



WEST OAK CLIFF AREA PLAN

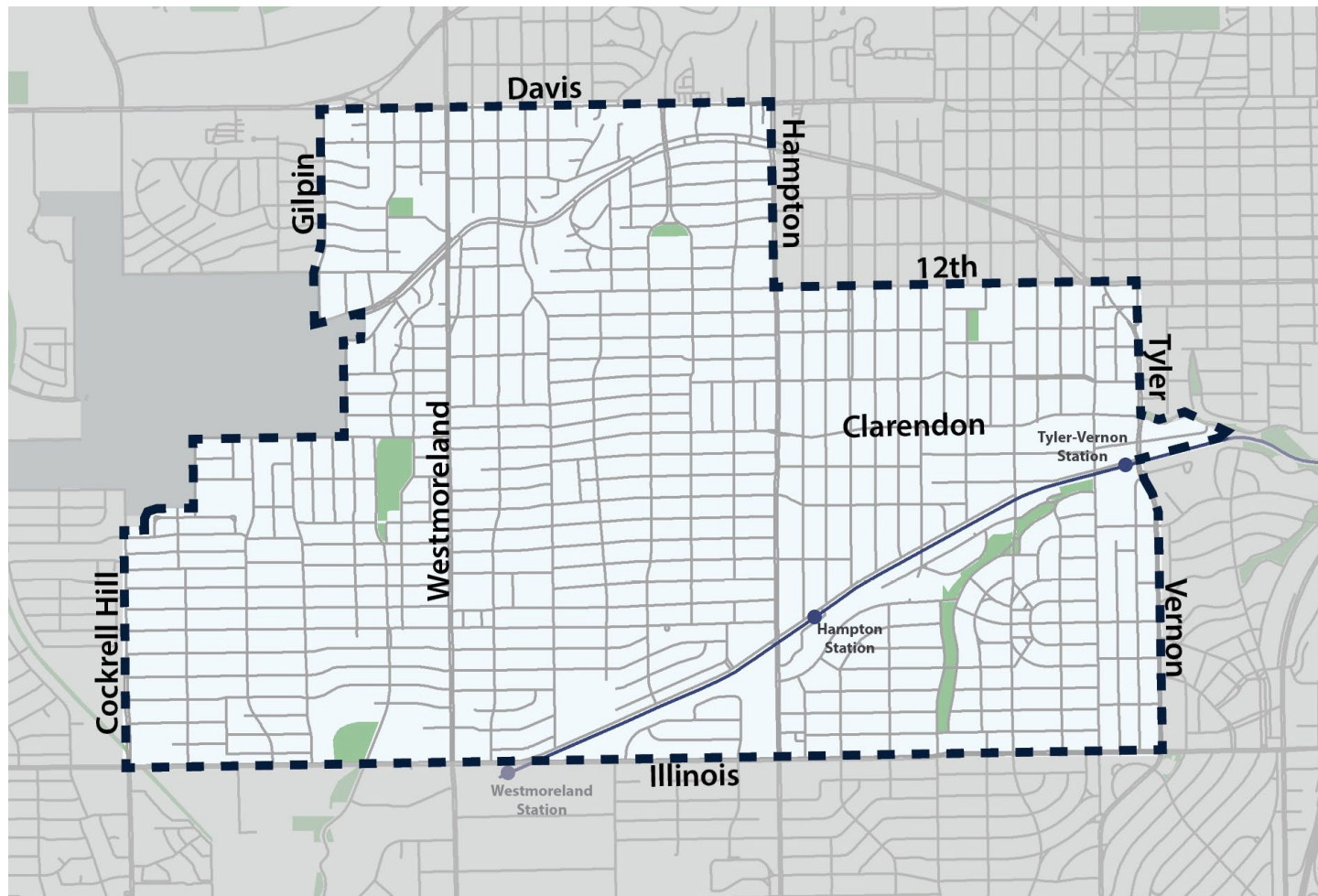
EXECUTIVE SUMMARY

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, woman, 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

PLAN FRAMEWORK

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

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.

PLANNING VALUES

-  Equitable
-  Safe and Healthy
-  Welcoming
-  Enriching
-  Economically Resilient

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

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.



