DART Station Area Plans

for the LBJ East and White Rock Lake Stations

City of Dallas
Planning and Development Department

February 28, 2001

COUNCIL CHAMBER

01 07 84

February 28, 2001

WHEREAS, the City Council directed the Department of Planning and Development to review land use and zoning in the area bounded by and within one half mile of the LBJ East Station at IH-635 (LBJ Freeway) and Skillman Street; and

WHEREAS, a council-appointed volunteer Steering Committee was established to work with City staff and other stakeholders to address the pros and cons of various land use and transportation improvements; and

WHEREAS, the Steering Committee, in conjunction with City staff, held twelve (12) steering committee meetings and two (2) community meetings between January 1998 and February 2000 to solicit citizen input on preliminary findings and recommendations; and

WHEREAS, the City Council finds that the DART LBJ East Station Area Plan will serve as a planning tool to guide and prioritize the implementation of future improvements in the area; Now Therefore,

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

Section 1. That the DART LBJ East Station Area Plan is hereby adopted as a guide for the future growth and development of this area and as an implementation plan for future area improvements to benefit the citizens of this community.

Section 2. 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.

APPROVED BY

CITY COUNCIL

FEB 28 2001

City Secretary

APPROVED HEAD OF DEPARTMENT APPROVED CITY CONTROLLER APPROVED CITY MANAGER

COUNCIL CHAMBER

010785

February 28, 2001

WHEREAS, the City Council directed the Department of Planning and Development to review land use and zoning in the area bounded by and within one half mile of the White Rock Station at Northwest Highway and West Lawther.; and

WHEREAS, a council-appointed volunteer Steering Committee was established to work with City staff and other stakeholders to address the pros and cons of various land use and transportation improvements; and

WHEREAS, the Steering Committee, in conjunction with City staff, held twelve (12) steering committee meetings and two (2) community meetings between January 1998 and February 2000 to solicit citizen input on preliminary findings and recommendations; and

WHEREAS, the City Council finds that the DART White Rock Station Area Plan will serve as a planning tool to guide and prioritize the implementation of future improvements in the area; Now Therefore,

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

Section 1. That the DART White Rock Station Area Plan is hereby adopted as a guide for the future growth and development of this area and as an implementation plan for future area improvements to benefit the citizens of these communities.

Section 2. 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.

APPROVED BY
CITY COUNCIL

FEB 28 2001

City Secretary

APPROVED _____ HEAD OF DEPARTMENT

APPROVED _____ CITY CONTROLLER

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Executive Summary

Light Rail stations have powerful impacts on the areas surrounding them. The City of Dallas, together with DART and citizens, has undertaken this study to guide development in the areas around two specific stations, LBJ East and White Rock. Staff has worked to create plans that respect the needs and concerns of citizens, while encouraging active and efficient use of the stations. This report suggests land use and other recommendations for these two stations.

LBJ East Station

The LBJ East Station is located along the north side of the Lyndon B. Johnson (LBJ) Freeway between Skillman Street and Miller Road. The LBJ East Station area study boundary is shown in Figure 1 below.

The LBJ East Station will serve as a regional station, serving a ridership base that extends far beyond the immediate service area. This regional service area, together with the development potential of the property owned by DART, and of the surrounding properties, make this station area ideal for the creation of a high-density core, a Transit District, with the station as its focus. The creation of this Transit District is the ultimate goal set by this report.

To achieve this goal, the LBJ East plan makes several recommendations:

1 Improve pedestrian access to the station by creating Pedestrianways (pathways with landscaping, benches, and other amenities).
2 Create a pedestrian/bicycle bridge linking the southern side of the LBJ Freeway to

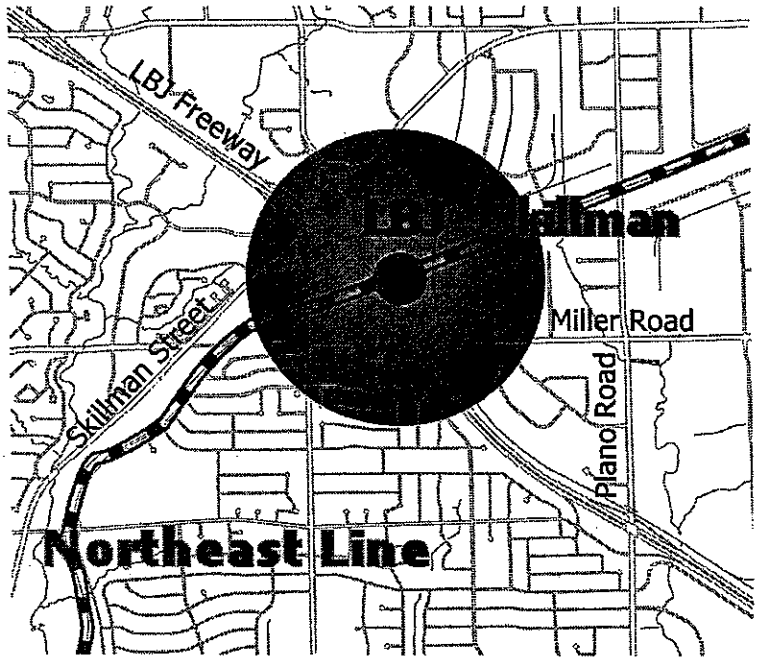

Figure 1: The LBJ East Station Area

the station, developed as a pedestrianway, and linked to Hike & Bike Trails.

3 Make the pedestrianways the structure of the site by building new, high density development around these pedestrianways.
4 Change the Zoning at the station to MU-3 (keeping the restriction on residential uses) to allow this high density development to occur.
5 Use structured parking to provide land for pedestrian oriented development along the main pedestrian walkway at the station.
6 Encourage higher density use of the private developments around the station in the future.

Staff envisions that the station area will become the focus of the development that occurs in this area. The land uses, residential communities, and retail uses that develop around this station should be geared towards the needs of a transit oriented population. The urban design of this area should also reflect this more pedestrian oriented style, both in landscaping and amenities, as well in the relation of transit, automobiles, and pedestrians.

