

WEST OAK CLIFF

AREA PLAN

TASKFORCE MEETING

JANUARY 25, 2022



AGENDA

- I. Staff Updates
- II. Transportation and Infrastructure
- III. Land Use + Development Recommendations
- IV. Focus Area Recommendations
- V. Public Meetings
- VI. Next Steps
- VII. Adjourn



WEST OAK CLIFF AREA PLAN

STAFF UPDATES



WEST OAK CLIFF AREA PLAN

DRAFT RECOMMENDATIONS

PROPOSED PLAN STRUCTURE

Plan Values

Plan Vision

Framework



Land Use +
Development



Inclusive Community
Development + Quality
of Life



Transportation +
Infrastructure



Parks + Open
Space

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Space



WEST OAK CLIFF AREA PLAN

TRANSPORTATION + INFRASTRUCTURE

OBJECTIVES: TRANSPORTATION + INFRASTRUCTURE

Prioritize new sidewalks and sidewalk repair to improve accessibility

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

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

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

Construct new multimodal improvements and bike lanes throughout West Oak Cliff

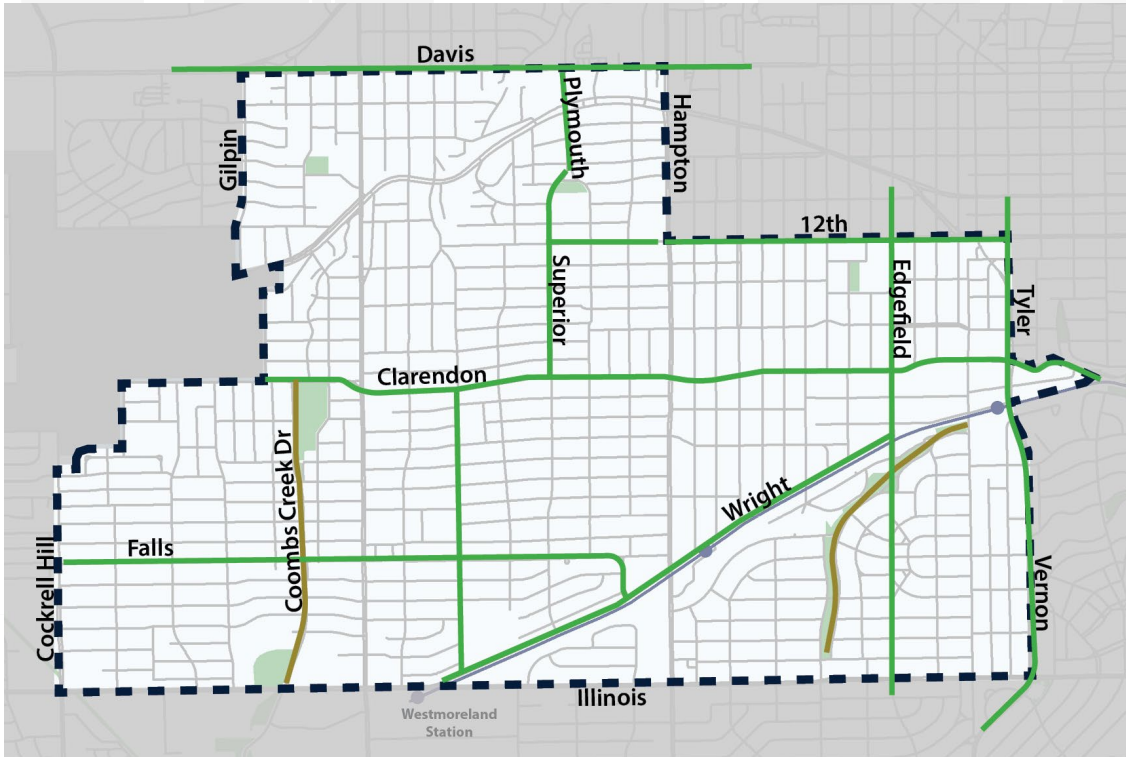
Currently there are no bike lanes and very few trails in the area. Prioritizing multimodal movement on specific streets will help increase neighborhood mobility and safety, enabling easier access to destinations such as DART.

Provide traffic calming through street design enhancements

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

PROPOSED BIKE NETWORK

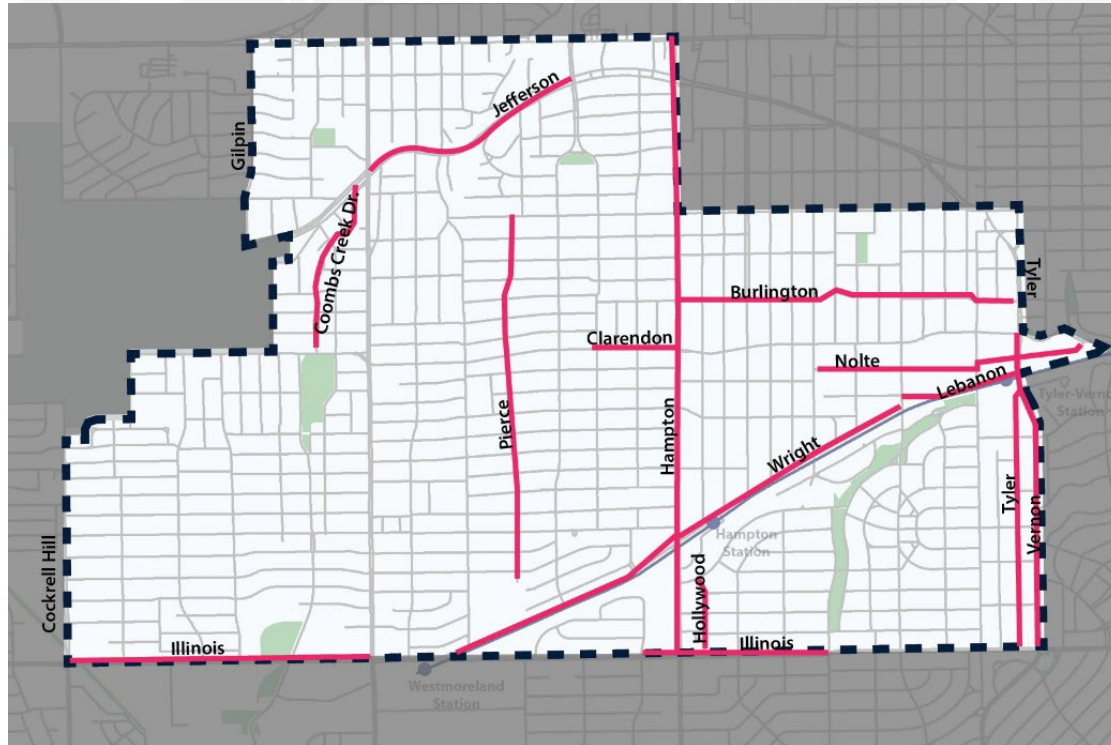
Construct new multimodal improvements and bike lanes throughout West Oak Cliff



- On-Street Facility
- Off-Street Facility/ Existing Trails

NEW SIDEWALKS + SIDEWALK REPAIR

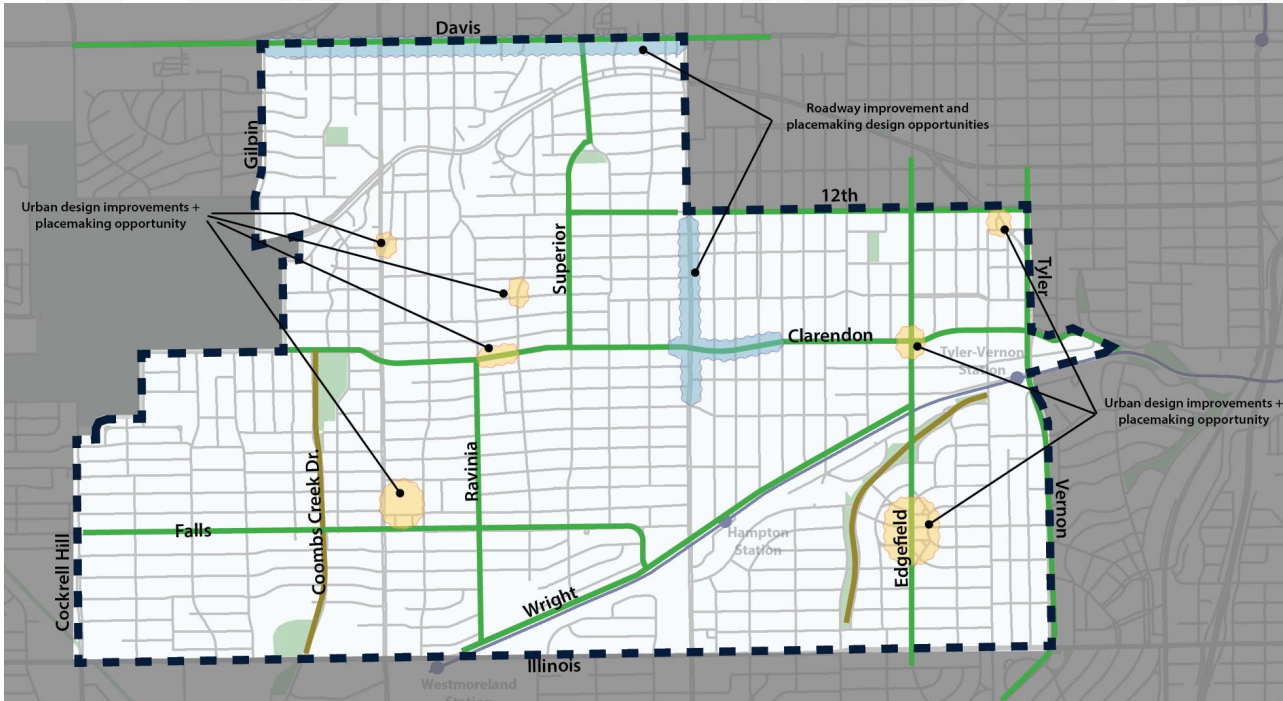
Prioritize new sidewalks and sidewalk repair to improve accessibility



- Repairs to S Vernon Avenue between Clarendon and W Illinois Ave
- Repairs W Illinois Ave between Cockrell Hill Rd and Westmoreland
- Installation of sidewalk on S Vernon Avenue between Clarendon and Illinois
- Installation of sidewalk on Burlington from Hampton to Tyler
- Installation of sidewalk on Wright Street from Hampton to Edgefield (see 3.a)
- Installation of sidewalk on Jefferson between Plymouth and Westmoreland
- Hampton from Wright to Illinois
- Illinois between S. Franklin and Rugged Dr
- Hollywood between Elmwood Blvd and Illinois
- Hampton Road between West Davis and Wright
- Coombs Creek Drive between Clarendon and Jefferson
- Pierce Street between W 12th and Stockard Junior High School
- Clarendon between Chalmers and Hampton
- Nolte between Montclair and Clarendon
- Lebanon between Edgefield and Tyler
- Tyler between Vernon and Illinois

