

**APRIL 26, 2017 CITY COUNCIL ADDENDUM  
CERTIFICATION**

This certification is given pursuant to Chapter XI, Section 9 of the City Charter for the City Council Addendum dated April 26, 2017. We hereby certify, as to those contracts, agreements, or other obligations on this Agenda authorized by the City Council for which expenditures of money by the City are required, that all of the money required for those contracts, agreements, and other obligations is in the City treasury to the credit of the fund or funds from which the money is to be drawn, as required and permitted by the City Charter, and that the money is not appropriated for any other purpose.



J.C. Broadnax  
City Manager

4-21-17

Date



Elizabeth Reich  
Chief Financial Officer

4-21-17

Date



RECEIVED

2017 APR 21 PM 3:09

CITY SECRETARY  
DALLAS, TEXAS

**ADDENDUM  
CITY COUNCIL MEETING  
WEDNESDAY, APRIL 26, 2017  
CITY OF DALLAS  
1500 MARILLA  
COUNCIL CHAMBERS, CITY HALL  
DALLAS, TX 75201  
9:00 A.M.**

**REVISED ORDER OF BUSINESS**

Agenda items for which individuals have registered to speak will be considered no earlier than the time indicated below:

9:00 a.m.      **INVOCATION AND PLEDGE OF ALLEGIANCE**

**OPEN MICROPHONE**

**CLOSED SESSION**

**MINUTES**

Item 1

**CONSENT AGENDA  
CONSENT ADDENDUM**

Items 2 - 38

Item 1

**ITEMS FOR INDIVIDUAL CONSIDERATION**

No earlier  
than 9:15 a.m.

Items 39 - 44

Addendum Item 2

**PUBLIC HEARINGS AND RELATED ACTIONS**

1:00 p.m.

Items 45 - 55



## **Handgun Prohibition Notice for Meetings of Governmental Entities**

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

*"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistol oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."*

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

*"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."*



**ADDENDUM  
CITY COUNCIL MEETING  
APRIL 26, 2017  
CITY OF DALLAS  
1500 MARILLA  
COUNCIL CHAMBERS, CITY HALL  
DALLAS, TEXAS 75201  
9:00 A. M.**

ADDITIONS:

Closed Session

Attorney Briefings (Sec. 551.071 T.O.M.A.)

- Legal issues related to the Dallas Police & Fire Pension System.

CONSENT ADDENDUM

**Intergovernmental Services**

1. Authorize the **(1)** acceptance of a continuation grant (Grant No. 14VSWTX018/CFDA No. 94.013) from the Corporation for National and Community Service (CNCS) to expand the AmeriCorps VISTA Program at the City of Dallas for community outreach and community policing in an amount not to exceed \$60,000 for the period April 30, 2017 through April 28, 2018; **(2)** receipt and deposit of grant funds in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; **(3)** establishment of appropriations in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; and **(4)** execution of the grant agreement - Not to exceed \$60,000 - Financing: Corporation for National and Community Service - AmeriCorps VISTA Grant Funds

ITEMS FOR INDIVIDUAL CONSIDERATION

**City Secretary's Office**

2. A resolution designating absence by Councilmember Tiffinni A. Young as being for "Official City Business" - Financing: No cost consideration to the City

CORRECTION:

VOTING AGENDA

1. Approval of Minutes of the March 29-30, 2017 City Council Retreat and April 12, 2017 City Council Meeting



**ADDENDUM DATE April 26, 2017**

ITEM		IND							DESCRIPTION
#	OK	DEF	DISTRICT	TYPE	DEPT.	DOLLARS	LOCAL	MWBE	
1			All	C	IGS	GT	NA	NA	Authorize the (1) acceptance of a continuation grant (Grant No. 14VSWTX018/CFDA No. 94.013) from the Corporation for National and Community Service (CNCS) to expand the AmeriCorps VISTA Program at the City of Dallas for community outreach and community policing in an amount not to exceed \$60,000 for the period April 30, 2017 through April 28, 2018; (2) receipt and deposit of grant funds in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; (3) establishment of appropriations in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; and (4) execution of the grant agreement - Not to exceed \$60,000 - Financing: Corporation for National and Community Service - AmeriCorps VISTA Grant Funds
2			N/A	I	SEC	NC	NA	NA	A resolution designating absence by Councilmember Tiffinni A. Young as being for "Official City Business" - Financing: No cost consideration to the City

**TOTAL                    \$0.00**



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** April 26, 2017  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Intergovernmental Services  
**CMO:** T.C. Broadnax, 670-3297  
**MAPSCO:** N/A

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**SUBJECT**

Authorize the **(1)** acceptance of a continuation grant (Grant No. 14VSWTX018/CFDA No. 94.013) from the Corporation for National and Community Service (CNCS) to expand the AmeriCorps VISTA Program at the City of Dallas for community outreach and community policing in an amount not to exceed \$60,000 for the period April 30, 2017 through April 28, 2018; **(2)** receipt and deposit of grant funds in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; **(3)** establishment of appropriations in an amount not to exceed \$60,000 in the CNCS-AmeriCorps VISTA Grant Fund; and **(4)** execution of the grant agreement - Not to exceed \$60,000 - Financing: Corporation for National and Community Service - AmeriCorps VISTA Grant Funds

**BACKGROUND**

This item is on the addendum, due to the agreement needing to be signed by the start date of April 30, 2017 to avoid a gap in service.

The Corporation for National and Community Service (CNCS) was created in 1993 as a federal government agency to provide resources for supporting services, volunteering, and capacity building. Currently, the agency engages more than 5,000,000 Americans in service through many programs such as AmeriCorps, Senior Corps, and Learn and Serve America.

The Corporation for National and Community Service's AmeriCorps Volunteers in Service to America (VISTA) is a program aimed at bringing low-income individuals and communities out of poverty. Since 2014, the City of Dallas has been participating in the AmeriCorps VISTA Program as a part of the Mayor's GrowSouth Initiative. Currently, the nine-member VISTA team works with community organizers within the GrowSouth areas to build community engagement.

**BACKGROUND** (continued)

The City of Dallas was granted by CNCS in the prior program year to add an additional 15 VISTA members and two VISTA team leaders. For this program year, the members continue to develop the Community Policing program for the City of Dallas. The VISTA members will continue to work with the Youth Outreach Unit and Community Affairs in the Dallas Police Department and Community Courts in the City Attorney's Office. This grant will continue to fund a VISTA Coordinator to manage the grant. The original members of the VISTA team will continue in their GrowSouth outreach and support.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On October 11, 2016, City Council authorized the acceptance of the 2016 Corporation for National and Community Service AmeriCorps Grant by Resolution No. 16-1672.

**FISCAL INFORMATION**

Corporation for National and Community Service - AmeriCorps VISTA Grant Funds - \$60,000

April 26, 2017

**WHEREAS**, the Corporation for National and Community Service (CNCS) has awarded the City of Dallas grant funds to expand the AmeriCorps VISTA Program at the City of Dallas; and

**WHEREAS**, funds have been awarded to the City of Dallas AmeriCorps VISTA team to continue outreach and support, assist community policing programs, and support community prosecution and courts; and

**WHEREAS**, it is recommended that the City Manager be authorized to accept the grant funds in an amount not to exceed \$60,000 for the period of April 30, 2017 through April 28, 2018.

**Now, Therefore,**

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

**SECTION 1.** That the City Manager is hereby authorized to **(1)** accept a continuation grant (Grant No. 14VSWTX018/CFDA No. 94.013) from the Corporation for National and Community Service to expand the AmeriCorps VISTA Program at the City of Dallas for community outreach and community policing in the amount of \$60,000 for the period April 30, 2017 through April 28, 2018; and **(2)** sign the grant agreement, approved as to form by the City Attorney.

**SECTION 2.** That the Chief Financial Officer is hereby authorized to receive and deposit funds in the CNCS-AmeriCorps VISTA Grant Fund, Fund F507, Department MGT, Unit 3192, Revenue Code 6506, in an amount not to exceed \$60,000.

**SECTION 3.** That the City Manager is hereby authorized to increase appropriations in the CNCS-AmeriCorps VISTA Grant Fund, Fund F507, Department MGT, Unit 3192, various object codes in an amount not to exceed \$60,000, according to the attached Schedule.

**SECTION 4.** That the Chief Financial Officer is hereby authorized to disburse funds from the CNCS-AmeriCorps VISTA Grant Fund, Fund F507, Department MGT, Unit 3192, various object codes in an amount not to exceed \$60,000, according to the attached Schedule.

**SECTION 5.** That the City Manager is hereby authorized to reimburse to the granting agency any expenditure identified as ineligible. The City Manager shall notify the appropriate City Council Committee of expenditures identified as ineligible not later than 30 days after the reimbursement.

April 26, 2017

**SECTION 6.** That the City Manager shall keep the appropriate City Council Committee informed of all final granting agency monitoring reports not later than 30 days after the receipt of the report.

**SECTION 7.** That this resolution 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.

Schedule  
Corporation for National and Community Service - AmeriCorps VISTA Program  
April 30, 2017 through April 28, 2018  
Fund F507, Department MGT, Unit 3192, Revenue Code 6506

<u>Object Code</u>	<u>Description</u>	<u>Amount</u>
1101	Salaries	\$ 48,739.00
1303	Insurance-Flex Benefits	\$ 24.00
1304	Health Insurance	\$ 6,167.00
1306	FICA (Medicare Only)	\$ 706.72
1308	Mandatory Deferred Comp	\$ 487.39
1309	Health & Wellness	\$ 25.00
3363	<u>Mileage</u>	<u>\$ 3,850.89</u>
	<b>Total</b>	<b>\$ 60,000.00</b>



**KEY FOCUS AREA:** E-Gov  
**AGENDA DATE:** April 26, 2017  
**COUNCIL DISTRICT(S):** N/A  
**DEPARTMENT:** City Secretary  
**CMO:** Rosa Rios, 670-3738  
**MAPSCO:** N/A

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**SUBJECT**

A resolution designating absence by Councilmember Tiffinni A. Young as being for "Official City Business" - Financing: No cost consideration to the City

**BACKGROUND**

This item is on the addendum to allow council members additional time to request approval of their outstanding absences (if applicable) as "Official City Business."

Chapter III, Section 4(e) of the Dallas City Charter provides in part, "If any city council member, including the mayor, misses more than 10 percent of the total number of regular meetings held by the city council during any compensation year, then the city council member's compensation...for that year will be reduced proportionately by the percentage of meetings missed.... Meetings missed by a city council member while he or she is on the official business of the city council and at the direction of the city council will not be counted towards the percentage of missed meetings for which compensation reduction is required... but will be counted as though the member had attended the meetings that are missed while so engaged in city business."

Section 4.11(b) of the City Council Rules of Procedure provides that an absence by a city council member for (1) attending a meeting or conference of a professional organization or association of municipalities or municipal officers, (2) testifying at a legislative hearing at the request of the mayor, the city council, the chair of the council's legislative affairs committee or the city manager, or (3) attending a meeting of a board, commission, or committee to which the council member has been appointed by the mayor or the city council, will automatically be deemed to be for "official city business at the direction of the city council" and will not be counted against a city council member for purposes of determining the council member's annual compensation under Chapter III, Section 4 of the Dallas City Charter.

**BACKGROUND** (continued)

Section 4.11(c) of the City Council Rules of Procedure provides that, in addition to those absences automatically considered to be on "official city business at the direction of the city council" under Section 4.11(b) above, the city council may by resolution designate whenever a council member's absence is for official city business and not counted as a missed meeting for purposes of determining the council member's annual compensation under Chapter III, Section 4 of the Dallas City Charter.

The proposed resolution authorizes and directs the city secretary to amend the minutes of city council meetings, without further city council action or approval, to reflect when the absences by designated council members have been deemed by the city council to be for "official city business."

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

This item has no prior action.

**FISCAL INFORMATION**

No cost consideration to the City.

April 26, 2017

**WHEREAS**, Chapter III, Section 4(e) of the Dallas City Charter provides in part, "If any city council member, including the mayor, misses more than 10 percent of the total number of regular meetings held by the city council during any compensation year, then the city council member's compensation... for that year will be reduced proportionately by the percentage of meetings missed.... Meetings missed by a city council member while he or she is on the official business of the city council and at the direction of the city council will not be counted towards the percentage of missed meetings for which compensation reduction is required... but will be counted as though the member had attended the meetings that are missed while so engaged in city business"; and

**WHEREAS**, Section 4.11(b) of the City Council Rules of Procedure provides that an absence by a city council member for (1) attending a meeting or conference of a professional organization or association of municipalities or municipal officers, (2) testifying at a legislative hearing at the request of the mayor, the city council, the chair of the council's legislative affairs committee or the city manager, or (3) attending a meeting of a board, commission, or committee to which the council member has been appointed by the mayor or the city council, will automatically be deemed to be for "official city business at the direction of the city council" and will not be counted against a city council member for purposes of determining the council member's annual compensation under Chapter III, Section 4 of the Dallas City Charter; and

**WHEREAS**, Section 4.11(c) of the City Council Rules of Procedure provides that, in addition to those absences automatically considered to be on "official city business at the direction of the city council" under Section 4.11(b) referenced above, the city council may by resolution designate whenever a council member's absence is for official city business and not counted as a missed meeting for purposes of determining the council member's annual compensation under Chapter III, Section 4 of the Dallas City Charter; and

**WHEREAS**, Councilmember Tiffinni A. Young participated in event(s) and/or meeting(s), as described in **Exhibit A** attached, which required her to miss all or part of one or more city council meeting(s) or committee meeting(s) on the date(s) noted.

**Now, Therefore,**

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

April 26, 2017

**SECTION 1.** That, in accordance with Chapter III, Section 4(e) of the Dallas City Charter and Section 4.11(c) of the City Council Rules of Procedure, the event(s) and/or meeting(s) described in **Exhibit A**, attached, are hereby deemed to be for "official city business," and any absences from city council meeting(s) and/or city council committee meeting(s), on the date(s) noted in **Exhibit A**, by Councilmember Tiffinni A. Young because of her participation in any event(s) and/or meeting(s) will not be counted against her in determining her annual compensation under Chapter III, Section 4 of the Dallas City Charter.

**SECTION 2.** That, in accordance with Section 4.11(a) of the City Council Rules of Procedure, the City Secretary shall maintain a record of the absence on official city business so that such absence(s) will not count against Councilmember Tiffinni A. Young in determining her annual compensation under Chapter III, Section 4 of the Dallas City Charter.

**SECTION 3.** That the City Secretary is authorized and directed to amend the minutes of each city council meeting held on the date(s) specified in Exhibit A, if applicable, to reflect that the absence(s) by Councilmember Tiffinni A. Young as described in Exhibit A, were for "official city business," and no further city council action or approval of those minutes is required.

