

GARLAND ROADVISION STUDY

NOVEMBER 2010

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Doctors Hospital
First Family Church
Highland Park Cafeteria
Lochwood Library

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1. INTRODUCTION

BEGINNING THE PROJECT

Project Introduction

The Garland Road Vision Advisory Committee (“GRV”) was formed in 2006, by then Dallas City Council member Gary Griffith, to plan for the future of the Garland Road Corridor. The study area spans from I-635, past the Dallas Arboretum and Botanical Gardens and the White Rock Lake Spillway, to the intersection of Garland Road, Gaston and East Grand Avenues. This project is a community - led small area planning initiative, following the neighborhood planning framework defined in the “forwardDallas!” Comprehensive Plan, an initiative approved by the Dallas City Council as the model for future growth of the City of Dallas. The project was initiated and funded through a sustainable development grant from the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC), and local matching funds raised by the GRV Advisory Committee.

Garland Road Vision Advisory Committee

The GRV Advisory Committee is made up of individuals representing neighborhoods, and individual stakeholders abutting Garland Road in the designated corridor. The GRV Advisory Committee is intended to oversee the urban planning study of the Garland Road Corridor. The group’s purpose has been to facilitate community involvement in this initiative, and to build support and funding to implement these recommendations.

Garland Road Vision

Garland Road is the portal to many of the most beautiful and desirable neighborhoods in the city, as well as the address of successful retail businesses, churches, professional services and healthcare providers. The Garland Road Vision initiative was created for the enhancement of both operational function and aesthetic character along the Garland Road corridor. Ultimately, the purpose of the completed study will be formal adoption by the City of Dallas, and it is intended that there will be the opportunity for identified projects to subsequently be funded by future bond programs and other sources of funding.

PROJECT GOALS + OBJECTIVES

- To enhance operational function and aesthetic character along the Garland Road corridor
- To establish an avenue of accessibility and attractive utility to all who live and work near Garland Road
- To encourage resident and stakeholder participation in the visioning process
- To achieve a vision based upon the consensus of the communities along Garland Road
- To identify specific implementation projects that will guide the City of Dallas' future bond program projects and private development

Figure 1.1 Project Goals and Objectives

LOCATION + SURROUNDINGS

Project Study Area

Garland Road is one of the key gateways to the City of Dallas from the east. Connecting East Dallas to the Dallas Central Business District (CBD), the corridor links many of the most desirable and beautiful neighborhoods in the City. The 5.5 mile long project study area focuses on the properties, typically within one block north and south of Garland Road, between the intersection of Garland Road and I-635, and ending at the intersection of Garland Road and Gaston Avenue, south of the White Rock Lake Spillway. This study area, which is identified in the exhibit on page 5, covers approximately 1,050 acres. According to the North Central Texas Council of Governments and U.S. Census Bureau, in the year 2000, the project study area contained 29,000 people in 13,300 households within its boundaries.

Key Features of the Corridor

- White Rock Lake and Spillway
- Dallas Arboretum
- White Rock Market Place and Casa Linda Plaza
- Doctors Hospital
- Existing neighborhoods and churches



Figure 1.2 Project Study Area



Figure 1.3 Participants at the October Open House at First Family Church.

PLANNING PROCESS

Community Engagement Process

The community engagement strategy and public participation were critical elements from the onset of the effort. The GRV Advisory Committee was committed to steering a process where the wishes of the communities of Garland Road were identified, refined and implemented as part of the urban planning process. Early in the process, the committee and project team worked together to establish a public engagement plan to provide the community with multiple opportunities to interact with the project team, to ask questions, to voice their opinions and concerns, and to respond to plan concepts.

The project team used a variety of community engagement strategies to include the public in the process; an open house, several public meetings, key stakeholder interviews, a project website, and a design charrette. The overall purpose for encouraging stakeholder participation was to solicit input from the public to establish the vision for Garland Road. Throughout the process the GRV Committee and project team encouraged participation from a wide range of individuals who live, work and visit the study area. The result is a plan representing the future desires of the community for the study area.

Public Engagement Events

Open House – A public open house was held in early October 2009 at the First Family Church on Garland Road. The purpose of the meeting was to introduce the stakeholders and general public to the Garland Road corridor, and to the upcoming vision process. More than

150 participants progressed through a series of stations intended to provide background on corridor issues, and education on the project history, background and goals, the *forwardDallas!* Comprehensive Plan, and the various plan elements that would be developed.

Stakeholder Workshop – The stakeholder workshop-design charrette was an all-day event held in mid November 2009. More than 50 individuals, representing a cross section of the various stakeholder groups in the corridor that included business owners, residents, and public officials representing NCTCOG, the City of Dallas, TxDOT, and DART, attended the event. The agenda for the day included a series of small group discussions facilitated by consultant team members, and opportunities to provide feedback on a variety of concepts developed within each of the small group discussions. The outcome was a series of visual and verbal concepts for mobility, development and beautification that became the foundation for developing the Vision Plan for the corridor.

Public Meeting 1 – A public meeting was held after the stakeholder workshop on November 17, 2009, to provide additional stakeholders an opportunity to review and provide feedback on materials developed at the all-day workshop. Participants were given the opportunity to review and provide feedback on the workshop materials, review development types and provide additional input on refined concepts.



Figure 1.4 Stakeholders discussing beautification concepts at the November stakeholder workshop.

Complete summaries of the comments received at the open house, stakeholder workshop and public meeting 1, as well as meeting notes from meetings 2 and 3 are provided in the appendices of this report.

Public Meetings 2 & 3 – Two subsequent public meetings were held on March 25, 2010 and April 8, 2010. At these sessions, the refined concepts for the corridor were presented. Participants provided additional feedback on these mobility, development and beautification visions. Comments from these participants showed strong support for the refined vision of the corridor.

Throughout the process and at each public engagement event, participants were given the opportunity to provide input and comments in a variety of ways. Stakeholders were encouraged to speak with team members, offer written comments at meetings or through the GRV Advisory Committee website, and to engage in discussions with their fellow community members. The result is a process and plan that truly reflects the vision of the community.

2. EXISTING CONDITIONS

CORRIDOR DEMOGRAPHICS

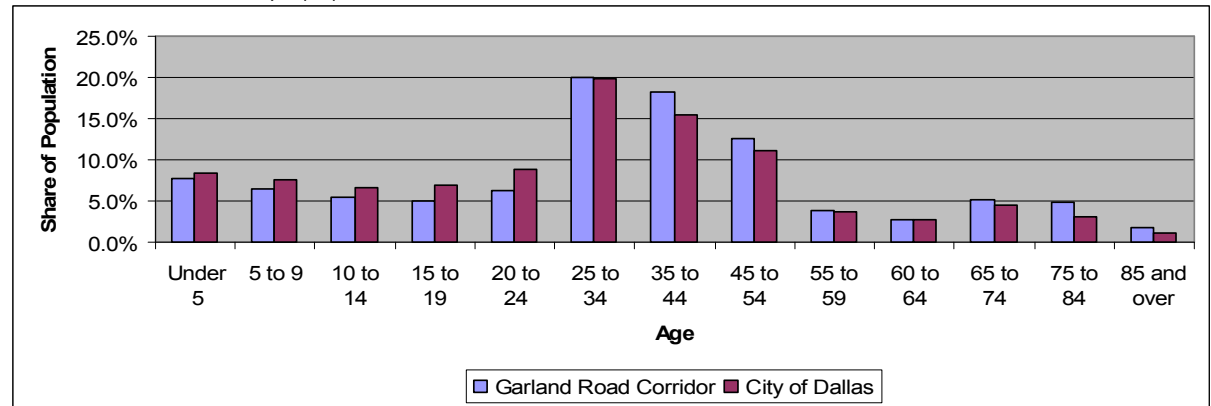
Population + Age Distribution

The population in the Garland Road corridor study area was approximately 29,000 residents in 2000, making up about 2.5% of the overall population of the City of Dallas, which was approximately 1.19 million at that time. The population within the corridor is older than that of the City as a whole; almost 12% of the population in the corridor is 65 or older, compared to 8.6% citywide.

Additionally, approximately 20% of the population in the corridor is between 45 and 64 years of age, an age group that includes baby boomers approaching retirement age during the next 20 years. At the November 2009 stakeholder workshop and public meeting, participants expressed a desire for additional housing choices in the future that would be appropriate for “active seniors” – empty nesters and retirees.

The People of the Garland Road Corridor, 2000

Older than the city's population as a whole



| Population Distribution, Selected Age Groups | | |
|----------------------------------------------|--------|-----------------------|
| | Dallas | Garland Road Corridor |
| 19 and under | 29.4% | 24.7% |
| 65 and over | 8.6% | 11.7% |
| 75 to 84 | 3.0% | 4.9% |

Source: North Central Texas Council of Governments, U.S. Census Bureau

Figure 2.1 Garland Road corridor population and age distribution.

Ethnicity + Household Demographics

The people living in the Garland Road corridor in 2000 were predominantly White, with over 72% of the residents in this group. Slightly less than 10% of the population was Black, and about 3% were Asian, Native American or Pacific Islander. Almost 35% of the corridor's residents are Hispanic, a substantially lower percentage than for the City's overall population which is 55%. Appendix 1 provides more detail on area's demographics.

The Garland Road corridor's future affects other people in addition to those who live here. The people who visit White Rock Lake or the corridor's other parks, businesses and institutions also have a stake in the area's future, and will contribute to its economic vitality.

Approximately 13,400 households exist in the corridor, which is about 3% of the total households in the City of Dallas. The Median Family Income in the corridor is almost \$56,000, exceeding the citywide Median Family Income of \$40,921 by about 37%. The average household size is 2.24, which is less than the citywide average of 2.58. This is possibly the result of the corridor's age distribution.

As mentioned previously, the existing population in the Garland Road corridor study area is approximately 29,000. Additionally, there are approximately 20,500 employees within the corridor. NCTCOG forecasts for the 20 year horizon (to the year 2030) indicates a slight increase in jobs, and almost no change in the number of residents or households in the corridor. This is due to the methodology NCTCOG uses to predict future populations, which is based largely on the availability of land for new development, and assumptions about redevelopment reflected in cities' existing plans. Since this corridor today is essentially built-out with very limited vacant land and no existing plan in place for future redevelopment, the current assumptions reflect a status quo scenario. As the Garland Road Vision plan is developed, it is anticipated that opportunities for redevelopment at potentially higher densities will influence future NCTCOG forecasts. The graph in Appendix 1 summarizes NCTCOG's existing forecast for population, households and jobs in the Garland Road corridor from the years 2000 to 2030.

PARKS + OPEN SPACE

Parks, Open Space + Natural Features

As discussed in previous sections, the Garland Road Vision study area is predominately a developed corridor with very little undeveloped property. The primary natural features are various elements associated with White Rock Lake and White Rock Creek. White Rock Lake, its associated park, and the neighboring Dallas Arboretum and Botanical Garden provide the major natural habitat and open space within the Garland Road Corridor. White Rock Creek crosses Garland Road between Winsted Road and San Rafael Boulevard, providing the only creek crossing and floodplain within the corridor. Additionally, Samuel Garland Park, located at the northern end of the study area at the intersection of Northwest Highway and Garland Road, provides recreational opportunities for area residents in the form of trails, soccer fields and playgrounds.

White Rock Lake Park and the Dallas Arboretum and Botanical Gardens contain major native tree stands made up of Cedar Elm (*Ulmus crassifolia*), a number of Oaks (*Quercus* sp.), Pecan (*Carya illinoensis*), and Cottonwood (*Populus deltoides*), to name a few. Additionally, many of these species contribute to the regional landscape in surrounding neighborhoods including Forest Hills, Little Forest Hills, Emerald Isle, and Casa Linda. Opportunities exist to utilize these tree species, as well as a number of additional ornamental species, as a framework for the future urban design vision of the Garland Road corridor.

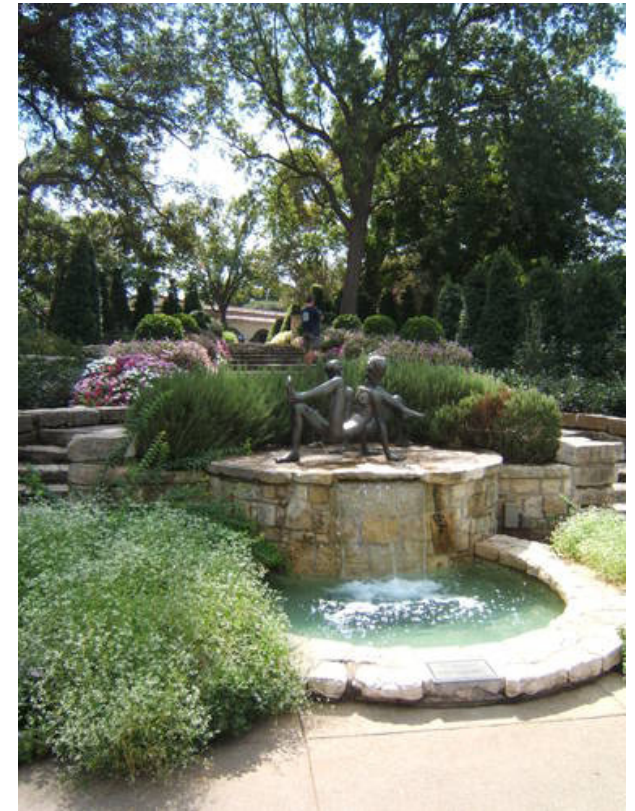


Figure 2.2 Dallas Arboretum and Botanical Garden

DEVELOPMENT PATTERNS

Existing Land Use

While the Garland Road Vision study area is typically characterized as a commercial corridor, it is made up of a vibrant mix of uses including religious, commercial, residential, and public / institutional uses. Public open space associated with the Dallas Arboretum and Botanical Gardens, White Rock Lake Park, and Samuel Garland Park is the predominant use, encompassing about 32% of the 877 acres (exclusive of public rights-of-way) in the corridor. Commercial uses including retail, office and lodging make up about 27% of the study area, and residential uses, which include single family detached and attached, and multi-family uses make up about 21% of the study area. Mixed-use currently only makes up about 3% of the overall study area. Public and institutional, parking, transportation, utility, vacant and warehouse uses make up the remaining 17% of the study area.

Specific commercial uses in the corridor range from "home grown" businesses such as McShan Florest and Barbeks Restaurant, to national chains such as the Home Depot, and Chili's Restaurant. While commercial uses are located throughout the corridor, key commercial nodes are located at the intersections of Garland Road and East Grand Avenue, Garland Road and Buckner Boulevard, and Garland Road and Jupiter Road.



Figure 2.3 (Top) Existing Commercial Uses

Figure 2.4 (Bottom) White Rock Lake Park

The demographic trends mentioned previously, particularly those related to the overall aging of the population in the corridor, will likely provide new demands for denser housing types in the corridor. As a result, it is anticipated that mixed-use and single family attached uses will provide the primary opportunities for the growth, and potential redevelopment of key parcels in the corridor. It is important to note that only 22 acres (2.5%) of the study area are categorized as vacant, suggesting that any new development in the corridor will likely take place in the form of redevelopment of some of the older, underutilized commercial properties. A map of existing land uses in the study area is located on pages 16 and 17 of this report.

Recent Development Trends

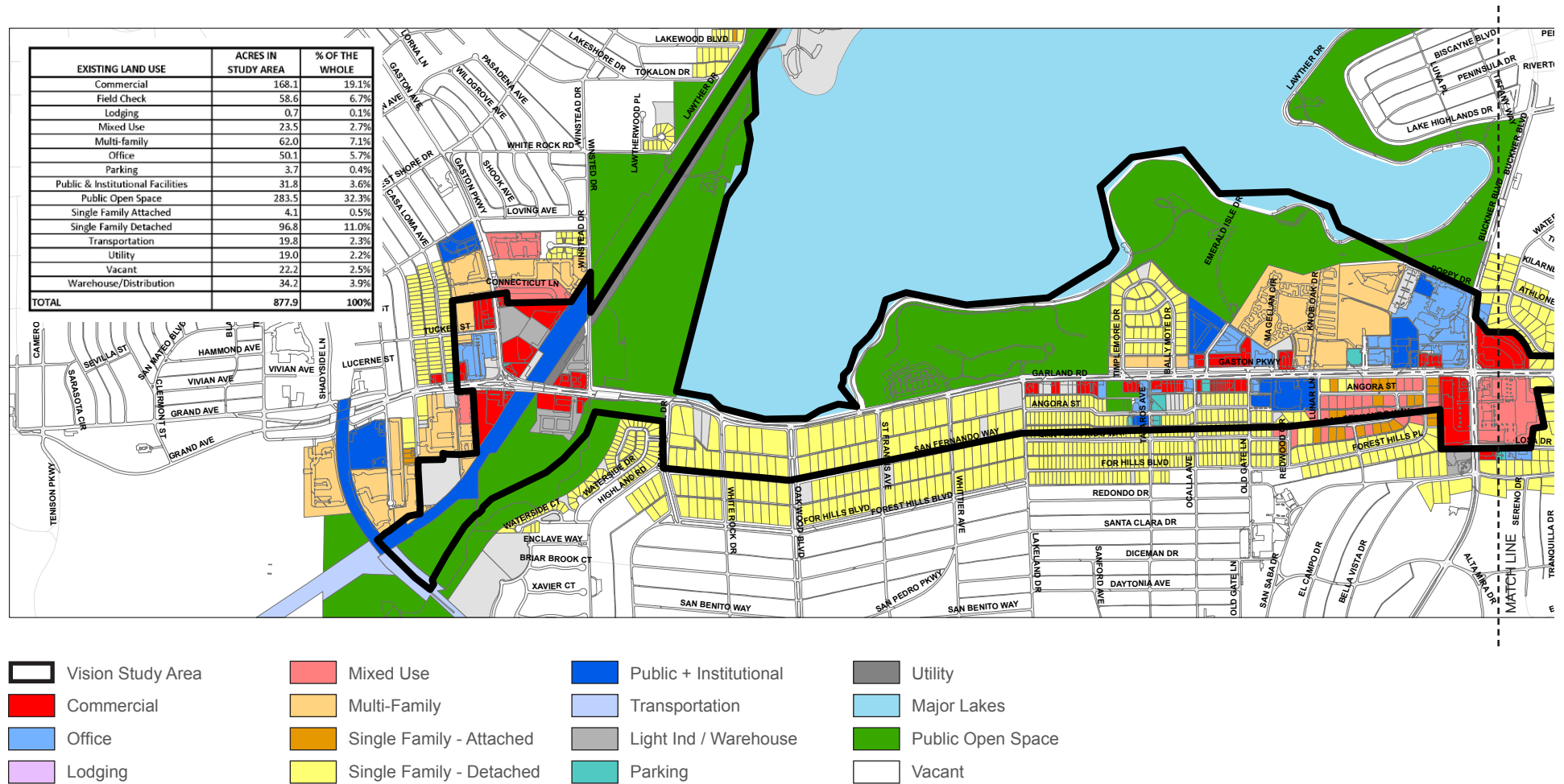
A visual survey of the existing development along the Garland Road corridor, supported by a review of Dallas Central Appraisal District data, indicates that while the majority of the development currently in the study area occurred prior to 1980, and much of it prior to 1960, recent redevelopment activities in the past 10 to 15 years have provided new investment in the corridor. Most recently, a new Quick Trip mini mart was developed in 2009 at the intersection of Garland Road and Winsted Drive. This project built-out the area that began redeveloping in 1998 with the construction of the White Rock Self Storage complex.

The middle sections of the corridor have also seen their share of redevelopment and re-branding. The White Rock Marketplace retail center, constructed in 1991 at the intersection of Lochwood Boulevard and Garland Road, is the third iteration of development on the site that originally

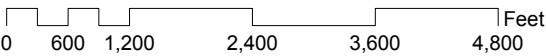
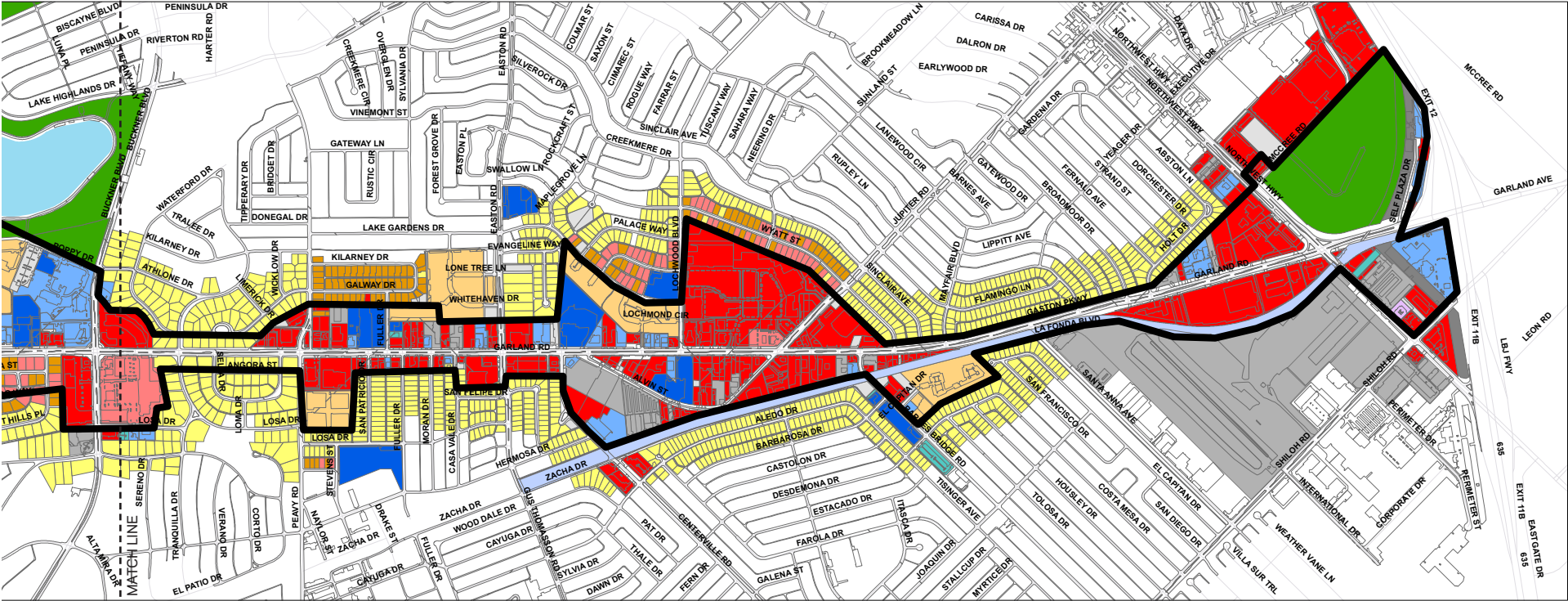


Figure 2.5 Recent Redevelopment Activity

Figure 2.6 Existing Land Use



Source: The City of Dallas





housed the Lochwood Shopping Mall. Across Lochwood Boulevard from the Marketplace is the new Lochwood Library which redeveloped the old White Rock YMCA site in 2009. Finally, at the intersection of Garland Road and Knob Oak, the White Rock Reserve mixed-use development replaced a number of older commercial office buildings in 1999.



These are a few of the examples of recent reinvestment in the Garland Road Corridor that have changed the character of uses on specific properties. Other properties have received reinvestment in order to continue, enhance or expanded their position in the real estate market, or their mission as an institution. These include investments at the Dallas Arboretum and Botanical Gardens, Doctors Hospital, and Casa Linda Plaza. All of these areas are important destinations and landmarks within the Garland Road Corridor that help anchor future investment in the area.

Near the corridor's northeast gateway at Northwest Highway and Garland Road, a Quick Trip was also included as part of the redevelopment of one of the area's many car lots that have become underutilized. This facility was constructed in 2002.

Figure 2.7 (Top) White Rock Marketplace

Figure 2.8 (Bottom) Casa Linda Plaza

Zoning

While the study area associated with the Garland Road Vision plan is perceived as a commercial corridor, it actually is zoned for a number of land uses including commercial, residential, and mixed-use. The predominant zoning category in the corridor is Community Retail (CR), which

covers approximately 29% of the study area. Community Retail, when combined with the additional retail, commercial and office districts within the study area, accounts for 374 acres, or approximately 36% of the area.

Residential districts, which include Single Family Residential [R-7.5(A), R-1ac.(A), and R-10(A)], Multifamily Residential [MF-1(A) and MF-2(A)], and Duplex [D(A)], account for 452 acres, or approximately 43% of the area (452 acres). The remaining 18% of the area is made up of Planned Developments (PD's), primarily associated with the Doctors Hospital site which includes the hospital facility and medical office building near Garland Road and Buckner, and the land adjacent to the Kansas City Southern Railroad between Santa Anna Street and Northwest Highway which includes several light and heavy industrial uses. A map of existing zoning in the study area is located on pages 20 and 21 of this report.

Parcel Ownership

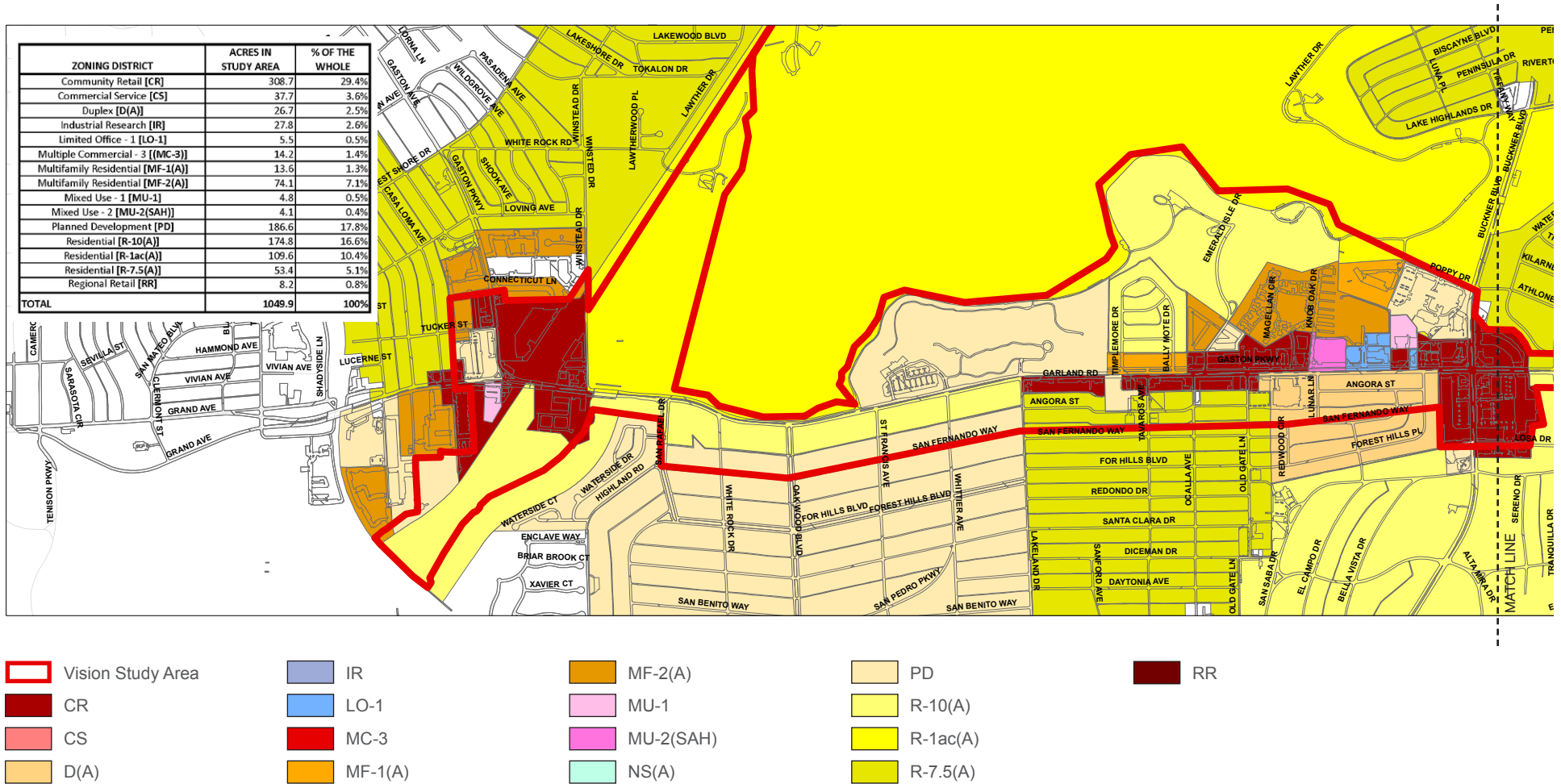
Property ownership patterns can often be an indicator of opportunities to combine parcels with common owners in order to create larger redevelopment opportunities. In the Garland Road Corridor, there are not significant parcels of property in private ownership available for redevelopment. Major property owners include the City of Dallas, and the Kansas City Southern Railway. A map of major parcel ownership in the study area is located on pages 22 and 23 of this report.



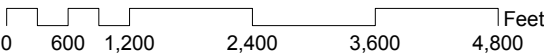
Figure 2.9 (Top) Existing Community Retail

Figure 2.10 (Bottom) Existing Single Family Residential

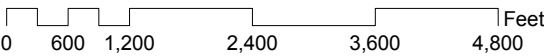
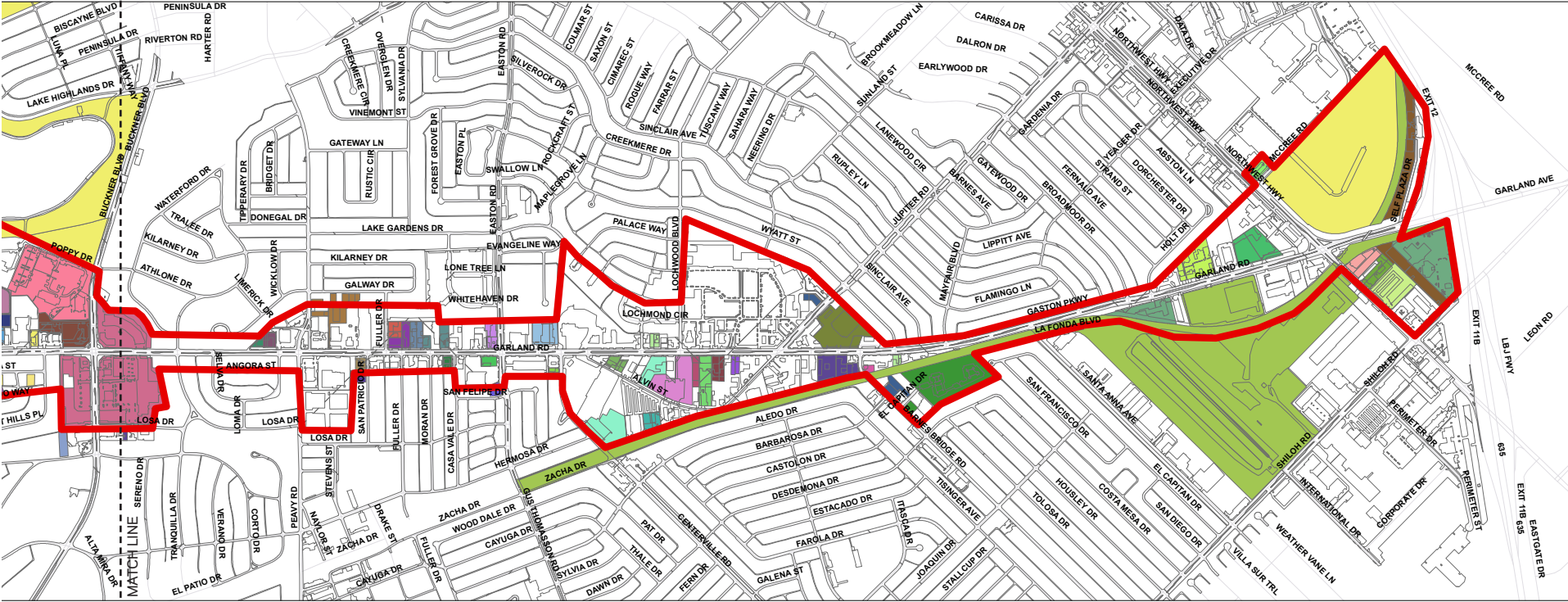
Figure 2.11 Existing Zoning



Source: The City of Dallas



Source: The City of Dallas



TRANSPORTATION NETWORK

Existing + Planned Roadways

Within the study area, Garland Road (SH 78) is a six-lane divided facility with a raised median separating the travel directions, and a speed of 40 miles per hour. Based on its function, the roadway facility is categorized in the City of Dallas' thoroughfare plan as PA / M-6-D(A) which translates to a Principal Arterial with a minimum roadway section with 100 ft of Right-of-Way (ROW), six 11 foot wide lanes and a 15 foot wide median in some areas. It serves as a major thoroughfare for commuter traffic in and out of downtown Dallas for local residents, and for communities to the east of Dallas. It also serves local inner-city trips to businesses, recreational facilities, and other establishments along the corridor. Garland Road is "on-system", meaning it is part of the State highway system, and is primarily the responsibility of TxDOT for maintenance of the roadway, with the exception of the section between Buckner Boulevard (Loop 12) and Gaston Avenue, which is maintained by the City of Dallas.



Figure 2.13 (Top) Garland Road looking northeast near Peavy Road.

Figure 2.14 (Bottom) Northwest Highway / Garland Road Intersection



Figure 2.15 Intersection of Garland Road and Buckner Boulevard (Loop 12)

Major roadways intersecting Garland Road include Gaston Avenue, Buckner Boulevard (Loop 12), Peavy Road, Easton Road, Jupiter Road, Northwest Highway and I-635 (Lyndon B Johnson Freeway). Ferguson Road is a major parallel roadway to the southeast which has the same functional classification as Garland Road. No new roadways are currently planned in the study area, and no changes to the functional classification or ROW of the existing roadways are recommended as part of this study that would require an amendment of the City's thoroughfare plan. TxDOT currently has a project under design to construct left turn lanes in the portion of Garland Road between Buckner Boulevard and I-635.

Transportation Trip Counts

TxDOT periodically collects a series of traffic volume counts called “Saturation Counts” in urban areas to validate regional Travel Demand Models. Historical saturation counts collected by TxDOT along the Garland Road corridor show daily traffic counts of approximately 38,000 vehicles just north of Gaston Road and 25,000 vehicles north of Northwest Highway in 2004. These data are significant to understand the demand for travel along the corridor relative to the capacity and level of service of the roadway.

Projected Traffic Volumes

The 2009 projected traffic volumes show an average directional distribution of 67% vehicles in the AM Peak direction (southbound) and 60% of the vehicles in the PM Peak direction (northbound). The Average Peak Hour Volume in 2009 was projected to be approximately 980 and 2,030 in the Northbound and Southbound directions respectively for the AM Peak and 1,870 and 1,230 for the PM Peak. A comparison of the projected traffic volumes for year 2009 and 2030 indicate a nominal traffic growth rate of approximately 0.55% per year. According to data provided by the NCTCOG from the traffic assignment for the Mobility 2030-2009 Amendment, the overall Level of Service (LOS) for the corridor is LOS ‘C’ or better for the entire corridor. A limited length of the southern portion of the corridor between St. Francis Ave. and Gaston Ave. exhibits unacceptable level of service (LOS ‘D’-‘F’) in the peak directions.

Link segments of Garland Road within the corridor currently operate at an acceptable level of service, and are largely impacted by access between the adjacent land use and public cross-streets. Peak-period congestion impacts occur primarily at signalized intersections. Increased future traffic demands resulting from new development or higher density development within the corridor will decrease the relative level of service. Increased peak-period traffic volumes and traffic density, slower speeds, higher system travel times and increased delay will manifest this

| Level of Service (LOS) | Description | V/C Ratio |
|------------------------|---------------------------------------------------------------------------------------------------------------------|--------------|
| A | Free flow; traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes | < 0.60 |
| B | Reasonably free flow with some impingement of maneuverability; | 0.61 to 0.70 |
| C | Stable flow with more congestion than LOS B, where ability to pass or change lanes is not always assured. | 0.71 to 0.80 |
| D | Approaching unstable flow; speeds are somewhat reduced, motorists' maneuverability is constrained by other vehicles | 0.81 to .090 |
| E | Unstable flow; a marginal service state where flow becomes irregular and speed varies rapidly | 0.91 to 1.00 |
| F | Forced flow; characterized by slow speeds, high traffic density and stop-and-go conditions | > 1.00 |

V/C Ratio is the ratio of actual traffic volume to the roadway capacity

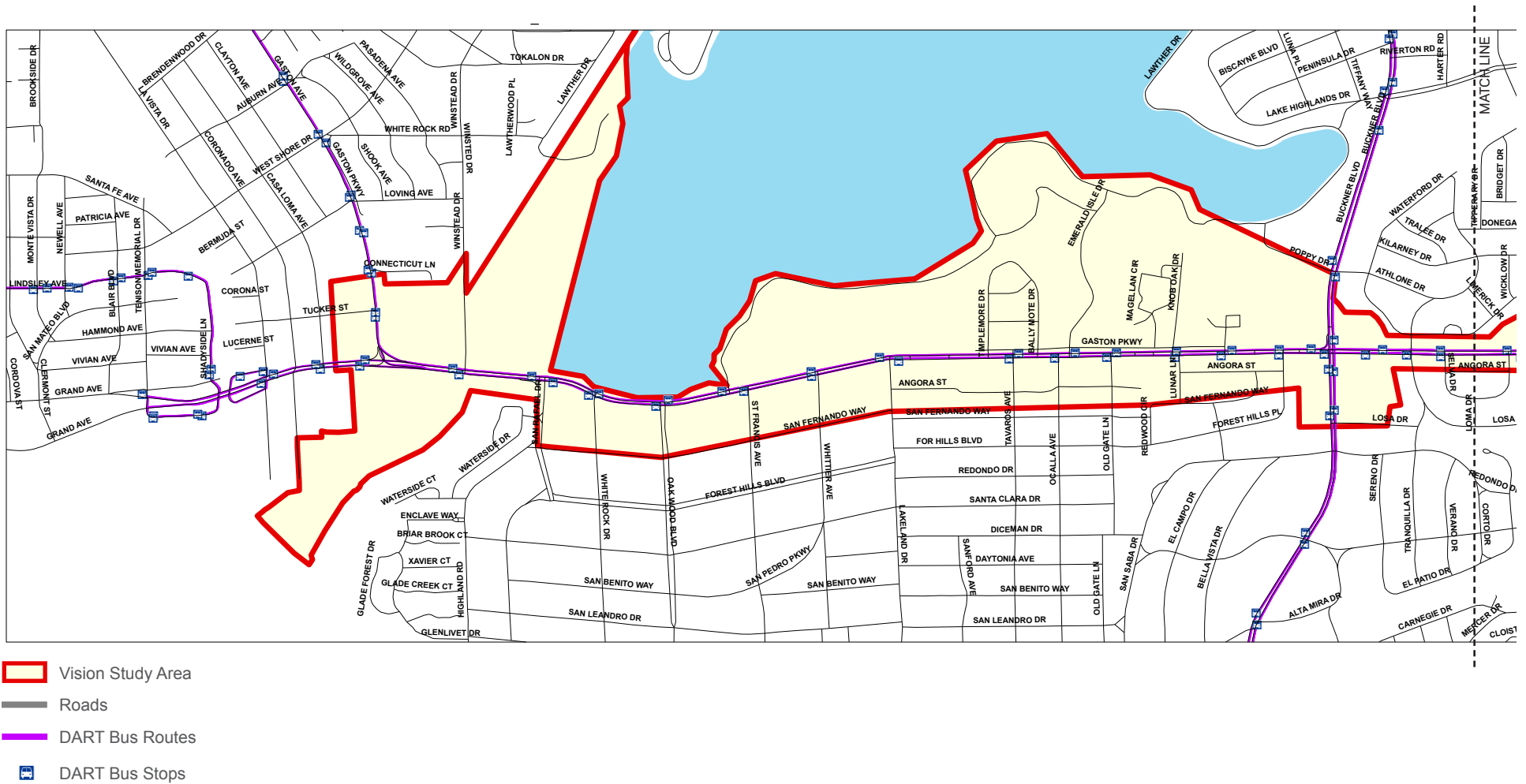
Figure 2.16 Level of Service

decrease in level of service. The means to address this potential is not necessarily increased roadway capacity, but land use planning and operational techniques that include geographical management of new development or re-development along the corridor, greater management of access between Garland Road and adjacent land uses, and travel demand management techniques that encourage non-vehicular modes, particularly for short-trip purposes. The portions of the Garland Road corridor most impacted are those with the highest existing peak-period traffic demands (the sections approaching Buckner Boulevard). The corridor is also a great attraction, due in part to the White Rock Lake recreational opportunities, the Dallas Arboretum and Botanical Gardens, and the routes including Gaston Avenue and East Grand Avenue that are conduits to other destination areas, such as the I-30 / East Grand area and the Lakewood and Lower Greenville Avenue areas.

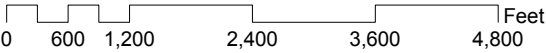
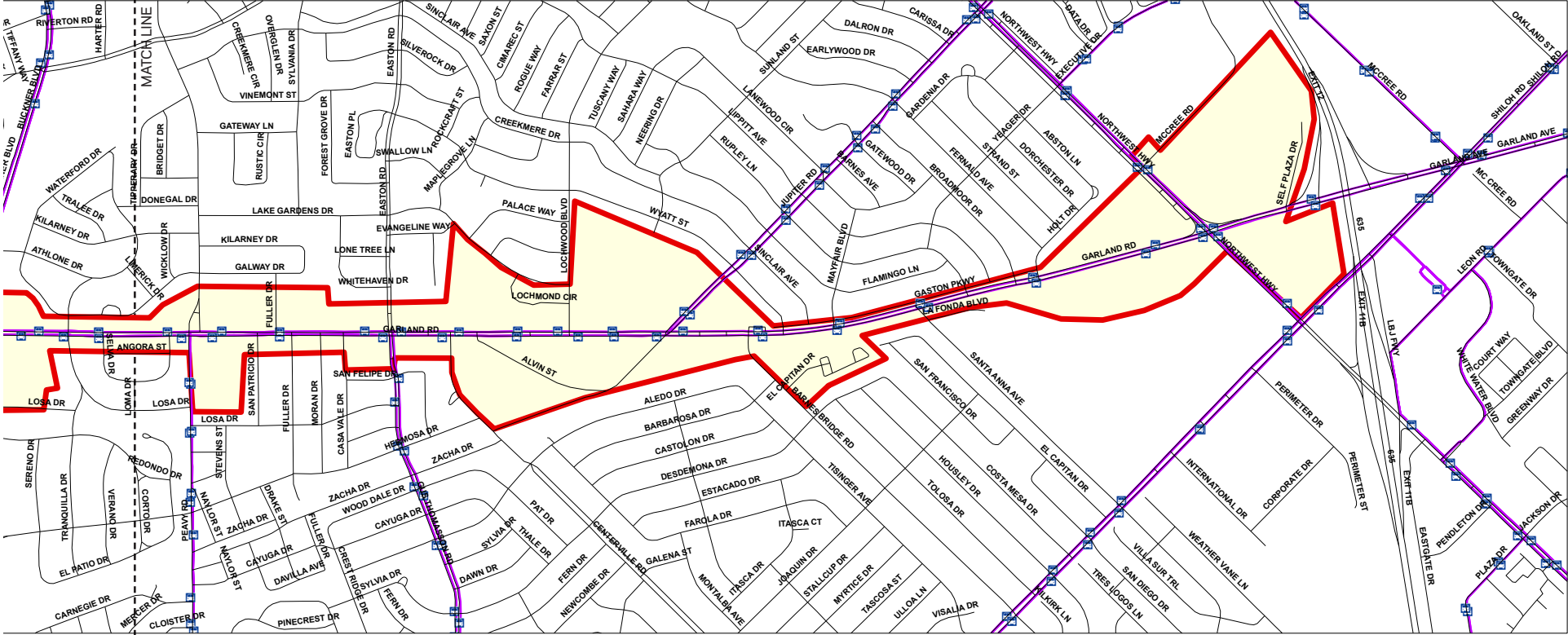
Transit and Additional Travel Modes

Public transportation within the Garland Road corridor today is in the form of traditional bus service provided by Dallas Area Rapid Transit (DART). However, there is no single bus route serving the entire length of the corridor, with four regular routes (#60 local service, #466 and #475 cross-town service, and #519 rail connection service to White Rock Station) traversing various parts of the corridor. Most of the major roadways crossing Garland Road including Gaston Avenue, Buckner Boulevard, Peavy Road, Easton Road, Jupiter Road and Northwest Highway are also served by local and cross town buses. There is a relatively high density of bus stops, with about 65 bus stops within approximately 5.5 miles of the Garland Road study corridor. This high number of stops creates delays for bus riders as well as automobile traffic. White Rock Station is the nearest DART light rail station, and is connected to Garland Road with the bus service routes along Buckner Boulevard and Northwest Highway. Provision of light rail service along Garland Road, or along the nearby BNSF rail line is not in DART's expansion plans. A map of the existing public transportation routes in the study area is located on pages 28 and 29 of this report.

