



WEST OAK CLIFF AREA PLAN

PREPARED BY THE CITY OF DALLAS PLANNING + URBAN DESIGN DEPARTMENT
ADOPTED BY CITY COUNCIL ON DATE TBD

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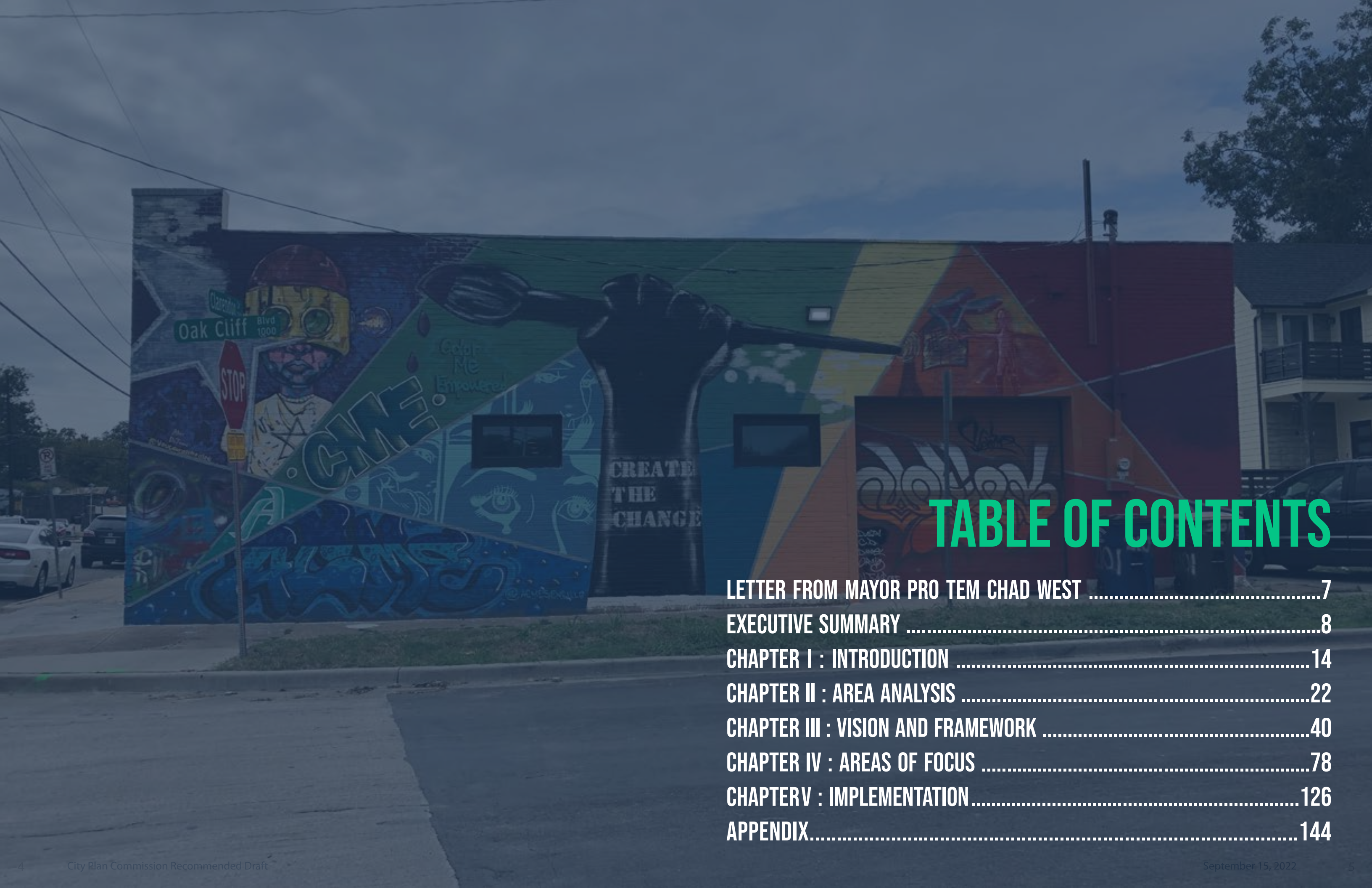


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LETTER FROM MAYOR PRO TEM



Dallas City Council Member, District 1
Mayor Pro Tem Chad West

Neighbors,

Why do so many people love Oak Cliff?

Over time, and after speaking with thousands of people who grew up here or moved here as fast as we could (like me), I've recognized three main themes:

1. Oak Cliff has incredible neighborhoods, historically significant buildings, and awesome parks and trails,
2. We have a rich, vibrant, and diverse cultural heritage, and
3. We're simply cooler in every way than other parts of Dallas.

We have to both protect everything we love about our neighborhoods and also plan for the future. Dallas is growing rapidly, and if we as neighbors don't take steps to preserve what we love and address growth and change in a meaningful, straightforward way, someone outside of our neighborhoods or even outside the city might do it for us.

I recall my first few days as the City Plan Commissioner for our district when a national drug store chain purchased the El Corazon building and the lots around it. The chain ultimately tore down the historically beautiful structure and put up a drug store and giant parking lot right across the street from the Bishop Arts streetcar station. Nothing personal against drug stores, but if any of the creative voices in Oak Cliff had been offered an opportunity to put a better plan

in action, we might have ended up with something more meaningful than a parking lot. The 500+ livid neighbors who wrote, called, or emailed my predecessor and me about the razing of El Corazon agreed. This is but one example of many in our city where the lack of good planning resulted in someone outside the city – here, a national drug store chain – making decisions for us that we're now forced to live with for decades.

The West Oak Cliff Area Plan is our chance as a community to plan for the future. It focuses on land use, but also captures and articulates the desires of neighbors for open space, parks, trails, historic preservation, population growth, economic development and jobs, transportation, walkability, and pretty much everything else under sun. Thanks to the thousands of neighbors who offered feedback and the tireless efforts of the City's Planning & Urban Design staff, so many good and unexpected things have happened! Neighbors who never engaged with the City are now showing up and speaking up, three new neighborhood associations have organized, and City leaders are shining a spotlight on a part of Oak Cliff that has not received as much attention as other neighborhoods in past decades.

Now is our time, West Oak Cliff!
And this plan is one that we can all be proud of for the near and far future.

EXECUTIVE SUMMARY



West Oak Cliff is an equitable, enriching, and welcoming neighborhood that celebrates its peoples, its history, and its culture, and prioritizes the safety, health, and economic resilience of its residents.

Residents and stakeholders in West Oak Cliff envision a neighborhood with a high quality of life that ensures housing and retail affordability for its residents, preserves its unique single-family neighborhoods, protects and enhances existing natural amenities and assets, creates new opportunities for parks, recreation, and natural amenities, provides a safe environment for pedestrians and cyclists, celebrates its historic buildings and culture, and provides walkable destinations for its residents.

West Oak Cliff is a sustainable neighborhood that supports local, minority, women, and immigrant-owned local businesses, promotes local artists and public art, provides human-scale and human-focused development, and has access to critical community resources.



West Oak Cliff Study Area

INTRODUCTION

The West Oak Cliff Area Plan is a City Council-adopted guiding planning document for numerous neighborhoods in the central and western side of Oak Cliff in Southern Dallas, including Elmwood, Polk-Vernon, Hampton Hills, East Hampton Hills, South Edgefield, North Cliff, The Dells, Beverly Hills, Sunset Hill, and Jimtown. The plan provides a long-range vision for land use, urban design, transportation, mobility, infrastructure, open space, and community concerns around gentrification, displacement, and revitalization. The area is bounded to the south by Illinois Avenue, to the west by Cockrell Hill Road, to the north by Davis Street, and to the east by Hampton Road, 12th Street and Tyler Street.

The West Oak Cliff Study Area is roughly 5 square miles in size, encompassing a diverse array of historic neighborhoods. The area is currently predominantly

White and Hispanic, low-to-middle income, and trends younger than the rest of the City of Dallas. Due to the three DART light rail stations in and around the area, as well as the ongoing and continued growth in the Bishop Arts District to the northeast, this area is one where there are concerns about potential future growth pressures and subsequent fears of gentrification and displacement. The West Oak Cliff Area Plan lays out a roadmap to help ensure that existing residents will be able to remain in the neighborhood, while also working to improve quality of life in the area and provide opportunities for future growth in designated locations.

The West Oak Cliff Area Plan hopes to create a neighborhood that is enriching, equitable, welcoming, safe, healthy, and economically resilient for all of its residents and workers.

DEVELOPMENT VISION



PLANNING GOALS

-  Protect existing single-family neighborhoods
-  Preserve natural areas and expand public parks and trails
-  Preserve historic buildings by encouraging renovation and reuse
-  Improve transportation access through better street design and suitable development around DART light rail stations
-  Encourage businesses that are compatible with surrounding neighborhoods
-  Retain current residents and attract new residents by encouraging new and affordable housing choices
-  Create walkable neighborhood centers that provide a variety of work, cultural, shopping and living opportunities

VALUES



Equitable



Safe and Healthy



Welcoming



Enriching



Economically Resilient

PLAN FRAMEWORK



Land Use and Development



Transportation and Infrastructure



Inclusive Community Development and Quality of Life



Parks and Open Space

IMPLEMENTATION



Land Use and Development

Preserve and protect existing single-family neighborhoods

Single-family neighborhoods are at the heart of what makes West Oak Cliff a special community. Maintaining the current zoning in these neighborhoods will help to preserve their historic charm and reinforce the cultural identity of this area.

Promote transit-oriented development opportunities near high-quality transit

Prioritizing opportunities for mixed-income, mixed-use development near the DART light-rail stations and high-frequency bus will help enhance access to jobs, good, and service, improve safety, and help ensure great affordability for residents.

Create walkable, neighborhood-scale mixed-use centers

Through strategic urban design enhancements along with zoning changes in specific areas, many of the small commercial nodes in West Oak Cliff can find new life, allowing new jobs, retail, and cultural opportunities to thrive.

Preserve historic buildings and character through neighborhood-sensitive design

Although some new development is necessary for all areas of the city, it is important that significant existing historic structures are retained to preserve Oak Cliff culture, while new development is designed to be compatible in scale and character with surrounding single-family neighborhoods.



Inclusive Community Development and Quality of Life

Ensure neighborhood affordability through strategic policies and programs

Critical to preserving neighborhood character and protecting existing residents is implementing strategic policies and zoning tools for new affordable housing, along with education and assistance for existing homeowners.

Support local, minority, immigrant, and women-owned small businesses.

One of the defining elements of Oak Cliff is its local, grassroots, and human-oriented businesses. Economic development incentives and tools should help support small business owners get started as well as remain in place over time.

Promote local arts and culture through initiatives and dedicated physical space

Numerous tools can allow Oak Cliff culture to continue to flourish, including public events for visual and musical arts, utilizing public right-of-way to showcase artists, the creation of artist studios, or the creation of a local cultural center.

Enhance safety through improved design of buildings and public realm

Comments on public safety were common comment during public engagement. Although the area plan cannot specifically address policing, it is critical that streets and buildings be designed using CPTED principles to reduce opportunities for crime.



Transportation and Infrastructure

Prioritize new sidewalks and sidewalk repair to improve accessibility

There are numerous streets in West Oak Cliff with sidewalks in either disrepair or non-existent entirely. Using the Dallas Sidewalk Master Plan as a guide, sidewalk construction and repair should be prioritized, focusing first on areas near transit, schools, and destinations.

Utilize design improvements within the public right-of-way to enhance placemaking and safety

There are numerous commercial areas where public realm enhancements such as wider sidewalks, reconfigured intersections, public art, street trees, and furniture would create people-oriented spaces while also enhancing pedestrian safety.

Construct new multimodal improvements and bike lanes throughout West Oak Cliff

Currently there are no bike lanes and very few trails in the area. Prioritizing multimodal movement on specific streets will help increase neighborhood mobility, safety, and enable easier access to destinations such as DART.

Evaluate traffic calming through street design enhancements

Some residential streets in West Oak Cliff are wide, encouraging fast vehicular traffic while reducing safety for residents, particularly children. Improvements such as street trees, curb extensions, and crosswalks can help to mitigate these current conditions.



Parks and Open Space

Create opportunities for smaller parks, plazas, and parklets in existing neighborhood nodes

Excess city right-of-way and small, vacant spaces between existing buildings can be repurposed to create small open spaces for passive and active recreation, including plazas, dog parks and playgrounds.

Public school sites should be utilized as opportunities for public greenspace

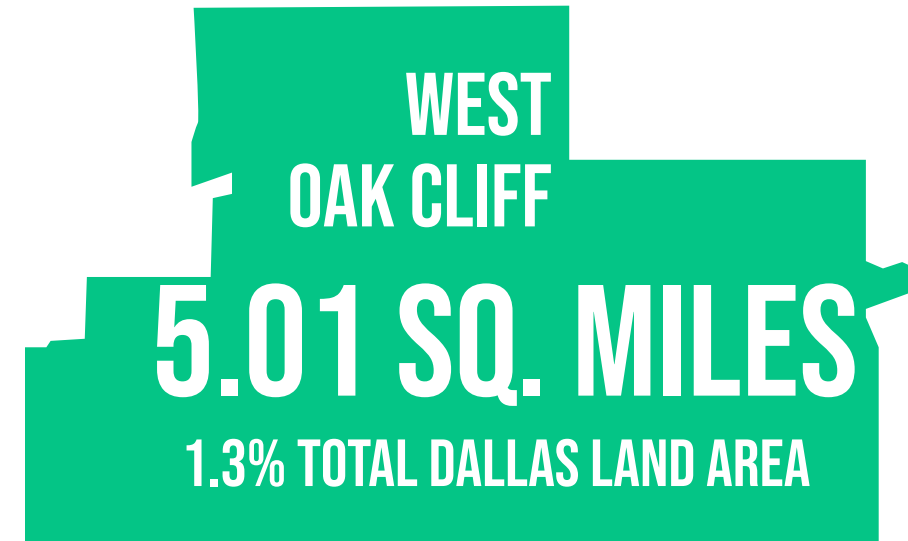
Building off work from the Texas Trees Foundation's Cool School Program, the area's eleven public schools can provide small-scale opportunities for shade, recreation, and interaction with nature.

Create new and enhance existing green linkages, utilizing city streets and right-of-way whenever possible

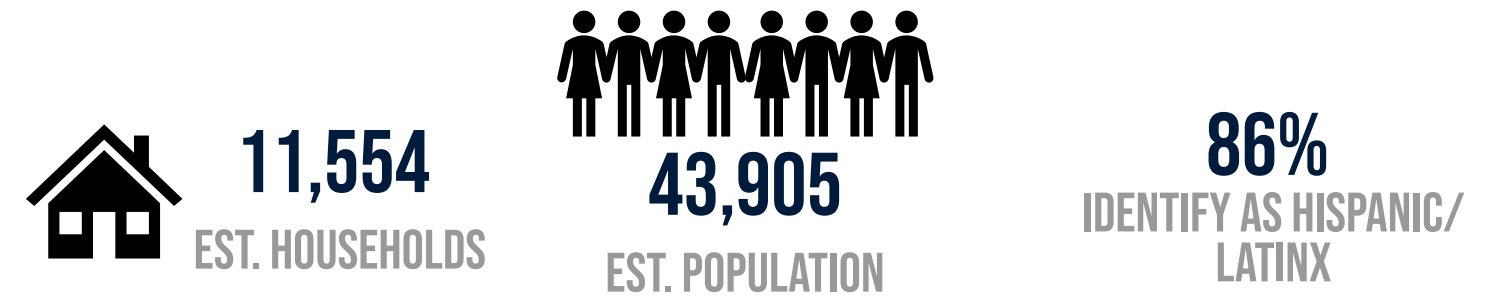
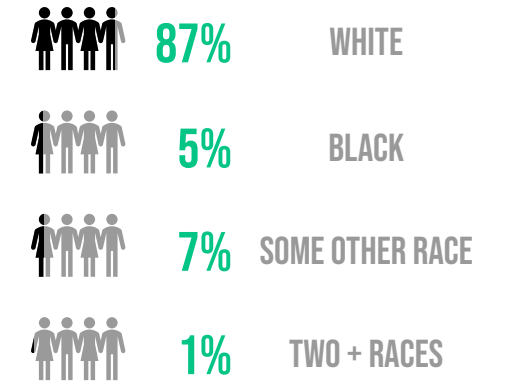
Greenways along existing creeks and riparian areas can help connect existing open spaces, transit stations, and public schools, while also reconnecting ecosystems, helping to better enhance the area's ecological health and habitat.

Improve and enhance existing parks and greenspaces

West Oak Cliff has numerous parks that are heavily utilized and loved by residents, but all are in need of upgrades and improvements in order to improve livability and quality of life for residents.



DEMOGRAPHICS BY RACE



CHAPTER I

INTRODUCTION

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AREA OVERVIEW

The West Oak Cliff Area Plan is a City Council-adopted guiding planning document for numerous neighborhoods in the central and western side of Oak Cliff in Southern Dallas, including Elmwood, Polk-Vernon, Hampton Hills, East Hampton Hills, South Edgefield, North Cliff, The Dells, Beverly Hills, Sunset Hill, and Jimtown. The plan provides a long-range vision for land use, urban design, transportation, mobility, infrastructure, open space, and community concerns around gentrification, displacement, and revitalization.

West Oak Cliff, which is 5.01 square miles in size, lies entirely within Council District 1, and is bounded generally to the south by Illinois Avenue, to the west by Cockrell Hill Road, to the north by Davis Street, and to the east by Hampton Road, 12th Street and Tyler Street. The West Oak Cliff Study Area encompasses a diverse array of historic neighborhoods. The area is currently

predominantly White and Hispanic, low-to-middle income, and trends younger than the rest of the City of Dallas. Due to the three DART light rail stations in and around the area, as well as the ongoing and continued growth in the Bishop Arts District to the northeast, this area is one where there are concerns about potential future growth pressures and subsequent fears of gentrification and displacement. The West Oak Cliff Area Plan lays out a roadmap to help ensure that existing residents will be able to remain in the neighborhood, while also working to improve quality of life in the area and provide opportunities for future growth in designated locations.

The West Oak Cliff Area Plan hopes to create a neighborhood that is enriching, equitable, welcoming, safe, healthy, and economically resilient for all of its residents and workers.



Area plans are the smallest-scale City-initiated planning efforts

PLANNING CONTEXT

The West Oak Cliff Area Plan is one of numerous adopted area plans around the City of Dallas. While the goal of the area plan is to establish a community vision for land use, development, and other desired outcomes for a specific geography, it fits into a larger network of city-initiated plans that vary in scale and geography.

Area Plans

The West Oak Cliff is a city-initiated area plan. Area plans are City-initiated and City Council-adopted documents that focus on geographies that comprise multiple neighborhoods, with the purpose of establishing a land use development vision for that area. Area plans also help establish a framework for street and infrastructure improvements desired by the community while also identifying other community development concerns that relate to land use and land development. The goal is to allow feedback heard through the comprehensive community engagement effort to create a timely, implementation-focused plan that can be achieved in a five-year period. Area plan geographies are selected by City Councilmembers due to imminent land use changes that are expected in areas due to catalytic developments, new investment, or potential zoning changes.

ForwardDallas Comprehensive Land Use Plan

The ForwardDallas Comprehensive Land Use Plan is the update to forwardDallas, the City's first Comprehensive Plan, adopted in 2006. The update is currently in process and hopes to be adopted by City Council in 2023. The specific land use vision outlined in the West Oak Cliff Area Plan will provide the vision for this area of Dallas.

Other Citywide Plans

In addition to area plans, neighborhood plans, and ForwardDallas, the City has numerous adopted citywide plans which provide guidance for the West Oak Cliff Area Plan:

- ConnectDallas
- CECAP (Comprehensive Environmental and Climate Action Plan)
- Dallas Sidewalk Master Plan
- Economic Development Policy
- Urban Forest Master Plan
- Park and Recreation Comprehensive Plan
- Dallas Bike Plan
- Dallas Trails Master Plan
- Cultural Plan
- Resilience Plan
- Comprehensive Housing Policy

HOW TO USE THIS PLAN

Plan Vision and Values

Through an online survey and through in-person community meetings, the question "What is your vision for your neighborhood?" was asked. This feedback helped the taskforce derive the five adopted plan values, which were intended to provide motivating actions for the objectives and the action items laid out in the Implementation chapter. The values and vision were synthesized by city staff and then endorsed by the Area Plan Taskforce.

Planning Goals and Framework

Seven planning goals were established by the Area Plan Taskforce to create a roadmap for focus topics for the plan. The four plan frameworks were established through analysis of the community's feedback and input on the seven established planning goals. This feedback was easily grouped in one of four categories: Land Use and Development, Transportation and Infrastructure, Parks and Open Space, and Inclusive Community Development and Quality of Life.

Focus Areas

Seven Focus Areas were identified by the Area Planning Taskforce to establish a highly detailed land use vision for each location. These areas were chosen due to upcoming authorized hearings, proximity to transit, and/or the potential for imminent land use changes to occur due to their location and existing zoning.

Implementation

The Plan Framework, Vision, Goals, and Values, as well as the Focus Areas highlight concepts and strategies to achieve the desired outcome envisioned by the West Oak Cliff community. In order to be successful, there are strategic actions that will need to be accomplished. The Implementation Chapter highlights a matrix of Objectives and Action Items to achieve for each of the four frameworks. These action items highlight a specified timeline, a lead implementation party, and potential funding sources.

CONSIDERING EQUITY

Addressing past land use policies and decisions which have created lingering inequities is paramount to creating a more equitable and sustainable future for all Dallas residents. Dallas, like many American cities, has a troubled history of systemic racial and socioeconomic planning practices and policies that have been used to enforce or reinforce inequities. West Oak Cliff has not been immune to these past actions, and the issues and conditions that exist today are a result of the cumulative impacts of those past decisions. Black and Brown communities in Dallas have long been excluded from planning decision-making, and subsequently have often suffered worse quality of life, intergenerational accumulation of wealth, education, and health outcomes as a result.

To ensure the West Oak Cliff Area Plan enacted an equitable process that spoke to the needs and concerns of all its residents, numerous steps were taken throughout the process to correct course and better address community concerns. At the request of residents, all community meetings were conducted in both English and Spanish after it was expressed that the initial kickoff meeting did not provide adequate and equal opportunities for Spanish-speaking residents. Meetings were moved from virtual to in-person as soon as it was deemed safe to do so. This shift made it easier for residents with technology-issues or barriers to attend meetings and be involved. Additionally, new members were added to the Area Plan Taskforce to constitute a group that better reflected the population of West Oak Cliff.

Throughout the process, city staff partnered with grassroots organizations and local neighborhood groups to distribute door-to-door flyers for events, conducted neighborhood education workshops that increased resident understanding of planning and land use issues, and worked with neighborhood leaders to expand neighborhood capacity and create new organizations to strengthen the voice of existing residents. As a result, the Plan is stronger and more reflective of all residents' needs and concerns.

Many of the recommendations in the Implementation Chapter speak to ongoing equity issues related to housing and retail affordability, access to economic opportunities, and general quality of life concerns. It is imperative that all of the recommendations be successfully implemented in order to ensure the community and Dallas are able to move the needle and create a vibrant and sustainable West Oak Cliff community. While the Plan may not be successful in single-handedly mitigating all the concerns expressed by all residents, it is important for the City to continue to work with all residents and stakeholders to ensure they are continuously at the table and a part of decisions that will affect their communities for years to come.

CITY CONTEXT



West Oak Cliff study area location in Dallas

APPROACH AND PROCESS

Background

Due to recent changes in the City's authorized hearing process, the West Oak Cliff Area Plan was initiated by Mayor Pro Tem Chad West, Councilmember for District 1, in early 2020 in order to establish a vision for five upcoming authorized hearings for rezoning slated for various geographies within West Oak Cliff. Additionally, with three DART light-rail stations in the area, it was important to create a community vision for transit-oriented development in these areas. As such, the purpose for the area plan was to work with residents and stakeholders to establish a long-range development vision for the entire geography, with the goal of protecting at-risk single-family neighborhoods while also thinking about opportunities for neighborhood, transportation, open space, and infrastructure improvements in the area.

West Oak Cliff Planning Process

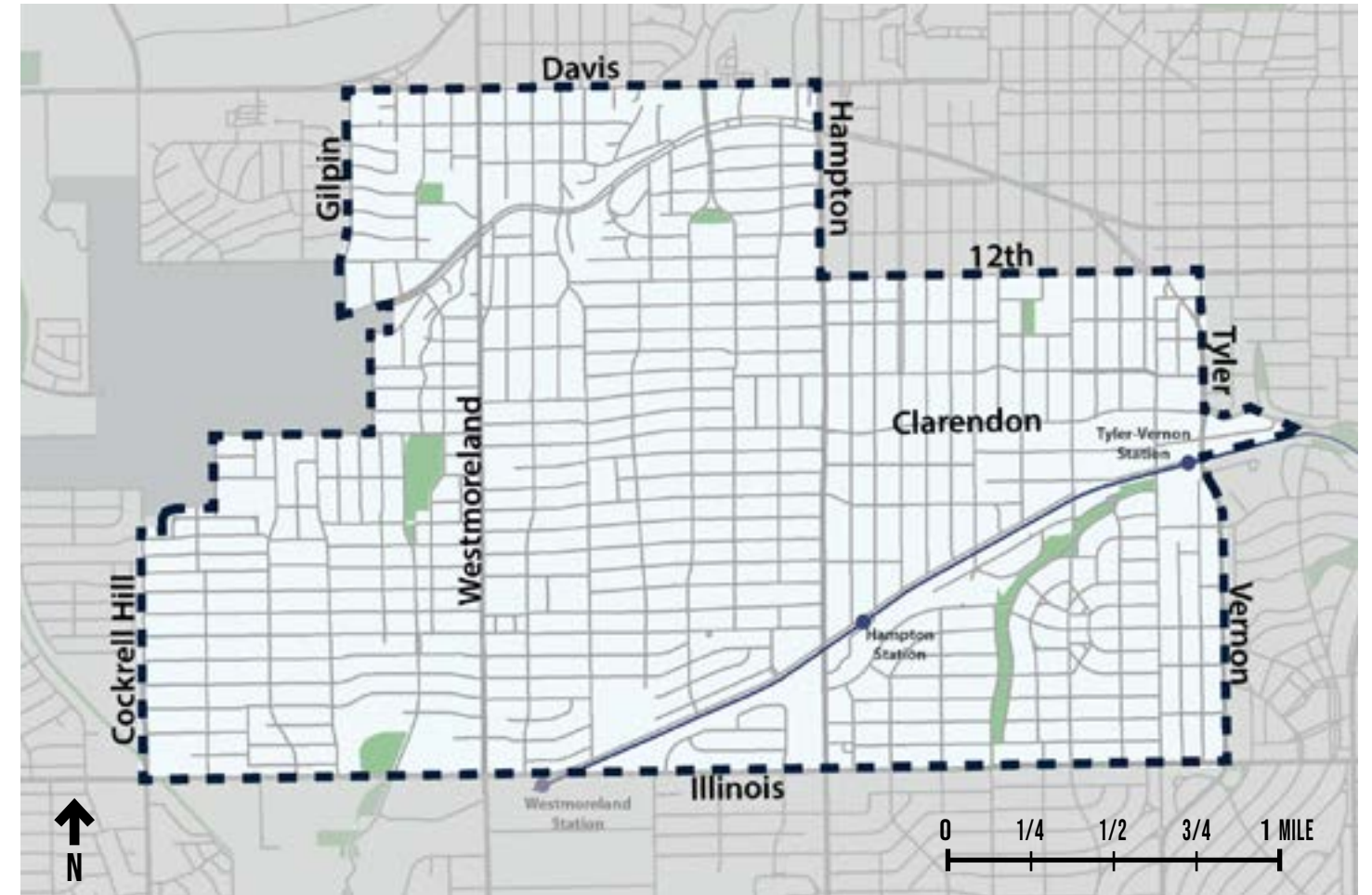
The West Oak Cliff Area Planning process occurred over a 24-month period with four phases:

- Project Scoping and Launch, which included planning goal setting and focus area identification
- Community and Neighborhood Visioning, which included plan values and vision identification
- Plan Drafting, which included targeted recommendations and strategies
- Plan Adoption

Over the course of the planning process, there were:

- 14 area plan taskforce meetings
- 7 virtual community meetings
- 7 in-person community meetings
- 4 in-person neighborhood education workshops
- 3 online surveys

AREA MAP



West Oak Cliff Study Area

Area Plan Taskforce

The area planning taskforce was appointed by the Councilmember at the launch of the process. The taskforce was comprised of representatives from each neighborhood association within West Oak Cliff as well as other local landowners and stakeholders with interest and expertise relevant to the planning process. Several replacement members were appointed as others left the taskforce for various reasons. During the course of the planning process, additional members from newly created neighborhood associations were added to the taskforce by the Councilmember in order to add more neighborhood representation. The taskforce met 14 times during the course of the planning effort and helped shape the scope, goals, and vision, while also providing guidance for neighborhood engagement and plan recommendations.

Public Meetings and Engagement

The area planning effort was launched at the beginning of the COVID-19 pandemic, and thus initial taskforce meetings and public engagement meetings were forced to occur in a virtual format. WebEx, Microsoft Teams, and Zoom were all used, with various strategies employed to provide Spanish translation for Spanish speakers. Public engagement occurred in four phases: Project Kickoff, Community Visioning, Neighborhood and Focus Area Vision Workshops, and Draft Plan Feedback. The Project Kickoff meetings occurred in Winter 2020/21 and were done entirely virtually. The remaining phases were conducted with a mixture of in-person and virtual meetings. Additionally, both online and in-person survey tools were conducted to maximize community feedback and input into the process.

ENGAGEMENT SUMMARY



Throughout the course of the West Oak Cliff Area Planning effort, city staff made numerous changes to methods of engagement based on community input. Online meetings, initially required at the planning effort's outset due to the COVID-19 pandemic, presented barriers for lower-income populations and the heavily Spanish-speaking population in West Oak Cliff.

Based on voiced community concerns, efforts were made to maximize in-person engagement, send notifications via mail and door-to-door flyers in many neighborhoods, and provide opportunities for surveys to be done in-person at a local recreation center. These changes were critical to the success of the plan and were highly effective in capturing more community concerns and voices that may have otherwise gone unheard.

To learn more about public meetings, community input, key takeaways, and how that informed the plan recommendations, please see the Appendix.



BY THE NUMBERS



582

TOTAL ATTENDANCE AT ONLINE MEETINGS



370

TOTAL ATTENDANCE AT IN-PERSON EVENTS



952

NUMBER OF SURVEYS COMPLETED



17,796

NUMBER OF VISITS TO SOCIAL PINPOINT WEBSITE

ATTENDANCE

November 2020

The initial Area Planning Kickoff Meeting was conducted virtually.

 168

January 2021

A second virtual Area Planning Kickoff Meeting was conducted entirely in Spanish in order to better engage the large Hispanic and Spanish Speaking population in West Oak Cliff.

 35

April/May 2021

Two community visioning meetings were held virtually. Listening to concerns voiced by the community about effective engagement practices, two meetings were cancelled and rescheduled for June on a different virtual platform, with two new in-person meetings added as well.

 193

June 2021

Two additional virtual community visioning meetings were held along with the first two in-person workshops.

 276

September 2021

Four in-person workshops were conducted to educate the community on land use and zoning basics and on how to create a neighborhood association.

 21

October/ November 2021

Four focus area visioning workshops were held in-person to collect input on the types of land uses, building characteristics, and infrastructure improvements the community desired to see in each focus area.

 ≈ 100

March 2022

The Draft Area Plan was presented to the public. One virtual meeting and one in-person meeting was held.

 160

May 2022

Input from community stakeholders and neighborhood associations was incorporated into the final draft document, allowing the adoption process to begin.



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AREA ANALYSIS

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In-Person Community Meetings were able to resume in Summer 2021

West Oak Cliff is a large area, made up of numerous neighborhoods and communities, all of which have unique and defining characteristics. Understanding these characteristics and the area’s history was critical in creating a successful path and plan moving forward.

In order to better understand West Oak Cliff, city staff analyzed the area’s demographics (including age, race/ethnicity, income levels, and educational attainment), existing conditions of infrastructure, (including street and sidewalk conditions, traffic

counts, and the Thoroughfare Plan), ongoing and upcoming Bond and Capital Improvement Projects, existing zoning and land use conditions, and existing neighborhood organizations. This, coupled with research of the area’s history, served as a starting point for effective planning work.

This information was provided to the Area Plan Taskforce to assist that body in making accurate, data-driven decisions. Additionally, this data helped to identify Opportunities and Challenges, Planning Goals, and Plan Values for this effort.

AREA DEMOGRAPHICS AND CHARACTERISTICS

As a starting point for the West Oak Cliff area planning work, demographic analysis was conducted on age, race/ethnicity, educational attainment, and household income to more effectively understand the area, identify potential struggles or opportunities, and allow for a more effective strategy around engagement and outreach.

Age

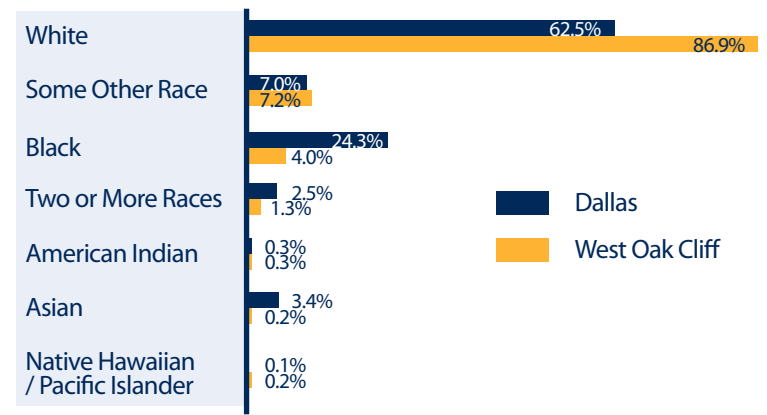
West Oak Cliff has some notable traits related to the age of its residents. The area has a noticeably large population of children, with 30.4% of the residents being under the age of 17, compared to 25.4% in Dallas as a whole. Additionally, it has a lower percentage of the population that is over 65 years old compared to Dallas, implying there may be lower life expectancy in the area or that there is an inability for residents to age in place due to affordability or zoning barriers.

| | West Oak Cliff | Dallas |
|------------|----------------|--------|
| Ages 0-17 | 30.4% | 25.4% |
| Ages 18-24 | 11.1% | 10.0% |
| Ages 25-34 | 14.5% | 18.5% |
| Ages 35-44 | 11.5% | 13.8% |
| Ages 45-54 | 13.4% | 11.9% |
| Ages 55-64 | 10.4% | 10.2% |
| Ages 65-74 | 5.6% | 6.0% |
| Ages 75+ | 3.2% | 4.1% |

Source: US Census Bureau, American Community Survey 5-Year Estimate, 2018

Race and Ethnicity

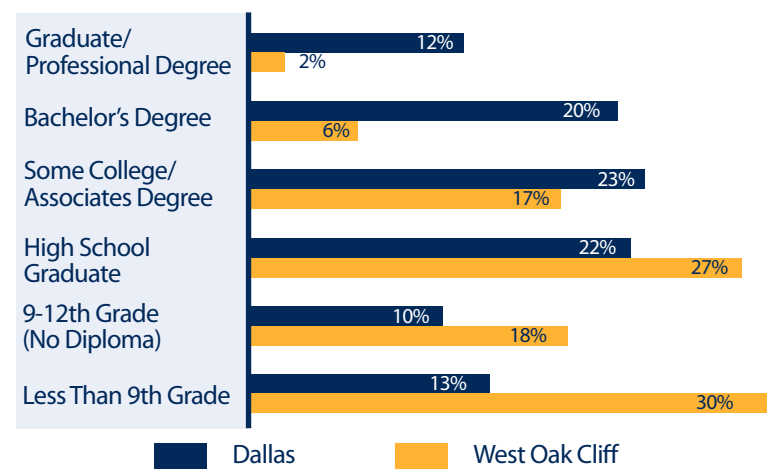
In analyzing race and ethnicity data, it became clear that West Oak Cliff is substantially different than the rest of Dallas as a whole. West Oak Cliff is 87% White, compared to Dallas, which is 63% White. Additionally, West Oak Cliff is only 4% Black, compared to the city as a whole which is 24% Black. Additional analysis of ethnicity data also highlighted that the area is 86% Hispanic/Latinx, which is double that of Dallas.



Source: US Census Bureau, American Community Survey 5-Year Estimate, 2018

Education

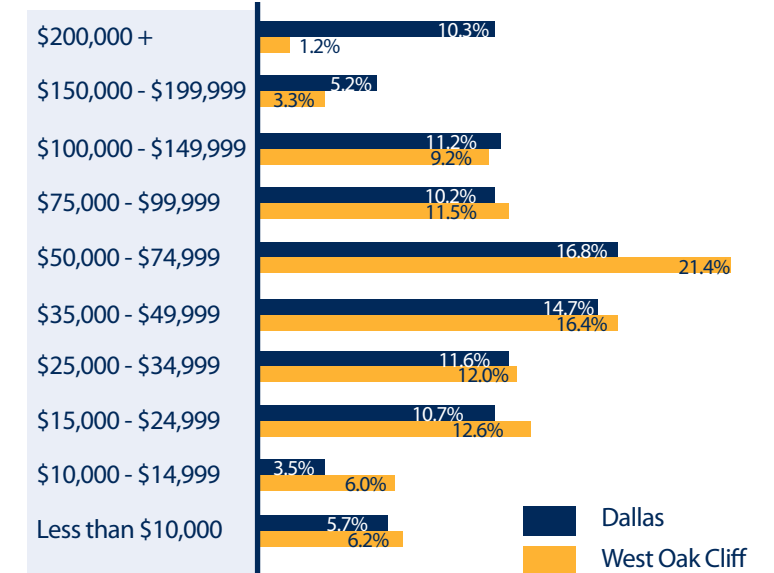
Along with West Oak Cliff being a relatively young population compared to the rest of Dallas, the area also has substantially lower educational attainment than the rest of the city. Only 8% of the area has a college degree or higher, compared to 32% in Dallas. Additionally, 30% of the population has less than a 9th Grade education, compared to only 13% of Dallas as a whole.



Source: US Census Bureau, American Community Survey 5-Year Estimate, 2018

Income

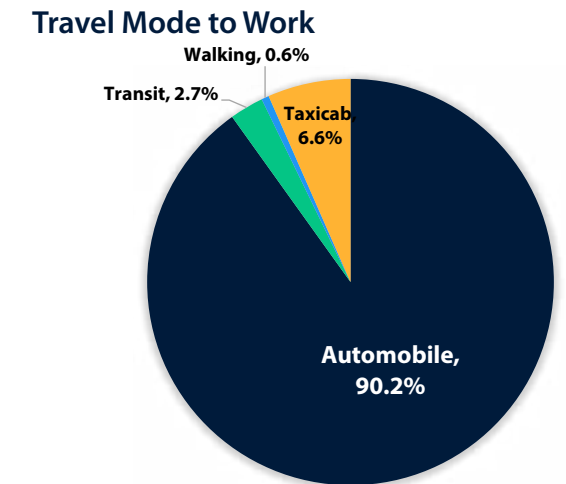
Another unique characteristic about West Oak Cliff is the relatively low-income earning among households compared to the rest of Dallas. The Median Household Income for Dallas is under \$53,000 annually. In West Oak Cliff, 53.2% of the residents make less than \$50,000 compared to 46.2% of Dallas residents. That said, West Oak Cliff does have a sizeable middle class, with the plurality of residents (21.4%) making between \$50,000 and \$75,000 annually. It is also worth noting that there are some notable differences in household income across different census block groups in the area.



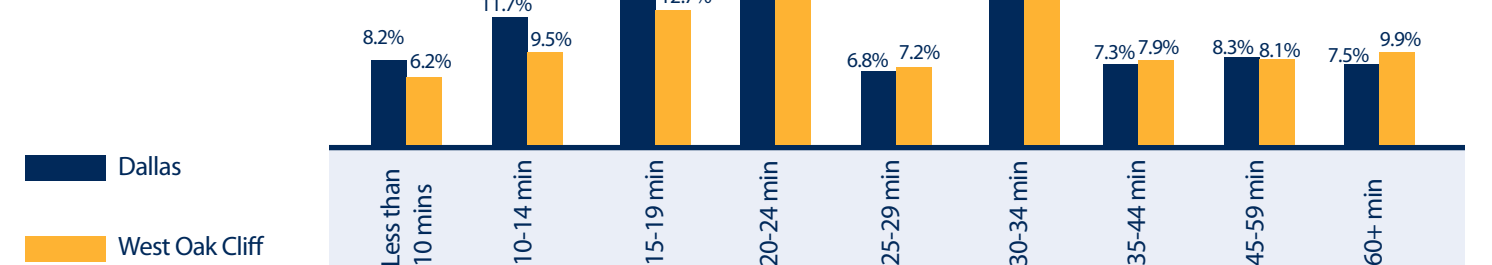
Source: US Census Bureau, American Community Survey 5-Year Estimate, 2018

Travel Modes/ Travel Time to Work

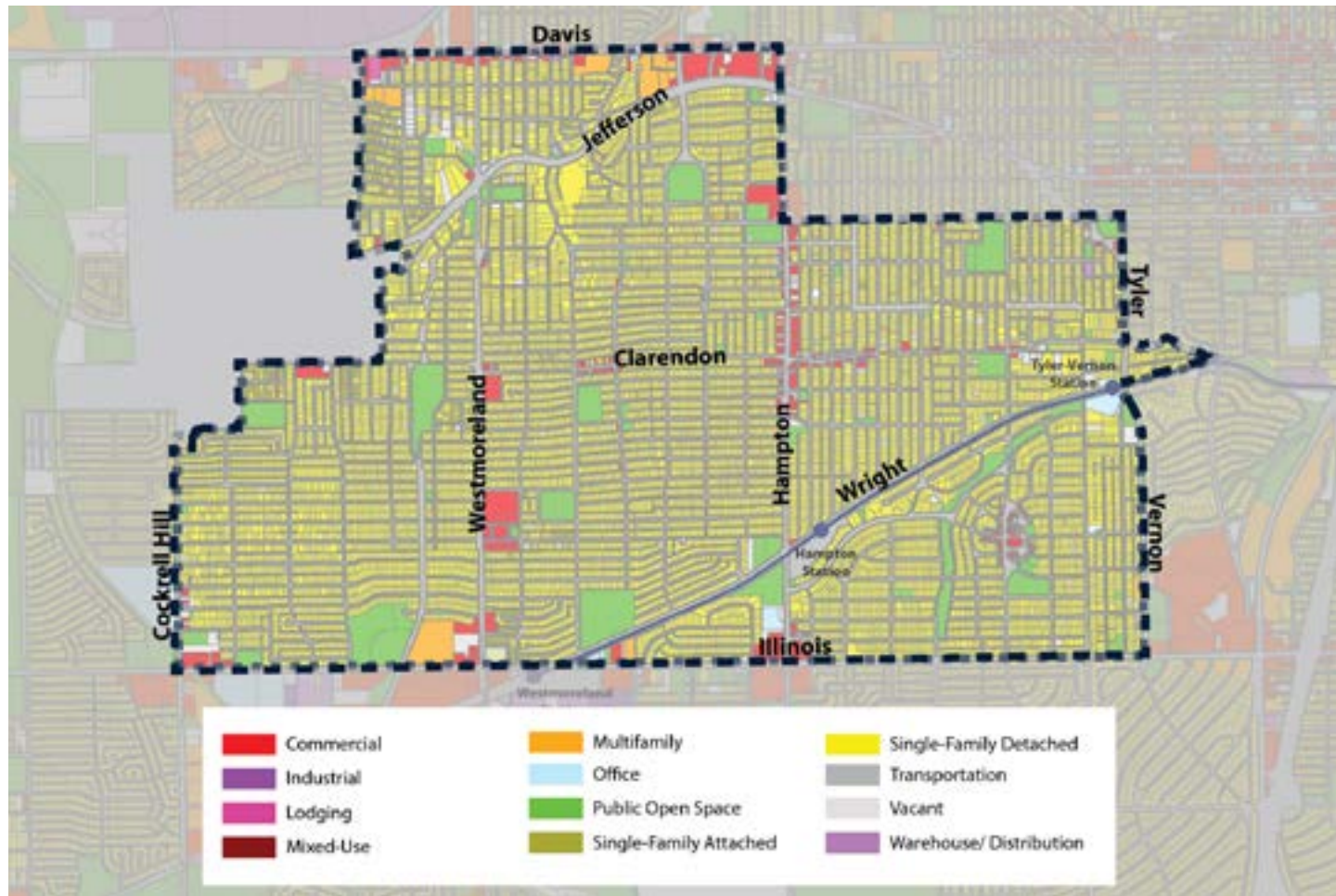
One of the major non-demographic pieces of analysis city staff looked at to better understand West Oak Cliff was resident's travel time and travel mode to work. Most notable is that, even with three DART stations and numerous bus routes, 90.2% of residents commute via car, with only 2.7% commuting via transit. This seems to imply that accessibility to the transit stations is a limiting factor; or else that transit is not helping people access their final destinations, such as employment. It is also notable that, in terms of travel time to work, West Oak Cliff residents have, on average, slightly longer commutes than Dallas residents as a whole.



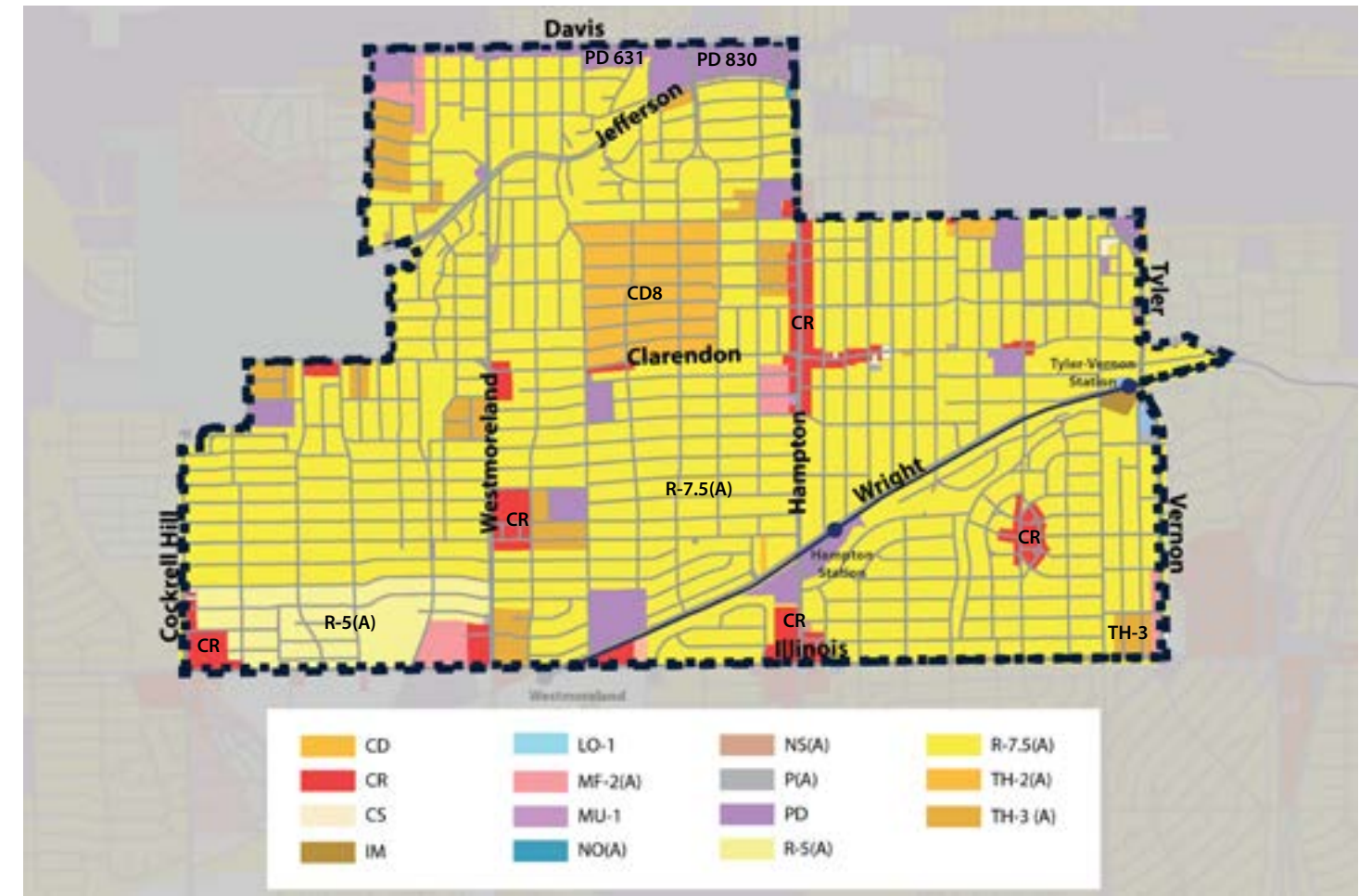
Travel Time to Work



Source: US Census Bureau, American Community Survey 5-Year Estimate, 2018



Existing Land Uses in West Oak Cliff



Existing Zoning in West Oak Cliff

EXISTING ZONING AND LAND USE ANALYSIS

One of the first steps taken during the initial project scoping and area analysis was a review of the existing zoning, land uses, and development in West Oak Cliff. This helped city staff and the Area Planning Taskforce better understand where potential changes might be possible or preferred, while also helping to understand zoning adjacencies to existing residential neighborhoods.

Although there are numerous land uses that exist around the 5-square mile area, the vast majority (roughly 78 percent) of West Oak Cliff is single-family land uses. This aligns with the fact that roughly 80 percent of West Oak Cliff is zoned for single-family uses. There are several areas, including a portion of the Jimtown neighborhood, where the existing zoning does not align with the existing land uses. While most of the areas with single-family land uses are zoned R-5(A) and R-7.5(A), there are some areas

with single-family land uses zoned TH-3 and MF-2(A). Additionally, there are two Conservation Districts that lie inside West Oak Cliff: North Cliff (CD-8) and Greiner Area (CD-4).

The other main residential land uses and zoning that fall within West Oak Cliff is Duplex and Multifamily housing. Most of the duplexes that exist within the area are in locations zoned TH-3. The four main multifamily districts exist in the southeastern corner along Vernon, on the southern edge along Illinois near Westmoreland, in the northwest corner near Gilpin, and on the northern edge between Davis and Jefferson.