**SECTION 4.** That this resolution 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.

EXHIBIT A  
CITY COUNCIL MEMBER(S)  
REQUEST ABSENCE AS OFFICIAL CITY BUSINESS

<b>COUNCILMEMBER</b>	<b>MEETING DATE</b>	<b><u>MEETING</u> EXEMPTION</b>	<b>PURPOSE/LOCATION</b>	<b>ABSENCE TYPE</b>
<b>Tiffinni A. Young</b>	4/17/2017	Housing Committee	Attending meetings with state representatives in Austin, TX	Absent



**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** April 26, 2017

**COUNCIL DISTRICT(S):** 1, 2, 4, 6, 7, 14

**DEPARTMENT:** Planning and Urban Design

**CMO:** Theresa O'Donnell, 670-3309

**MAPSCO:** 35X Y; 44C D G H L R V; 45A B D E G H J K L M N P R S  
U-Z; 46 E N P T W X

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**SUBJECT**

A resolution adopting the Urban Transit Design Guidelines as the basis for advisory design review of all future Dallas Area Rapid Transit operated transit projects in the geographic area defined by the Downtown Dallas 360 Plan as amended, and generally bounded by the Trinity River to the west; Turtle Creek Boulevard, the Katy Trail, and Cole Avenue to the north; Haskell Avenue and Robert B. Cullum Boulevard to the east; and Al Lipscomb Way to the south - Financing: No cost consideration to the City

**BACKGROUND**

The impetus for the Urban Transit Design Guidelines arose from Downtown stakeholders' desire for well-designed integration of D2 Light Rail and Central Dallas Streetcar projects into the urban fabric. Drafted by City staff in partnership with the Downtown Dallas Inc. Mobility Committee with input from Dallas Area Rapid Transit (DART) staff, the Urban Transit Design Guidelines have been developed based on best practices in consultation with:

- Downtown Dallas 360 Plan
- Dallas Complete Street Design Manual
- Dallas Area Rapid Transit Light Rail Project Design Criteria
- City of Dallas Tax Increment Financing Districts Urban Design Guidelines
- National Association of City Transportation Officials (NACTO) Transit Street Design Guide

The Urban Transit Design Guidelines are intended to apply to all future DART operated transit projects in and around downtown, and address City of Dallas and DART rights-of-way for the full length of transit project corridors within this geography. They are intended to be advisory in nature and are intended to supplement existing DART Design Criteria through a review process that focuses on quality of the public realm, comfort and experience of pedestrians and transit passengers, and compatibility with adjacent development that adds to a vibrant downtown.

## **BACKGROUND** (continued)

The review process is integrated into DART's Alternatives Analysis process by introducing an Urban Design Review Committee to complement DART's Stakeholder and Technical Committees. Prior to determination of the Local Preferred Alignment (LPA), the Urban Design Review Committee's role is to provide urban design input on all options. After the LPA selection, the Urban Design Review Committee plays an ongoing advisory role at key stages through project development and engineering, to facilitate a desirable urban design outcome. The role of the Urban Design Review Committee would be served by the City of Dallas Urban Design Peer Review Panel which has over five years of experience with providing urban design review for private projects receiving City incentives. The Urban Design Transit Guidelines will serve as the basis for this review. The Urban Transit Design Guidelines and process is not intended to replace the need for stakeholder input for individual projects. The City of Dallas and DART would be responsible for ensuring timely review of all project submittals and for active engagement of appropriate stakeholders. Application of the guidelines would be the responsibility of the implementing agency (DART) and its design team.

The Urban Transit Design Guidelines has the following content sections:

- Introduction content - This section provides an overview of the background, purpose, vision, and applicability of the document, as well as an outline of a general review process for applicable transit projects.
- The "Right-of-Way Design Guidelines" includes five sections related to the design of transit in the right-of-way: **(1)** Station Facility Design, **(2)** At-Grade Alignment Design Considerations, **(3)** Corridor Design Element Considerations, **(4)** Additional Design Considerations, and **(5)** Adjacent Development Considerations.

## **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Information about this item was briefed to the Transportation and Trinity River Project Committee on February 27, 2017.

## **FISCAL INFORMATION**

No cost consideration to the City.

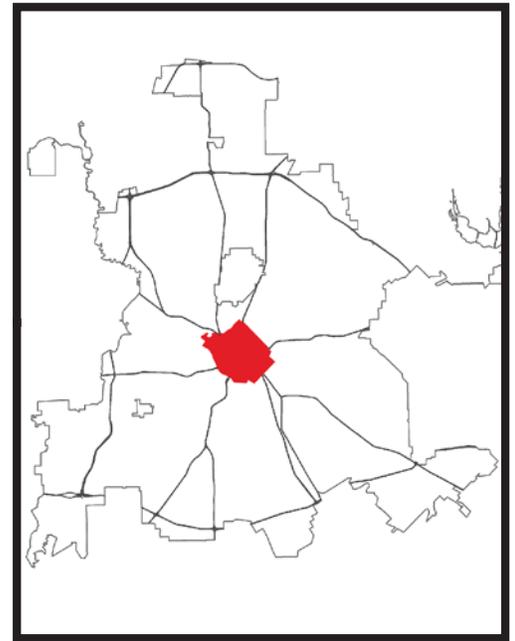
## **MAP**

Attached

# Urban Transit Design Guidelines

Council Districts: 1, 2, 4, 6, 7, 14

MAPSCO: 35X, Y;  
44C, D, G, H, L, R, V;  
45 A, B, D, E, G, H, J, K, L, M, N, P, R, S, U,  
V, W, X, Y, Z;  
46 E, N, P, T, W, X



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community



April 26, 2017

**WHEREAS**, on April 13, 2011, City Council adopted the Downtown Dallas 360 Plan, which established the mobility goal of a balanced multi-modal, regional and local transportation system that realizes transit oriented development potential, creates vibrant streets and public spaces, and ensures great urban design by Resolution No. 11-0996; and

**WHEREAS**, on October 11, 2016, City Council authorized construction of the second light rail transit line, called D2, through the Central Business District in a subway along an alignment to be developed by Dallas Area Rapid Transit (DART), and subject to approval by Resolution No. 16-1691; and

**WHEREAS**, on October 25, 2016, the DART Board approved the 2017 Twenty-Year Financial Plan which includes funding for the D2 project, and the Central Dallas Streetcar Link connecting the modern streetcar line from Union Station to the McKinney Avenue Trolley Authority System at St. Paul Street; and

**WHEREAS**, significant growth in housing within the greater downtown area, accompanied by shifts in demographics and user preferences, has led to a stakeholder-driven desire for better integration of transit into the urban environment and increased mobility options; and

**WHEREAS**, the City of Dallas and the Downtown Dallas Inc. Mobility Committee, in consultation with DART has drafted the Urban Transit Design Guidelines to provide the basis for urban design review for all DART operated transit projects in and around Downtown Dallas; and

**WHEREAS**, the Urban Transit Design Guidelines are intended to be advisory in nature to supplement existing DART design criteria, and are not intended to replace input from affected neighborhoods and/or stakeholders; and

**WHEREAS**, the Urban Design Peer Review Panel, appointed by the City Manager and comprised of respected members of the fields of architecture, landscape architecture, engineering, and planning, has significant prior experience with providing urban design review for projects receiving City incentives; and

**WHEREAS**, Article IV, Section 6.2 (Applicable City Codes) of the City of Dallas/Dallas Area Rapid Transit Master Interlocal Agreement dated February 28, 1990, as amended, provides that DART will comply with all applicable codes, ordinances, permit regulations, review procedures, City plans or other City regulations.

**Now, Therefore,**

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

April 26, 2017

**SECTION 1.** ~~The City Manager is hereby authorized to adopt~~ That the Urban Transit Design Guidelines, ~~approved as to form by the City Attorney,~~ are hereby adopted as the basis for advisory urban design review of all future Dallas Area Rapid Transit operated transit projects in the geographic area defined by the Downtown Dallas 360 Plan as amended, and generally bounded by the Trinity River to the west, Turtle Creek Boulevard, the Katy Trail, and Cole Avenue to the north; Haskell Avenue and Robert B. Cullum Boulevard to the east; and Al Lipscomb Way to the south.

**SECTION 2.** That the review of all applicable urban transit projects based on the Urban Transit Design Guidelines is included in the scope of Article IV Section 6.2 of the City of Dallas/Dallas Area Rapid Transit Master Interlocal Agreement dated February 28, 1990, as amended.

**SECTION 3.** That the City Manager is directed to ensure timely review of all applicable urban transit projects by the City of Dallas Urban Design Peer Review Panel based on the Urban Transit Design Guidelines.

**SECTION 4.** That this resolution 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.

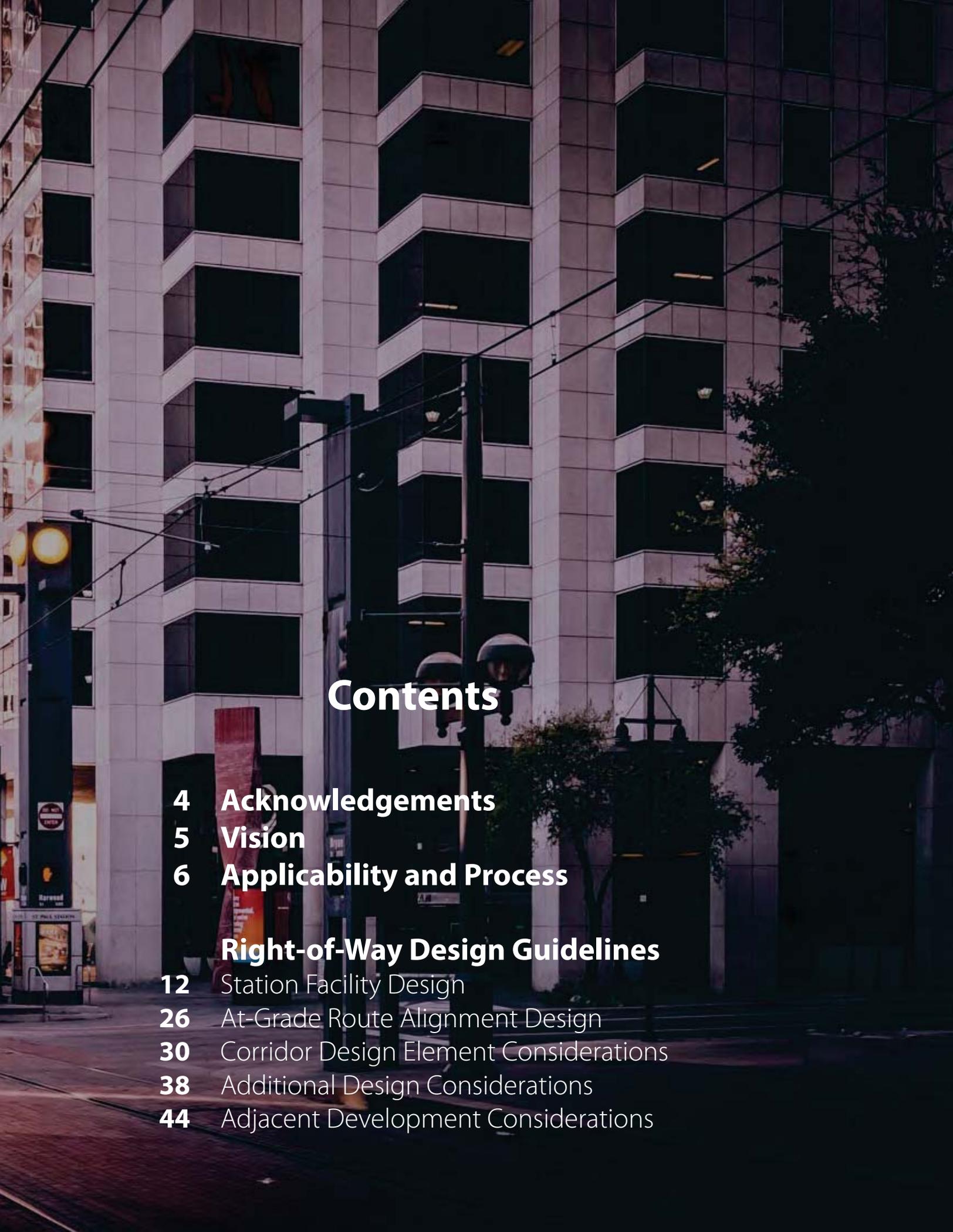
# Urban Transit Design Guidelines

Dallas, TX



February 22, 2017





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## **Right-of-Way Design Guidelines**

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**26** At-Grade Route Alignment Design

**30** Corridor Design Element Considerations

**38** Additional Design Considerations

**44** Adjacent Development Considerations

# Acknowledgements

## Downtown Dallas Inc

Jacob Browning  
Dustin Bullard  
John Crawford  
Kourtny Garrett  
KeChan Patterson  
Shalissa Perry  
Amy Tharp  
Jim Wood

### Mobility Committee

Brian Adams  
Tanya Brooks  
Jacob Browning  
Dustin Bullard  
Peer Chacko  
Arturo Del Castillo  
Mitch Gatewood  
Larry Good  
Mark Goode  
Jim Harris  
Stephanie Hudibury  
Sarah Hughes  
Steve Hulse  
Lance Josal  
Patrick Kennedy  
Jim Knight  
Ramsey March  
Craig Melde  
Theresa O'Donnell  
Shalissa Perry  
Tom Persch  
Ben Reavis  
Scott Rohrman  
Steve Salin  
Jerry Smiley  
Kristian Teleki  
Jared White  
Jim Wood  
Allan Zreet - Committee Chair

## City of Dallas

Tanya Brooks  
Peer Chacko  
Daniel Church  
Arturo Del Castillo  
Evan Sheets  
Jared White

## Consulted Documents

City of Dallas, Downtown Dallas Inc. (2011).  
*Downtown Dallas 360 - A Pathway to the Future*

City of Dallas. (2016). *City of Dallas Complete Streets Design Manual*

City of Dallas Office of Economic Development. (2012). *Urban Design Guidelines for Projects located in City of Dallas Tax Increment Financing Districts.*

Dallas Area Rapid Transit. (2005). *Dallas Area Rapid Transit Light Rail Project Design Criteria: Volume 1, Facilities Design.*

National Association of City Transportation Officials NACTO. (2016). *Transit Street Design Guide.*

\* Quoted guidelines with citations (ex: NACTO TSDG, 104) refer to the cited page (ex: Page 104) in the NACTO Transit Street Design Guide (2016)



## Vision

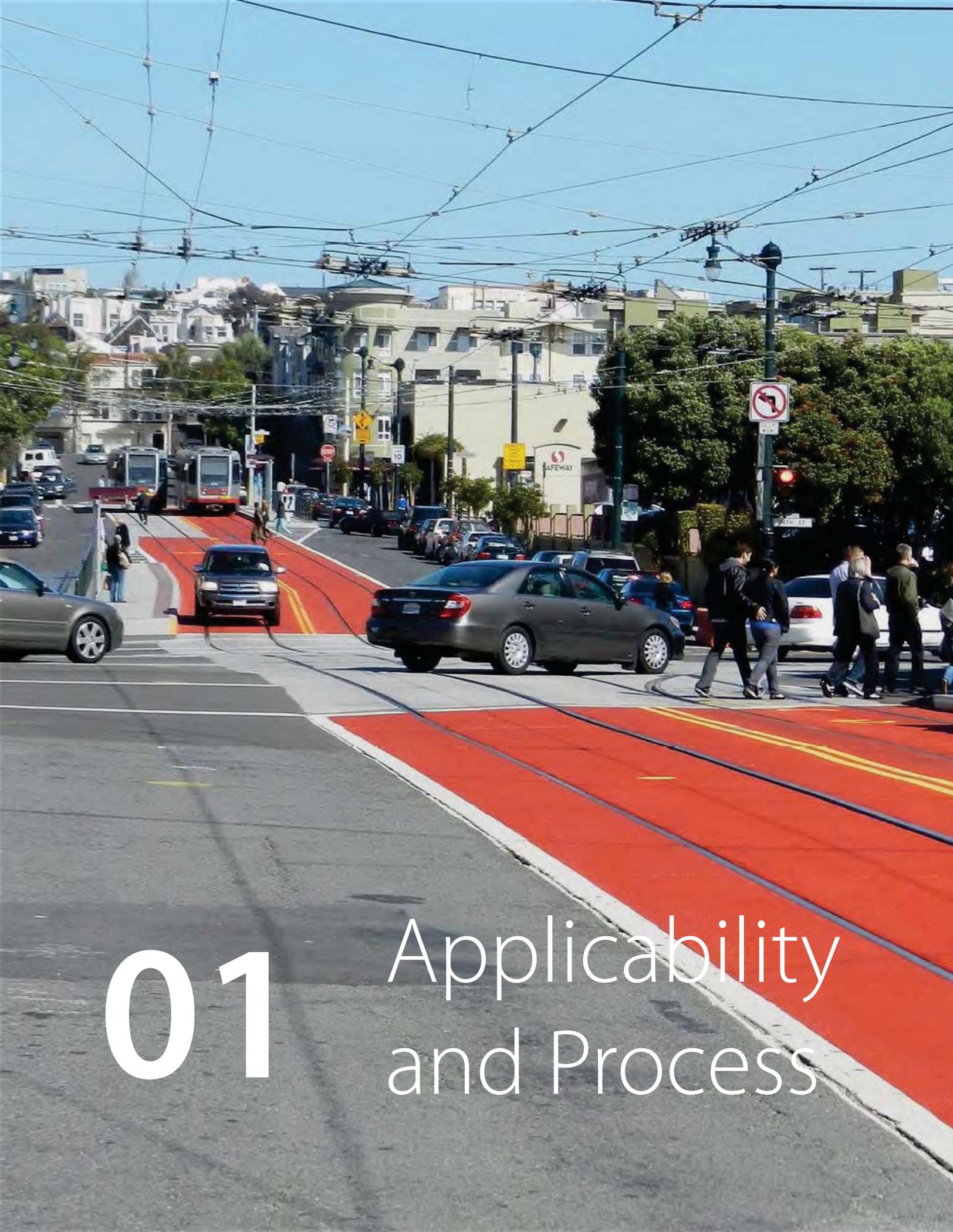
The Downtown Dallas 360 Plan established the mobility goal of creating a balanced multimodal, regional, and local transportation system that supports the urban design and livability goals for the Greater Downtown Dallas area. The intent is to improve inter-district connectivity for all modes, promote alternatives to cars for short trips, encourage mixed-use pedestrian friendly development, and respond to future demographic, user preference, and technological trends.