ACTION ITEMS: TRANSPORTATION + INFRASTRUCTURE

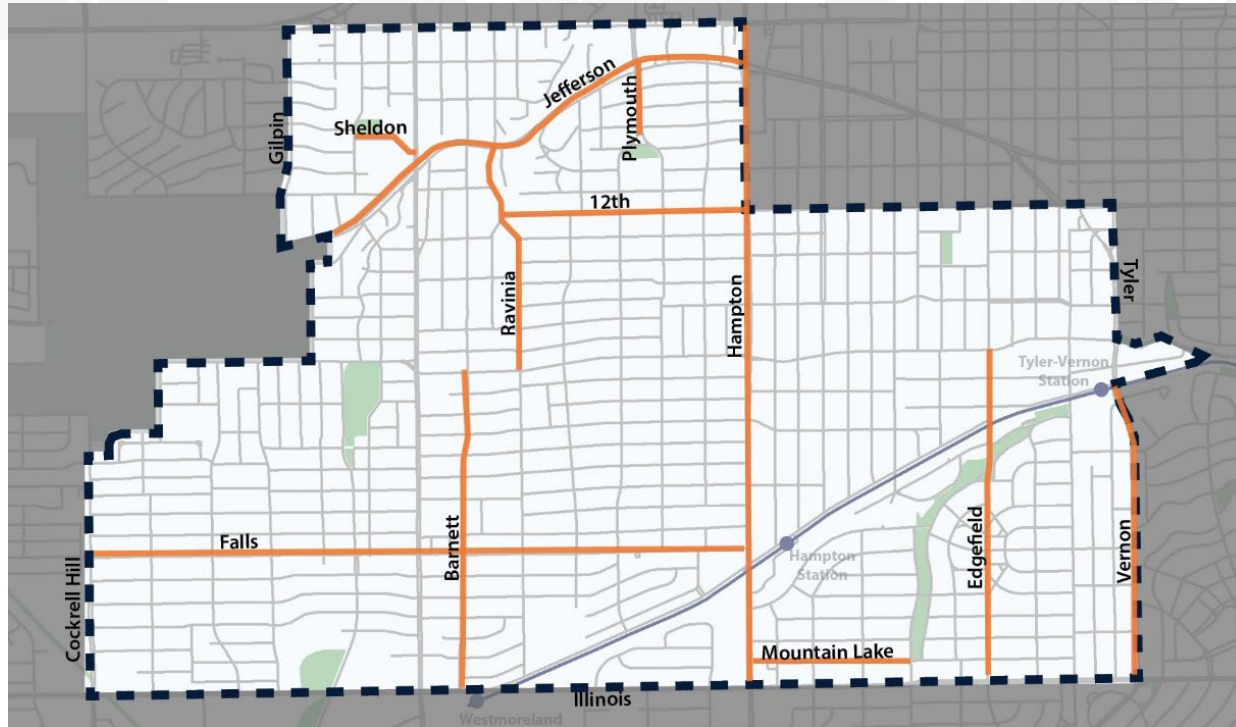
Utilize design improvements within the public right-of-way to enhance placemaking and safety



- Edgefield/Clarendon
- Polk/ Page/12th
- Downtown Elmwood
- Schooldell/Irwindell/ Westmoreland
- North Cliff Neighborhood Center
- Clarendon/Ravinia
- West Davis
- Hampton/Clarendon
- Westmoreland Heights Village

ACTION ITEMS: TRANSPORTATION + INFRASTRUCTURE

Evaluate traffic calming on the following streets



OBJECTIVES: TRANSPORTATION + INFRASTRUCTURE

Comments:

- Additional traffic signals on Edgefield seems unnecessary. "B" (tree plantings) seems great.
- For (a), can it (sidewalk improvements on Hampton) go all the way to Wright St instead of Brandon?
- Suggest closing median openings where possible. There are too many openings along Hampton that only serve a limited number of homes. Access points into/through these neighborhoods should be kept to a minimum. The median openings enable this unwanted traffic through our neighborhoods.
- I would also suggest modifying Clarendon on the Thoroughfare plan down to a 2 lane roadway that expands to have dedicated left turns at the larger intersections.
- Great ideas--need to let residents know these options! (if we decide on them!)
- Add: Traffic Calming, lighted cross walks and/or traffic lights at intersections on Vernon Ave. between Illinois Ave and Clarendon - specifically Monssen/Elmdale Pl and Vernon Ave.
- Boyd street sidewalks to Illinois Ave.
- Closing the access to Tyler St. at the Vernon Split for traffic calming and to create walkability to Tyler Station.
- A trail path on Coombs Creek, spanning from Jefferson Blvd to Clarendon. Maybe some Speed bumps by Martin Weiss on Clarendon to deter speeding.

OBJECTIVES: TRANSPORTATION + INFRASTRUCTURE

Comments:

- Why aren't there any [bike lanes] on Jefferson Blvd? Cockrell Hill added bike lanes on Jefferson both ways, and heading towards oakcliff, they end off Gilpin Ave. Bikes ride through OC from CH along Jefferson and I think it would be beneficial to add bike lanes down Jefferson.
- Ravinia busy street and path to 3 schools. – Traffic calming needed.
- Superior (between Emmett and Falls) need sidewalks, bike lanes and traffic calming needed for speeders. Emmett to Falls dr. - no sidewalks curbs or gutters
- Pierce @ Clarendon long stretch very close to Arturo Salazar Elementary To Falls: No sidewalk curbs or gutters
- Wright starting @ Ravinia to Hampton -No sidewalks along Stockard Middle School. Could be used for walking, biking, or access to train.
- Improvements needed near Martin Weiss recreation Center, including crosswalk with stripping and blinking light for pedestrian crossing to park at following: W. Clarendon 3300 and 1100 block of Martindell and W. Clarendon at 1000 Combs Creek
- Sidewalks needed on Shasta between Emmett and Falls

OBJECTIVES: TRANSPORTATION + INFRASTRUCTURE

Highest rated sidewalk priorities (total score):

1. Clarendon between Chalmers and Hampton (4)
2. Nolte between Montclair and Clarendon (4)
3. Lebanon between Edgefield and Tyler (3.83)
4. Hampton between West Davis and Wright (3.83)
5. Tyler between Vernon and Illinois (3.6)
6. Pierce between W 12th and Stockard Junior High (3.33)
7. Coombs Creek Between Clarendon and Jefferson (2.8)

Highest rated public realm/design enhancement priorities (total score):

1. Downtown Elmwood (4.67)
2. Hampton (between Brandon and 12th) (4.33)
3. Schooldell/Irwindell/Westmoreland (3.67)
4. Falls/Searcy (3.5)
5. Pierce/Catherine (3.33)



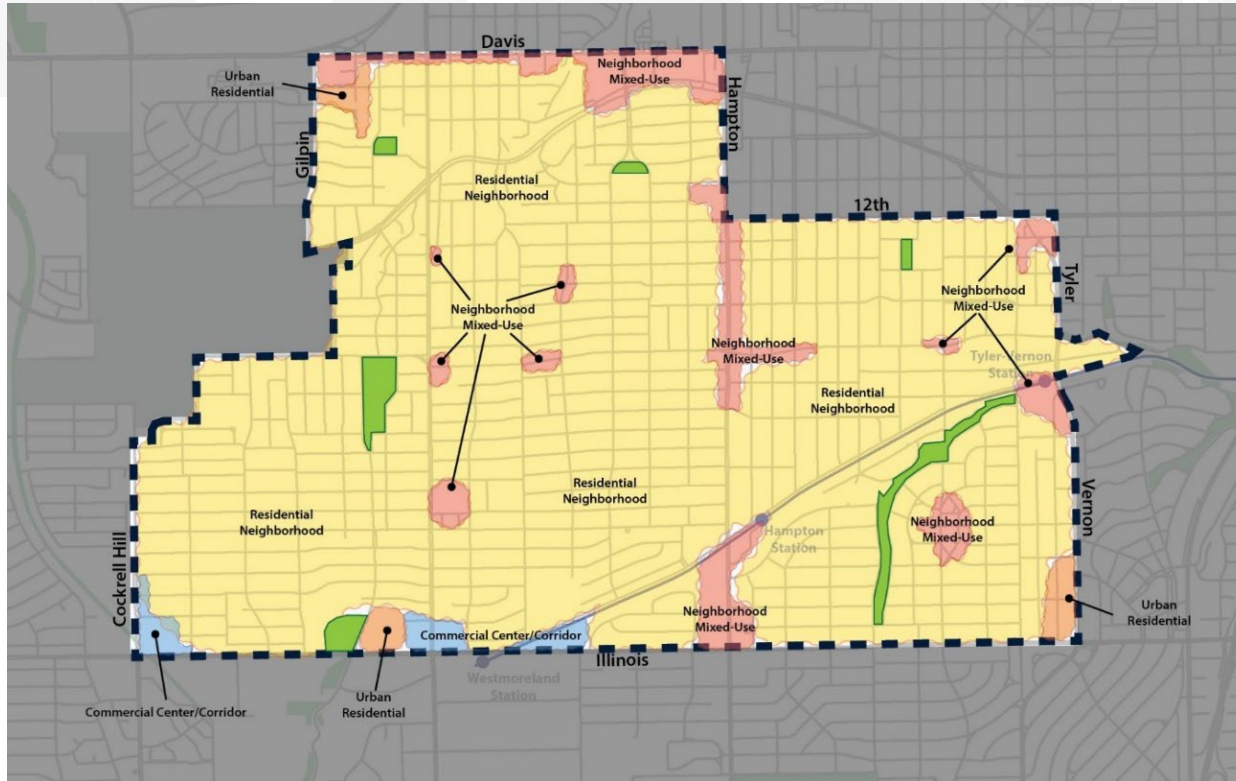
DISCUSSION



WEST OAK CLIFF AREA PLAN

LAND USE + DEVELOPMENT

DRAFT FUTURE LAND USE MAP



LAND USE TYPES



Residential Neighborhoods

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

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



Urban Residential

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

Commercial Center/Corridors

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



Neighborhood Mixed-Use

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

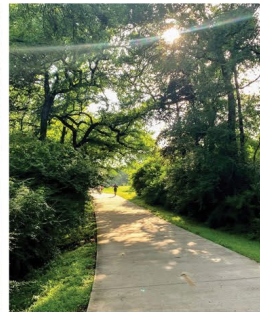
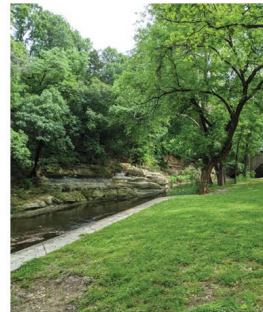


Neighborhood Mixed-Use areas are often adjacent to Residential Neighborhood areas and should be contextually sensitive to those neighborhoods. This includes the height and massing of buildings, parking management to minimize spillover impacts, and hours of operation to minimize noise. Most Neighborhood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



Open Space

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



OBJECTIVES: LAND USE + DEVELOPMENT

- **Preserve and protect existing single-family neighborhoods**

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

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

Through strategic urban design enhancements along with zoning changes in specific areas, many of the small commercial nodes in West Oak Cliff can find new life, allowing new jobs, retail, and cultural opportunities to thrive.
- **Preserve historic buildings and character through neighborhood-sensitive design**

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

OBJECTIVES: LAND USE + DEVELOPMENT

- **Preserve and protect existing single-family neighborhoods**
 - I. Unless otherwise specified, there are no recommendations to change the zoning in single-family residential districts (R-5 and R-7.5 districts).
 - II. In the Jimtown Focus Area (Authorized Hearing Case 189-240), consider amending the existing zoning from MF-2 to a lower-density zoning category, permitting accessory dwelling units and duplexes by right, encouraging better design outcomes for future development in this area to be context sensitive to the existing neighborhood fabric through architectural and design guidelines.

OBJECTIVES: LAND USE + DEVELOPMENT

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

- I. Consider rezoning the existing Hampton Road commercial corridor between Wright Street and Illinois Avenue to allow for transit-oriented, neighborhood-scale mixed-use development (see Hampton Station Focus Area recommendations)
- II. On non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station, including the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143) explore opportunities to amend the zoning to encourage neighborhood-scale mixed-use development (see Tyler-Vernon Station Focus Area recommendations)
- III. In areas within ¼ mile of high-frequency bus routes (Jefferson Boulevard) and within ½ mile of DART light-rail stations, create a zoning overlay to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis. Development will be required to follow existing city codes related to ADUs, including parking requirements, setbacks, and massing standards.
- IV. In conjunction with citywide parking code reform, consider parking code reductions for commercial, residential, and office uses within ½ mile of DART light-rail stations and ¼ mile of high-frequency bus corridors to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.

