

Z145-300

The case for upholding existing planning for PD-462

This isn't an upzoning. (except, it is)

This applicant claims that if he's denied, he will develop Subdistrict 4 with 100% 4-bedroom units.



Nothing like this has ever been built in Dallas. They can only reference some student housing building in Arlington...but it makes the "by right" square footage seem huge. No one would build this. But sending lobbyists door to door to tell people this is what they'll get if they don't support an upzoning is pretty scary. If I didn't know better, it would scare me. But I do...



This is the real version of Subdistrict 2/4 low-density residential. It conforms in every way. The lot is EXACTLY the same depth. And it's a real unit mix, not a made up one.

Do you believe the applicant will actually build 88 units of 100% four bedroom condos? Everyone I've spoken with says no way. People just don't want them, and that's why you don't find them.



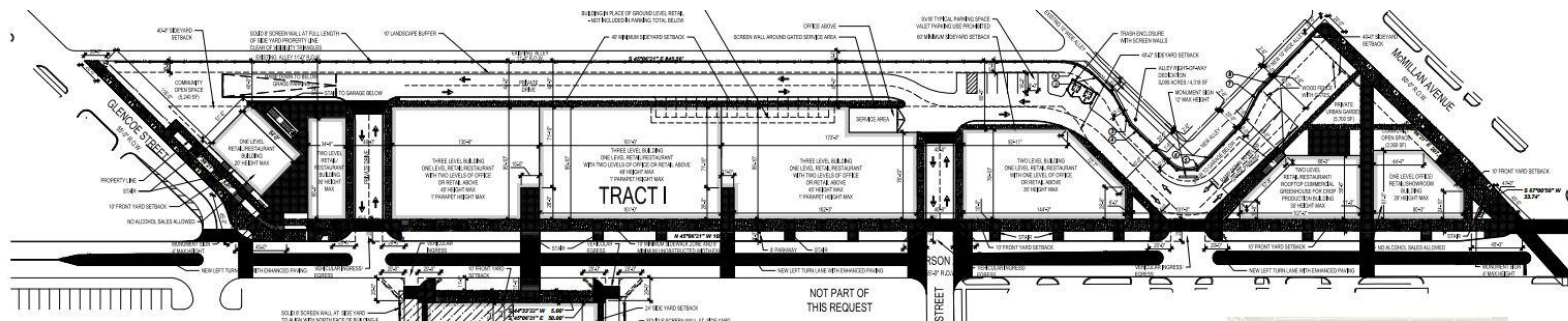
Subdistrict 4 puts people IN the mix (not just around it). Single family residents use the low-traffic, custom designed landscape buffers to access the neighborhood, too. The current zoning is better, because it works.