Figure 2.17 Existing Public Transportation Routes



Source: The City of Dallas



Bicycle Lanes and Routes

Garland Road currently does not have dedicated bike lane facilities, and is not a part of a designated bike route. The combination of high vehicular speeds and high number of driveway cuts currently render Garland Road less desirable for significant bicycle usage. A basic principle of traffic engineering is the separation of travel modes having dissimilar operating characteristics. The difference in speeds and maneuverability of bicycles, passenger vehicles, and buses create the potential for conflict that would discourage mixed flows on the same roadway surface. The corridor is served by several designated bike routes on lower volume streets parallel to and crossing Garland Road. These bike routes are also connected to the highly used existing trail network in the area, especially near White Rock Lake.

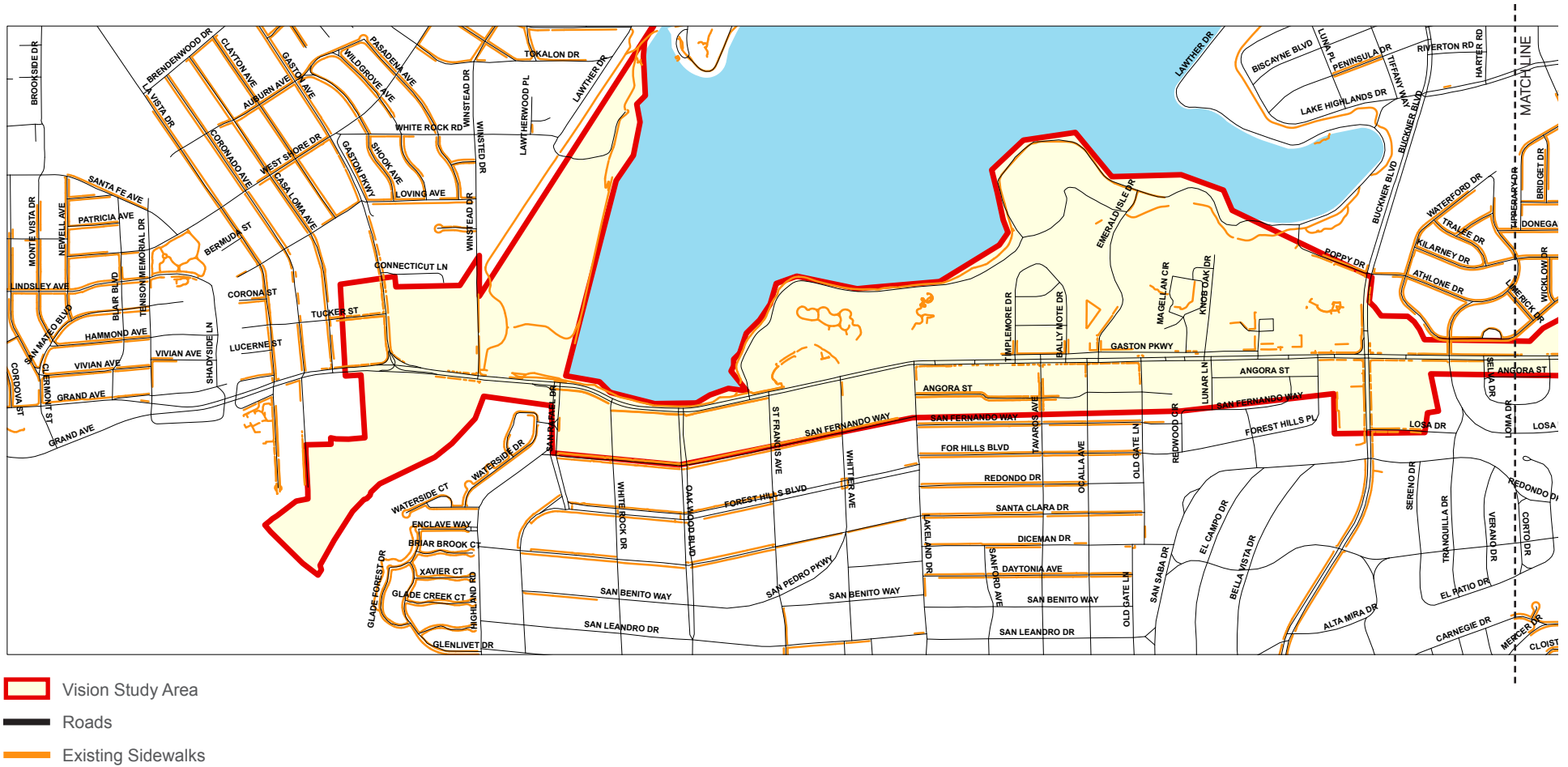


Figure 2.18 (Top) Garland Road / Buckner Boulevard Pedestrian Improvements

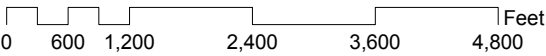
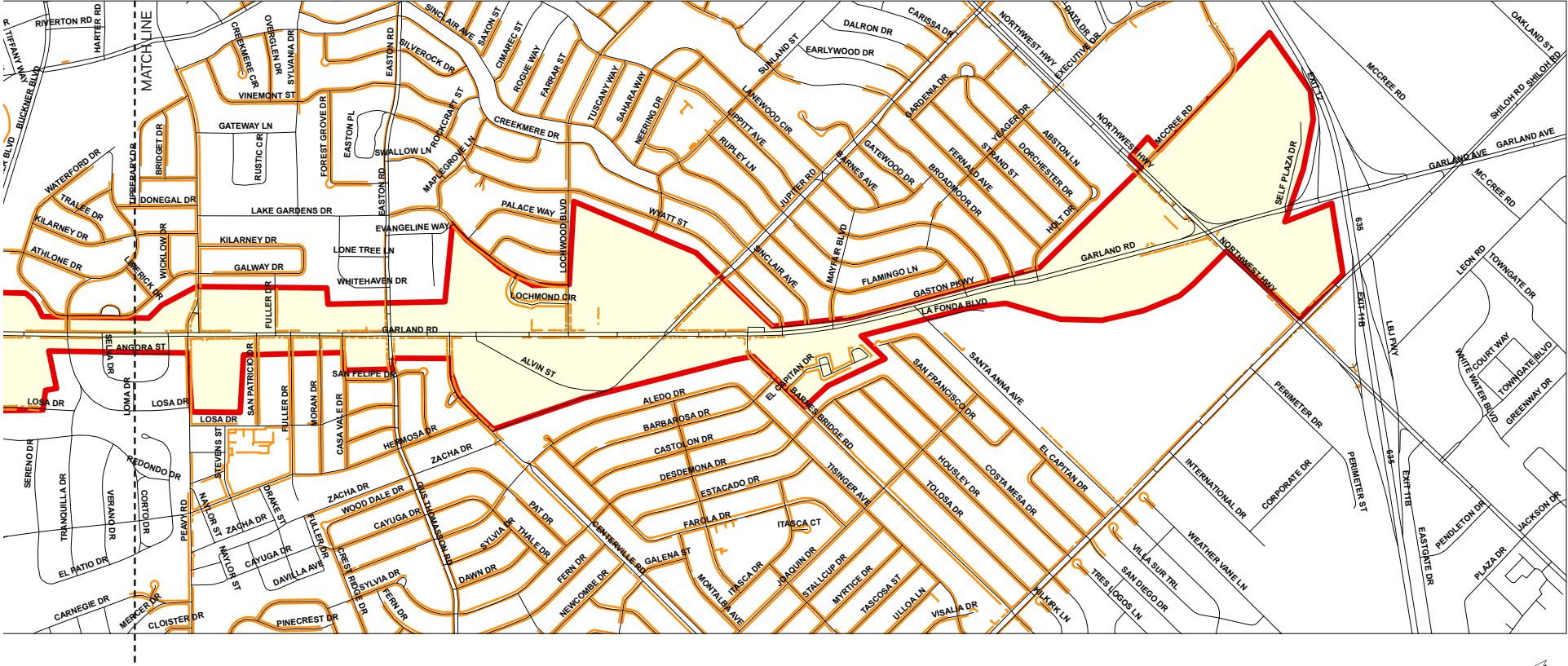
Sidewalks

Sidewalks along Garland Road are intermittent at best, with several sections having no sidewalks on either side, especially north of Jupiter Road. In areas where sidewalks do exist, they are often times in a poor state of repair, and of minimal width (4' in many cases). The recreational trail network near White Rock Lake is popular destination for pedestrian activities. Pedestrian movement across Garland Road is exclusively accommodated by crosswalks at existing signalized intersections. The newly improved intersection of Garland Road and Buckner Boulevard is one of the most pedestrian friendly intersections along the corridor. The use of enhanced (colored and textured) crosswalks that emphasize pedestrian areas, and pedestrian islands to minimize the perceived width of the roadway crossing, have caused the intersection to be acclaimed by residents in the area. A map of the existing sidewalks in the study area is located on pages 32 and 33 of this report.

Figure 2.19 Existing Sidewalks



Source: The City of Dallas



KEY OPPORTUNITIES + CHALLENGES

Potential Catalyst Sites

As mentioned previously, vacant properties make-up approximately 22 acres (2.5%) of the parcels in the Garland Road corridor. A study of ownership patterns in the study area indicates that, while there are a number of adjoining properties owned by the same entities, the majority of those properties are controlled by public or semi public entities and have a limited likelihood of providing opportunities for catalyst development.

However, a number of properties in the corridor could be classified as underutilized. From the standpoint of visioning in the Garland Road corridor, underutilized properties are those that are vacant, or may have low investment value in relation to the associated land value. There are a number of properties in the corridor that contain underutilized “big box” buildings, large expanses of parking, and very little activity. Many of these parcels are adjacent to properties with similar characteristics, and provide opportunity for land assembly to create a larger area for redevelopment.

Among those parcels are sites at the intersection of Garland Road, East Grand Avenue, and Gaston Avenue, Garland Road at Peavy Road, Garland Road at Easton Road, Garland Road at East Centerville Road, and Garland Road at Northwest Highway. These locations of these sites and their potential redevelopment opportunities are detailed in Chapter 4, Strategic Opportunity Areas.



Figure 2.20 (Top) Gaston Ave. / Garland Road Site

Figure 2.21 (Bottom) Garland Road / East Centerville Road Site

3. CONSENSUS VISION

ROLE OF THE CONSENSUS VISION

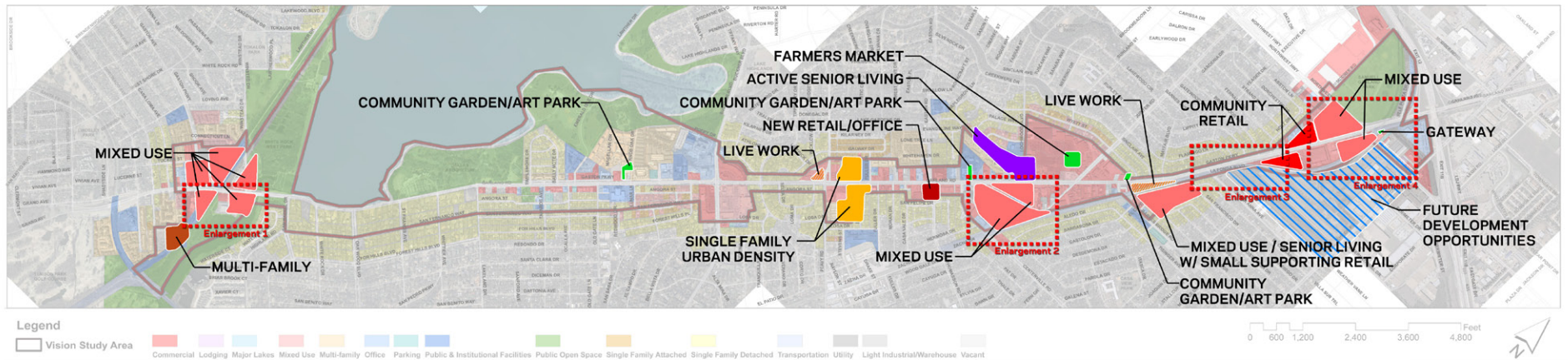
As mentioned previously, the Garland Road Vision Plan is intended to be a Small Area Action Plan in support of the *forwardDallas!* Comprehensive Plan. As a community based vision plan, it is intended to build stakeholder and public support around a common vision, and provide a rallying point for the community around common interests and concepts.

The projects' planning process provided a mechanism for the stakeholders and public to express what should remain the same, what should be enhanced, and what should be changed in the Garland Road corridor. This expression was then translated into a vision of stakeholder and public desires for the future built environment along Garland Road related to transportation, land use, and beautification. The resulting consensus vision plan will be a valuable tool that can be used by local officials in making decisions that are in alignment with the public's desires for the future Garland Road corridor. Those decisions may be related to specific zoning cases, the creation of special districts, or the allocation of funding for future infrastructure improvements.

The Consensus Vision includes three components: a Future Land Development Vision, a Future Circulation Vision, and a Beautification Element. The Future Land Development Vision, which focuses on new development opportunities, redevelopment opportunities, and opportunities to enhance the existing uses that will remain, and the Future Circulation Vision, which focuses on a series of overriding recommendations related to pedestrian, bicycle, automobile and transit modes. A third Vision element, Beautification, looks at opportunities for enhancing the Garland Road Corridor through the use of urban design elements including landscaping, special paving, street furnishings and public art.

The Consensus Vision is based on direction received from corridor stakeholders and the general public in a series of public meetings and a stakeholder workshop. In October 2009, an open house was held at First Family Church on Garland Road. At this Open House, participants were provided an overview of the three key elements associated with the Garland Road Vision project, and were asked to respond to specific questions related to the preferred vision for the future corridor. On November 14, 2009, the Garland Road Vision Advisory Committee hosted a stakeholder workshop at the First Assembly Church of God on Northwest Highway. Stakeholders at this all day work session were asked to assist in developing a basic framework for the future development, transportation and beautification visions for the corridor. This framework was then presented to the general public in a public meeting for additional comment on November 17, 2009.

Figure 3.1 Garland Road Vision Plan



With information received in these three key meetings, the consultant team developed a Draft Land Development Vision, Circulation Vision and Beautification Vision. These draft Visions were presented to the Garland Road Vision Advisory Committee in January and February 2010, and the committee's comments were incorporated in updated plans for final public review and comment. The Vision Plan elements were presented to the general public for review and comment at Bryan Adams High School on March 25, 2010, and at the Dallas Arboretum on April 8, 2010. The following sections highlight the three consensus vision elements as presented to the public at these two public meetings.

FUTURE LAND DEVELOPMENT VISION

The Future Land Development Vision Plan identifies the desired land uses in the future corridor. In general, the public desired little land use change in the Garland Road corridor between the intersection of Garland Road with East Grand and Gaston Avenues, and the intersection of Garland Road and Peavy Road. This portion of the study area contains many of the corridor's primary assets including the Dallas Arboretum and Botanic Gardens, Casa Linda Plaza, Doctors Hospital, and White Rock Lake. Key neighborhoods in this area include Forest Hills, Little Forest Hills, Casa Linda and Emerald Isle. Stakeholders expressed a clear desire to protect existing residential areas from commercial encroachment, to enhance the area's park-like qualities, to maintain and enhance many of the eclectic aspects of the existing uses, and to encourage home-grown businesses that exist in this section of the corridor.



The Future Land Development Vision element identifies the area near the Garland-Gaston-Grand triangle as the major gateway to this corridor. Redevelopment here, particularly with a mix of uses and higher intensity development, was viewed by stakeholders as a desirable part of strengthening this gateway. Mixed-use development as defined with the stakeholders included retail, office and residential uses. Stakeholders clearly indicated that automotive related businesses and industrial uses were not the types of businesses envisioned for the future corridor. The Vision encourages new mixed-use developments be considered on the sites immediately adjacent to the intersection of Winsted Drive and Garland Road, adjacent to the new Veloway Trail System being developed by the City of Dallas, Dallas County, and TxDOT. Additionally, mixed-use development was preferred by the public on the sites immediately adjacent to the intersection of Garland Road, East Grand Avenue, and Gaston Avenue. The sites in this area are large enough to accommodate significant development, while also fulfilling existing opportunities to create a significant gateway



Figure 3.2 (Top) Forest Hills Neighborhood

Figure 3.3 (Bottom) Home-grown Business



to the Garland Road corridor at this location. In order to fully realize the potential development opportunities in this area, additional study is needed related to the intersection of Garland Road, East Grand Avenue and Gaston Avenue to improve vehicular and pedestrian movement and access. In the area adjacent to Garland Road between Tavaros Avenue and Old Gate Lane, a number of older commercial structures with a great deal of character exist. The Future Land Development Vision plan suggests that these structures be retained and rehabilitated, as needed. Also, some local stakeholders expressed a desire for some of the remaining underutilized parcels in the area to become community gardens.



While, with the exception of the areas identified above, the public desired little land use change within the section of the corridor between East Grand Avenue and Peavy Road, the consensus was that land use change between Peavy Road and I-635 was desired. This portion of the corridor contains many long-established churches and local businesses, as well as the White Rock Marketplace, several older multi-family apartment developments, and several older automotive related buildings that are being re-used. Again, stakeholders expressed a clear desire to protect existing residential areas from commercial encroachment, but also expressed a desire for new businesses and developments that would be encouraged to locate in the existing commercial areas along the corridor. The area also contains several underutilized sites that are large enough to accommodate significant development. These include sites at the intersection of East Centerville and Garland Road, and several of the more heavy commercial sites in the vicinity of Garland Road and Northwest Highway.

Figure 3.4 (Top) Long Established Churches

Figure 3.5 (Bottom) Auto Related Business

As related to the Future Land Development Vision, stakeholders supported new single family urban density development on the northeast and northwest corners of Garland Road and Peavy

Figure 3.6 Land Development Vision Plan



Road. This development could replace older retail strip centers and apartment complexes that currently exist on these sites, and could add new rooftops to the area, which will be a prerequisite to support the desired retail uses along the corridor. New residential uses in the form of higher density, active senior living units are proposed to potentially replace the existing apartment complex at the corner of Garland Road and Lochwood Boulevard. This site is adjacent to the existing Lochwood Library, and would be adjacent to the White Rock Marketplace, a site on which stakeholders



expressed a desire for a local farmer’s market to be programmed into weekend activities. In all cases where redevelopment is proposed to occur adjacent to Single Family residential neighborhoods, the new development will be required to conform to City of Dallas standards related residential proximity slopes and height and density standards.

Stakeholders supported the concept of new higher density retail / office uses on the old grocery store site at the southeast corner of Easton and Garland Road. This site has the potential to accommodate a new retail prototype along the corridor with structured parking, and two levels of retail / office development.

Mixed-use development was envisioned by stakeholders at key sites that contain larger underutilized parcels. These sites include the old K-Mart site at the intersection of East Centerville and Garland Road, and at the site of the existing apartment complex at Barnes Bridge Road adjacent to the Kansas City Southern rail line.

Mixed-use development was also suggested to create an important new northern gateway to the corridor at the intersection of Garland Road and Northwest Highway. This development, coupled with new community retail development on the site's immediately to the south, has the potential to provide the additional retail development and support services desired by the community, along with the additional residential base necessary to support that use.

While not officially in the project study area, the existing rail distribution site adjacent to the Kansas City Southern rail line is a very large tract with only two owners. This site was identified as having a great potential for creating future economic development by redeveloping with a major catalyst. While the railroad has no plans for converting that facility in the future, it has still been identified as a prime redevelopment site if a future opportunity arises. The Future Land Development Vision Plan is located on pages 42 and 43 of this report.



*Figure 3.7 (Top) New Community Retail
Figure 3.8 (Bottom) New Single Family Urban*

FUTURE CIRCULATION VISION

No Widening of Garland Road Lanes

There was a consensus among the majority of stakeholders not to widen Garland Road to increase capacity for automobile traffic. The emphasis is rather on making Garland Road more pedestrian friendly with improvements to pedestrian and public transportation facilities. Garland Road, in its existing condition, generally carries traffic at adequate levels of service, with some congestion near the south end of the study corridor due to higher traffic volumes. The proposed public transportation improvements are expected to shift some automobile trips to transit trips, and also improve traffic operations. Also, limited right-of-way along Garland Road prevents widening due to the setbacks of adjacent development.

Any significant shift of automobile trips to transit trips would improve overall operating conditions along the roadway by reducing vehicular volumes. However, any improvement for this reason is not a certainty, because often, the greater level of service resulting from reducing existing vehicle trips is often negated by the shift of traffic from other routes. Detailed sub-area modeling can help predict the potential for long-term improvement with a shift of travel demand from passenger vehicle to transit.

Make Garland Road more friendly and connected for bicycles

There was no apparent overall consensus for the location of additional bicycle facilities. Comments were made to suggest facilities be located both along Garland Road, and off of Garland Road on parallel, non-arterial roadways. There are valid arguments for both options

that should be carefully evaluated in terms of long-term policy, safety, and operational efficiency before a commitment is made to implement additional corridor bicycle facilities.

A major policy issue that would need to be addressed is the use of the existing State-designated roadway for bicycle facilities that would likely require conversion of vehicle lanes to bicycle lanes. TxDOT generally has a policy that precludes reduction of vehicle capacity. As previously noted, a basic principal of traffic engineering is the separation of travel modes with different characteristics. Some of the pros and cons concerning the location of new bicycle facilities can be stated as follows:

Establish bicycle facilities along Garland Rd.:

Pro:

1. Provides more direct, non-motorized access to retail and employment adjacent to the roadway, and a long linear connection or “spine” for this part of the Dallas Bikeway System network in the 2011 Dallas Bile Plan.
2. Depending on the design of facilities, could potentially restrain the increase in vehicular volume along Garland Rd. by decreasing the existing roadway capacity.

Con:

1. On-street facilities would necessarily reduce the capacity of the roadway for vehicular traffic.
2. Safety of bicyclists could be a concern because of the character of Garland Rd. traffic with high volumes and higher speeds.

The right-of-way on Garland Road is currently limited, in that existing ROW width is fully utilized with roadway lanes and parkway areas that contain (or should contain) sidewalks. The parkway also accommodates limited area for overhead utilities (electric, telephone, CATV, etc) as well as appurtenances and access for some underground utilities.

Establish bicycle facilities off of Garland Road (parallel roadways)

Pro:

1. Bicycle facilities would be more accessible from the origins of most bicycle trips (although the provision of Garland Road facilities does not preclude neighborhood bicycle facilities).
2. Parallel neighborhood roadways would be relatively safer for bicyclists due to lower volumes of vehicular traffic and vehicle speeds.
3. Issues of policy with TxDOT concerning the reduction of capacity through the conversion of vehicle lanes to bicycle lanes, reducing vehicular capacity would be avoided.

Con:

1. Bicycle accessibility to land uses along Garland Road would be limited to available cross-streets intersecting Garland Road.
2. Issues of establishing bicycle lanes on neighborhood streets could impact implementation, particularly in regards to on-street parking regulations on neighborhood streets.
An alternative, albeit less desirable, would be to designate bicycle routes on Garland Road that have bicycles and vehicles sharing the same roadway space.

A potential alternative that might be considered is shared, off-street, bicycle-pedestrian facilities along the margins (parkway) of Garland Road. Such facilities would accommodate both pedestrians and bicyclists on the same pathway located adjacent to, but separated from, the Garland Road vehicle lanes. Issues that would be encountered in implementation include the need for additional ROW in some areas, ADA accessibility requirements because of vertical alignment in the White Rock Lake area, and impacts to adjacent commercial development that may have parking encroaching on the available ROW.

The City of Dallas and NCTCOG are currently updating the Dallas Bike Plan to enhance the existing network and create new opportunities. Proper way finding signage is proposed along Garland Road to guide bicycle users to the on-street network on adjacent streets and attract more cyclists to the area.

Provide continuous sidewalks along Garland Road

There was a strong consensus among the stakeholders during the visioning process on the need for continuous sidewalks along Garland Road. The existing intermittent sidewalks along Garland Road make it difficult for the residents and visitors to access area businesses by walking.

Also, the inability of pedestrians to make longer walking trips to bus stops has resulted in more frequent bus stops along Garland Road adversely affecting the flow of traffic and bus operations. Sidewalk construction is also a catalyst for other strategic developments identified as part of the Consensus Vision related to the proposed trolley system and farmers' market.

Inadequate parking at the Dallas Arboretum and Botanical Garden, and White Rock Lake during major events has resulted in visitors parking on adjacent neighborhood streets and walking to the events. In spite of negative (or unintended) consequences involving special events, continuous sidewalks should be considered necessary and desirable for all the other purposes that would be served. Parking issues related to these events should be addressed separately.

Consolidate and improve bus stops

According to DART, there are over 65 bus stops within a 5.5 mile radius of the Garland Road corridor. The high number of stops, particularly along the Garland Road, is partially due to inadequate pedestrian access. With the construction of continuous sidewalks along Garland Road, pedestrians can make longer walking trips to bus stops, allowing DART to reduce the number of bus stops. Implications related to these sidewalk improvements would include greater transit efficiency, and less interruption to traffic along Garland Road. DART indicated that an increase in ridership beyond a set threshold would warrant enhancements to the bus stops, including the possible installation of shelters, trash receptacles, and other pedestrian supporting improvements. Additionally, stakeholders expressed a desire for DART to study the feasibility of developing a bus route that would run the length of the Garland Road study area and connect remote parking areas, with special rates during large events.

Rubber Tire Trolley System on Garland Road

The Consensus Vision identifies the inclusion of a rubber tire trolley service along Garland Road as a supplemental public transportation strategy that can be implemented in short term with relatively lower investment. The trolley is envisioned to run the length of Garland Road corridor, with anchors at the two proposed gateways near Northwest Highway at the north end of the corridor, and near Gaston Avenue at the south end of the corridor. The route flexibility provided by the rubber tire trolley would allow service to the parking lots of major shopping areas, and destinations such as Casa Linda Plaza and the White Rock Marketplace, and the Dallas Arboretum and Botanical Gardens. Potential implementation of this concept would require a detailed study to determine how such a service would best be provided to optimize service within the corridor to justify the costs of service.

The Vision also recommends studying the possibility of lane re striping and signage for the trolley during off-peak times to take advantage of relatively lower traffic volumes. Designating the right lane would encourage automobile users to use the left and middle lanes for through travel and the right lane for right turns alone. Future trolley connections to White Rock Lake and other destinations are also part of the Vision following successful implementation of trolley.

Improved Access Management on Garland Road

An access management study is recommended to identify specific problem areas and mitigation strategies that could include driveway elimination, relocation or consolidation, construction of

deceleration and/or acceleration lanes, and installation of traffic control devices such as new traffic signals. Access Management is a set of techniques to proactively manage vehicular access to land parcels adjacent to all manner of roadways. Examples of access management techniques include management of the number and location of driveways and signalized intersections along an arterial, provision of dedicated, exclusive left and right turning lanes, and provision of non-traversable center, median to regulate cross-access. Good access management promotes safe and efficient use of the transportation network with benefits that include, increased roadway capacity, reduced crashes, and shortened travel time for motorists. In the Garland Road Corridor, exclusive left and right-turn lanes allow turning vehicles to leave the roadway with less disruption to traffic in the through travel lanes. This minimizes the speed differentials along a roadway and improves traffic flow and safety. Comments received from the stakeholders included a need to provide dedicated turn lanes at other intersections similar to the recent improvements at the intersection of Garland Road and Buckner Boulevard.

There is a high density of access driveways along Garland Road with the corridor having a rate of approximately 41 private driveway access points per mile of roadway. The portion of Garland Road north of Peavy Road has the greatest density at 55 driveways per mile . The portion south of Peavy is has approximately one-half the rate at 28 driveways per mile. The Institute of Transportation Engineers recommends driveway densities range from 20 to 30 per miles on urban and suburban arterials.

Excessive driveway access creates numerous points of conflict and results in frequent slowdowns of through traffic due to vehicles turning in and out of driveways. Long-term studies have found that arterial accident rates increase significantly as driveway density increases. For example, driveway densities of 40 to 60 per mile have average accident rates 118% greater than arterials with driveway densities less than 20 per mile. Consideration should be given to consolidating existing driveways to reduce conflicts and improve traffic operation and safety.

Expand use of timed pedestrian signals

The Future Circulation Vision includes increasing the use of pedestrian signals with countdown timers at signalized intersections. The use of timed pedestrian signals is expected to increase walkability and safety for pedestrians. It is also recommended to re time signals to accommodate reduced walking speed in accordance with new requirements of the Manual on Uniform Traffic Control Devices (MUTCD-2009) that previously recommended pedestrian clearance times based on a 4.0 foot per second walking speed. New standards recommend a 3.0 foot per second speed be used in the calculation of pedestrian clearance times. The reduced walking speed standard (increased clearance times) is based on the characteristics of the population.

Signalized intersections along the corridor, with even minimal volumes of pedestrians crossing Garland Road, should be equipped with pedestrian signals. Additionally, new types of equipment should be utilized including “count-down” pedestrian signals that are more pedestrian-friendly.

Feasibility of signal at Whittier Avenue and Beachview Street

The Future Circulation Vision includes exploring the feasibility of the installation of a traffic signal at the intersection of Whittier Avenue and Beachview Street at Garland Road. A traffic signal installed at this location would provide greater pedestrian access across Garland Road, better vehicular access from the cross streets and potentially better regulation of traffic flow along Garland Road. This would require a signal warrant study for each location as per the guidelines outlined in the MUTCD. The proposed locations are in close proximity to other existing intersections and a thorough analysis of the impacts of a new signal would be required before any new signal is installed.

Signal Synchronization study on Garland Road

The Future Circulation Vision includes improving the operation of existing traffic signals along the corridor. Such improvement would be based on a signal synchronization study to evaluate traffic signal phasing, timing and progression along the corridor. Synchronizing the signals has a potential to allow traffic to flow more quickly and uniformly with fewer stops through the corridor. The study should also determine the associated benefit-cost ratio of a synchronization project to help in the decision making process. In terms of vehicle operating costs and the motorist's value of time, a benefit-cost ratio of 10:1 is not uncommon.

Feasibility of Light Rail

The Vision evaluated the feasibility of light rail along Garland Road following stakeholder input. The Garland Road corridor, in its current condition, is not conducive for inclusion of light rail due to right-of-way limitations. Discussions with DART representatives indicated that the current plans for future light rail expansion do not include light rail alignment in the vicinity of Garland Road. As a long term alternative, the existing freight rail corridor to the south of Garland Road and other possible alternatives may be considered, although it is not currently included in the long-range plan for the region.

Parking

The Vision recognizes the need to address the existing parking issues at establishments such as the Dallas Arboretum and Botanical Gardens, White Rock Lake, and Doctors' Hospital, and future needs as new development occurs along the corridor. The Vision includes the potential for one or more parking districts with shared parking operations at the two gateways, and for the live/work areas of smaller commercial parcels. The Dallas Arboretum and Botanical Gardens and White Rock Lake have significant parking issues during special events that could be partially addressed through shared parking agreements with developments near Gaston. The parking districts envisioned near the gateways, or other locations in the study area, could also alleviate parking issues during major events in the area. The visitors would be able to take advantage of the trolley system which would shuttle passengers between event venues and remote parking facilities.

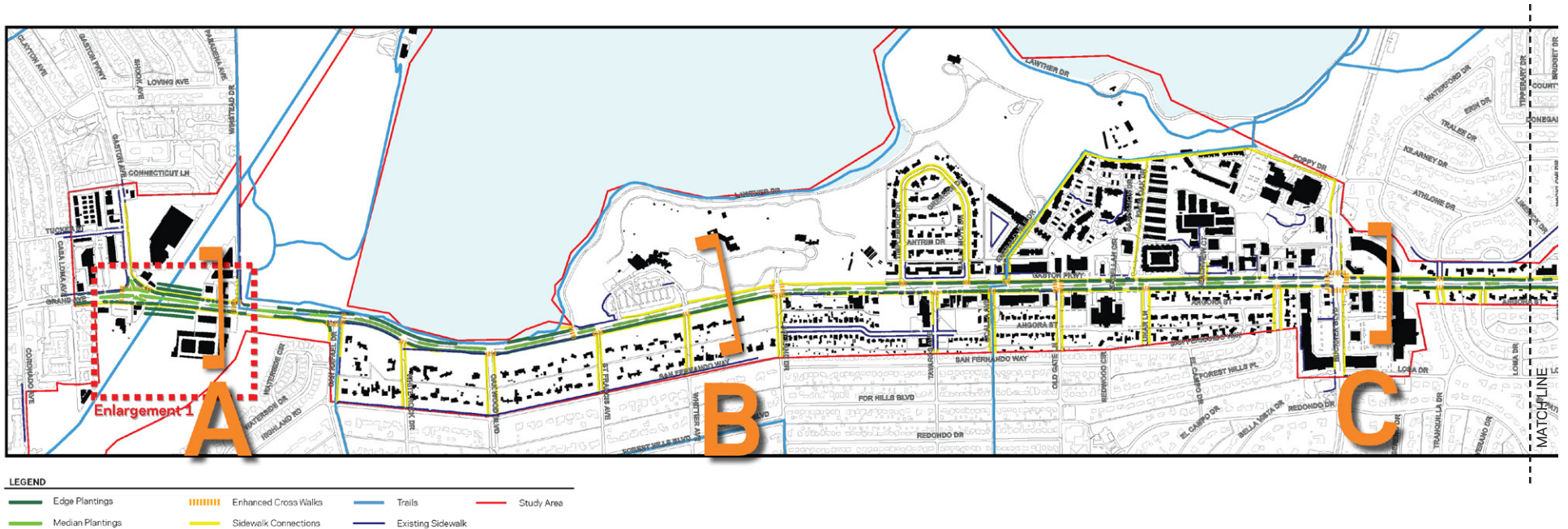
FUTURE BEAUTIFICATION VISION

As mentioned previously, a third vision element was seen as critical to the success of the future corridor. The Beautification Element looks at opportunities to enhance the Garland Road corridor through the use of urban design elements such as landscaping, special paving, street furnishings and public art.

A common theme from the October 2009 public open house, was the addition of landscaping along Garland Road. This theme was again expressed as being important to stakeholders at the stakeholder workshop in November 2009. The Urban Design Framework Plan recommends a number of items to improve the overall aesthetics of the Garland Road corridor.

The Urban Design Framework Plan suggests using street trees as the major unifying element along Garland Road. This can be easily achieved in many areas, such as the stretch where Garland Road parallels Gaston Parkway. In these areas, pockets of trees and understory landscaping can provide significant impact in realizing a “green” corridor. In many of the older commercial areas, existing parking lots cross property lines and extend to the backs of curbs along Garland Road. There are opportunities in these areas to recapture green space and provide additional pockets of street trees. The Urban Design Framework Plan is located on pages 56 and 57 of this report.

Figure 3.9 Urban Design Framework Plan



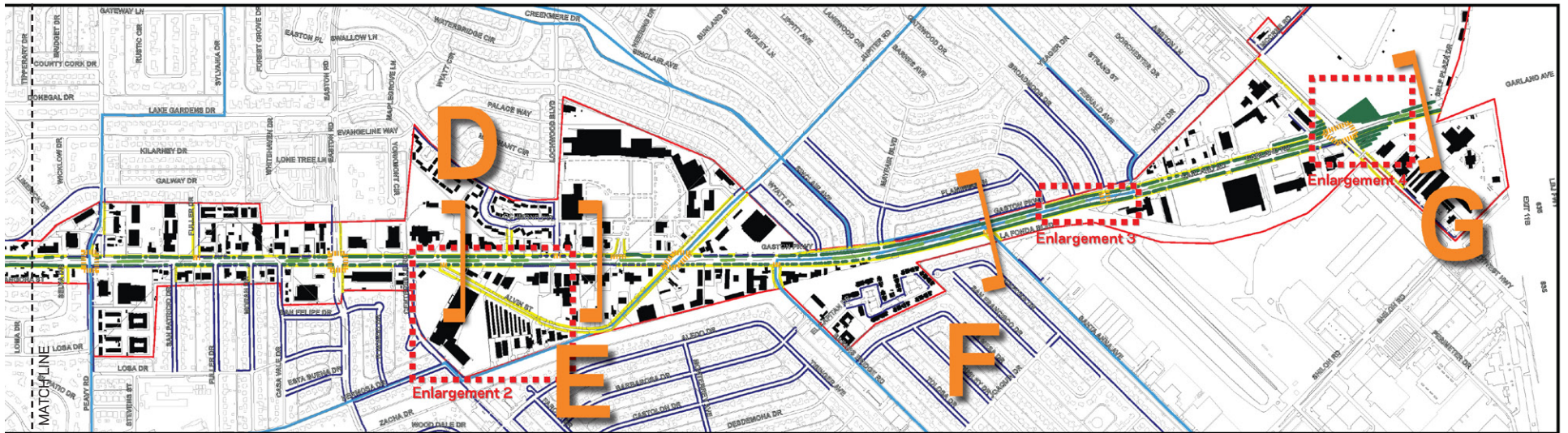


Figure 3.10 Section A: Garland Road at Winsted Drive

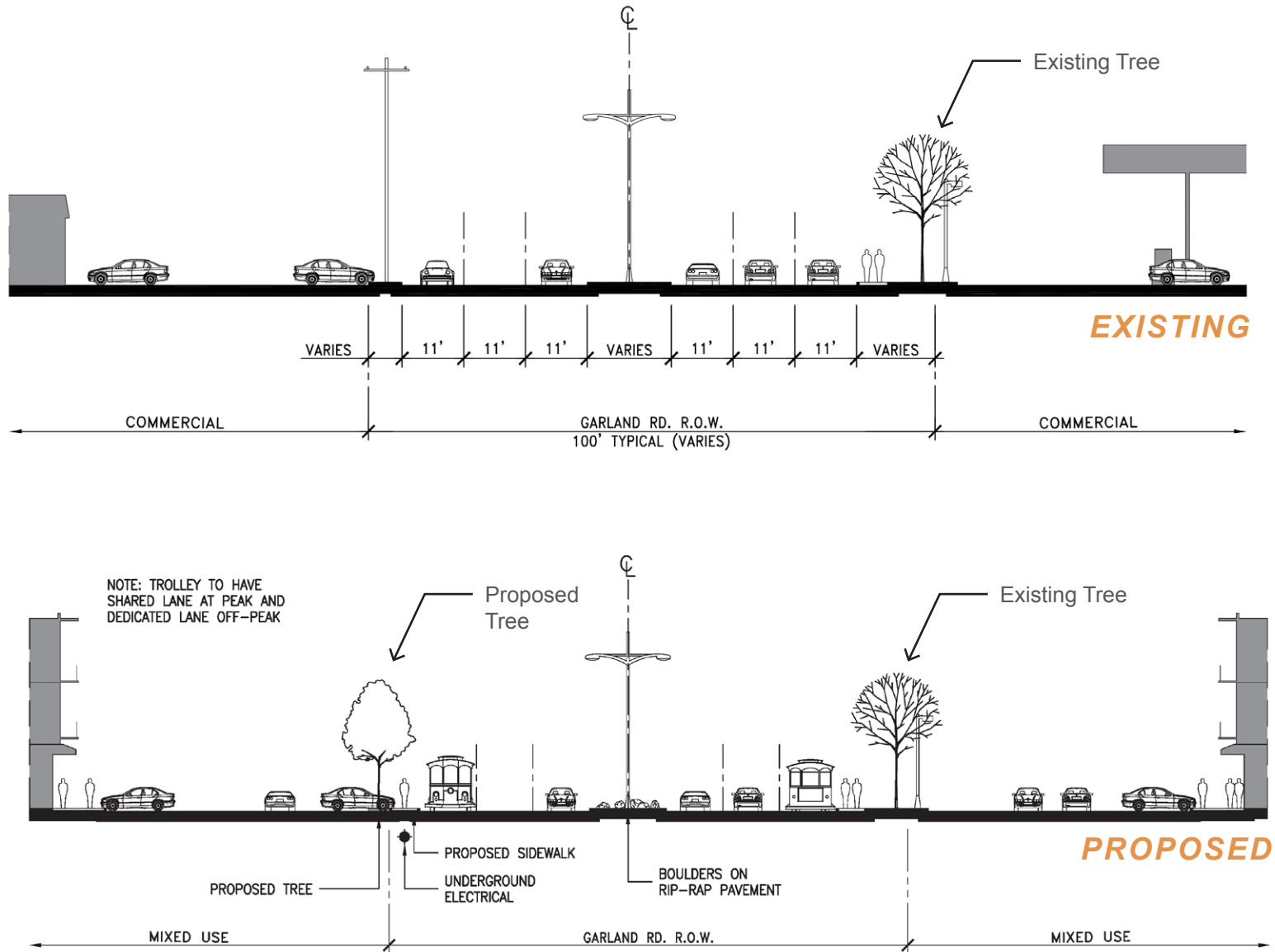


Figure 3.11 Section B: Garland Road at the Dallas Arboretum and Botanical Garden

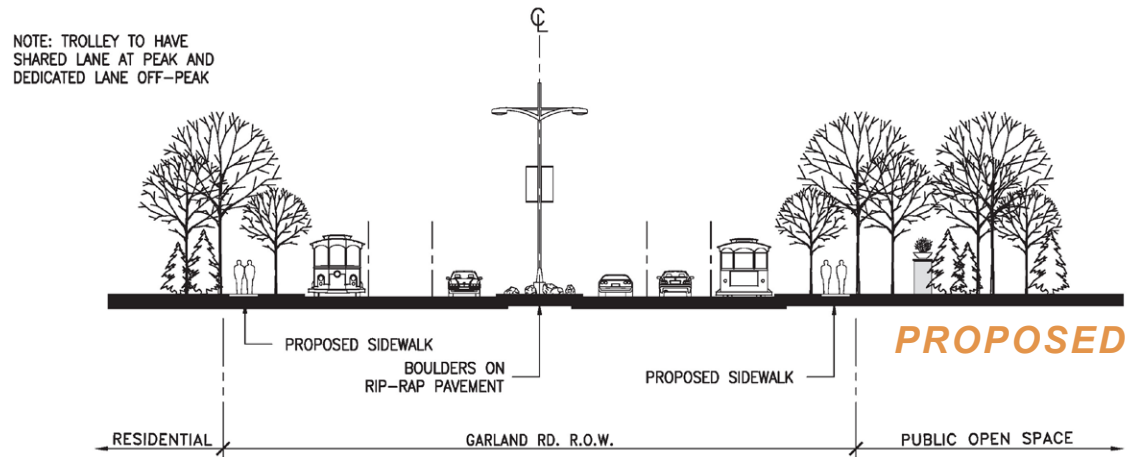
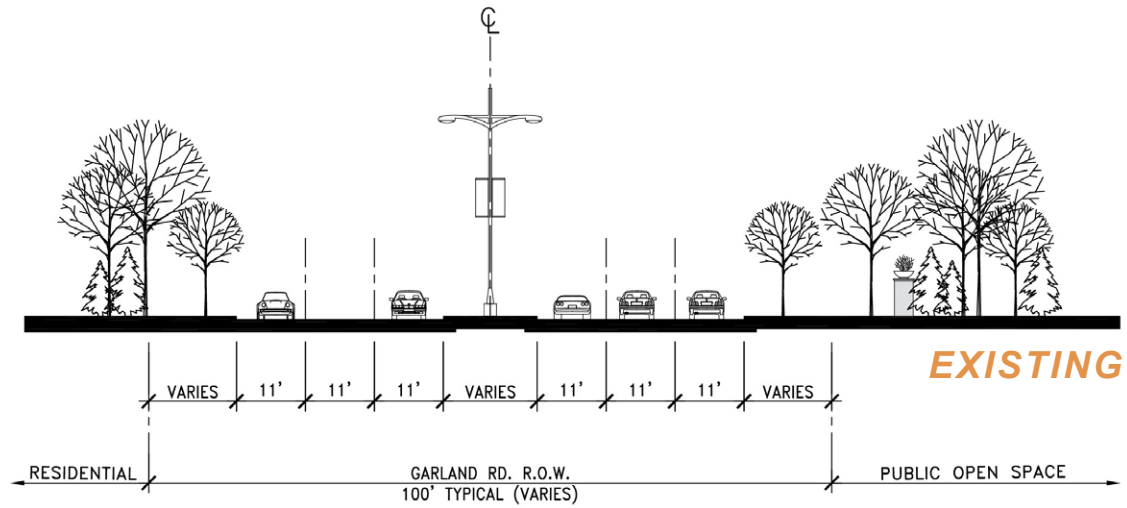