White Rock Station

The White Rock Station is located on the north side of Northwest Highway, Loop 12, between West Lawther Drive and Walling Lane. The White Rock Station area study boundary is shown in Figure 2 below.

There are no major changes recommended for this station area. This station is a community serving station that will not attract great numbers of passengers from outside the immediate service area. The goals of this plan, therefore, are neighborhood preservation, and enhancement to take advantage of the LRT Station's presence.

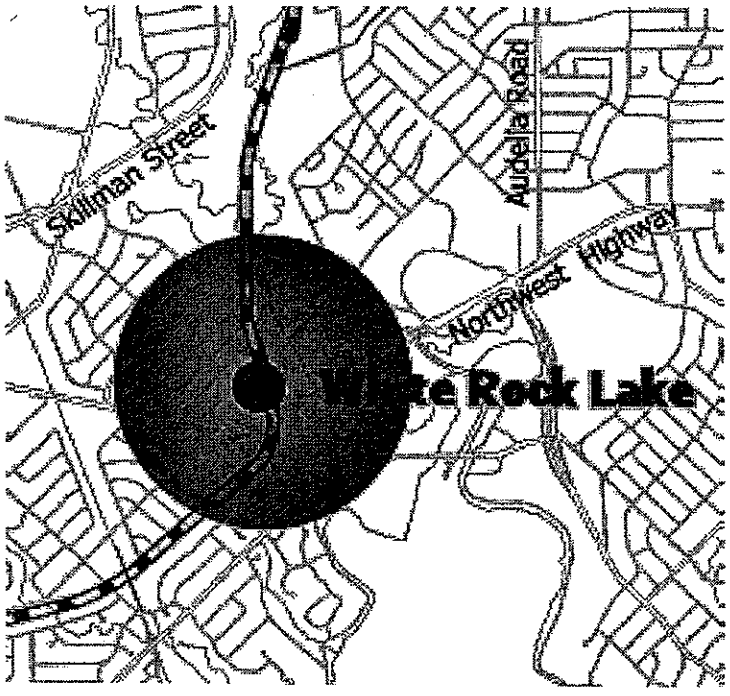

Figure 2: The White Rock Station Area

Several recommendations are made in this study:

1. Improve access to the station by improving sidewalks.
2. Provide access to the station from the south, by creating a pedestrian/bicycle bridge over Northwest Highway.
3. Link the Hike and Bike Trails to the station and the pedestrian bridge.
4. Install a traffic light at the main entrance to the station on Northwest Highway.
5. Install traffic diversion measures on Walling Lane.

These recommendations will protect the residential neighborhood from all the undesirable things that come with a LRT station. Traffic will be calmed, the residential character of the area will be preserved, and the pedestrian links to the station and the surrounding area will enhance that residential character.

Acknowledgments

The Department of Planning and Development would like to thank the many people whose hard work, dedication, and concern for these communities have made these DART Station Area Plans possible. The following people are deserving of special mention:

Steering Committee

Larry Brown
Lisa Ogden
Michael Binder
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Background

The DART Station Area Plans were initiated in 1998. Work began when the Dallas City Council approved these plans as part of the 1998-1999 Work Program for the Department of Planning and Development. City Council, staff and community support has been essential to the completion of these plans.

An Interlocal Agreement was created between DART and the City of Dallas, establishing the scope of the Station Area plans. These plans are a product of that agreement. There were five objectives to this agreement:

- Preserve Neighborhood Integrity
- Alleviate Impact
- Identify Circulation and Access Constraints and Opportunities
- Support Density Increases Within Walking Distance of Stations
- Identify a Mix of Uses to Support Two Way Ridership

DART System

The DART LRT system started operations in June 1996 with three lines operating by May 1997: West Oak Cliff, South Oak Cliff, and North Central (see Figure 3). Currently, DART is planning a major expansion of its system. There are lines planned to the Northwest, the Southeast, and the line that this report addresses, the Northeast Line, which is currently under construction.

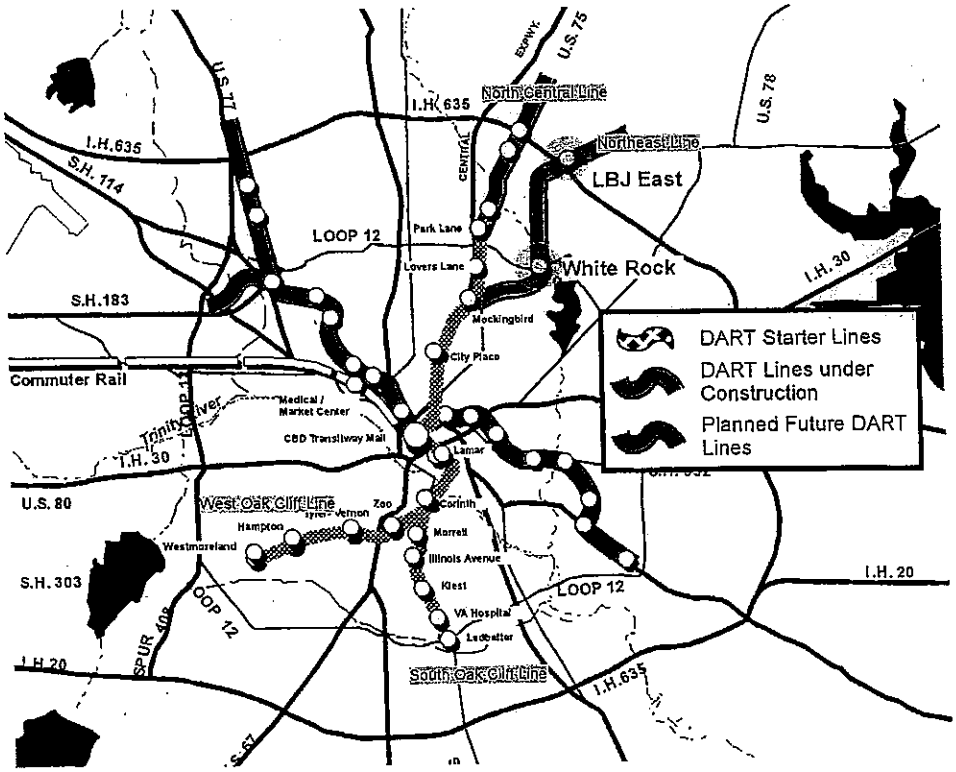


Figure 3: The DART Light Rail System

There are four stations currently planned on this line, the first two of which, White Rock and LBJ East, are the stations whose land use plans are presented here. Council members originally requested that a station area plan be done for the station at Kingsley, in between the White Rock and the LBJ East stations, but as trouble with land acquisition has required DART to postpone this station indefinitely, the station area plan has also been postponed.