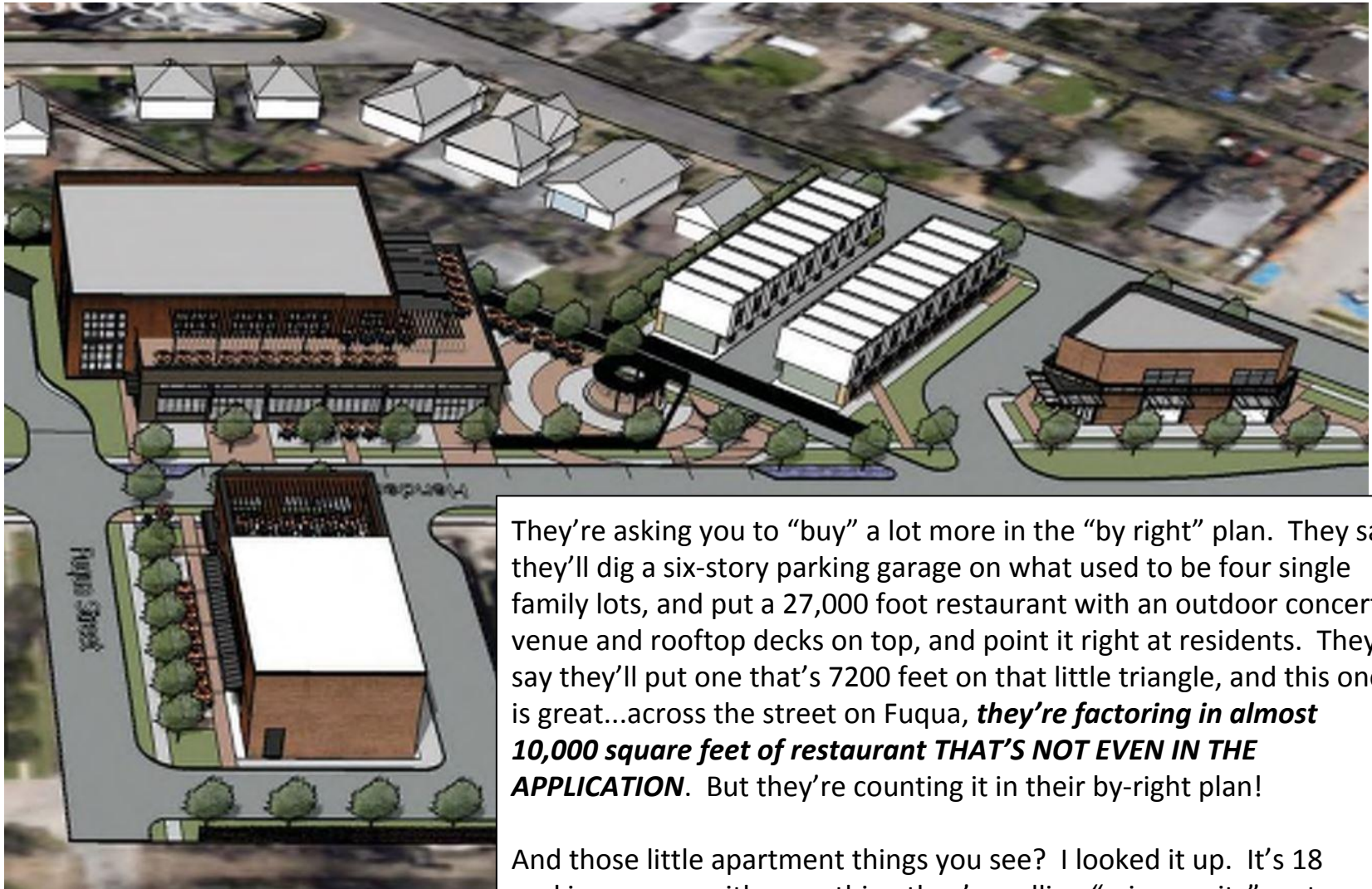


Most people work and drive about the same times of day. And they walk and relax at the same times, too. That's why the existing zoning is compatible. It's a true, walkable bridge to eating and shopping, with no busy traffic.



The applicant's frontage is mostly concrete, split up by three BUSY driveways, and traffic will be peaking at exactly the times that people want to walk. And that traffic estimate is lowballed, as we will see later...regardless, it's not as walkable.



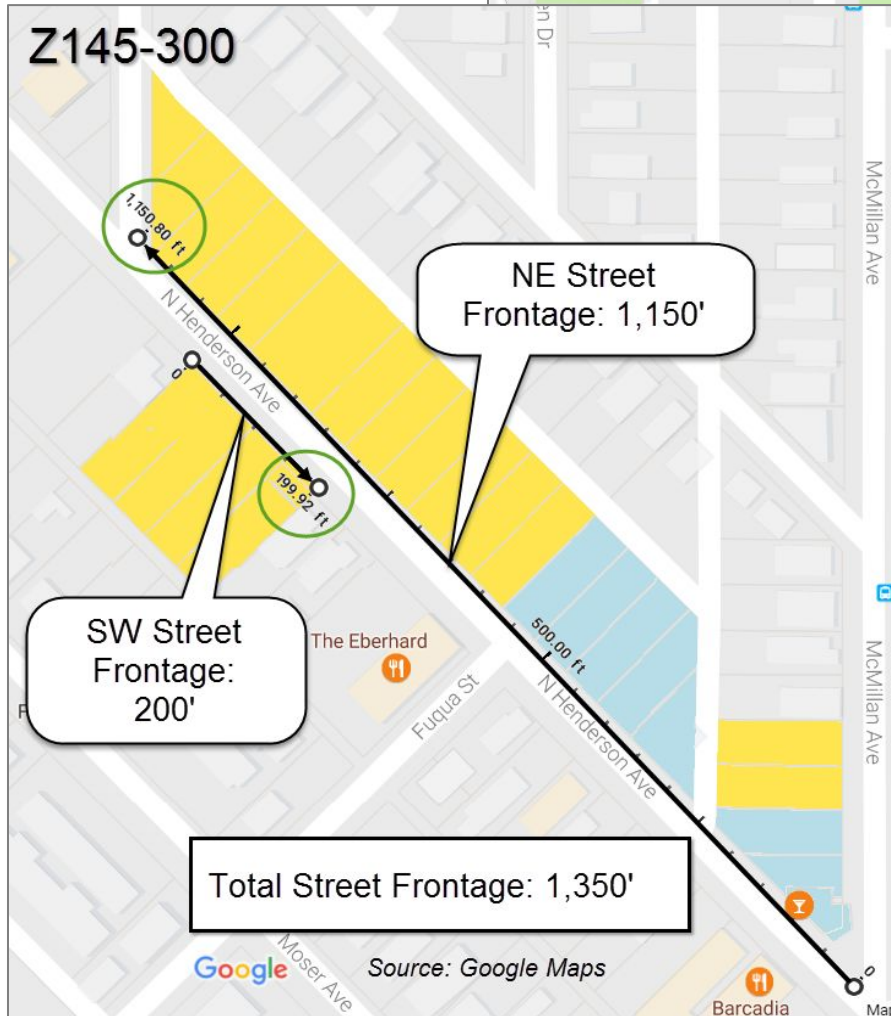
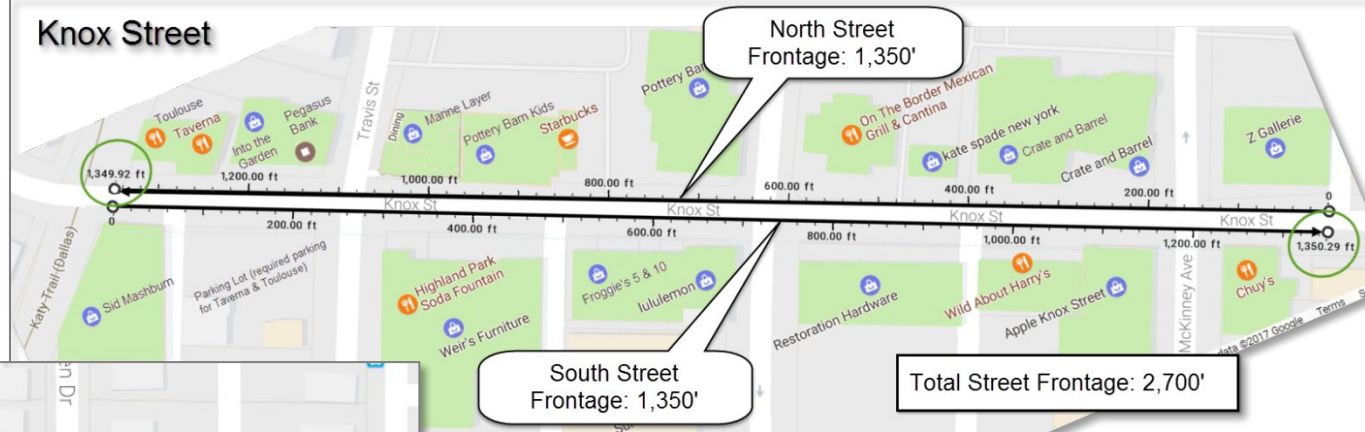


They're asking you to "buy" a lot more in the "by right" plan. They say they'll dig a six-story parking garage on what used to be four single family lots, and put a 27,000 foot restaurant with an outdoor concert venue and rooftop decks on top, and point it right at residents. They say they'll put one that's 7200 feet on that little triangle, and this one is great...across the street on Fuqua, **they're factoring in almost 10,000 square feet of restaurant THAT'S NOT EVEN IN THE APPLICATION.** But they're counting it in their by-right plan!