Figure 3.12 Section C: Garland Road and Buckner Boulevard

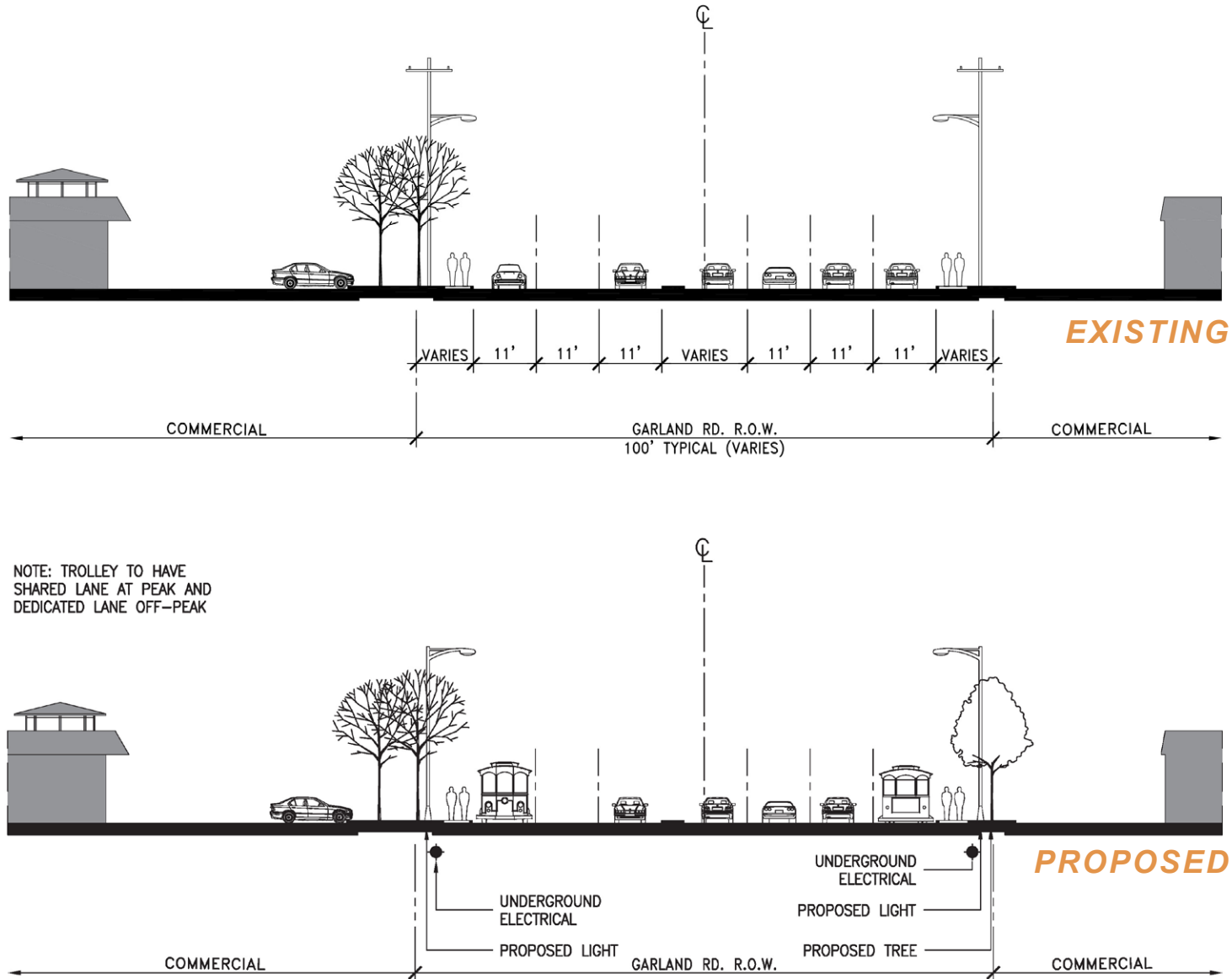


Figure 3.13 Section D: Garland Road and East Centerville Road

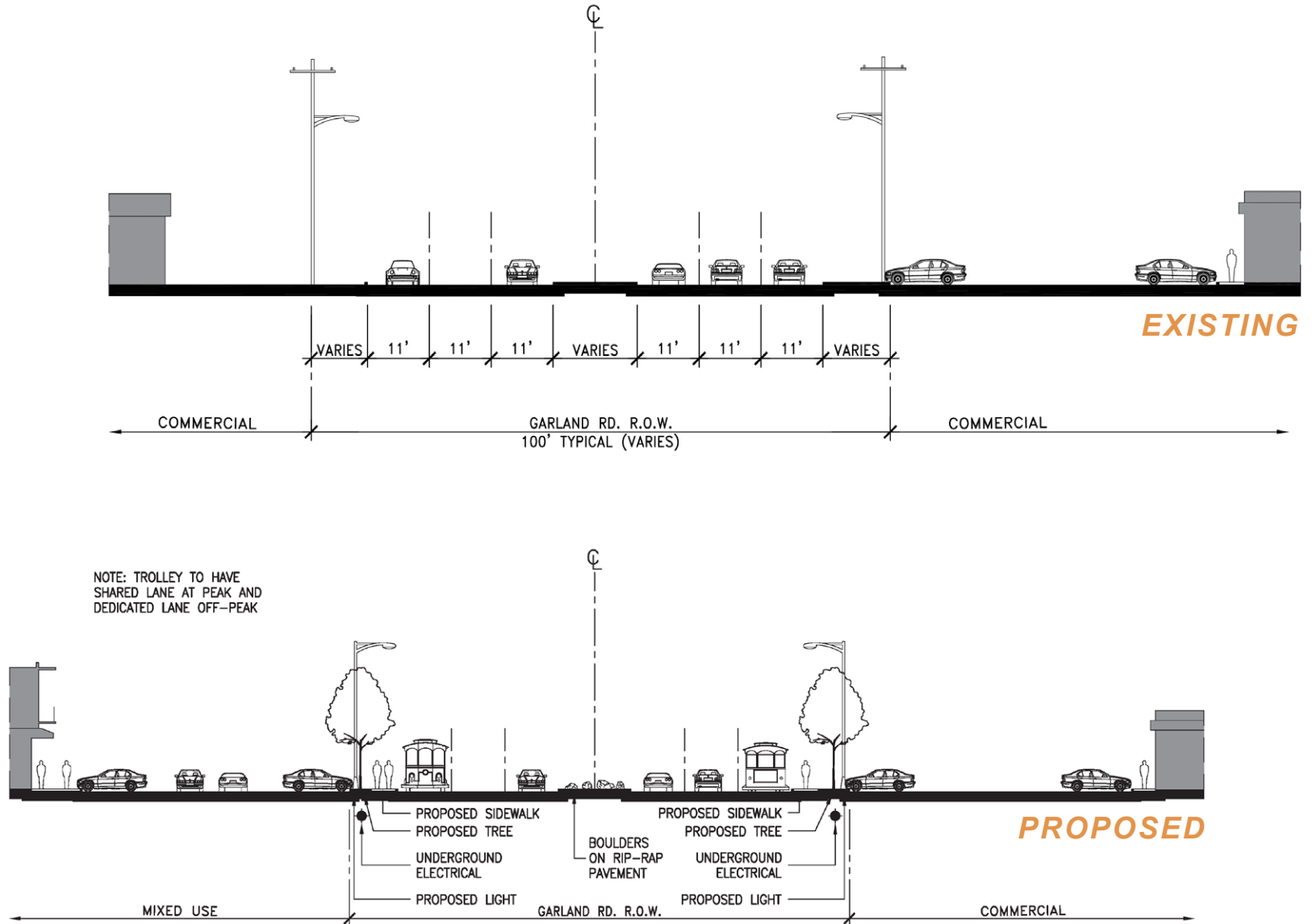


Figure 3.14 Section E: Garland Road and Lochwood Boulevard

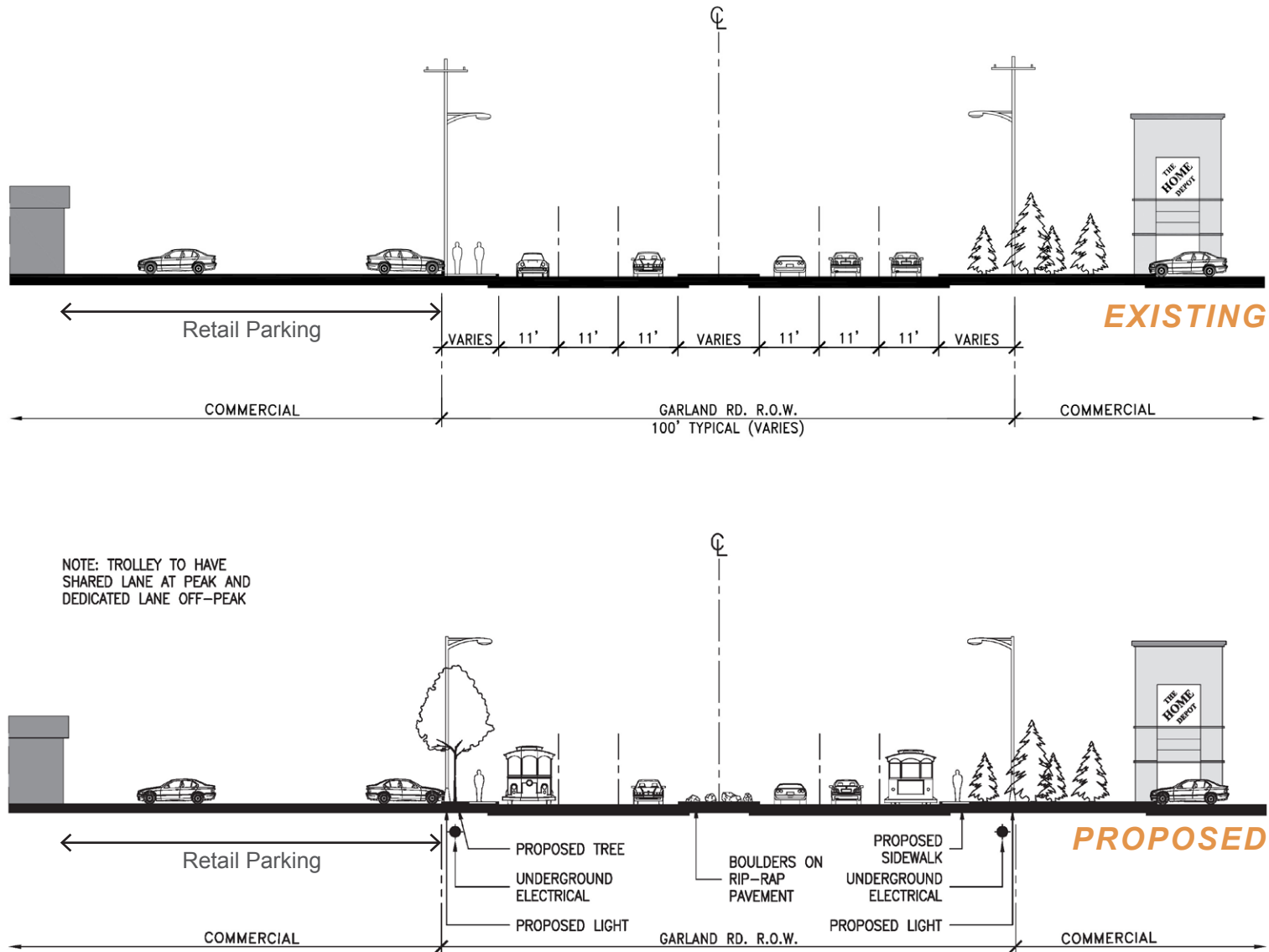


Figure 3.15 Section F: Garland Road at Railroad Yard

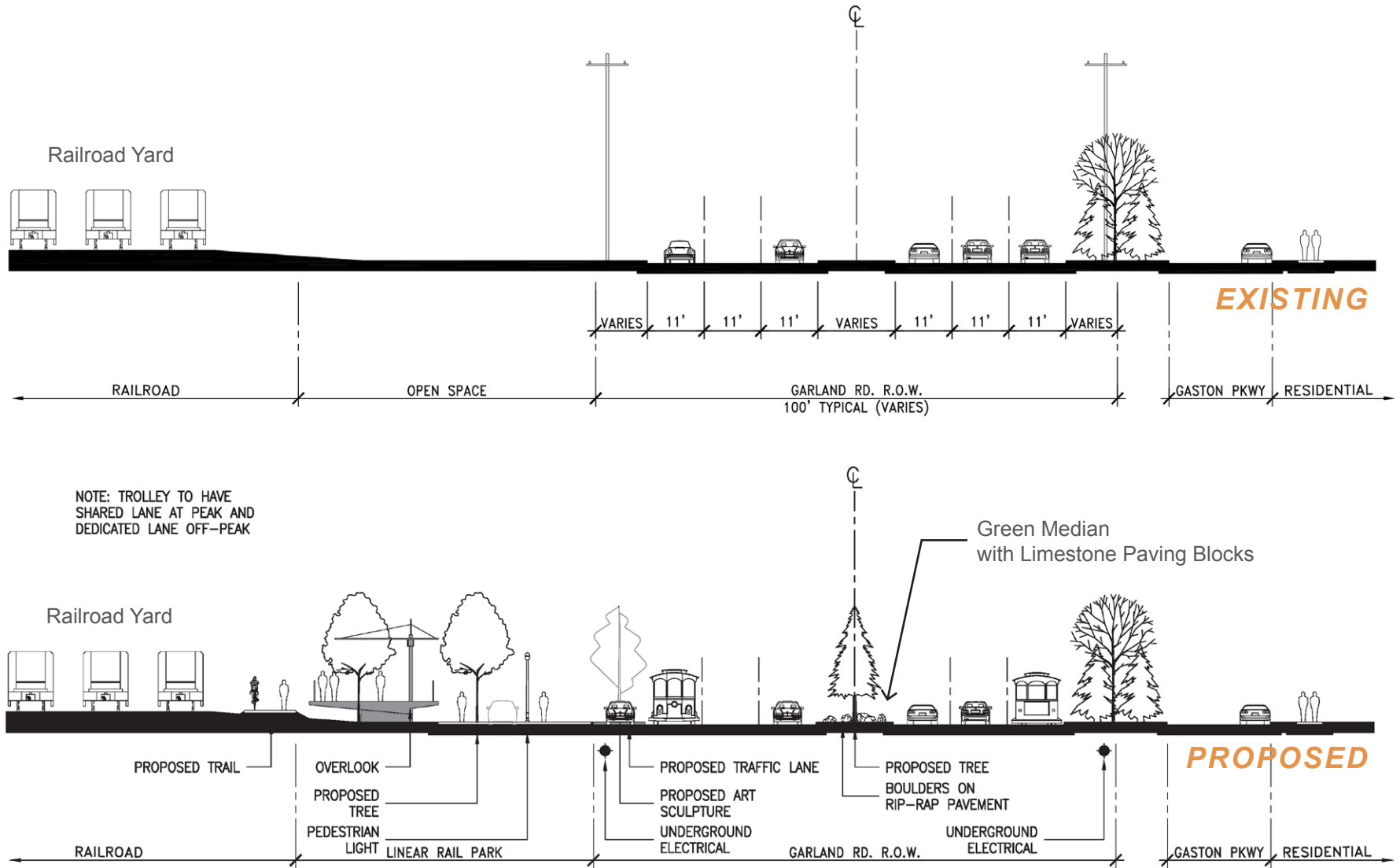
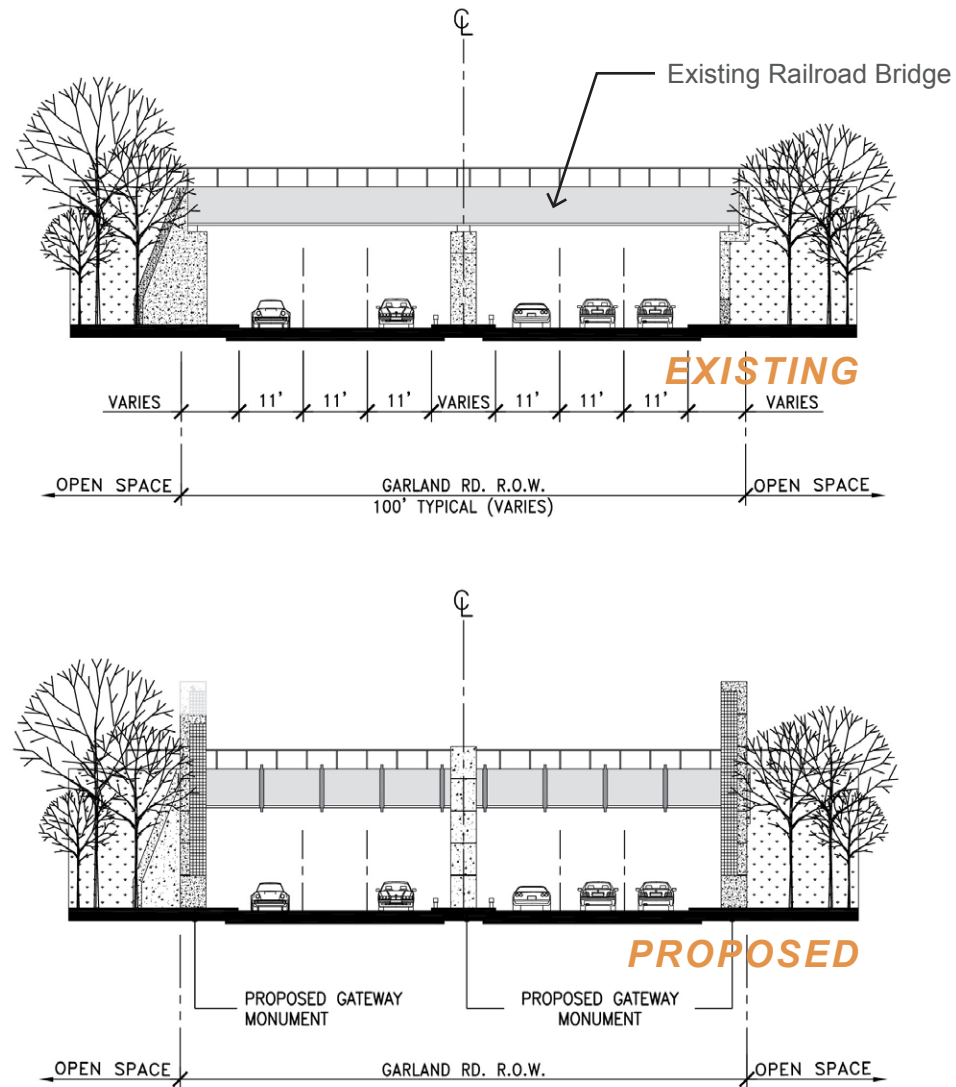


Figure 3.16 Section G: Garland Road and Northwest Highway



Street trees are also envisioned within the medians of Garland Road in areas where widths are sufficient to accommodate their growth (typically more than 12' in width). Trees that are recommended within the Garland Road corridor include Skyrocket Juniper, Magnolia (smaller varieties including "Brackens Brown Beauty"), Chinese Pistache, and Cedar Elm. In narrower medians that will not accommodate tree plantings, the concept is to have limestone boulders forming a rip rap with grass in between the stones to extend an element that is commonly associated with White Rock Lake to other areas of the corridor.

The future vision calls for electrical utilities to be relocated underground along the length of the corridor. While such a bold move would be impossible in a wholesale manner, it could very well be accomplished over a number of years as a part of the redevelopment of specific properties.

To further enhance the corridor, a vision for site furnishings including benches, street and pedestrian lights, trash receptacles, bollards and bike racks was supported by the stakeholders. Stakeholders also support public art involving local artists in a creative way along the corridor. In many areas, the width of the right-of-way is not sufficient to support sidewalks and landscaping. These areas provide opportunities for tree sculptures that could provide an artistic linkage between areas that can accommodate trees.

Public Art at Linear Rail Park

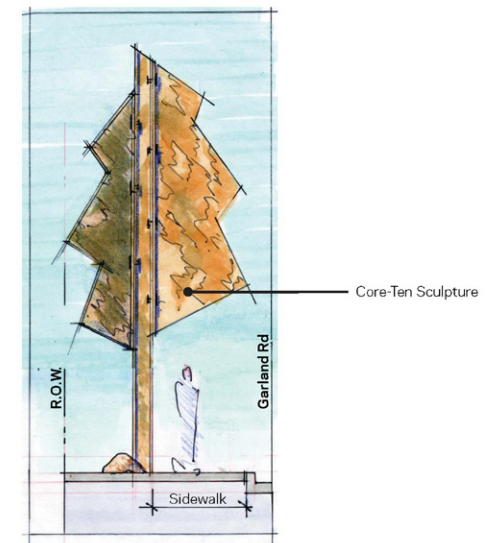


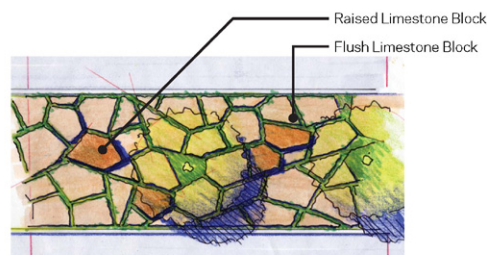
Figure 3.17 (Left) Pavement Treatment

Figure 3.18 (Middle) Pavement Treatment

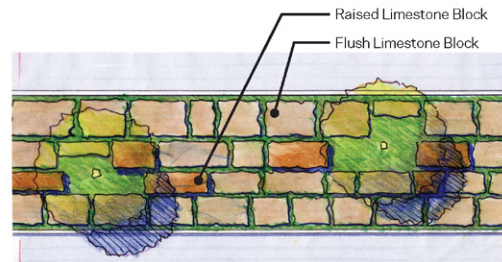
Figure 3.19 (Top Right) Public Art at Linear Rail Park

Figure 3.20 (Bottom Right) Retail Parking Treatment

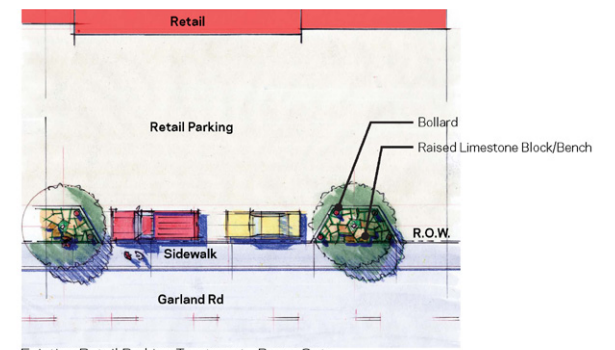
Pavement Treatment



Option 1 - Angular Edge Stone



Option 2 - Straight Edge Stone



Existing Retail Parking Treatment - Bump Outs

Figure 3.21 Urban Design Elements

Pedestrian Light



Trash Receptacle



Bollard



Bike Rack



Bench



Stone Bench



Median Paving



Trolley



Skyrocket Juniper



Magnolia



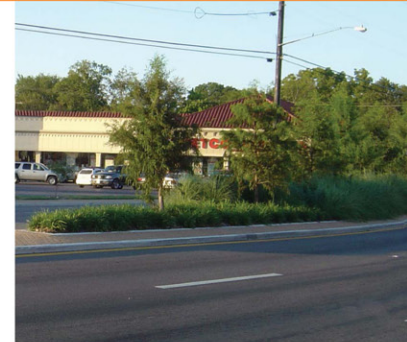
Chinese Pistache



Cedar Elm



Median Landscape



4. STRATEGIC OPPORTUNITY AREAS

OVERVIEW

The Strategic Opportunity Vision Area plans are prototypical in nature, and are intended to indicate in more detail the types of development desired in the future Garland Road corridor. They also indicate the potential layout of key elements in a manner that provides enhancement to the overall Garland Road corridor. As these plans are prototypical in nature, they are not intended to indicate specific development plans that have been proposed for site's in the area. Rather, they are intended to indicate the flavor and character that the Garland Road Vision Advisory Committee and the public have suggested would be appropriate if property owners in the area have a desire to redevelop their properties. Strategic Opportunity Vision Area plans were developed for four sites along the Garland Road corridor and the concepts associated with each plan follow.

Figure 4.1 Four Strategic Opportunity Vision Area Plans



Strategic Opportunity Vision Area 1



Strategic Opportunity Vision Area 3



Strategic Opportunity Vision Area 2



Strategic Opportunity Vision Area 4

STRATEGIC OPPORTUNITY VISION AREA 1

Strategic Opportunity Vision Area 1 is located on the north and south sides of Garland Road, and is bounded by Winsted Drive on the north, White Rock Creek on the south and east, and the East Dallas Veloway on the west. Existing development on these sites include two liquor stores, two public storage facilities, and a gas station. Portions of these sites are under utilized and contain large expanses of unused parking that could be easily redeveloped. The Vision Plan for this area is development that takes advantage of the site's great access, proximity to White Rock Lake, and to the East Dallas Veloway Trail. Future uses would include ground floor retail development fronting on Garland Road and Winsted, restaurants with opportunities for outdoor dining along White Rock Creek, and two floors of residential uses above the retail uses. The maximum height of development at this location would be approximately 36', and there is a potential to reduce the height of the development on the south side of Garland Road as necessary to be compatible with the residential areas across White Rock Creek. Buildings would be set-back approximately 70' from Garland Road to accommodate angled parking and provide ample pedestrian access for the retail uses along Garland Road. The majority of parking for these developments would be accommodated in parking structures located between the new buildings and the East Dallas Veloway (Santa Fe Trail). Because of the elevation of the Veloway Trail in this area, opportunities exist for the developments to have access to the Veloway Trail via the top floor of the parking structures through the use of pedestrian bridges. The embankment on which the Veloway Trail sits also provides great screening for the future parking structures. This prototype could occur on these particular sites or on the sites south of the Veloway Trail at the intersection of East Grand Avenue, Gaston Avenue, and Garland Road.



Figure 4.2 (Top) Existing Area 1 Development - Garland Road at Gaston Avenue

Figure 4.3 (Bottom) Potential Future Mixed-Use Development

Figure 4.4 Strategic Opportunity Vision Area 1 Plan



STRATEGIC OPPORTUNITY VISION AREA 2

Strategic Opportunity Vision Area 2 is located at the northeast corner of Garland Road and East Centerville Road. Existing development on these sites include the Mexico Lindo Bazaar, two public storage developments, and multiple pad site developments. The Vision Plan for this area is development that takes advantage of the sites current under utilization, while stabilizing and improving the existing surrounding development by providing new retail and amenities to the area. The mix of uses would include retail immediately adjacent to Garland Road, with retail, office and residential uses along Alvin Street, and primarily urban density residential uses along Jupiter Road and East Centerville Road. Two parks would be located in the development to accommodate the needs of new on site residences, and residents in surrounding neighborhoods. Alvin Street, currently a two lane asphalt street with bar ditches, would be transformed into a walkable, retail street that provides amenities and sense of place for the entire development. Alvin Street would connect the overall development to a proposed on-street trail connection along Jupiter Road.

The maximum height of development at this location would be approximately 36' or 3 stories, and there is a potential to reduce the height of the development adjacent to East Centerville Road to approximately 24' to be more compatible with existing single family residential uses across the street. Buildings would be set back approximately 70' from Garland Road to accommodate angled parking and ample pedestrian access for it within the surrounding residential context, and align with remaining structures along Garland Road. The majority of parking for these developments would be accommodated in parking structures wrapped by residential and commercial uses.



Figure 4.5 (Top) Existing Alvin Street at Garland Road

Figure 4.6 (Bottom) Potential Future Mixed-Use Development

Figure 4.7 Strategic Opportunity Vision Area 2 Plan



STRATEGIC OPPORTUNITY VISION AREA 3

The Vision Plan includes a linear park located in the TxDOT right-of-way north of Santa Anna Avenue. The site is located immediately adjacent to a rail switching area utilized by the Kansas City Southern Railroad. Since the rail has historically played a significant role in defining the character of this area, one idea expressed by the stakeholders focused on a linear park that celebrates the history of the railroad in the area. The park would contain landscaping, limited parking, a trolley stop and a raised observation deck to allow viewing of the rail operations that still take place in the area today. The site would also have an area set aside to display a train locomotive so visitors can have up close access and viewing. Additional park themes expressed subsequent to the stakeholder charrette include a Veterans' Park dedicated to Gulf War Veterans, or some other theme based upon future public input.



NOTE: TROLLEY TO HAVE SHARED LANE AT PEAK AND DEDICATED LANE OFF-PEAK

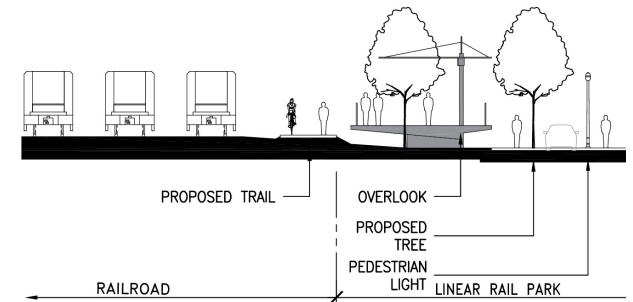


Figure 4.8 (Top) Existing Rail Yard - Garland Road at Santa Anna

Figure 4.9 (Bottom) Raised Observation Deck

Figure 4.10 Strategic Opportunity Vision Area 3 Plan



STRATEGIC OPPORTUNITY VISION AREA 4

The Vision Plan suggests a gateway site located on all four corners of the intersection of Garland Road and Northwest Highway. Existing development on these corners include several automotive related businesses, a gas station, and Samuel Garland Park. The vision plan for this area is a mix of streetscape related improvements including landscaping, special paving treatments, and enhanced pedestrian areas, the enhancement of two existing railroad bridges, and the creation of a new mixed-use development. The foundation of the future gateway would be created by utilizing existing roadway islands and medians for hardscape and landscape improvements that create the basis of a gateway within the intersection of Garland Road and Northwest Highway. The landscape improvements could potentially extend into Samuel Garland Park, and create an enhanced presence for the park at this key intersection. The commercial property at the northeast corner of Garland Road and Northwest Highway has long had issues related to access and image. If possible, this site would be acquired for continuation of the gateway treatments in this area.

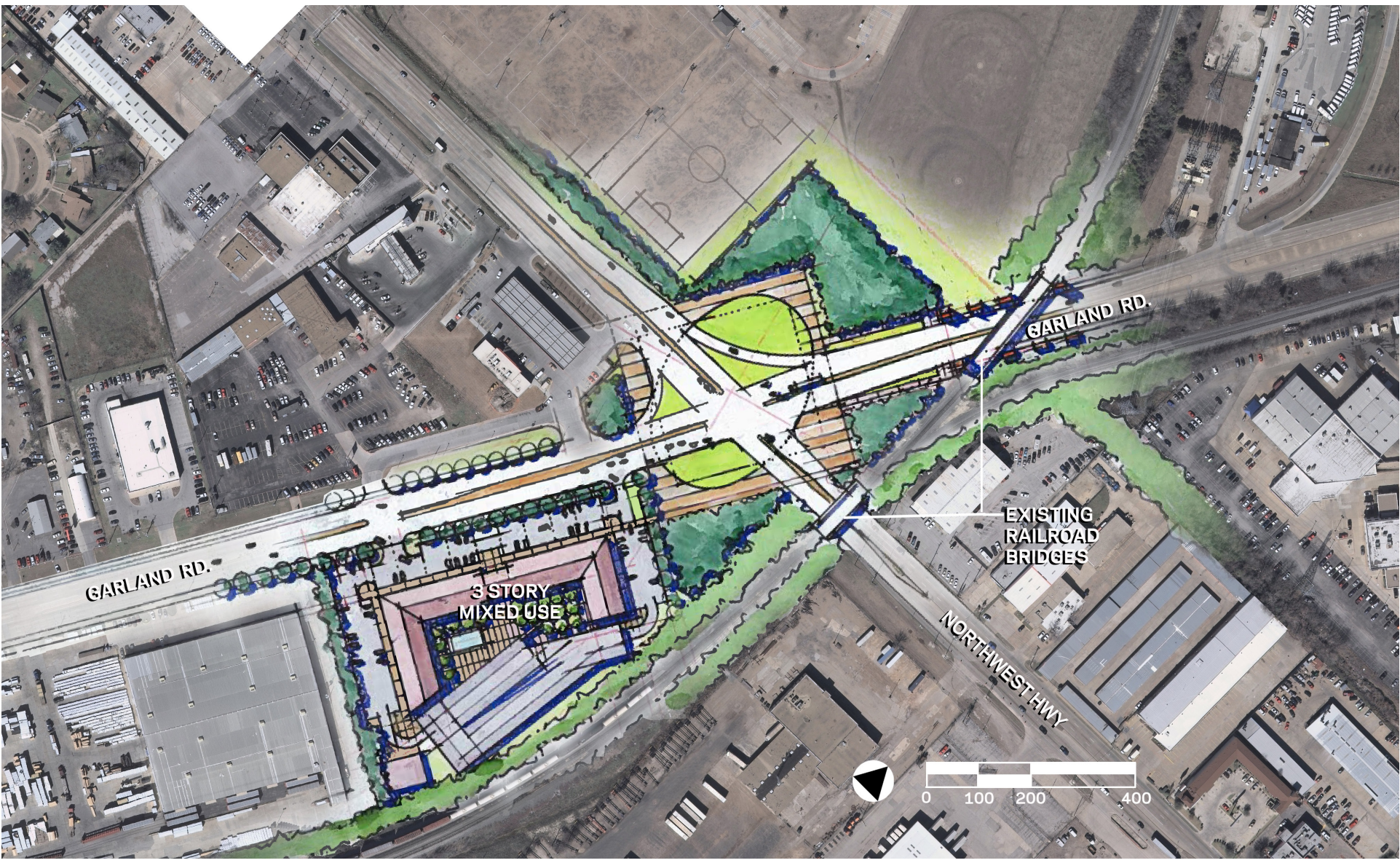
The two existing rail bridges that cross Garland Road and Northwest Highway provide a great opportunity to enhance the gateway by providing portals into the Garland Road corridor. Enhancement of these bridges could include aesthetic treatments such as painting, and the addition of light weight vertical ribs to create visual interest on the existing structures. Gateway pylons could be located separate from the bridge structures within the TxDOT right-of-way in a manner that emphasizes passage through the physical gateway. These structures could have cast stone bases, and internally illuminated mesh to accentuate the gateway in both daytime and nighttime conditions.



Figure 4.11 (Top) Existing Area 4 Development

Figure 4.12 (Bottom) Existing Rail Bridge

Figure 4.13 Strategic Opportunity Vision Area 4 Plan



The third element of the proposed gateway site is a development located on the southeast corner of Garland Road and Northwest Highway, between the Kansas City Southern Railroad and Garland Road. The mix of uses within the development would include retail on the ground floor of the buildings, and residential uses on at least two floors above. Like the gateway site at Winsted, the sites adjacency to the elevated railroad provides great opportunities for locating structured parking between the future buildings fronting Garland Road and the railroad. This would provide a physical, visual and noise barrier between future development and the railroad. Since there are currently no residential uses adjacent to this site, the height of development at this location could be a minimum of 36' with the potential for higher densities if it is supported by market conditions, and if no significant adverse traffic conditions would be created. Buildings would be set back approximately 70' from Garland Road to accommodate angled parking and provide ample pedestrian access for the retail uses along Garland Road.

5. IMPLEMENTATION

IMPLEMENTATION RECOMMENDATIONS

Implementation recommendations for the Garland Road Corridor are divided into two types: corridor-wide and specific area recommendations. They are separated to provide a clear map for residents, business owners and community leaders regarding future actions necessary to achieve the defined vision.

Corridor-wide recommendations are categorized as follows:

Topic 1: Land Use, Urban Design + Zoning

Topic 2: Transportation

Topic 3: Infrastructure

Topic 4: Economic Development

Topic 5: Housing

Topic 6: Environmental

After these corridor-wide recommendations, sets of recommendations are presented for each of the Strategic Opportunity Areas.

Appendix 4 contains a matrix listing each recommendation and providing information on the responsible entities, timing, funding sources and cost. Appendix 5 provides background information about programs summarized here.

LAND USE, URBAN DESIGN + ZONING

- Vision as a Land Use Guide
- Changes to Zoning Districts
- Code Enforcement Efforts
- Farmers' Markets
- Community Gardens

ECONOMIC DEVELOPMENT

- Use of Special Districts
- Other Development Incentives
- Small Business Assistance
- Creation of a Garland Road Business Coalition
- Garland Road Identity
- Expand the Partnership

Corridor-wide recommendations fall into six areas and cover a range of issues relevant to the plan.

TRANSPORTATION

- Thoroughfare Plan Amendments
- Access Management
- Continuous Sidewalks + Selected Crosswalk Improvements
- Expand Use/ Timing of Pedestrian Signals
- Consolidated Bus Stops with Enhancements
- Bicycle Facilities
- Rubber Tire Trolley
- Parking

INFRASTRUCTURE

- Relocate Utilities Underground
- Water/Waste Water Infrastructure Recommendations

HOUSING

- Neighborhood Support
- Creation of New Housing Choices
- Monitor the Corridor's Mix of Housing

ENVIRONMENTAL

- Greenways
- Gardens and Parks
- Garland Road Sustainability District
- Beautification

CORRIDOR-WIDE IMPLEMENTATION RECOMMENDATIONS

Area 1: Land Use, Urban Design and Zoning

LAND USE, URBAN DESIGN + ZONING

- *Vision as a Land Use Guide*
- *Changes to Zoning Districts*
- *Code Enforcement Efforts*
- *Farmers' Markets*
- *Community Gardens*

LAND USE

Since this Vision reflects the ideas of the community, it should be used to help make decisions on proposals for changes in zoning or property use in the corridor. Changes in zoning would typically be proposed by a private property owner, not the City of Dallas. Appendix 5.1 lists the City of Dallas zoning districts. Appendix 5.2 shows the general rezoning process in Dallas; as it indicates, the process typically takes 3 ½ to 4 months. When a rezoning is proposed in the Garland Road Corridor, its compatibility with this Consensus Vision should be evaluated as part of the review and approval process.

Potential application of Form District zoning. The City's zoning includes a set of 'Form Districts' designed to support the creation of 'walkable urban neighborhoods where higher-density mixed uses and mixed housing types promote less dependence on the automobile.' These districts offer an alternative approach to development with the mix of uses and walkable urban design envisioned for this corridor. The form districts (or a 'planned form district') may be appropriate for some new developments in the corridor.

CHANGES TO ZONING DISTRICTS

Allow residential uses in currently-commercial areas (for live-work spaces). Artists' studios are the classic example of a live-work space, where the artist's residence also includes a studio where art is created, exhibited and sold. Additionally, many self-employed individuals conduct successful small businesses from offices located at their homes. These areas along

Garland Road currently have small commercial buildings. The live-work option may be achieved through the reuse of these structures or by their replacement. In either case, the intent is to allow no more than two stories, with the potential for a business/commercial use on the ground floor and a residential use above it. See map on pages 42 and 43 of this report for potential locations of live-work uses.

During the stakeholder discussions of this vision, it was suggested that live-work spaces could be created by changing the zoning district that is applied in this area to add residential as an allowable use. Further research indicates that these areas are zoned 'CR' (Community Retail), a category that is widely used throughout the City. Changing the allowable uses in such a prevalent zoning district could result in many unintended impacts beyond these small parts of this corridor. Rather than recommending this approach, the consultant team proposes two alternative approaches to support 'live-work' opportunities in these locations.

First, property owners can request rezoning to a Form District that includes 'Mixed Use Shopfront' uses limited to 2 stories. These districts are WMU-3, -5, -8, and -12. Further analysis would be needed to determine whether the areas surrounding these locations meets the 'surrounding area' requirements for application of WMU zoning, and these districts will often be contingent on property size.

Second, property owners could request rezoning to the UC-1 zoning district. This is the least intensive of the Urban Corridor zoning districts. It allows for a mix of residential and non-residential uses and limits building height to two stories. In either of these cases, zoning changes would be proposed by the private property owner.

CODE ENFORCEMENT EFFORTS

Community and City partnership to enforce code requirements. Comments were received from some stakeholders about the need for more code enforcement along Garland Road. Many of these comments related to building maintenance, weeds, signage and other similar concerns. The City of Dallas Code Enforcement Department is responsible for inspecting and issuing citations to owners of properties that are in violation of the code. However, this department's resources are very limited. Instead of focusing first on intensifying the department's efforts, an alternative is proposed that may also be more successful in engaging the property owners in corridor-related initiatives. Depending on the level of interest, a citizens' task force could be formed to focus on these issues. The task force should take the lead on contacting the property owners in an effort to resolve the code enforcement problems. In this way, the community may be able to assist the property owner with maintenance or clean-up problems. In the long run, this help may encourage the owner to become more involved with other aspects of the Vision

implementation. If this approach is not successful, the task force could file a complaint with Code Enforcement and use the appropriate City processes to bring properties into compliance. Code Enforcement could work with the task force to target resources most effectively in this corridor.

FARMERS' MARKETS

Changes to support farmers' markets. The Garland Road Corridor Vision depicts this area as a distinct 'green district' for Dallas. As a result, the idea of having one or more farmers' markets within the corridor received broad support from participating stakeholders. The land use/development pattern shown on the Consensus Vision Plan suggests that a farmers' market be located within the current White Rock Marketplace. The current CR zoning of this property appears to allow such a use, so the Consensus Vision encourages the property owner to consider including this use within the property's development.

There are a number of existing farmers' markets in Dallas, with the largest being the City-operated Farmers' Market in the southeastern part of Downtown. The City is considering policies for farmers' markets throughout the community that will not conflict with the Dallas Farmers' Market downtown. The policies and procedures developed for other farmers' markets throughout the City should apply to any proposed farmers' market in the Garland Road Corridor.



Figure 5.1 Farmers' Market

COMMUNITY GARDENS

Changes to support community gardens. The 'green district' aspect of this Consensus Vision also supports the inclusion of community gardens within the Garland Road Corridor. Several potential locations are noted on the Consensus Vision Plan. Nationwide and in Dallas, community gardens are associated with many community benefits. Appendix 5.3 lists these benefits. Appendix 5.4 describes the activities of 'Gardeners in Community Development' and shows the locations of existing community gardens in Dallas. One garden in this corridor, the Promise of Peace Community Garden, has received a \$9,945 grant from the City's 'Loving My Community' neighborhood improvement grant program.

Creation and operation of community gardens as part of the Garland Road Corridor will require compliance with all City regulations, the commitment of property owners, community organizations or groups of individuals willing to establish and manage these gardens. The GRVAC (Garland Road Vision Advisory Committee) could help coordinate such efforts with other community organizations. It could also work with future developers on projects where a garden is incorporated into a new private development.

As with farmers' markets, the City of Dallas is considering the appropriate processes and procedures for community gardens citywide. Community gardens in this corridor should follow these processes and procedures.

Area 2: Transportation

THOROUGHFARE PLAN AMENDMENTS

City of Dallas' current thoroughfare plan provides a hierarchical classification of street systems based on their functional classifications. Garland Road is categorized as a Primary Arterial based on its relative function of providing regional mobility and local access. The Consensus Vision does not recommend an amendment as part of this study, however, the stakeholders recognize the need for future access management.

ACCESS MANAGEMENT

Dedicated Right and left turn Lanes. Exclusive left -turn and right-turn lanes allow turning vehicles to exit the roadway with less disruption to traffic in the through travel lanes. This minimizes the speed differentials along a roadway and improves traffic flow and safety. Stakeholder comments include a need to provide dedicated turn lanes at intersections, similar to the recent improvements at the intersection of Garland Road and Buckner Boulevard. A corridor

TRANSPORTATION

- *Thoroughfare Plan Amendments*
- *Access Management*
- *Continuous Sidewalks + Selected Crosswalk Improvements*
- *Expand Use/ Timing of Pedestrian Signals*
- *Consolidated Bus Stops with Enhancements*
- *Bicycle Facilities*
- *Rubber Tire Trolley*
- *Parking*

wide access management study would be required to identify locations where dedicated turn lanes are warranted and the exact benefits associated with their provision. Such a study should be initiated by the GRVAC with support from City of Dallas and TxDOT. Providing dedicated turn lanes could potentially help reduce congestion and subsequently reduce vehicular emissions. Hence, there is a possibility of such a project being financed with Congestion Mitigation and Air Quality (CMAQ) funds and should be considered for inclusion in the Regional Transportation Improvement Program. It should be noted that TxDOT currently has plans to construct left turn lanes in the portion of the corridor between Buckner Blvd. and I-635.

Possible Signal at Whittier Avenue and/or Beachview Street. During the discussions with stakeholders, the installation of a traffic signal at the intersection of Whittier Avenue and Beachview Street at Garland Road was suggested. This would require a signal warrant study for each location or entity directly impacted by the traffic signal during peak usage hours. Such a study could be funded by the business or entity directly impacted by the traffic signal. For example, the Dallas Arboretum and Botanical Gardens could fund a signal warrant study at Whittier Avenue, since it serves as the main entrance point to their facility. The funding for installation of a new traffic signal is however a different issue and would need coordination between the private agency impacted, the City and TxDOT.

Conduct Corridor-wide Signal Synchronization Study. As part of the Consensus Vision, it was recommended to conduct a signal synchronization study. Synchronizing the signals has a potential to allow traffic to flow more quickly with fewer stops through the corridor. However, review of the existing signal timing would be required to determine if signal synchronization is required. The study should also determine the associated benefit-cost ratio of a synchronization project. Recently, the Garland Road Corridor was allocated Federal funding for signal synchronization, and a contract will be established with TxDOT in early 2011. This project will include data collection, engineering, and implementation of new timings.