Report Organization

This report is organized into two parts, one for each station. Each part is then broken down further into the following:

1 Station Facilities and Patronage - identifying major characteristics of the station area and the station site itself;
2 Neighborhood Characteristics - dealing with the land use, zoning, history, and demographics of the station area;
3 Transportation and Circulation - discussing thoroughfares, local streets, pedestrian facilities, and bicycle facilities;
4 Issues and Findings - explaining the concerns of the community and staff, as well as the pertinent information regarding each concern;
5 Goals and Objectives - listing the desired outcomes that must be implemented to resolve community and staff concerns/issues;
6 Recommendations - detailing the plans created to achieve the stated goals, including phasing;
7 Implementation - identifying sources of funding, strategies for implementation, and responsibility for that implementation.

Process

The LBJ/Skillman and White Rock Lake Station Area Plans were developed with input from citizens, neighborhood residents, and civic and business organizations at several stages of plan development. A steering committee was appointed by Councilmembers Poss and Walne to work on both station area plans. This steering committee was made up of residents, property owners, and businesspersons from the community, and worked with the staff in every phase of plan development. This committee met approximately every month for a year, beginning Spring 1998. Their input played a fundamental role in identifying problems and opportunities within the study area, and was an essential part of the planning process.

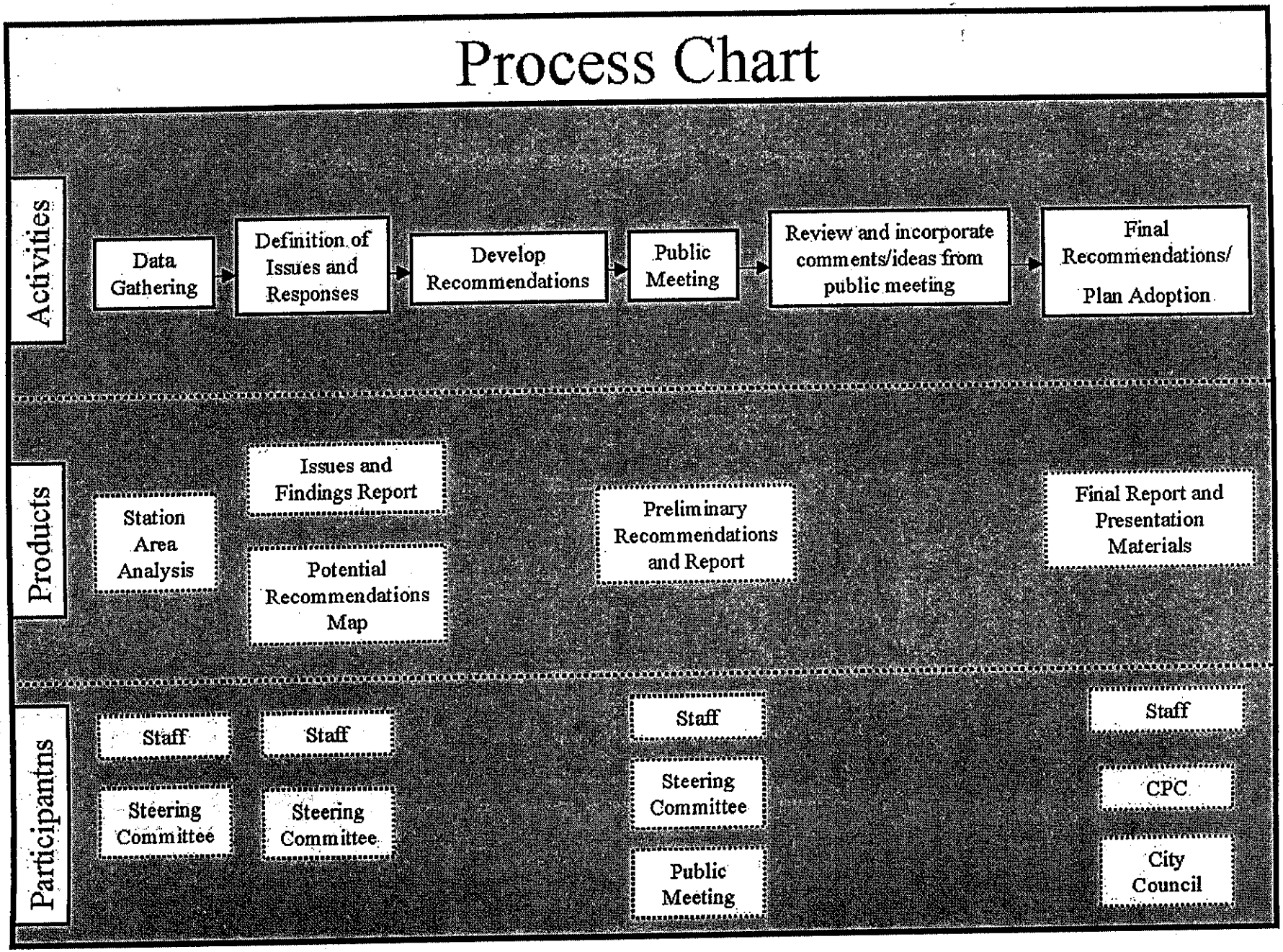
Four major steps were involved in the creation of the land use plans for these two stations:

- Identification - Discovering problems/challenges/issues
- Research/Analysis - Finding of facts regarding the issues
- Goals - Selecting objectives that address the concerns of the community, the City, and DART
- Recommendations - Proposing actions that achieve the selected goals.