OBJECTIVES: LAND USE + DEVELOPMENT

- **Create walkable, neighborhood-scale mixed-use centers**
 - I. Downtown Elmwood Focus Area: (Authorized Hearing Case Number Z178-142), amend the zoning to allow for neighborhood-scale mixed-use development, including allowing some residential uses (see Downtown Elmwood Focus Area Recommendations).
 - II. West Davis Corridor: TBD (see page 3)
 - III. Hampton-Clarendon: (Authorized Hearing Case Number 189-349) amend the zoning to allow for neighborhood-scale mixed-use development, including allowing some residential uses (see Hampton/Clarendon Focus Area Recommendations). As a part of this, consider expanding the score of the existing authorized hearing north to include commercially-zoned properties along Hampton between Burlington and West 12th Street.
 - IV. North Cliff Neighborhood Center (Authorized Hearing Number 189-127): amend the conservation district zoning to allow for neighborhood-scale mixed-use development, including allowing some additional residential uses (see North Cliff Neighborhood Center Focus Area Recommendations).
 - V. In other existing retail nodes throughout West Oak Cliff, including Schooldell/Irwindell/Westmoreland, Clarendon/Westmoreland, Westmoreland Heights Plaza, Ravinia/Clarendon, and Tyler/Page/12th, consider future amendments to the zoning to enable more neighborhood-scale, walkable mixed-use development that works to protect existing historic structures but allows for future redevelopment and infill development that enhances these as pedestrian-oriented districts.

OBJECTIVES: LAND USE + DEVELOPMENT

- **Preserve historic buildings and character through neighborhood-sensitive design**
 - I. Explore amending the existing zoning for create a conservation district for the Hampton Hills neighborhood and the Kessler Plaza/ Ravinia Heights neighborhood to preserve the historic character of that neighborhood.
 - II. In conjunction with planning citywide parking code reform, explore opportunities to reduce parking requirements for legacy and historic structures in all ongoing authorized hearing locations to enable easier redevelopment of existing structures and encourage rehabilitation over redevelopment.



DISCUSSION



WEST OAK CLIFF AREA PLAN

MISSING MIDDLE HOUSING OVERLAY

MISSING MIDDLE HOUSING OVERLAY

Transit-Oriented Missing Middle Overlay for Tyler-Vernon and Hampton DART Station Areas (within ½ mile of stations)

Currently Allowed By-Right in R-5(A) and R-7.5(A) Zoning:

- Single-Family

Proposed to be Allowed By-Right in R-5(A) and R-7.5(A) Zoning:

- Single-Family
- Accessory Dwelling Units
- Duplexes

Proposed to be Allowed By-Right in R-5(A) and R-7.5(A) Zoning Under Applicable Conditions (see next slide):

- Triplexes
- Quadplexes
- Cottage Homes (multiple separated single-family homes on a single lot)
- Narrow-Lot Single-Family

MISSING MIDDLE HOUSING OVERLAY

Proposed:

Permitted Under the Following Conditions:

- **Triplex:** On all residential lots larger than 10,000 sf in size
- **Quadplex:** On all residential corner lots larger than 10,000 sf in size or on residential lots larger than 15,000 sf in size
- **Cottage Homes:** On residential lots larger than 20,000 sf in size. Max density: 16 units per acre.
- **Narrow-Lot Single-Family:** On residential lots at least 60' wide and at least 150' deep.

POTENTIAL URBAN DESIGN GUIDELINES

General design considerations

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

Open Space

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

Parking

- Required parking should be located behind the front yard setback, ideally at the rear of a structure.
- Garages should be located at least 15’ behind the front of the main street-facing structure.
- When improved alleys exist, parking and garages should be accessed via the rear of the property to reduce driveway cuts along the main street frontage.
- Consider variances for garage-operated parking setbacks off alleys to make alley-accessed garages more viable.

POTENTIAL URBAN DESIGN GUIDELINES

Driveways

- Driveways off the primary street should be no wider than 14', unless otherwise stated
- For corner lot properties, access can be provided off either street. Other requirements still apply.
- Two adjacent properties should be permitted to share a driveway, given it is no larger than 14' on either property.

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

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

Massing

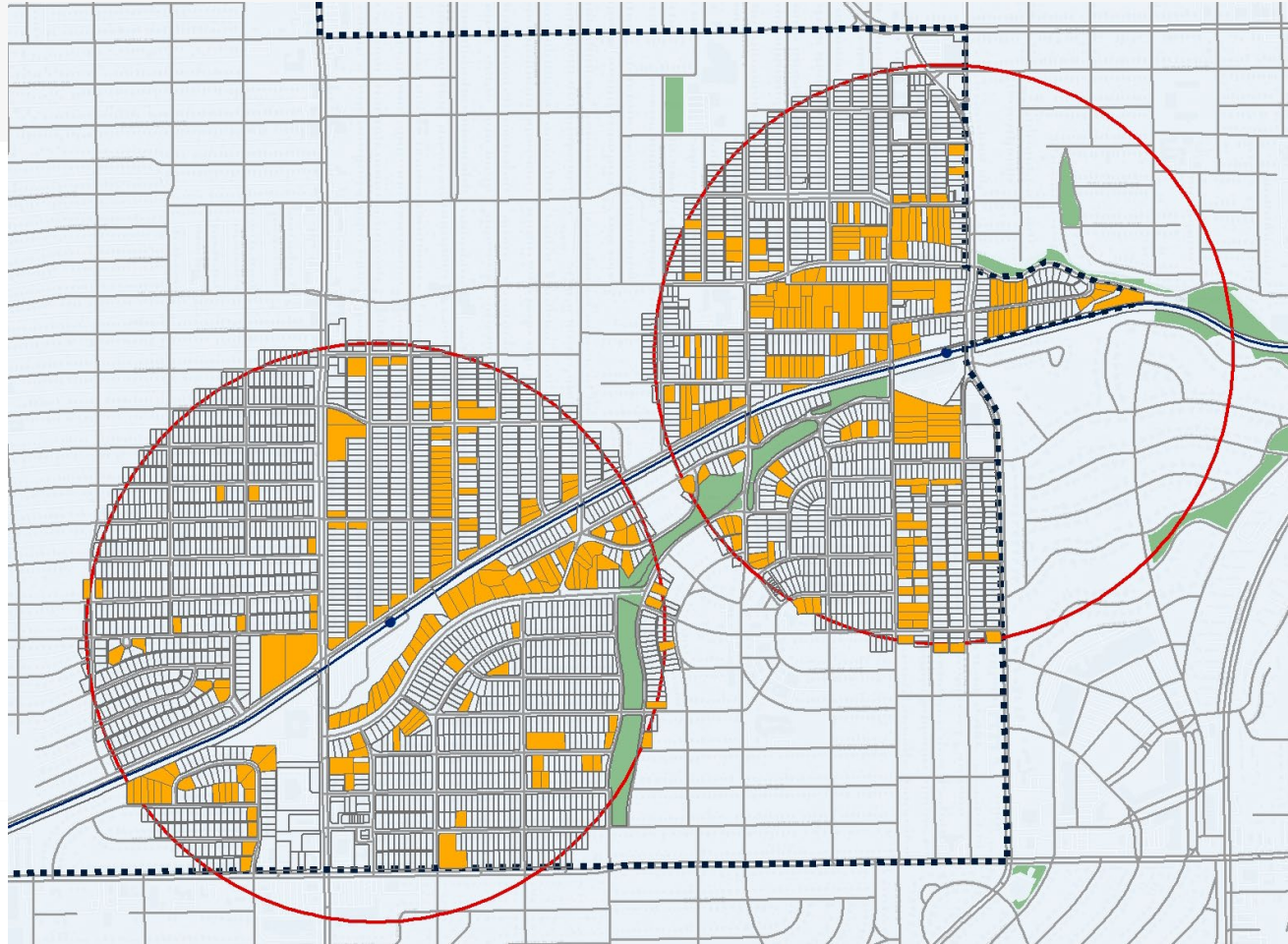
- Existing height and lot coverage requirements still apply.
- Consider requirements that restrict massing of new development to be no larger than a certain percentage of the average building footprint or total square footage of the other buildings on each block face.

Platting: The combination of two adjacent lots into one single larger lot for the sake of allowing additional density is not preferred.

Architectural Requirements: Neighborhood-specific architectural standards such as façade materials, roof pitches, and detailed characteristics should be determined on a neighborhood-specific basis as requested by neighborhood associations.

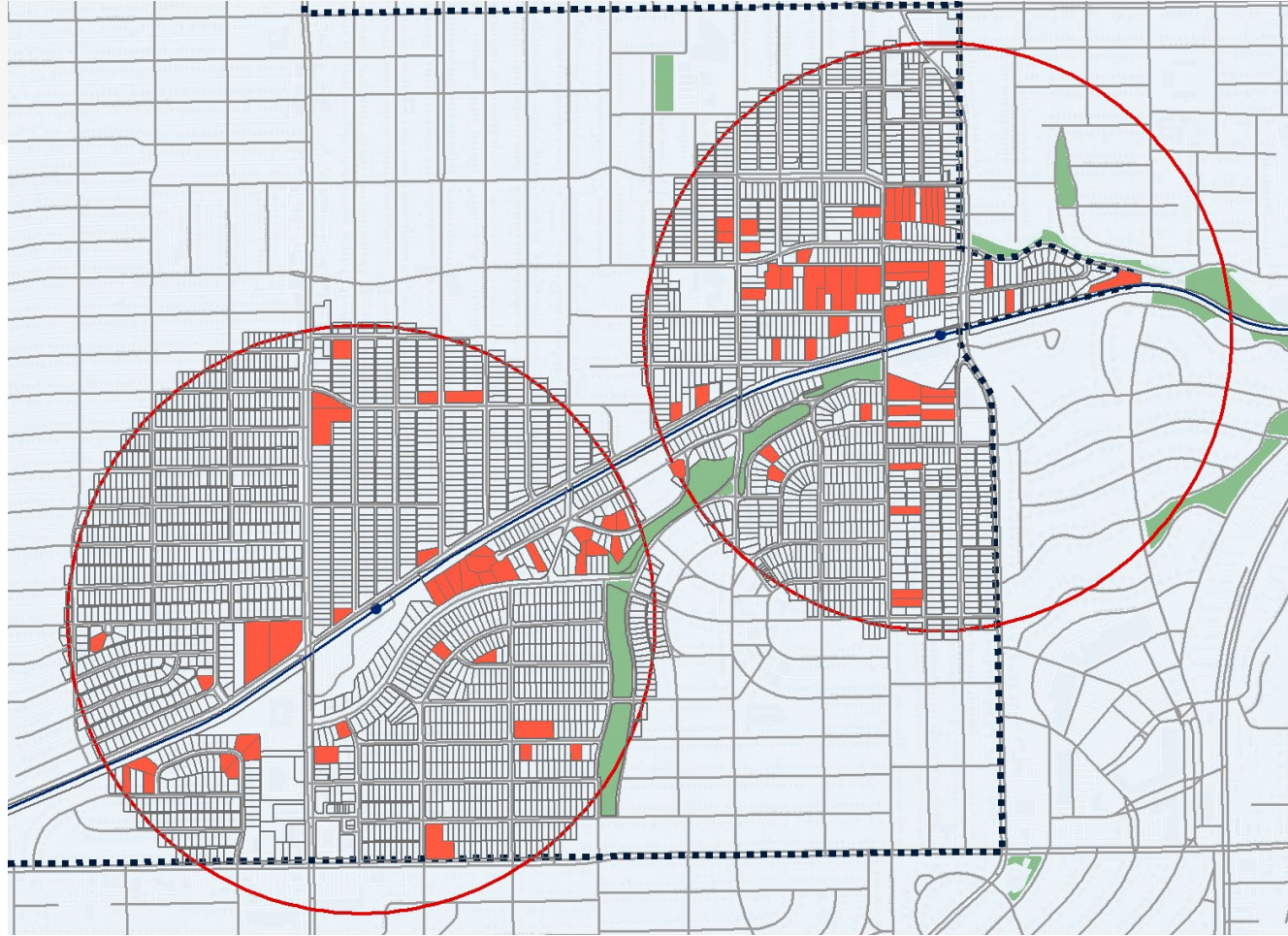
WHERE WOULD TRIPLEXES BE PERMITTED?