CONTINUOUS SIDEWALKS + SELECTED CROSSWALK IMPROVEMENTS

There was a strong consensus among the stakeholders during the visioning process for a need of continuous sidewalks along Garland Road. The existing intermittent sidewalks along Garland Road make it difficult for the residents and visitors to access area businesses by walking. Also, the inability of pedestrians to make longer walking trips to bus stops has resulted in more frequent bus stops along Garland Road adversely affecting the flow of traffic as well as bus operations. Construction of sidewalks is also a catalyst for other strategic developments identified as part of the Consensus Vision. The GRVAC should take a lead role to implement this with support from the City and TxDOT. With a wide range of possible benefits of sidewalks, several funding mechanisms ranging from private funds, CMAQ program to Safe Route to Schools program should be explored.

EXPAND USE/TIMING OF PEDESTRIAN SIGNALS

Improvements such as restriping of crosswalks and properly timing pedestrian signals at intersections will improve pedestrian access in the corridor and safety for pedestrians. The Consensus Vision includes increasing the use of pedestrian signals with countdown timers at signalized intersections. Stakeholders also recommended retiming signals to accommodate reduced walking speed as per new guidelines in the 2009 edition of MUTCD. Improvements to pedestrian signals should be coordinated with the traffic signal retiming/synchronization studies recommended for the corridor.

CONSOLIDATED BUS STOPS WITH ENHANCEMENTS

In the Garland Road Corridor, the consultant team identified more than 65 bus stops within the 5.5 mile study area. The construction of continuous sidewalks and pedestrian amenities along Garland Road will make it possible for DART to reduce the number of bus stops and improve pedestrian access. Reducing the number of bus stops would in turn increase the ridership at each location. DART indicated that an increase in ridership beyond a set threshold would warrant enhancements to the subject bus stop including the installation of shelters, trash receptacles, etc. Such improvements would be planned and funded by DART with support from City of Dallas.

BICYCLE FACILITIES

Bike Routes/Lanes/Paths Within the Corridor

Garland Road is a regionally significant roadway with high traffic volumes and travel speeds. Its primary function is moving vehicular travel along the corridor; providing access to abutting land uses is a secondary function. Bicycles, by virtue of their operating characteristics as low speed, lightweight vehicles, are not compatible with passenger vehicles, trucks and buses in a mixed flow mode. However, bicycle facilities within the corridor should be strongly considered as an alternative to the passenger vehicle for short trips and as access to the White Rock Lake area recreational opportunities. The issue, presented in previous sections of this report, is exactly how should such facilities be implemented.

The issues of transportation policy (City and TxDOT), safety and roadway capacity must be evaluated to determine how bicycle facilities in the form of bicycle routes (bikes in mixed flow), bicycle lanes (designated on-street lanes) and/or bicycle paths/trails (separate, off-roadway bike facilities) can best be provided. In short, additional study will be required to advance the concept of providing significantly more bicycle facilities within the corridor that serve a greater number of trip purposes.



Figure 5.2 Rubber Tire Trolley

It is recommended that the GRVAC become a stakeholder in the current Citywide Bike Plan update being sponsored by the NCTCOG in order to participate in development of the updated plan. Additionally, sub-area studies should be conducted to expand the results of the updated plan to define specific routes and types of facilities that address the conflicting goals for transportation within the corridor. Additional funding sources include the City of Dallas, Dallas County, and other local, state and federal sources.

Way-finding to bike routes. A need was expressed during the stakeholder meetings for installation of way-finding signs on Garland Road to guide bicycle users to the existing bike routes on adjacent area streets. Installation of way-finding signs would attract more bike users to the area and increase the use of recreational trails connected to the bike network. This task should be led by the City and should be included in the ongoing citywide bike plan update.

RUBBER TIRE TROLLEY

Rubber tire trolley service on Garland Road. The Consensus Vision identifies inclusion of a rubber tire trolley service along Garland Road as a supplemental public transportation strategy that can be implemented in the short term with relatively low investment. The trolley is envisioned to run the length of Garland Road Study corridor with anchors at the two proposed gateways near Northwest Highway at the north end and near Gaston Avenue at the south end. The route flexibility provided by the rubber tire trolley would allow possible services to the parking lots of major shopping areas and destinations like Casa Linda Shopping Center and Dallas Arboretum. The trolley system could be operated by DART or a private agency or association. It should be

noted that funding for such an operation involves initial and periodic capital costs and recurring operation and maintenance costs. Funding sources for capital and O&M would be from different sources be they local, state or federal. The GRVAC should enter discussion with the City of Dallas to take the lead to study the feasibility of planning such a system with support from DART and local business owners.

Lane restriping/signing for trolley in off-peak. Due to relatively lower traffic volumes in the off-peak period, it would be possible to dedicate the right travel lane in each direction for use by the trolley. This would encourage automobile users to use the left and middle lanes for through travel and the right lane for right turns alone. Appropriate lane striping and signing in accordance with the MUTCD would be required to inform drivers of the right lane designation. A dedicated right lane could encourage the use of the trolley and improve its operation. However, any permanent lane striping or signing should only be done after the trolley system is in place and has proven successful. A traffic study to evaluate the feasibility of such lane use could be conducted by the trolley operator in coordination with TxDOT.

Possible connection to White Rock Lake or other destinations. Upon proven success of the proposed trolley system on Garland Road, several route deviations or new routes off Garland Road could be considered. Possible connections to White Rock Park and White Rock Rail Station were suggested during the stakeholder meetings. The feasibility of these and other possible routes and connections should be studied by the trolley operator and should be coordinated with DART.

PARKING

Shared parking operations. The Vision includes the potential for one or more parking districts with shared parking operations at the two gateways. Dallas Arboretum and White Rock Lake special events have significant parking issues that could be partially addressed through shared parking agreements with development near Gaston. Other parking districts should benefit corridor as development occurs along Garland Road. The potential for developing parking districts with shared parking operations does not include live/work areas, or smaller commercial parcels. Parking for these facilities needs to be provided on-site so as not to impede surrounding neighborhoods. This initiative should be taken by the entity (e.g. Arboretum, private developers etc.) directly benefitted by such a parking district and work in coordination with the City.

Event parking operations. The parking districts envisioned near the gateways and other locations in the study area would also alleviate parking issues during major events in the area. The visitors would be able to take advantage of the trolley system which can shuttle passengers between the event venue and remote parking facilities. Proper signage would be required to guide drivers to the event parking locations to avoid confusion and traffic congestion.

Area 3: Infrastructure

RELOCATE UTILITIES UNDERGROUND

Redevelopment locations. The vision includes the possible relocation of overhead utility lines underground to improve the aesthetics of the corridor. As new development occurs along Garland

Road, opportunities would be presented to relocate the existing overhead utilities. A related policy may also be included in future development regulations to ensure uniformity. The relocation of the utilities could be undertaken with the cooperation of a developer as an area redevelops.

Full length of corridor. The burying of overhead utilities over the entire length of the corridor is difficult due to enormous cost involved, and current franchise utility agreements. This task is envisioned as a long-term possibility that could potentially be funded by private developers, local business owners, or future upgrades by individual utility companies. The GRVAC should continue to coordinate with the City and private agencies for any future opportunities.

WATER/WASTE WATER INFRASTRUCTURE RECOMMENDATIONS

Study Catalyst development proposals for needs. Water/wastewater master plans should be studied/ revised to reflect potential development so that upgrades can occur with development or accommodated as planned replacements occur with in the corridor. Study of catalyst development proposals would need to be undertaken as a separate study with Dallas Water Utilities (DWU). City of Dallas would play a primary role with possible funding from DWU or private developers.

Coordinate with DWU on proposed upgrades to the network. There should be an ongoing dialogue between the GRVAC and DWU to insure that any planned upgrades to the existing water/wastewater infrastructure include planned growth in the area to accommodate future demand.

INFRASTRUCTURE

- Relocate Utilities Underground
- Water/Waste Water Infrastructure Recommendations

ECONOMIC DEVELOPMENT

- Use of Special Districts
- Other Development Incentives
- Small Business Assistance
- Creation of a Garland Road Business Coalition
- Garland Road Identity
- Expand the Partnership

Area 4: Economic Development

USE OF SPECIAL DISTRICTS

Special Districts to Help Fund Infrastructure & Development. A wide variety of special districts are used in Dallas and elsewhere to assist with revitalization and development that achieves an adopted community vision. The most common district used to support capital investment is the Tax Increment Finance (TIF) District. A TIF can be a valuable tool in an area where existing property values are low and planned development will result in a significant increase in property value. In this case, a ‘base’ property value is established and a TIF plan is created with specific assumptions about development, future value, and capital investment. As development occurs and the property value increases, taxes are levied on the new property value. The taxes related to the ‘base’ value are provided to the appropriate taxing entities. The taxes related to the ‘increment’ of new property value are provided to the TIF fund. In this way, new private investment covers the cost of the infrastructure needed to support the area’s development.

Dallas currently has 17 active TIF Districts, listed in Appendix 5.5 and shown on maps in Appendix 5.6. In general, these districts are near downtown or near a DART station – areas where significant public investment and policy attention are changing the character of large areas.

To use a TIF in this Garland Road Corridor, there would first need to be a property owner and/or a community/business organization with development plans for property in the corridor. Appendix 5.7 lists the criteria the City uses to evaluate proposed new TIF districts. The owner/organization would need to demonstrate that the proposal meets these criteria, such as the criteria to enhance public investments (those made in White Rock Lake) or the criteria to generate more new taxes than those foregone. Development along the Garland Road Corridor could well meet some of these criteria. However, there is not yet a project proposed that can meet criterion A4 – that a minimum of \$100 million (and preferably \$150 million) in new private investment will occur within 3 years of adoption of the TIF District.

Over time, private interest in the Garland Road Corridor could lead to this level of private investment. As this Consensus Vision is implemented, consideration of a TIF might occur in the mid-term future. Further discussions with property owners and the City would be needed to determine whether there will be a sufficient increase in the tax base to warrant TIF creation, how large an area to include, what capital investments would be funded through the TIF, and other structural questions. The major steps to create a TIF would occur after those discussions and would include preparation of a Project Plan and a Reinvestment Zone Plan for the area, formation of a TIF Board, and approval of the TIF by the Dallas City Council.

Special Districts to Help Fund Operations and Maintenance. Special districts may be used in a particular area where operations and maintenance are desired that are different from the levels provided citywide. Among these special districts are Business Improvement Districts (BID's) and Public Improvement Districts (PID's). Primary characteristics of these districts are that these activities are overseen by a Board of Directors (and often, a paid staff member) and they are paid for by special assessments of the property within the district. Creation of a BID or PID requires the support of property owners in the area as well as the City Council. Appendix 5.8 presents the City's PID Policy.

BID's and PID's can be valuable tools to implement the Garland Road Corridor Consensus Vision. They can fund enhanced clean-up operations along the corridor, identity programs (such as signage and banners to identify this corridor), enhanced landscape maintenance, a local trolley operation and other activities. The limits to their role relate to the level at which property owners are willing to assess themselves to provide funding for these operations. The GRVAC should take the lead on efforts to discuss these activities and potential funding with local property owners to determine whether, and at what level, there might be support for special district creation. These two special districts function in similar ways, though a BID would typically be more appropriate in a non-residential area and a PID would be used in an area with a mix of residential and non-residential uses.

Special Districts to Help Fund Capital and Operations. Municipal Management Districts (MMD's), can be used to fund both capital investment and the operation and maintenance needs of a specific part of a city. Depending on the results of discussions about BID and PID formation, the corridor's stakeholders could consider an effort to establish an MMD. MMD's are created by the state legislature at the request of the City. Their specific provisions are tailored to the individual MMD. For the MMD's created in Dallas to date, the district supports development plans by a single developer or owner who has made a substantial commitment to the area. MMD's may assess taxes and issue bonds to support investment in the area. Appendix 5.9 presents the City of Dallas' most recent briefing on these districts.

OTHER DEVELOPMENT INCENTIVES

Development Review Incentives. One of the challenges for development projects in communities that are already largely built out is the need to coordinate the review of many issues by many departments. For example, a revitalization project along Garland Road will need to meet the requirements administered by the Sustainable Development & Construction Department. In addition, it might need to coordinate with TxDOT (since Garland Road is a State highway), the City's Office of Economic Development (if it is seeking small business assistance or the use of a special district), the Stormwater Management Division (for review of drainage and retention facilities on the site), and other City departments, depending on the specific details of the project.

The Dallas “Development Guide” also explains the express permit review option for projects seeking a faster review and approval process. Projects must meet certain consistency requirements and applicants pay an additional fee for this service. The Garland Road Corridor Consensus Vision provides a clear statement of current community objectives for this part of the city. So projects that are consistent with this plan should qualify for this express permit service. There does not appear to be an opportunity for additional fee waiver incentives.

Facade Improvement Programs. Older commercial buildings line some stretches of Garland Road. These buildings add variety and character to the area, and help distinguish it from corridors along other streets. Some of these buildings would benefit from repairs and improvements to their facades. These improvements are often a relatively low cost option to update a corridor’s character and attract new customers. Some communities offer grants or loans to qualifying small businesses to help them make these improvements.

Dallas’ Office of Economic Development does not currently offer a citywide façade improvement program. A program for the Garland Road Corridor could be part of an economic development plan for implementing this Consensus Vision.

For the corridor northeast of Buckner Boulevard, it might be possible to use Community Development Block Grant (CDBG) funding to support a future façade improvement program. As shown in Appendix 5.10, the primary objective of CDBG is ‘the development of viable urban communities’. CDBG funds must be used to accomplish one of the CDBG national objectives: benefits low and moderate income families; aids in the prevention or elimination of slums or blight; or meets an urgent need. This funding source can be used only in eligible areas. Appendix 5.11 shows the areas of Dallas that are eligible for CDBG funding. Within this corridor, Census tract 0127.01 is CDBG-eligible, as are census block groups 00012.021, 00082.002, 00082.004, 124.001, 124.002, 126.11, 127.021, 127.022, 128.001, 128.006, 128.007, and 130.063. If the GRVAC decides that façade improvement is a priority action to support corridor businesses, the committee members should then meet with staff in the City’s Office of Community Development to discuss the steps for considering this proposal during the next update of the CDBG Consolidated Plan. This annual process begins in January, for the fiscal year which starts the following October.

SMALL BUSINESS ASSISTANCE

Support for Businesses in the Corridor. The City’s Office of Economic Development and its partners offer a variety of programs designed to assist small businesses in Dallas. These programs include assistance with business operations, training programs, administrative assistance and other services. These services are delivered through eight Business Assistance Centers throughout Dallas. Any small business in the Corridor can take advantage of these services. This information should be shared with business owners as part of the GRVAC’s efforts to implement this Consensus Vision.

CREATION OF A GARLAND ROAD BUSINESS COALITION

Establish a group to take the lead on business-related implementation. The stakeholders' Consensus Vision for the Garland Road Corridor includes many concepts that would result from private sector action and investment. More outdoor eating areas, an increased variety of small shops and galleries, and new retail in mixed use buildings are among the recommendations that require the private sector. Many business owners will need more information about the Corridor and this vision before they choose to make these investments. A business coalition focused specifically on the Garland Road Corridor would provide a vehicle for communication to businesses and for the active involvement of business owners and operators in the discussion of priority steps to achieve this vision. The GRVAC should convene discussions with corridor businesses, the Greater East Dallas Chamber of Commerce and other appropriate organizations. These discussions would determine whether an existing organization can take the lead on these activities or if a new group should be formed.

Agree on an action plan for the business coalition. The business coalition leader would be responsible for a program of action that engages the corridor business community. Possible activities might include:

- Communications to Corridor businesses about the Consensus Vision
- Prepare a market feasibility study for the mix of uses recommended in this Vision Plan.
- Conduct an economic feasibility study for one or more of the new development uses, suggested in the Consensus Vision
- Creation of special districts in the Corridor
- Communication about business and development incentives
- Conduct a competition among local videographers to create a video marketing the Corridor and sharing the Vision
- Coordinated marketing of corridor businesses
- Communications to attract developers of ‘active senior’ housing
- Joint marketing efforts with civic entities such as the Dallas Arboretum and Botanical Gardens and the YMCA and with existing events, such as neighborhood tours and art walks
- Support for community gardens and farmers markets in the Corridor

GARLAND ROAD IDENTITY

Define a coherent and appealing identity for the corridor. One of the most important results of this project will be a new image for this corridor. Stakeholders suggested a variety of ways in which this corridor might be identified and differentiated from other parts of Dallas.

Among those suggestions are:

- Dallas Garden & Lake District
- Dallas' Green Corridor
- Dallas' Green Garland Road
- Northeast Dallas Jewel
- Gateway to East Dallas

The GRVAC should take the lead on discussions about the best approach to develop this identity and brand. The GRVAC could help create an identity or brand; they could also develop the graphic look and collateral materials to communicate an identity that the community has already selected. The community needs to determine what next steps are needed and how to secure the resources to carry them out.

Decide on short term steps to establish this identity. Once an identity has been selected, many steps could be taken to use this identity to strengthen the corridor. Stakeholder suggestions have included:

- Consistent signage and way-finding for the Corridor
- Banner program
- Program for ‘garland’ displays during the holidays
- Placement of plaques to identify places of historic or community significance in the corridor
- Use of this identity by individual businesses and civic entities
- Use of this identity in conjunction with existing events, such as neighborhood tours and art walks

The GRVAC should take the lead on discussions about the next steps to communicate the corridor’s new identity.



Figure 5.3 Example Signage and Wayfinding

EXPAND THE PARTNERSHIP

Connect with other community organizations. The GRVAC includes representatives of key organizations within the corridor. As the Corridor begins to develop its identity and marketing approach, interest organizations should also be invited to be involved. These groups' members will benefit from the corridor's new offerings; the corridor will attract new visitors and customers as people in these groups learn about its new appeal. Such groups might include:

- Sports-oriented groups (biking, running, birding, sailing and others who use the Lake)
- Gardening, gourmet and 'slow-food' groups
- Environmental and conservation organizations
- Children and youth groups (Scouts, Boys and Girls Clubs, etc.)
- Arts and crafts organizations
- The American Association of Retired Persons (AARP)

The GRVAC should take the lead on this outreach.

Area 5: Housing

NEIGHBORHOOD SUPPORT

Coordinated Use of People Helping People (PHP) Program in the Corridor. The City of Dallas Housing Department offers a range of programs to assist neighborhood residents in maintaining the quality of their communities. The Consensus Vision creates a framework for effective use of these programs. One program that can help stabilize the corridor's neighborhoods is People Helping People, which assists senior and disabled homeowners with minor exterior home repairs and weatherization. Appendix 5.12 provides the basic information on this program. The GRVAC and corridor neighborhood associations should include this information in their communication and outreach efforts.

CDBG assistance. As noted previously, the northeastern part of the Garland Road Corridor may be eligible for CDBG funding. This project's study area excludes the existing neighborhoods in this vicinity. Should the GRVAC and its partners choose to focus on issues related to these neighborhoods in the future, the City and community development organizations could assist in evaluating needs and designing programs for inclusion in the CDBG Consolidated Plan. Discussions with the City's Office of Community Development should identify neighborhood support projects that could be funded through CDBG.

HOUSING

- Neighborhood Support
- Creation of New Housing Choices
- Monitor the Corridor's Mix of Housing

CREATION OF NEW HOUSING CHOICES

Developer Outreach. The Consensus Vision includes the creation of housing on Garland Road that offers new choices to residents. These new housing choices include housing in mixed use developments, single family urban density, active seniors housing and live-work housing. For all of these, it will be important that developers who specialize in these markets know about these new opportunities. As the economy improves and loans becomes more available, these developers should be encouraged to invest in this corridor. The GRVAC should meet with local development and design organizations and seek their assistance in reaching these developers. Organizations such as the Urban Land Institute (ULI), The Real Estate Council (TREC), the Congress for the New Urbanism (CNU) and the Homebuilders Association should be contacted, as well as non-profit developers.

Consumer Outreach. Success in achieving this Consensus Vision also involves communication with targeted consumers – the people who may want to take advantage of these new choices. The GRVAC or its partners should meet with organizations that include these targeted markets, such as the AARP for active seniors and the local arts organizations for the ‘live-work’ housing. Local neighborhood organizations should help get the word out to their residents, since some of them may be at a stage in life that has changed their housing preferences.

Green Building. Many stakeholders included ‘green’ or ‘sustainable’ in their ideas for this corridor’s future. Meeting or exceeding the City’s green building standards for housing in the corridor will reflect this emphasis. The GRVAC or its partners should meet with the City staff and the U.S. Green Building Council to engage them in communicating this vision to developers looking for opportunities to build sustainable housing.

Funding for Housing. The City’s Housing Department operates programs to fund residential and mixed use projects that have difficulty securing funds through traditional means. In some cases, such as Section 108 loans, these resources provide funding that “fills the gap” and allow a project to succeed.

MONITOR THE CORRIDOR’S MIX OF HOUSING

Benchmark the corridor’s mix of housing types and track development changes

over time. The mix of housing types in the corridor should be monitored over time to gauge the success of the Consensus Vision in offering housing choice. The City’s development and building permit data will form the basis of this monitoring, but the GRVAC seems to be the most appropriate entity to use these results and consider whether the results call for changes in the Vision’s implementation efforts.

ENVIRONMENTAL

- Greenways
- Gardens and Parks
- Garland Road Sustainability District

Area 6: Environmental

GREENWAYS

Implement Urban Design for Greenways. The Consensus Vision includes recommendations for landscape and locations for greenways along Garland Road. These improvements will occur as part of public infrastructure projects (for investments in the public rights-of-way) and private development projects (for areas that are on private property). The Consensus Vision's design standards should be communicated to all decision-makers and investors who are considering projects in the corridor. Funding for these improvements could come from a variety of sources:

- For private developments, these improvements should be funded as part of the new development.
- For public improvement projects, these improvements should be included in the project's capital funding, which could come from TXDOT, other regional transportation funding, or City of Dallas bond funds.

If a TIF or PID is created in this corridor, these improvements could be funded through those special districts. Some of these improvements may help achieve other objectives. For example, they may support the stormwater management objectives of the TriSWM program. If so, they may reduce development costs for infrastructure and may qualify the project for development incentives.

GARDENS AND PARKS

Develop community gardens, art parks and other small open spaces in the

Corridor. The Consensus Vision also recommends the creation of small green spaces along the corridor. In some places, these are envisioned as pocket parks displaying the work of local artists; in others, they would be a focal point for community interaction at a community garden. These improvements might occur as part of public infrastructure projects but are more likely to be part of private development projects or non-profit organization initiatives. The Consensus Vision's concepts for gardens and parks should be communicated to the development community and potential developers. Funding for these improvements could come from a variety of sources:

- For private or civic developments, these improvements should be funded as part of the new development.
- For public improvement projects, these improvements could be included in a transportation project's capital funding if the project is on TXDOT property.

If the intent is for the park to be public, the City of Dallas Park and Recreation Department should be consulted to determine interest, criteria for support and funding availability for land acquisition, improvement and on-going operation and maintenance. If a TIF or PID is created in this corridor, these improvements could be funded through those special districts.

GARLAND ROAD SUSTAINABILITY DISTRICT

Evaluate Sustainability District concept and implement if appropriate. Stakeholders at visioning workshops showed strong support for ‘green’ concepts as part of the Garland Road Corridor’s vision and identity; one workshop group proposed the concept of creating a ‘sustainability district’ along the corridor. Such a district would be similar to the special districts discussed in the Economic Development section of this report. It would be distinctive in that its funding would be used to support sustainability investments, which might include energy efficient construction, alternative energy generation (such as solar), pedestrian enhancements (to reduce vehicle trips) or similar measures. This would be the first special district in Dallas to emphasize sustainability in its investments. In terms of process, the approach would be similar to the creation of a PID. The GRVAC should solicit stakeholder interest in this idea and pursue it if there are individuals or organizations that are willing to investigate it further.

APPENDICES

Appendix 1 – Data Summaries

The following pages summarize the projected Population Growth, Demographic Data and Transportation Data collected by the consultant team in the course of the Garland Road Vision Study and are intended to provide additional background supporting “Chapter 2 – Existing Conditions”, of this report.

Appendix 2 – Public Comments

The following pages provide a summary of all comments received during the Garland Road Vision Study outreach process. They are provided as additional background documentation related to the differing views related to the future Garland Road Corridor, but more importantly, to highlight the areas of consistency of vision that have been reflected in the Garland Road Vision Plan.

Appendix 3 – Public Meeting Summaries

The following pages provide a summary of all of the public meetings held to receive public input related to the Garland Road Vision Study outreach process. They are provided as additional documentation supporting the final recommendations related to the final Garland Road Vision Plan.

Appendix 4 – Implementation Matrix

The following matrix provides additional detail to “Chapter 5 – Implementation”, of this report, and is intended to be utilized by the GRVAC, the City of Dallas, NCTCOG, and TxDOT as a detailed roadmap to assist in implementing the desired vision expressed by the stakeholders for the future Garland Road corridor.

Appendix 5 – Additional Implementation Background

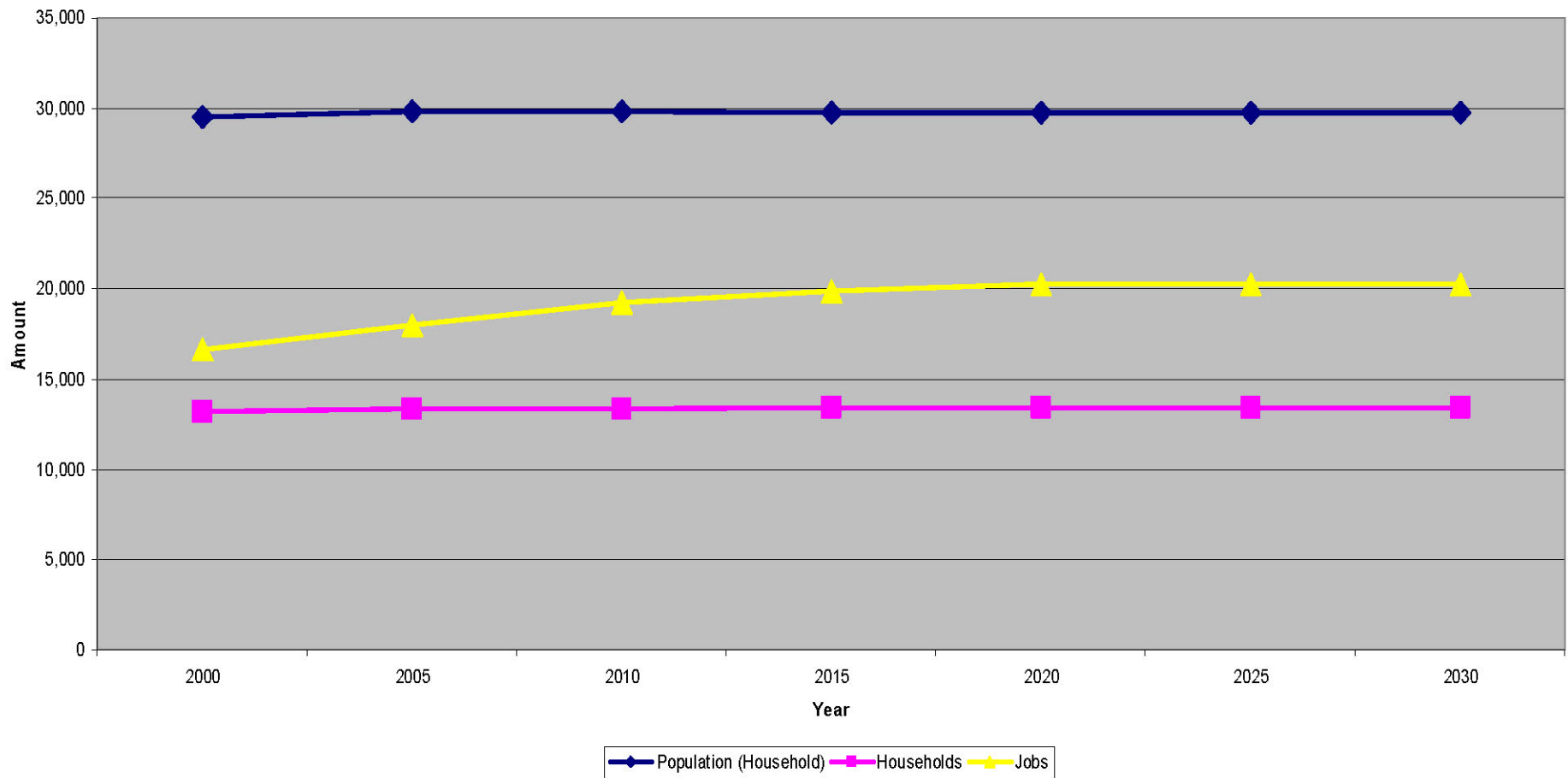
The following pages provide supplemental background information related to related City policies, codes, processes, and existing neighborhood initiatives that are applicable to the implementation strategies detailed in “Chapter 5 – Implementation”, of this report.

APPENDIX 1

Data Summaries

STUDY FOCUS | Development

Projected Growth in the Garland Road Corridor



Source: North Central Texas Council of Governments

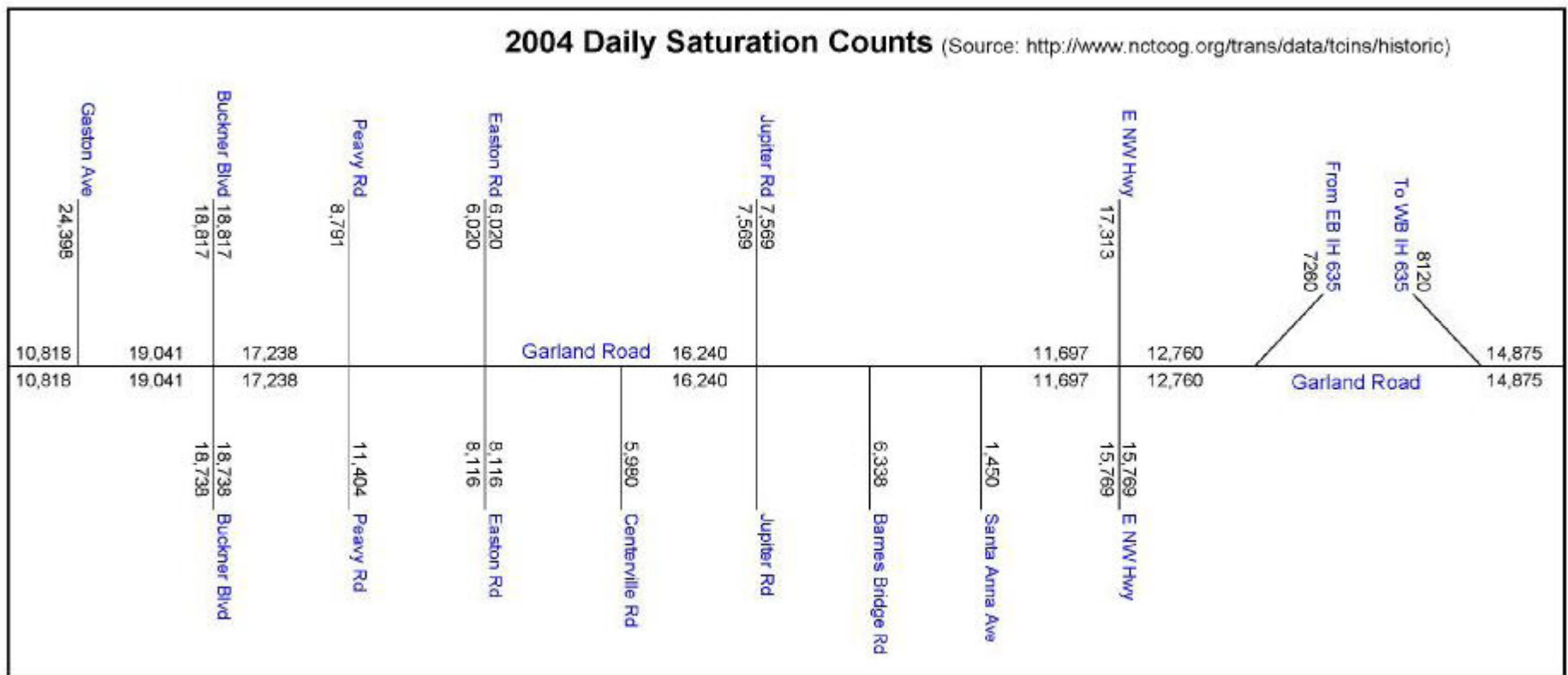
STUDY FOCUS | Development

The Garland Road Corridor and the City of Dallas, 2000

| | City of Dallas | Garland Road Corridor | | City of Dallas | Garland Road Corridor |
|----------------------------------------|----------------|-----------------------|----------------------------------------|----------------|-----------------------|
| Population & Household Characteristics | | | Racial Distribution | | |
| Population | 1,188,580 | 29,106 | White Alone | 52.3% | 72.4% |
| Households | 451,833 | 13,367 | Black/African American Alone | 26.6% | 9.6% |
| Median Family Income | \$40,921 | \$55,889 | American Indian/Alaska Native Alone | 0.6% | 0.7% |
| Per Capita Income | \$22,183 | \$27,208 | Asian Alone | 2.8% | 2.2% |
| Below Poverty Level | 21.7% | 9.1% | Native Hawaiian/Pacific Islander Alone | 0.1% | 0.1% |
| Disabled | 19.7% | 10.1% | Some Other Race Alone | 17.7% | 12.0% |
| Household Size | 2.58 | 2.24 | Two or More Races | 2.8% | 3.0% |
| Jobs:Households | 2.30 | 1.53 | Employment Characteristics | | |
| Ethnic Distribution | | | Employees | 1,038,314 | 20,509 |
| Hispanic or Latino | 55.2% | 34.7% | Major Employers | | |

Source: North Central Texas Council of Governments, U.S. Census Bureau

STUDY FOCUS | Mobility



APPENDIX 2

Public Comments

GARLAND ROADVISION STUDY

| Garland Road Vision Study Comment Report | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Arboreal, Architectural, and Overall Look Comments | |
| Landscaping | Comments Received: 5 |
| Trees; trees for shade | Comments Received: 2 |
| [Need] Architecture enhancements | |
| Have a park-like feel that should extend from the lake and the Arboretum | |
| Diminish: Have paint outs to paint over graffiti | |
| Paths, landscape, art, fountains | |
| Provide family atmosphere | |
| Create a new sign ordinance. The present one is not working. | |
| Curb appeal at least | |
| No more pole signs within 25 feet of street | |
| Get rid of all the billboards. | |
| Less over head wires & less signs | |
| A general up grade of everything. | |
| Clean up (remove) signs along Garland Road | |
| I would like to group to consider vastly improving the signage of the streets, at least at all the intersections with traffic lights. By that I mean that I think it would be lovely if we could do the sort of signage that I believe Addison has -- the street names are white letters on a green backdrop, such as we have, but they seem to be individually lit in some fashion -- whether backlit, or what, I don't know. The result of the lighting is that they are clear, clean and crisp, and extremely readable. They also connote a community which is up to date in street technology, which I think would be a refreshing change for Garland Road. | |
| [Diminish] Handmade business signs | |
| Trees/landscape barrier between street and pedestrians/cyclists | |
| We have too many eyesore signs. Vens (sp) busy. | |
| Having it look nicer, cleaner | |
| Improved and uniform LED lighting. Recycling containers. | |
| It would be nice to have this one area of the city by the lake be easier to see the night sky. Lighting should be efficient and should prevent light pollution by only shining down. Most kids/folks these days never see the Milky Way or enjoy seeing the stars in the sky. | |
| Check into the codes that regulate signage along the road. Seems to me that some of the signs might be out of compliance. There are so many signs, coupled with all the utility poles and overhead wires, that the street has a "junky" look. | |
| Use yellow street lamps up and down Highway 78 | |
| Arteries of "green belts" | |

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Simplify, clean up and make more attractive the Garland/Gaston/Grand junction | |
| I wish Garland would conjure image of “green” not “Carland” | |
| Some area are just block long slabs of cement | |
| Brick roads | |
| Family friendly places | |
| More “green” areas/green belts | Comments Received: 5 |
| Pretty landscaping all the way up and down Garland Road. | Comments Received: 6 |
| Lots of trees, landscaping and very few signs. | Comments Received: 4 |
| There needs to be areas (besides White Rock Lake) where people can slow down and reflect, perhaps create pocket parks or cafes that are outdoor | |
| Look at how nice the landscape is in front of White Rock Center of Hope! | |
| Mixed use development keeping with the Casa Linda architecture | |
| Landscape center islands/median | Comments Received: 3 |
| It would be neat to have a theme style all along Garland Road. Kind of like the intersection of Buckner & Garland Road. Make over the facades of all of the businesses along Garland Road. | |
| I think our “motif” should be the lake and it should be a continuous, repeating design that unifies Garland Road from one end to the other. I like the funky Uptown signage. | |
| Looks very run down and dirty – cleaning up the landscaping, redoing old buildings – make it look clean and kept up | |
| Consistent design elements – like low profile/non-neon signage, street lamps & brick pedestrian pathways | |
| Signage like Farmers Branch & other cities directing traffic to libraries, pet adoption facilities, etc. | |
| All utility lines and telephone lines underground. Handsome streetlight standards. Seasonal banners. Flowers growing in pots hanging from street lights. All buildings set back from the street, leaving room for flower beds and parking. Remove all commercial signs and replace with attractive, consistent advertising. All architecture harmonious and easy to access and of good quality. No trash. | |
| The “lit” signs in Addison are a good example of “regional street signs” – we can also go with some that are distinctly different and unique to Garland Road | |
| Lighted water fountains, places for outside musicians to play, people to read, relax, fellowship | |
| YES landscaping definitely! Sali’s near the intersection of Garland and Peavy has done a very nice job with landscaping. The Kwik Kar at 8736 Garland has also done a good job with their property. Kinderkriter has a nice awning and Dragon Fire Yoga has nice signage. Landscaping in the median of Garland road would be great, if space provides. Banners such as the State Fair or Dallas Blooms banners are also very festive and inviting. Fountains and sitting areas would be a nice addition in several key areas along the Corridor. | |
| Peaceful with lots of trees. | |
| [I wish this was] Dallas’ Green Garland Road | |
| “A beautiful road to drive.” | |
| [Maybe make it more like] The Wilshire Blvd of Dallas? The Lake District? | |

GARLAND ROAD VISION STUDY

| |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Something similar to S. Congress in Austin |
| [Make it look more like] Knox Street – Highland Park |
| [Make it look more like a] Tree lined boulevard in Paris |
| [It should be] Beautiful! Lush & green. |
| The Garland Road Corridor is a very vehicular oriented area. The businesses and amenities currently there contribute to this very well. Garland Road is a place you go to and travel on in a car, and until the death of the private car it will always remain so. To try to change the character or introduce conflicting activities will lead to failure. Instead I'd increase the light levels, re-pave the roads, perhaps some landscaping as long as it didn't impede visibility for traffic, and give incentives to local businesses to improve the overall appearance of the community and deter crime. |
| Require green space to replace cement at curb |
| During the holidays, I'd like each business to display a "Garland" to make the street a holiday lights destination/No religious displays required. |
| Look @ Addison! |
| Maintain to some degree, a landscaping theme from spillway up to White Rock Market Center (flowers, rock structures, fountains, street lamps, etc.) |
| Would like landscaping, attractive/traditional lamp posts/better lighting as unifying "look" & antique, landscape & home décor & gift shopping to make this area a "destination." |
| Make sure new plantings don't diminish roadway visibility. I love the improvements to the Garland. Buckner intersection |
| Green spaces – mature trees |
| Trees from Peavy to Gaston |
| Landscaping is so very important!! Lots of trees, flowers and fountains |
| More like Lakewood are and also the new Lemmon Ave area/south of Highland Park area. |
| Flower pots on the streets |
| Need walking shops, restaurants, lake viewing, etc... parks, fountains |
| Landscaping needs to be done and kept up |
| More pretty landscaping. |
| Good landscape. |
| We need a more uniform, modern look with trees |
| A neighborhood with "flavor" that made people want to visit and be part of like Bishop Arts. When people come to ride their bikes at WR or visit at the Arboretum they do not spend the day in East Dallas when they are done, they go home, because there are no real choices on this side of town in terms of healthy food choices or fun restaurants that someone who does not live over here would want to visit. |
| Landscape for sure, and perhaps a clear entry and exit art piece or graphic. |
| Back in the days before the sidewalk was in place between the WR Lake and Garland Road (north of the spillway), drivers had a brief, but soothing, view of the lake. Then the fence went in, obstructing the view, and volunteer trees and brush were allowed to grow up, covering the view of the lake. Over the years several long- time residents of the area have asked me if there is any way the greenery could be removed so that the lake could be enjoyed again as they drove past. (I know there is a plan to plant trees all along the lake edges, but some of it is overkill. I grew up in the North, in lake country, and it was such a delight to drive past a lake and get a glimpse of cool water and open sky.) |

| |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Better landscaping and banners such as the State Fair or Dallas Blooms banners are OK. Landscaping should not block driver's views and make access to Garland Rd dangerous. |
| Corner "pocket parks" or rest areas several blocks apart along the road would give relief from all the concrete and buildings and provide a place to wait for a bus or other transportation. |
| Landscape the medians & require landscaping in front of businesses. |
| Landscaping down median. and other places. |
| Green medians like new ones around Buckner/Garland intersection are really nice. Other good examples are the medians in "the Village" apartments off Greenville, Southwestern, Skillman & Lovers. |
| A tree planting initiative, perhaps begun by the Garland Road initiative and then continued as a fund raising project for the local schools or churches. In other words, have a goal to plant X number of trees each year, this can be done in collaboration with Home Depot or Walton's nursery for instance. You might want to offer a replacement tree to neighborhood residents who lose trees from storms, or disease, just move into the neighborhood, or have a child that beings first grade for example. Trees can also be offered to beautify the Garland Rd corridor. |
| It is always good for a new group to conduct an early project that: <ul style="list-style-type: none"> Is simple to carry off. Has a high chance of success. Is highly visible. I would like to suggest such a project: Painting over graffiti on light poles along Garland Rd, Gaston to Buckner. Some poles have graffiti 2+ years old on light poles and bases which have faded into a chalky grey-green. Few things say "We Don't Care" like long-term graffiti. Few things say "We Are Improving" like painting over old graffiti. The painting could cover only the bases or could include 6'-8'-10' of the poles, or could cover the complete height of the poles. The GRVS cold encourage TXU or the City of Dallas (whoever owns the poles) to do the painting. If that is not possible, then the GRVS should seek permission for churches, neighborhood groups, civic groups, etc. to do the painting. |
| I think the continuity of aesthetics is overrated – usually winds up looking plastic. Set standards – not too confining – and a unique character will develop and come to be appreciated. |
| I wish the xeriscape in front of Salhi Rest could be duplicated all along the street |
| Christmas decorations and tree at White Rock Market Place |
| Bury electrical and or plant trees to avoid conflict with lines and avoid their eventual butchering. |
| No banners!!! – clutter, eye pollution |
| Banners are great if well designed and rotate frequently. Hire professional designers. |
| Signs moved back from roadway |
| Get rid of all the telephone poles and replace with beautiful lights |
| Business signage should be updated and have height restrictions. The new signage at Casa Linda Shopping Center looks great. But the golden arches in the sky takes our neighborhood down, down, down. |

GARLAND ROAD VISION STUDY

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| Water fountains | Comments Received: 2 |
| Low sign height and professionally done | Comments Received: 2 |
| Arboretum banners or State Fair of TX banners in the center median all up & down Garland Road (I) | |
| Parks | |
| Umbrellas for sitting areas. These seemed quite common in a few other American cities/(unreadable) | |
| Stop the butchering of trees under power line (maybe think of an alternative). Also, the time of season the trees are cut is not appropriate cutting should be done in fall or winter and to add to that get professionals that know what they are doing. The trees look ridiculous and unnatural. | |
| Nice, traditional, classic, non-“modern” streetlights. | |
| Improve electrical reliability and bury utility lines | |
| Let’s start with signage! Eliminate portable – banners, etc. We live in the most beautiful part of Dallas and Garland Road is an embarrassment! | |
| Stream line the power lines – that’s all you see looks extremely busy and chaotic. | |
| Pleasant. I use Hermosa instead of Garland Road. I call it the “scenic route” especially in the summer. It seems cooler just because of the trees. | |
| Updated light poles | |
| Keep graffiti down | |
| More native plantings, cypress trees, etc. This may be pushing it but a public fountain. | |
| No grass should be included in the plantings recommended in the vision plan. And, be very careful with landscape plant choices. No mowing or watering should be required in the name of sustainability. | |
| Big yes for neighborhood markets, gardens, dog park, gateway. | |
| Actually, I really dig the idea of an observation deck of the railway. Its’ an interesting idea. | |
| Those art trees in areas that can’t sustain trees, what an intriguing visual idea! | |
| Fresh Look - While I would like to see a plan for cleaning up the look of the businesses on Garland Rd, I do not want to see us turn into a carbon copy of Frisco where everything looks like it was designed by the same person. Too many restrictions and its bad for the overall look. | |
| <p>I read comments about residents’ vision for the corridor and agree with the ideas. We need to make Garland Road a landmark of beauty and green design, and a comfortable space for businesses and residents alike to use with pride. We’ve got one chance to make it right for many decades to come. It could blossom from being a blight.</p> <p>I would like to add that building owner please consider their rooftops for gardens and lovely seating areas for staff, when they go through any redesign or new construction. Roof top gardening, covering wide areas with greenscape, has shown to cut cooling and heating costs, cuts pollution, and adds a great deal to staff satisfaction, not to mention the rest of us in the area seeing colorful pots, small trees, vines etc. on roof tops. (I think McShann’s already has greenscape on its roof) And with all the sun, you can grow vegetables and have them for lunch or take them home! It’s worth the effort to convert all of that previously wasted acreage.</p> | |