And those little apartment things you see? I looked it up. It's 18 parking spaces with something they're calling "micro-units" on top.

All of this wildly inflates the by-right plan, as if the goal is to just scare people to death. But I'm far more scared of what they're proposing.

Density for this proposal is an increase of 92% to 100% over Knox!!



Knox Street:

2,700' Feet of Commercial Street Frontage (Chuy's to the Katy Trail and back)

Density: 201,686 sq. ft. (per DCAD) or 195,229 sq. ft. (per COs)

Ratio: 75 sq. ft. per 1' street frontage (per DCAD)

Ratio: 72 sq. ft. per 1' street frontage (per COs)

Z145-300 on Henderson:

1,350 Feet of Commercial Street Frontage

Density: 194,100 sq. ft.

Ratio: 144 sq. ft. per 1' street frontage

A ratio of 75 (Knox DCAD) to a ratio of 141 (Henderson) is an increase of 92%

A ratio of 72 (Knox COs) to a ratio of 141 (Henderson) is an increase of 100%

If we use the Certificates of Occupancy as our metric, this proposal is just as dense as both sides of Knox Street, on a two lane versus four lane road.

Z145-300 request vs current Knox development (06-04-2017).xlsx - Knox Commercial Density

Side of Street	Address	Business	Sq. Ft - DCAD	Sq. Ft - COs
South	3101 Knox St, Dallas, TX 75205	Apple Store	10,418	10,657
North	3104 Knox St, Dallas, TX 75205	Crate and Barrel	36,791	38,000
South	3119 Knox St, Dallas, TX 75205	HP Professional Tailor & Alteration, GARRETT LEIGHT, Wild About Harry's, Planet Bardot	5,500	CO's broken out below
South	3107 Knox St, Dallas, TX 75205	HP Professional Tailor & Alteration	(included in above)	970
South	3109 Knox St, Dallas, TX 75205	GARRETT LEIGHT	(included in HP Professional)	958
South	3113 Knox St, Dallas, TX 75205	Wild About Harry's	(included in above)	2,127
South	3119 Knox St, Dallas, TX 75205	Planet Bardot	(included in above)	700
North	3120 Knox St, Dallas, TX 75205	Kate Spade New York	1,836	1,760
South	3121-3133 Knox St, Dallas, TX 75205	Restoration Hardware	12,250	12,000
North	3130 Knox St, Dallas, TX 75205	On The Border Mexican Grill & Cantina	6,786	6,654
South	3201 Knox St, Dallas, TX 75205	lululemon	3,060	2,971
South	3205 Knox St, Dallas, TX 75205	Steven Alan	1,875	1,679
South	3207 Knox St, Dallas, TX 75205	Betty Lou	1,656	2,153
South	3209 Knox St, Dallas, TX 75205	Tad Poles	3,384	1,387
South	3211 Knox St, Dallas, TX 75205	Froggie's 5 & 10	(included in Tad Poles)	1,725
North	3212 - 3230 Knox St, Dallas, TX 75205	Pottery Barn, Starbucks, Chili's (now closed)	43,590	CO's broken out below
North	3212 Knox St, Dallas, TX 75205	Pottery Barn	(included in above)	21,420
North	3216 Knox St, Dallas, TX 75205	Starbucks	(included in above)	2,059

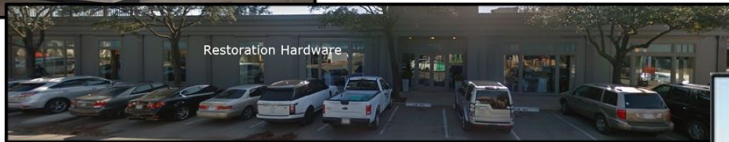
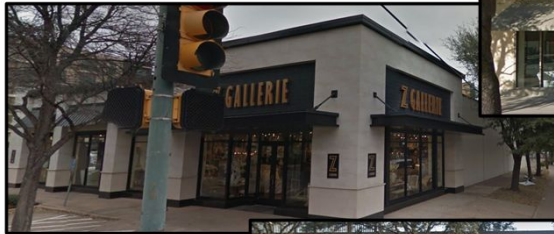
Z145-300 request vs current Knox development (06-04-2017).xlsx - Knox Commercial Density