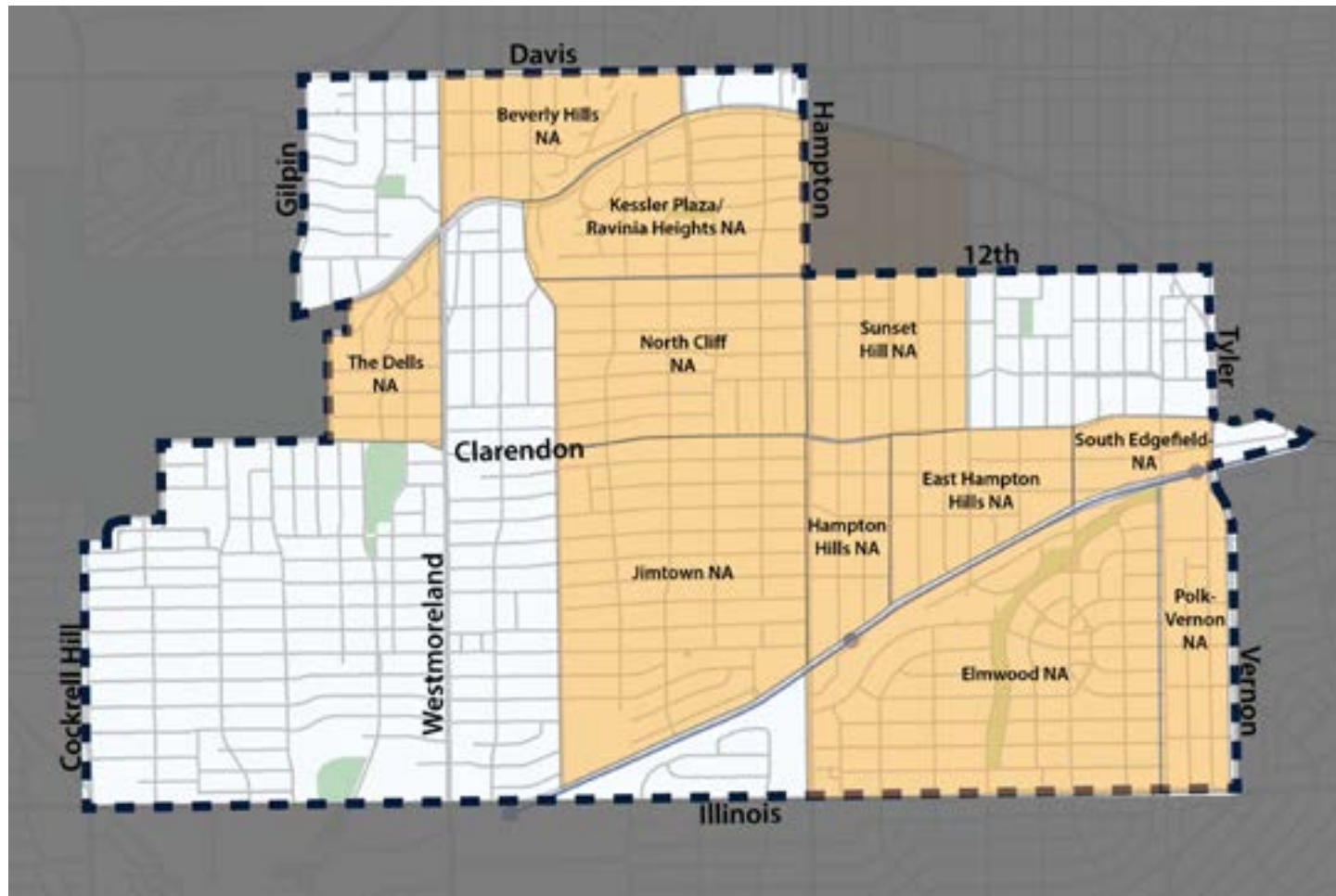
Besides single-family and multifamily land uses, there are numerous commercial corridors and nodes scattered throughout the area. These tend to be clustered on major thoroughfares along the

periphery of West Oak Cliff, including along Tyler, Illinois, Cockrell Hill, and Davis, although Hampton, Westmoreland, Edgefield, and Clarendon also have pockets of commercial zoning districts in the heart of West Oak Cliff. These commercial districts range in size and in built form, with some being comprised of large, suburban big-box and drive-thru retail while others, especially along Clarendon, Edgefield, Hampton, and Davis, are comprised of older, smaller retail structures that have minimal setbacks from the property line and have parking either located in the rear or to the side of the property.

The last major zoning type that exists within West Oak Cliff is a handful of Planned Development Districts (PDs) that are scattered throughout the area and range in size and type. The majority of the twelve PDs in West Oak Cliff are site-specific, tied to existing schools as well as the Hampton DART light-

rail station. Additionally, the West Davis Corridor is entirely covered by PD 830 and PD 631, although there is also a small portion of PD 316 (Jefferson Area Special Purpose District) in the northeast corner of West Oak Cliff. These PD areas have more detailed existing land use and zoning language shaping development outcomes in these regions.

Although there is one small parcel zoned industrial (IM) just south of the Tyler-Vernon DART Station, this is a site that has a historic structure with commercial uses operating on the site. On the south side of West Oak Cliff, near Westmoreland and Illinois, there are some residential neighborhoods that have adjacency to industrial (IM) zoning, although that is an area with an authorized hearing slated to explore potential changes to the zoning to bring it more in line with the surrounding neighborhood while also providing new transit-oriented development opportunities.



Neighborhood Associations in West Oak Cliff registered with the City of Dallas

EXISTING NEIGHBORHOOD ORGANIZATIONS

The City of Dallas' Planning and Urban Design Department encourages existing neighborhood associations, homeowners associations, and neighborhood coalitions to register with the City in order to more effectively communicate and engage with neighborhoods during ongoing planning efforts.

At the outset of the West Oak Cliff Area Planning effort, there were eight neighborhood associations identified by city staff and the Councilmember's office as existing and being registered with the City:

- The Dells; Beverly Hills; Kessler Plaza/Ravinia Heights; Jimtown; Sunset Hill; Hampton Hills; Elmwood; and Polk-Vernon

A representative from each of these associations was placed on the Area Plan Taskforce in order to serve as a liaison and a voice for those neighborhoods. In addition, there is a larger neighborhood coalition, Heritage Oak Cliff, which serves as a coalition for all

Oak Cliff neighborhood associations. A representative from the coalition was also added to the taskforce to help serve as a coordinator between neighborhood groups and to help with engagement and outreach in areas without neighborhood associations.

During the course of the planning effort, grassroots efforts by local leaders and the Planning and Urban Design Department staff, who hosted several "How to Create a Neighborhood Association" capacity building workshops in the area, led to the creation of three new neighborhood associations in West Oak Cliff:

- East Hampton Hills; South Edgefield; and North Cliff.

Once these organizations formally registered with the City, a representative from each was added to the plan taskforce to ensure better neighborhood representation.



2012 and 2017 City of Dallas Bond Projects

ONGOING AND UPCOMING BOND AND CAPITAL IMPROVEMENTS

Many of the recommendations that are outlined later in this plan will be included in the City's upcoming Needs Assessment Inventory in order to be considered and included in the next City of Dallas Bond, tentatively slated for 2023. Although these improvements will be important to help the area achieve its desired future vision, there are numerous capital improvements and bond projects that have been funded by previous Bonds, including the 2006, 2012, and 2017 Bonds. Many of these improvements are either under construction or slated to be implemented in the near future. As such, City staff analyzed these projects to get a better sense of where these improvements were slated and how they might align with the West Oak Cliff Area Plan.

The main projects slated for the West Oak Cliff area include sidewalk improvements along Jefferson Boulevard, Tyler Street, and Wright Street, Complete Street improvements along West Davis conducted in

coordination with Dallas County, facility improvements at Martin Weiss Park, street resurfacing on numerous roads in the area, and an extension of the Elmwood Greenway trail along Rugged Branch Creek.

All of these projects will help to improve quality of life in West Oak Cliff and will potentially have impacts on land use and development in the future. It is critical for the recommendations laid out in the West Oak Cliff Area Plan to build off these successes and allow these existing capital improvements to be synergistic and serve as catalysts for future improvements.



City of Dallas Thoroughfare Plan for West Oak Cliff with traffic counts added

STREETS AND TRAFFIC

Knowing that potential recommendations for improvements to various streets and thoroughfares in West Oak Cliff were likely to arise from the planning effort, analysis of the streets in the area on the City's Thoroughfare Plan was conducted to better understand existing challenges and opportunities.

In general, eleven of the thirteen streets in the area on the City's Thoroughfare Plan are currently built in conformance with the Plan. That said, there are two streets, Clarendon Drive and West Twelfth Street, that do not follow the plan. Clarendon is designated as a 4-U, meaning it could be built with 4 lanes of travel (two in each direction) but today only provides 2 lanes of travel total. Similarly, West Twelfth Street is also a 4-U, but today, most of the street (between Hampton and Edgefield) is two-lanes with a center turn-lane. In addition to better understanding the

City's Thoroughfare Plan, it was next important to understand existing traffic counts to identify roads that are either under or over-capacity. On streets with excess vehicular capacity, potential changes, including road diets, pedestrian improvements, and bike lanes, could be explored and recommended as a part of this plan.

The busiest roads in West Oak Cliff are Hampton, Illinois, and Westmoreland, with each moving between 20,000 and 30,000 vehicles daily. The remaining roads have lower traffic counts where potential roadway changes become more viable. That said, any recommendations identified as a part of the West Oak Cliff Area Plan will require further traffic study and analysis by the City's Transportation Department to understand greater system impacts.



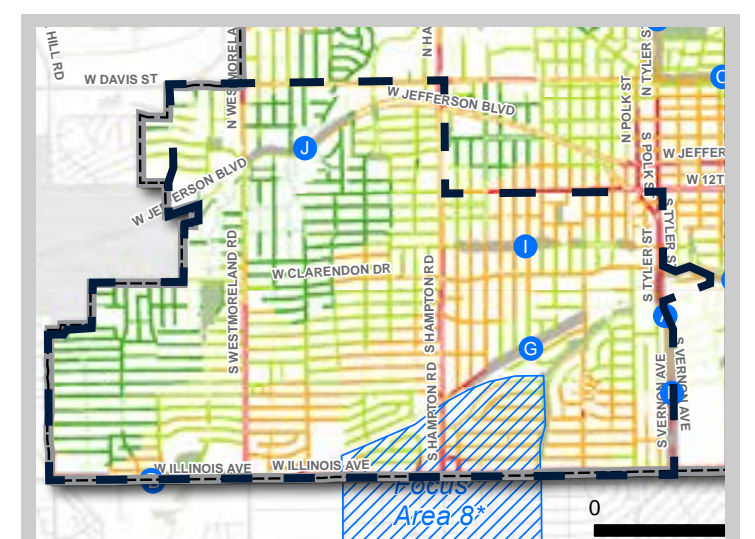
Map of Street Pavement Quality

(Source: City of Dallas Public Works Department)

SIDEWALK AND ROADWAY QUALITY

Understanding the existing conditions of sidewalks and roadway quality is helpful in order to identify potential accessibility barriers and where potential new capital improvements are needed. This analysis helped city staff locate potential critical areas where substantial improvements are needed.

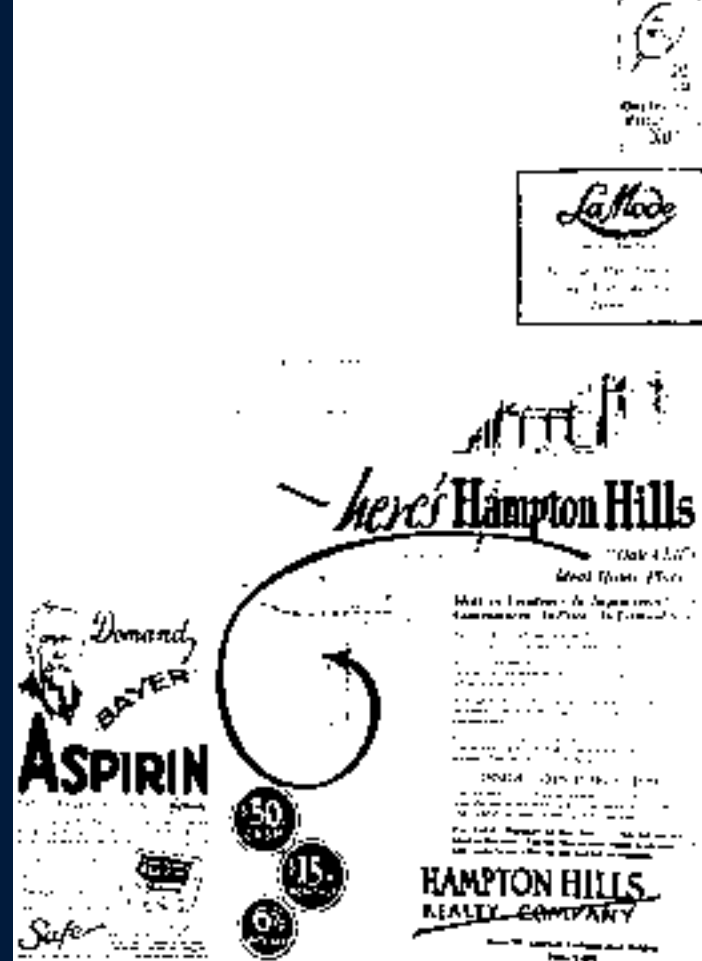
The roadway pavement index (above) highlights that there are numerous areas where pavement is in poor condition, scattered equally across West Oak Cliff. Meanwhile, the Dallas Sidewalk Master Plan (right) highlighted the need to prioritize sidewalk improvements in the Elmwood, Jimtown, and Hampton Hills neighborhoods. The Plan also called for portions of Vernon and Illinois Avenues to be prioritized for existing sidewalk improvements, while Jefferson, Wright, Burlington, and portions of Vernon should be prioritized for new sidewalk construction.



The Dallas Sidewalk Master Plan District 1 Priority Map
(Source: City of Dallas Public Works Department)

Areas shown in green highlight streets where sidewalk repair or construction is less prioritized, while areas in orange and red highlight areas where improvements should be prioritized.

AREA HISTORY



From top left counter-clockwise

Photograph of Edgefield Garage at Edgefield/Clarendon in 1985. The garage opened in 1925 and was likely one of the first gas stations and garages in Oak Cliff.
Source: oakcliffyesterday.blogspot.com

Historic plat of the Sunset Hill neighborhood from 1910's. The plat shows West Tenth Street, South Oak Cliff Boulevard, and Burlington Boulevard all as wide boulevard streets.
Source: oakcliff.advocatemag.com

A 1924 advertisement for the Hampton Hills neighborhood in the Dallas Morning News, promoting its streetcar accessibility and heralding it as "Oak Cliff's Ideal Home Place."
Source: oakcliffyesterday.blogspot.com

Prior to European and American settlement, the landscape that comprises West Oak Cliff was one of scrubby Blackland Prairie checkered by deeper creek gulleys and watersheds, such as Cedar Creek and Coombs Creek, which cut into the native limestone and can still be seen to this day. Although there were no known permanent Native American settlements in West Oak Cliff, like the rest of the Dallas, the area lay at the western extent of the Caddo nation and would have also been home to the Comanche and Wichita tribes.

Prior to 1841

West Oak Cliff is the ancestral home of the Caddo, Comanche, and Wichita Indigenous Nations.

1845

The Oak Cliff area is first settled by American settlers. The township, then known as Hord's Ridge, was settled just northeast of the West Oak Cliff area.

1887

Oak Cliff is founded when Thomas Marsalis purchases a large area of land on the southern banks of the Trinity River.

1903

Oak Cliff is annexed into the city of Dallas.

1915

The Sunset Hill neighborhood is annexed into Dallas. Around this same time, the Sunset streetcar line along Marlborough Avenue and Burlington Boulevard is completed.

1924

The Elmwood neighborhood is platted atop Lindsley Waters' dairy farm, which was established in 1907. The Hampton Hills neighborhood was also established and is connected to Downtown via the Hampton Streetcar line, terminating at Pierce Street.

1929

The Dells neighborhood is first developed, known as the Irwindell Addition, and the Beverly Hills neighborhood is annexed into the City of Dallas.

1956

The Oak Cliff streetcars, including the Sunset and Hampton lines, make their final run.

1957

The West Oak Cliff area is struck by the Oak Cliff Tornado, running a path through the eastern side of West Oak Cliff before moving north.

1996

The DART Red Line opens, linking Westmoreland, Hampton, and Tyler-Vernon stations to Downtown Dallas via light-rail.



Map of Elmwood Subdivision, circa 1930s

Source: Elmwood NA

Beginning in the late 1830's and 1840's, American settlers moving in from the east began to establish farmsteads in the area. Most notably, Hord's Ridge was settled in 1845 by William Henry Hord, his family, and the three African people he enslaved near what is today the Dallas Zoo. Additionally, to the north of West Oak Cliff, La Reunion was founded by a group of roughly 300 French, Belgian, and Swiss immigrants aiming to create a utopic socialist colony.

Like many other areas in Dallas, West Oak Cliff's history is one that has been heavily influenced by the predominant mode of transportation at that given period of time. Prior to the construction of the streetcar, West Oak Cliff was only accessible by horse and buggy. One of the major roads through the area was Clarendon Road (then known as Jamestown or Jimtown Road). This provided one of the first ways to access the West Oak Cliff area.

In 1887, Thomas Marsalis purchased a large piece of land on the southern side of the Trinity River, establishing Oak Cliff as a new municipality. While this area was just northeast of the West Oak Cliff study area, it helped lay the foundations for new development in the area. Oak Cliff was connected to downtown Dallas via the Houston Viaduct bridge, which included

a streetcar. During the first three decades of the Twentieth Century, streetcar lines were extended into the undeveloped farmlands of West Oak Cliff, linking Sunset Hill and Hampton Hills northeast to the rest of Oak Cliff and Downtown. These areas remained linked to downtown via streetcar until streetcar service was suspended in 1956. The remaining neighborhoods were constructed between the 1920's and the 1950's, accessible primarily by automobile and bus.

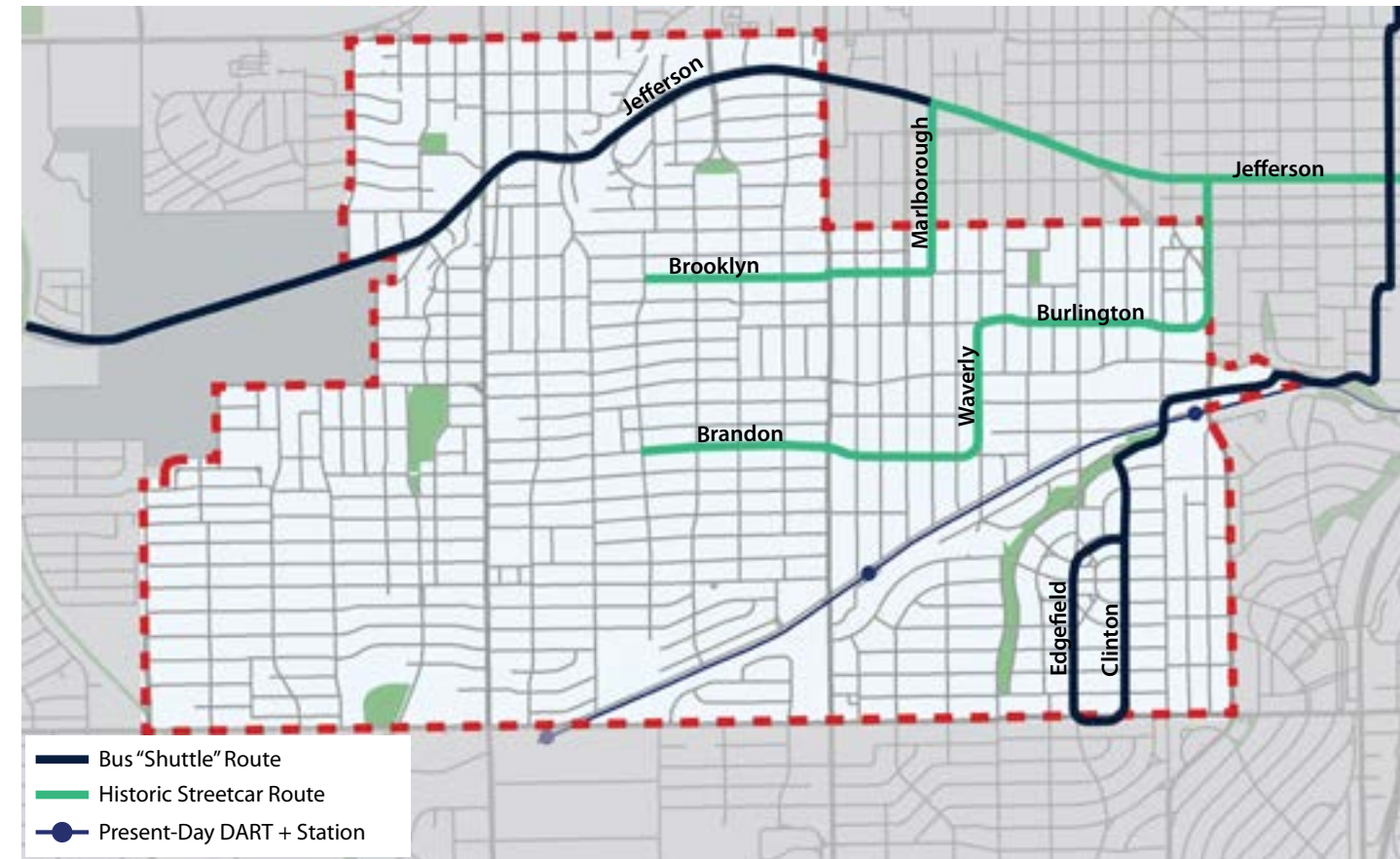
As the area grew, numerous new parks were constructed throughout the West Oak Cliff area. Martin Weiss Park has perhaps the most interesting history. Martin Weiss was a successful Dallas businessman who bought and preserved the historic Hord house at 1111 Martindell for use as a community center in 1928. He later donated \$65,000 for the community building. In 1935 the Park Board officially named the center and the park after Martin Weiss. Beverly Hills Park opened in 1941, Elmwood Parkway was established in 1945, and Westmoreland Park opened in 1952.

Schools followed the influx of residents to the area as well. Winnetka Elementary first opened in 1913, with the current building completed in 1939. Greiner Junior High School opened in 1915. Lida Hooe Elementary, originally known as Sunset Hill School, opened in 1920. Sunset High School, just outside of the West Oak Cliff planning area first opened in 1925. Margaret B Henderson Elementary was founded in Elmwood in 1929, although the current school building was completed in 1941.



The 1957 Oak Cliff tornado damaged numerous homes in the West Oak Cliff Area

Source: Dallas Times Herald



Historic streetcar and bus lines in West Oak Cliff circa 1950

Since the completion of the build-out of all of the neighborhoods, the most notable occurrence has been the general aging and demographic changes of some of the neighborhoods in West Oak Cliff. As a result of the construction of an extensive freeway system, school integration, and other systemic policy changes, many predominantly White neighborhoods in Dallas saw significant changes between 1950 and 1980. This "White Flight" to the suburbs occurred in West Oak Cliff as well, with a largely Hispanic population replacing the mostly White, non-Hispanic population prior to World War II.

In terms of development, the most notable recent historic event for the area was the construction of the new DART light-rail system to the area. The Westmoreland, Hampton, and Tyler-Vernon Stations were connected to Downtown when the first DART light rail line opened on June 14, 1996. More recently, the old Dixie Wax Paper Company factory just south of Tyler-Vernon DART Station, completed in 1925, was renovated and converted to a mixture of commercial and office spaces. This represented one of the largest investments in the area in recent years.



Drawing of Dixie Wax Paper Company Factory upon completion in 1925.

Source: Tyler Station

OPPORTUNITIES + CHALLENGES

OPPORTUNITIES



Young Population

Nearly one-third (30.4%) of West Oak Cliff is less than 18 years old. An additional 11% is less than 25 years old. This young population helps define this area as a district of neighborhoods with families. Additionally, as we think about the area moving into the future, it will be important to ensure that young people who grew up in the area are able to continue living in the area when they move away from home.



Strong Public Transit Access and Publicly-Owned Land at Stations

West Oak Cliff has two DART light-rail stations inside its boundaries (Tyler-Vernon and Hampton), while the Westmoreland Station falls just south of Illinois Avenue. Additionally, the area is serviced by numerous bus lines along the major corridors, including the highest-frequency bus route in the DART system along Jefferson Boulevard.



Commercial Corridors Ripe for Redevelopment

West Oak Cliff has numerous commercial corridors, including along West Davis, Hampton, Westmoreland, Illinois, and Clarendon, some of which have strong urban building form and memorable historic buildings. Although these areas have existing commercial uses, many have numerous vacancies as well as barriers such as zoning which make current redevelopment or reinvestment difficult.

CHALLENGES



Low Transit Usage and Poor Multimodal Connectivity

West Oak Cliff has three DART light-rail stations in or directly adjacent to it, as well as numerous bus lines, including one of the highest ridership routes along Jefferson Boulevard. Even with that high-quality transit access, only 2.7% commute via transit. Additionally, poor bike and pedestrian amenities were noted by the community as a barrier to traveling around West Oak Cliff and accessing the DART stations.



Weak residential housing markets and rising property values

Some census block groups in West Oak Cliff are identified in the citywide Market Value Analysis (MVA) as F, G, and H, which are classified as weak residential markets. These areas have historically provided a large stock of attainable housing for low and middle-income populations, yet increasing property values citywide, and in Oak Cliff particularly, are threatening the long-term affordability and attainability of these areas.



Limited Public Open Space

Although West Oak Cliff has some wonderful open space assets, including the Elmwood Greenway and Martin Weiss Park, there are large areas of West Oak Cliff that are not within 1/2 mile (10-minute walk) of parks or trails. Additionally, some of existing parks are small and do not contain many of the amenities desired by the community.

PLANNING GOALS

Seven fundamental goals for the West Oak Cliff Area Plan were established by first collecting a list of issues, concerns, and aspirations from the area planning taskforce. These initial goals were reviewed and surveyed by the public to ensure that they aligned with what the community also wanted to see achieved through the planning effort.



Protect existing single-family neighborhoods



Preserve natural areas and expand public parks and trails



Preserve historic buildings by encouraging renovation and reuse



Improve transportation access through better street design and suitable development around DART light rail stations



Encourage businesses that are compatible with surrounding neighborhoods



Retain current residents and attract new residents by encouraging new and affordable housing choices



Create walkable neighborhood centers that provide a variety of work, cultural, shopping and living opportunities

PLAN VALUES

In order to ground the West Oak Cliff Area Plan in key foundational tenants by which success would ultimately be measured, five values were established by the West Oak Cliff Area Planning Taskforce, derived from values elicited through community engagement.



Equitable

West Oak Cliff has numerous unique neighborhoods that range in age, demographics, and price points. As such, West Oak Cliff is an area that strives for equity by celebrating its diversity, by being inclusive and respectful of all residents, their backgrounds, needs, and desires, and above all, prioritizes ethical outcomes for all.



Enriching

West Oak Cliff has a vibrant and thriving historic and cultural legacy that serves as the pulse for this area of the city and should be embraced and celebrated.



Safe and Healthy

West Oak Cliff should be an area that prioritizes safety for all residents, in all aspects of their lives, including for cyclists and pedestrians, by making improvements that make the area more walkable. Additionally, the health and well-being of all residents should be promoted by enhancing connections to the natural environment and each other, while also prioritizing physical and mental health outcomes.



Economically Resilient

West Oak Cliff should strive to maximize opportunities and accessibility to jobs and high-quality housing that is affordable for existing residents in order to ensure all residents achieve success and have a high quality of life.



Welcoming

Due to the vibrant cultures and the unique, thriving single-family neighborhoods that comprise the area, West Oak Cliff is welcoming to all residents, including families. West Oak Cliff should strive to use these characteristics to foster and enhance a strong sense of community, including community development and empowerment.



CHAPTER III

VISION AND FRAMEWORK

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| INCLUSIVE COMMUNITY DEVELOPMENT AND QUALITY OF LIFE | 72 |



Land Use and Development

Land Use and Development relates to all items specifically related to private development, zoning, previously filed authorized hearings, and other desired land use changes or improvements.



Transportation and Infrastructure

Transportation and Infrastructure relates to all recommended roadway enhancements, proposed Thoroughfare Plan changes, recommendations for new sidewalks, bike lanes, and other urban design improvements.



Parks and Open Space

Parks and Open Space relates to all strategies and recommendations related to existing parks, proposals for new parks, open spaces, and trails, and issues related to natural systems and the natural environment.



Inclusive Community Development and Quality of Life

Improving quality of life in West Oak Cliff includes recommendations related to preserving neighborhood affordability, economic development and small business support, community arts and culture, and safety.

FRAMEWORK

The West Oak Cliff Area Plan has four primary topics that it addresses in order to help the area achieve its vision for the future:

- Land Use and Development
- Transportation and Infrastructure
- Parks and Open Space
- Inclusive Community Development and Quality of Life.

These four topics serve as the framework for the recommendations listed in Chapter V. For each framework, a vision is provided to serve as a guide for future planning work in the area.

The four frameworks were developed through comprehensive community engagement around the initial planning goals. After the initial planning goals were established by the Area Plan Taskforce, the goals were surveyed through both an online survey and through virtual and in-person public meetings. The feedback around these goals helped establish a Summary of Focus for the plan, which could easily be grouped into four main categories. These four groupings, due to the unique nature of their characteristics, made sense to serve as the framework for the planning vision and recommendations.

COMMUNITY VISION



West Oak Cliff is an equitable, enriching, and welcoming neighborhood that celebrates its peoples, its history, and its culture, and prioritizes the safety, health, and economic resilience of its residents.

Residents and stakeholders in West Oak Cliff envision a neighborhood with a high quality of life that ensures housing and retail affordability for its residents, preserves its unique single-family neighborhoods, protects and enhances existing natural amenities and assets, creates new opportunities for parks, recreation, and natural amenities, provides a safe environment for pedestrians and cyclists, celebrates its historic buildings and culture, and provides walkable destinations for its residents.

West Oak Cliff is a sustainable neighborhood that supports local, minority, women, and immigrant-owned local businesses, promotes local artists and public art, provides human-scale and human-focused development, and has access to critical community resources.



LAND USE AND DEVELOPMENT

One of the main purposes of the West Oak Cliff Area Plan was to establish a strong land use and development vision for the entire geography. The purpose of this vision was three-fold. First, the goal was to use the area planning process, driven by comprehensive community engagement, to inform the five authorized hearings filed in the West Oak Cliff area. Second, the plan was intended to help protect existing single-family neighborhoods while also allowing for future development along commercial corridors to better align with the vision the community has for the area. And lastly, the Plan is intended to serve as a guide for future zoning and development requests to ensure that those requests conform to the vision established by the community through the Plan. The Vision Map, on page 58, provides the land use vision for West Oak Cliff. There are five main types of land development envisioned for this area, enumerated on the following pages.

Preserve Historic Buildings and Character Through Neighborhood-Sensitive Design

Many neighborhoods and commercial areas in West Oak Cliff are approximately one-hundred years in age. Due to their age and unique history, certain buildings and neighborhoods contribute to the overall history of Dallas and are important to preserve and protect.

Today, there are only two conservation districts in West Oak Cliff (North Cliff and Greiner Area). These represent the only areas where the single-family zoning creates protections enforcing renovations or reconstructions to be compatible in character to the other historic structures. This leaves many other notable historic neighborhoods such as Hampton Hills, Elmwood, and Kessler Plaza/Ravinia Heights at risk for infill residential that will degrade the historic character of each area. Working with specific neighborhoods to create new conservation districts will help protect them for generations to come. This can and should be done in tandem with permitting additional housing types that help to provide additional residential options yet still conform to the neighborhood character of each specific area.

Additionally, numerous commercial structures around West Oak Cliff have great stories to tell but today are sitting vacant due to regulatory barriers such as zoning and parking code. This puts them at-risk for demolition as they become economically unviable in their current state. Amending the zoning code in these areas will help allow these buildings to find new life and continue to contribute to the great history of the area.

As a starting point for future preservation work, it will lastly be important to conduct an analysis of all of the structures in the area and determine what areas and structures are historic, important, and contributing. This will allow historic preservationists and planners to make the best possible decisions for those areas and protect what makes these areas special through subsequent possible future zoning changes.



Preserve and Protect Existing Single-Family Neighborhoods

The most common comment heard through community engagement and the highest supported planning goal was to protect and preserve existing single-family neighborhoods. West Oak Cliff is primarily single-family neighborhoods, with 78% of the land area comprised of that land use. While each neighborhood in West Oak Cliff has unique characteristics, the most prominent feature of West Oak Cliff as a larger geography is the totality of these many distinct neighborhoods. A fundamental goal for the West Oak Cliff Area Plan is to ensure that single-family neighborhoods can maintain their existing zoning and character, helping to reinforce what makes West Oak Cliff great. Subsequently, it is important that other areas, including areas around transit and commercial corridors, are able to change and grow over time in order to best meet the needs and vision of the community.

Different approaches may be needed in different areas based off various conditions such as desirability, access to transit and amenities, and age/character of the housing stock. Certain neighborhoods with large amounts of historic housing stock remaining may need to be treated differently than other areas. Areas with larger low-income homeowners/renters may need different strategies than more stable areas. As a part of the area planning process, city staff educated the community on the various policies and tools that exist to help preserve and protect homeowners and improve long-term affordability of neighborhoods. Some of these strategies serve as the foundation for the recommendations around preserving neighborhood affordability. As outlined in Chapter V, there are no recommendations to change the zoning in any single-family neighborhoods unless noted in the specific focus area recommendations.



Develop Neighborhood-Serving Transit-Oriented Development Nodes

West Oak Cliff is home to two DART light-rail stations, while the Westmoreland DART Station lies just across Illinois Avenue. Surrounding all of these stations are residentially zoned properties as well as properties zoned for commercial, industrial, and office uses, many of which are not meeting their full potential. On these non-residential properties, there are opportunities to reimagine land uses that better serve the surrounding neighborhoods, and better serve the transit stations and transit users. There are several important features that future development should provide in these three locations that are critical to the long-term success of each serving as transit-oriented development nodes for West Oak Cliff.

First, development should provide a mixture of uses to service the surrounding neighborhoods, while also providing uses that are compatible with transit and transit-users. These types of uses might include residential such as apartments and townhomes, office

uses, retail such as grocery stores and pharmacies, or community-serving uses such as clinics or daycares.

Additionally, development should provide improved design of buildings, in particular at the ground-level, to increase activation, vibrancy, and eyes on the street. This can include patios, porches, and numerous ground-level entry points and windows. As a part of this, the design of the public realm should create safe, inviting, and walkable places that also help facilitate easier accessibility of the stations themselves. This should include wide sidewalks, street trees, enhanced lighting, and amenities such as benches and bike racks. And lastly, new development should be compatible with and sensitive to surrounding neighborhoods. This should include the height and scale of new structures, the provision of design elements that reflect the surrounding architectural character, and providing open space and amenities that will benefit surrounding neighborhoods.

The unique location of West Oak Cliff's DART Stations in areas surrounded by single-family neighborhoods means that adding residential density in the areas will need to be done delicately and respectfully. Allowing "missing middle" housing options (see page 50) within 1/2 mile of the DART stations will help to increase the number of residential units near transit, will help make new and existing retail more viable, and will potentially increase transit ridership. These common housing types such as duplexes and quadplexes are currently not permitted by the current zoning. Allowing these housing types in certain locations will increase housing supply and housing choice options, creating a larger range of price points for residents in the areas as well.



Create Walkable, Neighborhood-Scale Mixed-Use Centers

West Oak Cliff has several busy commercial corridors, including West Davis and Hampton, as well as other commercial nodes, such as Downtown Elmwood, where there is a community desire to see a greater mixture of land uses. Many of these commercial areas are made up of small-scale (one and two-story) buildings with neighborhood-serving retail. Building off of the historic, neighborhood-scaled character of these nodes, there is an opportunity to reimagine the zoning in these areas to allow for more diverse land uses, including residential, office, and live-work. This would create more vibrant nodes that better meet the community's vision and better serve the surrounding neighborhoods.

Although there is a desire to see some new uses added to these areas, there is also a strong desire for new development to be compatible with the surrounding neighborhoods in both scale and character. This should include a maximum height of no more than three stories. It is also desired for new development

to provide active ground-level uses, including patios for restaurants, entries into residential buildings, and retail spaces with numerous windows and entries to better activate the public realm.

In addition to ensuring that potential new development is compatible with surrounding neighborhoods, it was also expressed that there is a desire for existing structures and their uses to be better able to meet these needs of surrounding neighborhoods. In some commercial areas there are numerous vacant buildings while other areas contain undesirable commercial uses. It will be critical for the zoning changes in these areas to identify the specific uses that the neighborhood would like to see excluded, while also identifying potential barriers to new retail from entering the area, such as parking requirements. Some of the barriers and land uses the community desires to see excluded in specific areas are included in Chapter IV and in the action item recommendations in Chapter V.



LAND USE TYPES



Residential Neighborhoods

These are areas characterized by the scale, architectural character, and lot coverage of their buildings, along with the number of permitted dwelling units allowed on a given lot. In older neighborhoods, there may be a diversity of housing choice types, including single-family, duplex, and quadplexes, while in more recently constructed areas, the predominant land use is single-family homes.

Accordingly, most Residential Neighborhoods are zoned for single-family uses, but may also be zoned for uses such as duplex or townhomes, depending on the location. In addition to residential uses, these areas may also contain small community uses such as daycares, churches, and schools. In older neighborhoods, they may also contain neighborhood-scale commercial uses such as small corner stores, offices, or art studios.

Neighborhood Mixed-Use

These areas are often smaller neighborhood nodes or corridors that contain more locally-serving commercial businesses that are frequented by nearby residents for daily needs. These areas may also contain smaller-scale residential uses, including townhomes and multifamily, when appropriate. Other uses such as churches, schools, and institutions can also be found.

Neighborhood Mixed-Use areas are often adjacent to Residential Neighborhood areas and should be contextually sensitive to those neighborhoods. This includes the height and massing of buildings, parking management to minimize spillover impacts, and hours of operation to minimize noise. Most Neighborhood Mixed-Use areas are found in older portions of Dallas and were constructed before the automobile became the primary mode of transportation.

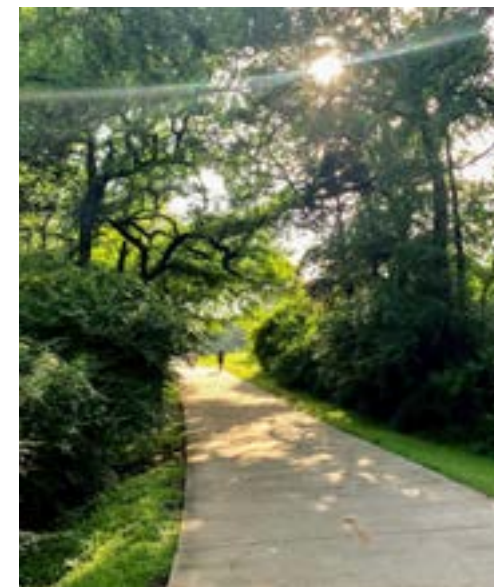


Urban Residential

These areas are characterized by larger, more intensive dwelling unit types such as townhomes, smaller-scale multifamily, and garden-style apartments. In addition to these denser residential land uses, Urban Residential areas may also contain some single-family homes, duplexes, and triplex/quadplexes. In addition to residential uses, these areas may also contain small community uses such as daycares, churches, and schools. In older neighborhoods, these areas may also contain neighborhood-scale commercial uses such as small corner stores, cafes, offices, or art studios.

Commercial Center/Corridors

These areas contain regionally-drawing commercial uses that typically include physically larger, oftentimes more automobile-dependent, commercial businesses and uses such as big-box retail, strip centers, and drive-thru uses. That said, these areas may also contain smaller amounts of other land uses such as multifamily, office, churches, and institutions. These areas are most commonly found in areas of Dallas that developed after World War II due to the predominance of the automobile as the primary means of transportation.



Open Space

These areas are public or privately-owned areas whose primary purpose is for recreation and ecological processes. These areas may contain small buildings and structures that are associated with the open space programming. Besides City-owned parkland, other examples of Open Space include navigable waterways, golf courses, Army Corp of Engineer-controlled floodplains, conservation easements, and wilderness and nature preserves.

“MISSING MIDDLE HOUSING”



Missing Middle Housing are houses types that provide more dwelling units than single-family homes but oftentimes fit into existing neighborhoods by matching existing scale and character. Source: Opticos Design

What is Missing Middle Housing?

Historically, most neighborhoods provided a diversity of housing choice options, ranging from single-family homes to small apartments. This allowed neighborhoods to provide a range of prices and housing types for individuals and families. Examples of this can be found in North Oak Cliff, Old East Dallas, and Oak Lawn. The range of housing types between single-family homes and large multifamily apartments are often referred to as “missing middle” housing.

Current zoning clearly delineates neighborhoods as either entirely single-family, duplex, or multifamily, with no middle ground or flexibility. This does not allow for these different housing options to exist in neighborhoods. Missing middle housing can enable neighborhoods to be for all family types and income ranges. Oftentimes, residents desire to remain in an area but have limited options if they cannot afford, or do not desire, a single-family home. This includes young people living alone for the first time or elderly persons who can no longer maintain a large house and yard.

Missing middle housing can also serve as a transition between commercial areas to quiet neighborhoods while still maintaining the character of single-family areas. This could include having slightly denser housing types such as quadplexes closer to a busy commercial corridor, with single-family homes tucked deeper into the neighborhood.

Missing Middle in West Oak Cliff

Although limited, there are some areas throughout West Oak Cliff that have existing missing middle housing types. These exist due to being constructed prior to the existing zoning or else due to underlying zoning that allows for those housing types. Generally speaking, they are not common. More importantly, the structures that do exist blend seamlessly with the surrounding neighborhood due to their scale and character.

Permitting new housing types in certain areas of West Oak Cliff will allow for more housing choices and housing price points for existing and new residents. It is one of the primary zoning recommendations intended to address the fact that 82% of stakeholders emphasized, as their most prominent concern, “the potential future growth pressures and subsequent fears of gentrification and displacement,” by creating a variety in the housing products available.

As land values continue to drive up the price of the existing single-family housing stock, tax burdens and sales prices will also continue to increase, leading to potential displacement for many residents. Providing missing middle housing types to exist will also allow the existing neighborhood character of West Oak Cliff’s many neighborhoods (including tree canopy, large front yards, and neighborhood-friendly streets) to remain, while adding additional housing units to the market, helping to mitigate high demand and offer a naturally occurring, less-expensive housing option than single-family homes alone. By specifying the recommendation for missing middle only on lots with specific characteristics, the impact of inflating property values will be limited.

RECOMMENDATIONS



This cottage court infill in Seattle contains sixteen three-bedroom homes and two-bedroom cottages. Only a handful of homes line the main street and directly engage the street and fit into the surrounding neighborhood. Source: <https://rosschapin.com/projects/pocket-neighborhoods/danielson-grove/>

As recommended in the Land Use and Development section and in the Tyler-Vernon Station Area and Hampton Station Area sections, various zoning tools should be explored to permit certain new housing types on the existing single-family residential zoning, along with design guidelines and criteria to ensure neighborhood compatibility.

Currently the existing R-5(A) and R-7.5(A) zoning only permits one dwelling unit per parcel. Using various possible zoning tools such as Conservation Districts or the creation of a new infill residential zoning category could permit accessory dwelling units and duplexes to be allowed by-right while maintaining existing architectural character.

An additional characteristic about many of the single-family lots around the Tyler-Vernon and Hampton DART Stations is their sheer size. Although the zoning requires lots in R-7.5(A) to be a minimum of 7,500 square feet, many lots are more than double that. While these lots could be subdivided into smaller lots and still conform with zoning, many are plagued by platting rules such as shared-access requirements and provisions against “flag lots”.

With that in mind, these large lots are natural places to consider permitting additional housing types, such as triplexes, quadplexes, and cottage homes (multiple separated single-family homes on a single lot). As a part

of a future authorized hearing, the following parameters should be considered for locations for missing middle housing, although this is simply a starting point for discussions with the community to determine the what is most appropriate in each area. Additional design considerations and recommendations are outlined on the following six pages.

Accessory Dwelling Units: On all residential lots within 1/2 mile of the Tyler-Vernon and Hampton DART Stations

Duplex: On all residential lots within 1/2 mile of the Tyler-Vernon and Hampton DART Stations

Triplex: On all residential lots larger than 10,000 square feet in size within 1/2 mile of the Tyler-Vernon and Hampton DART Stations

Quadplex: On all residential corner lots larger than 10,000 square feet in size or on residential lots larger than 15,000 square feet in size within 1/2 mile of the Tyler-Vernon and Hampton DART Stations

Cottage Homes: On residential lots larger than 20,000 square feet in size within 1/2 mile of the Tyler-Vernon and Hampton DART Stations, with a maximum density of 16 units per acre

DESIGN CONSIDERATIONS



Missing middle housing can be designed to fit into the existing character and context of a surrounding single-family neighborhood. Strong design standards are necessary to ensure context sensitivity.

In adding new housing options to existing neighborhoods, it is critical to ensure that new development fits into the current context. Additionally, it is important for new development to generate the types of walkable, pedestrian-friendly built form outcomes desired by the community and optimal near transit. In order to achieve these outcomes, it is important for all new housing adhere to the following urban design guidelines, while also following specific guidelines specific to each housing type:

General design considerations

- Orient windows, entries, balconies and porches towards primary street to provide “eyes on the street” and opportunities for social interaction.
- Provide abundant windows and inviting entrance details.
- Consider neighboring patterns of height and outdoor spaces to minimize units overlooking neighboring outdoor space.
- Limit impacts on privacy for neighboring properties by minimizing windows and balconies close to interior setbacks.

Setbacks

- Existing setbacks still apply. All non-single family residential structures (duplex, quadplex, etc.) should be treated the same as single-family residential with regard to setbacks.

Massing

- Existing height and lot coverage requirements still apply.
- Consider requirements that restrict massing of new development to be no larger than a certain percentage of the average building footprint or total square footage of the other buildings on each block face.
- As a part of any future zoning change or authorized hearing, consider maximum and minimum lot sizes no larger than 20% of the average of the block to maintain the existing lot pattern and consider maximum floorplate sizes, to be determined by block-face, for any new construction to ensure scale compatibility with surrounding single-family homes.

Parking and Driveways

- Required parking should be located behind the front yard setback, ideally at the rear of a structure.
- Garages should be located at least 15’ behind the front of the main street-facing structure.
- When improved alleys exist, parking and garages should be accessed via the rear of the property to reduce driveway cuts along the main street frontage.
- Consider variances for garage-operated parking setbacks off alleys to make alley-accessed garages more viable.
- Driveways off the primary street should be no wider than 14’
- For corner lot properties, access can be provided off either street. Other requirements still apply.
- Two adjacent properties should be permitted to share a driveway, given it is no larger than 14’ wide in total.

Primary entry facing street

- Ensure at least one unit per 50’ of linear street frontage has a direct access to the primary street. A shared entry for multiple units will suffice to meet this standard.

Open Space

- Maximize the amenity value of unbuilt areas by providing usable and highly functional shared and private open space.
- Maximize usable open space by limiting surface parking.
- On sites with limited options for open space emphasize the streetscape with enhanced landscaping and lush plantings in planter strips.

Architectural Requirements

- Neighborhood-specific architectural standards such as façade materials, roof pitches, and detailed characteristics should be determined through the Conservation District process, led by neighborhood input.

Platting

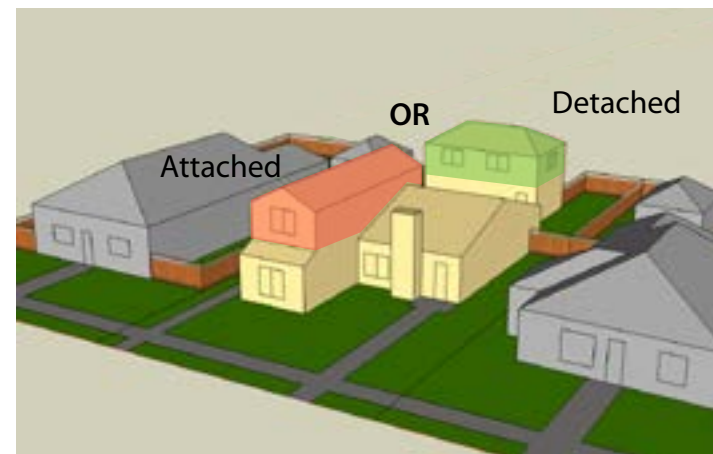
- The combination of two adjacent lots into one single larger lot for the sake of allowing additional density is not preferred.
- As a part of any future zoning change or authorized hearing, consider maximum and minimum lot sizes no larger than 20% of the average of the block to maintain the existing lot pattern.

ACCESSORY DWELLING UNITS

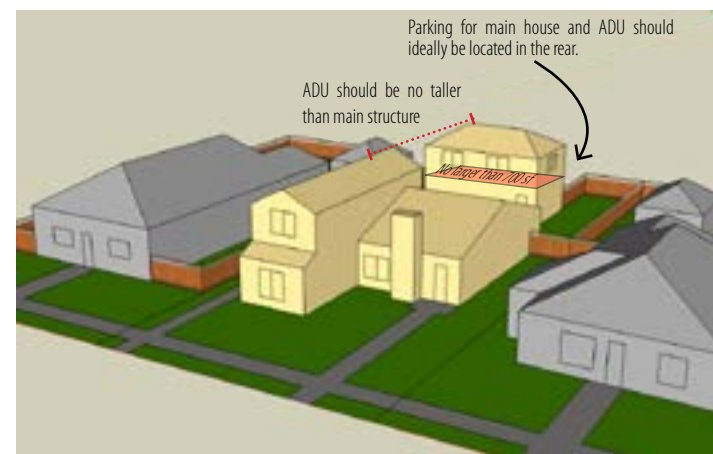
Accessory dwelling units (ADUs), also known as granny flats, are small, leasable units that exist on a single-family property, either as a separate structure, such as a garage apartment, or as a contiguous part of the main structure on the property.



Accessory dwelling units help provide lower cost housing options for individuals such as young professionals and the elderly.



Accessory dwelling units can either be contained inside the main structure or be an entirely separate building.



ADUs should provide parking in the rear, should be no taller than the main structure, and should be no larger than 700 square feet.