The success of urban transit corridors in the Downtown Dallas area requires balancing high-quality transit service and an inviting environment through welcoming, high-quality design. Urban transit corridors should establish a unifying and distinct identity that may vary by district. In order to achieve the best and most balanced transit outcomes, all future transit projects should emulate the following principles:

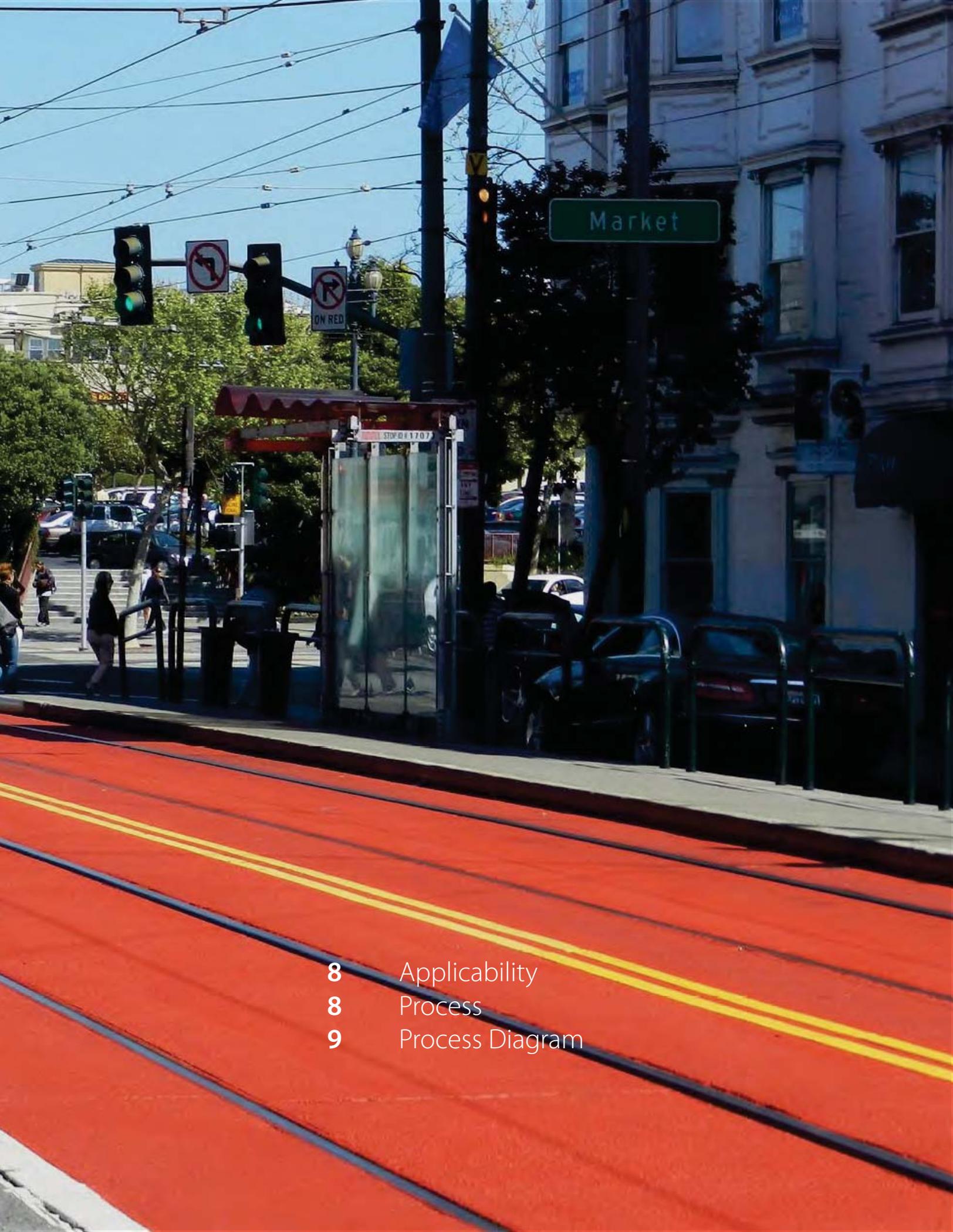
- Creation of pedestrian friendly stations that are accessible, safe, encourage transit ridership and contribute to the public realm through street-level activation and high quality materials and detailing
- Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping
- Integration of streetscapes that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.
- Enhancement of economic development potential along transit corridors and transit-oriented development around stations

These principles shaped the *Urban Transit Design Guidelines* and will help produce outcomes that benefit the City through economic development and quality of life, as well as DART through increased density, accessibility, and transit ridership. The *Urban Transit Design Guidelines* are intended to provide policy level design guidance for the development of at-grade and below-grade DART operated transit corridors and stations in and around Downtown Dallas. Though non-prescriptive in nature, the guidelines establish expectations for the quality of the urban environment in the vicinity of the transit corridors, based on best practices.

The goal is to provide guidance and direction to the urban transit project design team at key decision points in order to ensure desired urban design outcomes and to help facilitate consensus among project stakeholders.



# 01 Applicability and Process



- 8 Applicability
- 8 Process
- 9 Process Diagram



## Applicability

The *Urban Transit Design Guidelines* outlined in this document apply to all future below and at-grade DART operated urban transit corridors in and around Downtown Dallas. They are intended to address the City of Dallas and DART rights-of way for the full length of the transit corridor, and also address design considerations from adjacent building-face to building face where applicable. Applying these urban design guidelines to future urban transit projects is imperative to creating a city that is inviting, pedestrian-friendly, and transit-friendly.

The Guidelines are intended to be advisory (non-regulatory) and serve as a companion document to the DART Design Criteria. The DART criteria address system compatibility, function, operations, safety and maintenance, while the Guidelines address the quality of the public realm and experience of the passenger. The Downtown Dallas 360 Plan, Dallas Complete Streets Design Manual, and TIF District Urban Design Guidelines are also intended to serve as companion reference documents.

These guidelines are an important piece of the development process, but do not replace the need for continued coordination and partnership between City of Dallas, development partners, and other stakeholders and agencies. It is also not the intent of this document to supercede or take the place of input by affected neighborhoods and/or stakeholders along transit project corridors. While this document provides important guidance and sets expectations for development of urban transit projects, each site and project will have its unique differences. Successful development can only occur if there is ongoing communication between all parties, and a commitment to good design.

## Process

The following process establishes the role of an Urban Design Review Committee and describes the review procedures and expectations for application of the *Urban Transit Design Guidelines*.

The review process has been integrated into DART's typical Alternatives Analysis process by introducing an Urban Design Review Committee to complement DART's Stakeholder and Technical Committees. Application of the *Guidelines* shall be the responsibility of the implementing agency and respective project design team. The City of Dallas and DART will ensure timely urban design review at key decision points during the alternatives analysis, project development, and engineering phases of transit projects. The *Guidelines* should also be used in the development of all design, master planning, site planning and construction documentation activities.

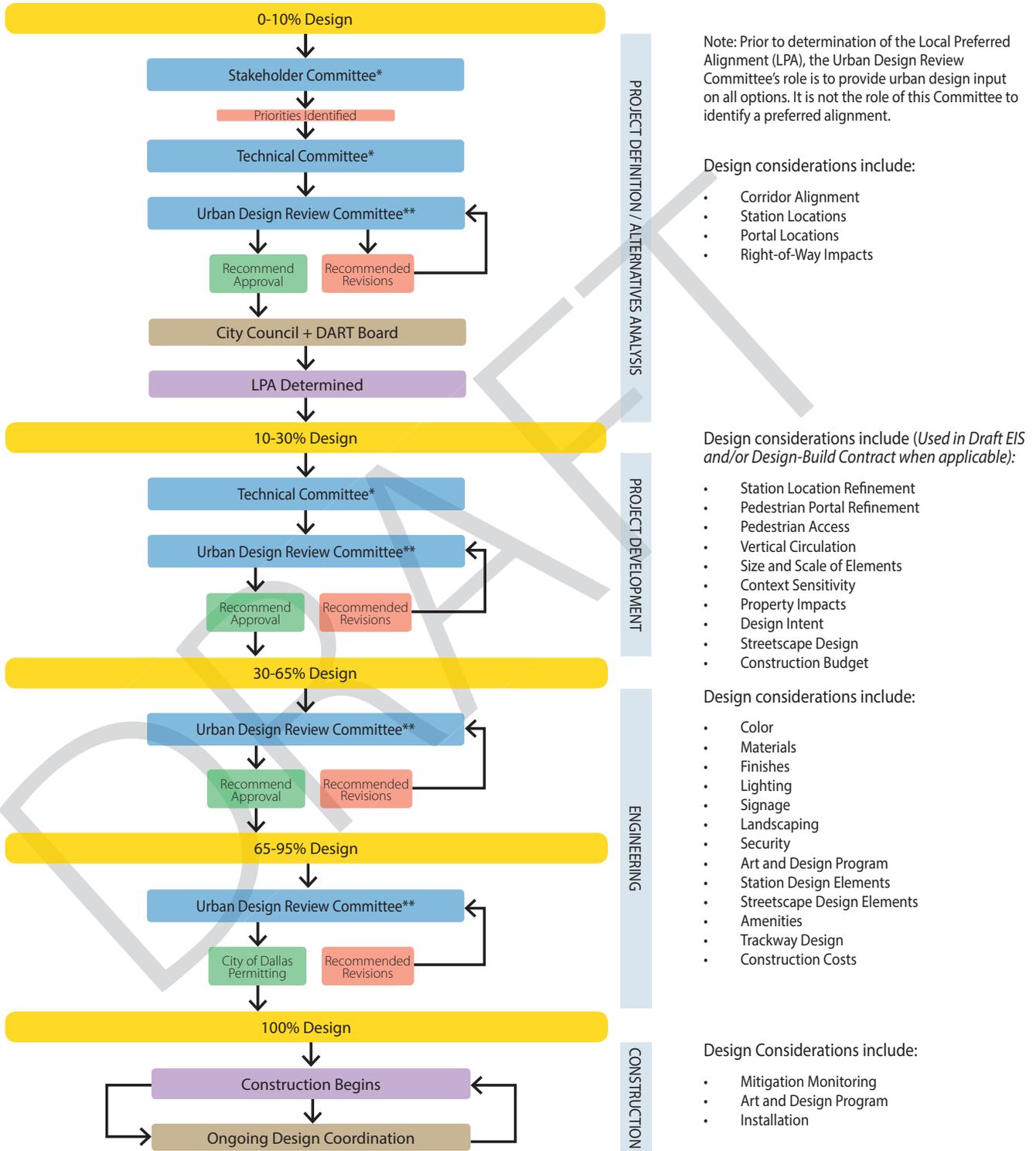
The role of the Urban Design Review Committee (see diagram) will be fulfilled by the City of Dallas' existing, City Manager-appointed, Urban Design Peer Review Panel, which currently performs review functions on private projects receiving City of Dallas incentives as well as public street projects. Prior to determination of the Local Preferred Alignment (LPA), the Urban Design Review Committee's role is to provide urban design input on all options. It is not the role of this Committee to identify a preferred alignment. After the LPA selection, the Urban Design Review Committee plays an ongoing advisory role at key stages through project development and engineering, in order to facilitate a desirable urban design outcome.

After construction begins, City of Dallas and DART staff will have a continuing role to ensure design coordination, particularly for design-build contracts.

# Applicability and Process



This process lays out general expectations for the design review process, using the D2 planning and engineering process, as an example. This process may be modified on a project-by-project basis as needed.



\* "Stakeholder Committee" and "Technical Committee" represent the committees organized by DART as a component of the public input process for choosing the D2 locally preferred alignment alternative

\*\* Urban Design Review Committee role will be fulfilled by the City of Dallas' Urban Design Peer Review Panel

# 02

# Right-of-Way Design Guidelines

**TRI MET**  
**MAX**

Station Number: 7608

**Sept 12:**  
MAX Green Line Service Begins

**Aug 30:**  
MAX Yellow Line Service Begins

**GREEN MEANS GO**

**Sept 12:**  
MAX Green Line Grand Opening

**Legend**

**Be alert and stay safe**  
If you see suspicious behavior or a suspicious package, call a transit neighbor at 503.238.1234



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## Station Facility Design

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Underground station design should integrate seamlessly with the surrounding public realm with pedestrian portal connections designed to provide high quality public places. The relationship of the station to any surrounding development must also be considered to ensure a positive integration that opens up views, sightlines and maximizes connectivity to adjacent development. Subway stations, specifically their portals, should be designed to either fit elegantly and seamlessly into the surrounding neighborhood's character or to make bold architectural statements of their own.

Unlike any other building typology, subway stations are buildings where the distinction between indoor and outdoor is ambiguous. These transitory spaces are complex and require functional efficiency as a minimum to bring order, balance, elegance, and coherence to satisfy the public. Due to this busy and sometimes chaotic station environment, the following environmental factors should be given due consideration:

**Light** - carefully consider the artificial lighting while also maximizing and controlling the amount of natural daylight in the station.

**Color** - the palette of colors must be calm and also compatible with the branding of the station. For people with visual impairments, surfaces must not be too reflective and vertical planes must be well contrasted from horizontal surfaces.

**Sound** - acoustics of the spaces must be well considered and adapted to the use of public announcement systems.

**Spatial Volume** – The spatial volumes must be well proportioned, appropriate for their use and feasible to maintain. Underground stations, pedestrian portals, and transition spaces have an impact beyond their immediate boundary and should be regarded as place makers which influence the local economy, its cultural identity and environmental wellbeing.



## Station Portal Design

- Design underground station entrance portals to compliment the surrounding architectural character of the area, paying particular attention to historic districts.
- Scale the size of the portal to the projected amount of boarding/arrivals at station.
- Provide easily accessible elevator entries that compliment surrounding architectural context.
- Consider providing secure entry portals with paid patron control.
- Provide bicycle stairways at all stations to ease cyclists and relieve congestion at elevators.
- Elevators should be co-located with primary entrance portal (stairs/ escalator) to the extent possible.

