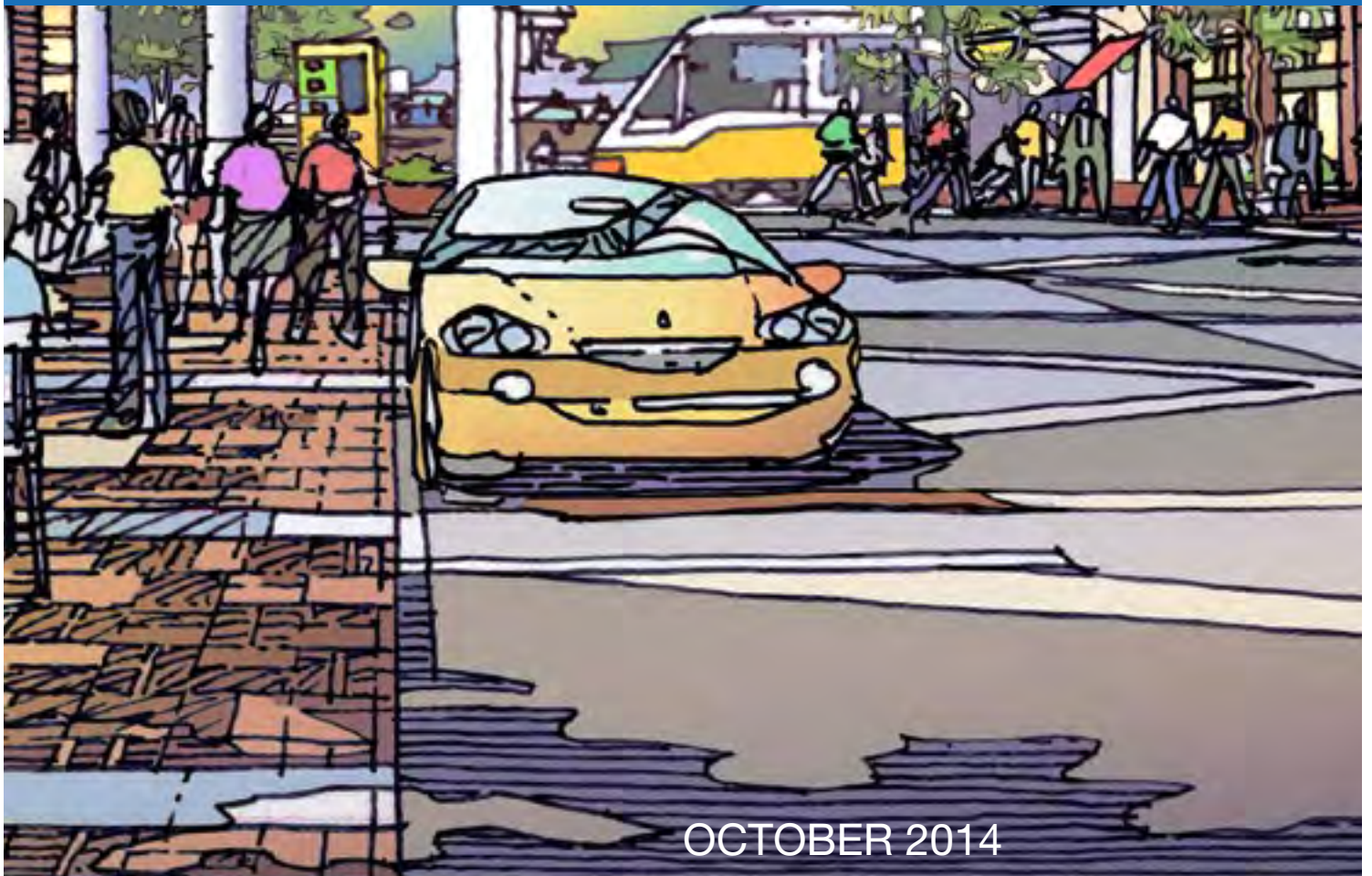




LBJ • SKILLMAN
URBAN PLANNING INITIATIVE STUDY



OCTOBER 2014

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ACKNOWLEDGEMENTS

North Central Texas Council of Governments Staff

Karla Weaver, AICP

Patrick Mandapaka, AICP

City of Dallas Staff

David Schleg, AICP, Sustainable Development and Construction

Luis Tamayo, Sustainable Development and Construction

Sue Hounsel, AICP, Economic Development

Jared White, Transportation Planning

Jason Ney, Parks and Recreation

Tanya Brooks, Transportation Planning

Peer Chacko, AICP, Sustainable Development and Construction

Project Review Committee

Karla Weaver, AICP, NCTCOG

Patrick Mandapaka, AICP, NCTCOG

David Schleg, AICP, City of Dallas

Sue Hounsel, AICP, City of Dallas

Steve Biba, Dallas Area Rapid Transit (DART)

Susan Morgan, Lake Highlands Area Improvement Association

Don Scarborough, Lake Highlands Area Improvement Association

Advisory Committee

Les Hall, Copperfield HOA Crime Watch Chair

Don Scarborough, LHAIA Liason

Kathy Stewart, Lake Highlands Improvement District Land Use Chair

Cindy Causey, LH Media

Kylie Louthan, Regional Manager, Knightvest Property Management

Jill Goad, Director, Feed Lake Highlands

Rebecca Range, Lake Highlands PID Executive Director

Alan Walne, Skillman Corridor TIF Board Member

CONSULTANT TEAM

OMNIPLAN

Tip Housewright, FAIA, Principal-in-Charge

Kevin Glasscock, AIA, Project Manager

Joanna Hampton, AIA, Project Planner

Eurico Francisco, AIA, Project Planner

Jared Rooker, Project Planner

Kimley-Horn

Roy Wilshire, P.E., Principal

Tom Grant, P.E., Project Manager

Ricker Cunningham

Anne Ricker, Principal

GRAM Traffic

Stephanie Swenson, Principal

Public Information Associates

Judy Meyer, Principal

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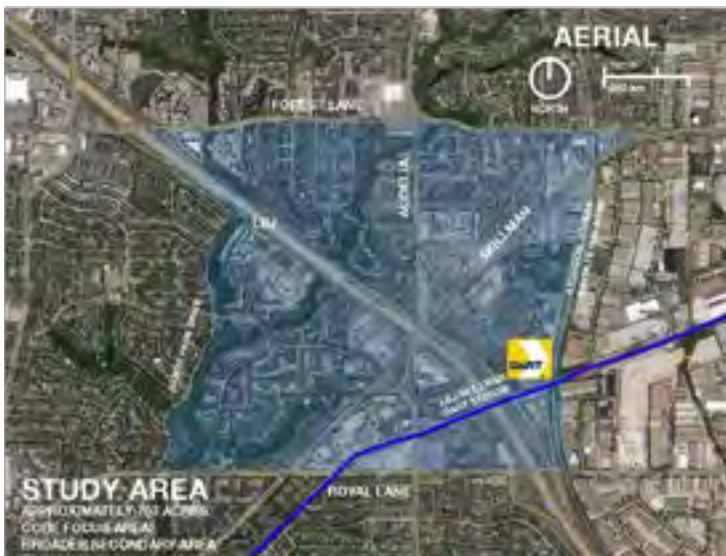
EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

In 2010, a partnership of the Lake Highlands Area Improvement Association and the City of Dallas submitted an application for the LBJ/Skillman Urban Planning Initiative as a part of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council's (RTC) third Sustainable Development Program 2009-2010 Call for Projects. The intent of the Sustainable Development Funding Program is to reduce auto emissions and support sustainable communities in the North Central Texas region. The program is designed to foster growth and development in and around historic downtowns and Main Streets, infill areas, and passenger rail lines and stations. The LBJ/Skillman Urban Planning Initiative study was one of nine planning projects selected for NCTCOG funding. The Skillman Corridor Tax Increment Finance (TIF) provided a local 20% funding match.

NCTCOG issued a Request for Proposals for the planning project in October 2011. NCTCOG, and the City of Dallas, then interviewed a short list of candidates to lead the study, selected the OMNIPLAN team, and the formal study started in August 2012. In addition to the consultant team consisting of OMNIPLAN, Kimley-Horn, Ricker Cunningham, GRAM Traffic and Public Information Associates, the study included representatives from NCTCOG, the City of Dallas, and a Project Review Committee (guidance and supervision) and an Advisory Committee. See Acknowledgements page for a list of representatives.

The LBJ/Skillman intersection is in the northeast portion of the city of Dallas in what is commonly referred to as Lake Highlands (see Map 1.1). The purpose of this study is to identify redevelopment and new transit oriented development opportunities to promote sustainable living, positive economic growth, cultural opportunities and increased safety throughout this strategic focus area as identified in the City of Dallas' Comprehensive Plan, forwardDallas!



SOURCE: OMNIPLAN
MAP 1.1

EXECUTIVE SUMMARY

This document is the result of the study and consists of four main components:

1. Existing Conditions

- Market data, land use and transportation were analyzed and used to inform the Project Visioning and Recommendations.
- In general, this area has a large number of residents under the age of 18 and there is a high degree of ethnic diversity.
- The majority of the land use in the study area is multi-family (mostly apartments along with some condominium and townhouse developments).
- The road network is disjointed and creates points of congestion. Local streets are lacking in the area due to the large number of gated multi-family developments.
- The LBJ/Skillman DART Station anchors one corner of the study area providing easy access to and from the area.
- There are numerous gaps in the sidewalks at the public streets which need to be addressed to provide a safer environment.

2. Public Input

- Surveys, public meetings and a business owner roundtable session were held to ensure the community had a chance to contribute to the shaping of the future vision for the study area.

3. Project Visioning and Recommendations

- The Proposed Vision Plan is a representation of what the area might look like and is the result of input received from community visioning meetings, the project survey, and the analysis of existing conditions by the Consultant Team.
- The realignment of Skillman Street over LBJ is a related, but a separate project by the Texas Department of Transportation (TxDOT).
- The actual timeline for construction of Skillman Street is unknown, so the Vision Plan is presented as two different solutions. The first solution is a short term interim plan based on the current configuration of Skillman and the second solution is a long term plan based on the realignment of Skillman.
- The Proposed Vision Plan consists of recommendations for four organizing elements: Market Analysis, Land Use, Mobility, and Quality of Life.
- The Market Analysis highlights the presence of the DART light-rail transit center as a competitive advantage, offering a unique opportunity for urban housing and a wider variety of retail product types. Proximity to I-635 and existing employment centers supports additional secondary office space.
- The Land Use recommendations include ideas about future development of property that is currently undeveloped, like the DART light rail station site and the properties that are created with the realignment of Skillman, as well as redevelopment of existing properties.
- The Mobility recommendations address the movement of people in the area by light rail, automobile, pedestrians, and bicycles.
- The Quality of Life recommendations show ideas related to parks/open space, hike/bike trails, and connection to the nearby Richland College Campus.

4. Implementation and Project Opportunities

Implementation priorities are recommendations that are deemed necessary to help the Vision Plan achieve success. Action items associated with these priorities include:

- Economic Development
 - Creation of a Lake Highlands Business Coalition / Chamber of Commerce.
 - Area marketing initiative.
 - If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.
 - Pursue public and private financing mechanisms to implement catalyst site development.

- Land Use, Urban Design and Zoning
 - The Vision will be used as an area Land Use guide.
 - Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.

- Transportation
 - Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.
 - Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.
 - Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape are present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.
 - Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.

The Strategic Opportunity Vision Area plans shown, in Chapter 6, are graphic illustrations of what targeted sites within the study area might look like. These sites were selected for their strategic location and their potential to be a catalyst for redevelopment in the core focus area and as well as the larger study area. These vision area plans are generic in nature and are intended to reflect the type of development, and redevelopment, desired in the area. These layouts reflect the vision of the community and represent what could potentially happen in the future if property owners desire to redevelop their properties. Included with these vision area plans are renderings showing the possible massing and potential architectural character for each targeted site.

This document represents the vision of the community and is to be used as a long term guide for decisions that will affect the development and redevelopment opportunities for the study area.

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INTRODUCTION

Project Introduction

Project Overview

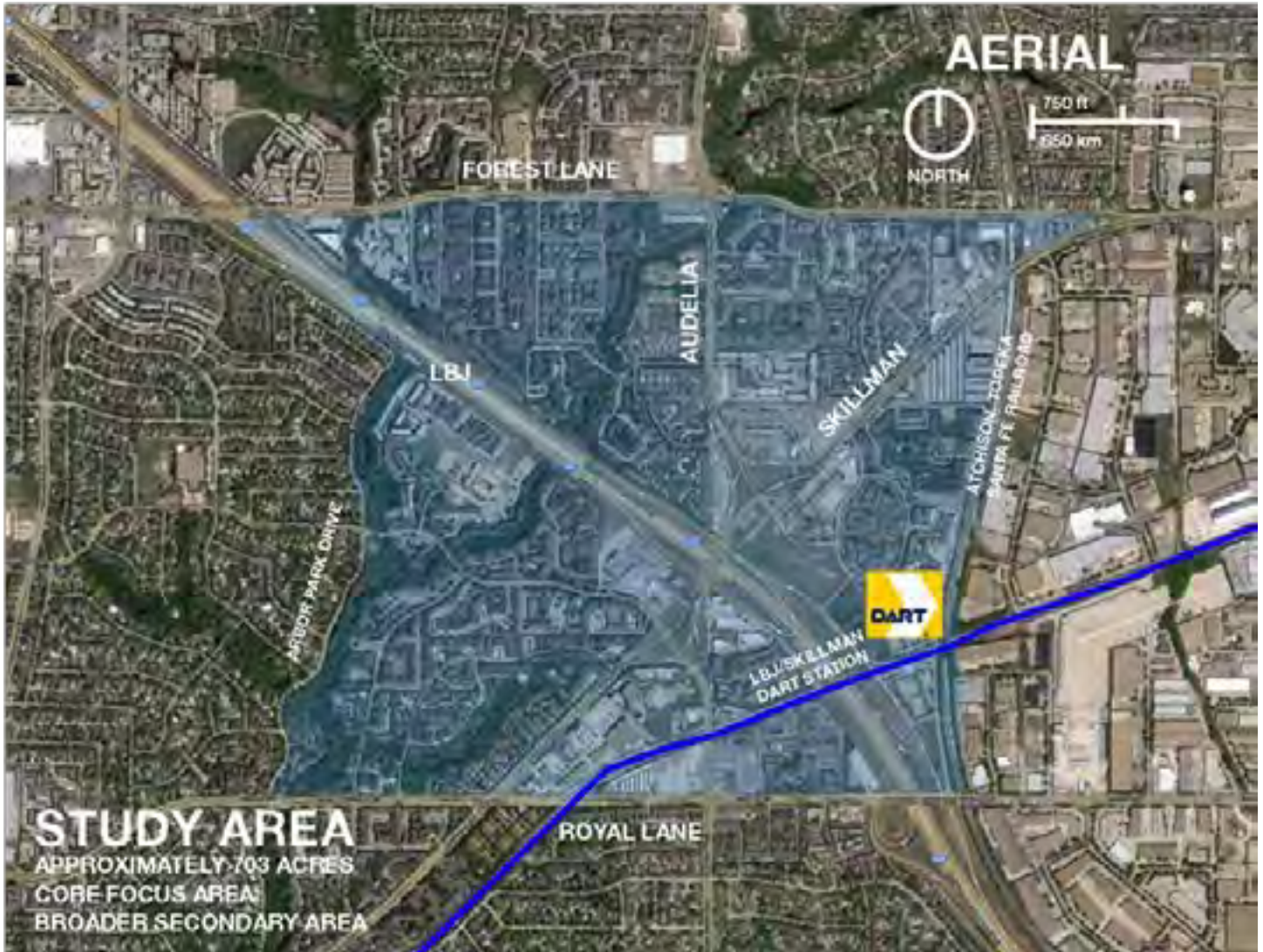
Planning Process

PROJECT INTRODUCTION

The purpose of the LBJ/Skillman Urban Planning Initiative is to identify redevelopment and new transit oriented development opportunities to promote sustainable living, positive economic growth, cultural opportunities and increased safety throughout this strategic focus area as identified in the City of Dallas' Comprehensive Plan, forwardDallas! The planning project includes an analysis of current and future demographics and DART ridership, allowable density and the current and possible mix of uses. The study identifies park, open space and hike/bike trail opportunities, and public facility needs. The plan also includes design recommendations to maximize access to DART rail and potentials for pedestrian circulation; identifies and evaluates area land use; and illustrates proposed pedestrian atmosphere and architectural character for the study area.

The study also provides a framework for coordinating existing planning and development initiatives, identifies opportunities and implementation steps to encourage more sustainable development with an emphasis on transit-oriented development around the LBJ/Skillman DART station, enhancing pedestrian and bicycle connections, job creation, and recreational and cultural opportunities.

In 2010, the North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council (RTC) approved \$44.8 million for their third Sustainable Development Program Call for Projects. The Sustainable Development Funding Program is intended to promote development that reduces the overall demand for transportation infrastructure and improves air quality. The call for projects included an application for the LBJ/Skillman Urban Planning Initiative, which was selected for NCTCOG funding. The application was a partnership of the Lake Highland Area Improvement Association (LHAIA) and the City of Dallas. The Skillman Corridor Tax Increment Finance (TIF) also provided a 20% grant funding match.



SOURCE: OMNIPLAN
MAP 2.1

STUDY AREA

The project area is approximately 703 acres and is bounded by Forest Lane on the north, Royal Lane/LBJ on the south, Atchison, Topeka & Santa Fe railroad tracks on the east, and Arbor Park Drive on the west. The study area is divided into a “core focus” area encompassing the LBJ/Skillman DART Station and LBJ/Skillman intersection, then a “broader secondary” area for the remainder of the study boundary. The study area is highlighted in the illustration above.

The Skillman Street realignment was the catalyst for the study. Begun as a community-led initiative, this study seeks to address the underutilized land, vacant retail, isolated DART station and confusing traffic patterns currently present within the study area.

PROJECT GOALS

Identify redevelopment opportunities in the context of both the current and the future roadway alignments.



Source: YELLOW108

Identify new transit-oriented development opportunities with an emphasis on sustainability.



Source: EV World

Evaluate area land use.



Source: Turner Construction

Enhance pedestrian and bicycle connections.



Source: DDOTDC

LOCATION AND SURROUNDINGS

In the early 1940's, the area was mostly agricultural use. By the mid 1970's, LBJ had been constructed, Skillman and Audelia were designed and built so they did not intersect directly on top of LBJ, and single-family residential was being built in the area. The entire area was built out by the 1980's and most of what you see on the ground today was constructed by then.

The predominant land use is multi-family and commercial. Most of the multi-family units are two story apartment buildings that were built for single use individuals. These apartment buildings weren't built with families in mind so the area lacks infrastructure and basic community needs like open space, parks, libraries, etc. Commercial and Retail uses are mostly located along Skillman Street and the Skillman / LBJ intersection.



1942



1972



1984

2001 DART station area plan

2006 District 10 Strategic Plan

Identifies the LBJ/Skillman area as “Focus Area #2: Forest/LBJ/Central Triangle”, with a specific implementation item to develop “A plan that guides the development of an urban neighborhood providing opportunities for innovative development that achieves the community’s vision.”

2006 forwardDallas! Comprehensive Plan

The city-led, citywide comprehensive plan identifies the LBJ/Skillman area of Dallas as having significant future transit-oriented Development opportunities around the DART LBJ/Skillman station.

2007 Lake Highlands Area Improvement Association (LHAIA) Vision included consultation with Texas Department of Transportation (TxDOT Consultation).

2008 NCTCOG Traffic Modeling (TxDOT Consultation) on preferred Skillman realignment scheme.

2009 Environmental Impact Report

2011 Preliminary Engineering on Skillman Bridge over LBJ (TxDOT). NCTCOG Sustainable Projects Application (This urban planning initiative study)

AREA ASSETS

- DART station
- Richland Community College campus
- Lake Highlands town center
- White Rock hike & bike trail extensions
- Existing Public Improvement District (PID) & TIF districts to fund area improvement projects and incentives for new development or redevelopment



PLANNING PROCESS

A Project Review Committee, made up of representatives from NCTCOG, the City of Dallas, DART, and the Lake Highlands Area Improvement Association, oversaw the planning effort of the consultant team. This committee provided valuable feedback at key points in the planning process. The Advisory Committee was made up of individuals who represented a diverse range of public and private interests. In addition to being a sounding board for the consultant team, they also helped to facilitate community involvement, evaluate area data, refine plan goals.



The Planning Initiative project was kicked-off in August 2012. Initial project activities included preliminary research and collection of data related to existing demographics, land use, housing, retail and transportation data. After the initial project activities were completed, additional research was done on current and future market and development conditions.



PHOTOS FROM JANUARY COMMUNITY VISIONING EVENT

A survey was conducted at the end of 2012 and the first part of 2013 to get feedback from the community on transportation used in the area, characteristics to preserve, improve or enhance, and what level of density would be supported. A local business owner roundtable was conducted in March 2013 to gather input to assist the planning effort.

A Community Visioning Event (CVE) was held in January 2013 where existing conditions were presented along with preliminary project visioning and concept imagery. Feedback received at the CVE was compiled and analyzed to develop Preliminary Implementation Recommendations. A follow-up CVE was held in mid May to present the Preliminary Recommendations. Input and comments from the second CVE was then used to influence the recommendations in this final project report.

The report was then presented to the Urban Design Subcommittee for review prior to being submitted to the Dallas City Plan Commission and City Council in the first part of 2014.



SOURCE: OMNIPLAN
MAP 2.2

CORE FOCUS AREA

The existing Skillman Street / Audelia road alignment is a very confusing network of streets that has contributed to the underutilization of the adjoining land. This area is a major gateway to Lake Highlands as many individuals in Garland and other communities to the Northeast travel through this intersection on their way to Downtown Dallas. This study looks at redevelopment opportunities at the core area under two scenarios.

The first scenario being the realignment of Skillman which would simplify traffic flow in the area and capture underutilized land for development opportunities and create new green space.

The second scenario is based on the existing alignment of Skillman should the realignment not happen for a number of years.

This study also looks to leverage the existing isolated DART station and vacant surrounding land to maximize the key asset in the area.

EXISTING CONDITIONS

Summary

Market Data

Land Use

Transportation

SUMMARY

A number of existing conditions within the study area were analyzed as part of the overall planning study. These conditions included market data, land use, and transportation, all of which were used to inform the Project Visioning and recommendations.

Market data consisted of demographic characteristics; population, household, ethnicity, and the like. In general, this area has a higher number of residents under the age of 18 (school age children), and it has a significantly higher share of non-family households, than the City of Dallas population or the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA). The area also has a high degree of ethnic diversity. Additional detail on the items above is included in this section of the report and the full Market Analysis is located in Appendix 1.

The predominant land use in the study area is multifamily. The majority of the multifamily units are apartments but there are pockets of condominium and townhouse developments. The study area also has a significantly higher housing vacancy rate than the City or MSA, a condition indicative of aging areas.

Under transportation, the following networks were analyzed: road, transit, and bicycle/pedestrian. Traffic counts were taken at key locations to understand capacity and use. In general, the road network is very disjointed and creates points of congestion. Also, local streets are lacking in the area due to the large number of gated multifamily developments. The LBJ/Skillman DART Station anchors one corner of the study area providing easy access to and from the area. There are numerous gaps in the sidewalks at the public streets which need to be addressed to provide a safer environment and a better quality of life for the community.

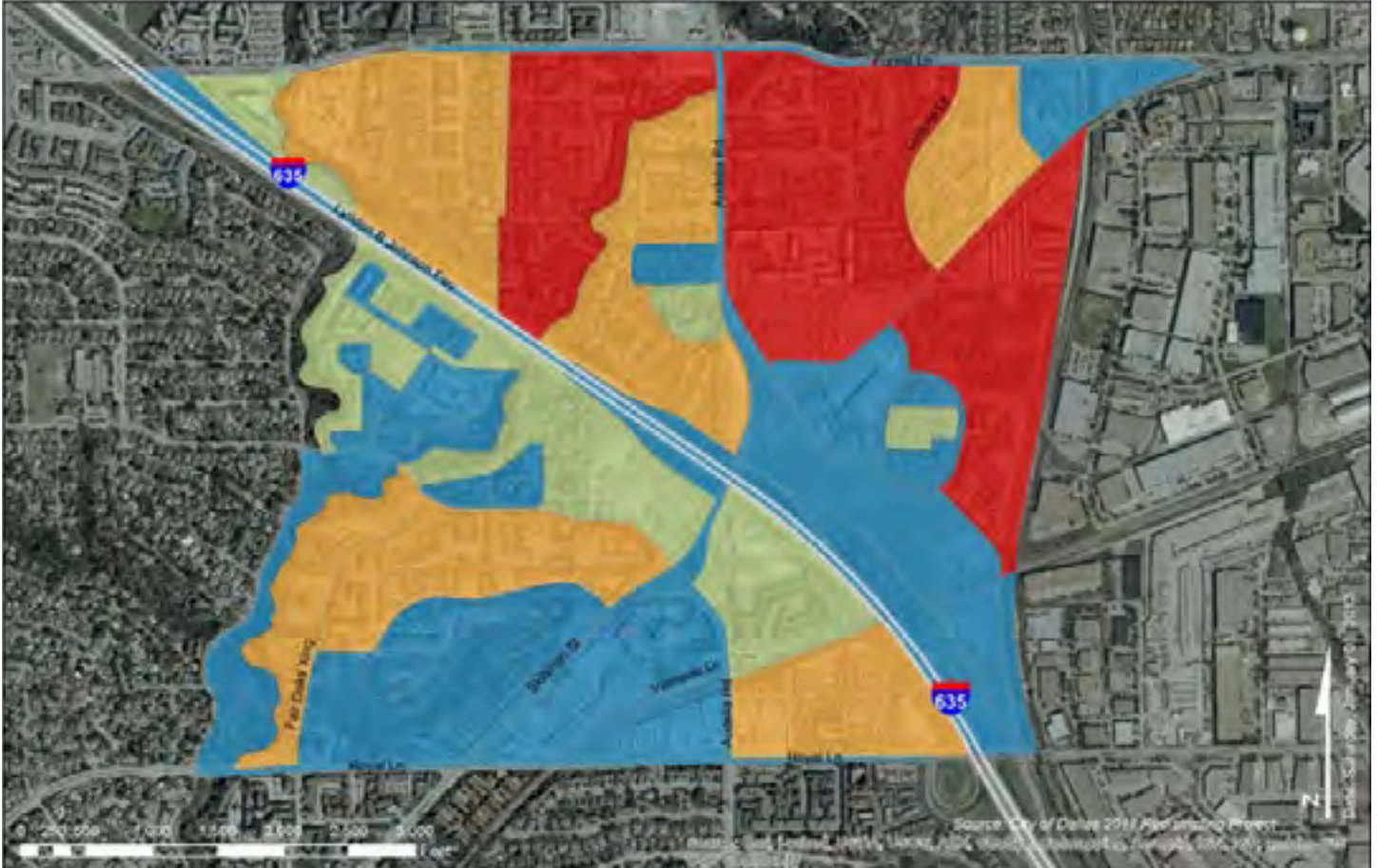
DEMOGRAPHIC DATA - METHODOLOGY

Demographic Characteristics

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following maps highlight conditions that could affect development demand within the LBJ/Skillman Study Area over the next several years. Demographic indicators are illustrated at a block group level of geography.

Property Characteristics

The purpose of illustrating property conditions beyond those obvious through visual inspection is to understand impacts which will, nonetheless have an economic impact on future investment and reinvestment decisions. Presenting the information in this manner will assist in advancing an understanding of potential challenges to, and opportunities for, reinvestment or new investment. It also helps to set the stage for stakeholder awareness (what is possible given existing “realities”). Property characteristics are illustrated at a parcel level of geography.



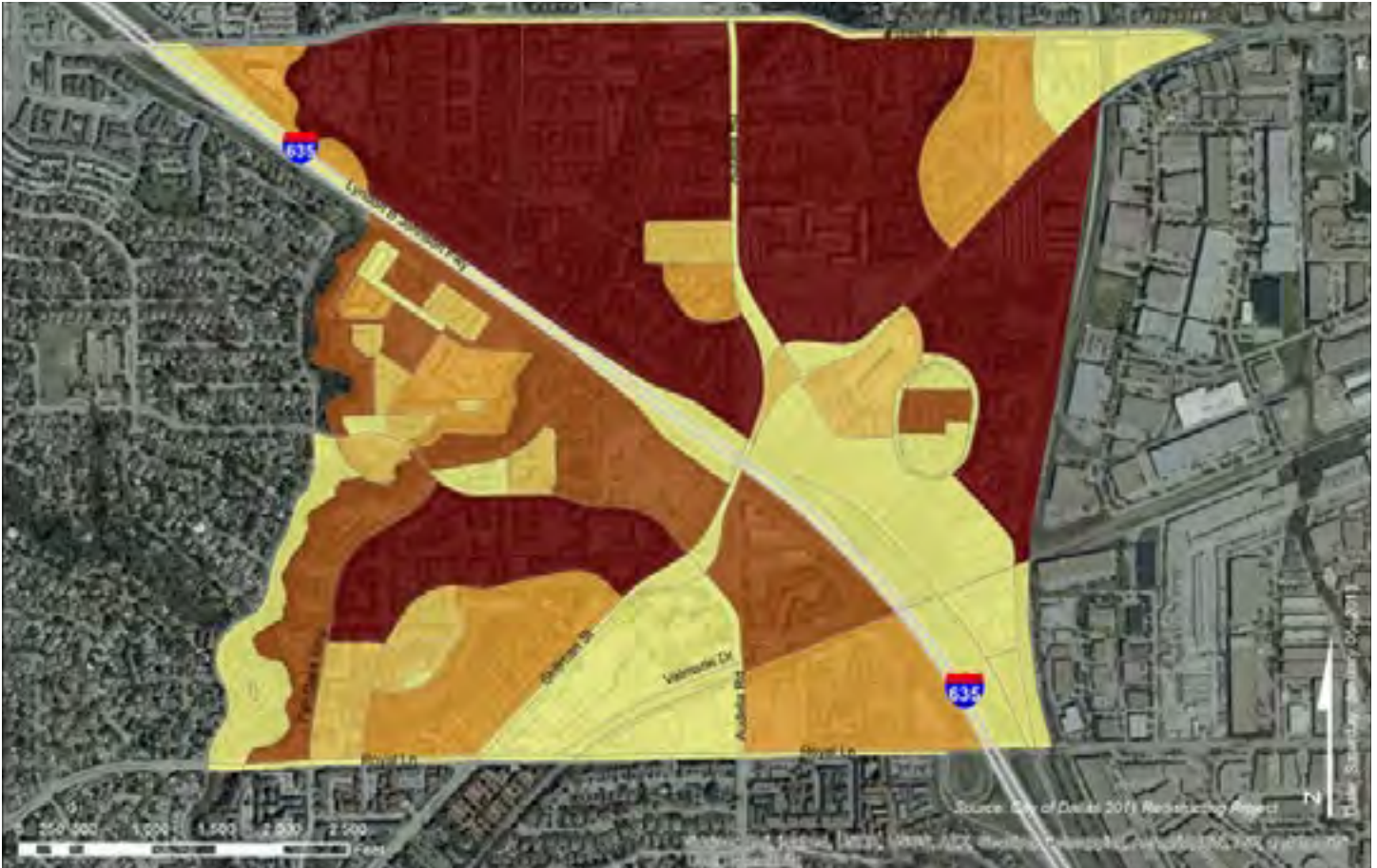
SOURCE: OMNIPLAN
 MAP 3.1

DEMOGRAPHIC DATA - POPULATION

Residents under the age of 18 represent 28.6% of the total Study Area population (estimated at 17,040 in 2010) compared to 18.3% of the City of Dallas population. The Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) estimate for this same age group is more closely aligned with the City figure at 19.9%.

The larger percentage of younger residents suggests a higher concentration of “school age” children in the Study Area. Interestingly, as shown in the Non-Family Households Map, despite the high number of children, 51.0% of Study Area households are non-family.





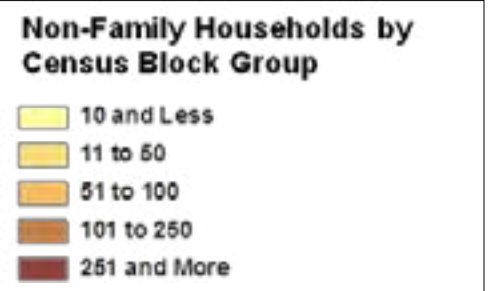
SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
MAP 3.2

DEMOGRAPHIC DATA - HOUSEHOLD

Of the Study Area's 7,855 households, a significantly higher share are non-family households (51.0%) than either the City (43.1%) or the MSA (30.6%).

This is relatively typical of an area with a high share of multifamily housing and ethnic diversity, yet less typical in an area with a lower median age resulting from higher percentages of residents under age 18.

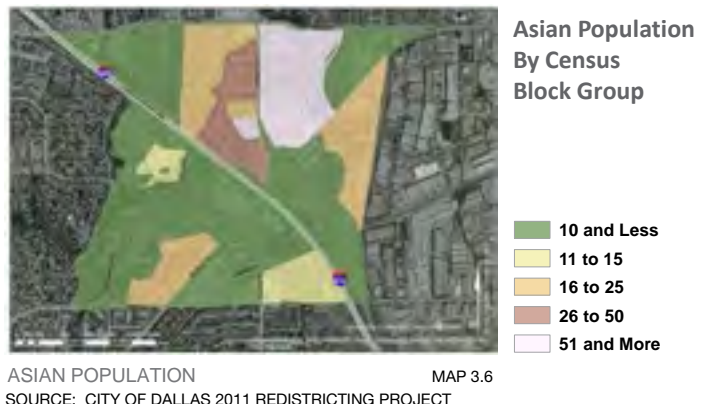
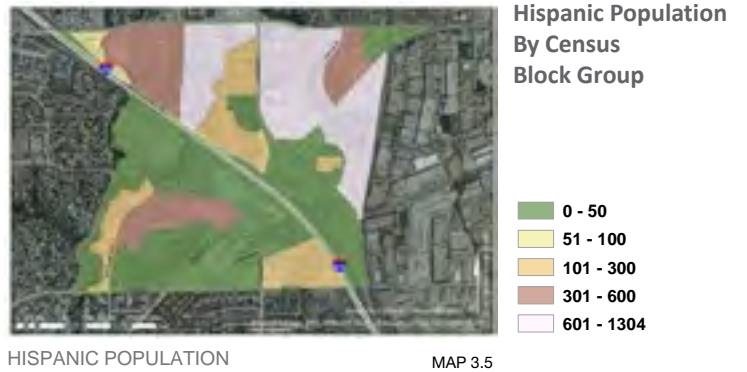
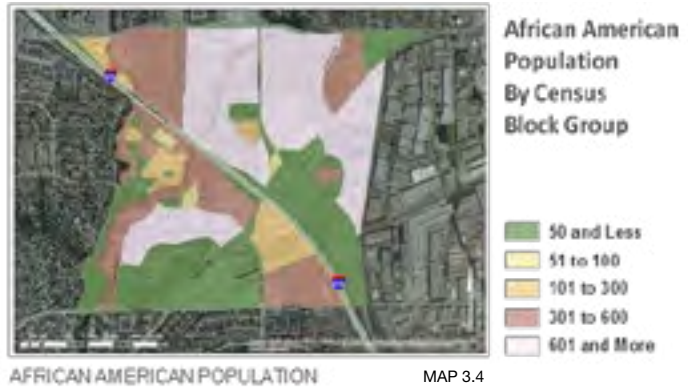
The Census definition of a nonfamily household is one that consists of a person living alone or a householder who shares the home with nonrelatives only, e.g., with roommates or an unmarried partner.



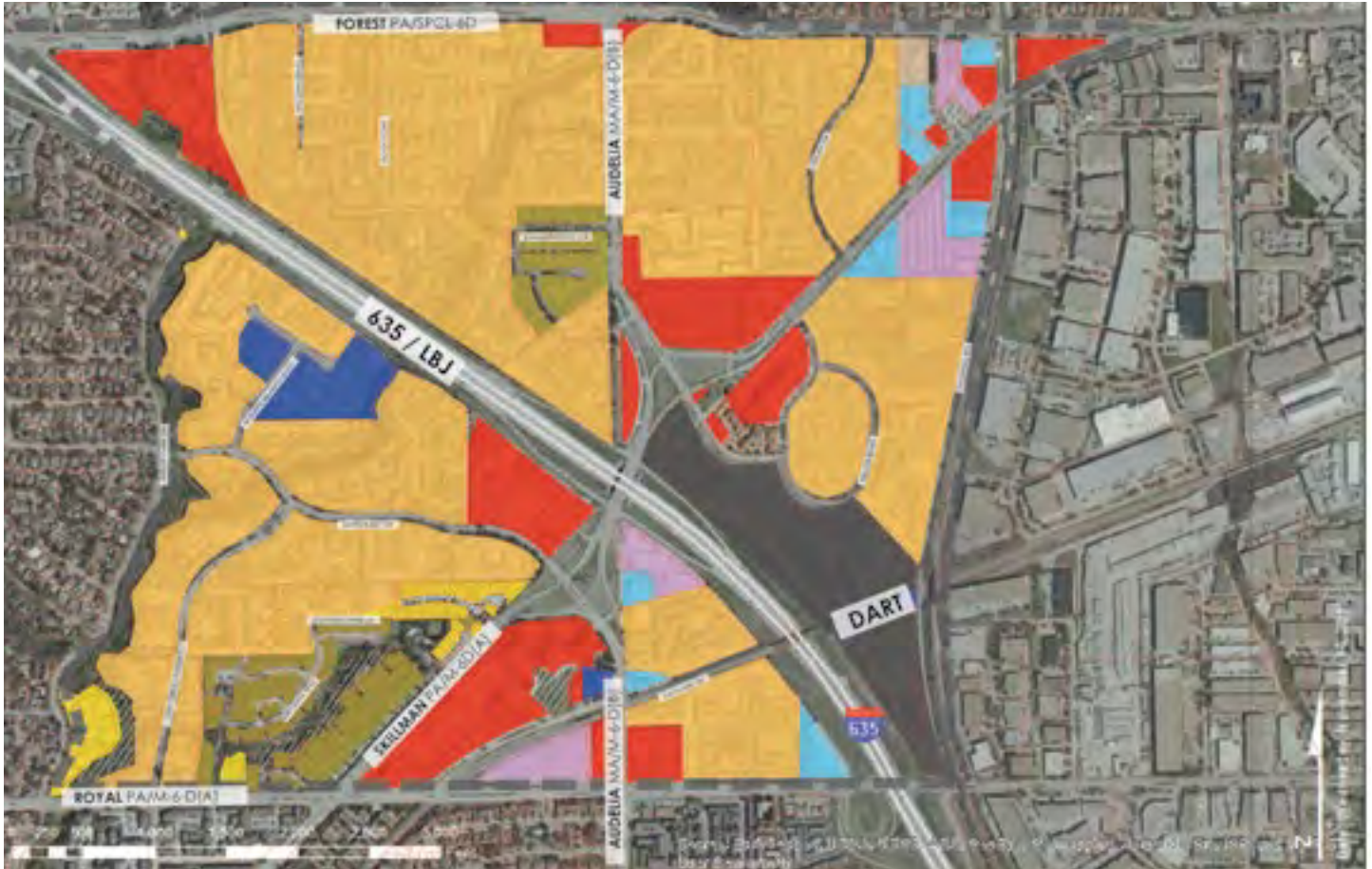
DEMOGRAPHIC DATA - ETHNICITY

The Study Area illustrates a high degree of ethnic diversity. It has a lower Hispanic population (30.4%) than the City (41.6%), but higher than the MSA (26.6%), and has a significantly higher African-American population (55.2%) than either the City (24.4%) or the MSA (14.6%). The Asian population in all three areas is similar ranging from 2.2% to 5.1% of the total population. In none of the block groups does the White population represent a majority of the residents.

Ethnic diversity has multiple implications for redevelopment and new investment. Ethnic retailing has become a prevalent trend in the MSA, as developers and retailers re-direct product types to attract different ethnic groups. Housing products are also changing to accommodate ethnic lifestyles.



SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT



SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
MAP 3.7

EXISTING LAND USE

Predominantly

- Multi-Family ~58% of total study area
- Commercial ~13% of total study area
- Some single-family ~7% of total study area
- Mixed-Use ~3% of total study area

Property Characteristics

The purpose of preparing the map above is to highlight property conditions that may not be obvious from visual inspection, but nonetheless impact investment and reinvestment decisions. This information will assist in identifying and locating potential challenges to, and opportunities for, reinvestment or new investment. It will also help to set the stage for stakeholder involvement (what is possible given existing “realities”). This degree of vacancy will continue to exert downward pressure on both rental rates and levels of home ownership in the Study Area.

Existing Land Use

Predominant existing land uses in the Study Area are multifamily, commercial, and mixed-use, with a sizable amount of vacant property. For the most part, commercial uses are concentrated along corridors such as I-635 and Skillman Street. The largest concentration of vacant property is located along I-635 southeast of Skillman Street. It is very likely the single-family areas will not change in land use type over time. There may be improved single-family units over time via “teardowns” and newer, modern single-family units as seen in other parts of Dallas.

LEGEND	
[Red square]	COMMERCIAL
[Orange square]	LODGING
[Yellow square]	MIXED USE
[Light blue square]	MULTI-FAMILY
[Dark blue square]	OFFICE
[Grey square]	PARKING
[White square]	VACANT
[Pink square]	WAREHOUSE/DISTRIBUTION
[Black square]	PRIVATE OPEN SPACE
[Blue square]	PUBLIC & INSTITUTIONAL FACILITIES
[Green square]	PUBLIC OPEN SPACE
[Light green square]	SINGLE-FAMILY ATTACHED
[Yellow-green square]	SINGLE-FAMILY DETACHED
[Light grey square]	TRANSPORTATION
[Light orange square]	UTILITY



SOURCE: OMNIPLAN
 MAP 3.8

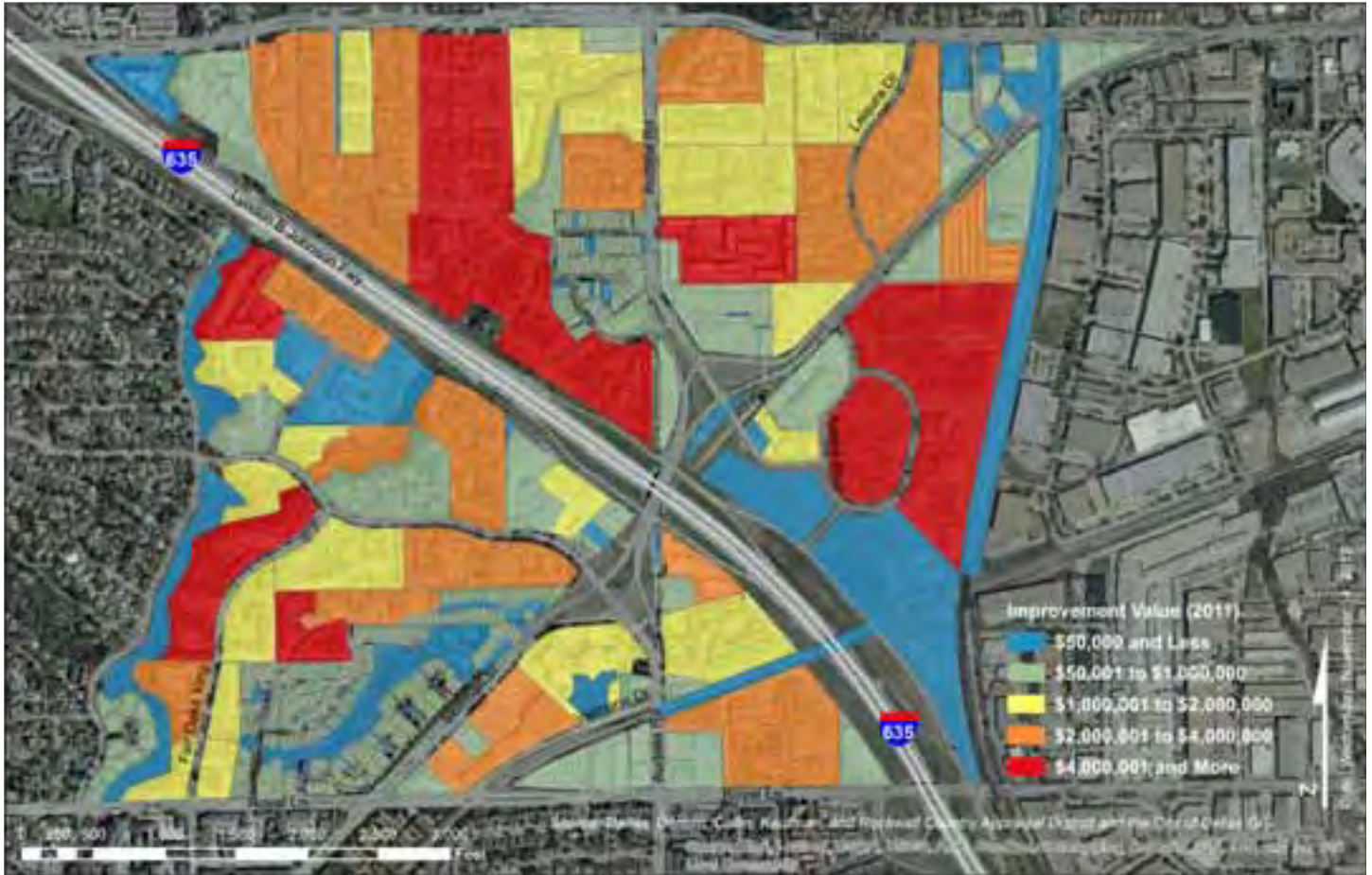
EXISTING RESIDENTIAL OWNERSHIP

In addition to apartment buildings, within the study area there are some single-family and townhouse/condominium developments. The map above shows the properties that have residential ownership. While the properties that are currently occupied by apartment buildings are candidates for potential redevelopment, the properties with single-family and townhouse/condominium developments are not. With townhouse and condominium projects, there are a multitude of individual owners and it is highly unlikely that someone will be able to purchase all units to assemble a property for redevelopment.