North	3228 Knox St, Dallas, TX 75205	Pottery Barn Kids	(included in above)	9,712
North	3230 Knox St, STE 100 Dallas, TX 75205	Marine Layer	(included in above)	1,224
North	3230 Knox St, STE 110 Dallas, TX 75205	SAROFIM REALTY ADVISORS	(included in above)	1,369
North	3230 Knox St, STE 120 Dallas, TX 75205	AESOP US, INC	(included in above)	604
North	3230 Knox St, STE 130 Dallas, TX 75205	UP ON KNOX	(included in above)	4,112
South	3213 Knox St, Dallas, TX 75205	Osgood-O'Neil Salon	3,579	3,000
South	3219 Knox St, Dallas, TX 75205	Weir's Furniture	14551	14551
South	3229 Knox St, Dallas, TX 75205	Highland Park Soda Fountain	8464	2175
North	3300 Knox St #100, Dallas, TX 75205	Pegasus Bank	7,588	3,389
North	3300 Knox St #200, Dallas, TX 75205	Into the Garden	(included in Pegasus Bank)	3,635
North	3310, 3312 & 3314 Knox St, Dallas, TX 75205	Taverna & Toulouse Café & Bar	4,357	CO's broken out below
North	3312 Knox St, Dallas, TX 75205	Taverna	(included in above)	2,888
North	3314 Knox St, Dallas, TX 75205	Toulouse Café & Bar	(included in above)	2,800
South	3313 & 3319 Knox St, Dallas, TX 75205	Mashburn	14,300	13,660
South	3015 Knox St, Dallas, TX 75205	Mattress Firm Knox-Henderson	4,556	3,921
South	4544 McKinney Ave, Dallas, TX 75205	Chuy's on McKinney/Knox	6,191	10,015
North	4600 McKinney Ave, Dallas, TX 75205	Z Gallerie	10,954	10,954
		Square Feet:	201,686	195,229

How much space is 190,000 square feet?

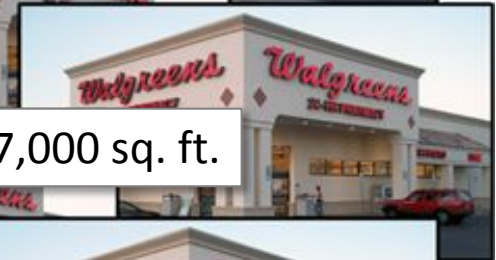


103,000 sq. ft.



You can have the Knox Street:

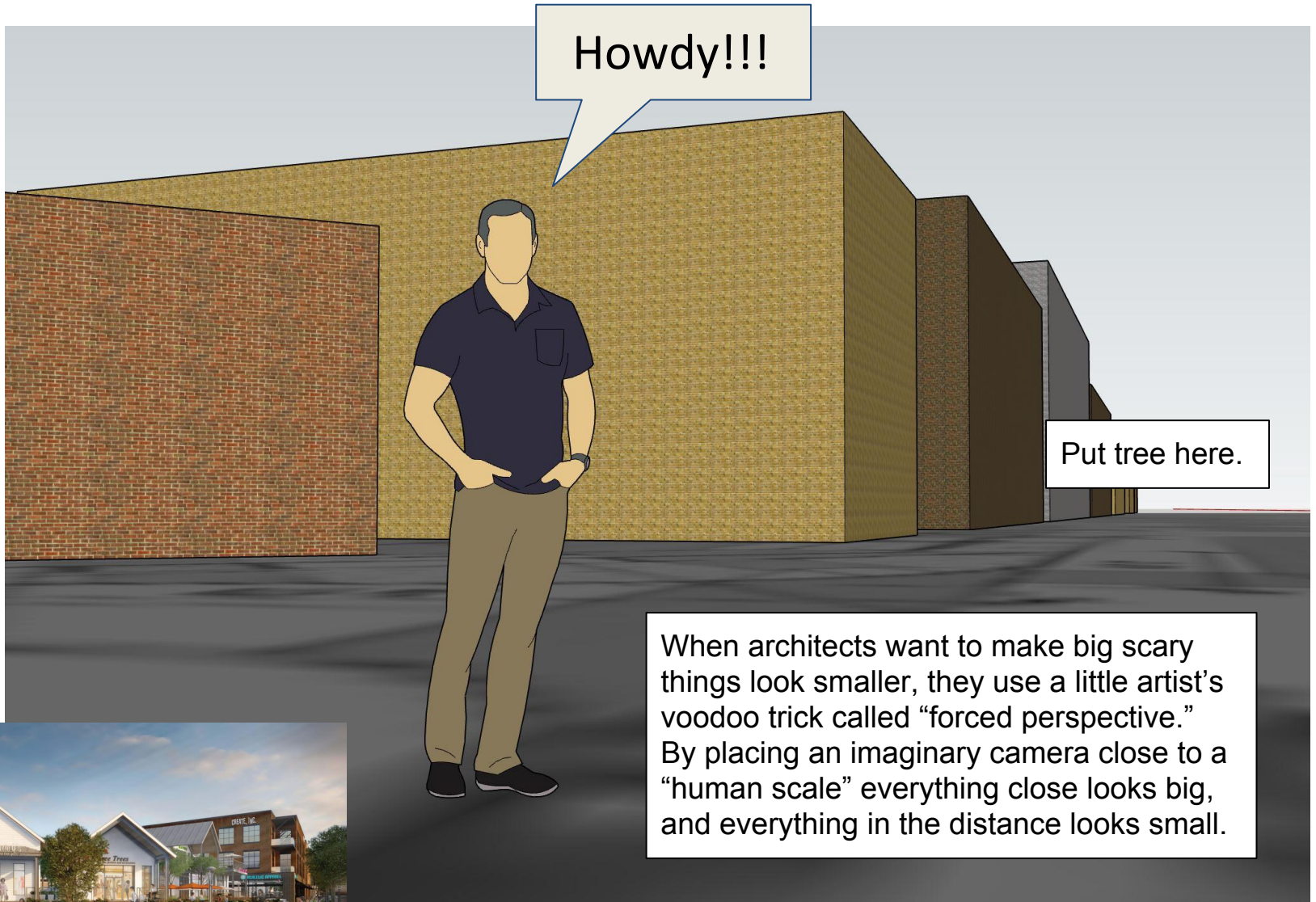
1. Crate & Barrel
2. On the Border
3. Weir's Furniture
4. Pottery Barn
5. Z Gallerie
6. Restoration Hardware



87,000 sq. ft.