- 329 out of 2835 parcels
- Some of these currently exist as schools or churches
- Others would be impacted by floodplain and topography



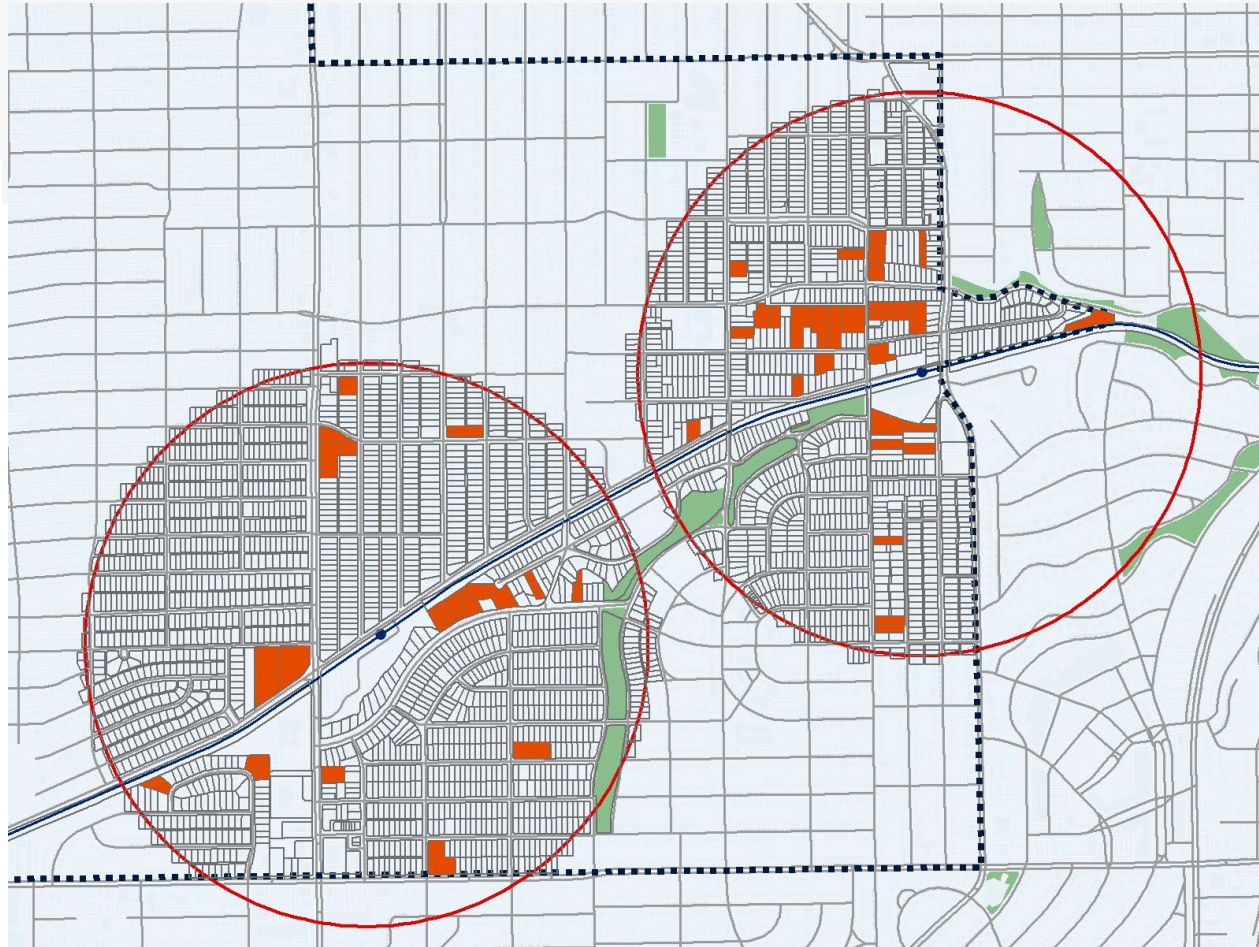
WHERE WOULD QUADLEXES BE PERMITTED?

- 118 out of 2835 parcels
- Some of these currently exist as schools or churches
- Others would be impacted by floodplain and topography



WHERE WOULD COTTAGE HOMES BE PERMITTED?

- **46 out of 2835 parcels**
- **Some of these currently exist as schools or churches**
- **Others would be impacted by floodplain and topography**



URBAN DESIGN BEST PRACTICES

GOOD



BAD



URBAN DESIGN BEST PRACTICES

GOOD



BAD

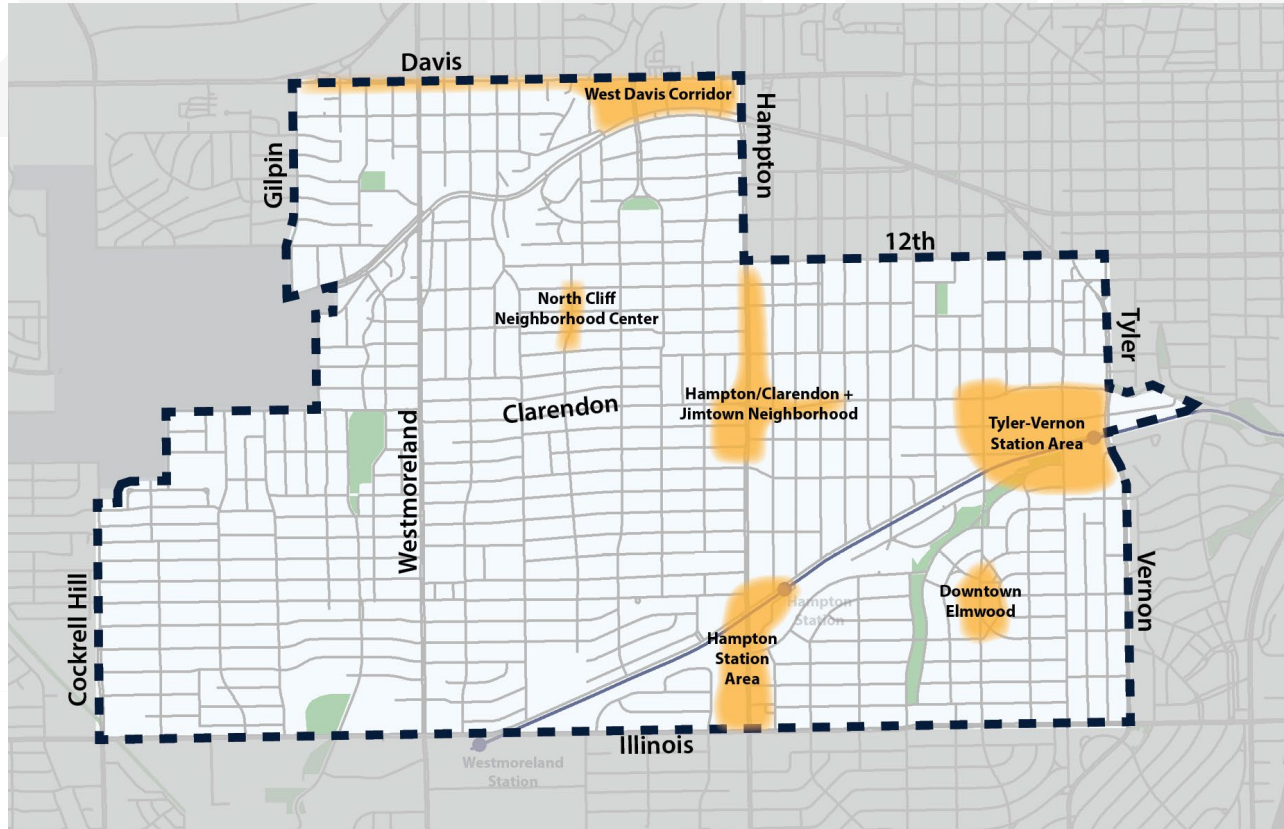




WEST OAK CLIFF AREA PLAN

FOCUS AREAS

FOCUS AREAS

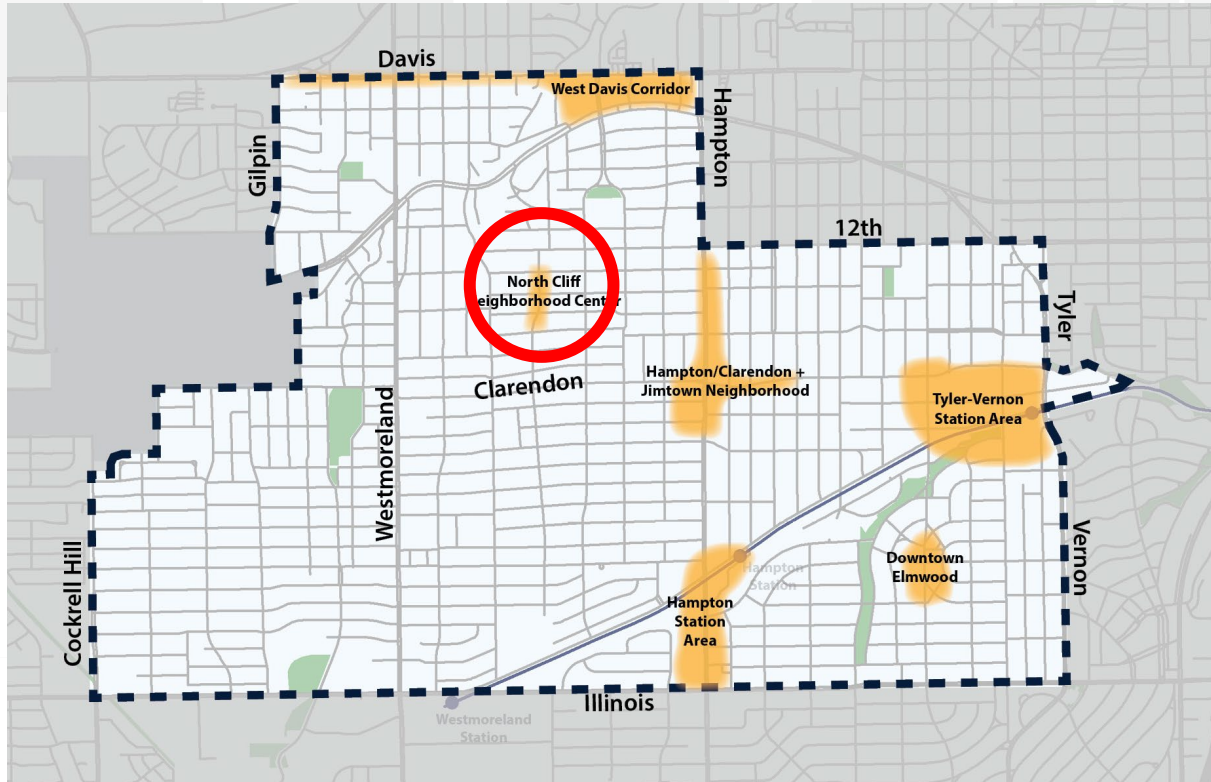




WEST OAK CLIFF AREA PLAN

NORTH CLIFF NEIGHBORHOOD CENTER

FOCUS AREAS: NORTH CLIFF NEIGHBORHOOD CENTER



FOCUS AREAS: NORTH CLIFF NEIGHBORHOOD CENTER



What did we hear?