Accessory dwelling units are currently permitted in Dallas through approval by the Board of Adjustment. Additionally, permitting ADUs through zoning is an item that has been considered by the City Plan Commission. Guidelines for permitting ADUs in West Oak Cliff, through Conservation Districts or other zoning tools, should include the following guidelines, which are part of the zoning consideration under advisement by City Plan Commission.

- Unit cannot be sold separately from main dwelling unit
- Additional electrical utility service allowed on a lot with an ADU
- Owner occupancy required; either the primary dwelling unit or the ADU
- Non-owner-occupied unit on the lot must be registered with the Single Family Rental Registration Program annually if rented
- At least one off-street parking space is required; except
- No additional parking is required if ADU is located within 1,200 feet of a DART bus or transit stop

Structure

- May be attached or detached
- Maximum floor area is 700 sq. ft. or 25% of main structure, whichever is greater
- If detached, minimum floor area is 200 sq. ft.
- Cannot be located in front of the main structure
- Maximum height of structure containing the ADU cannot exceed the height of the main dwelling unit
- If ADU is located over a detached garage, maximum height is the maximum height allowed in that zoning district

Side and Rear Yard Setbacks

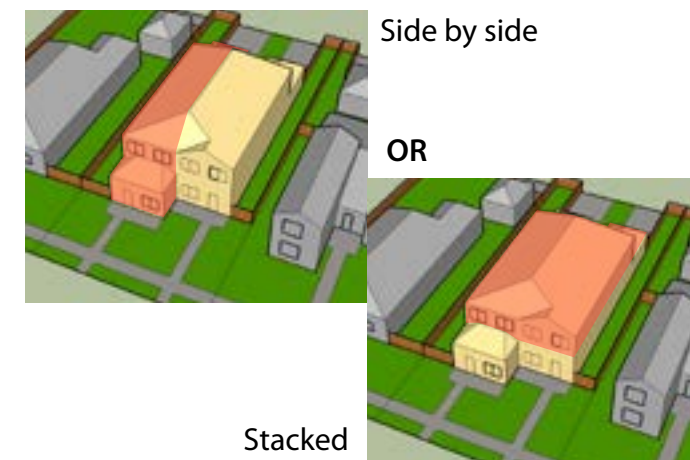
- Setbacks of the zoning district apply if over 15' height;
- 3' side yard setback if less than 15' height and located in rear 30% of the lot
- 3' rear yard setback if less than 15' height

DUPLEXES

Duplexes are two-family houses that contain two separate dwelling units. These can either be vertically stacked, with one unit on each floor, or horizontally divided, with two units side by side.

Although duplexes are not currently permitted in single-family zoning districts, there are many older neighborhoods throughout Dallas that contain duplexes. Some of these were constructed with the intention of being duplexes, while others have been retrofits of older, larger homes. Additionally, duplexes can be found in more intensive zoning districts such as Duplex, Townhome, and Multifamily zoning districts. Newer duplex construction in Dallas has often prioritized the automobile, locating large garages at the front of the property, with front doors, porches, or other active ground-level uses facing the street limited or entirely lacking. In order to ensure new development fits in seamlessly with the surrounding neighborhood, it will be critical for new construction to follow specific design guidelines. These should include:

- Garages should not be located along the primary façade of the structure but instead should be recessed behind the front of the primary structure or located in the rear.
- The primary front door/entry should be located on the front façade facing the street. If a duplex exists at a corner lot, the primary entry can face either street.
- Duplexes can provide a maximum of two driveways off the primary street, totaling no more than 24' wide.
- Each dwelling unit should provide a minimum of one dedicated off-street parking space.



Duplexes can be designed to be side-by-side or vertically stacked, with one unit on the ground floor and one unit above.



Duplexes are often found in older Dallas neighborhoods and fit seamlessly into the neighborhood fabric due to their scale and character. New duplexes have often ignored neighborhood character (below).



Parking should be located in the rear. Garages, if located on the front, should be no wider than 14' and recessed behind the primary facade.

TRIPLEXES / QUADPLEXES

Triplexes are homes that contain three separate and individual dwelling units.
Quadplexes are homes that contain four separate and individual dwelling units.



Triplexes and quadplexes are most appropriate on larger residential lots. Below is a map highlighting lots larger than 10,000 square feet where triplexes and quadplexes should be considered.



Much like duplexes, triplexes and quadplexes are found in many of Dallas' older neighborhoods. These are oftentimes two-story homes that are subdivided into quadrants, with most units being two bedrooms or less. Due to current zoning constraints, these housing types are rarely constructed anymore. That said, they have the possibility of providing smaller housing choice options for individuals and families who only need two or fewer bedrooms and do not desire the maintenance associated with a full single-family home but still desire to live in a neighborhood environment. Although allowing triplexes and quadplexes will help provide additional housing types, they are not appropriate everywhere. As described on page 51, these housing types are best on over-sized single-family lots and on corner lots. This will help to minimize the impacts their larger scale has on the surrounding neighborhood fabric.

In order to ensure these housing types fit into the surrounding context, it will be critical that new construction follows prescribed urban design guidelines. Additionally, to make their construction more viable, it will be important to consider minor parking reductions, requiring only one off-street parking space per unit. With this, it is important that parking is located at the rear to allow for landscaped front yards, stoops, and street-facing entries that contribute to the general neighborhood character.



Parking for triplexes and quadplexes should be located at the rear of the site, accessed by a driveway, a side street, or off the alley.



Triplexes/ quadplexes should have entrances facing the street and should follow the same massing and setback rules as single-family.

COTTAGE HOMES / COURTS

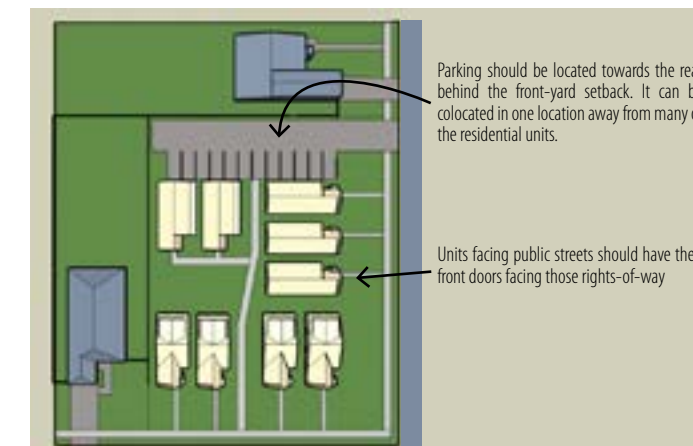
Cottage homes or cottage courts provide multiple small, individual housing units, typically 1 or 1.5 stories, around a shared court of public space visible from the main street.

Cottage courts, containing cottage homes, provide smaller, individual housing units that share common public spaces and often locate parking in one or several locations on site instead of being contained at each individual housing unit. Developments are typically platted as one lot, and housing units are usually 1,500 square feet or less and 1 or 1.5 stories. Cottage courts provide a desired housing type which allows for individualized single-family home ownership while also allowing reduced lot size/ yard maintenance, smaller home sizes, and shared tax burdens. In order to ensure that infill cottage court developments still align with the existing neighborhood character, certain requirements should be followed:

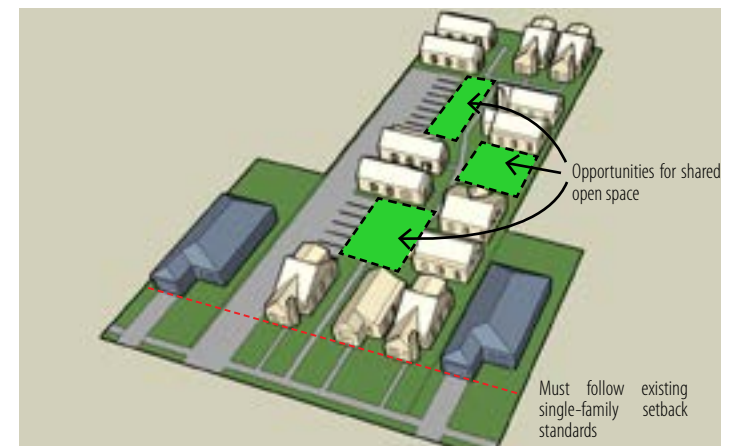
- Maximum density of 16 units per acre
- Cottages with frontage on public streets should directly engage with that street through direct entries and architectural elements such as porches and stoops.
- Each dwelling unit should provide a minimum of one dedicated off-street parking spaces, with 0.25 visitor spaces per unit also provided.
- Parking can be collocated at one or multiple places on site and does not need to be contiguous with each individual unit. It should not be located within the front yard setback and is preferred to be located towards the rear of the property. Screening of parking by structures or landscaping is preferred.
- Ensure ADA accessible paths are provided from parking to dwelling units



Cottage courts (shown above) often utilize shared common spaces such as playgrounds to enhance local community. They should only be allowed on residential lots larger than 20,000 square feet (see map).

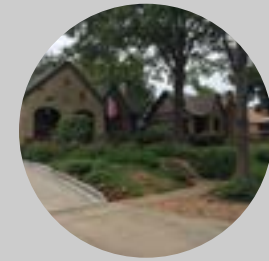


Cottage courts should be designed with parking located away from the street. Parking can be collocated away from individual units.



Cottage homes should be no larger than 1,500 square feet, provide shared common spaces, and should follow single-family setbacks.

OBJECTIVES



Preserve and protect existing single-family neighborhoods

Single-family neighborhoods are at the heart of what makes West Oak Cliff a special community. Maintaining the current zoning in these neighborhoods will help to preserve their historic charm and reinforce the cultural identity of this area.



Promote transit-oriented development opportunities near high-quality transit.

Prioritizing opportunities for mixed-income, mixed-use development near the DART light-rail stations and high-frequency bus will help enhance access to jobs, goods, and services, improve safety, and help ensure greater affordability for residents.



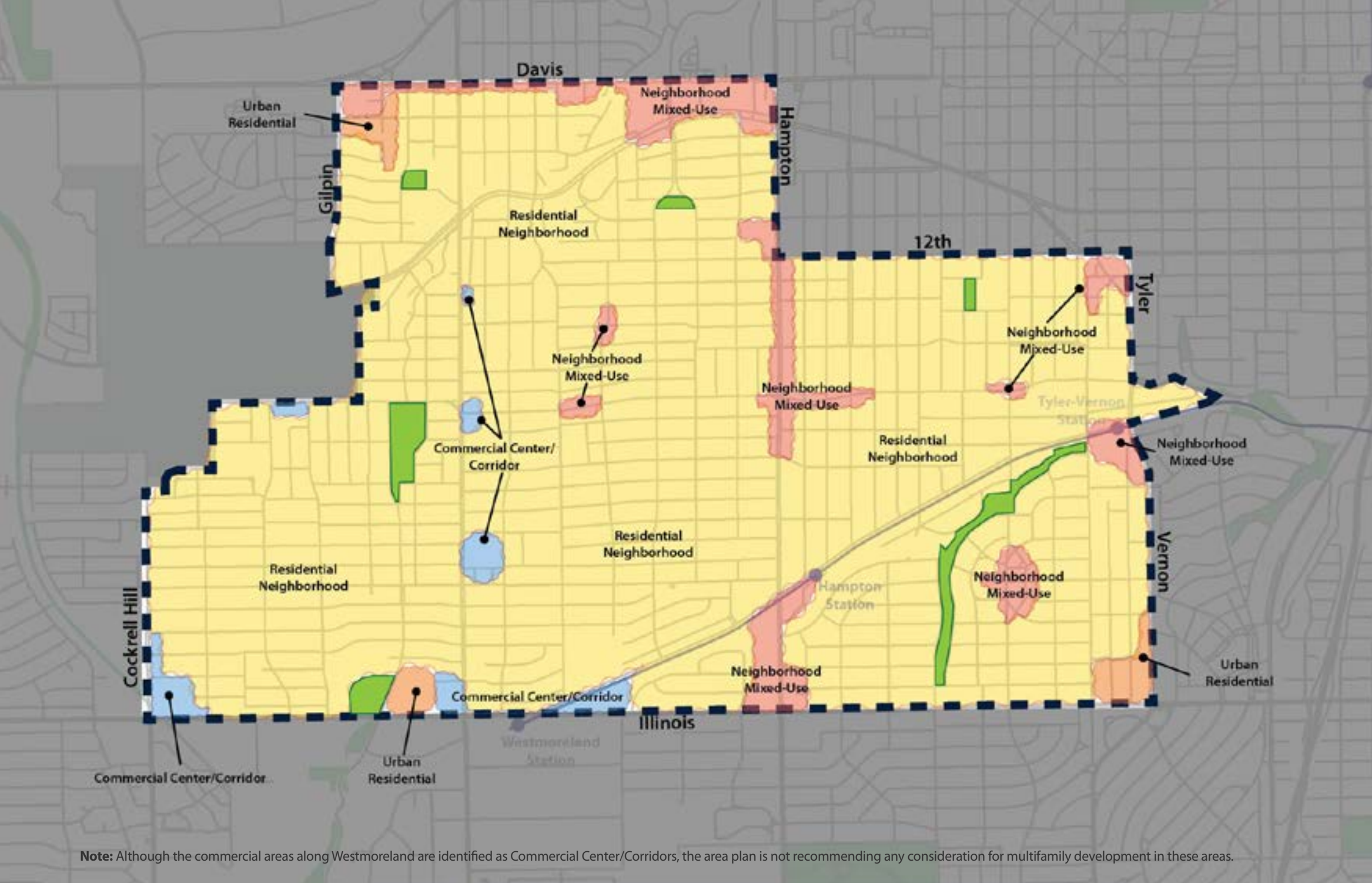
Create walkable, neighborhood-scale mixed-use centers

Through strategic urban design enhancements along with zoning changes in specific areas, many of the small commercial nodes in West Oak Cliff can find new life, allowing new jobs, retail, and cultural opportunities to thrive.



Preserve historic buildings and character through neighborhood-sensitive design

Although some new development is necessary for all areas of the city, it is important that important existing historic structures and neighborhoods are retained to preserve Oak Cliff culture, while also ensuring new development is designed to be compatible in scale and character with surrounding single-family neighborhoods.



LAND USE AND DEVELOPMENT VISION

Residential Neighborhoods are characterized by the scale, architectural character, and lot coverage of their buildings, along with the number of permitted dwelling units allowed on a given lot. While these areas often contain single-family homes, they may contain other dwelling unit types such as duplexes, triplex/quadplexes, and small community uses such as daycares, churches, and schools.

Neighborhood Mixed-Use areas are often smaller neighborhood nodes or corridors that contain more localized commercial businesses that are frequented by nearby residents for daily needs. These areas may also contain smaller-scale residential uses, including townhomes and multifamily when appropriate, that are contextually sensitive to surrounding neighborhoods.

Urban Residential neighborhoods are characterized by larger, more intensive dwelling unit types such as townhomes and smaller-scale multifamily, although these areas may also contain some single-family homes, duplexes, and triplex/quadplexes.

Commercial Center/Corridors are more regionally-drawing areas containing physically larger, oftentimes more automobile-dependent, commercial businesses and uses, but may also contain smaller amounts of other uses such as multifamily.

Open Spaces are public and privately-owned areas whose primary purpose is for recreation and ecological processes. These areas contain minimal buildings, but may contain structures associated with the park and open space programming.



TRANSPORTATION AND INFRASTRUCTURE

Like many areas of the city, West Oak Cliff has numerous infrastructure issues that make multimodal transportation, accessing transit, and simply walking difficult. Additionally, there are many geographies within West Oak Cliff that have the potential to be successful commercial corridors but currently lack adequate pedestrian infrastructure, subsequently hindering their potential. Throughout the community engagement process, residents and stakeholders expressed a desire for the City to make investments in streets and public rights-of-way in order to allow for alternative ways of traveling in the area. Although improving existing and constructing new sidewalks was often the most desired outcome, there was also a great deal of emphasis on calming traffic on both residential and arterial streets, creating pedestrian-friendly environments in many commercial areas, and investing in bike lanes and multimodal facilities to make mobility in the area easier for all.



Residents expressed a desire for safe, protected bike facilities to better connect areas of West Oak Cliff. Source: <https://bklyner.com/>

Construct new multimodal improvements and bike lanes

Currently, there are no dedicated bike lanes in West Oak Cliff, although several streets have been marked as shared-lane streets (or “sharrows”). Additionally, the only off-street facility designed to accommodate cycling is the Elmwood Greenway, a 1.5-mile multipurpose trail recently expanded to link it to the Tyler-Vernon DART Station. Not surprisingly, there were many comments from the public concerning the desire to invest in dedicated bike lanes, with 45% of surveyed residents expressing a desire for new bike lanes in the area. Luckily, there are some planned investments for bike lanes in West Oak Cliff, including on Vernon Avenue and Davis Street. While these new investments are a step in the right direction, additional investments are needed.

Through online and in-person mapping exercises, many additional streets and areas were identified as opportunities for bike lanes and trails. Creating a connected network of trails and bike lanes will improve quality of life by making getting around via alternative modes such as cycling and scooters easier and safer. The map on page 64 highlights all of the streets identified by the community as optimal for multimodal connectivity, helping to link parks, schools, and commercial areas to peoples’ homes.

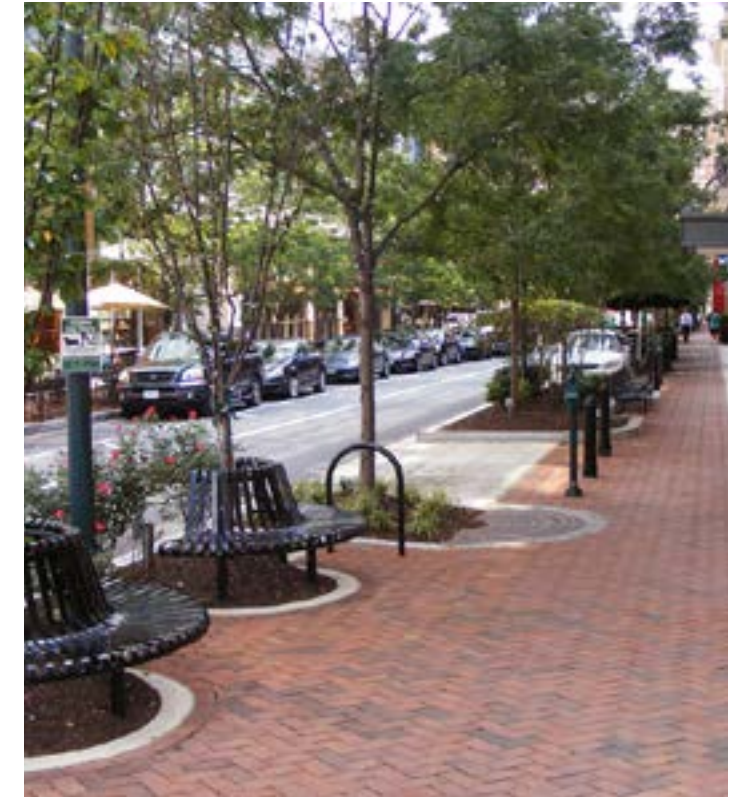


Source: AARP



Source: La Terra Studio

Reconstruction of sidewalks and the public realm in some of the commercial areas of West Oak Cliff will help to create a sense of place, improve pedestrian safety, and enhance access to surrounding businesses.



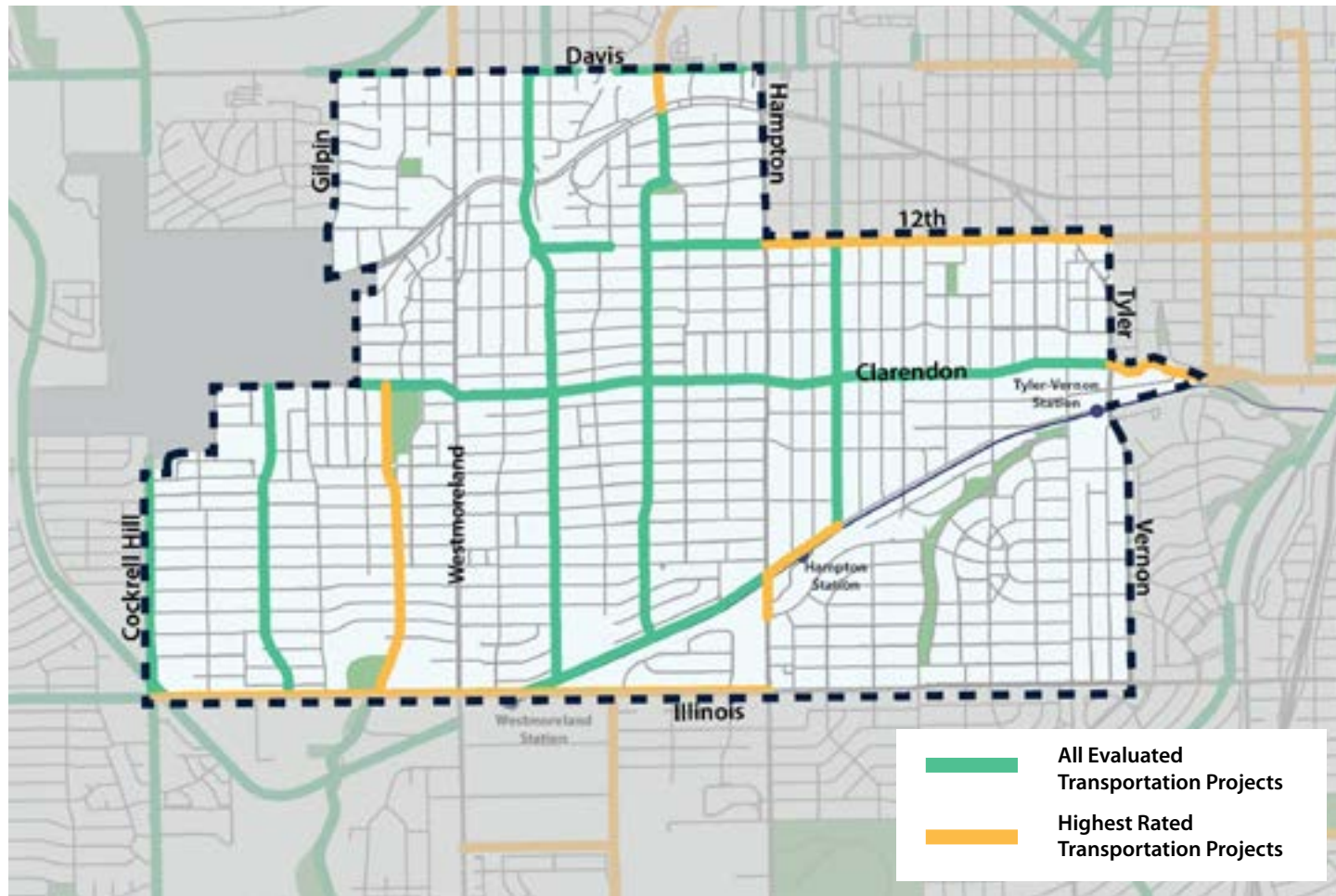
Utilize design improvements to enhance placemaking and safety

Scattered throughout West Oak Cliff are numerous commercial corridors and retail centers of various sizes. Many of these have their roots as neighborhood nodes around old streetcar stops when the area was constructed as a streetcar suburb. Due to this development history, most of these areas have attributes that could enable them to once again be pedestrian-oriented spaces. Unfortunately, today most have poor infrastructure conditions which detract from their walkability and viability.

In these areas, many of which are also identified as Focus Areas discussed in Chapter IV, there are various types of infrastructure improvements that could contribute to creating environments that are more conducive to pedestrian mobility. Additionally, these improvements could also be opportunities to use the public right-of-way to provide desired elements such as parklets, public art, opportunities for parking, and neighborhood storytelling that can reinforce and enhance the culture and history of the area. In order to help these areas thrive while also promoting pedestrian safety, the various improvements can be grouped into two

main buckets: projects that will require substantial reconstruction of the public realm, and smaller, pedestrian-safety oriented projects.

Due to the cost associated with major public realm reconstruction projects and urban design enhancement projects, the West Oak Cliff Area Planning taskforce prioritized the most important areas for future capital improvements, including Downtown Elmwood, Hampton/Clarendon, and Pierce/Catherine. These improvements could include full street-reconstruction, street cross-section changes, traffic pattern changes, and new pedestrian amenities. Improvements in these areas will be synergistic with proposed land use and zoning changes in those areas, all helping to generate more pedestrian-friendly neighborhood mixed-use districts. The other bucket of projects related to pedestrian enhancements in existing areas will be smaller, less expensive projects, such as ADA enhancements, pedestrian signalization, pedestrian refuge islands, improved lighting, and Safe Routes to School programs, which will all enhance pedestrian safety throughout West Oak Cliff.



ConnectDallas Evaluated Projects

Source: City of Dallas Department of Transportation

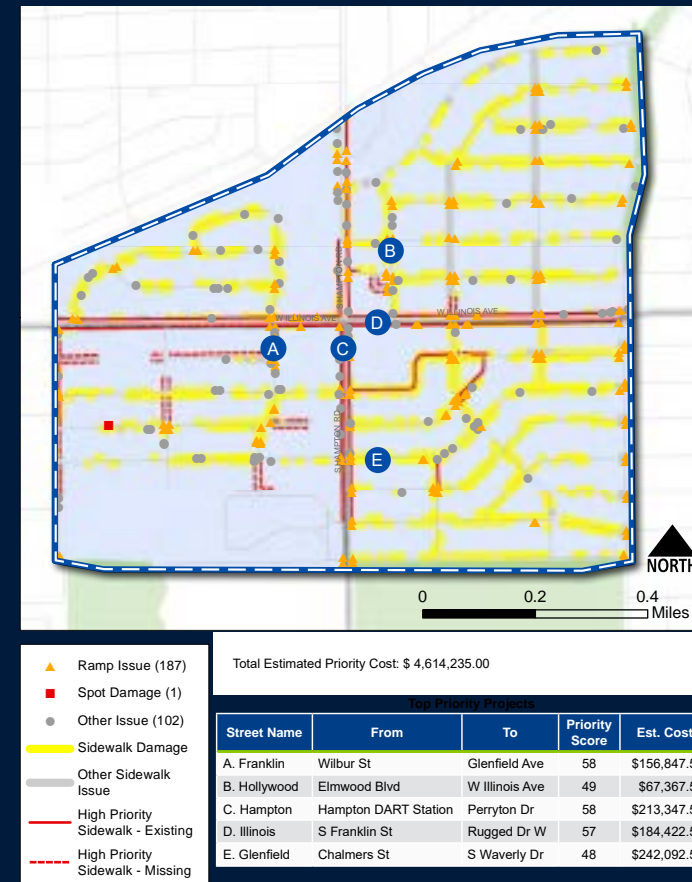
Prioritize new sidewalks to improve accessibility

The most commonly cited infrastructure improvement need was the desire to repair existing sidewalks and construct new sidewalks where none exist today. 64% of survey residents desired more sidewalks to make getting around West Oak Cliff easier by foot. Improving sidewalks and multimodal infrastructure throughout the city is a priority for the City's Department of Transportation and the Public Works Department.

In 2020, Dallas adopted ConnectDallas, a multimodal strategic mobility plan considering all forms of transportation, including biking, walking, transit. This was followed in 2021 by the adoption of the Dallas Sidewalk Master Plan, which lays out a framework for identifying areas where sidewalk repairs and construction is needed and prioritizes projects of highest need due to the overwhelming demand in all corners of Dallas. As indicated by the map on page 31, the list of new sidewalks and sidewalk repairs in West Oak Cliff is vast. Completing all of those projects will not be achievable in the near future. Accordingly,

the Dallas Sidewalk Master Plan and ConnectDallas are instrumental in serving as a guide for prioritizing sidewalk repair and construction in this area plan. The two plans even specifically identify projects throughout West Oak Cliff as priorities, which have been included in the Transportation and Infrastructure recommendations in Chapter V. That said, additional streets throughout the area were not identified by either plan and are still priorities for improvements in the near future. These have also been included in the final recommendations.

Lastly, DART has also evaluated existing accessibility to the DART stations in West Oak Cliff, with the goal of making improvements and repairs at their stations, and working with the City of Dallas in making repairs around their stations to enable easier, safer access for pedestrians. These recommendations have also been included in the desired action items in Chapter V.



DALLAS SIDEWALK MASTER PLAN

The Dallas Sidewalk Master Plan report was completed in June 2021. The plan lays out a framework for completing sidewalks along all Dallas streets over the next several decades. Within this, it prioritizes sidewalk improvements and new sidewalks based off: activity areas, pedestrian safety, areas of requests, equity index, street classification, and places of accommodation.

The Plan also identifies twelve (12) focus areas within the city that score highly on the established evaluation criteria. Within each of these areas, five priority sidewalk projects are identified to be completed in the immediate future.

The northern half of Focus Area 8: Hampton Crossing lies inside the West Oak Cliff area. The Sidewalk Master Plan identifies three priority improvements, including along Illinois Avenue and Hollywood Avenue, and along Hampton Road to improve access to the DART station.

Utilize transportation and infrastructure projects to promote traffic calming

Many corridors throughout West Oak Cliff have historically been designed to move cars fast and efficiently through the area. While this may help in getting around quickly by automobile, it has resulted in high vehicular travel speeds which create uncomfortable and potentially unsafe conditions for pedestrians and cyclists. Utilizing many strategies outlined in the first three sections, including provisions for road dieting streets with new bikes lanes, planting new street trees and landscaping on medians along busy thoroughfares, and installing new traffic signalization and stop signs in certain areas where warranted, improvements can be made to slow traffic speeds and begin to prioritize walking and cycling as modes of getting around the area. This will help to better connect neighborhoods severed by busy thoroughfares, while also helping to bring more foot traffic to retail areas.



Planting trees in the medians of major thoroughfares in West Oak Cliff will help beautify the area and slow traffic.

OBJECTIVES



Prioritize new sidewalk construction and sidewalk repair to improve accessibility
 There are numerous streets in West Oak Cliff where sidewalks are in disrepair or entirely non-existent. Using the Dallas Sidewalk Master Plan as a guide, sidewalk construction and repair should be prioritized, focusing first on areas near transit and around schools and destinations.



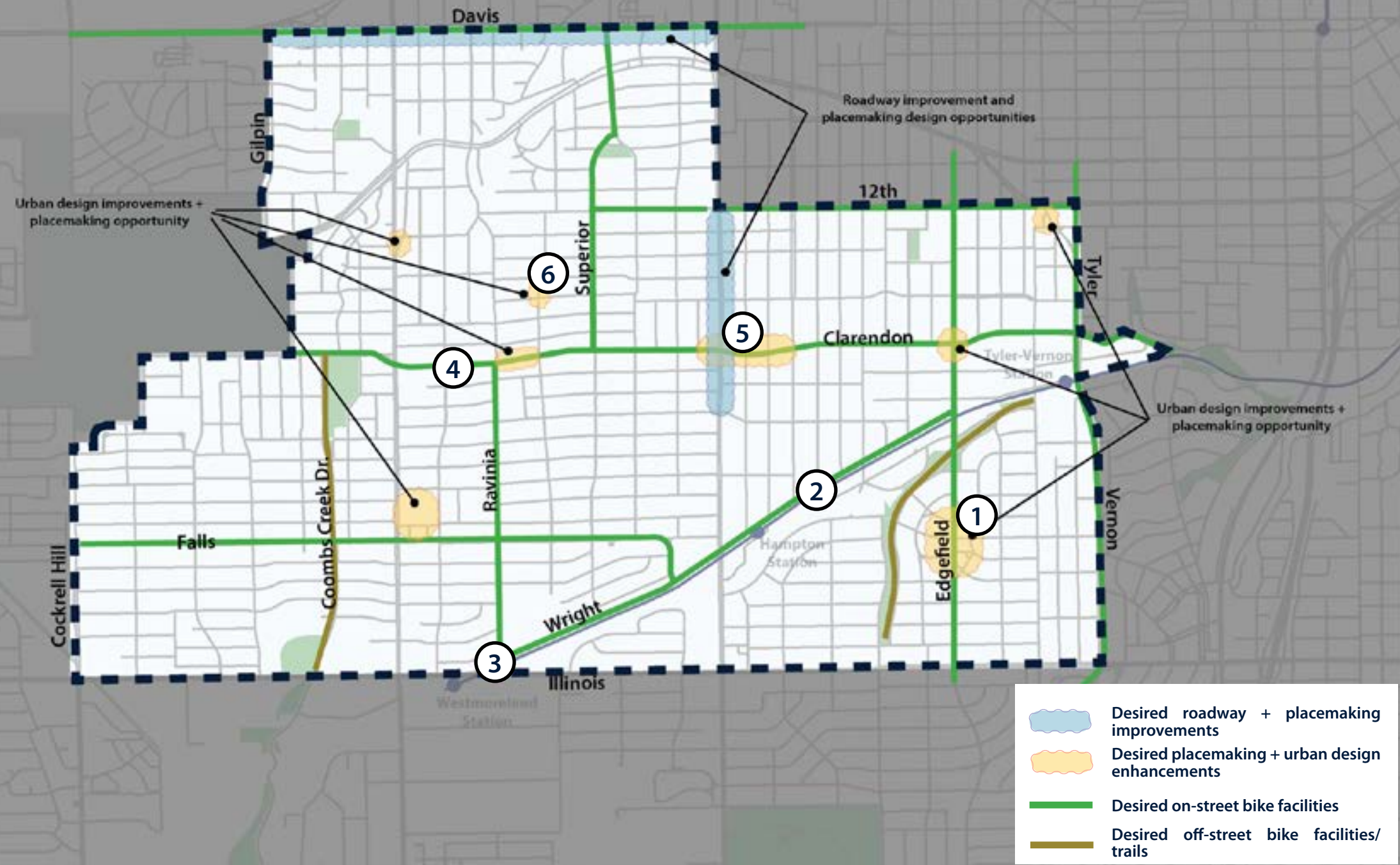
Utilize urban design improvements within the public right-of-way to enhance placemaking and safety
 There are numerous commercial areas where public realm enhancements such as wider sidewalks, reconfigured intersections, public art, street trees, and furniture would create people-oriented spaces while also enhancing pedestrian safety.



Construct new multimodal improvements and bike lanes throughout West Oak Cliff
 Currently there are no bike lanes and very few trails in the area. Prioritizing multimodal movement on specific streets will help increase neighborhood mobility and safety, enabling easier access to destinations such as DART light-rail stations.



Evaluate traffic calming through street design enhancements
 Some residential streets in West Oak Cliff are wide, encouraging fast traffic which reduces safety for residents. Improvements such as street trees, curb extensions, and crosswalks can help to mitigate these current conditions.



TRANSPORTATION AND INFRASTRUCTURE VISION

- ① Redesign awkward intersections and improve the public realm in the Downtown Elmwood area, with particular emphasis on Ferndale and Edgefield, to increase walkability, pedestrian safety, and placemaking.
- ② Reconstruct Wright Avenue right-of-way to include sidewalks and bike lanes. This will help to provide multimodal connections between DART light-rail stations and nearby schools while also linking to future trail extensions south of Illinois.
- ③ Redesign and reconstruct the intersection of Wright and Illinois to allow for enhanced vehicular safety and safer pedestrian and bike access across Illinois to the Westmoreland DART Station.

- ④ Provide protected bike lanes along Clarendon Drive between Cockrell Hill (the municipality) and Tyler Street to provide safer multimodal mobility options across the West Oak Cliff area.
- ⑤ New public realm enhancements along both Hampton Road and Clarendon Drive, including new street trees, improved sidewalks, new traffic signals, and on-street parking, will help to create a more walkable commercial center.
- ⑥ Reconstruct the public realm in the North Cliff Neighborhood Center area along Pierce Street to create desired public space and enhance the pedestrian accessibility of this neighborhood node.



PARKS AND OPEN SPACE

West Oak Cliff is an area that is defined by its natural setting. Set amongst the rolling hills on the limestone escarpment sitting south of the Trinity River and carved by small creeks which eventually drain out to the river, West Oak Cliff is a lush and forested area compared to many parts of Dallas. As such, there are numerous parks and trails that take advantage of some of these natural assets. That said, due to its large size, the area has many locations where parks and open space amenities are lacking. Additionally, some of the existing parks and open spaces are not providing the full array of amenities that the public desires. Of the seven planning goals for the plan, “Preserve Natural Areas and Expand Public Parks and Trails” was the second highest rated goal. Additionally, many indicated the desire for new parks and open spaces in certain locations, the desire for improved access to existing parks, the need for improvements at these existing parks, and the goal of protecting the natural environment such as tree canopy on privately-owned land scattered throughout the area.



Elmwood Greenway (top) and the Martin Weiss Park and Recreation Center (below) are both great park assets in West Oak Cliff.

Create new parklets in underserved areas

West Oak Cliff is currently home to roughly 50 acres of public open space, spread across six City of Dallas parks. There are additional public open spaces in the area not managed by the City of Dallas, including the Cool Schools playground at Arturo Salazar Elementary School and the Elmwood Dog Park in Elmwood. Although there are six parks scattered throughout West Oak Cliff, they are not balanced in their locations. As you can see from the map on page 67, in the central core of the area, along Hampton Road, there are large areas that are not within a 10-minute walk (1/2 mile) from a park or a public playground. This highlights the need for finding more opportunities for parks and open space in this area.

Although there is very little vacant land in the West Oak Cliff area, there are opportunities for the City to reimagine some existing public right-of-ways to create small park and plaza opportunities. Additionally, small vacant parcels in busy commercial areas such as Hampton/Clarendon and Downtown Elmwood are natural locations for new open space to be created. Creating numerous small parklets throughout West Oak Cliff will help to provide more open space and recreational opportunities for all its residents.



Existing Parks and 10-Minute Park “Walksheds”

Source: Trust for Public Land

Utilize public school sites as greenspace opportunities

Beginning in 2016, the Trust for Public Land established a partnership with the Dallas Independent School District (DISD) known as the Cool Schools Program, which aimed to plant new trees, create new usable public greenspace, and enhance student, teacher, and community connections to nature.

In West Oak Cliff, the following schools were selected for the program:

- In 2020, Arturo Salazar Elementary was one of several schools in Dallas selected as a part of their first round of Cool Schools Community Parks program, followed in 2021 by Leila P. Cowart Elementary School.

As a part of the program, the schools received:

- New playgrounds, walking trails, outdoor classrooms, art murals, and nearly one-hundred new trees.

There exist opportunities for other West Oak Cliff schools such as Stockard Middle School and LO Donald Elementary School to become Cool Schools Park sites

in the future. This will help to provide new community greenspaces in areas currently lacking access to open space.

In addition to the Cool Schools Program, there are other opportunities for the City’s Park and Recreation Department to partner with nearby public schools to create assets that can be shared by students during school hours and by the community during the remainder of the week. Lenore Kirk Hall Elementary lies adjacent to Westmoreland Park. Currently the division between each property is difficult to ascertain since the two green spaces bleed into each other. As such, there are opportunities for the two entities to work together to create new community assets such as playgrounds and sports fields that could benefit everyone.



Green linkages can serve both passive and active recreation and enhance the ecological health of an area.

Moss Park and Westmoreland Park in West Oak Cliff

Create New and Enhance Existing Green Linkages

West Oak Cliff is blessed with several public and privately owned natural areas, including the riparian areas for three creeks: Coombs Creek, Elmwood Branch, and Cedar Creek. These areas showcase exposed white limestone and slow-flowing, cool creeks, highlighting what much of this terrain resembled before White settlers developed farms and agriculture in the area. These riparian zones serve as valuable assets for the area, providing wildlife habitat and providing ecosystem services, such as heat island mitigation, air purification, and carbon sequestration. Additionally, some of these areas also provide recreational amenities, such as the Elmwood Greenway, which has curving pathways and recreational trails.

Although some of these green linkages and corridors have been preserved, there are opportunities to create new linkages and enhance existing linkages to make them more accessible to residents. One potential

new linkage exists along Coombs Creek Drive from Westmoreland Park to Martin Weiss Park. Excess right-of-way can be transformed into a trail corridor and landscaped natural area which could create safe bike and walking opportunities for residents, create passive green space, enhance ecological connectivity between existing green spaces, and provide a possible connection to an extension of the Five Mile Creek Trail in the future.

Through the community engagement process, residents were specifically asked the types of improvements they might like to see on a new green linkage along Coombs Creek Drive. Although residents were most interested in a new hike/bike path connecting the new parks, there was also interest in seeing opportunities for passive recreation such as sitting areas, pollinator gardens, and fitness stations. There was also a desire to improve pedestrian access to this future trail

connection and to think about how this trail might connect to other neighborhood assets in the future.

In addition to riparian and natural areas, there are also opportunities to better utilize city-owned right-of-way for green connections. Large medians along some residential streets in the area can be converted into usable spaces, providing landscaping, street trees, benches, and other amenities as requested by the neighborhood. Other excess right-of-way areas can be converted into small parklets or else repurposed to serve an ecological function such as bioswales, rain gardens, or pollinator gardens.

Improve and Enhance Existing Parks

As mentioned, West Oak Cliff is home to six existing city parks which are already providing great open space and recreational opportunities for residents. That said, each park has the potential to be enhanced to better serve its residents. Through the Community Visioning Survey, 71% of surveyed residents expressed a desire for more walking paths and trails while 49% desired more playgrounds and 48% desired a dog park. Additionally, through the community engagement process, there were numerous comments about the desire to see enhancements at existing parks such as new splash pads, walking paths, dog parks, and public art. Ensuring that these enhancements are prioritized in upcoming bonds and in the Park and Recreation Department's needs assessment will be critical to seeing improvements in these locations in the future. These improvements will further enhance quality of life for residents in West Oak Cliff.

OBJECTIVES



Create opportunities for smaller parks, plazas, and parklets in existing neighborhood nodes.
 Excess city right-of-way and small, vacant spaces between existing buildings can be repurposed to create small open spaces for passive and active recreation, including plazas, dog parks and playground.



Public school sites should be utilized as opportunities for public greenspace
 Building off work from the Texas Trees Foundation's Cool School Program, the area's eleven public schools can provide small-scale opportunities for shade, recreation, and interaction with nature.



Create new and enhance existing green linkages, utilizing city streets and right-of-way wherever possible.
 Greenways along existing creeks and riparian areas can help connect existing open spaces, transit stations, and public schools, while also reconnecting ecosystems, helping to better enhance the area's ecological health and habitat.



Improve and enhance existing parks and green spaces
 West Oak Cliff has numerous parks that are heavily utilized and loved by residents, but all are in need of upgrades and improvements which will improve livability and quality of life for residents.



PARKS + OPEN SPACE VISION

- ① Create a green linkage on Coombs Creek Drive between Westmoreland Park and Martin Weiss Park, rebuilding the right-of-way to include a multipurpose trail, integrated stormwater management, and open space/ landscaping opportunities.
- ② Explore opportunities to enhance the existing green corridor along Coombs Creek Drive and along Coombs Creek to connect Martin Weiss Park north to Beverly Hills Park and beyond to a future extension of the Coombs Creek Trail.
- ③ Explore opportunities to make improvements within the right-of-way around the existing Dallas Water Utility property south of Moss Park to create more useable open space and allow for a safe pedestrian walking trail in the area.

- ④ Utilize existing public rights-of-way to create a multimodal green linkage between the area's DART stations. This will help improve access to the stations and link adjacent neighborhoods and the Elmwood Greenway to the Five Mile Creek Trail.
- ⑤ Repurpose existing excess city right-of-way in Downtown Elmwood to expand existing open space, including the Elmwoof Dog Park, and create new open space opportunities.
- ⑥ Utilize the proposed redeveloped of the Hampton DART Station property to create a new plaza for community gathering.



INCLUSIVE COMMUNITY DEVELOPMENT AND QUALITY OF LIFE

Throughout the West Oak Cliff Area Planning process, the community expressed a great deal of pride in the culture of their community. That said, there were also numerous comments regarding ongoing concerns about safety and general fears about potential displacement and gentrification due to development pressure, new development, and raising property taxes. These concerns were at the heart of the five key values driving the plan: equitable, enriching, safe and healthy, economically resilient, and welcoming. In order to ensure that the future of West Oak Cliff aligns with the community's vision, numerous policies and programs will need to be implemented that will reinforce and celebrate the existing culture while also providing safeguards to ensure its continuity and viability for decades to come. Recommendations related to these topics are divided into four main objectives, with specific action items for each further explained in the Implementation Chapter on page 126.



Dallas's older neighborhoods have many examples of missing middle housing types that provide a variety of options and price points.

Ensure Neighborhood Affordability

Fears about gentrification and displacement are major concerns for many communities. Rising property taxes and substantial increases in monthly rent, coupled with the lingering economic impacts of the COVID-19 pandemic, have left many in Dallas and in West Oak Cliff struggling to continue to live in their current home. Compounding these factors are larger market economic factors such as job growth (and subsequent population growth) continuing to put pressure on an already strained housing market. West Oak Cliff is an area that has already begun to experience the effects of gentrification and displacement as a result of these factors and will continue to be impacted in the years ahead. As such, this concern was one of the most prominent issues vocalized during the community engagement process. In fact, through the Community Visioning Survey, 82% of surveyed residents have experienced an increase in housing cost burden during their tenure in the area and the number one issue vocalized when asked their least favorite thing about their current living situation was the cost of housing.

As a result of this pressing issue, city staff collaborated to develop an Anti-Displacement Toolkit and Matrix which highlighted all of the existing tools and policies that the City of Dallas has today that can affect change on this topic. This



1 Create and preserve dedicated affordable units

2 Reduce barriers to new supply, including allowing for more housing choice options in certain areas.

3 Help households access and afford private market homes

4 Establish protections against displacement and poor housing conditions

Possible City-initiated methods to mitigate the impacts of displacement and gentrification



TheTX Studio at Tyler Station is one of many artist-oriented small businesses in West Oak Cliff.

Promote Local Arts and Culture

The West Oak Cliff community is proud of their historic neighborhoods, many of which are nearing one-hundred years old. They are also proud of the unique culture that defines Oak Cliff. As an area that is predominantly Hispanic, there are a large number of Hispanic-oriented and Hispanic-owned businesses, and yet there is little local art or cultural programming to reinforce this area as one of Dallas' Latinx hearts.

In order to better enhance, promote, and protect the existing culture of not just the Hispanic community in West Oak Cliff, but all cultures and groups that comprise the area, there is a general need for more widespread community events and for new programming to exist in existing community spaces such as the Martin Weiss Recreation Center. Additionally, there is a need for more physical community and cultural spaces that can house future programming. There exist opportunities to reinforce local cultural through art and murals on existing structures in the area and through public art in parks and other city properties. These displays of public art can communicate the community's past as it moves into the future.

served as a starting point for the recommendations outlined in the Area Plan. Although the West Oak Cliff Area Plan cannot alter the continued demand for housing in this area or in Dallas, nor can it affect rising property taxes, it can lay out a multi-pronged strategy to better prepare this area of the city for the future ahead, with the goal of mitigating the impacts of gentrification and displacement to the greatest extent possible.

As outlined above, the recommendations around ensuring neighborhood affordability center around four key principles: creating and preserving dedicated affordable units, reducing barriers to new supply, helping households access and afford private market homes, and providing protections against displacement and poor housing conditions. The subsequent strategies outlined in the Focus Areas and Implementation Chapter are a comprehensive attempt to establish a well-rounded policy with the goal of mitigating displacement and gentrification. Ensuring that existing residents are able to continue to call West Oak Cliff home will be critical to achieving and equitable, welcoming, an economically-resilient area of Dallas.



West Oak Cliff is home to dozens of small, local businesses.

Support local, minority, immigrant, and women-owned small businesses

Although West Oak Cliff is not a major employment center, there are an estimated 3,500 jobs located in the area. Of the more than 500 places of employment in West Oak Cliff, only three businesses have 100 or more employees, with the average business containing roughly 6 employees. Many of these small businesses are minority, immigrant, and/or women-owned businesses. These institutions serve as the backbone and the heartbeat of the community. Providing support for these businesses is vital to enhancing the existing culture of the area and ensuring that businesses of and for the existing community can continue to remain in the area.

Providing assistance is largely the task of various economic development and small business programs that exist within the City of Dallas. Many of these programs can assist by providing financial support as a part of the COVID-19 pandemic economic

recovery, as well as providing assistance with capital improvements to small business facilities. Ensuring that these tools are effectively promoted in the area is critical to ensuring that many at-risk small businesses are able to remain viable moving into the future. Additionally, working to create new small-scale small business and community development tools is a priority for the City of Dallas' Office of Economic Development. Lastly, creating an ongoing working group or taskforce to serve as a liaison to the City and to local Chambers of Commerce will help local businesses identify and educate about new tools and opportunities, work to address existing barriers to entry, and better promote themselves citywide. These new programs, when created, will be able to provide more robust support for new start-ups, existing businesses, and new small-scale development in many of West Oak Cliff's commercial areas.



Enhancing neighborhood safety for pedestrians is critical to improving quality of life for West Oak Cliff residents. CPTED Principles (top) will help improve pedestrian and neighborhood safety.

Enhance Neighborhood Safety

A constant comment from the community throughout the engagement process centered around safety. Many of these comments involved issues of policing, including how, when, and where police patrolled. While those issues are best handled by the Dallas Police Department and are not directly related to land use, numerous comments related to safety did, in fact, have their roots in the built environment and its correlated impacts.

One common complaint from the community related to perceptions of safety for pedestrians. Some of these issues relate to the design of infrastructure to facilitate easier and safer pedestrian accessibility (see Transportation and Infrastructure), but others relate to perceptions of safety related to adjacent land uses and lighting. Many heavily-pedestrian areas in West Oak Cliff such as parks and commercial areas are poorly lit during nighttime hours. This is detrimental to both

area safety and to the viability of many businesses who rely on customers feeling safe in accessing their establishment. Additionally, there are areas where the current buildings and built form produce conditions where pedestrians feel vulnerable. Large parking lots, blank walls, and commercial areas without active uses near the street are all areas that lend themselves to poor perceptions of safety.

The recommendations outlined in the Implementation Chapter aim to enhance pedestrian safety through roadway design improvements and traffic calming. Additionally, changes in zoning in certain areas to promote better "eyes on the street" through Crime Prevention Through Environmental Design (CPTED) can help improve safety. And lastly, improvements at area parks can also increase the safety of those areas and enhance overall quality of life.

OBJECTIVES



Ensure neighborhood affordability through strategic policies and programs

A four-pronged approach of creating and preserving dedicated affordable units; reducing barriers to new supply; helping households access and afford private market homes; and protecting against displacement and poor housing conditions should be established.



Support local, minority, immigrant, and women-owned small businesses

One of the defining elements of Oak Cliff is its local, grassroots, and human-oriented businesses. Economic development incentives and tools should help support small business owners get started and remain in place over time.