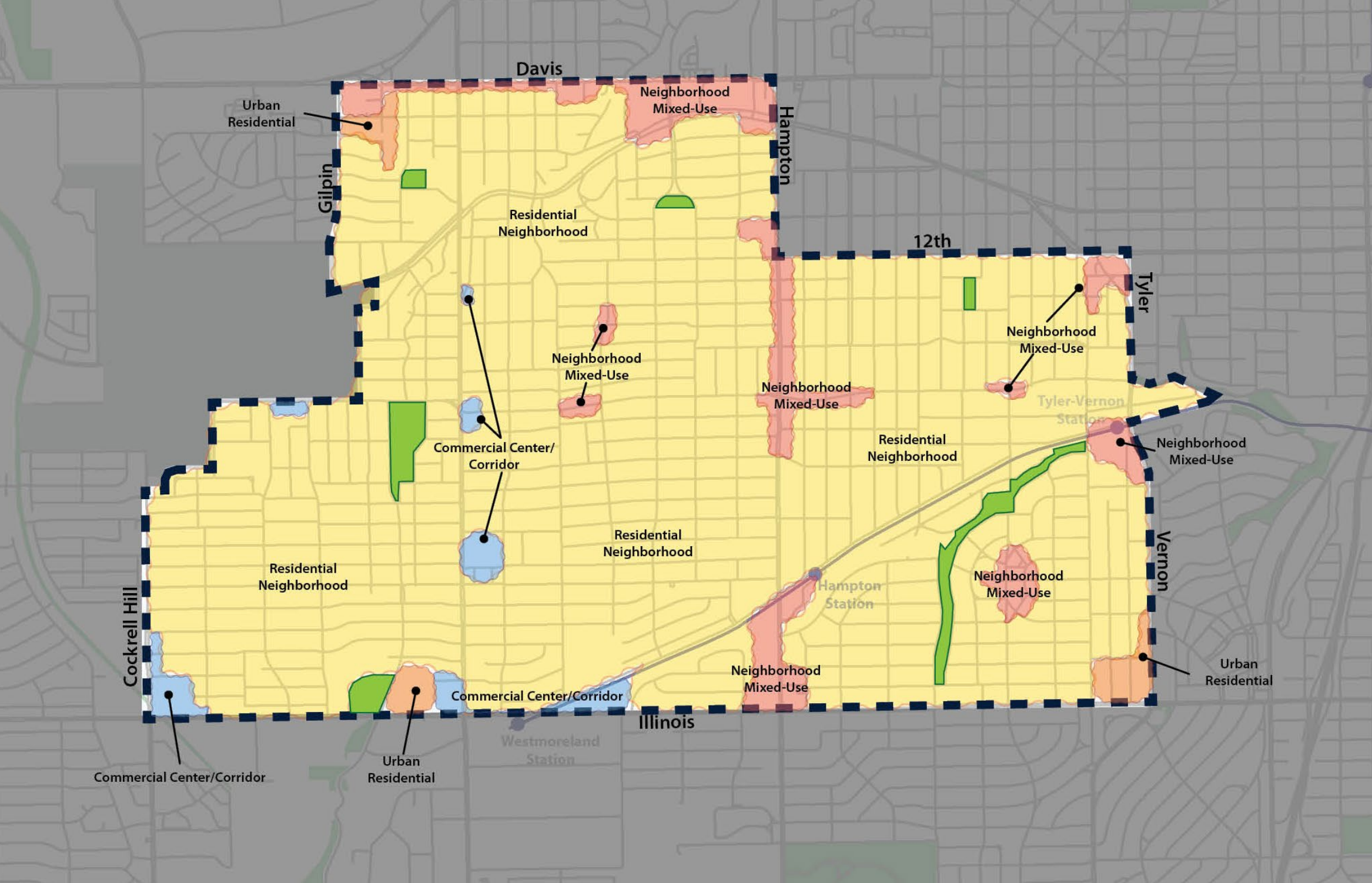
Create walkable, neighborhood-scale mixed-use centers

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 significant 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.