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| <p>I would like to encourage the planning committee to stick with the plans as outlined for the median improvements in regards to the stone and rock choice that continues the look that is featured at White Rock Lake and will reduce the amount of city labor in cutting a median of grass. I also like the plan to add trees and the art piece from the renowned sculptor that lives on the “M” streets.</p> |
| <p>I am in favor of the following points as outlined in the presentation:</p> <ul style="list-style-type: none"> • Bury electrical lines underground when possible • The added trees to each side of the street and median and selection of trees • A cohesive design for the street project |
| <p>Like: more trees (as long as oncor isn't required to butcher them if they begin to interfere with overhead lines, vision for M/V area at spillway, signage regulations</p> |
| <p>Can trees be added to business parking lots that front Garland Rd? To help soften the environmentally heat isl. Effect. (White Rock Lake Market, Casa Linda shopping center, many other smaller shopping centers between Buckner and 635.</p> |
| <p>Please do not do core-ten sculptures. Their rusty appearance is unsightly. There are a large number of artists in the area. Form an Art Committee to create ideas, find funding, and implement art along Garland Rd.</p> |
| <p>Use native plants. These require less water and care and completely in character with architecture. Warning – these trees are great for grackles!</p> |
| <p>I would like to add that building owner please consider their rooftops for gardens and lovely seating areas for staff, when they go through any redesign or new construction. Roof top gardening, covering wide areas with greenscape, has shown to cut cooling and heating costs, cuts pollution, and adds a great deal to staff satisfaction, not to mention the rest of us in the area seeing colorful pots, small trees, vines etc. on roof tops. (I think McShann's already has greenscape on it's roof) And with all the sun, you can grow vegetables and have them for lunch or take them home! It's worth the effort to convert all of that previously wasted acreage.</p> |
| <p>General Comments</p> |
| <p>Have great access</p> |
| <p>Make inviting – nothing pretty to look at – nothing to walk to – (unreadable) like Weltons (unreadable) Temple House – (unreadable) like Oregon Fire (unreadable), etc.</p> |
| <p>Very concerned with emissions/air quality. Our neighborhood is breathing it daily! The busier Garland Road gets, the more this becomes a bigger issue. Maybe a small tram rail on the Arboretum side if there's enough room so it does not encroach into little or big Forest Hills neighborhoods. Possibly updated trolley system. Buses too much emission – definitely want less car and parking traffic here Transit – T downtown – would be perfect at Garland Rd and Centerville</p> |
| <p>Public toilets at Buckner and other major intersections.</p> |
| <p>Police crackdown on jaywalkers.</p> |
| <p>Dog park</p> |
| <p>All of the above – but I can't see this happening on the north end of the corridor</p> |
| <p>Anything to make people slow down and respect the area, not race through</p> |
| <p>Benches and trash cans at bus stops would help – take a look at the litter across the street from Starbucks</p> |

GARLAND ROADVISION STUDY

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| Trash receptacles | |
| We do not want a “cookie cutter” road. It is easy to look like everybody else or “it could be anywhere in the USA.” | |
| Do not take land from businesses or crowd traffic lanes | |
| Reduce the number of curb cuts and replace with aggregated retail access | |
| For small pedestrian areas with shops and restaurants defining courtyard type spaces, this may be true. That is not what Garland Road Corridor is. Again, the size and scale of the community does not make this appealing. Banners and trees will block views from the roadway to businesses which is detrimental in such a retail environment. White Rock Lake and the Arboretum and excellent places where people can go and enjoy the out of doors. If anything I would make those places more vehicular friendly, as they are often the source of traffic jams during special events. | |
| Clean – No sleaze (sic) | |
| More self-contained – Northeast Dallas Jewel – energetic green | |
| [Get this road] Redone | |
| [Make this the] Gateway to East Dallas | Comments Received: 2 |
| [Make this the] Road to the Most Beautiful Park in USA | |
| Emphasis on Lakeview or Lakeland – earthy upscale and artsy. | |
| Inviting, comfortable, safe, special | |
| [Make this area] Eclectic, diverse, unique | |
| Uniquely East Dallas. Stunning. Lovely, Fun. Outdoorsy. | |
| [Make it] Attractive. Friendly. | |
| We should be the “Highland Park” of North East Dallas | |
| [This road should have more] Quality | |
| Clean, inviting | Comments Received: 2 |
| [Make the corridor] Here For All to Enjoy | |
| Historic, quaint, inviting, thriving, community-oriented, unique, charming, maintained | |
| Vibrant | |
| Uniquely East Dallas | |
| [Make the corridor the] Gateway to the Lake | |
| [Make the corridor] An enhanced entryway into Dallas and the Arboretum from Garland and cities from the east | |
| Not sure[what phrase I would like to see describe the corridor] – the Lake of course – the trees – wildlife | |
| [Make the corridor] Look pretty when you come to Garland, looks nice | |
| Calm, lush | |
| [Make the corridor] Beautiful, family oriented, clean – neighborhood enhanced & untouched | |
| Don't even consider widening Garland Road and taking out or intruding into existing neighborhoods | |

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| Trash cans in prominent locations |
| Thank you for trying to make our area better. |
| Thank you for involving the community! |
| Encourage development of day laborer center. City's help to encourage Chevron owner at Lochwood & Garland Road to not allow day laborers & clean up the facility & grounds. |
| Work on Garland/Buckner intersection is beautiful – I love the enhancements. |
| I've been reading up on the Garland Road improvement project. I live off of Garland and Barnes Bridge, and have since 1986. I love our neighborhood. I won't be able to make the Thursday meeting, but would make future meetings. One thing I'd like to see recognized about our area, is the great international aspects. The old Lochwood Baptist is now an Eritrean Church. (This is a very persecuted are of the world and some of these church members were in prison for their faith), Viet Nam, El Salvador, Ethiopia, Indian, Guatemala and Mexico are all represented in our area. I think we should promote this. Maybe flags from these countries. I don't know I'm no conceptualist, but its' one of the things I love about the area. |
| A place of beauty and no heavy congestion – ours is a quiet, peaceful place that gives us a sense of calm, particularly when coming from the congestion of North Dallas. |
| See our neighborhood grow and be desirable |
| I'm excited about the future of Far East Dallas |
| I enjoyed the open house presentation for the Garland Road Vision Study last night. I think you have put together a good team and a good plan. Now, just spend time to plan the project further and spend enough money to do it correctly. The sooner the better! |
| I'd first like to thank the City of Dallas and the Garland Road Vision Committee for taking on this herculean task. I am an architect and I have been involved in such endeavors in the past and know quite well job ahead. The Garland Road Corridor is a very unique place with its own unique character. While it functions very well, there is always room for improvement, but more importantly, maintenance. |
| This is the only center city lake that I know where people can't go relax and enjoy the view unless they park at my house. |
| Change to appeal to people to want to come/move to the area and for residents to be proud to live in the area |
| Revitalize the Amphitheater (outdoors) near the bath house cultural arts center. Bring more attention to the bathhouse signage, etc. |
| I discovered that very few people on Angora Street know about all this. So, I've taken on the responsibility to keep everyone informed. I sent this letter out this week with a copy of the survey for them to fill out. Enclosed is the letter because it expresses some of our concerns. |

GARLAND ROADVISION STUDY

There are very few areas of Dallas that focus on history. Ours is a city of “new developments” and visitors who come to Dallas comment on how “everything is new.” Dallas doesn’t have that much that can compare to the stunning architectural heritage of east coast cities, but we do have beautiful trees, the Arboretum, White Rock Lake, Lake Side Baptist Church, Casa Linda Plaza, and the fire station, which are all gems in the east Dallas area. These places provide not only nice views, but they could be historic destinations as well. The thing that connects all these places is mid-century development; we should use this history as a draw to attract cultural interest.

FTLOTL has done a nice job of raising awareness about the White Rock’s history. Their office in the Casa Linda Plaza is a nice reminder of the history that has taken place in our area. Why not build upon the historic anchors that the Bath House Cultural Center and the FTLOTL office provide and bring history out to Garland Road? There is already an historic plaque by the drinking fountain at the spill way. Why not add historic-type markers or plaques all along the Garland road side of the lake, arboretum, Casa Linda Plaza and beyond. The plaques could provide facts about Dallas first water source, the CCC, the WWII detention camp, Degoyer Estate, Casa Linda Plaza, and even McShan’s Florist. Then entire area is historic from the establishment of the lake in the early part of the 20th century, through the depression, WWII, and the post-war development of East Dallas. Many of the small businesses on Garland date back pre-1950s.

Family owned and operated since 1948, McShan Florist is recognized industry-wide as one of the largest and most technologically advanced florists in the country. The company is located in East Dallas on the same site at which the business was founded. From www.mcshan.com

Bike and walking trails/sidewalks would connect the historic markers. Sidewalks would be a nice addition to the length of Garland road. The Dallas Arboretum was founded upon the dreams of a few visionary Dallasites. Though the gardens themselves are comparatively young, the work that went into creating the current gardens began long ago. In the early 1930’s, Everette DeGolyer chaired a committee to find a landsite for an arboretum for Dallas. Sixty years later, the concept for a botanical preserve is a reality-on the very land he once owned... From www.dallasarboretum.org

Fire Station #31...opened on August 16, 1947-the first of Dallas’ post-World War II stations. Fire Station #31 has 2 full bays and contains 10,621 square feet. Station #31 was constructed partially with used materials from several old houses being torn down to build Central expressway. The used materials not only helped reduce the construction costs, but also provided ready material in the postwar months when such materials were hard to come by at any price.

In 1947, Station #31 sat in the midst of open fields, near the City limits and the community of Reinhardt. Runs to Buckner Blvd. and Oates Drive, Northwest Highway at Easton, and Flag Pole Hill were county runs. Station #31 had a large first alarm district, but only 12 to 15 boxes. http://www.dallasfirerescue.com/sta_list/sta_31.html

There are many other places of interest and historic odds and ends that continue down Garland road toward 635. Preserving these historic buildings and businesses and recognizing them as part of Dallas mid-century growth would provide both a unifying component for development and preservation and create a quaint and inviting theme for marketing our area of east Dallas.

I am not interested in seeing wholesale change simply to promote change. The creation of a street without historic connection to the area will not promote stability.

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| [Emphasize the] Arboretum | Comments Received: 19 |
| [Emphasize the] White Rock Lake & Spillway | Comments Received: 22 |
| [Emphasize the] Library at Lochwood | |
| Areas that address the Lake – natural views | |
| [Emphasize] Gaston Heights | |
| [Emphasize] First Family Church | |
| Clean up and develop the Garland Road/E Grand Spillway area | |
| Doctor’s Hospital and medical offices that surround it [should be emphasized] | |
| The only “views” along Garland Road is at the Lake & arboretum. | |
| Fix up the soccer field south of 635 | |
| We have jewels in this area, some of the best greenbelts in the city, are few blocks off Garland in Old Lake Highlands. | |

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| Enhance the quality of life for all residents living in the area. |
| [Emphasize] Lakeside Baptist |
| [Emphasize] Fire Station #31 |
| Location or proximity to White Rock Lake. I love the neighborhood feel of Barbers and the ability to eat and then take a walk around the lake. |
| I think we have to develop “new” views, places and activities |
| Looks dirty. Needs to be cleaned up |
| [Fix] Entrance at Garland Road/East Grand convergence – East Grand/Garland Road should be an amazing entrance to our area |
| [Fix] From spillway to Gaston, Garland Rd & E. Grand junction area; Easton Rd area; Jupiter Rd. area |
| There is currently a very well established hierarchy among the various elements that make up Garland Road Corridor. White Rock Lake and the Arboretum define a well established recreation area. Casa Linda is a clear and defined commercial hub. North of Peavy to LBJ is a very clear service/commercial area. Each of these three neighborhoods serves a distinct function and each supports the other. I would hesitate to upset that balance by emphasizing any above the other. |
| [Take care of] Loose dogs |
| Code enforcement for broken windows – boarded up windows |
| Diminish Pay Day loans |
| Create a utility channel underground which tunnels all utilities – NO OVERHEAD utilities. |
| Studies like this vision plan are published all the time and unfortunately rarely implemented except on a simple level. Bold innovative elements are needed to get the attention of government leaders, FTA, FHA, and attract funding. Having the City of Dallas take ownership of Garland Road from TXDOT and reallocating the uses between the existing curb faces would be just such a bold move. |
| [Like to see the corridor be] Consciously Green |
| White Rock Lake, the new and existing trail system, Tenison Golf Course, the Arboretum [are all great places in the Corridor]. |
| End of the idea that Garland Road is simply a “corridor.” We live here. Our homes are here. This is not the city’s roadway. It’s our neighborhood. |
| Allow residents in East Dallas to purchase beer and wine at Albertsons |

Thank you for your time and efforts. My Grandmother lived in Casa Linda since the 1950's, and I have been part of the East Dallas fabric for almost 50 years. I would love to see some great and long overdue changes on Garland road and for this part of town to be know for our green efforts. Initiatives such as promoting rainwater capture, reducing our carbon footprint, encouraging businesses to not use Styrofoam or plastic, but only biodegradable paper and utensils, have a recycling and compost program, community gardens at the schools, connect the schools to bike and or walk trails, Vegetarian, Indian, Thai, Vietnamese (healthy and ethnic food options restaurants), easy access to nature, green mobility, green (LEED) buildings, promote local food, consideration for managed storm water runoff, and above all develop mix use (see Congress for New Urbanism or LEED for Neighborhood Development). There are obviously a lot of choices, but if we adopted a green perspective in the development then we could encourage people to take initiative on any of the above items and those people and success stories could be featured as part of the Garland Road Vision. These kinds of programs have a way of feeding upon themselves, then Garland Road could serve as a model for other parts of town.

One last thought...it might be nice to have an expert (Andreas Duane type) come in and talk to us about creating mixed use communities that feature a live/work/shop design. It may open the eyes and educate some of the misinformed about the benefits of these types of urban infill developments. I believe that some of the older people along the corridor simply associate density with crime or low income.

[Emphasize] White Rock Lake, maintaining/expanding lake views, the Arboretum, Casa Linda Plaza

The area is in dire need of community gathering places. It needs to be designed for people access not for cars. The closest there is to a community gathering place is the tiny Starbucks in Casa Linda which is way too small for folks to linger for any length of time.

If you are going to have community gather places or sitting areas it's best not to put them right beside Garland Rd where all there is to see & hear is 6- plus lanes of traffic. What's the point? Who would actually want to stop, sit down just to and watch & hear traffic?

Any sitting or community gathering place needs to be separated & sheltered from traffic.

In addition to making Garland Rd more attractive, people-friendly and more walkable, please make the environment and sustainability and a priority in the redevelopment.

Garland Road should be a "green" as possible for us and as an example for others to see.

Building improvements for new and existing structures should be as green as possible.

Re-use of existing materials and/or use of sustainable materials should be maximized

Recycling/Reuse should be emphasized for all businesses and users in the corridor.

I loved all the comments that participants at the Open House made and think that people are pleased that they are being able to voice their ideas.

Limit number of car lots in a block.

I have lived in Casa Linda Estates since 1948. I was 8 years old. I have always thought it an honor and privilege to have spent my life here. Garland road has undergone many changes through the years. Today it is in need of help. I'm not sure what or how those changes should come about. Maybe eminent domain is the answer for a lot of it. From Old Gate Lane to Peavy Rd has some continuity to it, But from there on it is just awful except for a few businesses.

Promote the idea (particularly the area south of Peavy) of an artists enclave in the East Dallas area. Over 40 artists live in the area and could easily be involved in providing public art displays. The White Rock Artists Tour every October is wonderful and should be given more recognition by the city. Several large metropolitan areas promote their artist colonies and Dallas should, too.

Are you planning to compete for funds and influence with FRI. If so, this is ultimately detrimental to the White Rock area. Cleaning up the Ferguson Road corridor will positively impact all property values in this area. Your group apparently wants the already fortunate to be more favored in competing for city council funds. This is a bad idea.

I am overjoyed that the city is looking at this project.

Any plans for a shelter or building to accommodate the day laborers that congregate on the Fiesta parking lot?

At Betsy Ross – 11005 Garland Rd we cannot give any of our parking spaces up!

I would love to see Garland Road adopt a theme of Green, sustainable, & equitable living practices. Sustainable in terms of capital, human capital, and economic capital.

We have to think about the next generation of families that we want to attract to this part of town and the services they will be looking for, as well as offer easy access alternative transportation and options for an aging demographic. If we feature walk-able, lit areas with shops and cafes that are frequently used, then people of all ages will be more active and the quality of life in East Dallas will be enhanced. We have to offer the city and our residence something they cannot get anywhere else in Dallas. We have a head start with the natural beauty that is White Rock Lake and the Arboretum, but a long way to go to catch up and correct our hap hazard zoning and poor man-made decisions that pepper Garland road with automobile repair shops, fast food chains, drive in carwashes oddball retail and or repair shops, thrift stores, and no real cohesiveness.

The face of Dallas is changing. In the next few years you will see many more people moving into Dallas and the downtown area (NCTCOG numbers confirm). Between the Woodall Rogers Park development, Trinity River corridor, revitalization of Industrial Blvd and the South Side on Lamar and people will be find that living downtown is an attractive alternative to living in the suburbs and the residence of East Dallas have got to be forward thinking in their design plans. Business as usual will simply not do any longer in East Dallas and we have already given up our opportunity for light rail and the Emerald Isle development mostly because of fear from the most vocal.

I urge you to take your design responsibility seriously and help move East Dallas into the 21st century, and finally be seen for the jewel that it can be, and not for the potential that could have been.

Am still concerned about the displacement of certain ethnically diverse groups – this is why we had recommended requiring a mix of income levels in any new multi family housing – and there needs to be equity in the approach (i.e. in Ft Worth, MF units are only 600 sq ft for certain fixed lower income residents, not the 1200 sq ft for those who can afford to pay more). Finally, is anyone on the team working and/or aware of the Envision Garland Planning Project?

[Make this corridor] eye candy!

This corridor is perfect for branding as an arts/cultural district. Start on Samuel Grand Park (slightly outside of the corridor but worth looking) all the way to Easton. There are a significant # of arts/cultural entities – Shakespeare Dallas, Arboretum, Culture Arts Ctr, Lochwood Library, Beth House, the arts place at Casa Linda, Garland is the “spine” of what could be Dallas’ Nature & Arts District” or “Nature – Culture District.” Plus countless artist studios along the neighborhoods (White Rock Studio Tour is the oldest of the studio tours in Dallas.

Bringing new development to a branded district would be easier (see Uptown, Bishop Arts, etc.)

I am perfectly satisfied with the current state of the “corridor” that fronts Little Forest Hills. It is just about perfect. We have Barbeks why do we need anything else? The scope of this project is too big please split into segments based on neighborhoods let each neighborhood decide what goes on the part of Garland that front them.

I think people in this area are willing to walk more than 1300 feet.

The Garland Rd-Bucknew-I-30-White Rock Creek area has a wealth of artists. I suggest that GRVS form an Art Committee to review and recommend possible art projects/styles (sculpture, murals, paver designs, etc), locations for public art, an overall art theme (like Unity, Diversity, etc.), design of gateways, liaison with the City of Dallas, funding, etc.

GRVS should meet with the Ferguson Road Initiative to consider joint support for mutually-agreeable bond-funded projects for the next city bond election.

When I think of Garland Road these words come to mind: eyesore, trashy, treeless wasteland. An area you have to go thru to get somewhere else. A crowded, dangerous street unfriendly to cross to access and especially to attempt a left turn. No planning no design no landscaping no one seems to care. Until now. As a lifelong resident of this area I applaud this study and the awareness of the blight we call Garland Road. A coalition of interested parties determined leadership, HOA's might actually turn this thing around maximize native planting. Install frequently spaced water features, get good quality lighting and enforce codes. Go!!!

Nicely done. I would add a historical component to the continuity aspect of the corridor. Perhaps in keeping with the Gateway theme. Add monuments or historical markers that mention the history of the area, i.e. Reinhard, the firestation, the lake, and other points of interest. Keep up the great work!

Keep it earthy & artsy! Keep 8900-9100 blocks eclectic, artsy, diverse and unique

I live in Little Forest Hills. I can and do walk to the: post office, grocery store, restaurants, Starbucks.

Thank you for the presentation. I am relieved to hear that the existing single residences will not be in danger. My neighbors on Angora Street in Little Forest Hills are excited about the project. We love our homes and our neighborhood.

Bring in Artistic features into view. Bring in a little more life. Challenge neighborhood artists to contribute or “donate” sculptures, etc. It would definitely add charm to green spaces.

When my husband and I were driving home he mentioned that the “city” does not seem to be fully engaged in what is happening on GR.* More specifically, the huge amount of traffic that is generated when the Arboretum has festivals and events. Mary B. does a magnificent job of finding parking areas and arranging for bus relays between parking lots and the garden site, but it would be much easier to drive along GR if the city could provide a little traffic direction support, particularly on weekends during festivals. There are long lines of cars waiting to get into the Arboretum or waiting along GR to get into the parking at the Gaston Avenue lot. I know it is almost an unsolvable problem, but it is frustrating to those people who are not familiar with the area and have driven from long distances to get there. I would think that once GR develops more retail and restaurants, there will be more money spent in the area from those coming in from the suburbs. Maybe it is time for DART to encourage ridership to the White Rock Station and then provide bus service to the garden. Mary has had to hire buses in the past to ferry patrons back and forth but at that time there wasn't enough volume to justify the cost. This would be a way to promote DART ridership, just like a trip to the zoo!

* Biggest example is that of a couple of years ago when City crews decided to blacktop the stretch of Garland Road from the WR Park entrance to Buckner -- on the main Saturday and Sunday during the Fall Blooms Festival! Unless you were there you cannot imagine the scene!

One last thought, again, don't forget the International aspect: It s a big plus: Big Eritrean Church. This refugees come from one of the most persecuted places on earth, Christians are put in overseas shipping containers for reading bibles. Lots of Ethiopians in the Area. I love trying to speak Amharic in the shops. It's a cool thing.

New Name - I would like to see the name changed. I have nothing against Garland but the name doesn't carry well and is confusing as to its location. Purely from a marketing point of view I think linking the name with our beautiful lake and making it a "BLVD" would really help to create a better vision.

Free Improvement Advise - I would like to see free advice offered to businesses or home owners that what improve their look. By partnering with improvement businesses (local contractors, architects and Home Depot) you could position limited free resources and will often turn into upgraded changed services. Businesses could get advice on potential face-lifts to they elevations, the costs involved, what they could do themselves and who could do the rest. I plan to attend some of the fee based Arboretum classes this year, but I believe more information should be free. Given our specific area and recent weather trends: What lawn grasses to plant, when to seed, What types of fertilizers to use, etc. Everyone's front lawn is about the same size so give out free plans for pots, plants and shrubs. Make each plan based on a cost level then tie those plans into special offers and sales by Home Depot or Walton's. I feel that with all of the Arboretum's resources and expertise they could be an asset to the community.

Empty Lot - I understand the Arboretum owns the empty lot on Angora street. If there are not any immediate plans for the lot could we make it a little more 'park like' and look less like an 'empty lot'? Why not host a farmer's market day? Right now it's 'private land'; Do you even have a policy that allows locals to play there?

I am a lifelong resident of the Garland Road/White Rock/ Lakewood area and am very interested in participating in the Initiative. Do you know when the next meeting will be? How can I sign up to participate and get involved?

First I would like to thank the two of you for taking the time to be our local speakers. I am hoping to attend this Thursday's meeting but might be called out of town for business. My wife and I have lived near Garland for over 12 years and we are currently working a new custom home. I am very excited that Dallas is taking an interest in the area.

Great meeting last night! Everyone seemed quite interested and involved in the presentations and I think Mark and his team did a great job in telling the story of the plans for Garland Road. I only wish more people had attended, but that is the nature of public meetings! Quality over quantity is always good, though.

Great meeting last night! I think we have a tremendous plan.

Great it will be on website. Hard to understand two speakers. Poor sound. Good mikes to use for Q&A. Liked red marker height. Good idea to have post meeting out back.

6:30 meeting waited till 6:46 and left.

Very annoyed that he was there five minutes before 6:30 p.m. He waited 20 minutes and then spoke with someone who advised him that it was typical to allow a few minutes for people to view the display boards. Notices should have said this viewing period was going to occur and that an announcement should have been made to those waiting for the presentation to start, and the response that no such notice was needed at any prior public meetings upset him and he left.

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| <p>I would first of all like to thank the moderator of the event for delicately handing the presentation and highlighting the points that I believe were less controversial and in some ways spoke to the demographic that was present.</p> <p>Items that were discussed but not covered in the presentation that I would like to see addressed.</p> <ul style="list-style-type: none"> • Address the pipe that goes along the bridge over WR creek from the spillway <p>Not discussed, but I would like to see addressed or included in the plans</p> <ul style="list-style-type: none"> • The area that runs from Gaston to 130. Are there any collective plans to include this space as part of a long term vision for Garland Rd.? <p>Again, thank you for your time and efforts and I look forward to the changes that are on the horizon.</p> |
| <p>Transfer bond taxes to those who develop more living space.</p> <ol style="list-style-type: none"> 1. Minimize tax increase to seniors and fixed income residences. |
| <p>Great presentation – only wish there had been 500 people in attendance!</p> <p>Would be great to get a story in the DMNews about this plan – explain what was presented tonight so that rest of city (as well as East Dallas residents) is aware of what is taking place. Maybe coincide story with plan comm./city council action.</p> |
| <p>The whole G.R.V.S. looks interesting and exciting.</p> |
| <p>Can # of driveways be consolidated/eliminated when possible</p> |
| <p>Like: burying utilities</p> |
| <p>After all the positive improvements I've been presented with tonight I feel more willing to consider returning in this area – there's hope now that it will improve!</p> |
| <p>Great job! Looking forward to the final plan and opportunity to support it.</p> |
| <p>I do not like the thought that these improvements raise property values. It's getting expensive as it is – too much and I will have to move.</p> |
| <p>Catalyst Area 2* - C</p> <p>The Peavy/Garland Rd. intersection is my biggest area of concern. Those apts. currently are not only an eyesore but causes crime in our neighborhood. I LOVE the recommendations.</p> <p>The power lines from Peavy to NW Highway are another big problem area in my opinion which was addressed by HLK. <u>Disappearing is not enough.</u></p> <p>Overall – I am thrilled about the vision.</p> |
| <p>I read comments about residents vision for the corridor and agree with the ideas. We need to make Garland Road a landmark of beauty and green design, and a comfortable space for businesses and residents alike to use with pride. We've got one chance to make it right for many decades to come. It could blossom from being a blight.</p> |
| <p>I'm curious to know if any of this vision deals with improving the Garland Rd/Gaston intersection - especially in regards to closing down Far West and promoting development around the new Sante Fe Trail extension.</p> |
| <p>Neighborhood & Housing Comments</p> |
| <p>Again, less emphasis on it being a corridor and more emphasis on making it an extension of our backyards. Looking at the neighborhoods around Mrzoyas (sp) in Montreal would be a good example of small shops, resto's and stores people use every day.</p> |
| <p>Neighborhood friendly</p> |

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| Finding commonalities between neighborhoods, which will garner public pride and involvement is a lofty ideal. |
| Resist temptation to (unreadable) the neighborhood so it looks cookie cutter. The (unreadable) need to remain eclectic feel. The goal should be to entrance area's natural beauty, encourage better amenity driven development and connect community while discouraging everyone else from speeding through. Thanks for this viable effort to improve this area. Keep up the good work. Please let us know (Forest Hills Association) what we can do to help. |
| Do-away with low income housing. |
| You cannot make the density of population higher: increasing traffic on Garland Road without making it less enjoyable to live around. Apartments tend to have a 10 to 20 year useful life – I DO NOT want to rebuild this stable, single family neighborhood as the donut hole surrounded by apartments that are no longer maintained or cared for by the owners. |
| Rid of Lochwood Apartments |
| High rise overlooking lake – upscale townhome empty nester/young professionals |
| How might we go about having the billboards removed from the Garland/Gaston intersection. I believe this is the biggest negative influence on the area (there are several others) and at this point, the billboards are inappropriate for a residential/small commercial area. Hwy 78 is no longer a rural highway where billboards might otherwise be appropriate. |
| Restore/redevelop and enhance the many affordable, close-in neighborhoods. |
| Want Garland Road cleaned up without going into Angora Street or any other residential areas – keep the houses – not to interfere with Angora St. |
| We need to emphasize Garland Road's connection to the neighborhoods. |
| [Emphasize the] Bellenora |
| [Emphasize the] Neighborhoods |
| [Emphasize the] Homes along Garland Road that are part of Forest Hills |
| Mixed-use developments such as LEED for Neighborhood Development communities (http://www.cnu.org/) |
| Rezone any height restrictions to allow for high-rise condos behind Garland road along the lake. A tall building can be set back from the road and not obstruct any home owners views and would increase the density and encourage and support local food options (assuming they were available). A few high rise condos would increase tax base and offer a view unlike any in Dallas and in my opinion would be in high demand. |
| Rezone the area on Angora that runs parallel to Garland road and close to Casa Linda. It is a strip of duplexes. This could be rezone for mixed use, low rise, and give a new audience to Casa Linda all within walking distance. |
| Density is the spark that ignites any area of town for development, look at Henderson, Uptown, Oak Lawn, Bishop Arts and Oak Cliff. Development in those parts of town began with density, and homeowners beginning to take pride in their properties and the neighborhoods. We already have mostly single-family homes so that would not change, but we could increase the density and bring a younger professional to this part of town. Many of those professionals will begin families and hopefully stay in East Dallas. |
| [Add] higher density mixed use residential (high end condos) nearby and that would change |
| No high-rises around the lake!! |

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| <p>At the next community meeting in February can the people “in charge” of the GR Corridor/Forward Dallas group make a statement that: No homes will be encroached upon, or taken via eminent domain or by being labeled as “blighted areas” for the purposes of development of mixed use/high density development along South Garland Rd (Casa Linda Area)</p> | |
| <p>Condominium Towers: I though the Dallas City Council resolved the towering eyesores thirty years ago with a zoning ordinance that provides for stair-stripped shorter structures that flank any taller structure the outlying tallest structures at the center should be built last. See the transit corridor development scheme in Curitiba, Brazil. Suggestion: use transfers or development rights to convert redundant retail parking capacity into extra far (floor-to-area ratio) building capacity. The redundant automobile parking capacity can be replaced with bike racks. The reclaimed land can be converted into pedestrian-oriented retail or other land uses, such as recreational tot lots.</p> | |
| <p>Consider additional penetrations into existing neighborhoods (pedestrian)</p> | |
| <p>No new construction or high-rises on existing open greenspaces. No high rises/condos overlooking the lake on the east side of the lake/Garland Rd & Buckner. No “up-scale” townhomes/apts overlooking the lake along Garland rd or Buckner. No encroachment (business/high rise) into Angora and San Fernando Way neighborhood/streets. Leave existing single family residential areas alone.</p> | |
| <p>Keep all G.R. and Forward Dallas “enhancements” neighborhood friendly. Do not take away people’s homes in the Little Forest Hills neighborhood in order to build “high density mixed use” development as being pushed by Forward Dallas. No multifamily/townhomes/condos or high rises along the 8400-9100 blocks of Garland Rd. No high rise development along White Rock Lake. Leave existing single family residential areas alone (West Village dev. Displaced multiple, multiple families). Maintain existing open greenspaces. Do not clutter our open spaces with high rise/condos.</p> | |
| <p>After the meeting last night, Gary Lawler of FRI spoke with me about adding a specific statement regarding commercial encroachment into certain residential areas, such as the Forest Hills-Casa Linda stretch. It would be something like, “Unwanted commercial development shall not encroach into residential neighborhoods.” I think this bears further discussion and, if we agree it’s beneficial, I’d like to be the one to propose it to the GRV. The scenario is that a developer picks a site by you/ landowner(s) agree with developer, but because of particulars, there is strong opposition from the neighborhood. At the CPC meeting, folks say, “We don’t want this.” but Gary’s point is, if this statement is included in Plan document, they can say, “We don’t want this and it says specifically in the plan document that commercial encroachment is not allowed.” The problem of course becomes, how do you define “unwanted.” Maybe it’s, the Neighborhood Association votes NO or it’s the strength of opposing parties campaigns or it’s who shows up at CPC meetings. But, I bet, that just a normal day at the CPC! Would like to hear more discussion on this before taking it into wider circulation.</p> | |
| <p>Pedestrian & Cyclist Comments</p> | |
| <p>More pleasant walkways with trees at intervals</p> | |
| <p>Also benches/sitting areas</p> | |
| <p>Continuous sidewalks</p> | <p>Comments Received: 6</p> |
| <p>Bikes need their own level.</p> | <p>Comments Received: 2</p> |

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| Hiking and biking trails, sidewalks, lighting | Comments Received: 15 |
| Creating safe pathways | |
| Bike racks | |
| Protected bicycle and walkways | |
| Longer pedestrian lights to cross Garland | |
| Denoting the right lane of traffic as a bike way. | |
| Knowing a safe alternative to driving exists | |
| Large, wide sidewalks all up and down Garland Road which would encourage us to ride our bikes or walk instead of driving | Comments Received: 2 |
| We have plenty of places for bikers around the lake – cars and bikes don't get along. | |
| Off street trails behind or hidden from highway traffic | |
| Good sidewalks. Good bicycle/jogging trails. | |
| <p>I do not see Garland Road Corridor as a bikeable/walkable area. Garland Road is a state highway and a major arterial road connecting downtown Dallas to the communities north. This is a very vehicular oriented thoroughfare and should remain as such. Introducing lower speed pedestrians and non-motor driven vehicles to the roadway would be disastrous. White Rock Lake is a very well defined area for such activities as it is separated from the major traffic patterns. The scale and size of the right of way and the adjacent properties are such that they handle motor vehicles very well. In order to encourage bike and pedestrian traffic on Garland Road, a number of things would have to change:</p> <ul style="list-style-type: none"> the amount and speed of motor vehicles would have to be reduced significantly bike and walk paths would have to be isolated from motor vehicle traffic which would not be possible at ground level. an increased density of buildings would have to be introduced so as to make walking from business to business attractive. <p>I do not recommend any of these as they would be astronomically cost prohibitive if not entirely impossible. They would also destroy the unique cultural heritage that is so indicative of the communities.</p> | |
| More safe spots to cross Garland Road on a bike, particularly close to the lake | |
| Wide, safe sidewalks – do not want to walk where cyclists are – they go too fast – if sidewalks wide, 2 wheelchairs can pass | |
| Wide trails & benches | |
| Continuous bike path along northern side of Garland Road from Casa Linda to White Rock Lake | |
| Bike racks and rentals | |
| Wide, designated spaces | |
| Better crosswalks @ Lake & Arboretum | |
| A sidewalk along Lakeland from Garland Road to railroad tracks – A sidewalk along Arboretum border down Garland Road | |
| Safe walking/jogging bicycle paths out of the way of traffic | Comments Received: 4 |
| An alternative route (over the lake) would be awesome but not likely I'm sure | |

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| Continuous, better sidewalks | Comments Received: 2 |
| Make lights longer for pedestrians – you cannot get across in time | |
| Covered areas | |
| Directional bike lanes with a safety buffer | |
| Sitting areas | Comments Received: 6 |
| Add sidewalks | |
| Natural, open, pedestrian friendly | |
| Neighborhood and pedestrian friendly | |
| <p>Right now I live on this side of town at Northern Ave. I would like to shop, get (unreadable) and grocery stores (sic) like Whole Foods, ride my bike, walk my dog and enjoy living on this side of town. This area of town can be very walkable. I would enjoy being able to walk to a grocery store, coffee shop, clothing shop, movie theater back would be nice.</p> | |
| <p>I would love to live in a community as beautiful, active, and inviting as Mockingbird Station, Addison Circle, West Village, or Victory Plaza. However, I don't; mainly because I cannot afford to live in such areas. Every part of the city has a vital role to play in its social, commercial, and industrial circles. The Garland Road Corridor plays its role in a wide, but very critical way. At the south end is White Rock Lake and the Arboretum. This is a very important social and recreational area serviced by an even larger area of the city. Midway is Casa Linda. This holds a number of retail, commercial, healthcare and other services. To the north are businesses mainly related to service, maintenance, and industrial needs. Having all of these varied amenities in one corridor is very appealing to those who custom it. And what makes all of these work in harmony with each other is the fact that Garland Road is a major vehicular artery. If all of these businesses were confined to a single walkable community, they would constantly be at odds with each other. But the fact that they are spread along a 5.5 mile run allows each type of business not only succeed, but enhance the others. That being said, I'm concerned by the direction your questionnaire is leading. I don't think trying to make the Garland Road Corridor a pedestrian community is a good idea. This is a trend created by the retail environment when the shopping mall began to fade. It takes a number of very special conditions for this type of community to work, and Garland Road doesn't fit this. The density is far too low. It is served solely by vehicle traffic. It is a major thoroughfare and artery connecting Dallas with communities to the north. I have not studied the average household income for the area, but at least in my neighborhood (Ferguson Heights), it would not support it. Though certain conditions could be forced to allow this type of community a possibility in a very confined portion of the entire project, it would always be at odds with what the area truly is: a quasi-suburban area of detached single family homes, a strong local economic base, varied commercial/retail/industrial services, two of the best recreational opportunities in the city, with a strong and unique cultural heritage that is all serviced (and supported) by a major vehicular thoroughfare.</p> | |
| <p>Use center median for bike/walk path. Raise above street level so not to interfere with traffic. Incorporate with lighting; add planting boxes to be taken care of by local businesses. Make it a destination bike path – start near St. Francis and end at Lochwood or Jupiter. A skyway for bikes & (unreadable). Have examples.</p> | |
| Walkways | |
| Garland shopping shuttle – so we could walk to the shuttle stops & ride to the grocery, etc. Also, maybe a cycle rest stop with a shuttle stop to draw in folks biking around the lake | |
| Bike trails | |
| We need directional bike lanes of 4' width with a 20" safety buffer between the bike lane and the lane of traffic. | |
| Bike path from all our neighborhoods to the lake and Arboretum | |

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| I'd love to see more walkways. |
| Add bicycle access from Casa Linda to Lake to increase retail sales & add an aesthetic element. |
| Focus on bike access to Garland Road instead of along Garland Road since ROW is an issue. The parallel residential streets work well. Post signs on the parallel streets indication directions to access Garland Road at suitable locations. |
| Put pushbuttons for walk signals closer to the curb so bike riders can reach them. Face the pushbuttons on a side that people in a wheelchair can reach them. |
| The greatest deterrent to walking is the presence of numerous vehicles at any speed especially high-speed. |
| Use countdown timers at all pedestrian/bike crossing signals. |
| Adding walking/bike riding/sidewalks/benches/pedestrian friendly |
| Need for protected sidewalks |
| Make it a beautiful drive – walking and pedestrian areas |
| Can the existing slip streets along the west side of Garland Road between Barnes Bridge and Holt be continues further north all the way to Northwest Highway? This would provide a nice bike/pedestrian path as well as support any new development along the north end of Garland Road. |
| Add bike access |
| Bike racks offered at strategic points along Garland road. |
| There needs to be a pedestrian/bike crossing to White Rock Lake over Garland Road Trying to cross six lanes of ever-increasing traffic is dangerous now and getting worse. |
| Also, is there some way the surrounding neighborhoods could be connected to Casa Linda Shopping Center with sidewalks? The Albertsons corner can be accessed over near the cafeteria, but with the two other corners pedestrians or bicyclists have to go along Garland Rd or Buckner to get into the center. Maybe a small pathway behind the buildings that would go from the neighborhood and through an opening in one of the buildings into the larger area (a little far-fetched maybe, but I'm thinking of the cut-through in Lakewood (next to the Penne Pasta restaurant) from the street to the parking lot. |
| A connecting trail system that will run from Santa Fe Trail, around White Rock Lake and to the end of the Garland Road corridor. It would be ideal if part of the trail could somehow take advantage of the Arboretum views as well. |
| Connect the neighborhoods and schools with a well lit bike and walking system that also extends to cafes and shops. This would be supported by increased density along the corridor and seen as a destination to others in Dallas. |
| Pedestrian skywalks at key intersections safer way to cross busy intersections. Encourage more pedestrians to shop. |
| Wide, safe sidewalks. Arboretum needs to allow pedestrians in the entrance off of Lakeland vs. forcing them to walk through the grass to the main entrance. |
| Mid-boulevard busways along Ferguson/Garland Roads and NW Hwy: options include landscaped median strips, same as along Los Angeles Orange bus Lines along Laurel Canyon Blvd. Parallel parking outside the busways same as in Curitiba, Brazil. Bike traffic inside the busways, same as in Peterborough, England (N. or London). Bike traffic outside the busways, along parallel bikeways, same as in Bogota, Colombia. Streetcar tracks embedded into mid-boulevard busways: beware of bicyclists with their wheel frames into the tracks. Basil, Switzerland is experimenting with rubber strips embedded into the streetcar tracks. The rubber strips are rigid enough to keep the bicycle wheel frames out of the tracks, but pliant enough to let the streetcar pass. |

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| Design for pedestrians/bicycles first, cars second (opposite of what's there now) |
| Trails and walkable paths along Garland road, especially from Gaston to Buckner. |
| There needs to be a pedestrian/bike crossing to White Rock Lake over Garland Road Trying to cross six lanes of ever-increasing traffic is dangerous now and getting worse. |
| It would be nice if you could walk or bike up and own Garland Road, but perhaps this is too much to ask for, because the traffic isn't going away and its unappealing and unsafe. |
| Bike trails along Garland road with a reasonable setback and landscape buffer from Garland Road. |
| Continuous sidewalks, wide, separated from traffic with landscaping or street furniture |
| Add a bicycle rental center at White Rock Lake. |
| I am in favor of the following points as outlined in the presentation: <ul style="list-style-type: none">• Added sidewalks and as a consequence reduced bus stops• Bike racks• Bike and walk paths through the neighborhoods. Clearly marked• I like the plans to make the space at the now Mexico Lindo, Garland and peavey and Garland and Gaston, much more user friendly, walkable, mixed use communities. |
| Current concerns include: Based upon the framework(s) displayed in the B.A.H.S. hallway, it appears that "sidewalks" are being considered on the *quiet neighborhood streets connecting San Fernando Way to Garland Rd. I have a home on the corner of one of these streets with large mature trees (red oaks) on the edge of my property. These trees provide beauty and shade from the west sun. A "sidewalk" would require destruction of my trees. These trees add value to the neighborhood and my property. I would even suggest that these trees add much more value to the neighborhood and my property than a cement sidewalk. Also, the trees are big and provide fabulous shade for people are walking in the "hood" Suggestions – maybe you could suggest just 1 sidewalk on one side of the street vs. 2 sidewalks, one on each side of these neighborhood streets. *Also – instead of cement, using crushed gravel vs cement would be more pleasing visually, *much more "green" and much cheaper. *crushed gravel would also allow rain to percolate thru vs causing increased run-off that a cement side would do. *crushed gravel sidewalks would also be less damaging to existing valuable trees on the homeowners properties. I live in Little Forest Hills and continue to live here. I walk these streets daily and have <u>never</u> privately "wished" for or saw a need for "sidewalks" on the connecting streets such as Ocalla, Tavaros, etc. Busy traffic streets such as Garland Rd and Lakeland might better benefit from sidewalks vs the <u>quiet</u> , neighborhood side streets. |

Contiguous sidewalks – end to end – Great!

1. Develops walk up business = sales tax
2. Low residual costs
3. Encourages neighborhood interaction

One common standardized size of cobblestone

1. Lower residual cost
2. Allows for “spot” repair work
3. No special knowledge required for repair

Motor sidewalks establish an avenue of availability for all residents young and old and disabled.

Bike/walk trail (complete connection across Buckner to lake from Athlone/Poppy). Area has incomplete sidewalk as you move closer to lake.

Creek along back side of Casa Linda shopping center could be a visual asset for pedestrians and folks waiting for bus (opportunity exists to enhance overlook/paving, expanded plaza/seating/landscaping).

