto

REQUEST:

(1) A request for a special exception to the off-street parking regulations.

STANDARDS OF REVIEW FOR A SPECIAL EXCEPTION TO OFF-STREET PARKING:

SEC.51A-4.311(a) of the Dallas Development Code states that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.**

SEC. 51P-621.110(b)(2)(D) of the Dallas Development Code and the Planned Development District Article 621 states **the board of adjustment may grant a special exception of up to 50 percent of the required off-street parking upon the findings and considerations listed in Section 51A-4.311.** The board of adjustment may impose conditions on the special exception.

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when of the board finds, the parking demand generated by the use does not warrant the number of required off-street parking spaces, and the special exception will not constitute a traffic hazard or increase traffic congestion on adjacent or nearby streets.

BACKGROUND INFORMATION:

BDA History:
No BDA history found at 1444 Oak Lawn Ave. within the last 5 years.

Square Footage:
This lot contains 408,636.36 of square feet.
This lot is zoned PD 621 Subdistrict 1 which does not have a minimum lot size.

Zoning:

Site:	PD 621 Subdistrict 1 Zoning District
North:	PD 621 Subdistrict 1 Zoning District
South:	PD 621 Subdistrict 1 Zoning District
East:	PD 621 Subdistrict 1 Zoning District
West:	PD 621 Subdistrict 1 Zoning District

Land Use:
The subject site is developed with a retail building. The areas to the north, south, east, and west are developed and being developed with uses permissable in Planned Development 621.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jennifer Hiromoto for the property located at 1444 Oak Lawn Avenue focuses on one request relating to the off-street parking regulations for a nonresidential structure to be used for retail and personal service uses, office, and showroom/warehouse uses.

- The subject site is zoned PD 621 Subdistrict 1 which requires parking to be provided.

- It is imperative to note that 711 parking spaces are required for the subject site.

- 50 of the required 711 parking spaces will be covered by parking credits which leaves a total of 661 required parking spaces.

- A request for a special exception to the off-street parking regulations of 298 spaces (45%) is made to construct and/or maintain a nonresidential structure with varying uses at 1444 Oak Lawn Avenue.

- The submitted site plan shows the applicant plans to provide 363 (55%) of the remaining 661 required parking spaces at 1444 Oak Lawn Avenue.

- The subject site is currently developed with nonresidential structures with the following uses: restaurant without drive-in or drive-through service, retail, office, and showroom.

- The subject site has triple street frontage on Oak Lawn Avenue, Dragon Street and Slocum Street.

- The applicant has the burden of proof in establishing that the parking demand generated by the use does not warrant the number of required off-street parking spaces, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

- Granting the proposed 298 space (45%) special exception to the parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be constructed as shown on the submitted documents, and the special exception automatically and immediately terminates if and when the particular uses are changed or discontinued.
- 200' Radius Video: BDA234-091 at 1444 Oak Lawn Ave

Timeline:

June 3, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**

June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

July 2, 2024: The Traffic Engineering Program Administrator provided staff with the traffic engineer report.

July 9, 2024 Panel C July hearings were rescheduled to Monday, August 19th

July 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the August 9, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 29, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the August public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer

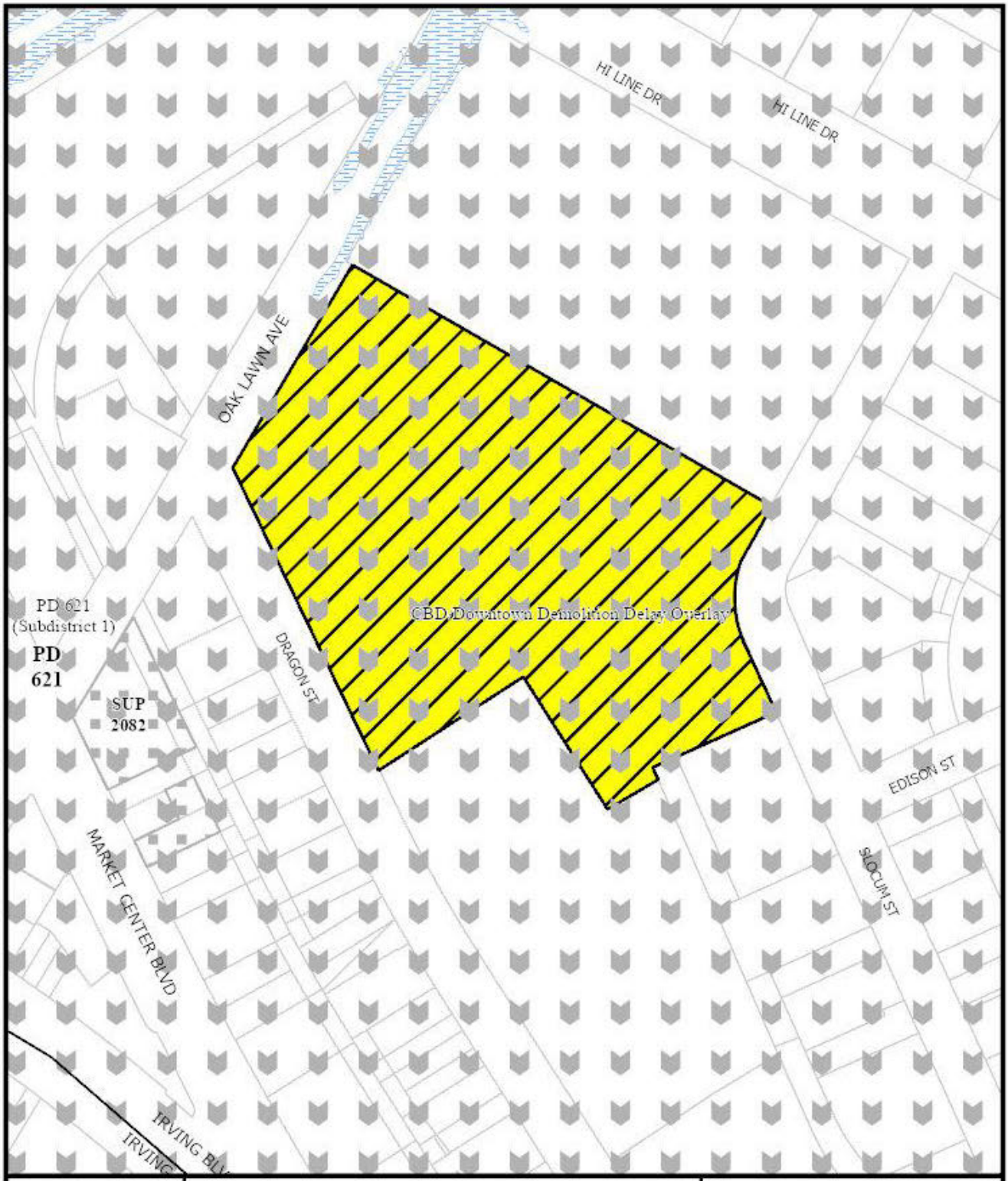


1:2,400

AERIAL MAP

Case no: BDA234-091

Date: 06/21/2024

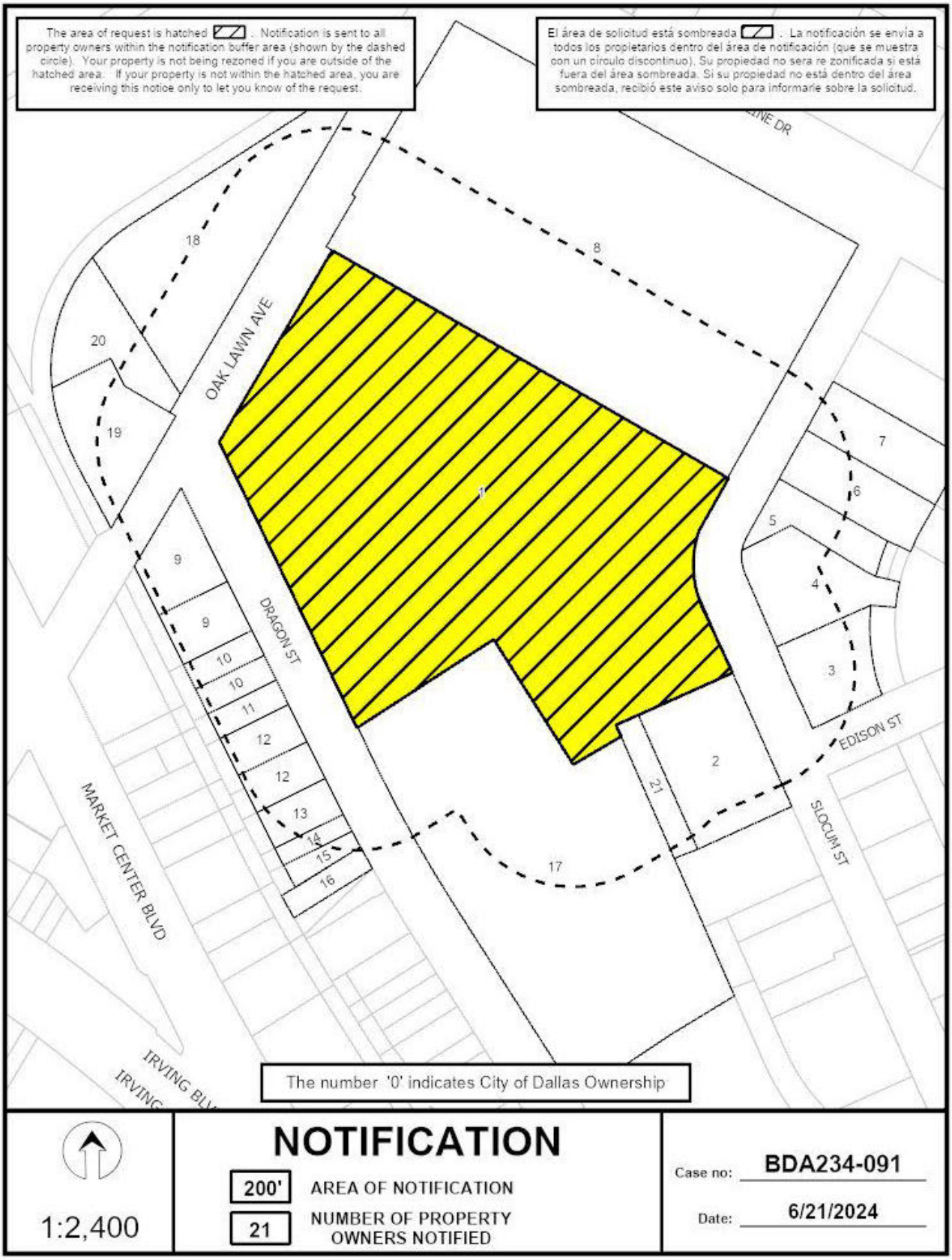


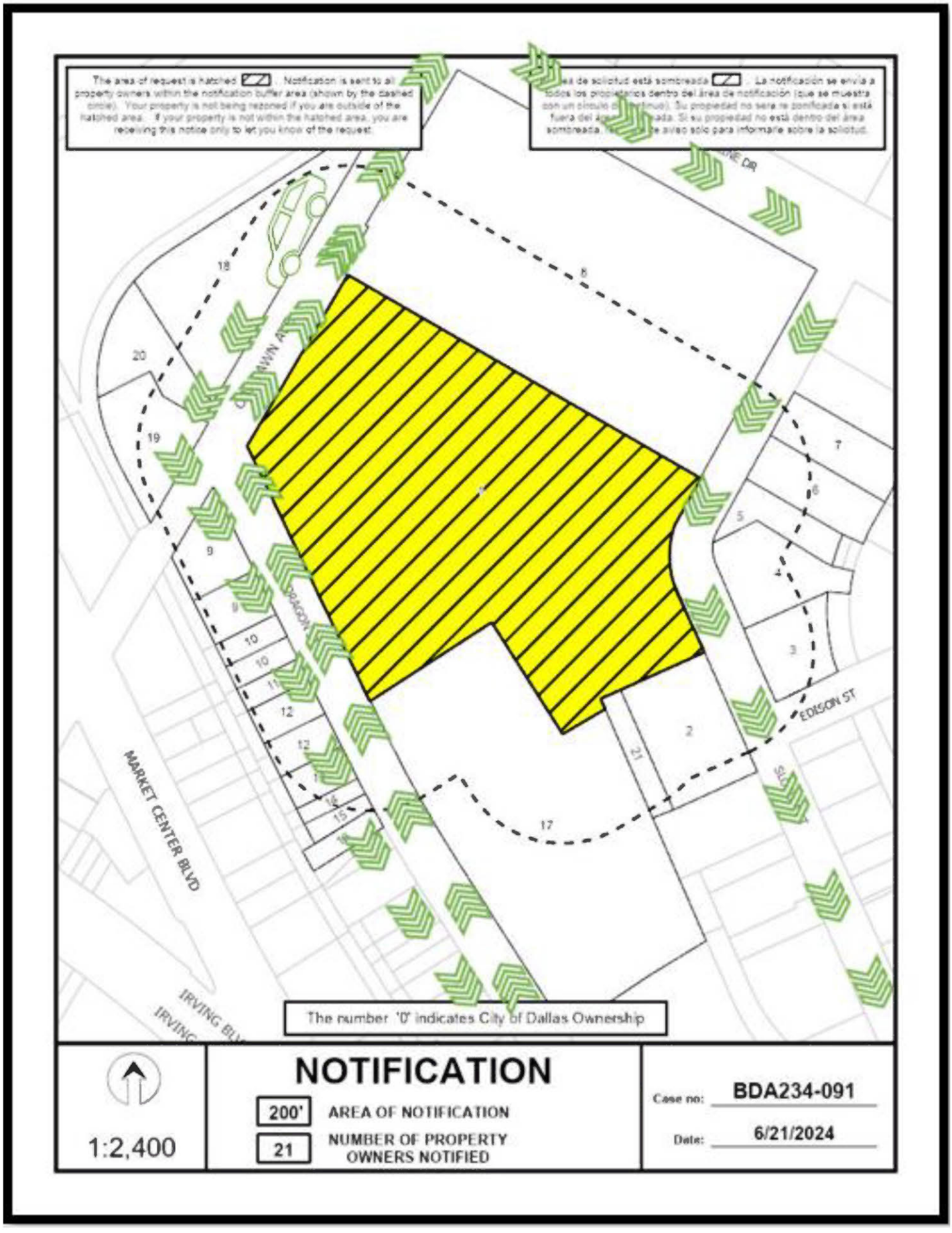
1:2,400

ZONING MAP

Case no: BDA234-091

Date: 06/21/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
OAK LAWN AVE
DRAGON ST
MARKET CENTER BLVD
EDISON ST
SLOCUM ST
IRVING BLVD
1
2
3
4
5
6
7
8
9
9
10
10
11
12
12
13
14
15
16
17
18
19
20
21
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200' AREA OF NOTIFICATION
21 NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA234-091
Date: 6/21/2024


The area of request is hatched. Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200' AREA OF NOTIFICATION
21 NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA234-091
Date: 6/21/2024
MARKET CENTER BLVD
EDISON ST
DRAGON
IRVING BLVD

/
06/21/2024

Notification List of Property Owners

BDA234-091

21 Property Owners Notified

Label #	Address		Owner
1	1444	OAK LAWN AVE	OAK LAWN DESIGN PARTNERS
2	1505	SLOCUM ST	1505 SLOCUM LLC
3	1502	SLOCUM ST	JANELL COMPANY THE
4	1518	SLOCUM ST	SIS REAL ESTATE LLC
5	1528	SLOCUM ST	TRINITY BAIT SHOP LP
6	1532	SLOCUM ST	LILLARD FRANK H &
7	1544	SLOCUM ST	JOHNS ROBERT VERN
8	1617	HI LINE DR	DDD PROPERTY HOLDINGS LLC
9	1643	DRAGON ST	SKL AND ALCSL REVOCABLE TRUST
10	1633	DRAGON ST	NR YANG PROPERTIES LLC
11	1627	DRAGON ST	A 3 PROPERTIES LP
12	1621	DRAGON ST	MUSE FAMILY ENTERPRISES LTD
13	1611	DRAGON ST	ZUEGER SECOND FAMILY LP
14	1607	DRAGON ST	LOJ DRAGON STREET LLC
15	1605	DRAGON ST	Taxpayer at
16	1601	DRAGON ST	Taxpayer at
17	1500	DRAGON ST	DDD PORTFOLIO HOLDINGS LLC
18	1505	OAK LAWN AVE	SKL INVESTMENTS CO LTD
19	1333	OAK LAWN AVE	1333 OAK LAWN DALLAS OWNER LP
20	1401	OAK LAWN AVE	1333 OAK LAWN DALLAS OWNER LP
21	1500	SLOCUM ST	Taxpayer at



1:2,400

NOTIFICATION

200' AREA OF NOTIFICATION

21 NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: BDA234-091

Date: 6/21/2024

NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-091(CJ) Application of Jennifer Hiromoto for a special exception to the parking regulations at **1444 OAK LAWN AVE**. This property is more fully described as Block 46/1003, Lot 3, and is zoned PD-621, which requires parking to be provided. The applicant proposes to construct and/or maintain nonresidential development the following uses: restaurant without drive-in or drive-through service, retail, office, and showroom, and provide 363 parking spaces of the required 661 parking spaces, which will require a 298-space special exception (45% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in 6ES Council Briefing at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Planning & Development Department at 214-670-4127 **by the close of business Sunday, August 18th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Cambria Jordan, Senior Planner at (214) 948-4476, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Development Services

"TOGETHER WE ARE BUILDING A SAFE AND UNITED DALLAS"

APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-061

RECEIVED
MAY 24 2024
BY:

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

Location address: 1444 Oak Lawn Avenue Zoning District: PD 621 Subdistrict 1

Lot No.: 3-7, Pt 27 Block No.: 1/6851 & 46/1003 Acreage: 9.381 ac Census Tract: 48113010003

Street Frontage (in Feet): 1) 329 2) 519 3) 273 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): 1444 Oak Lawn LP

Applicant: Jennifer Hiromoto Telephone: 469-275-2414

Mailing Address: PO Box 38586, Dallas TX Zip Code: 75238

E-mail Address: jennifer@buzzurbanplanning.com

Represented by: Jennifer Hiromoto Telephone: 469-275-2414

Mailing Address: P.O. Box 38586 Zip Code: 75238

E-mail Address: jennifer@buzzurbanplanning.com

Affirm that an appeal has been made for a Variance __, or Special Exception X, of parking regulations for retail and personal service uses, office, and showroom/warehouse uses, Reduction of 298 Spaces (45.1%)

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

The proposed revitalization of the existing property will repurpose and transition existing buildings to incorporate some retail and restaurant uses that will complement the surrounding area. The proposed parking reduction number request will not create a traffic hazard due to the trip generation characteristics and ability to address and mitigate the comprehensive parking needs.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Jennifer Hiromoto

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: _____

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 19th day of April, 2024

_____

Notary Public in and for Dallas County, Texas

CHERIE' BAYON LEVIER
Notary Public
STATE OF TEXAS
ID# 13433586-0
My Comm. Exp. 05/01/2027

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman _____

Building Official's Report

I hereby certify that Jennifer Hiromoto

did submit a request for a special exception to the parking regulations

at 1444 Oak Lawn Avenue

BDA234-091(CJ) Application of Jennifer Hiromoto for a special exception to the parking regulations at 1444 OAK LAWN AVE. This property is more fully described as Block 46/1003, Lot 3, and is zoned PD-621, which requires parking to be provided. The applican proposes to construct and/or maintain nonresidential development the following uses: restaurant without drive-in or drive-through service, retail, office, and showroom, and provide 363 parking spaces of the required 661 parking spaces, which will require a 298 space special exception (45% reduction) to the parking regulation.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA

UPDATED SITE PLAN



1 SITE PLAN - LEVEL 1
1" = 30'-0"

PROPOSED LEGEND & KEY:

- PROPERTY LINE
- EXISTING BASE BUILDING CONSTRUCTION TO REMAIN INCLUDING STRUCTURAL COLUMNS W/ ENCASEMENT, STRUCTURAL SLAB, BEAMS AND EXTERIOR WALLS.
- EXTENT OF DEMOLISHED WALLS, BUILDING FOOTPRINT AND COLONNADE. REFER DEMOLITION SITE PLAN AND ENLARGED PLANS FOR DETAIL.
- WALL AND COLONNADE. REFER ANNOTATION FOR DETAILS.
- ZONE FOR ROOF-MOUNTED MECHANICAL EQUIPMENT. VISIBILITY LINES TO BE REVIEWED WITH FINAL SELECTION OF MECHANICAL EQUIPMENT AND CONFIRMED

NOTES:

1. INTERIOR PARTITIONS ARE TYPE E4 UON
2. DOORS TO BE HELD 4" OFF ADJACENT PARTITION

TENANCY LEGEND & KEY:

- RETAIL
- RESTAURANT
- SHOWROOM
- CAFE
- CORRIDOR
- OUTDOOR SEATING/LANDSCAPE
- VISIBILITY TRIANGLES

PARKING SCHEDULE

Phase Created	COUNT
Existing	303
New Construction	60
TOTAL SPACES	363

NOTE: EXISTING PARKING COUNT IS BASED ON SURVEY.

AREA (PROPOSED) MERCH/PARKING

NAME	AREA
AA_OAK FASHION	
UNIT 1.01	9,685 SF
UNIT 1.02	1,613 SF
UNIT 1.03	3,219 SF
UNIT 1.04	3,217 SF
UNIT 1.05	1,614 SF
UNIT 1.06	1,611 SF
UNIT 1.07	3,142 SF
UNIT 1.08	1,608 SF
UNIT 1.09	3,219 SF
UNIT 1.10	3,220 SF
UNIT 2A.01	3,226 SF
UNIT 2A.02	3,228 SF
UNIT 2A.03	3,228 SF
UNIT 2A.04	3,118 SF
UNIT 2B.01	3,045 SF
UNIT 3.02	6,655 SF
UNIT 3.03	4,740 SF
UNIT 4.01	1,202 SF
UNIT 4.02	1,203 SF
UNIT 5.04	4,392 SF
UNIT 5.05	4,290 SF
UNIT 5.07	4,239 SF
UNIT 6.01	2,880 SF
UNIT 6.02	1,200 SF
UNIT 6.03	1,205 SF
UNIT 6.04	1,211 SF
UNIT 6.05	1,182 SF
UNIT 6.06	1,217 SF
UNIT 6.07	1,186 SF
UNIT 6.08	2,398 SF
	87,194 SF
AA_OAK RESTAURANT	
UNIT 1.11	2,425 SF
UNIT 2A.05	7,842 SF
UNIT 3.01	1,209 SF
UNIT 5.01	3,060 SF
UNIT 5.06	9,023 SF
UNIT 6.09	5,433 SF
UNIT 7.01	9,230 SF
	38,222 SF
AA_OAK SHOWROOM	
UNIT 4.03	2,400 SF
UNIT 4.04	2,338 SF
UNIT 4.05	7,606 SF
UNIT 5.02	3,534 SF
UNIT 5.03	6,598 SF
UNIT 6.10	5,755 SF
UNIT 6.11	1,808 SF
	30,040 SF
PARKING/BOH 1	
FIRE RISER	740 SF
	740 SF
PARKING/BOH 2	
CORRIDOR	1,724 SF
	1,724 SF
PARKING/BOH 3	
ELECTRICAL	418 SF
	418 SF
TOTAL AREA	158,338 SF

Oak Lawn Plaza

1444 Oak Lawn Ave
Dallas TX 75207

MA ma.com

REV NO	DATE	ISSUE
4	06/14/2024	100% DESIGN DEVELOPMENT
3	05/10/2024	50% DESIGN DEVELOPMENT
2	03/29/2024	SCHEMATIC DESIGN REVISION
1	03/19/2024	SCHEMATIC DESIGN

OWNER/CLIENT:
Asana Partners
1616 Camden Road
Suite 210
Charlotte, NC 28203
Phone: (386) 697-4141
asanapartners.com

ARCHITECT OF RECORD:
GFF Design
3030 Nowitzki Way
Suite 400
Dallas, TX 75219
Phone: (214) 303-1500
gff.com

DESIGN ARCHITECT:
Morris Adjmi Architects
60 Broad St
32nd FL
New York, NY 10004
Phone: (212) 982-2020
ma.com

LANDSCAPE:
Land Design
5301 Alpha Road
Suite 24
Dallas, TX 5240
Phone: (214) 785-6009
LandDesign.com

MEP/FP:
Telios
146 Payne Street
Dallas, TX 75207
Phone: (469) 676-8446
teliospc.com

CIVIL:
Westwood
7557 Rambler Road
Suite 1400
Dallas, TX 75231
Phone: (817) 785-7349
westwoodps.com

STRUCTURAL:
Hunt & Joiner, Inc.
1825 Market Center
Blvd, Suite 620
Dallas, TX 75207
Phone: (214) 760-7000
h-jinc.com

SCALE: As indicated

40' 20' 10' 0 20' 40' 80'

SITE PLAN - LEVEL 1

A-022

MA PROJ. #: 2354 SHEET of

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1 SITE PLAN - LEVEL 1
1" = 30'-0"

PARKING SCHEDULE	
Phase Created	COUNT
Existing	303
New Construction	60
TOTAL SPACES	363

NOTE: EXISTING PARKING COUNT IS BASED ON SURVEY.

AREA (PROPOSED) MERCH/PARKING	
NAME	AREA
AA_OAK FASHION	
UNIT 1.01	9,685 SF
UNIT 1.02	1,613 SF
UNIT 1.03	3,219 SF
UNIT 1.04	3,217 SF
UNIT 1.05	1,614 SF
UNIT 1.06	1,611 SF
UNIT 1.07	3,142 SF
UNIT 1.08	1,608 SF
UNIT 1.09	3,219 SF
UNIT 1.10	3,220 SF
UNIT 2A.01	3,226 SF
UNIT 2A.02	3,228 SF
UNIT 2A.03	3,228 SF
UNIT 2A.04	3,118 SF
UNIT 2B.01	3,045 SF
UNIT 3.02	6,655 SF
UNIT 3.03	4,740 SF
UNIT 4.01	1,202 SF
UNIT 4.02	1,203 SF
UNIT 5.04	4,392 SF
UNIT 5.05	4,290 SF
UNIT 5.07	4,239 SF
UNIT 6.01	2,880 SF
UNIT 6.02	1,200 SF
UNIT 6.03	1,205 SF
UNIT 6.04	1,211 SF
UNIT 6.05	1,182 SF
UNIT 6.06	1,217 SF
UNIT 6.07	1,186 SF
UNIT 6.08	2,398 SF
	87,194 SF
AA_OAK RESTAURANT	
UNIT 1.11	2,425 SF
UNIT 2A.05	7,842 SF
UNIT 3.01	1,209 SF
UNIT 5.01	3,060 SF
UNIT 5.06	9,023 SF
UNIT 6.09	5,433 SF
UNIT 7.01	9,230 SF
	38,222 SF
AA_OAK SHOWROOM	
UNIT 4.03	2,400 SF
UNIT 4.04	2,338 SF
UNIT 4.05	7,606 SF
UNIT 5.02	3,534 SF
UNIT 5.03	6,598 SF
UNIT 6.10	5,755 SF
UNIT 6.11	1,808 SF
	30,040 SF
PARKING/BOH 1	
FIRE RISER	740 SF
	740 SF
PARKING/BOH 2	
CORRIDOR	1,724 SF
	1,724 SF
PARKING/BOH 3	
ELECTRICAL	418 SF
	418 SF
TOTAL AREA	158,338 SF

PROPOSED LEGEND & KEY:

- PROPERTY LINE
- EXISTING BASE BUILDING CONSTRUCTION TO REMAIN INCLUDING STRUCTURAL COLUMNS W/ ENCASEMENT, STRUCTURAL SLAB, BEAMS AND EXTERIOR WALLS.
- EXTENT OF DEMOLISHED WALLS, BUILDING FOOTPRINT AND COLONNADE. REFER DEMOLITION SITE PLAN AND ENLARGED PLANS FOR DETAIL.
- WALL AND COLONNADE. REFER ANNOTATION FOR DETAILS.
- ZONE FOR ROOF-MOUNTED MECHANICAL EQUIPMENT. VISIBILITY LINES TO BE REVIEWED WITH FINAL SELECTION OF MECHANICAL EQUIPMENT AND CONFIRMED

NOTES:

1. INTERIOR PARTITIONS ARE TYPE E4 UON
2. DOORS TO BE HELD 4" OFF ADJACENT PARTITION

TENANCY LEGEND & KEY:

- RETAIL
- RESTAURANT
- SHOWROOM
- CAFE
- CORRIDOR
- OUTDOOR SEATING/LANDSCAPE
- VISIBILITY TRIANGLES

Oak Lawn Plaza

1444 Oak Lawn Ave
Dallas TX 75207

MA ma.com

REV NO	DATE	ISSUE
4	06/14/2024	100% DESIGN DEVELOPMENT
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New York, NY 10004
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Phone: (469) 676-8446
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SCALE: As indicated

40' 20' 10' 0 20' 40' 80'

SITE PLAN - LEVEL 1

A-022

MA PROJ. #: 2354 SHEET of

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MEMORANDUM

To: David Nevarez, P.E., PTOE, CFM
Transportation Development Services
City of Dallas

From: Lloyd Denman, P.E., CFM
Consult LD, LLC
Registered Firm F-23598

Date: June 25, 2024



Subject: **Parking Study and Analysis for 1444 Oak Lawn**

Introduction

1444 Oak Lawn is one of the original inward facing developments of the Dallas Design District. It is southerly adjacent to and mimics the style, size, and layout of the Decorative Center located at 1617 Hi Line. The Decorative Center was developed by Trammell Crow in 1957. 1444 Oak Lawn is currently under-utilized and over-parked for its present state. Asana Partners recently purchased the property and intends to revitalize and repurpose the existing site by adding Retail and Restaurant uses that will better utilize the existing buildings and parking. The revitalization and introduction of Retail and Restaurant uses is intended to help make 1444 Oak Lawn more neighborhood friendly and hospitality centric and to better balance new occupants with the existing ample parking already provided within the center with the Showroom use that will remain. The existing site consists of five inward facing buildings with a total of approximately 156,614 square feet of single-story space and 363 internal parking spaces. The property is zoned PD 621, Area 1. Two similar centers with a mix of uses exist within PD 621 adjacent to the site at 1617 Hi Line and a few blocks north at 1628 & 1700 Oak Lawn that includes 1645 N. Stemmons. Parking observations were made at the two similar centers and are presented below. It is worth noting that 1444 Oak Lawn has 34% more "parking per building square footage" than the Decorative Center and 6% more than the center at Oak Lawn/Stemmons.

Proposed Uses and City of Dallas Code Requirements for Parking

The City of Dallas Code requires minimum parking associated with different land use types. PD 621 specifically allows "shared parking" to be considered as a percentage reduction of the required minimum parking for certain mixed uses. **Detailed calculations including the percent reductions allowed by shared parking are presented in the APPENDIX.** Note that there are two detailed calculations presented... one with indoor restaurant seating only and one that includes restaurant patio seating. Note that the proposed use mix would be the maximum planned space for utilization of restaurant and patio that may not actually all be transitioned or leased in the proposed manner. The calculated maximum parking for the proposed use is 661 spaces with patio parking included (578 spaces without patio) per City Code for the noon hour. Note that the existing parking layout of 363 spaces is adequate for the other times of day per Code to accommodate the maximum proposed mix of uses except for the evening hour.

PD 621 Allowance for Parking Reductions and the New Owner's Request

The authors of PD 621 had foresight in 2002 to realize that the older parking minimums required for certain defined uses are not "one-size fits all". (See **APPENDIX** Articles on Parking for additional pertinent commentary) PD 621 allows for the accommodation of denser urban living that is less car-centric and the consideration of alternative modes of transportation that both help reduce the need for parking. Specifically, shared use parking allowances were written into the PD as illustrated in the Appendix calculations and the PD allows for "a special exception of up to 50 percent of the required off-street parking" to help "right-size" parking for dense urban projects. Asana Partners would like to follow the PD 621 allowance language and request a reduction of up to 45% in parking requirements from the calculated requirement of 661 spaces with patio seating (37% of 578 spaces without patio seating) to the currently provided 363 spaces. Local observed parking data and recent mobility trends support the request as detailed below.

Similar Uses Adjacent to 1444 Oak Lawn within PD 621 and Observed Parking Data

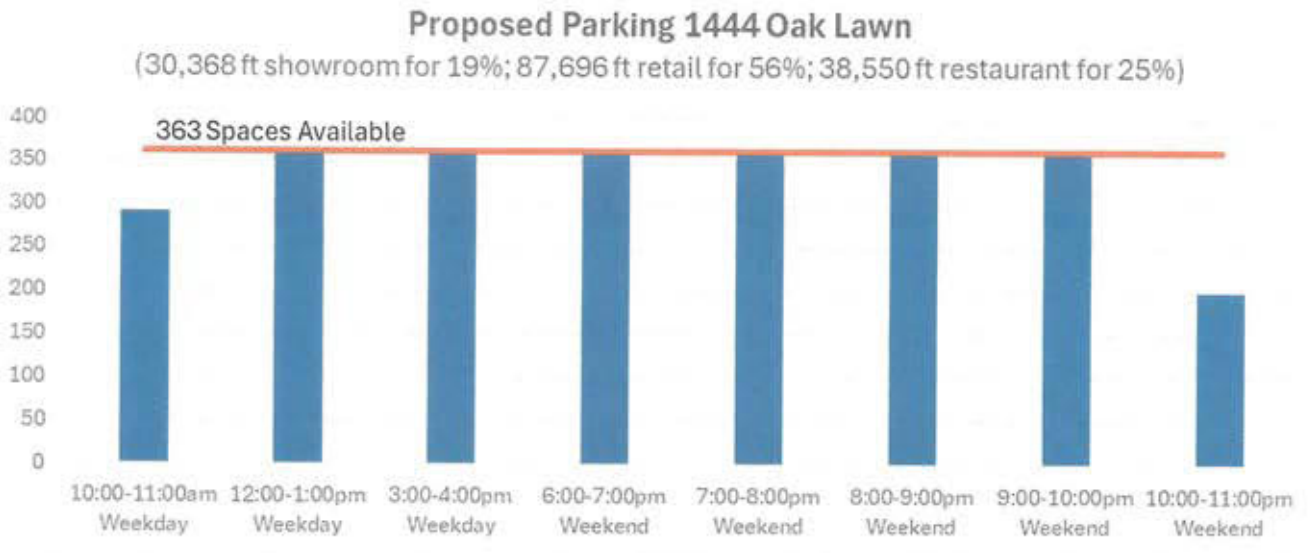
Exhibit 1 and **Exhibit 2** illustrate observed parking during peak use times from approximately two months ago for 1444 Oak Lawn and for two similar sites within PD 621. One similar site is The Decorative Center at 1617 Hi Line which is northerly adjacent to 1444 Oak Lawn and the other similar site is 1628 and 1700 Oak Lawn and 1645 N Stemmons that combine to a similar center facing group of buildings just a few blocks to the north of 1444 Oak Lawn. Both **Exhibit 1** and **Exhibit 2** are annotated with comments about the observed data. It is interesting to note that the 1444 Oak Lawn Center (363 spaces per 156,614 square feet) has more parking spaces per building square footage than either the 1628 Oak Lawn Center (129 spaces per 59,004 square feet) and the 1617 Hi Line Decorative Center (242 spaces per 139,905 square feet). Or, presented another way... the 1444 Oak Lawn Center has 431 square feet of building per parking space while the 1628 Oak Lawn Center has 457 square feet of building per parking space and the 1617 Hi Line Decorative Center has 578 square feet of building per parking space. Or, presented yet another way... the 1444 Oak Lawn Center has 34% more parking per equal square footage than the Decorative Center.

It is evident from the observed data that 1444 Oak Lawn is currently under-utilized and over-parked. The other two centers have incorporated Restaurant uses without exceeding the available internal parking spaces. Note that the other two centers generated less observed parking than would be required by Code based on their mix of uses. (Approximately 250 spaces for the Decorative Center and 155 spaces for Inwood/Stemmons) Actual observed parking numbers for proximate similar uses works best for generating useful parking data. The observation of less actual parking than would be required by Code for similar uses supports the request for the 1444 Oak Lawn reduction and is expounded more in the two Appendix articles on urban parking. Note that 1444 Oak Lawn proposes valet parking to manage the restaurant peak parking similar to the other two centers. It was observed that employee parking occupied a significant number of the available parking spaces and it is recommended to consider more efficiently managing employee parking to provide more patron parking when needed. The Design District encourages a comprehensive neighborhood approach for all working and cooperating together for mutual benefit. Granting this request would not adversely affect neighboring property since parking is already prohibited along Oak Lawn and the adjacent side of Dragon Street and since there is no direct pedestrian connection between 1444 Oak Lawn and the Decorative Center that might encourage "cross-parking" patrons. Similar uses within similar inward facing centers are successfully able to accommodate parking without adversely impacting neighboring properties or the public streets.