While the steering committee was active in formulating these plans, the community at large was invited to review and comment on the plans. One community meeting was held for each station area, both occurring in February 2000. Staff compiled all comments and concerns expressed by the steering committee and the community at large.

The process diagram (Figure 4, following page) illustrates the steps taken to create these plans, as well as the products generated at each step of plan development, and the community and city organizations that were involved in each step.

Process Chart



LBJ East Station

Station Facilities and Patronage

The LBJ East Station is located on 37 acres of previously undeveloped land at the far northeast edge of the City. The site borders on the north side of LBJ Freeway (I-635), Skillman Street, and Royal Lane/Miller Road. The station will be accessible from all three of these roads. The station site is very large, and will therefore be developed in two phases (see Figure 5). Currently under construction, the first phase consists of the station platform and the surrounding surface parking. The second phase of development has not been specified beyond a requirement for Mixed Use development with no residential uses.

The majority of the patrons of the LBJ East Station are expected to be park and ride commuters. Parking will be provided for 887 vehicles when the station opens. There will be ten drop-off (kiss and ride) spaces and five bus bays for passenger transfers. Local bus routes will be altered so that they connect to the station and provide additional access to the community. No bicycle facilities are presently planned.

Other patronage will come from the nearby multi - family areas and businesses, depending on the condition of pedestrian facilities linking them to the station. Pedestrian facilities are currently limited to access to and from the parking lot.

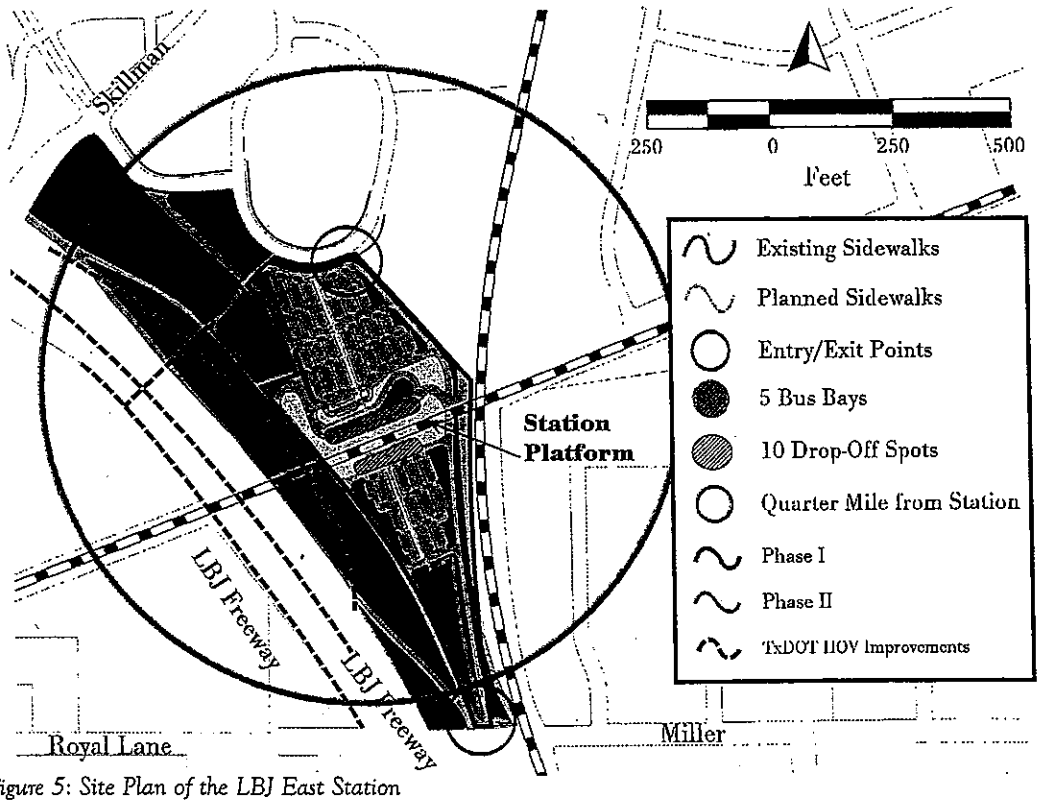


Figure 5: Site Plan of the LBJ East Station

Neighborhood Characteristics

Land Use and Zoning (figure 6)

Existing land use around the station site includes small-scale retail shopping to the west at Skillman and LBJ and apartments to the north as well as across LBJ to the south. An office/ retail/commercial center lies to the southwest across LBJ. Further south there are stable single family neighborhoods. There is an industrial/warehouse development to the east. To the far west and north lie a mixture of single and multiple family developments, which are expected to provide the majority of the ridership base.

The existing zoning allows much higher densities than what exists in the area. The station site itself is zoned Planned Development District no. 536, which allows a mixture of office, retail, and service uses at MU-2 densities, as well as the light rail station. The properties within easy walking distance of the platform (no more than 800 feet) are zoned MU-2, MU-3, IR, IM, MF-1(A) and MF-2(A).

History

In the late 1960's single family homes were developed southeast of Audelia. This development pattern extended west of Audelia during the 1970's. At the same time, the first of the multiple family developments were taking place on both sides of Miller Road east of Audelia. In the late 1970's, multiple family areas to the west of Skillman were platted and began developing. It wasn't until the mid to late 1980's that the multiple family areas north of LBJ were platted and developed. The industrial area to the east of the station site began developing during the 1960's and slowly grew into the 1990's. Retail development followed the pattern of residential growth throughout the study area.