- Want old commercial buildings rehabbed
- Want new uses in these buildings such as art galleries/studio space, coffee shop, barber shop, dry cleaners, etc.
- Want new community gathering space (community gardens, playground, plaza, etc) in this area.
- Want new sidewalks and improvements to make accessing this area easier
- Don't want a change in scale or character from existing neighborhood

FOCUS AREAS: NORTH CLIFF NEIGHBORHOOD CENTER

Draft Recommendations:

Land Use + Development

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

Transportation + Infrastructure

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

FOCUS AREAS: NORTH CLIFF NEIGHBORHOOD CENTER



FOCUS AREAS: NORTH CLIFF NEIGHBORHOOD CENTER

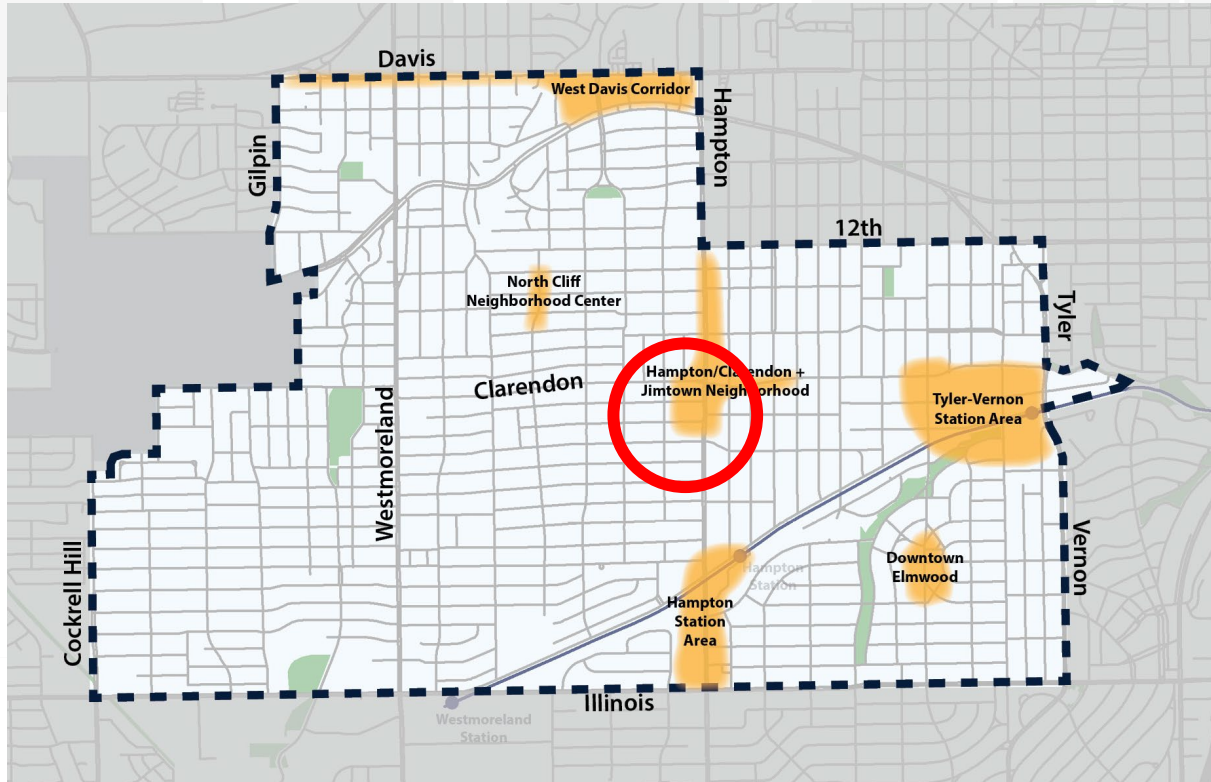




WEST OAK CLIFF AREA PLAN

JIMTOWN NEIGHBORHOOD

FOCUS AREAS: JIMTOWN NEIGHBORHOOD



FOCUS AREAS: JIMTOWN NEIGHBORHOOD



What did we hear?

- Concerns that existing zoning (MF-2) could allow for new development such as townhomes and apartments in the future
- Want to maintain existing neighborhood character/feel
- Mixed thoughts on only allowing single-family homes or allowing some additional housing types such as duplexes. Support for accessory dwelling units (which already exist in the area due to zoning)
- Want more open space/ access to open space

FOCUS AREAS: JIMTOWN NEIGHBORHOOD

Draft Recommendations:

Land Use + Development

- In the Jimtown Focus Area (Authorized Hearing Case 189-240), consider amending the existing zoning from MF-2 to a lower-density zoning category, permitting accessory dwelling units and duplexes by right, encouraging better design outcomes for future development in this area to be context sensitive to the existing neighborhood fabric through architectural and design guidelines.

Transportation + Infrastructure

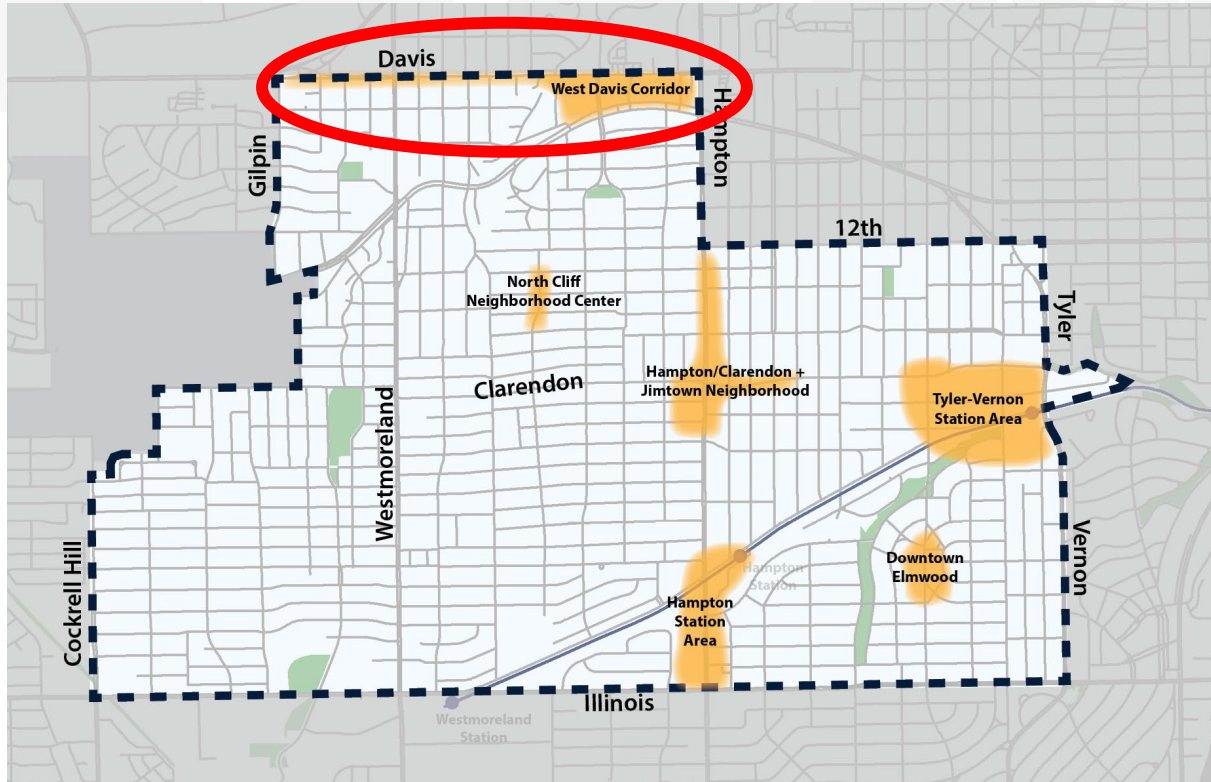
- Improve the existing sidewalks at Franklin/Kingston and at Franklin/Brandon to be ADA compliant
- Improve the unimproved alley on the block bounded by Franklin, Emmett, Hampton, and Brandon to be paved in order to allow easier property access at the rear in the future.



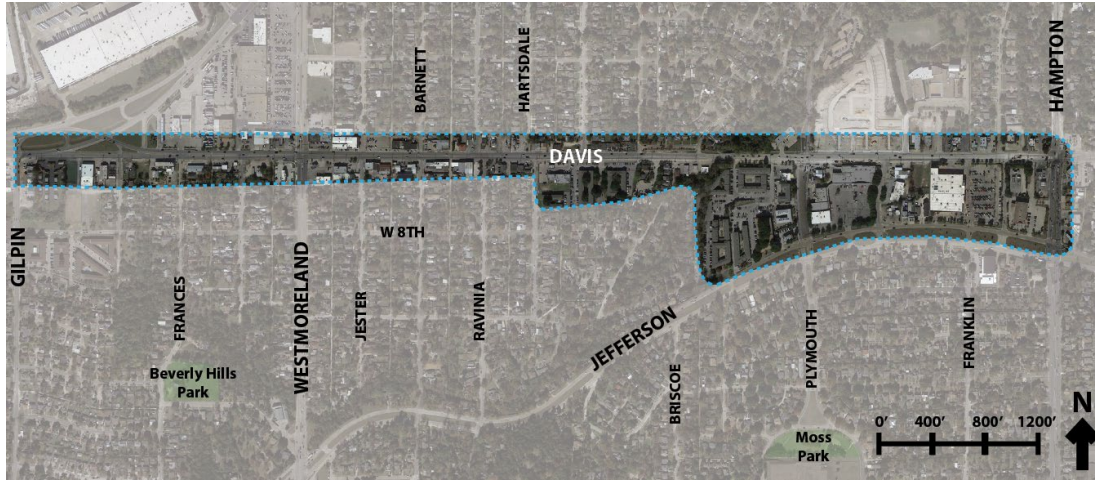
WEST OAK CLIFF AREA PLAN

WEST DAVIS CORRIDOR

FOCUS AREAS: WEST DAVIS CORRIDOR



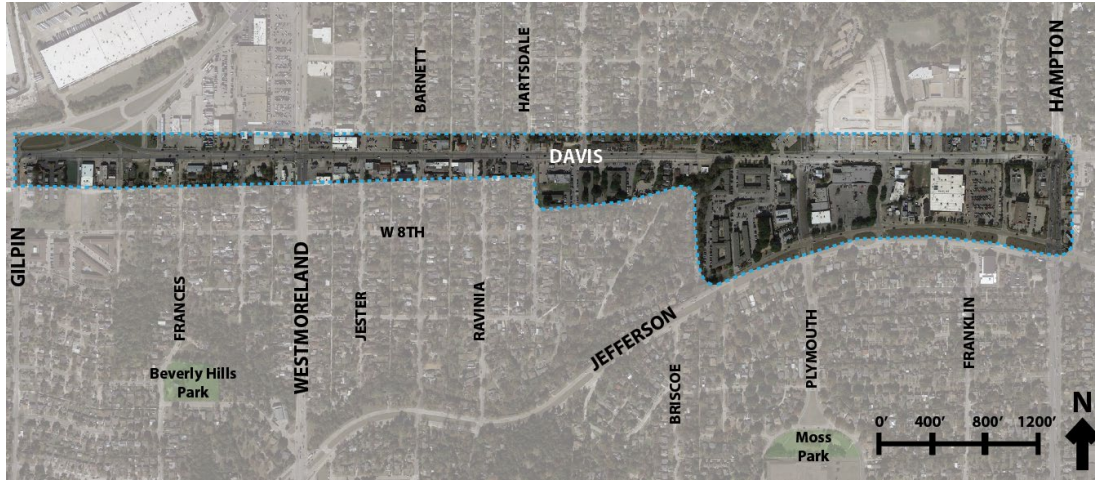
FOCUS AREAS: WEST DAVIS CORRIDOR



What did we hear?