EXHIBIT 1 – 1444 OAK LAWN: OBSERVED PARKING AND PROPOSED PARKING



Note how evident it is that 1444 Oak Lawn is currently under-utilized and over-parked. It needs a more vibrant mix of uses. It is less than half-leased.

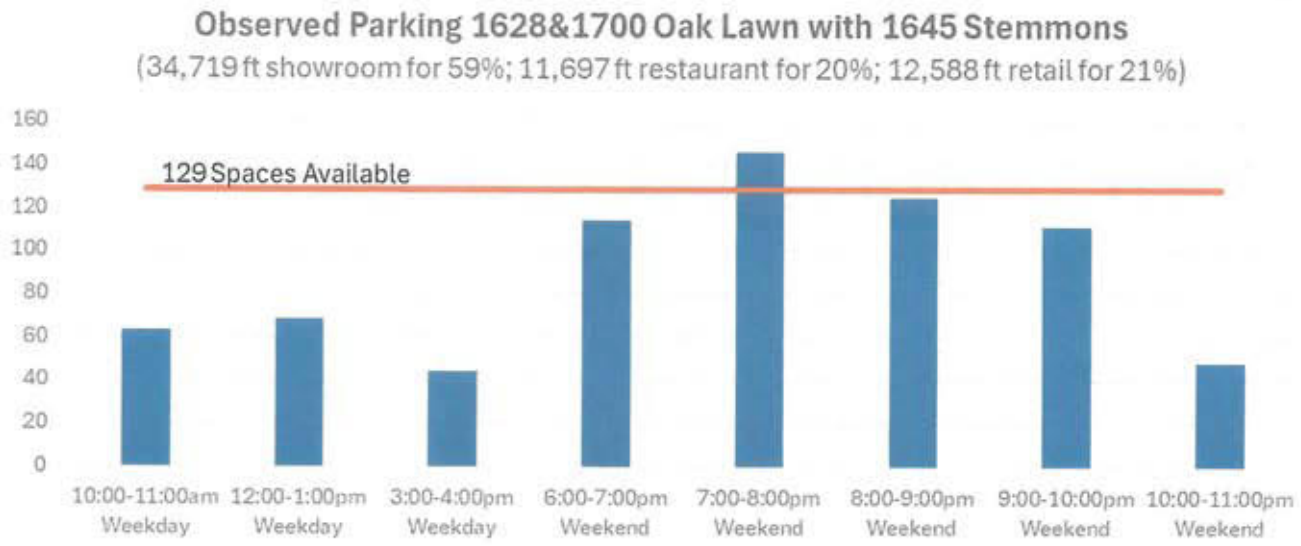


The proposed mix of uses per the City Code chart only exceeds the available parking at noon and in the evening. There is adequate parking available to satisfy the City Code during mornings and afternoons. The use of valet and alternative transportation modes can offset the noon and evening peaks.

EXHIBIT 2 – OBSERVED PARKING FOR SIMILAR SITES 1617 HI LINE AND 1628 OAK LAWN CENTER



Note that 1617 Hi Line has three high-end evening restaurants that all use valet and are open from 5:00-11:00pm. Employee parking was significant yet there is still ample parking on site to allow greater density of uses.



Note that the 1628 Oak Lawn Center has three restaurants that all use valet and are open from 4:00-10:00pm. The "Available" spaces were able to be exceeded in the brief evening peak period because the valet operators added lanes and stacked spaces. No vehicles were observed to be parked off site or within the public right-of-way.

Walkability and Alternative Modes of Transportation

The parking reduction request is also supported by a walkability analysis of nearby residential units, Urban Trend uses of alternative modes of transportation like walking, bicycling, and Uber/Alto. (See **APPENDIX** Walkability Study.) Note that the City of Dallas is considering eliminating parking requirements for some areas and uses. Although an elimination of parking requirements by the City of Dallas would not directly affect 1444 Oak Lawn since the parking already exists and it is located within PD 621, it is still an indication that the old parking requirement ratios are excessive for dense urban living situations and with the newer alternative modes of transportation readily available.

Conclusion

Based on the observed parking characteristics of similar and adjacent uses within PD 621, the allowances for parking reductions written into PD 621, the utilization of internal valet to most efficiently park the site, and the current trends of more mobility choices and more dense urban living that together reduce the need for parking, it is recommended that the existing 363 parking spaces that exist within the current 1444 Oak Lawn center site will be adequate to serve the proposed mix of Retail, Restaurant, and Showroom uses. Furthermore, if the parking demand were to consistently exceed the 363 spaces provided, the greater risk would be loss of business to the center rather than any obstruction of the public right-of-way or creation of a traffic hazard since parking is internal to the site and is currently prohibited along both sides of Oak Lawn and prohibited along Dragon Street adjacent to the site. The accommodation of shared parking, Uber/Alto and similar ride shares including the Virgin Hotel shuttle service, availability of pedestrian and bicycle trails, availability of remote parking lots within a five minute walk, and the presence of newer dense inner-city residential developments that currently include 2000+ units within a five minute walk of the subject site have all convened at this time to help reduce the need for parking and support the proposed renovation of 1444 Oak Lawn. The proposed plan to revitalize and repurpose the existing buildings of 1444 Oak Lawn and utilize the existing parking within the allowances of PD 621 will provide mutual benefits to the property owner, the neighborhood, and the City of Dallas. "Right-sizing" or "right-mixing" the proposed uses of this historic inward facing center to more fully utilize the existing internal parking to its potential will not create a traffic hazard or increase traffic congestion on adjacent or nearby streets. No spillover effect of traffic or parked cars was evident by observing similar existing use mixes adjacent to and nearby the subject site.

APPENDIX

- Parking Chart Analysis with and without patio use
- Walkability Study within a five-minute walking distance of 1444 Oak Lawn
- Annotated Articles: "The Parking Problem – Why Cities Overbuilt Parking Spaces" 9-30-2023
  "Parking Generation... Park +" by Kimley-Horn May 2016
- Uber Profitability Article from Wall Street Journal
- Site Maps

1444 Oak Lawn Avenue Parking Analysis

Provided on-site	363

Proposed Use Mix	Total SF	Rate	Code Parking	Use Category Mix
Retail	87696	275	318.9	53%
Restaurant+outdoor seating	47313.9	105	450.6	29%
Showroom less than 20k	30368	1100	27.6	18%
	165377.9			100%

Table 621-1: Shared Parking Table

Use Category	Code Parking	% Morning	Pkg Morning	% Noon	Pkg Noon	% Afternoon	Pkg Afternoon	% Late Afternoon	Pkg Late Afternoon	% Evening	Pkg Evening
Residential	0.0	80%	0.0	60%	0.0	60%	0.0	70%	0.0	100%	0.0
Office-related	0.0	100%	0.0	80%	0.0	100%	0.0	85%	0.0	35%	0.0
Retail -related	318.9	60%	191.3	75%	239.2	70%	223.2	65%	207.3	70%	223.2
Bar & Restaurant	450.6	20%	90.1	100%	450.6	30%	135.2	30%	135.2	100%	450.6
Warehouse/showroom	27.6	100%	27.6	75%	20.7	100%	27.6	65%	17.9	35%	9.7
All other	0.0	100%	0.0	100%	0.0	100%	0.0	100%	0.0	100%	0.0
Total	797.1		309.1		**710.5**		386.0		360.4		683.5

Shared table parking requirement		710.5
Credit on-street-Slocum 220'	1 per 22'	10.00
Credit on-street-Dragon 518'	1 per 22'	23.55
Credit on-street-Oak Lawn 357'	1 per 22'	16.23
Total parking required		**661**

Reduction requested	**298**	**45.1%**

1444 Oak Lawn Avenue Parking Analysis

Provided on-site	363

Proposed Use Mix	Total SF	Rate	Code Parking	Use Category Mix
Retail	87696	275	318.9	56%
Restaurant without outdoor seating	38550	105	367.1	25%
Showroom less than 20k	30368	1100	27.6	19%
	156614			100%

Table 621-1: Shared Parking Table

Use Category	Code Parking	% Morning	Pkg Morning	% Noon	Pkg Noon	% Afternoon	Pkg Afternoon	% Late Afternoon	Pkg Late Afternoon	% Evening	Pkg Evening
Residential	0.0	80%	0.0	60%	0.0	60%	0.0	70%	0.0	100%	0.0
Office-related	0.0	100%	0.0	80%	0.0	100%	0.0	85%	0.0	35%	0.0
Retail -related	318.9	60%	191.3	75%	239.2	70%	223.2	65%	207.3	70%	223.2
Bar & Restaurant	367.1	20%	73.4	100%	367.1	30%	110.1	30%	110.1	100%	367.1
Warehouse/showroom	27.6	100%	27.6	75%	20.7	100%	27.6	65%	17.9	35%	9.7
All other	0.0	100%	0.0	100%	0.0	100%	0.0	100%	0.0	100%	0.0
Total	713.6		292.4		627.0		361.0		335.4		600.0

Shared table parking requirement		627.0
Credit on-street-Slocum 220'	1 per 22'	10.00
Credit on-street-Dragon 518'	1 per 22'	23.55
Credit on-street-Oak Lawn 357'	1 per 22'	16.23
Total parking required		**578**

Reduction requested	**215**	**37.2%**

WALKABILITY STUDY

According to statistics listed on the Dallas Design District Property Brochure, by "DunhillProperties.com", there are approximately 20,000 residents that live within one mile, or a 10 to 20 minute walk, of the Dallas Design District. Even closer to the heart of the Design District and to 1444 Oak Lawn, within a 5-minute walk or less, are six large multi-family communities that total nearly 2200 units. Also, the Virgin Hotel with 268 rooms and a 75 space pay parking lot are within a 5-minute walk to 1444 Oak Lawn. (See annotated map attached) According to the Federal Highway Administration, "Most people are willing to walk for five to ten minutes, or approximately ¼ to ½ mile" to reach a destination. (See FHA Pedestrian Safety Guide attached)

The close proximity within a five-minute walk of so many residential units and hotel rooms certainly helps decrease the parking demand for patrons that would frequent 1444 Oak Lawn Retail and Restaurant uses. (Walk times were physically verified by Lloyd Denman, P.E. during the parking observations made in May 2024.) There is also a free hotel shuttle that ferries guests within a 3-mile radius of the hotel to and from restaurants and other attractions. The shuttle attendant said the shuttle stays busy and a second vehicle should be added to the service.

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Safety

Pedestrian Safety Guide for Transit Agencies

< Previous Table of Content Next >

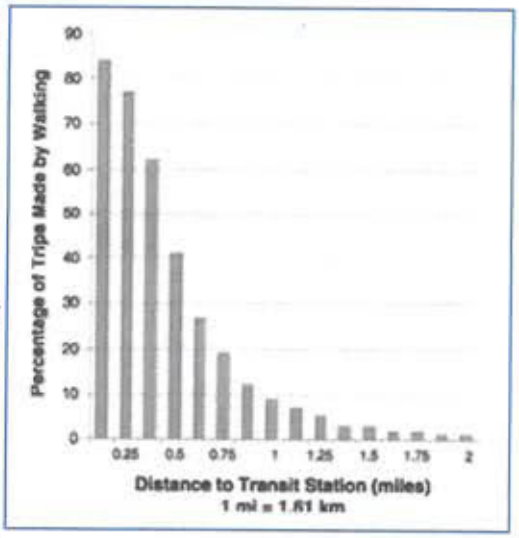
Chapter 4: Actions to Increase the Safety of Pedestrians Accessing Transit

Understanding pedestrian characteristics and facilities (e.g., sidewalks, crosswalks, pedestrian signals, etc.) is an important step in providing safe access to transit systems. This section introduces basic pedestrian safety concepts to help readers understand issues, solutions, and resources that are presented in other parts of this guide. Concepts addressed in this chapter include:

- Typical walking distance to transit.
- Motor vehicle speed and pedestrian safety.
- Pedestrian characteristics and behavior.

A. Typical Walking Distance to Transit

Most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop (see figure below). However, recent research has shown that people may be willing to walk considerably longer distances when accessing heavy rail services. Therefore, in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within ¼- to ½-mile of transit stops and stations, and greater distances near heavy rail stations. Note that bicyclists are often willing to ride significantly further than ½-mile to access rail transit stations, so safe facilities should be provided for bicycling within a larger catchment area around transit hubs.



Transit route spacing and location are important considerations for pedestrian access to transit. For example, in a city with a regular street grid pattern of streets, appropriate stop spacing can be achieved when transit routes are spaced between ½- to 1-mile apart. If the stops on these routes are spaced 1/8- to ¼- mile apart, then a majority of the people in the neighborhoods served by the transit system will be within ¼- to ½-mile of a transit stop.[70]

B. The Effect of Motor Vehicle Speed on Pedestrian Safety

Pedestrians accessing transit stops and stations must often walk along or cross roadways that carry motor vehicle traffic. Pedestrians may feel less comfortable and safe as nearby motor vehicle speeds increase. The faster a driver is traveling, the more difficult it is to stop (see figure below).[71] Larger vehicles, such as buses and trucks require even longer stopping distances.


Dallas Market Center
Urby
311 units
Adelphi
214 units
Oak Lawn
Stemmons
430A
Line Plaza
Pay Lot
Virgin Hotel
268 rooms
Meddlesome Moth
Camden
355 units
Eggersmann Kitchens Home Living
Decorative Center - Dallas
1400 HiLine
314 units
1333 Oak Lawn
1444 Oak Lawn
35E
429A
309 units
Alta Design District
The Charles
Trinity Loft
93 units
Market Center

PACE
UNIVERSITY
Elisabeth Haub School of Law

The Parking Problem: Why Cities Overbuilt Parking Spaces

by Lauren Palmer | Sep 20, 2023 | Land Use, Transportation, Urban Planning | 0 comments

The Institute of Transportation Engineers (ITE) was founded in 1930 with the goal "to improve mobility and safety for all transportation system users and help build smart and livable communities." The idea behind the ITE was to help developers with roadway design, traffic management, and parking requirements. However, the ITE has created more problems, particularly when it comes to parking. For decades, the ITE recommended parking minimum requirements ill-suited for the municipalities implementing them.

The primary issue with parking recommendations from the ITE is that the studies they relied on were based on selective data. For instance, in the 1987, second edition of the ITE's *Parking Generation*, the ITE created half of their parking generation rates based on just four or fewer studies that were conducted in suburban areas. Researchers conducted these studies during times of peak parking demand and in areas where there was plenty of free parking and little to no use of public transit.

This led urban planners in cities to use suburban rates to set parking requirements that were incompatible with urban environments, resulting in excessive amount of parking in some areas. This created a circular planning process that has only exacerbated issues. It goes something like this:

1. The ITE published their findings in *Parking Generation* using the selective suburban data,
2. City urban planners set parking requirements based on those findings,
3. Developers implemented those parking plans,
4. The resulting ample supply of parking drove the price of parking in specifically designated lots down to zero,
5. Because of the massive amount of land used to create these parking specifications, cities saw decreased walkability and density of facilities,
6. The sprawl, combined with the plethora of free parking options, led to increased vehicle usage,
7. The increased parking demand again validated the ITE's findings.

And the cycle repeats. This process has, unsurprisingly, resulted in an overabundance of parking. In the United States, surface parking lots alone cover more than five percent of all urban land, representing an area greater than the states of Rhode Island and Delaware combined.

To be clear, the ITE is not solely to blame. As mentioned in *Rethinking A Lot*, urban planners and policymakers frequently rely on the recommendations provided by the ITE for parking requirements without ensuring their accuracy for their respective municipalities. The ITE has an inherent authority that makes planners regard its findings as valid, precluding in planners' minds the need for further inquiry. The use of ITE's manuals also allow public officials to avoid responsibility for excessive parking lots.

Due to a lack of planning and engaging the proper parties involved in parking use and development, inaccurate parking demands arise. While urban planners readily observe this problem, they often fail to take the necessary steps to actually address it. Even municipalities directly contribute to the overabundance of parking by offering free spaces, which inevitably fill up quickly, and then opting to add more parking, which creates an overabundance without addressing the root problem.

Municipalities also look to other authorities, such as the Urban Land Institute (ULI) for parking guidance. However, the ULI has many of the same problems as the ITE. ULI reports have recommended an excessive amount of parking, with some ULI reports calculating a "need" for more spaces than ITE reports. Municipalities cannot blindly rely on these institutions to supply perfectly accurate data. Municipalities need to measure parking demands with the "ongoing data analysis, community assessment, and demand analysis" that is most relevant to them.

The ITE, recognizing that municipalities still rely on its findings, is also attempting to fix the situation by adapting and changing the new *Parking Generation* manuals. The most recent, the 2019 *Parking Generation Manual*, features land use descriptions and data plots of a variety of available land uses, time periods, and independent variables in the ITE database. The parking database is now broken up into settings that include "Multi-Use Urban" and "Center City Core," which work to pinpoint the most relevant studies for specific cities' needs. The goal of this manual is to help describe the relationship between parking demand and the characteristics of the individual development site.

Donald Shoup, Professor in the Department of Urban Planning at UCLA, recommends that the ITE follow in the footsteps of the British counterpart to *Trip Generation*, the "Trip Rate Information Computer System." This system gives information about the characteristics of every surveyed site and its surroundings, which would allow municipalities to use comparable sites before making land use decisions.

Despite the empirical evidence surrounding the overabundance of parking, as well as its deleterious environmental effects, few municipalities are changing parking requirements and financers still pass on projects that "don't have enough parking," even with the new ITE recommendations.

One successful technique is shared parking, a parking management tool that communities can employ when setting parking requirements. Different types of land uses attract customers, workers, and visitors during different times of the day, which results in differing peak parking demand hours for the related land uses. Shared parking takes advantage of these varying demand patterns and allows adjacent land uses with complementary peak demands to share a parking lot space. This not only encourages centralized parking rather than scattered lots, but also reduces overall construction costs which could greatly benefit both municipalities and developers.

Several municipalities have implemented shared parking, including **Ventura, CA** which has a zoning ordinance that permits different land uses to have shared parking because of opposite peak parking demand periods. The shared parking is allowed to satisfy one hundred percent of the minimum parking requirements for each land use. Similarly, **North Kansas City, MO**, by permit, allows a reduction of the number of parking spaces multi-use developments need to have if they have different peak parking demand periods.

Finally, in **West Hartford, CT**, the zoning code provides an alternative method of meeting parking requirements. So long as the applicant seeking to enter into a shared parking agreement can prove the lot would be convenient for all parties and would not cause traffic congestion, it can get approved. The municipality has since consolidated many parking lots down for shared use.

To truly reverse the detrimental impacts of the old ITE reports on the development of cities, urban planners and lawmakers will need to implement a multi-faceted approach. In addition to conducting their own parking studies based on the proposed uses and characteristics of the community, urban planners and lawmakers should focus on enhancing multi-modal transit and implementing shared parking. Parking minimums need to be eliminated and more parking maximums need to be developed. Focusing on the parking demands of individual development sites will help stop the cycle of creating unnecessary parking and meet parking demands in a smarter and more efficient manner.

Parking Generation—
Replacing Flawed Standards with the Custom Realities of Park+

WHITE PAPER SERIES

May 2016

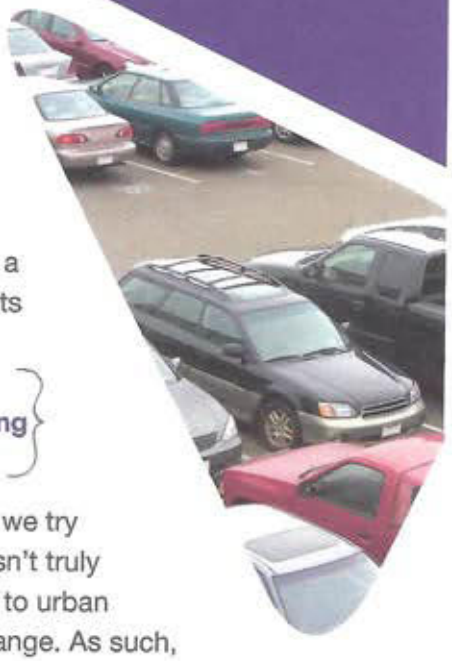
#3 VOL.

Kimley»Horn
Expect More. Experience Better.

Park+
Unlimited Parking Solutions

Introduction

For the longest time, our industry's approach to defining "How much parking?" has been relegated to the use of national parking requirement standards, either from the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), or local code requirements. Anyone who has read the workings of Donald Shoup, or more recently Richard Willson, knows the fallacy in using these sources when designing downtown or campus parking systems.

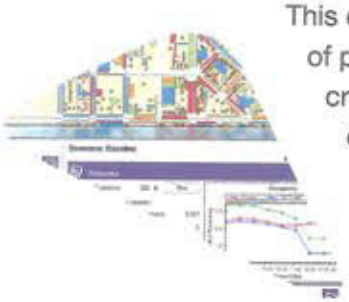


National parking requirement standards are based on outdated and under-represented data, which tend to skew wildly from the actual parking needs of a community. In my years as a parking consultant, I've very rarely completed a single downtown parking study where the peak observed parking demands consumed the majority of the total parking spaces. A study completed in Dallas a few years ago yielded some 30,000 empty parking spaces at peak. Similar results were found in Atlanta, Houston, St. Petersburg, Seattle, and the list goes on.

When communities plan downtowns based on outdated suburban design standards, we achieve the same inevitable results—empty, restricted parking areas that deaden the density, walkability, and vitality of urban areas.

The parking quantity question is always a challenging exercise, especially when we try to solve it using inaccurate data. Most times, we rely on outdated data that doesn't truly represent the real context of our downtowns. As more and more people migrate to urban areas, the dynamics of how they get around and their relationships with cars change. As such, we've seen a drastic downshift in the need to provide parking. But our planning tools have not evolved to better align with this shift.

Equally challenging is deciding how the parking characteristics in one community compares to another community. In reality, it's hard to define how one neighborhood acts compared to another. Here in Phoenix, the Roosevelt neighborhood, home to the area's up-and-coming artists and requisite "hipsters," enjoys a higher amount of transit, walking, and cycling than most other parts of the city. In turn, the overall demand for parking is lessened as area residents and patrons find other ways to access the uses within the area. In my neighborhood, you almost can't survive without the use of a car to work, shop, and play. This variability exists in every city and is the reason it's absurd to continue leaning on archaic, cookie-cutter methods to plan for parking.



This question is the central reason we created Park+ — to find a way to localize the analysis of parking demand and challenge the conventional notion that all parking demand is created the same. Within this white paper we summarize the findings of the first five years of Park+ modeling and define the dynamic nature of each community served. In our time developing, testing, and applying this model, we have encountered an incredible diversity of data and outcomes in each community. In the following sections, we'll walk through those results, as well as the more global movement afoot in our industry.

Unfortunately, those data points are routinely applied in areas they should not be. I've seen exercises where entire swaths of a downtown are planned with these metrics, resulting in over-built facilities. In some cases, it's a lack of understanding of the context the development is occurring in. In other cases, it's a requirement of financial institutions that are backing a development. Whatever the cause, a better understanding of the true dynamics of a development and the area it serves produces better results.



In recent years, urban planners have begun to lean more and more on these decisions as a primary reason that downtowns and communities don't work. One of my favorite terms in the industry is the "parking crater," which was coined by the website Streetsblog and its editor Angie Schmitt. In fact, that website holds an annual March Madness tournament, with a full-on bracket to determine the worst parking crater of that year. The parking crater is a portion of a downtown that has been hollowed out by the presence of large surface parking lots. Whether these are highly or poorly utilized, they deaden a downtown, its walkability, and most importantly its viability.

If asked, many people would say the provision of ample parking makes our cities more desirable. But in fact, ample parking promotes single occupancy vehicle trips and impedes the ability for our communities to develop and grow. Pedestrian walkability, dense design, and connectedness are extremely important for the success of a community. Large areas of parking tend to counter these tenets and disrupt the ability for a community to work properly. This is only exacerbated by the over-provision of parking.

Clearly, something must be done...

Right-Sized Parking

Recently in the planning arm of the parking industry, we've seen a very distinct shift toward finding the right amount of parking for a downtown, campus, study area, development, etc. This movement is aptly dubbed the Right-Sized Parking movement. The name speaks for itself, as the intent is to determine the correct amount of parking to serve an area without over- or under-burdening area patrons.

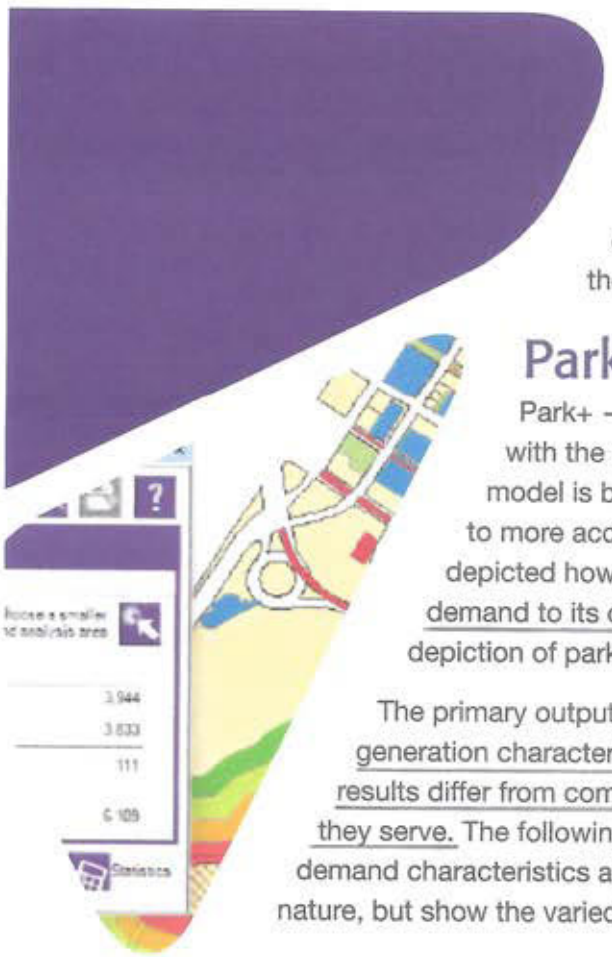
Too much parking tends to be an expensive endeavor. In today's world where more and more parking is found in consolidated structures, the cost to build a single space can range from $8,000 to $40,000, or more. This price is astronomical and is a primary contributing reason that rents are increasing and the cost of living in urban areas is skyrocketing. In King County[1], WA, a recent study searched to find the answer to the right-size for multi-family housing parking. The result of that large-scale effort was...it depends.

[1] Visit rightsizeparking.org to learn more and to play with their awesome right-size parking calculator

That result may seem nebulous, but in reality it's the most accurate response that could have emerged from such a study. The data indicated that a number of factors—location, access to transit, employment density, walkability, population demographics—were responsible for the parking demand characteristics of a multi-family development. In short, people tended to adapt to their environment, and their driving (and car ownership patterns) adapted right along with them.

Unfortunately, in a lot of those instances, the provision of parking did not adapt. Instead, developers continued to provide parking as if every location was the same, and the result was a high amount of underutilized parking. The data showed that in the heart of Seattle (the most urbanized area in the county), the parking demand was at or below 0.5 spaces per unit. In the far reaches of the county, the ratio was closer to 1.5 spaces per unit.

This analysis has borne some incredible outcomes. First, many developers in the King County area have begun to lessen their parking capacity as a result of this analysis, basically "right-sizing" their supply. That in and of itself is a win and would deem the effort a success. However, the study also pushed communities in the King County area to reassess their parking requirements, helping to define right-sized parking at the review level. Even more incredibly, King County transit has now begun to pursue empty parking spaces in multi-family housing complexes to serve as park-and-ride spaces for transit riders.



It's very exciting to see the results coming out of King County. They spent a tremendous amount of time and effort to collect viable data and determine how their community works. The project was well funded by the Federal Highway Administration and led by a brilliant young planner[2] whose mission is to prove the fallacy of poor parking planning. But how about the communities not funded by FHWA...how do they learn more about the true nature of their parking systems?

Park+ and Right-Sized Parking

Park+ —the Kimley-Horn parking scenario planning tool — was created with the intention of right-sizing parking in the communities we serve. The model is built on an algorithm that matches parking demand with land uses to more accurately depict parking behavior. Previous white papers (xxx) have depicted how this relationship works, but in simplistic terms, we match parking demand to its origin using localized data. The result is a much more accurate depiction of parking demand in the environments our models serve.

The primary output of a calibrated Park+ dataset is a unique set of parking generation characteristics that represent the dynamic nature of a community. These results differ from community to community and are a direct reflection of the areas they serve. The following tables and figures provide a representative sample of parking demand characteristics and geographic demand metrics. These are only representative in nature, but show the varied results that come from Park+ modeling exercises.

[2] Dan Rowe of King County Metro. If you ever meet him at a conference, engage him about parking...you won't be sorry.

Uber Posts First Annual Profit Since Its IPO

Company's latest results mark an end to the growth-at-all-costs era

By Preetika Rana

Updated Feb. 7, 2024 4:12 pm ET



Wall Street Journal PHOTO: MARIO TAMA/GETTY IMAGES

Uber Technologies posted its first full-year profit as a public company last year and projected continued growth in the first quarter of 2024, marking the end of an era in which the ride-sharing and food-delivery company gave priority to growth over profits.

The company had a profit of $1.43 billion in the final three months of 2023, which included a $1 billion benefit from its equity investments as well as income from its operations. That propelled it to a full-year net income following years of heavy losses.

The company has turned an annual profit once before, in 2018 on the back of its investments, but it wasn't earning money from its operations until now. Uber went public in 2019.

"Looking back, 2023 was an inflection point for Uber—proving that we can continue to generate strong, profitable growth at scale," Chief Executive Officer Dara Khosrowshahi said on a conference call with analysts after results were announced.

Uber is expected to outline long-term financial targets during its investor day next week.

The company's performance in the last three months of 2023 suggests that demand for its ride-sharing and food-delivery services remains strong. The total value of transactions on its app grew 22% to $37.58 billion. Uber's revenue, or its cut from those transactions, increased 15% to $9.93 billion. The quarterly figures were slightly higher than Wall Street's expectations.

Uber expects the total value of transactions on its app to come in between $37 billion and $38.5 billion in the first three months of 2024, in line with the $37.43 billion that analysts surveyed by FactSet are expecting.

Uber shares closed up 0.3%.

The easy availability of capital for much of the past decade had Uber and other startups burning through tens of billions of dollars in an attempt to gain market share. From 2016 through the first quarter of 2023, Uber collectively racked up close to $30 billion in operating losses, according to S&P Global Market Intelligence. The company posted its first quarterly operating profit in the second quarter of 2023. The company was founded in 2009.

Uber started to rein in costs in 2019, and then the pandemic hit and crushed its ride-hailing operations. Its smaller food-delivery unit became the company's lifeline. The company cut its head count and shed noncore businesses such as self-driving cars during the pandemic. Those savings helped it navigate a more recent economic downturn.

It was also better than its rival Lyft at responding to a yearslong driver shortage after the economy reopened from Covid-19 lockdowns. That helped Uber gain market share.

Lyft, which trimmed its losses over the years and is now led by a new CEO, has yet to post its first operating profit. It is scheduled to unveil its results next week.

Uber's shares have more than doubled over the previous 12 months. The tech-heavy Nasdaq Composite Index rose around 30% and Lyft shares fell 31% over the same period.

Uber expanded advertising on its app over the past year. It says it has continued to become more disciplined about spending on discounts to consumers and incentives to drivers. It says it has also become better at combining deliveries and reducing errors, which has improved its operational efficiency.

In the last three months of 2023, the company's mobility revenue grew 34% and its delivery revenue expanded 6%, while its revenue from freight declined 17%.

Uber cut hundreds of jobs last year to keep itself lean. In January, it said it was closing the alcohol service Drizly.

Regulatory challenges loom for Uber's food-delivery unit. New York City and Seattle recently adopted new laws aimed at raising driver pay, leading Uber Eats to charge new fees to consumers to make up for additional costs.

Write to Preetika Rana at preetika.rana@wsj.com

FILE NUMBER: BDA234-079 (CJ)

BUILDING OFFICIAL'S REPORT: Application of Jordan Corbitt for (1) a special exception to the parking regulations at 9334 East R.L. THORNTON FWY. This property is more fully described as Block A/8039, TR A and Block A/8475, TR 1, and is zoned RR, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a Home Improvement Center, and provide 422 of the required 512 parking spaces, which will require (1) a 90-space special exception (18% reduction) to the parking regulation.

LOCATION: 9334 East R.L. Thornton Freeway

APPLICANT: Jordan Corbitt

REQUEST:

(1) A request for a special exception to the off-street parking regulations.

STANDARDS OF REVIEW FOR A SPECIAL EXCEPTION TO OFF-STREET PARKING:

SEC.51A-4.311(a) of the Dallas Development Code states that the board may grant a special exception to authorize a reduction in the number of off-street parking spaces required under this article if the board finds, after a public hearing, **that the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.** Except as otherwise provided in this paragraph, the maximum reduction authorized by this section is 25 percent or one space, whichever is greater, minus the number of parking spaces currently not provided due to delta credits, as defined in Section 51A-4.704(b)(4)(A).

STAFF RECOMMENDATION:

Special Exceptions (1):

No staff recommendation is made on this or any request for a special exception since the basis of this type of appeal is made when, in the opinion of the board, the parking demand generated by the use does not warrant the number of off-street parking spaces required, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets

BACKGROUND INFORMATION:

BDA History:
No BDA history found at 9334 E. R.L. Thornton Freeway within the last 5 years.

Square Footage:
This lot contains 517,492.8 of square feet.
This lot is zoned Regional Retail (RR) which does not have a minimum lot size.

Zoning:

Site:	Regional Retail (RR) Zoning District
North:	Regional Retail (RR) Zoning District
South:	Regional Retail (RR) Zoning District
East:	Regional Retail (RR) Zoning District
West:	Regional Retail (RR) Zoning District

Land Use:
The subject site is developed with a retail building. The areas to the north, south, east, and west are developed or are being developed with regional retail uses.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Jordan Corbit for the property located at 9334 E. R.L. Freeway focuses on one request relating to the off-street parking regulations for a nonresidential structure to be used for a home improvement center.

- A request for a special exception to the off-street parking regulations of 90 spaces (18%) is made to construct and/or maintain a nonresidential structure for a home improvement center use at 9334 E. R.L. Thornton Freeway

- The subject site is zoned Regional Retail (RR) which requires parking to be provided.

- It is imperative to note that the subject site has double street frontage on East R.L. Thornton Freeway and Buckner Boulevard service street.

- The submitted site plan shows the applicant plans to provide 422 (82%) of the required 512 parking spaces at 9334 E. R.L. Thornton Freeway.

- The subject site is currently developed with a nonresidential structure.

- Per the site plan, there are three proposed entries on the subject site; these entries all lead to the parking lot, where the proposed 422 parking spots will be.

- The applicant has the burden of proof in establishing that the parking demand generated by the use does not warrant the number of required off-street parking spaces, and the special exception would not create a traffic hazard or increase traffic congestion on adjacent or nearby streets.

- Granting the proposed 90 space (18%) special exception to the parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be constructed as shown on the submitted documents, and the special exception automatically and immediately terminates if and when the particular uses are changed or discontinued.

- 200' Radius Video: BDA234-079 at 9334 E. R.L. Thorton Fwy

Timeline:

May 1, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

May 15, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

May 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the May 24, 2024, deadline to submit additional evidence for staff to factor into their analysis; and June 7, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

June 3, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

June 5, 2024 The Traffic Engineering Program Administrator provided comments stating that no objection to the special exception request.

June 17, 2024: Panel C at it's regular scheduled hearing on June 17, 2024 voted to hold this matter under advisement until it's July hearing.

July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the June public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

July 9, 2024: Panel C July hearings were rescheduled to Monday, August 19th

July 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the hearing date and panel that will consider the application; the August 9, 2024, deadline to submit additional evidence for staff to factor into their

analysis; and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.

- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 29, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the August public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner and Transportation Engineer

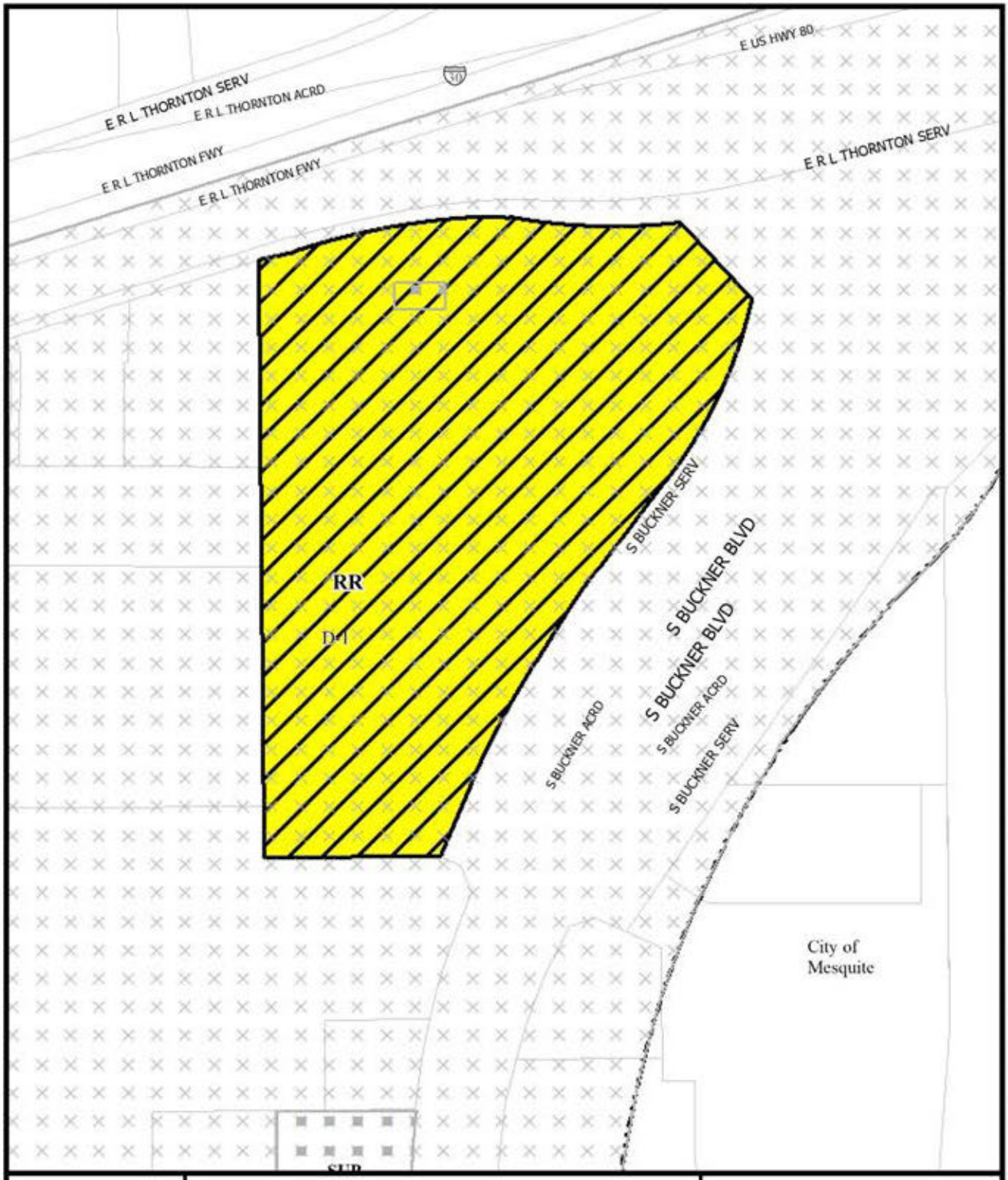


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AERIAL MAP

Case no: BDA234-079

Date: 5/30/2024

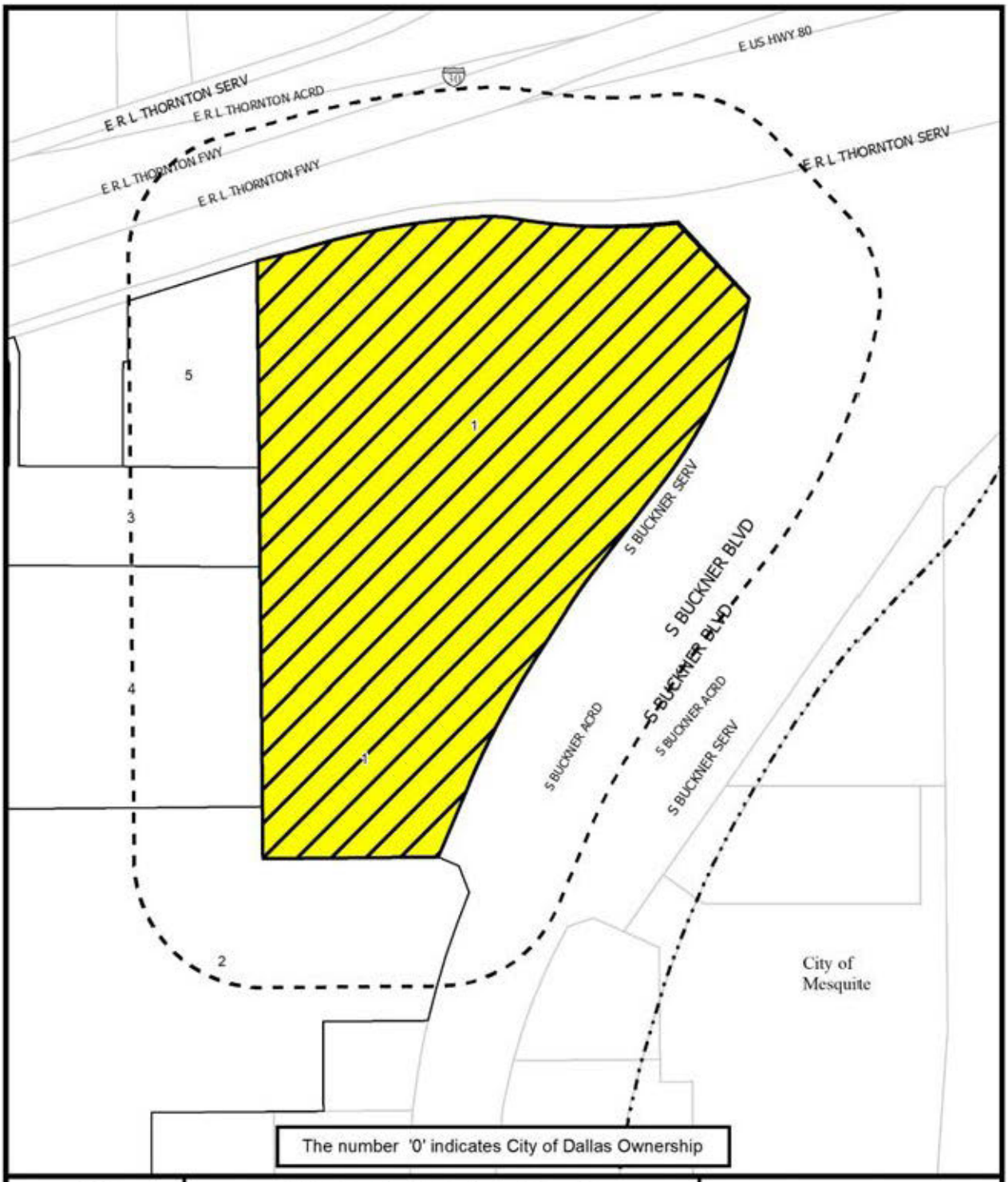


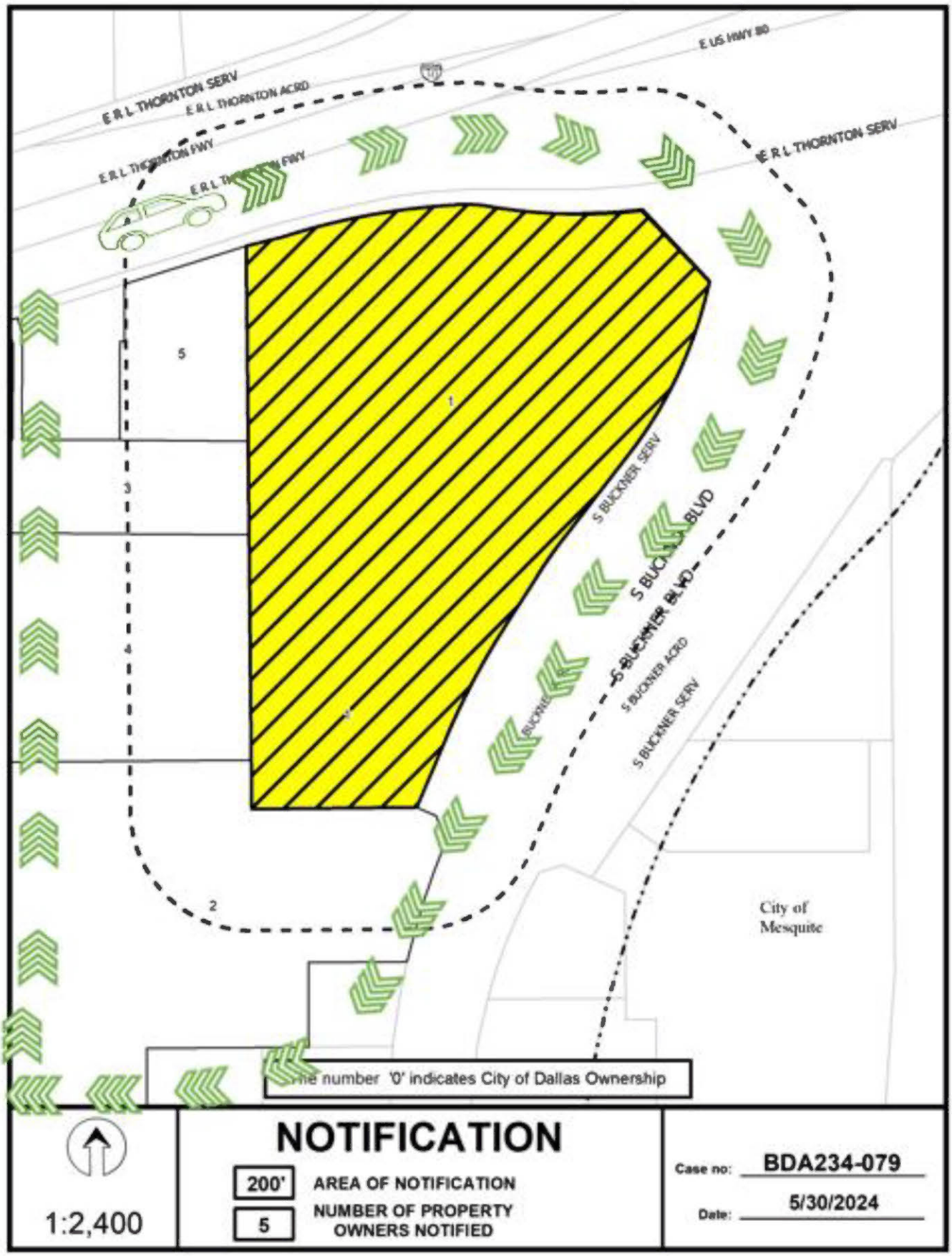
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ZONING MAP

Case no: BDA234-079

Date: 5/30/2024


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City of Mesquite
1
2
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The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
5
NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA234-079
Date: 5/30/2024


E US HWY 80
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AREA OF NOTIFICATION
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NUMBER OF PROPERTY OWNERS NOTIFIED
1:2,400
Case no: BDA234-079
Date: 5/30/2024

/
05/30/2024

Notification List of Property Owners

BDA234-079

5 Property Owners Notified

Label #	Address	Owner
1	9334	E R L THORNTON FWY SBLFT/OF I LTD
2	5555	S BUCKNER BLVD NNN DALLAS TX OWNER LP
3	9222	E R L THORNTON FWY TS BUCKNER LLC
4	9208	E R L THORNTON FWY BUCKNER JUBILEE INVESTMENTS
5	9310	E R L THORNTON FWY DOCKSIDE THREADING INC



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-079(CJ) Application of Jordan Corbitt for **(1)** a special exception to the parking regulations at **9334 E. R.L. THORNTON FWY**. This property is more fully described as Block A/8039, TR A and Block A/8475, TR 1, and is zoned RR, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a Home Improvement Center, and provide 422 of the required 512 parking spaces, which will require **(1)** a 90-space special exception (18% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in 6ES Council Briefing at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Planning & Development Department at 214-670-4127 **by the close of business Sunday, August 18th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Cambria Jordan, Senior Planner at (214) 948-4476, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

DocuSign Envelope ID: A47FD8AB-6690-4CEF-B52F-815F271BEA53



APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-079 FOR OFFICE USE ONLY

Date: FOR OFFICE USE ONLY

RECEIVED MAY 01 REC'D BY:

Data Relative to Subject Property:

Location address: 9334 E R L Thornton Fwy Zoning District: Regional Retail (RR)

Lot No.: 1 & 2 Block No.: A-8039 Acreage: 11.88 AC Census Tract: Dallas County CT 122.07

Street Frontage (in Feet): 1) 683.72 2) 161.13 3) 616.17 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): 9334, LTD

Applicant: Jordan Corbitt, P.E. Telephone: (478) 718-4760

Mailing Address: 11720 Amber Park Drive, Alpharetta, GA Zip Code: 30009

E-mail Address: jordan.corbitt@kimley-horn.com

Represented by: Telephone:

Mailing Address: Zip Code:

E-mail Address:

Affirm that an appeal has been made for a Variance __, or Special Exception X, of parking demand

~~seeking a reduction of 18.27%~~ 25% reduction MAT

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

The Applicant is seeking a ~~25%~~ parking reduction for the proposed development. The proposed future tenant is The Home Depot, ~~18.27% MAT~~ 25% MAT and the tenant is unable to meet the required parking demand and maintain their prototypical standards for operation on this property.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Jordan Corbitt, P.E.

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: Jordan Corbitt

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 29 day of March, 2024

DocuSigned by: Micole Tribbett

Notary Public in and for Dallas County, Texas

1BB714855C4844F...

MICOLE TRIBBETT
Notary Public, State of Texas
Comm. Expires 02-02-2028
Notary ID 130520505

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman

Building Official's Report

I hereby certify that Jordan Corbitt

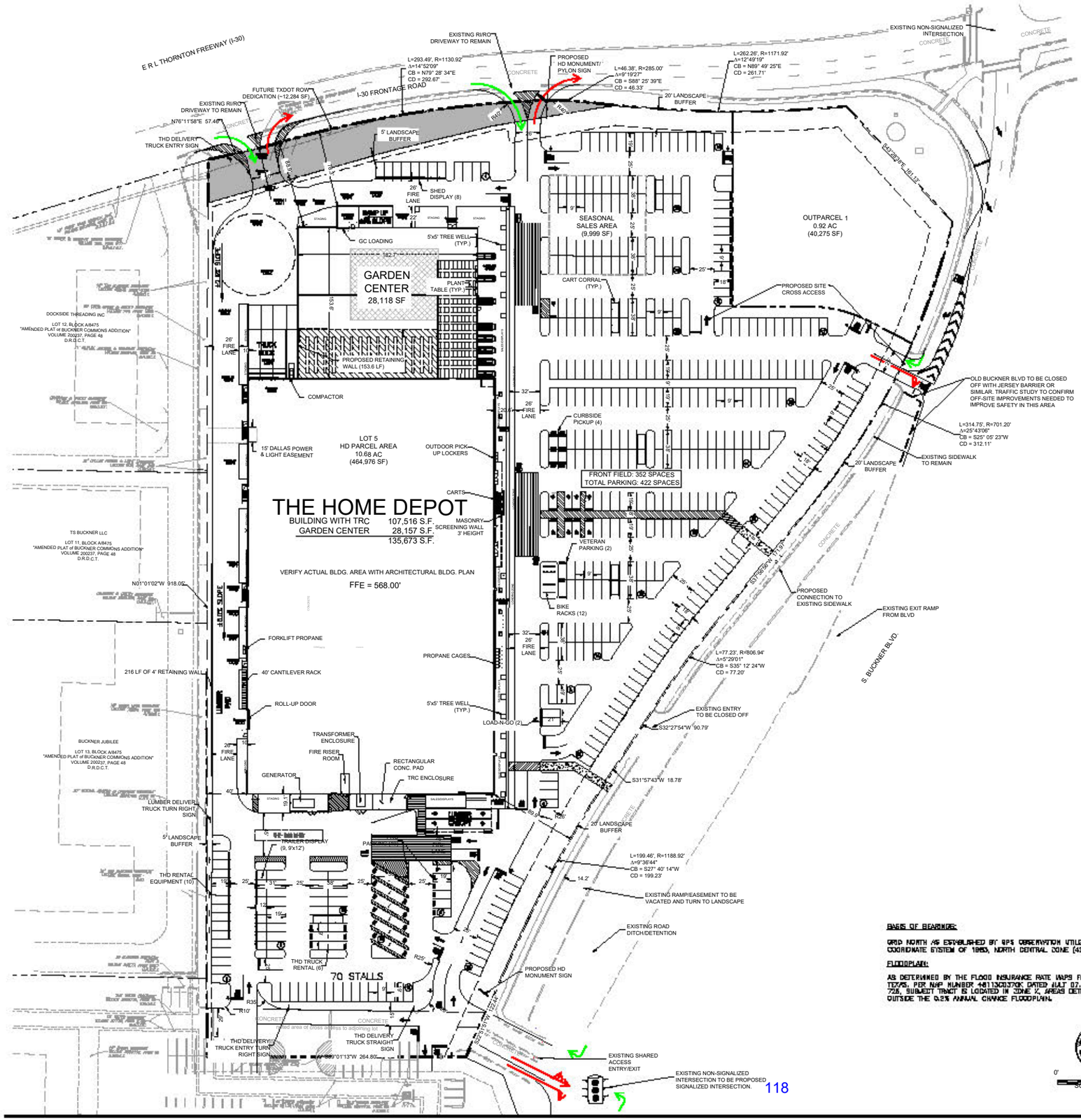
did submit a request for (1) a special exception to the parking regulations

at 9334 E. R.L Thornton

BDA234-079(CJ) Application of Jordan Corbitt for (1) a special exception to the parking regulations at 9334 E. R.L. THORNTON FWY. This property is more fully described as Block A/8039, TR A and Block A/8475, TR 1, and is zoned RR, which requires parking to be provided. The applicant proposes to construct and/or maintain a nonresidential structure for a Home Improvement Center, and provide 422 of the required 512 parking spaces, which will require (1) a 90-space special exception (18% reduction) to the parking regulation.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA



BASIS OF BEARINGS:

GRID NORTH AS ESTABLISHED BY GPS OBSERVATION UTILIZING THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (4202).

FLOODPLAIN:

AS DETERMINED BY THE FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, TEXAS, PER MAP NUMBER 48113C0370K DATED JULY 07, 2014 PANEL 370 OF 725, SUBJECT TRACT IS LOCATED IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

0' 40' 80'
SCALE 1"=40'



NON-PROTOTYPICAL MODIFICATIONS

- SIDE LUMBER CANOPY AND VESTIBULE
- EMERGENCY GENERATOR AND TRANSFORMER LOCATION
- 10 TRAILER DISPLAY IN 9x12 STALLS
- TREE WELLS AND TRELLISES ALONG BUILDING FACADE
- 26' FRONT DRIVE AISLE
- EXTENDED FOUNDATION IN REAR WITH EGRESS STAIRS AT EXIT DOORS

LEGEND

- SPOT ELEVATION
- THD TRAFFIC FLOW IN
- THD TRAFFIC FLOW OUT
- THD GOODS TRAFFIC FLOW

SITE AREA

THE HOME DEPOT PARCEL	10.68 AC	464,976 SF
FUTURE TXDOT ROW DEDICATION	0.28 AC	12,284 SF
OUTPARCEL 1	0.92 AC	40,275 SF
TOTAL THD SITE AREA	11.88 AC	517,535 SF

BUILDING AREA

THE HOME DEPOT	107,516 SF
VESTIBULES	1,003 SF
GARDEN CENTER	28,157 SF
TOTAL THD AREA	135,673 SF

PARKING REQUIRED

THE HOME DEPOT	1 / 275 SF	392 STALLS
VESTIBULES	1 / 375 SF	5 STALLS
SITE ACCESSORY USE AREA	1 / 1,000 SF	21 STALLS
• TRUCK RENTAL	1,020 SF	
• TRAILER RENTAL	972 SF	
• SHED DISPLAY	1,980 SF	
• EQUIPMENT RENTAL	1,710 SF	
• LUMBER SALES	864 SF	
• STAGING	9,405 SF	
• BALED DISPLAY	5,465 SF	
GARDEN CENTER	1 / 275 SF	102 STALLS
TOTAL PARKING		514 STALLS
BIKE RACKS		12 RACKS
BIKE REDUCTION		2 STALLS
TOTAL PARKING REQUIRED		512 STALLS

PARKING PROVIDED MAIN USE

FRONT FIELD	352 STALLS
SIDE FIELD / REAR	70 STALLS
TOTAL THD PARKING	422* STALLS

*PARKING VARIANCE IS REQUIRED

INCLUDED IN PARKING PROVIDED

ACCESSIBLE STALLS (8 REQ @ 401-500)	10 STALLS	
PRO PARKING	19 STALLS	
VETERAN PARKING	2 STALLS	
CURBSIDE PARKING	4 STALLS	
SEASONAL SALES AREA	9,999 SF	44 STALLS

ACCESSORY USE PARKING PROVIDED %

LOAD-N-GO		2 STALLS	0.43%
THD TRUCK RENTAL		6 STALLS	1.28%
TRAILER DISPLAY		9 STALLS	1.93%
SHED DISPLAY		8 STALLS	1.71%
THD EQUIPMENT RENTAL		10 STALLS	2.14%
SEASONAL SALES AREA	9,999 SF	44 STALLS	9.42%
CART CORRALS		10 STALLS	2.14%
TOTAL ACCESSORY PARKING		89 STALLS	19.1%
TOTAL THD PARKING PROVIDED		467 STALLS	100%

ZONING CLASSIFICATION

JURISDICTION	CITY OF DALLAS
ZONING CLASSIFICATION	REGIONAL RETAIL (RR)
THD USE PERMITTED BY RIGHT	YES
WITH RESIDENTIAL ADJACENCY REVIEW (RAR)	
OUTDOOR STORAGE/DISPLAY PERMITTED BY RIGHT	NO
	SUP REQUIRED

BULK REGULATIONS

	REQUIRED	PROVIDED
MIN. FRONT SETBACK (BLDG.)	15'	89'
MIN. SIDE SETBACK (BLDG.)	0'	75'
MIN. REAR SETBACK (BLDG.)	40'	40'
MIN. LANDSCAPE BUFFER (I-30)	20'	20'
MIN. LANDSCAPE BUFFER (BUCKNER)	20'	20'
MAX. LOT COVERAGE (NOTE 1)	80%	30%
MAX. FLOOR AREA RATIO	1.6	0.30
MAX. BUILDING HEIGHT	75'	39'

civil engineer

LAND ARCHITECTS & ASSOCIATES, INC.
5751 KINGSBORO | DALLAS, TEXAS 75206 | 214.363.4412
1400 W. 7TH STREET, SUITE 450 | FORT WORTH, TEXAS 76102 | 817.336.5773
TBPE Firm Registration No. F-1386 | TBPLS Firm Registration No. 100318-00

project no. 23007

owner

THE HOME DEPOT
2455 PACES FERRY ROAD, C-19
ATLANTA, GA 30339-4024
PHONE: (770) 433-8211

project info

HD-DALLAS EAST
I-30 &
SOUTH BUCKNER BOULEVARD

STORE: 0000

prototype:
N/A

issue dates

submission:	date
PERMIT	00/00/00
BID	00/00/00
CONSTRUCTION	00/00/00

revisions:

description	date

designed by: JR
checked by: DZ

seal

sheet info

CONCEPTUAL SITE PLAN

CA

civil · structural · mechanical · electrical · plumbing · equipment · architectural · structural · landscape · civil

PLOT DATE: 6/11/2024

Kimley»Horn

MEMORANDUM

To: Dallas Board of Adjustment (Panel C)
Dallas City Hall, L1FN AUDITORIUM

From: Christian DeLuca, P.E., PTOE

Date: June 25, 2024

Summary of Traffic and Parking Studies

Board of Adjustment Case BDA234-079

Request: Special Exception to Parking Regulations

During the Board of Adjustment meeting, several concerns were raised regarding traffic congestion and parking adequacy for the proposed East Dallas Home Depot development. This memorandum addresses those concerns using findings from the traffic and parking studies.

Traffic Congestion

Traffic Signal Installation:

1. A traffic signal will be installed at the intersection of Buckner Boulevard and Shared Drive (Sam's Club Drive).
2. This signal significantly improves the Level of Service (LOS) from LOS F to LOS A in the AM peak hour and LOS B in the PM peak hour, reducing delays for both Home Depot and Sam's Club traffic.

Traffic Generation:

1. The development will generate 190 additional one-way vehicle trips in the AM peak hour and will actually decrease PM peak hour trips by 191.
2. The existing Flea Market currently generates more traffic during the afternoon period, which is when the worst congestion occurs. Home Depot's peak traffic occurs earlier in the day, smoothing traffic flow and reducing afternoon congestion.

Parking Adequacy

Proposed Parking Supply:

1. The proposed Home Depot will provide 422 parking spaces.

2. Local data from the 6000 Skillman Street Home Depot, which has similar characteristics, showed a peak parking demand of 234 vehicles, well below the proposed 422 spaces.
3. Based on conversations regarding the selection of Skillman Street as the main reference site, the Mesquite Home Depot location was also included in the analysis. The observed peak demand at the Mesquite Home Depot was 243 vehicles, further supporting that the 422 spaces proposed for the East Dallas Home Depot site are sufficient. Updated counts are displayed below.

Table 1 – Updated Home Depot Home Depot Parking Counts

East Dallas Home Depot			
Hour Beginning	**Thursday (Parking Counts)**	**Friday (Parking Counts)**	**Saturday (Parking Counts)**
11:00 a.m.	153	193	234
12:00 p.m.	169	215	220
1:00 p.m.	170	208	202
2.00 p.m.	-	211	-
Mesquite Home Depot			
Hour Beginning	**Thursday (Parking Counts)**	**Friday (Parking Counts)**	**Saturday (Parking Counts)**
11:00 a.m.	-	191	243
12:00 p.m.	-	201	237
1:00 p.m.	-	188	202
2.00 p.m.	-	-	-

Counts based on field observations conducted from February 29th, 2024 to March 2nd, 2024 foe East Dallas site and conducted from June 21st, 2024 to June 22nd, 2024

Conclusion:

The proposed parking supply ensures patrons will easily find parking without queuing onto adjacent roadways.

The addition of a traffic signal and the shift in peak traffic times will improve overall traffic conditions.

The proposed reduction in parking spaces from the Dallas City Code requirement is justified, as both local observations and national data indicate that 422 spaces will adequately meet the site's needs.

Therefore, it is recommended that the Board of Adjustments approve the requested special exception to the parking regulations, as the proposed development will not cause traffic congestion and will have sufficient parking capacity.

END

Preliminary Traffic Assessment

East Dallas Home Depot TIA
Dallas, Texas

1st Submittal: June 25th, 2024

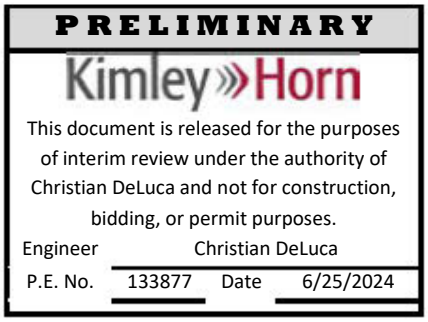
Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #015847119
Registered Firm F-928

Kimley»Horn

Preliminary Traffic Assessment

East Dallas Home Depot TIA
Dallas, Texas



Prepared by:

Kimley-Horn and Associates, Inc.
2600 North Central Expressway, Suite 400
Richardson, TX 75280
Registered Firm F-928
Project Number: 015847119

Contact:
Christian DeLuca, P.E., PTOE
Michael Gomez, EIT
972-770-1300
June 25, 2024

Kimley»Horn

EXECUTIVE SUMMARY

The proposed East Dallas Home Depot development is located at 9334 E R L Thornton Freeway, on the southwest corner of I-30 and Buckner Boulevard, in Dallas, Texas. The site is proposed to be built with 135,674 SF of Home Improvement Superstore use. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

The following existing intersections and driveways were selected to be part of this study:

- I-30 Eastbound Frontage Road at North Drive 1
- I-30 Eastbound Frontage Road at North Drive 2
- Buckner Boulevard at East Drive 1
- Buckner Boulevard at Shared Drive (Sam's Club Drive)

Traffic operations were analyzed at the study intersections for existing volumes, 2025 background traffic volumes, and 2025 background plus site-generated traffic volumes. The future years correspond to the expected buildout year of the site. Conditions were analyzed for the weekday AM and PM peak hours. The background traffic conditions included existing traffic with compound growth rates.

The AM peak traffic for the development will increase by about 190 one-way vehicle trips while the PM traffic will decrease by approximately 191 one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

Based on the comprehensive analysis presented in this report, it is evident that the proposed East Dallas Home Depot development can be integrated into the surrounding roadway network. Notably, the project's traffic generation does not significantly surpass the vehicle volume generated by the existing Flea Market currently occupying the site. This finding assures that the proposed development will not lead to any major disruptions in the overall traffic flow.

The existing site driveways provide the necessary access for the development. To further enhance vehicular operations on the adjacent roadways, the report proposes the following recommendations:

Installation of a Traffic Signal:
It is recommended to install a traffic signal at Shared Drive (Sam's Club Drive) and Buckner Boulevard intersection. The analysis confirms that the Traffic Signal Warrant is met in the background scenario even without considering the additional traffic generated by the development. After buildout of the site, site-generated traffic will make up approximately 17.5% of the minor approach volumes. Installation of the traffic signal improves all reported failing levels of service; greatly improving traffic conditions for the surrounding area.

Pavement Marking Modifications:
To optimize traffic flow and improve merging behavior, the report proposes necessary modifications to the pavement markings on Buckner Boulevard Southbound Frontage Road. By adjusting the pavement markings to align with the prevailing traffic patterns, the proposed changes will promote smoother merging and enhance overall traffic operations. The pavement markings provided in this report are conceptual and pavement marking and signage plans will need to be completed and approved by both TxDOT and the City of Dallas.

Pedestrian Safety
Sidewalks are recommended to be designed with 6 feet of sidewalk clear zone and 5 feet of buffer, as outlined in the City of Dallas *Street Design Manual*.

The combination of these recommendations will help accommodate the proposed development while improving the existing roadway functionality. A full traffic impact analysis is not needed for this redevelopment.

Kimley»Horn

I. PROJECT DESCRIPTION

The proposed East Dallas Home Depot development is located at 9334 E R L Thornton Freeway, on the southwest corner of I-30 and Buckner Boulevard, in Dallas, Texas. The property is zoned RR (Regional Retail). The property is currently occupied by a Flea Market and a Tire Shop. The development as proposed includes a home improvement store that is 135,674 square feet. A site vicinity map is provided as **Exhibit 1**.

II. SITE PLAN

Exhibit 2 shows the proposed conceptual site plan for the East Dallas Home Depot TIA development. The site currently has four driveways, three of which that are proposed to remain. Additionally, there is shared access to the Sam's Club parking lot. The driveways are labeled accordingly on the site plan.

North Drive 1 – is an existing driveway location that connects to I-30 Eastbound Frontage Road and is primarily a service driveway that travels along the rear of the Home Depot store, the drive provides access for truck deliveries through the site. The driveway is not a primary access point for site traffic as it does not have direct access to the parking on the frontside of the store.

North Drive 2 - is an existing driveway location that connects to I-30 Eastbound Frontage Road, west of North Drive 2, and is a primary access point for site traffic. The driveway has direct access to the parking on the frontside of the store.

East Drive 1 - is an existing driveway location that connects to the frontage road of Buckner Boulevard and acts as the primary entrance and exit for the existing and proposed retail site. This drive is located near the ramp entrance to Buckner Boulevard.

East Drive 2 - is an existing driveway location that connects to the frontage road of Buckner Boulevard. The drive only serves inbound traffic as the frontage road dead ends at this connection. This drive is proposed to be closed with the redevelopment of the site.

Shared Drive (Sam's Club Drive) – is an existing driveway that connects to Buckner Boulevard at a Two-Way Stop Controlled intersection. The driveway predominantly serves Sam's Club traffic.

For a visual representation of the proposed driveways and their respective locations, please refer to the attached site plan, **Exhibit 2**.

III. TRIP GENERATION

Site-generated traffic estimates for the proposed development have been determined using standard practices. It should be noted that the trip counts indicated represent one-way trips or trip ends, where each vehicle entering and exiting the site is counted as one inbound trip and one outbound trip. No reductions have been taken into account for Internal Capture, Multimodal trips, and Pass-By trips.

Table 1 presents the resulting daily and weekday AM and PM peak hour trip generation for the proposed development, specifically showing the count of new external trips. These estimates have been derived based on the applied reductions and reflect the expected traffic volumes associated with the project.

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Home Improvement Superstore	135,673	SF	862	4,171	117	88	205	152	159	311
Existing Traffic Removed (1)				-	-12	-3	-15	-271	-231	-502
Total Net New External Vehicle Trips:				**4,171**	**105**	**85**	**190**	**-119**	**-72**	**-191**

Trip Generation rates based on *ITE's Trip Generation Manual*, 11th Edition.

(1) Existing Traffic estimated by totaling volumes entering and exiting North Drive 1, North Drive 2, East Drive 1, and East Drive 2

After evaluation of the current site traffic and comparing this to the existing site traffic, the AM peak traffic will increase by about 190 trips while the PM trips will decrease by approximately 191 trips. Indicating, that traffic operations are likely to improve in the PM peak hour and degrade in the AM periods.

IV. ROADWAY CONDITIONS

The study area roadways are described below, and the lane geometry and intersection control are shown in **Exhibit 3**. **Exhibit 4** shows the existing weekday AM and PM peak hour traffic volumes.

I-30 Eastbound Frontage Road – is a three-lane frontage road and is controlled by TxDOT. The roadway has a 5-foot sidewalk and no bike facilities. The frontage road has a posted speed limit of 50 MPH.

Loop 12 (Buckner Blvd) Southbound Frontage Road – is a three-lane frontage road and is controlled by TxDOT. The roadway has a 5-foot sidewalk and no bike facilities. The road currently dead ends at the existing retail drive on the southeast corner of the site. It is unlikely that the frontage road be extended in the future. The frontage road has a posted speed limit of 45 MPH.

Buckner Boulevard - as per the City of Dallas Thoroughfare Plan, Buckner Boulevard is classified as a principal arterial with six-lanes of traffic. The roadway has a posted speed limit of 40 MPH and is included in the City of Dallas bike plan.

V. EVALUATION OF TRAFFIC OPERATIONS

Traffic Volumes

Exhibit 5 shows the traffic assignment in and out of the driveways. The distribution of the site-generated traffic volumes into and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to and from the site.

Exhibit 6 shows the site-generated weekday AM and weekday PM peak hour turning movements.

Exhibit 7 shows the 2025 background traffic after 2 years of the 2% assumed growth.

Exhibit 8 shows the background plus site-generated volumes used for the analysis.

Intersection Operations

The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**. use density, and the locations of the proposed driveways access to and from the site. **Table 2** shows the intersection operational results for the weekday AM and PM peak hours. After the site-generated traffic is added to the driveway connections, each driveway approach operates at LOS C or better during both the AM and PM peak hours with the exception of the Shared Drive with Sam's Club. The results are very similar to the background traffic scenarios and the proposed site does not significantly affect the adjacent roadways. The Shared Drive with Buckner Boulevard continues to perform poorly, due to this a Traffic Signal Warrant Analysis and Mitigation Analysis was performed at this intersection.

Table 2 – Traffic Operational Results

INTERSECTION	APPROACH	2025 Background Traffic		2025 Background plus Site Traffic		2025 Background Traffic		2025 Background plus Site Traffic	
		AM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Unsignalized Intersection									
North Drive 1 & I-30 Eastbound Frontage Road	NB	0.0	A	11.6	B	15.8	C	15.6	C
North Drive 2 & I-30 Eastbound Frontage Road	NB	11.3	B	12.2	B	20.5	C	16.7	C
East Drive 1 & Buckner Boulevard Frontage	EB	13.5	B	13.8	B	20.0	C	18.9	C
Buckner Boulevard & Shared Drive (Sam's Club Drive)	NBL	17.2	C	20.6	C	130.6	F	300+	F
	SBL	46.0	E	50.2	F	52.4	F	58.4	F
	EB	300+	F	300+	F	300+	F	300+	F
	WB	300+	F	300+	F	300+	F	300+	F

VI. TRAFFIC SIGNAL WARRANT ANALYSIS

The City of Dallas requested a signal warrant analysis at Buckner Boulevard and Shared Drive (Sam's Club Drive). The *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) identifies nine signal warrants as areas of analysis when investigating if a traffic signal would be justified at a location. The warrant analysis output, included in the **Appendix** of this report, includes the traffic volumes used. Buckner Boulevard and Shared Drive (Sam's Club Drive) was evaluated in the 2025 buildout scenario.