Are there any opportunities to introduce on-street parking along Garland with the intent of providing additional buffer for pedestrians and corner bulb-outs

Can we avoid sidewalks directly adjacent to road (provide parallel parking and/or planting strip between)

Like: enhanced pedestrian amenities

There's a real opportunity for residents to go completely car free along Garland Road. I live in a spot (near Old Gate Lane) within walking distance to restaurants, groceries (Casa Linda), hospital (Doctor's), and churches – almost everything one would need. That's a huge selling point.

As for bicycles

- Enhance crossing Garland Rd, as well as along it. The complete streets initiative was started by residents who simply wanted to safely cross the street.
- Connect all the cycle lanes to form unified network
- Include crossings at Buckner, as well.
- Important: include cycle access under bridges at LBJ gateway. These can easily be included when bridges are built/rebuilt, but are more difficult to add afterward.
- Much better access to Casa Linda by bike
- Force bike racks with building codes

Retail Comments

More retail shops

Cafes with street seating

More restaurants, entertainment venues such as a nice movie theater

Covered awnings at shopping center

Encourage development of shops and stores that stock daily items. People in Europe walk because the things they need on a daily basis are within walking distance. Who walks home from shopping at Walmart or Sam's? Give us bakeries, butchers, cafes, bistros, pubs, cheese stores – Mom and Pop's.

GARLAND ROAD VISION STUDY

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| Improved parking alternative for the Arboretum during peak seasons. | |
| Tear down storage & junk shops | |
| Area for possible small farmers market | |
| No tattoo parlors, psychic shops, etc. | |
| Quaint shops & restaurants. We should be supporting small business's because they are disappearing. | |
| Change fronts on existing merchants – less eye sores – car washed, liquor store, auto shops – drug paraphernalia & tattoo shops, etc. | |
| I don't want to see Garland Road turned into a canyon of low to midrise buildings. | |
| [I wish this was] The side of town I can do my shopping in. | |
| Would like a "house & garden retail district," there | |
| Easy access to theatre, shopping & restaurants | |
| I would love to see more family friendly places like Jupiter Bowl lanes. The houses on Centerville that second as a junk store just make things look in decline should go. | |
| We need more retail (Ulta, Old Navy, Hobby Lobby, Target) , more restaurants (Pei Wei, Tin Star, TCBY) and a nice movie theater. In other words, we need and deserve to have ALL of the conveniences of every Dallas suburb. | |
| I am in favor of incorporating form based zoning in the future plans. | |
| Retain or rebuilding shopping center such as the one behind Walgreens. | |
| I live on Garland Road and it's a shame to me that I have to travel to Lakewood to grocery shop or to Mockingbird Station or Greenville Ave to eat. We are missing the boat on developing the Garland Rd/E. Grand Far West/YMCA area. | |
| Incentives to property owners for capital improvements. I recently noticed that a small strip shopping center at the 9050 block of Garland Road has made some small improvements with great rewards. The collection of a dozen businesses or so looked run-down and on the way out. A simple paint job has given new life to the area. A city backed improvement plan of paint/patch/and repair to lackluster properties would be tax payer money well spent. I'd much rather see money go to existing well-established businesses that are the backbone of our community than "banners, signs, landscaping, or sitting areas". | |
| Need upscale shopping and restaurants. | |
| Have more pride of ownership in establishments already in existence. | |
| [Enhance the] White Rock Market Place | Comments Received: 2 |
| Casa Linda Shopping Center – but it must fill the vacancies – so many places have been vacant for too long. It looks beautiful, but..... | |
| [Need] Restaurants (nice) | Comments Received: 3 |
| [Get a] Good grocery chain | |
| [Emphasize the] Casa Linda Shopping Center | Comments Received: 18 |
| [Emphasize] McShan | |
| Businesses that have been on Garland Road for a long time should be emphasized. | |
| Lochwood area/shopping center | |
| Keep blend of small unique development – not big strip center retailers | |

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| Cafes/coffee houses | |
| Movie theater | |
| Antique stores, restaurants and garden centers | |
| Home & garden business, consignment & restaurants are good | |
| [Emphasize the] Buckner Shopping Center | |
| The wide variety of retail [is good] | |
| Most business look run down, either re-face the buildings or rebuild. | |
| No more Kwik Stops, mini warehouses or high rise condos | |
| [Get rid of] Industrial facilities next to retail (zoning?!?!) | |
| Get rid of bad areas such as E. Grand/30 retail area. E. Grand/Garland Road pawn shops, low end retail, JUNK | |
| Grandfather existing car lots, but close down future sales | |
| [Change the] Check cashing building. | |
| Pawn shops, auto parts businesses and used car lots are the biggest eye sores. The convenience store on the corner of Peavy and Garland is the worst; the property is unkempt and it has violated several city codes in the past. Also, in the corridor from Peavy up to Easton and beyond, many small businesses are hand-painting signage on their windows. This gives a very junky appearance to the shopping area. It looks cluttered, unplanned, and unattractive. An ordinance could be passed to prevent hand-lettering. Alternatively, and perhaps with a more positive approach, assistance could be given to small businesses who desire to spruce up their facades with more artistic and planned signage. | |
| No more storage facilities – more restaurants with outdoor seating/family friendly/not bars | |
| Ugly parking opportunities – parking spaces, filled or empty, are more visible than store fronts | |
| It is all about increased density and mixed-use developments within a 5-10 min walk or bike ride. Cafes with outdoor seating or open concept seating, shops (like an Apple store) or other unique or desired retail NOT offered on this side of town. A nice place to have a glass of wine, perhaps attached to an art theater (like Inwood or the Magnolia). | |
| Change the retail service store fronts, but I am not sure how or what | |
| [Fix the] Stretches of Garland Road between, say, Jupiter and 635. Also older and dingier area and small strip centers which house tattoo parlor and such – maybe plantings in front | |
| [Get rid of] Pawn shops – tattoo parlors, head shops (3 at last count!) | Comments Received: 4 |
| We need more strip centers, restaurants and a movie theater | |
| Businesses that do not upkeep their properties | Comments Received: 2 |
| [Diminish the] Light industrial between Jupiter, Garland and Northwest Highway | |
| Get rid of Far West night club. It doesn't belong in our neighborhood and the patrons don't live around here either. | |
| Barnes Bridge, several buildings are real eyesores, like the old skating rink and a number of really bad apartments off of El Capitan. | |
| Old, tired retail | |

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| The mishmash of industrial sorts of companies and boutiques. | |
| Bring in more shopping centers like Mockingbird Station or like the one off of Greenville and Lovers. | |
| [Change the] Businesses along railroad tracks at Barnes Bridge (car lots) | |
| Enhance or diminish views of businesses from Peavy to Jupiter | |
| I would love the return of the movie house – more restaurants with outside seating. | |
| Removal of all car lots | |
| [Diminish] Fast food restaurants | |
| Make all parking lots have attractive (unreadable) lots. | |
| Fix up/clean up buildings. | Comments Received: 4 |
| [Fix up the] Lochwood shopping renews (center) | |
| Run down buildings | Comments Received: 4 |
| Used car lots, tire places, liquor stores. | Comments Received: 2 |
| Casa Linda could be great place for a theater, restaurants, and shops but they do not have those types of stores. Unfortunately they are missing a great opportunity since that money is being spent in other parts of town. | |
| A farmers market and or small grocer with fresh food items like Eatzie's (on Oak Lawn). | |
| I would like to see developers be able to have high rise buildings on this side of WR. We (in east Dallas) would be able to offer a view unlike any other part of town. We need to make sure the zoning laws allow for developments like the one we missed with Emerald Green (25 stories) be able to happen, or we will miss that development to other parts of town. Zoning laws must also be changed in regards to the collection of liquor stores by the lake. That area could be a great part of the development and it is one of the first visual spaces of the entry point into the Lake area. | |
| Change what is now liquor stores, storage facilities, an ugly strip area and the "Backyard" restaurant into a very cool, mixed use, area of condos, townhouses, shops, restaurants, etc...with lake access. | |
| The area is in dire need of community gathering places and local dining options. The closest there is to a community gathering place is the tiny Starbucks in Casa Linda and if you want to dine out you pretty much need to leave the area to find a decent place. There may be some places to eat or get food, but very few to enjoy dinner or lunch out. | |
| Let's face it – most of the Garland Road and the businesses on it are ugly and uninviting. In addition to redevelopment, perhaps assistance could be given to small businesses who desire to spruce up their facades, curb appeal and people (as opposed to auto) access. | |
| Start with rezoning. When present lease expires cannot renew business license. | |
| No car lots!!!! | |
| Most of the business need to go or rebuild and remodel. | |

Green jobs (and or jobs) – Develop a business district that encourage different artists such as designers, architects, engineers, artists, renewable energy consultants and installers, website design, musicians, and or other green enterprises such as cradle-to-cradle manufacturing. In other words carve out a unique niche for East Dallas that builds upon the history of artist in the area and welcomes a sustainable future. This niche will attract talent and diversity for East Dallas while enriching the culture and history of the community.

Increase and promote other ethnic and health food choices. What if East Dallas had a “global public market” that you could walk to, ride a bike to, take the BRT to that offered a large indoor market with fresh local produce, flowers, cheeses, meats, fish, artisans, and the occasional musician. A casual eating section both indoors and out that offered a variety of food vendors cooking with local product from the market. This would be a destination unlike anything else in Dallas or Fort Worth. A great case study is “Public Market on Granville Island” in Vancouver BC (see links below). The “Public Market” is part of larger area full of shops and restaurants and artists and is a favorite destination for locals. A great location for the “public market” for Garland road could be at the entrance to the lake or in the current “Backyard” spot (at Gaston and Garland). This location is ideal because it could connect to a BRT system that could eventually go down Gaston and connect to downtown, and it trail access, so people could ride their bikes there, eat, shop and continue their bike ride. This would be a great way to spend a weekend day!

<http://www.granvilleisland.com/public-market>

[http:// www.granvilleisland.com/public-market/passionate-experts](http://www.granvilleisland.com/public-market/passionate-experts)

<http://www.gidva.org/>

Rezone the liquor store area to convert to a mixed use, high-density development on top of shops and café type buildings. You can sell alcohol at the grocery store, or allow for nice wine/liquor store in Casa Linda.

Even Casa Linda will all of the fantastic updates and landscape still offers no healthy food options (with the possible exception of the cafeteria) and instead features mostly chain restaurants, nail salons, a dollar store, a check cashing place and a grocery store that is losing ground to Whole Foods. The stores in Casa Linda are very middle of the road to low income type shops, and all of the people I know on the East side of town spend very little time or money in our own nearby shopping center. Personally I would like to see an art house movie theater with a wine bar attached, and or retail stores like an Ann Taylor, or Gap, or Apple and some cool neighborhood cafes with outdoor seating. Okay, I know this part of my paper is perhaps best directed to the good people at AmREIT and believe me I have sent an email to them as well when they first began the clean up process, but I see very little changes. Perhaps it takes time and I hope the stores will begin to better reflect the shopping needs of the people along Garland Road.

In conclusion, I believe that since Garland Road has been this way for so long, that people on this side of town have just gotten used to driving to Lakewood, Greenville, Oak Cliff, Henderson, Peak and Bryan, Lovers and Inwood, Uptown and Mockingbird Station, to shop, find healthy food options, or see a movie. I hope that changes and the shops begin to reflect the discretionary income that you pointed out in your 2000 census numbers in the presentation from the November meeting.

Turn Far East into a Civic Center or another site along Garland rd.

Also, don't we need to encourage mid sized firms to occupy some of the proposed commercial ofc space? We need jobs (not the retail variety) that are meaningful. Where would the VFW Hall be located if the land were sold? How can we be inclusive not exclusive in re-envisioning Garland Road?

Abandoned, vacant buildings, or very “tacky” not upscale storefronts. We don't need expensive storefronts, just well-kept.

Our neighborhood need not be snobby or high end or intimidating but affordable vendors can keep a visibly pleasing storefront too.

Add a coffee house smoothy place or sandwich place within White Rock Lake

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| Freshening buildings make cohesive with one another |
| Development here must support continuity of small businesses along the road, which has been valuable as a low cost shopping zone. Do NOT price these people out of the area or force them into higher cost retail riches. |
| Trashy retail: the retail is the wrong issue. The correct issue is excessive statutory minimum parking requirements. The statutory minimum parking requirements should be replaced with on-site district-wide statutory maximum parking requirements. Let the bankers, mortgagors, and other financial institutions try to override the statutory maximum parking requirements with contractual on-site minimum parking requirements. |
| I'd never get a tattoo but I love the idea that we have a tattoo parlor. |
| Allow increased densities at existing commercial centers to add office, residential and improved retail. Parking challenge – structured parking, shared pkg. ratios, improved public transportation |
| No pad sites. Bring building to a consist. Build to line and engage the street with opening. |
| We enjoy the “extreme” mix of business types along the 8800-9100 blocks of Garland Rd. They add to the variety/artsy nature of the Little Forest Hills area. We do not feel the need to drive to other parts of Dallas for meeting our shopping needs. |
| Bring in a Civic Center to encourage different events within the community – bring the community together. |
| I would like to know what is included in your plans to upgrade the amenities to those of us who live here. We have a multitude of light industrial facilities, print shops, nail salons, numerous garages, muffler shops, tire shops, even a rent a tire place. However save for Marshalls and Ross there are no clothing stores, no music stores, one shoe store near a storage facility, only one theater unless you count Cinemark in Garland. We used to have three: Casa Linda, Lochwood and Galaxy run by UA. Now we just have Galaxy which limits the available choices to just a few movies in this area. |
| [I've] rented several of the storage units on Winsted Road and after reading the DMN article ... [am] concerned that the City of Dallas might be taking those by eminent domain for some higher use. |
| Dining - More has to be done to get restaurants into our area. Its very sad that about 90% of my shopping and eating spending is done around the Northpark Mall area. With all of the traffic that comes through our area we need to do a better job selling it as a location for new businesses. |
| I am in favor of the following points as outlined in the presentation <ul style="list-style-type: none"> • Many more restaurant and shop choices in a walkable area • Including AmREIT in your plans and perhaps extending the “look” they have begun. • Retail, office or mixed use space that includes multi-level parking that compliments the building design |
| Not discussed, but I would like to see addressed or included in the plans <ul style="list-style-type: none"> • The saturation of cash checking places and automotive repair shops to name two. • Plans for the space now occupied by the Thrift Store |

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| <p>My guess and hope is that once the benefits of the beautification project is realized and a trolley system is in place, the property values and rates might increase and some of the shops more closely associated with low income areas will begin to disappear and be replaced with more attractive store fronts and options.</p> <p>I would also like to encourage the committee to work in conjunction with some of the other retail strips along the corridor such as the Home Depot area at Jupiter and some of the strip mall places such as the one at Easton (with the Firestone and Radio Shack).</p> | |
| <p>Allow for zoning change for living space above business</p> <p>1. Increase tax base with an increase of living spaces</p> | |
| <p>Wish more commercial property owners were at the meeting – can a special meeting to explain the plans be held for them?</p> | |
| <p>The plans for Peavy/Garland intersection disappoint me – why not some economic incentives for nicer restaurants, cafes, shops? It could be such a lively neighborhood gathering spot – where the infamous TX Trail is now [unreadable]. I love the idea of lakeside restaurants – can't there be somewhere to meet for a cup of joe or romantic dinner and enjoy the view of the lake?</p> | |
| <p>I like having convenience store at spillway (catalyst area 1). As long as Dallas is zoned wet/dry, this is closest access to beer/wine. Otherwise, one is forced to drive through Lakewood (residential, school zones) to get it – that's a negative for Garland Rd. residents as well as Lakewood.</p> | |
| <p>Safety Comments</p> | |
| <p>Better/more lighting</p> | <p>Comments Received: 2</p> |
| <p>Police Protection</p> | |
| <p>Get rid of transient loiterers by offering & attracting more upscale businesses.</p> | |
| <p>Get rid of night life traffic by policing better.</p> | |
| <p>Good lighting</p> | <p>Comments Received: 3</p> |
| <p>Mainly I would like to feel safe if I were to have car problems at midnight. Right now I don't.</p> | |
| <p>To start off, I'd like to recommend a few improvements to the area: 1. Re-light Garland Road. I am told by several business owners that crime and vandalism is very high in the area. I am a member of American Karate & Self Defense at 10918 Garland Road, and I know that we have been tagged with graffiti twice in as many years and had bullet holes put through our windows. Dallas Car Care next door has been burgled recently. And these are just the incidents I know about in a very small area. Garland Road is very dark at night and throws shadows onto the neighboring buildings. This creates an ideal environment for criminal activities. By increasing the light levels on Garland Road itself, criminals would feel less secure in conducting crimes as the area would have a "watched" feeling about it.</p> | |
| <p>Most of all!!! The day laborers on Garland Road and Lochwood are scaring people away and make our neighborhood seem transitional and in decline. I don't feel safe shopping at White Rock Marketplace anymore.</p> | |
| <p>Transit Comments</p> | |
| <p>Copy what they have done down Preston in Highland Park to make a place to sit and wait for transit</p> | |
| <p>More bus routes and DART train</p> | |
| <p>DART rail</p> | <p>Comments Received: 9</p> |

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| Attractive mass transit | |
| No buses | |
| Buses | |
| If the trains have to clock B Bridge, install a device that gives approximate wait times | |
| Possible shuttle bus, trolley or tram | Comments Received: 11 |
| Subway system | |
| Using existing right of way already there a DART station could be put at Barbvale & Highland Road at the old trailer park. | |
| Easy access to White Rock DART station | |
| Bus system seems to work very well | |
| Covered bus stops/bus stop alcoves | |
| The Garland Road Corridor as part of the light rail system. | |
| A trolley on a circuit might create “peer pressure” and initiate a “clean up” and “(unreadable) up” of properties, if folks would ride it. If it’s a free rider, after a while it might work. | |
| I know it is a major road, but I would like it to seem not so busy. Maybe some type of public transport that would simply go down Garland and end up at a Green Line station | |
| Need to also do an East Grand Vision Study for Gaston to the Fair Park Station. This study would provide initiative in an area important to Dallas city leaders. A BRT route along Garland Road would naturally extend further south along East Grand and connect to Fair Park LRT Station. This would not be true for a trolley line. If two separate studies recommend the same BRT service it might make it a higher priority. | |
| Discuss with DART the idea of relocating the South Garland Transit Center or creating a new satellite bus node at Garland Road and Northwest Highway. This would anchor a BRT route and bring passengers directly into the heart of a new development. | |
| Street car (or BRT system) that connects us to the DART Rail line and one where you can take your bike on board easily. | |
| A Street Car (or BRT) that would go down the corridor and hopefully connect to the DART Rail | |
| This trail along Garland road [that you should build] would need to be set apart from Garland road by a landscaped buffer and should connect to a bus rail transit system with a long term vision of connecting to a Gaston Garland BRT going into Downtown Dallas. We must allow for alternative transportation to t he Lake and the Arboretum and as Casa Linda and the rest of the corridor develop, it would be ideal to offer this BRT system along all of Garland Road, (from 30-635) and down Buckner to NW Hwy connecting to the DART station. | |
| Promote alternative transportation and provide alternative transportation that connects East Dallas to DART and or Downtown | |
| Provide real bus stops where users can feel safe and are protected/sheltered while waiting for bus. Light rail is a dream but study should include it as an option for future. | |
| No Dart Rail/community rail. Not needed. | |
| The idea of a trolley is one of those ideas that causes you to be careful about what you ask for. A trolley will actually slow traffic down, not help the flow of traffic on Garland Road. It will impede mobility, not enhance it. Not only will buses continue to slow down traffic, but adding the trolleys to the mix will only cause more congestion. We only give ourselves more vehicular traffic with options other than light rail. | |
| Bus service is needed from White Rock Lake to Casa Linda Shopping Center. | |

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| I am in favor of the following points as outlined in the presentation A street car with added routes (to WR station or Tennyson Park) on special event days | |
| Transportation – could DART consider a future “trolley line” from NW Highway to and from downtown via East Grand/Fair park/Exposition, etc to downtown – at least during AM and PM rush hours – instead of rail, a series of trolleys. | |
| Rubber trolley – can it connect/link to Lakewood shopping center/loop around back side of lake, connection to W.R. station? Bus stops currently are poorly delineated and provide little in terms of shelter/seating. Opportunity here to encourage more folks to take public transportation. | |
| I love the trolley on the corridor. | |
| I was under the impression that the Ferguson Garland Road busway would be a mid-boulevard busway. The busway could have served double-duty during off hours as a bikeway. Now I learn that the busway will remain a shoulder busway and that it will be open during rush hours to other motor traffic. Among other benefits of the mid-boulevard busway, the H60 outbound bus driver would already be in position to make his turn from Garland Road NE-bound onto N. Buckner Blvd northbound. The H60 bus driver no longer must fight the evening rush hour congestion along Garland Road. The H60 bus passengers can board and alight at bus stop island/median strips along the way. To make matters worse, the shoulder busway includes no provision for eventual zero-lot lined retail frontages next to the bus stops. So passengers cannot take shelter beneath the stores’ awnings or porticoes. The passengers are still left exposed out in the open. I had in mind a mid-boulevard busway similar at least to the Euclid Ave. Silver Line Busway in Cleveland, Ohio. That busway requires an absolute minimum amount of right-of-way. If more right-of-way were available my preferred models include the Laurel Canyon Blvd. Orange Line Busway in Los Angeles, with fancy landscaped median strips; and the famous busways in Curitiba, Brazil with shoppers’ parallel parking directly outside the busways in. In all three cases, private motorists will be granted no mercy: they will be squeezed into only two traffic lanes in each direction and the left turns must park on the right-hand side of the road, and cross on foot into storefronts on the other side. The bicyclists, of course, can easily lift their bicycles over the mid-boulevard busway median strips. (The busway median strips can include curb cuts for wheelchairs, infant strollers, shopping carts, and other such pedestrian transport.) A significant problem the bicyclists will encounter along the mid-boulevard busway will be a stopped bus ahead that’s loading and unloading passengers, and an approaching bus in the adjacent bus lane. I like a dutch solution to this problem: include curb cuts so that a bicyclist can pass behind the bus stop shelter. The bicyclist needs only to watch out for private motor traffic in the adjacent automobile lane. | |
| Transportation & Roads Comments | |
| Reduce funneling traffic onto Garland Road. | |
| Re-surface Garland Road. Though there are worse thoroughfares in the city, a new surface on Garland Road would again make the area look maintained and watched. | |
| Landscape in such a way that it encourages slower driving. | |
| Safety and quality of other clientel. People who use Garland Road as a cut through to other areas need to be diverted. | |
| Reduce to double lane at lake and add planted median | |
| Change traffic direction at Garland/Gaston – dangerous as is | |
| Repave the entire corridor | |
| It would be great if it extended from 635 to Gaston, but most important area – Buckner to Gaston | |
| I think “no left turn” signs need to be put up where there are no left turn lanes. | |
| Some type of transportation from spillway to Northwest Highway (free or low cost) | |
| Re-pave and widen the streets | |
| Turn lanes | Comments Received: 2 |

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| This is a state highway – heavy use restricts the slowing down of traffic. | |
| Slow down traffic or divert traffic from Garland Road to Ferguson Road. | Comments Received: 2 |
| More stop signs on Garland Road | |
| The congestion of Garland at Buckner (Garland side) seems really slow and I try to avoid it because of the SUPER fast light. | |
| A motorized trolley to shuttle to light rail stops – maybe Fair Park to Northwest Highway station connection. | |
| Access lanes | |
| Would love to have better lane striping and markers on entire corridor | |
| Garland Road is actually a very pleasant vehicular experience. Now that the Buckner/Garland Road intersection has been redesigned, traffic flows very well through the area. I do not recommend adding more public transportation. If I do have one complaint, it is that the DART busses are often the cause of traffic jams in the area. When their rout takes them down side streets (I've mainly see this at Peavy), the busses will actually block traffic until other vehicles move out of their designated lanes so the busses can make their larger turns. Light rail may sound convenient, but the introduction of such amenities will artificially raise property values and put an end to the businesses they are supposed to serve. | |
| Vehicle traffic flows pretty well | |
| 35 mph down Garland Road from Tovaros (sp) to White Rock spillway | |
| Re-establish traffic signal @ St. Francis, E. Lawther, Garland intersection to address speeding and accidents | |
| Paint crosswalks with bright yellow XXXX like in Switzerland | |
| Eliminate left turning off Garland Rd where there is no lane dedicated to that purpose | |
| De-emphasize car traffic on Garland road – No widening | |
| Need left turn lanes | |
| Less traffic congestion | |
| The entire corridor needs to be repaved and turn lanes added for all cross streets. | |
| [Emphasize the] Intersection Buckner/Garland | |
| [Fix] Traffic | |
| Diminish speeding with more lights or more patrol cars | |
| And also I am concerned about the safety aspect (when turning – not being rear-ended). | |
| [Change] The flow of low end traffic that travel at night from E Grand area to 635 | |

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| <p>I think that Saturday's session turned up great ideas. I am concerned, however, that some transportation ideas (which did not come from Saturday's transportation focus group) are counterproductive. They try to divert traffic to our neighbors (Ferguson Rd., NW Hwy, Mockingbird) by inducing congestion with fewer lanes and annoying motorists with driver-unfriendly road features or arbitrary and capricious use of traffic laws.</p> <p>Remember Highland Park's negative press coverage when it selfishly tried to reduce Mockingbird's capacity? Do we want to copy that tactic? Do we want to inflame our neighbors? Also, these ideas contradict the Forward Dallas Plan, which calls for "using roads efficiently" and "reducing congestion."</p> <p>This Vision will have limited political capital. Do we want to waste it on counterproductive ideas? Should we aggressively translate those transportation proposals into the root desire: a safe and efficient Garland Rd.?</p> |
| <p>Consolidating driveways into fewer shared driveways can increase turning safety but can also speed up traffic. Garland Road between San Raphael and Lakeland has few driveways and is a section with the highest speeds.</p> |
| <p>The justification to speed up traffic and increase road capacity to reduce local emissions and save fuel will become less valid as electric and AFV gain market share. A common attempt create incentives to use hybrid/AFV/electric vehicles by allowing them to use HOV lanes with a single occupant work against the incentives to reduce VMT and traffic congestion.</p> |
| <p>Some of the residential streets on either side of Garland Road have high speed traffic that conflicts at intersections with two-way stop signs. Four-way stop signs with flashing red signals would slow traffic at these conflict points.</p> |
| <p>Auto shops, pawn shops, thrift shops, excess of nail salons, the Garland/Gaston intersection could be an ideal mixed use community connecting to the trail at WR and offering alternative transportation besides the Dallas bus line. Same goes for Jupiter and Garland Rd and Easton and Garland</p> |
| <p>Slow down the traffic a bit or at least offer clear crossing areas for bikes.</p> |
| <p>As traffic increases, turning onto & off of Garland Road is becoming more dangerous. High volume/high speed traffic should be managed so Garland Rd on/off access is safer.</p> |
| <p>The Gaston/Garland Road intersection is in dire need of street and site redevelopment.</p> |
| <p>For easy, immediate things that could be done to improve the roadway: I heartily agree with the comment that the white striping lines on the road are overdue for repainting, and during a rain (with the glare of bright lights reflected on the wet surface) it is very difficult to know what lane you are in. This condition is particularly notable around the spillway and from Casa Linda north. Although some new temporary striping has been done in the spillway construction area, perhaps when the construction is finished that area and the block north of it (which is prone to drivers missing the curves) could be marked as prominently as the curve at Gaston/Cambria/Richmond -- one cannot miss all the bright markers and signs!</p> |
| <p>Rethink and redesign Jupiter and Garland and Easton and Garland. All major intersections could be redeveloped and have a unique flavor, for example the business district idea mentioned above or again a mixed use community.</p> |
| <p>What are the ideas of TxDOT now and in the future</p> |
| <p>Better left turn designations. Current left turns stop traffic too abruptly.</p> |
| <p>Garland Road is an efficient corridor to downtown and thereways is central to the general desirability of the locations, must manage congestion while maintaining rapid community. Intersections at NW Highway, Buckner and Gaston are problems, and the Arboretum must be managed better.</p> |

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| <p>Retail left turns along roadway: I hope TxDOT's proposal for continuous left-turn lanes along Garland Road is dead, forever. Garland Road does not need an overt pedestrian experimentation scheme. The merchants along Garland Road should accustom themselves to shoppers parking on one side of the road, and crossing over on foot into storefronts on the other side. Garland road needs fewer left turns, not more.</p> |
| <p>Slow down traffic mechanisms. Traffic circle at select intersections (eliminates traffic light visual clutter, improves pedestrian safety). Consider bulb-outs, reduce # of traffic lanes, add on-street parking in select areas.</p> |
| <p>No widening of Garland Rd</p> |
| <p>Cars speeding down Angora St. from cars heading to and from work from the AT&T building; cars cruising down Angora St. looking for alternate Arboretum parking</p> |
| <p>I love my home and my neighborhood – I live on Angora. I am all for improvement, however, I am concerned about the notion that my street could be lost. Surely, the vision does not intend to take homes or to disturb established neighborhoods.</p> |
| <p>For starters there are two thing we would like addressed in the near future for Angora Street: Closing Angora off on Lakeland to stop all the cut thru traffic. We have a lot more children and pets on our street now and I'm worried sick that someone is going to get hurt. My kitchen window faces Angora and daily they are speeding so fast down our street. It will also keep arboretum guest from cutting through here to find a parking spot. During peak events it is a lot. There is a way to close it off that is not an eyesore and the emergency vehicles can get in. A permanent solution to the parking problem (The little signs won't cut it in the future)</p> |
| <p>Would the Arboretum likely pay fully or a portion of the costs to make Angora Street a deadend street at Lakeland? Would solving the problem of speeding traffic on Angora only make it worse for other surrounding streets? e.g. cutting Angora traffic off</p> |
| <p>Keeping the streets in top notch condition.</p> |
| <p>Cut throughs down Angora St. to detour around stoplight at Lakeland onto Garland Road and to 7-11 from Forest Hills residences</p> |
| <p>Keep the road surface even (fill in those fat holes) and keep the lanes painted. Good street signs. Keep traffic lights in good repair. The pedestrian lights at Garland and Peavy hardly ever work.</p> |
| <p>I'm curious to know if any of this vision deals with improving the Garland Rd/Gaston intersection - especially in regards to closing down Far West and promoting development around the new Sante Fe Trail extension.</p> |
| <p>Safer Streets - I own a family pass to the Arboretum and my new home is within walking distance and yet I plan to drive because there is no safe way to cross Garland Rd. I live at the corner of Lakewood but the Arboretum doesn't have sidewalks on Garland Rd. All along Garland Rd there are places where the street is unsafe to walk along. Families should be protected while crossing on, then walking along, Garland road. Wide sidewalks should be on BOTH sides of the street and there should be several protected crosswalks near the White Rock Lake.</p> |
| <p>Also, somehow turning left onto Garland Rd from apts/urban residential areas is dangerous and could be facilitated.</p> |

APPENDIX 3

Public Meeting Summaries

Public Meetings Summary - March and April 2010

The following summarizes each of two public meetings conducted to present preliminary recommendations for enhancing the Garland Road area as part of the Garland Road Vision Study.

Date/Time: Thursday, March 25, 2010; 6:30 p.m.

Location: Bryan Adams High School, 2101 Millmar Drive, Dallas, TX 75228

Attendance: 64

Welcoming remarks by Garland Road Vision Advisory Committee member Gerry Worrall started the public meeting. Gerry turned the meeting over to Mark Bowers of HOK, who introduced consultant team members, including those who would assist with the presentation: Karen Walz, and Sandipkumar Faldu.

The presentation included information about existing elements in the Garland Road corridor, along with public comments received on the project since it began late last Summer. The presentation then identified preliminary recommendations for the Garland Road Vision that incorporate public comments, but also reflect certain realities, such as the long-range plans of Dallas Area Rapid Transit (DART), and Texas Department of Transportation policies.

Following the presentation, the following comments were made or questions were asked and responses provided:

Q: The old railroad trellis was torn out at Gaston and Garland, and it appears they are now putting it back? What is happening there?

A: A higher structure is being replaced in that location, which will serve as a hike/bike trail.

Q: Are there any plans to get rid of the ugly pipe along Garland Road? And, what is in the pipe?

A: This suggestion will be incorporated into the recommendations. Contents of the pipe are unknown.

Comment: If there are to be any multi-level parking structures built, they should be built at the north end of the corridor where no one lives.

Response: It should be noted that any recommendations for parking structures would be internal to other development structures. No stand-alone parking structures are being recommended.

Comment: A lot of the congestion on Garland Road is caused by buses and the study should strongly recommend to DART that light rail should be placed down the center of Garland Road.

Response: This study looked at several different options for enhancing transportation and the best investment with the least disruptions is a future trolley. One of the reasons buses cause traffic back-ups is that there are more than 70 bus stops along this stretch of road. That is because there are no continuous sidewalks along Garland Road. The study is recommending continuous sidewalks, which would provide DART with the ability to remove some bus stop locations.

Comment: I'm excited as I can be about this vision. I think you've done a great job.

Comment: I think this is a good plan. However, I'm bothered by the streetscaping with boulders in the median and fake trees. I'm concerned this will not be conducive to traffic calming as softer treatments would offer, such as Crepe Myrtle trees or grasses.

Response: Recommended streetscaping includes many elements of greenscape, using grasses, trees and other flora. There are some areas in the corridor where it makes sense to use rock formations or public art because of access and maintenance issues. The study tries to balance hard and soft landscapes to offer the best of both.

Q: Where is the money going to come from to implement this vision? I'm not interested in spending a bunch of taxpayer dollars that doesn't produce something worthwhile.

A: There are several different ways to fund any of the recommendations, from private sources to federal grants. An action plan is being created that offers some suggestions for funding sources. However, it will be up to the City of Dallas and the Garland Road Vision Advisory Committee to continue the pursuit of money for implementation. Of note, is the fact that improvements within the corridor and a plan for redevelop-

oping key locations along the corridor, would stimulate growth and bring economic benefit to the area. This would produce a return on any money invested in the vision.

Q: What is the reality of putting the utilities along Garland Road underground? And, would this be done all at once, or piecemeal?

A: The approach would be to bury utilities as redevelopment occurs, which is a piecemeal approach.

Once a few key areas are completed, this could serve as a catalyst for other areas along the corridor.

There may be some areas where placing the utilities underground is not feasible. In those cases, landscaping or other means would be considered to screen the utilities from view.

Date/Time: Thursday, April 8, 2010, 6:30 p.m.

Location: Dallas Arboretum, 8525 Garland Road, Dallas, TX 75218

Attendance: 62

Welcoming remarks by Garland Road Vision Advisory Committee member Gerry Worrall started the public meeting. Gerry turned the meeting over to Mark Bowers of HOK, who conducted the main presentation.

Mr. Bowers discussed existing elements in the Garland Road corridor, along with public comments received on the project since it began late last Summer. The presentation then identified preliminary recommendations for the Garland Road Vision that incorporate public comments, but also reflect certain realities, such as the long-range plans of Dallas Area Rapid Transit (DART), and Texas Department of Transportation policies.

Following the presentation, the following comments were made or questions were asked and responses provided:

Comment: I was chairman of the Buckner/Garland neighborhood advisory committee. What we need for Garland Road is dynamic and stunning. Our goal isn't just to recreate the past. When Clifford Brown built the shopping center at Buckner and Garland, he had a great vision. We need to create a similar big vision.

I love working here and it is a great place to live. We have lost many strong retailers, such as Sears and Penneys. We need to take chances to attract strong retail. The consultant has come up with a few good ideas. Now we need to move forward to make them happen.

Q: I think there are areas where people have no pride in their properties, and do not want to be told what they should do with it. How are you going to get people to do what you want them to do? And, who is going to take care of the foliage or plant life you recommend?

A: There are many elements of the beautification recommendations that are not dependent on property owners. Those that may require participation by property owners will be a process of education and encouragement, and as areas become more attractive, property owners may feel differently about enhancing their own properties. Regarding the maintenance of plants, low- or no- maintenance plants are recommended to reduce the need for maintenance. Also, it is possible that in some local areas, business owners may offer to take on maintenance responsibilities for floral plantings or other beautification elements.

Q: What is the approval process for this plan and will there be a public hearing or other formal process for taking public comments?

A: There are several different ways the components of the recommendations will be subject to the approval of the public and city officials. First, the final recommendations from this study will be presented to the Dallas Planning Commission for consideration of adopting a resolution or other form of formal support. The Planning Commission would take public comments on the recommendations as a part of that process. Following approval by the Planning Commission, the recommendations would be subject to a resolution vote or other form of consideration by the Dallas City Council. The public will have the ability to present thoughts or comments when that occurs. In addition to these general public venues, residents of Dallas likely will be presented with a bond issue that may have some funding for Garland Road improvements included. Residents would be able to formally indicate support for the recommendations with an affirmative vote for funding. And, finally, some elements of the plan will require local participation. These elements will be subject to discussion by neighborhood leaders and association members.

Q: Is there any way we could claim the study area as “ours?”

A: The consultant team is looking at ways to possibly identify the study area as a special district or other designation to confirm the unique boundaries of the study area. Also, as the Garland Road Vision Advisory Committee continues its work, the consideration of the study area as being the responsibility of local residents and businesses will occur. This will help reflect “ownership” of the study area.

Comment: As a member of the Garland Road Advisory Committee, thanks goes out to David (Schleg) and others. We citizens and stakeholders could not have pulled this off without your help. You have helped provide us with some direction.

Q: At the intersection of Lochwood and Jupiter there is a strip center to the north that is underutilized. Is there anything in the plan to address that area?

A: Although not specifically directed at the strip center to which you refer, Catalyst Area 5 is anticipated to help with property improvements and redevelopment in the area you mention. The catalyst areas in the recommendations were chosen because the land parcels would be more attractive to the kind of development that would fit best into the Garland Road community. As redevelopment occurs in the catalyst areas, adjacent properties will experience changes and improvements.

Comment: Some of the recommendations can be done now under current code. We just need to enforce what we already have on the books.

Comment: Neighbors can participate in the program by promoting local businesses. Perhaps a coordinated group of neighborhoods could offer businesses incentives so that we attract the kind of businesses we want in the area.

Comment: We understand the Lochwood Apartments have been purchased, but the new owner is unknown. There is a lot of support for a senior living center in the location where the apartments currently exist.

Q: It warms my heard to see contiguous sidewalks in the recommendations. However, we may not be

focusing enough on how to improve the city's tax base while redeveloping the area. Is there a way to enhance the tax base to sustain the investment in the Garland Road area and that does not create a hardship for seniors or others on fixed incomes?

A: Many of the recommendations can offset costs and generate tax revenue. Residential and retail additions to the community through redevelopment will create revenue without prompting increases in current taxation.

Q: I'm really excited about the changes offered in these recommendations, but how are we going to drive them? How are we going to create interest among developers?

A: The final plan will recommend actions within immediate, short-term and long-term timeframes based on what can be done now and what will require additional coordination. The city will work with the development community to help them understand the opportunities that exist in this corridor, including the other elements of the vision plan.

Q: Will zoning laws be changed to facilitate the recommendations? This framework may not work if zoning changes don't follow.

A: The Garland Road Vision Plan, as with any other planning effort by the City of Dallas, will not offer zoning changes or policy adjustments related to rezoning. The City of Dallas is not in the business of dictating zoning changes. Zoning changes will occur as they always have, which typically is at the request of a developer interested in a particular project. If any zoning request is made by a developer for the Garland Road area, that request would be subject to the formal rezoning process, including a public hearing and vote of the City Planning Commission.

Comment: Don't get me wrong. I'm not suggesting we have one development have the same look and feel as another, like in McKinney.

Comment from Dallas City Councilman Sheffie Kadane: As a member of the City Council, I will bring these recommendations to my colleagues on the council, and to the development community and sell it. We are going to set developers up for ease of doing business in the Garland Road area and we are going to let

developers know the neighborhoods support the recommendations in this vision. Once we attract a major developer, all of the other developers will want to join.

Comment: My wife and I do a lot of our shopping and dining outside of the neighborhood – usually making up to a 30-mile roundtrip to do so. I would like to stay here to shop and dine.

Comment: This effort needs a new name that does not have the words Garland Road in it. Garland Road does not create the concept of attractive.

Response from Sheffie Kadane: The Garden and Lake District is one idea that has been presented.

Comment: I was very apprehensive about noise from a possible light rail train going down Garland Road, so I'm glad to see a rubber-wheeled trolley is being considered instead.

Comment: Attracting fine restaurants in the area will be a challenge because this is a dry area.

Response from Sheffie Kadane: The issue of whether the City of Dallas should have the dry-area policies currently in place is the subject of a ballot issue this Spring. If you want to eliminate this issue as a conflict with attracting restaurants, you may want to consider voting on this issue in the upcoming election.

Q: I'm still fuzzy on the financing for the recommendations. Is there an initial source of funds to jumpstart this, will a bond issue need to be approved, or what?

A: There are several different approaches that could be taken to fund various elements of the recommendations. One option is to designate an Improvement District or a Tax Increment Financing (TIF) district. There also may be some potential for obtaining state, regional or federal funds for certain economic development efforts or community enhancements. As was mentioned previously, a portion of funds could be realized through passage of a local bond issue. A small amount of local funds could be used to leverage state or federal funding. The final recommendations will offer the potential funding sources for elements of the plan. As projects move forward, funding sources would need to be applied for, or negotiated as appropriate.

Comment: The likelihood of light rail trains coming down Garland Road seems very slim. If no light rail,

perhaps DART could look at bus loops and/or add signing so that people may more easily access bus service. The idea of a trolley is good. Don't forget about bicyclists. At a minimum, signage is needed to direct bicyclists about how to traverse Garland Road.

Q: Can the presentation from tonight's meeting be placed on the World Wide Web?

A: Yes, the presentation is available at www.garlandroadadvison.org

Q: I know the city is strapped for cash, and AmReit will not do it, but can this group obtain an aerial photograph of the Casa Linda shopping center (intersection of Garland and Buckner roads)?

A: See Judy Meyer after the meeting and provide contact information. She will get back to you with the appropriate information. Google Earth might also be a place to check for an aerial on the web.

Q: Is there anything in the recommendations that specifically prohibit encroachment on neighborhoods?

A: There is nothing specific in the recommendations, but the study area encompasses business/commercial areas, and the Garland Road Vision Advisory Committee, the City of Dallas, NCTCOG and TxDOT all recognize that citizens have consistently requested neighborhoods to remain undisturbed by any recommendations.

Comment: I would prefer for the new bicycle trail at Gaston Avenue and Garland Road to be included in illustrations of the recommendations. The new bicycle bridge is a gateway to the Garland Road community, and should be shown.

Response: This element will be included in the final report.

Question: I like the plan, but would like to know when the nightclub at Gaston Avenue and Garland Road will be cleaned up, and will an extension of their permit to operate be allowed?

A: The Garland Road Vision Study recommendations include redeveloping this area. However, this likely will occur over time. The establishment to which you refer has been granted a license to operate for five years. The best opportunity for changes in commercial activity in the area will occur when the permit is up for renewal.

Comment: When structural changes are recommended, such as at LBJ and Garland Road, and at Gaston Avenue and Garland Road, please allow bicycle access beneath the structures. Abutments can reduce the width of any passageways, and limit bicycle access. Also, getting across Garland Road, particularly at large intersections like Buckner Road, is important for bicyclists.