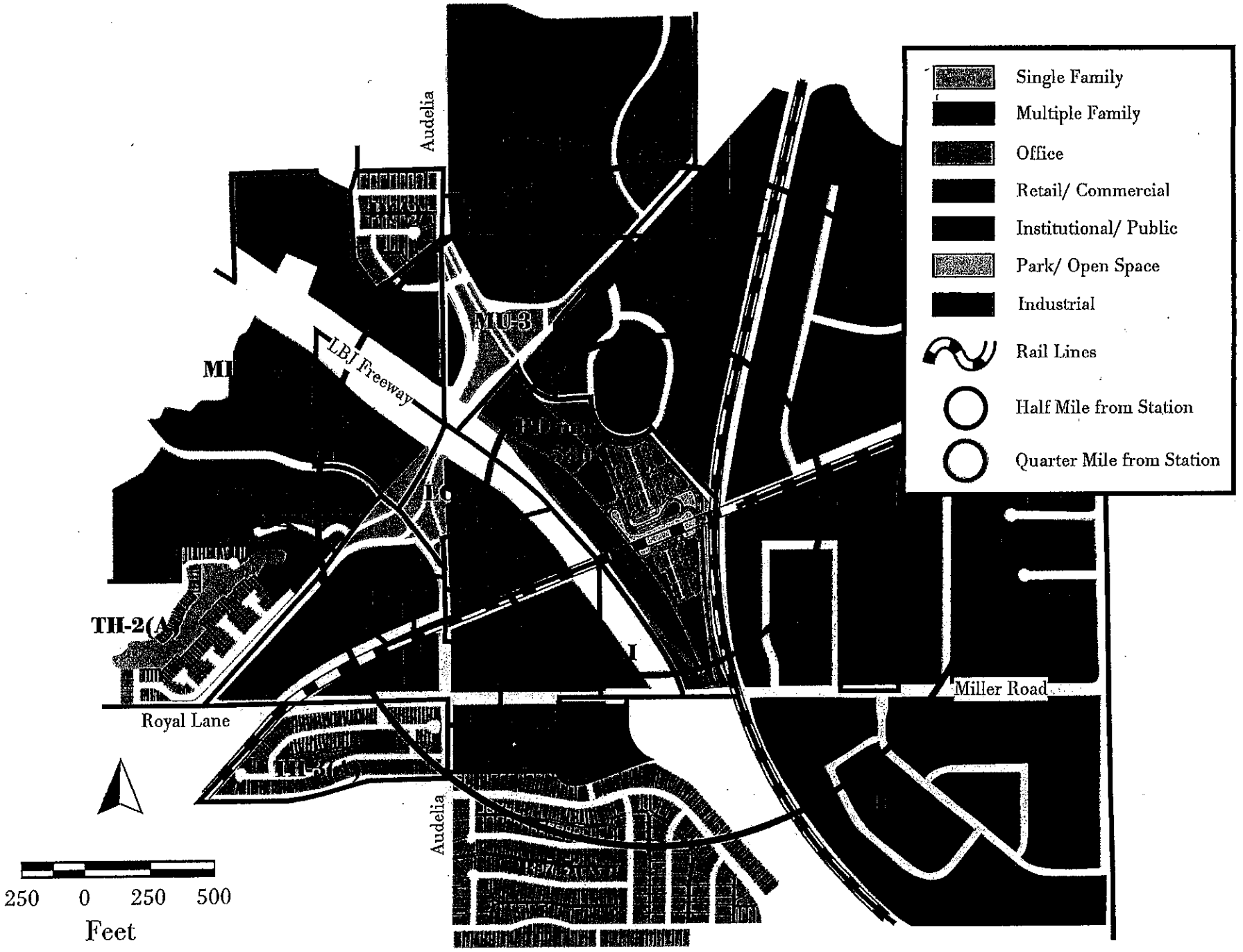


Figure 6: Current Land Use and Zoning of the LBJ East station area

Demographics

Figure 7 below summarizes important demographic information. The statistics are from the 1990 U.S Census, with the 2002 forecasts provided by Easy Analytic Software, Inc.

Statistic	LBJ East Area		Dallas County	
	1990	2002	1990	2002
Total Population	14,379	16,170	1,852,810	2,448,222
Non-Hispanic White	78.1%	78.0%	60.4%	58.4%
Non-Hispanic Black	13.7%	13.6%	19.8%	15.6%
Hispanic	5.2%	5.8%	16.6%	17.5%
Non-Hispanic Other	2.9%	2.5%	3.3%	5.3%
Age				
0-5	6.2%	6.2%	9.8%	9.5%
6-17	8.0%	8.6%	16.8%	27.5%
18-64	82.8%	82.3%	65.1%	64.1%
65+	3.0%	2.9%	8.2%	8.4%
Households	8,410	9,509	703,361	795,345
Average Household Size	1.92	1.70	2.63	2.62
Median Household Income	$35,346	$42,780	$31,605	$43,781

Figure 7: Demographic Summary from the 1990 Census; 2002 Projections provided by Easy Analytic Software, Inc.

Several numbers stand out in the table. First, the population is much more homegeneous than the county as a whole, with a 78% white population. Additionally, this area has a very high concentration of working age adults, which is reflected in the higher median household income.

These statistics are not expected to change drastically when the final 2000 Census figures are released in late 2001. The forecasts listed above for the year 2002 show almost no change in ethnicity or age. The major change is in median income, as the county increases to match the LBJ area. This seems to be a very stable demographic area in the City of Dallas.

Transportation and Circulation

Thoroughfares Access and Circulation (Figure 8)

LBJ Freeway and three primary arterials serve the LBJ East station area: Skillman Street, Audelia Road and Royal Lane/Miller Road.

Skillman and Audelia roads north and south of their combined section are at or near capacity. At their combined section, they are far over capacity. Skillman from the LBJ freeway south to the Audelia split carries 52,000 vehicles per day and the section from LBJ to the north Audelia split carries 59,000 vehicles per day, both far beyond design capacity. Miller Road west of LBJ carried 24,000 vehicles per day at the last available count (this is expected to increase now that the connection to Royal Lane is completed). In the section of Miller that is undivided 24,000 vehicles per day is beyond capacity but is far below capacity on the portion where the roadway is divided.