A tabular summary of the results is available below in **Table 3**. The intersection Buckner Boulevard and Shared Drive (Sam's Club Drive) meets both the 8-hour warrant and the 4-hour warrant. The intersection meets the eight-hour volume warrant in its background scenario. Site traffic is estimated to account for 17.5% of side street volume at buildout.

Table 3 – Traffic Signal Warrant Analysis Summary

Intersection	Warrant 1A 8-Hour Warrant		Warrant 1B 8-Hour Warrant	
	Hours Met	Warrant Met?	Hours Met	Warrant Met?
Background Buckner Boulevard and Shared Drive (Sam's Club Drive).	0	No	9	Yes
Buildout Buckner Boulevard and Shared Drive (Sam's Club Drive).	0	No	12	Yes

VII. MITIGATION ANALYSIS

Based on the findings from **Section VI**, it was determined that a traffic signal is warranted at the intersection of Buckner Boulevard and Shared Drive (Sam's Club Drive). The previous analysis in **Section V** revealed that the intersection performed poorly, with a Level of Service (LOS) F in both the background and background plus site scenarios. Due to these poor LOS ratings, a mitigation analysis was undertaken to assess the impact of installing a traffic signal at this intersection.

The mitigation scenario includes the installation of a traffic signal at the intersection of Buckner Boulevard and Shared Drive. The results of this analysis show a significant improvement in the Level of Service for the intersection. Specifically:

- In the AM peak hour, the intersection operates at LOS A.
- In the PM peak hour, the intersection operates at LOS B.

These improvements indicate that the installation of a traffic signal leads to favorable traffic operations during both peak periods. The enhanced LOS demonstrates the effectiveness of the traffic signal in managing traffic flow, reducing delays, and improving overall intersection performance. Consequently, the installation of the traffic signal is a recommended measure to mitigate the poor LOS previously reported.

Table 4 – Mitigation Analysis Results

INTERSECTION	APPROACH	2025 Background plus Site Traffic		2025 Background plus Site Traffic (MITIGATION)		2025 Background plus Site Traffic		2025 Background plus Site Traffic (MITIGATION)	
		AM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection									
Buckner Boulevard & Drive 5 / Retail Drive	EB	Intersection is unsignalized in this scenario		23.5	C	Intersection is unsignalized in this scenario		43.4	D
	WB			19.3	B			16.5	B
	NB			8.8	A			16.6	B
	SB			10.9	B			9.5	A
	Overall			**10.0**	**A**			**13.5**	**B**
Unsignalized Intersection									
Buckner Boulevard & Shared Drive (Sam's Club Drive)	NBL	20.6	C	Intersection is signalized in this scenario		300+	F	Intersection is signalized in this scenario	
	SBL	50.2	F			58.4	F		
	EB	300+	F			300+	F		
	WB	300+	F			300+	F		

VIII. SITE ACCESS EVALUATION

Pavement Marking Modifications (Buckner Boulevard Southbound Frontage Road)

The pavement marking changes along Buckner Boulevard Southbound Frontage Road are proposed to accommodate the closure of the frontage road south of East Drive 1 and the removal of East Drive 2. To facilitate these modifications effectively, it is recommended that the existing pavement markings be altered. Presently, the frontage road features three lanes, but it is observed that the vast majority of traffic tends to converge into the lane that merges onto Buckner Boulevard. However, the current striping configuration does not facilitate smooth merging of vehicles, leading to suboptimal traffic flow. Moreover, many drivers do not adhere to the existing striping pattern on this particular segment.

In response to these issues, the proposed pavement marking changes, as illustrated in **Exhibit 9**, aim to enhance traffic efficiency and promote safer merging behavior. The modifications seek to align the striping with the actual traffic patterns as they approach the merge point onto Buckner Boulevard.

Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. **Table 5** shows the driveway locations with right-turn driveway access to the site, and how they compare with TxDOT and City of Dallas thresholds. The high inbound volume occurs in the PM peak hour for every driveway in this analysis. Right-turn deceleration lanes are not recommended for any of the driveways in this analysis. The projected maximum peak hour right-turn volume meets TxDOT and City of Dallas thresholds at Shared Drive and Buckner Boulevard, however, a right-turn lane is not recommended because the current right lane along Buckner Boulevard is 24 feet wide and already functions as a right turn lane.

Table 5 - Right Turn Lane Analysis

Right-Turn Location	Projected Maximum Peak Hour Right-Turn Volume	TxDOT Threshold (TxDOT Access Management Manual, Table 2.3)	City of Dallas Threshold (Off-Street Parking and Driveways Handbook, III.A.5)	Right-Turn Lane Recommended?
North Drive 1 from I-30 EBFR	8 vph	50 vph	120 vph	No
North Drive 2 from I-30 EBFR	38 vph	50 vph	120 vph	No
East Drive 1 from Buckner Blvd	53 vph	60 vph	120 vph	No
Shared Drive from Buckner Blvd	265 vph	60 vph	120 vph	No*

* The right lane on Buckner Boulevard is 24 feet wide and functions as a right turn lane.

Pedestrian Safety

To enhance pedestrian safety along the site, sidewalks are recommended to be designed with 6 feet of sidewalk clear zone and 5 feet of buffer, as outlined in the City of Dallas *Street Design Manual*.

IX. Conclusions

Based on the comprehensive analysis presented in this report, it is evident that the proposed East Dallas Home Depot development can be integrated into the surrounding roadway network. Notably, the project's traffic generation does not significantly surpass the vehicle volume generated by the existing Flea Market currently occupying the site. This finding assures that the proposed development will not lead to any major disruptions in the overall traffic flow.

The existing site driveways provide the necessary access for the development. To further enhance vehicular operations on the adjacent roadways, the report proposes the following recommendations:

Installation of a Traffic Signal:

It is recommended to install a traffic signal at Shared Drive (Sam's Club Drive) and Buckner Boulevard intersection. The analysis confirms that the Traffic Signal Warrant is met in the background scenario even without considering the additional traffic generated by the development. After buildout of the site, site-generated traffic will make up approximately 17.5% of the minor approach volumes. Installation of the traffic signal improves all reported failing levels of service; greatly improving traffic conditions for the surrounding area.

Pavement Marking Modifications:

To optimize traffic flow and improve merging behavior, the report proposes necessary modifications to the pavement markings on Buckner Boulevard Southbound Frontage Road. By adjusting the pavement markings to align with the prevailing traffic patterns, the proposed changes will promote smoother merging and enhance overall traffic operations. The pavement markings provided in this report are conceptual and pavement marking and signage plans will need to be completed and approved by both TxDOT and the City of Dallas.

Pedestrian Safety

Sidewalks are recommended to be designed with 6 feet of sidewalk clear zone and 5 feet of buffer, as outlined in the City of Dallas *Street Design Manual*.

The combination of these recommendations will help accommodate the proposed development while improving the existing roadway functionality. A full traffic impact analysis is not needed for this redevelopment.

Attachments:

- Exhibits 1-9
- Traffic Volumes
- Traffic Signal Warrant Analysis
- Synchro Results Sheets

EXHIBIT 1	Vicinity Map
EXHIBIT 2	Conceptual Site Plan
EXHIBIT 3	Lane Assignment and Intersection Control
EXHIBIT 4	2023 Existing Traffic
EXHIBIT 5	Trip Distribution & Assignment
EXHIBIT 6	Site-Generated Traffic Volumes
EXHIBIT 7	2025 Background Traffic Volumes
EXHIBIT 8	2025 Background Plus Site-Generated Traffic Volumes
EXHIBIT 9	Pavement Marking Concept: Buckner Boulevard Frontage Road



EXHIBIT 1

Vicinity Map

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

North

Not To Scale

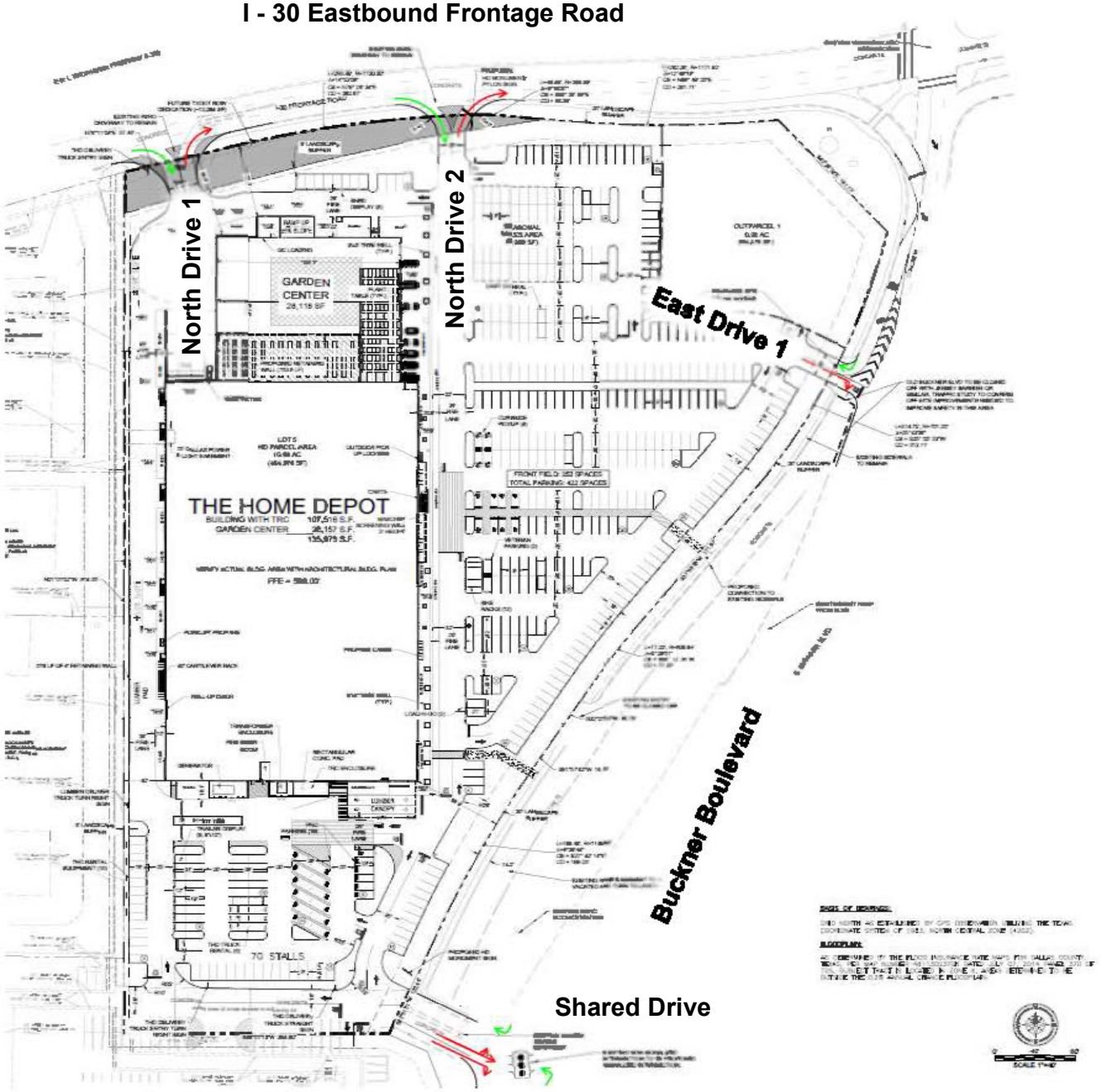


EXHIBIT 2

Conceptual Site Plan

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

North

Not To Scale

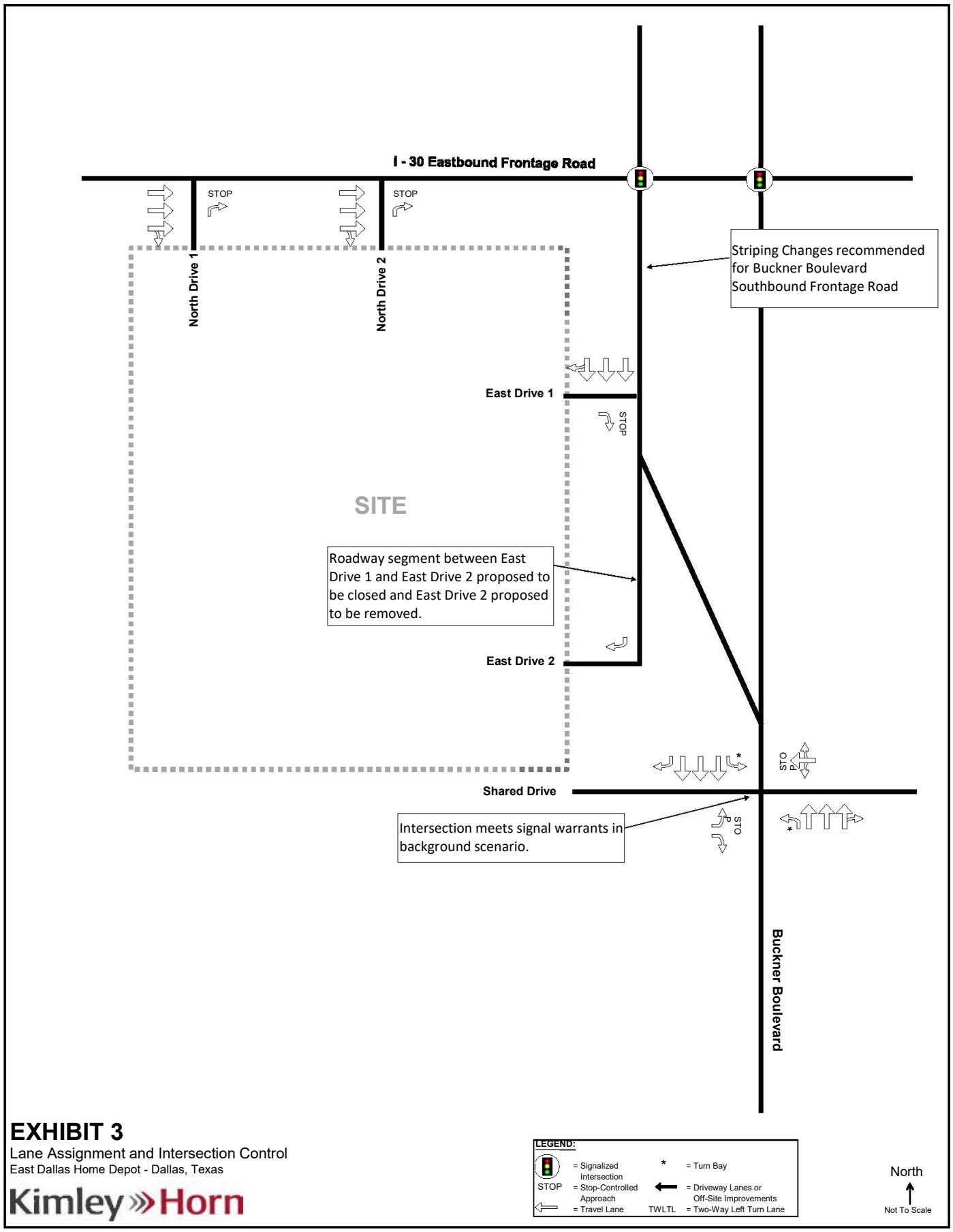


EXHIBIT 3

Lane Assignment and Intersection Control

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

LEGEND:

= Signalized Intersection

STOP = Stop-Controlled Approach

= Travel Lane

* = Turn Bay

= Driveway Lanes or Off-Site Improvements

TWLTL = Two-Way Left Turn Lane

North

Not To Scale

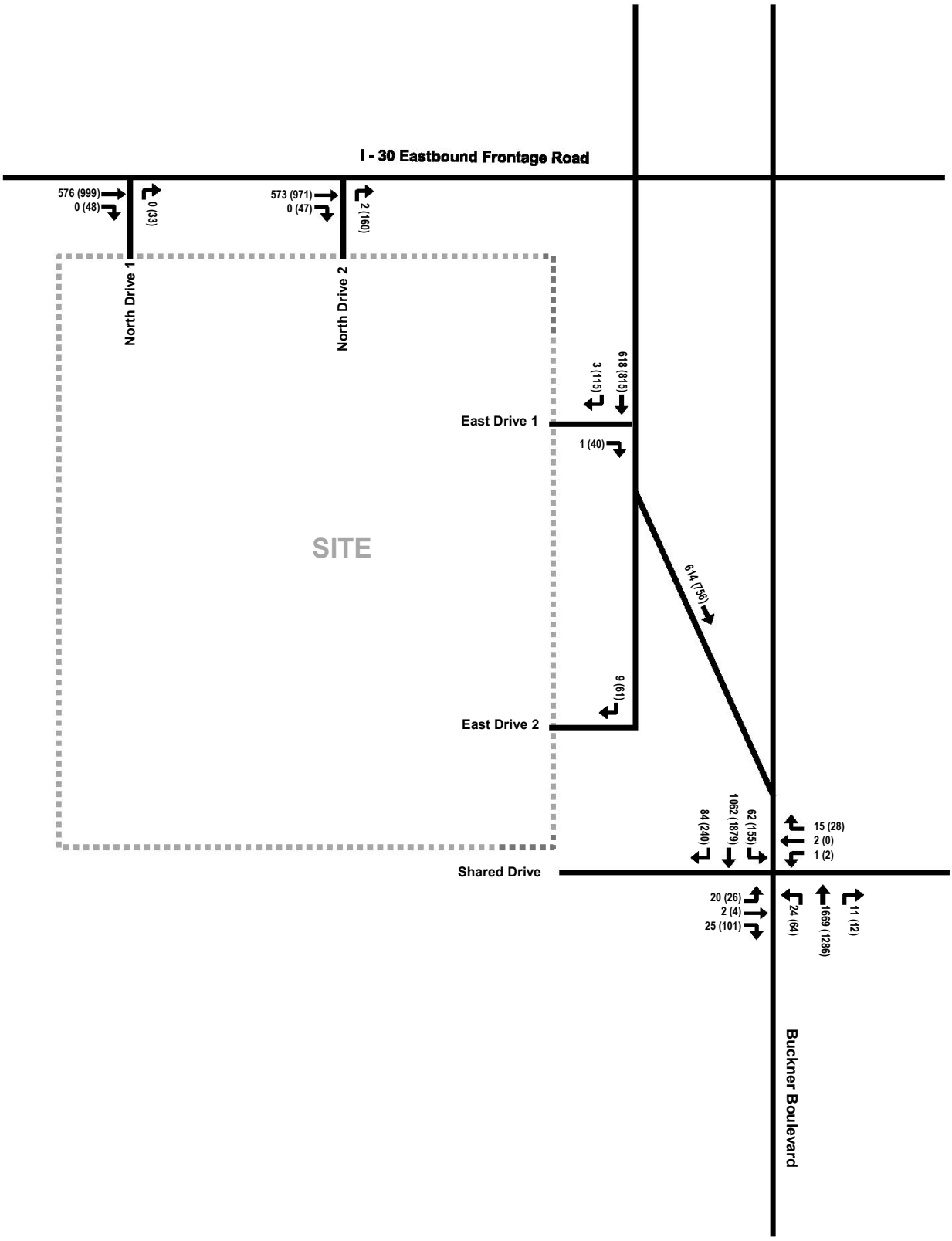


EXHIBIT 4

2023 Existing Traffic

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

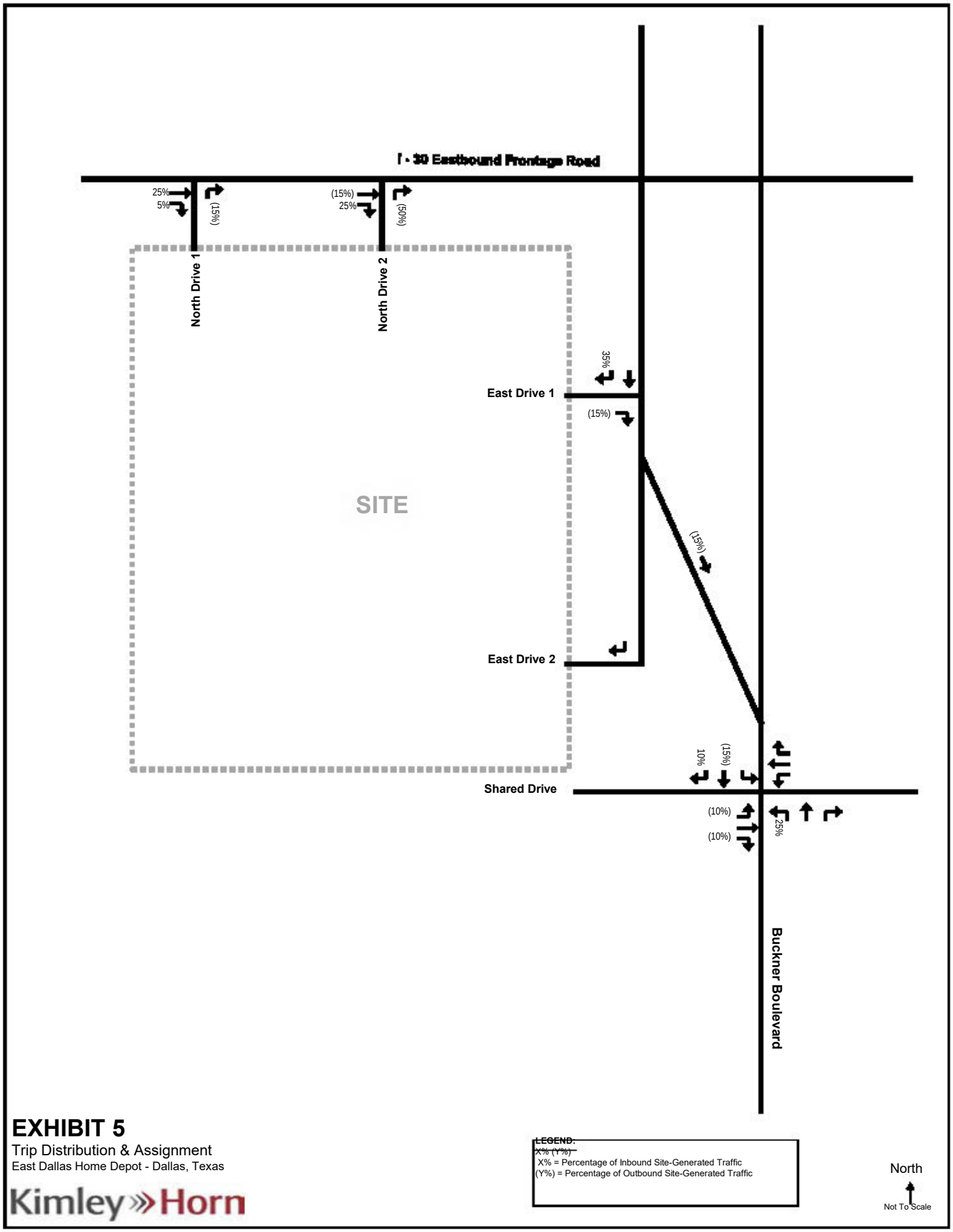


EXHIBIT 5

Trip Distribution & Assignment

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

~~LEGEND:~~
~~X% (Y%)~~
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

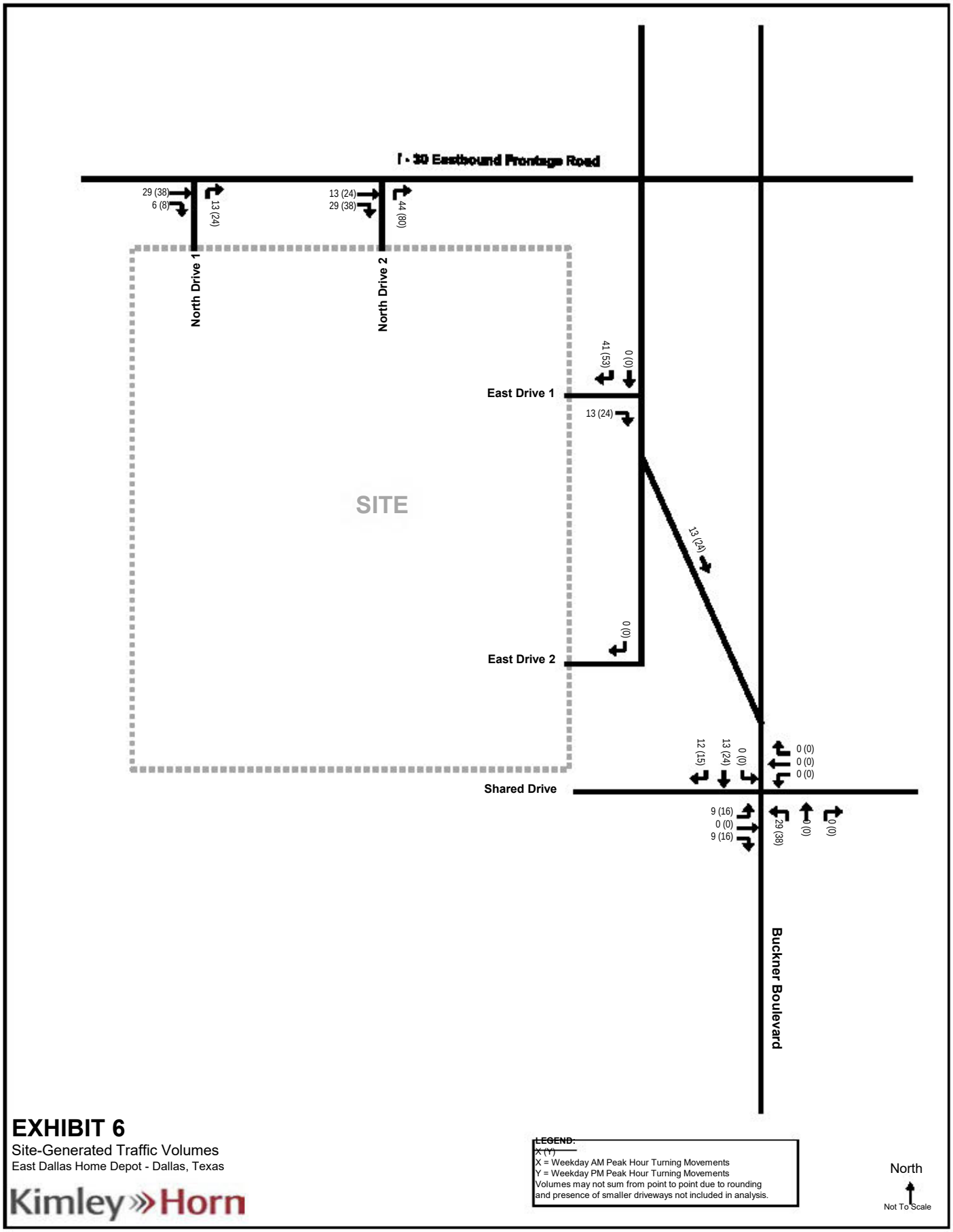


EXHIBIT 6

Site-Generated Traffic Volumes

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

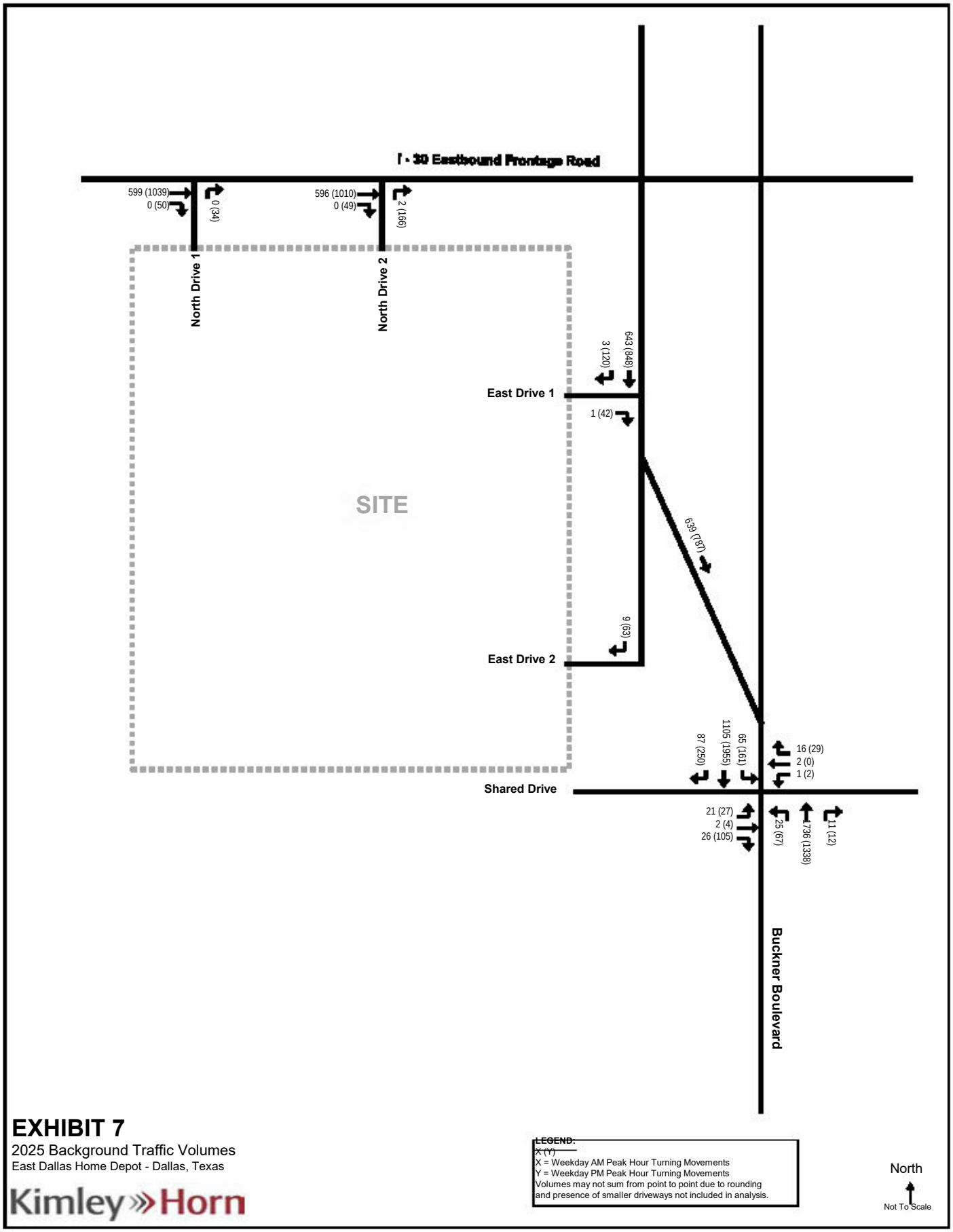


EXHIBIT 7

2025 Background Traffic Volumes

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday AM Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

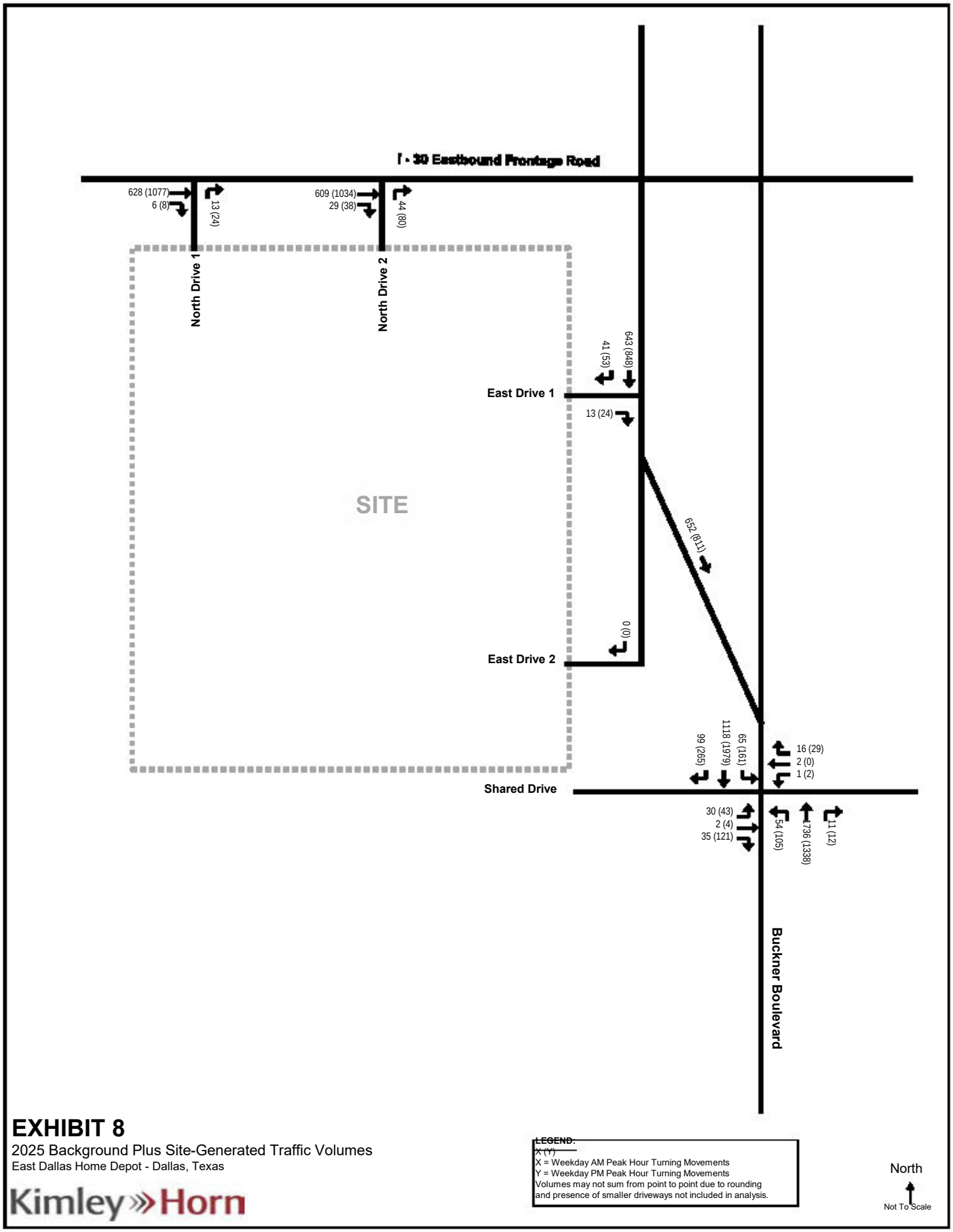


EXHIBIT 8

2025 Background Plus Site-Generated Traffic Volumes

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

~~LEGEND:~~
~~X (Y)~~
X = Weekday AM Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale



EXHIBIT 9

Pavement Marking Concept: Buckner Boulevard Frontage Road

East Dallas Home Depot - Dallas, Texas

Kimley»Horn

NOTES:

The pavement markings provided in this exhibit are conceptual and pavement marking and signage plans will need to be completed and approved by both TxDOT and the City of Dallas.