The areas currently occupied by apartments is where the vision plan sees opportunity for redevelopment. In general, the community has shown support for higher density in the study area. As the existing ageing apartment communities near the end of their lifespan,

ACRES		LEGEND	
A - 3.57	F - 14.6		SINGLE FAMILY
B - 4.3	G - 8.75		TOWNHOUSE/CONDO.
C - 10.8	H - 43.3		
D - 10.15	I - 6.23		
E - 10.75			

these properties are envisioned to be areas of opportunity for redevelopment with three to four story residential properties. Along with this redevelopment would come desired infrastructure to support them - open space, streets and sidewalks. With the buildings being more stories in height, they will take up less land which can be used for this valued infrastructure.

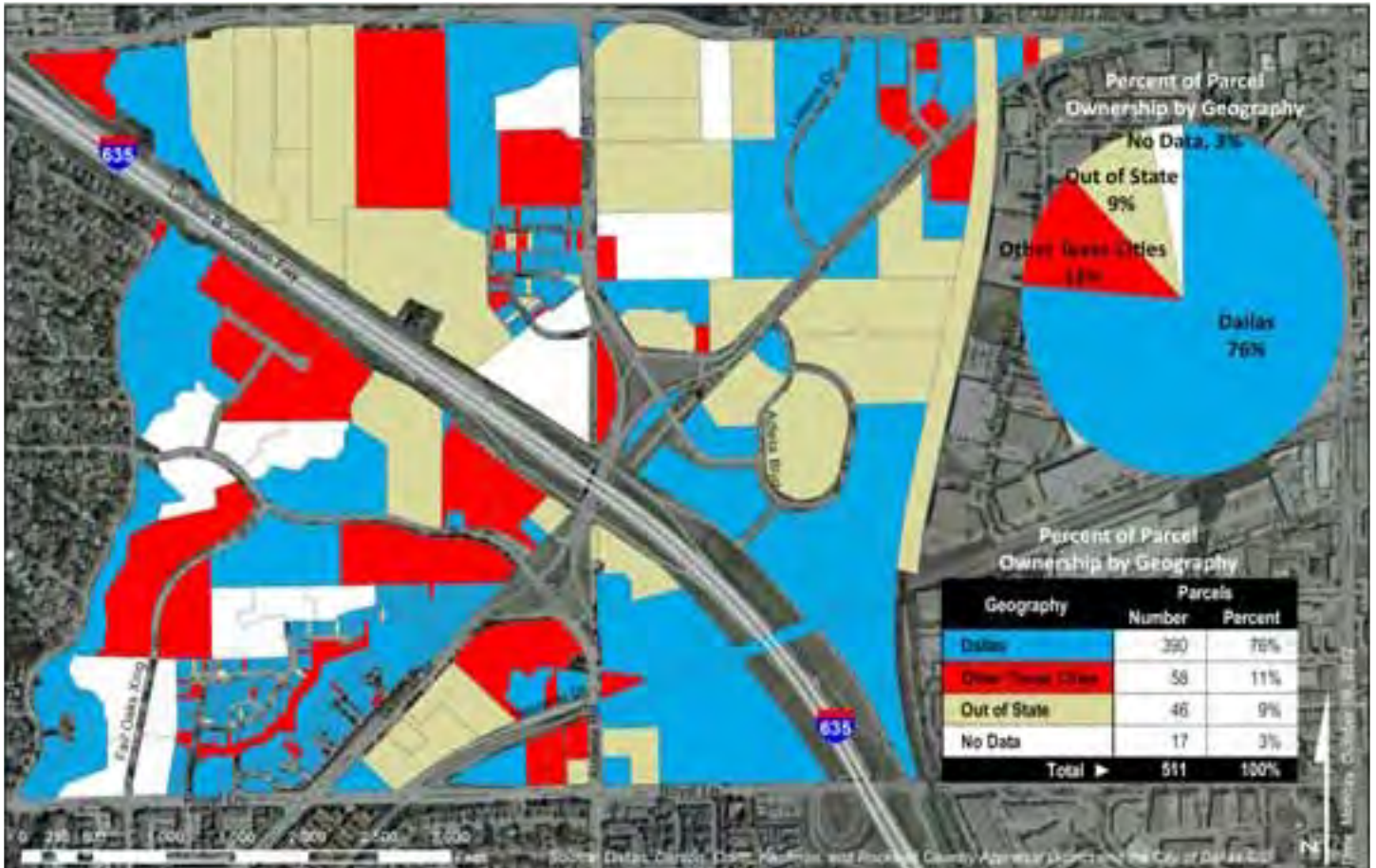


SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
MAP 3.10

IMPROVEMENT VALUE

This map shows where investment values are concentrated within the Study Area. A relatively high percentage of Study Area parcels have a lower value (<\$1 million), indicating a large share of smaller businesses, as well as vacant and under-utilized parcels.

Higher-value (and perhaps newer) investment is concentrated on the north side of I-635. Early redevelopment opportunities will likely occur on properties with a lower acquisition price, assuming favorable ownership conditions (willing sellers).



SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT MAP 3.11

PARCEL OWNERSHIP

In any revitalization area, a strong presence of local property ownership is desirable (typically higher attention to investment rather than a piece of larger portfolio).

In the Study Area, Dallas property owners comprise 76% of Study Area parcels, with other Texas cities having another 12% of Study Area acreage. Only 9% of properties are owned by out-of-state interests suggesting a favorable condition for reinvestment from an ownership standpoint (only).

While there is a high degree of local property ownership in the Study Area, that ownership is relatively fragmented. This presents a challenge to property assemblage, which, in turn, could result in higher redevelopment costs.

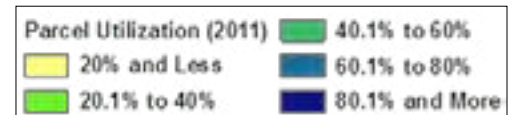


SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
 MAP 3.12

PARCEL UTILIZATION

Parcel utilization is one of the most effective measures of an area’s “ripeness” for revitalization and/or redevelopment. This measure calculates the ratio of improvement value to total value at a parcel level, showing where land values may have a disproportionate impact on total value.

These properties often become targets for redevelopment or assembly for new development. The Study Area shows a relatively high percentage of property could be considered “under-utilized” (i.e., improvements represent less than 60% of total value), typical of an area ripe for redevelopment and revitalization.



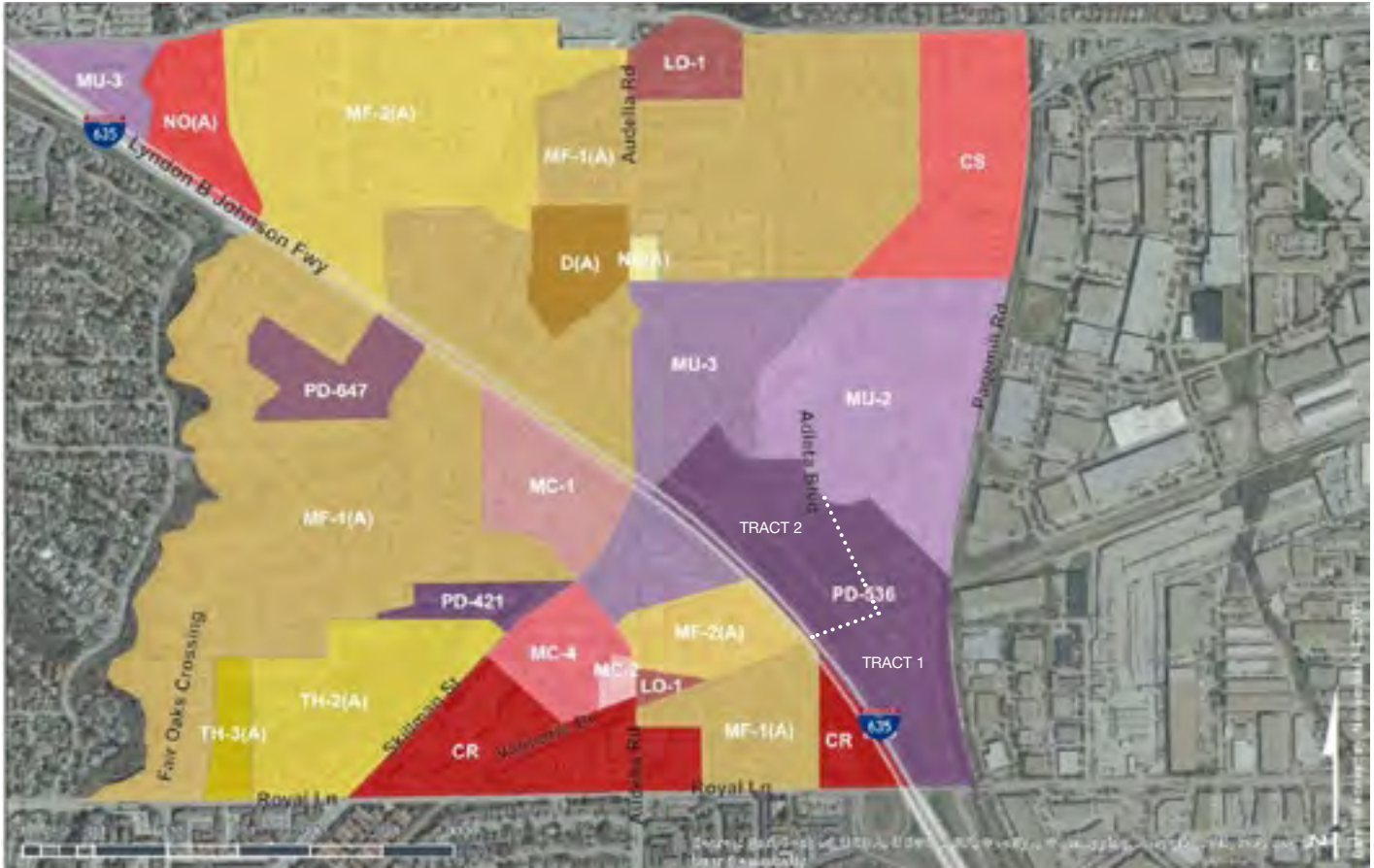


SOURCES: CITY OF DALLAS 2011 REDISTRICTING PROJECT
MAP 3.13

OWNERS OF LARGE PARCELS AND MULTIPLE PROPERTIES

Among the 511 parcels which comprise the Study Area, there are 442 distinct property owners. Twenty-nine (29) entities own more than one parcel, one owns 16 and two own 7 each. The acreage held in combined ownership totals approximately 216 acres or 38% of the Study Area.





SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
 MAP 3.14

EXISTING ZONING

The existing zoning is a mix of residential and commercial zoning at major intersections and roadways. The residential is dominated by multi-family with areas of townhouse and some multi-family zoning developed as single-family. A copy of the City of Dallas Zoning District Standards is provided in Appendix 2.1.

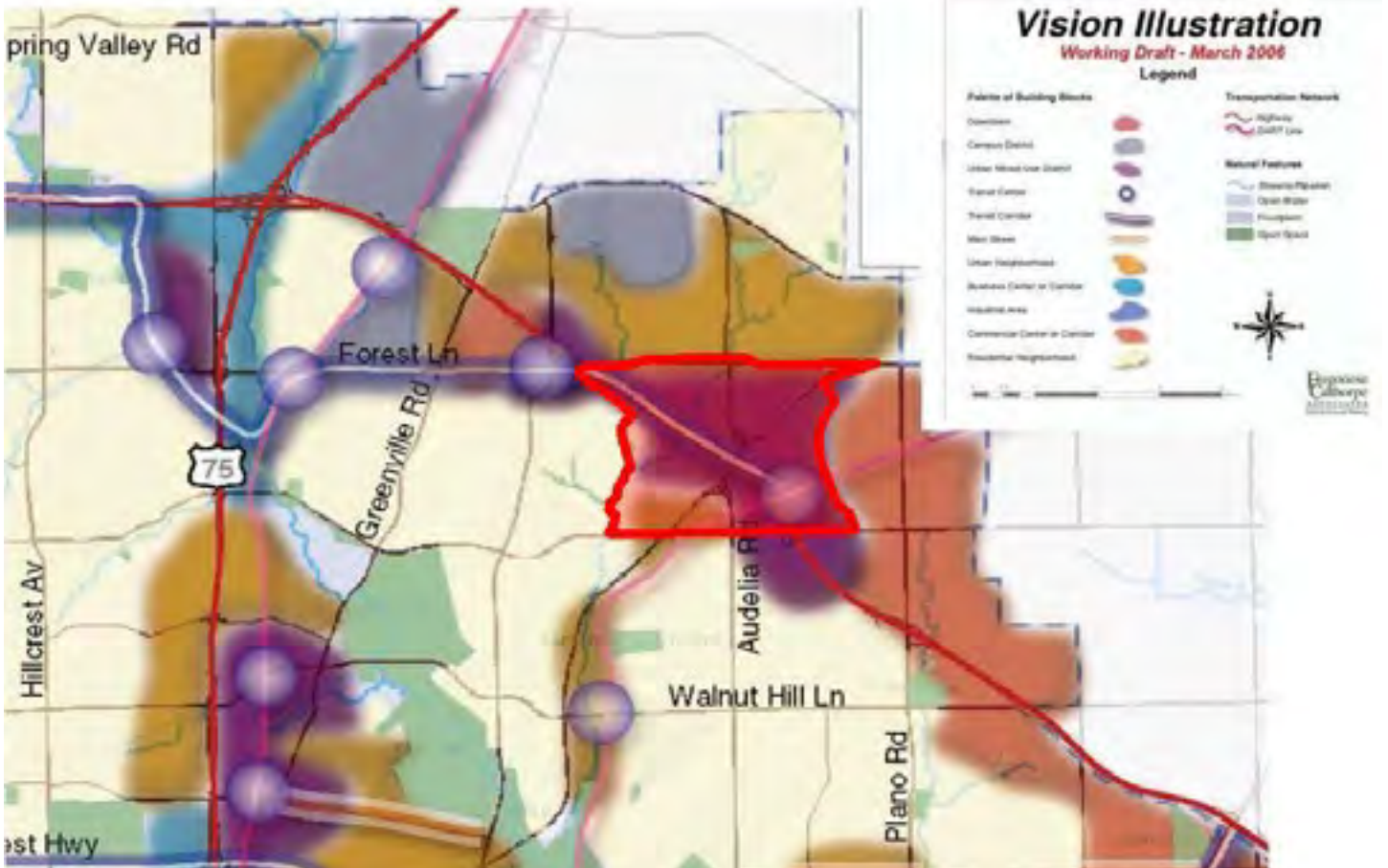
There are 3 existing Planned Development districts included in the study area: PD-421 creating a low density single-family residential community, PD-647 for a public school serving the area or future residential use and PD-536 centered around the DART light rail station which anticipates future medium-density transit-oriented mixed-use development. A copy of these three PD's is provided in Appendix 2.2.

PD-536 zoning includes provisions for the DART light rail station development (Tract I) including parking and roadway improvements, as well as, provisions to

LEGEND	
[Red Box]	COMMERCIAL
[Yellow Box]	LODGING
[Light Blue Box]	MIXED USE
[Orange Box]	MULTI-FAMILY
[Light Green Box]	OFFICE
[Dark Grey Box]	PARKING
[White Box]	VACANT
[Pink Box]	WAREHOUSE/DISTRIBUTION
[Black Box]	PRIVATE OPEN SPACE
[Blue Box]	PUBLIC & INSTITUTIONAL FACILITIES
[Light Green Box]	PUBLIC OPEN SPACE
[Yellow Box]	SINGLE-FAMILY ATTACHED
[Light Yellow Box]	SINGLE-FAMILY DETACHED
[Grey Box]	TRANSPORTATION
[Light Orange Box]	UTILITY

encourage retirement housing and mixed-use development (Tract II).

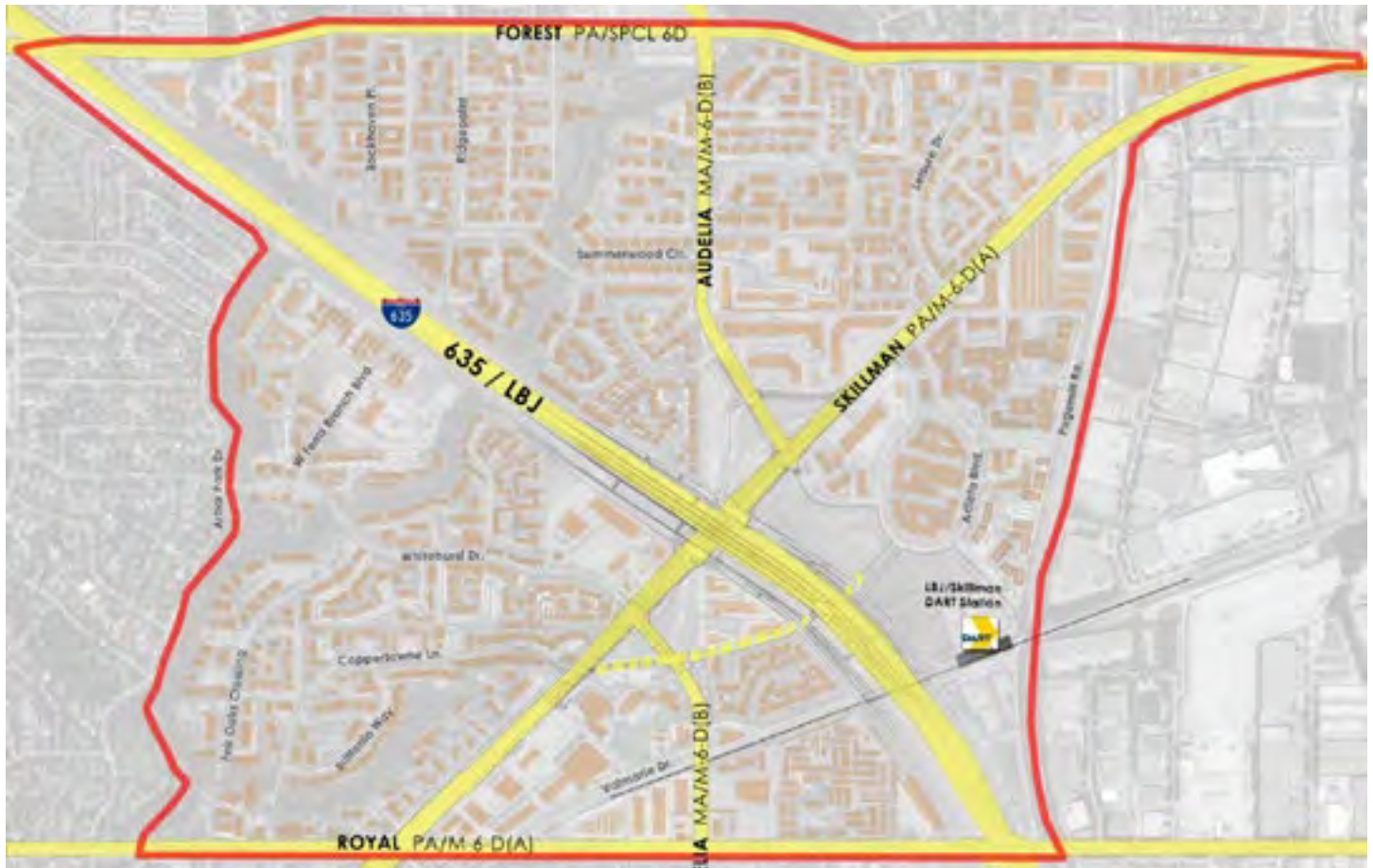
EXISTING CONDITIONS



SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT
MAP 3.15

FUTURE VISION ILLUSTRATION

The forwardDallas! Vision Illustration indicates a receptive context for mixed use and a more urban environment around the existing DART Light Rail and LBJ/Skillman exchange.



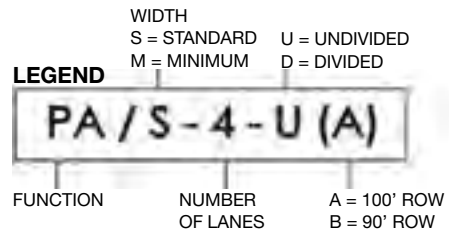
SOURCE: CITY OF DALLAS THOROUGHFARE MAP GRID MAP 3.15

ROAD NETWORK

The road network within the study area is very discontinuous, which forces most of the traffic onto a few roadways and creates focal points of congestion. Dallas generally has a hierarchy of north/south and east/west gridded network of streets that include arterials, collectors, and local streets, which is lacking within the study area.

In this area, the local streets are largely replaced by private streets for gated apartments, which is the dominant land use. No collectors exist, but a few local streets provide connections to the arterials to disperse traffic.

The four existing thoroughfare roadways are shown on the exhibit (Forest Lane, Royal Lane, Skillman Street, and Audelia Road). Forest Lane and Royal Lane are east/west Principal Arterials that create the north and south boundaries of the study area; they are both built out to their ultimate designation as six-lane divided roadways. LBJ Freeway cuts the study area in half at a 45 degree



angle, with only one vehicular crossing at the Skillman/Audelia interchange. When LBJ was constructed, it crossed at the Skillman / Audelia intersection, which was reconfigured to combine Skillman and Audelia into one roadway at a grade-separated interchange over LBJ. Audelia runs north-south and is a Minor Arterial that is built out to its ultimate designation as a six-lane divided roadway. Skillman Street is a Principal Arterial built to its ultimate designation as a six-lane divided roadway.

The exhibit labels each of the City of Dallas thoroughfare roadways within the study area, with the legend providing details about each roadway. Pages 64-66 show diagrams of the existing typical street sections.



SOURCE: DART.ORG
MAP 3.16

TRANSIT NETWORK

Transit coverage in the study area is extensive with the Blue Line light rail line and several bus routes. The LBJ/Skillman Station provides access to five bus routes and the Blue Line. The Blue Line connects the LBJ/Skillman Station to downtown Rowlett, downtown Garland, and downtown Dallas. There is a free park and ride lot at the station. Although the sidewalk network is incomplete, the station is generally accessible for pedestrians throughout the study area.

Recent ridership data for the DART light-rail and bus routes is provided in Appendix 2.3. Comparing 2012 and 2013 data, there was modest growth in ridership on the light-rail and a decrease in ridership on most of the bus routes. The average weekday number of light-rail passengers that alighted (exited the train) at the LBJ/Skillman Station was approximately 1,500 in 2012 and 1,550 in 2013.

Taking advantage of the available transit in the area could reduce traffic congestion on the roadways. Based on a 2012 occupancy count, the park and ride lot is very underutilized, with 104 occupied spaces out of 733 total spaces. As pedestrian and bicycle accommodations to the DART station are improved, transit ridership could increase.



SOURCE: OMNIPLAN
MAP 3.17

BICYCLE / PEDESTRIAN NETWORK

Within the study area, there is a discontinuous sidewalks along the streets, as shown in the exhibit above. Sidewalks are discontinuous along Skillman Street and Audelia Road, especially in the area just southwest of the LBJ interchange. There is a lot of pedestrian activity between the apartments and the commercial uses and transit stops. Numerous dirt paths are evident where sidewalks are lacking.

No hike and bike trails or on-street bicycle facilities currently exist within the study area. Just to the south, a portion of the Lake Highlands Trail is funded that will eventually extend to the White Rock Trail.

A pedestrian bridge was constructed over LBJ next to the DART station to improve pedestrian access. This provides an alternative to using the Skillman/Audelia bridge.



SOURCE: KIMLEY-HORN AND ASSOCIATES, INC.
 MAP 3.18

TRAFFIC COUNTS

The 24-hour counts (shown in the exhibit above) demonstrate that there is available capacity on the study area roadways, with the exception of the I-635 EB Frontage Road. The local roadways have capacity for new development and denser redevelopment within the study area, although the area near the interchange has geometric limitations. TxDOT’s proposed I-635 improvements near the interchange with Skillman should increase the

future capacities of the roadways in the vicinity. The following table summarizes the existing number of lanes and the typical 24-hour capacities based on the City of Dallas’ Paving Design Manual. The volume to capacity ratio demonstrates a facility’s congestion level – 0 is no congestion (no traffic compared to the capacity) and 1.0 is heavily congested (traffic = capacity).

Street	Location	Number of lanes	Typical Capacity	24-Hour Count	Volume to Capacity
Forest	between Audella and Skillman	60	42,000	17,305	0.41
Audella	Between Forest and Skillman	60	42,000	17,305	0.41
Skillman	Between Audella and Forest	60	42,000	30,458	0.73
Adleta Court	Southeast of Skillman	2U	10,000	2,205	0.22
I-635 WB Frontage Road	East of Skillman	2L (one-way)	14,000	6,243	0.45
I-635 EB Frontage Road	West of Skillman	2L (one-way)	14,000	16,576	1.18
Skillman	Between Royal and Audella	60	42,000	26,556	0.63
Audella	Between Skillman and Royal	60	42,000	12,866	0.31
Royal	Between Skillman and Audella	60	42,000	17,187	0.41
Whitehurst	West of Skillman	4U	20,000	9,305	0.47

Notes:

24-Hour Counts taken in September 2012

Typical Capacities taken from City of Dallas’ Paving Design Manual, Table IV-6



SOURCE: KIMLEY-HORN AND ASSOCIATES, INC.
MAP 3.19

TRAFFIC DATA COLLECTION

Traffic counts in the study area were collected in September 2012 to assess major roadways and key intersections within the study area. Pedestrian and bicycle counts were collected in the vicinity of the DART station. Parking counts were collected at major parking areas to determine the existing occupancy. The locations of the counts are shown in the exhibit above.

Intersection turning movement counts in the area showed that the intersections have available capacity during the AM and PM peak hours. All of the intersections operate at Level of Service (LOS) “D” or better. Level of Service, which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (heavy congestion). Skillman Street is on a coordinated network, with southbound progression during the AM peak period and northbound progression during the PM peak period. The frontage roads on I-635 are challenged because of the

timing preference given to Skillman Street traffic; the heavy turning movements result in queuing backups based on the existing geometry. To keep the intersections operating acceptably in the future, intersection improvements will likely be necessary with the addition of future growth in the area.

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PUBLIC INPUT

Summary

Survey

Public Meetings - Summaries & Comments

Business Owner Roundtable

SUMMARY

A number of tools and events were planned and developed to ensure that the community had a voice in the planning process and subsequent project visioning and recommendations. These items included a survey, public meetings and a business owner roundtable session.

The survey was created and distributed via mail, email, hand outs at the LBJ/Skillman DART Station, sent home in student folders at elementary schools in the study area, and posted on SurveyMonkey, a web-based free survey site. The survey was open for approximately three months and allowed the community to offer their thoughts on the future of the study area.

Two public meetings were held, during the first half of 2013, to give the community a venue to voice their ideas and concerns. Both meetings were held at Forest lane Academy, an elementary school on the northern boundary of the study area. The first meeting, held in January, included an overview of the project, and a review of existing conditions and preliminary recommendations. The meeting also included surveys and breakout worksessions to capture attendee priorities, visual preferences and comments. The second meeting, held in May, was conducted to highlight information received at the first meeting as well as preliminary visioning. Summaries of these meetings are included in this section of the report and additional documents from the meeting are located in Appendix 3.

A business owner roundtable was held with a number of local business' to understand what is and what is not working for them and what should be considered. Conclusions from this meeting are included in this section and meeting notes can be found in Appendix 3.8.

SURVEY

A survey was distributed to all homeowner and neighborhood associations, condo and townhome organizations, local civic organizations, apartment managers, property owners, and elementary students at both elementary schools in the area (Thurgood Marshall and Forest Lane Academy). The survey was also made available at the DART LBJ/Skillman Light Rail Station and at the project community workshop in mid-January.

The survey, which asked for feedback regarding the future of the area near IH 635, LBJ Freeway and Skillman Street, was first released in late November 2012 and remained open until February 15, 2013.

Additional comments were also provided by some respondents. Most of the development comments urged consideration of better retail, and restaurants and other venues for area residents to use. Comments about transportation could be put into three categories:

- 1) Need to reconfigure the intersection and adjacent streets
- 2) Need to provide more pedestrian and bicycling opportunities and
- 3) Comments about DART service.

The following is a list of the questions asked and a summary of the 829 responses received.



Source: UniversityStationRVPark



Source: DDOTDC

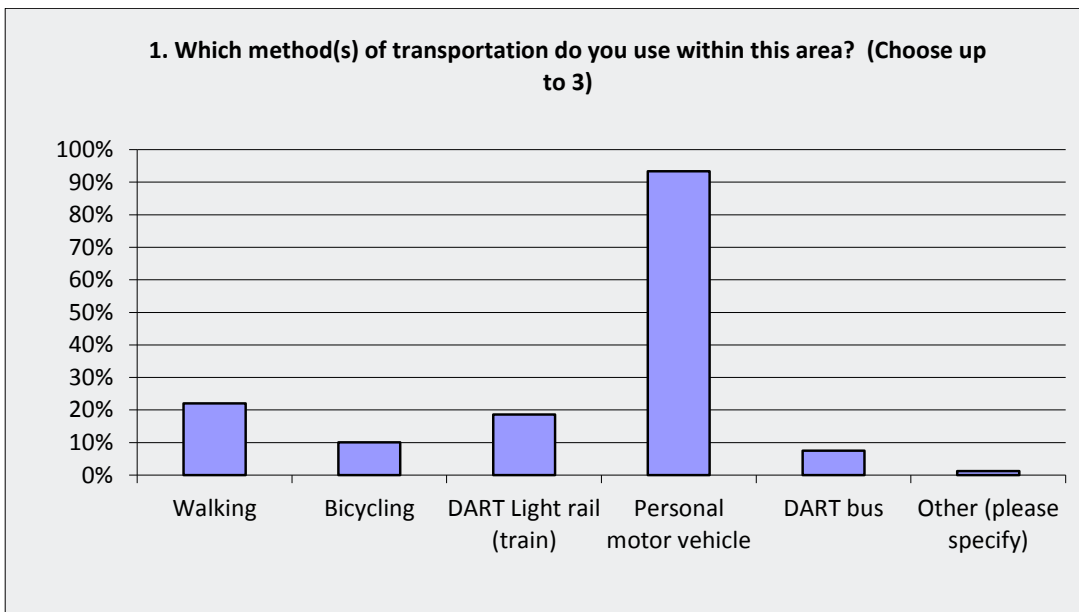


Source: DDOTDC

SURVEY QUESTION 1

Which method(s) of transportation do you use within this area? (Choose up to 3)

- Answer Options:**
- Walking
 - Bicycling
 - DART Light rail (train)
 - Personal motor vehicle
 - DART bus
 - Other (please specify)



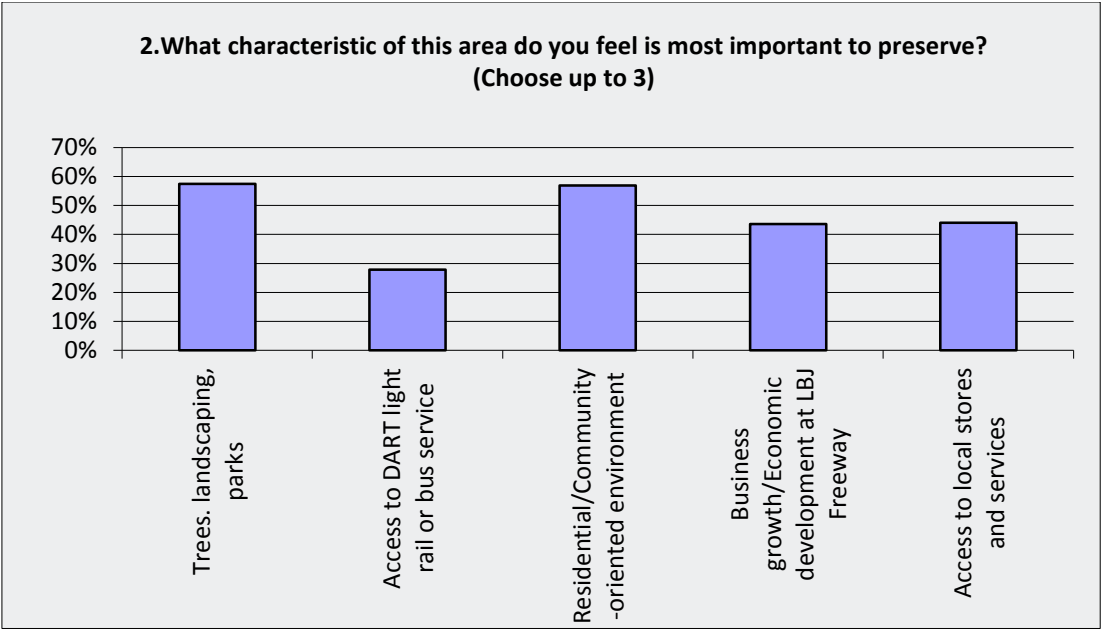
SOURCE: PUBLIC INFORMATION ASSOCIATES
TABLE 4.1

In summary, personal motor vehicle is the top transportation used in area followed by Walking and DART Light rail (train).

SURVEY QUESTION 2

What characteristic of this area do you feel is most important to preserve? (Choose up to 3)

- Answer Options:**
- Trees, landscaping, parks
 - Access to DART light rail or bus service
 - Residential/ Community-oriented environment
 - Business growth/Economic development at LBJ Freeway
 - Access to local stores and services



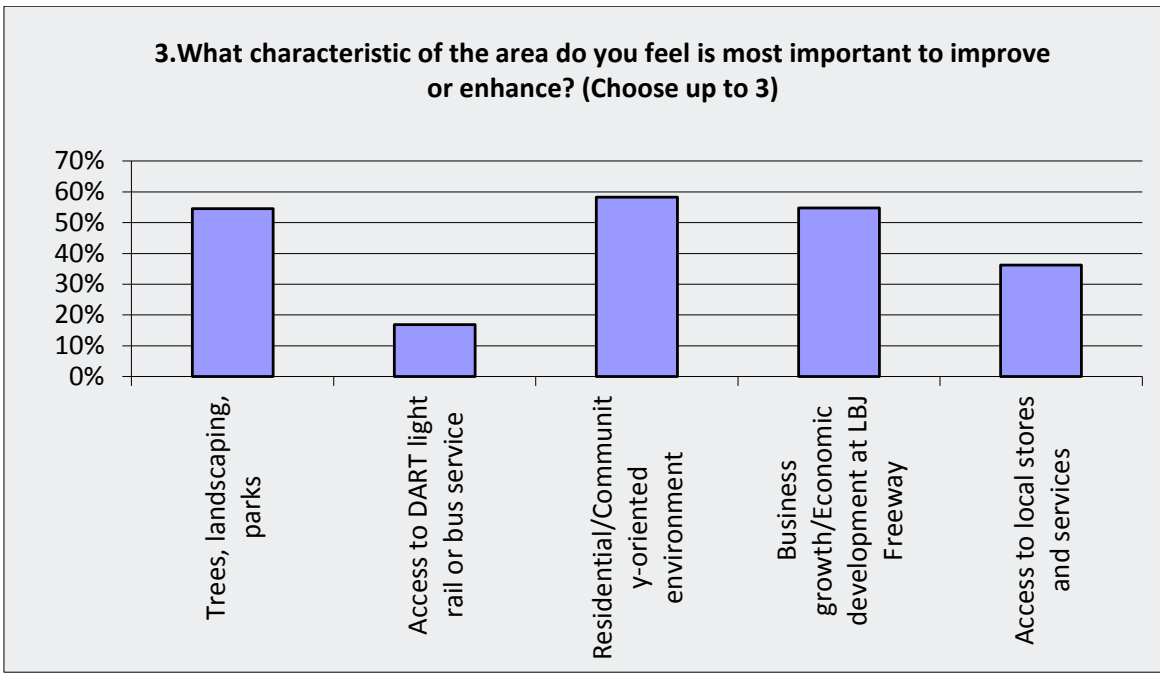
SOURCE: PUBLIC INFORMATION ASSOCIATES
TABLE 4.2

In summary, trees, landscaping, parks and residential / community-oriented environment are the top two area characteristics to preserve.

SURVEY QUESTION 3

What characteristic of the area do you feel is most important to improve or enhance?
 (Choose up to 3)

- Answer Options:**
- Trees, landscaping, parks
 - Access to DART light rail or bus service
 - Residential/ Community-oriented environment
 - Business growth/Economic development at LBJ Freeway
 - Access to local stores and services
 - Other (please specify)



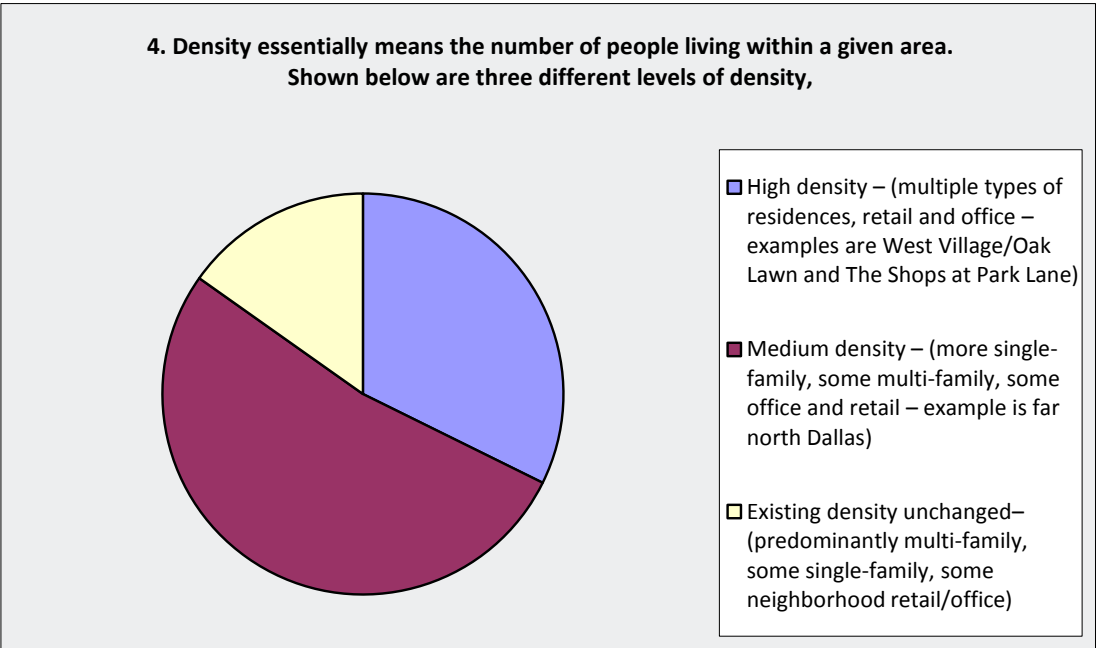
SOURCE: PUBLIC INFORMATION ASSOCIATES
 TABLE 4.3

In summary, residential / community-oriented environment, Business growth / Economic development at LBJ Freeway, and Trees, landscaping, parks are the top three opportunities for improvement or enhancement.

SURVEY QUESTION 4

Density essentially means the number of people living within a given area. Shown below are three different levels of density, with a brief description and a location that most aptly represents the density level. Within these categories there can be a range of building heights and amount of development vs open space. Please select the ONE density level that you believe the LBJ/Skillman area should strive for in the future.

- Answer Options:**
- High density – (multiple types of residences, retail and office – examples are West Village/Oak Lawn and The Shops at Park Lane)
 - Medium density – (more single-family, some multi-family, some office and retail – example is far North Dallas)
 - Existing density unchanged – (predominantly multi-family, some single-family, some neighborhood retail/office)



SOURCE: PUBLIC INFORMATION ASSOCIATES
TABLE 4.4

In summary, there is community support for higher density in the study area, namely, medium density development (like far North Dallas).

PUBLIC MEETING #1 SUMMARY

The following summarizes the first public meeting which was conducted to provide the community with an overview of the project, and review existing conditions and preliminary recommendations for the LBJ/Skillman Urban Planning Initiative Study.



Source: Omniplan

Date/Time: Thursday, January 17, 2013; 6:30 p.m.
Location: Forest Lane Academy, 9663 Forest Lane, Dallas, TX 75243
Attendance: 130 (estimated)

Welcoming remarks were made by Dallas City Councilman Jerry Allen, who turned the presentation over to Tip Housewright of Omniplan. Mr. Housewright presented an overview of the project, and information about existing conditions in the area.

There were several oral comments by the community at the public meeting. These inquiries, detailed in Appendix 3.1, addressed several primary points of interest including: Traffic changes and the potential impact on the community, planned benefits to the area as a result of the re-alignment, availability of information and diagrams presented in the meeting, existing precedent which the proposed alignment can be compared to, proposed timeline of the project, possible impacts to the current crime rate, existing creek realignment, and possible implementation of a pedestrian crossing over LBJ Freeway.

PUBLIC INPUT SUMMARY

BREAKOUT WORKSESSIONS

The attendees were broken down into groups of about ten people at the end of the slideshow presentation and question and answer session. These small groups were each given a large colored aerial map along with red markers and encouraged to have a general discussion about, and document in writing, what kind of development they would like to see, what pedestrian and automobile improvements should be considered, what sustainable design concepts should be included, concerns they have, how the area should look, etc.... A facilitator from the planning team was assigned to each group to help focus the discussion and assist with capturing as much written comments as possible. At the end of the worksession, each table was asked to have a representative stand up and highlight the items discussed with their group.



Source: Omniplan

PUBLIC COMMENTS

The following aerial map is representative of all the maps from the breakout worksession. Also included below is a spreadsheet of all comments taken from the maps and grouped into specific categories



There were five major points of feedback taken from the community in the survey: Economic Development, Transportation, Sustainability & Community, Housing, and a Miscellaneous category. The main points (Appendix 3.2) taken from each category are as follows:

Economic Development: Community members were looking to add nicer restaurants, grocery, and mixed-use developments that brought in more engaging and quality retail.

Transportation: Lack of sidewalks and poor pedestrian connections were a major concern. Existing sidewalks could be improved with trees and additional lighting to create a safer, secure environment. In addition, residents were looking to add bike lanes and trail connections along with better DART access and/or parking.

Sustainability & Community: A consensus was found among attendees that focused on better lighting at night to enhance security; additional trails and green space to grow property value and enhance community; adding dog parks to provide a safe place for pets and children; and making better use of existing creeks as an amenity.

Housing: Residents felt a strong need to fix the aging apartment infrastructure. In addition, many cited a need for senior living in the area. While new multi-family was welcome, residents were hesitant to welcome higher density due to current poor conditions.

PUBLIC INPUT SUMMARY

DOT VOTING

Attendees to the event were also asked to participate in a couple of Dot Voting exercises to highlight priority elements and identify visual preference for type of development/redevelopment in the study area. The Dot Voting exercise took place as people arrived early for the event and just prior to breaking into smaller groups as part of the hands on breakout work session. For the Priority List, there was one board, with priority elements grouped around four different categories (economic development, transportation, sustainability and housing). Each attendee was asked to use dots to select their top four priorities. Below is a photograph of the Priority List board after the event which is followed by a ranking analysis of the issues identified.

Every priority element on the board received a dot vote, but each category had a clear element that received the majority of votes (See Appendix 3.3).

Economic Development: Voters clearly desired additional mixed use shops, restaurants, services, office & residential.

Transportation: Voters primarily looked to encourage walking and biking as a substantial mode of travel.

Sustainability and Community: Voters were split between encouraging sustainable design concepts and principles in new development or providing accessible cultural, entertainment, and public gathering spaces.

Housing: Voters overwhelmingly looked to create safe neighborhoods through public and private investment and cooperation

PRIORITY LIST SURVEY ANALYSIS

Economic Development	Total Dots	Percentage
Mixed use with shops, restaurants, services office & residential.	37	47%
Provide mix of retail-shops, restaurants and services.	18	23%
Create vibrant centers with live/work opportunities.	16	21%
Invest in public infrastructure (transportation, public utilities) to support new development.	6	8%
Ensure opportunities for appropriate job growth in the station area.	1	1%
Total	78	100%

Transportation	Total Dots	Percentage
Encourage walking and biking for substantial part of travel.	30	53%
Simplify area navigation through signage, lighting and pathways.	10	18%
Establish improved, safe road and pedestrian connection to DART station.	9	16%
Create pedestrian friendly environments.	5	9%
Sufficient parking no spill to neighbors.	3	5%
Total	57	100%

Sustainability and Community	Total Dots	Percentage
Encourage sustainable design concepts and principles in new development.	16	31%
Provide accessible cultural entertainment and public gathering space.	16	31%
Increase open space and parks.	11	21%
Ensure that parks and open spaces are easily accessible.	6	12%
Restore Protect and conserve environmental resources.	3	6%
Total	52	100%

Housing	Total Dots	Percentage
Create safe neighborhoods through public and private investment and cooperation.	34	62%
Encourage a range of housing types, sizes and styles in the area.	10	18%
Support development of mixed use housing/office/retail along major roadways.	6	11%
Promote new housing opportunities (Condos, Townhomes) on unused or underutilized area sites.	5	9%
Total	55	100%

General Notes:

Each number above represents the number of dots that were placed on each priority item identified. The top one or two (if voting was close) priority items under each category is highlighted in yellow above. Approximately half the attendees participated in exercise as attendance was estimated at 130 people.