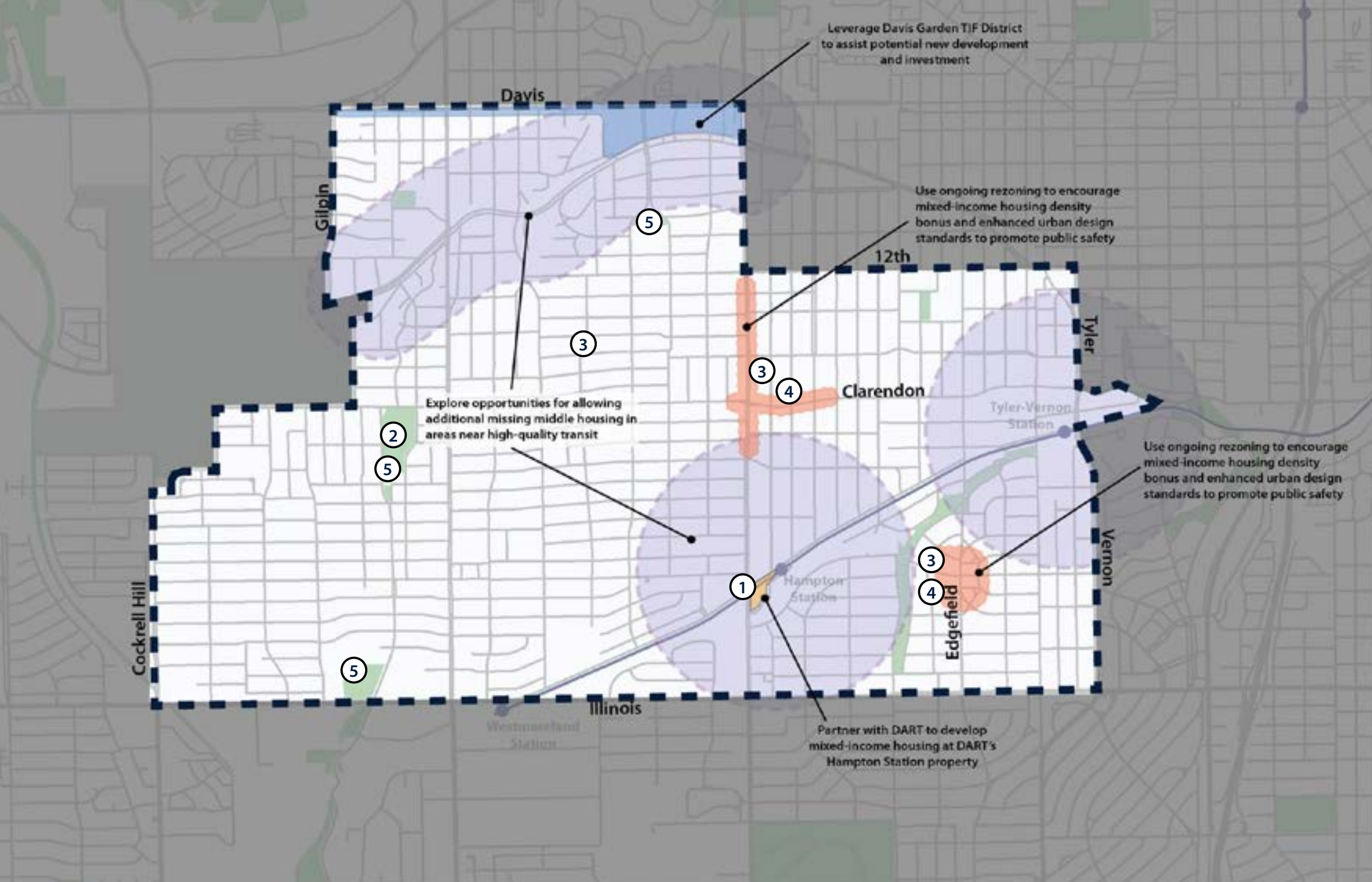
Promote local arts and culture through initiatives and dedicated physical space

Numerous tools can allow Oak Cliff culture to continue to flourish, including public events for the visual and musical arts, utilizing public right-of-way to showcase artists, the creation of artists studios, or the creation of a local cultural center.



Enhance safety through improved design of buildings and public realm

Comments on public safety were common during public engagement. Although the area plan cannot specifically address policing, it is critical that streets and buildings be designed using CPTED principles to reduce opportunities for crime.



INCLUSIVE COMMUNITY DEVELOPMENT AND QUALITY OF LIFE VISION

- ① Leverage the proposed redevelopment of the Hampton DART Station Property to create a mixed-income residential community, including dedicated units affordable to 80% Area Median Income or Less. Additionally, as a part of the property redevelopment, explore opportunities to create dedicated physical space for cultural and arts programming and outdoor public gathering spaces.
- ② Support the City of Dallas' Office of Arts and Culture in providing new arts and cultural programming at the Martin Weiss Recreation Center.

- ③ Include public art as a part of urban design enhancement and street reconstruction projects in major neighborhood centers in order to tell neighborhood stories and history and reinforce the existing neighborhood culture.
- ④ As a part of the existing and potential future authorized hearings for rezoning in commercial areas, provide enhanced urban design and public safety standards to increase perceptions of safety by all users.
- ⑤ Ensure that future Park and Recreation improvements projects in all West Oak Cliff parks provide enhancements such as improved lighting to enhance safety and visibility.



Map of the seven focus areas

CHAPTER IV

AREAS OF FOCUS

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Although one of the primary objectives of the West Oak Cliff Area Plan was to establish a land use and development vision for the entire area, certain subareas within West Oak Cliff stood out as needing special attention. The purpose of the Areas of Focus chapter is to highlight the specific community vision for policies related to land use changes, future development, public realm, street, and infrastructure investments in each focus area.

Since the West Oak Cliff Area Plan was initiated, in part, to help provide guidance and direction for five previously filed authorized hearings in the area, these areas made sense to develop a more detailed, community-driven vision for future development. Additionally, certain areas also stood out due to their proximity to high-quality transit, which would make these areas ripe for transit-oriented development, but also susceptible to future development pressures accordingly.

Although focus areas were drawn with general geographies in mind, the goal was to focus primarily on non-single-family zoned properties, aligning with one of the plan's goals of protecting existing neighborhoods while still allowing for future development to occur.

In total, the West Oak Cliff Area Plan has identified seven focus areas highlighted in this chapter where specific land use policy guidance and infrastructure investments will help to bring about the desired vision for these areas. These areas are:

- West Davis Corridor
- North Cliff Neighborhood Center
- Hampton/Clarendon Intersection
- Jimtown Neighborhood
- Hampton Station Area
- Tyler-Vernon Station Area
- Downtown Elmwood



Mapping the non single-family zoned areas helped City staff identify possible focus areas.

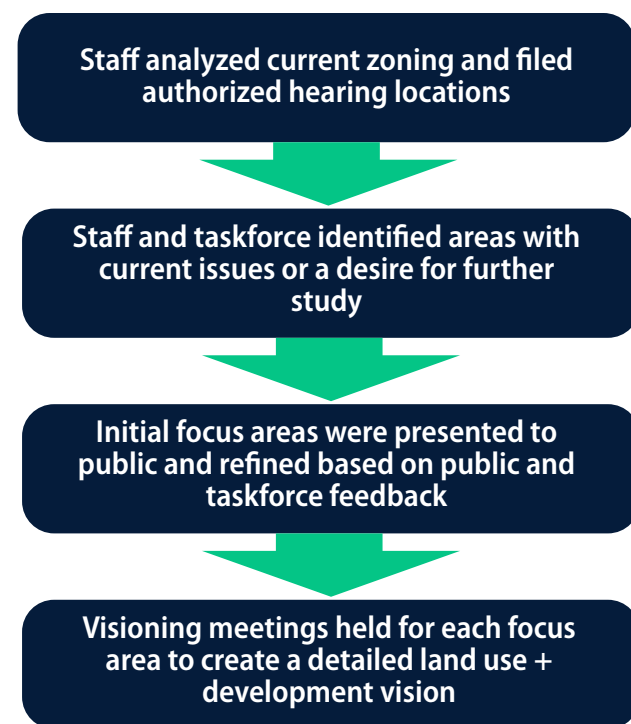


Specific focus area workshops were held in-person in Fall 2021 to collect feedback on desired outcomes and vision for each area.

IDENTIFYING FOCUS AREAS

One of the primary goals of the West Oak Cliff Area Plan is to preserve and protect existing single-family neighborhoods. The challenge with some of the single-family neighborhoods in West Oak Cliff is their proximity to the three DART light-rail stations that lie inside or directly adjacent to the West Oak Cliff study area. These are areas where there is both market and City desire to explore opportunities for transit-oriented development to align with adopted City policy. Additionally, these single-family areas are locations where future desire for denser development is likely to drive requests for zoning changes unless a detailed land use vision is articulated.

In addition to areas around the DART light-rail stations (Tyler-Vernon Station Area and Hampton Station Area), DART recently increased the bus frequency along Jefferson Boulevard to be 15 minute-or-less headways. These changes in the bus network led to City of Dallas



to identify Jefferson Boulevard as a transit-oriented development corridor. Through discussions with the area planning taskforce, it was also noted that the West Davis Corridor just a few blocks to the north of Jefferson Boulevard is an area where there was desire for further study of the current zoning. In addition to the transit improvements along these corridors, and the desire for further land use study to be conducted, the West Davis Corridor is also slated for a full Complete Street reconstruction project led by Dallas County and the City of Dallas.

By combining the areas around the stations and the West Davis Corridor with the five previously filed authorized hearing locations (North Cliff Neighborhood Center, Downtown Elmwood, Edgefield/Clarendon, Hampton/Clarendon, and the Jimtown neighborhood), the seven focus areas were created. While their boundaries are generalized on

the map, the goal was to focus the land use visioning and analysis mostly around properties inside each area that are not zoned for single-family housing. This allows for the creation of a vision for these parcels while also protecting the surrounding neighborhoods.

It is worth noting that some recommendations, such as permitting accessory dwelling units by-right in all areas within 1/2 mile of DART light-rail stations and within 1/4 mile of all high-frequency bus corridors, would pertain to neighborhoods outside specific focus areas. These recommendations are reflected in the Implementation Matrix in Chapter V.

DOWNTOWN ELMWOOD



Area Context and Existing Conditions

Downtown Elmwood is a roughly 15 acre commercial node in the heart of the Elmwood neighborhood, centered along Edgfield Avenue. This area currently has numerous small retail and personal service uses, including convenience stores, barber shops, auto repair shops, and small restaurants. In total, Downtown Elmwood is home to over two dozen small, locally-owned businesses. Additionally, the area is also home to several key community assets, including the Elmwood Dog Park, Margaret B Henderson Elementary School, the Elmwood El Buen Samaritano United Methodist Church, and the Ferndale Baptist Church. The area also lies two blocks east of the Elmwood Greenway and roughly one-half mile to the Tyler-Vernon DART Station.

Although Downtown Elmwood is home to numerous successful businesses, the area is in need of infrastructure improvements. Edgfield Avenue is a wide, yet low-traffic two-lane street lacking sidewalks in many locations and with numerous curb cuts and driveways that make pedestrian travel difficult. The additional streets in the area, including Ferndale, Brunner, Berkeley, and Newport, are narrow and low-traffic, but also lack basic pedestrian amenities. The area has a unique street grid, with Edgfield and Ferndale meeting perpendicularly, but with most other streets intersecting at odd angles, creating dangerous pedestrian conditions and awkward and potential unsafe traffic movements. While the current design creates hazard, it provides for future redesign opportunities.



Downtown Elmwood is home to numerous small businesses and community gathering places, including Elmwood Dog Park, Ferndale Baptist Church, Elmwood Community Garden, Margaret B. Henderson Elementary School, and the Oak Cliff Masonic Center.

The well-connected street grid layout in this area has the foundation to be a walkable, connected neighborhood center if the severe infrastructure issues can be improved. It is also worth noting that some existing land uses with wide curb cuts and large parking lots also contribute to the generally poor pedestrian experience in this area and reinforce this neighborhood node as an underperforming heart of the district.

Today, Downtown Elmwood is entirely zoned CR (Community Retail). Community Retail zoning allows for community-serving retail, personal service, and office uses that are compatible with residential communities, but does not permit residential uses. Additionally, CR zoning allows for structures up to 54'

(or four stories) in height, but structures are subject to residential-proximity-slope requirements over 26' in height. Due to the close proximity of surrounding single-family neighborhoods and lot size, most of Downtown Elmwood would be unable to achieve the full height permitted by the zoning.

The community provided excellent feedback as to existing infrastructure and land use concerns they have in this area, as well as the types of changes and improvements they would like to see in the future. The feedback collected from the community is the basis for the recommendations for future land use changes and infrastructure improvements highlighted on the next several pages.



Future land uses should include neighborhood-scale mixed-uses that promote a walkable, neighborhood node.

Future Land Uses

As its name implies, Downtown Elmwood is already functioning as a neighborhood node for the Elmwood neighborhood. That said, due to infrastructure issues and current zoning, the area is limited in its ability to function as a vibrant neighborhood center.

Through engagement, the neighborhood expressed a strong desire for the area to:

- Retain its “neighborhood feel”, including a variety of small-scale local businesses and enough housing to support the businesses
- Be a vibrant node many hours of the day
- Have more lighting, sidewalks, public art, green spaces, and traffic calming measures

The current CR zoning is limiting the ability to provide for a more diverse mixture of land-uses in this area. Additionally, if allowed, additional residential land uses such as townhomes, small multifamily structures, and live-work spaces will help to increase the residential population of the area and can help to provide some new housing types that do not currently exist in the areas. This will help create new, more affordable housing options for residents to live and allow for a more diverse group of incomes and family types to inhabit the area. These additional residents will aid in making retail more viable as well.

Additionally, many lots in Downtown Elmwood are small, narrow in width and/or depth. While this scale gives the area its current charm, it also makes infill development challenging due to existing setback requirements. Compounding these issues, existing parking requirements mean that existing or new structures have to dedicate large amounts of land to parking unless they already have existing delta-credits for parking. Reconsidering the existing parking requirements and ratios for the area while also considering alternative parking strategies such as allowing on-street parking to count towards requirements and/or creating shared parking options will help to alleviate these problems. This should help make new uses more viable in existing structures while also making new infill development on vacant land easier for developers.

An additional hinderance to new development is that the current zoning does not allow for alcohol sales in close proximity to the elementary school and churches in Downtown Elmwood. Although the neighborhood does not desire bars for the area, there is a strong desire for restaurants, yet most restaurants will be reluctant to enter a market where they are unable to sell any alcohol. In order to attract new businesses, amending the zoning to allow alcohol sales for restaurants closer to the school should be considered through a Special Use Permit.

The last major change that should be considered to the existing zoning is amend the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, zoning changes should consider the prohibition of new drive-thru restaurants and drive-thru banks. It should be noted that the desire is for any uses that may become non-conforming through future zoning changes should be protected from amortization to the greatest extent possible.

When considering potential future changes to the zoning, it is important to consider the potential scale and context of any new development. Since the area is surrounded on all sides by single-family residential, no new development should be taller than three stories in height. Additionally, development directly adjacent to single-family homes should still use residential proximity slope as a guide to minimize its impact on nearby neighbors. Most critical to future zoning changes is to require the types of urban design enhancements to new buildings that generate active, pedestrian-friendly ground-floors, including wide sidewalks and transparent ground-levels with outdoor dining spaces, patios, and stoops. With these desires in mind, a form-based zoning district is optimal for the area, allowing for the type of building placement and pedestrian amenities highlighted by the community while also allowing for a greater mixture of uses in the area.



The Elmwood Neighborhood Association has already expressed the desire to implement some tactical improvements to the public realm in Downtown Elmwood to create a more pedestrian-friendly neighborhood center.

DOWNTOWN ELMWOOD: CONCEPTUAL VISION 1

Street Closures

Downtown Elmwood has many intersecting streets, creating numerous points of conflict for pedestrians. Selectively closing one or two excess streets to be converted into greenspace could allow for new open space and recreation opportunities.

Pocket Park

The Downtown Elmwood area has no public open space. By transforming excess city right-of-way into a small plaza or park, the neighborhood center can have a public gathering place, and the commercial district can have a place of refuge. The park can also reinforce placemaking and local cultural and arts opportunities.

Enhanced Pedestrian Space

Today, Edgefield is a wide right-of-way with minimal sidewalks and pedestrian space. With a new cross-section, the street can provide ample on-street parking while also allowing for 15' wide sidewalks. This will require some 90-degree private business parking to be reallocated as parallel spaces scattered throughout the district. By creating dedicated on-street parking on many of the streets, the area can retain the same number of spaces that exist today.

Reconfigured Intersections

Many intersections in Downtown Elmwood currently meet at skewed angles. Straightening these intersections will create new found pedestrian space that can be used for plaza, landscaping, or public art and create a safer, more pedestrian-friendly environment.

DOWNTOWN ELMWOOD: CONCEPTUAL VISION 2

Reconfigured Parking

Whereas Option 1 considers reconfiguring all parking in the area to be parallel parking, Option 2 considers angled parking in the center of a reconstructed Edgefield Avenue. This could allow for wider sidewalks on both sides of that street while potentially increasing total parking in the area.

Consolidated Driveways

Downtown Elmwood has many properties with excessively wide driveway curbcuts. Tightening many of these driveways and consolidating points of entry to existing parking lots will create a more clearly defined pedestrian realm and enhance safety and walkability in the area.

Traffic Control

Installing a stop sign (or traffic signal, if warranted) at Edgefield and Ferndale will slow traffic, create a safe intersection for pedestrians to cross, and allow for the intersection to function as the nucleus of this mixed-use district.

Street Closures

As in Option 1, closing a few excess streets will help to create additional useable open space. One such stretch is Balboa between Edgefield and Berkley. This closure could allow for an expansion of Elmwood Dog Park and better connect that space with the adjacent elementary school.



Creating enhanced public realm improvements will reinforce Downtown Elmwood as a walkable node. Some of these enhancements might include activating excess city right-of-way, redesigning intersections to be safer for pedestrian, and improving sidewalks.

Infrastructure Needs

Presently, there are many locations throughout Downtown Elmwood where the public realm infrastructure is lacking. Besides simply repairing existing sidewalks and constructing new sidewalks on blocks where sidewalks are lacking, larger traffic calming and public realm design measures are needed to deliver the type of walkable environment desired by the community.

One of the most common complaints about Downtown Elmwood related to high traffic speeds. As such, future improvements should include a traffic control device at the intersection of Ferndale and

Edgefield to slow traffic and create a safer pedestrian crossing point. Other intersection improvements are also worth exploring. One of the defining features of Downtown Elmwood is the unique street grid. That said, it currently creates many awkward and wide intersections which create for long, uncomfortable crossing distances for pedestrians and unsafe and unwieldy movements for drivers. Reconfiguring some of these intersections will produce a more uniform pedestrian experience. As a part of future improvements, elimination of excess curb-cuts should also be considered to better separate pedestrian movements from parking areas and

vehicular drives. The public realm should also be enhanced through street trees, benches, pedestrian lighting, and public art.

As a part of future street and intersection reconstruction, excess city right-of-way should be considered as opportunities for new public open spaces and plazas. Two different design concepts are shown on pages 86 and 87 highlighting some of the possibilities that

exist for reimagining the public realm in Downtown Elmwood. These were derived by using the Elmwood Neighborhood Association's past ideas and combining those with other feedback received from the community through engagement. Although these are highly conceptual, they each provide elements that should be considered for future capital improvements in the area.

RECOMMENDATIONS



Land Use and Development

- Consider amending the existing CR zoning to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include small multifamily developments (12 units or smaller) and townhomes.
- Consider amending the existing CR zoning to permit restaurants to sell alcohol near schools and churches (by special use permit) to enable easier establishment of restaurant uses.
- As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside affordable units.
- Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change.
- In conjunction with citywide parking code reform, consider parking code reductions for new structures, greater parking reductions for legacy commercial structures, and shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of historic commercial buildings.



Transportation and Infrastructure

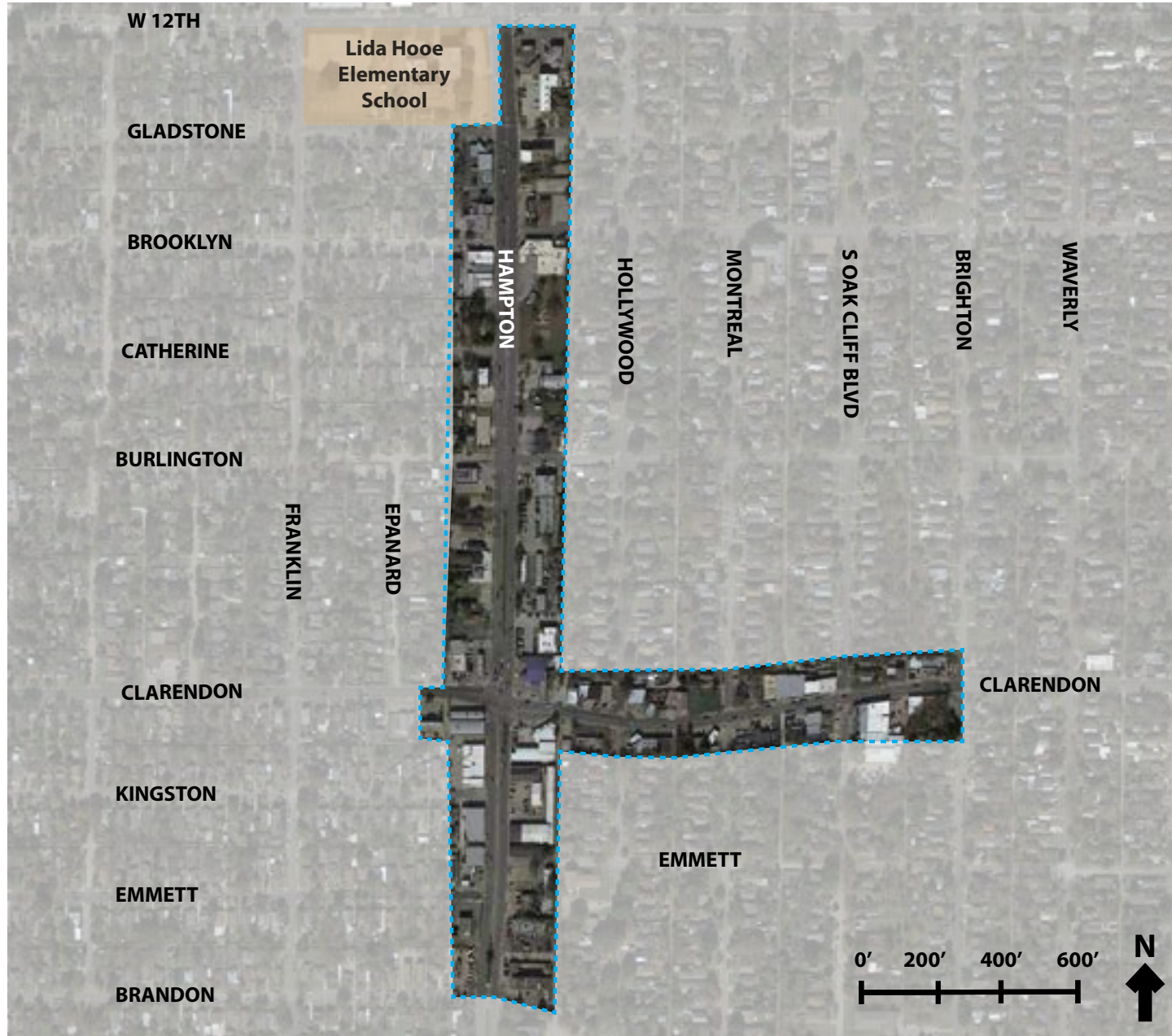
- Explore public realm, street, and intersection redesign of Edgefield, Ferndale, Balboa, Brunner, Newport, Berkley, Pioneer Drive in Downtown Elmwood to improve pedestrian safety, fix unsafe vehicular movements, improve property access, and create community green space opportunities
- Create a Safe Routes to School plan for Margaret B Henderson identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the Federal Transportation Alternatives program.
- Explore opportunities to provide a new traffic signal or traffic control devices along Edgefield in Downtown Elmwood to help calm traffic speeds and enhance the pedestrian nature of these roadways.



Parks and Open Space

- Taking advantage of excess city right-of-way and adjacent private property, work to create a series of small public plazas and parks in Downtown Elmwood.

HAMPTON / CLARENDON



Area Context and Existing Conditions

The Hampton/ Clarendon Focus Area is a commercial node that lies along both sides of both Hampton Road and Clarendon Road at the center of West Oak Cliff. The area is roughly 35 acres in size and includes dozens of small, locally-owned businesses, including numerous auto-repair shops, numerous restaurants, as well as larger format retailers such as gas stations and strip centers. The area is zoned almost entirely CR (community retail), besides one small property zoned RR (regional retail), a few small properties zoned CS (commercial service), and one property zoned MU-1 (mixed-use). At the northern end of the focus area is

Lida Hooe Elementary School, the only civic building along the two corridors. The area is bounded on all sides by primarily single-family residential areas, mostly zoned R-7.5(A).

Hampton Road is a major thoroughfare which moves high volumes of traffic at high speeds. As such, it serves as a barrier, making pedestrian movement across it difficult, effectively severing the Hampton Hills and Sunset Hill neighborhoods on the east from the Jimtown and North Cliff neighborhoods to the west. The road also has a frequent bus route, connecting



Hampton/Clarendon contains numerous small businesses. Many of these storefronts lie directly adjacent to the sidewalk, creating the possibility for a walkable commercial node, but poor pedestrian conditions present barriers to their success.

nearby neighborhoods north to the Southwestern Medical District. Although the current design serves as an impediment to a successful, walkable area, the road is lined with many older one-story commercial structures which contain great architectural character and create a strong urban edge along the roadway. Even with the existing commercial activity, traffic calming and substantial pedestrian improvements are needed for Hampton Road to be a safer, more pedestrian-friendly environment. A temporary road diet was installed in 2020 to test reducing capacity of the roadway to create a more walkable street. The test resulted in heavy congestion and spillover traffic into surrounding neighborhoods. As such, a road diet of the street does not seem viable at this time.

Clarendon Road is a lower traffic and lower speed community collector lined with commercial uses. Unlike Hampton Road, most of the commercial uses are more neighborhood-service oriented and smaller in scale. Many of the structures along Clarendon Road are older commercial buildings which also hold the street edge and have the potential to create a walkable, neighborhood retail street. Currently, Clarendon Road has many areas where sidewalks are in disrepair or missing. Additionally, there was a strong desire by the community to see new bike lanes added to the roadway due to its strong neighborhood connectivity and its excessively wide traffic lanes.



Future land uses should include neighborhood-scale mixed-uses that promote a walkable, neighborhood node.

Future Land Uses

The Hampton/Clarendon area is currently a local commercial area that is underperforming due to existing infrastructure and zoning challenges. Through engagement with the surrounding community, the following feedback was provided that there is a strong desire by residents and stakeholders to:

- Activate vacant buildings with new local businesses
- Minimize the vehicular nature of many properties
- Calm traffic on Hampton Road
- Create new open space in the area
- Generally improve pedestrian conditions along both Hampton and Clarendon
- Provide new, safe options for cyclists

Additionally, there was a desire for a greater mixture of uses currently not allowed by the zoning, including some residential uses and mixed-use buildings, including buildings with office, retail, and residential all in the

same structure. Similarly, the community did not desire to see future development that is suburban in character, dominated with parking lots along the street.

The current CR zoning is limiting the ability to provide for a more diverse mixture of land-uses. As such, zoning changes should be explored that would allow for a greater number of possible land uses, including mixed-use buildings and residential land uses such as townhomes, small multifamily structures, and live-work spaces. These new development opportunities could help to increase the residential and office population of the area while also helping to provide some new product types that do not currently exist in the area. This can help create new, more affordable places for new and existing residents to live, while allowing for a more diverse group of incomes and family types to inhabit the area. Additional residents and workers should aid in making retail more viable as well.

Additionally, many lots in the area are narrow in width and/or depth. While this scale gives the area its current charm, it also makes infill development challenging with existing setbacks. Compounding these issues, existing parking requirements mean that existing or new structures have to dedicate large amounts of land to parking unless they already have existing delta credits for parking. Reconsidering the existing parking requirements and ratios for the area, such as allowing on-street parking to count towards requirements and granting parking reductions to older existing “legacy” structures will help to alleviate these problems. This should help make new uses more viable in existing structures while also making new infill development on vacant land easier for developers. That said, parking amendments should be mindful of potential spillover impacts on surrounding neighborhoods and work to minimize it to the greatest extent possible.

The last major change that should be considered to the existing zoning is amend the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, zoning changes should consider the

prohibition of new drive-thru restaurants and drive-thru banks. It should be noted that the desire is for any uses that may become non-conforming through future zoning changes should be protected from amortization to the greatest extent possible.

When considering potential future changes to the zoning, it is highly important to consider the potential scale and context of any new development. Since the area is surrounded on all sides by single-family residential, no new development should be taller than three stories in height to be respectful of privacy and shadows on adjacent homes. Additionally, development directly adjacent to single-family homes should still use appropriate residential proximity slopes, appropriate setbacks, and potentially landscaping as a way to minimize its impact on nearby neighbors. Most critical to future zoning changes is to require the types of urban design enhancements to new buildings to generate active, pedestrian-friendly ground-levels, including wide sidewalks and transparent ground-levels with outdoor dining spaces, patios, and stoops. With the existing 10’ sidewalk zone along Hampton, there should be at least an additional 5’ setback to allow for ample public realm space that would allow for sidewalk cafes, street trees, and other amenities.

Infrastructure Needs

Due to high traffic speeds along Hampton, poor existing pedestrian infrastructure on both Hampton and Clarendon, and the lack of safe places to cross both streets, Hampton/Clarendon is not a comfortable, pedestrian-friendly commercial area. All of these were issues identified by the public and desired to be changed through future capital improvements. It was also highlighted that there is a need for better cycling infrastructure in this area as well as a need for new public gathering spaces or parks in the area. A vision for the area is shown on the following page indicating a comprehensive set of improvements that could be made as a part of future capital improvements along both Hampton and Clarendon. The infrastructure recommendations for the corridors include:

- Removal of left-turn lane pockets along Hampton between Brandon and Clarendon to allow for a continuous median with street trees. This should help to eliminate challenging turning movements. Additionally street trees are shown to help slow traffic speeds.

- Consideration of new traffic signals on Hampton at Brandon and Burlington. This will help slow and regulate traffic while also providing additional safe pedestrian crossing locations.
- New bike lanes along Clarendon. These bike lanes will stretch from Cockrell Hill to Tyler Street, providing a new, safer options for cyclists.
- Pedestrian improvements along Hampton, including new pedestrian lighting and crosswalk and sidewalk upgrades where needed.
- Enhanced streetscape along Clarendon, including bulbouts, dedicated on-street parking, and street trees.
- Opportunities for using public right-of-way and private property to create new plazas and gathering spaces for the community.

It is worth noting that the plan is highly conceptual and would also require future traffic studies and partnership with private landowners for it to be implemented in full.

HAMPTON/CLARENDON VISION

BURLINGTON

New Traffic Signals

Installing new traffic signals at Burlington and Hampton and at Brandon and Hampton will help to slow speeding traffic on the thoroughfare, will better regulate heavy pulses of traffic, and will provide easier and safer left-turn exits from the adjoining neighborhoods. Additionally, the signals will make pedestrian crossings of Hampton safer, improving pedestrian circulation in the area in the process.

Public Art + Placemaking

The southeast corner of the Hampton/Clarendon intersection is City right-of-way but houses a fenced parking lot for an adjacent auto repair shop. By reclaiming this corner and reducing the number of turn lanes on Clarendon, the corner can serve as a public art and placemaking opportunity while also reducing pedestrian crossing distances, making it easier and safer for pedestrians to navigate the intersection.

Bike Lanes + Enhanced Streetscape

Currently, Clarendon is a very wide 2-lane road, with 20' lanes in each direction. Reimagining the street section to provide 2 lanes of travel, protected bike lanes in each direction, fewer and smaller curb-cuts, and wider sidewalks will improve mobility in the area. Enhanced crosswalks and special treatments at intersections should also be considered to improve pedestrian visibility, slow traffic, and reinforce a sense of place for the corridor.

CLARENDON

HOLLYWOOD

MONTREAL

Infill Mixed-Use Development

New mixed-use development on currently vacant or under-utilized properties will help to improve the pedestrian experience by creating more sources of activity while also helping to provide additional retail and residential options in the area.

Tree-Lined Boulevard

Street trees and tree in medians are proven to help slow traveling speeds. Additionally, these trees will help to reinforce this as a more beautiful and pedestrian-hospitable place. By making Emmett and Kingston right-in, right-out only, a more continuous boulevard can be created. This provides opportunities for safer mid-block crossings as well.

Pocket Park

The Hampton/Clarendon area has no public open space. By transforming a currently vacant property into a small plaza or park, the surrounding neighborhoods can have a public gathering place, and the commercial district can have a place of refuge. The park can also reinforce placemaking and local cultural and arts opportunities.

BRANDON





Clarendon Road

The addition of bike lanes, along with improvements to the streetscape, will help to improve accessibility along the corridor. Improvements should include protected bike lanes, dedicated on-street parking, street trees and landscaping, and new, widened sidewalks.

This highly conceptual rendering helps to show what some of these improvements might look like when completed.

RECOMMENDATIONS



Land Use and Development

- Consider amending the existing CR, MU-1, CS, and P(A) zoning to allow for mixed-use development along Hampton Road between Wentworth and Brandon and along Clarendon between Hampton and Marlborough. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and residential proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in current zoning). Permitted residential uses should include small multifamily developments (12 units or smaller) and townhomes.
- Proposed rezoning should consider appropriate residential proximity slopes, setbacks, and landscaping to minimize the impact any new development will have on adjacent single family properties.
- Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change.
- In conjunction with citywide parking code reform, consider parking code reductions for existing "legacy" commercial structures and consider permitting shared parking use agreements with surrounding properties. Additionally, commercial uses along Clarendon should be permitted to count on-street parking along Clarendon towards parking requirements to enable easier redevelopment of historic commercial buildings.



Transportation and Infrastructure

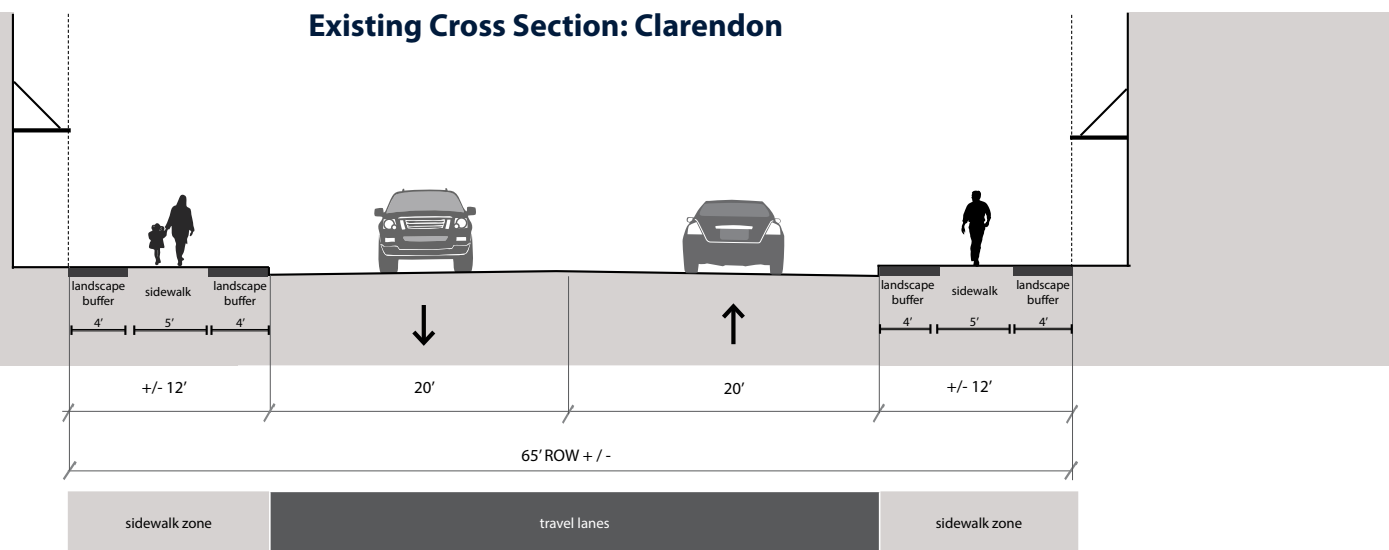
- Due to their highly pedestrian nature, connections to schools and parks, and transit, prioritize sidewalk installation and repairs along Hampton Road between West Davis and Wright
- Provide public realm and sidewalk improvements along Hampton between Brandon and 12th Street, including enhanced lighting and street trees where possible.
- Create a Safe Routes to School plan for Lida Hooe Elementary School, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the Federal Transportation Alternatives program.
- Provide public realm and sidewalk improvements along Clarendon between Epanard and Marlborough
- Pursue tree plantings in the medians along Hampton Road in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements.
- Explore opportunities to provide new traffic signals or traffic control devices along Hampton Road between Brandon and 12th to help calm traffic speeds and enhance the pedestrian nature of these roadways.
- Install protected bike lanes along Clarendon Road between Cockrell Hill (municipality) and Tyler Street, amending the Thoroughfare Plan to be designate Clarendon as a two-lane road.



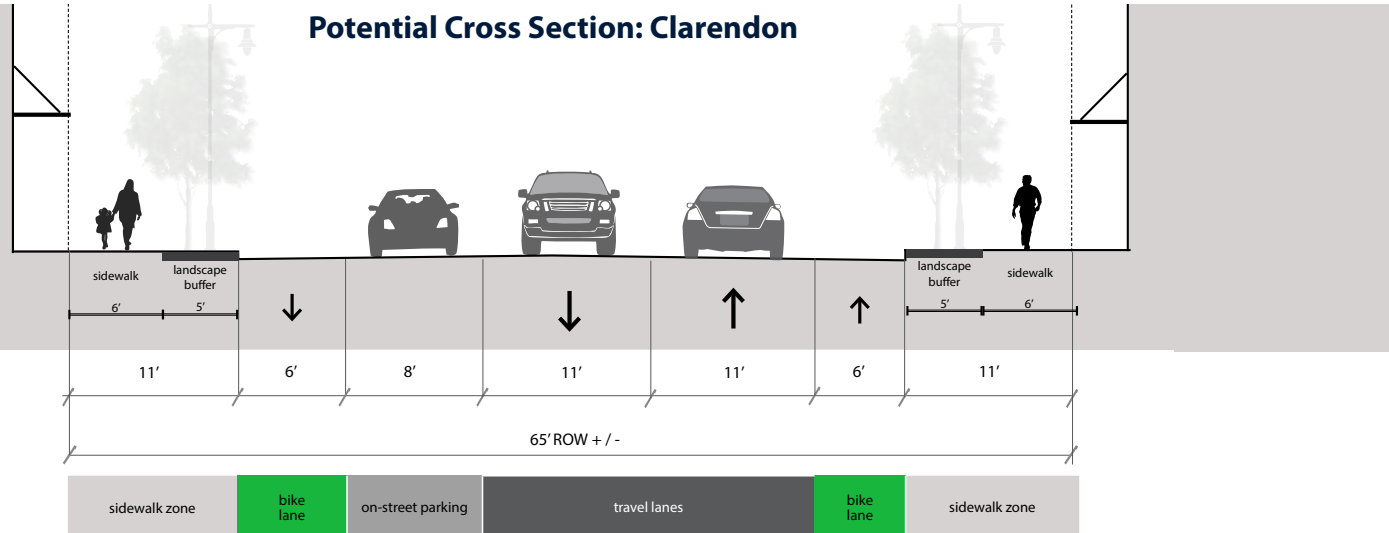
Parks and Open Space

- Prioritize land acquisition of existing vacant properties in the Hampton/Clarendon area in order to create a plaza or public gathering space in this commercial node.

Existing Cross Section: Clarendon



Potential Cross Section: Clarendon



JIMTOWN NEIGHBORHOOD



Area Context and Existing Conditions

The Jimtown Neighborhood Focus Area covers a small 10.7 acre area generally bounded by Clarendon, Hampton, Brandon, and Franklin. This area is home to 50 properties currently zoned entirely MF-2 (multi-family). Currently, the area is comprised of 48 single-family houses and 2 multifamily properties. The single-family homes were largely constructed in the 1920's, and the multifamily was constructed in 1984. The Jimtown Focus Area is not to be confused with the larger Jimtown Neighborhood and Jimtown Neighborhood Association, which is an area generally bounded by Hampton, Clarendon, Ravinia, and Wright Street. The area lies adjacent to the

Hampton/Clarendon Focus Area and the potential land uses changes recommended for that corridor will ultimately have an impact on Jimtown.

The Jimtown Focus Area has several narrow city streets with sidewalks that are in disrepair and in need of improvements to bring them up to ADA compliance. Additionally, the area has three alleys, two of which (in the Emmett/Brandon block and in the Kingston/Emmett block) are unimproved and in need of improvements due to current use.



Jimtown is comprised almost entirely of single-family homes, with two lots of multifamily (shown above, upper left) as the exception. The area also lies adjacent to existing commercial uses along Clarendon and Hampton Roads (above, lower right).

Future Land Uses and Improvements

The Jimtown Focus Area has a distinct single-family neighborhood character that is loved by its residents and is desired to be preserved. As previously stated, the zoning (MF-2) directly conflicts with the predominant land use of the area. MF-2 currently permits the single-family uses, but also allows for additional residential uses such as duplexes, quadplexes, townhomes, and multifamily. Additionally, it allows for development up to 36' in height, although residential proximity slope applies over 26'.

Many residents in the area desire for the zoning to be changed to single-family zoning similar to what

much of the greater Jimtown neighborhood is zoned. That said, there are some residents who see value in allowing for some additional density in this area, particularly due to its proximity to the commercial corridor along Hampton Road. It should also be noted that there are some single-family homes who have taken advantage of the current zoning and have accessory dwelling units on their property.

With this in mind, the best course of action for the area is to allow for some additional residential uses besides single-family housing, but with stricter guidelines. Accessory dwelling units should be allowed by-right.



Future land uses should include single-family residential while also still permitting certain missing middle housing types.

Duplexes, triplexes, quadplexes, and townhomes should not be allowed as the current lot size would make their development challenging and would result in development out of scale with surrounding housing. New single-family and accessory dwelling unit uses should ensure that all required parking occurs off-street. Furthermore, to reinforce the existing neighborhood character, architectural context and sensitivity requirements should be considered for the area to ensure that future residential development matches the surrounding neighborhood fabric. This can be done through a Conservation District. A critical component of this is for any new driveways to be similar to existing driveways. Currently there are no driveways wider than 12'. As such, any new driveways off the main street should be no wider

than 12'. Wider driveways off the alley should be permitted, and parking/driveways off existing alleys should be encouraged. The architectural character of the area, which is predominantly one-story craftsman style houses, many with low fences in the front yard, should be considered for future redevelopment. This will allow for new development to seamlessly fit into the existing context.

Infrastructure improvements in the area are minor and should include providing new ADA sidewalk ramps at Franklin and Kingston and at Franklin and Brandon. Additionally, the unimproved alley on the block bounded by Emmett and Brandon should be paved to make future property access from the rear easier.

RECOMMENDATIONS



Land Use and Development

- Rezone the existing MF-2 zoning district (Authorized Hearing Case 189-240) in Jimtown bounded generally by Clarendon, Franklin, Brandon, and Hampton to not allow for multifamily development unless already existing. Through a Conservation District or another base zoning category, instead permit only single-family and accessory dwelling units by-right. As a part of this rezoning, explore urban design standards for new residential construction to align future designs with the surrounding neighborhood context.



Transportation and Infrastructure

- Improve the existing sidewalks at Franklin/Kingston and at Franklin/Brandon to be ADA compliant
- Improve the unimproved alley on the block bounded by Franklin, Emmett, Hampton, and Brandon to be paved in order to allow easier property access at the rear in the future.
- Improve the unimproved alley on the block bounded by Franklin, Emmett, Hampton, and Kingston to be paved in order to allow easier property access at the rear in the future.

NORTH CLIFF NEIGHBORHOOD CENTER



North Cliff Neighborhood Center is a small neighborhood node that currently contains ten single-family structures, a small church, and two separate, adjacent strips of retail structures that have been vacant for several decades.

Area Context

The North Cliff Neighborhood Center is a 5.2 acre area which parallels Pierce Street in the heart of the North Cliff neighborhood. The area is currently home to a small strip of abandoned retail structures from the late 1920's centered around the intersection of Pierce and Catherine Street. Additionally, the area is home to El Buen Pastor Church and 10 single-family homes. The area was historically located near the terminus of a streetcar line which ran from Brooklyn and Pierce eastward towards Downtown Dallas. This retail node, constructed in the 1920s and 30s, served as a small neighborhood center for the newly

created North Cliff neighborhood. According to long-time neighborhood residents, the retail structures have remained largely vacant since the late 1970s. Recently, the property owner has expressed interest in rehabilitating the dilapidated structures into their former glory, but existing zoning presents challenges to their redevelopment. In 2018, an authorized hearing (Z189-127) was filed to reexamine the existing zoning in this area. The West Oak Cliff Area Planning process helped to evaluate the community's long-range vision for this small area within North Cliff.

Existing Conditions

The North Cliff Neighborhood Center is unique in that it is currently zoned separate from the rest of North Cliff, being Subdistrict 2 of the larger Conservation District 8 zoning which covers the entire neighborhood. The main district (Subdistrict 1) only permits single-family residential uses, with some other appropriate uses allowed by Special Use Permit. Subdistrict 2, however, was "intended to accommodate convenience retail shopping, services, and professional offices, principally serving and compatible in scale and intensity of use with adjacent residential uses", including small office, recreation, and personal service retail uses. This was

to keep the area in line with its historic zoning, NS-A. Of note, the current zoning does not permit retail such as restaurants. The City of Dallas' current parking codes also present a challenge to the development or redevelopment of retail in this area. It should also be noted that this area needs various infrastructure repairs, explained further on page 105.

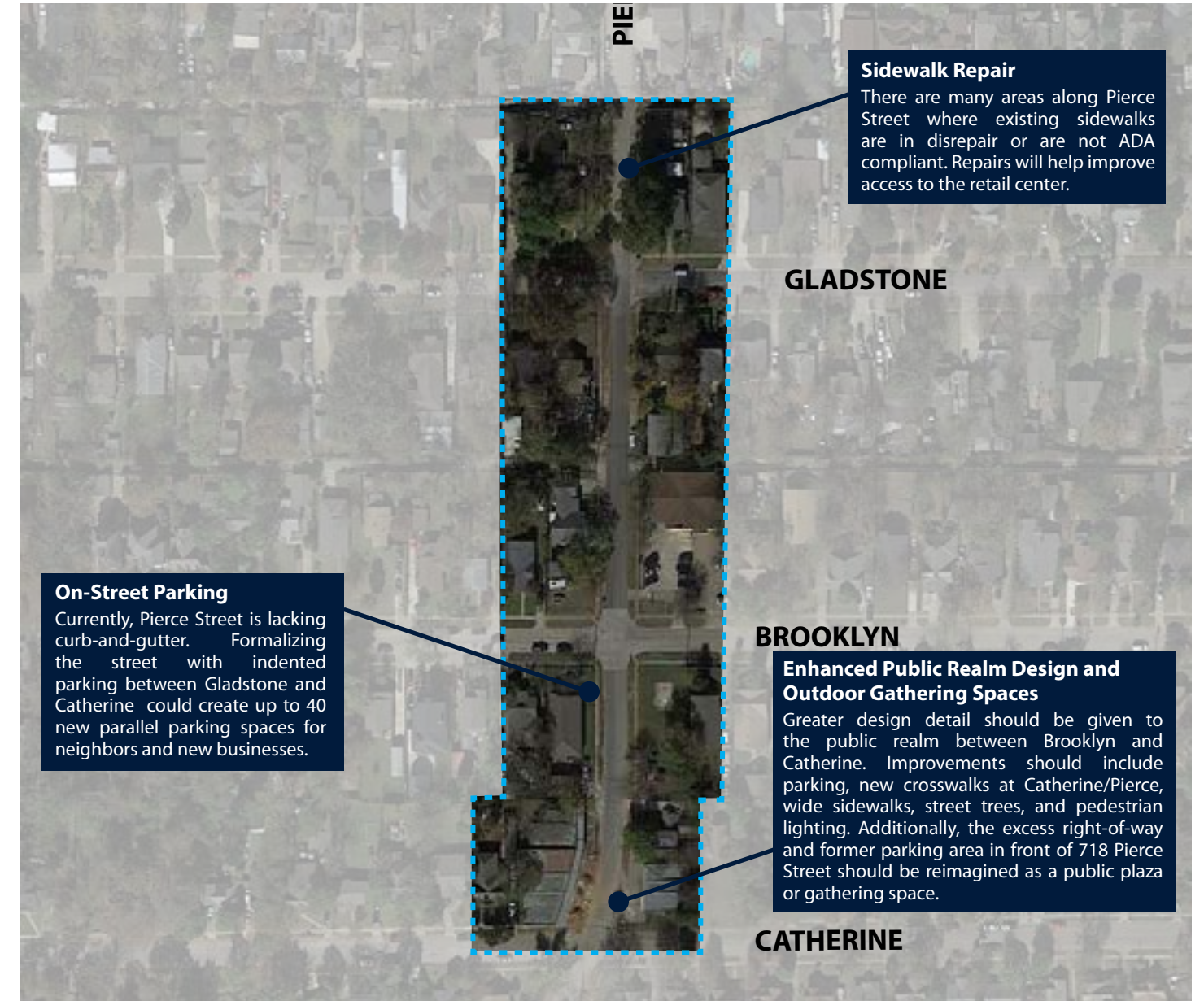


Future land uses should include neighborhood-scale mixed-use that promote a walkable, neighborhood node.

Future Land Uses

The North Cliff neighborhood desires for this portion of the neighborhood to serve as a stronger neighborhood node in the future. First, there is a desire to preserve the historic commercial structures at Pierce and Catherine, if possible, and enable them to redevelop into a walkable neighborhood center with retail uses such as dry cleaners and small cafes/restaurants or personal service uses such as art studios and low-traffic offices. There is also a desire for some of the structures to serve a community purpose, such as a tool-lending library, maker spaces, or meeting rooms. Lastly, there is a desire for outdoor recreation space such as a community garden or playground to be developed in this area.