North

Not To Scale

National Data & Surveying Services Intersection Turning Movement Count

Location: Mercado Garibaldi Bazaar North W Dwy & I-30 Frontage Rd
City: Dallas
Control: No Control

Project ID: 23-470108-001
Date: 6/8/2023

Data - Total

NS/EW Streets:	Mercado Garibaldi Bazaar North W Dwy				Mercado Garibaldi Bazaar North W Dwy				I-30 Frontage Rd				I-30 Frontage Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	103	1	0	0	0	0	0	104
6:45 AM	0	0	0	0	0	0	0	0	0	151	1	0	0	0	0	0	152
7:00 AM	0	0	0	0	0	0	0	0	0	133	0	0	0	0	0	0	133
7:15 AM	0	0	0	0	0	0	0	0	0	152	0	0	0	0	0	0	152
7:30 AM	0	0	0	0	0	0	0	0	0	126	0	0	0	0	0	0	126
7:45 AM	0	0	0	0	0	0	0	0	0	141	0	0	0	0	0	0	141
8:00 AM	0	0	0	0	0	0	0	0	0	157	0	0	0	0	0	0	157
8:15 AM	0	0	2	0	0	0	0	0	0	137	1	0	0	0	0	0	140
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	1100	3	0	0	0	0	0	1105
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	99.73%	0.27%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	576	0	0	0	0	0	0	576
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.917
									0.917								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	5	0	0	0	0	0	0	255	8	0	0	0	0	0	268
4:45 PM	0	0	10	0	0	0	0	0	0	254	5	0	0	0	0	0	269
5:00 PM	0	0	4	0	0	0	0	0	0	237	9	0	0	0	0	0	250
5:15 PM	0	0	8	0	0	0	0	0	0	247	9	0	0	0	0	0	264
5:30 PM	0	0	12	0	0	0	0	0	0	217	13	0	0	0	0	0	242
5:45 PM	0	0	4	1	0	0	0	0	0	252	8	0	0	0	0	0	265
6:00 PM	0	0	10	0	0	0	0	0	0	242	10	0	0	0	0	0	262
6:15 PM	0	0	5	1	0	0	0	0	0	288	17	0	0	0	0	0	311
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	58	2	0	0	0	0	0	1992	79	0	0	0	0	0	2131
APPROACH %'s :	0.00%	0.00%	96.67%	3.33%					0.00%	96.19%	3.81%	0.00%					
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	0	31	2	0	0	0	0	0	999	48	0	0	0	0	0	1080
PEAK HR FACTOR :	0.000	0.000	0.646	0.500	0.000	0.000	0.000	0.000	0.000	0.867	0.706	0.000	0.000	0.000	0.000	0.000	0.868
			0.688							0.858							

National Data & Surveying Services Intersection Turning Movement Count

Location: Mercado Garibaldi Bazaar North E Dwy & I-30 Frontage Rd
City: Dallas
Control: No Control

Project ID: 23-470108-002
Date: 6/8/2023

Data - Cars

NS/EW Streets:	Mercado Garibaldi Bazaar North E Dwy				Mercado Garibaldi Bazaar North E Dwy				I-30 Frontage Rd				I-30 Frontage Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	1	0	0	0	0	0	0	87	0	0	0	0	0	0	88
6:45 AM	0	0	5	0	0	0	0	0	0	142	1	0	0	0	0	0	148
7:00 AM	0	0	0	0	0	0	0	0	0	124	0	0	0	0	0	0	124
7:15 AM	0	0	0	0	0	0	0	0	0	133	0	0	0	0	0	0	133
7:30 AM	0	0	1	0	0	0	0	0	0	121	0	0	0	0	0	0	122
7:45 AM	0	0	1	0	0	0	0	0	0	124	0	0	0	0	0	0	125
8:00 AM	0	0	0	0	0	0	0	0	0	148	0	0	0	0	0	0	148
8:15 AM	0	0	1	0	0	0	0	0	0	130	0	0	0	0	0	0	131
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	9	0	0	0	0	0	0	1009	1	0	0	0	0	0	1019
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	99.90%	0.10%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	526	0	0	0	0	0	0	528
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.889	0.000	0.000	0.000	0.000	0.000	0.000	0.892
	0.500								0.889								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	28	0	0	0	0	0	0	237	11	0	0	0	0	0	276
4:45 PM	0	0	49	0	0	0	0	0	0	247	12	0	0	0	0	0	308
5:00 PM	0	0	38	0	0	0	0	0	0	225	11	0	0	0	0	0	274
5:15 PM	0	0	44	0	0	0	0	0	0	234	13	0	0	0	0	0	291
5:30 PM	0	0	25	0	0	0	0	0	0	217	8	0	0	0	0	0	250
5:45 PM	0	0	29	0	0	0	0	0	0	237	12	0	0	0	0	0	278
6:00 PM	0	0	36	0	0	0	0	0	0	240	7	0	0	0	0	0	283
6:15 PM	0	0	32	0	0	0	0	0	0	274	10	0	0	0	0	0	316
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	281	0	0	0	0	0	0	1911	84	0	0	0	0	0	2276
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	95.79%	4.21%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	159	0	0	0	0	0	0	943	47	0	0	0	0	0	1149
PEAK HR FACTOR :	0.000	0.000	0.811	0.000	0.000	0.000	0.000	0.000	0.000	0.954	0.904	0.000	0.000	0.000	0.000	0.000	0.933
	0.811								0.956								

National Data & Surveying Services Intersection Turning Movement Count

Location: Buckner Blvd & Mercado Garibaldi Bazaar East N Dwy
City: Dallas
Control: 1-Way Stop(EB)

Project ID: 23-470108-003
Date: 6/8/2023

Data - Cars

NS/EW Streets:	Buckner Blvd				Buckner Blvd				Mercado Garibaldi Bazaar East N Dwy				Mercado Garibaldi Bazaar East N Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	108	1	0	0	0	0	0	0	0	0	0	0	109
6:45 AM	0	0	0	0	165	2	0	0	0	1	0	0	0	0	0	0	168
7:00 AM	0	0	0	0	140	1	0	0	0	0	0	0	0	0	0	0	141
7:15 AM	0	0	0	0	132	1	0	0	0	0	0	0	0	0	0	0	133
7:30 AM	0	0	0	0	135	0	1	0	0	0	0	0	0	0	0	0	136
7:45 AM	0	0	0	0	151	1	2	0	0	1	0	0	0	0	0	0	155
8:00 AM	0	0	0	0	146	3	3	0	0	0	0	0	0	0	0	0	152
8:15 AM	0	0	0	0	119	5	2	0	0	0	0	0	0	0	0	0	126
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1096	14	8	0	0	2	0	0	0	0	0	0	1120
APPROACH %'s :					98.03%	1.25%	0.72%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	06:45 AM - 07:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	572	4	1	0	0	1	0	0	0	0	0	0	578
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.867	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.860
					0.864				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	0	0	183	11	24	0	0	9	1	0	0	0	0	0	228
4:45 PM	0	0	0	0	173	15	24	0	0	11	1	0	0	0	0	0	224
5:00 PM	0	0	0	0	137	15	14	0	0	8	1	0	0	0	0	0	175
5:15 PM	0	0	0	0	152	13	31	0	0	8	0	0	0	0	0	0	204
5:30 PM	0	0	0	0	183	14	24	0	0	7	1	0	0	0	0	0	229
5:45 PM	0	0	0	0	155	15	24	0	0	7	0	0	0	0	0	0	201
6:00 PM	0	0	0	0	163	14	24	0	0	10	2	0	0	0	0	0	213
6:15 PM	0	0	0	0	212	15	41	0	0	13	0	0	0	0	0	0	281
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1358	112	206	0	0	73	6	0	0	0	0	0	1755
APPROACH %'s :					81.03%	6.68%	12.29%	0.00%	0.00%	92.41%	7.59%	0.00%					
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	713	58	113	0	0	37	3	0	0	0	0	0	924
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.841	0.967	0.689	0.000	0.000	0.712	0.375	0.000	0.000	0.000	0.000	0.000	0.822
					0.825				0.769								

National Data & Surveying Services Intersection Turning Movement Count

Location: Buckner Blvd & Mercado Garibaldi Bazaar East S Dwy
City: Dallas
Control: No Control

Project ID: 23-470108-004
Date: 6/8/2023

Data - Total

NS/EW Streets:	Buckner Blvd				Buckner Blvd				Mercado Garibaldi Bazaar East S Dwy				Mercado Garibaldi Bazaar East S Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	14
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450
							0.450										

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	13
4:45 PM	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	16
5:00 PM	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	16
5:15 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	13
5:30 PM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	14
5:45 PM	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	16
6:00 PM	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	17
6:15 PM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	119	0	0	0	0	0	0	0	0	0	119
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	61
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.897
							0.897										

National Data & Surveying Services Intersection Turning Movement Count

Location: Buckner Blvd & Sams Drwy
City: Dallas
Control: No Control

Project ID: 23-470108-005
Date: 6/8/2023

Data - Total

NS/EW Streets:	Buckner Blvd				Buckner Blvd				Sams Drwy				Sams Drwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	0	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	1	68	0	2	6	63	2	1	2	0	1	0	0	0	0	0	146
12:15 AM	1	45	0	0	7	70	2	2	2	0	1	0	0	0	2	0	132
12:30 AM	0	60	0	1	7	59	1	0	3	0	0	0	0	0	0	0	131
12:45 AM	0	43	0	2	8	39	0	2	3	0	0	0	1	0	1	0	99
1:00 AM	1	41	0	3	3	53	0	0	1	2	1	0	0	1	1	0	107
1:15 AM	1	41	0	4	8	35	1	0	1	1	1	0	0	0	0	0	93
1:30 AM	0	42	0	1	6	30	2	0	0	0	0	0	0	0	0	0	81
1:45 AM	2	42	0	1	9	30	2	0	1	0	0	0	0	0	0	0	87
2:00 AM	1	37	0	1	7	31	0	1	1	1	0	0	0	0	0	0	80
2:15 AM	0	27	0	1	0	48	1	0	0	0	0	0	0	0	0	0	77
2:30 AM	1	30	1	3	4	29	2	0	2	1	1	0	0	0	0	0	74
2:45 AM	0	27	0	0	5	25	2	0	2	0	0	0	0	0	0	0	61
3:00 AM	1	35	0	3	9	24	0	1	0	1	2	0	0	0	0	0	76
3:15 AM	0	27	0	3	2	30	0	0	2	1	0	0	1	0	0	0	66
3:30 AM	1	38	0	1	9	28	4	0	3	0	0	0	1	0	0	0	85
3:45 AM	1	40	0	2	3	41	4	0	0	0	0	0	0	0	1	0	92
4:00 AM	3	54	0	2	4	39	1	0	1	0	2	0	0	0	0	0	106
4:15 AM	0	56	0	0	5	52	1	3	0	0	0	0	0	0	0	0	117
4:30 AM	2	77	0	0	10	62	2	1	1	0	1	0	0	0	0	0	156
4:45 AM	2	92	0	0	7	126	5	3	2	0	1	0	0	0	0	0	238
5:00 AM	1	144	0	1	10	89	7	3	4	0	0	0	0	0	0	0	259
5:15 AM	1	172	0	0	16	89	5	1	2	1	0	0	0	0	0	0	287
5:30 AM	2	264	0	0	19	145	3	1	1	0	1	0	0	0	0	0	436
5:45 AM	1	327	0	1	26	187	7	2	3	0	2	0	0	0	2	0	558
6:00 AM	1	375	0	0	10	153	5	1	2	3	1	0	0	0	1	0	552
6:15 AM	3	380	0	0	12	159	3	1	1	0	4	0	0	0	1	0	564
6:30 AM	4	475	0	1	10	165	8	1	0	1	2	0	0	0	1	0	668
6:45 AM	3	411	0	1	25	259	8	2	1	1	3	0	1	0	2	0	717
7:00 AM	3	417	1	2	16	239	8	0	3	0	4	0	0	0	6	0	699
7:15 AM	2	455	0	2	16	246	11	1	3	0	5	0	0	0	3	0	744
7:30 AM	5	453	1	1	13	239	12	3	3	0	2	0	0	0	4	0	736
7:45 AM	6	379	3	2	18	272	12	4	3	0	2	0	0	0	4	0	705
8:00 AM	5	406	3	3	17	273	21	3	2	1	4	0	0	0	1	0	739
8:15 AM	8	408	2	4	19	222	27	3	4	0	11	0	0	1	6	0	715
8:30 AM	3	411	4	0	16	270	21	2	9	1	6	0	1	0	4	0	748
8:45 AM	8	444	2	0	10	297	15	4	5	0	4	0	0	1	4	0	794
9:00 AM	9	308	3	0	19	271	24	1	5	1	6	0	0	0	4	0	651
9:15 AM	10	291	3	2	8	281	35	4	5	1	13	0	2	0	3	0	658
9:30 AM	3	251	1	0	8	219	26	2	4	0	6	0	0	1	3	0	524
9:45 AM	6	260	6	1	23	301	37	5	4	0	17	0	2	0	1	0	663
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	102	7953	30	51	430	5290	327	58	91	17	104	0	9	4	55	0	14521
APPROACH %'s :	1.25%	97.75%	0.37%	0.63%	7.04%	86.65%	5.36%	0.95%	42.92%	8.02%	49.06%	0.00%	13.24%	5.88%	80.88%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	24	1669	11	7	62	1062	84	12	20	2	25	0	1	2	15	0	2996
PEAK HR FACTOR :	0.750	0.940	0.688	0.438	0.816	0.894	0.778	0.750	0.556	0.500	0.568	0.000	0.250	0.500	0.625	0.000	0.943
		0.942				0.936				0.734				0.643			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	0	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	16	256	2	1	20	232	28	4	10	1	7	0	0	0	6	0	583
10:15 AM	14	246	1	1	22	248	32	3	6	1	12	0	1	1	6	0	594
10:30 AM	11	303	8	2	18	240	34	7	6	0	16	0	2	0	6	0	653
10:45 AM	20	273	4	4	13	247	40	4	13	1	16	0	0	0	5	0	640
11:00 AM	22	314	2	0	22	231	42	5	11	0	14	0	1	0	8	0	672
11:15 AM	15	249	5	1	21	253	52	6	6	0	20	0	0	0	6	0	634
11:30 AM	16	272	2	1	25	262	60	8	2	4	11	0	1	0	7	0	671
11:45 AM	28	299	4	2	33	272	48	5	7	0	19	0	0	0	6	0	723
12:00 PM	29	299	9	3	27	284	61	8	5	0	26	0	1	1	7	0	760
12:15 PM	28	293	3	1	18	282	59	5	9	0	22	0	1	0	13	0	734
12:30 PM	22	296	5	2	25	288	37	6	4	0	27	0	2	0	6	0	720
12:45 PM	31	297	1	3	24	249	44	7	8	3	32	0	0	3	14	0	716
1:00 PM	27	298	4	1	25	261	59	4	11	1	25	0	1	1	5	0	723
1:15 PM	25	295	3	4	32	370	60	4	5	3	21	0	0	2	9	0	833
1:30 PM	29	288	8	2	25	267	42	12	9	1	27	0	1	0	7	0	718
1:45 PM	15	261	3	3	15	316	44	7	11	3	26	0	1	1	7	0	713
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	348	4539	64	31	365	4302	742	95	123	18	321	0	12	9	118	0	11087
APPROACH %'s :	6.99%	91.11%	1.28%	0.62%	6.63%	78.16%	13.48%	1.73%	26.62%	3.90%	69.48%	0.00%	8.63%	6.47%	84.89%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	105	1186	13	10	106	1168	200	21	28	7	105	0	3	6	34	0	2992
PEAK HR FACTOR :	0.847	0.995	0.650	0.625	0.828	0.789	0.833	0.750	0.636	0.583	0.820	0.000	0.375	0.500	0.607	0.000	0.898
		0.989				0.802				0.814				0.632			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	0	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	17	282	5	3	27	290	53	7	9	2	31	0	0	1	7	0	734
2:15 PM	16	295	5	1	26	295	57	10	8	1	30	0	0	0	10	0	754
2:30 PM	24	341	4	1	30	354	51	11	4	1	30	0	2	3	6	0	862
2:45 PM	15	268	5	1	27	328	45	9	9	2	24	0	0	1	1	0	735
3:00 PM	20	325	5	1	30	371	58	11	4	1	23	0	0	1	5	0	855
3:15 PM	18	322	5	2	31	380	63	7	10	0	26	0	0	0	7	0	871
3:30 PM	18	358	7	0	16	401	57	10	3	2	19	0	0	0	8	0	899
3:45 PM	15	351	3	1	42	431	66	10	8	0	19	0	0	0	2	0	948
4:00 PM	11	337	6	1	35	422	62	8	6	0	22	0	2	0	4	0	916
4:15 PM	16	337	4	1	39	418	71	8	12	0	20	0	0	1	11	0	938
4:30 PM	23	386	3	3	33	425	76	11	2	1	26	0	1	1	6	0	997
4:45 PM	14	349	4	0	36	417	63	12	4	2	20	0	1	0	3	0	925
5:00 PM	18	339	5	0	30	395	59	10	4	2	29	0	0	1	7	0	899
5:15 PM	19	335	4	0	45	479	61	11	8	0	24	0	0	0	10	0	996
5:30 PM	11	341	3	1	42	510	52	5	7	3	16	0	0	0	8	0	999
5:45 PM	15	272	3	0	29	445	58	9	12	1	25	0	0	0	9	0	878
6:00 PM	17	325	2	1	46	437	65	8	2	0	27	0	2	0	6	0	938
6:15 PM	21	348	4	0	38	487	65	7	5	0	33	0	0	0	5	0	1013
6:30 PM	21	325	2	0	43	468	64	7	3	0	16	0	0	0	6	0	955
6:45 PM	23	280	4	4	27	411	61	6	5	1	26	0	1	0	6	0	855
7:00 PM	22	348	4	0	28	352	45	9	9	1	31	0	0	1	4	0	854
7:15 PM	22	283	0	3	26	355	54	6	6	1	26	0	0	1	9	0	792
7:30 PM	33	244	6	0	32	364	40	10	12	1	31	0	1	0	8	0	782
7:45 PM	18	283	2	2	22	306	34	7	14	1	34	0	0	1	5	0	729
8:00 PM	10	249	0	3	25	297	43	6	7	3	30	0	0	0	6	0	679
8:15 PM	18	222	1	2	30	267	20	6	2	1	36	0	0	0	4	0	609
8:30 PM	16	230	0	2	27	236	23	6	6	0	30	0	0	0	3	0	579
8:45 PM	11	244	1	3	30	250	28	7	4	3	15	0	0	0	5	0	601
9:00 PM	11	209	2	0	20	231	22	5	9	1	22	0	0	1	5	0	538
9:15 PM	12	226	1	0	21	247	25	2	7	0	16	0	1	0	3	0	561
9:30 PM	11	189	2	0	11	239	26	8	8	1	15	0	2	0	2	0	514
9:45 PM	7	164	2	6	15	217	19	3	1	2	12	0	0	0	3	0	451
10:00 PM	10	157	1	4	16	238	12	3	4	0	12	0	0	0	2	0	459
10:15 PM	3	152	0	0	13	184	11	3	1	0	6	0	1	0	1	0	375
10:30 PM	6	143	2	3	19	148	11	6	3	0	9	0	2	0	3	0	355
10:45 PM	3	96	0	3	12	132	5	1	2	0	5	0	0	0	4	0	263
11:00 PM	4	104	0	0	11	116	5	4	4	1	13	0	0	0	3	0	265
11:15 PM	3	107	1	1	10	132	3	1	2	0	2	0	0	0	2	0	264
11:30 PM	4	123	0	3	9	106	1	1	2	1	8	0	0	0	2	0	260
11:45 PM	3	90	1	0	9	92	4	0	1	1	2	0	0	0	1	0	204
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	579	10379	109	56	1058	12673	1638	271	229	37	841	0	16	13	202	0	28101
APPROACH %'s :	5.21%	93.31%	0.98%	0.50%	6.76%	81.03%	10.47%	1.73%	20.69%	3.34%	75.97%	0.00%	6.93%	5.63%	87.45%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	64	1286	12	2	155	1879	240	29	26	4	101	0	2	0	28	0	3828
PEAK HR FACTOR :	0.762	0.924	0.750	0.500	0.842	0.921	0.923	0.806	0.542	0.333	0.765	0.000	0.250	0.000	0.778	0.000	0.945
		0.914				0.945				0.862				0.833			

	EB	WB	NB	SB
12:00 AM	12	4	223	269
1:00 AM	8	2	179	179
2:00 AM	8	0	129	155
3:00 AM	9	3	152	155
4:00 AM	8	0	288	321
5:00 AM	14	2	914	610
6:00 AM	19	6	1654	822
7:00 AM	25	17	1732	1110
8:00 AM	47	18	1711	1220
9:00 AM	62	16	1154	1264
10:00 AM	89	27	1162	1192
11:00 AM	94	29	1232	1345
12:00 PM	136	48	1322	1424
1:00 PM	143	35	1266	1543
2:00 PM	151	31	1283	1620
3:00 PM	115	23	1451	1984
4:00 PM	115	30	1495	2136
5:00 PM	131	35	1366	2240
6:00 PM	118	26	1377	2240
7:00 PM	167	30	1270	1690
8:00 PM	137	18	1012	1301
9:00 PM	94	17	842	1111
10:00 PM	42	13	583	814
11:00 PM	37	8	444	504

Buckner Boulevard at Drive 5 / Retail Drive

Signal Warrant Volumes
Background (2025)

Scenario:	Background	Major:	Buckner Bouleva	Minor:	Shared Drive (Sam's Club Drive)	N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
Existing Year:	2023	Direction:	NB SB	Direction	EB WB	N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):
Study Year:	2025	# of Lanes:	4	# of Lanes:	2		
Growth %	1%						
City:	Dallas						

Input

	Eastbound					Westbound					Northbound					Southbound				
Hour Start	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Eastbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Westbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Northbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Southbound Volumes**
6:00 - 7:00 AM	19	19	0	0	**19**	6	6	0	0	**6**	1654	1687	0	0	**1687**	822	839	0	0	**839**
7:00 - 8:00 AM	25	26	0	0	**26**	17	17	0	0	**17**	1732	1767	0	0	**1767**	1110	1132	0	0	**1132**
8:00 - 9:00 AM	47	48	0	0	**48**	18	18	0	0	**18**	1711	1745	0	0	**1745**	1220	1245	0	0	**1245**
9:00 - 10:00 AM	62	63	0	0	**63**	16	16	0	0	**16**	1154	1177	0	0	**1177**	1264	1289	0	0	**1289**
10:00 - 11:00 AM	89	91	0	0	**91**	27	28	0	0	**28**	1162	1185	0	0	**1185**	1192	1216	0	0	**1216**
11:00 - 12:00 PM	94	96	0	0	**96**	29	30	0	0	**30**	1232	1257	0	0	**1257**	1345	1372	0	0	**1372**
12:00 - 1:00 PM	136	139	0	0	**139**	48	49	0	0	**49**	1322	1349	0	0	**1349**	1424	1453	0	0	**1453**
1:00 - 2:00 PM	143	146	0	0	**146**	35	36	0	0	**36**	1266	1291	0	0	**1291**	1543	1574	0	0	**1574**
2:00 - 3:00 PM	151	154	0	0	**154**	31	32	0	0	**32**	1283	1309	0	0	**1309**	1620	1653	0	0	**1653**
3:00 - 4:00 PM	115	117	0	0	**117**	23	23	0	0	**23**	1451	1480	0	0	**1480**	1984	2024	0	0	**2024**
4:00 - 5:00 PM	115	117	0	0	**117**	30	31	0	0	**31**	1495	1525	0	0	**1525**	2136	2179	0	0	**2179**
5:00 - 6:00 PM	131	134	0	0	**134**	35	36	0	0	**36**	1366	1393	0	0	**1393**	2240	2285	0	0	**2285**
6:00 - 7:00 PM	118	120	0	0	**120**	26	27	0	0	**27**	1377	1405	0	0	**1405**	2240	2285	0	0	**2285**
7:00 - 8:00 PM	167	170	0	0	**170**	30	31	0	0	**31**	1270	1296	0	0	**1296**	1690	1724	0	0	**1724**
8:00 - 9:00 PM	137	140	0	0	**140**	18	18	0	0	**18**	1012	1032	0	0	**1032**	1301	1327	0	0	**1327**
9:00 - 10:00 PM	94	96	0	0	**96**	17	17	0	0	**17**	842	859	0	0	**859**	1111	1133	0	0	**1133**

Hourly variation from ITE *Trip Generation, 11th Edition*

Code	862		
Land Use	Home Improvement Superestore		
Time	Total	Entering	Exiting
6:00 - 7:00 AM	1.4%	1.6%	1.2%
7:00 - 8:00 AM	3.5%	4.2%	2.8%
8:00 - 9:00 AM	5.6%	6.3%	5.0%
9:00 - 10:00 AM	6.8%	7.1%	6.5%
10:00 - 11:00 AM	7.7%	7.7%	7.6%
11:00 - 12:00 PM	8.1%	8.6%	7.6%
12:00 - 1:00 PM	8.5%	9.0%	7.9%
1:00 - 2:00 PM	8.5%	8.3%	8.6%
2:00 - 3:00 PM	7.4%	7.0%	7.8%
3:00 - 4:00 PM	7.5%	7.6%	7.4%
4:00 - 5:00 PM	7.1%	6.9%	7.3%
5:00 - 6:00 PM	6.9%	6.4%	7.4%
6:00 - 7:00 PM	6.6%	6.2%	7.0%
7:00 - 8:00 PM	6.5%	6.0%	6.9%
8:00 - 9:00 PM	5.2%	5.0%	5.4%
9:00 - 10:00 PM	3.1%	2.4%	3.9%

Site Generated Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	862	Home Improvement Superestore	4171	0%	20%	0	417			0	0	25%	0%	521	0		15%	0	313
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

Background Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Buckner Boulevard	NB	SB	# OF APPROACH LANES:	4
MINOR STREET:	Shared Drive (Sam's Clut	EB	WB	# OF APPROACH LANES:	2
CITY, STATE:	Dallas, TX				
COMMENTS:	Background (2025)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Buckner Boulevard			ared Drive (Sam's Club Dr		
	NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	1687	839	2526	19	6	19
7:00 - 8:00 AM	1767	1132	2899	26	17	26
8:00 - 9:00 AM	1745	1245	2990	48	18	48
9:00 - 10:00 AM	1177	1289	2466	63	16	63
10:00 - 11:00 AM	1185	1216	2401	91	28	91
11:00 - 12:00 PM	1257	1372	2629	96	30	96
12:00 - 1:00 PM	1349	1453	2802	139	49	139
1:00 - 2:00 PM	1291	1574	2865	146	36	146
2:00 - 3:00 PM	1309	1653	2962	154	32	154
3:00 - 4:00 PM	1480	2024	3504	117	23	117
4:00 - 5:00 PM	1525	2179	3704	117	31	117
5:00 - 6:00 PM	1393	2285	3678	134	36	134
6:00 - 7:00 PM	1405	2285	3690	120	27	120
7:00 - 8:00 PM	1296	1724	3020	170	31	170
8:00 - 9:00 PM	1032	1327	2359	140	18	140
9:00 - 10:00 PM	859	1133	1992	96	17	96

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

03/22/24

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Buckner Boulevard** NB SB # OF APPROACH LANES: **4**

MINOR STREET: **Shared Drive (Sam's Club Drive)** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Dallas, TX**

COMMENTS: Background (2025)

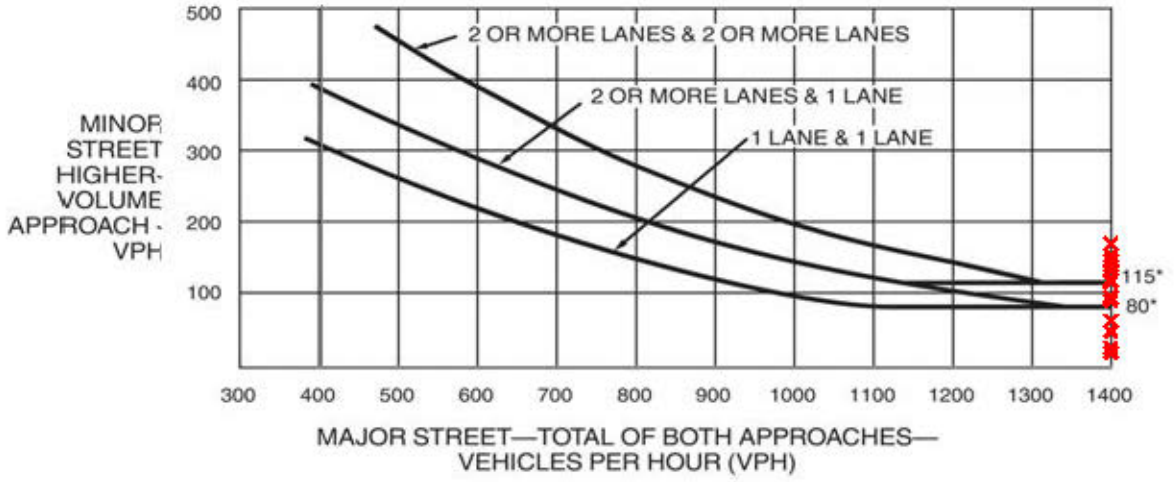
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**600**	**200**		**900**	**100**		**480**	**160**		**720**	**80**			
06:00 AM TO 07:00 AM	2,526	19	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	2,899	26	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	2,990	48	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	2,466	63	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	2,401	91	Y			Y			Y			Y	Y	**Y**		
11:00 AM TO 12:00 PM	2,629	96	Y			Y			Y			Y	Y	**Y**		
12:00 PM TO 01:00 PM	2,802	139	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
01:00 PM TO 02:00 PM	2,865	146	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
02:00 PM TO 03:00 PM	2,962	154	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
03:00 PM TO 04:00 PM	3,504	117	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
04:00 PM TO 05:00 PM	3,704	117	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
05:00 PM TO 06:00 PM	3,678	134	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
06:00 PM TO 07:00 PM	3,690	120	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
07:00 PM TO 08:00 PM	3,020	170	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 PM TO 09:00 PM	2,359	140	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
09:00 PM TO 10:00 PM	1,992	96	Y			Y			Y			Y	Y	**Y**		
	46,487	1,676	16	0	**0**	16	9	**9**	16	1	**1**	16	12	**12**	**9**	**2**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **SATISFIED**			8 HOURS NEEDED for both Condition A & B **NOT SATISFIED**						4 HRS NEEDED **SATISFIED**	1 HR NEEDED **SATISFIED**

03/22/24
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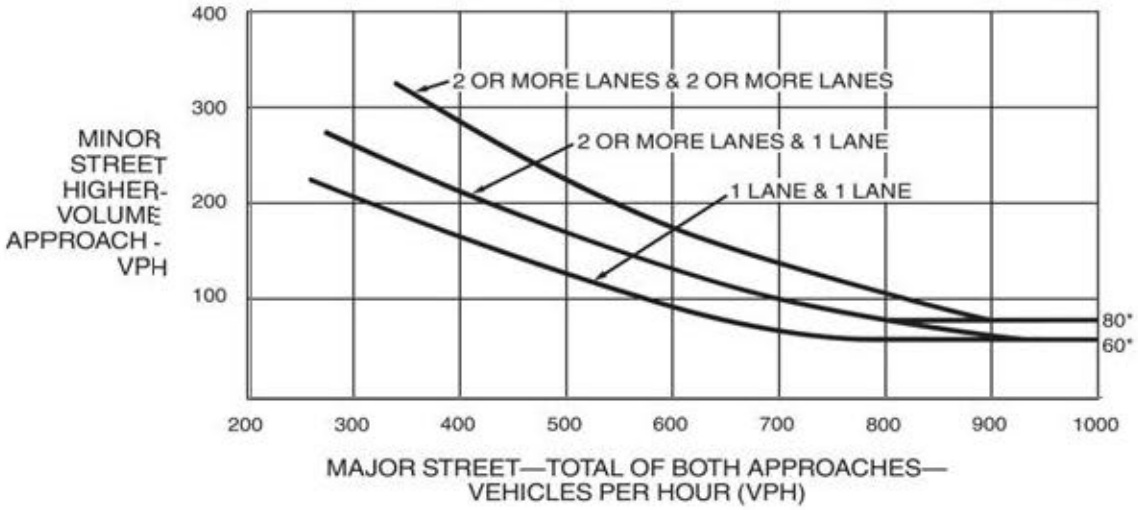
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Buckner Boulevard at Drive 5 / Retail Drive

Signal Warrant Volumes
Buildout (2025)

Scenario:	Buildout	Major:	Buckner Boulevard	Minor:	Shared Drive (Sam's Club Drive)	N	ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
Existing Year:	2023	Direction:	NB SB	Direction	EB WB	N	85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):
Study Year:	2025	# of Lanes:	4	# of Lanes:	2		
Growth %	1%						
City:	Dallas						

Input

	Eastbound					Westbound					Northbound					Southbound				
Hour Start	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Eastbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Westbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Northbound Volumes**	Existing Volumes	2025 Grown Volumes	Background Site Traffic	Site Traffic	**Total Southbound Volumes**
6:00 - 7:00 AM	19	19	0	5	**24**	6	6	0	0	**6**	1654	1687	0	9	**1696**	822	839	0	4	**842**
7:00 - 8:00 AM	25	26	0	12	**37**	17	17	0	0	**17**	1732	1767	0	22	**1789**	1110	1132	0	9	**1141**
8:00 - 9:00 AM	47	48	0	21	**69**	18	18	0	0	**18**	1711	1745	0	33	**1778**	1220	1245	0	16	**1260**
9:00 - 10:00 AM	62	63	0	27	**90**	16	16	0	0	**16**	1154	1177	0	37	**1214**	1264	1289	0	20	**1310**
10:00 - 11:00 AM	89	91	0	32	**122**	27	28	0	0	**28**	1162	1185	0	40	**1226**	1192	1216	0	24	**1240**
11:00 - 12:00 PM	94	96	0	32	**127**	29	30	0	0	**30**	1232	1257	0	45	**1302**	1345	1372	0	24	**1396**
12:00 - 1:00 PM	136	139	0	33	**172**	48	49	0	0	**49**	1322	1349	0	47	**1396**	1424	1453	0	25	**1477**
1:00 - 2:00 PM	143	146	0	36	**182**	35	36	0	0	**36**	1266	1291	0	43	**1335**	1543	1574	0	27	**1601**
2:00 - 3:00 PM	151	154	0	32	**186**	31	32	0	0	**32**	1283	1309	0	36	**1345**	1620	1653	0	24	**1677**
3:00 - 4:00 PM	115	117	0	31	**148**	23	23	0	0	**23**	1451	1480	0	39	**1520**	1984	2024	0	23	**2047**
4:00 - 5:00 PM	115	117	0	30	**148**	30	31	0	0	**31**	1495	1525	0	36	**1561**	2136	2179	0	23	**2202**
5:00 - 6:00 PM	131	134	0	31	**164**	35	36	0	0	**36**	1366	1393	0	33	**1427**	2240	2285	0	23	**2308**
6:00 - 7:00 PM	118	120	0	29	**150**	26	27	0	0	**27**	1377	1405	0	33	**1437**	2240	2285	0	22	**2307**
7:00 - 8:00 PM	167	170	0	29	**199**	30	31	0	0	**31**	1270	1296	0	31	**1327**	1690	1724	0	22	**1746**
8:00 - 9:00 PM	137	140	0	23	**162**	18	18	0	0	**18**	1012	1032	0	26	**1058**	1301	1327	0	17	**1344**
9:00 - 10:00 PM	94	96	0	16	**112**	17	17	0	0	**17**	842	859	0	12	**871**	1111	1133	0	12	**1145**

Hourly variation from ITE *Trip Generation, 11th Edition*

Code	862		
Land Use	Home Improvement Superestore		
Time	Total	Entering	Exiting
6:00 - 7:00 AM	1.4%	1.6%	1.2%
7:00 - 8:00 AM	3.5%	4.2%	2.8%
8:00 - 9:00 AM	5.6%	6.3%	5.0%
9:00 - 10:00 AM	6.8%	7.1%	6.5%
10:00 - 11:00 AM	7.7%	7.7%	7.6%
11:00 - 12:00 PM	8.1%	8.6%	7.6%
12:00 - 1:00 PM	8.5%	9.0%	7.9%
1:00 - 2:00 PM	8.5%	8.3%	8.6%
2:00 - 3:00 PM	7.4%	7.0%	7.8%
3:00 - 4:00 PM	7.5%	7.6%	7.4%
4:00 - 5:00 PM	7.1%	6.9%	7.3%
5:00 - 6:00 PM	6.9%	6.4%	7.4%
6:00 - 7:00 PM	6.6%	6.2%	7.0%
7:00 - 8:00 PM	6.5%	6.0%	6.9%
8:00 - 9:00 PM	5.2%	5.0%	5.4%
9:00 - 10:00 PM	3.1%	2.4%	3.9%

Site Generated Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
1	862	Home Improvement Superestore	4171	0%	20%	0	417			0	0	25%	0%	521	0		15%	0	313
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

Background Traffic

				Eastbound				Westbound				Northbound				Southbound			
New Land Use?	Input	Land-Use	Daily Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips	Entering	Exiting	Entering Trips	Exiting Trips
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0
						30	0			0	0			0	0			0	0
						0	0			0	0			0	0			0	0

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Buckner Boulevard	NB	SB	# OF APPROACH LANES:	4
MINOR STREET:	Shared Drive (Sam's Clut	EB	WB	# OF APPROACH LANES:	2
CITY, STATE:	Dallas, TX				
COMMENTS:	Buildout (2025)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	Buckner Boulevard			ared Drive (Sam's Club Dr		
	NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	1696	842	2538	24	6	24
7:00 - 8:00 AM	1789	1141	2930	37	17	37
8:00 - 9:00 AM	1778	1260	3038	69	18	69
9:00 - 10:00 AM	1214	1310	2524	90	16	90
10:00 - 11:00 AM	1226	1240	2466	122	28	122
11:00 - 12:00 PM	1302	1396	2698	127	30	127
12:00 - 1:00 PM	1396	1477	2873	172	49	172
1:00 - 2:00 PM	1335	1601	2936	182	36	182
2:00 - 3:00 PM	1345	1677	3022	186	32	186
3:00 - 4:00 PM	1520	2047	3567	148	23	148
4:00 - 5:00 PM	1561	2202	3763	148	31	148
5:00 - 6:00 PM	1427	2308	3735	164	36	164
6:00 - 7:00 PM	1437	2307	3744	150	27	150
7:00 - 8:00 PM	1327	1746	3073	199	31	199
8:00 - 9:00 PM	1058	1344	2402	162	18	162
9:00 - 10:00 PM	871	1145	2016	112	17	112

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

03/22/24

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Buckner Boulevard** NB SB # OF APPROACH LANES: **4**

MINOR STREET: **Shared Drive (Sam's Club Drive)** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Dallas, TX**

COMMENTS: Buildout (2025)

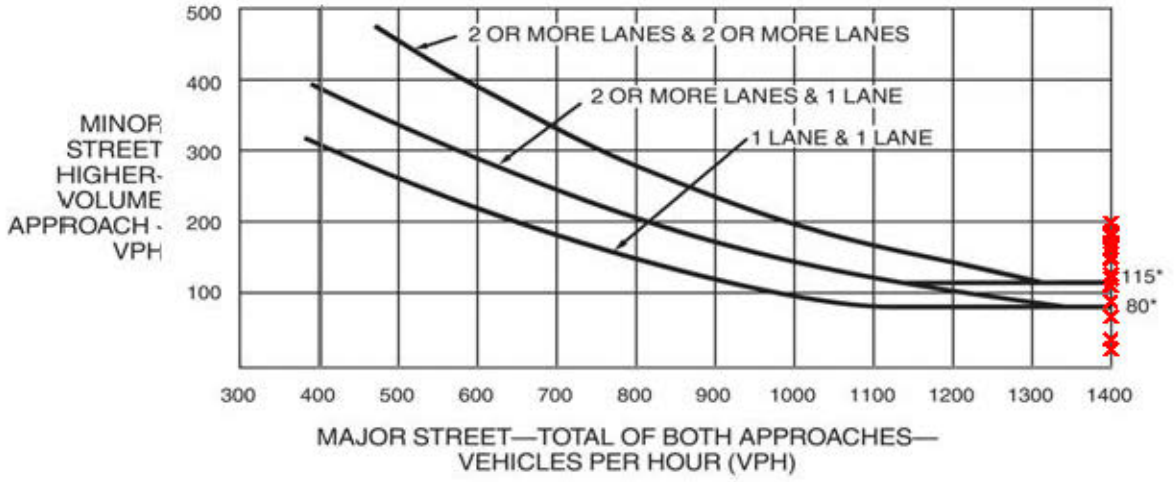
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**600**	**200**		**900**	**100**		**480**	**160**		**720**	**80**			
06:00 AM TO 07:00 AM	2,538	24	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	2,930	37	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	3,038	69	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	2,524	90	Y			Y			Y			Y	Y	**Y**		
10:00 AM TO 11:00 AM	2,466	122	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
11:00 AM TO 12:00 PM	2,698	127	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
12:00 PM TO 01:00 PM	2,873	172	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
01:00 PM TO 02:00 PM	2,936	182	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
02:00 PM TO 03:00 PM	3,022	186	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
03:00 PM TO 04:00 PM	3,567	148	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
04:00 PM TO 05:00 PM	3,763	148	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
05:00 PM TO 06:00 PM	3,735	164	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	3,744	150	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
07:00 PM TO 08:00 PM	3,073	199	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
08:00 PM TO 09:00 PM	2,402	162	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 PM TO 10:00 PM	2,016	112	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
	47,325	2,092	16	0	**0**	16	12	**12**	16	6	**6**	16	13	**13**	**11**	**7**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			**SATISFIED**			**NOT SATISFIED**						**SATISFIED**	**SATISFIED**

03/22/24
Kimley-Horn and Associates, Inc.