## Station Portal Placement

- Station portals that are incorporated into the facade or design of new or existing buildings or adjacent to existing parks or plazas are preferred to portals within existing street right-of-way. Connect station access to building lobbies when feasible
- Ensure that station portal does not obstruct pedestrian clear zone of at least 7'.
- Place fare stations either inside station or in space that provides at least 4' of queuing outside of the pedestrian clear zone in accordance with DART Design Criteria.
- Locate station portals in a manner that supports wayfinding and encourages easy transfer to other transit modes, including bus and streetcar.
- Locate portals in proximity to other transit modes and provide clear wayfinding at-grade to entrance portal locations.



This subway portal maintains a wide sidewalk adjacent to portal while also utilizing a high-quality architectural design.



This subway entry in Seattle is incorporated into the facade of a building above the station.



This subway portal has an architecturally-striking design and also creates a plaza at its front.



This subway portal in New York City has distinct features that enhance the plaza and the adjacent building



## Platform Design + Amenities

- Provide a spatial volume appropriate to the station function that creates a sense of openness and place.
- Encourage design of underground platforms to reflect the station location and nearby institutions above ground.
- Encourage distinct and durable materials for the platform in accordance with DART Design Criteria.
- Provide adequate seating.
- Allow for cellular service providers to provide high-quality cell service and wi-fi in tunnels and at stations.
- Utilize color and light to create interest.
- Provide high-levels of light to ensure rider safety and comfort.



A subway station in Toronto, Ontario incorporates characteristics of the above-ground museum.



A use of high-quality materials in a subway station in Munich, Germany



Art and bright lighting is integrated into station design in Auckland, New Zealand



Wide platforms and a centrally-located elevator make this platform in New York City safe for all users

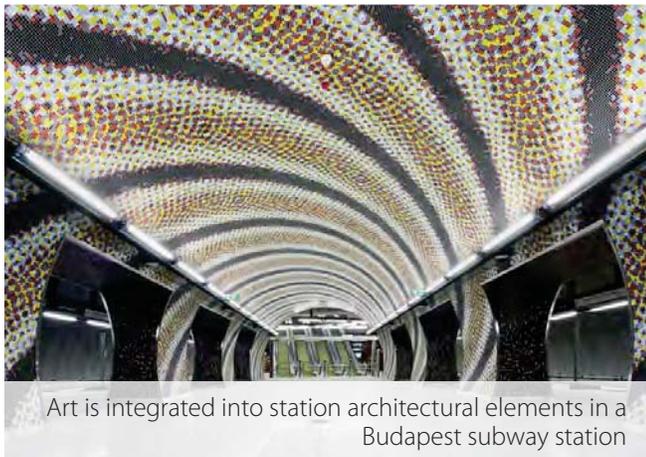


## Station Artwork

- Encourage and program the placement of public artwork in station portals as well as at station platforms, avoiding conflicts with passenger operations
- Incorporate public artwork into the design of the station platform in accordance with DART Design Criteria.
- Integrate public art with architectural elements and materials to leverage budget.
- Involve City of Dallas Office of Cultural Affairs with the DART Art Program and the selection of artists.



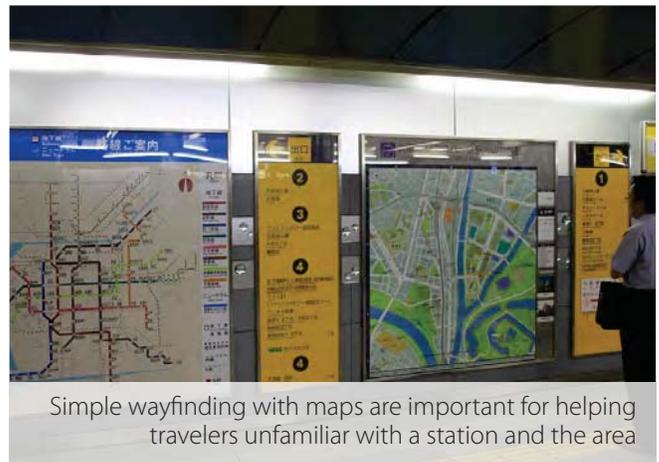
Public art is integrated into station design at Seattle's Capitol Hill light-rail station



Art is integrated into station architectural elements in a Budapest subway station

## Wayfinding

- Place wayfinding in predictable locations, such as overhead or at eye-level, at regular intervals and near intersections. NACTO TSDG, 101
- Include relevant transportation connections and services, including regional routes and bike share stations, to expand rider options. NACTO TSDG, 101
- To direct riders to and from stations to destinations in the station area, indicate travel direction and times in easily understood units such as walking time. NACTO TSDG, 101
- Provide area maps at all stations.
- Wayfinding should include clear, simple guidance to nearest street intersections, landmarks, and points of interest.



Simple wayfinding with maps are important for helping travelers unfamiliar with a station and the area



This wayfinding in Tokyo is beautiful and simple, making transfers easy for all users



## Bike Parking + Facilities

- Consider providing a manned Bike Station at one key light-rail station in each district. The bike station should be immediately accessible from the station platform or portal.
- Bike parking and facilities are applicable to both underground and surface light-rail station design.
- Provide a clear zone around bicycle parking to avoid impeding traffic on adjacent sidewalks.

NACTO TSDG, 105

- Short-term bike parking should ideally be located within 50' of stop or station entrance.  
NACTO TSDG, 105
- Bike storage “shells” should not be used in urban areas or along sidewalks.



The Union Station METRO in Washington DC has a large, protected bike storage facility



The exterior of the Washington DC Union Station METRO bike storage facility



New York City has numerous smaller, covered bike parking facilities adjacent to their subway station entries.



Small parcel cuts caused by track alignment near stations are great locations to place overflow bike parking





Surface station design should integrate seamlessly with the surrounding public realm through sidewalks and plazas designed to provide high quality public places. The relationship of the station and any surrounding development must also be considered to ensure a positive integration that encourages connectivity and transit use.

Surface stations should be seamless with the surrounding urban environment while also providing a well-defined and secure “transit space” that identifies the boarding area and related amenities. The distinction between public space and the transit function should be defined in a manner that provides consideration of the following:

Clear Lines of Sight - Crime Prevention Through Environmental Design (CPTED) principles should be followed to provide a sense of security and safety.

Definition of Space – the functional platform boarding area should clearly defined to the passenger by shelters, planters, railings, amenities, pavement treatments and subtle changes in materials.

Environmental Protection – canopies, trees and other elements should provide station identity and enhance passenger comfort through protection from sun, wind and rain.

Function and Design – Stations should convey an image of simplicity in function and modern timeless design.



## Landscaping

- A high importance should be placed on increasing the “urban forest” through the introduction of trees at regular intervals, wherever possible.
- Provide landscaping and irrigation at platforms with street trees at a minimum of 30’ on center where possible. Additionally, consider tree trenching and structural soil to allow for maximum canopy.
- Consider other methods of shade provision including but not limited to canopies, awnings, and other aesthetically appealing structures.



This transit mall in Portland has frequently planted trees, providing shade and beauty for waiting passengers



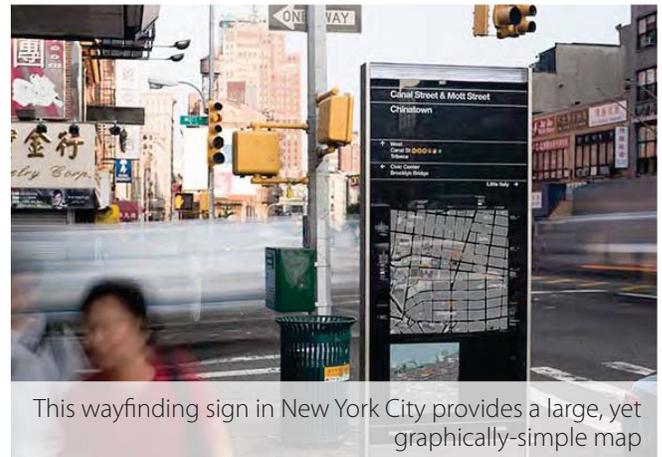
This transit mall in San Jose has frequently spaced street trees that produce a pedestrian-friendly street

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These wayfinding signs provide both an easy-to-read map and up-to-date bus arrival times



This wayfinding sign in New York City provides a large, yet graphically-simple map



## Accessibility

- For riders with visual disabilities, provide an alternative to visual display boards. Audible announcements are preferred over braille and other methods that require finding the display. Consider station/street noise and environmental characteristics during implementation. NACTO TSDG, 101
- Where pedestrian crossings traverse tracks and bus transitways, use audible warnings to ensure all pedestrians are aware of oncoming transit vehicles. NACTO TSDG, 32
- Stations and adjacent improvements must meet all Texas Accessibility Standards.
- Where passengers using wheelchairs are directed to specified doors, ensure the accessible doors are clearly communicated throughout the boarding platform using signs and markings. NACTO TSDG, 67



Many bus stops in Washington DC have push buttons reporting bus arrival times for the visually impaired

## Lighting

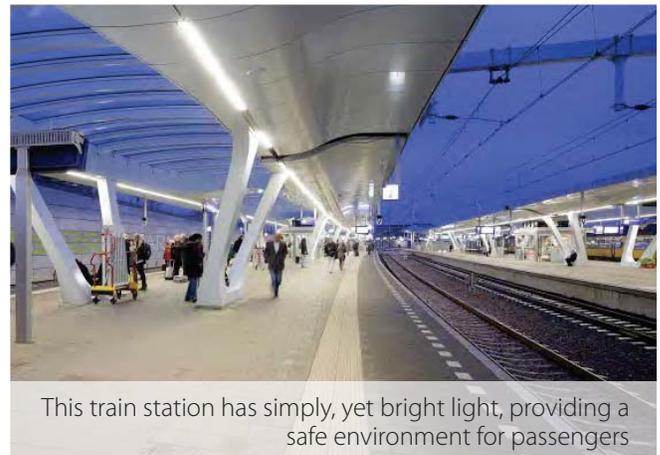
- Use pedestrian-scale lighting, typically including lamps less than 25 feet high, to increase comfort and safety around stops. NACTO TSDG, 67
- Lighting shall be “cut-off” type to avoid illuminating the sky and surrounding development.
- Higher illumination around transit stops should be gradual rather than sudden to avoid creation of virtual shadows as driver and bicyclist eyes adjust. NACTO TSDG, 67



This light-rail station in Charlotte provides bright, white light incorporated into the train platform roof



Ensuring easy loading for all riders is imperative. At-grade loading such as this is preferred



This train station has simple, yet bright light, providing a safe environment for passengers



## Bike Parking + Facilities

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- Bike parking and facilities are applicable to both underground and surface light-rail station design
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NACTO TSDG, 105
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NACTO TSDG, 105
- Bike storage “shells” should not be used in urban areas or along sidewalks.



The Union Station METRO in Washington DC has a large, protected bike storage facility

## Station Amenities

- Avoid using materials for benches and other sitting areas that retain heat.  
NACTO TSDG, 98  
Additionally, provide shade for all sitting areas.
- Seating shall not conflict with paths, leaving 6' of clear distance on all sides where pedestrians are expected.  
NACTO TSDG, 98
- Install appropriate amount of seating for expected demand at each station.
- Provide passengers with amenities at station area, including seating, trash cans, wayfinding, etc. compatible with the corridor theme.
- Trash cans, seating, and other objects must not block accessible path and boarding areas.  
NACTO TSDG, 99
- Integrate status displays and visual message boards into corridor design elements.



This station platform contains numerous seating options, an open and transparent design, and an arrival board



New York City has numerous smaller, covered bike parking facilities adjacent to their subway station entries.

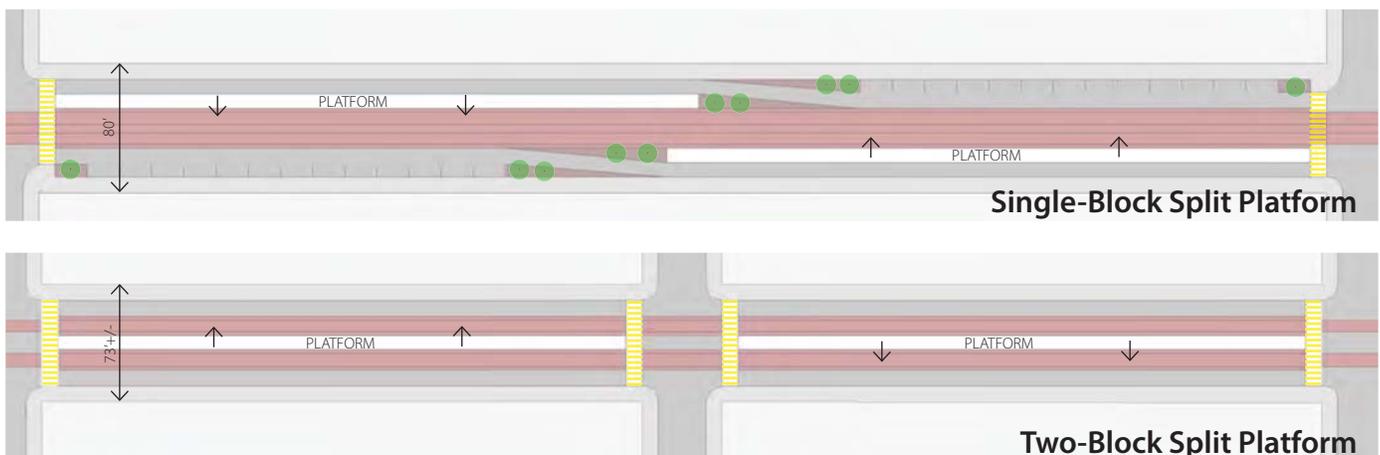


This station platform has a large and shaded canopy, seating, wayfinding, and historical education elements



## Layout and Block Design

- Consider staggering at-grade light-rail platforms between blocks on narrow right-of-way streets, minimizing overall right-of-way required for station.
- Boarding bulb stops for streetcar should be considered where vehicle operates in offset lanes without rightside bike facilities. Boarding bulbs can be installed at near-side, far-side, and mid-block stops, at both signalized and unsignalized locations. NACTO TSDG, 70
- At all stops, provide at least 10' of clear sidewalk space, ahead of transit vehicle at near-side stops and behind transit vehicle at far-side stops. NACTO TSDG, 71
- If shelters are placed on boarding bulbs, they must be placed clear of front and back-door boarding areas. NACTO TSDG, 71
- An accessible boarding area, typically 8' x 5' long, must be provided to permit boarding maneuvers by a wheelchair, generally requiring islands to be at minimum 8' wide. Islands with railings along the rear side will require an extra foot of space, making total width 9'. NACTO TSDG, 83
- Ensure that pedestrian refuge islands crossing transitways are wide enough to allow crowds of people to wait, particularly near stations. Place detectable warning strips on both sides of every flush pedestrian crossing. NACTO TSDG, 83
- Railings shall be installed along platforms adjacent to the through lane to control pedestrian access and discourage dangerous crossings. Channelize pedestrian movements to platform entrances with enhanced crossing treatments. NACTO TSDG, 83





## Station/ Shelter Design

- Shelter design should reflect the architectural characteristics of the surrounding neighborhood while also maintaining an identity established by DART for the corridor.
- Platform shelters must be permeable to allow for freedom of movement between each side of platform or adjacent sidewalk.
- Platform windscreens are not encouraged in order to reduce visual clutter, improve movement when boarding/ off-boarding, and limit vandalization potential.
- Placement of shelters' supporting posts/walls must not conflict with accessible travel paths, boarding areas, or transit vehicle door zones. NACTO TSDG, 16