In addition to the small commercial area, there is a desire to protect existing single-family homes, while also allowing for accessory dwelling units and live-work units. In addition to rehabilitating the existing structures, there is a desire for the zoning to maintain the existing scale (30', two-stories maximum) and character as outlined in the current zoning. Additionally, due to small existing lot size and the existing, underutilized parking area at the existing church, there is a desire to allow for shared parking agreements and general parking ratio reductions for commercial uses to better enable redevelopment of historic properties and foster this as a pedestrian-oriented area.



Sidewalk Repair
There are many areas along Pierce Street where existing sidewalks are in disrepair or are not ADA compliant. Repairs will help improve access to the retail center.

On-Street Parking
Currently, Pierce Street is lacking curb-and-gutter. Formalizing the street with indented parking between Gladstone and Catherine could create up to 40 new parallel parking spaces for neighbors and new businesses.

Enhanced Public Realm Design and Outdoor Gathering Spaces
Greater design detail should be given to the public realm between Brooklyn and Catherine. Improvements should include parking, new crosswalks at Catherine/Pierce, wide sidewalks, street trees, and pedestrian lighting. Additionally, the excess right-of-way and former parking area in front of 718 Pierce Street should be reimagined as a public plaza or gathering space.

Creating enhanced public realm improvements will reinforce North Cliff Neighborhood Center as a walkable node.

Infrastructure Needs

Presently, there are several locations throughout the North Cliff Neighborhood Center where the public realm infrastructure is in need of improvements. These vary based on the location. Along Pierce between West 12th Street and Brooklyn, and along perpendicular streets, including Catherine, Brooklyn, and Gladstone, the existing sidewalks need to be repaired and brought into ADA compliance. Between Brooklyn and Catherine, enhanced sidewalk design should be considered due to the adjacency to commercial properties. In addition to sidewalk repair, new formalized on-street parking should be considered for Pierce Street to provide parking options for the rehabilitated commercial area. Lastly,

the public realm in front of the existing commercial structures should be designed to include wider sidewalks to allow for potential patio seating for future retail, new crosswalks at Catherine and Pierce, street trees to enhance shade and placemaking, pedestrian lighting, and a small public plaza or outdoor gathering area, if space permits.

These public improvements and placemaking enhancements, in conjunction with zoning changes, can aid in redevelopment of the historic commercial structures by reinforcing this area as a unique destination in West Oak Cliff.



Conceptual rendering showing what public realm improvements and building revitalization could ultimately look like along Pierce Street.

RECOMMENDATIONS



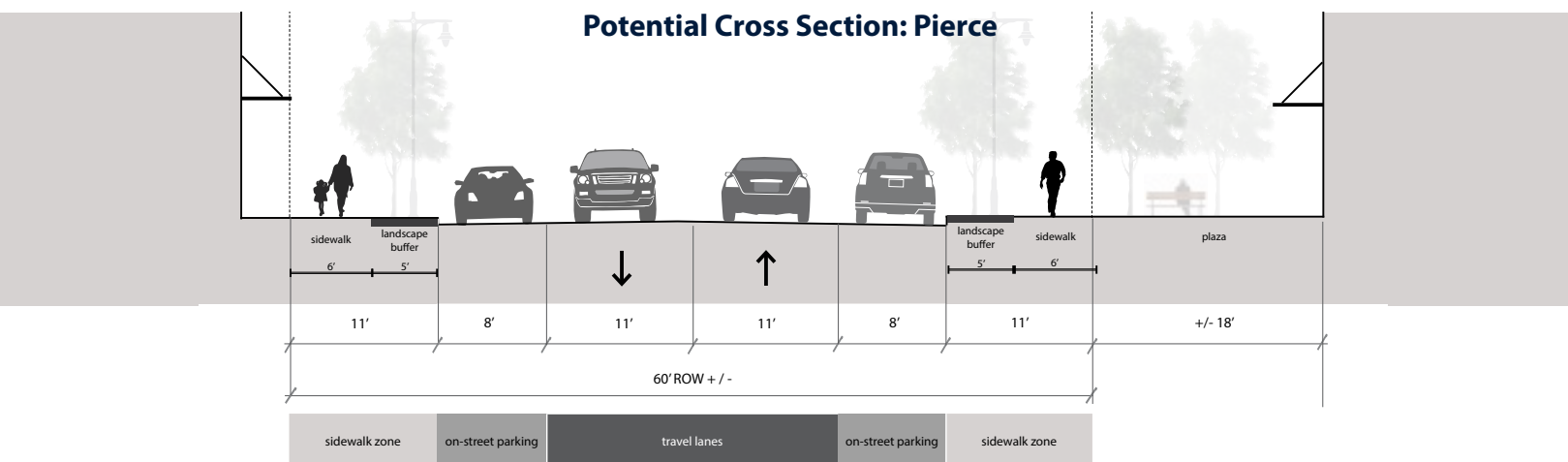
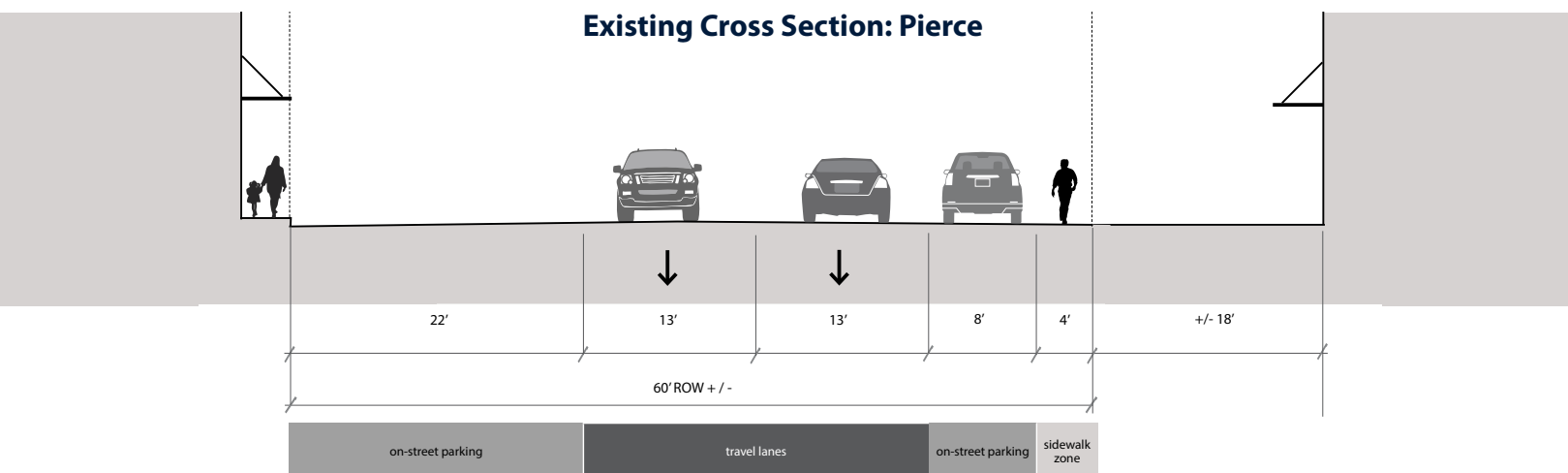
Land Use and Development

- Amend the existing Subdistrict 2 of Conservation District 8 in North Cliff to allow for accessory dwelling units and live-work units in addition to existing permitted uses, including single-family residential. Additionally, amend the zoning to allow for art galleries and studios, personal service offices, and restaurants (alcohol sales by special use permit), in addition to existing permitted uses. Maintain existing requirements for height and setbacks.
- Due to the neighborhood location, and in conjunction with proposed public realm and road improvements at Catherine/Pierce, allow for reduced parking ratios, shared-parking use agreements with surrounding properties, and the use of on-street parking to count towards requirements for commercial structures to enable easier redevelopment of legacy commercial buildings.

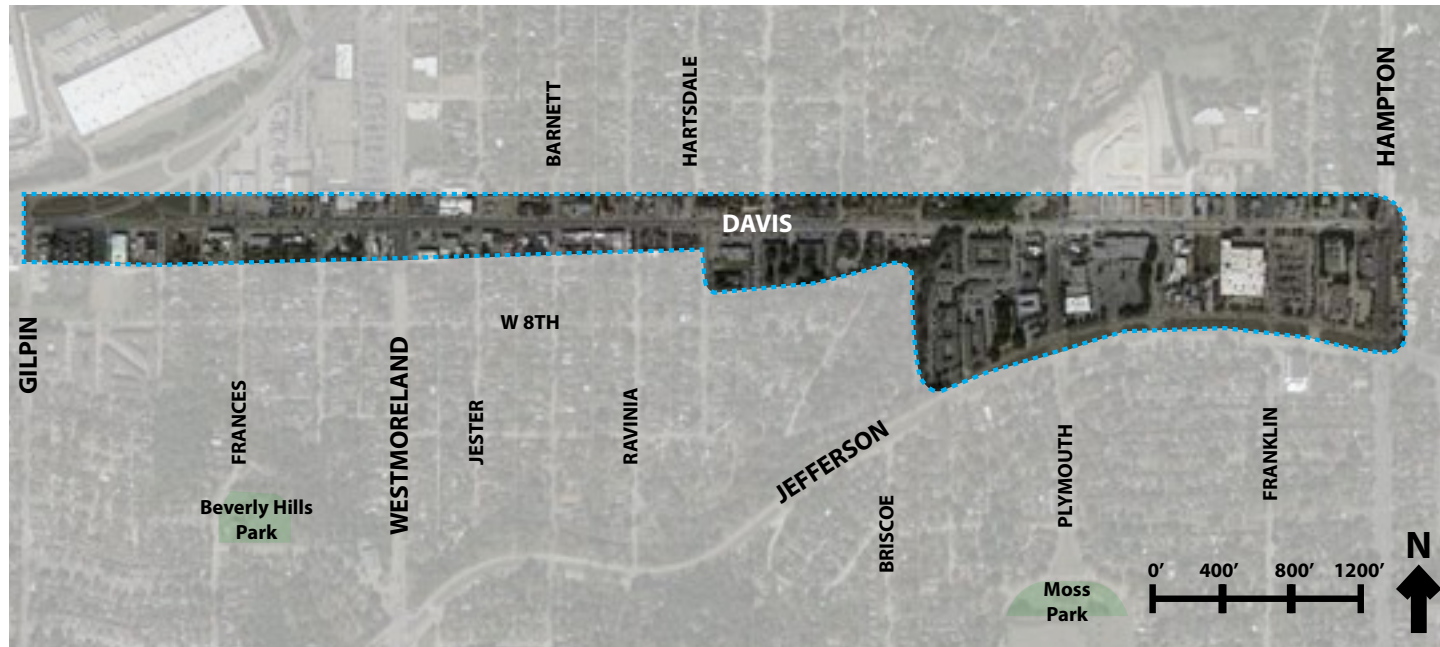


Transportation and Infrastructure

- Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs along Pierce Street between W 12th and Stockard Junior High School.
- Explore opportunities for redesigning the public realm on Pierce between Brooklyn and Catherine to allow for enhanced walkability and vitality for the existing vacant commercial structures. Include street trees and enhanced pedestrian lighting in the design.



WEST DAVIS CORRIDOR



Area Context and Existing Conditions

The West Davis Corridor forms the northern boundary for the West Oak Cliff planning area. The corridor is currently primarily a commercial corridor, with some multifamily and townhome developments also lining the street. The area is roughly 55 acres in size and is home to dozens of small businesses, numerous automotive uses such as auto repair shops and gas stations, chain retailers, and local restaurants. The area lies almost entirely within PD 631, although the area between Plymouth and Hampton is zoned PD 830, Subdistrict 6. The zoning for all of these areas included commercial and mixed-use zoning. It is also worth noting that the entire focus area is also included in the Davis Garden TIF District.

Today, West Davis Street is a wide, six-lane thoroughfare with high traffic speeds and poor pedestrian infrastructure. That said, the roadway will soon undergo complete reconstruction in a project funded by the City of Dallas and Dallas County. The redesigned roadway will include improved sidewalks, bike facilities, and will reduce the roadway to 4-lanes in each direction with a center turn-lane. This will help to improve local connectivity and reinforce the area as a mixed-use corridor.

On the southeastern portion of the focus area is Jefferson Boulevard. Jefferson Boulevard is also a six-

lane thoroughfare with a wide median. The roadway is the route for the highest frequency and highest ridership DART bus corridor, with buses coming every 15 minutes. The frequency of the bus, the existing mixed-use zoning, and the proximity to nearby popular and growing districts such as North Oak Cliff and Bishop Arts will continue to put pressure on the eastern half of the West Davis Focus Area to grow into a more walkable, transit-oriented mixed-use district in the future. A large new townhome development on the north side of Davis at Plymouth highlights the ongoing development pressure in this area.

Although the West Davis Corridor has existing zoning tailored to reinforcing a mixed-use future, there are existing conditions which present barriers to this area becoming a thriving mixed-use district. Currently the corridor lacks any civic buildings or public open space, although a future extension of the Coombs Creek Trail will cross West Davis at Plymouth Street in the future. Additionally, the wide, fast conditions on the roadway present a barrier for pedestrians. The reconstruction of the street in the near future hopes to improve access across the road by slowing traffic. And lastly, poor pedestrian infrastructure on West Davis, Jefferson, Hampton, and other smaller intersecting roadways, makes pedestrian access to the corridor from the adjacent neighborhoods difficult.



The West Davis Corridor contains a variety of commercial uses, from larger big-box format retailers, to smaller, more historic structures lining the roadway. Full reconstruction of the roadway, with wider sidewalks and new bike lanes, is under development.

The neighborhoods surround the West Davis Corridor are a mixture of single-family neighborhoods, including Beverly Hills, Ravinia Heights, and Kessler Plaza, each of varying ages and incomes. Throughout community engagement, residents expressed various concerns about the corridor, including safety concerns. Some of these concerns related to high vehicular travel speeds, poor lighting at critical pedestrian intersections such as at Hampton and Westmoreland, and concerns about vagrancy and other perceptions of lack of safety at various businesses and areas.

The most common comment, however, throughout engagement in the areas was the concern about future displacement. As noted earlier, new townhomes have recently been completed that are selling for far higher prices than surrounding single-family homes. This new development is increasing the visibility and desirability of the area and will continue to put development and market pressure on surrounding neighborhoods moving into the future.



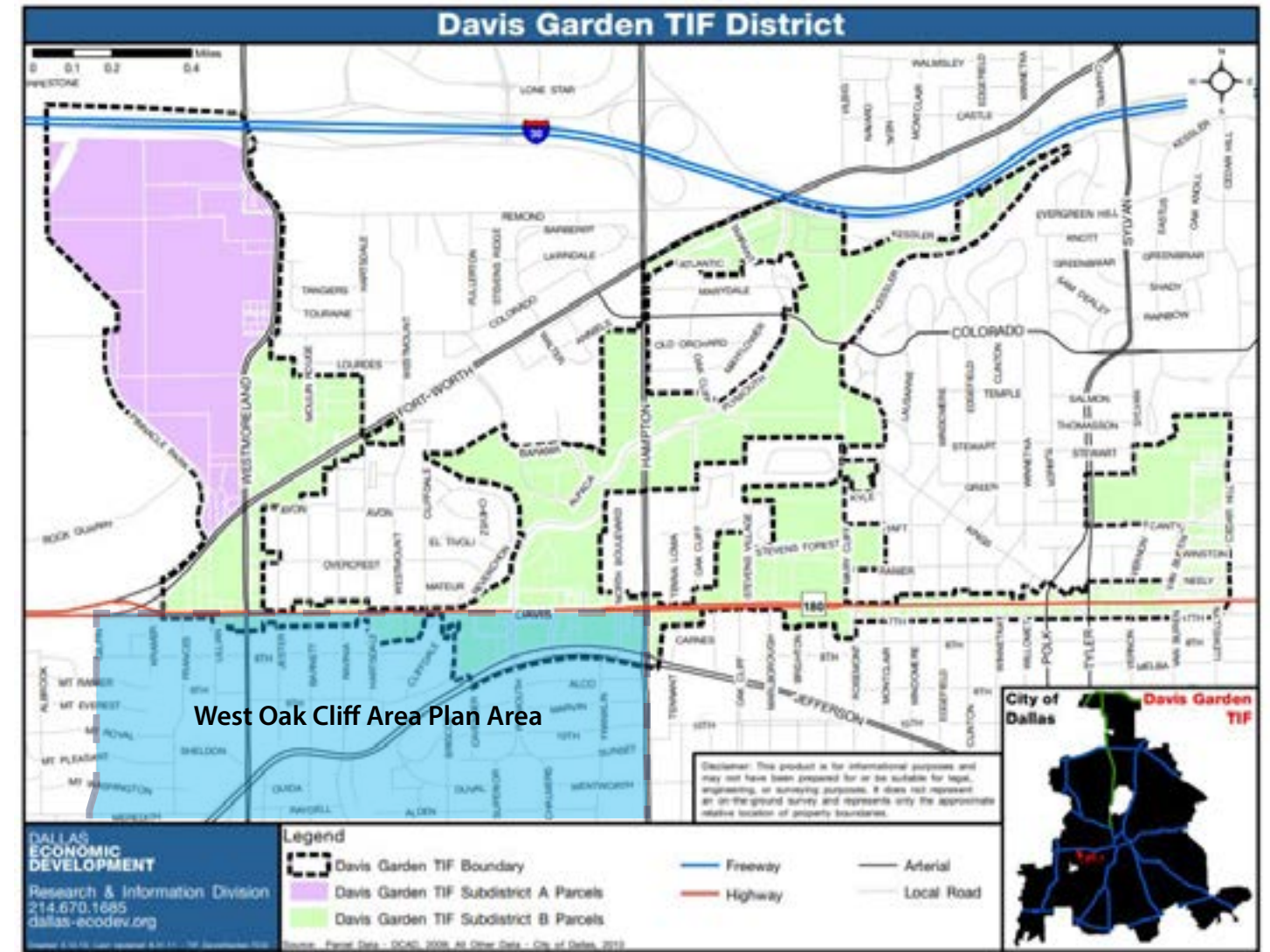
Future land uses should include neighborhood-scale mixed-use along West Davis, with single-family uses adjacent.

Future Land Uses

Unlike many of the focus areas in West Oak Cliff, the West Davis Corridor was rezoned within the last two decades to be two separate Planned Development Districts (PD 631 and PD 830) that aligned with the surrounding community's vision for the area in the future. As such, the zoning outlines the types of uses and built form that still align with what the surrounding neighborhoods envision for the future. That said, there were a few issues and concerns that came to light during community engagement and with meetings with the Beverly Hills Neighborhood Association and the El Tivoli Neighborhood Association, which lies just north of the West Oak Cliff study area.

Presently, some subdistricts within PD 631 permit certain uses that are not desired by the surrounding neighborhoods. These include car washes, drive-thru restaurants and other drive-thru uses, and gas stations. Amending some of the existing PD 631 Subdistricts to prohibit these uses will bring the zoning more in line with the community's vision.

Additionally, with reconstruction of West Davis coming in the near future, removal of some existing on-street head-in parking for existing businesses is possible. As such, permitting remote parking, considering reductions for existing legacy commercial structures, and exploring other shared parking strategies will



Part of Subdistrict B of the Davis Garden TIF District falls within West Oak Cliff along the West Davis Corridor. Source: City of Dallas Office of Eco Dev

Infrastructure Needs

help existing structures more easily find new life while also minimizing spillover impacts into surrounding neighborhoods.

Lastly, the West Davis Corridor lies near the Jefferson Boulevard high-frequency bus corridor. Knowing this area is well-served by transit, there are opportunities to consider permitting accessory dwelling units by-right within 1/4 mile of Jefferson Boulevard to give greater housing choice options to residents in the area, while still maintaining existing residential neighborhood character.

West Davis Street is slated for a full reconstruction of the roadway in the next few years. This will improve the experience for pedestrian and cyclists along the corridor. As a part of this project, there may be additional urban design and placemaking opportunities. These should be done in collaboration with nearby residents to create public art and experiences desired by and reflective of the surrounding community. Additionally, pedestrian safety improvements should be prioritized at the major intersections such as Westmoreland, Plymouth, and Hampton. The community desires for a new traffic signal or flashing hawk beacon to be installed between Plymouth and Westmoreland to enhance pedestrian safety crossing West Davis.

WEST DAVIS CORRIDOR PROJECT



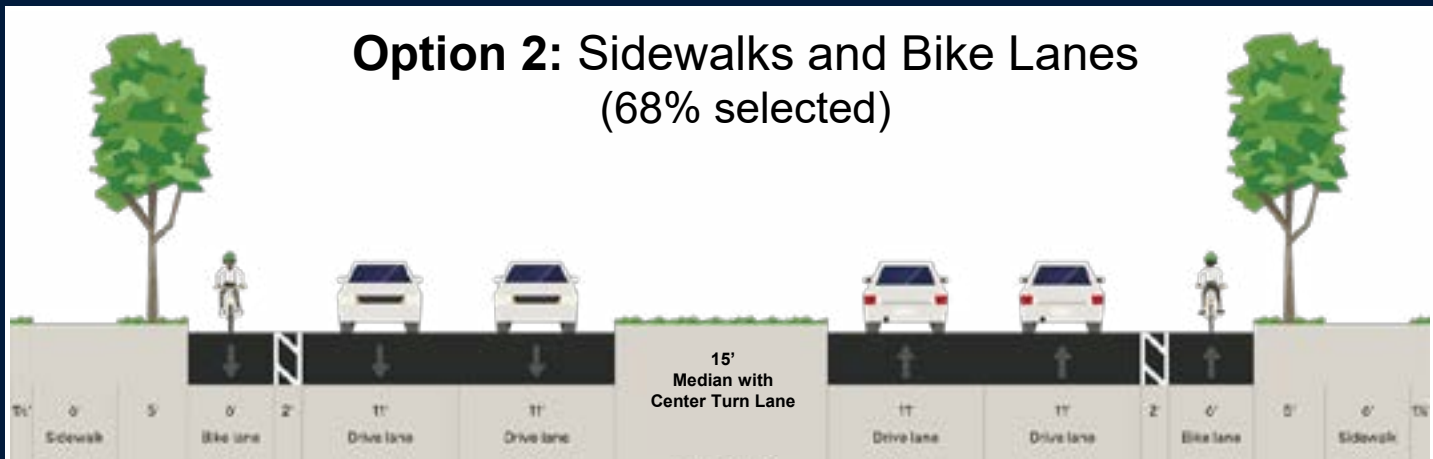
Phase I of the Davis Street Project between Clinton and Beckley was completed in 2020.

Happening parallel to the West Oak Cliff Area Planning process, the City of Dallas' Department of Transportation conducted engagement on a bond project in collaboration with Dallas County. The proposal to reconstruct West Davis Street between Cockrell Hill Road and Clinton Avenue, including the segment in West Oak Cliff between Gilpin Avenue and Hampton Road. Although a final design has not been selected, the preferred option by surrounding residents and stakeholders for the segment along West Davis in West Oak Cliff is Option 2, which would provide a protected bike facility in each direction. Additionally, the project would reconstruct existing sidewalks and provide a landscape buffer between the sidewalk and the curb, including street trees.

Existing Cross Section: Davis



Preferred Future Cross Section: West Davis



*Trees are place holders for utility poles, signs, or lighting and may not be installed as part of the future reconstruction project.

RECOMMENDATIONS



Land Use and Development

- In areas within ¼ mile of high-frequency bus (Jefferson Boulevard), consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit accessory dwelling units. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards.
- Consider future amendments to PD 631 (LCO Tract 3, LCO Tract 4, and MCO Tract 2) to not permit car washes, drive-thru restaurants, or gas stations due to their proximity to single-family.
- Consider future amendment to PD 631 to allow for shared parking strategies, remote parking uses, and potential park reduction for existing legacy commercial structures.



Transportation and Infrastructure

- Support Dallas County and the City of Dallas Department of Transportation's proposal to provide bike lanes and public realm improvements along West Davis between Westmoreland and Hampton
- Explore opportunities to install a traffic signal or hawk signal along West Davis between Westmoreland and Plymouth to provide safe crossing for pedestrians.
- Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas along West Davis.

HAMPTON STATION AREA



Area Context and Existing Conditions

The Hampton Station Area is a large area surrounding the Hampton DART Station, generally confined to the commercial properties along Hampton Road and the residential areas directly adjacent to the station. The area is roughly 100 acres in size and extends to the north to roughly Wilton Avenue, to the south to Illinois Avenue, to the east to Hollywood Avenue and the surrounding Elmwood neighborhood, and to the west to Franklin Street. This area has a strong mixture of commercial and residential land uses, with all of the commercial land uses, and two elementary schools (Maria Moreno Elementary School and La Academia de Estrellas School) residing on Hampton Road, with the residential uses on the periphery of

the commercial uses. The Hampton DART Station lies at the center of the focus area and contains a 445 space surface parking lot with frontage on Wright Street and Hampton Road.

Similar to the Tyler-Vernon Station Area, the Hampton Station TOD area (within 1/2 mile of the station) is largely single-family, with just under 80% of the land dedicated to single-family uses. That said, unlike the Tyler-Vernon Station Area, the DART station has moderate ridership, with roughly 5,300 riders per week according to 2017 DART ridership data. Besides the surrounding single-family neighborhoods, the area contains small areas of CR (community retail), NS(A),



The area around the Hampton DART Station contains a variety of uses, including established single-family neighborhoods such as Hampton Hills and Elmwood, and commercial areas, with a mix of older, small commercial structures, and newer, more autocentric establishments.

a small TH-2 district, and two planned development districts, one for Maria Moreno Elementary and the other for the DART station.

Currently, there is a great deal of inadequate infrastructure that makes station accessibility difficult for many surrounding residents. Numerous roads have missing sidewalks or sidewalks in disrepair. The Dallas Sidewalk Master Plan, adopted in 2021, even identified this area as a primary focus area due to its proximity to transit, the nearby schools, and neighborhood demographics. That plan identified priority projects in this area, which are included in the Transportation and Infrastructure recommendations.

Lastly, like the Tyler-Vernon DART Station, there are no bike lanes in the area, making accessing the station by bike dangerous.

Through community input, the subsequent land use and infrastructure improvement recommendations should help to inform future redevelopment of the Hampton DART Station property, help to create a more walkable and vibrant transit-oriented neighborhood center along the commercial corridor, improve station accessibility, and help protect the surrounding neighborhoods.



Future land uses should include neighborhood-scale mixed-use in commercial areas and additional housing choices in residential areas that both enable more walkable, transit-oriented development.

Future Land Uses

The commercial corridor along Hampton between Wright Street and Illinois is uniquely positioned to see higher and better uses along it in the future due to the fact that it sits at the intersection of two major arterials and is adjacent to a DART light-rail station. With that in mind, the current zoning, CR, does not provide the desired flexibility needed to create a transit-oriented, neighborhood mixed-use node. It will be important to consider amending the current zoning to a new zoning district that permits the type of walkable mixed-use the community expressed a desire in seeing in the area in the future. As a part of this, it will also be important to consider limiting future land uses that do not align with the type of walkable, neighborhood-serving development desired by the community, including uses that may impede pedestrian mobility. This will further help to reinforce this areas as a more walkable, transit-oriented node while also working to not prioritize the automobile adjacent to high-quality transit.

In this same vein, any rezoning in the area should also work to provide parking reductions for new uses and existing legacy commercial structures to make new development or redevelopment easier. Additionally, any rezoning should also consider opportunities for residential mixed-use development which could

permit additional density in exchange for providing on-site dedicated affordable units as outlined in the City's Mixed-Income Housing Density Bonus. This will help to provide a diversity of family types and incomes to the area.

One site where rezoning and redevelopment is especially important is the Hampton DART Station property owned by DART. This property, zoned PD 392, should be considered an opportunity for new neighborhood-scale transit-oriented in the future. That said, any new development should be mindful of its context surrounded by single-family uses and should include language restricting height and protecting privacy of adjacent uses (see page 118 for more details).

Most critical to future zoning changes is to require the types of urban design enhancements to new buildings that generate active, pedestrian-friendly ground-floors, including wide sidewalks and transparent ground-levels with outdoor dining spaces, patios, and stoops. With these desires in mind, a form-based zoning district is optimal for the area, allowing for the type of building placement and pedestrian amenities highlighted by the community while also allowing for a greater mixture of uses in the area.

In addition to potential future rezonings along the Hampton Road corridor, the neighborhoods around Hampton Station are interested in considering potential Conservation Districts or another zoning tool such as a new infill residential zoning category which would help to maintain the existing neighborhood character of these areas, both the architecture and scale, while also permitting some additional housing choice options, including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage home developments on larger lots (see Missing Middle Housing section for more details). The specific details for the architectural character and scale should be determined on a neighborhood basis through the Conservation District process.

It is worth noting that while the area plan is recommending considerations for additional missing middle housing choice options in this area, there is some expressed opposition by various community members towards this recommendation, and desire for the area to remain entirely single-family residential. It should also be noted that the desire is for any uses that may become non-conforming through future zoning changes should be protected from amortization to the greatest extent possible.



Considering missing middle housing types, such as ADUs (shown above) on certain residential lots will allow for more housing choice and increase area affordability.

Infrastructure Needs

Although the Hampton Station Area is well served by transit, accessibility in the area is very bad. There are numerous areas where sidewalks are in poor condition or are entirely non-existent. These areas, outlined in the Implementation Chapter and on page 119, will be critical to improving station access and enhance walkability along the corridor. In conjunction with these improvements, a Safe Routes to School plan should be created for Maria Morena Elementary School to improve safe access of that school from surrounding areas. This will also help improve access to the DART station. Additionally, sidewalk improvements around the Hampton DART Station, outlined in the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project and Dallas Sidewalk Master Plan, should be implemented. The highest priority should be sidewalk repair and installation along Hampton and Wright Street. Wright Street is also an ideal street for including bike lanes in the future.

In addition to sidewalk improvements, there is a desire to create new useable public open space in the area. The proposed redevelopment of the Hampton DART Station property is an opportunity to create additional recreation amenities for the area that could benefit new and existing residents.

Focus Area 8: Hampton & Illinois (Council Districts 1,3, & 4)



The Dallas Sidewalk Master Plan identified the Hampton/Illinois Area, including the Hampton Station Area, as a focus area for immediate pedestrian and sidewalk improvements (see Appendix).

HAMPTON DART STATION REDEVELOPMENT



Redevelopment of the Hampton DART Station property should be mixed-use development that is of an appropriate scale and is respectful of surrounding single-family neighborhoods.



DART entered into a Memorandum of Understanding (MOU) with the City of Dallas regarding the redevelopment of multiple DART station properties, including the Hampton Station property. The desire is for a public-private partnership to generate transit-oriented development that serves DART's goals of increasing ridership, while also serving the City's goals of reduced congestion and emissions from vehicular travel, increased economic development, and improved transit and job accessibility.

The community is concerned regarding the potential scale (footprint, mass, and height) of any development on the site. Subsequently, there are concerns about privacy of the adjacent single-family homes to the south. There are also concerns regarding potential additional lighting and light pollution on adjacent properties. The community noted a desire for DART to improve the cleanliness of the creek along the southern boundary of the property. And lastly, there are concerns regarding potential traffic and its impact on Hampton Road, surrounding residential streets, and on Maria Moreno Elementary School.

With these concerns in mind, the community recommends the following items be included as a part of the potential redevelopment of the property:

- Limit development only to the area where parking is currently located, while also maintaining a barrier wall on the southern side of the property
- Limit height to 4 stories, with development stepping down towards single-family uses

towards the south. As a part of this, do not locate balconies on the southern facade above the second level within close proximity of the adjacent single family uses

- Include existing residential-proximity slope requirements to maintain appropriate setback from single-family uses
- Limit additional lighting on the southern side of the property
- Conduct a traffic impact assessment and determine traffic mitigation strategies as needed
- Lessen existing parking requirements for residential and commercial uses
- Require active ground-level uses along Hampton, including neighborhood-serving retail that benefits the surrounding communities.
- Ensure that a minimum of 20% of the units are affordable for 80% AMI or less.
- Ensure development is reflective of surrounding architectural character and utilizes high-quality materials, including the majority of public-facing exterior facades as masonry
- Provide community spaces, such as a meeting room, artist studios, a maker space or public art gallery to allow this space to function as a community hub. This space can be curated with assistance from the City's Office of Arts and Culture
- Provide incubator spaces for start-up small businesses to support local small businesses
- Provide useable outdoor public open space, such as a public gathering plaza

RECOMMENDATIONS



Land Use and Development

- In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential. See Land Use + Development 2.C on page 128 for more details.
- Support the proposed future redevelopment of DART Hampton Station property through a public-private partnership with DART. Work with DART and chosen developer to amend PD 392 to allow for a mixed-use multi-family development to be constructed on the existing parking lot at the DART Station. Rezoning should be limited to 4 stories in height, include existing residential-proximity slope requirements, permit reduced parking requirements for residential and commercial uses, require active ground-level uses along Hampton, ensure that a minimum of 20% of the units are affordable for 80% AMI or less, require high-quality exterior materials, explore creating new open space on site, and consider provisioning shared community use space such as meeting rooms and cultural spaces such as maker spaces and/or artist studios.
- Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include multifamily and townhomes.
- Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change.
- As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside affordable units.
- In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Hampton DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.



Transportation and Infrastructure

- Create a Safe Routes to School plan for Maria Moreno Elementary School.
- Support the Department of Public Works in ensuring timely implementation of the projects outlined in the Dallas Sidewalks Master Plan pertaining to the Hampton and Illinois Focus Area. In particular, complete sidewalks repairs to Hampton from Wright to Illinois, Illinois between S. Franklin and Rugged Dr., and Hollywood between Elmwood Blvd and Illinois
- Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Hampton DART Station.
- Due to their highly pedestrian nature, connections to schools and parks, and proximity to transit, prioritize sidewalk installation and repairs along Hampton Road between West Davis and Wright and along Wright Street from Hampton to Edgefield as outlined in the Dallas Sidewalk Master Plan.



Parks and Open Space

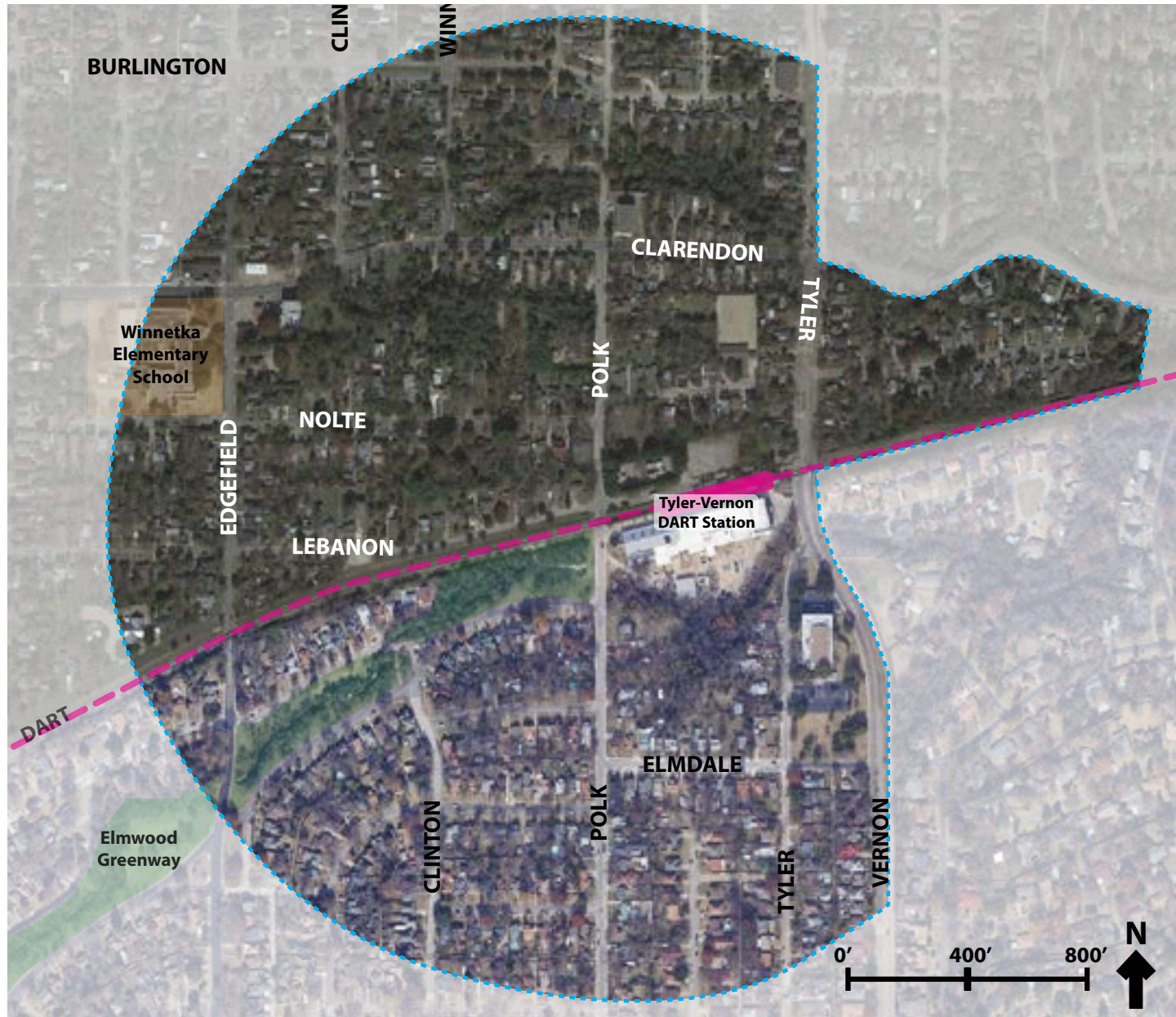
- As a part of a future public-private partnership of the DART Hampton Station property, include a provision for a pocket park, plaza, or public open space as a part of future redevelopment.



Inclusive Community Development and Quality of Life

- Support the proposed future redevelopment of DART Hampton Station property through a public-private partnership with DART into a mixed-income, mixed-use community, with a minimum percentage of units dedicated as affordable and promoted to West Oak Cliff residents. Use recommendations outlined in the Hampton Station Area section to serve as a guide for design and development guidance.
- As a part of a future public-private partnership redevelopment of the Hampton DART Station property, work with DART to ensure the inclusion of dedicated public community spaces for art, cultural, and community events. This space can be curated with assistance from the City's Office of Arts and Culture. Additionally, explore opportunities to dedicate some ground-level space for pop-up businesses and incubator spaces to support local start-up small businesses.

TYLER-VERNON STATION AREA



The Tyler-Vernon Station Area is home to hundreds of single-family homes, as well as several neighborhood anchors such as the retail node at Clarendon and Edgefield, the renovated and revitalized Tyler Station development, and Winnetka Elementary School.

Area Context and Existing Conditions

The Tyler-Vernon Station Area is a large area surrounding the Tyler-Vernon DART Station within the West Oak Cliff boundary. The area is roughly 200 acres in size and extends to the north to roughly Burlington Boulevard, to the south to Pioneer Drive to the west past Edgefield, and is bounded on the east by the West Oak Cliff Area Plan boundary at Tyler, Vernon and the small neighborhood along Nolte Drive east of Tyler Street. Although this area is predominantly single-family uses, the area also contains many non-residential assets, including Winnetka Elementary School, the small commercial node at Clarendon and Edgefield, several churches, and Tyler Station,

the mixed-use redevelopment of the historic factory structure which includes small-scale retail and office. The area also includes the northern portion of the Elmwood Greenway, including the new trail extension recently completed.

The Tyler-Vernon Station Area currently has the largest percentage of single-family zoning of all station areas in Dallas, with over 80% of the area zoned for single-family uses. Additionally, the area contains small areas of CR (community retail), NS(A), a small MF-2 district, IM (industrial manufacturing) for the Tyler Station development, LO-1 (limited

office) adjacent to the DART station, and a planned development district for the elementary school. The area is lacking any large employer, with only a handful of small businesses falling within 1/2 a mile of the station. These land use factors contribute to the Tyler-Vernon DART Station having the lowest weekly ridership of any station in Dallas, with just 1,696 riders per week reported in 2017, an average of roughly 240 riders per day. Although land use patterns contribute to the general low ridership for the DART station, there are other contributing factors, including the poor pedestrian and multimodal infrastructure in the area making accessing the station difficult. Numerous

streets surrounding the station are lacking sidewalks entirely, including Nolte, Lebanon, and Burlington, while other sidewalks are in need of substantial repair and ADA improvements. Additionally, there are no bike lanes in the area, making accessing the station by bike dangerous.

Through community input, the subsequent land use and infrastructure improvement recommendations should help to provide more activity to the station area and increase DART ridership.



Future land uses should include neighborhood-scale mixed-use in commercial areas and additional housing choices in residential areas that both enable more walkable, transit-oriented development. Additional open space enhancements will also improve quality of life.

Future Land Uses

As noted, the ½ mile radius around the Tyler-Vernon DART Station is mostly single-family zoning and land uses. Although the community largely desires to maintain the single-family character of the area, the community supports allowing accessory dwelling units (ADUs) on all lots and there was also some expressed support for further community engagement and review through the authorized hearing process to allow for other missing middle housing (MMH) types, specifically duplexes, triplexes, quadplexes, and cottage home developments on larger lots.

There are some areas with significant opposition to Missing Middle Housing. It is recommended that these areas remain single-family but permit Accessory Dwelling Units (ADUs), unless, through additional community engagement with property owners, it is determined that additional housing types may be appropriate.

These neighborhoods are bounded by:

- South Montclair to the West, the DART rail line to the South, Clarendon Drive to the North, and Tyler Street to the East (South Edgefield Neighborhood)

- The triangular area of the plan east of Tyler Street on Clarendon Drive and Nolte Drive up to their intersection

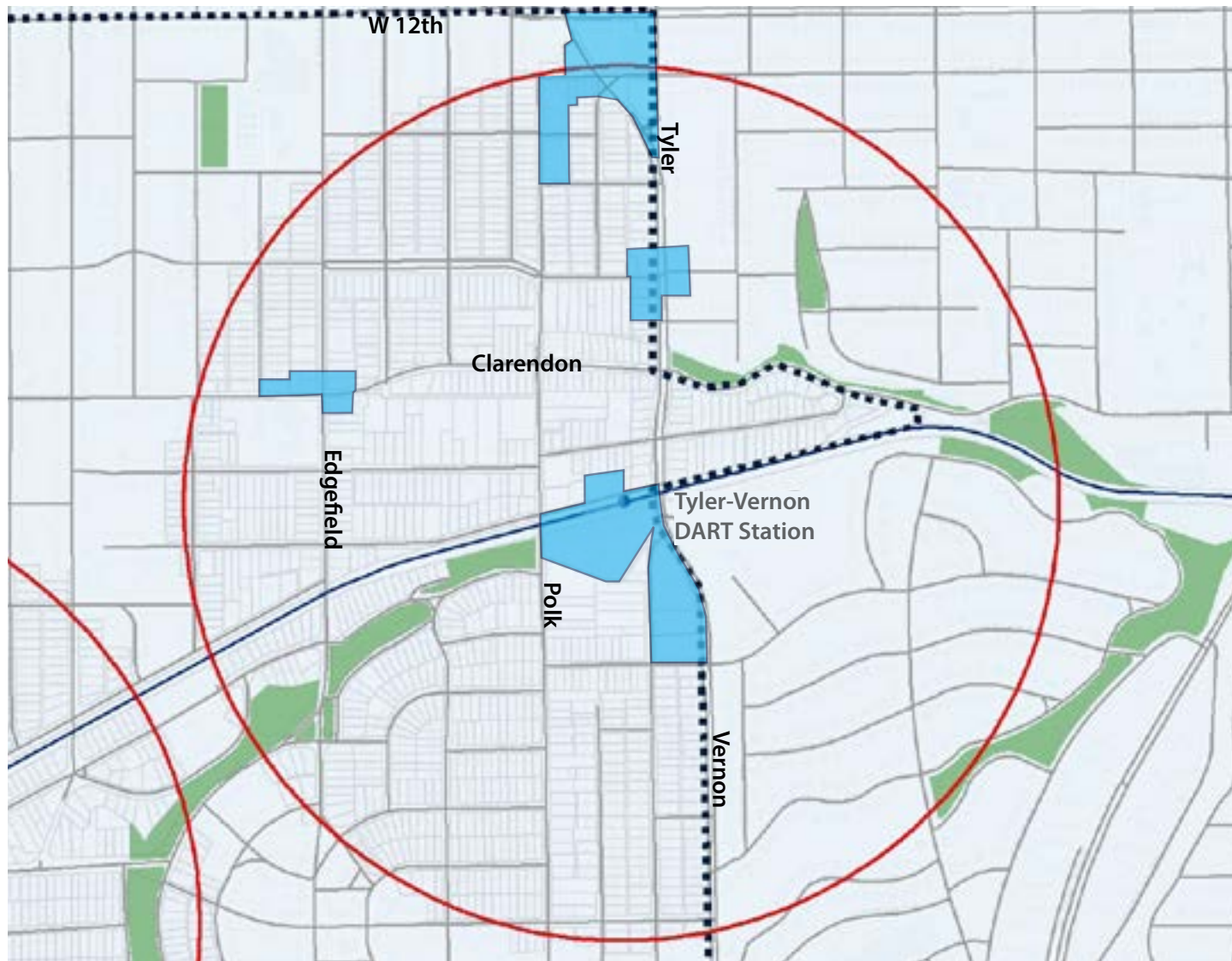
As highlighted by surveying conducted by local community organizers, the majority of surveyed residents within South Edgefield support only single-family homes and accessory dwelling units. The details on how to protect currently existing homes and the architectural character and scale of these neighborhoods should be determined on a neighborhood basis through an appropriate, inclusive, bilingual, and resident-centered authorized hearing initiated by the City that explores options such as a conservation district, a zoning ordinance overlay, floor plan and/or lot size restrictions, or other appropriate planning protections. It is critical that City staff work with an inclusive cross-section of stakeholder groups including property owners and renters as well as organizations like the West Oak Cliff Coalition, Somos Tejas and the Automotive Association of Oak Cliff during the authorized hearing process for the neighborhoods north of the Tyler-Vernon DART tracks, to maximize residents' informed involvement in choosing the best options to protect their neighborhoods and businesses. For areas south of the DART tracks, the City should engage with the Elmwood Neighborhood Association and Polk-Vernon Neighborhood Association.

Although the City of Dallas has adopted transit-oriented development policies, it is recognized that extra consideration must be given to certain

communities and neighborhoods. The Dallas Racial Equity Plan commits the city to addressing "longstanding inequities by ensuring zoning is inclusive of historically disadvantaged communities to encourage sustainability."

Besides considering some localized changes to single-family residential areas around the station, there also exist opportunities on the non-residentially zoned properties in the area. The small commercially-zoned area at Edgefield and Clarendon, currently zoned CR (Community Retail), is an opportunity to consider future zoning changes through the previously-filed authorized hearing to allow for a greater mixture of uses that are still respectful of neighborhood scale and context. Additionally, other non-residentially zoned properties in the area (shown on page 124) are opportunities for future rezoning to allow for a greater mixture of uses and help to create walkable neighborhood nodes. It should be noted that the desire is for any uses that may become non-conforming through future zoning changes should be protected from amortization to the greatest extent possible.

All rezonings in this area should consider opportunities for parking reductions due to the proximity to transit. This should strongly be considered for existing legacy commercial structures that might not have ample parking available due to their lot size and may subsequently struggle finding tenants. All parking amendments should also be mindful of potential spillover impacts into surrounding neighborhoods.



Non-single-family residential zoned properties in the Tyler-Vernon Station Area are opportunities to consider neighborhood mixed-use development opportunities. These areas should be considered for future rezonings accordingly.

Infrastructure Needs

Presently, there are many locations throughout the Tyler-Vernon Station Area where the public realm infrastructure is lacking. Many of the streets that need sidewalk improvements were outlined in the Dallas Sidewalk Master Plan, including Vernon Avenue, Burlington, and Wright. There are additional streets where new sidewalk construction is important to improving pedestrian safety and accessibility of the nearby DART station, including on Nolte, Lebanon, and Tyler Streets. In addition to construction new sidewalks and repairing existing sidewalks on the aforementioned streets, public realm improvements are also needed near the intersection of Clarendon and Edgefield to help support the viability and accessibility of the proposed mixed-use neighborhood node at that intersection. Many of these improvements

should be considered as a part of a Safe Routes to School Program for Winnetka Elementary School.

Additional infrastructure improvements in the area include the need for improved multimodal mobility. This should include bike lanes along Wright Street and Vernon Avenue. In conjunction with the new extension of the Elmwood Greenway trail, future opportunities for an extension along Elmwood Branch creek to Vernon Avenue, along with a possible pocket park, would also help improve mobility and recreation access in the area. Lastly, accessibility improvements, outlined in the NCTCOG's Last Mile Connections Project, at and around the Tyler-Vernon DART Station will help to improve accessibility to the station and nearby uses.

RECOMMENDATIONS



Land Use and Development

- In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential. See Land Use + Development 2.C on page 128 for more details.
- In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Tyler-Vernon DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.
- At the CR-zoned properties at the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143), explore opportunities to rezone to a form-based zoning to encourage neighborhood-scale mixed-use development. Allow for reduced parking ratios and the use of on-street parking to count towards requirements for commercial structures to enable easier redevelopment of legacy commercial buildings. As a part of this rezoning, consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change.
- On all other non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station explore future opportunities to amend the zoning to spur future neighborhood-scale mixed-use development, while encouraging scale and setbacks that are contextually sensitive to surrounding neighborhoods.



Transportation and Infrastructure

- Create a Safe Routes to School plan for Winnetka Elementary Schools, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the Federal Transportation Alternatives program.
- Provide public realm and sidewalk improvements within one-block of Clarendon/Edgefield intersection
- Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Tyler-Vernon DART Stations.
- Prioritize the following sidewalk improvement projects as identified on page 24 of the Dallas Sidewalk Master Plan: repairs to S Vernon Avenue between Clarendon and W Illinois Ave, installation of sidewalk on S Vernon Avenue between Clarendon and Illinois, installation of sidewalk on Burlington from Hampton to Tyler, and installation of sidewalk on Wright Street from Hampton to Edgefield
- Due to their highly pedestrian nature, connections to schools and parks, and proximity to transit, prioritize sidewalk installation and repairs at Nolte between Montclair and Clarendon, at Lebanon between Edgefield and Tyler, on Tyler between Vernon and Illinois
- Explore opportunities for intersection improvements at Tyler and Tyler (at Vernon) to improve pedestrian safety and calm traffic.
- Provide bike lanes along Wright Street between Edgefield and Illinois and along Vernon Avenue.