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	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
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 areas within ½ mile of DART light-rail stations, consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis, aiming to avoid displacement of existing area residents and homeowners. 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.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

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	Within ½ mile of the Tyler-Vernon DART Station, consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis, aiming to avoid displacement of existing area residents and homeowners. 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	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	Within ½ mile of the Hampton DART Station, consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis, aiming to avoid displacement of existing area residents and homeowners. 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	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

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.



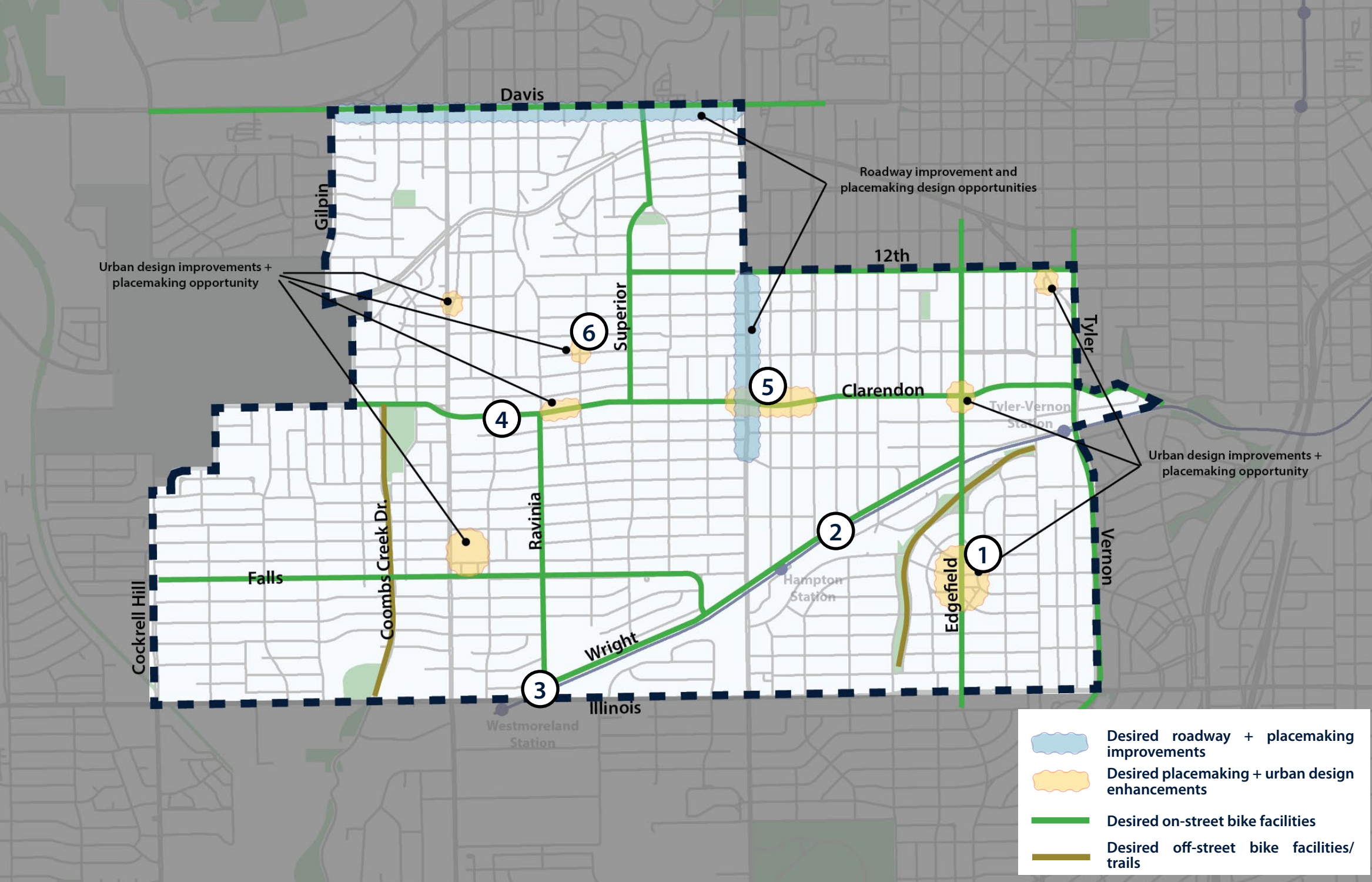
Utilize urban design improvements within the public right-of-way to enhance placemaking and safety
 There are numerous commercial areas where public realm enhancements such as wider sidewalks, reconfigured intersections, public art, street trees, and furniture would create people-oriented spaces while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