LBJ Freeway experiences daily stoppages at the entrances from and exits to Skillman. So many stoppages occur that the Texas Department of Transportation (TxDOT) is making plans to widen the freeway, install two high occupancy vehicle (HOV) lanes in each direction, install continuous service roads, and redesign bridges and intersections in order to alleviate some of the problems. TxDOT is also proposing a bridge linking the station to the new HOV lanes and to the southeast bound service road to improve access to the station. The new northwest bound service road will have direct access to the station. Intersection improvements and service road construction began in 1999 and all construction is targeted for completion in 2010.

At first, station access will be limited to the westbound LBJ service road, Miller Road, and Skillman Street. Once the Texas Department of Transportation completes their improvements on LBJ, additional access will come from the bridge connecting the station to the eastbound service road and to the HOV lanes in the middle of the freeway. Loop roads within the site provide internal circulation.

Local Streets

The few local streets in the immediate station area are generally in good condition. While almost all of these streets have curbs and gutters, sidewalks are built to minimum standards or are non-existent in the station area, and none of the pedestrian crossings are marked.

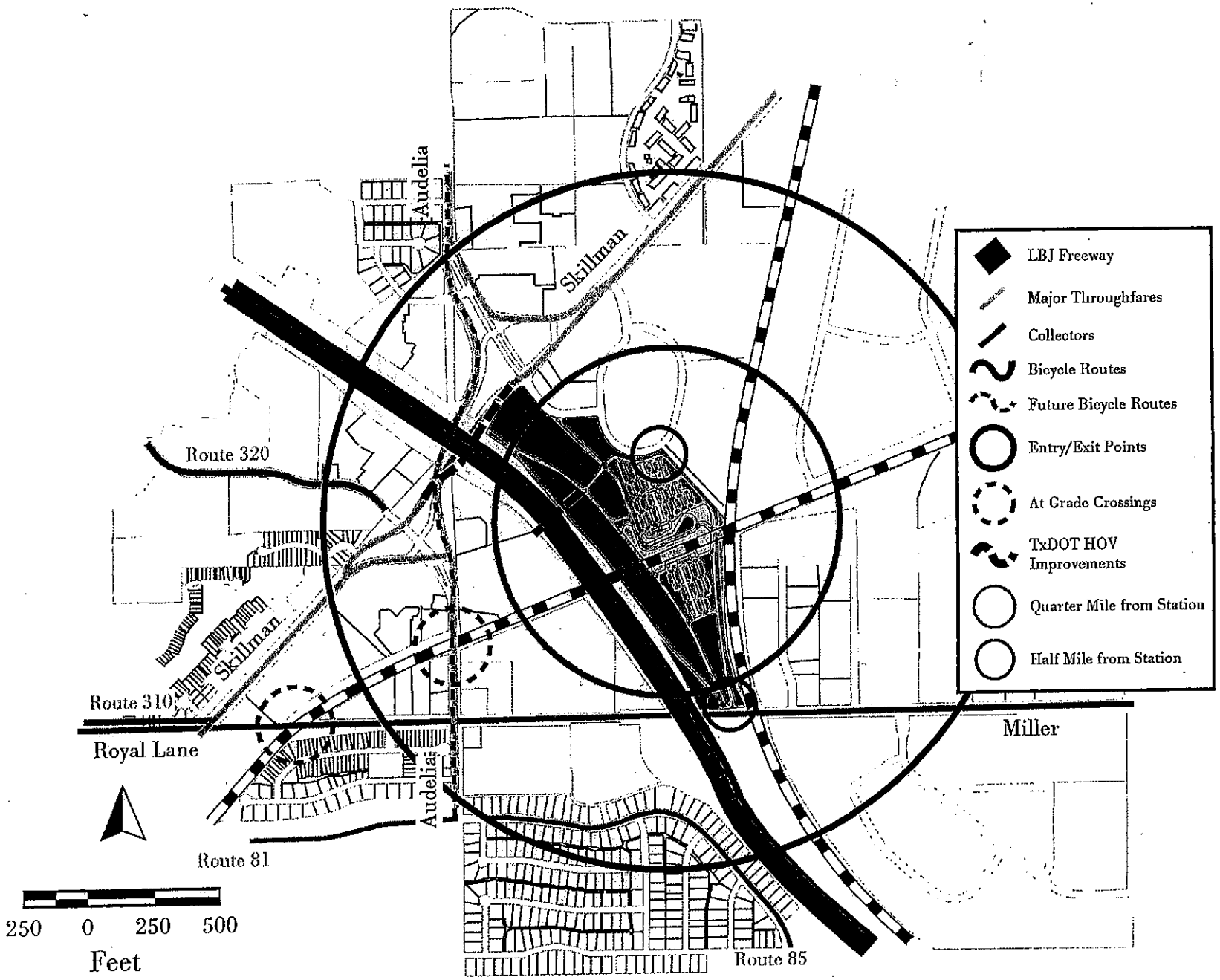


Figure 8: Vehicular, Pedestrian, and Bicycle Access to the LBJ East Station

Sidewalks, Pedestrian Routes

Sidewalks exist in the multiple family developments to the north and across LBJ to the south. South of LBJ there are standard sidewalks with landscaped parkways between the sidewalk and the street. To the north of LBJ the sidewalks are adjacent to the curb leaving the pedestrian with no separation between them and the vehicular traffic on the street. Elsewhere they are non-existent (the sidewalks in the Multiple Family areas end when they reach the commercial developments). These substandard sidewalk conditions will make pedestrian access to the station difficult.

Bicycle Facilities

There is currently no bicycle access to the LBJ East station, though there are several trails nearby. The East/West route 310 along Royal Lane, as well as the North/South Route 81 along White Rock Trail, are both close enough that viable connections to and from the station could be created. There are also no facilities for short or long term bicycle storage. However, DART is currently working with the City of Dallas Park Department to better integrate bicycles into their stations. The White Rock Station, for example, recently added bicycle racks to the station, racks which were not originally planned in the station design.

Issues and Findings (Figure 9)

This section is structured around the major issues identified by staff and the steering committee. Those issues are described first, followed by the findings based on investigation and analysis of those issues.