Parks and Open Space

- Support local neighborhood organizations in working to explore MOWmentum Agreements to turn the large medians along Burlington Blvd. into publicly usable spaces, providing landscaping, street trees, benches, and other amenities as desired by the neighborhood.
- Explore opportunities to create a pocket park near the corner of Tyler and Vernon along with seeking opportunities to create a walking trail or useable open space on private land paralleling the Elmwood Branch Creek behind the Tyler Station property.



CHAPTER V

IMPLEMENTATION

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IMPLEMENTATION MATRIX

In order to establish a framework and roadmap for implementing the many desired outcomes articulated throughout the West Oak Cliff Area Plan, it is important to have a set of action items that will carry forth the plan’s overall vision into the future. The five-year horizon for the West Oak Cliff Area Plan is a reasonable timeframe in which to achieve the plan’s strategies and recommended action items and will establish a basis for more long-term planning efforts throughout the area.

The four plan frameworks of Land Use and Development, Transportation and Infrastructure, Parks and Open Space, and Inclusive Community Development and Quality of Life form the foundation of the plan’s vision. Each framework contains overarching objectives, in which there are a subset of Action Items. These Action Items are definitive and achievable statements that have an established timeframe for completion, a list of City departments or agencies responsible for implementation (including a lead agency shown in bold), and projected funding costs and possible sources.

The Implementation Matrix establishes a structured path for achieving implementable and successful

outcomes. Although the City of Dallas is the responsible party for most Action Items in the Implementation Matrix, it will be necessary to work in concert with, and seek guidance from, the neighborhood and stakeholder groups for which a specific Action Item applies.

The Action Items listed on the following pages are the means by which West Oak Cliff can achieve the community vision outlined in this document and supported by the community. The recommendations listed in the Implementation Matrix are critical investments and improvements that the City of Dallas and their partner organizations have identified to improve West Oak Cliff and help make the community’s vision a reality.

In order to monitor the success of implementation over time, an annual implementation status report will be drafted by city staff and briefed to the public as well as appropriate boards, commissions, and City Council, as needed. This progress report will serve as a way to hold all parties accountable for implementation, while also allowing for future changes and amendments to be made to the plan, as warranted by conditions at that given time.



Land Use and Development

| Goal | Action | Timeframe | Lead Agency/ Support | Funding/ Sources |
|--|---|-----------|---|------------------|
| Preserve and protect existing single-family neighborhoods | | | | |
| 1.A | Unless otherwise specified, there are no recommendations to change the zoning in single-family residential districts (R-5 and R-7.5 districts). | Ongoing | Planning and Urban Design | None required |
| 1.B | Rezoning the existing MF-2 zoning district (Authorized Hearing Case 189-240) in Jimtown bounded generally by Clarendon, Franklin, Brandon, and Hampton to not allow for multifamily development unless already existing. Through a Conservation District or another base zoning category, instead permit only single-family and accessory dwelling units by-right. As a part of this rezoning, explore urban design standards for new residential construction to align future designs with the surrounding neighborhood context | 1-2 Years | Planning and Urban Design | None required |
| 1.C | Continue to support and empower neighborhoods through capacity building and education around zoning, land use, navigating city services, and creating neighborhood associations. | Ongoing | Planning and Urban Design | None required |
| Promote transit-oriented development opportunities near high-quality transit | | | | |
| 2.A | Consider rezoning the existing Hampton Road commercial corridor between Wright Street and Illinois Avenue to allow for transit-oriented, neighborhood-scale mixed-use development (see Hampton Station Focus Area recommendations) | 3-5 Years | Planning and Urban Design | None required |
| 2.B | On non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station, including the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143) explore opportunities to amend the zoning to encourage neighborhood-scale mixed-use development (see Tyler-Vernon Station Focus Area recommendations) | 3-5 Years | Planning and Urban Design | None required |
| 2.C | In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential. The goal is to increase housing supply and housing choices due to the ongoing housing crisis while also leveraging all possible legal strategies to minimize displacement of existing area residents and homeowners to the greatest extent possible. Tools such as zoning overlays, proposed conservation districts, or a new infill residential zoning category are possible zoning strategies. Specific details of architectural, urban design, lot size/dimension, residential proximity slope and other characteristics are best determined through a future authorized hearing process, although development should aim to follow existing city codes related to existing single-family zoning, including parking requirements, setbacks, and massing standards, while also following existing codes for ADUs. Acknowledging that these issues are applicable across Dallas, the area plan recommends that possible code amendments and the Forward Dallas Comprehensive Land Use Plan Update explore the issue holistically citywide and work with surrounding residents to achieve appropriate zoning changes through the authorized hearing process. | 3-5 Years | Planning and Urban Design | None required |
| 2.D | In areas within ¼ mile of high-frequency bus (Jefferson Boulevard), consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit accessory dwelling units. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards. | 3-5 Years | Planning and Urban Design | None required |
| 2.E | In conjunction with citywide parking code reform, consider parking code reductions for commercial, residential, and office uses within ½ mile of DART light-rail stations and ¼ mile of high-frequency bus corridors to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future. | 3-5 Years | Planning and Urban Design | None required |
| Create walkable, neighborhood-scale mixed-use centers | | | | |
| 3.A | Downtown Elmwood Focus Area: (Authorized Hearing Case Number Z178-142), amend the zoning to allow for neighborhood-scale mixed-use development, including allowing some residential uses (see Downtown Elmwood Focus Area Recommendations). | 1-2 Years | Planning and Urban Design | None required |
| 3.B | West Davis Corridor: Consider future amendments to PD 631 (LCO Tract 3, LCO Tract 4, and MCO Tract 2) to not permit car washes, drive-thru restaurants, or gas stations due to their proximity to single-family. Additionally, consider amendments to required parking to allow for reductions for legacy structures, permit shared parking options, and allow for remote parking to reduce spillover parking impacts on adjacent neighborhoods. | 3-5 Years | Planning and Urban Design | None required |
| 3.C | Hampton-Clarendon: (Authorized Hearing Case Number 189-349) amend the zoning to allow for neighborhood-scale mixed-use development, including allowing some residential uses (see Hampton/Clarendon Focus Area Recommendations). As a part of this, consider expanding the score of the existing authorized hearing north to include commercially-zoned properties along Hampton between Burlington and Wentworth Street. | 1-2 Years | Planning and Urban Design | None required |
| 3.D | North Cliff Neighborhood Center (Authorized Hearing Number 189-127): amend the conservation district zoning to allow for neighborhood-scale mixed-use development, including allowing some additional residential uses (see North Cliff Neighborhood Center Focus Area Recommendations). | 1-2 Years | Planning and Urban Design | None required |
| Preserve historic buildings and character through neighborhood-sensitive design | | | | |
| 4.A | Explore amending the existing zoning for create Conservation Districts for the Hampton Hills neighborhood, Kessler Plaza/ Ravinia Heights neighborhood, and neighborhoods surrounding the Tyler-Vernon and Hampton DART Stations to preserve the historic character of that neighborhood. | 3-5 Years | Planning and Urban Design | None required |
| 4.B | In conjunction with planning citywide parking code reform, explore opportunities to reduce parking requirements for legacy and historic structures in all ongoing authorized hearing locations to enable easier redevelopment of existing structures and encourage rehabilitation over redevelopment. | 1-2 Years | Planning and Urban Design | None required |
| 4.C | Seek Texas Historic Commission grant funding to conduct a historic resources inventory for all or portions of the West Oak Cliff area to identify potential historically significant properties or districts, enabling the City's Office of Historic Preservation to establish policy guidance and direction for those areas and properties. | 2-3 Years | Office of Historic Preservation, Planning and Urban Design | None required |

Note: It is critical that City staff work with an inclusive cross-section of stakeholder groups including property owners and renters as well as organizations like the West Oak Cliff Coalition, Somos Tejas, and the Automotive Association of Oak Cliff during the authorized hearing process for the neighborhoods north of the Tyler-Vernon DART tracks, to maximize residents' informed involvement in choosing the best options to protect their neighborhoods and businesses. For areas south of the DART tracks, the City should engage with the Elmwood Neighborhood Association and Polk-Vernon Neighborhood Association.

Hampton/Clarendon

| Goal | Action | Timeframe | Lead Agency/Support | Funding/Sources |
|--|---|-----------|---|--|
| Land Use and Development | | | | |
| 1.A | Consider amending the existing CR, MU-1, CS, and P(A) zoning to allow for mixed-use development along Hampton Road between Wentworth and Brandon and along Clarendon between Hampton and Marlborough. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and residential proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in current zoning). Permitted residential uses should include small multifamily developments (12 units or smaller) and townhomes. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.B | Proposed rezoning should consider appropriate residential proximity slopes, setbacks, and landscaping to minimize the impact any new development will have on adjacent single family properties. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.C | Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.D | In conjunction with citywide parking code reform, consider parking code reductions for all existing commercial structures and consider shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of legacy commercial buildings. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including Hampton Road and Clarendon. | 3-5 Years | Transportation, Public Works | \$\$, Funding source to be determined. |
| 2.B | Due to their highly pedestrian nature, connection to schools and parks, and proximity to transit, prioritize sidewalk installation and repairs at the following locations: Hampton Road between West Davis and Wright; Clarendon between Chalmers and Hampton | 3-5 Years | Transportation, Public Works | \$\$, Funding source to be determined. |
| 2.C | Create a Safe Routes to School plan for Lida Hooe Elementary School | 2-3 Years | Transportation | Funding will be sought through NCTCOG grants |
| 2.D | Provide public realm and sidewalk improvements along Clarendon between Epanard and Marlborough and along Hampton between Brandon and 12th Street, including enhanced lighting and street trees where possible | 3-5 Years | Transportation, Public Works | \$\$, Future Bond Package* |
| 2.E | Pursue tree plantings in the medians along Hampton Road in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements. | 3-5 Years | Texas Trees Foundation, Public Works | \$, Funding sources to be determined |
| 2.F | Explore opportunities to provide new traffic signals or traffic control devices along Hampton Road between Brandon and 12th to help calm traffic speeds and enhance the pedestrian nature of the street | 2-3 Years | Transportation | \$. Funding source to be determined. |
| 2.G | Provide bike lanes along Clarendon between Cockrell Hill and Tyler Street | 3-5 Years | Transportation | Funding source to be determined. |
| Parks and Open Space | | | | |
| 3.A | Prioritize land acquisition of existing vacant properties in the Hampton/Clarendon area in order to create a plaza or public gathering space in this commercial node. | 3-5 Years | Park+ Recreation, Bond Office | \$\$, Future Bond Package* |

North Cliff Neighborhood Center

| Goal | Action | Timeframe | Lead Agency/Support | Funding/Sources |
|--|---|-----------|----------------------------------|----------------------------------|
| Land Use and Development | | | | |
| 1.A | Amend the existing Subdistrict 2 of Conservation District 8 in North Cliff to allow for accessory dwelling units and live-work units in addition to existing permitted uses, including single-family residential. Additionally, amend the zoning to allow for art galleries and studios, personal service offices, and restaurants (alcohol sales by special use permit), in addition to existing permitted uses. Maintain existing requirements for height and setbacks. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.B | Due to the neighborhood location, and in conjunction with proposed public realm and road improvements at Catherine/Pierce, allow for reduced parking ratios, shared-parking use agreements with surrounding properties, and the use of on-street parking to count towards requirements for commercial structures to enable easier redevelopment of legacy commercial buildings. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Due to their highly pedestrian nature and connections to schools and parks, prioritize sidewalk installation and repairs along Pierce Street between W 12th and Stockard Junior High School. | 2-3 Years | Public Works | Funding sources to be determined |
| 2.B | Explore opportunities for redesigning the public realm on Pierce between Brooklyn and Catherine to allow for enhanced walkability and vitality for the existing vacant commercial structures. Include street trees and enhanced pedestrian lighting in the design. | 3-5 Years | Public Works, Bond Office | \$, Future Bond Package* |

Downtown Elmwood

| Goal | Action | Timeframe | Lead Agency/Support | Funding/Sources |
|--|---|-----------|------------------------------------|--|
| Land Use and Development | | | | |
| 1.A | Consider amending the existing CR zoning to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include small multifamily developments (12 units or smaller) and townhomes. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.B | Consider amending the existing CR zoning to permit restaurants to sell alcohol near schools and churches (by special use permit) to enable easier establishment of restaurant uses. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.C | As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside dedicated affordable units. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.D | Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.E | In conjunction with citywide parking code reform, consider parking code reductions for new structures, greater parking reductions for legacy commercial structures, shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of legacy commercial buildings. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Explore public realm, street, and intersection redesign of Edgefield, Ferndale, Balboa, Brunner, Newport, Berkley, Pioneer Drive in Downtown Elmwood to improve pedestrian safety, fix unsafe vehicular movements, improve property access, and create community green space opportunities | 3-5 Years | Transportation, Bond Office | \$\$\$, Future Bond Package* |
| 2.B | Create a Safe Routes to School plan for Margaret B Henderson identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. | 3-5 Years | Transportation | Funding will be sought through NCTCOG grants |
| 2.C | Explore opportunities to provide a new traffic signal or traffic control devices along Edgefield in Downtown Elmwood to help calm traffic speeds and enhance the pedestrian nature of these roadways. | 2-3 Years | Transportation | Funding source to be determined |
| Parks and Open Space | | | | |
| 3.A | Taking advantage of excess city right-of-way and adjacent private property, work to create a series of small public plazas and parks in Downtown Elmwood. | 3-5 Years | Park+Recreation Bond Office | \$\$, Future Bond Package* |

West Davis Corridor

| Goal | Action | Timeframe | Lead Agency/Support | Funding/Sources |
|--|--|-----------|----------------------------------|-------------------------------------|
| Land Use and Development | | | | |
| 1.A | In areas within ¼ mile of high-frequency bus (Jefferson Boulevard), consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit accessory dwelling units. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards. | 2-3 Years | Planning and Urban Design | No Funding Needed |
| 1.B | Consider future amendments to PD 631 (LCO Tract 3, LCO Tract 4, and MCO Tract 2) to not permit car washes, drive-thru restaurants, or gas stations due to their proximity to single-family residential. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.C | Consider future amendment to PD 631 to allow for shared parking strategies, remote parking uses, and potential park reduction for existing legacy commercial structures. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety along West Davis. | 3-5 Years | Transportation | Previously funded through past Bond |
| 2.B | Explore opportunities to install a traffic signal or hawk signal along West Davis between Westmoreland and Plymouth to provide safe crossing for pedestrians. | 3-5 Years | Transportation | Funding sources to be determined |
| 2.C | Support Dallas County and the City of Dallas Department of Transportation's proposal to provide bike lanes and public realm improvements along West Davis between Westmoreland and Hampton | 3-5 Years | Transportation | Previously funded through past Bond |

*Subject to voter approval and Needs Assessment Scoring

Tyler-Vernon Station Area

| Goal | Action | Timeframe | Lead Agency/Support | Funding/ Sources |
|--|---|-----------|---|---|
| Land Use and Development | | | | |
| 1.A | In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential. See Land Use + Development 2.C for more details. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.B | In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Tyler-Vernon DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.C | At the CR-zoned properties at the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143), explore opportunities to amend to form-based zoning to encourage neighborhood-scale mixed-use development. Allow for reduced parking ratios and the use of on-street parking to count towards requirements to enable easier redevelopment of legacy commercial buildings. As a part of this rezoning, consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change. | 1-2 Years | Planning and Urban Design | No Funding Needed |
| 1.D | On all other non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station explore future opportunities to amend the zoning to spur future neighborhood-scale mixed-use development, while encouraging scale and setbacks that are contextually sensitive to surrounding neighborhoods. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Create a Safe Routes to School plan for Winnetka Elementary Schools. | 3-5 Years | Transportation | Funding through NCTCOG Grants |
| 2.B | Provide public realm and sidewalk improvements within one-block of Clarendon/Edgefield intersection | 3-5 Years | Transportation | \$\$, Future Bond Package* |
| 2.C | Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Tyler-Vernon DART Station. | 3-5 Years | Public Works, DART, TRN | Funding sources to be determined |
| 2.D | Prioritize the following sidewalk improvement projects as identified on Page 24 of the Dallas Sidewalk Master Plan: repairs to S Vernon Avenue between Clarendon and W Illinois Ave, installation of sidewalk on S Vernon Avenue between Clarendon and Illinois, installation of sidewalk on Burlington from Hampton to Tyler, and installation of sidewalk on Wright Street from Hampton to Edgefield | 2-3 Years | Public Works, TRN, PUD | Dedicated Dallas Sidewalk Master Plan Funding |
| 2.E | Due to their highly pedestrian nature, connections to schools and parks, and proximity to transit, prioritize sidewalk installation and repairs at Nolte between Montclair and Clarendon, at Lebanon between Edgefield and Tyler, on Tyler between Vernon and Illinois | 2-3 Years | Transportation Public Works | Funding sources to be determined |
| 2.F | Explore opportunities for intersection improvements at Tyler and Tyler (at Vernon) to improve pedestrian safety and calm traffic. | 3-5 Years | Transportation | \$. Funding sources to be determined. |
| 2.G | Provide bike lanes along Wright Street between Edgefield and Illinois and along Vernon Avenue. | 3-5 Years | Transportation | \$\$, Funding sources to be determined. |
| Parks and Open Space | | | | |
| 3.A | Support local neighborhood organizations in working to explore MOWmentum Agreements to turn the large medians along Burlington Blvd into publicly usable spaces, providing landscaping, street trees, benches, and other amenities as desired by the neighborhood. | 1-2 Years | PUD, Public Works, Neigh. Associations | None Required |
| 3.B | Explore opportunities to create a pocket park near the corner of Tyler and Vernon along with seeking opportunities to create a walking trail or useable open space on private land paralleling the Elmwood Branch Creek behind the Tyler Station property. | 3-5 Years | Park+Recreation, Private development | Funding sources to be determined |

Jimtown Neighborhood

| Goal | Action | Timeframe | Lead Agency/Support | Funding/ Sources |
|--|--|-----------|----------------------------------|--------------------------|
| Land Use and Development | | | | |
| 1.A | Rezone the existing MF-2 zoning district (Authorized Hearing Case 189-240) in Jimtown bounded generally by Clarendon, Franklin, Brandon, and Hampton to not allow for multifamily development unless already existing. Through a Conservation District or another base zoning category, instead permit only single-family and accessory dwelling units by-right. As a part of this rezoning, explore urban design standards for new residential construction to align future designs with the surrounding neighborhood context | 1-2 Years | Planning and Urban Design | None required |
| Transportation and Infrastructure | | | | |
| 2.A | Improve the existing sidewalks at Franklin/Kingston and at Franklin/Brandon to be ADA compliant | 2-3 Years | Public Works | General Fund |
| 2.B | Improve the unimproved alleys on the blocks bounded by Franklin, Emmett, Hampton, and Brandon and Franklin, Emmett, Hampton, and Kingston to be paved in order to allow easier property access at the rear in the future. | 3-5 Years | Public Works, Bond Office | \$, Future Bond Package* |

Hampton Station Area

| Goal | Action | Timeframe | Lead Agency/Support | Funding/ Sources |
|--|---|-----------|---|---|
| Land Use and Development | | | | |
| 1.A | In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential. See Land Use + Development 2.C for more details. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.B | Support the proposed future redevelopment of DART Hampton Station property through a public-private partnership with DART. Work with DART and chosen developer to amend PD 392 to allow for a mixed-use multi-family development to be constructed on the existing parking lot at the DART Station. Rezoning should be limited to 4 stories in height, include existing residential-proximity slope requirements, permit reduced parking requirements for residential and commercial uses, require active ground-level uses along Hampton, ensure that a minimum of 20% of the units are affordable for 80% AMI or less, require high-quality exterior materials, explore creating new open space on site, and consider provisioning shared community use space such as meeting rooms and cultural spaces such as maker spaces and/or artist studios. | 3-5 Years | Planning and Urban Design, DART | No Funding Needed |
| 1.C | Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include multi-family and townhomes. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.D | Consider amending the zoning to ensure future land uses provide pedestrian-oriented design through public realm design and building placement, utilizing design standards to enhance pedestrian mobility by minimizing curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points. Additionally, consider the prohibition of new drive-thru restaurants and drive-thru banks through future zoning change. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.E | As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside affordable units. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| 1.F | In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Hampton DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future. | 3-5 Years | Planning and Urban Design | No Funding Needed |
| Transportation and Infrastructure | | | | |
| 2.A | Create a Safe Routes to School plan for Maria Moreno Elementary School. | 3-5 Years | Transportation | NCTCOG grants |
| 2.B | Support the Department of Public Works in ensuring timely implementation of the projects outlined in the Dallas Sidewalks Master Plan pertaining to the Hampton and Illinois Focus Area. In particular, complete sidewalks repairs to Hampton from Wright to Illinois, Illinois between S. Franklin and Rugged Dr., and Hollywood between Elmwood Blvd and Illinois | 2-3 Years | Public Works, TRN, PUD | Dedicated Dallas Sidewalk Master Plan funding |
| 2.C | Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Hampton DART Station. | 3-5 Years | Public Works, DART, TRN, PUD | Funding to be determined |
| 2.D | Due to their highly pedestrian nature, connections to schools and parks, and proximity to transit, prioritize sidewalk installation and repairs along Hampton Road between West Davis and Wright and along Wright Street from Hampton to Edgefield as outlined in Dallas Sidewalk Master Plan. | 3-5 Years | Public Works, TRN, PUD | \$\$, Future Bond Package* |
| Parks and Open Space | | | | |
| 3.A | As a part of a future public-private partnership of the DART Hampton Station property, include a provision for a pocket park, plaza, or public open space as a part of future redevelopment. | 3-5 Years | DART, Park + Recreation | No Funding Needed |
| Inclusive Community Development and Quality of Life | | | | |
| 4.A | Support the proposed future redevelopment of DART Hampton Station property through a public-private partnership with DART into a mixed-income, mixed-use community, with a minimum percentage of units dedicated as affordable and promoted to West Oak Cliff residents. Use recommendations outlined in the Hampton Station Area section to serve as a guide for design and development guidance. | 3-5 Years | DART, PUD, Economic Development, Housing | Funded by private development |
| 4.B | As a part of a future public-private partnership redevelopment of the Hampton DART Station property, work with DART to ensure the inclusion of dedicated public community spaces for art, cultural, and community events. This space can be curated with assistance from the City's Office of Arts and Culture. Additionally, explore opportunities to dedicate some ground-level space for pop-up businesses and incubator spaces to support local start-up small businesses. | 3-5 Years | DART, Office of Arts and Culture | Funding needs to be determined |

*Subject to voter approval and Needs Assessment Scoring



Transportation and Infrastructure

| Goal | Action | Timeframe | Lead Agency/ Support | Funding/ Sources |
|---|---|-----------|---|--|
| Prioritize new sidewalks and sidewalk repair to improve accessibility | | | | |
| 1.A | Using the Dallas Sidewalk Master Plan as a guide, work to implement sidewalk installation and repair throughout the West Oak Cliff Area, following the predetermined methodology for project prioritization outlined in the plan. (See Appendix for more details). In addition, prioritize the following projects, as identified on Page 24 of the Dallas Sidewalk Master Plan: <ul style="list-style-type: none"> Repairs to S Vernon Avenue (between Clarendon and W Illinois Ave) and to W Illinois Ave (between Cockrell Hill Rd and Westmoreland) Installation of sidewalk on S Vernon Avenue (between Clarendon and Illinois), on Burlington (from Hampton to Tyler), on Wright Street (from Hampton to Edgefield), and on Jefferson (between Plymouth and Westmoreland) | 3-5 Years | Public Works , Transportation, PUD | Funding sources to be determined |
| 1.B | Support the Department of Public Works in ensuring timely implementation of the projects outlined in the Dallas Sidewalks Master Plan pertaining to the Hampton and Illinois Focus Area (See Appendix for more details). In particular, complete sidewalk repairs to Hampton (from Wright to Illinois), Illinois (between S. Franklin and Rugged Dr.), and to Hollywood (between Elmwood Blvd and Illinois). | 2-3 Years | Public Works , Transportation, PUD | Dedicated Dallas Sidewalk Master Plan funding |
| 1.C | Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Westmoreland, Hampton, and Tyler-Vernon DART Stations. | 3-5 Years | Public Works, DART , Transportation, PUD | Funding sources to be determined |
| 1.D | Due to their highly pedestrian nature, connections to schools and parks, and proximity transit, prioritize sidewalk installation and repairs at the following locations: <ul style="list-style-type: none"> Hampton Road between West Davis and Wright Coombs Creek Drive between Clarendon and Jefferson Pierce Street between W 12th and Stockard Junior High School Clarendon between Chalmers and Hampton Nolte between Montclair and Clarendon Lebanon between Edgefield and Tyler Tyler between Vernon and Illinois Ferndale between Rugged and Vernon Boyd Street between Ferndale and Illinois Shasta between Martin Weiss Park and Falls Dr. Andrews between Glenhaven and Illinois | 3-5 Years | Public Works , Transportation, PUD | \$\$, Future Bond Package* |
| Utilize design improvements within the public right-of-way to enhance placemaking and safety | | | | |
| 2.A | Implement public realm and urban design enhancements at the following locations: <ul style="list-style-type: none"> West Davis Street: Support Dallas County and the City of Dallas Department of Transportation’s proposal to provide bike lanes and public realm improvements along West Davis between Westmoreland and Hampton Downtown Elmwood: Explore public realm, street, and intersection redesign of Edgefield, Ferndale, Balboa, Brunner, Newport, Berkley, Pioneer Drive in Downtown Elmwood to improve pedestrian safety, fix unsafe vehicular movements, improve property access, and create community green space opportunities Schooldell/Irwindell/Westmoreland: explore solutions to address community-identified pedestrian and vehicular safety issues, while also improving property access and creating opportunities for community greenspace. Pierce/Catherine: In conjunction with future restoration of the existing legacy structures, explore opportunities for redesigning the public realm on Pierce between Brooklyn and Catherine to allow for enhanced walkability and vitality for the existing vacant commercial structures. Include street trees and enhanced pedestrian lighting. Falls Drive/ Searcy Drive between Westmoreland and Barnett: Explore opportunities for new ADA-accessible sidewalks to create a safer pedestrian environment while also working to enhance landscaping within the public right-of-way. Provide public realm and sidewalk improvements along Hampton between Brandon and 12th Street and along Clarendon between Epenard and Marlborough, including enhanced lighting and street trees where possible. | 3-5 Years | Public Works , Transportation, PUD | \$\$\$ Future Bond Package* |
| 2.B | Implement pedestrian improvements at the following locations: <ul style="list-style-type: none"> Using the Dallas Vision Zero Plan as a guide, work to implement recommended pedestrian safety improvements on the high-injury network. Westmoreland/Clarendon: Consider pedestrian enhancements including enhanced lighting and sidewalk and ADA repairs. Hampton/Jefferson: Request pedestrian enhancements such as striping the outside of the crosswalks and providing pedestrian countdown timers. Vernon/Ferndale + Vernon/Ludlow: Request a pedestrian crossing warrant study, with the goal of increasing the ability of residents living west of Vernon to walk to Wynnewood Shopping Center Westmoreland/Falls: Replace aging traffic signal and pursue additional pedestrian enhancements such as pedestrian refuge islands in the median of Westmoreland, pedestrian countdown timers, and enhanced lighting to enhance the comfort of pedestrians accessing the adjacent shopping center. Create a Safe Routes to School plan for LO Donald, Lida Hooe Lenore Kirk Hall, George Peabody, Maria Moreno, Margaret B Henderson, and Winnetka Elementary Schools, identifying improvements that will help make it easier and more comfortable for students to walk and bike to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the Federal Transportation Alternatives program. Illinois and Wright Intersection: Request that the Dallas DOT conduct an engineering study to evaluate realigning the intersection of Westmoreland and Wright to improve pedestrian and vehicular sight lines, and conduct a traffic signal or pedestrian crossing warrant study to enable left turns from Wright onto Illinois and/or provide an enhanced pedestrian crossing that improves access to the Westmoreland DART Station Clarendon/Edgefield: Provide public realm and sidewalk improvements within one-block of Clarendon/Edgefield intersection | 3-5 Years | Public Works, Transportation , PUD | \$\$\$ Future Bond Package* and General Fund for Transportation Improvements |

*Subject to voter approval and Needs Assessment Scoring September 15, 2022



Transportation and Infrastructure

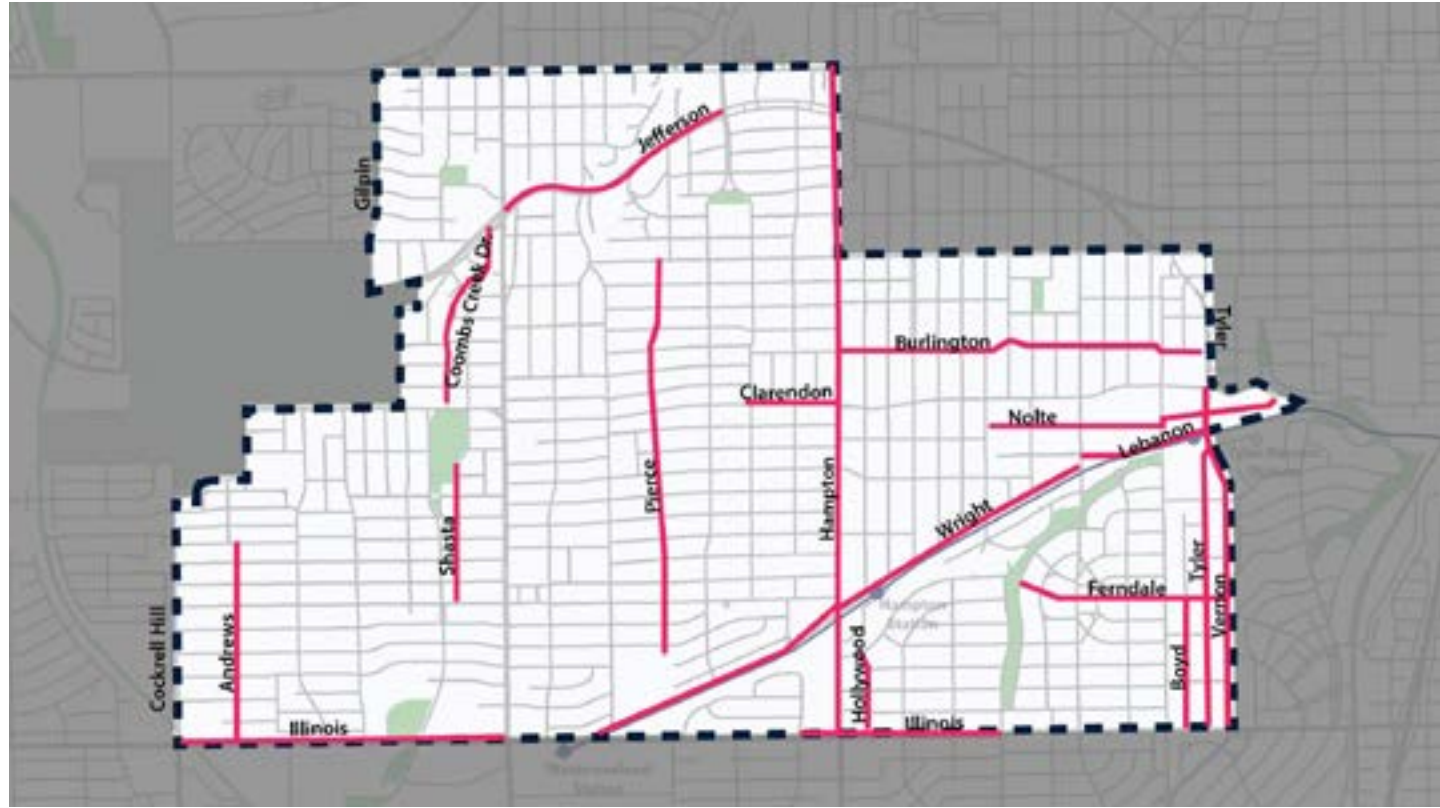
| Goal | Action | Timeframe | Lead Agency/ Support | Funding/ Sources |
|---|--|-----------|---|---|
| Construct new multimodal improvements and bike lanes throughout West Oak Cliff | | | | |
| 3.A | <p>Include the proposed conceptual bike network shown on the following page into the upcoming update to the Dallas Bike Plan. This should include proposed off-street facilities noted in the Parks and Open Space section as well as the following on-street facilities:</p> <ul style="list-style-type: none"> • Wright Street between Illinois and Edgefield • Vernon Avenue between Illinois and Tyler and Tyler Street between Tyler-Vernon DART Station and 12th Street • 12th Street between Hampton and Polk Street • Clarendon Drive between Cockrell Hill (municipality) and Vernon Avenue. Amend the Dallas Thoroughfare Plan for Clarendon from four lanes to two lanes accordingly. • Plymouth between Davis Street and Moss Park • Edgefield between 12th and Elmwood Boulevard • 12th Street between Hampton and Superior • Along Superior between Moss Park and Clarendon • Along Falls between Cockrell Hill Road and Franklin • Along Franklin between Falls and Wright. • Evaluate Ravinia Drive for road diet and bike facilities as recommended in the Salazar, Cowart, and Stockard Safe Routes to School Plan. | 1-2 Years | Transportation, PUD | General Fund for Bike Network improvements |
| 3.B | Support City of Dallas Department of Transportation and Dallas County in providing bike lanes along West Davis between Hampton and Westmoreland | 2-3 Years | Transportation, Dallas County | Project already funded |
| Note | *Proposed routes and facility types shown on the map are subject to change as a result of further engineering analysis. The 2011 Dallas Bike Plan is scheduled to undergo an update in 2022 and 2023. The map shown should be used as a starting point for updating the Dallas Bike Plan for the West Oak Cliff area. Specific facility and roadway design details will be determined by the Dallas Department of Transportation upon implementation | | | |
| Evaluate traffic calming through street design enhancements | | | | |
| 4.A | Establish an updated evaluation methodology for localized roadway improvements, including Thoroughfare Plan amendments, prioritizing multimodal metrics and movement over vehicular level of service. | 3-5 Years | Transportation, PUD | None required |
| 4.B | In conjunction with the new DART bus network, consider opportunities for dedicated bus lanes during certain hours along Hampton Road, particularly between Brandon Street and Davis Street, to promote efficient transit movement and to create an enhanced barrier for pedestrians along the Hampton commercial corridor. | 3-5 Years | DART, Transportation, PUD | Funding to be determined |
| 4.C | Explore opportunities to provide new traffic signals or traffic control devices along Hampton Road between Brandon and 12 th and along Edgefield in Downtown Elmwood to help calm traffic speeds and enhance the pedestrian nature of these roadways. | 3-5 Years | Transportation, Public Works | \$\$, Future Bond Package* |
| 4.D | Using the proposed Safe Routes to School plan for Winnetka Elementary School, explore opportunities to slow traffic speeds along Edgefield between Wright and 12 th Street, including stop signs, hawk signals, and crosswalks. | 2-3 Years | Transportation | Funding to be determined |
| 4.E | Pursue tree plantings in the medians along Westmoreland Road, Hampton Road, and Jefferson Blvd in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements. | 3-5 Years | Texas Trees Foundation, Public Works | Funding to be determined |
| 4.F | Explore opportunities for bike facilities along Falls Drive, Vernon Road, Plymouth Road to reduce roadway dedicated to vehicles and, in turn, help slow traffic speeds. | 3-5 Years | Transportation | \$\$, Future Bond Package* and general fund for transportation improvements |
| 4.G | Consider opportunities for traffic calming along West Twelfth Street between Ravinia and Tyler, including bike lanes and other traffic speed mitigation measures. | 3-5 Years | Transportation | Funding to be determined |
| 4.H | For all local residential streets not on the City of Dallas' Thoroughfare Plan, support residents in their neighborhood petition requests for traffic calming and speed management submitted through 311. | Ongoing | PUD, Transportation | None required |

*Subject to voter approval and Needs Assessment Scoring



Transportation and Infrastructure

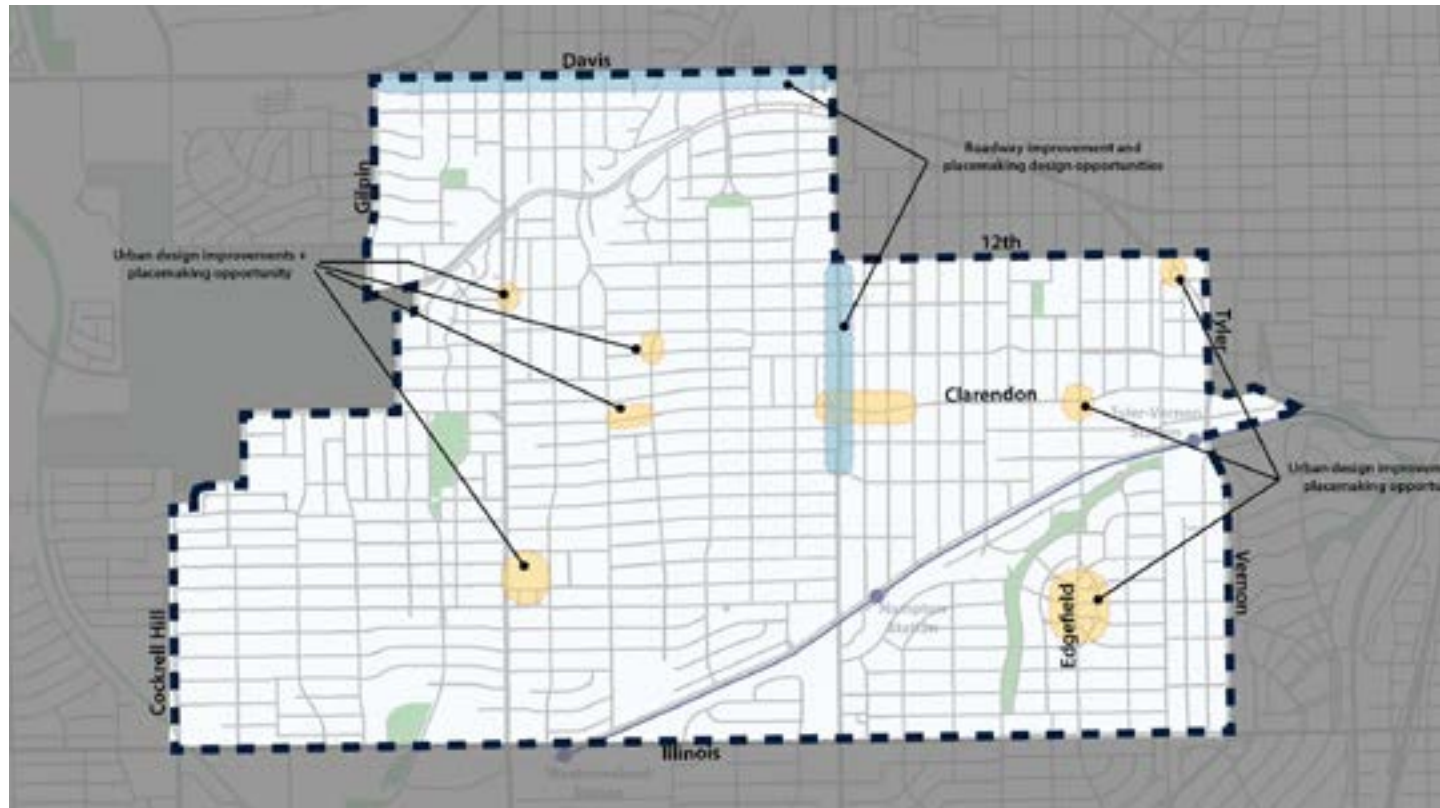
Sidewalk Repairs and Improvements



Proposed Bike Network



Placemaking and Urban Design Enhancements



Traffic Calming Improvements

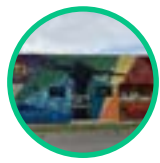




Parks and Open Space

| Goal | Action | Timeframe | Lead Agency/ Support | Funding/ Sources |
|--|---|-----------|---|---|
| Create opportunities for smaller parks, plazas, and parklets in existing neighborhood nodes | | | | |
| 1.A | Prioritize land acquisition of existing vacant properties in the Hampton/Clarendon area in order to create a plaza or public gathering space in this commercial node. | 3-5 Years | Park + Recreation , Trust for Public Land | \$\$; funding sources to be determined |
| 1.B | Leverage street reconstruction of Pierce to explore opportunities for creating a small public plaza, playground, or community garden at the North Cliff Neighborhood Center. Nearby vacant parcels should also be considered by the neighborhood and private interest for acquisition and programming. | 3-5 Years | Public Works , Transportation, Park+Recreation, PUD | \$\$; Future Bond Package* |
| 1.C | As a part of the proposed future public-private partnership redevelopment of the DART Hampton Station property, include a provision for a pocket park, plaza, or public open space as a part of future redevelopment. | 3-5 Years | DART | \$\$, funding sources to be determined |
| 1.D | Taking advantage of excess city right-of-way and adjacent private property, work to create a series of small public plazas and parks in Downtown Elmwood. | 3-5 Years | Public Works , Transportation, Park+Recreation, PUD | \$\$; Future Bond Package* |
| 1.E | Leverage the Park Dedication Fees generated in Park Dedication District 4 to secure and allocate fees for future parkland acquisition and improvements in high-priority zones in West Oak Cliff. | Ongoing | Park+Recreation , City Council, Parks Board | Funding generated via Park Dedication Fees |
| Public school sites should be utilized as opportunities for public greenspace | | | | |
| 2.A | Assist the West Oak Cliff community in creating a taskforce to establish a collaborative partnership to explore additional opportunities in the area for leveraging public school sites as locations for publicly-accessible greenspace. | 1-2 Years | Planning + Urban Design , Park+Recreation, Community Leaders | None required |
| 2.B | Partnering with the Trust for Public Land, include Stockard Middle School and LO Donald Elementary School as future Cool Schools Park sites. | 1-2 Years | Park + Recreation, Trust for Public Land | None Required |
| 2.C | Partner with DISD to create publicly-accessible recreational fields and play areas for neighborhood and school use at Westmoreland Park and adjacent Lenore Kirk Hall Elementary School. | 3-5 Years | Park + Recreation , DISD | \$\$; funding sources to be determined |
| Create new and enhance existing green linkages, utilizing city streets wherever possible. | | | | |
| 3.A | Provide a linear park and trail along Coombs Creek Drive from Illinois Avenue to Grafton Avenue (at Martin Weiss Park) to create a green linkage between two park assets, create safe bike and walking opportunities for residents, create passive green space, enhance ecological connectivity between existing green spaces, and provide a possible future connection to an extension of the Five Mile Creek Trail in the future. | 3-5 Years | Park + Recreation | \$\$; Future Bond Package* |
| 3.B | Include a future trail connection between Moss Park and Martin Weiss Park as an extension of the Coombs Creek Trail in the next update to the Park and Recreation Department Trails Master Plan. The Plan should evaluate options for paralleling proposed on-street bike facility routes on Superior and Clarendon to maximize legibility. | 1-2 Years | Park + Recreation | None Required |
| 3.C | Support local neighborhood organizations in working to explore MOWmentum Agreements to turn the large medians along Burlington Blvd, Plymouth Road, and along South Oak Cliff Blvd. into publicly usable spaces, providing landscaping, street trees, benches, and other amenities as desired by the neighborhood. | 1-2 Years | Planning + Urban Design , Public Works, Community Leaders | None required |
| 3.D | As a part of future improvements to the Coombs Creek Trail extension, reconstruct Plymouth Road between Jefferson Avenue and West Davis Street with a wide landscaped median and center-running trail as an extension of the existing median between Moss Park and Jefferson. | 3-5 Years | Park + Recreation, Public Works | \$\$; funding sources to be determined |
| 3.E | Support local neighborhood organizations in working to explore MOWmentum Agreements to turn the the existing leftover right-of-way triangle bounded by Polk, Page and Tyler into a useable open space. | 1-2 Years | Planning + Urban Design , Transportation, Community Leaders | None required |
| 3.F | Street reconstruction projects and park improvement projects should work to incorporate integrated stormwater and low-impact development practices such as rain garden to enhance local sustainability while also promoting local ecological health and enhancement. | Ongoing | Public Works , Transportation, PUD | Pricing to be determined during scope establishment for future projects |
| Improve and enhance existing parks and green spaces | | | | |
| 4.A | In addition to proposed enhancements at Westmoreland Park outlined in the Park and Recreation Department Needs Inventory, provide sidewalk enhancements that align with the Complete Streets Design Manual along Illinois in Westmoreland Park to create a more comfortable pedestrian experience. | 3-5 Years | Park + Recreation, Public Works | \$\$; funding sources to be determined |
| 4.B | Explore opportunities for park enhancements at Moss Park and on public right-of-way around the existing DWU water treatment facility, including a dog park, improved walking paths, and public art. Include these proposed enhancements in the Park and Recreation Department Needs Inventory to be included in an upcoming Bond package. | 3-5 Years | Park + Recreation | \$\$; Future Bond Package* |
| 4.C | Consider enhancements to Martin Weiss Park, including a dog park, improved accessible and inclusive playground facilities, a splash pad, and enhanced pedestrian crossing hawk signal at Martindell or Coombs Creek Drive. Include these proposed enhancements in the Park and Recreation Department Needs Inventory to be included in an upcoming Bond package. | 3-5 Years | Park + Recreation | \$\$; Future Bond Package* |
| 4.D | Explore opportunities for providing a dog park and skate park at an existing park within West Oak Cliff. | 3-5 Years | Park + Recreation | \$\$; Future Bond Package* |
| 4.E | Consider opportunities for enhancements to Greiner Park, including new lighting, seating areas, and accessible and inclusive playground facilities. | 3-5 Years | Park + Recreation | \$\$; Future Bond Package* |

*Subject to voter approval and Needs Assessment Scoring



Inclusive Community Development and Quality of Life

| Goal | Action | Timeframe | Lead Agency/ Support | Funding/ Sources |
|--|--|-----------|---|----------------------------------|
| Ensure neighborhood affordability through strategic policies and programs | | | | |
| 1.A | Support the proposed future redevelopment of DART Hampton Station property through a public-private partnership with DART into a mixed-income, mixed-use community, with a minimum percentage of units dedicated as affordable and promoted to West Oak Cliff residents. Use recommendations outlined in the Hampton Station Area section to serve as a guide for design and development guidance. | 2-3 Years | Economic Development, Housing, Planning and Urban Design, DART | Funding sources to be determined |
| 1.B | In alignment with adopted citywide policies, including CECAP and the Economic Development Policy, in areas within ½ mile of DART light-rail stations, analyze opportunities for permitting new missing middle housing types (including accessory dwelling units, duplexes, and triplex/quadplexes, and cottage homes), in addition to still permitting new and existing single-family residential, and in areas within ¼ mile of high-frequency bus (Jefferson Boulevard), consider opportunities for permitting accessory dwelling units by-right. See Land Use + Development 2.C for more details. | 2-3 Years | Planning + Urban Design | None required |
| 1.C | Explore opportunities for future authorized hearings and rezonings in commercial, multifamily, and mixed-use areas in West Oak Cliff to include the mixed-income housing bonus to incentivize the provision of affordable units as a part of residential development. Rezoning that guarantee dedicated affordable units should receive an expedited approvals and review process through the existing Q-Team or the proposed H-team. | Ongoing | Planning + Urban Design | None required |
| 1.D | Coordinate with the City of Dallas Housing Department to create a Neighborhood Empowerment Zone in West Oak Cliff to provide tax abatement for home repairs with the goal of helping existing homeowners improve their housing stock while minimizing increased tax burdens. Upon creation, implement an outreach program to educate and promote this new tool. | 2-3 Years | Housing, PUD | None required |
| 1.E | Work with the City of Dallas Housing Department to implement a comprehensive outreach effort in the West Oak Cliff area to promote the Dallas Homebuyer Assistance Program, educate about additional homeownership assistance programs, to aid in making homeownership more attainable for existing residents, and educate about property tax exemptions, including homestead tax exemptions, inherited residence exemptions, senior exemptions, and veteran exemptions. | 2-3 Years | Housing, PUD | Funding sources to be determined |
| 1.F | Support the City of Dallas Housing Department in finding additional funding to support both the Homeowner and Renter Home Improvement and Preservation Program (HIPP) and the Targeted Rehabilitation Program (TRP) to expand both programs within West Oak Cliff in order to assist property owners in housing rehabilitate to stabilize and improve the existing housing stock. | 2-3 Years | Housing, PUD | Funding sources to be determined |
| 1.G | Encourage additional utilization of the City's Title And Property Assistance (TAPA) program, targeting West Oak Cliff through a dedicated outreach effort. | 2-3 Years | Housing, PUD | Funding sources to be determined |
| 1.H | Work with smaller areas within the WOCAP area to determine which tools, if any, the residents would like to use to preserve the character and/or affordability of their neighborhood and begin the process to institute those tools, in consideration of a PD overlay, Conservation District, missing middle design requirements and location stipulations, and allowing ADUs by right. | Ongoing | Planning + Urban Design, Housing | |
| Support local, minority, immigrant, and women-owned small businesses | | | | |
| 2.A | Support the Office of Economic Development in creating a small-scale community development assistance program to support small-scale infill economic development opportunities. | 2-3 Years | Economic Development, PUD | Funding sources to be determined |
| 2.B | Partner with the City of Dallas Small Business Center to establish a promotional outreach strategy in West Oak Cliff for the: <ul style="list-style-type: none"> • Small Business Adaptive Reuse Program, which provides grants (up to \$30,000) for commercial building repairs and improvements. • Small Business Continuity Fund to provide loans and grants to small businesses (50 or fewer employees) that have been adversely impacted by the COVID-19 pandemic. • Southern Dallas Investment Fund to promote capital improvements to small, locally-owned businesses. | 1-2 Years | Small Business Center, PUD | Funding sources to be determined |
| 2.C | Coordinate with the Office of Economic Development to establish a comprehensive outreach strategy in targeted commercial areas of West Oak Cliff to better educate about the City's Public-Private Partnership Program, which helps offset project or operational costs through a variety of economic development incentives (see Appendix for eligibility requirements). | 2-3 Years | Economic Development, PUD | Funding sources to be determined |
| 2.D | Establish a West Oak Cliff business taskforce that can serve as a liaison to the City of Dallas to provide input on strategies and programs, collaborate with local chambers of commerce to promote local businesses, share and educate the West Oak Cliff business community about resource opportunities, and help shape and guide small business strategies for the area. Representatives should include city staff, such as building permit officials and Small Business Center staff, along with local business owners. | 2-3 Years | Local Business Owners, Small Business Center, other city departments as needed | None required |
| 2.E | Through the previously-filed authorized hearings in West Oak Cliff, consider zoning mechanisms and a reimagined development approvals process that support flexible and temporary retail incubator/maker spaces, including reduced parking requirements and expedited or simplified review, in order to support local start-up small businesses. | 1-2 Years | Planning + Urban Design | None required |
| 2.F | As a part of the potential future public-private partnership redevelopment of the Hampton DART Station property into a mixed-use development, work with DART and the selected developer to explore opportunities to dedicate some ground-level space for pop-up businesses and incubator/maker spaces to support local start-up small businesses. | 1-2 Years | DART, Planning + Urban Design, Private Development | None required |
| Promote local arts and culture through initiatives and dedicated physical space | | | | |
| 3.A | Support the City of Dallas' Office of Arts and Culture in providing new arts and cultural programming to the Martin Weiss Recreation Center. | 1-2 Years | Office of Arts and Culture | None required |
| 3.B | Partner with the Office of Arts and Culture and local community groups to support the implementation of cultural block parties in West Oak Cliff for holidays and special events. | 1-2 Years | Office of Arts and Culture, Local Community Groups | None required |
| 3.C | Coordinate with the Office of Arts and Culture, local property owners, and other relevant city departments to support the creation of community-sponsored murals and art walls on public and private building facades. | 1-2 Years | Office of Arts and Culture, Local Community Groups | None required |
| 3.D | Promote the Office of Arts and Culture's Community Artist Program to local neighborhood and community groups to provide free artists to future public community events. | 1-2 Years | Office of Arts and Culture, PUD | None required |
| 3.E | As a part of the potential future public-private partnership redevelopment of the Hampton DART Station property into a mixed-use development, work with DART to ensure the inclusion of dedicated public community spaces for art, cultural, and community events. This space can be curated with assistance from the City's Office of Arts and Culture. | 1-2 Years | DART, Planning + Urban Design, Office of Arts and Culture | None required |
| 3.F | Partner with the Office of Arts and Culture's Public Art Division to ensure community-designed public art is included on public realm improvement projects and right-of-way improvement projects mentioned in the Transportation and Infrastructure and Parks and Open Space sections. | 3-5 Years | Public Works, Transportation, PUD | \$\$, Future Bond Package* |
| 3.G | Work to expand housing options for local artists by exploring opportunities to create dedicated affordable housing targeted towards local artists, partnering through public-private partnerships with groups such as ArtSpace. | 3-5 Years | Housing, Economic Development | Funding sources to be determined |
| 3.H | As a part of the five previously-filed authorized hearing and possible future authorized hearings for commercial areas in West Oak Cliff, reduce possible zoning barriers for artists utilizing commercial properties for studio space, exploring permitting light-industrial artist uses such as kilns by-right or subject to Special-Use Permit. | 1-2 Years | Planning + Urban Design | None required |
| 3.I | As a part of future updates to the Library's Facilities and Strategic Plan, consider opportunities for a new library facility and/or enhanced services in West Oak Cliff, as warranted by population growth and Library expansion criteria. | 5+ Years | Dallas Public Library | Funding sources to be determined |
| Enhance safety through improved design of buildings and the public realm | | | | |
| 4.A | Explore opportunities for using authorized hearings in focus areas to implement urban design standards that support Crime Prevention Through Environmental Design practices, including activated facades and eyes on the street. | 1-2 Years | Planning + Urban Design | None required |
| 4.B | Through proposed realm design improvement projects, ensure increased pedestrian and street lighting, following Dark Skies standards, to enhance safety and visibility in high pedestrian areas (see Transportation + Infrastructure). | 3-5 Years | Public Works, Transportation, | \$\$, Future Bond Package* |
| 4.C | Ensure that future park improvements at Greiner Park, Moss Park, Westmoreland Park, Martin Weiss Park, Beverly Hills Park, and the Elmwood Parkway provide enhanced lighting to increase safety and visibility, while still keeping in mind adjacent neighbors and light-pollution concerns. | 3-5 Years | Park + Recreation | \$, Future Bond Package* |
| 4.D | Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including W 12 th Street, Hampton Road, West Davis, Edgefield, Polk, and Clarendon. | 3-5 Years | Public Works, Transportation, PUD | \$\$\$, Future Bond Package* |



AREA PLANNING TASKFORCE

The West Oak Cliff Area Planning taskforce served as a guide for the area planning process from the beginning. The taskforce consisted of a group of Councilmember-appointed neighborhood representatives, business owners, property owners, and other area stakeholders. Replacements for neighborhood representatives were found during the process as some members were unable to serve for various reasons.