And still have enough room to throw in six Walgreens. Now that's not the mix, but it's that much square footage. That scares me.



Howdy!!!

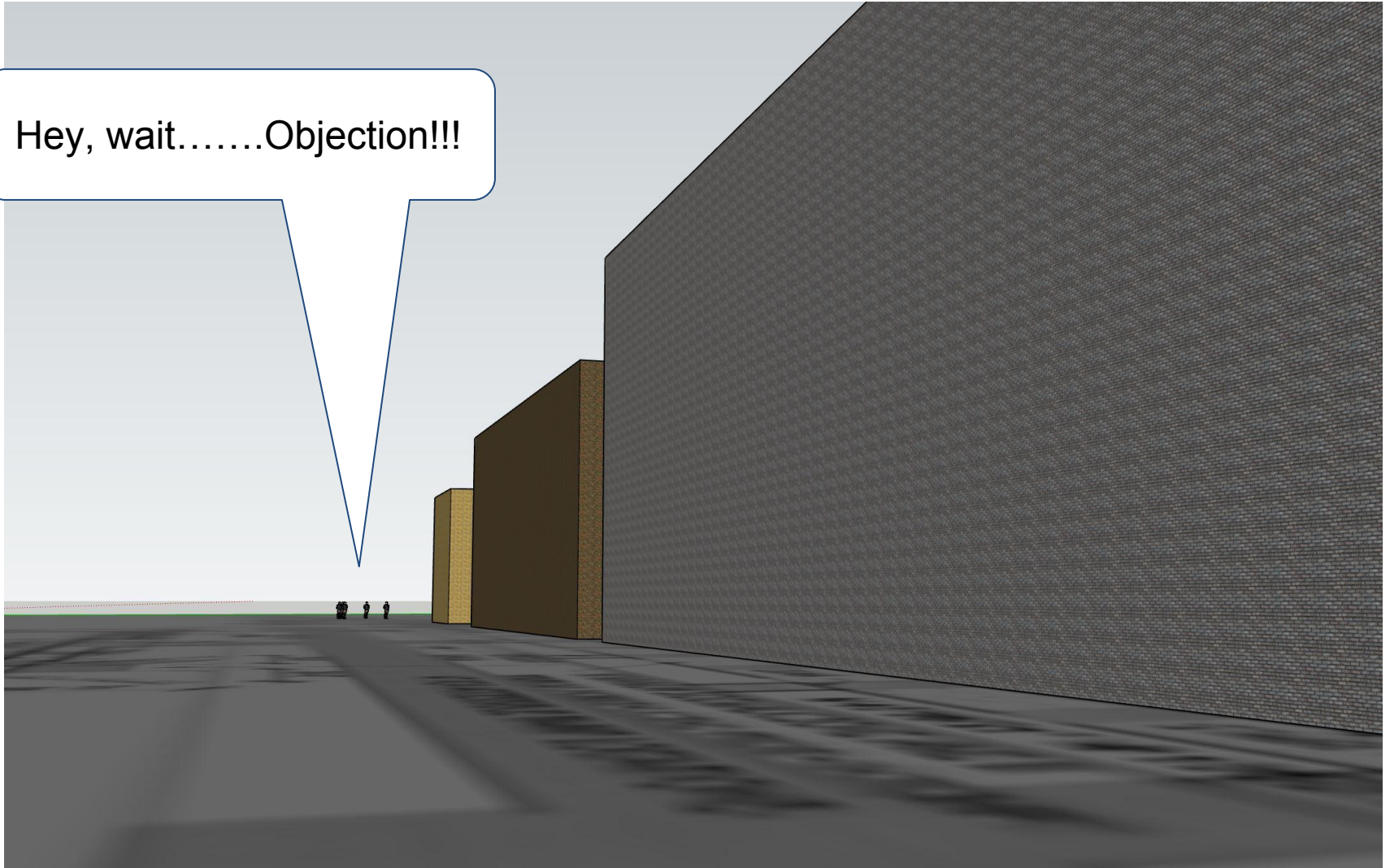
Put tree here.

When architects want to make big scary things look smaller, they use a little artist's voodoo trick called "forced perspective." By placing an imaginary camera close to a "human scale" everything close looks big, and everything in the distance looks small.



*drawn using the applicant's latest site plan...no details, just raw footprint and height.

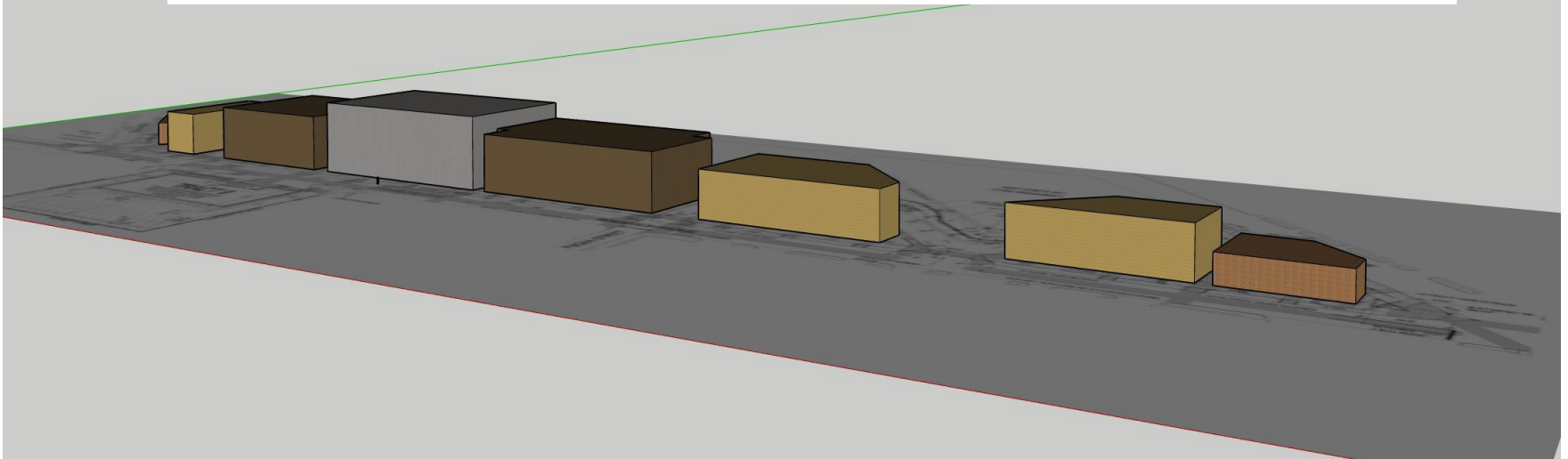
Hey, wait.....Objection!!!