APPENDIX 4

Implementation Matrix

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-----------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------|------------------------------|---------------------------|---------------------------|---------------------------------------------------------------------------------------------|
| Continuing Garland Road Leadership | | | | | | |
| 1 | Define continuing leadership structure for Vision implementation | GRVAC | | Short term | n/a | |
| Corridor-wide Recommendations | | | | | | |
| <i>Area 1: Land Use, Urban Design & Zoning</i> | | | | | | |
| 2 | Corridor Zoning Assessment | | | | | |
| 2a | Potential application of Form District zoning | Property owners to initiate | City of Dallas for decision | Mid term | Developer | Timing, cost and other details depend on the developer who would initiative such a request. |
| 3 | Changes to zoning districts | | | | | |
| 3a | Allow residential in commercial areas (for live-work areas) | Property owners to initiate zoning change | City of Dallas for decision | Mid term | Developer/ property owner | |
| 3b | Allow studios/offices in homes | Property owners to initiate code amendment | City of Dallas for decision | Long term | Developer/ property owner | |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------|---------------------------|-------------------------------------------------------------------------|----------------|
| 4 | Corridor-wide design palette (general concept is that there should be a consistent theme along the corridor, but variation from one subarea to another) | | | | | |
| 4a | Landscape treatments & materials | City of Dallas | GRVAC/ DART / TXDOT | Mid Term | Special district / Future COD Bond Program / TXDOT at IH635 | |
| 4b | Street lighting and street furniture | City of Dallas | DART / TXDOT | Mid Term | Special district / Future COD Bond Program | |
| 4c | Banners/signage | GRVAC / Business Community | TxDOT / City of Dallas | Short Term | Private Sector Funds | |
| 4d | Future private design guidelines for private sector | GRVAC | City of Dallas | Short Term | n/a | |
| 5 | Code enforcement efforts | GRVAC | City of Dallas | Short term | n/a | |
| 6 | Changes to support farmers' markets | Property owner | City of Dallas | Short term | n/a | |

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-------------------------------|-------------------------------------------------------------|-----------------------------------|------------------------------|---------------------------|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7 | Changes to support community gardens | Property owner or community group | City of Dallas | Short term | n/a | |
| Area 2: Transportation | | | | | | |
| 8 | Access Management | | | | | TXDOT is owner but not always in primary role |
| 8a | Dedicated right and left turn lanes (at specific locations) | TxDOT | City of Dallas/GRVAC | Mid term | TxDOT, CMAQ program | There has been much discussion of adding dedicated turn lanes at various intersections, similar to Buckner. Exact locations and benefits would be determined through a traffic study of each intersection |
| 8b | Study driveway locations and consolidate where possible | TxDOT | City of Dallas | Mid term | TxDOT | A complete analysis of the corridor may reveal locations where driveways may be consolidated to improve safety. |
| 8c | Possible signal at Whittier and/or Beachview | Arboretum, Doctors' Hospital | TxDOT/City of Dallas | Long term | Private funds for study, TxDOT/City for construction | A signal warrant study will be required at each location and will likely be funded by the primary business most directly impacted. Construction funding will be an issue. |
| 8d | Conduct corridor synchronization study for traffic signals | TxDOT | City of Dallas | Long term | TxDOT traffic on-call contracts | Synchronizing the signals allows for traffic to flow more quickly with fewer stops through the corridor, which is good for traffic but not necessarily for businesses. |
| 9 | Continuous sidewalks & selected crosswalk improvements | GRVAC | City & TxDOT | Long term | City/TxDOT, Safe Routes | Completing the sidewalks is the catalyst for other strategies related to buses, trolley, and pedestrian issues. Quantity (length/width) and style (standard vs. architectural) will affect the cost. |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------|---------------------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 | Expand use/timing of pedestrian signals | GRVAC | City & TxDOT | Long term | City/TxDOT, Safe Routes | Coordinate with item 10. Restriping crosswalks and adding pedestrian signal will improve walkability and safety. Must be coordinated with traffic signal timing/synchronization. Provide countdown timers and retime signals for reduced walking speed as per new guidelines in 2009 MUTCD. |
| 11 | Consolidated bus stops with enhancements | DART | City of Dallas | Mid term | DART | Contingent upon item 11. DART has indicated that continuous sidewalks will allow for consolidation of bus stop. Increased ridership at each location could warrant enhancements, including shelters at specific locations. |
| 12 | Bike Routes | | | | | |
| 12a | Bicycle sidepaths, bicycle lanes and Shared Lane Markings (SLM's) (in study area but generally not on Garland Road) in coordination with 2011 Dallas Bike Plan recommendations | City of Dallas, NCTCOG | GRVAC | Short, mid, long term | Safe Routes, other federal sources | City of Dallas and NCTCOG are currently updating the citywide Bicycle Plan |
| 12b | Way-finding signage to destinations in coordination with 2011 Dallas Bike Plan recommendations | City of Dallas, NCTCOG | GRVAC | Short, mid term | Safe Routes, other federal sources | in context with Bike Plan update |
| 13 | Rubber-tire Trolley | City of Dallas | DART, local business owners | Long term | DART | |
| 13a | Lane restriping/signing for trolley in off-peak | trolley operator | TxDOT | Mid term | operator/ TxDOT | Contingent upon item 14. Must be coordinated with TxDOT to determine feasibility and only after trolley is in place and proves useful. Traffic conditions would govern lane usage. |

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------|---------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13b | Possible connection to White Rock Park or other destinations | trolley operator | local business owners | Long term | operator | This would be a future extension of the trolley once it is determined to be feasible. |
| 13c | Connection to White Rock Station (DART) | trolley operator/ DART | | Long term | operator/DART | this would be a future extension of the trolley once it is determined to be feasible. This could also be handled through DART's revision of the bus routes in the area. |
| 14 | Parking | | | | | |
| 14a | Shared parking operations (at two gateways and for the live/work areas of smaller commercial parcels) | Arboretum, future developers | City of Dallas/ GRVAC/ Property Owners | Mid term | private developers, local businesses | This item includes the potential for one or more parking districts. Dallas Arboretum has significant parking issues that could be partially addressed through shared parking agreements with development near Gaston. Other parking "districts" should benefit corridor as development occurs. |
| Area 3: Infrastructure | | | | | | |
| 15 | Undergrounding of utilities | | | | | |
| 15a | Redevelopment locations | future developers | City of Dallas | Mid term | private developers | May be included in future development regulations. |
| 15b | Full length of corridor | GRVAC | City of Dallas | Long term | private developers, local business owners | This is difficult to achieve due to cost and franchise utility agreements in place |
| Area 4: Economic Development | | | | | | |
| 16 | Use of Special Districts | | | | | |
| 16a | Special districts to help fund infrastructure & development | Property owners, GRVAC to initiate | City of Dallas for decision | Mid term | Developer/ property owner | |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|------------------------|------------------------------------------------------------------------------|-------------------------------|-----------------------------------------|---------------------------|---------------------------|----------------|
| 16b | Special districts to help fund operations & maintenance | GRVAC to initiate discussions | City of Dallas for decision | Short term | Developer/ property owner | |
| 16c | Special districts to help fund capital & operations | GRVAC to initiate discussions | City of Dallas for decision | Mid term | Developer/ property owner | |
| 17 | Other development incentives | | | | | |
| 17a | Development review incentives (fast-tracking if meet Vision Plan guidelines) | Property owners to initiate | City of Dallas for decision | Short term | Developer/ property owner | |
| 17b | Façade enhancement funding programs | Property Owners/ Developers | City of Dallas for decision | | Developer/ property owner | |
| 18 | Small business assistance programs | GRVAC to share information | City of Dallas and BAC's for assistance | Short term | n/a | |
| 19 | Business coalition creation | GRVAC | | Short term | n/a | |
| 20 | Identity of Garland Road Corridor | GRVAC | | Short term | n/a | |
| 21 | Broaden the partnership | GRVAC | | Short term | n/a | |
| Area 5: Housing | | | | | | |
| 22 | Neighborhood support | | | | | |

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-----|----------------------------------------------------------------|-------------------------------------|---------------------------------------------|---------------------------|---------------------------|----------------|
| 22a | Coordinated use of 'People Helping People' program in corridor | GRVAC and neighborhood associations | City of Dallas for assistance | Short term | PHP program resources | |
| 22b | Use of CDBG assistance | GRVAC | City of Dallas and CHDO's | Mid term | CDBG funds | |
| 23 | Create new housing choices | | | | | |
| 23a | Developer outreach | GRVAC | Developer organizations | Short term | n/a | |
| 23b | Consumer outreach | GRVAC | Interest organizations, neighborhood groups | Short term | n/a | |
| 23c | Green building | GRVAC | USGBC, City | Short term | n/a | |
| 24 | Benchmark the corridor's mix of housing types | GRVAC | City of Dallas for development data | Short term | n/a | |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|----------------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------|------------------------------------------|------------------------------------|--------------------------------------------|----------------|
| Area 6: Environmental | | | | | | |
| 25 | Greenways | Private or public entity implementing projects | | Short term | Depends on project | |
| 26 | Community garden/art parks system | Private or public entity implementing projects | Community organizations, Park Department | Short term | Depends on project | |
| 27 | Investigate Garland Road Sustainability District and create if appropriate | GRVAC | Interested organizations, City of Dallas | Short term (to determine interest) | n/a | |
| Strategic Opportunity Vision Area 1 | | | | | | |
| Area 1: Land Use, Urban Design & Zoning | | | | | | |
| 28 | Review of existing zoning and recommendation of rezoning if needed | Property owners to initiate | City of Dallas for decision | Mid term | Developer | |
| 29 | Creation of design guidelines for new developments | GRVAC | City of Dallas | Long-Term | n/a | |
| 30 | Gateway design and improvement | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |

GARLAND ROAD VISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------|---------------------------|--------------------------------------------|---------------------------------------------------------------------------|
| | Trees and streetscape | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |
| | Gateway public art | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |
| Area 2: Transportation | | | | | | |
| 31 | Analyze intersection layout to improve traffic operations at Garland/Gaston/Grand intersection | GRVAC | City of Dallas/ TxDOT | Short term | | This will be a separate study. TIA for proposed Wrock Development waived. |
| Area 5: Housing | | | | | | |
| 32 | Work with the development community to encourage mixed use development | GRVAC | Developer organizations | Short term | n/a | |
| Area 6: Environmental | | | | | | |
| 33 | Coordination with Park Department regarding compatibility/connection to adjacent park and trail improvements | City of Dallas | | Short term | n/a | |
| Strategic Opportunity Vision Area 2 | | | | | | |
| Area 1: Land Use, Urban Design & Zoning | | | | | | |
| 34 | Review of existing zoning and recommendation of rezoning if needed | Property owners to initiate | City of Dallas for decision | Mid term | Developer | |
| 35 | Creation of design guidelines for new developments | GRVAC | City of Dallas | Long-Term | n/a | |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-------------------------------|-------------------------------------------------------|-----------------------------|------------------------------|---------------------------|-----------------------------------------------------------------|----------------------------------------------------|
| 36 | Gateway design and improvement | City of Dallas | TXDOT | Mid Term | Developer / Special district / Future COD Bond Program | |
| | Trees and streetscape along Garland Road | City of Dallas | TXDOT | Mid Term | Developer / Special district / Future COD Bond Program | |
| | Entry enhancements at Centerville and two new streets | City of Dallas | TXDOT | Mid Term | Developer / Special district / Future COD Bond Program | |
| | Enhancement of triangle at Jupiter and Alvin | City of Dallas | TXDOT | Mid Term | Developer / Special district / Future COD Bond Program | |
| Area 2: Transportation | | | | | | |
| 37 | Redesign & enhancement of Alvin Street | City of Dallas | GRVAC | Long-Term | Developer / Special district / Future COD Bond Program | |
| 38 | Creation of on-street bicycle route on Jupiter | GRVAC | City of Dallas/ NCTCOG | Short term | | Requires coordination with City's Bike Plan update |

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------|---------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| Area 5: Housing | | | | | | |
| 39 | Work with the development community to encourage mixed use development | GRVAC | Developer organizations | Short term | n/a | |
| Area 6: Environmental | | | | | | |
| 40 | Park Land | | | | | |
| 40a | Park land designation/acquisition (methods include city purchase for park, dedication as part of development project, acquisition as part of roadway project, creation as private park by developer) | GRVAC to develop specific recommendation | City of Dallas for decision | Short Term | n/a | |
| 40b | Park land improvement | City of Dallas | | Long term | Special district / Future bond program | |
| Linear Park Vision Area | | | | | | |
| Area 1: Land Use, Urban Design & Zoning | | | | | | |
| 41 | Review zoning to ensure observation deck is consistent | GRVAC | City of Dallas | Short term | n/a | |
| 42 | Trees and streetscape along Garland Road | City of Dallas | TXDOT | Long Term | Future COD Bond Program | |
| | Median treatment and paving on Garland | City of Dallas | TXDOT | Long Term | Future COD Bond Program | |
| Area 2: Transportation | | | | | | |
| 43 | Pedestrian access to park along and across Garland Rd. | GRVAC | City of Dallas | Short term | | Continuous sidewalks proposed along Garland Rd. Nearest existing crosswalks are half mile away at signalized intersections in either direction. |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|----------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------|------------------------------|---------------------------|--------------------------------------------|-------------------------------|
| 44 | Parking/Drop-off access to park | GRVAC | City of Dallas | Short term | | Provision for limited parking |
| Area 6: Environmental | | | | | | |
| 45 | Linear park improvements | GRVAC | City of Dallas/TXDOT | Long Term | Future COD Bond Program | |
| 46 | Collaboration with Railroad regarding concept and potential support | GRVAC | | Long term | n/a | |
| 47 | Collaboration with train enthusiasts for use and possible programming or enhancement of park | GRVAC | | Long term | n/a | |
| Gateway Vision Area | | | | | | |
| Area 1: Land Use, Urban Design & Zoning | | | | | | |
| 48 | Review of existing zoning and recommendation of rezoning if needed | Property owners to initiate | City of Dallas for decision | Mid term | Developer | |
| 49 | Creation of design guidelines for new developments | GRVAC | City of Dallas | Long-Term | n/a | |
| | Trees and streetscape along Garland Road | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |

GARLAND ROADVISION STUDY

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------|---------------------------|--------------------------------------------|----------------|
| | Median treatment and paving on Garland | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |
| | Railroad bridge-related gateway art | City of Dallas | TXDOT | Mid Term | Special district / Future COD Bond Program | |
| | Collaboration with Railroad regarding bridge art and potential support | GRVAC | City of Dallas | Mid Term | n/a | |
| Area 2: Transportation | | | | | | |
| 50 | Determine need for changes to traffic operations at Garland Road and NW Highway | GRVAC | City of Dallas/ TxDOT | Short term | | |
| 51 | Determine changes needed to facilitate shuttle and event parking in this vicinity | GRVAC | City of Dallas/ TxDOT | Short term | | |
| 52 | Opportunity for TXDOT to do LBJ reconstruction in a compatible design that continues these themes | GRVAC | TxDOT | Long term | TxDOT | |
| Area 6: Environmental | | | | | | |
| 53 | Park land | | | | | |
| 53a | Park land designation/acquisition (methods include city purchase for park, dedication as part of development project, acquisition as part of roadway project, creation as private park by developer) | GRVAC to develop specific recommendation | City of Dallas for decision | Short Term | n/a | |

| # | Implementation Strategies | Primary Role ⁽¹⁾ | Support Roles ⁽²⁾ | Time Frame ⁽³⁾ | Potential Funding Sources | Other Comments |
|-----|---------------------------|-----------------------------|------------------------------|---------------------------|----------------------------------------|----------------|
| 53b | Park land improvement | City of Dallas | | Long term | Special district / Future bond program | |

(1) Primary Role: Individual, property owner, business or other entity (private or public) that initiates action within the framework of the Garland Road Vision (GRV)

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

(3) Notes on time frame:

Short-term is in the next six to eighteen months (2010 through 2012)

Mid-term is in the next 18 months to 3 years (2012 through 2013)

Long-term is more than 3 years (2014 and later)

(4) Definitions:

| | |
|---------------------------------------------------|-----------------------------------------------------|
| BAC - Business Assistance Centers | GRVAC - Garland Road Vision Advisory Committee |
| CDBG - Community Development Block Grant | NCTCOG - North Central Texas Council of Governments |
| CHDO - Community Housing Development Organization | PHP - People Helping People |
| CMAQ - Congestion Mitigation and Air Quality | TXDOT - Texas Department of Transportation |
| COD - City of Dallas | USGBC - United States Green Building Council |
| DART - Dallas Area Rapid Transit | |

APPENDIX 5

Additional Implementation Background

Appendix 5.1

THE ZONING RULES

HIGHLIGHTS OF 51A

- No change in District regulations for the following districts: A, R-5, R-7.5, R-10, R-13, R-16, R-1/2ac, R-1ac, TH-1, TH-2, TH-3, D, MH, P, CA-1, CA-2.
- Nonresidential districts revised to focus the uses and design standards on the purpose of the district.
- No residential uses allowed in nonresidential districts except for mixed use districts.
- Heights and Floor Ratio related to principal uses allowed in district.
-e.g. retail districts have heights and FAR that accommodate all types of retail uses.
- Added provisions for reduced height of structures when next to SF, D, TH, districts for each foot in height over 26', buildings must be 3 feet further away from low density residential development.
- The following charts summarize districts in Chapter 51A. Please note that many districts have significant changes in permitted height, density, and coverage.

| | DISTRICT | SETBACKS | | Density | Height | Lot Coverage | Special Standards | PRIMARY Uses |
|-------------------------------------|-------------------------------------|----------|---------------|-----------------------------------|--------|--------------|--------------------------------|-----------------------------------|
| | | Front | Side/Rear | | | | | |
| RESIDENTIAL | A(A) Agricultural | 50' | 20'/50' | 1 Dwelling Unit 3 Acres | 24' | 10% | | Agricultural and residential uses |
| | R-1ac(A) Residential | 40' | 10' | 1 Dwelling Unit 1 Acres | 36' | 40% | | Single family residential uses |
| | R-1/2ac(A) Residential | 40' | 10' | 1 Dwelling Unit 1/2 Acres | 36' | 40% | | Single family residential uses |
| | R-16(A) Residential | 35' | 10' | 1 Dwelling Unit 16,000 sq. ft. | 30' | 40% | | Single family residential uses |
| | R-13(A) Residential | 30' | 8' | 1 Dwelling Unit 13,000 sq. ft. | 30' | 45% | | Single family residential uses |
| | R-10(A) Residential | 30' | 6' | 1 Dwelling Unit 10,000 sq. ft. | 30' | 45% | | Single family residential uses |
| | R-7.5(A) Residential | 25' | 5' | 1 Dwelling Unit 7,500 sq. ft. | 30' | 45% | | Single family residential uses |
| | R-5(A) Residential | 20' | 5' | 1 Dwelling Unit 5,000 sq. ft. | 30' | 45% | | Single family residential uses |
| | D(A) Duplex | 25' | 5' | 1 Dwelling Unit 6,000 sq. ft. | 36' | 60% | | Duplex and single family uses |
| | TH-1(A) Townhouse Residential | 0' | 0' | 6 DU Acre | 36' | 60% | | Single family residential uses |
| | TH-2(A) Townhouse Residential | 0' | 0' | 9 DU Acre | 36' | 60% | | Single family residential uses |
| TH-3(A) Townhouse Residential | 0' | 0' | 12 DU Acre | 36' | 60% | | Single family residential uses | |

NOTE: Additional conditions may apply. Consult the Dallas Development Code.

| | | DISTRICT | SETBACKS | | Density | Height | Lot Coverage | Special Standards | PRIMARY Uses |
|----------------|---------------------------------|------------------------------------|----------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------|--------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| | | | Front | Side/Rear | | | | | |
| RESIDENTIAL | CLUSTERED HOUSING / MULTIFAMILY | CH Clustered Housing | 0' | 0' | 18 DU Per Acre | 36' | 60% | Proximity y Slope | Single family and multifamily residential uses |
| | | MF-1(A) Multifamily residential | 15' | 15' | Min lot 3,000 sq ft 1,000 sq ft - E 1,400 - 1 BR 1,800 - 2 BR + 200 sq ft each add BR | 36' | 60% | Proximity y Slope | Multifamily residential uses |
| | | MF-2(A) Multifamily residential | 15' | 15' | Min lot 1,000 sq ft 800 sq ft - E 1,000 - 1 BR 1,200 - 2 BR + 150 sq ft each add BR | 36' | 60% | Proximity y Slope | Multifamily residential uses |
| | | MF-3(A) Multifamily residential | 15' | 10' | Min lot 6,000 sq ft 450 sq ft - E 500 - 1 BR 550 - 2 BR + 50 sq ft each add BR | 90' | 60% | Proximity Slope U-form setback Tower spacing | Multifamily residential; supporting limited retail and personal service uses |
| | | MF-4(A) Multifamily residential | 15' | 10' | Min lot 6,000 sq ft 225 sq ft - E 275 - 1 BR 325 - 2 BR + 50 sq ft each add BR | 240' | 80% | Proximity Slope U-form setback Tower spacing | Multifamily residential; supporting limited retail and personal service uses |
| | | MH(A) Mobile home | 20' | 10' | 1 DU/ 4,000 sq ft | 24' | 20% | Proximity Slope | Manufactured homes |
| NONRESIDENTIAL | office | NO(A) Neighborhood office | 15' | 20' adjacent to residential OTHER: No Min. | 0.5 Floor Area Ratio | 30' 2 stories | 50% | Proximity Slope Visual intrusion | Office |
| | | LO-1 Limited office - 1 | 15' | 20' adjacent to residential OTHER: No Min. | 1.0 FAR | 70' 5 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service uses as limited uses |
| | | LO-2 Limited office - 2 | 15' | 20' adjacent to residential OTHER: No Min. | 1.5 FAR | 95' 7 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service uses as limited uses |
| | | LO-3 Limited office - 3 | 15' | 20' adjacent to residential OTHER: No Min. | 1.75 FAR | 115' 9 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service uses as limited uses |
| | | MO-1 Mid-range office - 1 | 15' | 20' adjacent to residential OTHER: No Min. | 2.0 FAR | 135' 10 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; lodging; retail and personal service uses as limited uses |
| | | MO-2 Mid-range office - 2 | 15' | 20' adjacent to residential OTHER: No Min. | 3.0 FAR | 160' 12 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; lodging; retail and personal service uses as limited uses |
| | | GO(A) General office | 15' | 20' adjacent to residential OTHER: No Min. | 4.0 FAR | 270' 20 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; lodging; retail and personal service uses as limited uses |
| | Retail | NS(A) Neighborhood service | 15' | 20' adjacent to residential OTHER: No Min. | 0.5 FAR | 30' 2 stories | 40% | Proximity Slope Visual intrusion | Retail and personal service; and office uses |
| | | CR Community retail | 15' | 20' adjacent to residential OTHER: No Min. | 0.75 overall 0.5 office | 54' 4 stories | 60% | Proximity Slope Visual intrusion | Retail and personal service; and office uses |
| | | RR Regional retail | 15' | 20' adjacent to residential OTHER: No Min. | 1.5 overall 0.5 office | 70' 5 stories | 80% | Proximity Slope U-form setback Visual intrusion | Retail and personal service; and office uses |

NOTE: Additional conditions may apply. Consult the Dallas Development Code.

| | DISTRICT | SETBACKS | | Density FAR | Height | Lot Coverage | Special Standards | PRIMARY Uses | |
|----------------|-------------------------|-----------------------------------|-----------------|--------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|-------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| | | Front | Side/Rear | | | | | | |
| NONRESIDENTIAL | COMMERCIAL / INDUSTRIAL | CS COMMERCIAL SERVICE | 15' 0' on minor | 20' adjacent to residential OTHER: No Min. | 0.75 overall 0.5 office/lodging/ retail combined | 45' 3 stories | 80% | Proximity Slope Visual intrusion | Commercial and business service; supporting retail and personal service, and office |
| | | LI Light industrial | 15' | 30' adjacent to residential OTHER: No Min. | 1.0 overall 0.75 office/retail 0.5 retail | 70' 5 stories | 80% | Proximity Slope Visual intrusion | Industrial; wholesale distribution and storage; supporting office and retail |
| | | IR Industrial research | 15' | 30' adjacent to residential OTHER: No Min. | 2.0 overall 0.75 office/retail 0.5 retail | 200' 15 stories | 80% | Proximity Slope Visual intrusion | Industrial; wholesale distribution and storage; supporting office and retail |
| | | IM Industrial manufacturing | 15' 0' on minor | 30' adjacent to residential OTHER: No Min. | 2.0 overall 0.75 office/retail 0.5 retail | 110' 8 stories | 80% | Proximity Slope Visual intrusion | Industrial; wholesale distribution and storage; supporting office and retail |
| | Central area | CA - 1(A) Central area - 1 | 0' | 0' | 20.0 FAR | Any legal height | 100% | | All but the heaviest industrial uses |
| | | CA - 2(A) Central area - 2 | 0' | 0' | 20.0 FAR | Any legal height | 100% | | All but the heaviest industrial uses |
| | Mixed use | MU - 1 Mixed use - 1 | 15' | 20' adjacent to residential OTHER: No Min. | 0.8 base 1.0 max + bonus for residential | 90' 7 stories 120' 9 stories with retail | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging; residential |
| | | MU - 2 Mixed use - 2 | 15' | 20' adjacent to residential OTHER: No Min. | 1.6 base 2.0 max + bonus for residential | 135' 10 stories 180' 14 stories with retail | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging; and residential |
| | | MU - 3 Mixed use - 3 | 15' | 20' adjacent to residential OTHER: No Min. | 3.2 base 4.0 max + bonus for residential | 270' 20 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging; residential; trade center |
| | Multiple commercial | MC - 1 Multiple commercial - 1 | 15' Urban Form | 20' adjacent to residential OTHER: No Min. | 0.8 base 1.0 max | 70' 5 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging |
| | | MC - 2 Multiple commercial - 2 | 15' Urban Form | 20' adjacent to residential OTHER: No Min. | 0.8 base 1.0 max | 90' 7 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging |
| | | MC - 3 Multiple commercial - 3 | 15' Urban Form | 20' adjacent to residential OTHER: No Min. | 1.2 base 1.5 max | 115' 9 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging |
| | | MC - 4 Multiple commercial - 4 | 15' Urban Form | 20' adjacent to residential OTHER: No Min. | 1.6 base 2.0 max | 135' 10 stories | 80% | Proximity Slope U-form setback Tower spacing Visual intrusion | Office; retail and personal service; lodging |
| | PARKING | P(A) Parking | | | | | | | Surface parking |

NOTE: Additional conditions may apply. Consult the Dallas Development Code.

Appendix 5.2

Zoning Change

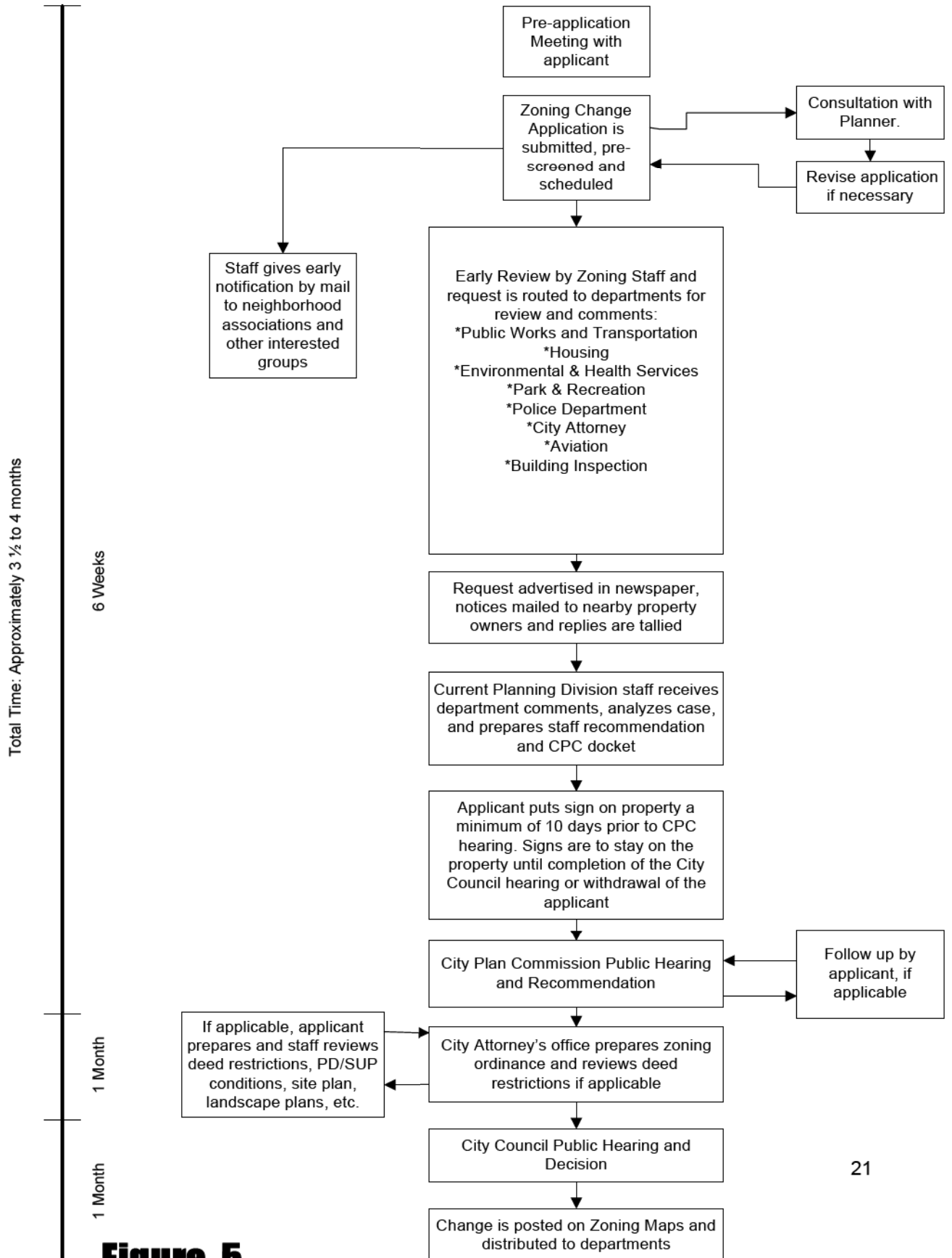


Figure 5

Appendix 5.3

Gardeners in
Community
Development



Benefits of Community Gardening

[HOME](#)

Community Organizing

- Community gardens increase a sense of community ownership and stewardship.
- Community gardens foster the development of a community identity and spirit.
- Community gardens bring people together from a wide variety of backgrounds (age, race, culture, social class).
- Community gardens build community leaders.
- Community gardens offer a focal point for community organizing, and can lead to community-based efforts to deal with other social concerns.

Crime Prevention

- Community gardens provide opportunities to meet neighbors.
- Community gardens build block clubs (neighborhood associations).
- Community gardens increase eyes on the street.
- Community gardening is recognized by the many police departments as an effective community crime prevention strategy.

Cultural Opportunities

- Community gardens offer unique opportunities for new immigrants (who tend to be concentrated in low-income urban communities) to:
 - Produce traditional crops otherwise unavailable locally,

- Take advantage of the experience of elders to produce a significant amount of food for the household,
 - Provide inter-generational exposure to cultural traditions,
 - Offer a cultural exchange with other gardeners,
 - Learn about block clubs, neighborhood groups, and other community information.
- Community gardens offer neighborhoods an access point to non-English speaking communities.
 - Community gardens allow people from diverse backgrounds to work side-by-side on common goals without speaking the same language.

Youth

Community gardens offer unique opportunities to teach youth about:

- Where food comes from
- Practical math skills
- Basic business principles
- The importance of community and stewardship
- Issues of environmental sustainability
- Job and life skills

And,

- Community gardening is a healthy, inexpensive activity for youth that can bring them closer to nature, and allow them to interact with each other in a socially meaningful and physically productive way.

Food Production

- Many community gardeners, especially those from immigrant communities, take advantage of food production in community gardens to provide a significant source of food and/or income.
- Community gardens allow families and individuals without land of their own the opportunity to produce food.
- Community gardens provide access to nutritionally rich foods that may otherwise be unavailable to low-income families and individuals.
- Urban agriculture is 3-5 times more productive per acre than traditional

large-scale farming!

- Community gardens donate thousands of pounds of fresh produce to food pantries and involve people in processes that provide food security and alleviate hunger.

Health

- Studies have shown that community gardeners and their children eat healthier diets than do non-gardening families.
- Eating locally produced food reduces asthma rates, because children are able to consume manageable amounts of local pollen and develop immunities.
- Exposure to green space reduces stress and increases a sense of wellness and belonging.
- Increasing the consumption of fresh local produce is one of the best ways to address childhood lead poisoning.
- The benefits of Horticulture Therapy can be and are used to great advantage in community gardens.

Green Space

- Community gardens add beauty to the community and heighten people's awareness and appreciation for living things.
- Community gardens filter rainwater, helping to keep lakes, rivers, and groundwater clean.
- Community gardens restore oxygen to the air and help to reduce air pollution.
- Community gardens recycle huge volumes of tree trimmings, leaves, grass clippings, and other organic wastes back into the soil.
- Community gardens provide a place to retreat from the noise and commotion of urban environments.
- Community gardens provide much needed green space in lower-income neighborhoods which typically have access to less green space than do other parts of the community.
- Development and maintenance of garden space is less expensive than that of parkland.
- Scientific studies show that crime decreases in neighborhoods as the amount of green space increases.
- Community gardens have been shown to actually increase property values in

the immediate vicinity where they are located.

Notes:

We thank St. Paul Park and Recreation for posting a list of community gardening benefits on their website. The GICD version is mainly from that source with a couple of additions. Any list of benefits can never be complete.

<http://www.stpaul.gov/depts/parks/environment/gardens/index.html>

The **American Community Gardening Association's** website is also a great resource for learning more about the many positive benefits of community gardening in the U.S. and Canada. <http://communitygarden.org>

[HOME](#)

Appendix 5.4



Gardeners In Community Development

GICD

Dallas Area Community Gardening Program

[Find a Community Garden in North Texas](#)

[VISIT GICD GARDENS](#)

[Benefits of Community Gardening](#)

[Gardening Photos](#)

[CALENDAR](#)
[Volunteer Opportunities and Public Events](#)

[NEW GROWTH](#)

[GARDENING EDUCATION](#)

[DONATIONS TO FOOD PANTRIES](#)

[NEWSLETTERS](#)

[OUR FARMERS MARKET](#)

[Plant Sales](#)

[Plant Sale Poster for 2010](#)

LINKS

[American Community Gardening Association](#)

[Conference 2005](#)

[Green Living](#)

Online Newsletter

Please download a copy of our online newsletter

[Ever Growing Summer 2009](#)

Go to [newsletter](#) archive to read a selection of GICD newsletters

Welcome to the community gardens of Dallas

Who We Are

Gardeners in Community Development (GICD) is a Dallas area nonprofit organization of professionals, volunteers, and supporters of community gardening and neighborhood greening. We were incorporated on May 25, 1994, for the purpose of promoting community gardening as a way to enhance neighborhood life.



Our mission is growing people. Each year Gardeners in Community Development makes it possible for hundreds of Dallas area families, mostly low-income, to enjoy fresh vegetables, herbs, fruits, and flowers grown in our community gardens. These gardens enhance the quality of life in area neighborhoods in many ways, and provide a place to learn and share our joy of gardening with others.

Some GICD Community Gardens grow extra vegetables and donate these to local food pantries. To learn more about the current status of our donation garden program [click here](#).

Mailing Address:

Gardeners in Community Development

901 Greenbriar Lane

| | |
|-------------------------------|------------------------------|
| | Richardson TX 75080 |
| Last edited 03/06/2010 | Contact GICD |

2 0 2 1 3

Appendix 5.5

CONTACTS

Karl Stundins

[Send E-mail](#) | [View Map](#)
 Area Redevelopment Program
 Manager, Office of Economic
 Development
 1500 Marilla Street, 2C North
 Dallas, TX 75201
 (214) 670-1690

REDEVELOPMENT

Main

Area Redevelopment
 (TIFs/PIDs)

Brownfields

Community Dev. Block Gr

Downtown

S. Dallas/Fair Park Trust
 Neighborhood Dev. Grants

Staff Directory



Area Redevelopment (TIFs/PIDs)

This program uses Tax Increment Financing Districts (TIFs) and Public Improvement Districts (PIDs) to create new real estate markets by enhancing infrastructure and services for defined neighborhoods primarily in and around downtown, near DART light rail stations or in areas with large concentrations of deteriorating apartments. These financial contributions are used to make development projects financially feasible, to enhance basic infrastructure and services, and to encourage developers to invest in these neighborhoods. The result is increased property values for residential and commercial properties alike.

TIFs

Tax Increment Finance District (TIFs) are a way for the City of Dallas to reinvest added tax revenue from new development back into the area where it originated. The TIP program is used to finance new public improvements in designated areas. The goal is to stimulate new private investment and thereby increase real estate values. Any increase in tax revenues (caused by new development and higher property values) is paid into a special TIF fund to finance improvements. Potential improvements include new roads, utilities, sidewalks, and public landscaping / lighting. In special circumstances, TIF funds may also be used for environmental remediation, demolition, and historic façades.

State-Thomas TIF District - A Success

More information to come on the success of Dallas's first TIF District, State-Thomas, v ended December 2008. ([Map](#)) ([Area Plan](#)) ([2008 Annual Report](#))

The City currently has 17 active TIF Districts.

- [Annual Report for Dallas TIF Districts](#)
- [Downtown Area TIF Districts Map](#)
- [Outlying TIF Districts Map](#)
- [Criteria for Evaluating Proposed TIF Districts](#)
- [Chapter 311 of Texas Tax Code - TIFs](#)
- **Please Contact a Member of the Area Redevelopment Staff for a TIF Project Application**

Active TIF Districts



The [West Village](#) ([map](#)) development in the Cityplace TIF.



Stone Street Gardens ([map](#)) the City Center TIF.

| District Number | Name | Map | Area Plan | Annual Report | Marketi |
|-----------------|---------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 4 | Cedars |  |  |  |  |
| 5 | City Center |  |  |  | |
| 2 | CityPlace Area |  |  |  |  |
| 16 | Davis Garden |  |  |  |  |
| 12 | Deep Ellum |  |  |  | |
| 8 | Design District |  |  |  |  |
| 11 | Downtown Connection |  |  |  | |
| 6 | Farmers Market |  |  |  |  |
| 15 | Fort Worth Avenue |  |  |  |  |
| 13 | Grand Park South |  |  |  |  |
| 17 | Maple-Mockingbird |  |  |  | |
| 3 | Oak Cliff Gateway |  |  |  | |
| 14 | Skillman Corridor |  |  |  |  |
| 7 | Sports Arena |  |  |  |  |
| 10 | Southwestern Medical |  |  |  |  |
| 18 | TOD View Showcase Presentation |  |  |  | |
| 9 | Vickery Meadow |  |  |  |  |

PIDs

Public improvement districts (PIDs) are special assessment areas created at the request of the property owners in the district. These owners pay a supplemental assessment with their taxes, which the PID uses for services above and beyond existing City services. This assessment allows each PID to have its own work program, which may consist of activities such as marketing the area, providing additional security, landscaping, lighting, street cleaning, and cultural/recreational improvements.

The City currently has 8 PID Districts

- [Chapter 372 of Local Government Code – PIDs](#)
- [City of Dallas PID Policy, amended June 2008](#)
-

2009 PID District Overview

Active PID Districts

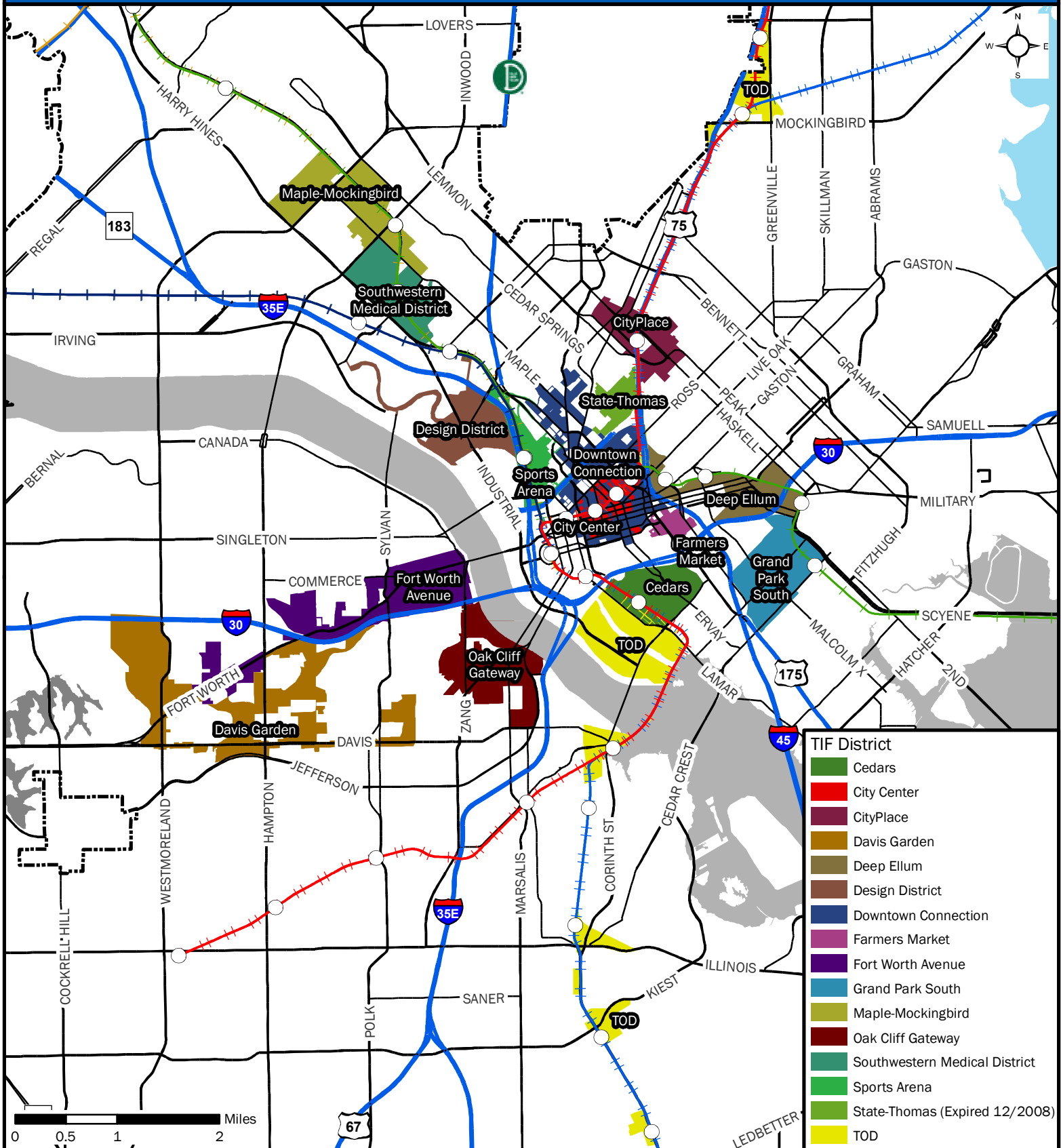
| District Number | Name | Map |
|-----------------|--------------------------------|-------------------------------------------------------------------------------------|
| 1 | Dallas Downtown District (DID) |  |
| 5 | Deep Ellum District |  |
| 7 | Lake Highlands District |  |
| 8 | Oak Lawn-Hi Line |  |
| 4 | Prestonwood District |  |
| 6 | South Side District |  |
| 2 | Uptown District |  |
| 3 | Vickery Meadow District |  |

Area Redevelopment Staff (TIFs/PIDs)

| Name | | Phone |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------|---------------|
| <u>Karl Stundins</u> | Area Redevelopment Program Manager | (214) 67 1690 |
| <u>Telemachus Evans</u> | Grand Park South, Davis Garden, Oak Cliff Gateway; Uptown PID | (214) 67 8042 |
| <u>Jim Greenwalt</u> | Retail Coordinator; Deep Ellum TIF; Deep Ellum PID; Downtown Retail Program | (214) 67 9824 |
| <u>Bryan Haywood</u> | Downtown Connection, City Center TIF Districts; Downtown Improvement District (DID); Downtown Special Projects | (214) 67 1691 |
| <u>Sue Hounsel</u> | Design District, Skillman Corridor, TOD TIF Districts; Lake Highlands PID, Oak Lawn-Hi Line PID | (214) 93 2848 |
| <u>Tamara Leak</u> | Cityplace Area, Vickery Meadow, Maple-Mockingbird, Oak Cliff Gateway TIF Districts; Vickery Meadow PID | (214) 67 8043 |
| <u>Vasavi Mallena</u> | State-Thomas, Farmers Market, Southwestern Medical TIF Districts; Prestonwood PID, New PIDs | (214) 67 8950 |
| <u>Pam Veshia</u> | Cedars, Sports Arena, Fort Worth Avenue TIF Districts; Southside PID | (214) 67 9825 |
| <u>Jeremiah Quarles</u> | Downtown Business Retention Program | (214) 67 8049 |
| <u>Sajid Safdar</u> | TIF/PID accounting, financial statements and payments and billing | (214) 93 2850 |

Appendix 5.6

City of Dallas: TIF Districts Near Downtown



City of Dallas
Office of Economic Development



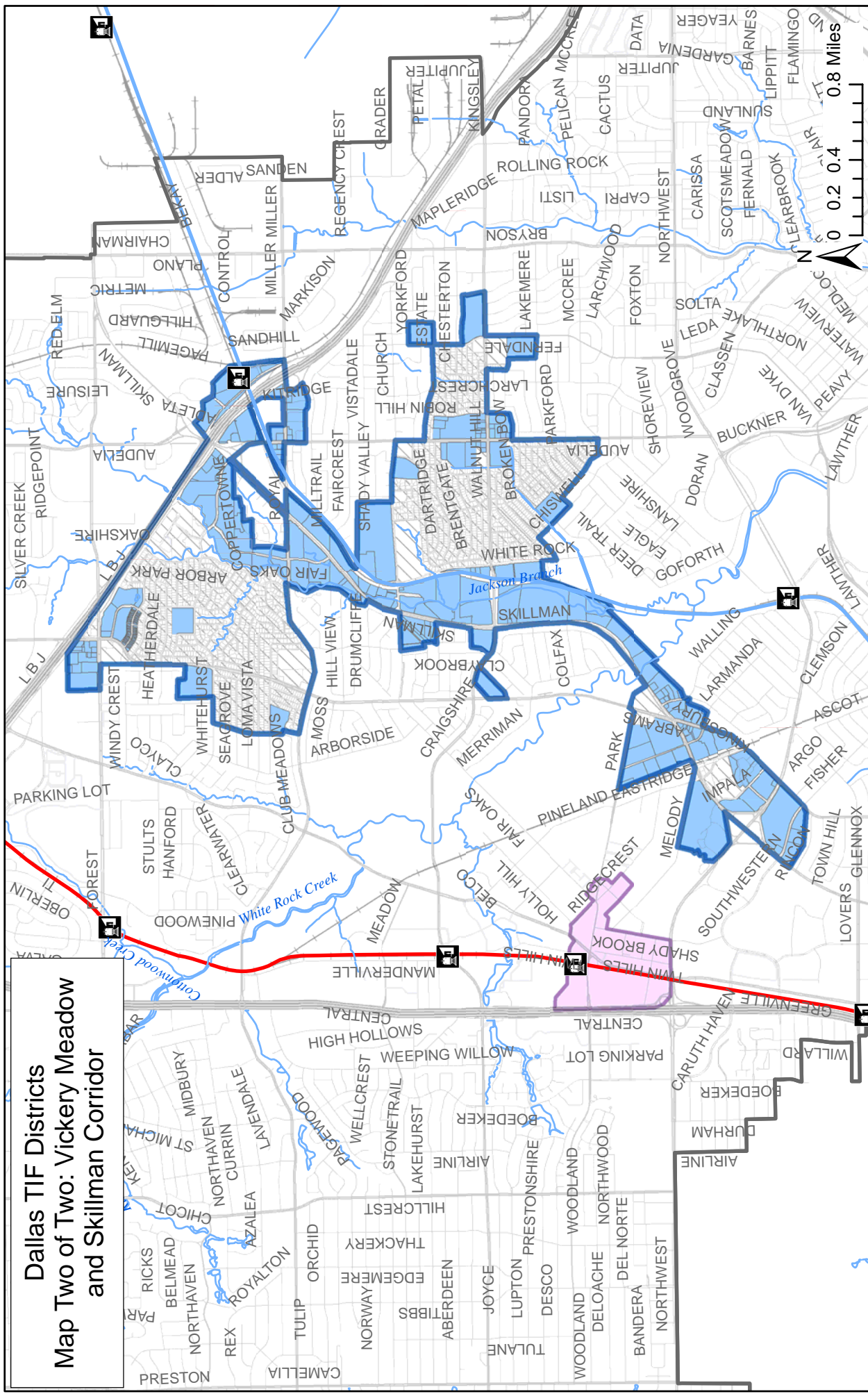
Research & Information Division
(214) 670-1685
<http://www.Dallas-EcoDev.org>

Created 11/2/2007, Last Updated 2/11/2009 - TIFs_Downtown.TCG

Source: Rail - DART, 2008; All Other Data - City of Dallas, 2008

TIF District boundaries shown are general perimeter boundaries. To determine if a specific parcel is inside the TIF District please consult the TIF Project Plan or contact Area Redevelopment staff.