This light-rail platform in Salt Lake City is permeable, allowing for free pedestrian movement at the station



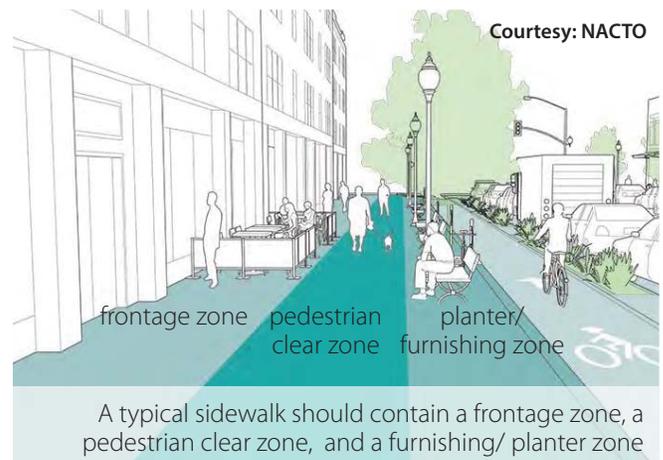
This light-rail station in Austin is both permeable and has a unique and distinct paver pattern

## Passenger vs. Pedestrian Zones

- Shelter placement must allow a minimum of 6' through-path between obstructions and warning strips at platforms and around all sides when at the level of the sidewalk, or around the street side if on an elevated platform. NACTO TSDG, 16
- Sidewalk adjacent shelters/ platforms should allow for minimum of 7' pedestrian clear zone in the rear in adherence with Complete Streets Manual and Downtown Pedestrian Overlay. Dimensions may vary by location context.
- Clearly delineate passenger zones from pedestrian zones and provide fully accessible pedestrian areas with sloped walkways in lieu of stairs or ramps



This transit mall has numerous amenities such as trees and trash cans, yet keeps them out of the pedestrian zone



A typical sidewalk should contain a frontage zone, a pedestrian clear zone, and a furnishing/ planter zone





## At-Grade Route Alignment Design

- 28 Street Grid Fabric
- 28 Development Potential
- 29 Infrastructure Improvements
- 29 Stormwater Management

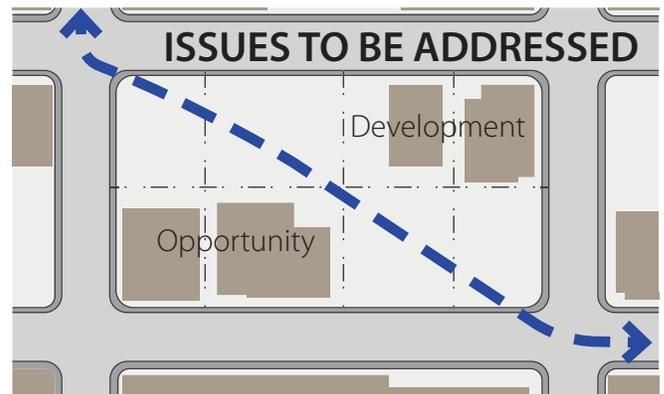
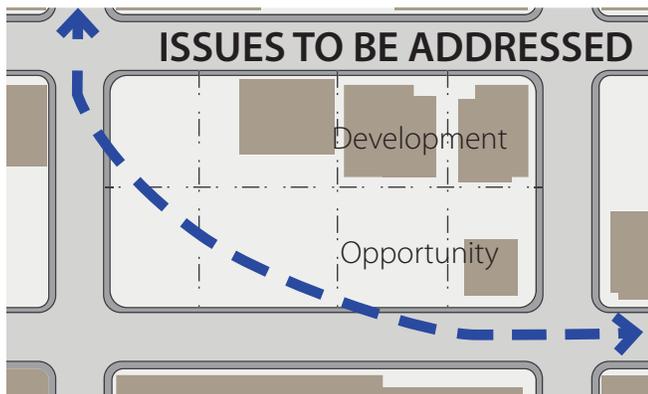


## Street Grid Fabric

- Maintain the existing street grid to the extent possible by minimizing closure or interruption of existing streets that cross the rail alignment.
- Maximize extent to which DART light rail operation can occur within right-of-way when at-grade.

## Development Potential

- Ensure maximum development potential of or enhancement to adjacent full and partial parcels by minimizing impact to development parcels used for rail operations.
- Provide mitigation of undesirable property conditions and partial parcels created by the alignment.
- Air rights development strategies should be pursued when ideal track alignment is not possible in order to maximize development opportunity.



At-grade Rail alignment should consider the possibility for adjacent development to occur. This diagram demonstrates ideal alignment conditions as well as rail conditions that would need improvement or mitigation.



## Infrastructure Improvements

- Integrate infrastructure improvements with existing development adjacent to corridor through materials used and/or through physical design.
- Coordinate with other public capital projects and private development infrastructure improvements to extent possible.
- Assign a City of Dallas utilities facilitator to act as a point person to ensure consistent coordination between DART and the various city departments.

## Stormwater Management

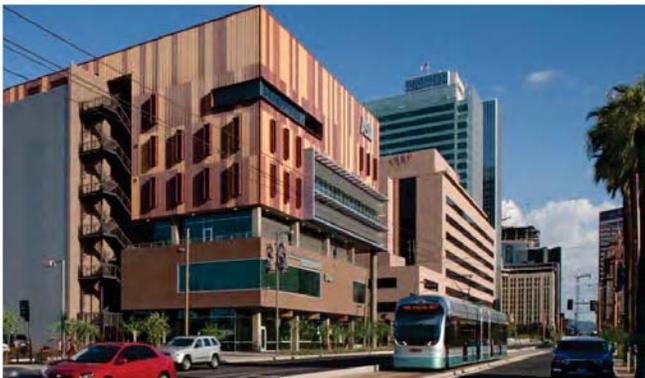
- Provide integrated stormwater management (iSWM) adjacent to and incorporated with tracks where possible.
- Provide bioswales with a slight longitudinal slope that moves water along the surface to allow sediments and pollutants to settle out. In place infiltration then allows localized groundwater to recharge. NACTO TSDG, 104
- Bioswales should drain within 24 hours; this is especially critical near transit stops where pooling can degrade transit access. NACTO TSDG, 104
- Incorporate updated City of Dallas Pavement and Drainage Manual requirements into stormwater management design for transit corridors.



This Portland infill development has integrated infrastructure improvements with the adjacent rail



Light rail in Portland is built with iSWM adjacent to many of their tracks



The light rail in Phoenix helped foster adjacent development such as the ASU Journalism School.



Light rail in Salt Lake City is also built with iSWM adjacent to many of their tracks





## Corridor Design Element Considerations

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- 33** Track Design
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- 37** Substations + Service Buildings



## Intersection Design

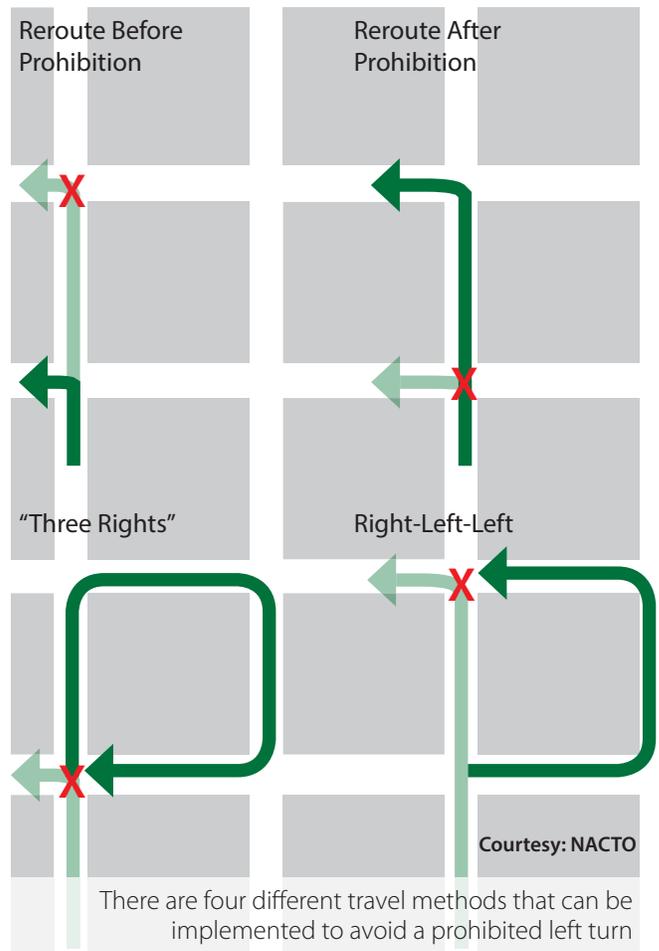
- For center-running fixed guideway transit, at intersections, use separate turn phases, prohibit left turns across median transitway, or prohibit left turns when transit vehicles are present. Extend vertical elements to the intersection edge where turns are prohibited. Use transit signals and either active Transit-Signal Prioritization or transit signal progressions (TSP). NACTO TSDG, 32
- Crosswalks must be accessible, with special attention to both people using wheelchairs and wheeled mobility devices and people with no or low vision. Curb ramps must be provided at all street crossings that involve a change in grade. Do not obstruct the top of the curb ramp. NACTO TSDG, 66
- All intersections with pedestrian, bicycle, or motor vehicle traffic must be signalized. To avoid conflicts with transit vehicles, left- and right-turning traffic across the transitway must be either prohibited or accommodated using turn lanes with dedicated signal phases. Additionally, consider TSP for intersections along route. NACTO TSDG, 130
- Clearly designate mid-block crossings where applicable to ensure pedestrian safety.
- Bike lanes shall cross tracks as close to 90° as possible (at a minimum 60°) to ensure safety for cyclists. NACTO TSDG, 166



This bike lane crosses the light rail track at a near 90° angle, protecting cyclists from falls



This light-rail platform leads to a large crosswalk that is paved with a different, distinguishable material





## Track Design

- Consider a shared transitway for non light-rail modes in places where a low-curb or rumble strips increase pedestrian permeability across the entire street, maximizing available public space and emphasizing the shared condition of the street. Pedestrians can cross a shared transit street at any point, but are discouraged from walking along the central transitway by the high volume of transit vehicles. NACTO TSDG, 28
- Auto traffic is either prohibited or limited using volume management techniques that filter out thru-traffic and permit local vehicle access, especially for deliveries. NACTO TSDG, 29
- Use either rumble strips or low vertical elements between travel lanes and DART lanes. NACTO TSDG, 137
- Durable materials such as brick, stone, and unit pavers shall be used for the extent of the transitway at-grade. No non-transversible surface such as ballast shall be used.
- A minimum width of 12' and a maximum width of 15' for each LRT lane (24'-30' for dual-running lines) and maximum width of 11' for each streetcar lane should be adhered to.
- To avoid conflicts with center-running transit vehicles, left turns should be prohibited, or accommodated using left-turn lanes and dedicated signal phases. NACTO TSDG, 119



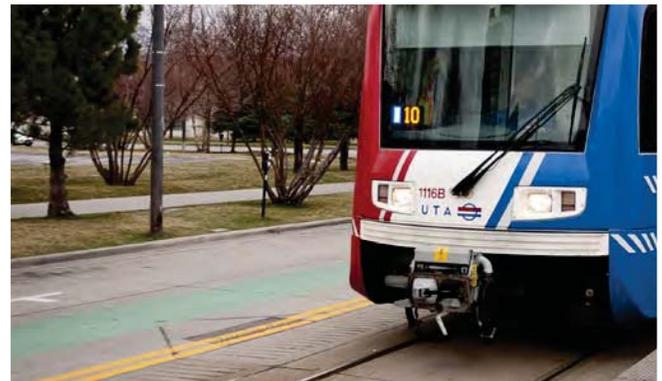
This light rail runs slowly through a plaza in Germany, creating a functioning plaza that is safe for pedestrians



The light rail in Houston has large truncated domes protecting the transit lane from the travel lane



The light rail in downtown Denver runs along side vehicles, functioning much like a streetcar



This light rail has rumble strips adjacent to the tracks to warn motorists not to enter the lane



## Landscaping

- Consider providing a continuous green space between tracks and adjacent road beds if appropriate. Discontinue green space at intersections and pedestrian crossings, and provide accessible paths for pedestrians through the transitway. NACTO TSDG, 133
- Consider providing landscaping & irrigation along track where possible, with street trees at a minimum of 25' on center where possible. Additionally, consider tree trenching to improve canopy.



Landscaping beneath the tracks and along the tracks is preferred due to aesthetics and stormwater management



These light rail tracks run above grass, increasing pervious surface while also improving overall aesthetics

## Sidewalk Design + Amenities

- Provide street furniture (bollards, benches, planters, street lights, bicycle parking, etc) to define shared space and integrate it into the cohesive street design. Design elements provide guidance for the visually impaired and delineate the traveled way from the pedestrian-exclusive area. Where less permeability is desired, such as just ahead of stations, use plantings, railings, and furniture to concentrate activity in desired areas and channelize pedestrian travel paths. NACTO TSDG, 28
- Sidewalk design/width and clear width to be compatible with City of Dallas sidewalk requirements for the CBD, the City of Dallas Complete Streets Design Manual, and the Downtown 360 Street Typology Guidelines.



A wide sidewalk, ideally with street trees and lighting, is preferred to protect pedestrians from the adjacent train



San Jose's transit mall has numerous sidewalk amenities including trees, planters, trash cans, and newspaper racks



## Bike Lanes

- Integrate bike lanes with transit corridors and clearly designate bikeway from automobiles and transit where applicable. Bicycles may also be accommodated in shared travel lanes where speeds are low. Accommodate bicycle turns at right angles using two-stage turn queue boxes. Where motor vehicle through-traffic is prohibited, consider providing a cycle track through the plaza. NACTO TSDG, 33
- Consider bi-directional bike lanes paralleling the DART alignment on one-way streets.



These bike lanes slip behind a train and bus platform, protecting cyclists and providing a buffer to the sidewalk

## Paving Materials

- The trackway should be designated using red or alternate, distinct color to deter drivers from entering the guideway. Also consider using distinct pavers. NACTO TSDG, 134
- Durable materials such as brick, stone, and unit pavers shall be used on the transitway or across the entire right-of-way. NACTO TSDG, 32 No non-traversable surface such as ballast shall be used.
- Provide special paving at street intersections. Consider the durability of materials based on lessons learned on the Downtown Transit Mall.
- Provide quality unit paver or integral colored concrete at pedestrian areas.
- Paving materials are to be used to clearly define transit /pedestrian/vehicle areas.



Red-painted transit lanes let drivers know that the lane is not for driving



These bike lanes are well-marked and physically separated, protecting cyclists from the rail and cars



The light rail in downtown Houston incorporates well-designed brick paving that provides a cohesive feel



## Train Portals

- Consider locating stations adjacent to entrance to train portal. Additionally, consider placing portal in center of road/ boulevard.
- Shield entrance to tunnel with decorative, yet protective fencing and roof cover as well as buffering with landscaping.
- Consider making excess land adjacent to tunnel portal a harmoniously designed open space, plaza, or activated, developed parcel.
- Encourage air rights development over portals.
- Provide aesthetically appealing safety measures to prevent access into tunnel by pedestrians and vehicles.



This tunnel portal in San Francisco is incorporated into an adjacent park

## Egress + Ventilation Design

- Fully integrate ventilation and emergency egress structures into new or existing development where possible.
- Full screen any ventilation structures in the right-of-way or provide flush gratings. Do not place gratings in sidewalks where possible.
- Where ventilation shafts cannot be incorporated into new or existing construction, provide context sensitive architectural design and incorporate artwork where possible.