Because we've moved the camera far enough away where distance relationships are no longer distorted, we can get a true picture of the applicant's scale. But take a note, here. Remember how he's said he only has one 48-foot building, and most of them are way smaller?

Actually not so much. You can see the 48-footer in the grey. Our little human is that speck in front of it. The two brown ones are 45-feet. All of them are located on the LOW DENSITY RESIDENTIAL TRACT.

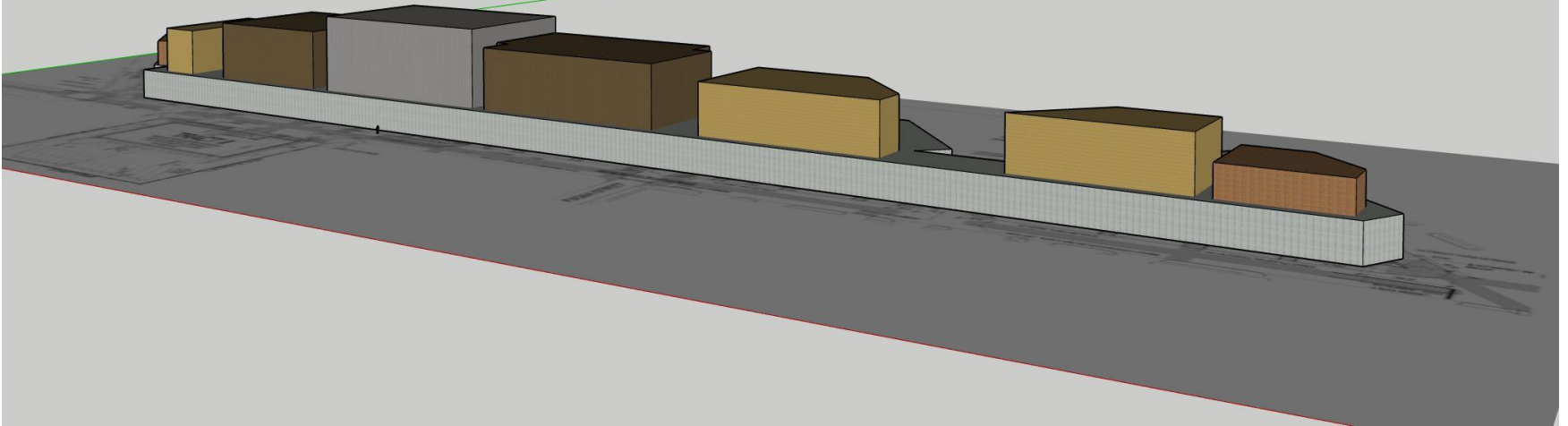
It's an upzoning. And don't forget there's a two lane road behind those buildings, that carries 6650 cars. At least. All on a string of single family depth lots.



But if you really want the full impact, let's dig up that parking garage, because burying it might help the visual, but it doesn't take away a single car trip. Remember the low-density custom multifamily that exists here by right? That nice picture? This is an upzoning, a huge one.

The worst aspect? All of this parking is, in essence, an offsite parking garage for Subdistrict 3 and 5 uses, enabling intensity they were never intended to have. That's why the traffic count is low, and this is important. THE TRAFFIC STUDY LEAVES IT OUT ENTIRELY. Never mind parking agreements for C/Os, because the applicant doesn't need them. That is a distraction. This parking can be used after hours and weekends without restriction for other sites, and none of that traffic was counted. And in fact, the entire strip across the street could be rooftop decked, with this parking used to accommodate it, and you can't control it.

That is the reason this mix, this location, and this glut of parking is before you.





Cantina-type bars are not feasible in the Henderson Avenue PD, because they require lots of extra parking, and we purposely limited that. The Truck Yard has an occupancy of nearly 500, but needs only 18 parking spaces for its C.O., because it's mostly outside.

The applicant's "condition" that garage parking won't support "agreements" for C.O.'s doesn't matter. A "Truck Yard," or decking those rooftops requires no additional parking, therefore, will require no parking agreement. He doesn't need it. And it doesn't matter if he says he won't do it, because people sell things, and you can't restrict areas outside this application. That is exactly why this is a much bigger discussion, and ***should not be decided based on an application to flip the ONE PARCEL that changes everything.***

NEIGHBORHOOD SUPPORT MAP



The applicant offers us this map as an indicator of overwhelming neighborhood support.

NEIGHBORHOOD SUPPORT MAP



But if we color the applicant's land in the dark purple, and color developers, commercial interests, and LLC in dark green, then a different picture emerges.

The ratio of for/against among actual residents is not the overwhelming ratio the applicant claims.

In fact, if you expand the map to nearby areas which are affected already by Henderson Avenue traffic problems, the ratio actually reverses!