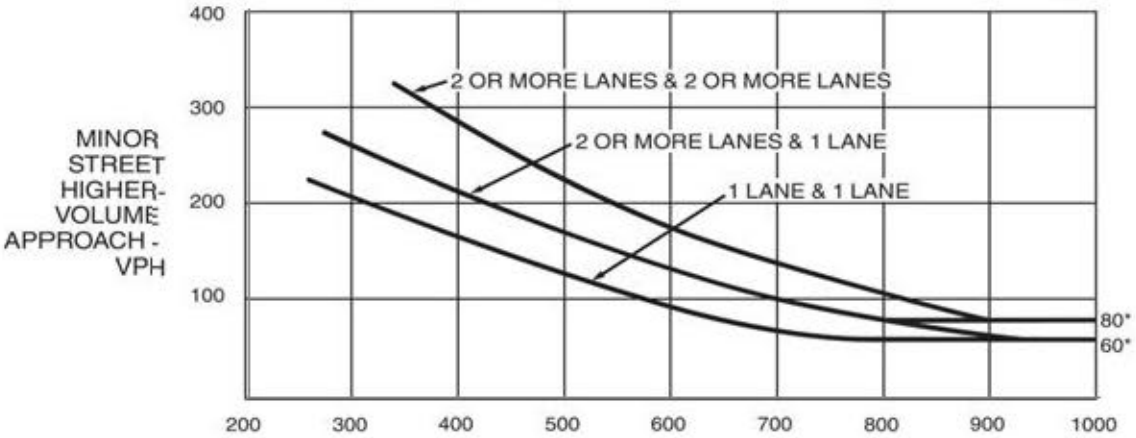
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	588	0	0	0	0	0
Future Volume (vph)	588	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	5085	0	0	0	0	1863
Flt Permitted						
Satd. Flow (perm)	5085	0	0	0	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	1816			318	561	
Travel Time (s)	24.8			4.3	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	639	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	639	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	588	0	0	0	0	0
Future Vol, veh/h	588	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	639	0	0	0	0	0

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	320
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	577
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	577
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	585	0	0	0	0	2
Future Volume (vph)	585	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	5085	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	318			473	649	
Travel Time (s)	4.3			6.5	14.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	650	0	0	0	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	650	0	0	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	585	0	0	0	0	2
Future Vol, veh/h	585	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	650	0	0	0	0	2

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	325
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	572
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	572
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	572	-	-
HCM Lane V/C Ratio	0.004	-	-
HCM Control Delay (s)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	0	630	3
Future Volume (vph)	0	1	0	0	630	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	298			339	355	
Travel Time (s)	6.8			7.7	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1	0	0	724	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	0	0	724	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	0	630	3
Future Vol, veh/h	0	1	0	0	630	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	0	724	3

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	724		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	426		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	426		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	13.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	426	-	-
HCM Lane V/C Ratio	0.003	-	-
HCM Control Delay (s)	13.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	20	2	26	1	2	15	7	24	1703	11	12	63
Future Volume (vph)	20	2	26	1	2	15	7	24	1703	11	12	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	1		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.886				0.999			
Flt Protected	0.950				0.997			0.950				0.950
Satd. Flow (prot)	1770	0	1583	0	1645	0	0	1770	5080	0	0	1770
Flt Permitted	0.950				0.997			0.950				0.950
Satd. Flow (perm)	1770	0	1583	0	1645	0	0	1770	5080	0	0	1770
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	2	28	1	2	16	7	26	1812	12	13	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	2	28	0	19	0	0	33	1824	0	0	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1083	86
Future Volume (vph)	1083	86
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	1152	91
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1152	91
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	2	26	1	2	15	7	24	1703	11	12	63	1083	86
Future Vol, veh/h	20	2	26	1	2	15	7	24	1703	11	12	63	1083	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	-	100	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	2	28	1	2	16	7	26	1812	12	13	67	1152	91

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2104	3202	576	2506	3287	912	841	1243	0	0	1331	1824	0	0
Stage 1	1312	1312	-	1884	1884	-	-	-	-	-	-	-	-	-
Stage 2	792	1890	-	622	1403	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	55	10	394	30	9	237	538	298	-	-	287	153	-	-
Stage 1	120	227	-	47	118	-	-	-	-	-	-	-	-	-
Stage 2	316	117	-	402	205	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 18	5	394	11	4	237	328	328	-	-	164	164	-	-
Mov Cap-2 Maneuver	~ 18	5	-	11	4	-	-	-	-	-	-	-	-	-
Stage 1	108	116	-	42	106	-	-	-	-	-	-	-	-	-
Stage 2	260	105	-	188	105	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	258.2	273.7	0.3	2.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	328	-	-	18	394	28	164	-	-
HCM Lane V/C Ratio	0.101	-	-	1.182	0.07	0.684	0.487	-	-
HCM Control Delay (s)	17.2	-	-	-$ 574.7	14.8	273.7	46	-	-
HCM Lane LOS	C	-	-	F	B	F	E	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3	0.2	2.2	2.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1019	49	0	0	0	34
Future Volume (vph)	1019	49	0	0	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.993					0.865
Flt Protected						
Satd. Flow (prot)	5050	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5050	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	1816			318	561	
Travel Time (s)	24.8			4.3	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	1171	56	0	0	0	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1227	0	0	0	0	39
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1019	49	0	0	0	34
Future Vol, veh/h	1019	49	0	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1171	56	0	0	0	39

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	614
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	373
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	373
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	15.8
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	373	-	-
HCM Lane V/C Ratio	0.105	-	-
HCM Control Delay (s)	15.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	991	48	0	0	0	163
Future Volume (vph)	991	48	0	0	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.993					0.865
Flt Protected						
Satd. Flow (prot)	5050	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5050	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	318			473	649	
Travel Time (s)	4.3			6.5	14.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1066	52	0	0	0	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1118	0	0	0	0	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	991	48	0	0	0	163
Future Vol, veh/h	991	48	0	0	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1066	52	0	0	0	175

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	559
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	405
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	405
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	20.5
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	405	-	-
HCM Lane V/C Ratio	0.433	-	-
HCM Control Delay (s)	20.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	41	0	0	831	117
Future Volume (vph)	0	41	0	0	831	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	298			339	355	
Travel Time (s)	6.8			7.7	8.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	50	0	0	1013	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	50	0	0	1013	143
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	0	831	117
Future Vol, veh/h	0	41	0	0	831	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	0	0	1013	143

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	1013		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	290		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	290		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	20	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	290	-	-
HCM Lane V/C Ratio	0.172	-	-
HCM Control Delay (s)	20	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	27	4	103	2	0	29	2	65	1312	12	30	158
Future Volume (vph)	27	4	103	2	0	29	2	65	1312	12	30	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	1		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.873				0.999			
Flt Protected	0.950				0.997			0.950				0.950
Satd. Flow (prot)	1770	0	1583	0	1621	0	0	1770	5080	0	0	1770
Flt Permitted	0.950				0.997			0.950				0.950
Satd. Flow (perm)	1770	0	1583	0	1621	0	0	1770	5080	0	0	1770
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	29	4	110	2	0	31	2	69	1396	13	32	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	4	110	0	33	0	0	71	1409	0	0	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1917	245
Future Volume (vph)	1917	245
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	2039	261
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2039	261
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	81.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	27	4	103	2	0	29	2	65	1312	12	30	158	1917	245
Future Vol, veh/h	27	4	103	2	0	29	2	65	1312	12	30	158	1917	245
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	-	100	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	4	110	2	0	31	2	69	1396	13	32	168	2039	261

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	3139	3990	1020	2763	4245	705	1489	2300	0	0	1028	1409	0	0
Stage 1	2439	2439	-	1545	1545	-	-	-	-	-	-	-	-	-
Stage 2	700	1551	-	1218	2700	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	~ 12	~ 3	201	21	2	325	234	88	-	-	424	247	-	-
Stage 1	~ 18	61	-	82	174	-	-	-	-	-	-	-	-	-
Stage 2	360	173	-	172	45	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 2	0	201	~ 1	0	325	89	89	-	-	262	262	-	-
Mov Cap-2 Maneuver	~ 2	0	-	~ 1	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 4	14	-	16	35	-	-	-	-	-	-	-	-	-
Stage 2	65	34	-	13	11	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1977.3	$ 1071.6	6.3	4.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	89	-	-	2	201	15	262	-	-
HCM Lane V/C Ratio	0.801	-	-	14.362	0.545	2.199	0.763	-	-
HCM Control Delay (s)	130.6	-	-	$ 9358	42.3	$ 1071.6	52.4	-	-
HCM Lane LOS	F	-	-	F	E	F	F	-	-
HCM 95th %tile Q(veh)	4.2	-	-	5.4	2.9	4.8	5.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	628	6	0	0	0	13
Future Volume (vph)	628	6	0	0	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	5075	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5075	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	1816			318	561	
Travel Time (s)	24.8			4.3	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	683	7	0	0	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	690	0	0	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	628	6	0	0	0	13
Future Vol, veh/h	628	6	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	683	7	0	0	0	14

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	345
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	556
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	556
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	11.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	556	-	-
HCM Lane V/C Ratio	0.025	-	-
HCM Control Delay (s)	11.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	609	29	0	0	0	44
Future Volume (vph)	609	29	0	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.993					0.865
Flt Protected						
Satd. Flow (prot)	5050	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5050	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	318			473	649	
Travel Time (s)	4.3			6.5	14.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	677	32	0	0	0	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	709	0	0	0	0	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	609	29	0	0	0	44
Future Vol, veh/h	609	29	0	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	677	32	0	0	0	49

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	355
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	548
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	548
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	12.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	548	-	-
HCM Lane V/C Ratio	0.089	-	-
HCM Control Delay (s)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	13	0	0	643	41
Future Volume (vph)	0	13	0	0	643	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	298			339	355	
Travel Time (s)	6.8			7.7	8.1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	15	0	0	731	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	15	0	0	731	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	0	0	643	41
Future Vol, veh/h	0	13	0	0	643	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	731	47

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	731		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	422		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	422		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	13.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	422	-	-
HCM Lane V/C Ratio	0.035	-	-
HCM Control Delay (s)	13.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	30	2	35	1	2	16	7	54	1736	11	12	65
Future Volume (vph)	30	2	35	1	2	16	7	54	1736	11	12	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	1		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.885				0.999			
Flt Protected	0.950				0.998			0.950				0.950
Satd. Flow (prot)	1770	0	1583	0	1645	0	0	1770	5080	0	0	1770
Flt Permitted	0.950				0.998			0.950				0.950
Satd. Flow (perm)	1770	0	1583	0	1645	0	0	1770	5080	0	0	1770
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	32	2	37	1	2	17	7	57	1847	12	13	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	2	37	0	20	0	0	64	1859	0	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1118	99
Future Volume (vph)	1118	99
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	1189	105
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1189	105
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	30	2	35	1	2	16	7	54	1736	11	12	65	1118	99
Future Vol, veh/h	30	2	35	1	2	16	7	54	1736	11	12	65	1118	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	-	100	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	2	37	1	2	17	7	57	1847	12	13	69	1189	105

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2221	3340	595	2622	3439	930	868	1294	0	0	1357	1859	0	0
Stage 1	1353	1353	-	1981	1981	-	-	-	-	-	-	-	-	-
Stage 2	868	1987	-	641	1458	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	46	8	383	26	7	231	520	282	-	-	278	147	-	-
Stage 1	113	216	-	40	106	-	-	-	-	-	-	-	-	-
Stage 2	284	105	-	391	192	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 10	3	383	5	3	231	296	296	-	-	158	158	-	-
Mov Cap-2 Maneuver	~ 10	3	-	5	3	-	-	-	-	-	-	-	-	-
Stage 1	88	104	-	31	83	-	-	-	-	-	-	-	-	-
Stage 2	200	82	-	166	92	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 806.8	$ 473.5	0.7	3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	296	-	-	10	383	20	158	-	-
HCM Lane V/C Ratio	0.219	-	-	3.191	0.097	1.011	0.518	-	-
HCM Control Delay (s)	20.6	-	-	$ 1730	15.4	$ 473.5	50.2	-	-
HCM Lane LOS	C	-	-	F	C	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	-	5.1	0.3	2.8	2.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1077	8	0	0	0	24
Future Volume (vph)	1077	8	0	0	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	5080	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5080	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	1816			318	561	
Travel Time (s)	24.8			4.3	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	1238	9	0	0	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1247	0	0	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1077	8	0	0	0	24
Future Vol, veh/h	1077	8	0	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1238	9	0	0	0	28

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	624
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	367
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	367
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	15.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	367	-	-
HCM Lane V/C Ratio	0.075	-	-
HCM Control Delay (s)	15.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1034	38	0	0	0	80
Future Volume (vph)	1034	38	0	0	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt	0.995					0.865
Flt Protected						
Satd. Flow (prot)	5060	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	5060	0	0	0	0	1611
Link Speed (mph)	50			50	30	
Link Distance (ft)	318			473	649	
Travel Time (s)	4.3			6.5	14.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1112	41	0	0	0	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1153	0	0	0	0	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1034	38	0	0	0	80
Future Vol, veh/h	1034	38	0	0	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1112	41	0	0	0	86

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	577
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.14
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.92
Pot Cap-1 Maneuver	-	-		0	394
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	394
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	16.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	394	-	-
HCM Lane V/C Ratio	0.218	-	-
HCM Control Delay (s)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	24	0	0	848	53
Future Volume (vph)	0	24	0	0	848	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	0	1863	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	0	1863	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	298			339	355	
Travel Time (s)	6.8			7.7	8.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	0	29	0	0	1022	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	29	0	0	1022	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	0	0	848	53
Future Vol, veh/h	0	24	0	0	848	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	0	1022	64

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	1022		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.22		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.318		-	-
Pot Cap-1 Maneuver	0	287		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	287		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	18.9	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	287	-	-
HCM Lane V/C Ratio	0.101	-	-
HCM Control Delay (s)	18.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	43	4	121	2	0	29	2	105	1338	12	30	161
Future Volume (vph)	43	4	121	2	0	29	2	105	1338	12	30	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	1		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.873				0.999			
Flt Protected	0.950				0.997			0.950				0.950
Satd. Flow (prot)	1770	0	1583	0	1621	0	0	1770	5080	0	0	1770
Flt Permitted	0.950				0.997			0.950				0.950
Satd. Flow (perm)	1770	0	1583	0	1621	0	0	1770	5080	0	0	1770
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	4	129	2	0	31	2	112	1423	13	32	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	4	129	0	33	0	0	114	1436	0	0	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1979	265
Future Volume (vph)	1979	265
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	2105	282
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2105	282
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	43	4	121	2	0	29	2	105	1338	12	30	161	1979	265
Future Vol, veh/h	43	4	121	2	0	29	2	105	1338	12	30	161	1979	265
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	0	-	0	-	-	-	-	100	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	4	129	2	0	31	2	112	1423	13	32	171	2105	282

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	3308	4175	1053	2908	4451	718	1537	2387	0	0	1048	1436	0	0
Stage 1	2511	2511	-	1658	1658	-	-	-	-	-	-	-	-	-
Stage 2	797	1664	-	1250	2793	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	~ 9	~ 2	191	17	1	319	220	~ 79	-	-	413	240	-	-
Stage 1	~ 16	56	-	68	153	-	-	-	-	-	-	-	-	-
Stage 2	314	152	-	164	40	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	191	-	0	319	79	~ 79	-	-	254	254	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 16	11	-	68	0	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	7	8	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			25.6	4.6
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 79	-	-	-	191	-	254	-	-
HCM Lane V/C Ratio	1.441	-	-	-	0.674	-	0.8	-	-
HCM Control Delay (s)	$ 347.9	-	-	-	55.8	-	58.4	-	-
HCM Lane LOS	F	-	-	-	F	-	F	-	-
HCM 95th %tile Q(veh)	9.1	-	-	-	4.1	-	6.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	30	2	35	1	2	16	7	54	1736	11	12	65
Future Volume (vph)	30	2	35	1	2	16	7	54	1736	11	12	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	0		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.885				0.999			
Flt Protected		0.955			0.998			0.950				0.950
Satd. Flow (prot)	0	1779	1583	0	1645	0	0	1770	5080	0	0	1770
Flt Permitted		0.802			0.994			0.203				0.081
Satd. Flow (perm)	0	1494	1583	0	1639	0	0	378	5080	0	0	151
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			37		17				2			
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	32	2	37	1	2	17	7	57	1847	12	13	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	37	0	20	0	0	64	1859	0	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4		4	8			2	2			6	6



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1118	99
Future Volume (vph)	1118	99
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		105
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	1189	105
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1189	105
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

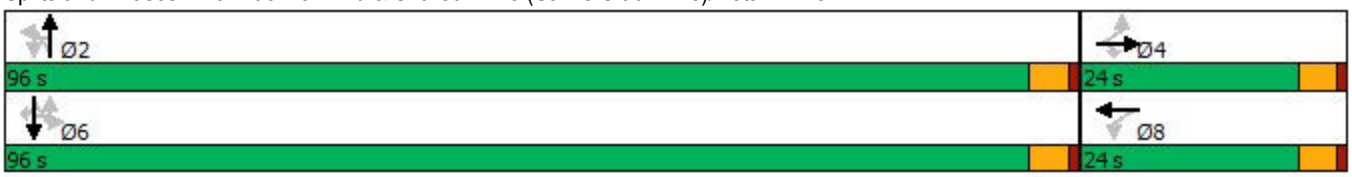


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5		22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		96.0	96.0	96.0		96.0	96.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%		80.0%	80.0%	80.0%		80.0%	80.0%
Maximum Green (s)	19.5	19.5	19.5	19.5	19.5		91.5	91.5	91.5		91.5	91.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0			0.0
Total Lost Time (s)		4.5	4.5		4.5			4.5	4.5			4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max	None	None		Min	Min	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0		0	0
Act Effct Green (s)		21.0	21.0		21.0			51.1	51.1			51.1
Actuated g/C Ratio		0.26	0.26		0.26			0.62	0.62			0.62
v/c Ratio		0.09	0.09		0.05			0.27	0.59			0.87
Control Delay		34.2	13.6		19.3			8.6	8.8			80.6
Queue Delay		0.0	0.0		0.0			0.0	0.0			0.0
Total Delay		34.2	13.6		19.3			8.6	8.8			80.6
LOS		C	B		B			A	A			F
Approach Delay		23.5			19.3				8.8			
Approach LOS		C			B				A			
Queue Length 50th (ft)		11	0		1			12	168			28
Queue Length 95th (ft)		54	31		25			28	192			#146
Internal Link Dist (ft)		144			145				209			
Turn Bay Length (ft)								100				100
Base Capacity (vph)		383	434		434			356	4784			142
Starvation Cap Reductn		0	0		0			0	380			0
Spillback Cap Reductn		0	0		0			0	0			0
Storage Cap Reductn		0	0		0			0	0			0
Reduced v/c Ratio		0.09	0.09		0.05			0.18	0.42			0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 81.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 10.0		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Buckner Blvd & Shared Drive (Sam's Club Drive)/Retail Drive





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	96.0	96.0
Total Split (%)	80.0%	80.0%
Maximum Green (s)	91.5	91.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	51.1	51.1
Actuated g/C Ratio	0.62	0.62
v/c Ratio	0.37	0.10
Control Delay	7.0	1.0
Queue Delay	0.0	0.0
Total Delay	7.0	1.0
LOS	A	A
Approach Delay	10.9	
Approach LOS	B	
Queue Length 50th (ft)	88	0
Queue Length 95th (ft)	105	12
Internal Link Dist (ft)	774	
Turn Bay Length (ft)		
Base Capacity (vph)	4789	1497
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.07

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	43	4	121	2	0	29	2	105	1338	12	30	161
Future Volume (vph)	43	4	121	2	0	29	2	105	1338	12	30	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		0		100
Storage Lanes	0		1	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	0.91	0.91	1.00
Frt			0.850		0.873				0.999			
Flt Protected		0.956			0.997			0.950				0.950
Satd. Flow (prot)	0	1781	1583	0	1621	0	0	1770	5080	0	0	1770
Flt Permitted		0.745			0.990			0.069				0.160
Satd. Flow (perm)	0	1388	1583	0	1610	0	0	129	5080	0	0	298
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			26		31				3			
Link Speed (mph)		30			30				40			
Link Distance (ft)		224			225				289			
Travel Time (s)		5.1			5.1				4.9			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	4	129	2	0	31	2	112	1423	13	32	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	129	0	33	0	0	114	1436	0	0	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4		4	8			2	2			6	6



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1979	265
Future Volume (vph)	1979	265
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		282
Link Speed (mph)	40	
Link Distance (ft)	854	
Travel Time (s)	14.6	
Peak Hour Factor	0.94	0.94
Adj. Flow (vph)	2105	282
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2105	282
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		22.5	22.5	22.5		22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	24.0		96.0	96.0	96.0		96.0	96.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%		80.0%	80.0%	80.0%		80.0%	80.0%
Maximum Green (s)	19.5	19.5	19.5	19.5	19.5		91.5	91.5	91.5		91.5	91.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0			0.0
Total Lost Time (s)		4.5	4.5		4.5			4.5	4.5			4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max	Max	None	None		Min	Min	Min		Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0		0	0
Act Effct Green (s)		19.5	19.5		19.5			91.5	91.5			91.5
Actuated g/C Ratio		0.16	0.16		0.16			0.76	0.76			0.76
v/c Ratio		0.22	0.46		0.11			1.16	0.37			0.89
Control Delay		46.7	42.2		16.5			163.1	5.0			53.2
Queue Delay		0.0	0.0		0.0			0.0	0.0			0.0
Total Delay		46.7	42.2		16.5			163.1	5.0			53.2
LOS		D	D		B			F	A			D
Approach Delay		43.4			16.5				16.6			
Approach LOS		D			B				B			
Queue Length 50th (ft)		34	72		1			~104	114			100
Queue Length 95th (ft)		73	136		31			#149	133			#118
Internal Link Dist (ft)		144			145				209			
Turn Bay Length (ft)								100				100
Base Capacity (vph)		225	279		287			98	3874			227
Starvation Cap Reductn		0	0		0			0	0			0
Spillback Cap Reductn		0	0		0			0	0			0
Storage Cap Reductn		0	0		0			0	0			0
Reduced v/c Ratio		0.22	0.46		0.11			1.16	0.37			0.89

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

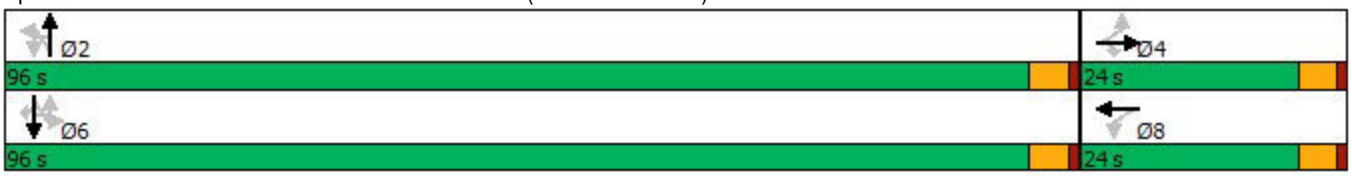


Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	96.0	96.0
Total Split (%)	80.0%	80.0%
Maximum Green (s)	91.5	91.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	91.5	91.5
Actuated g/C Ratio	0.76	0.76
v/c Ratio	0.54	0.22
Control Delay	6.4	0.8
Queue Delay	0.0	0.0
Total Delay	6.4	0.8
LOS	A	A
Approach Delay	9.5	
Approach LOS	A	
Queue Length 50th (ft)	205	0
Queue Length 95th (ft)	234	18
Internal Link Dist (ft)	774	
Turn Bay Length (ft)		
Base Capacity (vph)	3877	1274
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.54	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Buckner Blvd & Shared Drive (Sam's Club Drive)/Retail Drive



FILE NUMBER: BDA234-083 (BT)

BUILDING OFFICIAL'S REPORT: BDA234-083(BT) Application of Rob Baldwin for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the fence opacity regulations at Strait Ln.; for **(3)** a special exception to the fence opacity regulations at Walnut Hill Ln.; and for **(4)** a special exception to the fence height regulations at **10010 STRAIT LN**. This property is more fully described as Block 5530, Lot 1A, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard facing Strait Ln., which will require **(1)** a 7-foot 3- inch special exception to the fence height regulations.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line facing Strait Ln., which will require **(2)** a special exception to the fence opacity regulations.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line facing Walnut Hill Ln., which will require **(3)** a special exception to the fence opacity regulations; and to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard facing Walnut Hill Ln., which will require **(4)** a 7-foot 3-inch special exception to the fence height regulations..

LOCATION: 10010 Strait Ln.

APPLICANT: Rob Baldwin

REQUEST:

(1) A request for a special exception to the fence height regulations;
(2) A request for a special exception to the fence opacity standards regulations;
(3) A request for a special exception to the fence opacity standards regulations;
(4) A request for a special exception to the fence height regulations; and

STANDARD OF REVIEW FOR A SPECIAL EXCEPTION TO FENCE HEIGHT AND FENCE OPACITY STANDARD REGULATIONS:

Section 51A-4.602(a)(11) of the Dallas Development Code states that the board may grant a special exception to the fence regulations when in the opinion of the board, **the special exception will not adversely affect neighboring property.**

STAFF RECOMMENDATION:

Special Exceptions (4):

No staff recommendation is made on this or any request for a special exception since the basis for this type of appeal is when in the opinion of the board, the special exception will not adversely affect neighboring properties.

BACKGROUND INFORMATION:

Zoning:

Site:	R-1ac(A)
North:	R-1ac(A)
East:	R-1ac(A)
South:	R-1ac(A) and PD-385
West:	R-1ac(A)

Land Use:

The subject site and all surrounding properties are developed with single-family uses.

BDA History:

No BDA history found within the last 5 years

GENERAL FACTS/STAFF ANALYSIS:

- The application of Rob Baldwin for the property located at 10010 Strait Ln. focuses on 4 requests relating to fence hence height and fence opacity regulations.
- The first request is for a special exception to the fence height regulations. The applicant is proposing to construct and maintain an 11-foot 3-inch high fence in a required front-yard, along Strait Ln., which will require a 7-foot 3-inch special exception to the fence height regulations.
- Secondly, the applicant is proposing to construct and maintain a fence in a required front yard, along Strait Ln., with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- Thirdly, the applicant is proposing to construct and maintain a fence in a required front yard, along Walnut Hill Ln., with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which requires a special exception to the fence opacity regulations.
- Fourthly, the applicant is proposing to construct and maintain an 11-foot 3-inch high fence in a required front-yard, along Walnut Hill Ln., which will require a 7-foot 3-inch special exception.
- The subject site along with surroundings properties to the north, south, east and west are all developed with single-family homes.
- As illustrated on the submitted site plan and elevations, the applicant is proposing decorative metal panels, decorative metal fence pickets with masonry column and stone cap along Strait Ln. and Walnut Hill Ln.
- Based upon staff's analysis of the surrounding properties, some properties provided a fence and gate in the required front yard and/or some provided a form of vegetation serving as a screening mechanism along Strait Ln.

- Based upon staff's analysis of the surrounding properties, PD-385 Ursuline Academy of Dallas Private School is located to the Southeast of the subject property, across a major thoroughfare, Walnut Hill Ln.
- The Dallas Development Code states that in all residential districts except multifamily districts, a fence may not exceed four feet above grade when located in the required front yard.
- The applicant has the burden of proof in establishing that the special exception(s) to the fence regulations relating to height and opacity will not adversely affect the neighboring properties.
- Granting the special exceptions to the fence standards relating to height and opacity regulations with a condition that the applicant complies with the submitted site plan and elevations, would require the proposal to be constructed as shown on the submitted documents.
- 200' Radius Video: **BDA234-083 10010 Strait Ln**

Timeline:

May 16, 2024: The applicant submitted an "Application/Appeal to the Board of Adjustment" and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

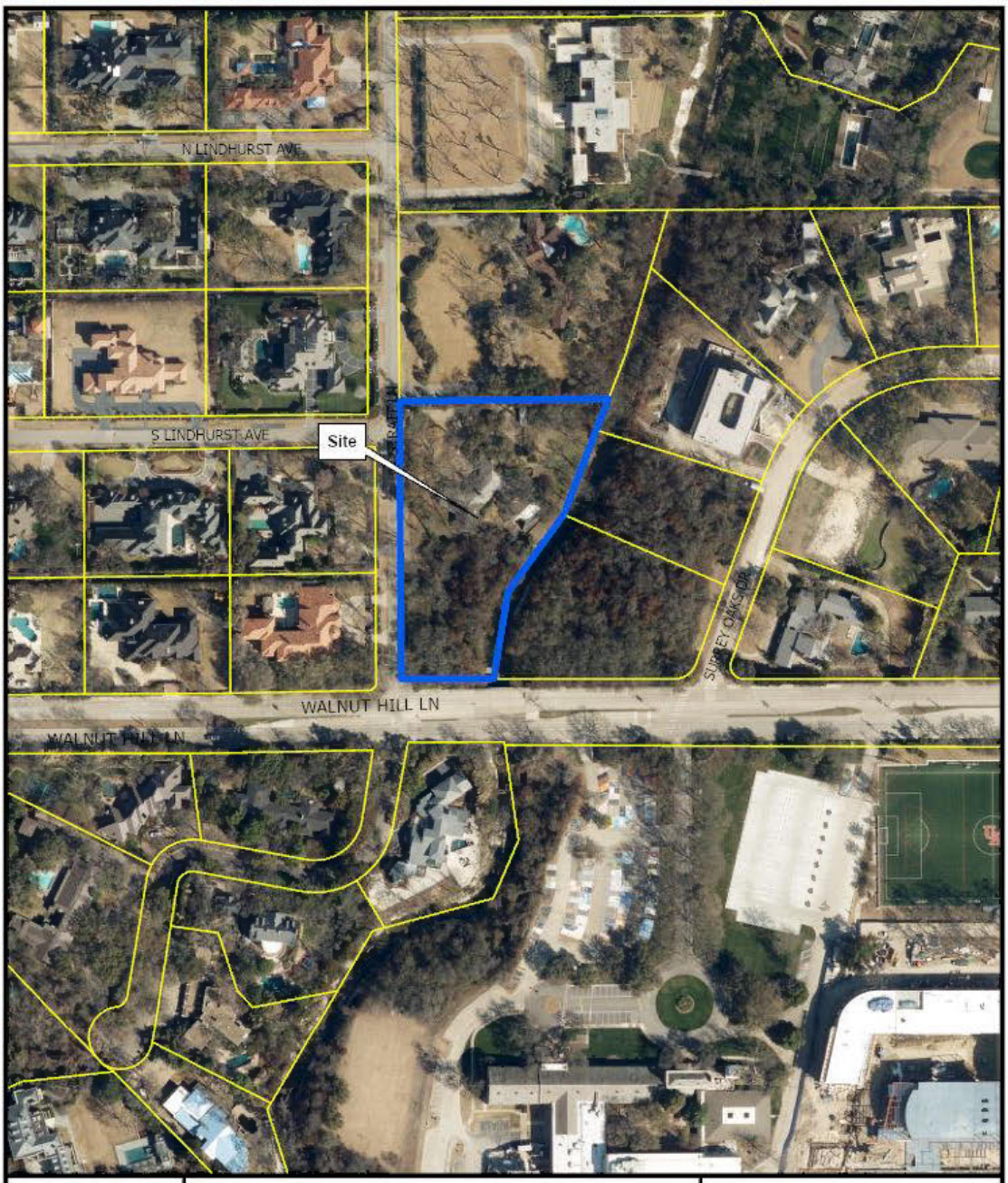
July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

July 9, 2024: The Board of Adjustment Panel **C** July hearings were rescheduled to Monday, August 19, 2024.