PUBLIC INPUT SUMMARY

VISUAL PREFERENCE SURVEY (DOT VOTING)

The other Dot Voting exercise was a Visual Preference Survey of product types and architectural styles available. There were eight different boards, covering various product types like apartments or condos, townhomes, mixed-use, offices, main street, etc... and four photographs representing different architectural styles of each product type. Each attendee was asked to use one dot to identify their preference for each product type. Attached are photographs of the Visual Preference Survey boards after the event along with a ranking analysis of the preferred styles. Responses to the Dot Voting exercises were used in conjunction with the comments captured on the aerial maps from the breakout worksession to develop the recommendations of the LBJ/Skillman planning team.

Visual Preference boards can be found in Appendix 3.4. All boards have been summarized in the chart below:

Project Type	Photograph				Total Dots on Boards
	A	B	C	D	
Apartments Or Condos	11	8	12	31	62
Mixed Use Two Story	5	47	11	9	72
Mixed Use Four Story	5	38	20	4	67
Townhomes	13	0	32	22	67
Offices	29	2	31	10	72
Main Street	3	66	0	1	70
High Rise Condos	20	6	30	15	71

WRITTEN COMMENTS

Attendees were also encouraged to leave any written comments specifically addressing any topics discussed at the event in addition to items not touched on during the discussion. The full comments can be found in Appendix 3.5. The main points listed by community members included the addition of quality restaurants and retail to improve value and enhance the area as a destination. In addition, residents focused on road conditions giving their support for the re-alignment while mentioning concerns about resolving traffic volume, reducing noise carried from LBJ, provide better lighting and signage, and increase transit safety by separating cars, bikes, and pedestrians as much as possible. Other items of note called for senior living in the area, the addition of parks, trails, cycle tracks, and overall green space. Lastly, some comments voiced concern about increasing apartment density due to the dilapidated state of existing apartments.

PUBLIC INPUT SUMMARY

PUBLIC MEETING #2 SUMMARY

The following summarizes the second public meeting which was conducted to highlight information received at the first meeting as well as preliminary visioning.

Date/Time: Saturday, May 18, 2013; two identical sessions,
one from 9:00 -11:00 a.m. and one from 11:00 a.m. – 1:00 p.m.
Location: Forest Lane Academy, 9663 Forest Lane, Dallas, TX 75243
Attendance: 35 (estimated) at first session, 21 at second session



Source: Omniplan

A presentation that provided a brief overview of the project, existing conditions and expected future trends was made by Tip Housewright of Omniplan.

Following the presentation, attendees were asked to break out into one of three discussion groups categorized by topic. The three topics included Community, Transportation and Housing. Proposals for the area were discussed with each group. Attendees rotated from group to group until all attendees had a chance to discuss all three topics. Appendix 3.6 includes a spreadsheet of all oral comments made, grouped by topic. These comments were used by the LBJ/Skillman planning team to develop the recommendations in Chapter 5.

MEETING #2 - WRITTEN COMMENTS

As in the first meeting, attendees were also encouraged to leave any written comments specifically addressing any topics discussed at the event in addition to items not touched on during the discussion. The full comments can be found in Appendix 3.7. The main points listed by community members addressed the need to actively attract businesses to the area, improve existing green spaces, address safety concerns, and promote better pedestrian connectivity, safety, and visibility.

PUBLIC INPUT SUMMARY

BUSINESS OWNER ROUNDTABLE MEETING SUMMARY

On March 26th, 2013, a meeting was held at the Lake Highlands Public Improvement District offices to get input from business owners in the study area. A number of business owners were invited to the meeting to get direct input from local stakeholders. A list of attendees and meeting notes are included in this report as Appendix 3.8.

A summary of basic conclusions from the meeting were:

- Need for a local business advocacy group is desired.
 - Lake Highland Chamber of Commerce(?)
- Tom Thumb remodel should be seized as a local opportunity to build upon
- Most local businesses do not have many “new”, walk in customers
 - Visibility of businesses(?)
 - Safety perception of area(?)
- Signage/Wayfinding needed in area
- Need to consider building a coalition (communication?) that includes the area across the Skillman/LBJ bridge (NE Dallas/Richland College area).

PROJECT VISIONING and RECOMMENDATIONS

Summary

Market Analysis Recommendations

Land Use Recommendations

Mobility Recommendations

Quality of Life Recommendations

SUMMARY

The Proposed Vision Plan is a representation of what the area might look like and is the result of input received from community visioning meetings, the project survey, and the analysis of existing conditions by the Consultant Team. The Vision Plan is in keeping with the 2006 forwardDallas! Comprehensive Plan which envisioned the area as a major gateway, including a Transit Center and Urban Mixed-use development. The realignment of Skillman Street over LBJ is a related but separate project by the Texas Department of Transportation (TxDOT). The actual timeline for construction of Skillman Street is unknown so the Vision Plan is presented as two different solutions. The first solution is a short term plan based on the current configuration of Skillman and the second solution is a long term plan based on the realignment of Skillman. The solution based on the current Skillman configuration is an interim solution until the completion of the TxDOT realignment. The intent of the Vision Plan is that they be used by local authorities to ensure decisions made are in agreement with those expressed by the community.

The Proposed Vision Plan consists of recommendations for four organizing elements: Market Analysis, Land Use, Mobility, and Quality of Life. The Land Use recommendations include ideas about future development of property that is currently undeveloped, like the DART light rail station site and the properties that are created with the realignment of Skillman, as well as redevelopment of existing properties. The Mobility recommendations address the movement of people in the area by light rail, automobile, pedestrians, and bicycles. The Quality of Life recommendations show ideas related to parks/open space, hike/bike trails, and connection to the nearby Richland College Campus. Area assets and regional public amenities are shown on Maps 5.1 and 5.2.

The Proposed Vision Plan is based on feedback received at two community visioning events that included attendee worksessions. The first public meeting was held in January 2013 at Forest Lane Academy. At this community event, attendees were given an overview of the project, preliminary recommendations were made, and participants participated in a worksession to document what kind of development they would like to see, what pedestrian and automobile improvements should be considered, what sustainable design concepts should be included, concerns they have and how the area should look. On May 18, 2013, a follow-up community meeting took place at Forest Lane Academy. Participants at this meeting were provided with highlights from the first meeting as well as preliminary visioning.



Source: DDOTDC



Source: Dick Howe Jr./Flickr



Source: Dick Howe Jr./Flickr



Source: Dallas Morning News

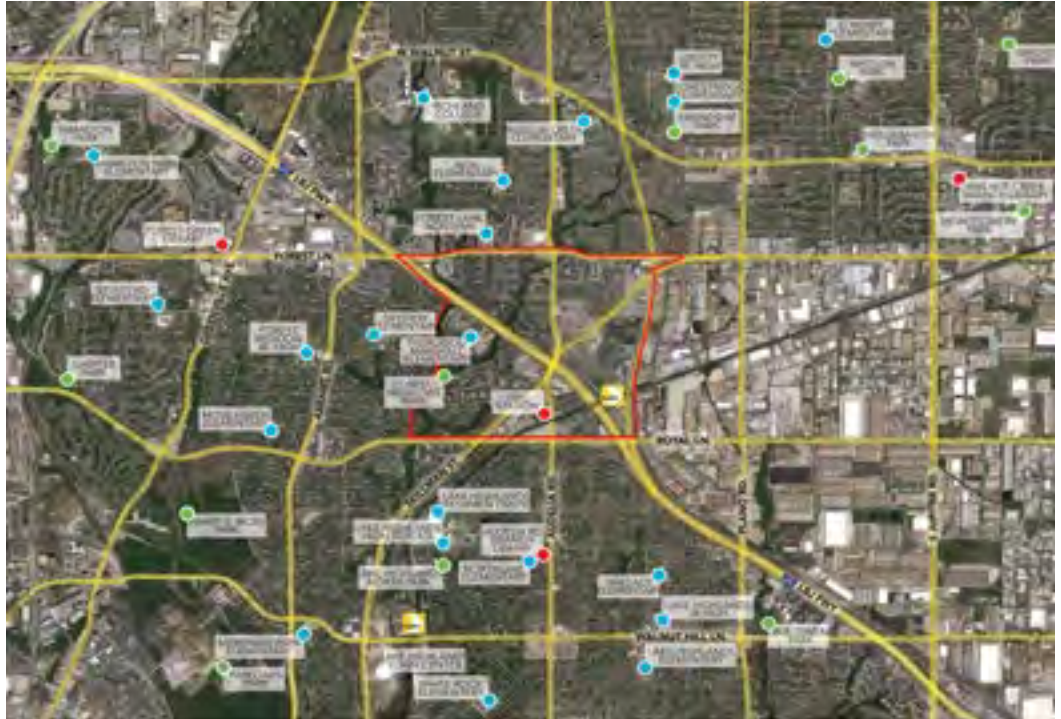
PROJECT VISIONING and RECOMMENDATIONS



AREA ASSETS

- Major regional employers: T.I. & RAYTHEON.
- Valuable public assets: Richland College - Park Space.
- Lake Highlands Town Center
- DART light rail stations

SOURCE: OMNIPLAN
MAP 5.1
— STUDY AREA



REGIONAL PUBLIC AMENITIES

- Schools / Educational Facilities
- Parks / Open Space
- Public Buildings

SOURCE: OMNIPLAN
MAP 5.2
— STUDY AREA

MARKET ANALYSIS RECOMMENDATIONS

Historically, the Study Area has been a good investment, but it lost market share when other locations in “fringe” development areas became a better investment accommodating more timely and relevant products. It will be the responsibility of the City and its advocacy partners, to communicate progress in this Area to potential investor audiences. The market analysis presented here (and detailed in Appendix 1) will provide the foundation on which to build sound investment strategies in the Study Area. Key market observations include the following:

- Two age segments -- Baby Boomers (aged 50 to 68) and Echo Boomers (born in 1980s and 1990s) -- are gravitating to lower maintenance housing options (i.e., townhomes and rowhouses, flats and co-ops) that suggest concentrations sufficient to support more than one project of this nature;
- The Trade Area Baby Boomer population is expected to grow at a 2.5% percent annual rate over the next 5 years – nearly 4 times faster than the total population;
- Planned public infrastructure in the Study Area will go a long way in increasing densities and price points of real estate.
- While commercial vacancy and rental rates are approaching levels that support new development and/or redevelopment elsewhere in the Trade Area, this is not currently the case in the Study Area. “Seed” money will likely be necessary to leverage private investment in projects that will “jump-start” reinvestment activity.

Looking to the experience of similar markets which have revitalized over the past decade, as well as the vision for the Study Area, principal land uses / products were identified for analysis including attached and detached ownership and rental housing units, commercial retail space (integrated with other uses), and employment / office space. Given its central location within the greater Metroplex, the Study Area could be strategically positioned to capture a share of the region’s traffic and business growth over the mid- to long-term. These

not only represent market-driven trends supporting development and redevelopment, but products which have the potential to strengthen and link these opportunities to existing neighborhoods. Table 5.2 below presents a summary of market demand in the surrounding Trade Area and the potential market capture attributable to the Study Area. As shown in Table 5.2, forecasts indicate that more than 8,100 residential units, more than 900,000 square feet of retail space, and over 4 million square feet of employment space (office and industrial) could be absorbed in the LBJ/Skillman Trade Area over the next ten years, from which the Study Area could benefit.

The ability of the Study Area to attract and absorb these land use types will be further affected by the following trends:

Residential

- Over the past few years, there has been a slight shift in the communities in and around the LBJ/Skillman Trade Area to more higher-density urban housing products, e.g., townhomes, condominiums and apartments. This growing townhome/condominium market is most active in Dallas and to a lesser extent, in the inner ring suburbs of the Metroplex. Despite the fact that parts of Dallas are distinctly more urban than the Trade Area, the movement toward a higher-density housing market is significant. The Study Area in particular has unique opportunities to be a logical target for urban housing. The presence of transit nearby only enhances these opportunities, representing a competitive advantage.

Retail

- While there is a healthy degree of retail “leakage” occurring in the LBJ/Skillman Trade Area (enough to support a sizable amount of new space), the recent closings of major national retailers, as well as the significant amount of underutilized or obsolete space, would characterize the Trade Area as a fragile retail market. This is a market perception that could be a challenge in attracting new retailers and new formats

PROJECT VISIONING and RECOMMENDATIONS

to the Study Area. Upgrades to the Study Area’s residential base will have a positive impact on market support for both new and existing retail space.

- The LBJ/Skillman Trade Area is likely underserved by newer retail formats and product mixes. This concept of being “under-stored” is not uncommon in urban infill submarkets. The Trade Area currently represents a relatively homogenous retail market. In association with the increased diversity of housing products (primarily higher-density urban housing, such as rowhouses, townhomes, condominiums, lofts, etc.) and targeted demographic groups, it could accommodate a wider variety of retail product types and formats.

Employment (Office/Industrial)

- Because of its location on I-635, and its proximity to existing employment centers, the Study Area has a twofold opportunity to capitalize on these existing office markets, while at the same time, offering “niche” opportunities for secondary office locations providing less expensive space in a “close-in” urban environment.
- The Study Area could also provide a home for local service office users, and even “incubator” space for new and expanding businesses in the local economy. These opportunities will be best served by flexible space which could accommodate office, service, and even light industrial users.

Study Area, however, will be directly proportionate to the City’s and property owners’ commitment to:

- Waiting for the “right” investment (consistent with the Vision)
- Introducing stronger physical connections
- Implementing supportive infill policies
- Identifying creative financial solutions
- Removing “barriers to investment”

The degree to which the Study Area is able to capture new demand within the Trade Area (and beyond) will be a function of the revitalization process itself. Given the highly competitive nature of new development, and the heightened challenges of developing in infill environments, success will depend on defining a “place” in the minds of the region’s residents and area visitors. Developing key catalyzing projects as retail, residential, employment and community destinations will increase the Area’s ability to capture not only a greater share of Trade Area demand, but also to reach beyond those boundaries. This evolution will obviously be expedited with assistance from a supportive policy and regulatory environment which encourages a flexible land use model, tighter building form, balanced parking requirements and stronger connections.

The level of investment that actually occurs within the

Summary of Study Area Market Demand

Land Use Type	Trade Area Demand (10 Year)	LBJ/Skillman Study Area			
		Market Share		Absorption (Units/Sq Ft)	
		Low	High	Low	High
Residential (Units):					
Single Family Detached	2,700	0%	0%	0	0
Single Family Attached	1,500	20%	25%	300	375
Rental Apartments	3,900	20%	25%	780	975
Residential Total	8,100			1,080	1,350
Non-Residential (Sq Ft):					
Retail	924,800	20%	30%	184,960	277,440
Office	1,670,000	20%	25%	334,000	417,500
Industrial	2,417,000	10%	15%	241,700	362,550
Nonresidential Total	5,011,800			575,700	780,050

Source: Ricker Cunningham
Table 5.1



SOURCE: OMNIPLAN
MAP 5.3

DEVELOPMENT PARCELS CREATED

The Skillman Street realignment makes existing R.O.W. land available for development. There is approximately 9 acres gained by the new R.O.W. There is an opportunity to combine this public land with adjacent parcels to help spur redevelopment. The total acreage of developable land created due to this realignment is significant. The vacant land at the DART Station is approximately 29 acres. The remaining development parcels created with realignment is approximately 80 acres (71 acres of existing land plus 9 acres gained by new R.O.W.). This road configuration also creates more street frontage and normal street intersections that are more conducive to commercial / retail development. Before relinquishing the ROW to development, the City should review, identify and apply any needed Complete Street or related public use/benefits needed within the ROW areas made available by the new realignment. Currently, the access roads to LBJ off Skillman are considered entrance/exit ramps and

adjacent properties are not allowed to have entrances to them off these ramps. Until these ramps are replaced with service roads, the viability of the redevelopment of the tracts of land into commercial / retail uses depends on this new street frontage and ease of access to them off Skillman.

PROJECT VISIONING and RECOMMENDATIONS

LAND USE RECOMMENDATIONS

The existing Skillman Street / Audelia road alignment is a very confusing network of streets that has contributed to the underutilization of the adjoining land. The realignment of Skillman Street was a catalyst for this study. TxDOT's original design scheme for the realignment was a Flyover, an elevated street that would connect Skillman North of LBJ to Skillman South of LBJ, bypassing the confusing road alignment where Audelia intersects Skillman. This original design scheme was an attempt to quickly move automobiles through the intersection but would have had no positive impact on the development potential of the properties below. This scheme was considered undesirable to the community.

Volunteers within the community came up with an at-grade design scheme which straightened out Skillman Street and modified the Audelia Road intersection. This scheme is shown on the plan to the right. This realignment simplifies the road network and frees up approximately 9 acres of existing right-of-way (R.O.W.) land which will become an opportunity for new development. This realignment scheme, which has been approved by the City of Dallas, the Federal Highway Administration and TxDOT, is currently in the Detail Design phase at TxDOT (see Appendix 2.5 for Schematic plan).



EXISTING SKILLMAN STREET ALIGNMENT

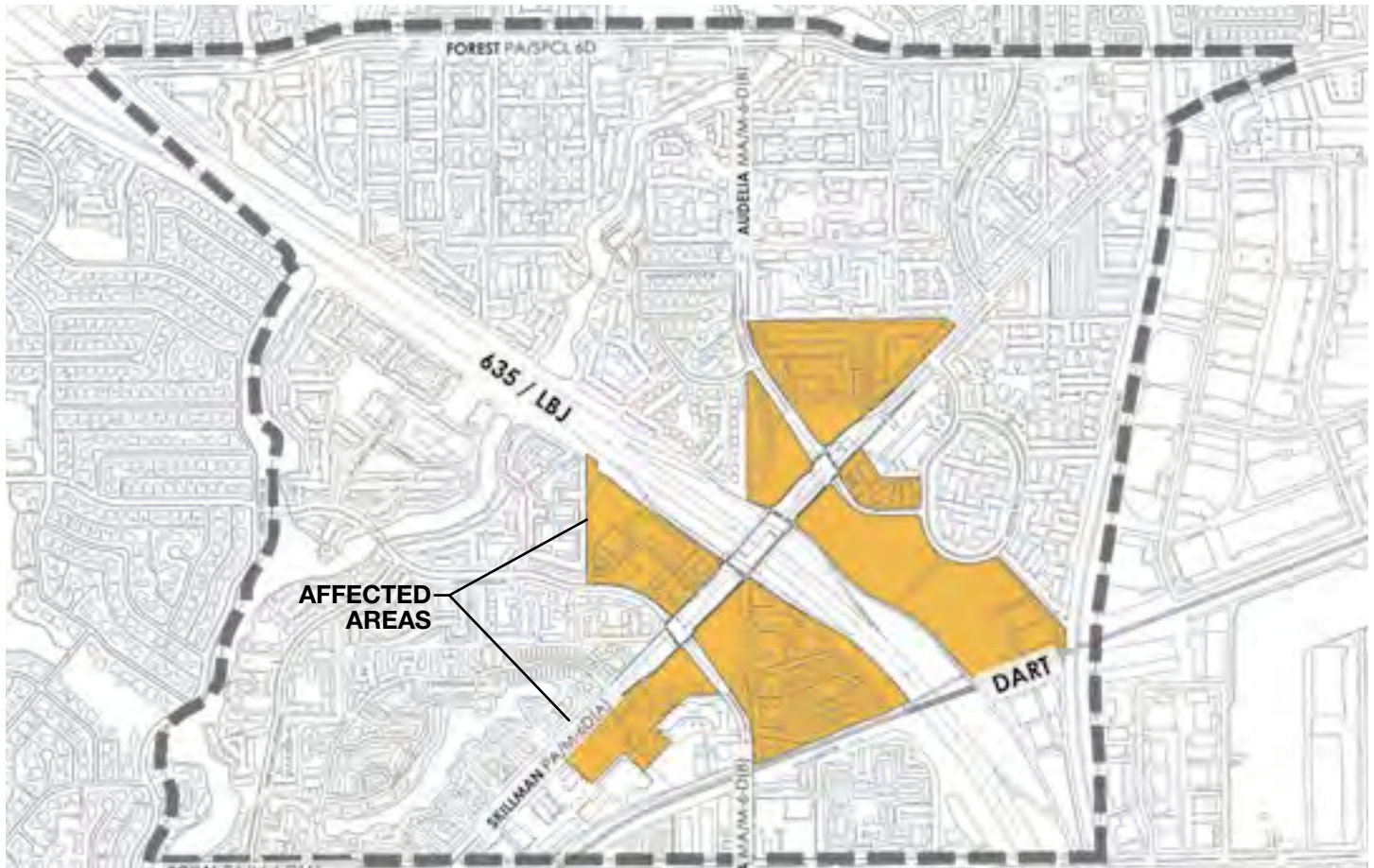
MAP 5.4



PROPOSED SKILLMAN STREET ALIGNMENT

MAP 5.5
SOURCE: OMNIPLAN

	DEVELOPER LAND
	EXISTING R.O.W. MADE AVAILABLE
	NEW R.O.W. TO BE PURCHASED



SOURCE: OMNIPLAN
 MAP 5.6

LAND USE VISION AND POLICY

The Proposed Vision Land Use Plan identifies the desired land use in the affected areas of the overall study area. In general, the land around the existing DART Station is envisioned as a Commercial/Mixed-Use development with street level retail uses at the first floor along Skillman Street. The desired product types on the mixed use sites are community-serving retail, personal service and office uses, and residential use. A large Mixed-Use development on the DART Station property has the potential to spur redevelopment of the property across LBJ to a higher density product that is connected across the freeway by the existing pedestrian bridge.

LEGEND OF AFFECTED AREAS*	
	COMMERCIAL / MIXED USE
* SEE PAGE 21 FOR EXISTING MAP	

PROJECT VISIONING and RECOMMENDATIONS



INTRODUCTION TO THE PROPOSED VISION ILLUSTRATIONS

The illustrative rendering above presents the area's potential for the massing of buildings and type of urban character desired in the Skillman/LBJ intersection in a conceptual future scenario. The renderings on page 65 show the potential pedestrian atmosphere and architectural character in the proposed vision. These renderings are in keeping with the 2006 forward Dallas! Comprehensive Plan, which identifies the area as a major Dallas gateway and is envisioned to include a Transit Center and adjacent Urban Mixed-Use development (see Map 3.15 on Page 29).

The renderings present the opportunities available of placing denser development at the existing DART Station site and on the adjacent land to the South of LBJ. Commercial uses can be integrated with compatible high quality multi-family units above in mixed-use developments, providing a dynamic live/ work/play environment.

Existing retail buildings, on the Southwest corner of Skillman and LBJ currently house a Denny's restaurant, Pearle Vision eye center, and Taco Bueno restaurant. These buildings are shown in this vision as staying in place, as there is a possibility that such owner occupied businesses may desire to remain as-is while other adjacent parcels undertake new development. If properties in the study area choose to maintain their current structures and uses, site planning for any adjacent new development should still encourage development patterns that can sustain a mix of activities to advance the LBJ/Skillman area's multi-modal vision. This vision includes living, working, shopping, entertainment and recreational development, while promoting sustainable infrastructure systems that can support such development efficiently without causing undue impacts on surrounding areas.

INTRODUCTION TO THE PROPOSED VISION ILLUSTRATIONS

The conceptual renderings also attempt to present a broad mix of land uses and building product types, which is desired by the local community in order to create a true sense of place in this northeastern corner of Dallas. The buildings shown contain a variety of functions and utilize a diverse pallet of materials, heights, setbacks, and massing. This variety is a key element that will help create a vibrant street life over time as development occurs. Other enhancements include street trees, pole mounted graphics, and other site furnishings including bike racks, pedestrian scaled light fixtures, street benches, and trash/recycling containers. These elements work together to create a dynamic pedestrian-oriented atmosphere. The desire is to create an environment that is live, work, and play. Further magnifying a sense of place, the new TxDOT Skillman Bridge over LBJ is currently designed to be an iconic new gateway structure with pedestrian and bike facilities

PROJECT VISIONING and RECOMMENDATIONS



SKILLMAN STREET LOOKING SOUTH TOWARD NEW BRIDGE OVER LBJ



TRANSIT ORIENTED DEVELOPMENT ADJACENT TO DART STATION



SOURCE: OMNIPLAN
MAP 5.7

PROPOSED SKILLMAN REALIGNMENT VISION EXISTING ALIGNMENT OF SKILLMAN (short term)

■ COMMERCIAL / MIXED USE

The illustrated development footprints/shapes shown on both Map 5.7 and Map 5.8 are hypothetical examples drawn to articulate an overall intent of the vision for this area of the LBJ/Skillman study area. The footprints/shapes in yellow present a conjectural placement of new Commercial/Mixed-Use buildings that are compatible with residential uses. Building heights should vary by location and type. There is community support for taller office / commercial and mixed-use developments near the core of the study, particularly near the DART station. Throughout the study area there is support for a variety of heights, including 2-story townhouse and commercial buildings, and 4 and 5-story mixed-use developments which include residential. Increasing the area's overall multifamily residential density, however, was seen by many as a negative, particularly if existing larger blocks of multifamily development were not redeveloped in ways which provided better access or quality open space.

For both Map 5.7 and Map 5.8, building and parking placement should be sensitive to and accommodative of desired pedestrian, trail, multi-modal and landscaping

amenities whenever possible, which will be a focus in this mass transit hub area of Dallas. Specifically, parking spaces should always have a buffer from adjacent major streets and sidewalks through the use of landscaped buffering that will deter vehicular intrusion into the street and sidewalk section of the thoroughfare.

Buildings developed in the DART station area should be inward-focused away from the LBJ Highway and provide new internal local Complete-Street oriented corridor options to promote a vibrant pedestrian and multi-modal environment. The ground-level of buildings in this area should avoid extensive non-transparency to any adjacent Complete-Street designed corridors, instead encouraging interaction between ground floor uses and the surrounding environment.

Development proposed on the currently-vacant land immediately to the west/northwest of the LBJ/Skillman DART station is conceptually-presented as a Commercial/Mixed-Use Transit-Oriented area. Utilizing PD 536, the conceptual vision presented on this vacant land is the same in both the short-term and long-term scenarios noted on Map 5.7 and Map 5.8.

PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN
MAP 5.8

PROPOSED SKILLMAN REALIGNMENT VISION SKILLMAN STREET REALIGNED (long term)

■ COMMERCIAL / MIXED USE

Visioning in the LBJ/Skillman area upon the realignment of Skillman is presented in conceptual form on Map 5.8. As noted previously, the hypothetical vision presented at the LBJ/Skillman DART station is the same in both the short-term and long-term scenarios noted on Maps 5.7 and 5.8.

With the releasing of Skillman Road ROW for redevelopment, Map 5.8 presents a conceptual illustration for the possibilities of new Commercial/Mixed-Use developments which could be potentially sited and grouped around the Skillman/Audelia intersections. For example, on Map 5.8 a new Commercial/Mixed-Use development located on the Southeast corner of Skillman and LBJ is shown, highlighting the area's potential for more density.

New developments in the realignment vision take advantage of the existing ROW land for new development, redevelopment and the ability to provide Context-Sensitive thoroughfare networks to help promote a more multi-modal environment.

The biggest difference between the visions shown on the short-term and long-term maps are on the Northwest and Southeast corners of LBJ/Skillman. These areas will see the most increase in developable land due to the realignment of Skillman. These corners, in the long-term scenario, will most likely be denser and require structured parking. The overall amount of potential development in the long-term, will be driven by market demands, and is envisioned to be larger than the short term.

Commercial/Mixed-Use buildings should be held back from Skillman Street to allow minimal parking for quick in and out access using slip streets with double parking. Additional parking would be placed in parking structures behind these buildings as higher density is developed in the LBJ/Skillman interchange area.

MOBILITY RECOMMENDATIONS

To spur the redevelopment envisioned for this area, street improvements will play a vital role. Per the Dallas Complete Streets Manual, “the vision of the Dallas Complete Streets Initiative is to build streets that are safe and comfortable for everyone; young and old; motorists and bicyclists; walker and wheelchair users; bus and train riders alike.” The multi-modal street recommendations are based on the Dallas Complete Streets Manual. The interchange improvements will address the current congestion and also aid in redevelopment opportunities by creating a simpler road network that requires less right-of-way. Recommended improvements to provide better pedestrian and bicycle accommodations include sidewalks, trails, dedicated on-street bicycle facilities, landscaping, and lighting. These improvements, in conjunction with the interchange improvements, will create a better balance for the area’s transportation needs. While this includes major automobile transportation facilities, through appropriate design and the improvements described, these roadways do not need to divide the area, but rather knit this area harmoniously into the city.

The thoroughfare roadways are built out within the study area. The existing local road network is discontinuous because of the gated apartment communities, which forces most of the traffic out onto the major roadways and causes some congestion. The most congested area is at the LBJ / Skillman interchange, which is in the design phase to be improved.

Throughout the study area, there is a need for improving the pedestrian and bicyclist accommodations. Most of these improvements will occur within the street right-of-ways. The DART light rail station is a benefit to the area and can alleviate future vehicular congestion as more choice riders switch to transit. As it becomes safer and more convenient to reach the DART station and as infill development occurs, a modal shift could occur.

The City should take advantage as redevelopment occurs to improve the multi-modal accommodations throughout the area. Map 5.9 presents the area within the LBJ/Skillman study area where improved open space, new streets and sidewalks with related amenities (landscape buffer, lighting) are needed and desired as redevelopment occurs. Both new and reconstructed streets in the area noted on Map 5.9 can be essential tools to meet this objective. Also, new streets in this area should provide greater accessibility throughout the study area, breaking down current “mega-block” parcels and developments that currently have limited pedestrian access, open space, landscaping and related public amenities. As part of addressing “mega-block” parcels, local neighborhood streets, pedestrian ways, and publicly-accessible open space will be encouraged to be developed to break up large platted blocks. This use of new residential streets (see page 65) will work in conjunction with the study area’s public streets to create a more walkable community environment.

PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN
MAP 5.9

PROPOSED STREETS

The Dallas Complete Streets Manual includes vision maps for thoroughfare streets that show the contextual street types, bike network streets, and transit network streets. Design guidelines vary for each contextual street type for the street and pedestrian zones.

The following pages demonstrate the existing and proposed conditions for several streets within the study area. Proposed street sections are based on the design guidelines from the Dallas Complete Streets Manual.

For the proposed streets, the ideal conditions (in conformance with TIF design guidelines) for pedestrian-oriented streets would have wider sidewalks and more amenities than the minimum standards.

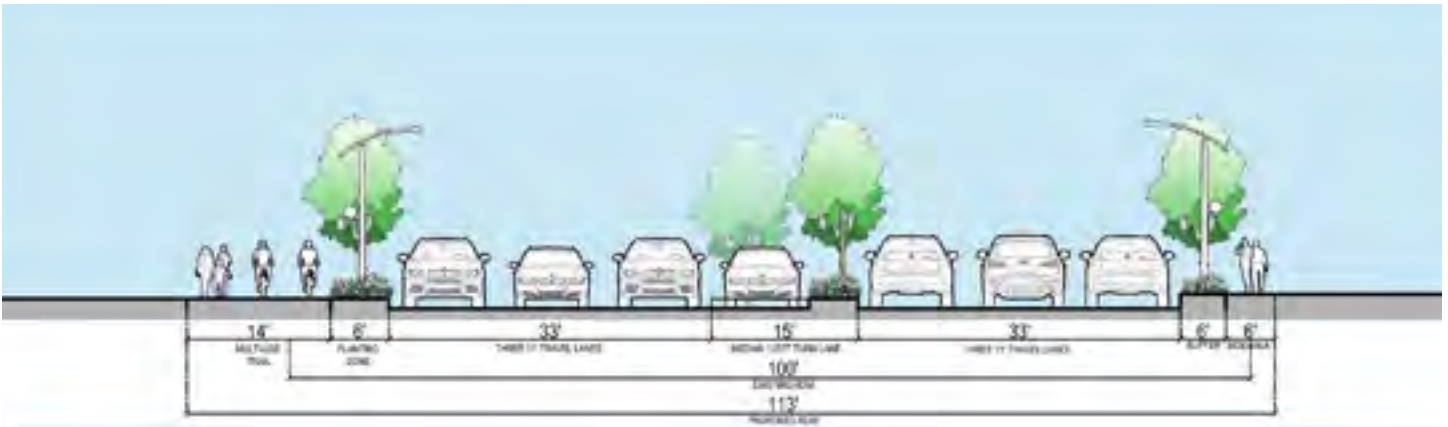


STREET SECTIONS



SKILLMAN EXISTING

PA / M-6-D (A)
BASED ON THOROUGHFARE PLAN



SKILLMAN PROPOSED VISION

CONCEPTUAL STREET TYPE: MIXED USE STREET

Skillman is built out to its ultimate thoroughfare designation as a six-lane divided Principal Arterial. The existing conditions exhibit shows the typical section based on its Master Thoroughfare Plan designation of PA/M-6-D(A) with a 100' right-of-way. Skillman is generally lacking sidewalks on the west side of the street within the study area.

Skillman is proposed to be improved as part of the LBJ interchange construction with pedestrian and street improvements. It would connect with Audelia at signalized intersections on both sides of the LBJ interchange.

Per the Dallas Complete Streets Manual, Skillman is a Mixed Use street type within the study area. The

proposed vision would maintain the existing area between the curbs (lanes and median), but improve the pedestrian zone. A continuous sidewalk separated from the street by a planting zone with street trees is proposed on the east side of the street. A multi-use trail separated from the street by a planting zone with street trees is proposed on the west side of the street. Additional right-of-way or easements would be needed to accomplish this vision.

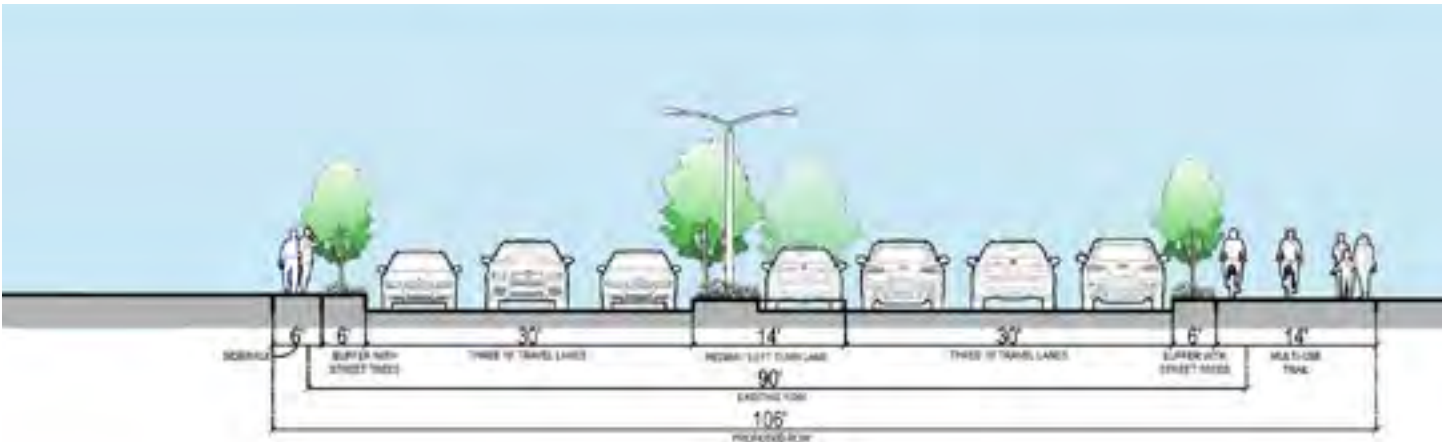
Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.

STREET SECTIONS



AUDELIA EXISTING

MA / M-6-D (B)
BASED ON THOROUGHFARE PLAN



AUDELIA PROPOSED VISION

CONCEPTUAL STREET TYPE: MIXED USE STREET

Audelia is built out to its ultimate thoroughfare designation as a six-lane divided Minor Arterial. The existing conditions exhibit shows the typical section based on its Master Thoroughfare Plan designation of MA/M-6-D(B) with a 90' right-of-way. Audelia has several gaps in the sidewalks within the study area. It currently merges with Skillman to cross the LBJ interchange.

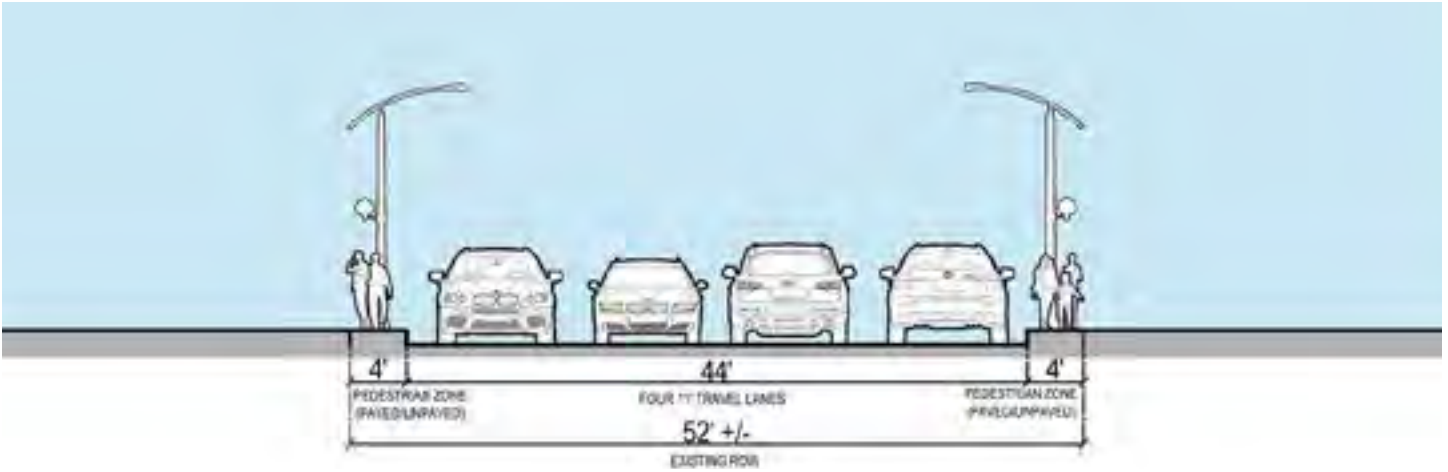
Audelia is proposed to be realigned as part of the LBJ interchange construction. It would connect perpendicularly to Skillman on both sides of the LBJ interchange at signalized intersections.

Per the Dallas Complete Streets Manual, Audelia is a Mixed Use street type within the study area. The

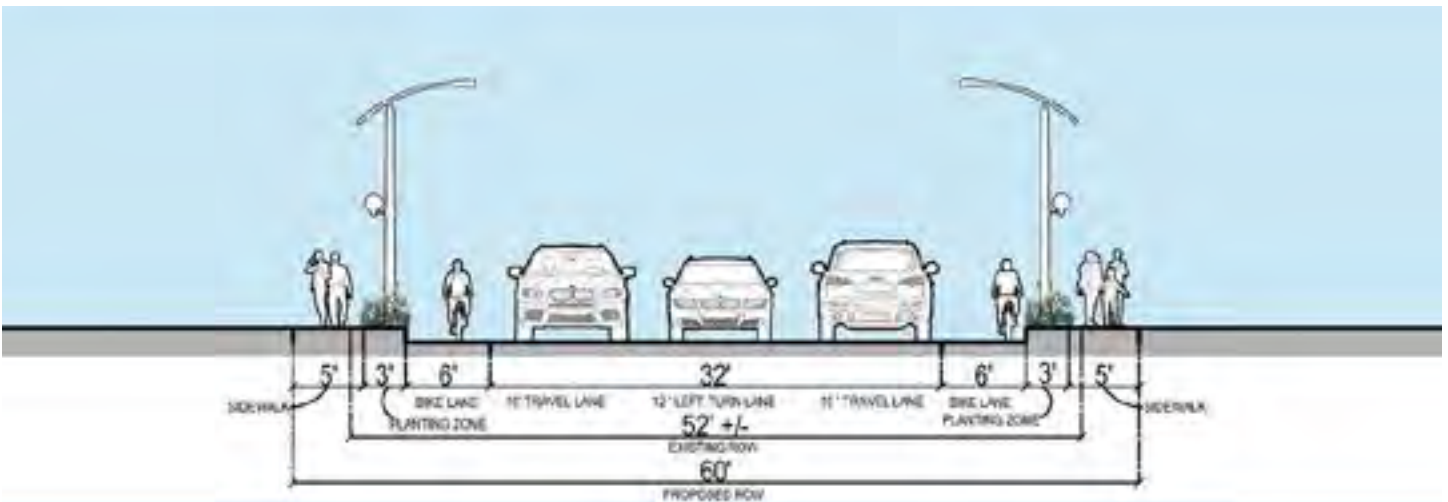
proposed vision would maintain the existing area between the curbs (lanes and median), but improve the pedestrian zone. A continuous sidewalk separated from the street by a planting zone with street trees is proposed on the west side of the street. A multi-use trail separated from the street by a planting zone with street trees is proposed on the east side of the street. Additional right-of-way or easements would be needed to accomplish this vision. There are several pinch points where it will be difficult to build.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.

STREET SECTIONS



WHITEHURST EXISTING
(LOCAL STREET NOT ON THOROUGHFARE PLAN)



WHITEHURST PROPOSED VISION

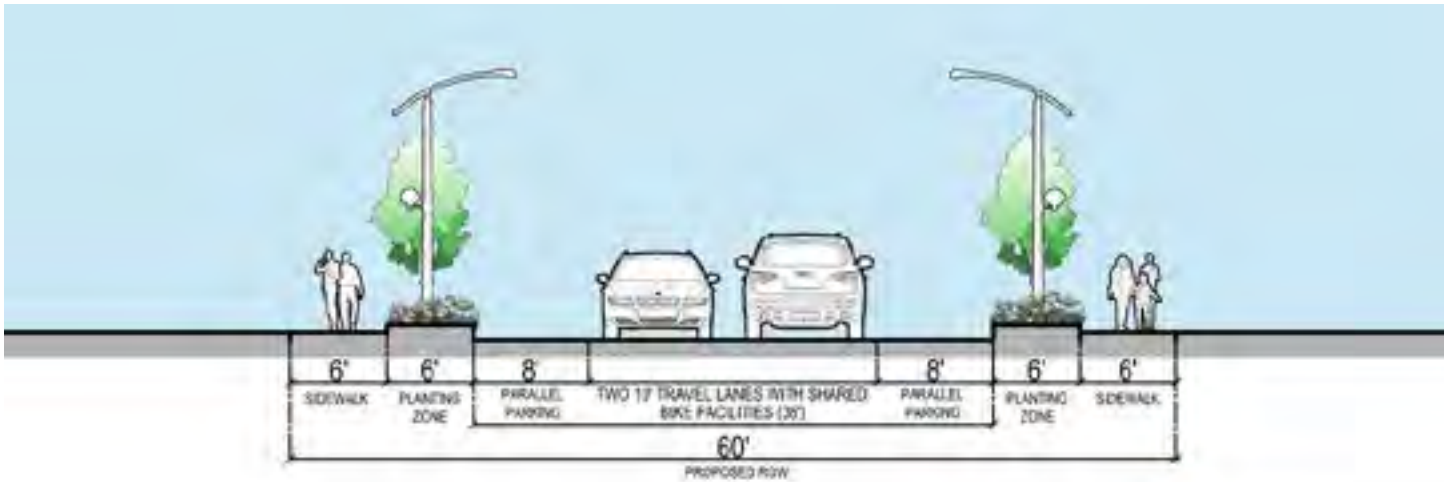
Whitehurst is a local four-lane undivided street that is not on the Master Thoroughfare Plan. Within the study area, Whitehurst provides access to several multi-family developments, an elementary school, and a retail center. Outside of the study area, Whitehurst predominately serves residential neighborhoods and other schools. The existing conditions exhibit shows the typical section based on a review of aerials and the Dallas County Appraisal District. Sidewalks within the study area are not continuous and are located against the back of curb with power poles in the sidewalk.

The Dallas Complete Streets Manual does not include details for Whitehurst because it is a local street. The

Dallas Bike Plan shows future bike lanes on Whitehurst, which would be accomplished with a road diet (converting the four-lane undivided street to three lanes with bike lanes using striping). Based on that, the proposed vision shows the road diet with a future two-lane street with bike lanes and a center turn lane. Pedestrian zone improvements would be continuous sidewalks separated from the street by a planting zone on both sides of the street. Additional right-of-way or easements may be needed to accomplish this vision, since the current right-of-way was not measured.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.

STREET SECTIONS



PROPOSED NEW RESIDENTIAL CONCEPT

(RC) S-2-U

As redevelopment occurs, a new residential street concept is envisioned that could provide additional connectivity within the study area. The 60' right-of-way concept would include a two lane street with on-street parking. Shared lane markings could be used to connect to other bicycle facilities. Sidewalks would be buffered from the street by planting zones with street trees.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.



Source: Google Maps



Source: Omniplan

PROPOSED LBJ / SKILLMAN INTERCHANGE

The LBJ / Skillman interchange replacement is currently under schematic design. See Appendix 2.5 for a conceptual plan. Currently, Skillman and Audelia merge just before the interchange and create a confusing situation for drivers. Backups occur at the interchange intersections, especially on the eastbound off-ramp from LBJ to Skillman.

The current design would include improvements to Skillman Street and Audelia Road. Additional lane capacity would be provided across the bridge and Texas U-turn lanes are proposed on both sides of the bridge. Geometric improvements at the intersections would improve traffic operations. The realignment of Audelia to connect perpendicularly to Skillman would reduce confusion for drivers and allow for redevelopment opportunities in the old right-of-way. Sidewalks are proposed along the length of Skillman, although they are not currently proposed on Audelia. Wide sidewalks and

a cycle track are proposed across the bridge to provide pedestrian and bicycle accommodations.

TxDOT is leading the LBJ / Skillman interchange project. It is not yet funded for construction.

In addition, TxDOT also plans to widen LBJ between IH-30 and US 75 in the future. In the vicinity of Skillman, these future improvements could include managed lanes, additional main lanes, and frontage roads.

PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN MAP 5.10

PROPOSED PEDESTRIAN IMPROVEMENTS

The Proposed Pedestrian Improvement exhibit demonstrates the many gaps in the sidewalk on the public streets. Completing the network of sidewalks is important for improved safety for pedestrians walking along the streets. A minimum width of 6' should be constructed for sidewalks. Where possible and/or feasible, wider sidewalks are encouraged, especially adjacent to commercial/retail and Mixed-use developments.. The sidewalks should provide connections from the residential areas to the DART light rail station and bus stops, shopping areas, and regional trails. The proposed infill development should be very walkable to encourage pedestrian activity in the area.

In addition to sidewalks, there are many other design elements that will improve pedestrian safety. The Dallas Complete Streets Manual provides information on many items, such as the following:

- Pedestrian lighting
- Intersection design
- Pedestrian signal timing and countdown indicator
- Mid-block crossing treatments

- Traffic calming elements
- Crosswalks
- Curb Ramps
- Transit stops

In the near term, improvements could be implemented throughout the study area outside of the curb line in the pedestrian zone. The following planning level costs offer a level of magnitude for different types of improvements that could be part of multi-use trail or sidewalk project. These costs are for construction only and do not include right-of-way acquisition, utility relocation, design, or project-specific constraints.

Planning Level Construction Costs (2014 dollars):

- 5' Wide Sidewalk - \$40 per linear foot
- 12' Wide Multi-use Trail - \$90 per linear foot
- Canopy Trees at 50' Spacing - \$15 per linear foot
- 5' Linear Landscaping with Irrigation - \$250 per linear foot
- Pedestrian Scale Lighting at 75' Spacing - \$100 per linear foot

QUALITY OF LIFE

The area is currently dominated by Multi-family residential units. Many of these units are nearing the end of their life expectancy as most of them were built for singles in the 1970's and 80's. In general, these facilities lack the infrastructure desired by the families that live there today as there is little park or open space for children to play and families to gather. South of LBJ, Arbor Park, a City-owned greenbelt park, is located on the western edge of the study area at Whitehurst and Arbor Park Drive. Open space/play areas are also located at Thurgood Marshall Elementary School. . There are no parks or open space on the North side of LBJ in the study area. The City of Dallas Park Master Plan identifies the need for open space/park in this general area (North of LBJ). As aging apartment complexes are redeveloped, open space, streets, and sidewalks are desired and should be incorporated as redevelopment occurs.

The Mixed-use development at the DART Station property has the potential to include an educational component and be tied to the nearby Richland College Campus. In addition, the vision proposed connects the study area to Richland College to the North and the Town Center on the South (see Map 5.12 "Dallas Bikeway System" on page 78 for detail).

For new multi-family residential units, a variety of product types should be constructed to provide a greater selection to meet the needs of the community. Townhouses and condominiums should be included to build on the home ownership base. In addition, product types should include senior housing and apartments (new, market rate facilities).

In general, additional lighting should be provided in the area as a means to deter crime. Places that are well lit have proven to be safer environments. Active street life around Mixed-use developments will also tend to deter criminal behavior.

Other enhancements should include street trees and pole mounted graphics in medians, and other site furnishings including bike racks, pedestrian scaled light fixtures, street benches, and trash/recycling containers.



Source: Elvert Barnes/Flickr



Source: universitystationrvpark.com



Source: YELLOW108

PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN
MAP 5.11

OPEN SPACE



Source: WGBH

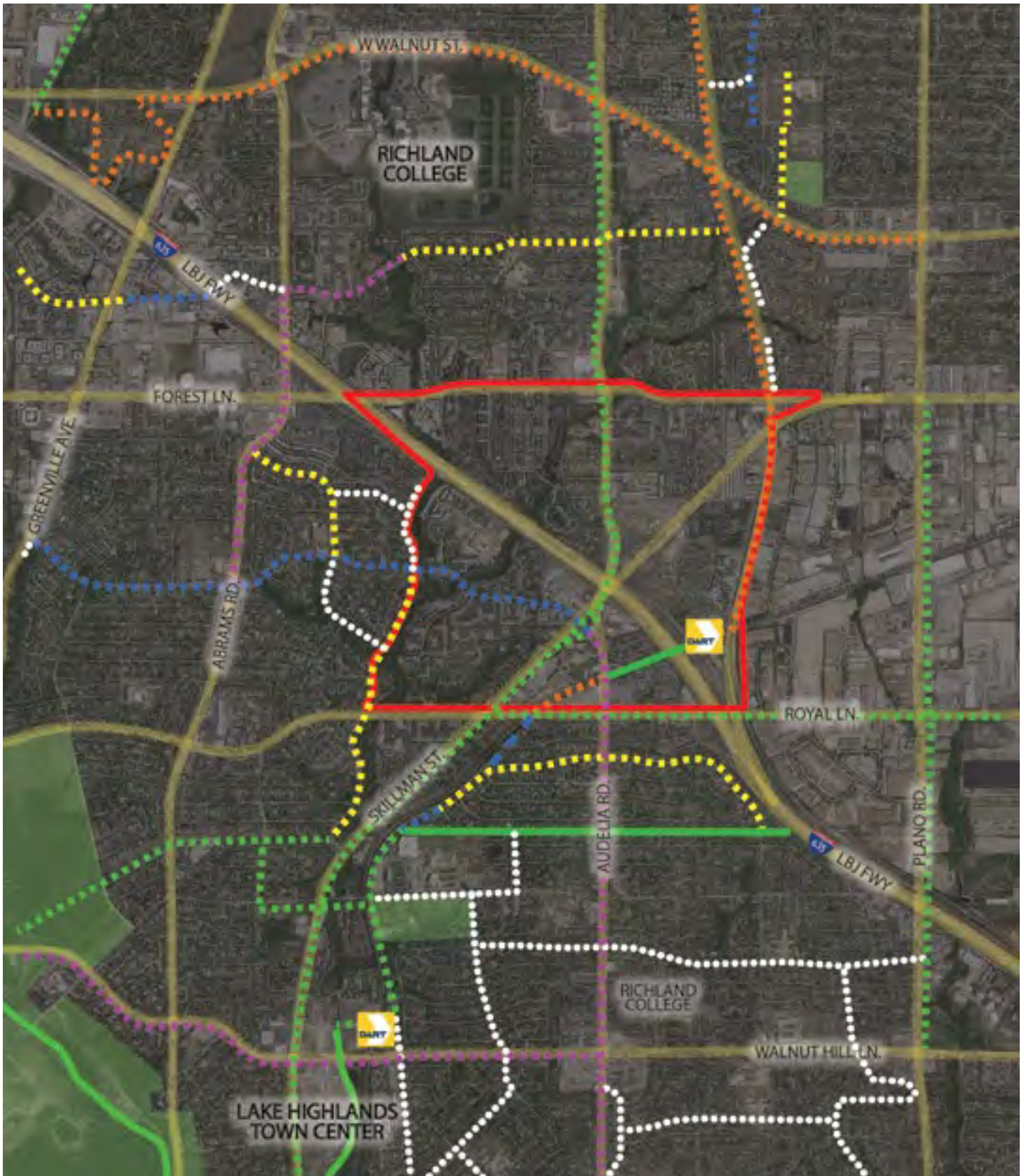


Source: DCCCD.edu



Source: AZSignaramaStores.com

DALLAS BIKEWAY SYSTEM



SOURCE: OMNIPLAN
MAP 5.12

PROJECT VISIONING and RECOMMENDATIONS

DALLAS BIKEWAY SYSTEM - LEGEND



The Vision Plan identifies hike and bike network extensions to connect the study area to the greater Dallas Bikeway System Network Recommendations. The map to the left shows both on-street and off-street facilities that are existing and planned.

The Lake Highlands Trail, located primarily in an ONCOR utility right-of-way, will connect the Lake Highlands neighborhood to Lake Highlands High School, Lake Highlands North Park, and Lake Highlands Town Center. This trail is also proposed to link up to the White Rock Creek Greenbelt Trail which connects to North Dallas, White Rock Lake, and basically anywhere else in the system though additional trail links.

The Vision Plan recommends connecting the heart of the study area, and the Transit Oriented Design planned around the LBJ/Skillman DART Station, to the Lake Highlands Trail adjacent to the DART rail line. In addition, the plan recommends extending hike and bike facilities up Audelia and over to Richland College, further connecting the study area to this important asset.

SHARED USE PATH



Source: thesteelrailsadvocate.com

CYCLETRACK/BUFFERED BIKE LANE



Source: thesteelrailsadvocate.com

PROJECT OPPORTUNITIES and IMPLEMENTATION

Summary

Implementation Priorities

Implementation Tool Kit

Strategic Opportunity Vision Area 1

Strategic Opportunity Vision Area 2

Strategic Opportunity Vision Area 3

Strategic Opportunity Vision Area 4

SUMMARY

The Strategic Opportunity Vision Area plans shown are graphic illustrations of what targeted sites within the study area might look like. These targeted sites were selected for their strategic location and their potential to be a catalyst for redevelopment in the core focus area and larger study area as a whole. These vision area plans are generic in nature and are intended to reflect the type of development, and redevelopment, desired in the area. These layouts reflect the vision of the community and represent what could potentially happen in the future if property owners desire to redevelop their properties if the realignment of the Skillman bridge occurs (see pages 66-67 for land use analysis regarding Skillman alignment). Included with these vision area plans are renderings showing the possible massing and potential architectural character for each targeted site as well as photographs of similar developments as a point of reference.

IMPLEMENTATION PRIORITIES

Implementation priorities are recommendations that are deemed necessary to help the Vision Plan achieve success. These priorities are outlined on the following pages and include associated timeframes for implementation.

Table 6.1 outlines recommended actions to help the vision plan achieve success.

PROJECT OPPORTUNITIES AND IMPLEMENTATION

ECONOMIC DEVELOPMENT PRIORITY 1

Action Item: Creation of a Lake Highlands Business Coalition / Chamber of Commerce

In support of the Vision Plan, and desires of the community, it is critical that an organization be established to become a unified voice seeking to encourage and attract new residents and business to the area. This organization should be community-established and led and should serve as a public advocate for implementation of the LBJ/Skillman Urban Planning Initiative study.

Timeframe: Short term



Source: Omniplan



Source: Omniplan

ECONOMIC DEVELOPMENT PRIORITY 2

Action Item: Area marketing initiative

The PID should undertake an Area Marketing Initiative with the proposed Lake Highland Business Coalition/Chamber of Commerce to pursue a coordinated, united, unique marketing theme for the area. Build local marketing material and consider other related marketing opportunities for the study area.

Timeframe: Short Term



Source: Philly Shark



Source: YELLOW108

ECONOMIC DEVELOPMENT PRIORITY 3

Action Item: If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.

Newly-available ROW should be properly developed under City of Dallas leadership. Consideration of public amenities and area needs in the ROW area should be an essential part of any development discussions.

Timeframe: Long term



Source: Omniplan

ECONOMIC DEVELOPMENT PRIORITY 4

Action Item: Pursue public and private financing mechanisms to implement catalyst site development.

Funding opportunities for implementation of the area plan Vision.

Timeframe: Mid term



Source: Turner Construction

PROJECT OPPORTUNITIES AND IMPLEMENTATION

LAND USE, URBAN DESIGN AND ZONING PRIORITY 1

Action Item: The Vision will be used as an area Land Use guide.

The City of Dallas should use the Vision Plan to help make decisions on changes in zoning or property use in the area as it represents the desires of the community.

Timeframe: Ongoing



Source: Turner Construction

LAND USE, URBAN DESIGN AND ZONING PRIORITY 2

Action Item: Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.

The area is lacking in open space, an amenity that is important to the community and is in support of the Vision Plan. This open space will enhance the quality of life for the community and future residents. The City of Dallas needs to make this a requirement on all projects that involve the redevelopment of multi-family properties.

Timeframe: Ongoing



Source: DDOTDC

TRANSPORTATION PRIORITY 1

Action Item: Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.

The proposed vision for the street sections would provide better pedestrian and bicycle accommodations to make it easier for different types of users to access the transit stations and commercial areas. The proposed street sections are based on the design guidelines from the Dallas Complete Streets Manual. These improvements, in conjunction with the interchange improvements, will create a better balance for the area's transportation needs. While this includes major automobile transportation facilities, through appropriate design and the improvements described, these roadways do not need to divide the area, but rather knit this area harmoniously into the city.

Timeframe: Ongoing



Source: NTCOG

TRANSPORTATION PRIORITY 2

Action Item: Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.

The realignment of Skillman will also result in the reconfiguration of Audelia and open up several parcels for development. The new alignments are demonstrated on the TxDOT schematic and the proposed street sections are graphically shown in the report.

Timeframe: Long term



Source: YELLOW108

TRANSPORTATION PRIORITY 3

Action Item: Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape is present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.

Continuous sidewalks and landscaping will provide a safer walking environment and improve the appearance of the thoroughfares to match the plan vision.

Timeframe: Ongoing



Source: DDOTDC

TRANSPORTATION PRIORITY

Action Item: Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.

The existing apartment complexes are all gated and result in a discontinuous road network between the arterials. As redevelopment occurs, the proposed residential street concept should provide cross access between developments and would provide on-street parking, sidewalks, and landscaping.

Timeframe: Ongoing



Source: Dick Howe Jr./Flickr

PROJECT OPPORTUNITIES AND IMPLEMENTATION

Recommended Actions					
Project/Priority	Responsible Entity ⁽¹⁾	Partners ⁽²⁾	Time Frame ⁽³⁾	Potential Funding Sources	Order of Magnitude Cost
Economic Development					
Creation of a Lake Highlands Business Coalition/Chamber of Commerce	Lake Highlands Community	LHPID	Short term	n/a	Low
Area Marketing Initiative	LHPID	LHBC/CC	Short term	LHBC/CC	Medium
If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.	COD	Private Developers	Long term	COD / Private Developers	Medium
Pursue public and private financing mechanisms to implement catalyst site development.	LHBC/CC	LHPID / DART / Private Developers	Mid term	Federal, State, Local / Private Developers	Low
Land Use, Urban Design and Zoning					
The Vision will be used as an area Land Use guide.	COD	LHBC/CC	Ongoing	n/a	Low
Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.	Private Developers	COD / LHBC/CC	Ongoing	Private Developers	High
Transportation					
Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.	COD		Ongoing	COD	High
Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.	COD		Long term	COD	High
Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape is present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.	Private Developers	COD	Ongoing	Private Developers	Medium
Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.	Private Developers	COD	Ongoing	Private Developers	High

Table: 6.1 Source: Omniplan

(1) Responsible Entity: Individual, property owner, business or other entity (private or public) that initiates action within the framework of the LBJ/Skillman Urban Planning Initiative Study

(2) Partners: Individual, property owner, business or other entity (private or public) that acts to assist initiated action to become implemented

(3) Notes on time frame:
 Short-term is in the next six to eighteen months (2014 through 2015)
 Mid-term is in the next 18 months to 3 years (2015 through 2016)
 Long-term is more than 3 years (2017 and later)
 Ongoing is as redevelopment occurs

(4) Definitions:
 COD - City of Dallas
 DART - Dallas Area Rapid Transit
 LHBC/CC - Lake Highlands Business Coalition/Chamber of Commerce
 LHPID - Lake Highlands Public Improvement District

IMPLEMENTATION TOOL KIT

Form Base Zoning:

Form Districts should be used for key sites in the study area. The emphasis should be on diversity of building scale, density and quality of life. Building form is more important than the use and developments should provide opportunities to live, work, shop and play in the same area. Development should provide a range of housing choices that would appeal to a variety of people. Also, the creation of pedestrian and bicycle friendly streets as part of a walkable development will help to reduce our dependence on the automobile.

Lake Highlands Public Improvement District (LHPID)

Consider expanding the LHPID boundaries North of LBJ/635. Currently, the northern edge of the existing PID district is LBJ/635. This change could play a major role in helping to revitalize the northern part of the study area.

Tax Increment Financing (TIF) District:

The established TIF design guidelines should be extended into the study area and apply to all new development and redevelopment projects seeking public financial subsidies. The purpose of these districts is to stimulate new private investment and enhance real estate values in areas that are unlikely to attract development otherwise. A copy of these TIF standards is provided in Appendix 2.4.

Future Bond/Grant Programs:

Prioritize key catalytic infrastructure improvements that are bond and grant candidates.



Source: P4SC.org



Source: EV World



Source: Dick Howe Jr./Flickr



Source: WGBH

PROJECT OPPORTUNITIES AND IMPLEMENTATION

Strategic Opportunity Vision Area 1



Strategic Opportunity Vision Area 2



Strategic Opportunity Vision Area 3



Strategic Opportunity Vision Area 4





SOURCE: OMNIPLAN
MAP 6.1

COMMERCIAL / MIXED USE

STRATEGIC OPPORTUNITY VISION AREA 1

This strategic opportunity area focuses on potential development on the vacant land adjacent to the existing LBJ/Skillman DART Station. This area is bound by the DART station to the Southeast, 635/LBJ to the Southwest, Skillman Street to the Northwest and Adleta Ct/Blvd to the Northeast. This was envisioned to be a Transit Center and Urban Mixed-use Development in the forwardDallas! Comprehensive Plan! The entire site is currently under-utilized and is a prime candidate for development that could serve as a catalyst for the entire area.

The conceptual illustration shown as the Vision Plan for this area is a new Commercial/Mixed-Use Transit Oriented Development similar to those found at Mockingbird Station and West Village. A mix of functions on the ground floor could contain street level retail, office and high quality multi-family uses extending from the DART station out to Skillman Street. These functions would

be inward focused along the new street. Outdoor dining would be encouraged along with other planning techniques and site furnishings to create a vibrant pedestrian-oriented atmosphere. Retail at the first level is envisioned along Skillman Street, with an office building or residential use above, to reinforce other retail along this spine. This development should be set back from Skillman Street approximately 70' to allow for grade level parking with easy access to support commercial uses. In addition to parking adjacent to Skillman and parallel parking at the new internal street, parking structures are envisioned to accommodate the majority of the parking needs. Two to three floors of high quality residential use, or an office building adjacent to Skillman, are conceived for the space above ground floor functions. This new development should provide live/work/play opportunities that all contribute to a more sustainable project. The Vision Plan shown is based on the realignment of Skillman Street which is the long term solution.

PROJECT OPPORTUNITIES AND IMPLEMENTATION



Source: DART





SOURCE: OMNIPLAN
MAP 6.2

■ COMMERCIAL / MIXED USE

There will be various proposals presented for each vision area. One alternate to the conceptual plan shown on the previous page is the above Map 6.2. This alternative plan breaks the land adjacent to the LBJ/Skillman Dart Station into four blocks. These blocks are envisioned as being developed as commercial / mixed use projects. The blocks are bounded by streets connecting to the existing streets on the northeast and to a proposed service road along 635 / LBJ to the southwest.

PROJECT OPPORTUNITIES AND IMPLEMENTATION

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SOURCE: OMNIPLAN
MAP 6.3

COMMERCIAL / MIXED USE

STRATEGIC OPPORTUNITY VISION AREA 2

This strategic opportunity area focuses on potential development on sites located across 635/LBJ from the existing LBJ/Skillman DART Station. This area is bound by 635/LBJ on the Northeast, DART light rail lines on the Southeast, and Skillman Street on the Northwest. Existing development on these sites include an apartment complex, a small office building, three public storage unit buildings, and retail/commercial development.

Vision Area 2 builds on the adjacent Mixed-Use/Transit Oriented Development at the LBJ/Skillman DART Station shown in the strategic opportunity Vision Area 1. This plan is physically linked, by the existing pedestrian bridge, to the DART Station and is based on the realignment of Skillman Street which takes advantage of reconfigured sites as a result of right-of-way land reconfigurations, done during redevelopment, due to street realignments tied to the Skillman Street bridge reconstruction.

The conceptual illustration shown on the Southeast corner is envisioned as one to four stories. These buildings are envisioned to contain a mix of street level retail, office uses and high quality residences. The Commercial/Mixed-Use buildings are wrapped around a parking structure and include internal courtyards to provide open space amenities. The development fronting Skillman should be set back from the street approximately 70' to allow for grade level parking with easy access to support commercial uses. In addition to parking adjacent to Skillman Street, parking structures are envisioned to accommodate the majority of the parking needs.

At the Royal Highland Shopping Center, an opportunity for new commercial/retail pad sites along Skillman Street are envisioned to help make this existing retail node flexible and vibrant in the future as new development opportunities become available. Parking along Skillman

PROJECT OPPORTUNITIES AND IMPLEMENTATION



would be encouraged to function similar to a basic slip street with double parking. Landscaping, custom street lights, bike amenities and sidewalk improvements would create an inviting and needed buffer Skillman and area parking to further promote a walkable urban environment. Included in this conceptual illustration at Royal Highland Shopping Center, placement of a commercial use at the corner formed by the improved intersection of Skillman and Audelia is presented to further define this improved, walkable urban environment.

As redevelopment of properties and thoroughfares occur in Strategic Opportunity Vision Area 2, streetscape improvements providing better pedestrian and bicycle amenities, landscaping and even open space will further enhance the multi-modal benefit of the existing pedestrian bridge and trail to the DART light rail station which serves this area.



Source: Google Maps



Source: Post Properties



SOURCE: OMNIPLAN
MAP 6.4

STRATEGIC OPPORTUNITY VISION AREA 3

EXISTING DENNY'S, PEARLE VISION, AND TACO BUENO
COMMERCIAL / MIXED USE

Strategic Opportunity Vision Area 3 is located West of Skillman Street and North of Whitehurst Drive. Existing development on these sites include free standing buildings housing a Denny's, Pearle Vision, and Taco Bueno, along with three additional single story multi-tenant commercial buildings housing neighborhood service businesses.

The conceptual illustration show as the Vision Plan for this area, based on the realignment of Skillman Street, takes advantage of the dated single story commercial buildings by envisioning a new Commercial/Mixed-Use building with a high quality residential development behind at the Northeast corner of the site. Parking immediately adjacent to the new commercial building, on the Southeast side, could serve that function with a parking structure located at the core of the adjacent development to serve the residential use. The development shown

on the Southwest corner is envisioned to be one to four stories. The existing buildings housing Denny's, Pearle Vision, and Taco Bueno are shown to stay. If any or all of these businesses fronting Skillman redevelop, the City should condition site planning of these properties with commercial buildings that contain street level retail/office uses that engage the Skillman Street spine with buffered sidewalks, landscaping, limited commercial signage and building footprints that promote parking to the rear and limit the Skillman frontage to slip street/double-row parking.

PROJECT OPPORTUNITIES AND IMPLEMENTATION



These new commercial buildings can be accessed off Skillman Street, Whitehurst and 635/LBJ in the future when a true service road is constructed (in lieu of the exit ramp as currently exists). It is our understanding that a service road is being considered as part of future 635/LBJ East proposed improvements.

The City of Dallas, in partnership with other government agencies and the community, should work to ensure the future service road improvements undertaken have appropriate buffered pedestrian and landscape amenities.



Source: DallasNews



Source: Turner Construction



SOURCE: OMNIPLAN
MAP 6.5

There will be many proposals for these areas. One existing proposal for Vision Area 3, based on the existing alignment of Skillman Street, envisions a Community Center that builds on the services currently offered at the U.S. Citizenship and Immigration Services Application Support Center, the New Room and the QuestCare Clinic which operate facilities in different buildings on the site. This Community Center would help to improve the quality of life for numerous people in the community.



PROJECT OPPORTUNITIES AND IMPLEMENTATION

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SOURCE: OMNIPLAN
MAP 6.6

COMMERCIAL / MIXED USE

STRATEGIC OPPORTUNITY VISION AREA 4

This strategic opportunity area focuses on potential development prospects on sites located at the Northwest corner of Skillman Street and 635/LBJ. This area is bound by 635/LBJ on the South, Skillman Street on the Southeast, and multifamily developments on the North and West sides. Existing development on these sites include single story retail/commercial buildings.

The conceptual illustration shown seeks to encourage redevelopment of some of the existing retail/commercial buildings by the privately-owned property owners. The conceptual plan presented aims to provide better visibility and identifies new Commercial/Mixed-Use centers and pad sites to work in conjunction with reconfigured Audelia Road as it intersects Skillman Street. This conceptual planning example reinforces the street level retail and commercial uses lining Skillman Street, the “spine” of the study area, and core focus area. Access to these new commercial areas will be off both Skillman Street and

Audelia Street.

The conceptual new development shown as part of this Vision Area will take advantage of released ROW located at the Northwest corner of the realigned Skillman bridge. Any such development opportunity should include in its site plan landscaped setbacks on Skillman and Audelia that include improved sidewalks, lighting, bicycle amenities and use of a slip street with double parking. Additional parking should be provided in the rear of the development, with appropriate landscape screening and pedestrian connectivity to the adjacent residential.”

PROJECT OPPORTUNITIES AND IMPLEMENTATION



Source: TheFunTimesGuide

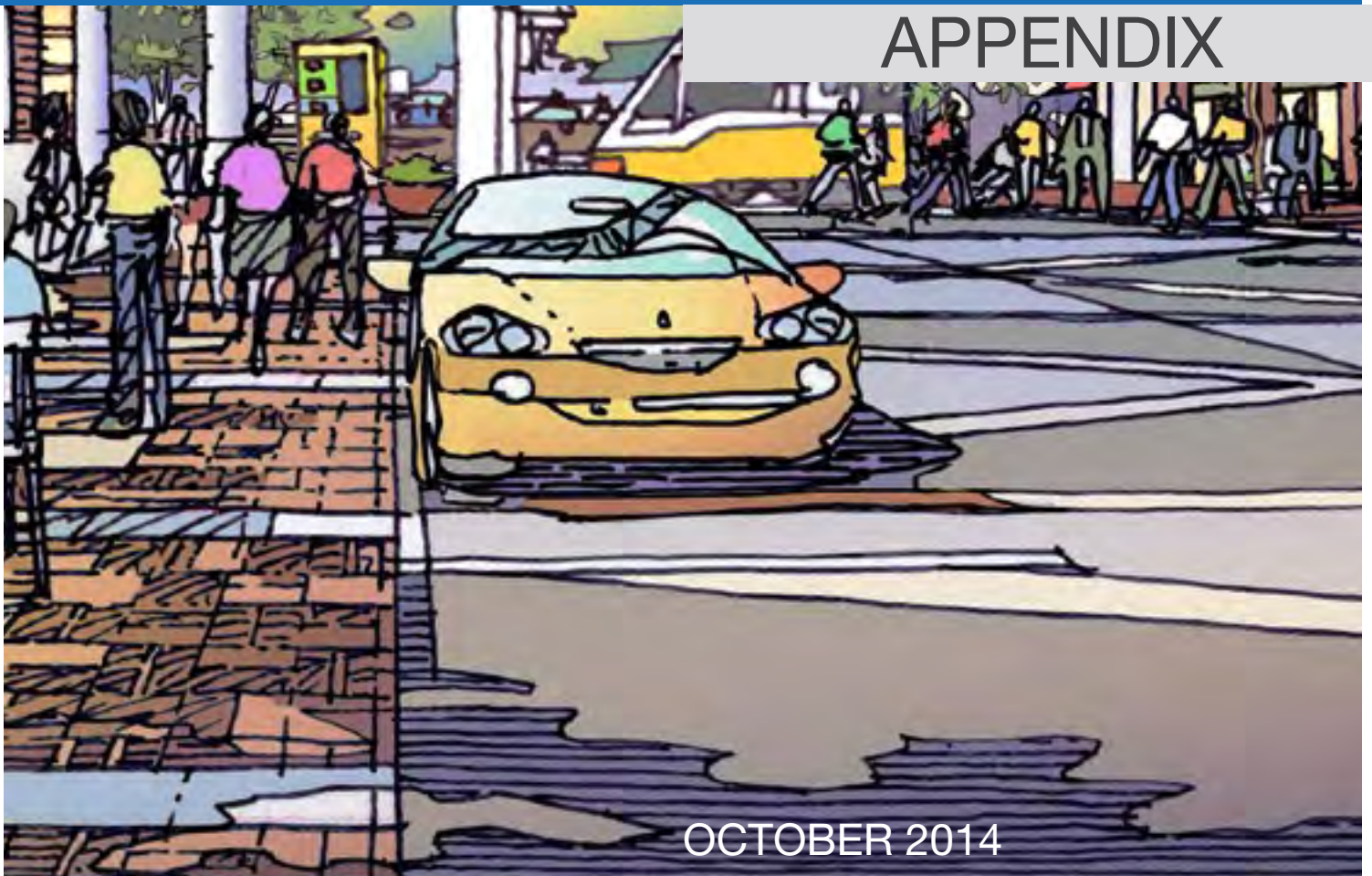


Source: IDSGI



LBJ • SKILLMAN
URBAN PLANNING INITIATIVE STUDY

APPENDIX



OCTOBER 2014

Please reference the LBJ•Skillman Urban Planning Initiative Study for the full body text.

APPENDIX

- 1: Full Market Analysis
- 2: Additional Background
 - 2.1: City of Dallas Zoning District Standards
 - 2.2: Planned Developments
 - PD 421
 - PD 536
 - PD 647
 - 2.3: DART Ridership
 - 2.4: Tax Increment Financing (TIF) Design Standards
 - 2.5: TxDOT Schematic
- 3: Community Meetings
 - 3.1: Public Meeting #1 Oral Comments
 - 3.2: Public Comments
 - 3.3: Priority List Dot Voting
 - 3.4: Visual Preference Dot Voting
 - 3.5: Written Comments
 - 3.6: Public Meeting #2 Oral Comments
 - 3.7: Written Comments
 - 3.8: Business Owner Roundtable

APPENDIX

1: Full Market Analysis



Market Analysis

Planning for the strategic redevelopment of the LBJ/Skillman Study Area (the Study Area) requires an understanding of its physical limitations, as well as its market. The market analysis portion of the *LBJ/Skillman Urban Planning Initiative Study* (the Study), summarized here, focused on identifying market opportunities within the Study Area and a larger representative trade area. The purpose of the market analysis in the context of a redevelopment effort is fourfold:

- Provide a “reality check” for the conceptual planning effort;
- Ensure that recommendations are grounded in market and economic reality;
- Set the stage for implementation; and
- Provide an accurate and independent “story” to tell potential development and investor audiences.

The analysis shows market demand in the surrounding trade area and that, with strategic public and private reinvestment and supportive policies, the Study Area could be successfully positioned to capitalize on select niche and destination opportunities.

Trade Area

The information below presents an overview of current and future conditions in the LBJ/Skillman Trade Area (the Trade Area) surrounding the Study Area. The Trade Area was defined based on the following factors:

- Physical barriers;
- Location of possible competition;
- Proximity to population and employment;
- Zoning;
- Market factors;
- Drive times; and
- Spending and commuting patterns.

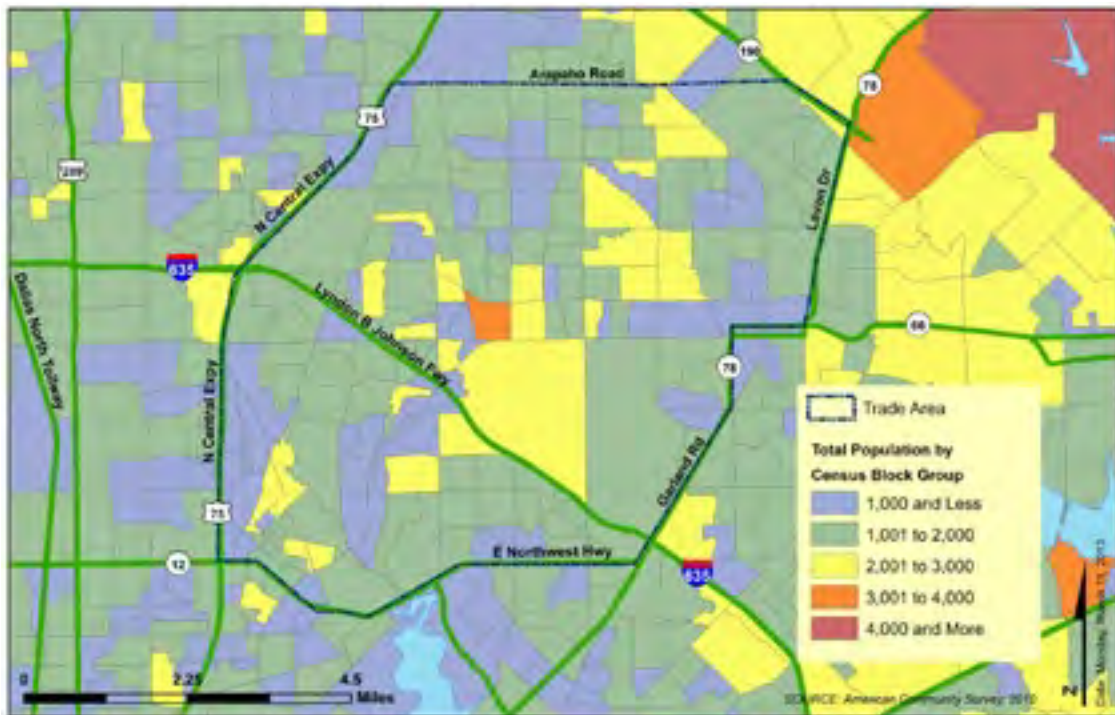


The LBJ/Skillman Trade Area is bounded by the following:

- North: Arapahoe Road
- South: Northwest Highway (Highway 12)
- West: US 75
- East: Garland Avenue/State Highway 78

This area represents approximately 4 miles east/west and 4 miles north/south of the Study Area. A map of the Trade Area is presented in Exhibit 1.

Exhibit 1
LBJ/Skillman Trade Area Map



Source: American Community Survey 2010



Economic and Demographic Indicators

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. Table 1 summarizes economic and demographic trends which will affect development demand in the Trade Area generally and the Study Area specifically, over the near- and long-term.

As shown in Table 1, the Trade Area exhibits demographic characteristics relatively similar to the City of Dallas as a whole, with the following exceptions:

- The Trade Area is projected to grow at a considerably slower rate than the City of Dallas over the next five years. In the previous 12 years, the Trade Area lost population.
- The Trade Area has higher household sizes, with fewer one- and two-person households, a lower degree of non-family households and a lower share of renter-occupied households.
- The Trade Area has a comparable educational attainment level compared to the City of Dallas overall and has slightly fewer blue collar workers.
- Incomes in the Trade Area are comparable to the City overall.
- The Trade Area has a more diverse ethnic profile than the City, with higher concentrations of African American and Asian American residents, and a lower concentration of Hispanic residents.



Table 1
Trade Area Market Indicators
 LBJ/Skillman Trade Area and City of Dallas

2012 Indicator (unless otherwise noted)	LBJ/Skillman	
	Trade Area	City of Dallas
2000 Population	326,053	1,188,580
2012 Population	320,600	1,256,700
2012 Households	112,907	481,400
Annual Household Growth Rate (Projected through 2017)	0.80%	1.52%
Average Household Size	2.82	2.60
Percent Non-Family Households	38%	42%
Percent One- and Two-Person Households	59%	63%
Percent Renters	52%	56%
Percent Age 65+	10%	9%
Percent Age 0-17	27%	27%
Median Age	33.8	33.0
Percent With Bachelors Degree	18%	18%
Percent Blue Collar (Age 16+)	34%	35%
Percent Self-Employed	7%	7%
Median Household Income	\$42,773	\$42,259
Percent With Income Below \$25,000	29%	31%
Percent With Income Over \$100,000	15%	16%
Percent Hispanic	35%	42%
Percent Black/African-American	30%	25%
Percent Asian American	15%	3%

Sources: U.S. Census Bureau; Claritas, Inc.; North Central Texas Council of Governments; and Ricker Cunningham.

Exhibits 2 through 5 illustrate geographic distributions of some of the demographic indicators described above. These exhibits are useful in determining where concentrations of potential buyers/renters might exist for various housing products or potential customers for retail and service establishments.



Exhibit 2
Housing Unit Concentrations
LBJ/Skillman Trade Area



Source: American Community Survey 2010



Exhibit 3
White Population
LBJ/Skillman Trade Area



Source: American Community Survey 2010



Exhibit 4
Hispanic Population
LBJ/Skillman Trade Area



Source: American Community Survey 2010



Exhibit 5
African-American Population
LBJ/Skillman Trade Area



Source: American Community Survey 2010



Development Climate

During the latter part of 2008, new real estate development throughout the United States nearly ceased to exist. In the years that followed, among those markets that have seen modest levels of activity, the nature of real estate evolved from what it was in earlier decades. Successful real estate development now requires a paradigm shift in underlying evaluation metrics. This, the new face of real estate, is being driven by multiple factors including: limited development capital; technology; changing demographics and psychographics (lifestyle segmentation data); and more informed municipal policies.

Every year, the Urban Land Institute and PricewaterhouseCoopers release their *Emerging Trends in Real Estate* publication, an annual forecast of commercial real estate based on interviews with developers and investors. The following are trends and opportunities identified in the 2012 publication that could influence real estate development over the near- and mid-terms in and around the Trade Area.

Development Trends

- “Generation Y”, individuals aged 15 to mid-30s, a larger group than Baby Boomers, are more frugal, comfortable in smaller spaces, and desiring of living units convenient to work, shopping and recreation / entertainment districts supporting continued growth in mixed-use environments.
- Generation “X” – now between 31 and 46 – are redefining the “givens” of the past several decades – they want equal parts traditionalism, work and leisure – but gravitating around the home – smaller, higher-quality homes.
- Two age segments prefer low-maintenance housing options (e.g., downtown apartments and condos, townhomes and rowhouses, flats and co-ops) – individuals and couples ages 18 to 34 and empty nesters age 55 and over. These two segments comprise 46% of the Trade Area population.
- Over the last several years and into the near term, consumers will seek ways to save on gas – shortening the desire to commute to work and shopping. This will generate more opportunities in urban infill and downtown markets.



- Urbanity in the suburbs (not just walkable new urbanist design, but active programming of space to encourage active lifestyles) will continue to be in demand as many consumers continue to be “priced out” of downtown locations.
- Ethnic retailing, non-store click and mortar (smart phones) concepts, and experience show rooms will dominate the retail field.
- Big box retailers will continue to deliver new boutique stores, particularly in inner-city locations.

Real Estate Opportunities

- Residential Product Opportunities
 - ◆ Women (as a target market)
 - ◆ Urban Infill (rental and ownership)
 - ◆ Workforce Housing
 - ◆ Low-Maintenance Housing
- Retail Product Opportunities
 - ◆ Ethnic Retailing
 - ◆ Central Cities (commercial business districts, downtowns, infill neighborhoods)
 - ◆ Lifestyle Centers (open-air regional shopping centers)
- Employment Product Opportunities
 - ◆ Traditional Office Space – in smaller increments
 - ◆ Convertible Spaces
 - ◆ Third Places (not home, not work, places to socialize and share ideas)



Market Supply and Demand

An analysis of the current performance of real estate products within an overall market, as well as competitive projects within a trade area, provides an indication of whether an area may be ready for new redevelopment. It also helps to identify potential gaps in the market -- niches that new redevelopment could fill. In addition, in order to identify potential future market opportunities given the Study Area's competitive position and prevailing market conditions, market demand estimates were prepared for residential, retail, office and industrial land uses over the next 10 years. The information which follows presents a summary of current supply and demand conditions for competitive land uses within the LBJ/Skillman Trade Area.

Residential Supply

Trade Area communities represented in the Trade Area include Dallas, Richardson and Garland. As shown in Table 2, Garland experienced a substantially higher number of single family home closings in 2012 (2,128) than either Dallas (615) or Richardson (35). Average home prices in Garland were also higher, however, on a square foot basis, Garland had the lowest sale price. Home prices in Dallas and Richardson reflect the higher degree of single family attached units in those two communities. Trade Area rental housing is indicative of an urban infill area, with rents generally lower and vacancies generally higher than the Metroplex as a whole (See Table 3).

Table 2
Ownership Housing Supply Summary (YE 2012)
LBJ/Skillman Trade Area

Submarket	Market Indicators			
	Total Closings	Avg Sale Price	Avg Sq Ft	Price/Sq Ft
Dallas	615	\$211,512	1,282	\$165
Richardson	35	\$237,600	1,546	\$154
Garland	2,128	\$245,400	1,929	\$127
Total Trade Area	2,778	\$237,800	1,930	\$123
Dallas/Fort Worth	14,244	\$253,700	1,774	\$143

Source: Hanley Wood and Ricker/Cunningham.



Table 3
Rental Housing Supply Summary (YE 2012)
 LBJ/Skillman Trade Area

Submarket	Market Indicators					
	Total Units	Occupancy	Avg Rent	Rent/Sq Ft	Units U/C	2013 Completion
Northeast Dallas	31,570	89.4%	\$634	\$0.82	200	200
Far East Dallas	18,442	90.8%	\$613	\$0.77	0	0
Garland	13,962	93.8%	\$730	\$0.85	281	281
Richardson	8,659	95.2%	\$989	\$1.03	162	162
Total Trade Area	72,633	91.3%	\$689	\$0.84	643	643
Dallas	382,849	93.9%	\$853	\$0.98	17,163	10,466

Source: MPF Research and Ricker|Cunningham.

Residential Demand

Demand for Trade Area residential units is a function of newly formed households, whether they arise through natural increase or net in-migration. As shown in Table 4, the LBJ/Skillman Trade Area is expected to experience demand for approximately 9,500 new housing units over the next 10 years. Assuming the ratio of rental to owner-occupied units remains at 55%, this would translate into demand for 5,200 new rental units and 4,300 new ownership units.

Table 4
Residential Demand (2012 to 2022)
 LBJ/Skillman Trade Area

Residential Demand Analysis					Households	2012	112,907		
LBJ/Skillman Trade Area					Households	2017	117,496	Annual Growth Rate	0.80%
10-yr Demand Estimates					Households	2022	122,272		
					Household Growth (2012-22)	9,365	Adjust for 2nd homes, demolition, vacancy		1.0%
					Adjusted Unit Requirement	9,458	% Rental		55%
					Trade Area Demand from New Households (10-yr)				
Household Income Range (2010 dollars)	Approximate Rent Range	Supportable Home Price Range	Current Households in Income Bracket	New Households by Income Bracket	Total Units	Estimated % Rental	Total Rental Units	Total Ownership Units	
up to \$15K	up to \$375	up to \$75K	15%	14%	1,324	95%	1,258	66	
\$15-25K	\$375 - \$625	\$75 to \$100K	13%	12%	1,135	90%	1,022	114	
\$25-35K	\$625 - \$875	\$100 to \$150K	13%	13%	1,230	80%	984	246	
\$35-50K	\$875 - \$1,000	\$150 to \$200K	15%	15%	1,419	70%	993	426	
\$50-75K	\$1,000+	\$200 to \$250K	17%	17%	1,608	30%	482	1,126	
\$75-100K	\$1,000+	\$250 to \$350K	9%	10%	946	25%	236	709	
\$100-150K	\$1,000+	\$350 to \$500K	9%	10%	946	15%	142	804	
\$150K and up	\$1,000+	\$500K and up	9%	9%	851	10%	85	766	
Totals			100%	100%	9,458	55%	5,202	4,256	

Source: U.S. Census Bureau; NCTCOG; Claritas, Inc.; and Ricker|Cunningham.



Attached Ownership Demand

Of the 4,200 total units of for-sale housing demand by households earning over \$15,000, approximately 35% or 1,470 units could be attached (condominium, townhome, rowhouse, loft, etc.). Table 5 summarizes demand for attached ownership units.

Table 5
Attached Ownership Demand (2012 to 2022)
LBJ/Skillman Trade Area

Annual Household Income Range	Approximate Home Price Range	Trade Area For-Sale Demand (Incomes \$15K+)	Estimated % Single Family Attached	Single Family Attached Demand
\$15-25K	\$75 to \$100K	114	35%	40
\$25-35K	\$100 to \$150K	246	35%	86
\$35-50K	\$150 to \$200K	426	35%	149
\$50-75K	\$200 to \$250K	1,126	35%	394
\$75-100K	\$250 to \$350K	709	35%	248
\$100-150K	\$350 to \$500K	804	35%	281
\$150K and up	\$500K and up	766	35%	268
Totals		4,190	35%	1,467

Note: Assumes Townhome/Condo development stabilizes at 35% of all ownership demand
Source: U.S. Census Bureau; NCTCOG; Claritas, Inc.; and Ricker Cunningham.



Rental Demand

The LBJ/Skillman Trade Area is expected to support over 3,900 total units of rental housing demand by households earning over \$15,000 over the next 10 years. Table 6 summarizes demand for rental units.

Table 6
Rental Housing Demand (2012 to 2022)
 LBJ/Skillman Trade Area

Annual Household Income Range	Approximate Rent Range	Trade Area Rental Demand (Incomes \$15K+)
\$15-25K	\$375 - \$625	1,022
\$25-35K	\$625 - \$875	984
\$35-50K	\$875 - \$1,000	993
\$50-75K	\$1,000+	482
\$75-100K	\$1,000+	236
\$100-150K	\$1,000+	142
\$150K and up	\$1,000+	85
Totals		3,944

Source: U.S. Census Bureau; NCTCOG; Claritas, Inc.; and Ricker|Cunningham.