Disguised emergency egress such as this trap door in the sidewalk are preferred



The light rail along the Embarcadero in San Francisco descends underground in the middle of the street



This emergency egress and service building is disguised through artful design in an existing park



## Catenary Poles + Lighting

- Catenary poles and lighting are to be integrated wherever possible to avoid cluttering right-of-way.
- Catenary poles should fit the surrounding neighborhood context and should introduce minimal visual intrusion.



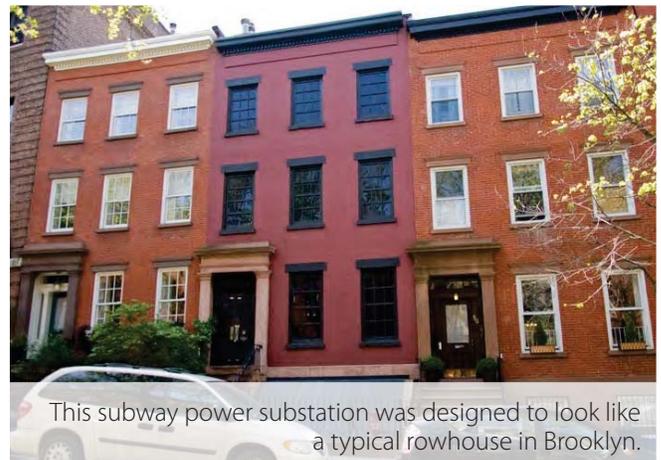
Catenary poles and wiring should incorporate street lighting and be aesthetically appealing



These catenary poles are artful and incorporate lighting into their design

## Substations + Service Buildings

- Do not place service buildings adjacent to development unless fully contained within development.
- Fully screen all service buildings with masonry walls or landscaping.
- Place service buildings on parcels that do not preclude future development.



This subway power substation was designed to look like a typical rowhouse in Brooklyn.



The proposed subway service building matches the architectural character of the surrounding district



*R & J*  
**JEWELRY  
DIAMONDS**  
BUY-SELL-PAWN  
MONEY TO LOAN  
ON ALL JEWELRY  
A JEWELRY BUSINESS  
A QUALITY SERVICE & GREAT PRICES  
A GUARANTEE

VIA  
3:30 PM



## Additional Design Considerations

### Land Acquisition and Development

- 40 Pocket Parks + Plazas
- 40 Development Air Rights

### Public Art

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### Sound, Vibration, and Visual Mitigation

- 42 Sound Walls
- 42 Preventative Landscaping

### Operations

- 43 Safety and Security
- 43 Durability + Maintenance



## Pocket Parks + Plazas

- Utilize remaining parcels and partial takes along corridor as opportunities to develop pocket parks or plazas as appropriate to land use.
- All pocket parks and plaza shall provide shade and other comfortable amenities for users.
- At stops/ stations/ station portals, provide public plazas and/or incorporate station portals into existing parks and plazas where possible to encourage activity, security, and connectivity.
- Coordinate public spaces/ plazas with City of Dallas Parks Department and consider Downtown Parks Master Plan.



Excess land between rail tracks can be designed to be enjoyable plazas for pedestrians

## Development Air Rights

- Maximize opportunities for developable parcels and allow development of air rights over DART right-of-way.
- Allow for development above light-rail train tunnel portals to maximize economic development, shielding tunnel portal from view while also discouraging devaluation of adjacent properties.



Allowing the development of air rights above the tracks can create great spaces atop would-be eyesores



This light rail in Portland runs beneath a building and through a plaza.



Air development rights produce increased economic development where otherwise no development could exist



## Budget

- Consider a separate budget for programming and execution of corridor level public artwork to enhance the corridor as a whole. Coordinate all artwork with the City of Dallas' Office of Cultural Affairs.
- Seek out opportunities for public/ private partnerships for art programs or installations.

## Opportunities

- Consider creating a specific Art Advisory Committee for each district corridor in addition to the Station Committee.
- Provide public art along corridors in addition to at stations.
- Follow DART Art and Design Criteria at stations.



Art at a transit stop and along the route provides enjoyment for waiting passengers and people passing by



This light rail station in Minneapolis incorporates art into the facade of a stairwell



This station in Portland has a striking art piece in the center of the station

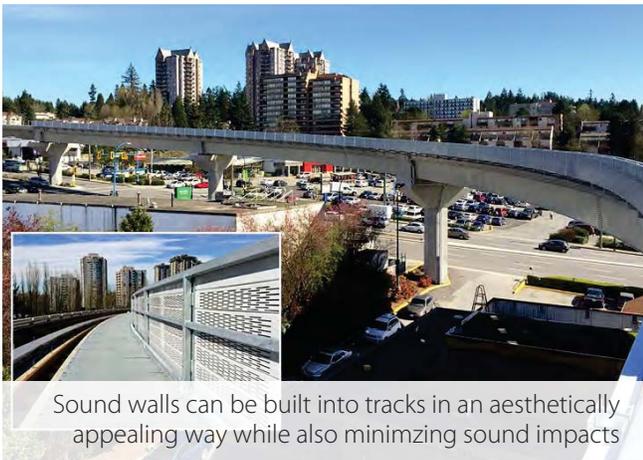


Artwork can be incorporated into the structure of the station platform, as seen here.



## Sound Walls

- Provide context sensitive sound walls / landscape screening where needed to prevent visual intrusion of utilities and other elements .
- Address future development impacts as well as existing conditions where possible.



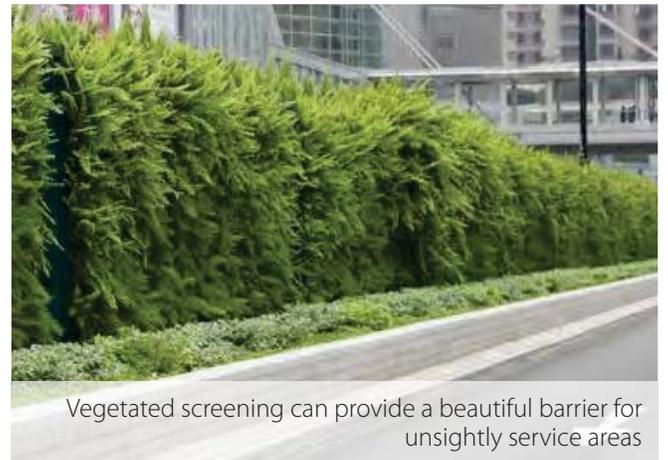
Sound walls can be built into tracks in an aesthetically appealing way while also minimizing sound impacts



These sound walls in Seattle help block sound from the train tracks from the surrounding neighborhood

## Preventative Landscaping

- Provide landscape screening where needed to prevent visual intrusion of utilities and other elements .
- Provide landscaping & irrigation appropriate to the location (provide street trees at minimum 25' on center, where possible).
- Integrate landscaping into soundwalls, fencing, and screening elements.



Vegetated screening can provide a beautiful barrier for unsightly service areas



Vegetated buffers can also be designed with local plant species and serve to improve stormwater management



## Safety and Security

- Coordinate pedestrian safety at crossings and along corridor with City of Dallas.
- Provide vehicle crossing protection that is fully integrated with traffic signal system in the corridor.
- Provide active surveillance in all areas that are not highly visible. Enhance surveillance in below-grade stations.
- Follow CPTED (Crime Prevention Through Environmental Design) Principles in all station and transitway design

CPTED Principle #1: Natural Surveillance--"See and be seen". Lighting and landscape play an important role. Minimize or eliminate physical obstructions that obscure views.

CPTED Principle #2: Natural Access Control-- Utilize walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances.

CPTED Principle #3: Territorial Reinforcement-- Utilize pavement treatments, landscaping, signage, etc. to distinguish private and public areas.

CPTED Principle #4: Maintenance-- Neglected and poorly maintained properties are breeding grounds for criminal activity.

## Durability + Maintenance

- Materials should be selected based upon durability and low maintenance requirements.
- Materials should incorporate integral color wherever possible.
- Materials should deter vandalism as outlined in DART Design Criteria.
- Long term maintenance agreements for all improvements are encouraged to clearly identify maintenance responsibility. These entities include but are not limited to organizations such as City of Dallas, Downtown Dallas Inc., and DART.



R





## Adjacent Development Considerations

- 46 Development Character
- 46 Street and Block Design
- 47 Pedestrian Level Design
- 47 Sidewalk and Landscape Design



## Development Character

Transit corridor design should:

- Allow for greater density near light rail stations.
- Not preclude the ability for adjacent development to maintain a consistent and continuous street wall with a pedestrian-oriented edge.
- Enhance the ability for adjacent development to collectively create spaces where pedestrians feel comfortable and protected rather than overwhelmed or vulnerable.
- Not preclude adjacent development from creating continuously lively and inviting street-level façades with storefronts, display windows, entrances, or other forms of architectural relief.
- Allow adjacent development to provide awnings and/or architectural detail.



Transit-oriented development near light rail helps increase ridership and overall residential density

## Street and Block Design

Transit corridor design should:

- Allow adjacent development to maintain or create short blocks with frequent intersections, avoiding super-blocks and multiple block developments that close streets.
- Allow for adjacent development to provide on-street parking where possible.
- Preserve important views.
- Not increase the number of curb cuts and vehicular access points to adjacent development.
- Consider local TIF district guidelines, including TIF district goals, character, and other special considerations, when designing DART lines through these particular geographies.



The light rail in Downtown Houston has an active public realm with numerous cafes with outdoor dining



Storefronts in Downtown Portland open out to the light rail very similar to streets with vehicular traffic



Providing alleyways, such as Linden Alley in San Francisco, increase connectivity on large sites



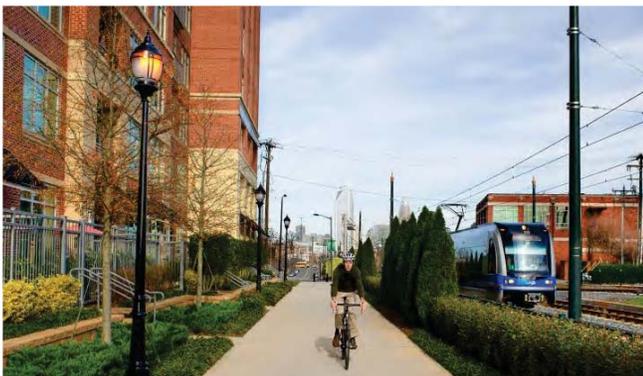
## Pedestrian Level Design

Transit corridor design should:

- Not preclude the ability for adjacent development to provide raised or setback ground-level entries such as stoops and porches. Additionally, design shall not preclude adjacent buildings to provide prominent and accessible entrances connecting the private and public realms.
- Allow for a variety of signage at ground level including awning signage, projecting signage, window signs, blade signs, and temporary sandwich boards. Additionally, design shall not obscure sight lines of building entrances and signage.
- Not preclude adjacent development from providing sidewalk vendors, cafes, or restaurant patios adjacent to the curb where space permits.



Portland's light rail transit mall has a design that allows for numerous entrances to retail and commercial spaces



This development in Charlotte provides a trail and residential stoops that look onto the adjacent rail line

## Sidewalk and Landscape Design

Transit corridor design should:

- Preserve significant trees within public right-of-way and on adjacent property.
- Allow for proper drainage and irrigation for street trees and trees on adjacent properties.
- Allow adjacent development to locate benches and seating near building entrances and in public realm away from street. Additionally, the design shall allow for non-permanent amenities such as seating and tables.
- Not preclude adjacent development to provide ample lighting on sidewalks, streets, walkways and plazas to enhance safety, including street lights spaced a maximum of 75' apart.



Wide sidewalks provide a large clear-zone as well as street trees and other street furniture



This light rail station in Charlotte has flexible furniture and cafe seating adjacent to private development



**REVISED AGENDA ITEM # 46**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** April 26, 2017  
**COUNCIL DISTRICT(S):** 2  
**DEPARTMENT:** Sustainable Development and Construction  
**CMO:** Majed Al-Ghafry, 670-3302  
**MAPSCO:** 34 Z; 35 W; 44 D; 45 A

**SUBJECT**

A public hearing to receive comments regarding an application for and an ordinance granting a Planned Development Subdistrict for GR General Retail Subdistrict uses on property zoned a GR General Retail Subdistrict within Planned Development District No. 193, the Oak Lawn Special Purpose District, between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and the Dallas North Tollway

Recommendation of Staff and CPC: Approval, subject to a development plan and conditions

Z167-166(PD)



**FILE NUMBER:** Z167-166(PD)

**DATE FILED:** December 22, 2016

**LOCATION:** Between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and the Dallas North Tollway.

**COUNCIL DISTRICT:** 2

**MAPSCO:** 34Z, 35W, 44D, 45-A

**SIZE OF REQUEST:** Approx. 1.27 Acres

**CENSUS TRACT:** 5.00

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**APPLICANT/OWNER:** Old Parkland Unit K

**REPRESENTATIVE:** Rob Baldwin, Baldwin Planning

**REQUEST:** An application for a Planned Development Subdistrict for GR General Retail Subdistrict uses on property zoned a GR General Retail Subdistrict within Planned Development District No. 193, the Oak Lawn Special Purpose District.

**SUMMARY:** The applicant is proposing to develop the property with an office building with underground parking. A Planned Development Subdistrict is proposed to 1) reduce setbacks adjacent to the existing TH-3(A) Subdistrict; 2) reduce setbacks required for utilities, transformers and covered stairwells for parking structures and 3) calculation of parking at minimum of one off-street parking space for every 400 square feet; 4) remove front yard designation on Dallas North Tollway; 5) a minimum front yard setback of 15 feet; 6) fencing in a required yard is permitted to exceed nine feet in height as shown on the development plan; and 7) generators and equipment less than eight feet in height need not be shown on the development plan.

**CPC RECOMMENDATION:** Approval, subject to a development plan and conditions.

**STAFF RECOMMENDATION:** Approval, subject to a development plan and conditions.

**BACKGROUND INFORMATION:**

- Planned Development District No. 193 was established by Ordinance No. 18580 on February 8, 1985.
- The ±1.27-acre request site is undeveloped and surrounded by retail and personal service uses to the east, single family uses to the west, office uses to the south and a general retail use to the north.
- The request for a Planned Development Subdistrict is to construct a 96,000 square foot office building with underground parking at a maximum height of 120 feet.
- The request site is immediately adjacent north of the Old Parkland Campus North and will be similar in density, scale, and streetscape.

**Zoning History:** There have been no recent zoning changes requested in the area within the last five years.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW
Maple Street	Community Collector	42 feet

**Traffic:**

The Engineering Division of the Department of Sustainable Development and Construction Department has reviewed the request and has no objections if a traffic impact analysis is submitted and complies with all requirements by the City's Traffic Engineers.

**STAFF ANALYSIS:**

**Comprehensive Plan:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request.

In general, the applicant's request is consistent with the following goal and policy of the Comprehensive Plan.

**URBAN DESIGN ELEMENT**

**GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE**

Policy 5.3.1 Encourage a balance of land uses within walking distance of each other.

**Area Plan:**

The Oak Lawn Special Purpose District and the Oak Lawn Plan include the following objectives:

- (1) To achieve buildings more urban in form.
- (2) To promote and protect an attractive street level pedestrian environment with continuous street frontage activities in retail areas.
- (3) To encourage the placement of off-street parking underground or within buildings similar in appearance to non-parking buildings.
- (4) To promote development appropriate to the character of nearby neighborhood uses by imposing standards sensitive to scale and adjacency issues.
- (5) To use existing zoned development densities as a base from which to plan, while providing bonuses to encourage residential development in commercial areas.
- (6) To discourage variances or zoning changes which would erode the quantity or quality of single-family neighborhoods, or would fail to adhere to the standards for multiple-family neighborhoods and commercial areas.
- (7) To promote landscape/streetscape quality and appearance.