Issue 1:

A feared decline in single family residential property values in nearby single-family neighborhoods as a result of the presence of the Light Rail station.

Finding:

There are several stable middle class single-family communities in the area, including several south of Royal Lane and the Country Forest - Jack Meadow neighborhood to the Northwest. These communities are located more than one quarter mile from the station site, beyond the primary impact area, and should therefore remain unaffected by the station operations. Values should not suffer from the station's development or by any new development generated by it. Based on information from other areas in Dallas where stations have been in operation for a few years, property values may actually increase. The station at Mockingbird Lane, which has similar locational characteristics, bears this out. Furthermore, the excellent access to the LBJ East station via Light Rail, freeway, and planned HOV lanes, make this area highly attractive to investors which tends to raise the value of the area.

Issue 2:

Increases in density from the development of the station will cause traffic problems and other negative impacts in the area.

Finding:

The excellent accessibility of this location from LBJ Freeway, Skillman Street, Audelia Road, and Royal Lane/Miller Road makes it especially attractive for high density development, even if the Light Rail station were not located here. Densities in the LBJ corridor have been increasing over the years and can reasonably be expected to continue increasing. The presence of the Light Rail station here provides an opportunity for this density to develop in a more pedestrian friendly manner as opposed to an automobile oriented development that would happen without the station.

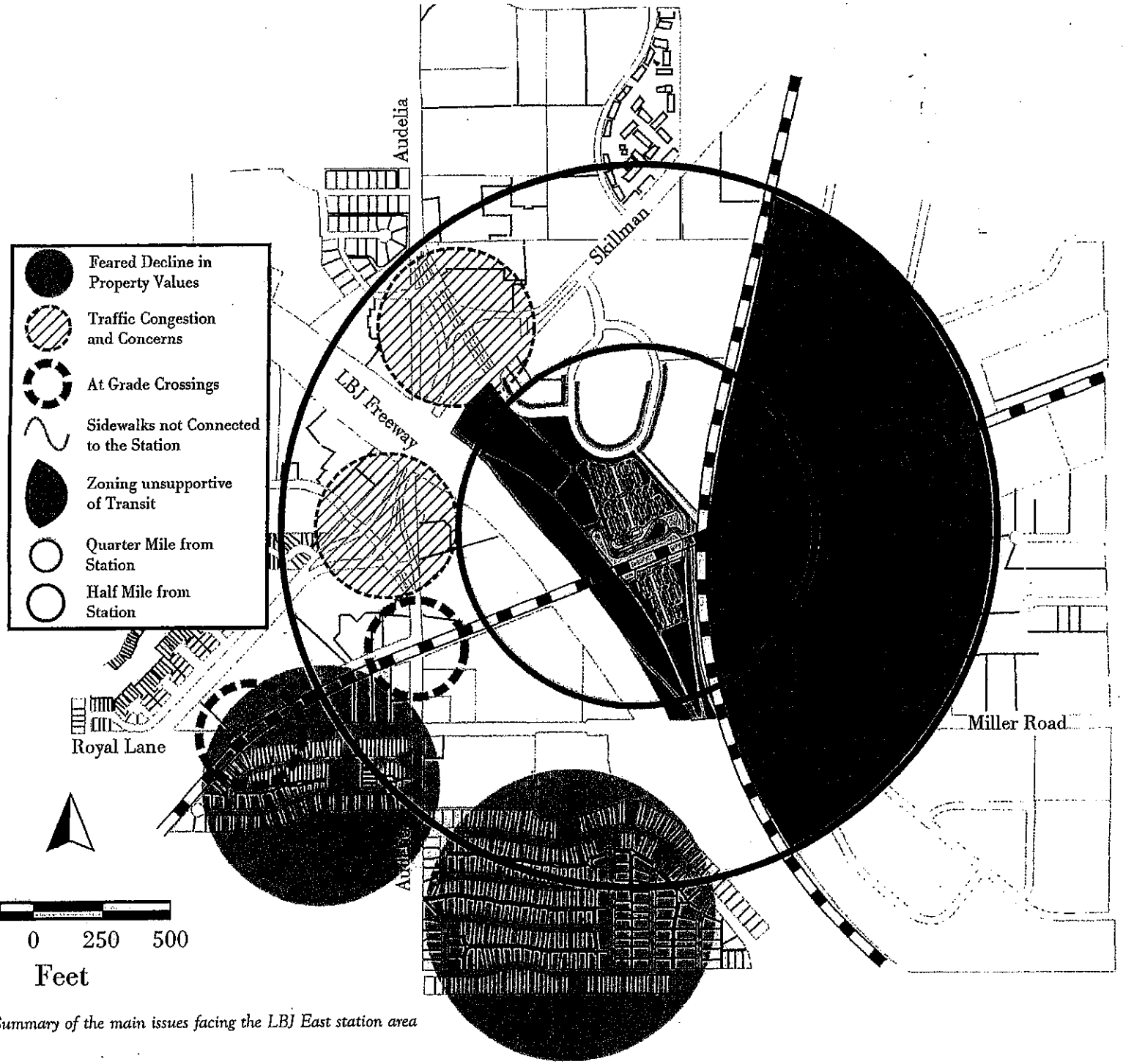


Figure 9: Summary of the main issues facing the LBJ East station area

Issue 3:

Additional traffic accessing the LBJ East LRT Station will add to the congestion on the arterials that serve the area.

Finding:

The Texas Department of Transportation (TxDOT), through the LBJ Corridor Study, is planning for additional traffic. As described on page 9, plans are being finalized for the widening of LBJ and for additional facilities that will alleviate congestion at access points like Skillman/ Audelia and Miller/Royal. New bridges, wider thoroughfares, improved intersection designs, and additional service roads will all combine to alleviate traffic congestion. Perhaps most importantly, development of the station will remove traffic from the local thoroughfares rather than to add to traffic congestion. When people park their cars and take the train, they cease to be a part of the traffic problem.

Issue 4:

Traffic delays caused by the widening of LBJ combined with the increased number of vehicles in the area due to the presence of the LRT station.