- Concerns about some code non-compliant restaurant/bar/nightclub uses (noise, hours of operation, spillover impacts)
- Fears about rising property taxes, particularly in relation to new development that has come to the area
- Desire for better sidewalks to get to Davis
- General public safety concerns
- Desire for improvements on Davis to fix parking problems, make biking/walking easier, calm traffic, and enhance safety
- Like the current businesses and want to protect nearby single-family neighborhoods

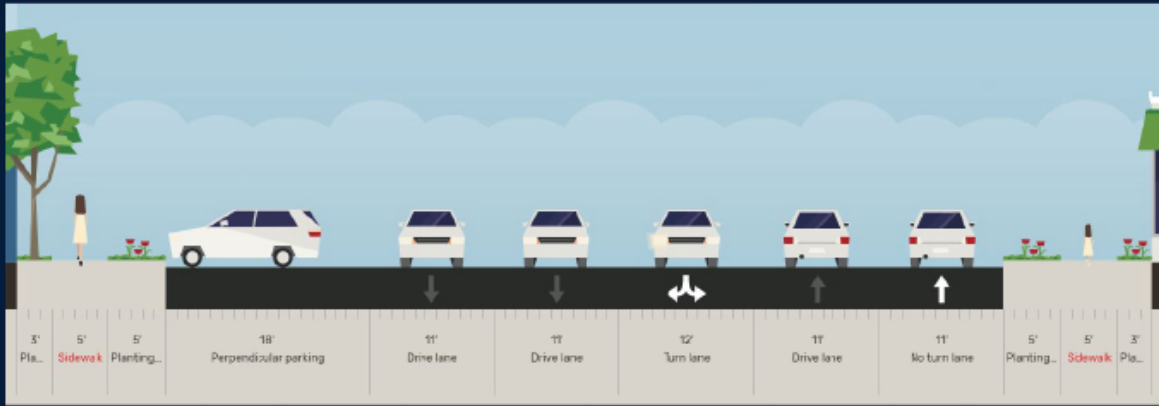
FOCUS AREAS: WEST DAVIS CORRIDOR



Takeaways

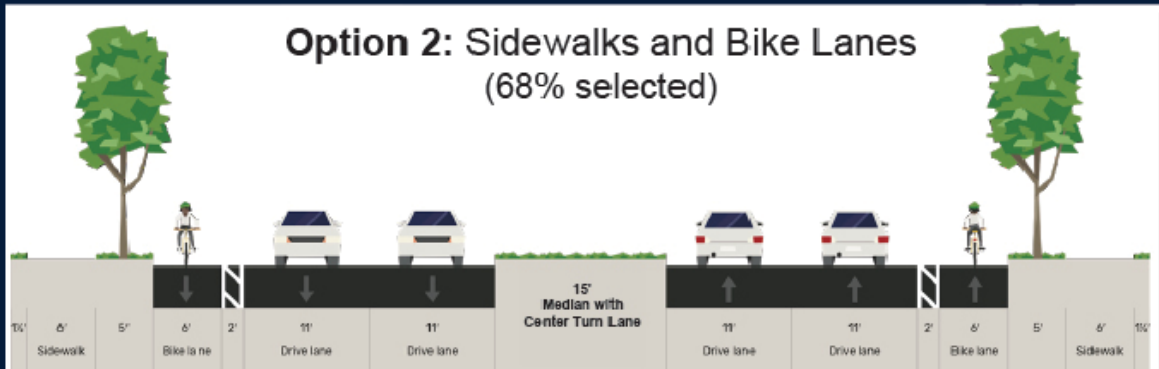
- Current zoning is a PD that permits mixed-use development
- It also aligns with what people desired in terms of future land uses and buildings.
- New street improvements are coming to West Davis currently (bike lanes and wide sidewalks).
- Staff cannot find additional recommendations that are needed for the area related to land use.

Existing Cross Section: Davis



Preferred Future Cross Section: West Davis

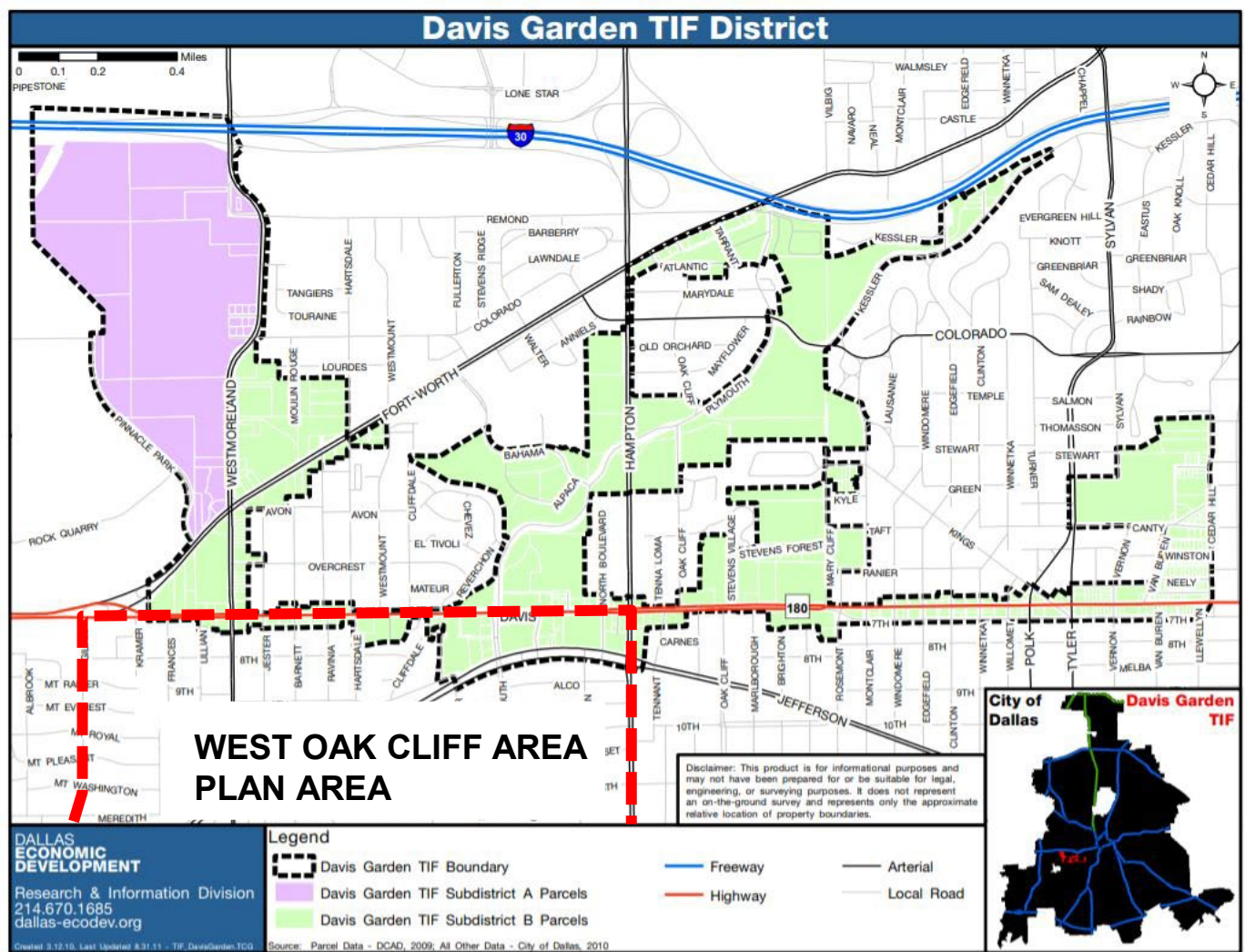
Option 2: Sidewalks and Bike Lanes (68% selected)



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

RECONSTRUCTION OF WEST DAVIS STREET

DAVIS GARDEN TIF DISTRICT



FOCUS AREAS: WEST DAVIS

Draft Recommendations:

Inclusive Community Development / Land Use and Development

- In areas within ¼ mile of high-frequency bus routes (Jefferson Boulevard), create a zoning overlay to permit missing middle housing types, including accessory dwelling units, duplexes, and triplex, quadplexes, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis (see Land Use and Development).
- Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including Hampton Road, West Davis, Edgefield, Polk, and Clarendon.

Transportation and Infrastructure

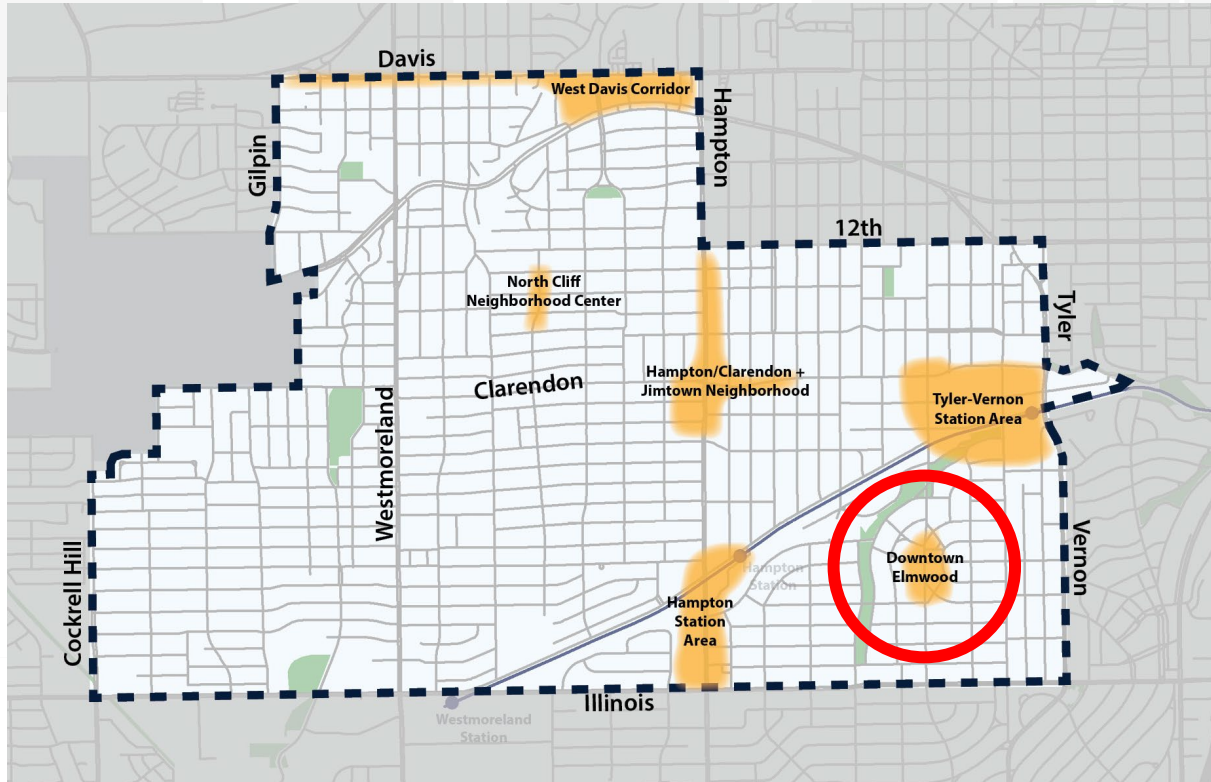
- Support Dallas County and the City of Dallas Department of Transportation's proposal to provide bike lanes and public realm improvements along West Davis between Westmoreland and Hampton



WEST OAK CLIFF AREA PLAN

DOWNTOWN ELMWOOD

FOCUS AREAS: DOWNTOWN ELMWOOD



FOCUS AREAS: DOWNTOWN ELMWOOD



What did we hear?

- Desire to calm traffic on Edgefield
- Desire to make pedestrian conditions safer, more walkable on all streets in area, including changing parking to parallel, and adding bulb-outs and other pedestrian amenities
- Desire walkable, neighborhood-scale retail buildings, more mixture of uses, including small-scale residential
- No more than 2 stories (current zoning permits 54' (4+ stories) but height restricted on most properties to 26' by residential proximity slope)
- Want zoning that encourages wide, active sidewalks, with buildings near the street, patios for restaurants, etc.

FOCUS AREAS: DOWNTOWN ELMWOOD



What did we hear?

General support for following residential land uses:

- Single-family, ADUs, Duplex, Triplex/Quadplex

General support for following commercial land uses:

- Community serving-retail, restaurants, bar/lounge/tavern, outdoor commercial amusement
- Desire to not allow land uses such as auto-services, gas stations, and drive-thrus
- Desire to “keep the area local” (Elmwood Farm, small businesses, etc)
- “Not enough density to support existing retail”
- Want infill on vacant commercial properties

FOCUS AREAS: DOWNTOWN ELMWOOD

Draft Recommendations:

Land Use + Development

- a) Consider amending the existing CR zoning to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include small multi-family developments (12 units or smaller) and townhomes, both adhering to urban design guidelines.
- b) Consider amending the existing CR zoning to permit restaurants to sell alcohol near schools and churches (by special use permit) to enable easier establishment of restaurant uses.
- c) Consider amending the existing CR zoning to prohibit automotive-centric uses, including drive-thru restaurants, drive-thru banks, car washes, gas stations, and auto repair shops in order to facilitate the type of walkable, mixed-use development desired by the community.
- d) In conjunction with citywide parking code reform, consider parking code reductions for all existing commercial structures and consider shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of historic commercial buildings.