July 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the August 9, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 29, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the August public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

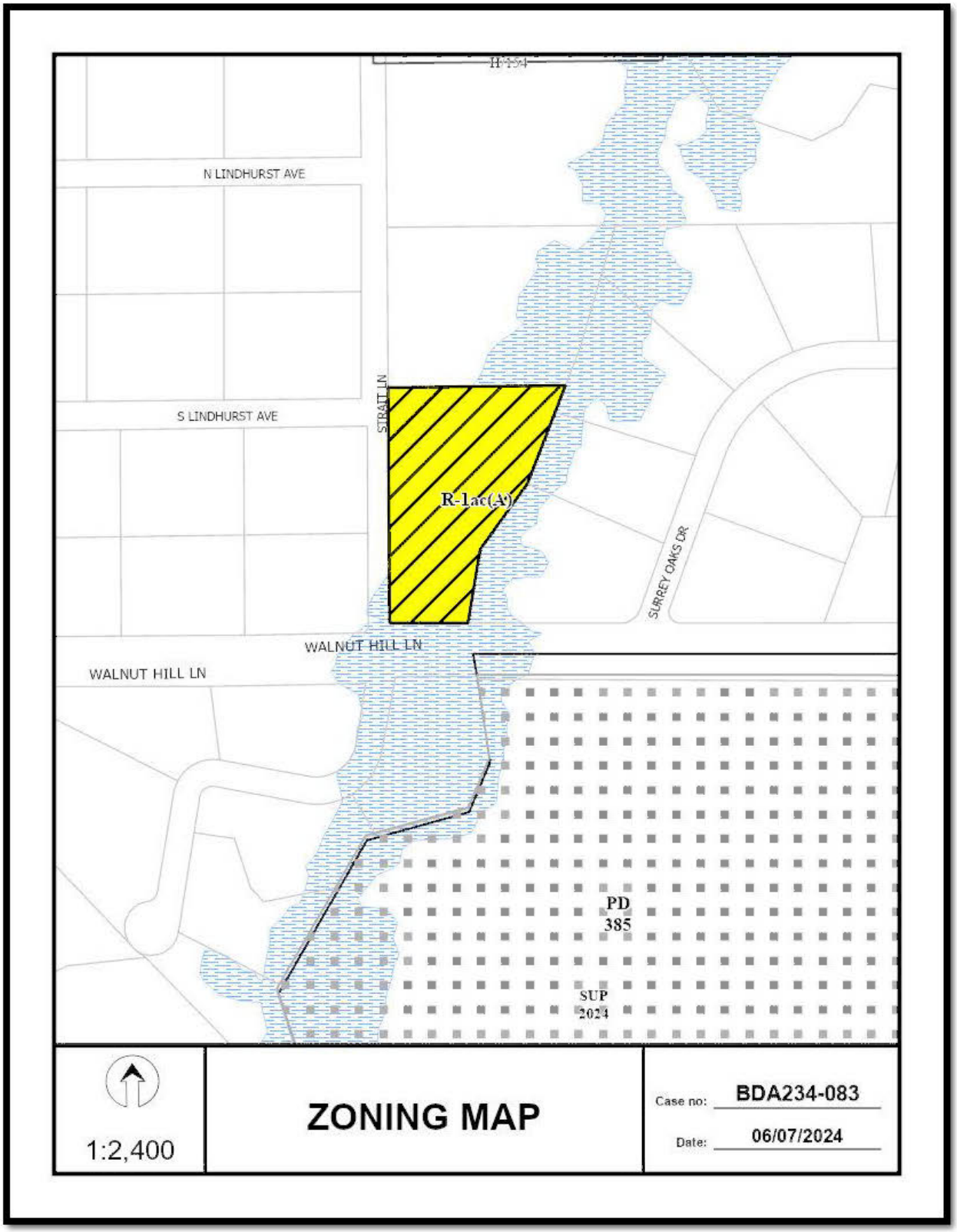


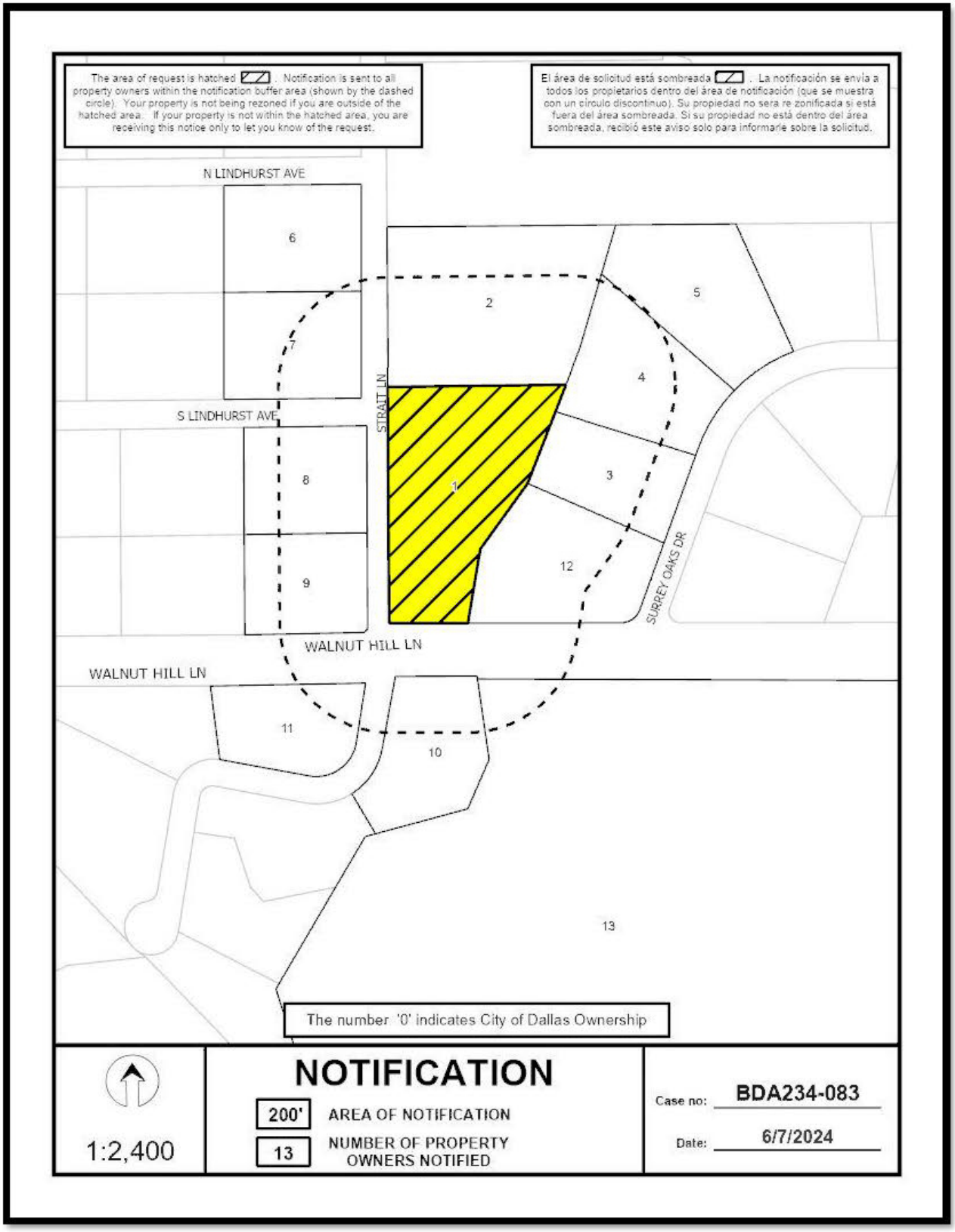
1:2,400

AERIAL MAP

Case no: BDA234-083

Date: 06/07/2024


N LINDHURST AVE
S LINDHURST AVE
STRATT LN
R-1ac(A)
SURREY OAKS DR
WALNUT HILL LN
WALNUT HILL LN
PD
385
SUP
2024
1:2,400
ZONING MAP
Case no: BDA234-083
Date: 06/07/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
N LINDHURST AVE
S LINDHURST AVE
STRAIT LN
SURREY OAKS DR
WALNUT HILL LN
WALNUT HILL LN
1
2
3
4
5
6
7
8
9
10
11
12
13
The number '0' indicates City of Dallas Ownership
1:2,400
NOTIFICATION
200'
AREA OF NOTIFICATION
13
NUMBER OF PROPERTY OWNERS NOTIFIED
Case no: BDA234-083
Date: 6/7/2024

06/07/2024

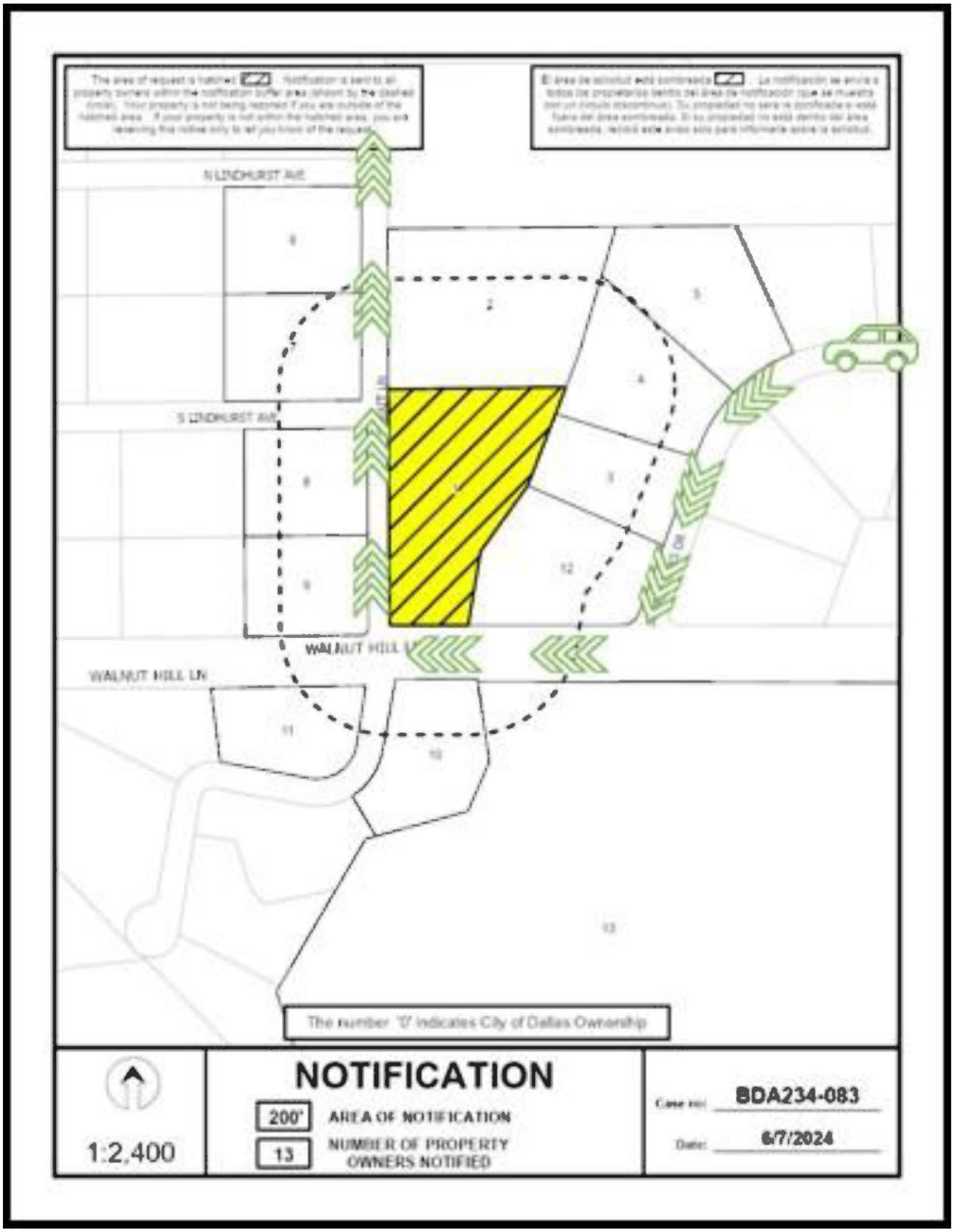
Notification List of Property Owners

BDA234-083

13 Property Owners Notified

Label #	*Address*		*Owner*
1	10010	STRAIT LN	HADLEY & BESS LLC
2	10050	STRAIT LN	BROADY GEORGE K & ELEANOR
3	10010	STRAIT LN	GRIGGS JOHN J
4	10035	SURREY OAKS DR	GRIGGS JOHN J III & ANNE Y
5	10045	SURREY OAKS DR	DAVIS BARRY E & ANTOINETTE M
6	10123	STRAIT LN	IRWIN CHARLES F &
7	10111	STRAIT LN	WHITE TOM W & LAURYN G
8	10095	STRAIT LN	MCINTYRE MICHAEL P &
9	10011	STRAIT LN	JENNINGS LISA C
10	9970	STRAIT LN	MEHERALI RAFIQ & SONITA
11	9949	STRAIT LN	GILES CLARICE T & STEPHEN
12	10011	SURREY OAKS DR	GRUPO MENTA INC
13	5050	WALNUT HILL LN	URSULINE ACADEMY OF DALLAS

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **THURSDAY, JULY 18TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0718-C

HEARING: **1:00 p.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0718-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-083(BT) Application of Rob Baldwin for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the fence opacity regulations at Strait Ln.; for **(3)** a special exception to the fence opacity regulations at Walnut Hill Ln.; and for **(4)** a special exception to the fence height regulations at **10010 STRAIT LN**. This property is more fully described as Block 5530, Lot 1A, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard, which will require **(1)** a 7-foot 3- inch special exception to the fence height regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(2)** a special exception to the fence opacity regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(3)** a special exception to the fence opacity regulations facing Walnut Hill Ln.; and to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard, which will require **(4)** a 7-foot 3-inch special exception to the fence height regulations facing Walnut Hill Ln.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in Council Chambers at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Development Services Department at 214-670-4127 **by the close of business Wednesday, July 17th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner at (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-083(BT) Application of Rob Baldwin for **(1)** a special exception to the fence height regulations; for **(2)** a special exception to the fence opacity regulations at Strait Ln.; for **(3)** a special exception to the fence opacity regulations at Walnut Hill Ln.; and for **(4)** a special exception to the fence height regulations at **10010 STRAIT LN**. This property is more fully described as Block 5530, Lot 1A, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard, which will require **(1)** a 7-foot 3- inch special exception to the fence height regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(2)** a special exception to the fence opacity regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require **(3)** a special exception to the fence opacity regulations facing Walnut Hill Ln.; and to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard, which will require **(4)** a 7-foot 3-inch special exception to the fence height regulations facing Walnut Hill Ln.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in 6ES Council Briefing at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Planning & Development Department at 214-670-4127 **by the close of business Sunday, August 18th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner at (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201



APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-083 FOR OFFICE USE ONLY

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

RECEIVED MAY 16 REC'D BY:

Location address: 10010 Strait Lane Zoning District: R-1ac(A)

Lot No.: 1A Block No.: 5530 Acreage: 2.2180 Census Tract: 48113007601

Street Frontage (in Feet): 1) 431 2) 146 3) 4) 5)

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): Hadley & Bess, LLC (Stephen Simpton, registered agent)

Applicant: Rob Baldwin, Baldwin Associates, LLC Telephone: 214-824-7949

Mailing Address: 3904 Elm Street, Suite B Dallas, Texas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com ; michele@baldwinplanning.com

Represented by: Rob Baldwin Telephone: 214-824-7949

Mailing Address: 3904 Elm Street, Suite B Dallas, Texas Zip Code: 75226

E-mail Address: rob@baldwinplanning.com; michele@baldwinplanning.com

Affirm that an appeal has been made for a Variance __, or Special Exception X, of 7'3" to the fence height regulations to allow a 11'3" fence and gates in the front yards of Strait Lane and Walnut Hill. Special Exception to allow a portion of the fence to be constructed of solid materials. ~~Special exception to allow prohibited materials (sheet metal).~~

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason:

The proposed fence and gate are in keeping with the neighborhood and will not negatively impact surrounding properties.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Rob Baldwin

(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: _____

(Affiant/Applicant's signature)

Subscribed and sworn to before me this 19 day of April, 2024

MICHELE ELIZABETH STOY NOTARY PUBLIC STATE OF TEXAS ID 130747076 EXP. 07-20-2028

Michele Stoy

Notary Public in and for Dallas County, Texas

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman _____

Building Official's Report

I hereby certify that BALDWIN ASSOCIATES

did submit a request for (1) a special exception to the fence height regulations, and for (2) a special exception to the fence opacity regulations, and for (3) a special exception to the fence standards regulations, and for (4) a special exception to the fence height regulations

at 10010 Strait Ln

BDA234-083(BT) Application of Rob Baldwin for (1) a special exception to the fence heigh regulations; for (2) a special exception to the fence opacity regulations at Strait Ln.; for (3 a special exception to the fence opacity regulations at Walnut Hill Ln.; and for (4) a specia exception to the fence height regulations at 10010 STRAIT LN. This property is more fully described as Block 5530, Lot 1A, and is zoned R-1ac(A), which limits the height of a fence in the front yard to 4-feet and requires a fence panel with a surface area that is less than 50 percent open not be located less than 5-feet from the front lot line. The applicant proposes to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard which will require (1) a 7-foot 3- inch special exception to the fence height regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require (2) a special exception to the fence opacity regulations facing Strait Ln.; to construct and/or maintain a fence in a required front-yard with a fence panel having less than 50 percent open surface area located less than 5-feet from the front lot line, which will require (3) a special exception to the fence opacity regulations facing Walnut Hill Ln.; and to construct and/or maintain an 11-foot 3-inch high fence in a required front-yard, which will require (4) a 7-foot 3-inch special exception to the fence height regulations facing Walnut Hill Ln.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA

DDLA DESIGN
LANDSCAPE ARCHITECTURE
214.689.1414
DDLADESIGN.COM

HIGH WATER LINE

LOT 1A
BLOCK 5530
93,780 SQ. FT
(2.198 ACRES)
(MEAS.)

APPROXIMATE LOCATION OF 100 YEAR FLOODPLAIN AS TAKEN FROM COMMUNITY PANEL NO. 48011 0190K, DATED OF THE NATIONAL FLOOD INSURANCE RATE MAPS FOR DALLAS COUNTY, TEXAS

RESIDENCE

BASEMENT DRIVEWAY

GUEST PARKING

ARRIVAL MOTOR COURT

ENTRY GATE

ENTRY GATE

LAWN

LAWN

MAIL/PARCEL BOX

CITY REGULATORY FLOODPLAIN

HIGH WATER LINE

STRAIT LANE
(80' R.O.W.)

PRIVATE RESIDENCE

10010 STRAIT LANE
DALLAS, TEXAS

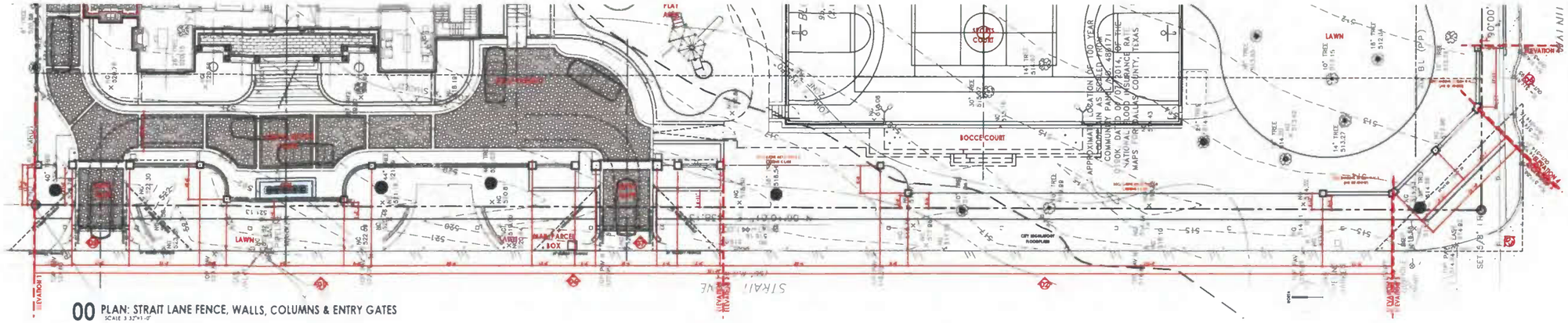
SCALE: 1/16" = 1'-0"

DATE
4.11.2024

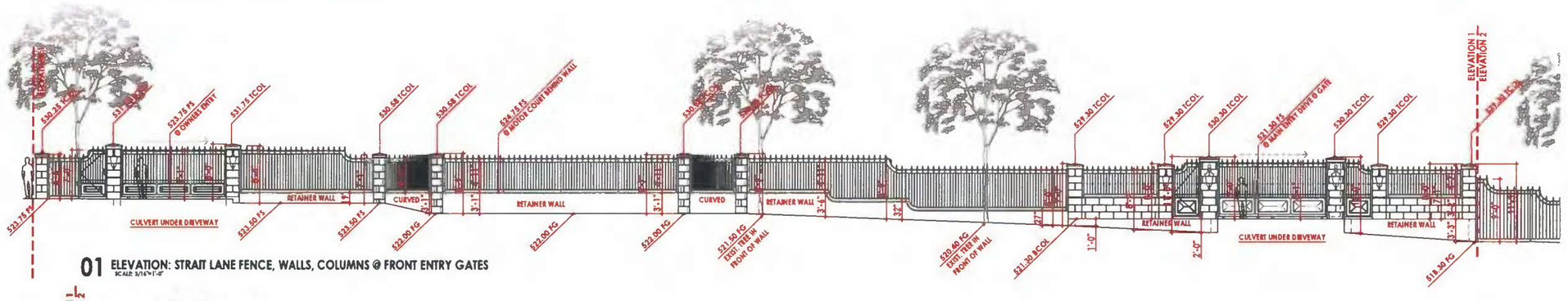
SITE PLAN

BDA234-083

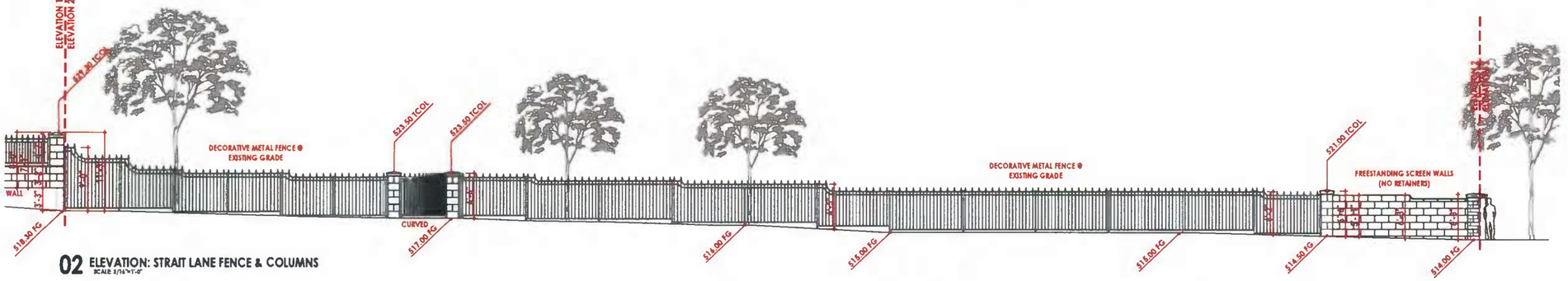
L1.0



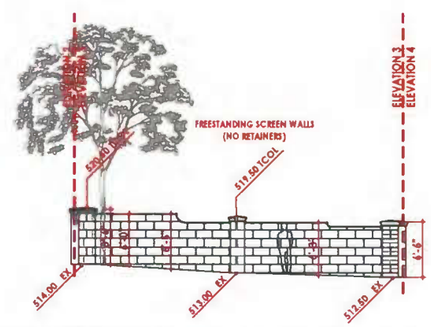
00 PLAN: STRAIT LANE FENCE, WALLS, COLUMNS & ENTRY GATES
SCALE: 3 32"=1'-0"



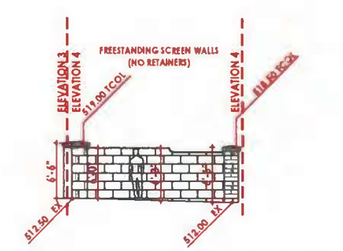
01 ELEVATION: STRAIT LANE FENCE, WALLS, COLUMNS @ FRONT ENTRY GATES
SCALE: 3/16"=1'-0"



02 ELEVATION: STRAIT LANE FENCE & COLUMNS
SCALE: 3/16"=1'-0"



03 ELEVATION: STRAIT LANE/WALNUT HILL FENCE & COLUMNS
SCALE: 3/16"=1'-0"



04 ELEVATION: WALNUT HILL FENCE & COLUMNS
SCALE: 3/16"=1'-0"

DDLA DESIGN
LANDSCAPE ARCHITECTURE
214.888.1455
DDLADESIGN.COM

PRIVATE RESIDENCE
10010 STRAIT LANE
DALLAS, TEXAS

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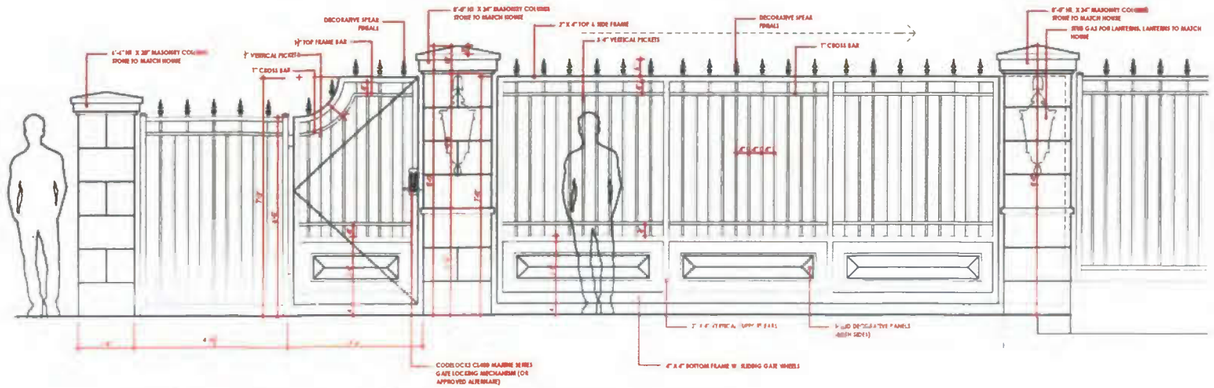
SCALE: SEE PLANS

DATE
06.05.2024

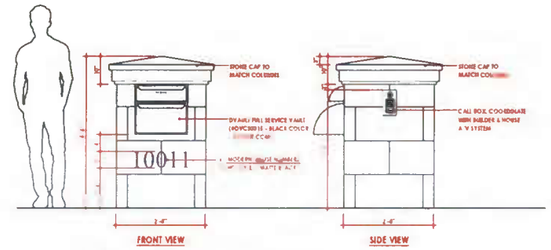
FRONT WALL & FENCE STUDY

BDA234-083

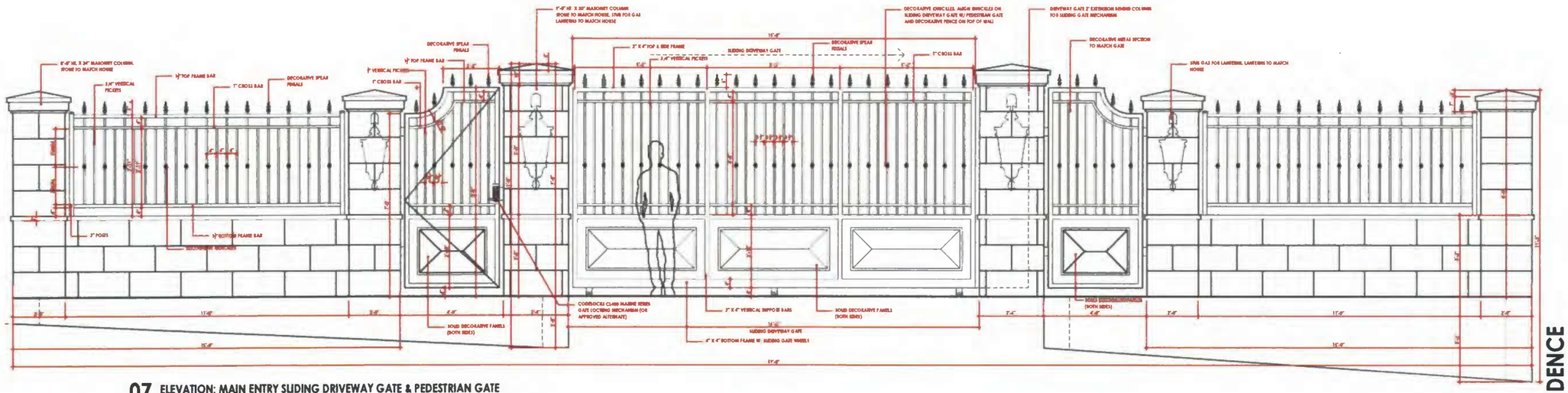
L4.0



05 ELEVATION: OWNERS (SECONDARY) ENTRY SLIDING DRIVEWAY GATE & PEDESTRIAN GATE
SCALE: 3/4"=1'-0"



06 MAIL/PARCEL/CALL BOX DETAIL
SCALE: 3/4"=1'-0"



07 ELEVATION: MAIN ENTRY SLIDING DRIVEWAY GATE & PEDESTRIAN GATE
SCALE: 3/4"=1'-0"

DDLA DESIGN
LANDSCAPE ARCHITECTURE
214.888.5418
DDLADESIGN.COM

PRIVATE RESIDENCE
10010 STRAIT LANE
DALLAS, TEXAS

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SCALE: SEE PLANS

DATE:
08.08.2024
REVISIONS

DETAILS 2

BDA234-083

L4.1

FILE NUMBER: BDA234-088 (BT)

BUILDING OFFICIAL'S REPORT: Application of Robert Long for a variance to the parking regulations at **507 EXPOSITION AVE**. This property is more fully described as Block 6/813, Lot 1, and is zoned PD-269, which requires parking to be provided. The applicant proposes to construct and/or maintain a residential structure for a multifamily use, and provide 68 of the required 94 parking spaces, which will require a 26-space variance (28% reduction) to the parking regulation.

LOCATION: 507 Exposition Ave.

APPLICANT: Robert Long

REQUEST:

A request for a variance to the off-street parking regulations

STANDARDS OF REVIEW FOR A VARIANCE:

Section 51A-3.102(d)(10) of the Dallas Development Code specifies that the board has the power to grant variances from the front yard, side yard, rear yard, lot width, lot depth, lot coverage, floor area for structures accessory to single-family uses, height, minimum sidewalks, **off-street parking** or off-street loading, or landscape regulations provided that the variance is:

(A) **not contrary to the public interest** when owing to special conditions, a literal enforcement of this chapter would result in unnecessary hardship, and so that the spirit of the ordinance will be observed, and substantial justice done.

(B) **necessary to permit development** of a specific parcel of land that differs from other parcels of land by being of such a restrictive area, shape, or slope, that it cannot be developed in a manner commensurate with the development upon other parcels of land with the same zoning; and

(C) **not granted to relieve a self-created or personal hardship**, nor for financial reasons only, nor to permit any person a privilege in developing a parcel of land not permitted by this chapter to other parcels of land with the same zoning.

ELEMENT II SUBSTITUTE:

Dallas Development Code §51A-3.102(d)(10)(b), formerly known as HB 1475, allows for the BDA to use their discretion and consider Element 2 of the Variance standard to be met, if:

(i) the financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01 of the Texas Tax Code.
(ii) compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development is authorized to physically occur.

(iii) compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement.
(iv) compliance would result in the unreasonable encroachment on an adjacent property or easement; or
(v) the municipality considers the structure to be a nonconforming structure. zoning.

STAFF RECOMMENDATION:

1. Variance to the off-street parking regulations
   Denial
   Rationale: Based upon evidence presented and provided by the applicant, staff concluded that the site is:
   A. Is not contrary to the public interest, indicated by having received no letters of opposition.
   B. Is not restrictive in shape or slope. The subject proposed re-platted site is 27,684 sq. ft. or 0.636 acre and is in PD-269 (Tract A) which has no minimum lot size. With respect to subject site and other lots located in same area of PD-269, lot sizes vary. Therefore, the subject site can be developed in a manner commensurate with development upon other parcels of land in the same zoning.
   C. It is a self-created or personal hardship.

Square Footage:

This lot overall proposed area is 27,684 sq. ft.

This lot is zoned PD-269 Tract A which has no minimum lot size.

Zoning:

Site:	PD-269 Tract A
North:	PD-269 Tract A
South:	PD-269 Tract A
East:	PD-269 Tract A
West:	PD-269 Tract A

Land Use:

The subject site proposed development with a multifamily use. The areas to the north, south, east, and west are developed with various use types.

BDA HISTORY:

No BDA history found within the last 5 years.

GENERAL FACTS/STAFF ANALYSIS:

- The application of Robert D Long for the property located at 507 Exposition Ave. focuses on 1 request relating to a variance to the off-street parking regulations.
- The variance request to the off-street parking regulations of a 26-space parking (28% reduction) is made to construct and/or maintain a multi-family structure.
- The subject site extends between two streets, both identified on the City of Dallas thoroughfare plan. Exposition (SPCL 5U) and 1st Ave. (EXST CPLT)

- Zoning PD-269 Tract A wide range of allowed and prohibited uses (SEC. 51P-269.105.)
- Zoning PD-269 Tract A requires one off-street parking space for each per dwelling unit. “Resident only parking” may not be counted toward off-street parking requirements.
- Zoning PD-269 Tract A Maximum building height 200 feet.
- The applicant states that in order to provide the level of quality and lifestyle our residents deserve, we must maximize our lot and push the boundaries on what is currently allowed within the 1 parking stall per unit requirement.
- The applicant states that in order to support the resident local transportation we have three dart stations all within a ¼ mile and a dart rail station 0.3 miles.
- The applicant states that the environmental success of our project is based on the availability of public transportation combined with residents who define their community through local work/play/live.
- The Transportation Engineering division has no objections but does recommend that the applicant provides a parking management analysis describing the parking needs of apartment complex, historic parking demand based on resident and guest needs and anticipated parking operations (remote, on-street, etc.)
- Granting the proposed 26-space variance (28% reduction) to the parking regulations with a condition that the applicant complies with the submitted site plan, would require the proposal to be re-platted and constructed as shown on the submitted documents.
- 200’ Radius Video: **BDA-234-088 507 Exposition Ave**

Timeline:

May 22, 2024: The applicant submitted an “Application/Appeal to the Board of Adjustment” and related documents which have been included as part of this case report.

June 10, 2024: The Board of Adjustment Administrator assigned this case to Board of Adjustment Panel **C**.

June 20, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the June 26, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 5, 2024, deadline to submit additional evidence to be incorporated into the board’s docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and

- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

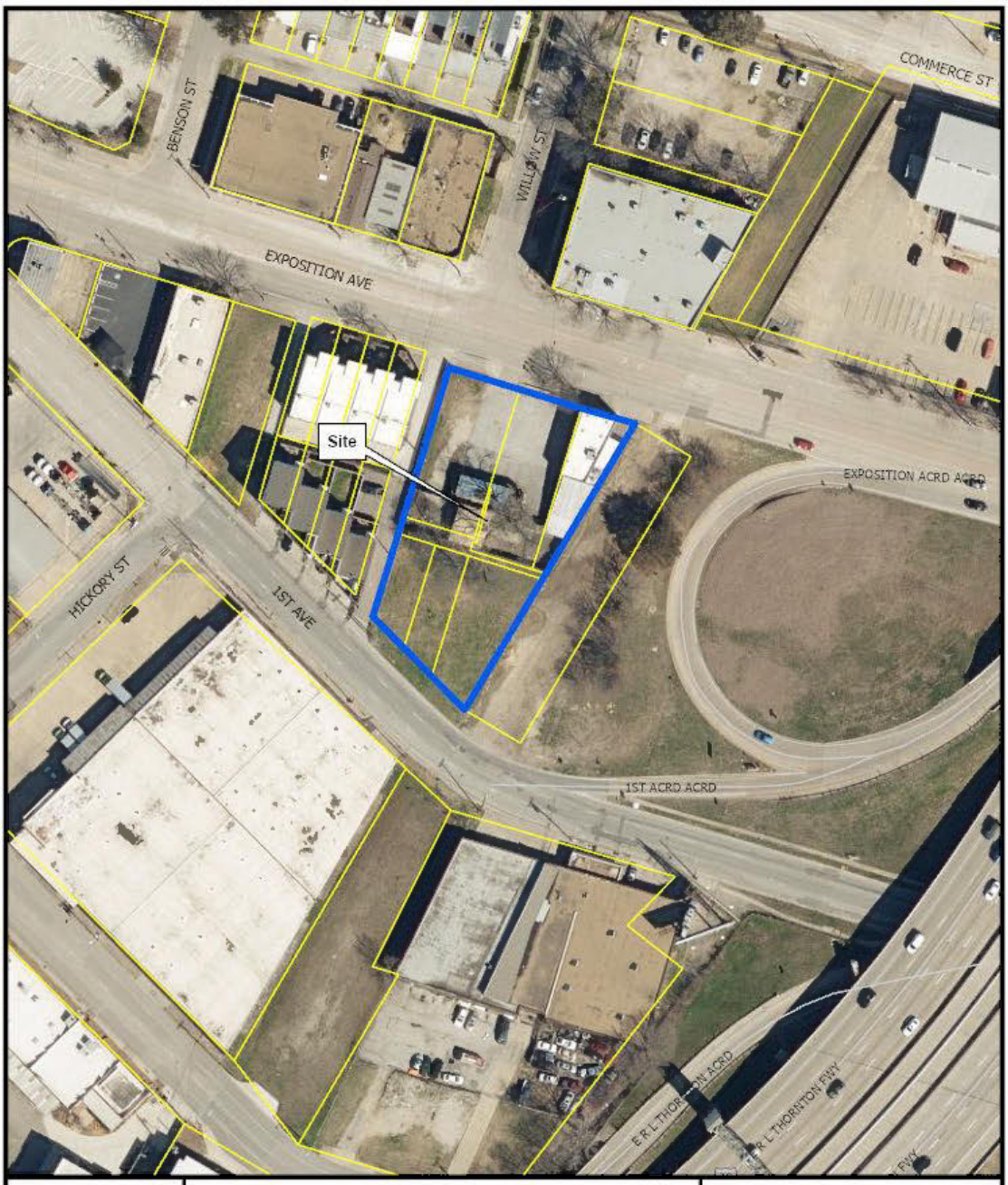
July 1, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the July public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

July 9, 2024: The Board of Adjustment Panel **C** July hearings were rescheduled to Monday, August 19, 2024.