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



Transportation and Infrastructure

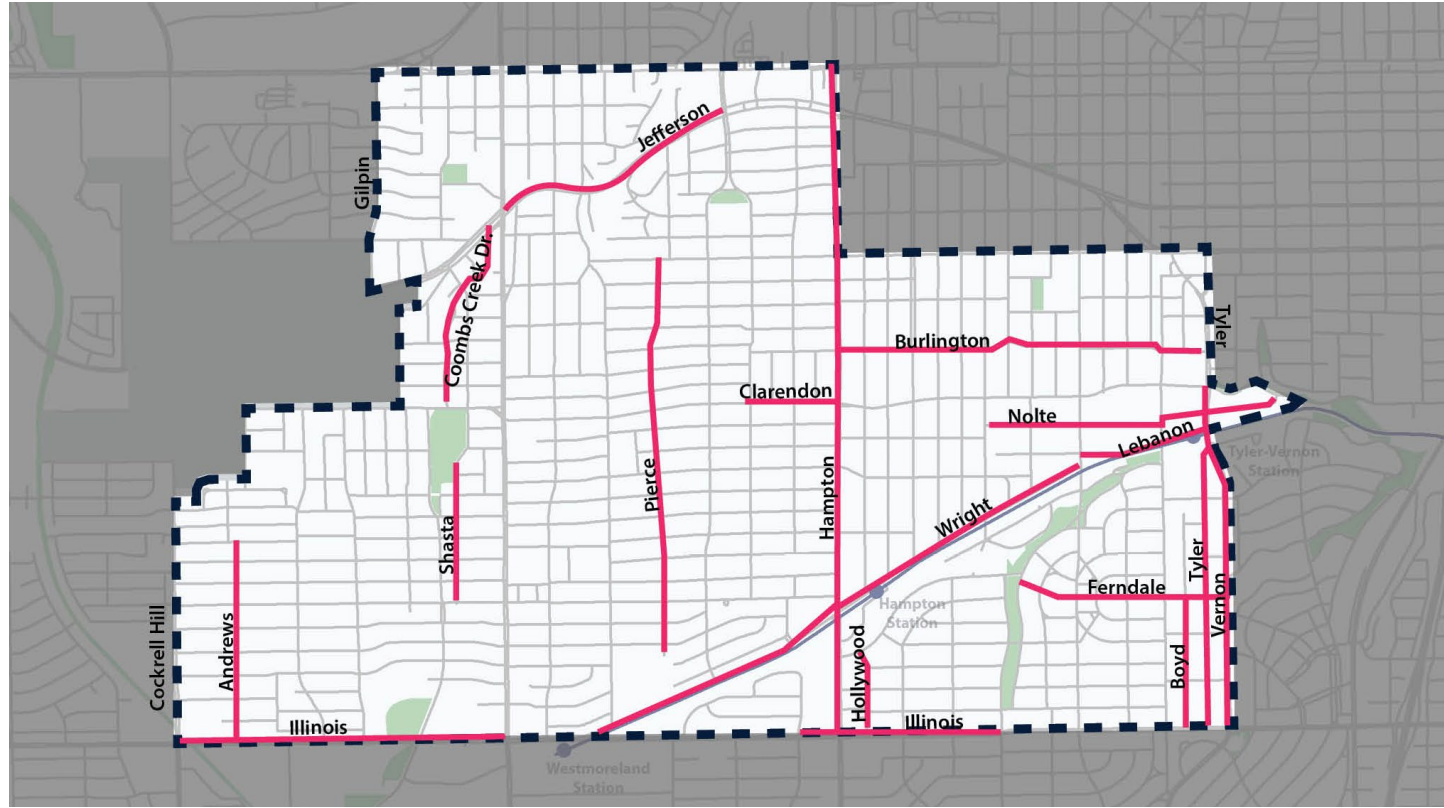
Goal	Action	Timeframe	Lead Agency/ Support	Funding/ Sources
Construct new multimodal improvements and bike lanes throughout West Oak Cliff				
3.A	<p>Include the proposed conceptual bike network shown on the following page into the upcoming update to the Dallas Bike Plan. This should include proposed 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