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

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

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

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

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

**DOWNTOWN ELMWOOD:
 CONCEPTUAL VISION 1**

**DOWNTOWN ELMWOOD:
 CONCEPTUAL VISION 2**

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

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

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

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

FOCUS AREAS: DOWNTOWN ELMWOOD

Draft Recommendations:

Parks and Open Space

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

Transportation and Infrastructure

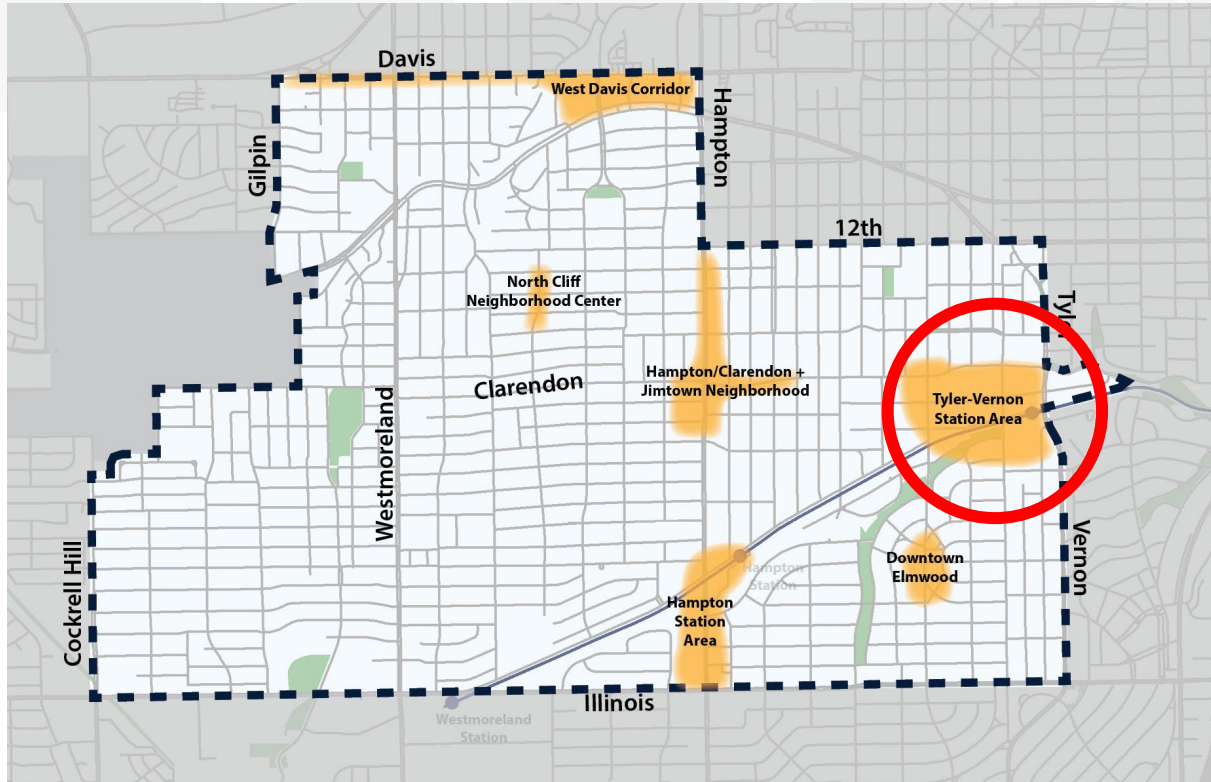
- a. Explore public realm, street, and intersection redesign of Edgefield, Ferndale, Balboa, Brunner, Newport, Berkley, Pioneer Drive in Downtown Elmwood to improve pedestrian safety, fix unsafe vehicular movements, improve property access, and create community green space opportunities
- b. Create a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



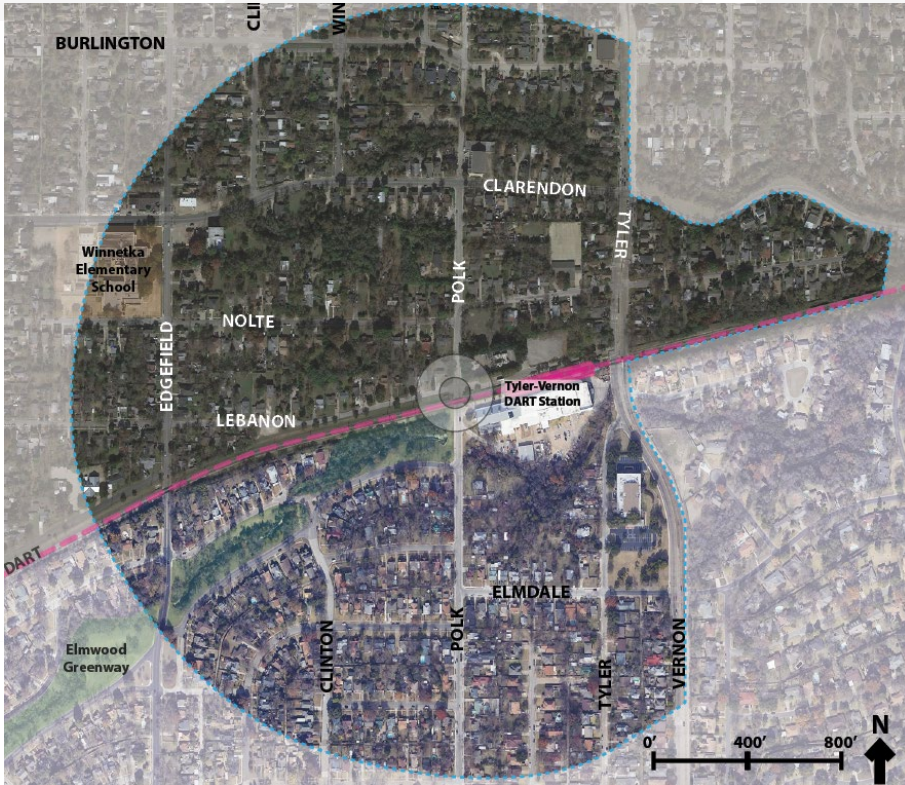
WEST OAK CLIFF AREA PLAN

TYLER-VERNON STATION AREA

FOCUS AREAS: TYLER-VERNON STATION AREA



FOCUS AREAS: TYLER-VERNON STATION AREA



What did we hear?

- Love the nature/access to green space, neighborhood character, and neighborhood diversity
- Expressed need for improved lighting, sidewalks, traffic calming, and public safety, and concerns about affordability/displacement
- Want improved walkability and improved retail but do not want large multi-family or townhome development, although there were many voices expressing need for density next to DART station
- Support for single-family, duplex, ADUs, cottage homes, neighborhood retail buildings
- Do not want townhomes, multifamily, parking lots
- Do not want buildings to be taller than 2 stories and want general urban design best practices included (wide sidewalks, active ground levels, etc).

FOCUS AREAS: TYLER-VERNON STATION AREA

Draft Recommendations:

Land Use + Development

- a) Within ½ mile of the Tyler-Vernon DART Station, create a zoning overlay to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards.
- b) In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Tyler-Vernon DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.
- c) At the CR-zoned properties at the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143), explore opportunities to amend to form-based zoning to encourage neighborhood-scale mixed-use development. Allow for reduced parking ratios and the use of on-street parking to count towards requirements for commercial structures to enable easier redevelopment of historic commercial buildings.
- d) On all other non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station explore future opportunities to amend the zoning to spur future neighborhood-scale mixed-use development, while encouraging scale and setbacks that are contextually sensitive to surrounding neighborhoods.

FOCUS AREAS: TYLER-VERNON STATION AREA

Draft Recommendations:

Parks and Open Space

- a. Support local neighborhood organizations in working the DDOT to explore MOWmentum Agreements to turn the large medians along Burlington Blvd, Plymouth Road, and along South Oak Cliff Blvd. into publicly usable spaces, providing landscaping, street trees, benches, and other amenities as desired by the neighborhood.

Inclusive Community Development + Quality of Life

- a. In areas within ¼ mile of high-frequency bus routes (Jefferson Boulevard) and within ½ mile of DART light-rail stations, create a zoning overlay to permit missing middle housing types, including accessory dwelling units, duplexes, and triplex, quadplexes, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis (see Land Use and Development).

FOCUS AREAS: TYLER-VERNON STATION AREA

Draft Recommendations:

Transportation and Infrastructure

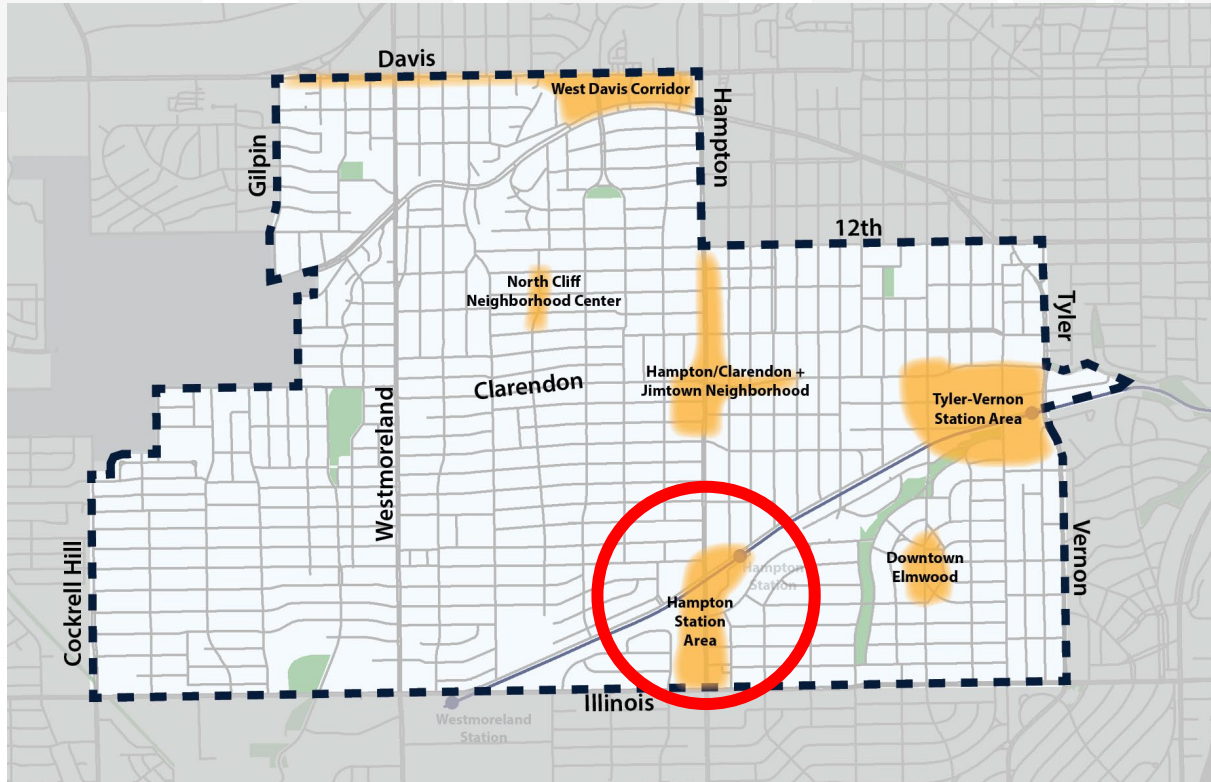
- a. Create a Safe Routes to School plan for Winnetka Elementary Schools, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the federal Transportation Alternatives program.
- b. Clarendon/Edgefield: Provide public realm and sidewalk improvements within one-block of Clarendon/Edgefield intersection
- c. Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Tyler-Vernon DART Stations.
- d. Using the Dallas Sidewalk Master Plan as a guide, work to implement sidewalk installation and repair throughout the West Oak Cliff Area, following the predetermined methodology for project prioritization outlined in the plan. In addition, prioritize the following projects, as identified on Page 24 of the Dallas Sidewalk Master Plan:
 - i. Repairs to S Vernon Avenue between Clarendon and W Illinois Ave
 - ii. Installation of sidewalk on S Vernon Avenue between Clarendon and Illinois
 - iii. Installation of sidewalk on Burlington from Hampton to Tyler
 - iv. Installation of sidewalk on Wright Street from Hampton to Edgefield
- e. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at Nolte between Montclair and Clarendon, at Lebanon between Edgefield and Tyler, on Tyler between Vernon and Illinois



WEST OAK CLIFF AREA PLAN

HAMPTON STATION AREA

FOCUS AREAS: HAMPTON STATION AREA



FOCUS AREAS: HAMPTON STATION AREA



What did we hear?