Dallas TIF Districts Map Two of Two: Vickery Meadow and Skillman Corridor



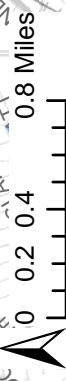
- Cedars
- City Center
- Cityplace
- Deep Ellum
- Design District
- Downtown Connection

- Farmer's Market
- Fort Worth Avenue
- Grand Park South
- Oak Cliff Gateway
- RZ 16

- Skillman Corridor
- Southwest Medical Center
- Sports Arena
- State Thomas
- Vickery Meadow



City of Dallas
Office of Economic Development
October 2007



Map is for descriptive purposes only. Please confirm status of individual parcels by contacting the Office of Economic Development.

Appendix 5.7

City of Dallas
CRITERIA FOR EVALUATING PROPOSED TIF DISTRICTS

Criteria

Rating Factor

A. Financial Benefits

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 1. Total new taxes generated by the District from all revenue sources exceed amount of taxes foregone - Direct monetary benefits to all taxing jurisdictions exceeds public funds invested during term of TIF District; Cash benefits to the City exceeds City expenditures | 50 points max. (full points if within the term of the TIF; 10 fewer points for each 3 years without City payback) |
| 2. Other taxing units participation | 15 points max. (5 points for Dallas County and DISD and 5 points for either DCCCD or Dallas County Hospital District) |
| 3. Comprehensive Review of Project Pro Forma - including rental rates, land costs, site analysis, construction costs, other sources of funds and grants, operating expenses and rate of return for the developer. Is there a financial gap with initial projects? | 20 points max. |
| 4. A minimum of \$15 million in new private investment will occur within 3 years of adoption of TIF District | 15 points max. |
| Total Financial Points | 100 points max. |

B. Policy Benefits

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 1. Provides affordable housing | 10 points max. (5 points for each 10% affordable units). <i>A minimum of 10% affordable housing is required for each TIF District</i> |
| 2. Plan provides Urban Design Guidelines and/or historic preservation guidelines, if applicable | 10 points max. |
| 3. Provides preferential hiring for neighborhood residents for new jobs created | 5 points max. |
| 4. Enhances public investments over \$10 million made within last 5 years or expected within the next 5 years (i.e. DART Light Rail System, Trinity River, bond improvements) | 20 points max. |
| 5. Enhances core assets of City | 25 points max. |
| 6. Provides direct benefits to distressed areas | 20 points max. |
| 7. Adds park or green space or to City/County Trail system and provides for ongoing maintenance of these amenities | 5 points max. |
| 8. Complies with Fair Share Guidelines for private investment. | 5 points max. |
| Total Policy Points | 100 points max. |

C. Overall Benefits

Staff will not move forward on a proposed TIF District unless both the financial and policy benefit categories qualify for a minimum of 70 points each (140 points total)

Appendix 5.8

June 25, 2008

WHEREAS, Chapter 372 of the Texas Local Government Code (the "Act") allows for the creation of public improvement districts; and

WHEREAS, on June 16, 2008, the Economic Development Committee was briefed on the proposed amended PID Policy and recommended the item to the City Council for consideration and approval on June 25, 2008.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the amended City of Dallas Public Improvement District (PID) Policy, as presented in **(Exhibit A)**, be adopted as a policy guideline for the Area Redevelopment Program and is hereby established and approved.

Section 2. That the facts and recitations contained in the preamble of this Resolution are hereby found and declared to be true and correct.

Section 3. That the City of Dallas Public Improvement District (PID) Policy **(Exhibit A)** shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

Distribution: Office of Economic Development – Tenna Kirk, 5CS
Office of Economic Development – Sajid Safdar, 2CN
City Attorney's Office - Barbara Martinez

APPROVED BY
CITY COUNCIL

JUN 25 2008


City Secretary

EXHIBIT A

City of Dallas PID Policy

*Adopted December 14, 2005
Amended June 25, 2008*



City of Dallas

Office of Economic
Development
www.dallas-ecodev.org

Exhibit A

PID Policy - Background

- ◆ On December 14, 2005, the City Council, pursuant to Resolution Number 05-3539, adopted the City of Dallas Public Improvement District (PID) Policy for the creation, renewal, administration and management of Public Improvement Districts within the City of Dallas.
- ◆ On June 16, 2008, the Economic Development Committee reviewed staff recommendations for amendments to the City of Dallas PID Policy and recommended the amended policy for City Council approval.
- ◆ On June 25, 2008, the City Council considered amendments to the PID Policy.



Exhibit A

PID Policy – Overall Recommendations

- ◆ The City of Dallas should continue to support and upgrade the use of Public Improvement Districts for Commercial and Mixed Use Areas.
- ◆ The Prestonwood PID shall continue to be renewed, supported and administered until such time the City Council deems it appropriate not to pursue renewal in accordance with Chapter 372 of the Texas Local Government Code.
- ◆ The City of Dallas Office of Economic Development will *allow* the use of Public Improvement Districts for single-family districts (*defined as areas with a minimum of 30% of land area dedicated to detached, single-family housing in established areas (defined as at least 80% of all single-family lots being developed) for the purpose of funding screening wall improvements, park improvements and maintenance, landscaping, other public improvement and additional security if less than 50% of the total PID budget.*
- ◆ *The amended PID Policy will NOT allow support the creation of PID Districts in undeveloped subdivisions.*

NOTE: Statements in italics are recommended changes from the adopted policy.



City of Dallas

Office of Economic
Development
www.dallas-ecodev.org

Exhibit A

PID Policy

- ◆ Office of Economic Development will support *new* Public Improvement Districts (PIDs) for Commercial and Mixed Use Districts. ~~Commercial and Mixed Use Districts shall be defined as areas containing no more than 30% of total property area dedicated to detached, single-family housing.~~
- ◆ *The City of Dallas Office of Economic Development will support the use of Public Improvement Districts for single-family districts (defined as areas with a minimum of 30% of land area dedicated to single-family housing) in established areas (defined as at least 85% of all single-family lots being developed) for the purpose of funding screening wall improvements, park improvements and maintenance, landscaping, other public improvement and additional security if less than 50% of the total PID budget.*
- ◆ Existing PIDs for Single-Family Districts will be supported.
- ◆ *The amended PID Policy will NOT support the creation of PID Districts in undeveloped subdivisions.*

NOTE: Statements in italics are recommended changes from the adopted policy.



Exhibit A

PID Policy (continued)

- ◆ In *new and renewing PIDs*, the City will require that Owners representing at least 60% of the value and 60% of all record Owners or 60% of land area support the creation of a new or renewing PID.
 - Petitions will not be required to be notarized.
 - Staff will verify that the person signing the petition is the owner and has the authority to sign.
 - PID petitions shall include this ~~sentence~~ additional note: ~~"The person signing represents that he or she is the property owner or is authorized to execute this petition on behalf of the property owner."~~ "With respect to community property, the City will accept the signature of one a spouse as a representation of both spouses that they support the creation or renewal of the PID absent a separate property agreement."
- ◆ In *new Single-Family PIDs*, the City will require that Owners representing at least 66.7% of the value and 66.7% of all record Owners or 66.7% of land area support the creation of a new PID.
- ◆ PID petitions will be due on April 1st annually for approval by October 1st. Signatures for PID petitions must be gathered between October 1 and April 1 prior to the submission of the petition.
- ◆ PID assessments will be based on a set rate based on total property value. The maximum PID assessment in Dallas shall be \$0.15 per \$100 valuation.
- ◆ PIDs in Dallas will be allowed to fund any item provided by state law.

NOTE: Statements in italics are recommended changes from the adopted policy.



Exhibit A

PID Policy (continued)

- ◆ PIDs must be self-sufficient and not adversely impact ordinary service delivery of the City.
- ◆ Administrative expenses, including costs for day to day City Staff administration, for a PID shall not exceed 15% of the total budget in any year.
- ◆ A PID Service Plan shall contain procedures for the termination of the PID without imposing unintended costs on the City of Dallas. A PID cannot be dissolved without a petition from property owners and must be sufficient as for creation or renewal in accordance with Chapter 372, Section 372.005(b).
- ◆ Upon approval of a PID, City staff will file the resolution creating the PID including the assessment roll in the Dallas or other County deed records and provide contact information so that a title company may determine how much of an assessment is owed or paid for each property in the PID each year. This will ensure that a title company can pro-rate the assessments for the year between the buyer and seller in the same way the title company is responsible for calculating and collecting the taxes apportioned between the buyer and seller at the date of closing. This practice will not involve separately recording documents for each parcel within a PID.



Exhibit A

PID Policy (continued)

- ◆ Property owned by the City of Dallas shall not be subject to assessment by any PID, excluding the Downtown Improvement District.
- ◆ An application fee of \$15,000 will be required for all new or renewing PIDs. This fee may be reimbursed to the PID management entity out of PID assessments when collected. This fee is regulatory in character so it approximates the costs of administering the PID through creation or renewal by City staff. The fee will be used for direct expenditures and to compensate the City of Dallas for creation and renewal staff time expended. If the City of Dallas costs for this process are less than \$15,000, the remainder will be reimbursed to the PID applicant. The application fee will not be counted as part of the 15% maximum for administrative expenses in a PID budget.
- ◆ A PID application for creating or renewing a PID shall include a current list of properties and tax roll (City will assist in this process in coordination with the PID and DCAD).



Exhibit A

PID Policy (continued)

- ◆ PID applications shall include a map acceptable to the Office of Economic Development and a legal or clear description of the property included in the District. This practice will not require that the applicant provide property surveys.
- ◆ A PID application for creating or renewing a PID shall include a section that clearly identifies the benefit of the PID to the affected property owners and to the city as a whole and also evidence of insurance.
- ◆ Any management firm for a PID shall be required to submit quarterly reports of all activities and expenditures; an annual independent audit of all PID expenditures; and shall hold an annual meeting open to all property owners and held in a public meeting space with written notice to all property owners in the PID at least two weeks prior to this meeting to provide and opportunity for property owner questions, comments and input to be considered during the PID Budget and Service Plan approval process.



Exhibit A

PID Policy (continued)

- ◆ Special Purpose PIDs may be requested by the City Manager's Office to address unique issues.
- ◆ The maximum PID assessment in these districts may be above \$0.15 per \$100 valuation.
- ◆ These PIDs in Dallas will be allowed to fund any item provided by state law.
- ◆ These Districts may be used to address special facility maintenance and beautification issues ~~or as part of a settlement of a legal matter.~~
- ◆ Administrative expenses in these districts shall not exceed **10%** of the total budget in any year.



Appendix 5.9

Municipal Management Districts

Economic Development Committee
February 2, 2009



Purpose

- Answer questions from last meeting
- Discuss open issues
- Recommend next steps

Questions From Last Meeting :

Who is Eligible to Participate in MMD Decision Making?

Board of Directors

- Initial Directors appointed by Legislature
 - 9 Directors and 3 Ex Officio (non-voting)
- Staggered two and four year terms
- Eligibility of appointed Directors
 - At least 18 years old, **and**
 - Resident or owner of property who is also a registered voter in District, **or**
 - Owner of stock of a corporate owner of property in District, **or**
 - Owner of a beneficial interest in Trust that owns property in District, **or**
 - An agent, employee or tenant of a person that owns property in District

Questions From Last Meeting : Who is Eligible to Participate in MMD Decision Making? (cont'd)

Board of Directors

- Replacement Directors appointed to 4 year term by City Council (Council also appoints to fill unexpired term)
- Ex Officio Directors: Assistant City Manager, Chief Financial Officer, Economic Development Director of City
- Open Issue: Exemption of initial Directors from Statutory Term Limits (maintain active involvement of stakeholders) MMD Board recommends Directors, Council approves.

Questions From Last Meeting : Who is Eligible to Participate in MMD Decision Making? (cont'd)

Petitioning and Voting

- **Ad Valorem Tax**
 - Tax is set by a vote of the residents in the District
 - City wants at least 65% approval of residents in the District
 - City also proposes Ad Valorem Tax be limited to industrial and commercial properties (Cypress Waters Residential exception) for public works and improvement projects at a maximum defined rate
 - Applicants propose requiring a petition by owners of 65% or more of assessed property value or 65% or more of surface area of the District to initiate election and approval by a majority of eligible voters in District

Questions From Last Meeting : Who is Eligible to Participate in MMD Decision Making? (cont'd)

- **Assessments**
 - Governed by Chapters 372 and 375 of local government code
 - Similar to PID process and tied to property benefit analysis
 - Commercial property only (INCAP, Trinity River West)
 - City wants approval by owners of 65% or more of assessed property value or 65% or more of surface area of District
 - Assessment creates a property lien similar to Ad Valorem Taxes

Questions From Last Meeting : Who is Eligible to Participate in MMD Decision Making? (cont'd)

- **Borrowing Money**
 - District may issue or execute Bonds, Notes, Credit Agreements, or other obligations
 - Must be secured by and payable from combination of Ad Valorem Taxes, Assessments or other District revenue
 - City wants prior approval of issuance of all financial obligations and terms (including Principal Amount, Interest Rate, Redemption Provisions, etc.)
 - Applicants agree with consent requirement, but seek the ability to set terms of the debt. Will agree to full disclosure prior to debt sale.

Questions From Last Meeting :

Can the District Boundaries Change? If so, how?

- Board may add or remove territory
- However, must be approved by:
 - City Council
 - Owners of territory being added or removed
- No removal of area, if debt obligations supported by Ad Valorem Taxes or Assessments levied on territory are outstanding

Questions From Last Meeting : What Happens if the District Goes Bankrupt?

- Tax Foreclosure on liened properties
- City may not dissolve District until outstanding indebtedness or contractual obligations have been repaid, discharged or City assumes obligation to pay from lawfully available revenues

Questions From Last Meeting :

How Can the City Exercise Control?

Creation of District

- Memorandum of understanding with applicants
- Creating legislation
- Board Composition

Issuance of Debt

- City approval of issuance of all financial obligations
- Higher standards of consent to levy Ad Valorem Taxes, Assessments and Impact Fees that support debt issuance

Questions From Last Meeting :

How Can the City Exercise Control? (cont'd)

Execution of Development Agreements

- Creating legislation suspends powers of District to issue/create debt or impose taxes/assessments until a Development Agreement is executed
 - Covers plans and financing of Public Infrastructure
 - Must include all elements of development including maintenance and ownership of completed infrastructures
- City and TIF Board can contract with MMD/Grant funds from TIF to MMD for authorized purposes
- Delineation of permitted services and projects
- Clear definition of rule making and when City rules prevail

Creating Legislation: Open Issues

- Chapter 380 Grants and their use for Public Expenditures
- Exemption for initial Directors, allowing key stakeholders to continue to serve on the Board after initial term
- Supplemental Security Services
- Regulatory issues and rule making
- Salary Cap for an Executive Director
- Constitutional issues concerning the 65% voter approval requirement
- Level of City Council approval required for issuance of all financial obligations
- Funding eligibility issues related to Waste Water Projects and Environmental Expenditures

Recommended Next Steps

- Authorization by Economic Development Committee for Office of Economic Development and City Attorney's Office to finalize negotiations on Draft Legislation to create three Municipal Management Districts (Trinity River West, North Oak Cliff, Cypress Waters)
- Draft a Memorandum of Understanding (MOU) with each MMD applicant that specifically references agreed upon Draft Legislation as the basis for the City Council Consent Resolution
- Draft Resolution consenting to creation of three Municipal Management Districts for Council consideration on February 11, 2009

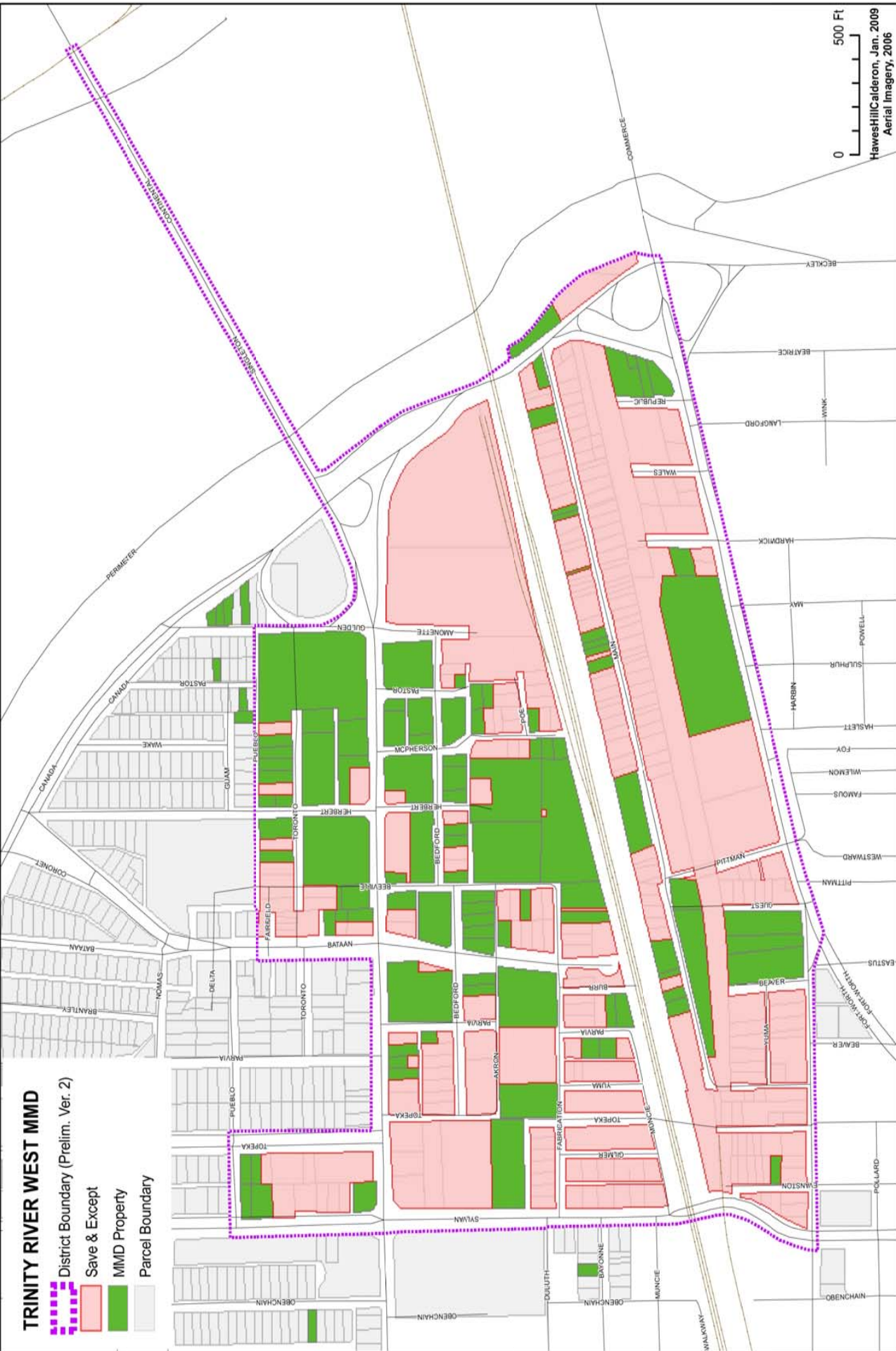
CYPRESS WATERS MMD AND TIF AREA MAP



TRINITY RIVER WEST MMD

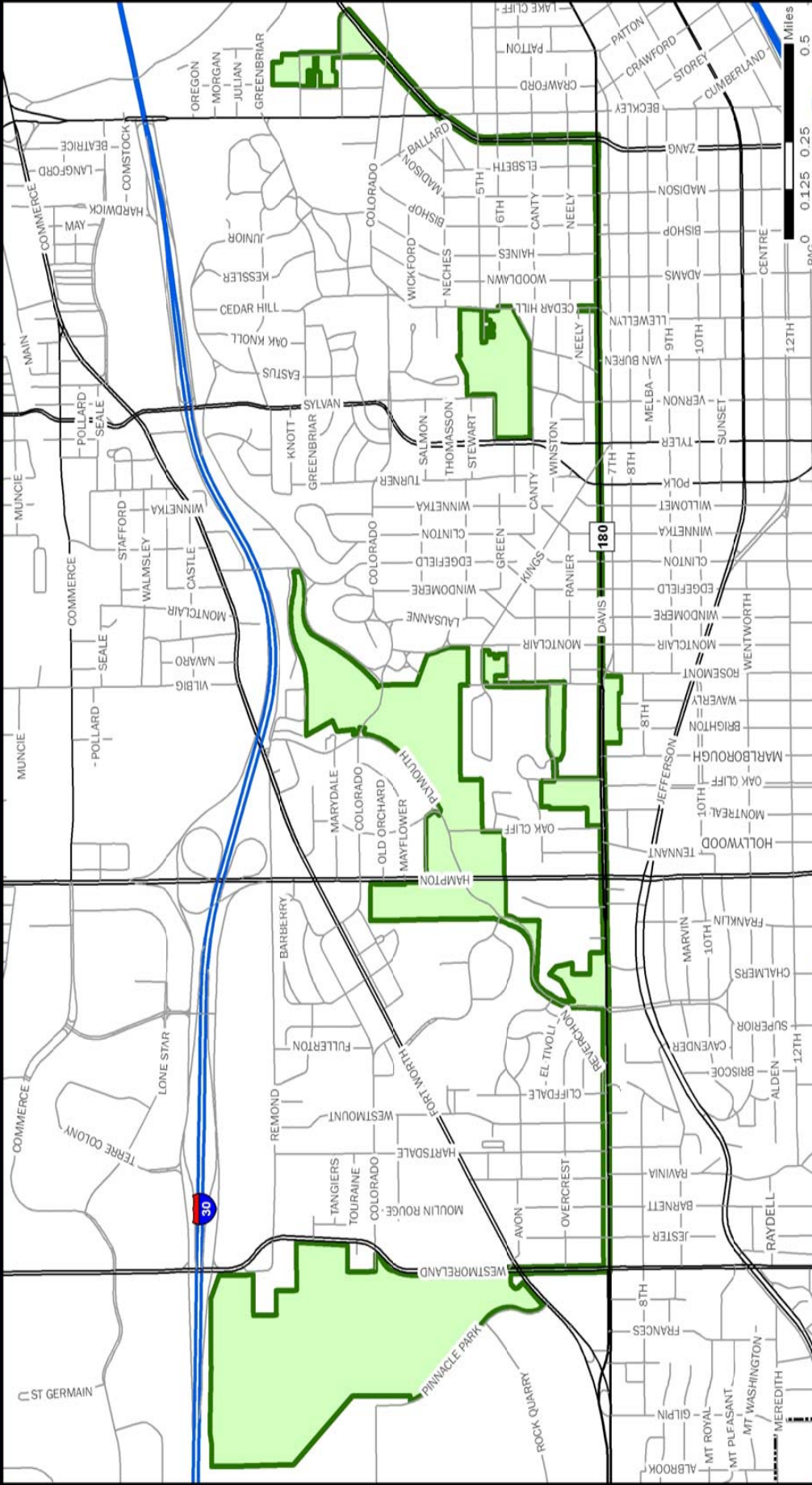
District Boundary (Prelim. Ver. 2)

- Save & Except
- MMD Property
- Parcel Boundary



0 500 Ft
HawesHill Calderon, Jan. 2009
Aerial Imagery, 2006

Proposed INCAP MMD Boundary



Dallas Office of Economic Development
 Research & Information Division
 (214) 670-1685
<http://www.Dallas-EcoDev.org>

Legend

- Proposed INCAP MMD
- City of Dallas
- Primary Highway
- Secondary Highway
- Major Arterial
- Local Streets

Source: Aerial photos - NCTCOG, 2007; Boundary - INCAP Fund, LLC, 2009; All Other Data - City of Dallas, 2009
 Created 1/27/09, Last Updated 1/30/09 - INCAP_MMD_PP.TOG

Appendix 5.10

[OED HOME](#)

[CORPORATE](#)

[REDEVELOPMENT](#)

[SMALL BUSINESS](#)

[DATA & RESEARCH](#)

[CONTACTS](#)

CONTACTS

Francisco Carrillo

[Send E-mail](#) | [View Map](#)

Office of Economic
Development
1500 Marilla Street, 5C South
Dallas, TX 75201
(214) 670-1863

DEPARTMENTS

Small Business Main

Business Assistance Center

Community Development
Block Grant

Minority and Women
Owned Enterprises

Southern Dallas
Development
Corporation

S. Dallas/Fair Park
Neighborhood Dev. Fund

Staff Directory

Community Development Block Grant

Community Development Block Grant (Entitlement Funds from the U.S. Department of Housing and Urban Development Program Funds). Help to create an environment recognized the critical role of quality of life for all citizens of Dallas.

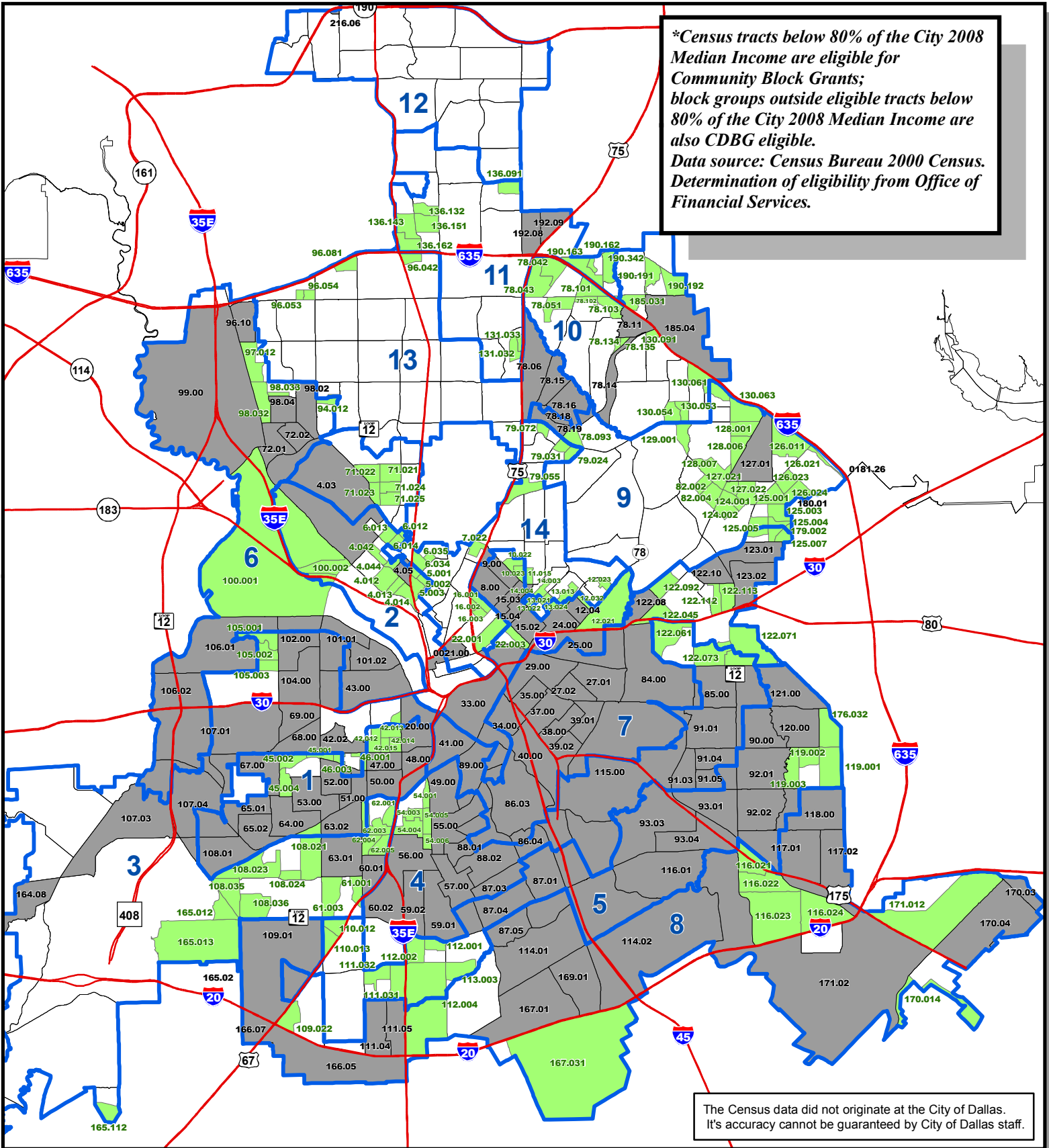
The primary objective of the Community Development Block Grant (CDBG) Program is development of viable urban communities” accomplished “by providing decent housing a suitable living environment and expanding economic opportunities,”. While the benefit such activities can be derived by other citizens, either directly or indirectly, the focus of the program is principally for persons of low and moderate income. **Any eligible activity may be financed in whole or in part with Community Development funds only accomplishes one of the following Community Development Block Grant National Objectives.**

1. Benefits low and moderate income families;
2. Aids in the prevention or elimination of slums or blight;
3. Meets an urgent need.

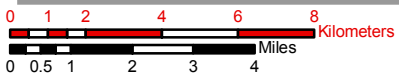


Appendix 5.11

**Census tracts below 80% of the City 2008 Median Income are eligible for Community Block Grants; block groups outside eligible tracts below 80% of the City 2008 Median Income are also CDBG eligible. Data source: Census Bureau 2000 Census. Determination of eligibility from Office of Financial Services.*



The Census data did not originate at the City of Dallas. It's accuracy cannot be guaranteed by City of Dallas staff.



Data Source:
 Roads: City Limits; Lakes - City of Dallas Public Works GIS Division
 Census Block Groups & Tracts - North Central Texas Council of Governments
 CDBG Categories - Office of Financial Service
 Community Development Division

This data is believed to be correct, but its accuracy cannot be guaranteed. It is the users' responsibility to confirm the accuracy of this data. Please contact the original creators of this data for questions pertaining to its use. Information about this data can be viewed in the metadata file associated with it. If you have any questions please contact the City of Dallas Infrastructure and Management/GIS Division

Projected coordinate system name:
 NAD_1983_StatePlane_Texas_North_Central_FIPS_4202_Feet
 Geographic coordinate system name: GCS_North_American_1983



CD Eligible Census Tracts and Block Groups



Thursday, December 10, 2009 9:45:07 AM
 File Location: U:\FinancialServices\2009\1208_1068_CDBG_Whitirel\CDBG_Elig_Areas_1208098.mxd
 Prepared By: Kevin S. Burns
 Property of: City of Dallas Enterprise GIS
 For illustrative purposes only.

Legend

- Highways
- Council Districts
- CDBG Eligible Tracts
- CD Eligible Block Group
- 2000 Census tracts

| CDBG ELIGIBLE TRACKS | | | | |
|-----------------------------|---------|---------|---------|---------|
| 0004.03 | 0043.00 | 0078.06 | 0093.01 | 0117.02 |
| 0004.05 | 0047.00 | 0078.11 | 0093.03 | 0118.00 |
| 0008.00 | 0048.00 | 0078.14 | 0093.04 | 0120.00 |
| 0009.00 | 0049.00 | 0078.15 | 0096.10 | 0121.00 |
| 0012.04 | 0050.00 | 0078.16 | 0098.02 | 0122.08 |
| 0015.02 | 0051.00 | 0078.18 | 0098.04 | 0122.10 |
| 0015.03 | 0052.00 | 0078.19 | 0099.00 | 0123.01 |
| 0015.04 | 0053.00 | 0084.00 | 0101.01 | 0123.02 |
| 0020.00 | 0055.00 | 0085.00 | 0101.02 | 0127.01 |
| 0021.00 | 0056.00 | 0086.03 | 0102.00 | 0164.08 |
| 0024.00 | 0057.00 | 0086.04 | 0104.00 | 0165.02 |
| 0025.00 | 0059.01 | 0087.01 | 0106.01 | 0166.05 |
| 0027.01 | 0059.02 | 0087.03 | 0106.02 | 0166.07 |
| 0027.02 | 0060.01 | 0087.04 | 0107.01 | 0167.01 |
| 0029.00 | 0060.02 | 0087.05 | 0107.03 | 0169.01 |
| 0033.00 | 0063.01 | 0088.01 | 0107.04 | 0170.03 |
| 0034.00 | 0063.02 | 0088.02 | 0108.01 | 0170.04 |
| 0035.00 | 0064.00 | 0089.00 | 0109.01 | 0171.02 |
| 0037.00 | 0065.01 | 0090.00 | 0111.04 | 0180.01 |
| 0038.00 | 0065.02 | 0091.01 | 0111.05 | 0181.26 |
| 0039.01 | 0067.00 | 0091.03 | 0114.01 | 0185.04 |
| 0039.02 | 0068.00 | 0091.04 | 0114.02 | 0192.08 |
| 0040.00 | 0069.00 | 0091.05 | 0115.00 | 0192.09 |
| 0041.00 | 0072.01 | 0092.01 | 0116.01 | 0216.06 |
| 0042.02 | 0072.02 | 0092.02 | 0117.01 | |

| CD ELIGIBLE BLOCK GROUPS | | | |
|---------------------------------|----------|----------|----------|
| 0004.012 | 0046.003 | 0098.033 | 0125.005 |
| 0004.013 | 0054.001 | 0100.001 | 125 |
| 0004.014 | 0054.003 | 0100.002 | 0126.011 |
| 0004.042 | 0054.004 | 0105.001 | 0126.021 |
| 0004.044 | 0054.005 | 0105.002 | 0126.023 |
| 0005.001 | 0054.006 | 0105.003 | 0126.024 |
| 0005.002 | 0061.001 | 0108.021 | 0127.021 |
| 0005.003 | 0061.003 | 0108.023 | 0127.022 |
| 0006.012 | 0062.001 | 0108.024 | 0128.001 |
| 0006.013 | 0062.003 | 0108.035 | 0128.006 |
| 0006.014 | 0062.004 | 0108.036 | 0128.007 |
| 0006.034 | 0062.005 | 0109.022 | 0129.001 |
| 0006.035 | 0071.021 | 0110.012 | 0130.053 |
| 0007.022 | 0071.022 | 0110.013 | 0130.054 |
| 0010.022 | 0071.023 | 0111.031 | 0130.061 |
| 0010.023 | 0071.024 | 0111.032 | 0130.063 |
| 0011.015 | 0071.025 | 0112.001 | 0130.091 |
| 0012.021 | 0078.042 | 0112.002 | 0131.032 |
| 0012.023 | 0078.043 | 0112.004 | 0131.033 |
| 0012.032 | 0078.051 | 0113.003 | 0136.091 |
| 0013.013 | 0078.093 | 0116.021 | 0136.132 |
| 0013.021 | 0078.101 | 0116.022 | 0136.143 |
| 0013.022 | 0078.102 | 0116.023 | 0136.151 |
| 0013.024 | 0078.103 | 0116.024 | 0136.162 |
| 0014.003 | 0078.134 | 0119.001 | 0165.012 |
| 0014.004 | 0078.135 | 0119.002 | 0165.013 |
| 0016.001 | 0079.024 | 0119.003 | 0165.112 |
| 0016.002 | 0079.031 | 0122.045 | 0167.031 |
| 0016.003 | 0079.055 | 0122.061 | 0170.014 |
| 0022.001 | 0079.072 | 0122.071 | 0171.012 |
| 0022.003 | 0082.002 | 0122.073 | 0176.032 |
| 0042.012 | 0082.004 | 0122.092 | 0179.002 |
| 0042.013 | 0094.012 | 0122.112 | 0185.031 |
| 0042.014 | 0096.042 | 0122.113 | 0190.162 |
| 0042.015 | 0096.053 | 0124.001 | 0190.163 |
| 0045.001 | 0096.054 | 0124.002 | 0190.191 |
| 0045.002 | 0096.081 | 0125.001 | 0190.192 |
| 0045.004 | 0097.012 | 0125.003 | 0190.342 |
| 0046.001 | 0098.032 | 0125.004 | |

Appendix 5.12



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Housing/Community Services Department People Helping People Program



Since 1985, the **People Helping People Program (PHP)** has been assisting 62+ years of age or disabled homeowners with minor exterior home repairs. Repairs include replacing rotted wood, scraping and painting, rebuilding/replacing steps, handrails, porches, demolishing small structures and removing open storage from yards.

Housing/Community Services Home

HOUSING PROGRAMS

Housing Development

Development

CHDO/CBDO

Homebuyer Assistance

Home Repair

Homeless Prevention and Rapid Re-Housing

Land Acquisition / Land Bank

Neighborhood Planning & Development Division

People Helping People Program

Weatherization Assistance

Contact Us

FAQs

Functions

COMMUNITY SERVICES

Community Centers

Martin Luther King, Jr. Community Center

West Dallas Multipurpose Community Center

Child Care Services

Homeless Services

Crisis Assistance

Project Reconnect

Senior Services

Women, Infants, & Children (WIC)

FAQs

How to qualify?

- Be 62+ years of age or disabled as defined by Social Security or Veterans Administration (No age limitation in Neighborhood Investment Program-N.I.P. areas)
- Own and occupy home for more than two years
- Live within the city limits of Dallas
- Meet low-income guidelines: at or below 50% of the area median income citywide (at or below 80% of the area median income in N.I.P. areas)
- No delinquent taxes or must have a deferral for payment in place or are current on payment plan for payment of delinquent taxes
- Provide copies of required documents for proof of ownership, income, and identification

All services are provided at NO COST to the homeowner and no liens are attached to the property. The PHP program is funded by Community Development Block Grant (CDBG).

How the process works:

An application is completed by the homeowner either by phone or mailed in to the PHP office. The application is then processed and assigned to a coordinator, who will contact the homeowner to schedule an initial home visit. Once the home visit is conducted, all the required documents are received and it is determined that homeowner qualifies for the program, an inspection will be completed by an inspector to determine if the home is appropriate for PHP volunteer assistance. If the home is deemed appropriate for PHP volunteer services, there is a waiting process. The average wait for assistance varies.

People Helping People Program Application (Application for download, Adobe PDF)

Volunteer Information

Volunteer recruitment is a year-round process at PHP. Any organization looking to coordinate a team project will find that once involved, it is a highly rewarding experience and one that merits their return year after year. All interested volunteer organizations must complete an application. This will provide PHP with basic knowledge about the group's skills and assist in matching them with a project at the appropriate level.

Volunteer groups provide all the tools and labor necessary to complete the project selected. Projects typically require 15-20 volunteers and 8-10 hours to complete. Small projects for youth groups are also available. Youth (under age 18) groups require 1 adult to 5 youth ratio. Recommended minimum age is 13. Let PHP help create a project just for your organization!

Volunteer Application Form (Application for download, Adobe PDF)

CONTACT INFORMATION

City of Dallas
People Helping People
4607 Lancaster Rd.
Dallas, Texas 75216

Phone: 214-670-7320

Fax: 214-670-1960

Program Manager:
Dilip Shah



Weatherization Assistance Program



www.greendallas.net

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EXHIBIT A – Part 1
CRITERIA FOR EVALUATING PROPOSED TIF DISTRICTS

Criteria**Rating Factor****A. Financial Benefits**

| | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 1. Total new taxes generated by the District from all revenue sources exceed amount of taxes foregone - Direct monetary benefits to all taxing jurisdictions exceeds public funds invested during term of TIF District; Cash benefits to the City exceeds City expenditures | 50 points max. (full points if within the term of the TIF; 10 fewer points for each 3 years without City payback) |
| 2. Other taxing units participation | 15 points max. (5 points for Dallas County and DISD and 5 points for either DCCCD or Dallas County Hospital District) |
| 3. Comprehensive Review of Project Pro Forma - including rental rates, land costs, site analysis, construction costs, other sources of funds and grants, operating expenses and rate of return for the developer | 20 points max. |
| 4. A minimum of \$100 million in new investment is planned within 5 years of adoption of TIF District | 15 points max. |
| Total Financial Points | 100 points max. |

B. Policy Benefits

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 1. Provides affordable housing | 10 points max. (5 points for each 10% affordable units). <i>A minimum of 10% affordable housing is required for each TIF District</i> |
| 2. Plan provides Urban Design Guidelines and/or historic preservation guidelines, if applicable | 10 points max. |
| 3. Provides preferential hiring for neighborhood residents for new jobs created | 5 points max. |
| 4. Enhances public investments over \$10 million made within last 5 years or expected within the next 5 years (i.e. DART Light Rail System, Trinity River, bond improvements) | 20 points max. |
| 5. Enhances core assets of City | 25 points max. |
| 6. Provides direct benefits to distressed areas | 20 points max. |
| 7. Adds park or green space or to City/County Trail system and provides for ongoing maintenance of these amenities | 5 points max. |
| 8. Complies with Fair Share Guidelines for private investment. | 5 points max. |
| Total Policy Points | 100 points max. |

C. Overall Benefits

Staff will not move forward on a proposed TIF District unless both the financial and policy benefit categories qualify for a minimum of 70 points each (140 points total)

EXHIBIT A – Part 2
CRITERIA FOR EVALUATING TIF TERM EXTENSION REQUESTS

The District proposed for term extension should satisfy the following:

-
- ~~1. The District proposed for term extension is in compliance with the existing TIF Policy and within the Financial Management Performance Criteria (FMPC) financial policy for TIF Districts.~~
 2. **Changing market conditions (not present when the zone was originally established) within the District exist:**
 - Allowing pending redevelopment to occur immediately; or
 - Supporting the expansion of a major employer; or
 - Supporting significant public investment and publically funded initiatives
 3. **Extension of the District's term financial benefits:**
 - Attract substantial redevelopment projects, with a private investment of \$100 million or more over the first 5 years of the extended term;
 - Generate satisfactory TIF increment to meet specific infrastructure and development needs;
 - Reduce the City's TIF contribution to allow greater general fund cash flow and meet District 'pay back' goals (time after TIF closes for new revenue generated within the District to reimburse the General Fund for total City TIF contributions); and
 - Generate new investment from other taxing entities
 4. **The District has any of the following pre-conditions:**
 - Low housing values;
 - Low income population;
 - High vacancy rates for commercial buildings;
 - An abundance of undeveloped or underdeveloped land; or
 - Substandard infrastructure
 5. **Term extension limit**
 - Maximum one 10-year extension
 - i. Necessary infrastructure will be funded within the 10 year time frame; and
 - ii. Sufficient time to generate increment for project TIF reimbursement