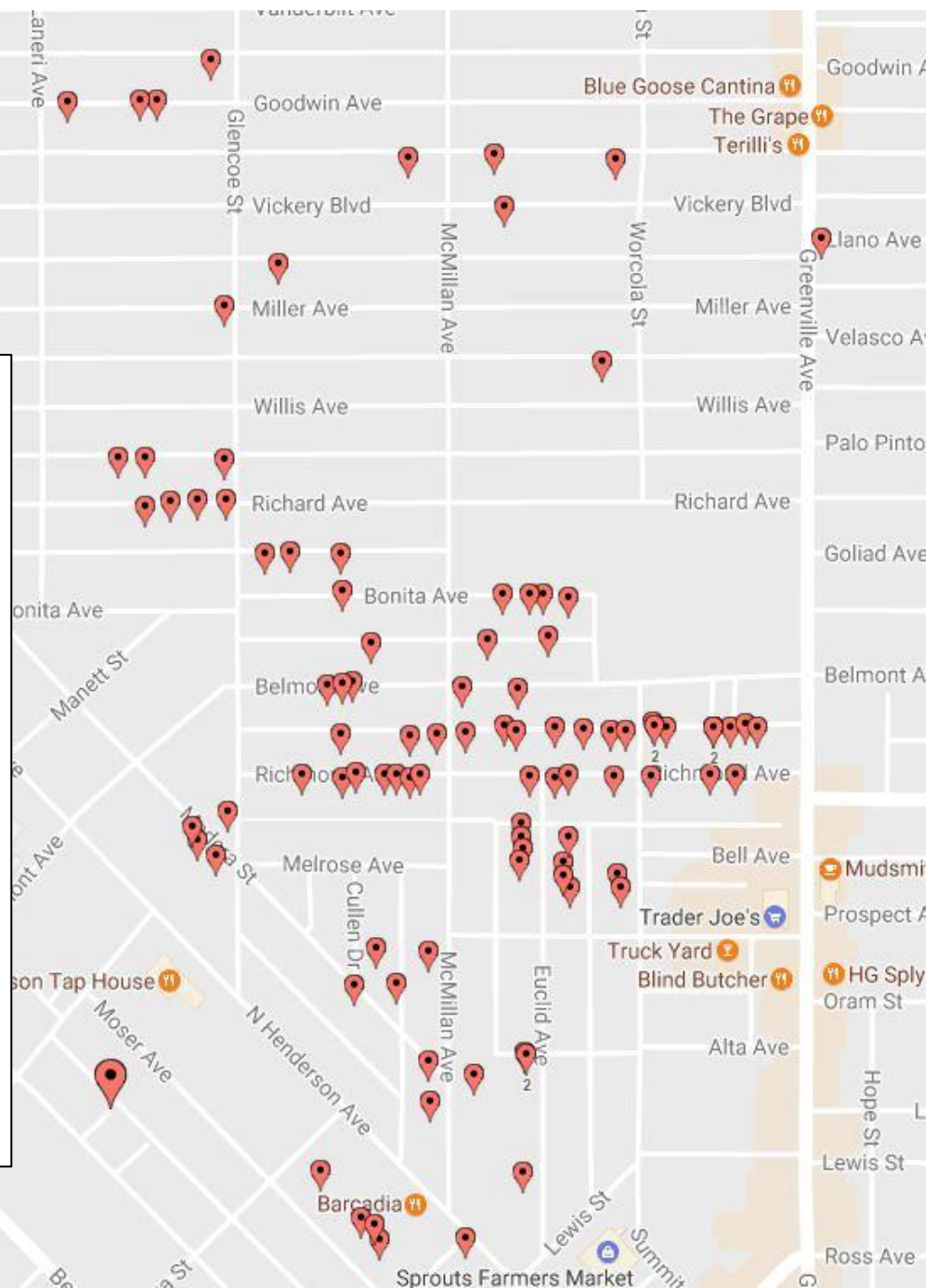
Out of 214 owners in the notification area, only 53 Single Family residents supported it.


But zoom out just a little, and 106 residents oppose it. We literally had to stop taking names so I could print it.

It is not a coincidence you see solid opposition on the cut through streets, because people here actually do get it.

It's a much bigger situation than encroaching one residential tract. Glencoe and McMillan cut through the heart of three established single family neighborhoods, and this changes everything.

And don't forget the flood plane, because that is real.



A map showing a street grid. A large area on the left side is shaded with a red cross-hatch pattern. A diagonal road, N Henderson Ave, runs through this area. A yellow shaded area is located in the center-left, bounded by Melrose Ave to the north and N Henderson Ave to the east. A text box with a black border is overlaid on the map, containing the text: "Over 50% of the land in the proposal is in the Mill Creek Flood Plain." Other streets labeled include Melrose Ave, Cullen Ave, Summit Ave, and N Barrett Ave. A road labeled "ars St" is partially visible on the right side.

Over 50% of the land in the proposal is in the Mill Creek Flood Plain.

Speaking of the flood plain...



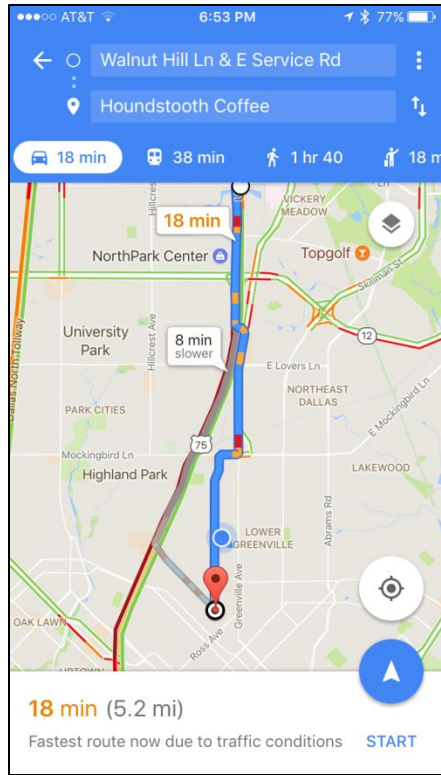
Henderson and Glencoe. BE SAFE!