Retail Supply

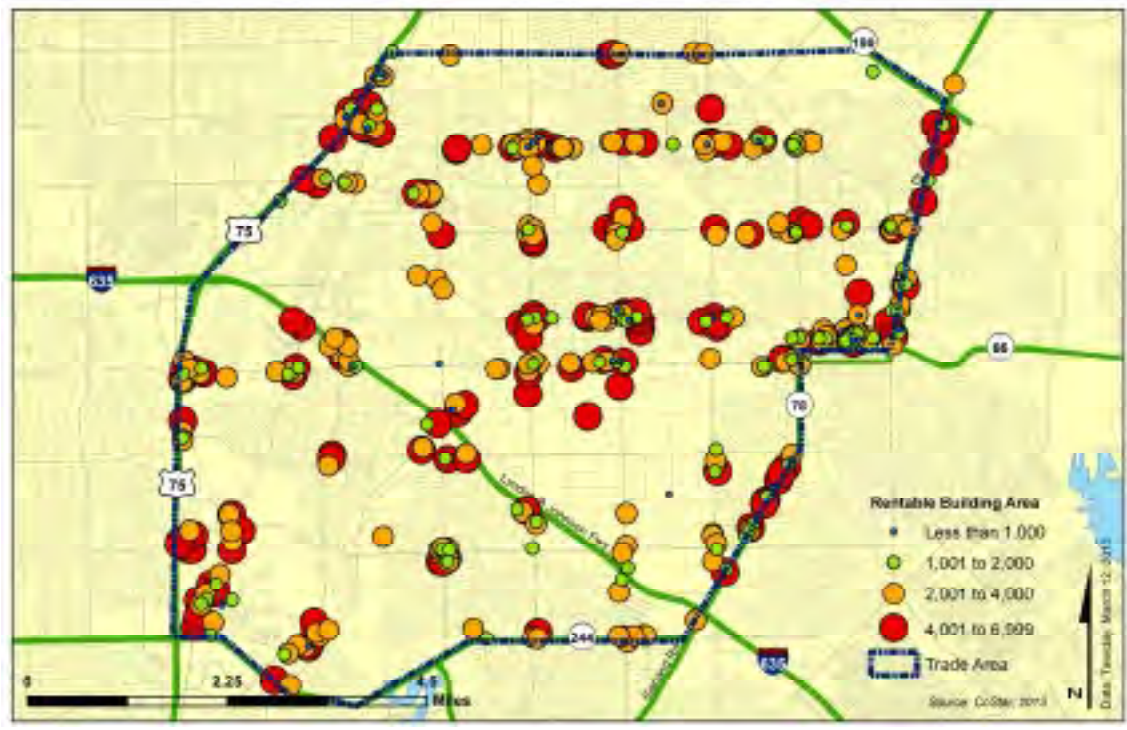
Summary retail supply characteristics for the LBJ/Skillman Trade Area are presented as follows:

- There are 866 retail buildings in the Trade Area, comprising approximately 15,012,600 square feet. Currently, retail space in the Trade Area is approximately 88% occupied.
- Over the last 12 months, there has been relatively healthy net absorption of over 267,000 square feet.
- Retail rental rates currently average approximately \$11.96 per square foot on a triple net basis.
- Over the next two years, there is anticipated to be less than 3,000 square feet of new space delivered to the Trade Area.

Exhibits 6 and 7 illustrate the location and concentration of both small retail spaces (< 7,000 square feet) and larger retail centers (up to 250,000+ square feet).



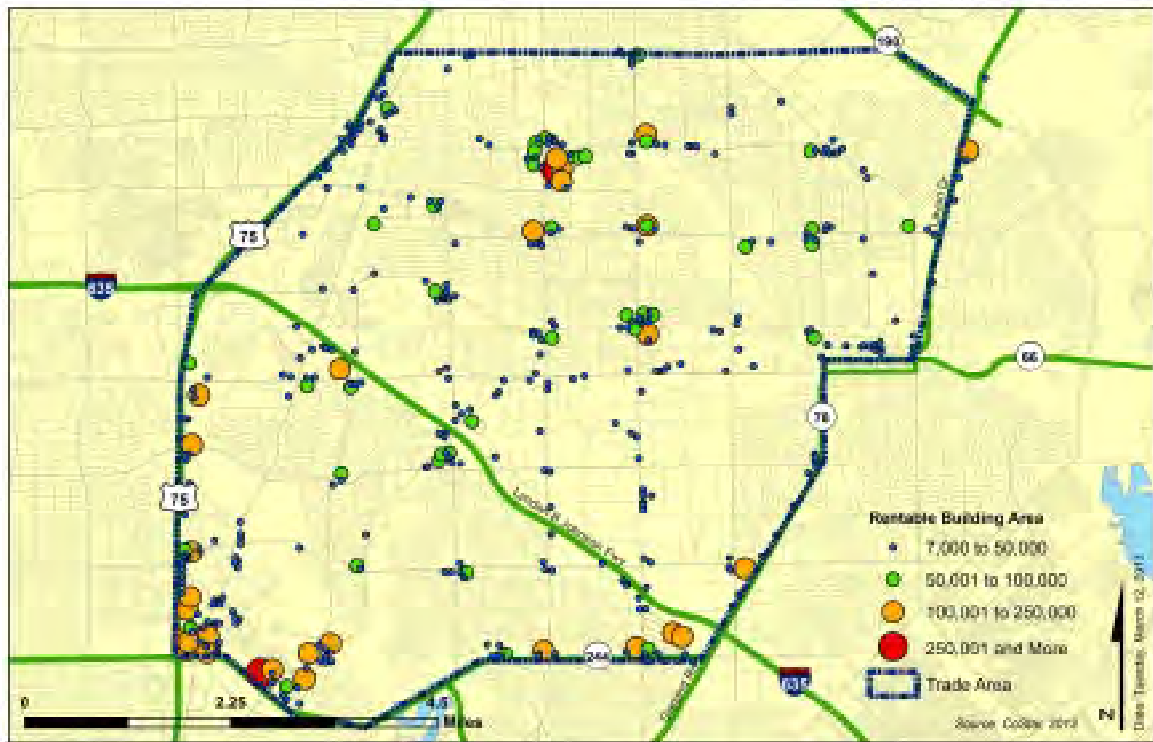
Exhibit 6
Trade Area Retail Supply (small spaces)



Source: CoStar 2013



Exhibit 7
Trade Area Retail Supply (larger spaces)



Source: CoStar 2013



Retail Demand

Future demand for retail space is determined by the potential level of retail expenditures in a given trade area from two sources: those dollars spent by trade area residents outside the trade area, or “leakage”; and those generated by new household growth. Table 7 summarizes the calculations of both of these sources of retail demand. For each major retail category, current household retail expenditures (demand) are compared to current retail sales (supply) in the Trade Area to determine if there is a retail “surplus” (supply exceeds demand) or “leakage” (demand exceeds supply). Table 7 shows that “leakage” exists in four retail categories: furniture and home furnishings; health and personal care; clothing and accessories; and general merchandise. The remaining categories currently have retail surpluses, i.e., supply exceeds demand. Projected demand from new household formation over the next ten years is determined by multiplying growth in households with that portion of household income typically spent on general retail and service purchases.

Table 7
Retail Demand (2012 to 2022)
 LBJ/Skillman Trade Area

Retail Category	Estimated 2012 Household Retail Demand	Estimated 2012 Retail Sales (Supply)	Estimated 2012 Retail Void (Leakage)	Estimated Retail Sales/s.f.	New Retail Space Needed to Recapture Void/Leakage	Annual Household Growth Rate (2012-2022)	Net New Household Retail Demand	New Retail Space Needed for Household Growth	Total 10-Year New Trade Area Retail Demand (s.f.)
Furniture & Home Furnishings	\$56,785,691	\$46,423,414	\$10,362,277	\$200	51,811	0.4%	\$2,312,753	11,564	63,375
Electronics & Appliance	\$65,418,265	\$78,848,907	\$0	\$225	0	0.4%	\$2,664,338	11,842	11,842
Bldg Materials, Garden Equipment	\$242,588,018	\$345,664,846	\$0	\$300	0	0.4%	\$9,880,060	32,934	32,934
Food & Beverage (Grocery)	\$401,834,016	\$524,632,628	\$0	\$375	0	0.4%	\$16,365,789	43,642	43,642
Health & Personal Care	\$180,115,302	\$118,747,311	\$61,367,991	\$325	188,825	0.4%	\$7,335,688	22,571	211,396
Clothing and Accessories	\$151,310,882	\$71,914,817	\$79,396,065	\$225	352,871	0.4%	\$6,162,549	27,389	380,261
Sporting Goods, Hobby, Book, Music	\$56,480,310	\$75,936,984	\$0	\$225	0	0.4%	\$2,300,315	10,224	10,224
General Merchandise	\$409,178,202	\$391,804,540	\$17,373,662	\$300	57,912	0.4%	\$16,664,901	55,550	113,462
Miscellaneous Stores	\$74,361,394	\$87,602,368	\$0	\$200	0	0.4%	\$3,028,571	15,143	15,143
Foodservice & Drinking Places	\$339,146,718	\$348,558,871	\$0	\$325	0	0.4%	\$13,812,677	42,501	42,501
Total	\$1,977,218,798	\$2,090,134,686	\$168,499,995		651,420		\$80,527,641	273,358	924,778

Source: Claritas, Inc.; Urban Land Institute; and Ricker|Cunningham.



Office Supply

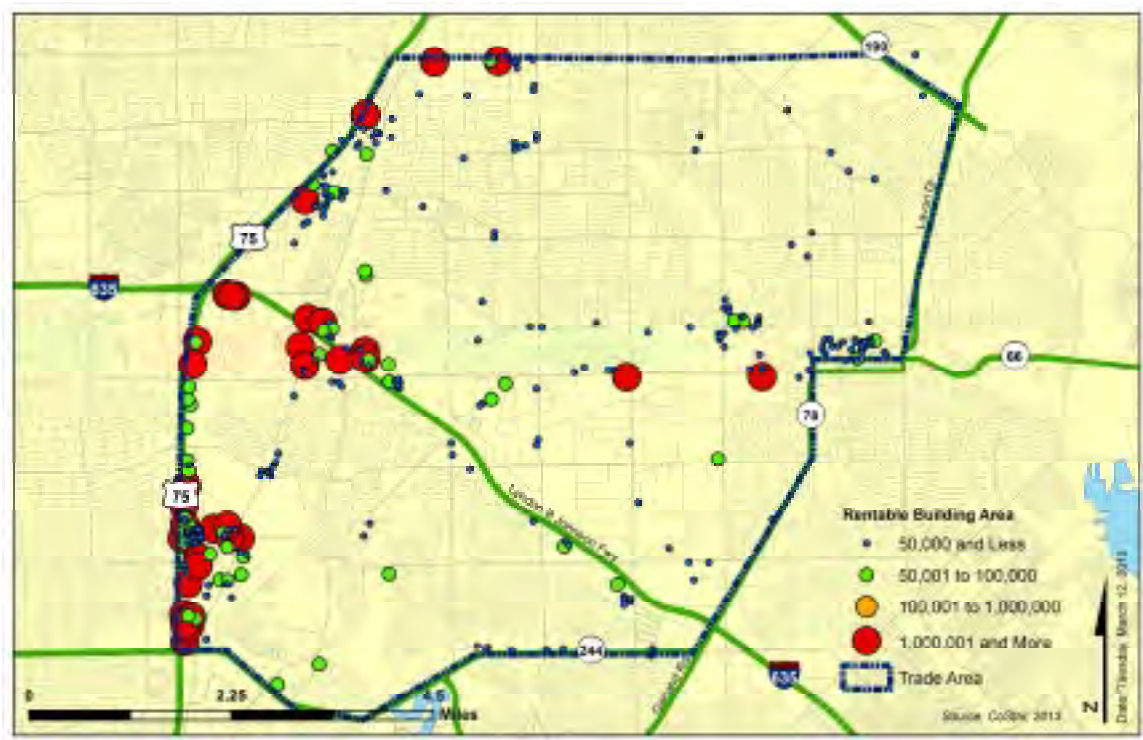
Summary office supply characteristics for the LBJ/Skillman Trade Area are presented as follows:

- There are 290 office buildings in the Trade Area, comprising approximately 12,750,900 square feet. Currently, office space in the Trade Area is approximately 79% occupied.
- Over the last 12 months, there has been relatively healthy net absorption of over 171,000 square feet.
- Office rental rates currently average approximately \$16.73 per square foot on a full service basis.
- Over the next two years, there is not anticipated to be any new space delivered to the Trade Area.

Exhibit 8 illustrates the location and concentration of office space in the Trade Area.



Exhibit 8
Trade Area Office Supply



Source: CoStar 2013



Office Demand

Demand for new office space is derived from two primary sources: expansion of existing industry; and the relocation of new companies into the market. Employment projections by industry classification for the Trade Area were used to estimate demand over the next 10 years. Assuming an overall 1.2% sustained annual employment growth rate, the Trade Area should add approximately 25,026 new jobs over the next 10 years. Considering differing levels of office space needed across various industry categories, the analysis revealed demand for nearly 1.7 million square feet of new office space over this period.

Table 8
Office Demand (2012 to 2022)
LBJ/Skillman Trade Area

Industry Category	Estimated 2012 Employees	Estimated Growth Rate 2012-2022	Estimated 2022 Employees	Estimated New Employees	Estimated % in Office Space	Estimated Net New Office Employees	Sq Ft per Office Employee	Estimated 10-yr Office Demand
Natural Resources, Mining and Construction	10,339	1.2%	11,649	1,310	40%	524	180	94,310
Manufacturing	15,065	1.2%	16,973	1,909	5%	95	180	17,177
Trade, Transportation and Utilities	38,831	1.2%	43,751	4,920	10%	492	180	88,553
Information	5,900	1.2%	6,648	747	80%	598	180	107,639
Financial Activities	17,691	1.2%	19,932	2,241	90%	2,017	180	363,090
Professional and Business Services	34,596	1.2%	38,979	4,383	80%	3,506	180	631,153
Educational and Health Services	24,821	1.2%	27,966	3,145	20%	629	180	113,206
Leisure and Hospitality	18,967	1.2%	21,370	2,403	10%	240	180	43,254
Other Services	6,927	1.2%	7,804	878	30%	263	180	47,387
Government	24,396	1.2%	27,486	3,091	30%	927	180	166,899
Totals	197,532	1.2%	222,558	25,026	--	9,293	180	1,672,668

Source: NCTCOG; Texas Workforce Commission; and Ricker | Cunningham.



Industrial Supply

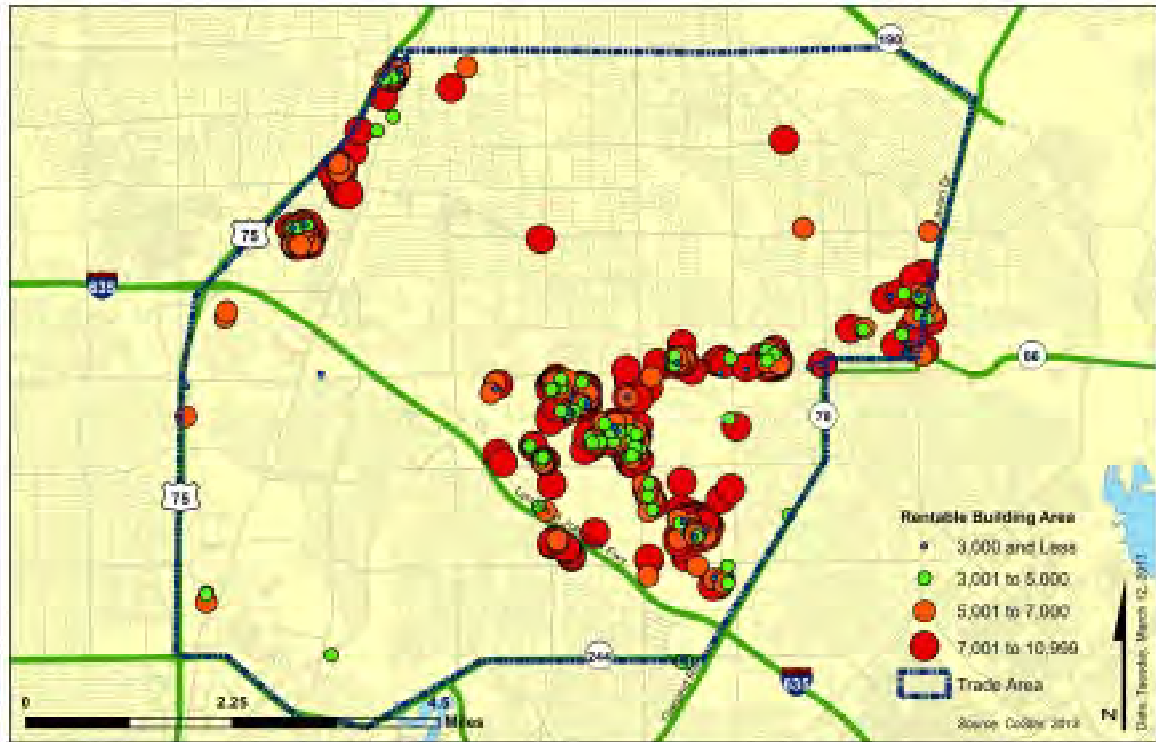
Summary industrial supply characteristics for the LBJ/Skillman Trade Area are presented as follows:

- There are 1,290 industrial buildings in the Trade Area, comprising approximately 56,638,200 square feet. Currently, industrial space in the Trade Area is approximately 90% occupied.
- Over the last 12 months, there has been net negative absorption of approximately 76,000 square feet.
- Industrial rental rates currently average approximately \$3.93 per square foot on a full service basis.
- Over the next two years, there is not anticipated to be any new space delivered to the Trade Area.

Exhibits 9, 10 and 11 illustrate the location and concentration of various sizes of industrial space in the Trade Area.



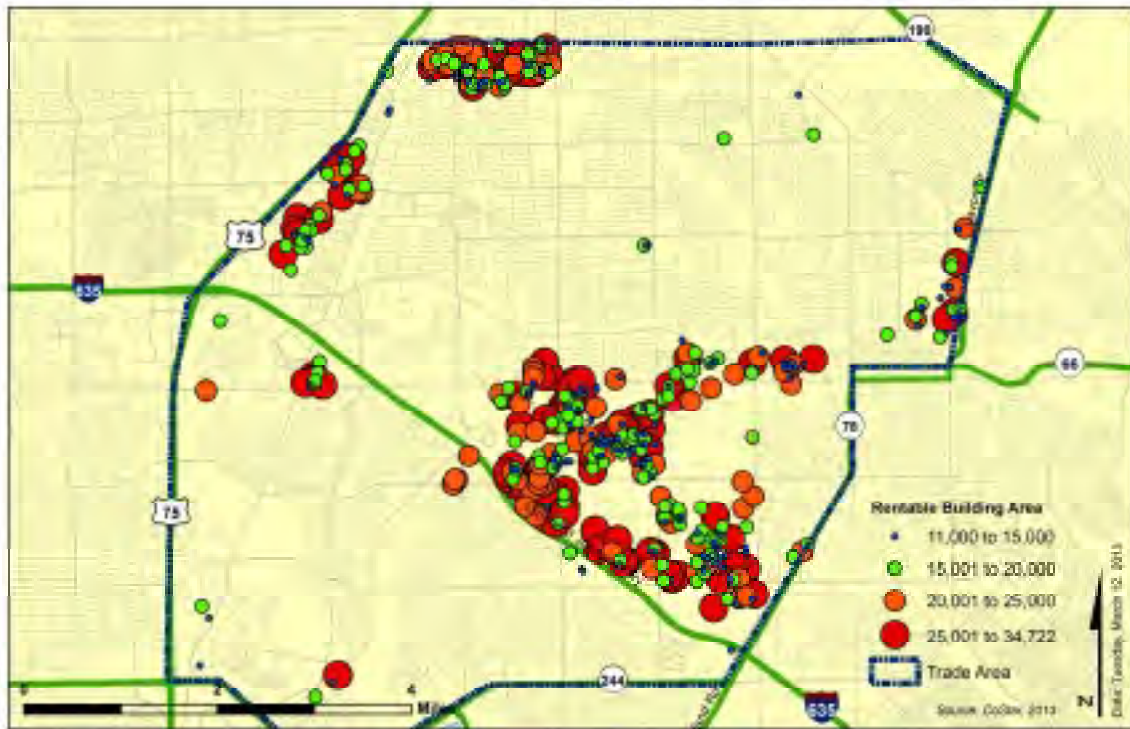
Exhibit 9
Trade Area Industrial Supply



Source: CoStar 2013



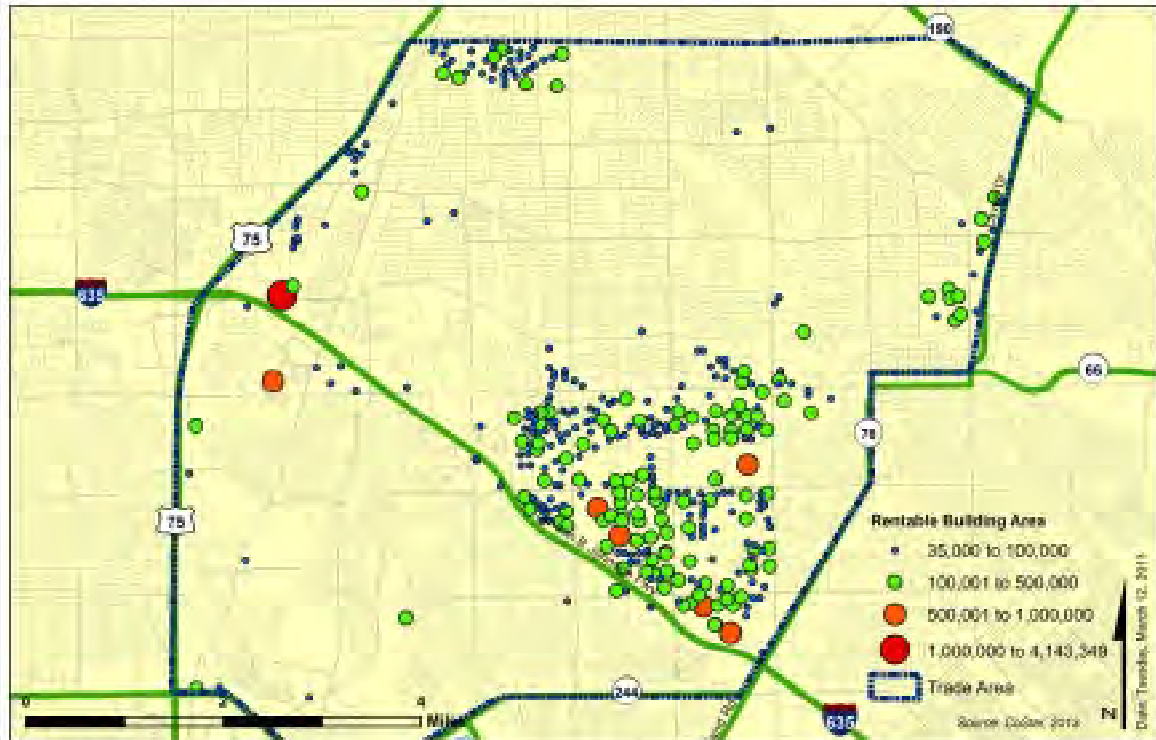
Exhibit 10
Trade Area Industrial Supply (cont'd)



Source: CoStar 2013



Exhibit 11
Trade Area Industrial Supply (cont'd)



Source: CoStar 2013



Industrial Demand

Demand for new industrial space is derived from two primary sources: expansion of existing industry; and the relocation of new companies into the market. Employment projections by industry classification for the Trade Area were used to estimate demand over the next 10 years. Assuming an overall 1.2% sustained annual employment growth rate, the Trade Area should add approximately 25,026 new jobs over the next 10 years. Considering differing levels of industrial space needed across various industry categories, the analysis revealed demand for nearly 2.4 million square feet of new industrial space over this period.

Table 9
Industrial Demand
 LBJ/Skillman Trade Area

Industry Category	Estimated 2012 Employees	Estimated Growth Rate 2012-2022	Estimated 2022 Employees	Estimated New Employees	Estimated % in Industrial Space	Estimated Net New Industrial Employees	Sq Ft per Industrial Employee	Estimated 10-yr Industrial Demand
Natural Resources, Mining and Construction	10,339	1.2%	11,649	1,310	20%	262	300	78,592
Manufacturing	15,065	1.2%	16,973	1,909	80%	1,527	300	458,054
Trade, Transportation and Utilities	38,831	1.2%	43,751	4,920	90%	4,428	300	1,328,294
Information	5,900	1.2%	6,648	747	20%	149	300	44,849
Financial Activities	17,691	1.2%	19,932	2,241	5%	112	300	33,619
Professional and Business Services	34,596	1.2%	38,979	4,383	10%	438	300	131,490
Educational and Health Services	24,821	1.2%	27,966	3,145	10%	314	300	94,338
Leisure and Hospitality	18,967	1.2%	21,370	2,403	5%	120	300	36,045
Other Services	6,927	1.2%	7,804	878	10%	88	300	26,326
Government	24,396	1.2%	27,486	3,091	20%	618	300	185,443
Totals	197,532	1.2%	222,558	25,026	--	8,057	300	2,417,052

Source: NCTCOG; Texas Workforce Commission; and Ricker | Cunningham.

Summary of Market Demand

Table 10 summarizes market demand by land use for the LBJ/Skillman Study Area.



Table 10
Summary of Study Area Market Demand (2012 to 2022)

Land Use Type	Trade Area Demand (10 Year)	LBJ/Skillman Study Area			
		Market Share		Absorption (Units/Sq Ft)	
		Low	High	Low	High
Residential (Units):					
Single Family Detached	2,700	0%	0%	0	0
Single Family Attached	1,500	20%	25%	300	375
Rental Apartments	3,900	20%	25%	780	975
Residential Total	8,100			1,080	1,350
Non-Residential (Sq Ft):					
Retail	924,800	20%	30%	184,960	277,440
Office	1,670,000	20%	25%	334,000	417,500
Industrial	2,417,000	10%	15%	241,700	362,550
Nonresidential Total	5,011,800			575,700	780,050

Source: Ricker | Cunningham.

The ability of the Study Area to attract and absorb these land use types will be further affected by the following trends:

Residential

- Over the past few years, there has been a slight shift in the communities in and around the LBJ/Skillman Trade Area to more higher-density urban housing products, e.g., townhomes, condominiums and apartments. This growing townhome/condominium market is most active in Dallas and to a lesser extent, in the inner ring suburbs of the Metroplex. Despite the fact that parts of Dallas are distinctly more urban than the Trade Area, the movement toward a higher-density housing market is significant. The Study Area in particular has unique opportunities to be a logical target for urban housing. The presence of transit nearby only enhances these opportunities, representing a competitive advantage.

Retail

- While there is a healthy degree of retail “leakage” occurring in the LBJ/Skillman Trade Area (enough to support a sizable amount of new space), the recent closings of major national



retailers (and potentially more to come in 2013), as well as the significant amount of underutilized or obsolete space, would characterize the Trade Area as a fragile retail market. This is a market perception that could be a challenge in attracting new retailers and new formats to the Study Area. Upgrades to the Study Area's residential base will have a positive impact on market support for both new and existing retail space.

- The LBJ/Skillman Trade Area is likely underserved by newer retail formats and product mixes. This concept of being "under-stored" is not uncommon in urban infill submarkets. The Trade Area currently represents a relatively homogenous retail market. In association with the increased diversity of housing products (primarily higher-density urban housing, such as rowhouses, townhomes, condominiums, lofts, etc.) and targeted demographic groups, it could accommodate a wider variety of retail product types and formats.

Employment (Office/Industrial)

- Because of its location on I-635, and its proximity to existing employment centers, the Study Area has a twofold opportunity to capitalize on these existing office markets, while at the same time, offering "niche" opportunities for secondary office locations providing less expensive space in a "close-in" urban environment.
- The Study Area could also provide a home for local service office users, and even "incubator" space for new and expanding businesses in the local economy. These opportunities will be best served by flexible space which could accommodate office, service, and even light industrial users.

APPENDIX

2.1: City of Dallas Zoning District Standards

CHAPTER 51A ZONING DISTRICT STANDARDS

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
A(A) Agriculture	50'	20/30'	1 Dwelling Unit/1 Acre	24'	10%		Agricultural & single family
R-1ac(A) Single Family	40'	10'	1 Dwelling Unit/1 Acre	35'	40%		Single family
R-1/2ac(A) Single Family	40'	10'	1 Dwelling Unit/ 1/2 Acre	35'	40%		Single family
R-16(A) Single Family	30'	10'	1 Dwelling Unit/ 16,000 sq. ft.	30'	40%		Single family
R-13(A) Single Family	30'	8'	1 Dwelling Unit/ 13,000 sq. ft.	30'	40%		Single family
R-10(A) Single Family	30'	6'	1 Dwelling Unit/ 10,000 sq. ft.	30'	48%		Single family
R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	48%		Single family
R-5(A) Single Family	20'	5'	1 Dwelling Unit/ 5,000 sq. ft.	30'	45%		Single family
D(A) Duplex	25'	5'	1 Dwelling Unit/ 3,500 sq. ft.	36'	60%	Min. Lot 5,000 sq. ft.	Duplex & single family
TH-1(A) Townhouse	0'	0'	6 Dwelling Units/ Acre	35'	60%	Min. Lot 2,000 sq. ft.	Single family
TH-2(A) Townhouse	0'	0'	9 Dwelling Units/ Acre	35'	60%	Min. Lot 2,000 sq. ft.	Single family
TH-3(A) Townhouse	0'	0'	12 Dwelling Units/ Acre	35'	60%	Min. Lot 2,000 sq. ft.	Single family
CH Clustered Housing	0'	0'	18 Dwelling Units/ Acre	30'	60%	Proximity Slope	Multifamily, single family
MF-1(A) Multifamily	15'	15'	Min lot 3,300 sq. ft. 1,000 sq ft - E 1,400 sq ft - 1 BR 1,800 sq ft - 2 BR +200 sq ft each add BR	35'	60%	Proximity Slope	Multifamily, duplex, single family
MF-2(A) Multifamily	15'	15'	Min lot 1,900 sq. ft. 800 sq ft - E 1,000 sq ft - 1 BR 1,200 sq ft - 2 BR +150 sq ft each add BR	35'	60%	Proximity Slope	Multifamily, duplex, single family
MF-3(A) Multifamily	15'	10' Urban Form	Min lot 6,300 sq. ft. 400 sq ft - E 500 sq ft - 1 BR 550 sq ft - 2 BR +50 sq ft each add BR	60'	60%	Proximity Slope Urban setback Town spacing Use of transit	Multifamily
MF-4(A) Multifamily	15'	10'	Min lot 6,300 sq. ft. 225 sq ft - E 275 sq ft - 1 BR 325 sq ft - 2 BR +50 sq ft each add BR	240'	60%	Proximity Slope Urban setback Town spacing Use of transit	Multifamily
MH(A) Mobile Home	20'	10'	1 Dwelling Unit/ 4,000 sq. ft.	24'	20%		Manufactured homes
NO(A) Neighborhood Office	15'	20' adjacent to residential OTHER: No Min.	0.5 FAR	30' 2 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office
LO-1 Limited office - 1	15'	20' adjacent to residential OTHER: No Min.	1.0 FAR	70' 3 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office - limited retail & personal service uses
LO-2 Limited office - 1	15'	20' adjacent to residential OTHER: No Min.	1.5 FAR	95' 7 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office - limited retail & personal service uses
LO-3 Limited office - 1	15'	20' adjacent to residential OTHER: No Min.	1.75 FAR	110' 9 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office, lodging - limited retail & personal service uses
MO-1 Mid-range office - 1	15'	20' adjacent to residential OTHER: No Min.	2.0 FAR	135' 10 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office, lodging - limited retail & personal service uses
MO-2 Mid-range office - 1	15'	20' adjacent to residential OTHER: No Min.	3.0 FAR	160' 12 stories	60%	Proximity Slope Urban setback Town spacing Use of transit	Office, lodging - limited retail & personal service uses

DISTRICT	SETBACKS		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
GO(A) General office	15'	OTHER No Min 20' adjacent to residential OTHER No Min	0.0 FAR	270- 20 stories	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, lodging – limited retail & personal service uses
NS(A) Neighborhood services	15'	20' adjacent to residential OTHER No Min	0.5 FAR	30' 2 stories	40%		Retail & personal service office
CR Community retail	15'	20' adjacent to residential OTHER No Min	0.75 FAR overall 0.5 office	52' 4 stories	50%	Primarily Slope Visual transition	Retail & personal service office
RR Regional retail	15'	20' adjacent to residential OTHER No Min	1.5 FAR overall 0.5 office	70' 5 stories	50%	Primarily Slope 0.5m setback Visual transition	Retail & personal service office
CS Commercial Service	15' 0' on minor	20' adjacent to residential OTHER No Min	0.75 FAR overall 0.5 office/ lodging/ retail combined	45' 3 stories	50%	Primarily Slope Visual transition	Commercial & business service, supporting retail & personal service & office
LI Light Industrial	15'	20' adjacent to residential OTHER No Min	1.0 FAR overall 0.75 office/ retail 0.5 retail	70' 5 stories	50%	Primarily Slope Visual transition	Industrial, wholesale distribution & storage, supporting office & retail
IR Industrial research	15'	20' adjacent to residential OTHER No Min	2.0 FAR overall 0.75 office/ retail 0.5 retail	200' 15 stories	50%	Primarily Slope Visual transition	Industrial, wholesale distribution & storage, supporting office & retail
IM Industrial manufacturing	15' 0' on minor	20' adjacent to residential OTHER No Min	2.0 FAR overall 0.75 office/ retail 0.5 retail	110' 8 stories	50%	Primarily Slope Visual transition	Industrial, wholesale distribution & storage, supporting office & retail
CA-1(A) Central area	0'	0'	20.0 FAR	Any legal height	100%		All but the heaviest industrial uses
CA-2(A) Central area	0'	0'	20.0 FAR	Any legal height	100%		All but the heaviest industrial uses
MU-1 Mixed use-1	15'	20' adjacent to residential OTHER No Min	0.8 FAR base 1.5 FAR maximum + bonus for residential	60' 5 stories 1.2' bonus setback	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service; lodging, residential
MU-2 Mixed use-2	15'	20' adjacent to residential OTHER No Min	1.5 FAR base 2.5 FAR maximum + bonus for residential	110' 10 stories 1.2' bonus setback	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service; lodging, residential
MU-3 Mixed use-3	15'	20' adjacent to residential OTHER No Min	3.2 FAR base 4.5 FAR maximum + bonus for residential	210' 21 stories	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service; lodging, residential, trade center
MC-1 Multiple commercial-1	15' Urban form	20' adjacent to residential OTHER No Min	0.8 FAR base 1.0 maximum	70' 5 stories	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service, lodging
MC-2 Multiple commercial-2	15' Urban form	20' adjacent to residential OTHER No Min	0.8 FAR base 1.0 maximum	80' 7 stories	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service, lodging
MC-3 Multiple commercial-3	15' Urban form	20' adjacent to residential OTHER No Min	1.2 FAR base 1.5 maximum	115' 9 stories	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service, lodging
MC-4 Multiple commercial-4	15' Urban form	20' adjacent to residential OTHER No Min	1.6 FAR base 2.0 maximum	150'	50%	Primarily Slope 0.5m setback Tree spacing Visual transition	Office, retail & personal service, lodging
UC-1 Urban Corridor-1	0' Urban form	0' adjacent to CR, MU or ILC; 10' adjacent to R, TH, D or CH; 5' at others	10 DUV/acre 0.6 FAR base 2.0 maximum	30' - 45' 4 parking 30% max	50%	2 story min 2 story max Primarily Slope 0.5m setback	Office, retail & personal service, multi-family
UC-2 Urban Corridor-2			35 DUV/acre 0.85 FAR base 3.0 maximum	40' - 60' 4 parking 30% max	50%	2 story min 2 story max Primarily Slope 0.5m setback	Office, retail & personal service, multi-family
UC-3 Urban Corridor-3			45 DUV/acre 1.0 FAR base 4.5 maximum	55' - 100' 4 parking 30% max	50%	3 story min 3 story max Primarily Slope 0.5m setback	Office, retail & personal service, multi-family
P(A) Parking							Surface parking

APPENDIX

2.2: Planned Developments
PD 421

ARTICLE 421.

PD 421.

SEC. 51P-421.101. LEGISLATIVE HISTORY.

PD 421 was established by Ordinance No. 22480, passed by the Dallas City Council on June 28, 1995. Ordinance No. 22480 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. (Ord. Nos. 19455; 22480; 26042)

SEC. 51P-421.102. PROPERTY LOCATION AND SIZE.

PD 421 is established on property generally located along the northwest line of Skillman Street, southwest of the corner clip at the west corner of Skillman Street and Whitehurst Drive. The size of PD 421 is approximately 5.0949 acres. (Ord. Nos. 22480; 26042)

SEC. 51P-421.103. DEFINITIONS AND INTERPRETATIONS.

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

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

(c) This district is considered to be a residential zoning district. (Ord. Nos. 22480; 26042)

SEC. 51P-421.104. CONCEPTUAL PLAN.

Development and use of the Property must comply with the conceptual plan entitled "Development Plan" (Exhibit 421A). In the event of a conflict between the provisions of this article and the conceptual plan, the provisions of this article control. (Ord. Nos. 22480; 26042)

SEC. 51P-421.105. DEVELOPMENT PLAN.

A development plan must be approved by the city plan commission before issuance of any building permit. Development and use of the Property must comply with the approved development plan. The development plan and any amendments must comply with the conceptual plan and this article. (Ord. Nos. 22480; 26042)

SEC. 51P-421.106. MAIN USES PERMITTED.

(a) Agricultural uses.

-- Crop production.

- (b) Institutional and community service uses.
- Adult day care facility. [SUP]
 - Cemetery or mausoleum. [SUP]
 - Child-care facility. [SUP]
 - Church.
 - College, university, or seminary. [SUP]
 - Community service center. [SUP]
 - Convalescent and nursing homes, hospice care, and related institutions. [SUP]
 - Convent or monastery. [SUP]
 - Foster home. [SUP]
 - Library, art gallery, or museum. [SUP]
 - Public or private school. [SUP]
- (c) Miscellaneous uses.
- Temporary construction or sales office.
- (d) Recreation uses.
- Country club with private membership. [SUP]
 - Private recreation center, club, or area.
 - Public park, playground, or golf course.
- (e) Residential uses.
- Handicapped group dwelling unit. [SUP required if spacing component of Section 51A-4.209(3.1) is not met.]
 - Single family.
- (f) Transportation uses.
- Private street or alley.
 - Transit passenger shelter.
- (g) Utility and public service uses.
- Electrical substation. [SUP]
 - Local utilities.
 - Police or fire station. [SUP]
 - Radio, television, or microwave tower. [SUP]
 - Tower/antenna for cellular communication. [As permitted in the TH-2(A) Townhouse District; see Section 51A-4.212(10.1).]
 - Utility or government installation other than listed. [SUP]
- (h) Wholesale, distribution, and storage uses.
- Recycling drop-off container. [As permitted in the TH-2(A) Townhouse District; see Section 51A-4.213(11.2).]
 - Recycling drop-off for special occasion collection. [As permitted in the TH-2(A) Townhouse District; see Section 51A-4.213(11.3).]

(Ord. Nos. 22480; 26042)

SEC. 51P-421.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations contained in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) The following accessory uses are not permitted in this PD:

- Accessory helistop.
- Accessory medical/infectious waste incinerator.
- Accessory outside display of merchandise.
- Accessory outside sales.
- Accessory pathological waste incinerator.

(c) The accessory community center (private) use is permitted by SUP only in this PD. (Ord. Nos. 22480; 26042)

SEC. 51P-421.108. YARD, LOT, AND SPACE REGULATIONS.

(a) Front yard. Minimum front yard setback is five feet.

(b) Side and rear yard.

(1) No minimum side yard or rear yard for single family structures. If a side yard is provided, a minimum of three feet of separation between structures is required.

(2) Minimum side and rear yard for other permitted structures is 10 feet.

(c) Density. No more than 40 dwelling units are permitted on the Property.

(d) Floor area ratio. No maximum floor area ratio.

(e) Height. Maximum structure height is 26 feet.

(f) Stories. Maximum number of stories is two.

(g) Lot coverage. Maximum lot coverage is 75 percent for residential structures and 25 percent for nonresidential structures.

(h) Lot size. Minimum lot area is 2,000 square feet. (Ord. Nos. 22480; 26042)

SEC. 51P-421.109. OFF-STREET PARKING AND LOADING.

(a) Single family uses.

(1) A minimum of two off-street parking spaces are required per lot.

(2) Garages may not be enclosed into a living area unless provisions are made to provide required parking.

(3) A parking space must be at least 10 feet from the right-of-way line adjacent to a street or alley if the space is located in an enclosed structure and if the space faces upon or can be entered directly from the street or alley. This provision controls over any building line platted to a lesser setback and any other provision of this district.

(4) Any garage door setback less than 20 feet from the right-of-way adjacent to a street or alley must be equipped with electric automatic control. The controls must be maintained in working condition at all times.

(5) “No Parking” signs must be installed as shown on the development plan prior to application for final inspection for any single family dwelling located on the lot on which the sign is required. Signs must comply with city specifications, as amended, and be approved by the director of public works and transportation or his representative.

(b) All other uses. For all other uses, consult the use regulations contained in Division 51A-4.200 for the specific off-street parking and loading requirements for each use. Consult the off-street parking and loading regulations contained in Divisions 51A-4.300 for general information regarding off-street parking and loading.

(c) Above-ground parking prohibited. In this district, off-street parking must be provided at or below ground level. (Ord. Nos. 22480; 26042)

SEC. 51P-421.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 22480; 26042)

SEC. 51P-421.111. ELECTRICAL SERVICE FOR SINGLE FAMILY USES.

In this district, a lot for a single family use may be supplied by not more than one electrical utility service, and metered by not more than one electrical meter. The board of adjustment may grant a special exception to authorize more than one electrical utility service and more than one electrical meter on a lot in this district when, in the opinion of the board, the special exception will (1) not be contrary to the public interest, (2) not adversely affect neighboring properties, and (3) not be used to conduct a use not permitted in this district. (Ord. Nos. 22480; 26042)

SEC. 51P-421.112. ACCESS.

Ingress and egress must be provided as shown on the conceptual plan. (Ord. Nos. 22480; 26042)

SEC. 51P-421.113. LANDSCAPING.

Landscaping must comply with Article X. (Ord. Nos. 22480; 26042)

SEC. 51P-421.114. SIGNS.

Signs must comply with the provisions for non-business zoning districts contained in Article VII. (Ord. Nos. 22480; 26042)

SEC. 51P-421.115. HOMEOWNERS' ASSOCIATION.

Prior to final plat approval, the owner(s) of the Property must execute an instrument creating a homeowners' association for the maintenance of common areas, screening walls, common and perimeter landscape areas, and private streets. This instrument must be approved as to form by the city attorney, approved by the city plan commission, and filed in the Dallas County deed records. (Ord. Nos. 22480; 26042)

SEC. 51P-421.116. ADDITIONAL PROVISIONS.

(a) Barrier free ramps must be installed simultaneously with the paving of the private streets on the Property.

(b) Sidewalks, per city specifications, must be provided adjacent to all streets and be completed prior to submission of an application for a final inspection of the single family dwelling adjacent to the required sidewalk.

(c) The entire Property must be properly maintained in a state of good repair and neat appearance.

(d) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 22480; 26042)

SEC. 51P-421.117. PAVING.

All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the director of public works and transportation. (Ord. Nos. 22480; 26042)

SEC. 51P-421.118. COMPLIANCE WITH CONDITIONS.

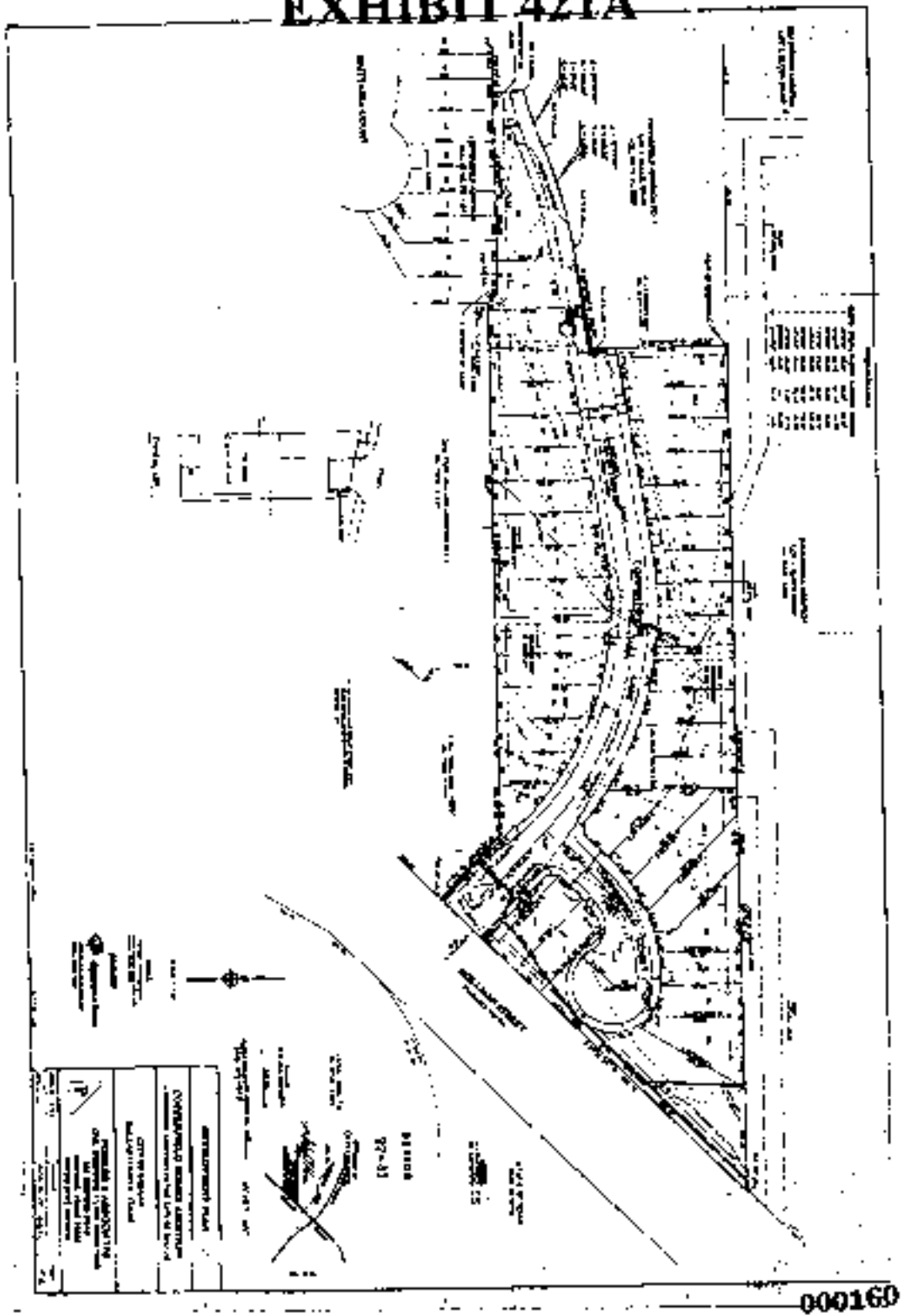
The building official shall not issue a building permit or certificate of occupancy for a use in this PD until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 22480; 26042)

SEC. 51P-421.119. ZONING MAP.