The taskforce provided input on engagement, served as liaisons to their neighborhoods, and helped shape plan goals and recommendations. City staff facilitated the meetings and provided presentations on relevant materials to help guide conversation. The taskforce met a total of 14 times over the course of the two-year planning period. These meetings occurred mostly virtually, although several in-person meetings occurred later in the process.

Meetings

The taskforce meetings occurred on:

- May 5, 2020; June 23, 2020; September 28, 2020; October 26, 2020; December 14, 2020; March 29, 2021; August 2, 2021; September 13, 2021; December 6, 2021; January 10, 2022; January 25, 2022; February 8, 2022; February 22, 2022; May 16, 2022; June 1, 2022

Members

| | | |
|---------------------|--|-------------------------------|
| Michael Anglin | | Taskforce Chairman |
| Rebecca Acuna | | Neighborhood Stakeholder |
| Yolanda Alameda | | Polk/Vernon NA |
| Barbara Barbee | | Beverly Hills NA |
| Tre Black | | Kessler Plaza NA |
| Gerardo Cantu | | East Hampton Hills NA |
| Paul Carden | | Heritage Oak Cliff |
| Nick Dean | | Neighborhood Stakeholder |
| Greg Gerbig | | Hampton Hills NA |
| Matt Glenn | | South Edgefield NA |
| Steve Hilburn | | Ravinia Hts/ Kessler Plaza NA |
| Mary Lou Paras | | Jimtown NA |
| Liz Provost | | North Cliff NA |
| Alicia Quintans | | Neighborhood Stakeholder |
| Joshua Ramsey | | Ravinia Heights NA |
| Mark Register | | Ravinia Heights NA |
| Elena Stephens | | Elmwood NA |
| Bob Stimson | | Neighborhood Stakeholder |
| Agustin Torres | | The Dells NA |
| Kaitlin Vanderslice | | Sunset Hill NA |
| Kendra Williams | | South Edgefield NA |

ENGAGEMENT MEETING SUMMARIES

Throughout the course of the West Oak Cliff Area Planning effort, city staff made numerous changes to methods of engagement based on community input. Online meetings, initially required at the outset due to the COVID-19 pandemic, presented barriers for some to participate. Based on voiced community concerns, efforts were made to maximize in-person engagement, send notifications via mail and door-to-door flyers in many neighborhoods, and provide opportunities for surveys to be done in-person at a local recreation center. Over the course of two years, the city hosted the following meetings:

Plan Kickoff Meetings (Virtual)
November 19, 2020 (English);
January 25, 2021 (Spanish)

Community Visioning Meetings
April 27, 2021 (Virtual); May 4, 2021 (Virtual);
June 1, 2021 (Virtual); June 7, 2021 (Virtual); June
12, 2021 (In-person); June 21, 2021 (In-person)

How to Form a Neighborhood Association
September 14, 2021; October 2, 2021

Land Use and Zoning Basics
September 11, 2021; September 28, 2021

Focus Area Visioning Meetings
West Davis + North Cliff | October 12, 2021 (In-
person); Hampton Station Area, Hampton/
Clarendon, and Jimtown | October 23, 2021 (In-
person); Downtown Elmwood and Tyler-Vernon
Station Area | October 25, 2021 (In-person); Western
West Oak Cliff | November 13, 2021 (In-person)

Draft Plan Meetings
March 9, 2021 (Virtual); March 12, 2022 (In-Person)

To learn more about public meetings, community input, key takeaways, and how that informed the plan recommendations, please see the following section with information from these meetings. Additional details can be found on the City's Planning and Urban Design website including presentations, meeting recordings and meeting materials.

APPENDIX

| | |
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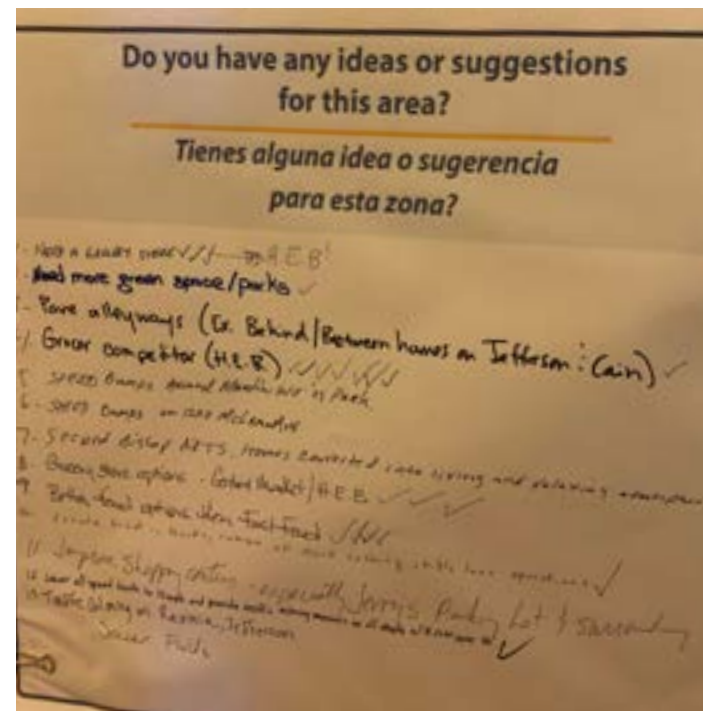
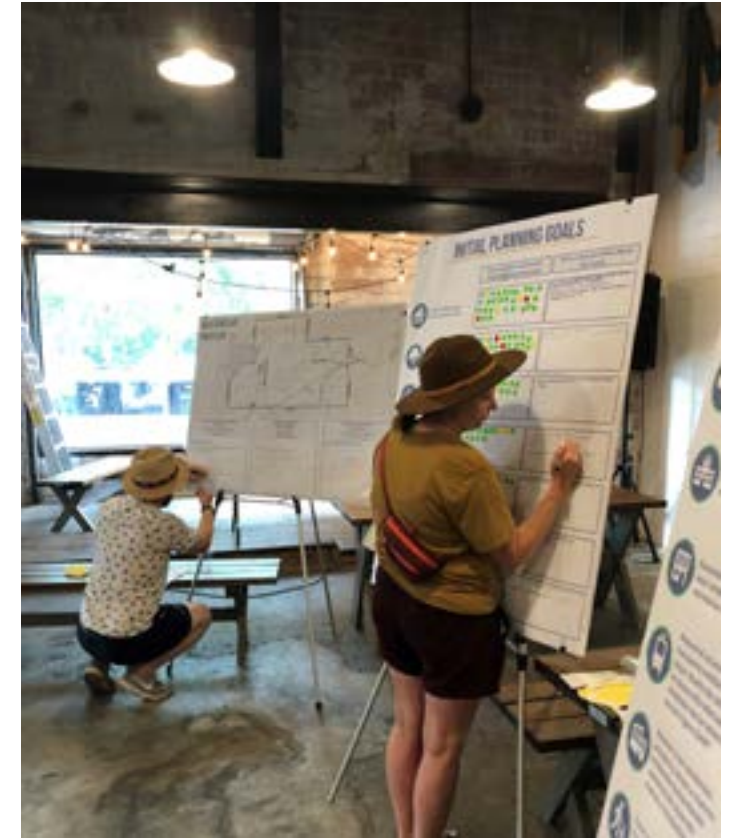
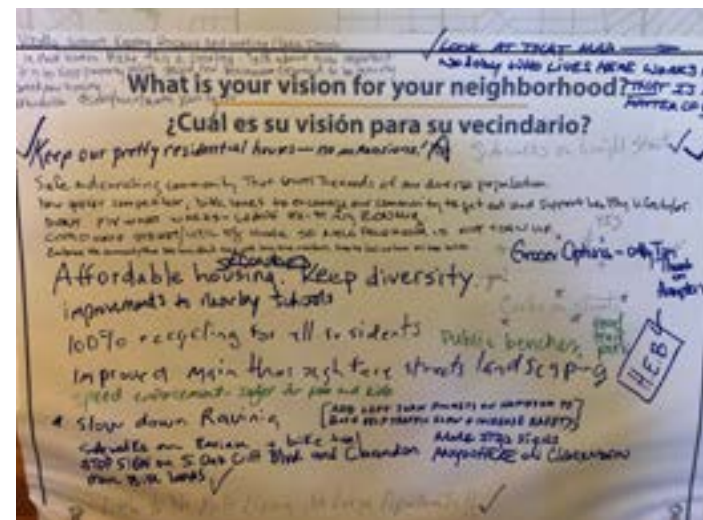
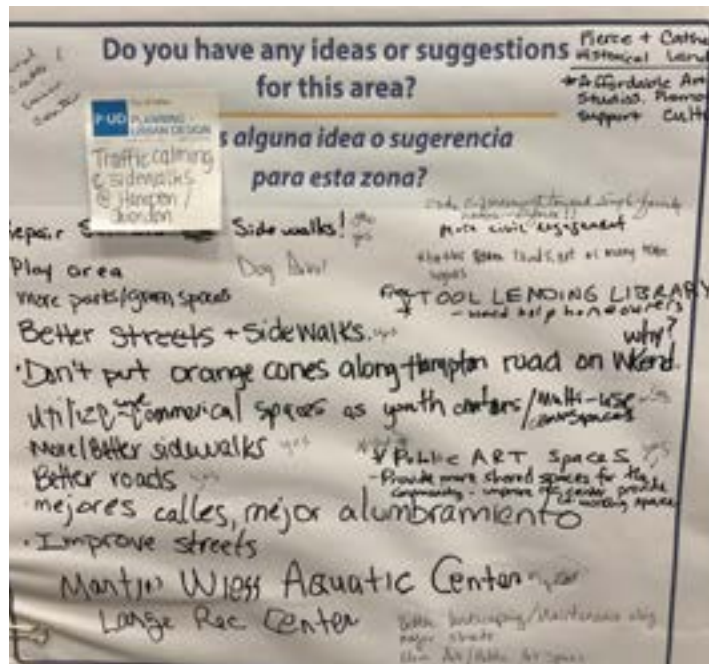
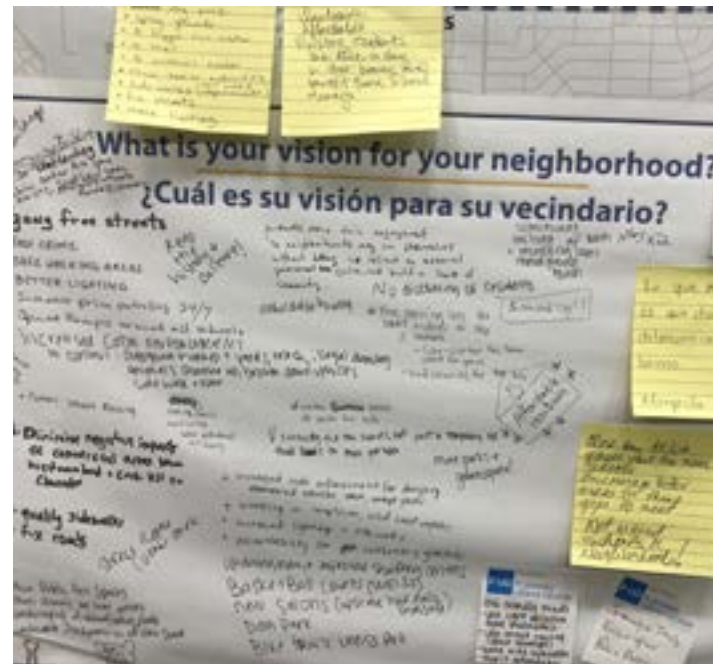


METAS INICIALES

| | |
|--|-------|
| Proteger las características de los vecindarios familiares existentes | ★★★★★ |
| Preservar las áreas naturales y ampliar los espacios de espacios públicos. | ★★★★★ |
| Preservar las edificaciones históricas y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |
| Preservar las edificaciones que representan el patrimonio cultural y promover la renovación de las mismas. | ★★★★★ |

INITIAL PLANNING GOALS

| | | | |
|--|-------|--|---|
| Protect existing single-family neighborhoods | ★★★★★ | Place a sticker next to your favorite planning goal! | Tell us what you think about each goal. |
| Preserve natural areas and expand public parks and trails | ★★★★★ | | |
| Preserve historic buildings by encouraging renovation and reuse | ★★★★★ | | |
| Encourage businesses that are compatible with surrounding neighborhoods | ★★★★★ | | |
| Improve transportation access through better street design and suitable development around transit light-rail stations | ★★★★★ | | |
| Attract current residents and attract new residents by encouraging new and affordable housing choices | ★★★★★ | | |
| Create walkable neighborhood centers that provide a variety of work, shopping and living opportunities | ★★★★★ | | |

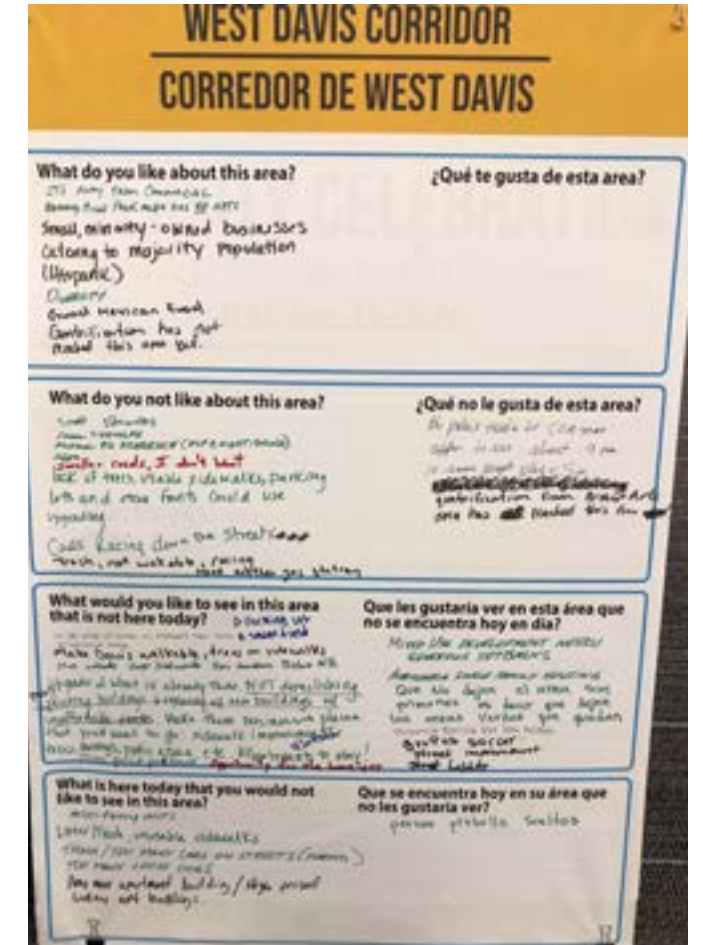
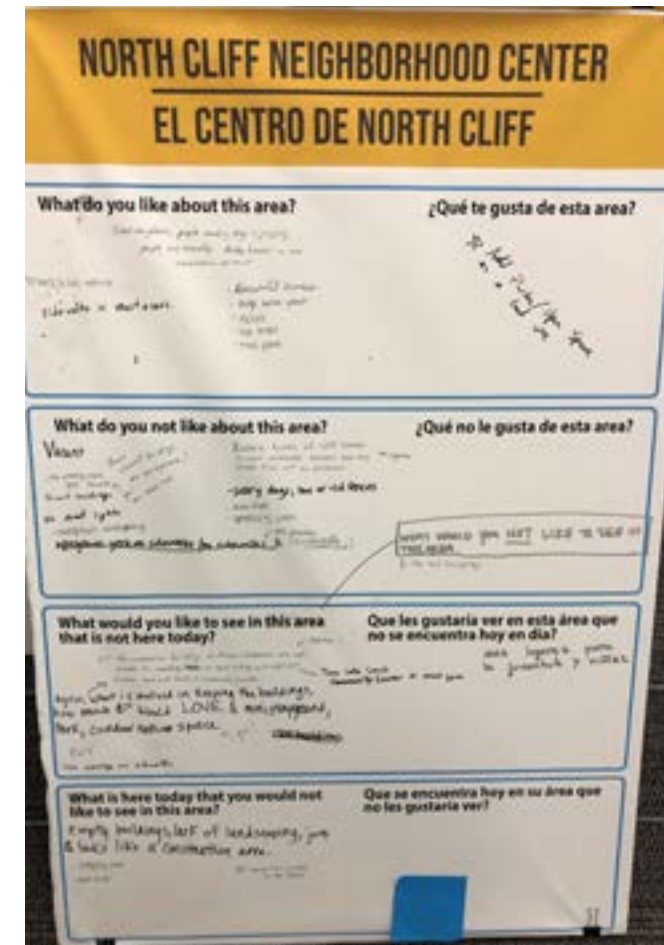
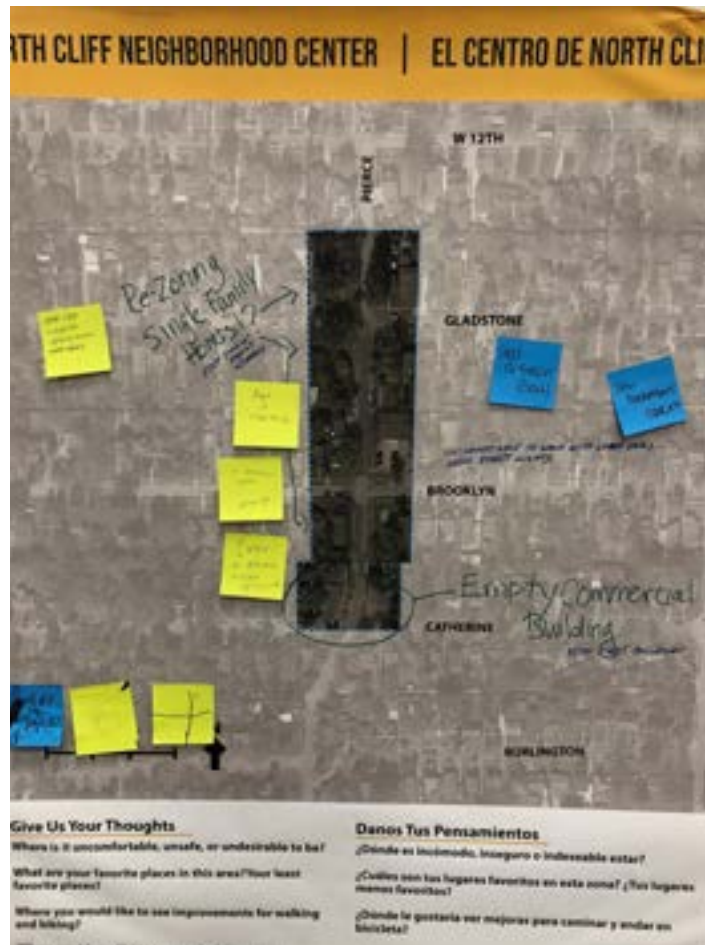


INITIAL PLANNING GOALS

| | | | |
|--|-------|--|---|
| Protect existing single-family neighborhoods | ★★★★★ | Place a sticker next to your favorite planning goal! | Tell us what you think about each goal. |
| Preserve natural areas and expand public parks and trails | ★★★★★ | | |
| Preserve historic buildings by encouraging renovation and reuse | ★★★★★ | | |
| Encourage businesses that are compatible with surrounding neighborhoods | ★★★★★ | | |
| Improve transportation access through better street design and suitable development around transit light-rail stations | ★★★★★ | | |
| Attract current residents and attract new residents by encouraging new and affordable housing choices | ★★★★★ | | |
| Create walkable neighborhood centers that provide a variety of work, shopping and living opportunities | ★★★★★ | | |

WEST DAVIS AND NORTH CLIFF FOCUS AREA WORKSHOP

BEVERLY HILLS PARK | 10.12.21



JIMTOWN, HAMPTON/CLARENDON, AND HAMPTON STATION AREA FOCUS AREA WORKSHOP

10.23.21 | KIEST PARK



HAMPTON / CLARENDON

Give Us Your Thoughts
Where is it uncomfortable, unsafe, or undesirable to be?
What are your favorite places in this area? Your least favorite places?
Where would you like to see improvements for walking and biking?
Where would you like to see new buildings or new development occur?

Danos Tus Pensamientos
¿Dónde es incómodo, inseguro o indeseable estar?
¿Cuáles son tus lugares favoritos en esta zona? ¿Tus lugares menos favoritos?
¿Dónde le gustaría ver mejoras para caminar y andar en bicicleta?
¿Dónde le gustaría ver nuevos edificios o nuevos desarrollos?

HAMPTON STATION AREA | ÁREA DE LA ESTACIÓN DE HAMPTON

Give Us Your Thoughts
Where is it uncomfortable, unsafe, or undesirable to be?
What are your favorite places in this area? Your least favorite places?
Where would you like to see improvements for walking and biking?
Where would you like to see new buildings or new development occur?

Danos Tus Pensamientos
¿Dónde es incómodo, inseguro o indeseable estar?
¿Cuáles son tus lugares favoritos en esta zona? ¿Tus lugares menos favoritos?
¿Dónde le gustaría ver mejoras para caminar y andar en bicicleta?
¿Dónde le gustaría ver nuevos edificios o nuevos desarrollos?

JIMTOWN NEIGHBORHOOD | EL VECENDARIO DE JIMTOWN

What do you like about this area? ¿Qué te gusta de esta área?
Neighbors, single family homes ✓
Like Tacos/As + Small Local Businesses in Clarendon N.E. of Hampton
Walking, Biking Trails
Walking area along trail and from trail to Woodlands Station

What do you not like about this area? ¿Qué no le gusta de esta área?
Lack of commerce
New code enforcement
NEED CRAWL SPACE MEETINGS

What would you like to see in this area that is not here today? ¿Que les gustaría ver en esta área que no se encuentra hoy en día?
Better lighting / more street lights
More creative & unique murals
Walking/bike trails along highways
Underground Station to Street Car on any day

What is here today that you would not like to see in this area? ¿Que se encuentra hoy en su área que no les gustaría ver?
None

What would you not like to see in this area in the future? ¿Qué no le gustaría ver en esta área en el futuro?
Traffic congestion
Lack of parking
See more shops

HAMPTON STATION AREA | ÁREA DE LA ESTACIÓN DE HAMPTON

What do you like about this area? ¿Qué te gusta de esta área?
Trees, Plants, Parking
Love seeing the Hampton & Clarendon Street
HOUSES/MANSIONS
great street view!

What do you not like about this area? ¿Qué no le gusta de esta área?
Perceived as dangerous
Not walkable to the south
Inconvenient - crossing street
Yes, Hinge Street needs a light
City doesn't support bike lanes
Normal car road

What would you like to see in this area that is not here today? ¿Que les gustaría ver en esta área que no se encuentra hoy en día?
Community Spaces: Tool Library / Art Space / Neighborhood Area
Walking/bike trails along highways
Underground Station to Street Car on any day

What is here today that you would not like to see in this area? ¿Que se encuentra hoy en su área que no les gustaría ver?
Auto body shops
Car Washes
Car Washes

What would you not like to see in this area in the future? ¿Qué no le gustaría ver en esta área en el futuro?
LIMIT Auto Shops
NO REAR DRIVE
APARTMENTS
Solar panels
Car Washes
Car Washes

HAMPTON / CLARENDON INTERSECTION | LA INTERSECCIÓN DE HAMPTON / CLARENDON

What do you like about this area? ¿Qué te gusta de esta área?
Clean - clean
Trees
Intersection & Clarendon Ave
It's a busy hub & business & it's right next to my house
Large trees

What do you not like about this area? ¿Qué no le gusta de esta área?
Vacant buildings
Dense traffic
Dangerous car accidents & wide parking lots
road noise
lack of trees / landscaping / art
Inconvenient traffic
Wide lanes / narrow sidewalks

What would you like to see in this area that is not here today? ¿Que les gustaría ver en esta área que no se encuentra hoy en día?
More trees / greenery
More bike lanes / walking trails
More trees - more trees - for shade
More greenery - more trees - for shade
More greenery - more trees - for shade

What is here today that you would not like to see in this area? ¿Que se encuentra hoy en su área que no les gustaría ver?
No more trees - no more greenery
No more trees - no more greenery
No more trees - no more greenery

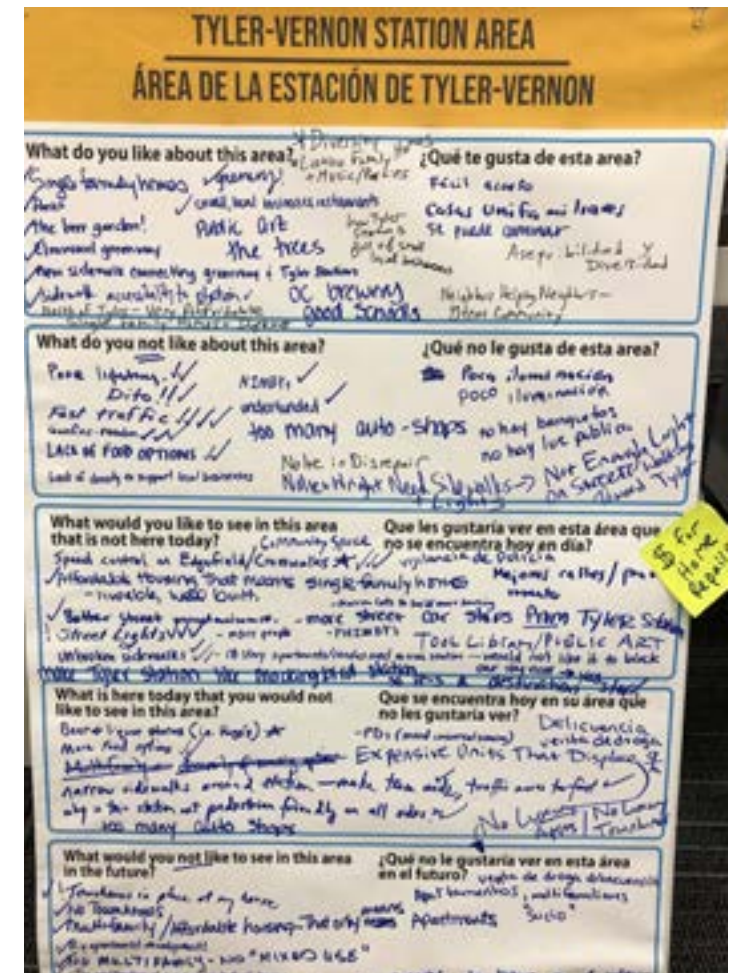
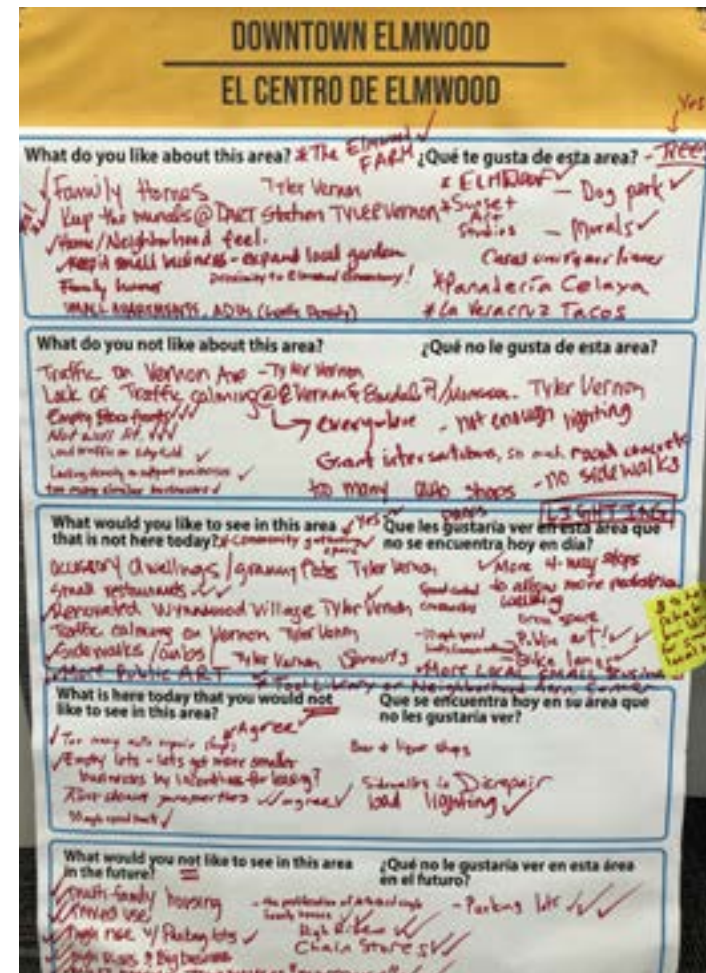
What would you not like to see in this area in the future? ¿Qué no le gustaría ver en esta área en el futuro?
No more trees - no more greenery
No more trees - no more greenery
No more trees - no more greenery

JIMTOWN NEIGHBORHOOD | EL VECENDARIO DE JIMTOWN

Give Us Your Thoughts
Where is it uncomfortable, unsafe, or undesirable to be?
What are your favorite places in this area? Your least favorite places?
Where would you like to see improvements for walking and biking?
Where would you like to see new buildings or new development occur?

Danos Tus Pensamientos
¿Dónde es incómodo, inseguro o indeseable estar?
¿Cuáles son tus lugares favoritos en esta zona? ¿Tus lugares menos favoritos?
¿Dónde le gustaría ver mejoras para caminar y andar en bicicleta?
¿Dónde le gustaría ver nuevos edificios o nuevos desarrollos?

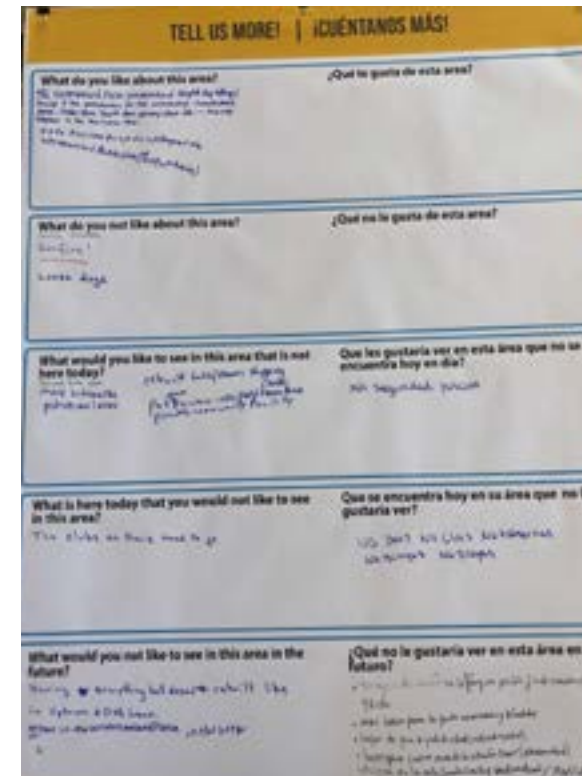
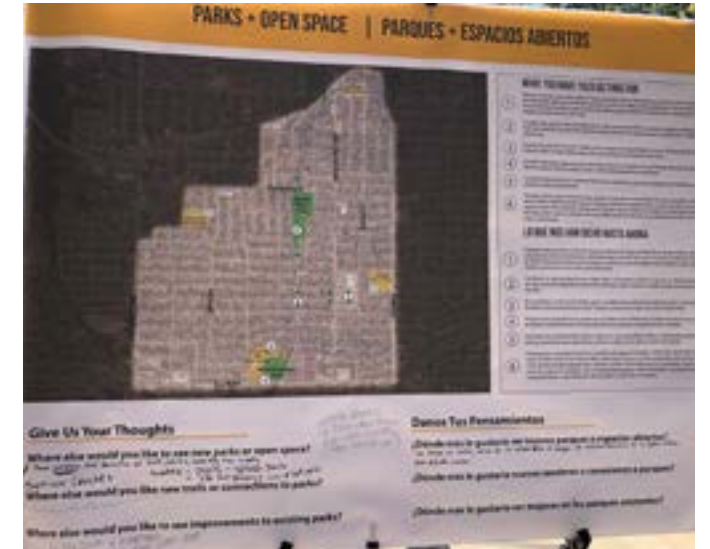
DOWNTOWN ELMWOOD AND TYLER-VERNON STATION AREA FOCUS AREA WORKSHOP 10.25.21 | OAK CLIFF BREWERY



WESTERN WEST OAK CLIFF COMMUNITY VISIONING WORKSHOP

11.13.21







MARTIN WEISS PARK



DALLAS SIDEWALK MASTER PLAN (2021)

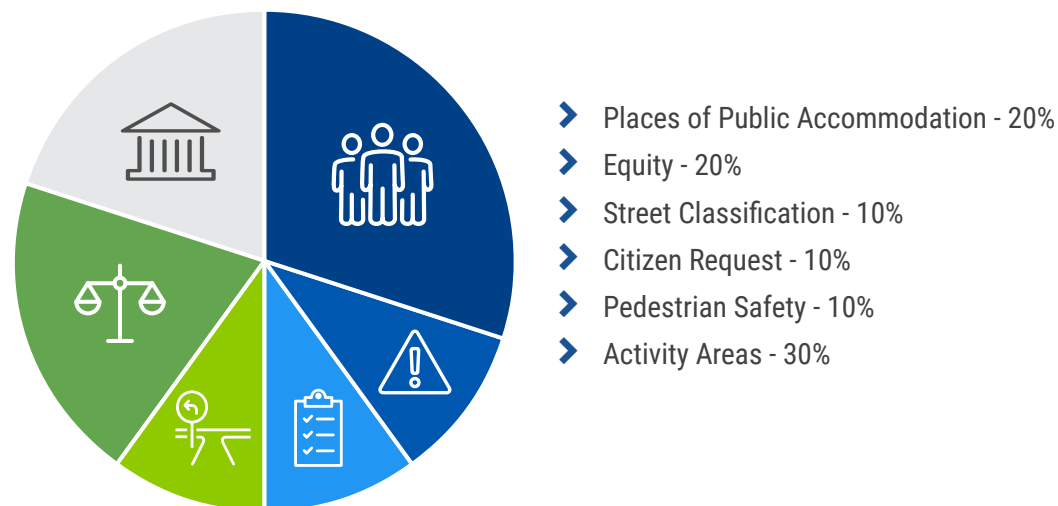
The Sidewalk Master Plan, adopted in 2021, provides a targeted path forward that is aimed at improving the citywide pedestrian experience. The Sidewalk Master Plan was a process to identify the most impactful projects and provide guidance for decision makers on budgeting for both new construction and sidewalk repair projects. Through an extensive engagement process that involved an advisory committee, project website, interactive mapping, surveys, and community presentations, numerous policy actions were developed to guide the City of Dallas into an improved pedestrian system.

Driving Principles

-  **Safety** - Improve safety for all modes of transportation.
-  **Economic Vitality** - Integrate transportation investments with land use and economic priorities to improve quality of life.
-  **Environmental Sustainability** - Reduce vehicle miles traveled and provide a variety of travel options to encourage residents to travel by transit, biking, or walking, to reduce greenhouse gas emissions.
-  **Housing** - Support the creation of affordable and varied housing options that meet the city's growing needs.
-  **Equity** - Provide safe, affordable access to opportunities for all city residents.
-  **Innovation** - Leverage existing and emerging technologies to meet 21st century challenges.









PROJECT PRIORITIZATION

Based on the calculations completed during the data collection portion of the plan, the estimated total need for the City of Dallas to repair approximately 50% of defective sidewalks and fill missing gaps is approximately \$2 billion. This plan prioritizes a need of \$24.5 million per year over the next 40 years for maintenance alone. The size and scale of the City of Dallas means that projects and areas must be prioritized according to highest need and impact. A weighted framework was put together through a collaborative experience involving stakeholders, the Advisory Committee, City staff, and Dallas residents. All sidewalks, both missing and existing, were scored using this prioritization criteria and are sorted by Council District as seen in the maps in Chapter 4. The categories for this prioritization and their overall weights are shown below:



Focus Area 8: Hampton & Illinois (Council Districts 1,3, & 4)



-  Ramp Issue (187)
-  Spot Damage (1)
-  Other Issue (102)
-  Sidewalk Damage
-  Other Sidewalk Issue
-  High Priority Sidewalk - Existing
-  High Priority Sidewalk - Missing
-  Council District Boundaries

Total Estimated Priority Cost: \$ 4,614,235.00

| Top Priority Projects | | | | |
|-----------------------|----------------------|----------------|----------------|--------------|
| Street Name | From | To | Priority Score | Est. Cost |
| A. Franklin | Wilbur St | Glenfield Ave | 58 | \$156,847.50 |
| B. Hollywood | Elmwood Blvd | W Illinois Ave | 49 | \$67,367.50 |
| C. Hampton | Hampton DART Station | Perryton Dr | 58 | \$213,347.50 |
| D. Illinois | S Franklin St | Rugged Dr W | 57 | \$184,422.50 |
| E. Glenfield | Chalmers St | S Waverly Dr | 48 | \$242,092.50 |

CONNECT DALLAS (2020)

Connect Dallas is the City's first five-year strategic transportation vision, and is led by the Dallas Department of Transportation. Through this planning process, City leadership, residents, planners, and stakeholders will work together to develop a transportation system that supports the City's housing, economic, equity and sustainability goals. Connect Dallas is a multimodal plan that will consider all forms of transportation, including biking, walking, transit, automobiles, freight, and new mobility options, such as bike-share, transportation network companies and e-scooters.

The Plan evaluated potential projects in each of Dallas' seven planning areas, analyzing population, jobs, and growth to best understand which projects might be the most catalytic and see the greatest return on investment. The two pages for Southwest Dallas, where West Oak Cliff is located, are shown here.

South West Planning Area

Description

The South West Planning Area represents a large and varied section of the City, including neighborhoods such as Bishop Arts District, Oak Cliff, Trinity Groves and West Dallas. Areas closer to Central Dallas are generally dense and well-connected, while areas further to the south and west become more suburban in nature. Mobility goals in this area include a focus on multimodal connectivity in the more urban areas, with a focus on safety further afield. The DART Red Line currently serves this area, though the far southwest areas are not connected to high-capacity transit.

Major Destinations

- Bishop Arts District
- Dallas Executive Airport
- Trinity Groves

Featured Project

WEST ILLINOIS AVENUE SHARED-USE PATH

This project would create a shared-use path on West Illinois Avenue from South Cockerell Hill Road to South Hampton Road. This could be constructed as part of future roadway improvements, or as a standalone project.

| Total Score | Safety | Environmental Sustainability | Equity | Economic Vitality | Housing |
|-------------|--------|------------------------------|--------|-------------------|---------|
| 37/38* | ★★★★ | ★★ | ★★★★ | ★★★★ | ★★ |

★★★★ = Project scores highly for this goal ★★ = Project scores in the middle for this goal ★ = Project provides minimal support for this goal
 * Top project score calculated based on highest-scoring project in this service area (varies by area)

Council Districts

1, 3, 4, 6

226,912

2020 Population

70,983

2017 Jobs

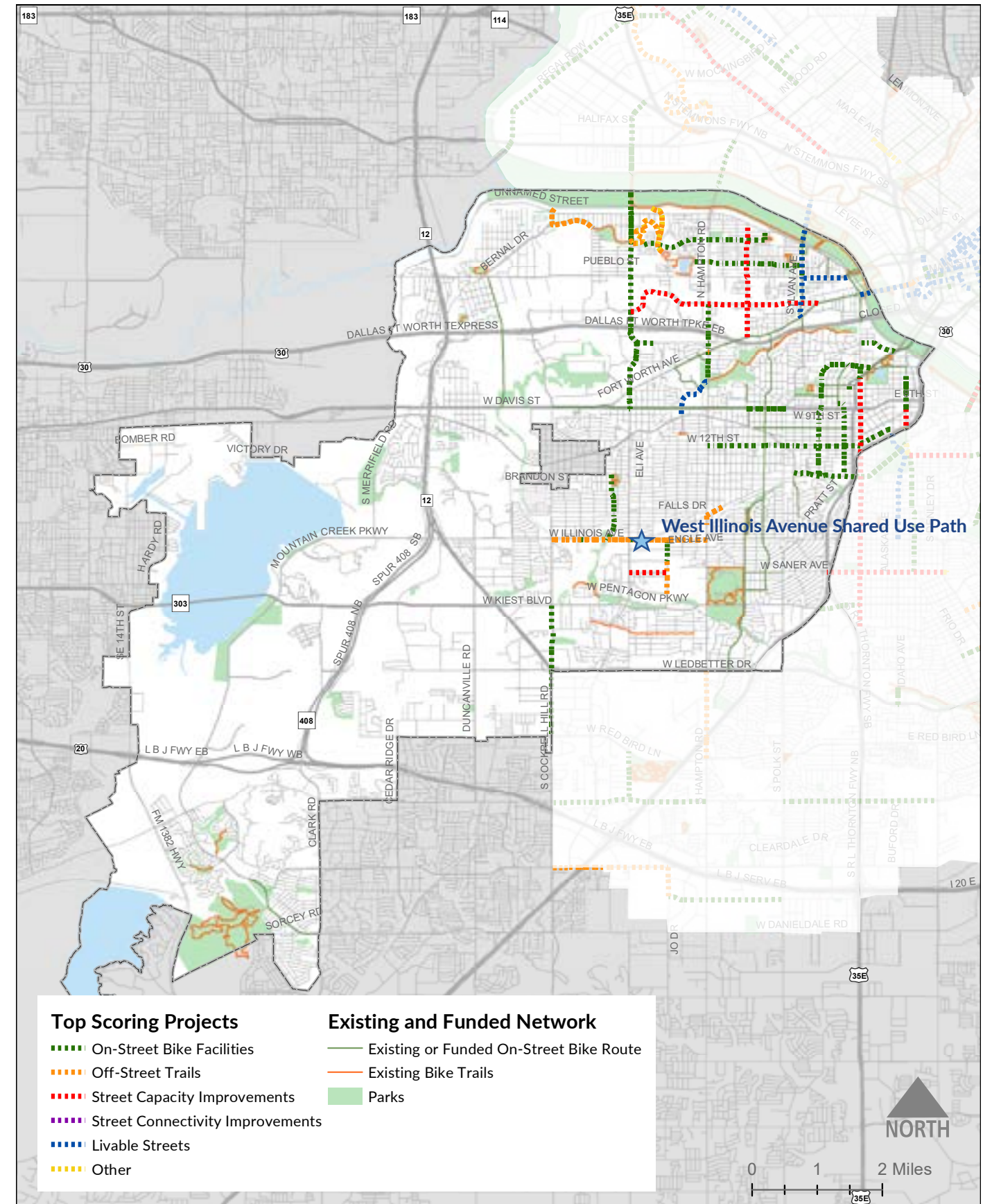
14%

Population growth 2010-2020

Diversity



STRATEGIC MOBILITY NETWORK: SOUTH WEST PLANNING AREA



NCTCOG DART RED + BLUE LINE CORRIDORS LAST MILE CONNECTIONS PROJECT



DART Red & Blue Line Corridors Last Mile Connections Project Final Report City of Dallas

DRAFT FOR PROJECT TEAM REVIEW October 9, 2020

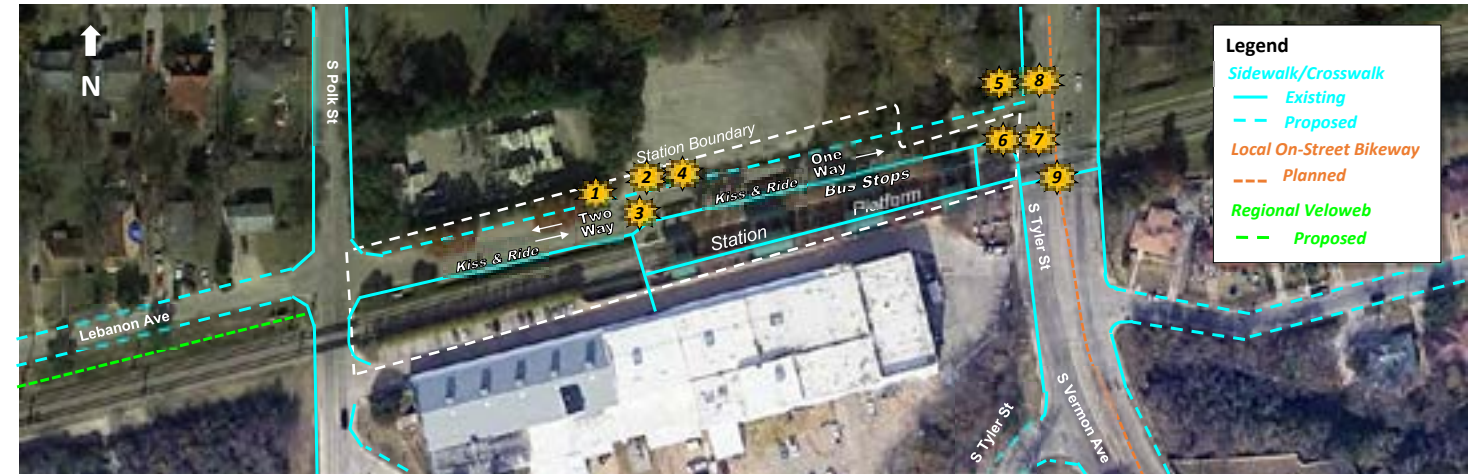


NCTCOG's DART Red and Blue Line Corridors Last Mile Connections Project's main objective is to provide opportunities for the greatest number of additional people to walk or bike to DART stations by identifying necessary sidewalk, shared use path, crosswalk connections, and related infrastructure within and surrounding the various DART stations. This was accomplished by:

- Conducting field investigation of existing pedestrian and bicycle infrastructure in the study area.
- Verifying the need for recommended pedestrian and bicycle improvements in priority corridors identified by NCTCOG to improve access and connectivity to light rail stations for the greatest number and density of residents and workers, thus increasing potential transit ridership.
- Identifying additional improvements based on field review, as necessary.