July 17, 2024: The Development Services Department Senior Planner emailed the applicant the following information:

- an attachment that provided the public hearing date and panel that will consider the application; the August 9, 2024, deadline to submit additional evidence for staff to factor into their analysis; and July 26, 2024, deadline to submit additional evidence to be incorporated into the board's docket materials.
- the criteria/standard that the board will use in their decision to approve or deny the request; and
- the Board of Adjustment Working Rules of Procedure pertaining to documentary evidence.

July 29, 2024: The Board of Adjustment staff review team meeting was held regarding this request and other requests scheduled for the August public hearings. Review team members in attendance included: The Board of Adjustment Chief Planner/Board Administrator, the Board of Adjustment Senior Planner, Project Coordinator, Board Secretary, Conservation District Chief Planner, Chief Arborists, Zoning Senior Planner, and Transportation Engineer.

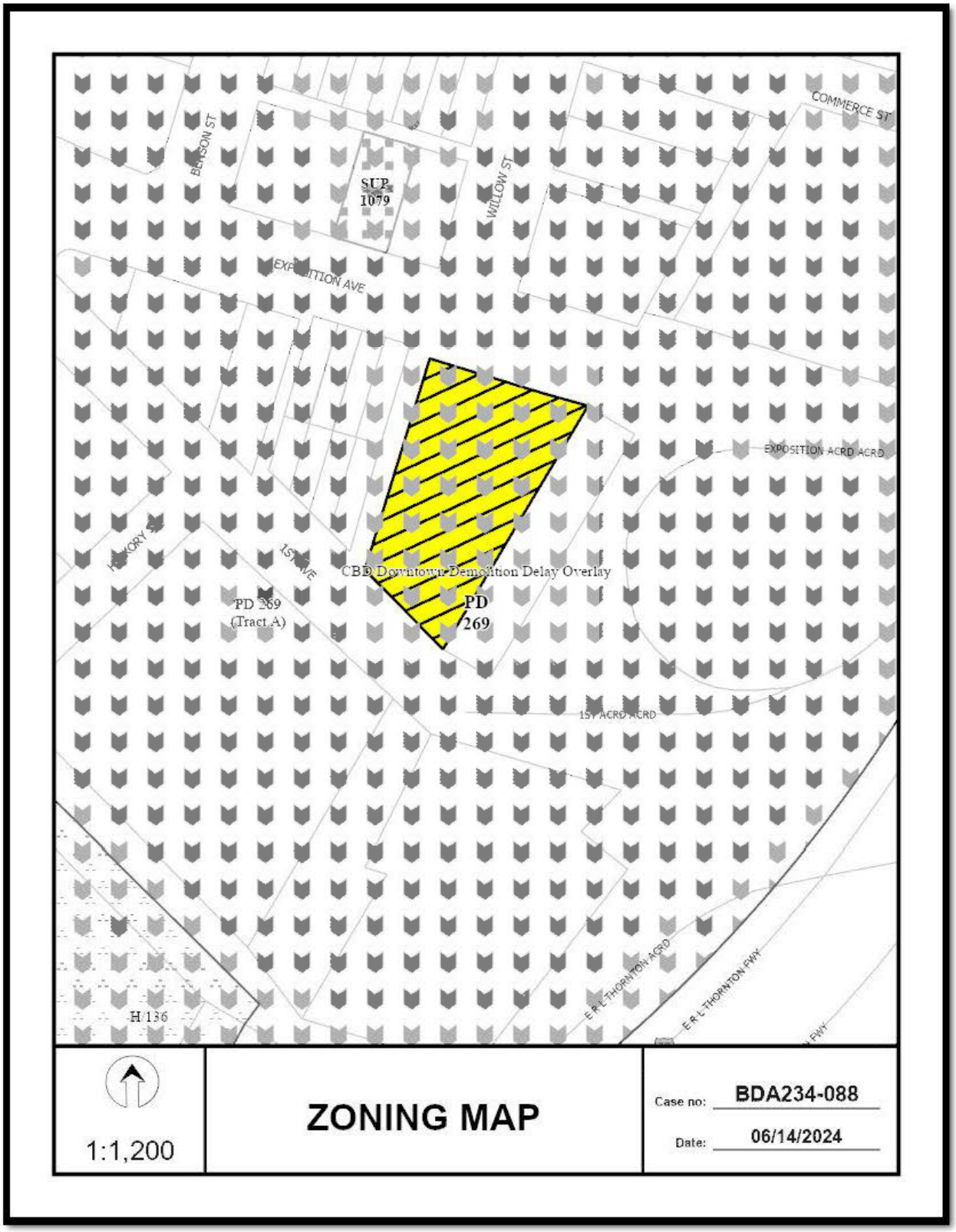


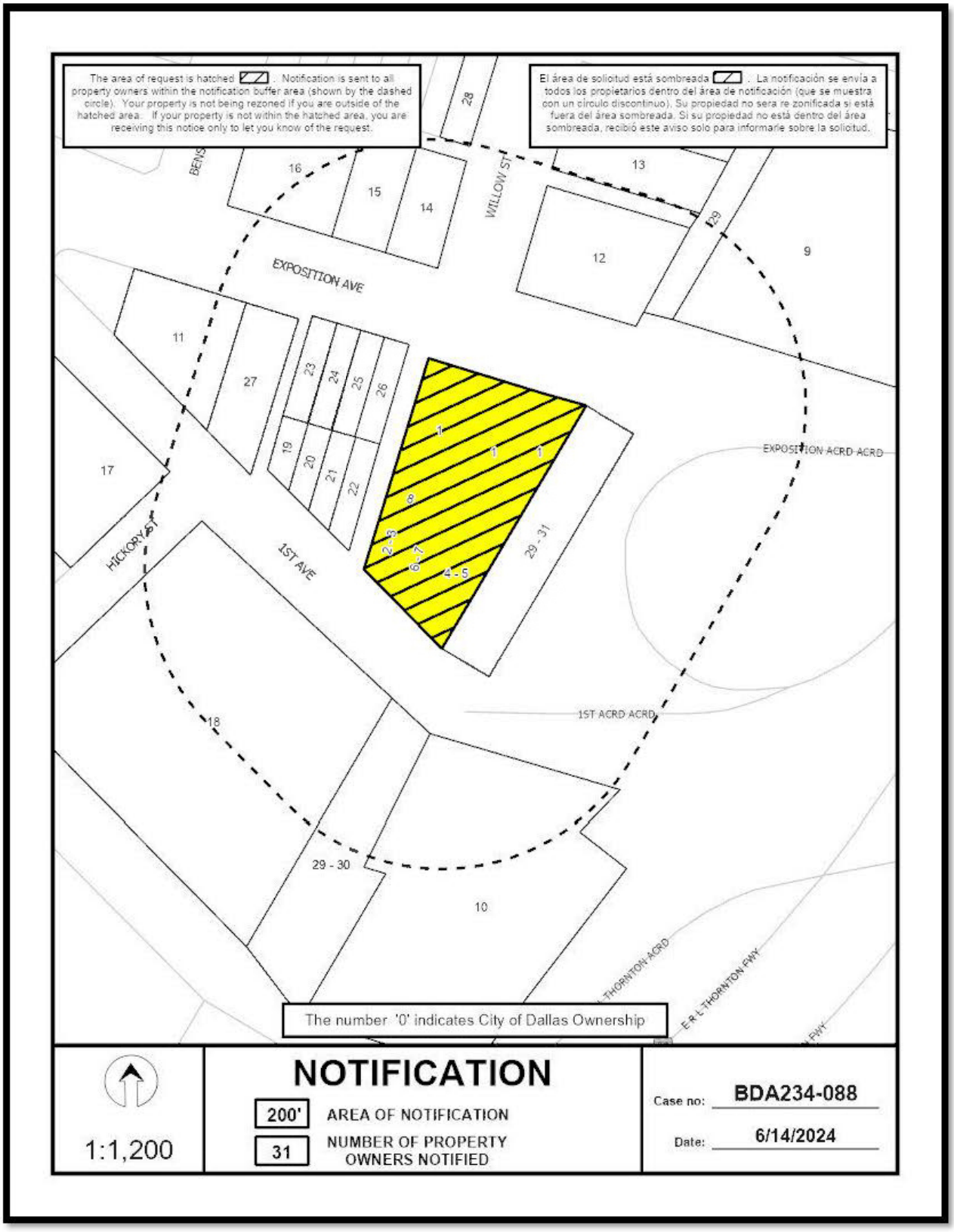
1:1,200

AERIAL MAP

Case no: BDA234-088

Date: 06/14/2024


COMMERCE ST
BENSON ST
SUP 1079
WILLOW ST
EXPOSITION AVE
EXPOSITION ACRD ACRD
HICKORY ST
1ST AVE
CBD Downtown Demolition Delay Overlay
PD 269
PD 269 (Tract A)
1ST ACRD ACRD
H/136
E R L THORNTON ACRD
E R L THORNTON FWY
1:1,200
ZONING MAP
Case no: BDA234-088
Date: 06/14/2024


The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.
El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no sera re zonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.
EXPOSITION AVE
WILLOW ST
HICKORY ST
1ST AVE
EXPOSITION ACRD ACRD
1ST ACRD ACRD
E R L THORNTON ACRD
E R L THORNTON FWY
The number '0' indicates City of Dallas Ownership
NOTIFICATION
200'
AREA OF NOTIFICATION
31
NUMBER OF PROPERTY OWNERS NOTIFIED
1:1,200
Case no: BDA234-088
Date: 6/14/2024

06/14/2024

Notification List of Property Owners

BDA234-088

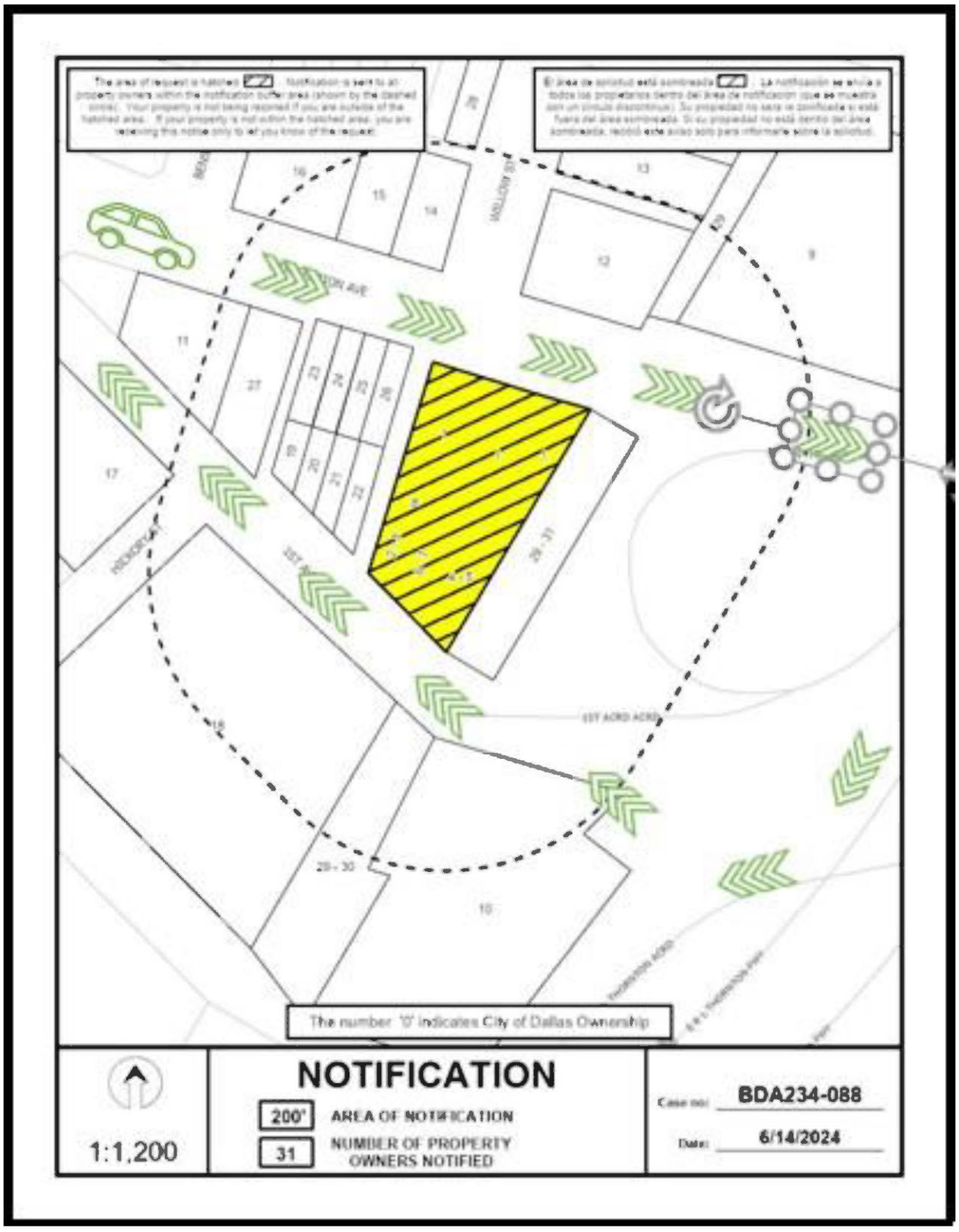
31 Property Owners Notified

Label #	Address		Owner
1	507	EXPOSITION AVE	621 CARROLL LLC
2	417	1ST AVE	621 CARROLL LLC
3	417	1ST AVE	BANK ONE TEXAS NA TRUSTEE
4	418	1ST AVE	621 CARROLL LLC
5	418	1ST AVE	BANK ONE TEXAS NA TRUSTEE
6	400	1ST AVE	621 CARROLL LLC
7	400	1ST AVE	BANK ONE TEXAS NA TRUSTEE
8	501	EXPOSITION AVE	621CARROLL LLC
9	4011	COMMERCE ST	WILLOW COMMERCE OWNER II LLC
10	601	1ST AVE	COMMERCE NASH LTD &
11	401	EXPOSITION AVE	EXPO PROPERTIES LLC
12	500	EXPOSITION AVE	500 EXPOSITION LTD
13	500	EXPOSITION AVE	500 EXPOSITION LTD
14	412	EXPOSITION AVE	Taxpayer at
15	408	EXPOSITION AVE	MEYER FRED & MICHELLE
16	404	EXPOSITION AVE	16 MCW PURAVIDA INVESTMENTS LLC
17	417	1ST AVE	MCGREGOR AUTOMOTIVE INC
18	502	S 2ND AVE	PETO HOLDINGS LLC
19	500	1ST AVE	5001 1ST AVE
20	502	1ST AVE	WING MICHAEL JOHN
21	504	1ST AVE	JOHNSON OWEN JOE
22	506	1ST AVE	ROSENFELD MORGAN
23	411	EXPOSITION AVE	DANSBY BENJAMIIN PRICE &
24	431	EXPOSITION AVE	BERGOLD WILLIAM
25	451	EXPOSITION AVE	ORR MICHAEL SHANE
26	471	EXPOSITION AVE	MAHER JOSEPH B

06/14/2024

Label #	*Address*		*Owner*
27	405	EXPOSITION AVE	SJB DEVELOPMENT LLC
28	3831	COMMERCE ST	Taxpayer at
29	555	2ND AVE	DART
30	555	2ND AVE	DART
31	555	2ND AVE	DART

200’ Radius Route Map



NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE:	**THURSDAY, JULY 18TH, 2024**
BRIEFING:	**10:00 a.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**
HEARING:	**1:00 p.m.** via **Videoconference and** in **COUNCIL CHAMBERS**, Dallas City Hall, 1500 Marilla Street. **https://bit.ly/boa0718-C**

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-088(BT) Application of Robert Long for a variance to the parking regulations at **507 EXPOSITION AVE**. This property is more fully described as Block 6/813, Lot 1, and is zoned PD-269, which requires parking to be provided. The applicant proposes to construct and/or maintain a residential structure for a multifamily use, and provide 68 of the required 94 parking spaces, which will require a 26-space variance (28% reduction) to the parking regulation.

You have received this notice because you own property within 200 feet of the above property. You may be interested in attending the Board of Adjustment hearing to express your support for or opposition to the application. You may also contact the Board of Adjustment by email to BDAreply@dallas.gov. Letters will be accepted until 9:00 am, the day of the hearing, if you are unable to attend the hearing. If you choose to respond, it is important that you let the Board know your reasons for being in favor of or in opposition to the application. The Board members are very interested in your opinion.

Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in Council Chambers at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Development Services Department at 214-670-4127 **by the close of business Wednesday, July 17th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner at (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201

NOTICE OF PUBLIC HEARING

BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)

NOTICE IS HEREBY GIVEN that the **BOARD OF ADJUSTMENT OF THE CITY OF DALLAS (PANEL C)** will hold a hearing as follows:

DATE: **MONDAY, AUGUST 19TH, 2024**

BRIEFING: **10:00 a.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

HEARING: **1:00 p.m.** via **Videoconference and** in **6ES Council Briefing**, Dallas City Hall, 1500 Marilla Street. https://bit.ly/boa0819-C

The purpose of the hearing is to consider the following appeal(s) now pending before the Board of Adjustment:

BDA234-088(BT) Application of Robert Long for a variance to the parking regulations at **507 EXPOSITION AVE**. This property is more fully described as Block 6/813, Lot 1, and is zoned PD-269, which requires parking to be provided. The applicant proposes to construct and/or maintain a residential structure for a multifamily use, and provide 68 of the required 94 parking spaces, which will require a 26-space variance (28% reduction) to the parking regulation.

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Note: Any materials (such as plans, elevations, etc.) included within this notice may be subject to change.

The Board of Adjustment hearing will be held by videoconference and in 6ES Council Briefing at City Hall. Individuals who wish to speak in accordance with the Board of Adjustment Rules of Procedure **by joining the meeting virtually**, must register online at https://bit.ly/BDA-C-Register or contact the Planning & Development Department at 214-670-4127 **by the close of business Sunday, August 18th, 2024. All virtual speakers will be required to show their video in order to address the board.** Public Affairs and Outreach will also stream the public hearing on Spectrum Cable Channel 96 or 99; and bit.ly/cityofdallastv or YouTube.com/CityofDallasCityHall

Speakers at the meeting are allowed a maximum of five (5) minutes to address the Board.

Additional information regarding the application may be obtained by calling Bryant Thompson, Senior Planner at (214) 948-4502, or Mary Williams, Board Secretary at (214) 670-4127. Si desea información en español, favor de llamar al teléfono a Mary Williams al (214) 670-4127.

PLEASE SEND REPLIES TO:
BDAreply@dallas.gov
Letters will be received until 9:00 am the day of the hearing.

PLEASE REGISTER AT:
https://bit.ly/BDA-C-Register

Board of Adjustment
Planning and Development Department
1500 Marilla Street 5CN, Dallas TX 75201



APPLICATION/APPEAL TO THE BOARD OF ADJUSTMENT

Case No.: BDA 234-088

RECEIVED
MAY 22 REC'D
BY:

Data Relative to Subject Property: Date: FOR OFFICE USE ONLY

Location address: 507 Exposition Avenue, Dallas TX Zoning District: PD269

Lot No 1 Block No 6813 Acreage 0.636 Census Tract A

Street Frontage in Feet 1: 150 2: 103 3: 4: 5:

To the Honorable Board of Adjustment:

Owner of Property (per Warranty Deed): 621 Carroll LLC

Applicant: Robert Long Telephone: 206-259-0936

Mailing Address: 507 Exposition Avenue Zip Code: 75226

E-mail Address: dlong@bigskynorthwest.com

Represented by: Telephone:

Mailing Address: Zip Code:

E-mail Address:

Affirm that an appeal has been made for a Variance X, or Special Exception __, of

a 28% parking variance from a 1 stall per unit to a 0.77 stalls per unit necessary to permit development of a a specific parcel of land that differs from other parcels in area and shape

Application is made to the Board of Adjustment, in accordance with the provisions of the Dallas Development Code, to Grant the described appeal for the following reason: 507 Exposition Avenue is seeking a 28% variance in parking. The intentions of this project are to maximize the availability in providing state of the art studio and 1 bedroom units. Giving tenants an economical and efficient living space while benefiting from a local and community lifestyle. There are several mass transit outlets adjacent and in near proximity. We would like to provide those tenants who live/work and play within a walking/biking distance to enjoy a downtown living without the added expense of paying for parking. This plan also follows suit with the local foundations visions and plans for Deep Elum.

Note to Applicant: If the appeal requested in this application is granted by the Board of Adjustment, a permit must be applied for within 180 days of the date of the final action of the Board, unless the Board specifically grants a longer period.

Affidavit

Before me the undersigned on this day personally appeared Robert Long
(Affiant/Applicant's name printed)

who on (his/her) oath certifies that the above statements are true and correct to his/her best knowledge and that he/she is the owner/or principal/or authorized representative of the subject property

Respectfully submitted: _____
(Affiant/Applicant's signature)

Subscribed and sworn to before me this 10 day of April, 2024

IMELDA A QUIRINO
Notary Public, State of Texas
My Commission Expires
October 17, 2024
NOTARY ID 12668837-9

Notary Public in and for Dallas County, Texas

MEMORANDUM OF
ACTION TAKEN BY THE
BOARD OF ADJUSTMENT

Date of Hearing _____

Appeal was--Granted OR Denied

Remarks _____

Chairman _____

Building Official's Report

I hereby certify that ROBERT D LONG

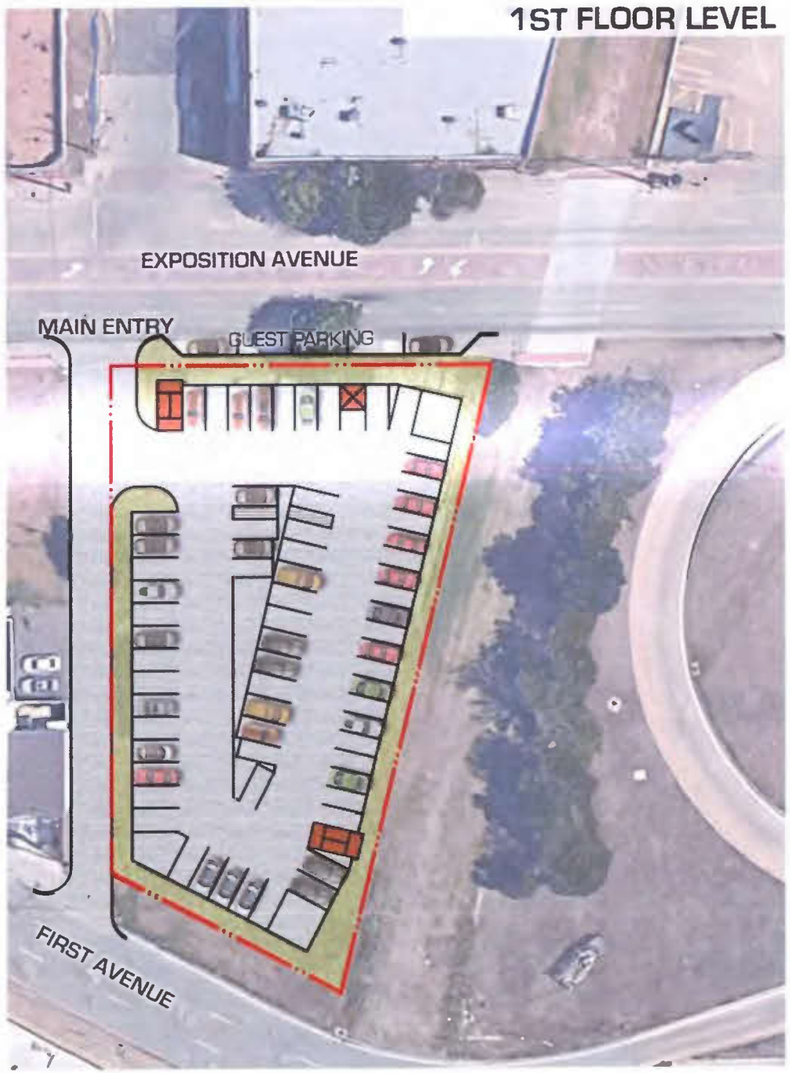
did submit a request for (1) a variance to the parking regulations

at 507 Exposition

BDA234-088(BT) Application of Robert Long for a variance to the parking regulations at 507 EXPOSITION AVE. This property is more fully described as Block 6/813, Lot 1, and is zoned PD-269, which requires parking to be provided. The applicant proposes to construc and/or maintain a residential structure for a multifamily use, and provide 68 of the required 94 parking spaces, which will require a 26-space variance (28% reduction) to the parking regulation.

Sincerely,

Andrew Espinoza, CBO, MCP, CFM, CCEA







PROJECT INFORMATION

SITE AREA: **0.636 ACRES**

UNIT TABULATION

STUDIO UNITS:	74	78.72%
1 BEDROOM UNITS:	20	21.27%
TOTAL UNITS:	94	**UNITS**

PARKING TABULATION

REQUIRED:	94	SPACES
1.0 P/BD WITH 30% REDUCTION		
PROVIDED:		
ON-STREET PARKING:	5	SPACES
PODIUM PARKING:	68	SPACES
(INCL. COMPACT PARKING:	25	SPACES)
TOTAL PARKING:	**73**	**SPACES**
	0.77	P/DU
	0.77	P/BED

ZONING SUMMARY

CURRENT ZONING DISTRICT: PD 269, TRACT A	
REZONING REQUIRED?	NO
FRONT SETBACK:	NONE
SIDE SETBACK:	NONE
REAR SETBACK:	NONE
BUILDING HEIGHT:	200 FEET MAX
MAX F.A.R.:	4
MAX COVERAGE :	NONE
OTHER KEY ZONING CONSIDERATIONS: N/A	

BDA234-088

HEDK ARCHITECTS

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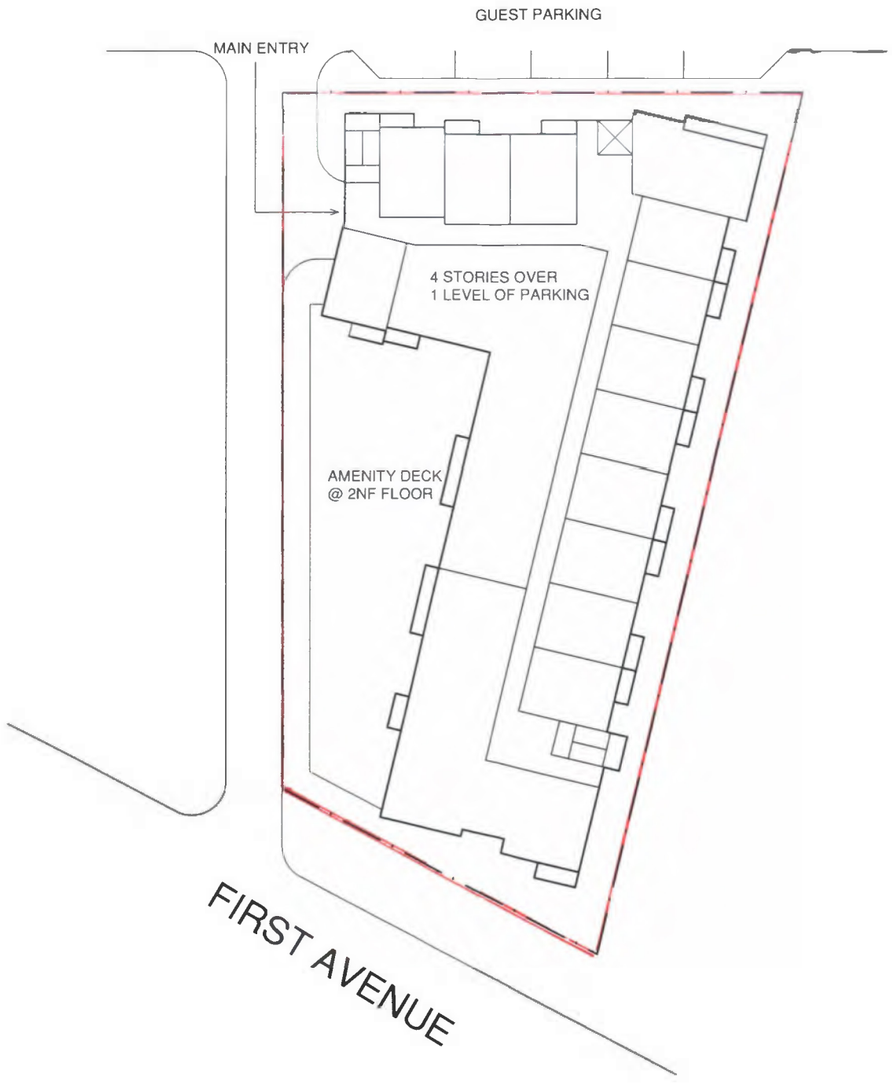
507 EXPOSITION DRIVE SCHEMATIC SITE PLAN #3

Dallas, Texas

18240 / 04 03.2024

Bob Long

SCALE 1"= 60'-0"



GROSS BUILDING AREA

1ST. FLOOR GARAGE	21,781 S.F.
2ND. FLOOR	16,532 S.F.
3RD. FLOOR	16,532 S.F.
4TH. FLOOR	16,532 S.F.
5TH. FLOOR	16,532 S.F.
TOTAL	87,909 S.F.

UNIT TABULATION				N.R.S.F.
TYPE	AREA	NO.	%	TOTAL AREA
S1	494	74	78.72%	36,556
A1	575	20	21.27%	11,500
TOTAL		94	100.00%	48,056

100.00%

AVERAGE UNIT SIZE : 534.00

BUILDING TABULATION

FLOOR	COUNT	UNIT TYPES	BLDG. AREA	TOT. AREA
2	1	18-S1:1-A1 1-A2:1-A3 1-A4	11,632	11,632
3	1	18-S1:1-A1 1-A2:1-A3 2-A4	12,442	12,442
4	1	18-S1:1-A1 1-A2:1-A3 2-A4	12,442	12,442
5	1	12-S1:1-A4	6,738	6,738
TOTAL	4			43,254

MISCELLANEOUS:

AVERAGE UNIT SIZE:	534.00	S.F.
LAND AREA:	0.636	ACRES
DENSITY:	127.36	UNITS/ACRE
PARKING:		
REQUIRED	73 SPACES	0.77 P/BD
PROVIDED	73 SPACES	0.77 P/UNIT
		0.77 P/BED
PODIUM	43 SPACES	
COMPACT	25 SPACES	
ON-STREET	5 SPACES	

BDA234-088

1 SITE PLAN
SCALE 1"=20'

NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

REVISIONS

507 EXPOSITION
LOCATED IN
DALLAS, TEXAS

HEDK ARCHITECTS
4595 EXCEL PARKWAY ADDISON, TX 75001
214.520.8978
hedk.com

DATE
04-10-2024

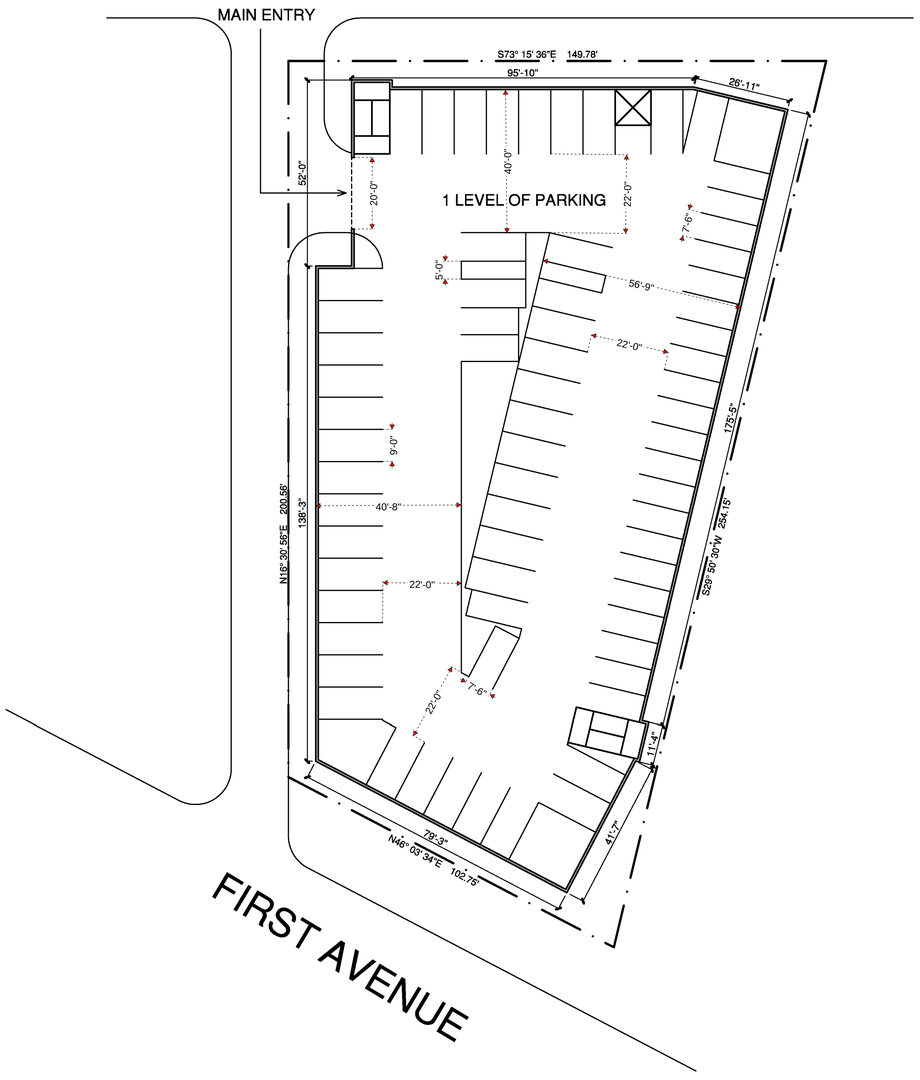
PROJECT
18240

SHEET NUMBER
A1-01
SITE PLAN

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UPDATED SITE PLAN

EXPOSITION AVENUE



BUILDING HEIGHT	
MAX. F.A.R.	4
MAX. BLDG HEIGHT	200'
CONSTRUCTION TYPE	V-A
SETBACKS	
FRONT YARD	0'
SIDE YARD	0'
REAR YARD	0'

MISCELLANEOUS:				
AVERAGE UNIT SIZE:	511.23	S.F.		
LAND AREA:	0.636	ACRES		
DENSITY:	147.80	UNITS/ACRE		
PARKING:				
REQUIRED		94 SPACES	0.9P/BD	
PROVIDED		68 SPACES	0.72	P/UNIT
			0.72	P/BED
PODIUM		43 SPACES		
COMPACT		25 SPACES		

REQUEST A PARKING REDUCTION VARIANCE
28% REDUCTION

1 SITE PLAN
SCALE 1"=20'

GRAPHIC SCALE
20 0 20 40
SCALE: 1"=20.00'

REVISIONS

507 EXPOSITION
LOCATED IN
DALLAS, TEXAS

HEDK ARCHITECTS
4595 EXCEL PARKWAY ADDISON, TX 75001
214.520.8878
hedk.com

DATE
07-02-2024

PROJECT
18240

SHEET NUMBER
A1-02
SITE PLAN

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