PD 421 is located on Zoning Map No. E-9. (Ord. Nos. 22480; 26042)

001708

EXHIBIT 421A



APPENDIX

2.2: Planned Developments
PD 536

ARTICLE 536.

PD 536.

SEC. 51P-536.101. LEGISLATIVE HISTORY.

PD 536 was established by Ordinance No. 23798, passed by the Dallas City Council on February 24, 1999. Ordinance No. 23798 amended Ordinance No. 19455, Chapter 51A of the Dallas City Code, as amended. (Ord. Nos. 19455; 23798; 25163)

SEC. 51P-536.102. PROPERTY LOCATION AND SIZE.

PD 536 is established on property fronting on the northeast line of the Lyndon B. Johnson Freeway between Skillman Street and Miller Road. The size of PD 536 is approximately 37.37 acres. (Ord. Nos. 23798; 25163)

SEC. 51P-536.103. DEFINITIONS AND INTERPRETATIONS.

- (a) Unless otherwise stated, the definitions and interpretations in Chapter 51A apply to this article.
- (b) Unless otherwise stated, all code references are to Chapter 51A.
- (c) This district is considered to be a nonresidential zoning district.
- (d) This district is divided into two tracts: Tract I and Tract II. The boundaries of both tracts are verbally described in Exhibit 536A. A map showing the boundaries of the two tracts is labelled Exhibit 536B. In the event of a conflict, the verbal descriptions in Exhibit 536A control over the graphic description in Exhibit 536B. (Ord. Nos. 23798; 25163)

SEC. 51P-536.104. CONCEPTUAL PLAN.

Use and development of Tract II must comply with the conceptual plan (Exhibit 536C). In the event of a conflict between the provisions of this article and the conceptual plan, the provisions of this article control. (Ord. Nos. 23798; 25163)

SEC. 51P-536.105. DEVELOPMENT PLAN.

- (a) Tract I. Development and use of Tract I must comply with the development and landscape plan for Tract I (Exhibit 536D). In the event of a conflict between the provisions of this article and the development and landscape plan, the provisions of this article control.
- (b) Tract II.
 - (1) A development plan must be approved by the city plan commission before the issuance of any building permit. Development and use of the property must comply with the approved development plan. The development plan and any amendments must comply with the conceptual plan and this article.

(2) A development plan approved by the city plan commission subject to conditions shall not be considered as finally approved. Until a revised development plan is finally approved by the commission, the development plan approved subject to conditions shall be deemed denied. (Ord. Nos. 23798; 25163)

SEC. 51P-536.106. MAIN USES PERMITTED.

(a) Tract I.

- (1) Monopole cellular tower.
- (2) Mounted cellular antenna.
- (3) Transit passenger station or transfer center.
- (4) Temporary concrete or asphalt batching plant. *[By special authorization of the building official.]*

(b) Tract II.

- (1) Agricultural uses.
 - Crop production.
- (2) Commercial and business service uses.
 - Catering service.
 - Custom business services.
 - Electronics service center.
 - Medical or scientific laboratory.
 - Tool or equipment rental.
- (3) Industrial uses.
 - None.
- (4) Institutional and community service uses.
 - Adult day care facility.
 - Cemetery or mausoleum. *[SUP]*
 - Child-care facility.
 - Church.
 - College, university, or seminary.
 - Community service center. *[SUP]*
 - Convalescent and nursing homes, hospice care, and related institutions. *[RAR]*
 - Convent or monastery.
 - Foster home.
 - Halfway house.
 - Hospital. *[SUP]*
 - Library, art gallery, or museum
 - Public or private school. *[RAR]*

- (5) Lodging uses.
 - Hotel or motel. *[RAR]*
- (6) Miscellaneous uses.
 - Carnival or circus (temporary). *[By special authorization of the building official.]*
 - Temporary construction or sales office.
- (7) Office uses.
 - Ambulatory surgical center.
 - Financial institution without drive-in window.
 - Financial institution with drive-in window. *[DIR]*
 - Medical clinic.
 - Office.
- (8) Recreation uses.
 - Country club with private membership.
 - Private recreation center, club, or area.
 - Public park, playground, or golf course.
- (9) Residential uses.
 - College dormitory, fraternity, or sorority house.
 - Retirement housing.
- (10) Retail and personal service uses.
 - Animal shelter or clinic without outside run. *[RAR]*
 - Auto service center. *[RAR]*
 - Business school.
 - Car wash. *[RAR]*
 - Commercial parking lot or garage. *[RAR]*
 - Dry cleaning or laundry store.
 - Furniture store.
 - General merchandise or food store 3,500 square feet or less.
 - General merchandise or food store greater than 3,500 square feet.
 - Household equipment and appliance repair.
 - Mortuary, funeral home, or commercial wedding chapel.
 - Motor vehicle fueling station.
 - Nursery, garden shop, or plant sales.
 - Personal service uses.
 - Restaurant without drive-in or drive-through service. *[RAR]*
 - Restaurant with drive-in or drive-through service. *[DIR]*
 - Temporary retail use.
 - Theater.
- (11) Transportation uses.
 - Helistop. *[SUP]*

- Railroad passenger station. *[SUP]*
- Transit passenger shelter.
- Transit passenger station or transfer center. *[By SUP or city council resolution. See Section 51A-4.211.]*

(12) Utility and public service uses.

- Electrical substation.
- Local utilities.
- Police or fire station.
- Post office.
- Mounted cellular antenna.
- Utility or government installation other than listed. *[SUP]*

(Ord. Nos. 23798; 25163)

SEC. 51P-536.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(b) The following accessory use is not permitted in this district:

- Private stable.

(c) The following accessory use is permitted by SUP only:

- Accessory helistop.

(Ord. Nos. 23798; 25163)

SEC. 51P-536.108. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations contained in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Front yard.

- (1) Tract I. Minimum front yard is 10 feet.
- (2) Tract II. Minimum front yard is 15 feet.

(b) Side and rear yard.

- (1) Tract I. Minimum side and rear yard is 10 feet.
- (2) Tract II. Minimum side and rear yard is:

(A) 20 feet where adjacent to or directly across an alley from an R(A), D(A), TH(A), CH, or MF(A) district; and

(B) no minimum in all other cases.

(3) Tower spacing. An additional side and rear yard setback of one foot for each two feet in height above 45 feet is required for that portion of a structure above 45 feet in height up to a total setback of 30 feet.

(c) Density. For retirement housing uses, maximum dwelling unit density varies depending on whether the development is a "mixed use project" as follows:

MAXIMUM DWELLING UNIT DENSITY
(dwelling units per net acre)

<u>Base</u> <u>(No MUP)</u>	<u>MUP with Mix</u> <u>of 2 Categories</u>	<u>MUP with Mix of 3</u> <u>or More Categories</u>
50	75	100

(d) Floor area. For Tract I, maximum floor area is 150,000 square feet.

(e) Floor area ratio. For Tract II, maximum floor area ratio (FAR) varies depending on whether the development is a "mixed use project" (MUP) as follows:

[Note: The first column is the base FAR, which applies when there is no MUP. The second column (MUP=2/no Ret Hsg) is the FAR for an MUP with a mix of two use categories when neither category is "retirement housing." The third column (MUP=2/with Ret Hsg) is the FAR for an MUP with a mix of "retirement housing" plus one other use category. The fourth column (MUP=3/no Ret Hsg) is the FAR for an MUP with a mix of three or more use categories, none of which is "retirement housing." The fifth column (MUP=3/with Ret Hsg) is the FAR for an MUP with a mix of "retirement housing" plus two or more other use categories.]

MAXIMUM FLOOR AREA RATIO

<u>Use</u> <u>Categories</u>	<u>Base</u> <u>(no MUP)</u>	<u>MUP-2</u> <u>(no Ret Hsg)</u>	<u>MUP-2</u> <u>(w/Ret Hsg)</u>	<u>MUP-3</u> <u>(no Ret Hsg)</u>	<u>MUP-3</u> <u>(w/Ret Hsg)</u>
Lodging	1.6	1.7	1.8	1.8	1.9
Office	1.6	1.7	1.8	1.8	1.9
Retirement Housing	1.6		1.8		1.9
Retail and personal service	0.6	0.7	0.7	0.8	0.8
Total Development	1.6	1.8	2.0	2.0	2.25

(f) Height.

(1) Tract I.

(A) For a monopole cellular tower, maximum structure height is 108 feet.

(B) For all other permitted uses, maximum structure height is 48 feet.

(2) Tract II. Unless further restricted under Paragraph (3), maximum structure height varies depending on whether the development is a "mixed use project" as follows:

**MAXIMUM STRUCTURE HEIGHT
(in feet)**

Base (No MUP)	MUP (No Retail)	MUP (w/Retail)
135	135	180

(3) Residential proximity slope. If any portion of a structure is over 26 feet in height, that portion of a structure may not be located above a residential proximity slope. Exception: Structures listed in Section 51A-4.408(a)(2) may project through the slope to a height not to exceed the maximum structure height, or 12 feet above the slope, whichever is less.

(g) Lot coverage.

(1) Tract I. Maximum lot coverage is 25 percent. Aboveground parking structures, surface parking lots and underground parking structures are not included in lot coverage calculations.

(2) Tract II. Maximum lot coverage is 80 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(h) Lot size. No minimum lot size.

(i) Stories.

(1) Tract I.

(A) Maximum number of stories is two.

(B) Parking garages are exempt from this requirement, but must comply with the height regulations of Subsection (f).

(2) Tract II.

(A) Maximum number of stories is:

(i) 10 when maximum structure height is 135 feet; and

(ii) 14 when maximum structure height is 180 feet.

(B) Parking garages are exempt from this requirement, but must comply with the height regulations of Subsection (f). (Ord. Nos. 23798; 25163)

SEC. 51P-536.109. OFF-STREET PARKING AND LOADING.

(a) Tract I. Off-street parking and loading must be provided and located as shown on the development and landscape plan.

(b) Tract II. Consult the use regulations (Division 51A-4.200) for the specific off-street parking and loading requirements for each use. Consult the off-street parking and loading regulations (Divisions 51A-4.300 et seq.) for information regarding off-street parking and loading generally. (Ord. Nos. 23798; 25163)

SEC. 51P-536.110.

RESIDENTIAL PARKING MANAGEMENT PLAN (RPMP).

Within twelve months of the issuance of a certificate of occupancy for a transit passenger station or transfer center, and annually thereafter for a period of five years from the date of the issuance of a certificate of occupancy, the operator of the use on Tract I must provide for an independent study to analyze the parking situation surrounding the use and the study must be arranged through the department of public works and transportation and the results of the study provided to the director of public works and transportation. If the director determines, based on the results of the study, that spillover parking from the use creates a traffic problem in the area, a Residential Parking Management Plan (RPMP) must be provided to and approved by the director of public works and transportation. The RPMP must provide for one of the following options to be implemented within 1,200 feet of the station site:

(1) Installation of regulatory parking signs such as: "No Parking," "X Hour Limit," "No Stopping or Standing," "No Parking between the hours of X and Y."

(2) An RPMP meeting the intent of this section that is approved by the city council after public hearings before the city plan commission and the city council. The RPMP must be implemented within six months of its approval.

If option (2) is chosen, any approval by the director of public works and transportation is conditioned on approval by the city council. If city council approval is not obtained, an option (1) RPMP must be submitted to the director of public works and transportation within 60 days of the city council decision. (Ord. Nos. 23798; 25163)

SEC. 51P-536.111.

ROADWAY IMPROVEMENTS.

(a) Prior to the issuance of a certificate of occupancy for a transit passenger station or transfer center on Tract I, the following improvements must be completed with the design and construction approved by the director of public works and transportation:

(1) Installation of a traffic signal at the intersection of northbound Skillman Street and Adleta Court.

(2) Installation and maintenance of traffic control signs and markings that conform to the "Texas Manual of Uniform Traffic Control Devices" at all driveways on the site that connect with a public street.

(3) Removal of the existing center median on Audelia Road between northbound and southbound Skillman Street and replacement of median with left turn lanes.

(4) Provision of a deceleration lane with a right turn lane on northbound Skillman Street at Adleta Court.

(5) Reconstruction of the curb at the southwest corner of Audelia Road and southbound Skillman Street to a larger radius in accordance with department of public works and transportation requirements.

(6) Provision of sidewalks or pedestrian pathways that are identified through a public study prepared by the Property owner and approved by the director of public works and transportation that addresses the need for safe pedestrian access to the Property.

(7) Completion of the Royal Lane extension as a six lane divided thoroughfare from Audelia Road to the connection with Miller Road.

(8) Completion of the north bound local access road along Interstate Highway 635 between Miller Road and Skillman Street.

(b) Prior to the issuance of a certificate of occupancy for a nonresidential use on Tract II, except for a transit passenger station or transfer center, the following improvements must be completed with the design and construction approved by the director of public works and transportation:

(1) Installation of a traffic signal at the intersection of northbound Skillman Street and Adleta Court.

(2) Installation and maintenance of traffic control signs and markings that conform to the “Texas Manual of Uniform Traffic Control Devices” at all driveways on the site that connect with a public street.

(3) Removal of the existing center median on Audelia Road between northbound and southbound Skillman Street and replacement of median with left turn lanes.

(4) Provision of a deceleration lane with a right turn lane on northbound Skillman Street at Adleta Court.

(5) Reconstruction of the curb at the southwest corner of Audelia Road and southbound Skillman Street to a larger radius in accordance with department of public works and transportation requirements.

(6) Provision of sidewalks or pedestrian pathways that are identified through a public study prepared by the Property owner and approved by the director of public works and transportation that addresses the need for safe pedestrian access to the Property.

(7) Completion of the Royal Lane extension as a six lane divided thoroughfare from Audelia Road to the connection with Miller Road.

(8) Completion of the north bound and south bound local access roads along Interstate Highway 635 between Miller Road and Skillman Street.

(9) Completion of the widening of the Miller Road bridge over Interstate Highway 635 to six lanes.

(10) Completion of temporary entrance and exit ramps at Miller Road. (Ord. Nos. 23798; 25163)

SEC. 51P-536.112. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. Nos. 23798; 25163)

SEC. 51P-536.113. LANDSCAPING.

(a) Tract I. Prior to the issuance of a certificate of occupancy for a transit passenger station or transfer center, landscaping must be provided as shown on the development and landscape plan.

(b) Tract II. Landscaping must be provided in accordance with the requirements of Article X.

(c) All tracts. All plant material must be maintained in a healthy, growing condition. (Ord. Nos. 23798; 25163)

SEC. 51P-536.114. SIGNS.

Signs must comply with the provisions for business zoning districts contained in Article VII. (Ord. Nos. 23798; 25163)

SEC. 51P-536.115. ADDITIONAL PROVISIONS.

(a) On Tract II, a site plan must be submitted and approved in accordance with the requirements of Section 51A-4.803 before an application is made for a permit for work on Tract II if the estimated trip generation for all uses on the lot collectively is equal to or greater than 6,000 trips per day and 500 trips per acre per day. See Table 1 in Section 51A-4.803 to calculate estimated trip generation.

(b) No portion of any balcony or opening that faces an R(A), D(A), TH(A), CH, MF-1(A), MF-1(SAH), MF-2(A), or MF-2(SAH) district may penetrate or be located above a residential proximity slope which originates in that district. (See Section 51A-4.412.) For purposes of this subsection, the term "opening" means an open and unobstructed space or a transparent panel in an exterior wall or door from which there can be visual surveillance into the yard of a residential use.

(c) Any temporary concrete or asphalt batching plant on Tract I must be located wholly within 700 feet of Miller Road.

(d) The entire Property must be property maintained in a state of good repair and neat appearance.

(e) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 23798; 25163; 26102)

SEC. 51P-536.116. COMPLIANCE WITH CONDITIONS.

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

(b) The building official shall not issue a building permit or a certificate of occupancy for a use in this planned development district until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 23798; 25163; 26102)

SEC. 51P-536.117. ZONING MAP.

PD 536 is located on Zoning Map No. E-9. (Ord. Nos. 23798; 25163)

EXHIBIT 536A

TRACT DESCRIPTIONS

TRACT I

COMMENCING at the intersection of the north right-of-way line of Interstate Highway 635 and the east line of Skillman Street;

THENCE North $44^{\circ}21'10''$ East along the east line of Skillman Street, a distance of 442.78 feet to a point for corner in the most southwesterly corner of a corner clip with the south right-of-way line of Adleta Court;

THENCE South $83^{\circ}53'19''$ East along said corner clip, a distance of 12.38 feet to the most northeasterly corner of said corner clip, said corner being in the south line of Adleta Court;

THENCE South $32^{\circ}07'47''$ East along said south line of Adleta Court, a distance of 163.33 feet to a point at the beginning of a tangent curve to the left having a radius of 228.00 feet and a central angle of $58^{\circ}01'46''$;

THENCE in a southeasterly direction along said curve to the left, an arc distance of 230.92 feet and a chord of 221.18 feet which bears South $61^{\circ}08'52''$ East to a point of tangency;

THENCE North $89^{\circ}50'27''$ East, continuing along said south line of Adleta Court, a distance of 276.72 feet to a point for corner, said point being the most northwesterly corner of a corner clip with the southwesterly line of Adleta Boulevard;

THENCE South $44^{\circ}59'21''$ East along said corner clip, a distance of 14.33 feet to the most southeasterly corner of said corner clip, said corner being in a non-tangent curve to the left having a radius of 323.00 feet and a central angle of $72^{\circ}43'28''$;

THENCE in a southeasterly direction along said curve to the left, along the south right-of-way line of Adleta Boulevard to the POINT OF BEGINNING;

THENCE in an easterly direction along said curve to the left a distance of 306.66 feet and a central angle of $54^{\circ}23'48''$ to a point for corner, said point being the southwesterly corner of Lot 2, Block A/8070 conveyed to Beacon Hills Apartments as evidenced by deed recorded in Volume 83125, Page 2542, Deed Records, Dallas County, Texas;

THENCE South $42^{\circ}37'54''$ East, a distance of 656.75 feet to a point for corner, said point being in the southwesterly right-of-way of the Kansas City Southern Railroad and also in a curve to the left having a radius of 3,894.80 feet;

THENCE in a southwesterly direction along said southwesterly line of the Kansas City Southern Railroad right-of-way, passing at 128.67 feet to a point for corner in the west right-of-way line of

the DART right-of-way, passing at 241.25 feet a point for corner in the east line of the DART right-of-way, also being the northwesterly corner of the Northview Distribution Center according to the plat filed in Volume 80071, Page 0722, Map Records, Dallas County, Texas;

THENCE continuing along said southwesterly line of the east line of said Northview Distribution Center, an arc distance of 1,272.25 feet for a total arc distance of 1,513.51 feet, a chord of 1,504.73 feet which bears South 5°44'12" East to a point for corner in the north right-of-way line of Miller Road, said point also being the southeasterly corner of said Northview Distribution Center;

THENCE South 89°36'47" West along the north line of Miller Road, also being the south line of Northview Distribution Center, a distance of 142.36 feet to a point for corner in the northerly line of Interstate 635;

THENCE North 28°41'53" West along said northerly line of Interstate 635, a distance of 694.94 feet to an angle point;

THENCE North 34°16'27" West, continuing along said northerly line of Interstate 635, a distance of 512.38 feet to a point for corner, said point being the northwest corner of said Northview Distribution Center, said point also being in the east line of the DART right-of-way;

THENCE North 53°28'50" West, continuing along said northerly line, a distance of 123.35 feet to a point for corner, said corner being in the west line of the DART right-of-way;

THENCE North 69°27'03" East along the west right-of-way of said DART right-of-way, a distance of 257.50 feet to a point for corner;

THENCE North 20°35'08" West, a distance of 771.19 feet to the POINT OF BEGINNING.

TRACT II

BEGINNING at the intersection of the north right-of-way line of Interstate Highway 635 and the east line of Skillman Street;

THENCE North 44°21'10" East along the east line of Skillman Street, a distance of 442.78 feet to a point for corner in the most southwesterly corner of a corner clip with the south right-of-way line of Adleta Court;

THENCE South 83°53'19" East along said corner clip, a distance of 12.38 feet to the most northeasterly corner of said corner clip, said point being in the south line of Adleta Court;

THENCE South 32°07'47" East along said south line of Adleta Court, a distance of 163.33 feet to a point at the beginning of a tangent curve to the left having a radius of 228.00 feet and a central angle of 58°01'46";

THENCE in a southeasterly direction along said curve to the left, an arc distance of 230.92 feet and a chord of 221.18 feet which bears South $61^{\circ}08'52''$ East to a point of tangency;

THENCE North $89^{\circ}50'27''$ East, continuing along said south line, a distance of 276.72 feet to a point for corner, said point being the most northwesterly corner of a corner clip with the southwesterly line of Adleta Boulevard;

THENCE South $44^{\circ}59'21''$ East along said corner clip, a distance of 14.33 feet to the most southeasterly corner of said corner clip, said point being in a non-tangent curve to the left having a radius of 323.00 feet and a central angle of $72^{\circ}43'28''$;

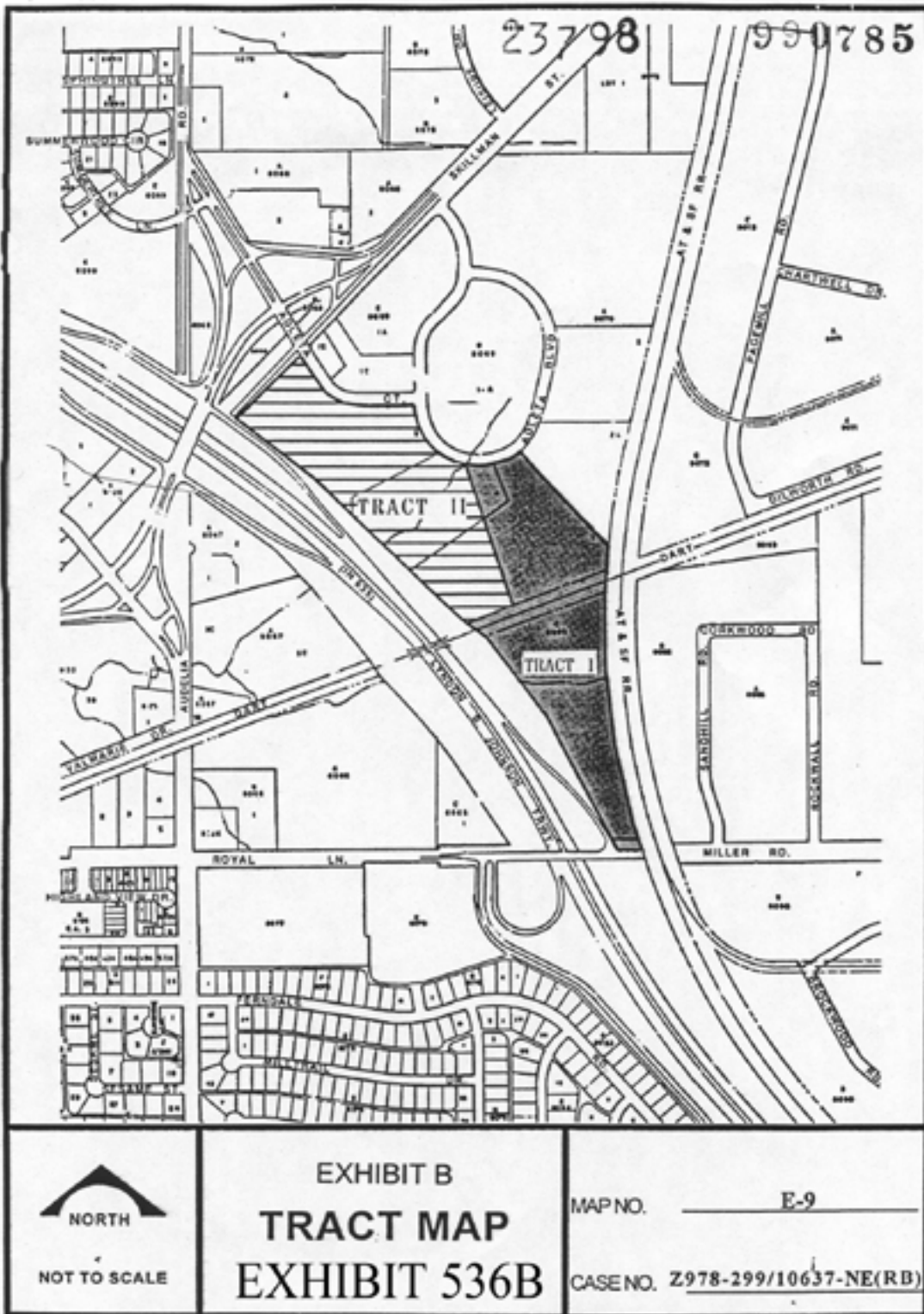
THENCE in a southeasterly direction along said curve to the left and along the south right-of-way line of Adleta Boulevard, a distance of 410.01 feet to a point for corner;

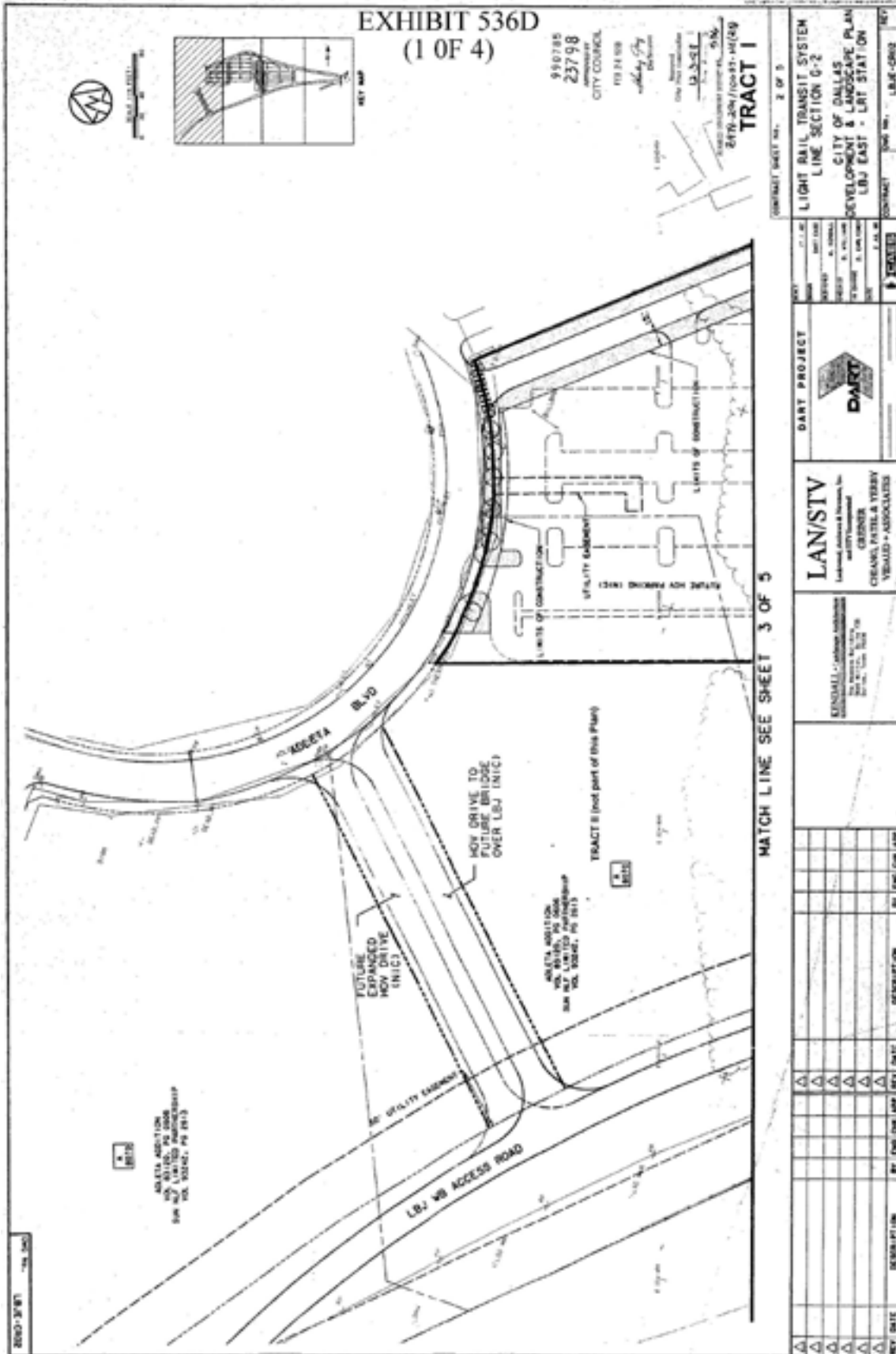
THENCE South $20^{\circ}35'08''$ East, a distance of 771.19 feet to a point for corner, said point being on the western right-of-way of the existing DART right-of-way line;

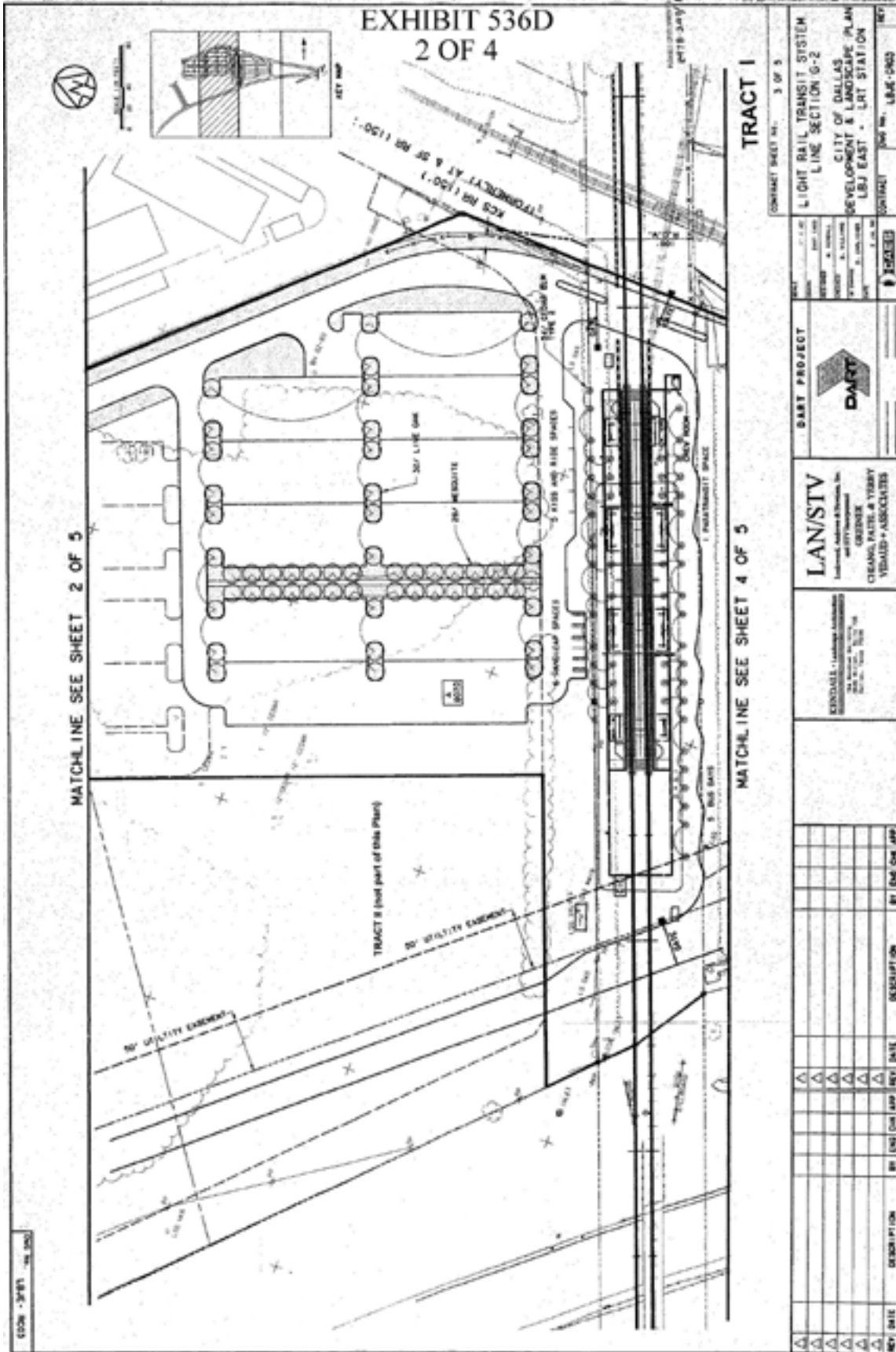
THENCE South $69^{\circ}27'03''$ West along the westerly right-of-way of said DART right-of-way, a distance of 257.50 feet to a point for corner, said point being on the north right-of-way line of Interstate 635;

THENCE North $45^{\circ}22'38''$ West along said north right-of-way line of Interstate 635, a distance of 1,072.43 feet to a point for corner;

THENCE North $51^{\circ}49'54''$ West, continuing along said northerly line of Interstate 635, a distance of 488.85 feet to the POINT OF BEGINNING.







CONTRACT SHEET No. 3 OF 3
 LIGHT RAIL TRANSIT SYSTEM
 LINE SECTION G-2
 CITY OF DALLAS
 DEVELOPMENT & LANDSCAPE PLAN
 LBJ EAST - LRT STATION
 CONTRACT No. LRAC-0603 867



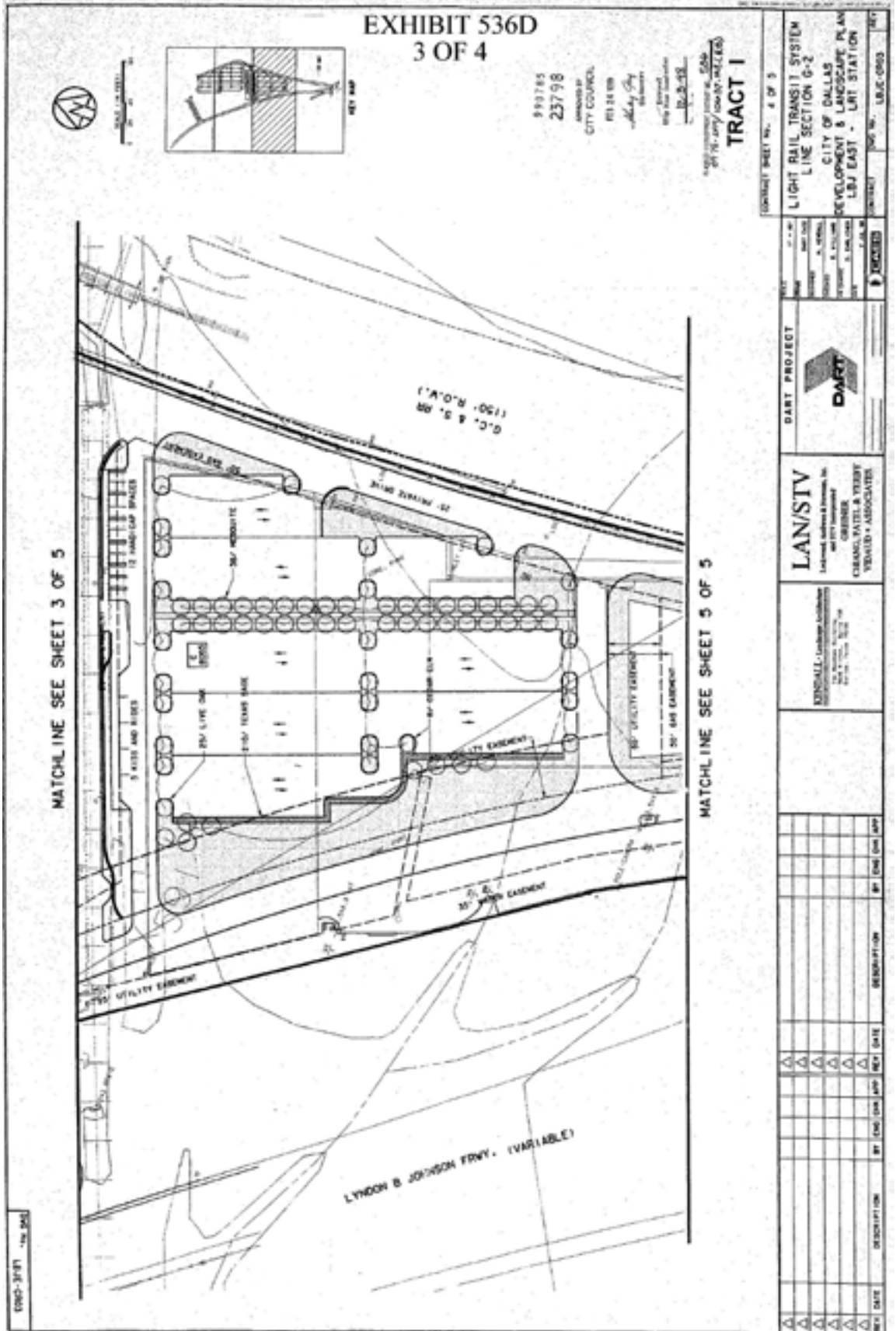
LAN/STV
 Landscape Architecture
 1000 Ross Avenue, Suite 1000
 Dallas, Texas 75202
 (214) 751-1100
 www.lan-stv.com

CRENSHAW PARTNERS
 ARCHITECTS
 1000 Ross Avenue, Suite 1000
 Dallas, Texas 75202
 (214) 751-1100
 www.crenshaw.com

DESIGNER
 CRENSHAW PARTNERS
 ARCHITECTS

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APPENDIX

2.2: Planned Developments
PD 647

ARTICLE 647.

PD 647.

SEC. 51P-647.101. LEGISLATIVE HISTORY.

PD 647 was established by Ordinance No. 25311, passed by the Dallas City Council on June 25, 2003. (Ord. 25311)

SEC. 51P-647.102. PROPERTY LOCATION AND SIZE.

PD 647 is established on property located on two tracts of land on either side of Ferris Branch Boulevard at its intersection with Ferris Branch Boulevard West and Ferris Branch Boulevard East. The size of PD 647 is approximately 11.029 acres. (Ord. 25311)

SEC. 51P-647.103. DEFINITIONS AND INTERPRETATIONS.

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

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

(c) This district is considered to be a residential zoning district. (Ord. 25311)

SEC. 51P-647.104. DEVELOPMENT PLAN.

(a) For a public school use, development and use of the Property must comply with the development plan (Exhibit 647A). In the event of a conflict between the provisions of this article and the development plan, the provisions of this article control.

(b) For all other uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply. (Ord. 25311)

SEC. 51P-647.105. MAIN USES PERMITTED.

The only main uses permitted in this district are:

(1) a public school other than an open-enrollment charter school (permitted by right);
and

(2) all other main uses permitted in the TH-3(A) Townhouse District, subject to the same conditions applicable to uses in that district set out in Chapter 51A. For example, if a use is permitted only by specific use permit (SUP) in the TH-3(A) Townhouse District in Chapter 51A, it is permitted only by SUP in this district; if a use is subject to development impact review (DIR) in the TH-3(A) Townhouse District in Chapter 51A, it is subject to DIR in this district; etc. (Ord. 25311)

SEC. 51P-647.106. ACCESSORY USES.

As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217. (Ord. 25311)

SEC. 51P-647.107. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot, and space regulations in Division 51A-4.400. In the event of a conflict between this section and Division 51A-4.400, this section controls.)

(a) Except as provided below, the yard, lot, and space regulations contained in Section 51A-4.114, "Townhouse [TH-1(A), TH-2(A), and TH-3(A)] Districts," apply in this district.

(1) Front yard. Minimum front yard is as shown on Exhibit 647A.

(2) Side and rear yards. Minimum side and rear yards are as shown on Exhibit 647A.

(3) Height. Maximum structure height is 50 feet.

(4) Lot coverage. Maximum lot coverage is 25 percent. Aboveground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not. (Ord. 25311)

SEC. 51P-647.108. OFF-STREET PARKING AND LOADING.

For a public school use, off-street parking and loading must be provided as shown on Exhibit 647A. For all other permitted uses, consult the use regulations in Division 51A-4.200 for the specific off-street parking/loading requirements for each use. (Ord. 25311)

SEC. 51P-647.109. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI. (Ord. 25311)

SEC. 51P-647.110. LANDSCAPING.

(a) Landscaping must be provided as shown on the landscape plan (Exhibit 647B).

(b) All plant materials must be maintained in a healthy, growing condition. (Ord. 25311)

SEC. 51P-647.111. SIGNS.

Signs must comply with the provisions for non-business zoning districts in Article VII. (Ord. 25311)

SEC. 51P-647.112. ADDITIONAL PROVISIONS.

(a) The entire Property must be properly maintained in a state of good repair and neat appearance.

(b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city. (Ord. Nos. 25311; 26102)

SEC. 51P-647.113. COMPLIANCE WITH CONDITIONS.

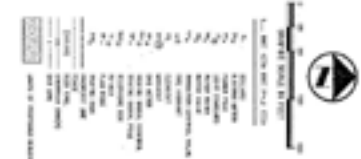
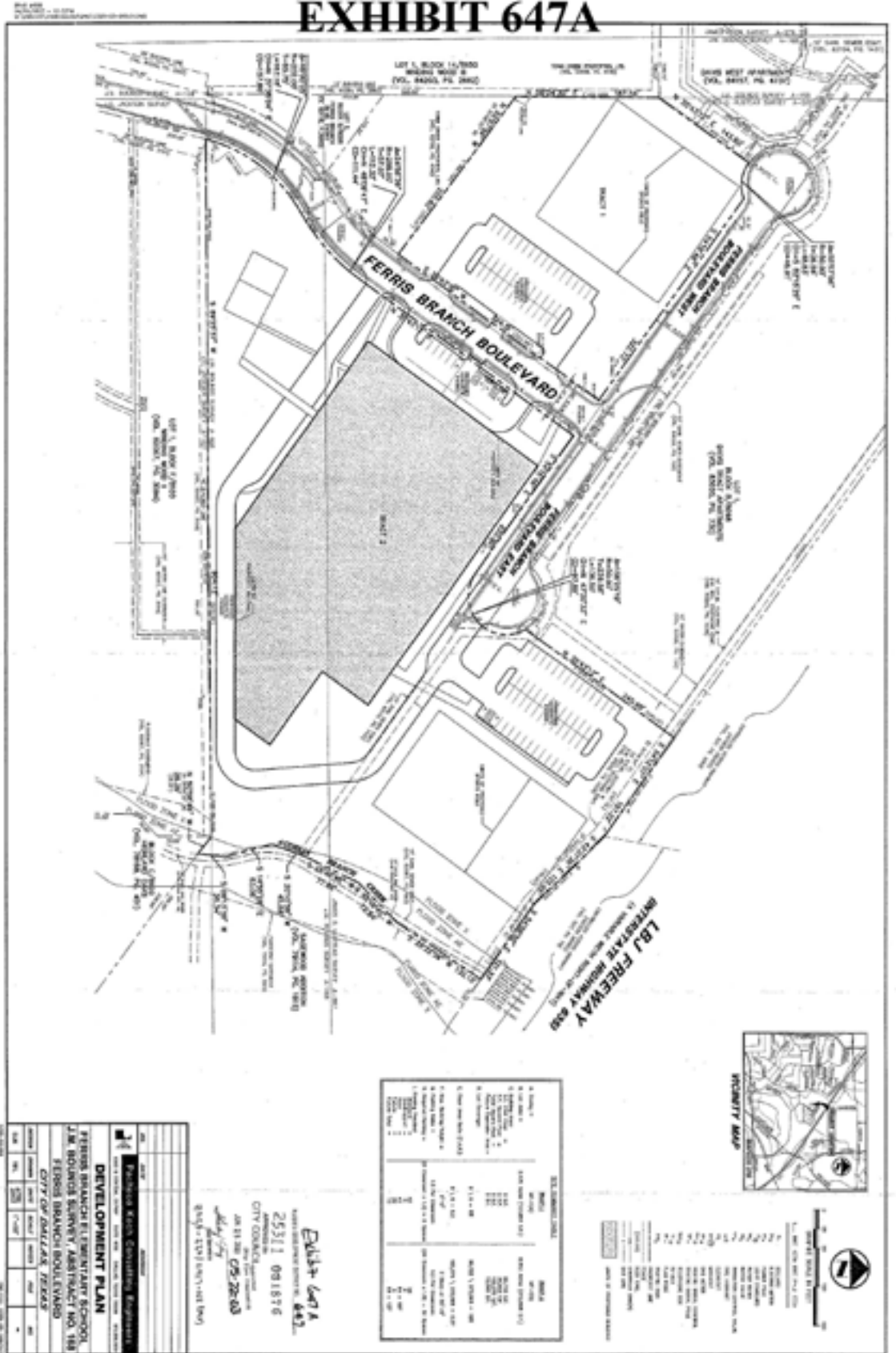
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit or certificate of occupancy for a use in this district until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city. (Ord. Nos. 25311; 26102)

SEC. 51P-647.114. ZONING MAP.