The proposed development will have design elements comparable to those of Old Parkland North. These elements are more urban in form by constructing the building closer to the street, ensuring that primary entrances are prominent and street-facing, allowing on-site surface parking to be behind the front yard setback and to the rear of the building as well as providing an underground parking garage. The development also proposes enhanced sidewalks and landscaping along Maple Avenue. The applicant is proposing underground parking and is compatible with the surrounding uses with respect to scale and adjacency.

While the applicant's request for a PDS for general retail uses meets objectives 1, 2, 3, 4, 6, 7; the remaining objectives are not applicable to the proposed development

because the use does not meet the entire statement of the objectives in the Oak Lawn Special Purpose District and the Oak Lawn Plan.

**Surrounding Land Uses and Zoning:**

<b>Direction</b>	<b>Zoning</b>	<b>Land Use</b>
Site	PD No. 193 (GR)	Vacant, undeveloped
North	PD No. 193 (GR),	Screened Receptacle
East	PD No. 193 (GR)	Retail & Personal Service
South	PD No. 193 (GR)	Office
West	PD No. 193 (TH-3)	Single Family & Dallas North Tollway

**Land Use Compatibility:**

The request site is 1.274 acres and is currently undeveloped. The proposed use is for a 96,000 square feet office building with a maximum height of 120 feet and an underground parking garage as depicted on the development plan. The property is immediately adjacent to office uses on the south. The area along both sides of Maple Street is generally developed with office/commercial/utility uses east of the site, with developed single family property east, towards the depressed lanes of the Dallas North Tollway and a screened outside receptacle to the north. The proposed use will be compatible with the surrounding development.

While the applicant is not requesting an increase in maximum height allowed in GR Subdistrict within PDD No. 193; the applicant is requesting relief from an additional front yard setback. The additional front yard setback requires that in addition to the 10-foot front yard setback, if adjacent to a TH-3 Subdistrict, the front yard must also provide for a setback equal to one-half of the portion of the building that exceeds 36 feet in height, up to a maximum total front yard setback of 50 feet. Due to the odd shape of the property, its adjacency to the Tollway and the proposed use, staff supports the relief of the front yard setback.

As the current zoning permits the office use by right, the applicant’s request is to not only establish the above referenced front yard setback relief, but to establish an off-street parking ratio that is not only specific to the development but also comparable to the Old Parkland Campus North development to the south; reduce setbacks required for utilities, transformers and covered stairwells for parking structures; require a minimum front yard setback of 15 feet instead of the average of the block; allow fencing in a required yard to exceed nine feet in height as shown on the development plan; and allow generators and equipment less than eight feet in height not to be shown on the development plan as they are not considered as structures.

In summary, the proposed development is considered compatible with surrounding uses and consistent with the established character of the area. Staff supports the request subject to the attached recommended conditions and development plan.

**Development Standards:**

DISTRICT	Setbacks		Density	Height	Lot Coverage	FAR	Primary Uses
	Front	Side/Rear					
Existing							
PDD No. 193, GR	10'	0'	N/A	120'	80%	2:1	General Retail
Proposed							
PDS (GR)	15 <sub>*</sub>	0'	N/A	120'	80%	2:1	General Retail

\* For the purpose of this PDS, Dallas North Tollway is not considered a front yard.

**Landscaping:**

The landscape plan will meet the landscape requirements in accordance to Part 1 of PDD No. 193 except for the portion of the site that has frontage along the Dallas North Tollway. The applicant is requesting relief from this condition and is thereby requesting that the Dallas North Tollway not be considered a front yard. The language has been incorporated into the PDS conditions.

**Off-Street Parking:**

The off-street parking requirement for an office use with a development of this size is a minimum of ~~262~~ ~~320~~ spaces with a parking ratio of 1:366. In an effort to maintain consistency with the off street parking ratio of the Old Parkland Campus North, the applicant is requesting a decrease in the number of off street parking to 240 spaces with a ratio of 1:400 with a minimum of 90 percent of the required parking must be located underground. Staff supports this reduction in parking because the site will be secured and only allow parking for approved staff. Therefore staff believes the request is reasonable in that it will not infringe significantly upon the adjacent land uses.

Z167-166(PD)

Old Parkland Hospital Campus  
North Area  
Ownership & Officers

**Old Parkland Unit A, L.L.C.**

3819 Maple Avenue  
Dallas, Texas 75219  
Manager = CH/OP Campus Services, Inc.

**Old Parkland Unit K, L.L.C.**

3819 Maple Avenue  
Dallas, Texas 75219  
Manager = CH/OP Campus Services, Inc.

**CH/OP Campus Services, Inc.**

3819 Maple Avenue  
Dallas, Texas 75219

**Officers:**

Anne L. Raymond, Director, President  
Cathy Golden, Vice President  
M. Kevin Bryant, Vice President, Secretary  
Jackie L. Close, Assistant Secretary

Z167-166(PD)

City Plan Commission Action:  
March 16, 2017

**Motion:** It was moved to recommend **approval** of a Planned Development Subdistrict for GR General Retail Subdistrict uses, subject to a development plan and conditions on property zoned a GR General Retail Subdistrict within Planned Development District No. 193, the Oak Lawn Special Purpose District, between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and the Dallas North Tollway

Maker: Rieves  
Second: Houston  
Result: Carried: 14 to 0

For: 14 - Anglin, Rieves, Houston, Davis, Shidid,  
Anantasomboon, Mack, Jung, Housewright,  
Schultz, Peadon, Murphy, Ridley, Tarpley

Against: 0  
Absent: 1 - Haney  
Vacancy: 0

**Notices:** Area: 500                      Mailed: 75  
**Replies:** For: 13                        Against: 1

**Speakers:** None

Proposed PD conditions

Division S-\_\_\_\_. PD Subdistrict \_\_\_\_.

**SEC. S-\_\_\_\_.\_\_\_\_. LEGISLATIVE HISTORY.**

PD Subdistrict \_\_\_\_ was established by Ordinance No. \_\_\_\_, passed by the Dallas City Council on \_\_\_\_.

**SEC. S-\_\_\_\_.102. PROPERTY LOCATION AND SIZE.**

PD Subdistrict \_\_\_\_ is established on property located between Maple Avenue and the Dallas North Tollway, southeast of the intersection of Maple Avenue and Dallas North Tollway. The size of PD Subdistrict \_\_\_\_ is 1.274 acres.

**SEC. S-\_\_\_\_.103. DEFINITIONS AND INTERPRETATIONS.**

(a) Unless otherwise stated, the definitions and interpretations in Chapter 51 and Part I of this article apply to this division. If there is a conflict, this division controls. If there is a conflict between Chapter 51 and Part I of this article, Part I of this article controls.

(b) In this division, SUBDISTRICT means a subdistrict of PD 193.

(c) Unless otherwise stated, all references to articles, divisions, or sections in this division are to articles, divisions, or sections in Chapter 51.

(d) This subdistrict is considered to be a nonresidential zoning district.

**SEC. S-\_\_\_\_.104. EXHIBIT.**

The following exhibit is incorporated into this division: Exhibit S-\_\_\_\_A: development plan.

**SEC. S-\_\_\_\_.105. DEVELOPMENT PLAN.**

Development and use of the Property must comply with the development plan (Exhibit \_\_\_\_). If there is a conflict between the text of this article and the development plan, the text of this article controls.

**SEC. S-\_\_\_\_.106. MAIN USES PERMITTED.**

The only main uses permitted in this subdistrict are those main uses permitted in the GR General Retail Subdistrict, subject to the same conditions applicable in the GR

General Retail Subdistrict, as set out in Part I of this article. For example, a use permitted in the GR General Retail Subdistrict only by specific use permit (SUP) is permitted in this subdistrict only by SUP; a use subject to development impact review (DIR) in the GR General Retail Subdistrict is subject to DIR in this subdistrict; etc.

**SEC. S-\_\_\_\_.107. ACCESSORY USES.**

As a general rule, an accessory use is permitted in any subdistrict in which the main use is permitted. Some specific accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51P-193.108. For more information regarding accessory uses, consult Section 51P-193.108.

**SEC. S-\_\_\_\_.108. YARD, LOT, AND SPACE REGULATIONS.**

- (a) Except as provided, the yard, lot, and space regulations for the GR General Retail Subdistrict apply.
- (b) Dallas North Tollway is not considered a front yard.
- (c) No additional setback is required for portions of a building above 36 feet.
- (d) No setback is required for covered stairwells for parking structures.
- (e) No setback is required for utilities and transformers.
- (f) A minimum front yard setback of 15 feet.

**SEC. S-\_\_\_\_.109. OFF-STREET PARKING AND LOADING.**

- (a) Except as provided, consult Part I of this article for the specific off-street parking and loading requirements for each use.
- (b) For an office use, a minimum of one off-street parking space for every 400 square feet is required.
- (c) A minimum of 90 percent of the required parking must be located underground.

**SEC. S-\_\_\_\_.110. ENVIRONMENTAL PERFORMANCE STANDARDS.**

See Article VI.

**SEC. S-\_\_\_\_.111. LANDSCAPING.**

- (a) Landscaping must comply with Part I.

- (b) Plant materials must be maintained in a healthy, growing condition.

**SEC. S-\_\_\_\_.112. SIGNS.**

Signs must comply with the provisions for business zoning districts in Article VII.

**SEC. S-\_\_\_\_.113. ADDITIONAL PROVISIONS.**

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

- (b) Development and use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the city.

- (c) Development and use of the Property must comply with Part I of this article.

- (d) Fencing in a required yard is permitted to exceed nine feet in height as shown on the development plan.

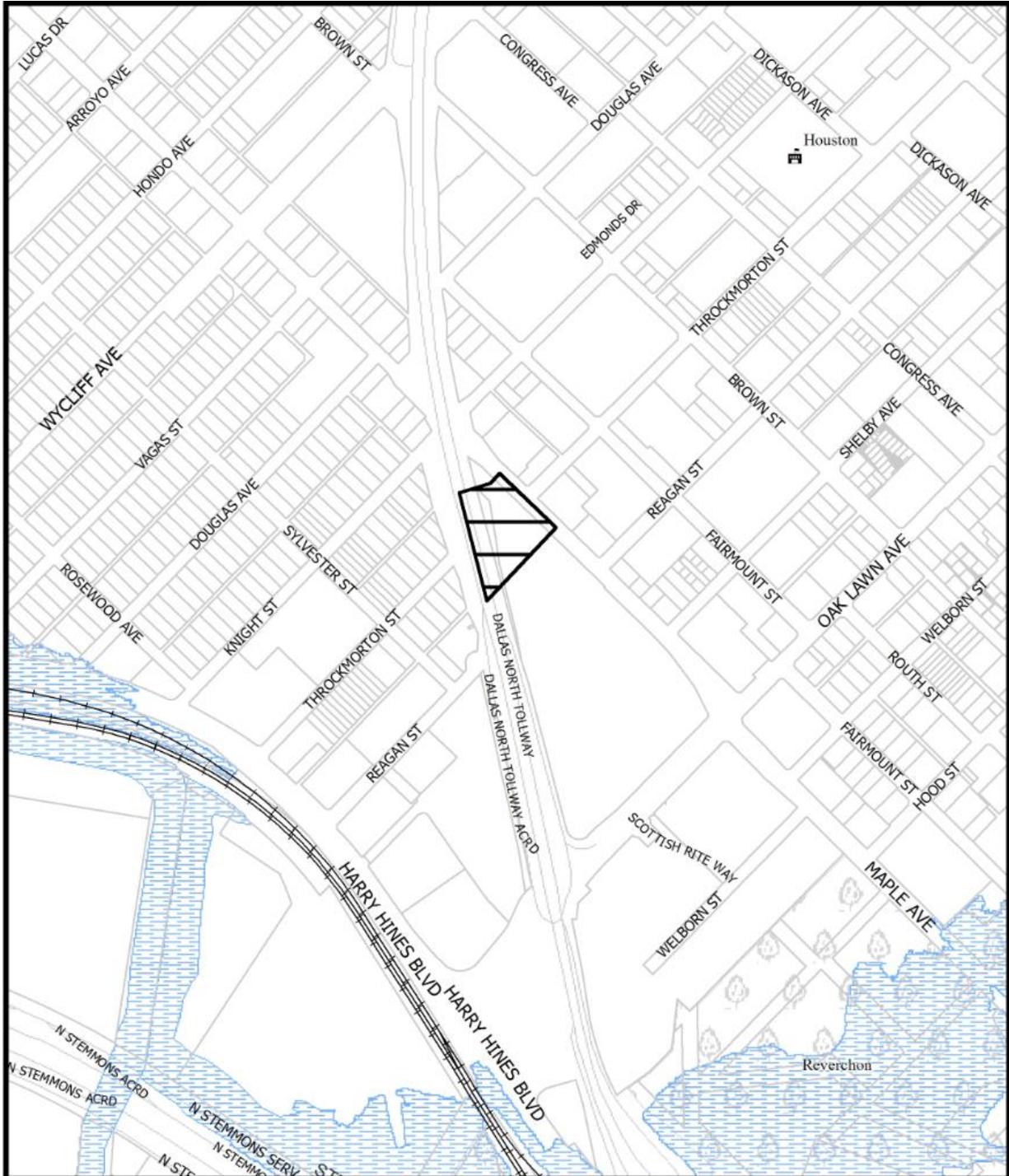
- (e) Generators and equipment less than eight feet in height need not be shown on the development plan.

**SEC. S-\_\_\_\_.114. COMPLIANCE WITH CONDITIONS.**

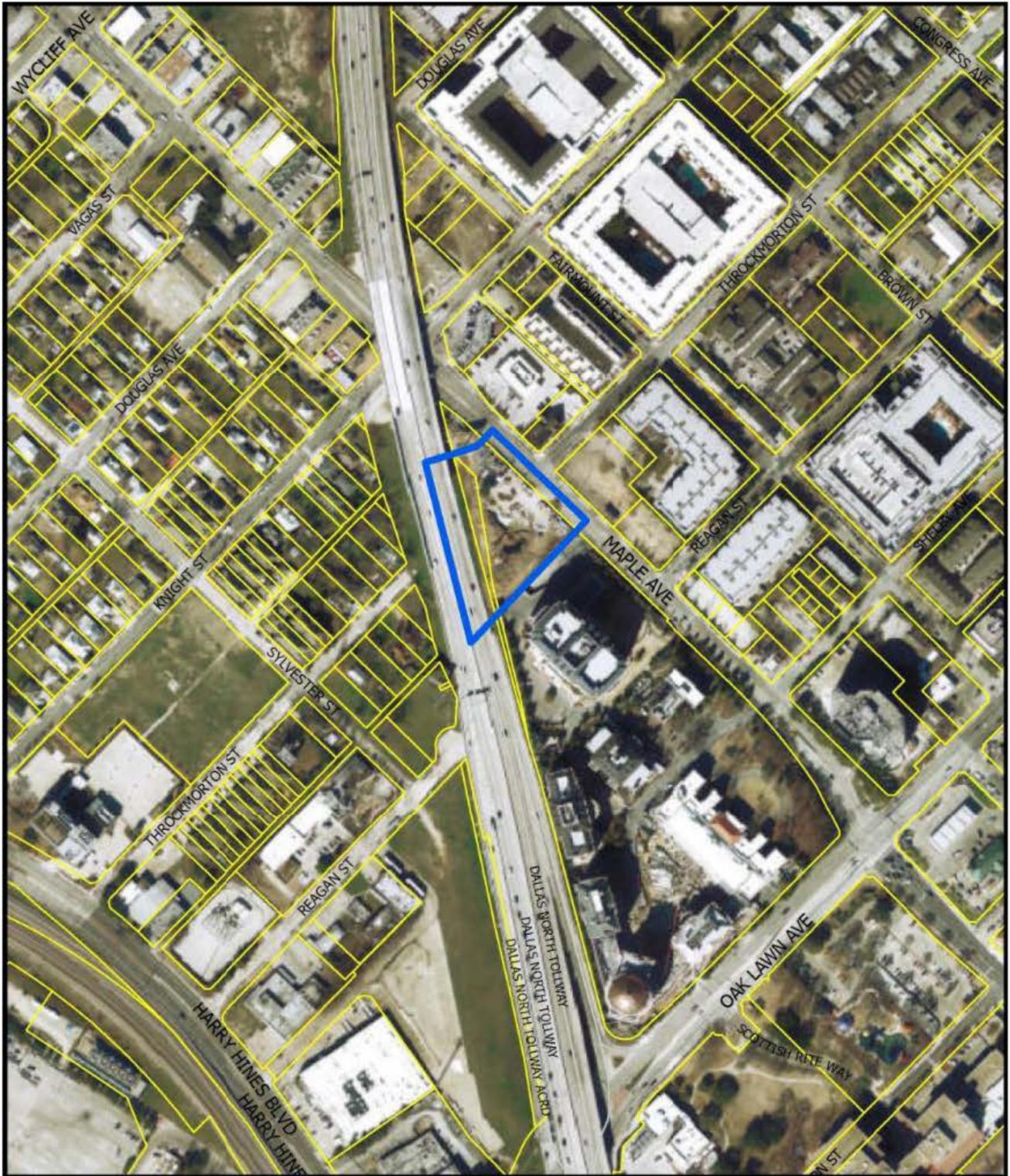
- (a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard city specifications, and completed to the satisfaction of the city.