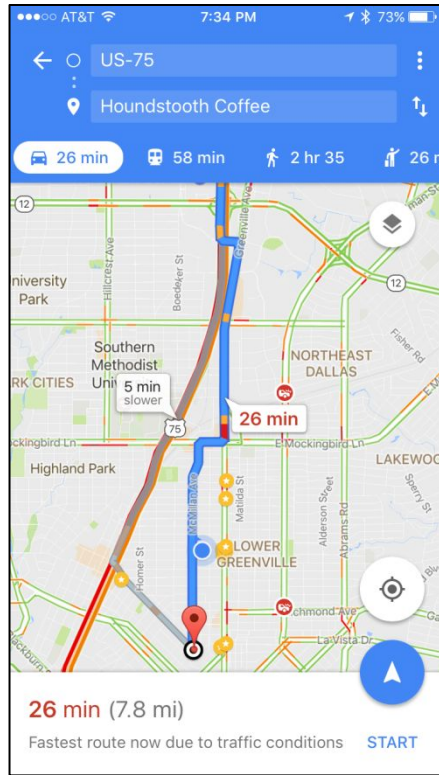
The site's design will exacerbate this flooding. But worse, homes behind the site are not significantly raised. The alleyway cannot be crowned significantly.

Especially in the "divot" portion of the site's eastern wall, the chance of flooding for residential properties, due to backed up water, is severe. There is no place for it to go, and no place to divert it.

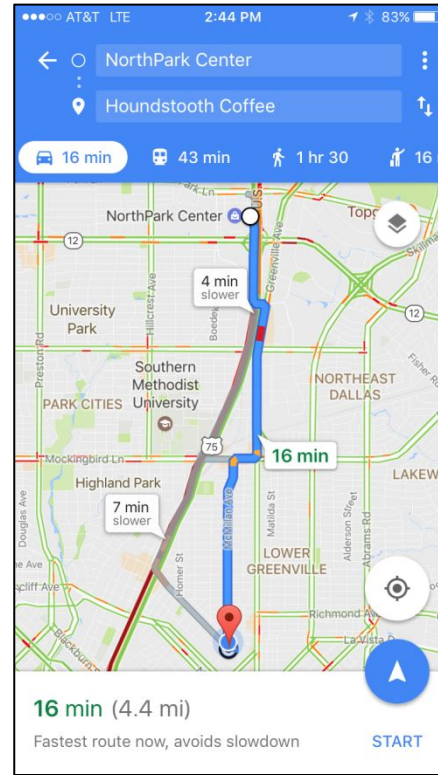




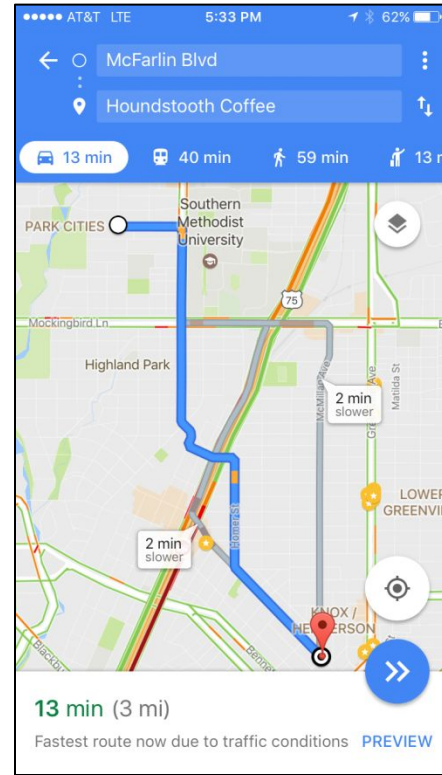
6:53 PM
Saturday
6/3/17



7:34 PM
Saturday
6/3/17



2:44 PM
Sunday
6/4/17



5:33 PM
Sunday
6/4/17

Google Maps is already routing weekend traffic through our neighborhood's streets... this without the additional 6650 cars (a 56% increase) clogging Henderson Avenue from this proposed development.



The Site

Looking SW from Jake's in Subdistrict 3 towards site



Looking NE from proposed site

Glencoe



Looking NE from proposed site

Glencoe

This is typical weekend daytime traffic. This traffic pattern has existed for many years. The applicant purposely DOES NOT ADDRESS the neighborhood's actual traffic patterns in his study, and hopes you won't notice. Instead, he is focusing strictly on drive-time. **OUR QUALITY OF LIFE PROBLEMS are not an issue during drive time.** It is all the other times--evening, weekends, late-night--which this proposal threatens to dramatically escalate. The harm is in the way this proposal's giant parking garage increases traffic and intensity in THREE SUBDISTRICTS, not just this one.



Standing at Belmont looking SE

There is literally not a time on a weekend afternoon when the traffic conditions are such that making a left turn from the subject site would be difficult to impossible, especially competing with right turns from the site's other driveways!!

The applicant didn't study these times of day in his TIA, because he wants you to focus on drive time. But this is when quality of life is important.



Standing at Belmont looking SE



Even in pouring rain after a flood.

All the pretty pictures look great. But the applicant has not compromised one inch on intensity. He has shaved off some parapet walls, knocked off a story and made it up somewhere else...but at no point in time has he actually addressed the single elephant in the living room:

It's just the wrong place for all this intensity. Henderson retail is almost 100% one-story. You can count two story buildings on less than one hand. This IS an upzoning.

You can't put density that snarls four lanes on Knox into a two lane road. All the turn lanes and private roads you can build won't stop the consequences. All the conditions staff can propose won't help. They may help load and unload the site, but you can't bury this basic problem.