- Concerns about general walkability and mobility in the area. Desire for traffic calming on Hampton
- Desire for more community spaces/ open space
- Dislike of existing “auto-centric” commercial uses
- Want Conservation District in Hampton Hills
- Support for removal of parking at DART Station for new development
- Support for development up to 4 stories along Hampton commercial corridor

FOCUS AREAS: HAMPTON STATION AREA



What did we hear?

- Desire for new development to provide better public realm amenities like wide sidewalks, street trees, and activated ground-levels
- Support for single-family, ADUs, neighborhood retail, parks and open space, restaurants, and mixed-use development
- Do not want suburban-style commercial uses

FOCUS AREAS: HAMPTON STATION AREA

Draft Recommendations:

Land Use + Development

- Within ½ mile of the Hampton DART Station, create a zoning overlay to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis. Development will be required to follow existing city codes related to ADUs, including parking requirements, setbacks, and massing standards.
- As a part of the re-evaluation of the DART-City of Dallas Interlocal Agreement (ILA), partner with DART to amend PD 392 to allow for a mixed-use multi-family development to be constructed on the existing parking lot at the DART Station. Rezoning should include:
 - Limit height to 4 stories
 - Include residential-proximity slope requirements
 - lessen existing parking requirements for residential and commercial uses
 - require active ground-level uses along Hampton
 - ensure that a minimum of 10% of the units are affordable for 80% AMI or less.
 - Additionally, explore creating new open space on site, and consider provisioning shared community use space such as meeting rooms and cultural spaces such as maker spaces and/or artist studios.

FOCUS AREAS: HAMPTON STATION AREA

Draft Recommendations:

Land Use + Development

- Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include multi-family and townhomes.
- Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to prohibit automotive-centric uses, including drive-thru restaurants, drive-thru banks, gas stations, and auto repair shops in order to facilitate the type of walkable, mixed-use development desired by the community.
- As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside affordable units.
- In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Hampton DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.

FOCUS AREAS: HAMPTON STATION AREA

Draft Recommendations:

Transportation and Infrastructure

- a. Create a Safe Routes to School plan for Maria Moreno Elementary School, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the federal Transportation Alternatives program.
- b. Using the Dallas Sidewalk Master Plan as a guide, work to implement sidewalk installation and repair throughout the West Oak Cliff Area, following the predetermined methodology for project prioritization outlined in the plan. In addition, prioritize the following projects, as identified on Page 24 of the Dallas Sidewalk Master Plan:
 - a. Installation of sidewalk on Wright Street from Hampton to Edgefield
- c. Support the Department of Public Works in ensuring timely implementation of the projects outlined in the Dallas Sidewalks Master Plan pertaining to the Hampton and Illinois Focus Area. In particular, complete sidewalks repairs to:
 - a. Hampton from Wright to Illinois
 - b. Illinois between S. Franklin and Rugged Dr.
 - c. Hollywood between Elmwood Blvd and Illinois
- d. Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Westmoreland, Hampton, and Tyler-Vernon DART Stations.
- e. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at the following locations:
 - a. Hampton Road between West Davis and Wright

FOCUS AREAS: HAMPTON STATION AREA

Draft Recommendations:

Parks and Open Space

- As a part of the Memorandum of Understanding entered into by DART and the City of Dallas to consider redevelopment of the DART Hampton Station property, include a provision for a pocket park, plaza, or public open space as a part of future redevelopment.

Inclusive Community Development + Quality of Life

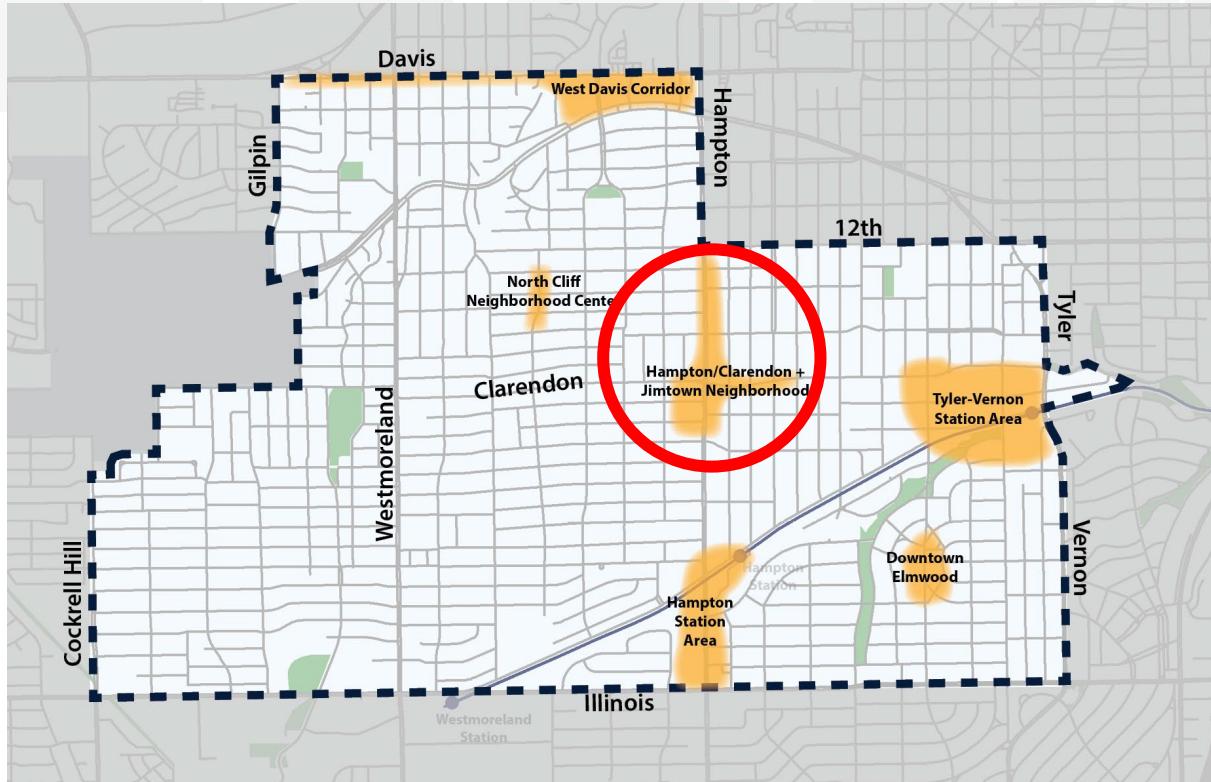
- As a part of the future redevelopment of the Hampton DART Station property into a mixed-use development, work with DART to ensure the inclusion of dedicated public community spaces for art, cultural, and community events. This space can be curated with assistance from the City's Office of Arts and Culture.
- As a part of the potential future redevelopment of the Hampton DART Station property into a mixed-use development, work with DART to explore opportunities to dedicate some ground-level space for pop-up businesses and incubator spaces to support local start-up small businesses.
- Support the proposed future redevelopment of DART Hampton Station property by DART into a mixed-income, mixed-use community, with a minimum percentage of units dedicated as affordable and promoted to West Oak Cliff residents. Use recommendations outlined in the Hampton Station Area section to serve as a guide for design and development guidance.
- In areas within ¼ mile of high-frequency bus routes (Jefferson Boulevard) and within ½ mile of DART light-rail stations, create a zoning overlay to permit missing middle housing types, including accessory dwelling units, duplexes, and triplex, quadplexes, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis (see Land Use and Development).



WEST OAK CLIFF AREA PLAN

HAMPTON CLARENDON

FOCUS AREAS: HAMPTON / CLARENDON



FOCUS AREAS: HAMPTON / CLARENDON



What did we hear?

- Desire for traffic calming and median beautification on Hampton. General sense of “harsh conditions” due to traffic, vacant buildings, and poor infrastructure
- Support for local businesses but want area to be safer for pedestrians and cyclists (bike lanes on Clarendon often cited)
- Want pocket park or open space in area
- Protect historic buildings
- Auto-repair uses detract from area
- Want new development to be 2-3 stories tall max and to provide enhanced pedestrian amenities
- Support for neighborhood retail but also a desire to allow more mixture of uses such as residential uses.
- Do not want suburban-style commercial uses in future

FOCUS AREAS: HAMPTON / CLARENDON

Draft Recommendations:

Land Use + Development

- a. Consider amending the existing CR, MU-1, CS, and P(A) zoning to allow for mixed-use development along Hampton Road between West 12th and Brandon and along Clarendon between Hampton and Marlborough. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and residential proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in current zoning). Permitted residential uses should include small multi-family developments (12 units or smaller) and townhomes, with appropriate urban design standards. As a part of this, consider expanding the score of the existing authorized hearing north to include commercially-zoned properties along Hampton between Burlington and West 12th Street.
- b. Consider amending the zoning to prohibit automotive-centric uses, including drive-thru restaurants, drive-thru banks, car washes, gas stations, and auto repair shops in order to facilitate the type of walkable, mixed-use development desired by the community.
- c. In conjunction with citywide parking code reform, consider parking code reductions for all existing commercial structures and consider shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of historic commercial buildings.

New Traffic Signals

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

Tree-Lined Boulevard

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

Public Art + Placemaking

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

Bike Lanes + Enhanced Streetscape

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

Infill Mixed-Use Development

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

Pocket Park

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

FOCUS AREAS: HAMPTON / CLARENDON

Draft Recommendations:

Transportation and Infrastructure

- a. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at the following locations: Hampton Road between West Davis and Wright and Clarendon between Chalmers and Hampton
- b. Pursue tree plantings in the medians along Westmoreland Road, Hampton Road, and Jefferson Blvd in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements.
- c. Provide public realm and sidewalk improvements along Hampton between Brandon and 12th Street, including enhanced lighting and street trees where possible
- d. Explore opportunities to provide new traffic signals or traffic control devices along Hampton Road between Brandon and 12th and along Edgefield in Downtown Elmwood to help calm traffic speeds and enhance the pedestrian nature of these roadways.
- e. Pursue tree plantings in the medians along Westmoreland Road, Hampton Road, and Jefferson Blvd in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements.
- f. Provide bike lanes along Clarendon between Cockrell Hill and Tyler

FOCUS AREAS: HAMPTON / CLARENDON

Draft Recommendations:

Parks and Open Space

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

Inclusive Community Development + Quality of Life

- Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including Hampton Road, West Davis, Edgefield, Polk, and Clarendon.



WEST OAK CLIFF AREA PLAN

NEXT STEPS

TASKFORCE MEETING #5

COMMUNITY MEETINGS + NEXT STEPS

- Dates To Be Determined Soon!
- Draft Plan will be briefed to City Plan Commission's Forward Dallas Comprehensive Land Use Plan Committee in February or March
- Will present rough draft of West Oak Cliff Area Plan and recommendations
- Will provide residents, neighborhood associations, and stakeholders 60 days to provide input.
- Input can be provided online and in-person
- Staff is happy to set up individual meetings with neighborhood association, etc. as needed
- Once comments and input is received, the rough draft will be updated.
- The Final draft will then begin the briefing process to City Plan Commission



WEST OAK CLIFF AREA PLAN