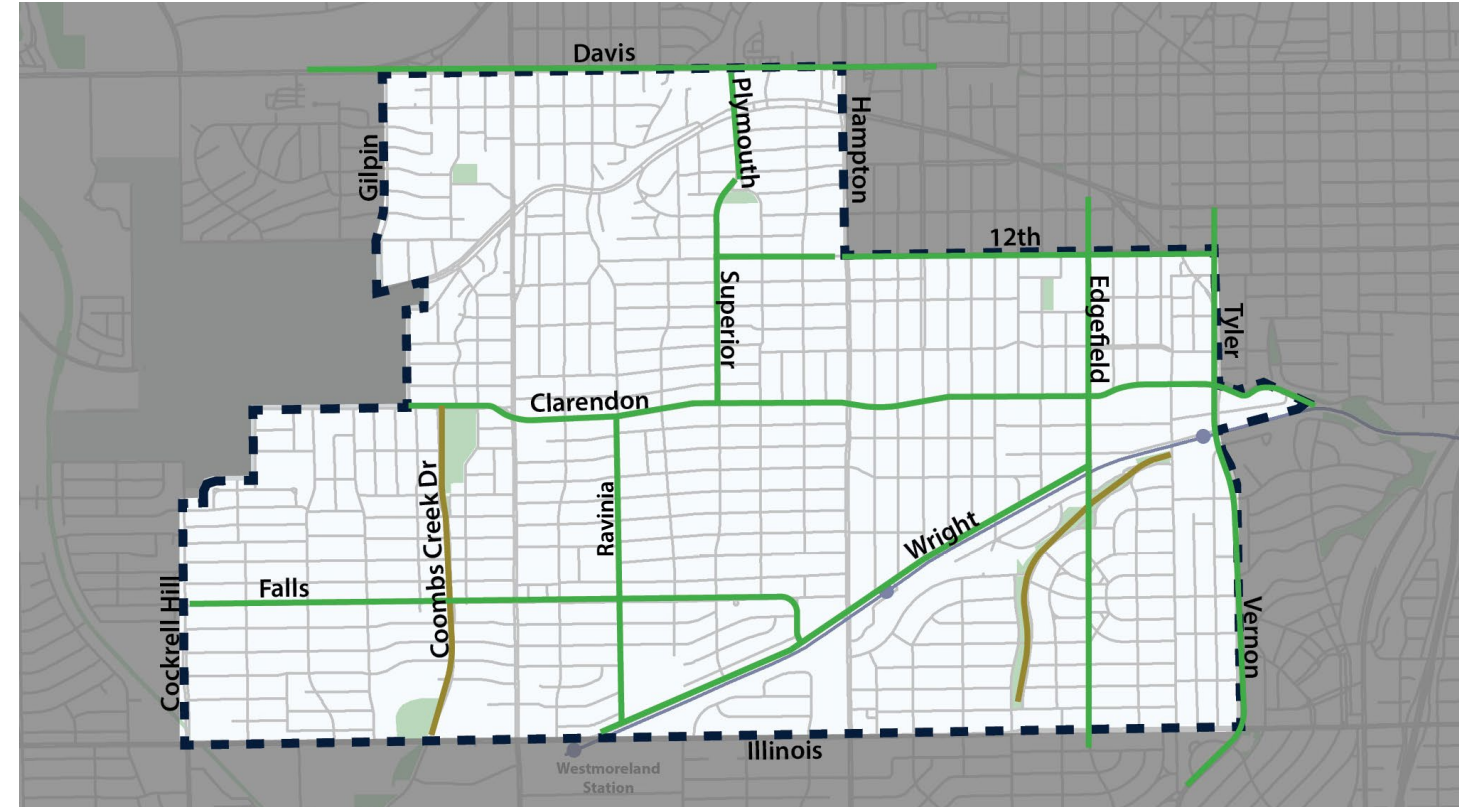


Transportation and Infrastructure

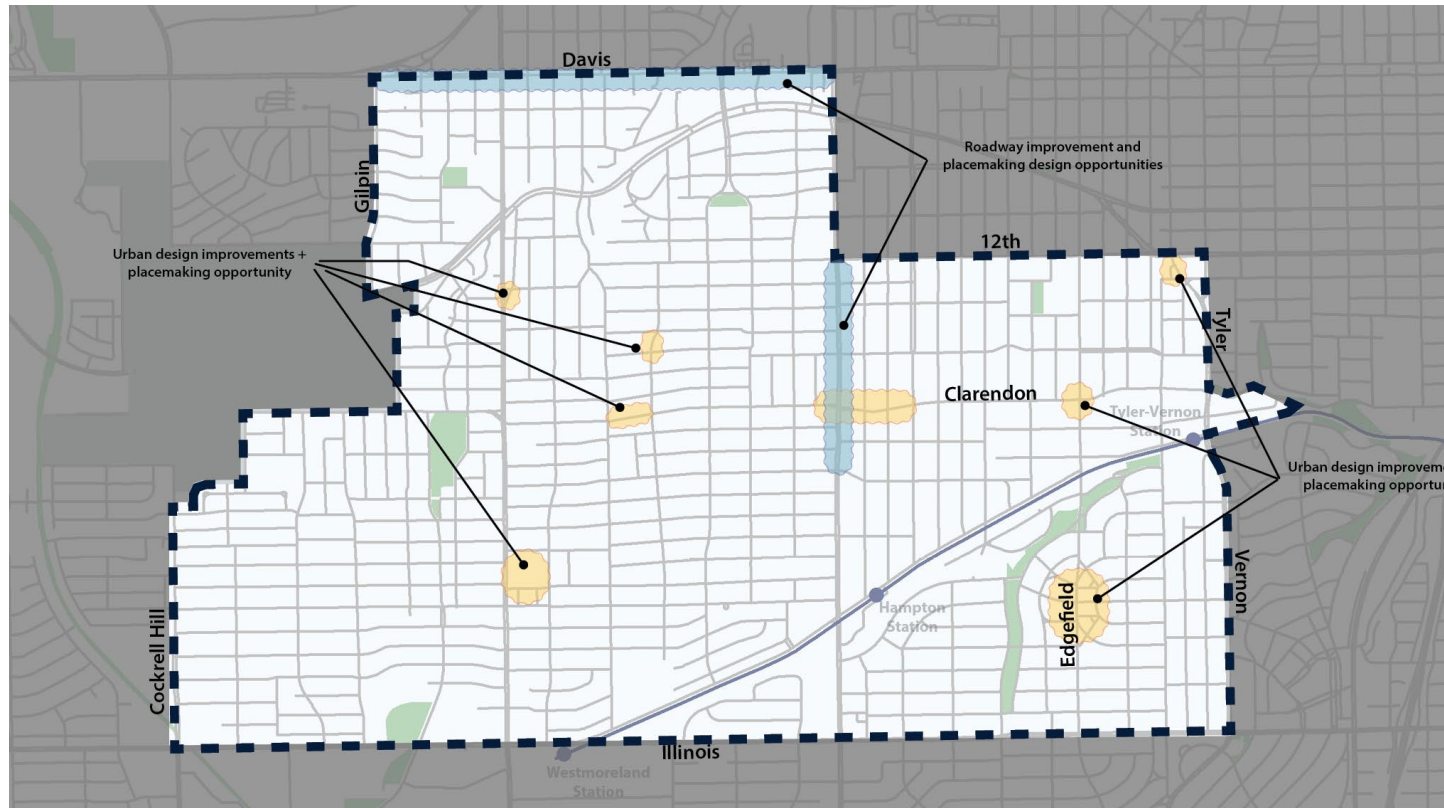
Sidewalk Repairs and Improvements



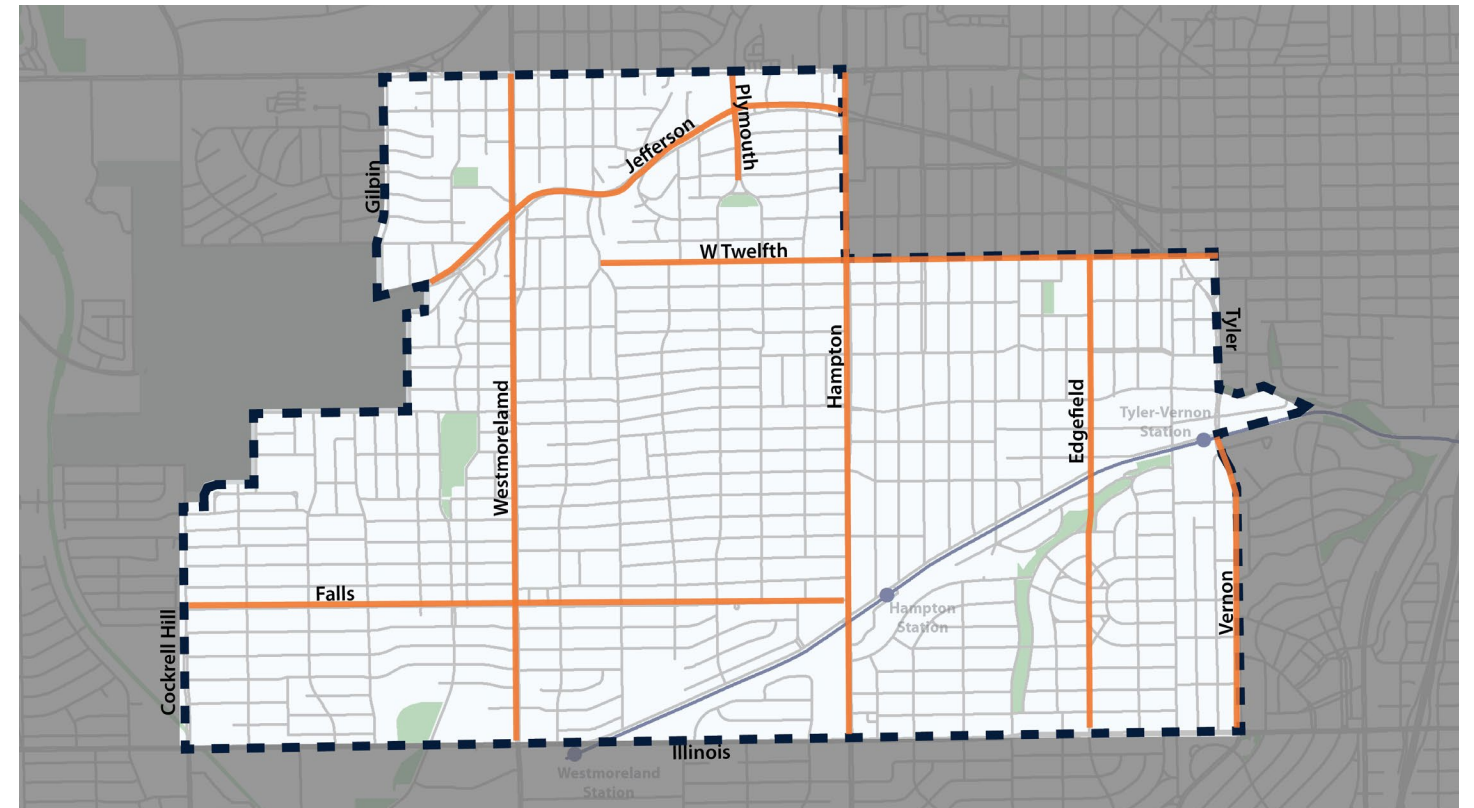
Proposed Bike Network



Placemaking and Urban Design Enhancements



Traffic Calming Improvements



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 Elmwood 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.



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

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.