- (b) The building official shall not issue a building permit to authorize work, or a certificate of occupancy to authorize the operation of a use, in this subdistrict until there has been full compliance with this division, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the city.





 1:6,000	<h2>VICINITY MAP</h2>	Case no: <u>    <b>Z167-166</b>    </u> Date: <u>    <b>1/10/2017</b>    </u>
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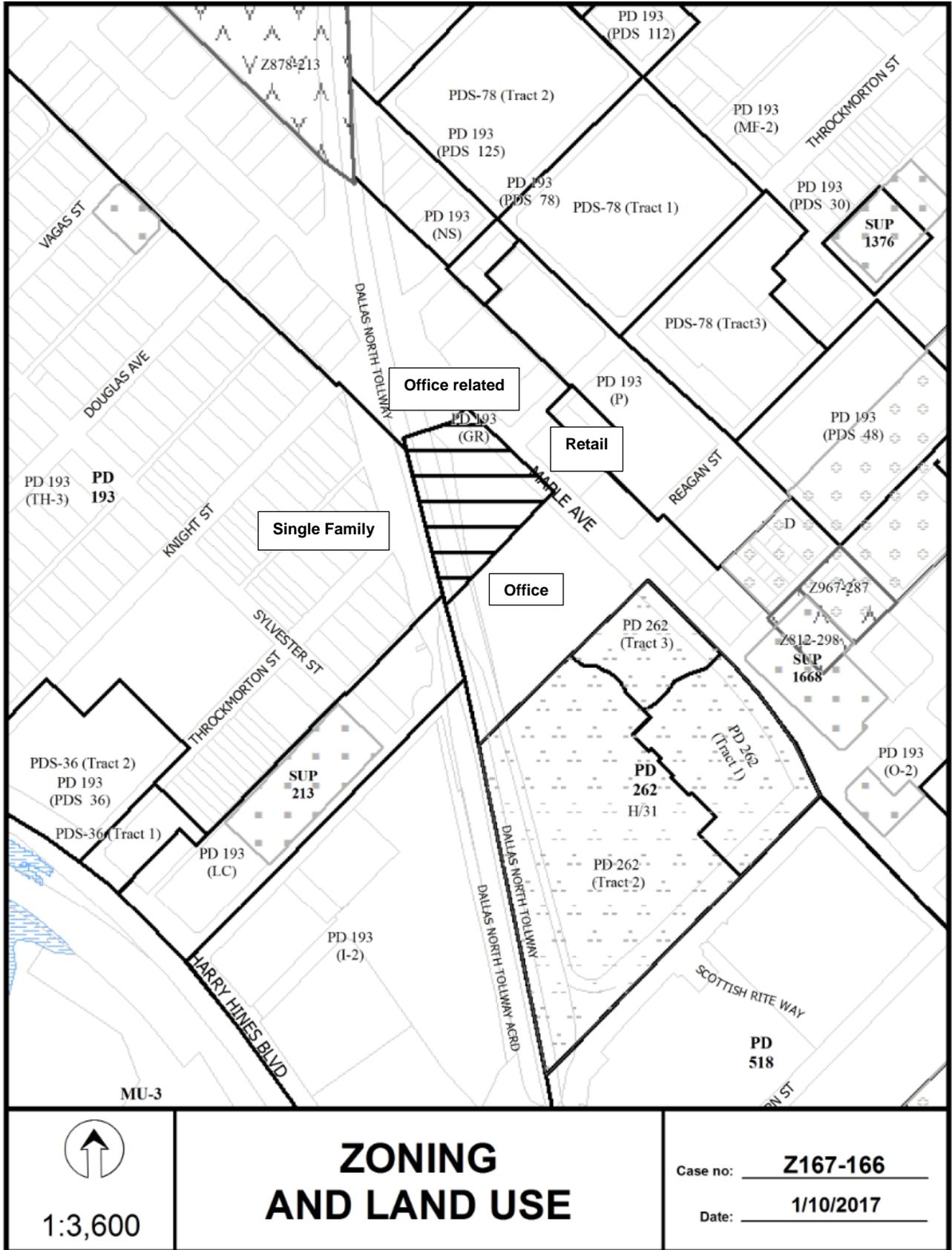


1:3,600

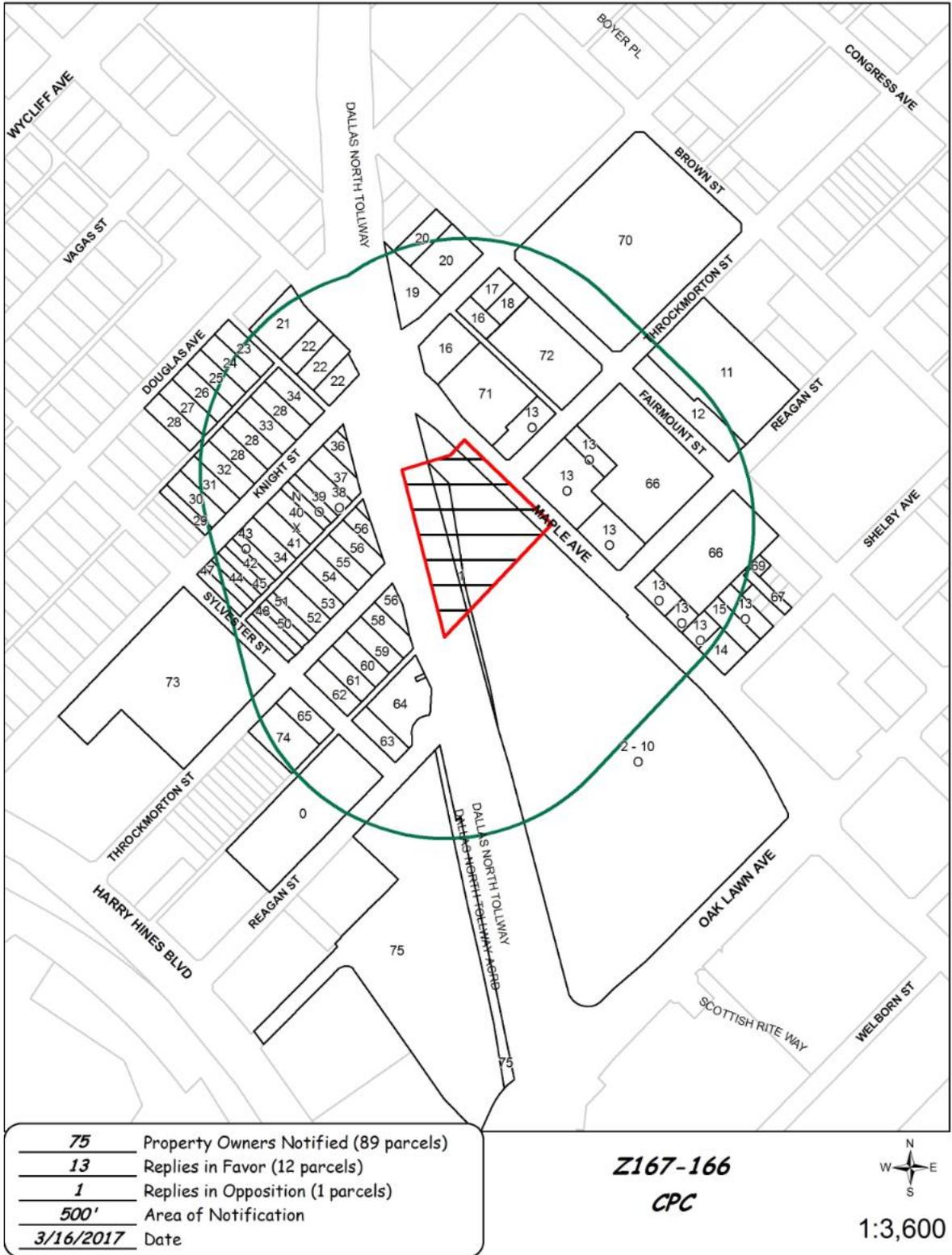
## AERIAL MAP

Case no: Z167-166

Date: 1/10/2017



CPC Responses



03/15/2017

***Reply List of Property Owners******Z167-166******75 Property Owners Notified******13 Property Owners in Favor******1 Property Owners Opposed***

<b><i>Reply</i></b>	<b><i>Label #</i></b>	<b><i>Address</i></b>	<b><i>Owner</i></b>
	1	3819 MAPLE AVE	OLD PARKLAND UNIT K LLC
O	2	3819 MAPLE AVE	OLD PARKLAND UNIT A LLC
O	3	3949 OAK LAWN AVE	OLD PARKLAND UNIT B LLC
O	4	3953 MAPLE AVE	OLD PARKLAND UNIT C LLC
O	5	3963 MAPLE AVE	OLD PARKLAND UNIT D LLC
O	6	4001 MAPLE AVE	TRT OLD PARKLAND LLC
O	7	2215 OAK LAWN AVE	OLD PARKLAND UNIT F LLC
O	8	2215 OAK LAWN AVE	OLD PARKLAND UNIT G LLC
O	9	2215 OAK LAWN AVE	OLD PARKLAND UNIT H LLC
O	10	3819 MAPLE AVE	OLD PARKLAND UNIT K LLC
	11	2612 THROCKMORTON ST	VILLAGE SQUARE APARTMENTS LLC
	12	4014 FAIRMOUNT ST	VILLAGE SQUARE APARTMENTS LLC
O	13	4024 MAPLE AVE	SOUTH TOLLWAY 3920 LP
	14	3902 MAPLE AVE	PAPPAS JASON &
	15	2507 SHELBY AVE	PAPPAS HARRIS PROPERTIES LLC
	16	4122 MAPLE AVE	4122 MAPLE LLC
	17	4125 FAIRMOUNT ST	WALIZADA MOHAMMAD S &
	18	4121 FAIRMOUNT ST	PENFOLD CRAIG PPTIES INC
	19	2507 KNIGHT ST	CHERTKOEV GOCHA
	20	4201 FAIRMOUNT ST	FAIRKNIGHT PARTNERS LTD
	21	4215 MAPLE AVE	DALLAS COMMUNITY CENTER
	22	4211 MAPLE AVE	ALZATE ALDEMAR
	23	2438 DOUGLAS AVE	MARTINEZ CONSEPCION &
	24	2432 DOUGLAS AVE	GARZA CHRISTOPHER
	25	2430 DOUGLAS AVE	MEDRANO PROPERTIES LTD
	26	2426 DOUGLAS AVE	VASQUEZ MIKE R

03/15/2017

	<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
		27	2422 DOUGLAS AVE	GARCIA EDGARDO
		28	2418 DOUGLAS AVE	MEDRANO PROPERTIES LTD
		29	2407 KNIGHT ST	VILLAVERDE ROBERTA L
		30	2411 KNIGHT ST	RIZOS NICK S
		31	2415 KNIGHT ST	MUNOZ OSCAR &
		32	2417 KNIGHT ST	WYCLIFF INVESTMENTS LLC
		33	2429 KNIGHT ST	MEDRANO RICARDO & JANIE
		34	2437 KNIGHT ST	MCCLAIN CAROLYN
		35	2440 KNIGHT ST	MATISE HOYT R
		36	2438 KNIGHT ST	GARCIA PATRICIA ANN
		37	2434 KNIGHT ST	SOSA FERNANDO & DORA H
	O	38	2428 KNIGHT ST	JOHNSON MICHAEL B
	O	39	2426 KNIGHT ST	FINLEY LEWIS W
	X	40	2422 KNIGHT ST	LERMA SANDRA E
		41	2416 KNIGHT ST	ALEMAN PEDRO B
		42	2408 KNIGHT ST	CHEN CHARLIE
	O	43	2410 KNIGHT ST	LANGE STEVEN
		44	2404 KNIGHT ST	DUPREE JANET LEE
		45	2406 KNIGHT ST	MASTERTON CATHERENE MARLENE
		46	2400 KNIGHT ST	HARPER JOHN R
		47	2402 KNIGHT ST	HENLEY BRET L
		48	2403 THROCKMORTON ST	VOORHEES WYNNE J
		49	2401 THROCKMORTON ST	BOECK CHRISTOPHER M
		50	2407 THROCKMORTON ST	BASINGER GREGORY L
		51	2405 THROCKMORTON ST	NAEEM USMAN SYAL
		52	2411 THROCKMORTON ST	GARAY JOHN D
		53	2415 THROCKMORTON ST	RODRIGUEZ LUIS M
		54	2419 THROCKMORTON ST	WYCLIFF INVESTMENTS LLC
		55	2423 THROCKMORTON ST	PALETTI SONIA L &
		56	2427 THROCKMORTON ST	GARRISON RICHARD T
		57	2431 THROCKMORTON ST	SOLTES KAYLEE ET AL

03/15/2017

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	2418	THROCKMORTON ST	HERNANDEZ JOEL
59	2414	THROCKMORTON ST	RAMOS CLEMENTINA M
60	2410	THROCKMORTON ST	MANZANARES MARY L
61	2406	THROCKMORTON ST	PINEDA JOSEPHINE EST OF
62	2402	THROCKMORTON ST	BALLAS BARRY BULL INC
63	2359	REAGAN ST	PRESCOTT INTERESTS LC
64	2363	REAGAN ST	PRESCOTT INTERESTS LTD
65	2350	THROCKMORTON ST	LEE ANNIE D
66	2525	REAGAN ST	IMT CAPITAL SEVILLE LP
67	2517	SHELBY AVE	SHELBY TOWNHOMES OWN ASSO
68	2517	SHELBY AVE	GARZA LORI A
69	2519	SHELBY AVE	PATEL NIMIT
70	4110	FAIRMOUNT ST	BEHRINGER HARVARD FAIRMOUNT
71	4114	MAPLE AVE	ASHMORE RETAIL PROPERTIES INC
72	4111	FAIRMOUNT ST	BEHRINGER HARVARD FAIRMOUNT
73	4100	HARRY HINES BLVD	4100 HARRY HINES PTNRS LP
74	2344	THROCKMORTON ST	LEWIS JACK V &
75	2338	REAGAN ST	NORTH TEXAS TOLLWAY