- Reviewing and updating NCTCOG's prior draft project prioritization of improvements based on information gathered during field review, engineering judgment, and criteria to be coordinated with City and DART staff stakeholders.
- Developing opinions of probable cost, and schematics for key pedestrian and bicycle improvements at rail stations and along prioritized routes to stations.

Tyler Vernon Station Recommended Access Improvements



| Number | Description |
|--------|---|
| 1 | The pedestrian crossing sign is blocked by tree branches. Trim the tree branches for a clear view of the sign. |
| 2 | The existing pedestrian ramp slope is too steep. Build sidewalk on the north side of the street, which would require reconstruction of the sloped retaining wall between the street and the fence at the boundary of the vacant lot above. The sidewalk construction would also require removal of or root damage to several trees and would require either regrading of slopes or construction of short retaining walls. It may be acceptable to delay this improvement until development of the property to the north. See also half-mile area improvement 6A-TV-SW-66. |
| 3 | Restripe faded pedestrian crosswalk. It may be acceptable to delay this improvement until development of the property to the north. |
| 4 | Update "ONE WAY" sign to meet MUTCD standards. |

| Number | Description |
|--------|--|
| 5 | The stop sign is blocked by tree branches. Trim the tree branches for a clear view of the sign. |
| 6 | The size of the STOP sign needs to be increased to obscure the shape of signs mounted on the other side. |
| 7-8 | Update "DO NOT ENTER" signs to meet MUTCD standards. |
| 9 | Relocate the existing pedestrian crossing signs on Tyler Street closer to the pedestrian crosswalk for both the northbound and southbound directions. Install new pedestrian advance crossing warning signs and pedestrian crossing signs so there are two of each facing each direction, one in the median and one on the right side of the roadway. Also, add yield lines, "Yield Here to Pedestrians" signs, and a full traffic signal at the crosswalk. A traffic signal should be considered since RRFB flashing yellow lights or pedestrian hybrid beacon wig-wag red lights might be confusing adjacent to the flashing red railroad crossing beacon. |

DRAFT – Not for Construction

FIGURE 6A-1.1 NOT TO SCALE AUGUST 2020



Tyler Vernon Station Existing Conditions at Improvement Locations



Replace non-standard signs with W11-2 signs from MUTCD. Signs should be retro-reflective for increased nighttime visibility. The sign panel shall be diamond-shaped instead of having an image of a diamond-shaped sign on a rectangular panel. Uniform signs reinforce driver respect as legitimate traffic control devices.

DRAFT – Not for Construction

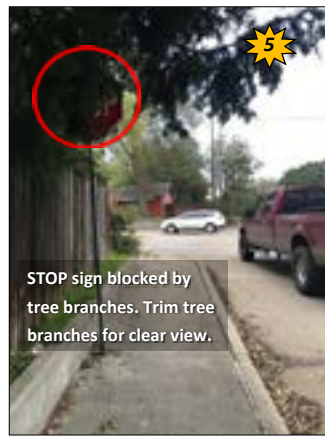
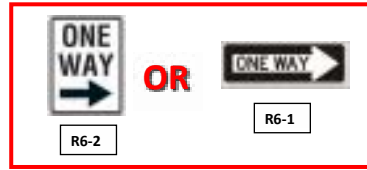
FIGURE 6A-1.2 NOT TO SCALE AUGUST 2020



Tyler Vernon Station Existing Conditions at Improvement Locations



Update "ONE WAY" signs to MUTCD standard with all CAPS lettering



STOP sign blocked by tree branches. Trim tree branches for clear view.



Increase STOP sign size so that the shape of the rectangular sign mounted back-to-back with it is obscured as required by the MUTCD.



Update "DO NOT ENTER" signs to MUTCD standards with all CAPS lettering.



R5-1

FIGURE 6A-1.3 NOT TO SCALE AUGUST 2020



DRAFT – Not for Construction

Hampton Station Recommended Access Improvements

Legend

- Sidewalk/Crosswalk
- Existing
- Proposed
- Local On-Street Bikeway
- Proposed

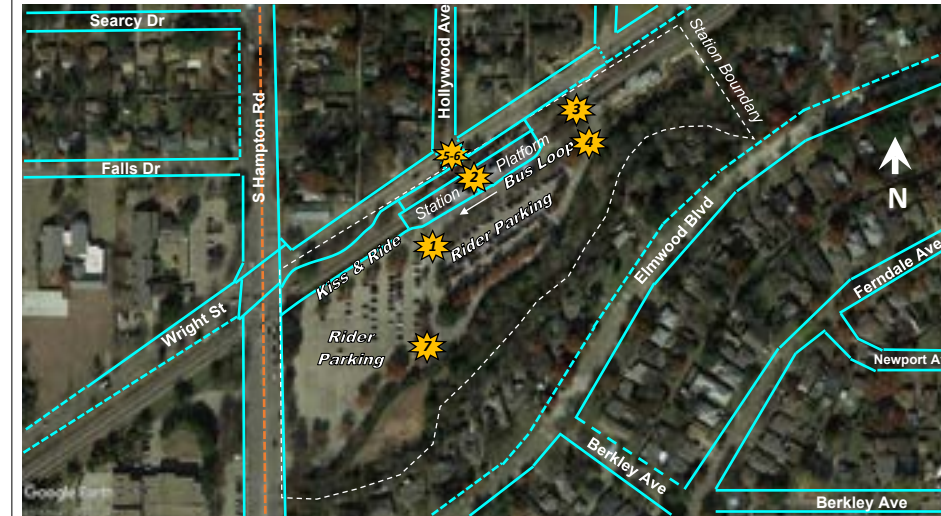


FIGURE 6B-1.1 NOT TO SCALE MAY 2020



Not for Construction

| Number | Description |
|--------|---|
| 1 | Remove decorative brick work and replace with standard pavement wherever it overlaps or intersects a marked crosswalk. Decorative brick work completely outside of marked crosswalks should either be removed and replaced with standard pavement (which is what has been priced for the cost estimate) or removed and replaced with architectural features that do not mimic the brick work also found in other actual crosswalks designed for pedestrian use in and adjacent to the station area. For example, similar brick work is used for crosswalks at Location #2 and at the signalized intersection of Hampton Rd and Wright St. (White lines bordering the signalized crosswalks are being recommended to the City of Dallas). The presence of similar materials in locations where crosswalks are not intended may temporarily confuse distracted pedestrians. A design for crosswalks in the area that is consistent, legal, and distinct from architectural flourishes is recommended for proper emphasis of correct pedestrian crossing locations. Extend the existing crosswalk pavement markings across the area where pavers were removed. |
| 2 | Put white lines parallel to and outside of the existing brick crosswalk. |
| 3-4 | Update "DO NOT ENTER" signs to meet MUTCD standards. |
| 5-6 | Coordinate with City of Dallas to add two signed and marked, high-visibility crosswalks across Wright St at Hollywood Avenue. In conjunction with this improvement, some fence removal will be needed to provide gaps. Provide pedestrian ramps on the south side of Wright St to connect the new crosswalks to the existing sidewalk that is set back from the street by a grass strip. |
| 7 | The existing STOP sign needs to be removed and replaced with a STOP sign on an octagonal panel that does not have the rectangular white background. |

Tyler Vernon Station Existing Conditions at Improvement Locations



Move the existing pedestrian crossing sign to the north, closer to the crosswalk. Install a pedestrian crossing sign in the median. Install pedestrian advance crossing warning signs ahead of the existing pedestrian crossing sign.

Add yield lines, "Yield Here to Pedestrians" signs, and a full traffic signal at the crosswalk. A traffic signal should be considered since RRFB flashing yellow lights or pedestrian hybrid beacon wig-wag red lights might be confusing adjacent to the flashing red railroad crossing beacon.

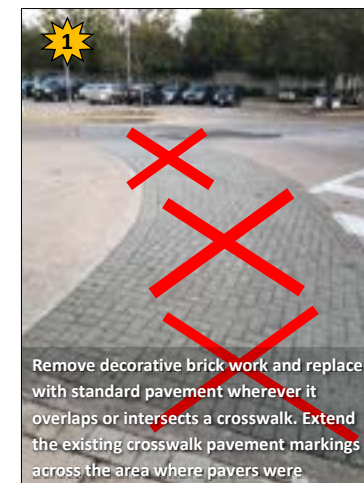
Add "AHEAD" plaque under the existing advance pedestrian warning sign in the median. Install pedestrian advance crossing warning sign on the right side. Relocate the existing pedestrian warning sign in the median to the south, closer to the crosswalk. Install a pedestrian crossing sign at the crosswalk on the right.

FIGURE 6A-1.4 NOT TO SCALE AUGUST 2020



DRAFT – Not for Construction

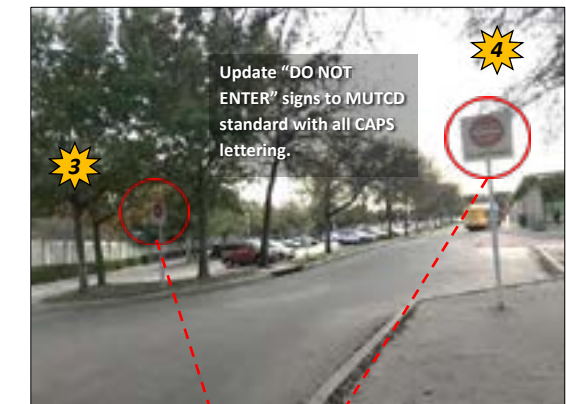
Hampton Station Existing Conditions at Improvement Locations



Remove decorative brick work and replace with standard pavement wherever it overlaps or intersects a crosswalk. Extend the existing crosswalk pavement markings across the area where pavers were



Put white lines parallel to and outside of the existing brick crosswalk.



Update "DO NOT ENTER" signs to MUTCD standard with all CAPS lettering.



R5-1

FIGURE 6B-1.2 NOT TO SCALE MAY 2020



Not for Construction

Hampton Station Existing Conditions at Improvement Locations

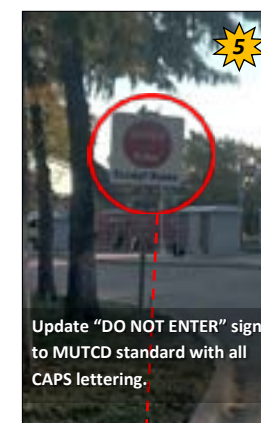


Not for Construction

FIGURE 6B-1.3 NOT TO SCALE MAY 2020



Westmoreland Station Existing Conditions at Improvement Locations



* Replace non-standard sign with W11-2 sign from MUTCD. Sign should be retro-reflective for increased nighttime visibility. The sign panel shall be diamond-shaped instead of having an image of a diamond-shaped sign on a rectangular panel. Uniform signs reinforce driver respect as legitimate traffic control devices.

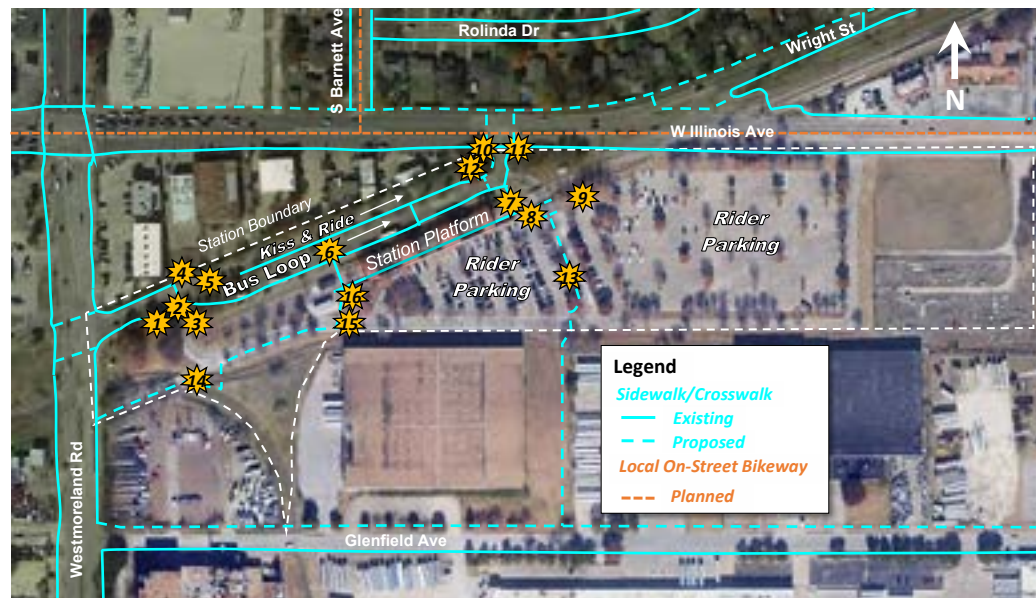


Not for Construction

FIGURE 6C-1.2 NOT TO SCALE MAY 2020



Westmoreland Station Recommended Access Improvements



| Number | Description |
|--------|--|
| 8 | Stripe a new crosswalk with new pedestrian ramps crossing from the northwest to northeast corner of the intersection. Relocate two pedestrian warning signs away from the stop-controlled crosswalks where they aren't needed (and where one partially obstructs the sidewalk). Relocate them adjacent to the new crosswalk across the north leg. Restripe the existing crosswalk from the southwest to southeast corner that has been mostly covered with new pavement. Add two new pedestrian ramps and two more pedestrian warning signs adjacent to it. |
| 9 | Relocate pedestrian light pole by moving it out of the sidewalk to the north on the grass. |
| 10-11 | Relocate the "STOP" and "DO NOT ENTER" signs off of the sidewalk so pedestrian travel will not be impeded. |
| 12 | Add new sidewalk. Relocation of the existing streetlighting pole will be necessary. Add new crosswalk connecting to the north side of the station platform. |
| 13 | Provide a new sidewalk connection through the DART Park & Ride lot to properties to the south along Glenfield Dr. Narrow the driveway aisle from the current 24 feet to 14 feet, making it one-way southbound, and use the extra 10 feet on the west side to provide a new sidewalk. Add two "DO NOT ENTER" signs at the south end of the driveway aisle. Coordinate with City of Dallas and private property owner to the south regarding connection to potential sidewalk on private property connecting to Glenfield Ave. |
| 14 | Pedestrians were observed walking on the entrance driveway here in the absence of sidewalk. New sidewalk is recommended to be built to accommodate pedestrian needs. Root damage to three trees may occur when building sidewalk near Westmoreland Rd. The abandoned, skewed BNSF freight rail spur tracks would need to be removed where they cross the proposed sidewalk alignment. The tracks are clearly no longer in use since they have been removed where they previously crossed Westmoreland Rd just to the west. Sidewalk near the east end of the segment may require removing a portion of the abandoned freight rail spur line to the south to avoid impacts to existing trees planted along the curb line. |
| 15 | Add a signed and marked high-visibility crosswalk across the DART station driveway south of the platform. |
| 16 | Add sidewalk from the south west end of the station platform for passengers walking to/from the south along Westmoreland Rd. Some regrading may be needed, and root damage could occur to a few trees depending on the sidewalk alignment. |

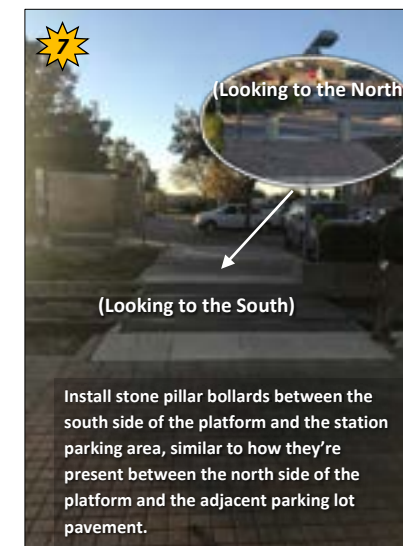
| Number | Description |
|--------|--|
| 1 | Add pedestrian warning signs. |
| 2 | Stripe new pedestrian crosswalk. |
| 3 | Fix trip hazard where pedestrian ramp has loose bricks. |
| 4 | Update westbound pedestrian warning sign to meet MUTCD standards. The existing signs have the wrong panel shape, and do not have supplemental arrow plaques as required to meet MUTCD standards. Add a new pedestrian warning sign facing eastbound traffic. |
| 5 | Update "DO NOT ENTER" sign to meet MUTCD standards. |
| 6 | Stripe new pedestrian crosswalk and add 2 new STOP signs. |
| 7 | Install stone pillar bollards between the south side of the platform and the station parking area, similar to how they're present between the north side of the platform, to prevent motorized vehicles from trying to enter. |

Not for Construction

FIGURE 6C-1.1 NOT TO SCALE MAY 2020



Westmoreland Station Existing Conditions at Improvement Locations



* Add a diagonal arrow panel beneath the existing pedestrian sign.

Not for Construction

FIGURE 6C-1.3 NOT TO SCALE MAY 2020



Westmoreland Station Existing Conditions at Improvement Locations

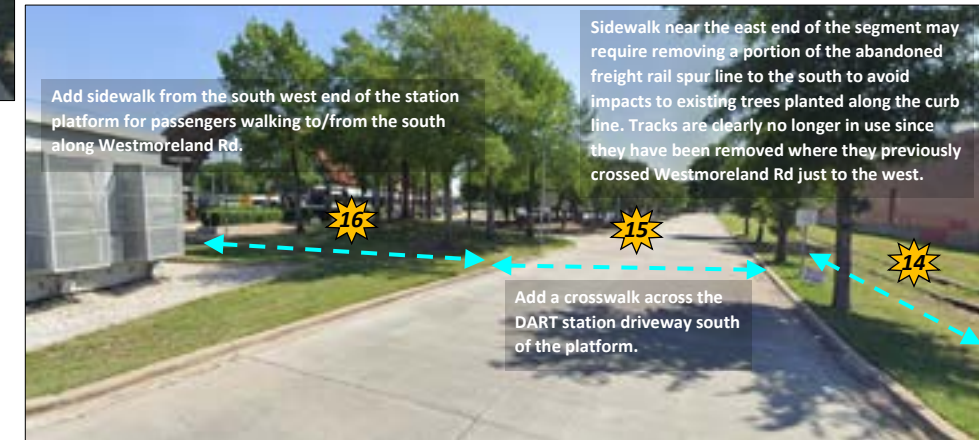
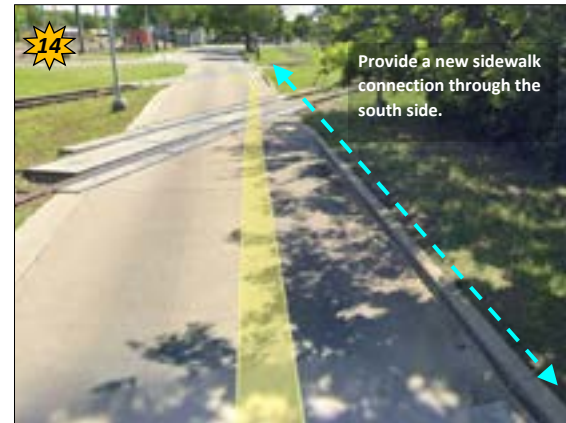


Not for Construction

FIGURE 6C-1.4 NOT TO SCALE MAY 2020



Westmoreland Station Existing Conditions at Improvement Locations

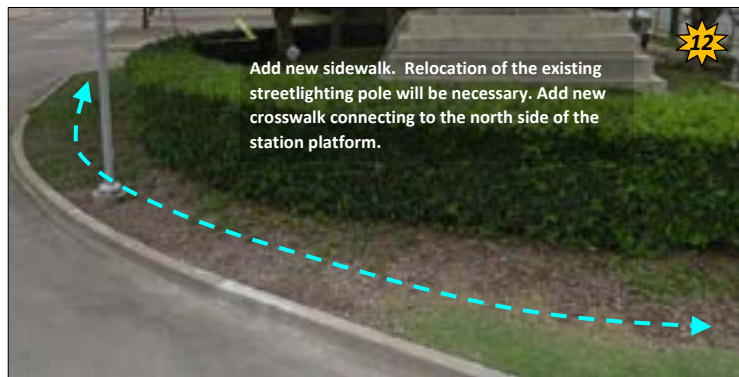


Not for Construction

FIGURE 6C-1.6 NOT TO SCALE MAY 2020



Westmoreland Station Existing Conditions at Improvement Locations



Not for Construction

FIGURE 6C-1.5 NOT TO SCALE MAY 2020



CITY OF DALLAS PUBLIC-PRIVATE PARTNERSHIP PROGRAM

City of Dallas Public/Private Partnership Programs

It is the purpose of the following programs to provide assistance only for projects where such assistance is necessary to stimulate private investment and job creation. Accordingly, these programs are available when agreements between the City and private parties that are not tax-exempt are approved by City Council prior to private investment occurring. Projects seeking economic incentives must provide written assurance that 'but for' the incentives sought, the proposed project will not occur, or would otherwise be substantially altered so that the economic returns or other associated public purpose secured by the City's incentives would be reduced. Projects occurring in Target Areas are provided special consideration.

The information contained herein shall not be construed as implying or suggesting that the City of Dallas is offering or is under any obligation to provide tax abatement or other incentives to any applicant, and all applicants shall be considered on a case-by-case basis. The source of City funding for a particular incentive may require or impose certain limitations on the types of projects for which those funds may be used, which are not described herein. Pawnshops, sexually oriented businesses, bars, truck stops, and truck dealerships are excluded from consideration for incentives provided under this program.

Eligibility Requirements

The City has established targeted project areas which set minimum project requirements in order to be considered for incentives:

- **Target Areas:** Projects must create/retain 25 jobs or provide \$1 million of investment;
- **Non-target Areas:** Projects must create/retain 100 jobs or provide \$5 million of investment; and
- **Non-Conforming Projects:** Projects not meeting these requirements that nevertheless significantly advance the public purpose of economic development will be considered on a case-by-case basis.

Tax Abatement

Temporary abatement of either real estate or personal property taxes. Recipient firms must meet primary considerations of capital improvements and job creation/retention. City staff may consider secondary considerations such as Dallas resident employment, efforts to exceed minimum environmental regulations, wage rates, community activities, target industry projects, and M/WBE participation when negotiating this incentive. A firm's tax abatement percentage will be reduced by 25 percent for any single year of the tax abatement term in which secondary considerations included in the agreement are not met unless an alternative method is prescribed by City Council in a project specific resolution. Real property tax abatement is not available in TIF Districts. In limited cases, projects may be considered for a combination of both real and personal property tax abatement when the combined amount does not exceed 90 percent of the City taxes on total new improvement value. All tax abatements must begin by January 1 of the second calendar year following City Council authorization unless otherwise specified.

Abatement Benefits:

- **Target Areas:** Real property tax abatement up to 90 percent for 10 years and/or a business personal property tax abatement of up to 50 percent for five years;
- **Non-Target Areas:** Real property tax abatement up to 50 percent for 10 years and/or a business personal property tax abatement of up to 50 percent for five years;
- **Non-Conforming Projects:** Projects not meeting these requirements that nevertheless significantly advance the public purpose of economic development will be considered on a case-by-case basis.

Economic Development Chapter 380 Grant Program

Companies considering a relocation/expansion or new commercial development may be eligible for an



economic development grant. Grants will be considered on a case-by-case basis based on specifics such as project type, location, design, and fiscal impact to the City. Companies will be required to meet eligibility requirements of the Public/Private Partnership Program. Pursuant to this program the City may administer and accept resources from other political subdivision of the state to support this program and may administer and accept resources from the Federal government to support developments. Bond funding utilized through the program may be subject to certain limitations in use.

Economic Development GO Bond Program

General Obligation Bond funding may be used as described in this paragraph for private commercial, industrial, retail, residential, and mixed-use development that promotes economic development. Funding may be provided as a catalyst to promote private economic development and may be used for planning, designing, extending, constructing and acquiring land for public streets, utilities and other related infrastructure facilities or uses consistent with this purpose and the bond proposition approved by the voters.

Private developments may be eligible for economic development grants and loans pursuant to Chapter 380 of the Texas Local Government Code. Grants and loans will be considered for infrastructure improvements and/or land acquisition consistent with the scope of funding and other uses described above. Grants or loans will be considered on a case-by-case basis subject to funding limitations and development agreements approved by City Council, which agreements will contain appropriate conditions, safeguards and benchmarks to ensure that the public purpose of economic development will be carried out.

Funding in support of mixed-use or residential development, including the acquisition of improved and unimproved properties and for the cost of demolition of existing structures for such projects are also subject to the City of Dallas Housing Policy, which requires a portion of residential units to be affordable.

Target Industry Projects

Target Industry projects are provided special consideration for economic incentives and are generally defined as follows: Brownfields or recycling, information technology, building materials and furnishings, company headquarters, logistics, telecommunications, transportation manufacturing and assembly, film/television/media, advanced instruments and food processing/distribution. The City is also targeting high quality grocery store projects in underserved areas of the City. Due to the temporary nature of film/television production, projects in this industry are not required to meet minimum job or investment eligibility established for the Public/Private Partnership Program. Rather, these projects are considered on a case-by-case basis with consideration given to the positive economic returns projects bring to the City. Target Industry projects must be confirmed in advance by the City in order to receive consideration under this designation.

Non-Conforming Projects

Non-Conforming projects are considered on a case-by-case basis for high impact projects, unique developments, and competitive situations where projects may receive competing offers of incentives. These projects require a simple majority vote of City Council in Target Areas and a 3/4 vote of City Council in Non-Target Areas. High Impact Project - Projects creating/retaining a minimum of 500 jobs with substantial capital investment. In addition, this status may be granted to major projects by Fortune 500, Manufacturers 400, or Global 500 listed firms. A mixed-use or residential development considered for support as a non-conforming project requires special circumstances and must ensure that a minimum of 20% of the residential units in the development meet affordable housing or mixed-income housing requirements for the location. Commercial aspects of predominately residential mixed-use projects providing affordable housing in "areas of opportunity" in collaboration with the Housing Department will be considered.



Competitive and Retention Projects

In special cases, companies receiving competing offers of incentives or those currently located in the city of Dallas considering a relocation/expansion are eligible to apply for financial incentives with negotiable terms. Existing firms must expand job base by 25 percent to be eligible for consideration. Incentives may be offered in specific cases to 'match other offers.' Companies may be required to demonstrate competing cities, offers, land/lease costs, taxes at current rates, utility rates, relocation costs, other significant costs and 'gap' to be filled, etc.

Other Sources of Financial Assistance

Public/Private Partnership Program grants and abatements may be used in combination with other sources of federal, state, or City funds where necessary to achieve the public purpose advanced by a project. The City is willing to partner with special entities, such as Local Government Corporations, and special districts to provide an advantageous structure for projects that advance economic development. Such entities and districts may issue revenue bonds as allowed by state law to finance projects.

Tax Increment Finance Districts

Special districts funding public improvements (not services) with increased tax revenues resulting from new private development. Tax rates are the same as elsewhere in the City and no added cost to private parties is incurred.

Public Improvement Districts

Special districts created by petition to privately fund public improvements or special supplemental services over and above those provided by City, when such services are supportive of related City investments in capital improvements.

Neighborhood Commercial/Retail Redevelopment Grant Program

This Program is intended to provide financial assistance to existing retail shopping centers and other retail/commercial facilities within Target Areas that are at least 15 years old for improvements and/or redevelopment which will positively impact surrounding neighborhoods and residents. Contemplated improvements must improve the aesthetics, design, or architectural appeal of the property and may include enhanced landscaping, lighting, pedestrian and/or parking improvements, new signage and facades, and major renovations to the facility among other items. Each project is considered on a case by case basis. City financial participation is on a matching and reimbursement basis. Phasing is permitted. Minimum total project investment is \$250,000 and potential grants are subject to funding availability. An agreement must be in place with the City prior to work commencing.

Small Business & Adaptive Reuse Incentives

The City of Dallas is committed to supporting growth of small businesses and fostering adaptive reuse of commercial buildings. Additional programs can be flexibly developed and linked to this policy as approved by the City Council.

City of Dallas Regional Center - EB 5

The City of Dallas Regional Center (CDRC) is dedicated to assisting individuals and their families through the EB-5 immigration process via investment into businesses and development projects located within the Dallas city limits. The CDRC offers a variety of investments to foreign investors that meet or exceed requirements and offer investors features unique to the EB-5 community. Minimum foreign investment is \$500,000 in Targeted Employment Areas or \$1M in other areas. All opportunities supported by the CDRC must provide 10 full-time jobs (directly or indirectly) per investor.

New Market Tax Credits

The City of Dallas participates in the New Market Tax Credit Program (NMTC), a federal program operated



by the Department of Treasury, that provides opportunities for new development in traditionally underserved areas. The program provides NMTC investors with a 39% federal tax credit payable over seven years. These investments are partnered with additional funds for businesses and real estate development in Low Income Neighborhoods.

Foreign Trade Zone

Allows duty-free importing of foreign-made components into the Zone, where they may be assembled, manufactured, processed or packaged. Duties are charged only when products are subsequently distributed into the U.S. market - if they are shipped to international markets, no duty is levied.

State Incentives

The City of Dallas will facilitate applications for assistance from State programs including Enterprise Zone Projects, Texas Enterprise Fund, and the Texas Emerging Technology Fund.

To obtain more detail on these programs, or to inquire regarding other assistance, contact: Office of Economic Development, Dallas City Hall, Room 6DN, Dallas, Texas 75201, Phone: (214) 670-1685, Fax: (214) 670-0158.



NEIGHBORHOOD ASSOCIATION LETTERS OF SUPPORT

BEVERLY HILLS NEIGHBORHOOD ASSOCIATION

303 North Barnett Avenue

Dallas, Texas 75211

214-331-4758

babs2540@gmail.com

President: Barbara Barbee

Secretary: Kelly Brodner

Treasurer: Mary Figueroa

I am writing today for the Beverly Hills Neighborhood Association as President and also as a member of the West Oak Cliff Area Plan Task Force. BHNA is one of the oldest neighborhoods south of the Trinity River. The land here was part of the La Reunion Land Grant and the current neighborhood was started in 1914 when Mr. Jester had the land platted for residential lots out of the dairy farms he had purchased. This is a small neighborhood of about 300 modest homes occupied by working class families, about 85% of which are Hispanic. The homes are almost entirely owner occupied. The neighborhood association was founded in 1997 and is a 501(c)3 non-profit.

First I would like to say that Mr. Church and his team have worked very diligently to make certain that the voices from the different neighborhoods were listened to and taken into account during the many meetings and discussions held. I have been particularly impressed with the emphasis on translation of all documents into Spanish. I also wish to thank the team from Planning and Urban Design for making printed copies in both languages available at Martin Weiss Recreation Center for those members of the community whose work schedules prevented them from attending the public meetings that were held.

The constant theme throughout the two years of meetings was that the Task Force voiced the desire to maintain the single family neighborhoods intact. This area in west Oak Cliff is consistently working class. Multifamily apartment buildings were the focus of real concern as to possible rezoning allowing multifamily high rise apartment buildings and the crowding of existing neighborhoods, parking problems, increased property taxes and also the fear that property would become so expensive that current residents would be forced out of the area.

There was a consistent call for better retail and grocery stores in the commercial areas that already exist and a call for improvement of the quality.

Beverly Hills Neighborhood is fortunate in that our needs for new streets and sidewalks were taken care of by BHNA by petition process 15 years ago. But many of the WOCAP neighborhoods are in great need of those types of improvements and that was emphasized in the final WOCAP documents.

Since West Davis is the northern boundary of Beverly Hills. BHNA asked that the El Tivoli Neighborhood be included in meetings and discussions because our concerns about what is happening on West Davis concern both neighborhoods. We were particularly focused on the West Davis improvement work that is coming soon. Many small businesses occupy the buildings along that part of West Davis and are important to the economy of the area. A great deal of time and discussion was focused on small business owners in all the small commercial areas in the WOCAP study area. We appreciated that consideration very much.

The West Oak Cliff Area Plan has been done so that future growth will take into account what the residents want for this area. Beverly Hills Neighborhood Association feels that attention was paid to the voiced desires of the residents. Hopefully WOCAP will have positive future results for this area.

Sincerely,

Barbara Barbee

Followup Comments on WOCAP

My name is Barbara Barbee. I am President of the Beverly Hills Neighborhood Association and represented it on the West Oak Cliff Area Plan for 2 years. I wrote a letter about WOCAP which you have. However I have other comments that I would like to make after reading the entire WOCAP document which I did not have before writing the first letter.

I am very worried about what will happen to my single family working class, 85% Hispanic neighborhood in the future. My family has lived on Barnett Ave since 1950 and in the same house since 1955. I voiced my concerns often during the two years of the WOCAP meetings. I am particularly worried with the location of Beverly Hills in regards to its boundaries West Davis, Westmoreland and West Jefferson. That location will subject us to the ¼ mile from high frequency transit lines for the inclusion of missing middle housing types and especially accessory dwelling units. I am also concerned about what will happen to Beverly Hills if parking code requirements are reduced for the small businesses along West Davis and Westmoreland especially after the proposed reconstruction of West Davis. The neighborhood streets are already crowded as every adult here owns a vehicle. Many homes have been enlarged so that adult children live with parents instead of setting up independent homes due to the high cost of housing. Many homes in Beverly Hills have 5 or 6 vehicles.

I think that once the WOCAP documents are made public, developers will descend on this area due to the lower land costs, especially in the commercial districts. On Barnett south of West Davis, there are 2 CR zoned lots that are 50'X175' that are appraised at \$13,700. What developer could resist? That is an inconsistency that we do not understand as the residential lots of the same size are \$ 85,000.

Guadalupe Abrego, President
Gerardo Cantu, Vice President

We write on behalf of EAST HAMPTON HILLS NA. Our neighborhood is comprised of approximately 276 number of homes and is known for our beautiful tree lines streets and wonderful sense of community and historic homes.

EAST HAMPTON HILLS supports the passage of the West Oak Cliff Area Plan (WOCAP) for the following reasons:

- Some ideas include:
 - WOCAP provides for land use recommendations that will guide the preservation of our single-family neighborhood while allowing for gentle density and more retail uses along our commercial borders
 - WOCAP addresses needed infrastructure such as street reconstruction, sidewalks, and parks in our community,
 - WOCAP appropriately reflects the wants and needs of some residents
 - City of Dallas' Planning and Urban Design staff's outreach into our community was comprehensive, bilingual, and frequent, and we feel that staff went out of their way to gather feedback from our neighbors

Early in the process, our neighborhood appointed Gerardo Cantu to represent us on the WOCAP Task Force, and he participated in most of the meetings over nearly two years of work. Gerardo Cantu voiced our community's priorities to the other task force members and played a valuable role in shaping the plan to meet the EAST HAMPTON HILLS NA goals for decades to come. We want to publicly thank him for his service!

Sincerely,
Guadalupe Abrego
Gerardo Cantu



City of Dallas,

I write on behalf of Elmwood Neighborhood Association. Our neighborhood is made up of 1500 homes and is one of the largest neighborhoods in Dallas. Elmwood is known for diversity, beautiful trails and its historic charm.

ENA supports the passage of the West Oak Cliff Area Plan (WOCAP) for the following reasons:

- WOCAP provides for land use recommendations that will guide the preservation of our single family neighborhood while allowing for gentle density and more retail uses along our commercial borders
- WOCAP addresses needed infrastructure such as street reconstruction, sidewalks, and parks in our community
- City of Dallas' Planning and Urban Design staff's outreach into our community was comprehensive, bilingual, and frequent, and we feel that staff went out of their way to gather feedback from our neighbors

Early in the process, our neighborhood appointed Elena Stephens to represent us on the WOCAP Task Force, and she participated in most of the meetings over nearly two years of work. Elena voiced our community's priorities to the other task force members and played a valuable role in shaping the plan to meet the neighborhood's goals for decades to come. We want to publicly thank her for her service!

Whitney Marsh

President of ENA



I write on behalf of Hampton Hills Neighborhood Association. Our neighborhood is comprised of approximately 270 single-family homes and is known for its attractive architecture, tree-lined streets, and diverse population of residents.

Hampton Hills Neighborhood Association supports the passage of the West Oak Cliff Area Plan (WOCAP) for the following reasons:

- WOCAP provides for land use recommendations that will guide the preservation of our single-family neighborhood while allowing for gentle density and more retail uses along our commercial borders.
- WOCAP addresses needed infrastructure such as street reconstruction, sidewalks, and parks in our community.
- WOCAP generally reflects the wants and needs of our residents. While it's not realistic to define every detail within an area plan, WOCAP gives a great starting point for infrastructure and land use recommendations. Hampton Hills Neighborhood Association understands that continued diligence, through processes such as the Authorized Hearings, will be required to refine specifics as individual cases arise.
- City of Dallas' Planning and Urban Design staff's outreach into our community was comprehensive, bilingual, and frequent, and we feel that staff went out of their way to gather feedback from our neighbors.

Early in the process, our neighborhood appointed Greg Gerbig to represent us on the WOCAP Task Force. He participated in almost all the meetings over nearly two years of work. Greg voiced our community's priorities to the other task force members and played a valuable role in shaping the plan to meet Hampton Hills Neighborhood Association's goals for decades to come. We want to publicly thank him for his service!

HHNA President: Matthew Flaherty

Signature: *Matthew Flaherty*

July 18, 2022

Councilmember Chad West
Dallas City Council
1500 Marilla St.
Room 5FN
Dallas, Texas 75201

Dear Mr. West,

This letter is written on behalf of the Sunset Hill Neighborhood Association (SHNA) regarding the draft of the West Oak Cliff Area Plan (WOCAP), as amended by the Comprehensive Land Use Committee of the City Planning Commission.

Sunset Hill is a historic neighborhood dating back to the early 1900s. The neighborhood currently comprises approximately 1,000 homes and is a diverse community with varied opinions, needs, and preferences. As a neighborhood association, we support improvements to the neighborhood and initiatives that help our neighbors thrive, but we cannot speak for every individual who calls Sunset Hill home.

As a neighborhood association, we support the following recommendations in WOCAP that specifically apply to Sunset Hill:

The recommendation to keep all currently single-family zoned lots as single-family, with the exception of allowing accessory dwelling units or garage apartments within ½ mile of the high-frequency bus line on Jefferson Blvd. This is important for maintaining the historic character of the neighborhood, while allowing for a small increase in density near public transit.

The recommendation to make lighting and amenity improvements to Greiner Park. This is the closest public park for almost every resident of Sunset Hill and could benefit from a playscape and enhanced lighting.

The recommendation that the city acquire vacant properties along Hampton Road and Clarendon Drive to add small parks and/or public plazas to the area.

The recommendation to add bike lanes along W 12th St, S Edgefield Ave, and W Clarendon Dr, as a way to calm traffic along those residential corridors and promote alternative means of transportation, pending traffic, safety, and usability studies that show the appropriateness of adding bike lanes to those streets.

The recommendation to add pedestrian accessibility and safety enhancements at the intersection of Jefferson Blvd and Hampton Rd.

The recommendation to implement certain traffic calming measures along Hampton Rd without removing lanes, including planting trees in the median and exploring adding traffic signals to Burlington Blvd and Brandon St.

The recommendation to explore MOWmentum agreements with neighborhood associations to turn medians along S Oak Cliff Blvd and Burlington Blvd into publicly usable spaces, including landscaping, trees, benches, and other placemaking improvements.

And the recommendations relating to home ownership affordability and efforts to keep neighbors in their homes, including creating a Neighborhood Empowerment Zone to provide tax relief when home repairs are made, and promoting the Dallas Homebuyer Assistance Program and other homeowner assistance programs such as the Home Improvement and Preservation Program and the Targeted Rehabilitation Program.

The Sunset Hill Neighborhood Association does not have a position on the recommendations regarding the proposed zoning changes along the Hampton Rd/Clarendon Dr corridor; however, we are committed to supporting our neighbors through continued engagement regarding the authorized hearing process.

Sincerely,

Sunset Hill Neighborhood Association

Barbara Alvarado, President
Patricia Young, Vice President
Kaitlin Vanderslice, Secretary and WOCAP Task Force Member
Jessica Ralat, Treasurer

Chad West
Mayor Pro Tem
City of Dallas | www.dallascityhall.com
Mayor and City Council, District 1
1500 Marilla St, Room 5FN
Dallas, TX 75201
O: 214-670-0776
chad.west@dallascityhall.com

July 19, 2022

Mr. West,

We are writing on behalf of Jimtown Neighborhood Association. Our neighborhood is comprised of 1,400 approximate number of homes in the Jimtown Neighborhood. The area bound by Ravina Drive, West Clarendon Drive, South Hampton Rd., Wright St., 75211.

Settled in the 1870's as Jimtown, a country druggist named Jim Bumpass built a drugstore on the northeast corner in 1879. He established a post office on the road to Duncanville, then called Cedar Hill Road, which was where Hampton is now. Jimtown Neighborhood Association was established 2018, now in 2022 there are 2,800 residents residing in West Oak Cliff. Many Jimtown residents are third generation, who's grandparents resided at the same address.

West Oak Cliff is an area that strives for EQUITY – Park improvements, Walkable Neighborhood Sidewalks all of these projects will help to Improve quality of Life in the Jimtown Neighborhood.

Our neighbors may not always agree with each other, but we do agree that our neighborhood is asking for the following: Strive for Equity and Amenities

Rezone the existing MF-2 zoning district (Authorized Hearing Case 189-240) in Jimtown bounded generally by Clarendon, Franklin, Brandon, and Hampton to not allow for multifamily development unless already existing. Through a Conservation District or another base zoning category, instead **permit only single-family** and accessory dwelling units by-right. As a part of this rezoning, explore urban design standards for new residential construction to align future designs with the surrounding neighborhood context

Jimtown neighborhood schools are in a "Safe Routes" to school zone all streets feeding into schools on Ravinia. All streets feeding into schools should be identified and placed on Dallas sidewalks Master Plan to be added or improved to make them safe and comfortable for students to walk and bicycle to school. We have three schools in the Jimtown area: Arturo Salazar Elementary School 1120 S. Ravinia Dr. 75211, Leila P. Cowart Elementary 1515 S. Ravinia Dr. 75211 and L.V. Stockard Middle School 2300 Ravinia Dr. 75211.

Explore opportunities to provide traffic control devices along Clarendon/Hampton to Martin Weiss Recreation Center with Stop Signs, Jayhawk Signals and Crosswalks.

Dallas has a traffic study of Speeders, Traffic on Hampton Area – Results??

Pavement Needed - Alleys of buildings between: Clarendon / Emmett and residences area which need to be paved. Clarendon down Hampton West side of needs sidewalks – None exist. Explore opportunities to provide traffic control devices along Clarendon/Hampton to Martin Weiss Recreation Center with Stop Signs, Jayhawk Signals and Crosswalks.

- A. The Hampton-Clarendon Jimtown Commercial area **should NOT be any higher than two stories.**
- B. Community-property owners abutting alley want no more than two stories.
- C. Following streets that feed into schools on Ravinia – Safety Issues
 - Kingston St. – Starting point Hampton to Ravinia: Sidewalk repairs, street repairs
 - Emmett St. - Starting point Hampton to Ravinia: Sidewalk repairs, street repair
 - Brandon St. – Starting point Hampton to Ravinia: Sidewalk repairs, street repairs
 - Clarendon & Kingston – Home behind building between Kingston and Clarendon Hampton Road -
 - Main street crossings leading to schools:
 - Superior at Kingston: Needed safety crossing stripes and signage
 - Superior at Emmett: Needed safety crossing stripes and signage
 - Superior at Brandon: Needed safety crossing stripes and signage
 - Twelfth at Chalmers: Track & Field – Practice field need safety crossing stripes and signage

Needed Sidewalks – CURRENTLY THERE ARE NONE:

- A. Superior – Emmett to Falls Sidewalks Needed
 - Wright Street to Edgefield - Needed sidewalks or Walking trail
 - West Side of Hampton from Clarendon to Wright St.
- B. Clarendon & Franklin - Sidewalks Needed
 - Clarendon & Pierce – Sidewalks Needed
 - Clarendon & Chalmers – Sidewalks Needed
- C. Lighting – Lighting safety issues in Jimtown Neighborhood and surrounding Martin Weiss Park and L.O. Donald elementary school streets. The lack of a recommendation to address poor lighting/update or added, lighting updated to LED in all of Jimtown neighborhood.
- D. Martin Weiss Park - 1928 Mr. Weiss bought and preserved the historic Hord home at 1111 Martindell for use as a community center. He later donated \$65,000 for the Community building. In 1935 the Park Board officially named the center and the park Martin Weiss.
- E. Improvements will enhance the Quality of Life in West Oak Cliff
 - Needed for Martin Weiss Park
 - Community Splash Pad
 - Aquatic Center
 - Dog Park
 - Upgrade Playground
 - Upgrade Facilities
 - Clarendon at Martindale - Crossing signage, stripping, flashing lights
 - Clarendon - Coombs Creek - Crossing signage, stripping, flashing lights

Wright street from Ravinia to Edgefield – speeders racing

No street drainage – floods at the end of Ravinia and Wright St. each time it rains.

The recommendation to relax parking requirements for businesses without adequately protecting in neighborhood on-street parking

NOTE: Attachments – EXAMPLES OF NEEDED REQUESTS FOR OUR West Oak Cliff Area

<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r5841729710078141303&th=18044e95deaad97f&view=att&disp=safe&realattid=18044e908c44a6969d81>

<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r:2947813926559688891&th=18044eba55121d66&view=att&disp=safe&realattid=18044eb8b0de6c642b51>

<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r:8913406114282848252&th=18044eb4836dd057&view=att&disp=safe&realattid=18044eb2f73526049fd1>

<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r:724436605979319395&th=18044ed81049ad49&view=att&disp=safe&realattid=18044ed6e0ad454bd141>

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<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r:5712501717326739833&th=18044ee8944f6bec&view=att&disp=safe&realattid=18044ee767e3000e9db1>

<https://mail.google.com/mail/u/0?ui=2&ik=ce6c3fcb4f&attid=0.1&permmsgid=msg-a:r:8531735068835805850&th=18044eecfeb1cb19&view=att&disp=safe&realattid=18044eea9e53000e9db1>

Wright street from Ravinia to Edgefield – speeders racing and NO ONE GOES SPEED LIMIT

No street drainage – floods at the end of Ravinia and Wright St. each time it rains.

The lack of a recommendation to address poor lighting in all the Jimtown Neighborhood

Address traffic issues

The development of green community spaces within the Jimtown boundaries, such as utilizing an area near Franklin St. and Wright St. and on Falls St. feature benches and dog bag stations both spots are in the Jimtown Neighborhood.

Study traffic - Speeders during school hours for streets that feed into schools in Jimtown – Salazar, Cowart, L.V. Stockard.

L.O. Donald School is in need of sidewalks, curbs and gutters – currently there are none.

During this inspection, focus on the boundaries of Clarendon (North), Wright (South), Hampton (East), and Ravinia (West).

Lighting recommendations we had were on the streets of:

1. Franklin
2. Poinsettia
3. Rolinda
4. Texas
5. Superior
6. Searcy
7. Chalmers
8. Wilton
9. Ravinia
10. Sharon
11. Pierce
12. Falls
13. Bentley
14. Grafton
15. Brandon
16. Emmett
17. Kingston

18. W Clarendon

Addition recommendations include:

1. Add stop sign- Superior @ Wilton (North and South Bound)
2. Brandon @ Chalmers– Stop sign needs adjusting as it is facing the house at 2550 Brandon (Referred for adjusting)
3. Several trees were documented as they may need to be trimmed or thinned. Please note that some of these trees may be vegetation obstructions over street/sidewalk/alley per City ordinance (18-14.1). In other cases, the tree may not be an obstruction of the right of way but may be preventing the light from projecting across adjacent property lines.
4. Some trees were documented on Sharon, Grafton, Kingston, W Clarendon, Falls, Wilton, Searcy, Bentley, and Rolinda.

There are additional recommendations that were submitted for areas within WOCAP (i.e., additional lighting for Martin Weiss Rec Center).

Jimtown supports the passage of the West Oak Cliff Area Plan (WOCAP) for the following reasons: The plan brought light to WOC neglected areas needs and lack of amenities. Although it is not a perfect plan it can serve as a start of positive change and growth.

- WOCAP provides for land use recommendations that will guide the preservation of our single-family neighborhood while allowing for gentle density and more retail uses along our commercial borders
- WOCAP addresses needed infrastructure such as street reconstruction, sidewalks, and parks in our community
- Jimtown would like to Thank “Daniel Church” for all the communication and addressing and attending our Neighborhood Association meeting. Answering our email questions and being available.

We ask that if these issues are not included in the West Oak Cliff Area Plan – If there are any existing or upcoming street lights and sidewalk replacement programs – That JIMTOWN NEIGHBORHOOD – be placed on them and any upcoming bond program projects.

Early in the process, Marylou Paras represented us on the WOCAP Task Force, and she participated in all of the meetings over nearly two years of work. Task Force Member Marylou Paras voiced our community’s priorities to the other task force members and played a valuable role in shaping the plan to meet the Jimtown Neighborhood Association goals. We want to publicly thank her for service!

We look forward to continuing working with the City of Dallas, and all interested parties in improving the community of Jimtown.

Thank you for your consideration,
Jimtown Neighborhood Association
Marylou Paras
President
Board Members:
Victor Romo
Linda Romo
Almo Galindo
Marta Galindo
Addy Pino
Teresita Delgado



To whom it may concern,

I am writing on behalf of Heritage Oak Cliff in support of the West Oak Cliff area plan. Heritage Oak Cliff is comprised of over a dozen neighborhoods and is the largest organization of its kind in Oak Cliff. Our goal as an organization is to empower Oak Cliff communities through a variety of methods including neighborhood support and grants. While we can't say that the West Oak Cliff plan is perfect, we do believe that the process and ultimate result is a significant improvement from where we began. This was achieved through the following:

- Numerous neighborhood meetings throughout the course of more than a year, many of which were bilingual.
- Online, in-person, and hybrid meetings to accommodate as many participants as possible.
- Driving tours with task force members to show various types of development.
- The recommendation of a new types of zoning overlay to convey the unique desire and character of West Oak Cliff communities.
- Nearly 295 completed surveys regarding feedback on the plan
- Working with numerous non-profit organizations in the area, including Heritage Oak Cliff

You may notice that we are not writing in support of any specific policy, and this is intentional. As stated before, our goal is to empower local neighborhoods in achieving their individual goals. By having the extensive, if imperfect, amount of engagement that this process has had, we believe WOCAP largely reflects and balances individual neighborhood goals in a comprehensive manner.

Sincerely,

A handwritten signature in cursive script that reads "Paul Carden".

Paul Carden

VP of Neighborhood Development – Heritage Oak Cliff

WEST OAK CLIFF AREA PLAN



City of Dallas

P+UD PLANNING +
URBAN DESIGN

urban design | strategic planning + policy | neighborhood vitality