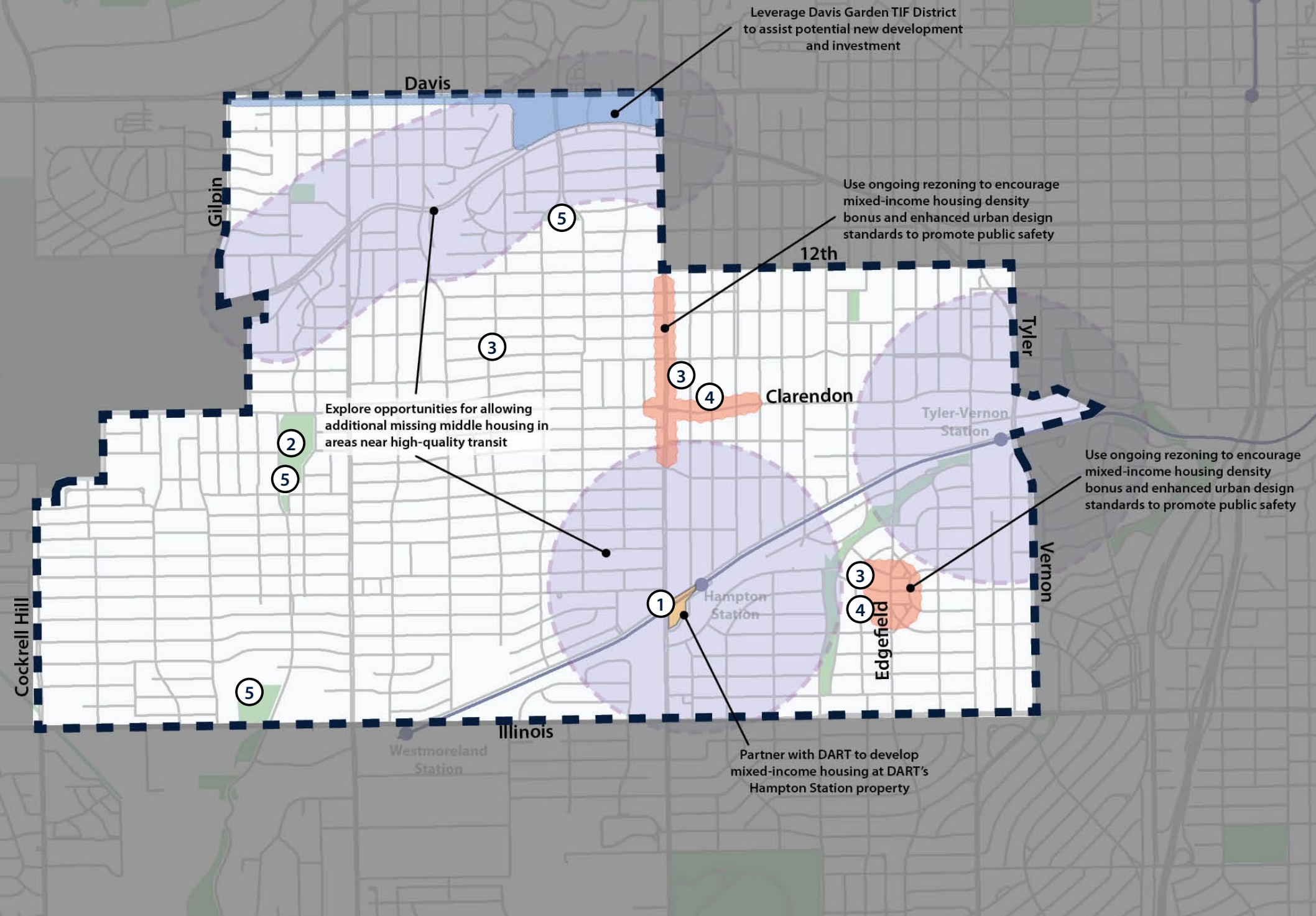
Promote local arts and culture through initiatives and dedicated physical space

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.



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 areas within ¼ mile of high-frequency bus routes (Jefferson Boulevard) and within ½ mile of DART light-rail stations, consider creating a zoning overlay, using proposed Conservation Districts, or creating a new infill residential zoning category to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex, quadplexes, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis (see Land Use and Development for specific 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
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*

*Subject to voter approval and Needs Assessment Scoring

WEST OAK CLIFF AREA PLAN



City of Dallas

P+UD PLANNING +
URBAN DESIGN

urban design | strategic planning + policy | neighborhood vitality