PD 647 is located on Zoning Map No. E-9. (Ord. 25311)

EXHIBIT 647A

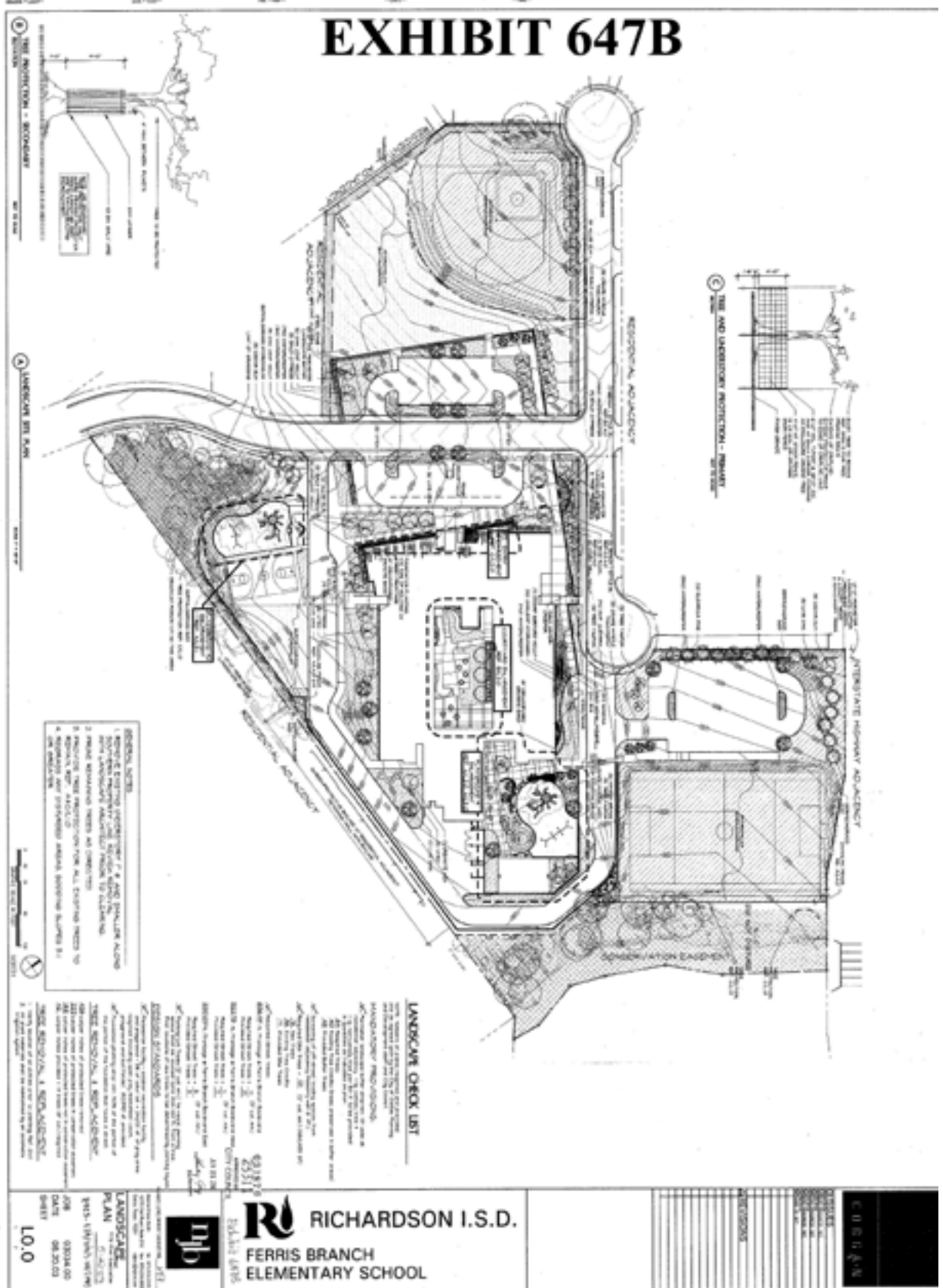


TOTAL DEVELOPMENT	
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LOT 3	10,000
LOT 4	10,000
LOT 5	10,000
LOT 6	10,000
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LOT 49	10,000
LOT 50	10,000

DEVELOPMENT PLAN	
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49	10/1/00
50	10/1/00

Exhibit 647A
 FERRIS BRANCH ELEMENTARY SCHOOL
 25311 091876
 CITY OF DALLAS
 09-28-03
 09-28-03

EXHIBIT 647B



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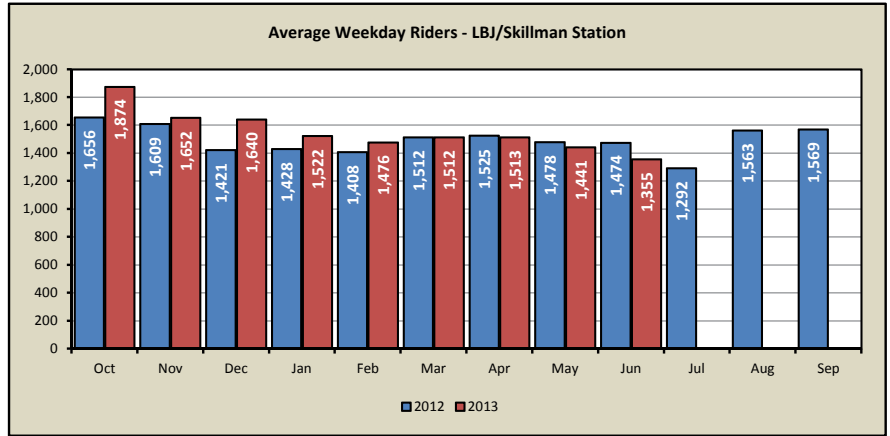
APPENDIX

2.3: DART Ridership

Light Rail Riders at LBJ/Skillman Station

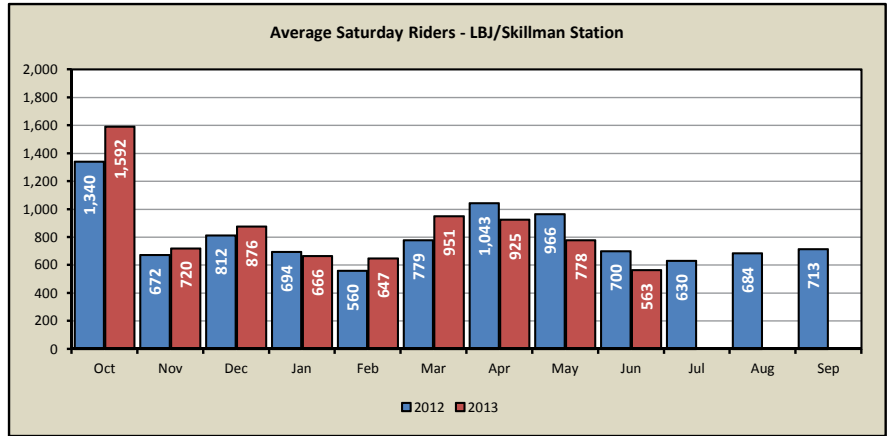
Average Weekday

	2012	2013
Oct	1,656	1,874
Nov	1,609	1,652
Dec	1,421	1,640
Jan	1,428	1,522
Feb	1,408	1,476
Mar	1,512	1,512
Apr	1,525	1,513
May	1,478	1,441
Jun	1,474	1,355
Jul	1,292	
Aug	1,563	
Sep	1,569	



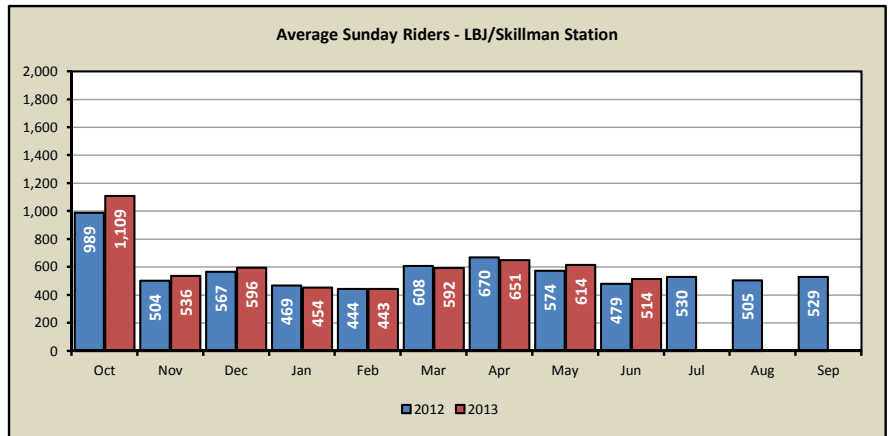
Average Saturday

	2012	2013
Oct	1,340	1,592
Nov	672	720
Dec	812	876
Jan	694	666
Feb	560	647
Mar	779	951
Apr	1,043	925
May	966	778
Jun	700	563
Jul	630	
Aug	684	
Sep	713	



Average Sunday

	2012	2013
Oct	989	1,109
Nov	504	536
Dec	567	596
Jan	469	454
Feb	444	443
Mar	608	592
Apr	670	651
May	574	614
Jun	479	514
Jul	530	
Aug	505	
Sep	529	



Source: DART Monthly Ridership Reports. **NOTE:** DART develops light rail ridership statistics through a process of sampling passenger boardings, alightings and on-board loads using Automatic Passenger Counters (APC) on vehicles. Sample data are then factored to produce monthly totals and average daily figures. The reported ridership represents passengers alighting at the station. It is reasonable to assume that virtually all of the alighting passengers also boarded at the station. Total station activity (persons crossing the platforms) during a day is twice the reported ridership figure.

Bus Riders at LBJ/Skillman Station

Average Weekday Bus Riders at LBJ/Skillman Station

	April	October
2011	837	974
2012	1,160	1,121
2013	918	

Note: Passengers boarding buses at the LBJ/Skillman station.

Average Daily Riders on Bus Routes Serving LBJ/Skillman Station

Average Weekday

	374		488		551		560		583	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Oct	1,011	948	2,435	2,224	461	505	480	465	3,119	3,057
Nov	964	867	2,322	2,114	481	489	469	448	3,036	3,034
Dec	845	753	2,136	1,962	456	385	378	234	2,666	2,532
Jan	888	771	2,176	2,004	458	387	455	251	2,861	2,579
Feb	900	815	2,305	2,086	444	412	468	277	2,855	2,819
Mar	853	757	2,174	1,979	410	408	453	291	2,711	2,594
Apr	840	720	2,328	1,942	450	425	491	288	2,771	2,631
May	880	740	2,181	1,987	476	437	484	305	2,779	2,509
Jun	867	721	2,161	2,006	444	419	441	280	2,618	2,456
Jul	800		2,012		385		414		2,574	
Aug	878		2,069		462		412		2,786	
Sep	909		2,293		518		454		3,134	

Average Saturday

	374		488		551		560		583	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Oct	572	620	1,193	1,453					1,593	1,690
Nov	461	497	1,370	1,342					1,685	1,613
Dec	434	328	1,151	1,094					1,606	1,337
Jan	432	359	1,188	1,315					1,511	1,317
Feb	411	458	1,148	1,244					1,587	1,694
Mar	481	413	1,282	1,409					1,450	1,283
Apr	477	410	1,477	1,416					1,474	1,489
May	448	417	1,189	1,438					1,631	1,368
Jun	504	419	1,397	1,487					1,632	1,574
Jul	423		1,358						1,266	
Aug	465		1,105						1,476	
Sep	461		1,373						1,545	

Average Sunday

	374		488		551		560		583	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Oct									1,259	1,205
Nov									1,087	1,035
Dec									953	986
Jan									982	1,154
Feb									1,141	1,004
Mar									981	859
Apr									1,071	1,105
May									1,061	1,160
Jun									1,164	1,183
Jul									1,101	
Aug									1,190	
Sep									1,080	

Note: Total passengers boarding the routes on an average day at all stops on the route.

APPENDIX

2.4: Tax Increment Financing (TIF) Design Standards

Urban Design Guidelines for Projects Located in City of Dallas Tax Increment Financing Districts





Office of Economic Development
Area Redevelopment

1500 Marilla Street
Room 2CN
Dallas TX 75201



Dallas CityDesign Studio

1500 Marilla Street
Room 2BN
Dallas TX 75201

Introduction

Purpose

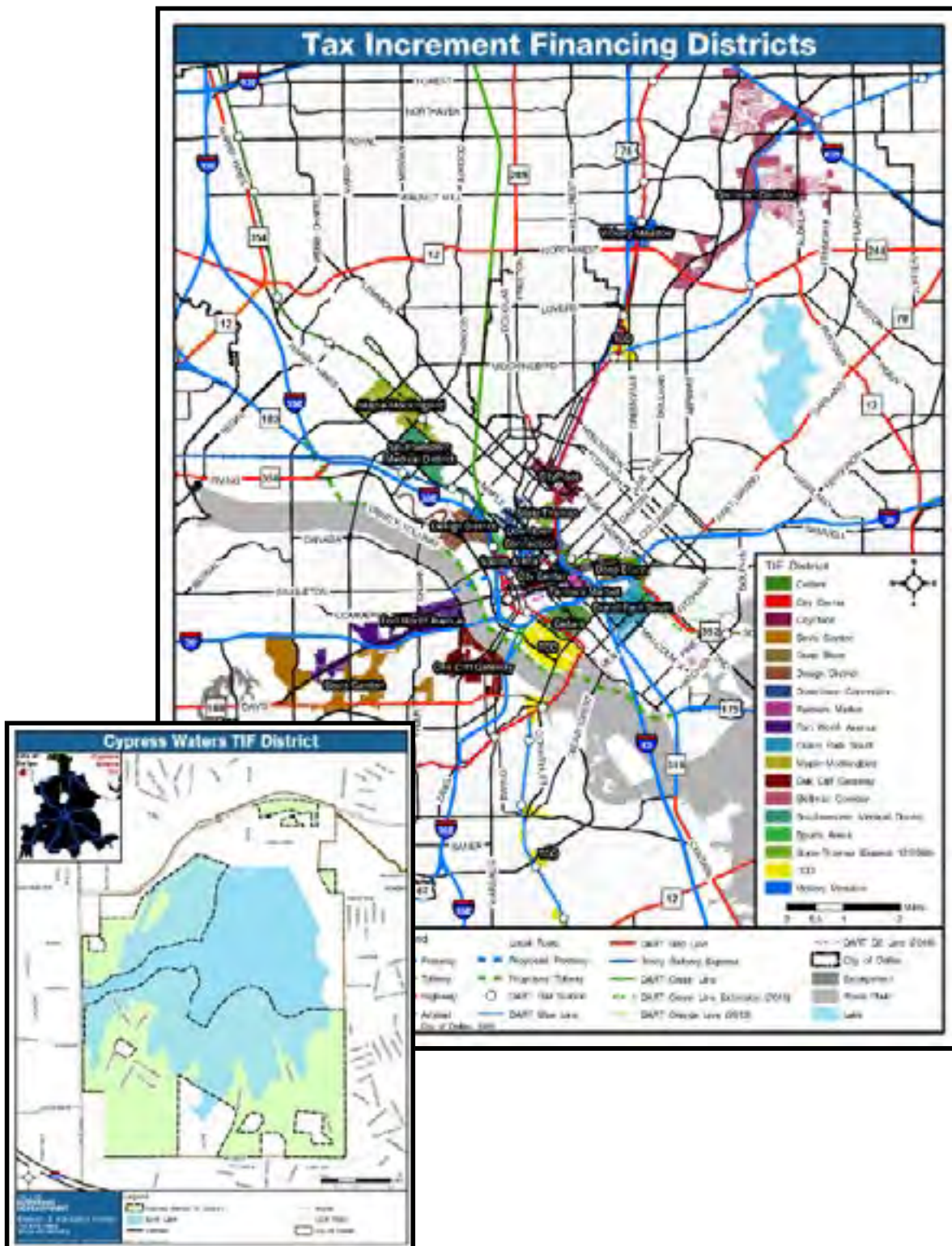
This document will apply to all new development and redevelopment projects in the City of Dallas Tax Increment Financing (TIF) districts. There are currently eighteen TIF districts located in and managed by the City. In addition, the term of the State-Thomas TIF District has expired, but the district has seen substantial public investment. Other districts can be added at the discretion of City Council in the future.

The purpose of these districts is to stimulate new private investment and enhance real estate values in areas that are unlikely to attract development otherwise. Development supported by TIF funds must add value over the long-term operation of the district. Experience with TIF districts in Dallas indicates that this can best be achieved by building a more attractive and desirable physical environment through high-quality urban design that respects existing neighborhoods and fosters a sense of place. These design standards and the design review to follow are part of an effort by the City to streamline the design process and add value by capitalizing on the expertise of respected senior design professionals. They are not intended to extend the development timeline or burden development efforts.

All projects located in TIF districts will be required to conform with recommended design modifications to be eligible for public financial subsidies. This process represents the City's effort to promote added property value through development that contributes to a pedestrian-friendly and human-scaled environment, utilizes high quality materials, and creates unique urban places. Projects in City of Dallas TIF districts should enhance the attractiveness and comfort for all users of the districts by:

- Creating a quality urban environment through building design, materials, and orientation.
- Producing streetscapes that embrace and encourage pedestrian activity while safely accommodating all modes of transportation.
- Preserving and setting aside appropriate open space and park area.
- Providing connections to existing or planned trails, transit stations, and any applicable public destinations.

By tying these guidelines to TIF funding, the City hopes to incentivize developers and ensure that projects receiving TIF funds align with the City's vision for future development of the districts. As a partner in each project, the City hopes to channel investment to communities in need of a more sustainable and livable built environment.



Implementation

Compliance with these design guidelines will be a TIF policy consideration similar to the affordable housing and M/WBE requirements. All projects requesting TIF funds from the City must substantially comply with these guidelines, with variances allowed for differences in character among districts.

Requiring projects located in expired TIF districts to utilize the design review process is intended both to protect public investment in the area and to add value to new development through design.

In addition, any City project located in a TIF district will be required to comply with these guidelines whether or not it receives funding incentives.

Non-TIF-funded projects will be encouraged to follow the design review recommendations but will not be required to do so.

The diversity of zoning and PD regulations within the TIF districts allows for a wide range of development patterns. The guidelines do not replace or substitute for any of these regulations; they are additional requirements for TIF-funded projects to be used in conjunction with adopted laws and ordinances of the City of Dallas.

Review Process

Projects will be reviewed by the Urban Design Peer Review Committee composed of eleven members representing the fields of architecture, urban design, landscape architecture, urban planning, and sustainable building/engineering. The committee will issue an advisory recommendation to staff, the City Plan Commission, TIF boards, or City Council based on relevant urban design issues and not matters of architectural style. The process supplements other staff reviews.

Requirements for submission:

- Location map
- Site plan
- Context plan
- Perspective drawings to illustrate site plan and elevation details
- Photos showing context
- Elevations visible from streets
- Landscaping plan
- Alternative options for site layout and building massing, as needed.

Content

These guidelines outline design principles that address both private and public elements of development. This scope encourages the creation of a cohesive urban environment and is not meant to dictate architectural style. Although TIF funds will only reimburse costs for eligible public improvements, the City expects that developers will go above and beyond zoning or PD requirements through the provision of enhanced pedestrian amenities, landscaping, wide sidewalks, high quality materials, and other design features that will contribute to the creation of a pedestrian-friendly urban environment that creates life on the streets and safely accommodates all modes of transportation.

This document is organized into four main sections:

- Part I: General Considerations
- Part II: Guidelines for Private Property Development
- Part III: Guidelines for Public Right-of-Way Improvements
- Part IV: Guidelines for Specific TIF Districts

All projects should also comply with the following City plans and initiatives where applicable:

- Individual TIF project plans
- *ForwardDallas!*
- Downtown 360
- Dallas Bike Plan
- Dallas Trail Network Plan
- Complete Streets
- Surrounding land use plans and mobility plans

Left:
Active storefronts open on to an active sidewalk.



Right:
A compact intersection with high-quality contrasting materials.



Part I: General Considerations



Left:
Retail street with a mix of buildings and distinctive features.

Right:
Neighboring buildings of similar scale, color, and style.

Respect existing development, district character, and TIF plan goals

Objective: Though this document contains a common set of standards, it does not intend to reproduce the same kind of development in the diverse TIF districts spread across the City. Developers should apply these guidelines in a way that is compatible with the unique character of the district and builds a sense of place.

- Design buildings that are sensitive to their physical, architectural, and historical context and that promote harmony and compatibility with their environment.
- Continue use of high-quality materials and building forms that contribute to district identity and long-term value of the area.
- Ensure sensitive transitions between areas with differing urban forms and densities.
- Individual TIF plans will note key historic and other significant structures intended for preservation or improvement, if any. Additions to historical buildings should conform with historic standards. New construction should complement significant buildings.
- Historic buildings located in TIF districts are encouraged to meet local and national historic renovations standards as they are redeveloped. Supplemental incentives may be available.
- In some districts, the building stock will not meet historic designation guidelines, yet these buildings provide a strong visual identity for the district. One example is Deep Ellum. The TIF program intends to support maintaining these buildings and the character of such districts even if historic incentives do not apply.

Advance Pedestrian-Oriented Urban Form and Street-Level Activity

Objective: Many of Dallas' neighborhoods are auto-dominated and do not accommodate other forms of transportation such as walking or biking. Vibrant and lively streets and sidewalks make up a more comfortable and memorable urban environment.

- Ground level activity is important on all street façades. The design of space in these locations should emphasize flexibility of use over time.
- Security fences of any height are generally discouraged in urban TIF districts. However, fencing and planting screens may be used to soften the edges of existing surface parking lots, and fencing must be used to secure areas such as dog parks and swimming pools.
- Sidewalk vendors and cafés are encouraged in areas of greater pedestrian demand in accordance with individual TIF project plans, and where market demand warrants.
- It is important to maintain pedestrian pathways of adequate width to support activity and public accessibility as well as to develop active ground floors on all street façades.
- Greater density is universally encouraged near DART light rail stations. The design of space in these locations should emphasize flexibility of use over time.
- Best practices in design such as rain harvesting techniques that capture and direct storm water for street trees and other landscape features are encouraged. Rain harvesting helps to mitigate runoff demands and lessen our dependences for the usage of potable water as irrigation.

Promote Sustainable Development and Design

Objective: For a TIF district to increase real estate values in the long run, it must support projects that become permanent assets for the district. Dallas can move towards a more enduring built environment by using principles of economic and environmental sustainability.

- Development projects, taken as a whole, should create long-term value.
- Use green building technologies when possible, including LEED and LEED-ND.
- Adaptive reuse is encouraged in some TIF districts.
- Allow for future flexibility of use.
- A reduced need for vehicular dependencies, connection to public transit facilities and pedestrian connectivity is encouraged in all TIF districts.

Left:
Development surrounding DART rail stations increases access and pedestrian activity.

Right:
Green building technology.



Part II:

Guidelines for Private Property Development

In order to realize and maintain the economic benefits and the quality of life encouraged by individual TIF project plans, private property development must be of consistently high quality throughout the TIF district. Private development should be complementary of and consistent with public right-of-way improvements throughout each individual TIF district.

Visual Interest and Context

Objective: Active façades enhance the pedestrian experience by providing a dynamic setting and increasing a building's transparency so that its form and function are better understood.

- Create continuously lively and inviting street-level façades with storefronts, display windows, entrances, or other forms of architectural relief. Uninterrupted blank walls along the street are discouraged.
- Highlight three-dimensional detail between surface planes through the use of offsets.
- Articulate the lower levels (first three floors) with step backs or other relief.
- Visually break up vertical surfaces. Elements such as pilasters, cornices, string courses, window sills, lintels, and rustication can add details to a building façade.
- Differentiate between the first and second floors with an awning or architectural detail.
- Do not locate service or parking entrances along streets with high levels of pedestrian activity.
- Design each building to complement its immediate neighbors and to be sensitive to their materials, color and scale.
- Where appropriate, use building design to help to define neighborhoods.

Left:
The awning over the entrance shields the sidewalk and sets apart the first floor while the upper levels are also visually articulated.



Right:
Open storefronts and unique architectural features make a visually engaging block face.



Materials

Objective: The use of high quality materials ensures that projects will create value that will not fade due to poor maintenance or changing architectural trends.

- Use high quality, long-lasting materials. Unless prescribed in an individual TIF project plan, avoid materials such as imitation stone, aluminum cladding or siding, corrugated sheet metal, Styrofoam sheathing, galvanized metal, wood, vinyl, or plastic siding.
- Relate materials to the surrounding context.
- Limit the number of different materials to allow visual simplicity to be achieved without setting out complex individual material requirements or prohibitions. In a majority of cases, use no more than two materials (in addition to glass) as exterior cladding, with one material serving as the dominant material.
- Materials such as brick, cast stone, stone, ornamental metal, and concrete should be used for elements such as pilasters, cornices, string courses, window sills, lintels, and rustication.
- Use clear glass and generous street-level windows and openings to visually connect the street to the interior.
- Use of reflective glass is generally discouraged.

Left:
High quality materials will retain their value over time.



Right:
The use of clear glass connects the building to the street.



Entrances

Objective: Buildings should welcome pedestrians from the street and/or adjacent open space with prominent and accessible entrances that connect the private and public realms.

- Locate primary entrances on the street frontage of the building or provide access directly from public open space, not surface parking lots.
- Make entrances prominent and easily recognizable from the street, accentuating major entry features to avoid confusion.
- Provide awnings or canopies over pedestrian building entrances.
- Differentiate between residential and commercial entries.
- Raise or set back entrances with stoops or porches for residential ground floor uses.
- Provide individual entryways for separate retail uses with street level frontage.
- Relate to overall façade in style, scale, and design.



Left:
The building's entrance provides access directly from the street and is differentiated from the rest of the façade with an awning.

Right:
Individual entrances to residential units are raised back, creating urban porches with attractive landscaping.

On-site Landscaping

Objective: Trees and other landscaping elements help to soften an urban setting, especially where buildings do not occupy the entire lot.

- Provide site trees.
- Preserve significant trees.
- Landscape front yard setbacks.
- Use rain harvesting techniques to capture on site storm water runoff as either a primary or supplemental landscape irrigation source in order to reduce potable water usage for landscape irrigation.

Scale, Massing and Form

Objective: Buildings should collectively create urban spaces where pedestrians feel comfortable and protected rather than overwhelmed or vulnerable.

- Design buildings that are proportionate with their surroundings and contribute to an appropriately human scaled environment.
- Preserve natural light and ventilation as well as significant view corridors, which provide orientation and scale within the area. If possible, view corridors should extend to the existing system of streets, terminate in a landmark, or terminate in a vista.
- While build-to lines may vary from street to street, maintain a consistent build-to line on individual streets.
- Provide for continuity of street wall with a pedestrian-oriented edge.

On Left:

Top:
Buildings fit together in a unified block face.

Middle:
The streetscape is open to light and air.

Bottom:
Maintain views of significant landmarks and vistas.



On Right:

Top:
Buildings line both sides of the street, enclosing the space and making it feel comfortable.

Bottom:
New development fits in with the neighborhood's context and scale.



Signs and Awnings

Objective: Signs and awnings can enliven a street's appearance and provide important information if they are properly designed, scaled, and placed.

- Within neighborhoods, ensure consistency with overall architectural style including color, material, graphics, and size.
- Design and scale signage for pedestrian and slow-moving traffic. Limit the number of words to discourage visual clutter.
- Encourage a variety of signage at ground level including but not limited to awning signage, projecting signage, window signs, blade signs, and temporary sandwich boards.
- Align with other signs on neighboring buildings and avoid obscuring sight lines.
- Rooftop and flashing motion signage may only be allowed in areas where an individual TIF project plan specifies.



Left:
Sandwich board sign.

Middle:
Historic and iconic sign to be preserved and integrated into new development.

Right:
Plantings help screen utility meters.

Screening

Objective: Visible storage areas and equipment can detract from a pleasant urban environment and should be screened from streets and other public areas. Developments should have minimal or no back doors.

- Incorporate trash, storage, loading, and service areas into the design of buildings and locate them away from main entries and public streets.
- Screen these areas with masonry walls or opaque plantings at least six feet tall that complement the building's style; wood fences are not appropriate.
- Enclose service areas with gates.
- Where possible, screen mechanical and utility equipment in the right-of-way.
- Screen service elements on roofs.

Left:
Parking garage with
active ground floor use.



Right:
Surface parking lot with landscaped areas and a pedestrian pathway.



Parking

Objective: These guidelines recognize the necessity of providing off-street parking and aim to reduce its visual impact.

Structured parking is preferred over surface parking. In all cases, the sharing of parking between different uses is encouraged. Visitor parking must be identifiable and incorporated into the pedestrian circulation plan.

- Structured Parking
 - Maintain street level of building for active, pedestrian uses. If this is not possible at the time of construction, make the ground floor flexible enough to be retrofitted for this purpose.
 - Design the front façade so that it appears architecturally finished and complements the surrounding buildings on the block face.
 - Conceal parked cars and structural elements such as ramps.
 - Orient the narrow façade to the street.
 - Limit vehicular entry points and façade openings.
 - Highlight pedestrian circulation and entrances.
- Surface Parking
 - Locate behind or to side of building.
 - Limit vehicular entry points and provide access where it will not interfere with pedestrian movement.
 - Provide for a pedestrian network within and adjacent to the lot.
 - Screen edges along streets and sidewalks with landscaping or low walls and fences of durable, attractive materials.
 - Adhere to landscaping standards and utilize rainwater harvesting .
 - Where soil type allows, consider using alternative materials or other treatments to increase the amount of permeable surface.
 - Primary building entrances should not face surface parking lots.
 - Shade surface lots to reduce heat island effect.

Part III: Guidelines for Public Right of Way Improvements

Streets, Intersections, and Crosswalks

Objective: Streets should safely and comfortably accommodate all modes of transit and facilitate circulation and access.

- Maintain or create short blocks with frequent intersections, avoiding super-blocks and multiple block developments that close streets.
- Where appropriate, provide landscaped medians to calm traffic and give refuge to pedestrians on streets with higher traffic volumes.
- Limit the number of curb cuts and vehicular access points.
- Provide on-street parking where possible.
- Create compact intersections that consider and balance all modes of transit, such as by using curb extensions.
- Mark crosswalks with distinct, clearly visible, and easily maintained materials.
- Create mid-block crosswalks or paseos in areas with high pedestrian activity, along long blocks, or directly across from special destinations where they can be safely implemented.

Comply with the following plans:

- Americans with Disabilities Act requirements
- Manual on Uniform Traffic Control Devices (MUTCD)
- Dallas Thoroughfare Plan
- Dallas Bike Plan
- Complete Streets



Left:
A shared lane for parallel and bike parking.

Right:
A crosswalk distinguished by different materials and paving patterns.

Sidewalks

Objective: Sidewalks are an essential element of the public realm. All four zones - edge, furnishing, thruway, and frontage - should be designed to enhance the pedestrian experience.

- Install sidewalks along all street-facing façades and ensure continuity of sidewalks along each street.
- Construct sidewalks with a sufficient width to allow for pedestrian and street activity. Typically a minimum of seven feet of clear, unobstructed walking area is required in addition to the edge and furnishing zones at the back of the curb.
- Use attractive materials that are easy to maintain, such as concrete. Asphalt and synthetic surfaces are discouraged.
- When appropriate, sidewalks may be on private property.

Left:
Wide sidewalks allow for seating and pedestrian circulation.

Middle:
An appealing sidewalk across all zones.

Right:
Seating in public open space.



Pedestrian Amenities

Objective: Providing amenities along streets with high levels of pedestrian activity and in open spaces encourages pedestrian use in these areas.

- Amenities should not be permanent and should not interfere with loading at the curb, obstruct pedestrian circulation, or make the streetscape appear cluttered.
- Locate benches and seating near building entrances and in public open space away from the street.
- Install kiosks and wayfinding where necessary to aid navigation and enhance district character.
- Provide trash receptacles near the street.
- Locate bike racks in conformance with the City of Dallas Bike Plan.
- Use standard products and/or products consistent with recent improvements in the district. All nonstandard amenities will require operation and maintenance agreements.
- Consider adding public art or other special features.
- Where the street classification warrants, foster restaurant seating areas adjacent to the curb.

Landscaping

Objective: In addition to their environmental benefits, trees make streets and sidewalks more attractive to pedestrians and motorists while providing relief from the elements.

- Generally it is recommended that street trees be planted every 25 feet on center 2-3 feet from the back of the curb.
- Ensure an 8 foot clearance over the sidewalk to maximize shade.
- Establish consistent planting areas in each district including standard placement of the following features: sidewalks, parking lanes, curb extensions, frontage zones, setbacks, and medians.
- Ensure proper drainage and irrigation. Use tree trenches in highly urbanized districts. The use of tree grates is discouraged.
- Use species selection specified in individual TIF project plans.



Left:
Trees enhance the streetscape's attractiveness.

Middle:
Poulsen NyHavn pedestrian lighting fixture.

Right:
Distinctive lighting creates a safe environment.

Pedestrian Lighting

Objective: Street and sidewalk lighting create an environment where pedestrians feel safe. Exterior lighting should create an ambiance through the choice and placement of fixtures.

- Provide ample lighting on sidewalks, streets, walkways and plazas to enhance pedestrian safety. Follow City of Dallas illumination requirements.
- Use appropriate lighting to highlight architectural features and landscaping.
- Minimize glare and spillover onto adjacent properties.
- Comply with Dallas Public Works and Transportation's *Pedestrian Lighting Guidelines for Tax Increment Financing Districts* (refer to plan for more detail):
 - Coordinate with TXU/Oncor Electric.
 - Choose standard approved pedestrian lights, including TXU/Oncor Electric Decorative Fixture and the Poulsen NyHavn fixture.
 - Locate within public right-of-way or public access easement.
 - Space 75-100 feet apart, with the center of the foundation 2 feet from the back of the curb. Adjust spacing to achieve optimal photometric performance.
 - Submit lighting plan to Public Works and Transportation, Transportation Operations, Street Lighting Coordinator.

Left:
Open space incorporated into a town center design.

Middle:
Seating and programmed events attract users at all hours.

Right:
Trail markers at the Trinity Strand Trail.



Open Space and Trails

Objective: Planning for and maintaining adequate open space in densely developed districts is important for recreational opportunities and aesthetic appearance.

- Open space should be convenient and accessible with entrances from sidewalks and buildings. It should allow for views in and out of the space.
- Invite users with seating and features such as fountains or public art. A variety of shady and open areas with flexible seating is encouraged.
- Design open space areas to contribute to an open space network and connect to the City park and trail system.

Pedestrian Bridges or Tunnels

Objective: Pedestrian activity should take place on the street.

- Grade-separated pedestrian pathways, such as bridges or tunnels connecting buildings, drain activity from the street and are not encouraged in TIF districts.

Utilities

Objective: Locating utility lines underground reduces environmental and visual clutter.

- TIF districts generally encourage burial of all utility lines as prescribed in individual TIF plans to facilitate pedestrian activity. Design improvements may include alternative methods, including increasing the height of utilities, using alternative materials, clustering, and moving the utilities.

Part IV: Guidelines for Specific TIF Districts

Cedars

District Goals

- Redevelop mixed-use neighborhood south of Downtown Dallas
- Build on eclectic/historic nature of the neighborhood with its one-of-a-kind venues, restaurants, and residences
- Improve pedestrian and bicycle connectivity throughout the district and especially to DART's Cedars Light Rail Station

District Character

- Diverse area in terms of architectural styles and amenities
- South Side on Lamar and Dallas Heritage Village are landmark sites located within or adjacent to the Cedars TIF District.

Special Considerations

- Create a cohesive neighborhood out the of diverse components



City Center

District Goals

- The primary goal is to create a cohesive downtown neighborhood.
- The district was created to improve pedestrian and transit connections between the downtown core area and Uptown and increase the amount of public open space in the area.

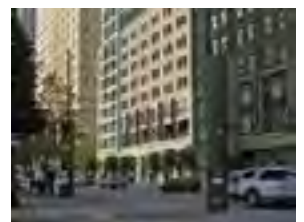
District Character

- The focus of redevelopment activity in this district is in the historic core of downtown Dallas. This district is listed on the National Register of Historic Places. Redevelopment efforts should be compatible with the historic nature of the district.
- Support design identities of individual streets as new development occurs.
- Incorporate parking facilities - both on street and off street - into project design.



Special Considerations

- Creation of a series of intimately scaled pedestrian zones such as Stone Street, AT&T Plaza, and Browder Plaza is important in humanizing the scale of downtown development.
- Street-front activity is a key component in successful downtown areas. Allow flexibility to ensure that ground-level spaces accommodate a variety of uses.
- Find the appropriate balance between pedestrian accessibility and ground-floor/pedestrian-zone activity.
- Utilize appropriate signage and way finding.



Cityplace



District Goals

- The district has stopped collecting increment. Final TIF incentivized private development and public infrastructure improvements are being completed. The future focus of design review will be on the remaining infill lots and on redevelopment/reconfiguration of existing sites.

District Character

- The district spans both sides of Central Expressway between Lemmon and Blackburn.
- West Village is a primary destination within the Cityplace Area.
- Development throughout the district exhibits a commitment to mixed-use transit-oriented development, featuring active ground floor spaces on all buildings.

Special Considerations

- Reconfiguration of Cityplace/Uptown DART Light Rail Station and its connection to the McKinney Avenue Trolley.
- Improved pedestrian connections throughout the neighborhood and improved connections to the Katy Trail.

Cypress Waters



District Goals

- Develop Cypress Waters area and provide public infrastructure to the site.
- Use traditional neighborhood development concepts to create a vibrant neighborhood.

District Character

- The site was undeveloped upon creation of the district, allowing for the creation of a variety of new sub-districts, including a multi-family and mixed use neighborhood, a single family neighborhood, and an office park, each with its own character.
- North Lake (as is and as reconfigured) is a key physical feature of the district and differentiates it from other nearby neighborhoods. Hike and bike trails should connect to surrounding existing and planned trails, such as the Campion Trail.

Special Considerations



- The Cypress Waters Master Plan developed by Billingsley Company is incorporated by reference. It is the intent of the property owner to follow this master plan and amend it as economic conditions change.
- The district is located on the Cotton Belt line and is the potential site for light rail.
- Within the office park neighborhood: 1) buildings will relate to each other and emphasize a campus-like layout; 2) primary entrances should face the street, but additional entrances may be accessed directly from adjacent surface parking lots; 3) glass reflectivity on the ground floor will not exceed 25%; 4) fritted and/or frosted glass is allowed in limited application for screening and/or privacy purposes; and 5) buildings should front the street with the majority of parking behind or to the side as shown in the Cypress Waters Master Plan whenever possible. This is a suburban office market that will require high parking ratios. Parking between the building and the street will be allowed but should be minimized if possible through the use of design strategies (such as landscaping, alternative paving materials, pedestrian access, or elimination of curbs) in an effort to create a more pedestrian-oriented atmosphere.
- In order to minimize impermeable surfaces, sidewalks with low pedestrian volume may be a minimum of 6' wide. Hike and bike trails should be a minimum of 10' wide and sidewalks with high expected pedestrian volume should be minimum 8' wide.
- Within the office park, security fencing is allowed in certain market driven conditions (such as a data center or light industrial uses). Security fencing should not impede the required pedestrian corridors, and should be appropriate to the context of the street.

Davis Garden

District Goals

- Redevelop aging older apartment complexes and apartment sites in the Davis Street corridor.
- Develop The Canyon site southwest of the corner of Westmoreland Road and Interstate Highway 30.
- Build on historic character of buildings on Davis Street east of Montclair Street and Bishop Arts District.
- Improve pedestrian and bicycle connections throughout the district
- Improve open spaces and trails within and connecting to the district



District Character

- The Davis Street corridor and Bishop Arts District contains an assortment of unique, one- and two-story historic commercial structures.
- Designated historic residential districts flank the TIF district.
- The area is marked by rolling hills, mature trees and the Stevens Park Golf Course.

Special Considerations

- Long term plans call for the extension of trolley service to this area.
- Reconfiguration of Davis Street to better accommodate improved pedestrian and bicycle amenities.
- The Canyon offers an opportunity for a master planned, mixed-use development..

Deep Ellum

District Goals

- Redevelop vacant property throughout the TIF district including the City Lights site.
- Build on character of traditional Deep Ellum area.
- Improve pedestrian access throughout the TIF district including improved access to the DART Light Rail system and the Latino Cultural Center.



District Character

- The Deep Ellum area has a long diverse history as a commercial, entertainment, and residential district.
- The property in the TIF district excludes the traditional core of the Deep Ellum area.
- The 22-acre City Service Center site represents a long-term development opportunity for the area. This site is actively used by the City, so any redevelopment efforts must first find and develop an alternate site for City of Dallas operations.



Special Considerations

- The Deep Ellum TIF District contains three DART Light Rail Stations.
- The Santa Fe Hike/Bike Trail terminates in Deep Ellum.
- Deep Ellum is strategically located between Downtown, Fair Park, and the Baylor Hospital Campus.
- Several historic buildings exist in the TIF district that should be preserved to build on the character of the area.

Design District

District Goals



- Convert underutilized industrial, showroom, and warehouse space to alternative uses including residential.
- Consolidate design showrooms into a portion of the area.
- Encourage development of the Trinity Strand Trail and connections to the Katy Trail and Victory Park neighborhood.
- Encourage unique design elements in the public right-of-way including medians.

District Character



- Early development in the district included design industry showrooms, warehousing and manufacturing space, and highway-oriented retail shops along major transportation corridors.
- Most of the original development was less than 4 stories and reflected design attributes of the 1950s and 1960s.

Special Considerations

- Improving trail connections and connections to the Market Center and Victory DART Light Rail Stations is critical to ongoing redevelopment of the area.
- Improving connectivity to the Trinity River Corridor, especially as park improvements are completed is important.
- Balancing new higher density construction with lower density, existing buildings that will be redeveloped is another design consideration.

Downtown Connection

District Goals



- The primary goal is to create a cohesive downtown neighborhood.
- The district was created to improve pedestrian and transit connections between the downtown core area and Uptown and to increase the amount of public open space in the area.

District Character

- The focus of redevelopment activity in this district is in the historic core of downtown Dallas. This district is listed on the National Register of Historic Places. Redevelopment efforts should be compatible with the historic nature of the district.
- Support design identities of individual streets as new development occurs.
- Incorporate parking facilities - both on-street and off-street - into project design.

Special Considerations

- A series of intimately scaled pedestrian zones such as Stone Street, AT&T Plaza, and Browder Plaza will humanize the scale of downtown development.
- Street-front activity is a key component in successful downtown areas. Allow flexibility to ensure that ground level spaces can accommodate a variety of uses.
- Find the appropriate balance between pedestrian accessibility and ground floor/pedestrian-zone activity.
- Utilize appropriate signage and way finding.

Farmers Market

District Goals

- Create a residential neighborhood that capitalizes on its proximity to the Dallas Farmers Market.
- Renovate historic structures such as the Harlan Building.
- Facilitate improvements to the Dallas Farmers Market.

District Character

- The Dallas Farmers Market is the central feature of this neighborhood.
- Newer residential development flank the northern side of the market. Most of the development is rental; however, over 100 town homes are planned for the site bounded by Pearl, Marilla, Cesar Chavez, and Canton.
- Some scattered warehouses and the Bridge are also located in the general area.

Special Considerations

- Design considerations need to consider the Downtown 360 Plan.
- The second downtown rail alignment is expected to bisect this area; however, final recommendations are not adopted.



Fort Worth Avenue

District Goals

- Reposition real estate in the Commerce Street/Fort Worth Avenue corridor to conform with the intent of neighborhood-initiated zoning district rules that call for medium-density mixed-use development where buildings clearly address the street and there is a strong emphasis on pedestrian-friendly development with high levels of design, durable building and landscaping materials, wide sidewalks, and life on the street.
- Provide improved pedestrian and bicycle connectivity within the corridor and to the historic residential neighborhoods to the south and West Dallas to the north.
- Improve open spaces within and adjacent to the area such as Trinity River corridor, Stevens Park, and Coombs Creek and improve connectivity to these amenities.

District Character

- The district, as established, contains a variety of highway-oriented architecture such as motor courts and motels that could be re-purposed. Fort Worth Avenue was initially a major route connecting Dallas and Fort Worth.
- The Trinity River corridor is located at the eastern edge of the TIF district.
- The Belmont Hotel is the most significant existing building in the area.

Special Considerations

- Design considerations need to consider PD 714, the West Dallas Urban Structure Guidelines, and the Fort Worth Avenue Land Use and Urban Design Study.
- The view corridor looking east toward downtown is a significant asset of this district and needs special consideration.



Grand Park South



District Goals

- Redevelop neighborhood just west of Fair Park to take advantage of DART's MLK light rail station.
- Encourage reinvestment in the Park Row/South Boulevard Historic District.
- Redefine MLK corridor to limit the amount of retail space and develop alternative uses for remaining property in corridor.
- Redefine Grand Avenue corridor to limit the amount of retail space and develop alternative uses for remaining property in corridor.
- Improve connectivity to the DART light rail system.
- Improve connectivity to Fair Park. Encourage expansion of 'park zone' into the neighborhood.
- Expand parks and open space.

District Character

- Visible elements of decline throughout the area with the exception of many well maintained homes in the Park Row/South Boulevard Historic District and newer retail development near Fair Park
- Physical separation between the neighborhood and Fair Park facilities
- Significant public investment in schools and other public facilities
- Area north of Grand Avenue and east of Malcolm X primarily vacant
- Area north of Grand Avenue and west of Malcolm X contains a variety of under-utilized warehousing and manufacturing facilities.

Special Considerations

- Malcolm X Bridge has potential to be dramatic gateway into Deep Ellum and Downtown neighborhoods

Maple/Mockingbird



District Goals

- Redevelop obsolete multi-family and commercial buildings, inadequate retail centers, and underutilized industrial facilities in area near Love Field.
- Improve retail and housing opportunities in area.
- Improve pedestrian connections within the District.

District Character

- The district, as established, contains a hodgepodge of warehousing and commercial structures.
- Love Field Airport is adjacent to the TIF district.
- Maple and Mockingbird are both important arterial streets for the City of Dallas.

Special Considerations

- The Inwood DART rail station is located within the TIF district.
- Creating a neighborhood that is more welcoming to visitors arriving into Dallas at Love Field is an implementation goal for the TIF district.

Oak Cliff Gateway

District Goals

- Create a diverse, mixed-use neighborhood supporting Methodist Medical Center on the west and the Trinity River on the east
- Improve bicycle and pedestrian connections to the Trinity Corridor
- Utilize large-scale historic parks in the area to add value to residential and commercial development
- As an approach to development, adaptive reuse may be valued as a greater demonstration of sustainable best practices and therefore considered a higher priority.
- Encourage Methodist Medical Center to provide more active uses at street level adjacent to Colorado Boulevard and Beckley Avenue as new construction occurs.
- Discourage continuation of large surface parking areas fronting major streets.
- Encourage ground level activity with an urban character on Greenbriar as properties redevelop, using tools such as build-to lines, maximum setbacks, etc.
- Encourage siting of buildings to preserve view corridors to downtown.
- Encourage new development and redevelopment along Marsalis that complements the historic residential character of the neighborhood.



District Character

- The Methodist Medical Center Complex turns away from the street. Structured parking facilities are, in some cases, located adjacent to the street.
- Recreational development as part of the Trinity Corridor project are limited. The Trinity Corridor is separated from private development by large levees and sump areas.
- The portion of the TIF district that is east of Beckley and south of Colorado Streets includes aging apartment complexes (some in fair to good shape but a majority in need of upgrades) and vacant lots.
- Newer apartments such as Grand Peaks and Zang Triangle, the renovated Lake Cliff Tower, the Walgreens at Beckley/Colorado, and several small restaurants located on Beckley south of Colorado are examples of new construction in the TIF district.

Special Considerations

- Boka Powell recently completed a Master Plan for the Methodist Medical Center campus. While this plan seems to be not entirely reflective of planned expansions, it needs to be considered as part of design review.
- A zoning implementation study is underway.
- A ULI study was completed for this area and needs to be considered as part of design review.

Skillman Corridor



District Goals

- Facilitate the construction of Lake Highlands Town Center.
- Remove/redevelop structurally obsolete apartment complexes and retail centers.
- Improve trail and recreation amenities and connections.
- Set design standards for corridor as a model for other commercial corridors.

District Character

- In 2005, the district contained a variety of aging retail centers and apartments.
- White Rock Creek and the White Rock Creek Trail cut across the southern portion of the district.



Special Considerations

- Creation of the Lake Highlands Town Center in conjunction with the Lake Highlands DART light rail station will require detailed design review. The City and, subsequently, the project developer have contracted with Street-Works, LLC to assist in the development of specific design guidelines for this particular site.
- The City is working with residents and TxDOT to reconfigure the Skillman-LBJ intersection. The current intersection is inefficient and limits pedestrian and bicycle accessibility. A study of specific issues related to the redevelopment of this area is underway.
- Infill development should be compatible with adjacent neighborhoods and promote connectivity to schools, retail centers and other destinations.

Southwestern Medical



District Goals

- Create mixed-use neighborhood that supports the Southwestern Medical District.
- Redevelop sites with existing warehouse buildings to dense mixed-use sites.
- Increase recreational opportunities and connections in the area.
- Support expansion of medical and research facilities in the area.
- Provide for improved pedestrian connections between DART Market Center and Parkland stations and the adjacent neighborhoods.

District Character

- The district, as originally configured, was the home of several aging commercial, warehouse and manufacturing facilities. Most primary area employers (non-profit hospitals, medical facilities, and non-profit organizations) were not included within TIF boundaries but are directly impacted by redevelopment efforts.
- The new Parkland facility is under construction and the UTSW Bio-Medical Building is completed. Several new apartment complexes were constructed between 2006 and 2011.
- Cedar Branch Creek runs through the southern portion of the area. It is under-utilized as a green/open space.
- Connections to the residential neighborhood to the south are limited.
- Pedestrian amenities are lacking throughout the district.

Special Considerations

- Large areas of surface parking will initially serve the new Parkland Hospital. These may or may not eventually be redevelopment sites.
- Pedestrian connections to the DART Parkland Station need to be considered as part of any redevelopment effort.
- Design attention is also needed along Harry Hines Boulevard. The width of pavement inhibits pedestrian movements.

Sports Arena

District Goals

- Create cohesive neighborhood around American Airlines Center.
- Improve pedestrian connections between American Airlines Center and the DART Victory Station, Katy Trail, Design District, West End, West Dallas area, and Uptown.
- Support development of remaining surface parking lots to extend the neighborhood using design considerations to support its urban form.
- Support reconfiguration of existing Victory retail district.

District Character

- Victory is a high-density, mixed-use area surrounding the American Airlines Center.
- Ground floor retail activity is limited currently (2011). Residential, hotel, and office properties generally have high occupancy rates.
- A couplet of one-way streets provide primary access into and out of the district. Many buildings do not have primary entrances on these streets.
- An interior, pedestrian roadway provides primary access to the retail zone of Victory.
- A large parking garage and approximately 23 acres of surface parking provide event parking for American Airlines Center. The amount of surface parking may be reduced if additional structured parking is developed.

Special Considerations

- Staff is currently working with the property owners to address issues such as non-event time vehicular circulation, redevelopment of surface parking areas, improved connectivity between the DART station and the district, and improved connectivity between Victory and the Uptown, Design District and West Dallas areas.



State Thomas

District Goals

- Maintain high design standards for future redevelopment of this area.
- Support development of small green or open spaces within the State-Thomas TIF District if property comes available.

District Character

- The State-Thomas TIF District has approved, detailed, design guidelines that should be the basis of any future design review.
- The State-Thomas neighborhood is a cohesively designed urban residential neighborhood, with both rental and for-sale homes. Some ancillary retail uses are located on the ground floor of some buildings, primarily on Allen Street.
- Griggs Park provides recreational and open space for this neighborhood.

Special Considerations

- All special considerations are addressed in the design guidelines for this neighborhood.



TOD



District Goals

- Use increment generated in northern portions of the district to facilitate new development in the Corinth/Lancaster Corridor
- Integrate the following TOD best practices: place-making, correct land uses, density, good urban design, and managed parking
- Develop unique destinations in each station area by building on current assets or creating new district identity
- Facilitate development adjacent to the Veteran's Hospital

District Character

- The Mockingbird/Lovers Lane District contains a variety of buildings. While there are some modern office and hotel towers and new apartments, a majority of buildings located within this zone are one- and two-story commercial structures.
- The Cedars West sub-area contains a large amount of vacant land and open space created by the meanders of the Trinity River.
- The 8th/Corinth area contains a large amount of vacant land, some aging, one- and two-story commercial structures and a new seniors housing development.
- The Lancaster Corridor sub-district contains a variety of aging retail structures, the Lancaster-Kiest shopping center, and the Veterans Hospital.
- All the sub-districts are located along the DART light rail line. The TIF District includes the following DART light rail stations: Lovers Lane, Mockingbird, Cedars (adjacent), Corinth & Eighth, Morrell, Illinois, Kiest, and VA Medical Center.

Special Considerations

- Mockingbird Station is one of Dallas' pioneering set of Transit Oriented Developments (TOD). As such, not all design concepts may be working as originally intended. Continued monitoring of the success of design solutions to various issues will be instructive in evaluating future TOD projects. In addition, design attention needs to focus on further redevelopment at this site.
- Transitioning denser station area development into lower density adjacent neighborhoods will create design challenges.
- Initial projects not located in the Mockingbird/Lovers Lane sub-district will need to promote high levels of design, a strong street presence, adequate provisions for "eyes on the street," and durable quality building and landscaping materials.
- The configuration of the DART light rail line down the center of Lancaster Boulevard will require unique design attention to ensure pedestrian connectivity and safety.

Vickery Meadow

District Goals

- Develop Park Lane Place Area
- Improve the Five Points Area including potential reconfiguration of intersection
- Facilitate redevelopment of the former Sam's retail site
- Provide for improved pedestrian connections between DART and Park Lane Place, NorthPark Mall and Five Points area
- Facilitate Development of City Library site within TIF district



District Character

- The Park Lane Place development replaced a suburban style office park that included a free-standing movie theater.
- The property in the TIF district along Greenville Avenue contains lower density commercial structures. The lots along Greenville Avenue are relatively narrow due to the DART light rail line to the west and a utility easement to the east.
- The large Sam's site was recently vacated. The site contains a large big box retail space, outlying commercial center, and large surface parking area.
- The Five Points area contains a concentration of aging apartments and lower density retail space. The physical condition of much of the property is below average.
- The City owns property across the street and north of the former Sam's retail site for the future construction of a City of Dallas library and/or mixed use community facility
- There is a DART light rail platform located at Park Lane on the north side of the street, west of Greenville Avenue. Existing pedestrian connections from the DART station to other sites within the TIF district are limited.

Special Considerations

- Park Lane Place is one of Dallas' pioneering set of Transit Oriented Developments (TOD). As such, not all design concepts may be working as originally intended. Continued monitoring of the success of design solutions to various issues will be instructive in evaluating future TOD projects.
- Extension of the DART Light Rail station to the south side of Park Lane with improved pedestrian access into the Park Lane development was originally intended. Funding reductions eliminated funding for this component of the project. Special design consideration will be needed when this element is re-incorporated into the project's design.
- The roadway configuration at the Five Points intersection does not meet City needs. Reconfiguration of the roadway is anticipated at a future date. This re-configuration can create development opportunities at the site.
- Design attention is also needed along Greenville Avenue. The width of pavement inhibits pedestrian movements. The narrow lot width has encouraged lower intensity commercial uses. As these sites are redeveloped, attention is needed to help create a more sustainable land use pattern and possibly open some of properties with Greenville Avenue frontage to tie in with the redevelopment of the former Sam's retail site.



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APPENDIX

2.5: TxDOT Schematic

LBJ/SKILLMAN REALIGNMENT



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SUBJECT TO CHANGE
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Texas Department of Transportation



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APPENDIX

3.1: Public Meeting #1 Oral Comments



ORAL COMMENTS MADE AT MEETING

A question-and-answer session occurred following the presentation. Questions asked and responses provided, and comments made during this session included:

Q: If there is support for higher density in the area, will the increase in traffic be considered as plans are developed?

R: Yes, traffic impacts of any proposed improvements or area activities will be incorporated into the LBJ/Skillman plan.

Q: How will the result of this project benefit the area?

R: Ultimately, the plan would improve safety, enhance the areas' visual quality and increase property values.

Q: Is the information presented available online?

R: The presentation will be posted online sometime next week.

Q: How many lanes will Skillman have after the reconfiguration is complete?

R: Four lanes in each direction, with turn lanes added at key intersections.

Q: What if you see your home is on a parcel of land identified for redevelopment?

R: Our efforts will focus on open areas – vacant land, and street improvements that accompany the plan will not occur on private property.

Q: Is there somewhere else in the Dallas area where this has been done so we have an example?

R: There is no single answer. There are aspects of some projects that could be incorporated into this plan, such as at Mockingbird Station or Uptown in Dallas. This plan will be unique to the LBJ/Skillman area.

Comment: We have a lot of undeveloped land that already is in public ownership in the area.

Q: What is the timeframe for reconfiguring the interchange?

R: TxDOT staff attending the meeting noted that the project currently is in the environmental review phase, and still needs to have design completed. Assuming funding is available, construction should begin in late 2015 or early 2016. Construction should last a couple of years.

Q: Does this project have any relationship to the Town Center that has been discussed for several years in Lake Highlands?

R: This would indirectly enhance the Town Center project by providing a gateway to the Lake Highlands area.

Q: Are there any studies to indicate how this project would impact crime in the area?

R: There are no specific studies on that subject. However, our plan needs to address that issue.

Q: Are there any plans to build more multi-family housing in the area?

R: The project team is not aware of any such plans.

Q: Can you assure people here that you will not be acquiring their homes or businesses?

R: This plan does not intend to target any homes or businesses for acquisition.

Q: Are there any studies on code compliance of structures in the area?

R: There are no known studies on this issue, and it remains outside the scope of this plan. The City of Dallas is working to address code compliance issues in the area.

Q: Has a presentation been made to prospective grocery stores?

R: The project team is not aware of any presentations made to grocery stores.

Q: Will the creek be re-aligned?

R: There will be no realignment of any creeks or other bodies of water within the area's watershed.

Q: When you start this development, where will the traffic go – Whitehurst?

R: It is not intended that traffic would be diverted to Whitehurst at any time.

Q: We need a crossing over the interstate.

R: A pedestrian crossing is included in TxDOT's schematic plans.

Q: Will there be any effort to limit the types of businesses that can locate in the area, such as Cash Stores or Title Stores?

R: The team will work with the City of Dallas to determine what can be done regarding that issue.

APPENDIX

3.2: Public Comments

PUBLIC COMMENTS

The following aerial map is representative of all the maps from the breakout worksession. Also included below is a spreadsheet of all comments taken from the maps and grouped into specific categories



ECONOMIC DEVELOPMENT
Fewer stores like the Smoke shop
Do not make retail look Shops at Park Lane - that structure is not inviting at all - shops have to be inviting and appear comfortable.
I would prefer to see stores that are not only chain stores that are seen everywhere - how can local businesses and restaurants be encouraged to be here (and not only, for example, Starbucks and Panini's, etc.)
Nice restaurants
Want to see high design standards
How to put nice things in if bad is near? Will it be changed?
Clothing stores (Ross) - coffee - book store - other
Food places with delivery services
Incentives for nice businesses
Whole Foods (or similar)
Nice restaurants

How do we incentivize quality retail to install themselves?
If retail, Restaurants! (even Starbucks left) check census for income, check with RISD (Akin Elementary/Forest Lane Academy for ethnic make-up projections)
Properties are too expensive to buy and transform
Build a Costco at Skillman and Audelia north of LBJ
Add retail (quality) which will be supported by the socio-economic incomes
Limit the number of cash stores, dollar stores and pawn shops, etc.
"gateway" should not be a community center
Lack of healthy family sit-down restaurants
Access to retail from access roads
Planned mix-use like Mockingbird Station
Prime retail opportunity
4-5 Story mixed use development at LBJ/Skillman (determine demographic to attract)
"Gateway" at Skillman/Audelia
New retail with new service road connecting LBJ and Whitehurst
Restaurants
Connection to Town Center - if the Town Center and LBJ/Skillman are redeveloped, the area in between on Skillman will hopefully improve.
"Gateway to Lake Highlands" - signage like at Flag Pole Hill
Shopping center re-developed (Tom Thumb and El Fenix) with new identity
Baylor/Presby - like off Lemmon - Educational Campus
Need another grocery store - feel safe
Space for a church
Transition planning from current state of high crime, low quality
Need space for organizations and churches, to rent or purchase for non-profit groups (not government offices) to serve lower socio-economic families in area
Higher end mixed development
More/better restaurants
Similar to Preston/Forest/Royal Lane or Mockingbird Station or Uptown or West Village
Mixed-use - Commercial below, residential above
Skillman corridor - Improve retail/restaurant/living
Improvements like LA Fitness area and Walnut Hill and Skillman
Is high end multi-family realistic for this area
Optimistic that the reconfigured interchange might increase the viability of the underutilized shopping center properties
The centers (especially at southwest corner) was severely impacted by the existing apartments and crime issues on adjacent property
The center at southeast corner (where the PID office is) and to some extent the Tom Thumb center may just need to be razed and redeveloped all together at some point

TRANSPORTATION
More sidewalks
Access to Tom Thumb needed
Only two lanes to Skillman
Access but safety - police presence - enforcement
Access to DART (hard to get to)
Better sidewalks
Concerns of safety at DART station - residents travel to TI station to get on DART
If DART is better utilized "will they come?"
Traffic issues may solve other issues (economic, safety, etc.)
TXDOT Skillman/Whitehurst compromise
Traffic light timing at LBJ and Audelia/Skillman needs to be addressed
Add bike access and sidewalks
Maintain LBJ better in our area
Address traffic concerns with multi-use
Sidewalks along all roads
Between Skillman-Pagemill intersection to 635 has FAST traffic so need additional signal to slow traffic down
Sidewalks
Crosswalks to Tom Thumb
What to do with space that has no access?
Bike trails along Whitehurst, Skillman, Adleta Court
Improve bike/pedestrian access to DART station in all directions
Bike track along Skillman across LBJ
Use DART to bring people in
Include Civic Center - library or rec center
Intersections are currently accident prone
Walking - pedestrian bridges on Audelia & Forest
Focus on the DART station may not be the right path - will it lead to transportation of desirable, low crime patrons?
Bad access to existing businesses
Create better access for cars and pedestrian traffic. No man's land currently at Skillman/LBJ
Less confusion
Tree lined roads/pedestrian paths/lighting
Easier pedestrian transition across LBJ near Skillman
Current pedestrian bridge is not user friendly. People don't know how to get to it.
Getting new bike trails to tie into existing bike trails
Better link to north and south sides of LBJ (pedestrian)

DART parking access is a challenge currently
Pedestrian safety along Skillman was an issue with pedestrians standing on narrow medians and something running out to beat traffic
How useful would bike and pedestrian facilities be if personal safety (i.e. crime) is still an issue?
DART STATIONS:
Brought crime in the area
Create more retail and restaurants near DART stations with green space
Development of high rise office/with retail/restaurants at base near intersections of Skillman/LBJ
Businesses near DART station
Buffer zones between LBJ and residential - green space/community development

SUSTAINABILITY AND COMMUNITY
More lighting
Green space
Bad lighting
Trails - share green space
If parks are implemented, funds need to be appropriated to maintain it (Samuel Grand Park)
Dog park at Royal at Royal and Audelia
Install signage "Welcome to Lake Highlands"
Landscape center island - Skillman
Dog park
Improved sidewalks and lighting
What is the identity of the area around the DART station? Who would live there, where do they work?
Need landscaping
Recreational trails, green space, possibly under/over LBJ along creek
A Klyde Warren type plaza - well lit at night - a reason for people to linger makes area safe (example: dog park, sidewalk cafes, food trucks)
Noise level impact on homes
Overall community safety
Can develop new community, but how to lead transition to SAFE community
Apartment communities are already too dense
More gated communities (Lion's Gate)
Lower density, not higher
Dallas does not maintain parks
Is higher density plan for businesses or residential?
Lower apartment density - over crowding
What will be done about noise level from LBJ/Skillman? We were promised high noise barrier walls and mature trees.
Park, bike trails, green space
Better use of existing creeks, bike paths and parks, restaurants
Create lakes along creeks
HOUSING
Remove density of HUD/Section 8 housing to levels comparable with Preston Hollow, Legacy Plano, etc.
No more apartments
Senior Citizen Center - community center for kids
Existing apartment infrastructure is antiquated and aging rapidly

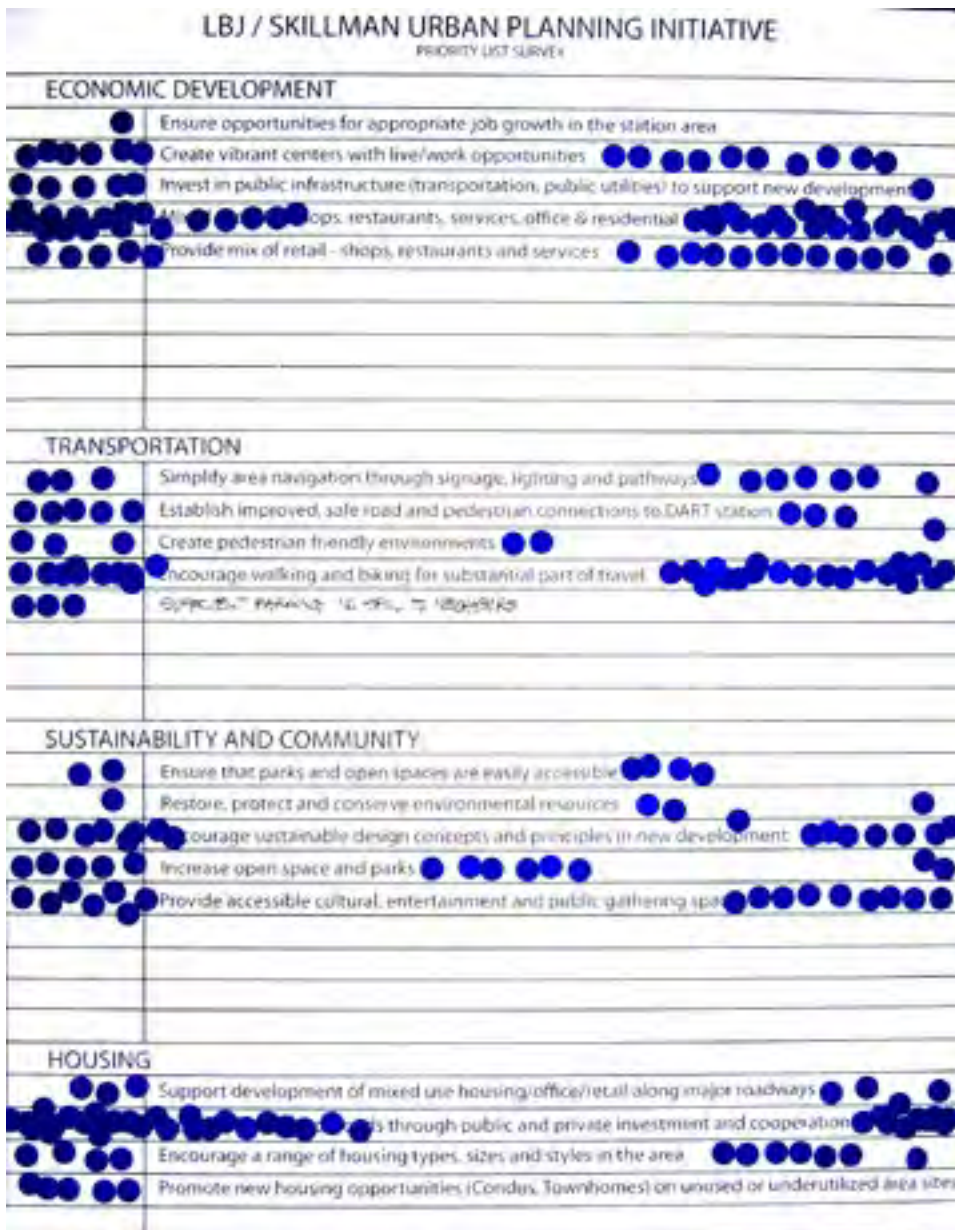
Any existing single family houses should retain property value
Build Senior town homes
Lower density of multi-family apartments to increase green space
Too much multi family
More townhomes, not apartments
Eliminate or reduce Section 8 and subsidized housing
Redevelop low income housing areas
Single family or "owned" townhouses/condo's in lieu of rental
Developments like The Village - higher end green spaces, public facilities, healthy environment
Improved amenities across the board, stay in your neighborhood to eat, shop and play
Fast track this project
TIFF money in this area is for improvements
Development to extend to Richland, better pedestrian connections to Richland College
Including bike trail
Golf courses, connection across LBJ like Klyde Warren Park - a real gateway on each side of Skillman
Reduce multi-family
Most condos are now rental property.
OTHER
Crime issues
Police storefront - substation for police - bike patrol
In order to cure disease you must remove the cancer first then move forward. Our cancer is comprised of transient apartments which we must remove before the prognosis will improve and we will be able to obtain and retain quality, desirable retail/commercial industries.
Pocket police station
High crime
Improve public safety

APPENDIX

3.3: Priority List Dot Voting

DOT VOTING

Attendees to the event were also asked to participate in a couple of Dot Voting exercises to highlight priority elements and identify visual preference for type of development/redevelopment in the study area. The Dot Voting exercise took place as people arrived early for the event and just prior to breaking into smaller groups as part of the hands on breakout worksession. For the Priority List, there was one board, with priority elements grouped around four different categories (economic development, transportation, sustainability and housing). Each attendee was asked to use dots to select their top four priorities. Below is a photograph of the Priority List board after the event which is followed by a ranking analysis of the issues identified.



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APPENDIX

3.4: Visual Preference Dot Voting

VISUAL PREFERENCE SURVEY (DOT VOTING)



TOWNHOMES

(Place your photos in the appropriate boxes)



OFFICES

(Place your photos in the appropriate boxes)



MAIN STREET

(Place your photos in the appropriate boxes)





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APPENDIX

3.5: Written Comments

Following the reporting out of breakout groups, there were several additional comments made, including:

1. We need to remember that there is a significant population not represented here tonight – the people who live in the apartments. We keep talking about moving these people to someplace else.
2. You need to take the good/working aspects from other areas and apply them to this area.
3. Apartment vacancy rates are high in this area. We have more apartments than we need.
4. The people who do not live in Lake Highlands, but live in this area still contribute to our community. They play football and young people attend our schools. We need to involve these individuals in the discussions. We are not trying to exclude anyone.
5. Note: The presenters noted that outreach has taken place to reach apartment and condo residents, such as making personal contacts with apartment managers to request information be posted for residents or distributed to residents, and distributing surveys at the DART light rail/bus transfer station. Additional outreach is planned, including distributing surveys through local schools.
6. We're sitting on a gold mine here. We're not going to be a Shops at Legacy – that came from vacant land surrounded by affluence. We can, however, develop a new environment that is tailored to our community and its needs.

WRITTEN COMMENTS

NCTCOG Meeting Comment Forms

Thirteen NCTCOG meeting comment forms were submitted on January 17, 2013. The following is a compilation of those comments.

1. Specific Issues Liked or Disliked
2. Not sure it is recognized that the number of apartments needs to be reduced.
3. Appreciated the timeline discussion, the pictures; Would have been helped by longer discussion of what presently is.
4. Simplifying the roads and returning land for private development; Hopefully higher development that is on par with modern Dallas culture.
5. We need more healthy sit-down restaurants; When we go out to dinner we drive 20 to 30 minutes to one of the healthy restaurants outside Lake Highlands. Then we spend 20 to 30 minutes driving home.
6. Lots of great ideas; Take ideas from great areas such as West Village, Uptown, etc., but make it unique to Lake Highlands.
7. Re-configure Skillman/Audelia interchange.
8. Upgrade for existing commercial/retail businesses; significantly lower multi-family (existing) complexes; Traffic concerns.
9. LBJ Widening; lack of frontage roads to facilitate traffic between intersections and reduce traffic on side street (Forest & Whitehurst).
10. If this results in only more apartments, then this effort is wasted. I like the consideration for

bicycles & pedestrians; please commit to follow through; this cannot become a gated community; a good point was made if rents are too high, then few businesses will move in. That's why Dallas Arts district is so deserted.

11. There seemed to displace people.
12. Timetable vague.

Additional Comments on Anything Heard or Not Heard

1. Dallas Housing Authority has oversaturated the Forest Lane/Audelia Road area with subsidized housing clients; Mining areas are desperate for unskilled labor. They are paying 80k per year for truck drivers. We should facilitate hiring events.
2. I would hate for LH to become another Highland Park area; we moved here as young family – no money – access to good schools – and to Downtown. Now we have aged – need less expensive home to maintain – Town Home ngr – Highland View – Do not want to move out of LH.
3. Great meeting; Thanks for the opportunity to participate.
4. Higher quality retail.
5. No more 'Quick Cash' or 'Title' stores.
6. Avoid government offices (type Social Security, INS, ...); Already one such at Whitehurst. No need for more. Plan realistic development projects; Mixed use rarely works financially; Transportation (car, bike, public) must be incorporated in a bigger plan. Not (?) an island. Narrow Audelia to 2 X 2 lane and add bike/walk trail to White Rock.
7. High End (more expensive) apts & condos are going in all over Dallas; I understand why they're preferable, but I don't think it's feasible – there is no market. They end up empty or low rent. The existing apts were once "swinging singles" young professionals, after all. It's just not reasonable to assume everyone can own their own home. From what I've seen, Lincoln Properties and others are investing heavily in apts. They know.
8. I did not like the exclusion of the people that have businesses in the area.
9. Reduce apartments; encourage "better" retail; more parks/green space; homes for seniors; more restaurants; connect Skillman/LBJ to Town Center.

City of Dallas/TxDOT Comment Forms

Three comment forms for the schematic, from the City of Dallas and the Texas Department of Transportation (TxDOT), were submitted on January 17, 2013. These comments include:

1. I am concerned about the noise level caused by the amount of traffic on LBJ. We live in Forest Meadow 3 blocks from the freeway. The noise level in our backyard is so loud sometimes it is difficult to converse. We request your consideration for sound walls to improve our quality of life.
2. I really like the cycle-track on the west side of Skillman. This will be great if it is combined with accessible signals to ensure safe passage through intersections. One risk of a cycle track is visibility to motorists. Additional signage and signals would be very useful. If possible, it would be fantastic to continue the cycle-track through the full construction zone. I really like the wider right lanes to assist with motor vehicle passing slower moving vehicles. For intersections with right-turn only lanes, it would be great to designate

these for the leftmost part for bicycles to travel straight through the intersection without impending traffic. To help make cyclists more visible to motorists, especially those making right turns, the addition of a dedicated bicycle lane (dotted) through the intersection and travelling through the right-turn merging traffic lane would help with vehicle and cyclist awareness. Additional signage would be a big help. Flashing LED signals in signs and along crossings have been very helpful in adding safety.

3. In the interest of safety for cyclists and pedestrians going to & from the DART station along Audelia Ct and Audelia, please omit the large radius right turn (Skillman onto Audelia) The higher speeds this affords is NOT safe for cyclists using the street and pedestrians on the sidewalk. Likewise for the Audelia/Whitehurst/Skillman intersection. Access to the DART station is what makes new apts/condos valuable. Pedestrian & cycle access that is perceived safe improves the value of all the properties, residential and commercial, both. I would like to see improved access to the large industrial area to the east. If not part of this place, then please consider it. More and more people will be using transit to get to work. This will be here for 30 yrs (typical cycle of civic projects). There simply is no room for cars. Take the Complete Streets concept seriously! Bike “sharrows” (shared bikes and cars) are not appropriate for an intersection of this volume. The bike/pedestrian bridge access LBJ is a tremendous asset. However, it stops suddenly at Audelia. Please continue it further south along Audelia and perhaps west toward Abrams. Based on what I see now.

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APPENDIX

3.6: Public Meeting #2 Oral Comments

COMMUNITY LINKAGES/RECREATION (first session)
Pocket parks; walking areas; mixed usage dividing up high density areas- trees, nature plantings
Add more pocket parks in high density areas
Wherever green space can be added will be beneficial particularly in the high density areas; bike path connections to parks
This is a high access intersection that needs to be transformed to an urban, walk able connected community: 1. connected to DART 2. much higher intensity 3. urban center for NE Dallas
Is there any way to designate green spaces as protected areas in Dallas? We live on Audelia Creek & in Woodbridge and get all kinds of trash in the creek after it rains. (From 7-Eleven, I hauled up a 4' x 3' 7-Eleven sign 2 weeks ago from the creek). For all of the green spaces in the area (not just behind my house!) is there a way to designate these spaces as protected so people have to be observant and not trash the creeks?
Do not put sidewalks that are touching curb- need space for safety of walkers.; Do not make streets narrower to allow for bike lanes in the same area you are increasing density of people by multi-family building
Residential street planning- the straighter the street, the higher the speed, particularly non-residents; Pedestrians must be considered.
We need to demand that multi-family complexes are well maintained.; We need healthy sit-down family restaurants to attract working class families
Older apartments need to be redeveloped with newer residential that appeal to all age groups and add green space & amenities
10' minimum for all sidewalks; connectivity with future trails; maintain existing row as green space
Sidewalks- streetscaping along Skillman; wide walk-ability
Extend large sidewalks to Royal on both sides of Skillman
COMMERCIAL (first session)
Not sure who was in charge of this presentation. The man who seemed to be in charge had more questions than answers.
Small town feeling in the city
Once the area starts to get new residences (multifamily & single family), the restaurants, and other commercial will come; The people from out of the area will come, also
Create high density multi-use around DART- long-term NE Dallas urban center; Dense/compact residential developments have to support commercial; Office center & need of high-rise employment center; Create walkable connections; retain nature of housing- affordability but blended market
Encourage (beg, plead) DISD & DPD to attend these sessions
I don't know how this is all going to happen; I would like to see in this area: 1. restaurants (preferably not fast food) 2. smaller specialty shops (i.e., bakery- like Tango Bakery on Walnut Street & Plano Rd; Curves- type of workout facilities,; Children's- shops/toy stores like Toy Maven on Preston & Royal 3. Community Center or Recreation Center with a pool 4. Trees and use opportunity for organic gardening. Trees at Klyde Warren Park are not healthy because they were planted too deeply in the ground- lot of thought needs to go into landscaping in this area- look at Dirt Doctor website for more information on this problem at the new park.
Mixed use; walk able; variety of shops (not Wal-Mart) smaller
10'-15' sidewalks; Most parking in rear or garage; Front doors near sidewalks; On-street parking on all collectors; Provide room for trees within sidewalk
Mixed usage- all ages; Urban renewal- variety of shops, ages etc small individually/or Starbucks
We need healthy sit-down restaurants in L.H. (Lake Highlands)
No gas stations on corner of LBJ/Skillman

I live on Audelia in Cambridge Condos. I would like to see more viable businesses and more upscale apartments and condos. A higher income level.
City and DART need to promote DART land to an entity that would build a campus type facility like TI on Raytheon that would draw supporting companies to the area
Needs more diverse apartments (\$\$ economic) to attract retail; Can't access some retail areas so this stays vacant
RESIDENTIAL (first session)
One gentleman in our group discussed the need for patio homes in our group- this is a very good point- a lot of residents in Woodbridge are of retirement age & may want to move into a smaller home; I think that encouraging/planning for patio homes is important
<10-years is short-term> Please look at 10 year steps to get to 20 year vision. Would like to see a long-term plan for the area that looks at creating an employment center/urban center at this very high-areas intersection- center for NE Dallas; Density, including office, multi-use, etc- with compact resident; Retain quality affordable housing opportunities
Owned condos; Gated Areas; Open green space
Patio home concept for age on place- single story, zero-lot line, small garden; Starter home opportunities; Focus at SW away from Skillman; NE multi-floor is OK; multi-family is OK, more street presence, more open space, new products. NE corner single family option; maybe town home with proximity to DART
More single home, garden; Owned condos
Maintenance programs, enforcement/code compliance; higher density ownership- cost to support mixed income, not all \$500K; attract "creative class", organizational changes to transform area. Branding to help market area
Remove high density, multi-family, loan per capita income housing, and then replace with more single housing with a higher aggregate income in the same area to support both current and new commercial development; Increase the single family base
We need healthy sit-down restaurants
More zero-lot/condo housing; Replace old apartments with newer housing; You must have housing that sill support retail
More ownership in multi-family areas; More upscale & more green areas in the area

COMMUNITY LINKAGES/RECREATION (second session)
Address street noise including 635; Develop service road along 635 to reduce neighborhood traffic (i.e. Whitehurst & Forest); Trail along Arbor Park
Expand DART "circles"; Green space in the Salmon triangle; Better walk ability; add the road grid to the major apartment area; Get rid of the "no-man" land feeling
Improve signage for Audelia- north of LBJ when it splits; Survey price of apartments from consumer viewpoint, low-med-hi-end & re-locate or group appropriately
We need sidewalks for kids walking to schools; Lighting for safety- can we make these attractive street lights?; Signage to direct traffic to either Audelia or Skillman; Could we make a walkover for pedestrians?
Along Whitehurst between Arbor Park and Skillman needs more lighting; Also, lots of crossing in mid-block; Sidewalks shouldn't be directly next to streets, need a green space between street and sidewalks
Creating the LBJ/Skillman intersection to be as close to something like Mockingbird Station as possible- would be what I'd like to see; It seems that would affect land values and development opportunity that could enable to the "other" visions for the surrounding neighborhood development presented
More access to jogging trails and bike trails; Need sidewalks to the schools; At Audelia/Skillman, we need a sign that shows where to go to find the extension of Audelia on the other side of 635
You are getting inputs from older residents. Have you communicated with the school-aged children? They could tell you what they want and need to go
COMMERCIAL (second session)
Clean up & monitor activity along the creek at Forest/Audelia
Crime Ground Zero- Forest/Audelia; Community walks youth/adults; Camera fan out across district; get to know the neighborhood; Community gardens; Schools work with retired folks together; Build bridges/relationships; Survey churches-get people together helping & working together; I will do survey of churches in the area.
High failure rate of commercial ventures today, due to the type of customers; Need detailed place on how and why the neighborhood will improve for commercial users- salary, types of customers; access
Make area around DART station multi-use: living, business, restaurants, access to College (Richland), grocery; Why do owners (landlords) seem to prefer empty buildings to having them occupied? How do we change that?
Similar to "Mockingbird Station" or Knox/Henderson": cleaners, cafes, medical buildings, movie theatre, "a big draw"; hi-rise condo's-owned, not rented; Richland College access and bus shuttles to DART- collaborative effort
I like the idea of Knox/Henderson (better than Mockingbird Station); yes, leverage Richland College connection to the DART station
Definitely need to develop the DART station area- something similar to Mockingbird Station- mixed use, commercial, retail, and living areas; make the area walkable to encourage people to come and stay; I agree that Richland students would utilize the area if it were developed
Build Retail along DART that people can pick up grocery & cleaning; How do we get landlords who want retail spaces empty rather than a renter?; They must be getting an incentive or write-off. How do we change this shuttle?; Shuttle to college from DART
Creeks are seeds of criminal activity- MUST be addressed; Find a way to prohibit checks cashing and similar businesses; eliminate drug paraphernalia Businesses; Break up the concentration of apartments;
Existing businesses support apartment dwellers; with limited transportation- check cashing, head shops deter higher end businesses

RESIDENTIAL (second session)
2-story at Forest/Audelia; Focus on higher density closer to commercial Mockingbird Station & DART as reference
If you increase the street grid in the multi-family area that would help attract re-development; Open space; TIF district- require streets and amenities; Expand mixed used around DART area- doesn't have to be Mockingbird Station-like, but lots of potential for even modest improvement
Ownership priority at SW corner OK; focus more on ownership; Multi-family OK at NW, need open requirements; Townhouse or patio house if able to get density; "higher density" (3-4 story) near DART with mixed use component
We seem to forget our single family homes- when an area opens up, it immediately is sold
Single family home; Redevelopment of apartments; More play areas and green space
I would prefer 2-story multi-family dwellings over anything taller; It's simply "my" personal preference about where I would choose to live
Multi-family: set minimum green space, set minimum garage spaces/units, reduce asphalt & concrete; Arbor Park drive too wide - reduce by 5 feet to create trail; Reduce streets to 2 lanes to create better pedestrian/bike connections (Audelia/Skillman)
Open space/trails; Code compliance; restricting height/materials; zero lot line residential; Lincoln Properties in the Village; Form/amenities/ownership of apartments
The creeks are a source of crime; Check cashing & drug paraphernalia businesses; TXDOT junk pile
Apartment standards too low- buildings are allowed to build in poor condition= Low rents = Problems

APPENDIX

3.7: Written Comments

WRITTEN COMMENTS

Participants were asked to document their comments on a printed comment form available at the event. Six comment forms were received at each session. The following comments were received for each session as indicated.

SESSION 1

Question No. 1: Specific issues discussed that you particularly liked on did not like? Explain.

Commenter 1

To repeat: commuter park-and-ride at the rail station should be relocated to existing parking lots elsewhere, pending construction of four+-story structures at the station. With regard to parking spillover, install parking meters: especially along residential streets. The neighborhood associates can decide what to do with the parking revenues. Neighborhood residents will be issued parking permits with which they will be exempted from the meters.

Commenter 2

I would like to know more about how a Lake Highland Chamber of Commerce & HOA leaders could help attract business to the area because that seems to be very important as part of how to effect these proposed changes.

Commenter 3

We could benefit from an analysis by the Manhattan Institute which led the renovation of NYC 25 years ago.

Commenter 4

Who is pushing this? DART? City of Dallas?

Commenter 5

The residential commercial development. I liked all that was said.

Commenter 6

Don't like reducing street lanes for bicycles in the same area when we encourage increased population by new multi-family/single family residences. Example: Whitehurst

Question No. 2: Provide any additional comments on anything related to transportation, housing, commercial or retail development.

Commenter 1

The park tot-lots in my neighborhood are badly underused. Neighborhood children won't unilaterally use the tot-lots. Parents must drive across the neighborhood to take the children

to the tot-lots. The apartment complexes are dominated by interior parking lots, not by tot-lots. See diagrams on reverse side for preferred residential configuration. (Reverse side of form was scanned and appears at the end of this summary).

Commenter 2

How can we keep current & proposed green spaces cleaner? Could organic gardening/ planting be part of the care & planning of green spaces? Could Habitat for Humanity be involved in re-development down the road?

Commenter 3

Skillman Street is a reliable access to Downtown Dallas & Fitzgerald/Knox areas. Between Mockingbird & (unreadable), it is constrained by a) too-deep (unreadable) depressions and b) the absence of left turn lanes at traffic signals. Limitation of left turns & reduction of (unreadable) street depression would (unreadable) throughout.

Commenter 4

No comments on this question.

Commenter 5

No comments on this question.

Commenter 6

Need to know more about LBJ expansion thru area?

SESSION 2

Question No. 1: Specific issues discussed that you particularly liked on did not like? Explain.

Commenter 1

No comments on this question.

Commenter 2

Will the area be safe during and after re-development?

Commenter 3

Involve churches in helping to address societal, crime, family, poverty issues. Talk about small town within big town need to address concentrations of low income w/o driving people away completely.

Commenter 4

No comments on this question.

Commenter 5

No comments on this question.

Commenter 6

All were good.

Question No. 2: Provide any additional comments on anything related to transportation, housing, commercial or retail development.

Commenter 1

We are interested in monitoring this process following the plan's progress, especially residential. Thank you for including us in future meetings.

Commenter 2

Can you please add me to email listserve. I am a local realtor and need to always update my clients on information concerning this project. Thank you.

Commenter 3

No comments on this question.

Commenter 4

No comments on this question.

Commenter 5

More focus needs to be put on jr and sr schools and their connection to walk ways between the housing. If the school children can walk to and from their living places and schools, less vehicular traffic is necessary.

Commenter 6

No comments on this question.

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APPENDIX

3.8: Business Owner Roundtable

Business Owner Roundtable Meeting

Location: Lake Highlands Public Improvement District Offices

Date: March 26, 2013

Attendees

Becky Range, Lake Highlands Improvement District Executive Director

Sue Hounsel, City of Dallas - Office of Economic Development

Jim Greenwalt, City of Dallas - Office of Economic Development

Luis Tamayo, City of Dallas - Strategic Planning

David Schleg, City of Dallas - Strategic Planning

Anne Ricker, Omniplan Planning Team

Cindy Causey, Dallas Media Center

Theresa Martin, Cencor Realty Services

Dane Thomsen, Search Commercial

Teri Crawford, Ellis Ramsey DDS

Carol Ansely, Doctors Express Urgent Care

Sid Assanie, The UPS Store

Dorinda Cavender, The Woodmont Company

Discussion

What would works for your business interests? What doesn't work?

- Being next to an anchor tenant like the Tom Thumb
- Being next to El Fenix
- The community support our business receives

And what isn't working?

- The lack of destinations
- The Lake Highlands multifamily is the issue
- Access issues – access from shops onto the roadways
- Signage
- Confusing roadways in the area

What would you be disappointed by if you didn't see as a result of this effort? And what would disappoint you if it was lost?

- I'd be disappointed if I didn't see any change
- Don't want to lose the feeling of community
 - The area north of 635 is cut off from the greater Lake Highlands community

- I'm happy to see changes such as the upgrades to the Tom Thumb
 - It will draw from neighborhoods to the south
 - The Tom Thumb at Skillman/Abrams is set to close
- I'd be disappointed if the streetscape isn't welcoming. For example, the Preston/Royal shopping area is mainly internal and it has nice streetscaping
- (Discussion on crime in apartments and shoplifting at Tom Thumb)
- I'd be disappointed to lose the smaller retailers

How would you sell the area to a friend considering opening a business?

- I wouldn't!
- I'd mention upgrades to the Tom Thumb
- I'd tell them to negotiate on their rents
- I'd mention that there is City attention being paid to the area
- I'm hoping that the Town Center will float all boats and along with this change (the re-alignment) will make a difference

What will it take to change the area?

- Signage so that you can cue up from 635 to here. If you are in the left lane you're going to have to exit onto Audelia and it is a long time before you can make a u-turn.
- Make it Pretty – better lighting, and light up signs at night; median improvements
- (discussion on 'outsiders' doing anything in the Lake Highlands area without locals disapproving)
- Lake Highlands is "all thrust and no vector". There is a lack of capacity in the Lake Highlands area. For something like the Town Center development to happen there has to be a group with direction and intention.
- (discussion on existing groups – the Area Improvement Association and Exchange Club)
- Move to make a "Lake Highlands Chamber of Commerce"

Would removing the apartments be good or bad for your business?

- (Discussion on displacement, degree of landlord involvement, actual versus reported vacancy rates, and the amount of multifamily in the area)
- (the consensus seemed to be 'good')