Finding:

Construction of the TxDOT improvements will temporarily create many traffic problems. The fact that the station will be open and in operation during the construction of the freeway improvements will help alleviate some of the traffic problems by providing an alternative mode of transportation. Once the freeway improvements are complete, the impact of the freeway on the area should be less than at present. The improved intersections and traffic control devices mentioned previously would allow these roads to handle much more traffic than at present and congestion should be reduced significantly.

Issue 5:

The lack of grade separated crossings at Royal Lane and Audelia Road will cause major traffic back-ups when the LRT begins operations.

Finding:

Neighborhood groups in the area have questioned why the North Central Line crossings over streets like Walnut Hill have bridges when Royal Lane and Audelia Road do not have them. The concept of grade separated crossings on these two thoroughfares was considered, though ultimately rejected. Two primary factors led DART to the decision to not have grade separated crossings:

1.) **Traffic will not be adversely affected** - Traffic counts from 1994 show that in the area of the North Central LRT line, Walnut Hill Lane (which has a grade separated crossing) carried 43,901 vehicles per day, which is well over design capacity. Royal Lane west of Skillman carries 14,375 vehicles per day, most of which comes from Skillman. Even with a substantial increase, Royal will not approach capacity. Audelia Road carries 23,754 vehicles per day north of Royal/Miller, also short of capacity. Since these roads are not at capacity, the lack of a grade separated crossing should not increase traffic congestion.

2.) **The cost of construction would be prohibitive** - Preliminary engineering studies indicated that in order to have a grade separated crossing at Royal Lane, the street would have to be depressed and the intersection with Skillman would have to be grade separated putting the proposal into far too high a cost range considering the relatively low traffic volumes.

Issue 6:

Sidewalks and traffic control devices are insufficient to provide safe pedestrian access to the LRT station.

Finding:

As described earlier on page 11, sidewalks are built only to minimum standards or are missing altogether. There is also no way for pedestrians from the southern side of the LBJ freeway to reach the station on foot, due to the difficulty of crossing the freeway. There is no way for bicyclists to reach the station, or get to the Hike and Bike trails from north of the freeway.

Issue 7:

Zoning in the station area does not support transit oriented development.

Finding:

The area east of the station is zoned Industrial Research (IR), which encourages low density industrial development. Cuurent land use consists primarily of warehouse and office/ warehouse operations with some light manufacturing and assembly. These are mainly large single-story structures. Although access from the station would be easy to provide, these businesses have so few employees for the amount of land they occupy that they are not transit supportive. This area has definite potential to become more transit supportive in the future.

The MU-2 and MU-3 zoning north and west of the site allow the right densities and the appropriate mix of uses for the area around the station, but are perhaps in the wrong location. If transit oriented development is to occur in the immediate vicinity of the Light

Rail station, the higher density zoning (MU-3) needs to be located closest to the station. Currently, the situation is reversed, with the lower density MU-2 zoning closer to the station than the MU-3 zoning. Furthermore, the MU-3 zoning to the west of Skillman suffers from poor access, which makes that level of density difficult to support. The current land use in this area is developed at a Community Retail (CR) level of density.

Furthermore, while the existing MU-2 and MU-3 zoning allows higher densities, no provisions are made for encouraging pedestrian friendly, transit oriented development. For example, MU zoning does not require a mix of uses, though multiple uses are allowed. Furthermore, where multiple uses were created, those uses have historically been separated horizontally, rather than vertically, thereby increasing the pedestrian distance between uses. This discourages pedestrian use.

One other main weakness of MU zoning is that residential use is not required. Pedestrian oriented development works best when there are people using the area throughout the day and night. Retail and office uses ensure use of the area throughout the day; residential use guarantees use throught the evening and into the night. MU base zoning alone will not support Transit oriented development.

Goal and Objectives

Based on the Issues and Findings described above, a goal and objectives have been identified. Listed below is the main goal, with specific objectives that will assure the overall goal is achieved.

Ten Year Goal:

The long term goal is to encourage the creation of a Transit District within walking distance of the station, while protecting surrounding neighborhoods from any negative impacts associated with the LRT station. The Transit District is intended to create a safe and vibrant urban district with the LRT station at its heart. This district will consist of well integrated residential, retail, and office uses, public art, and the LRT station itself. This integration is achieved primarily by ensuring pedestrian access to all areas of the Transit District.

The following objectives will lead to the accomplishment of this long term goal:

Objective 1: Improve Pedestrian/Bicycle Access to the Station from both sides of the LBJ Freeway

While automobile access to the LBJ station will remain important, improving pedestrian access is critical to the successful creation of a Transit District. The greater the number of people in the Transit District, the more successful the district will be, both in terms of retail and other development viability, as well as in terms of an active and vibrant area.

Additionally, many citizens in Dallas use their bicycles on a regular basis, both for fun and for transportation. DART will be encouraged to provide bicycle storage at the LBJ East station. There is also a great opportunity to link the LBJ East station to the nearby bicycle Routes 310 and 320.

Furthermore, as densities continue to increase in the area, good pedestrian access will provide a viable alternative means of transportation for the surrounding area. Pedestrian access to the station will increase transit ridership and thereby reduce freeway congestion.

Objective 2: Encourage higher density development near the LRT station

Densities have been increasing and will likely continue to increase along LBJ in the vicinity of the LRT station. The location of this station presents an opportunity to encourage dense development to be pedestrian, rather than simply automobile, friendly. Appropriately designed, higher density development will contribute towards higher transit ridership, without increasing traffic congestion in the area. Zoning change requests which encourage dense, pedestrian oriented development will be supported.

Recommendations:

Achieving the objectives will be accomplished over a long period of time. Many changes that need to be made will occur several years from now. This section is therefore organized by the time period in which the recommendations will be implemented, short term to long term.

First Year (Figure 10)

1. Improve existing sidewalk connections to the station.

Immediately north of the LBJ East station are two multi-family residential developments. These two areas will provide the first pedestrian patrons for the station. To encourage the residents here to use the station, the sidewalks leading to the station from the entrances to these developments should be upgraded.

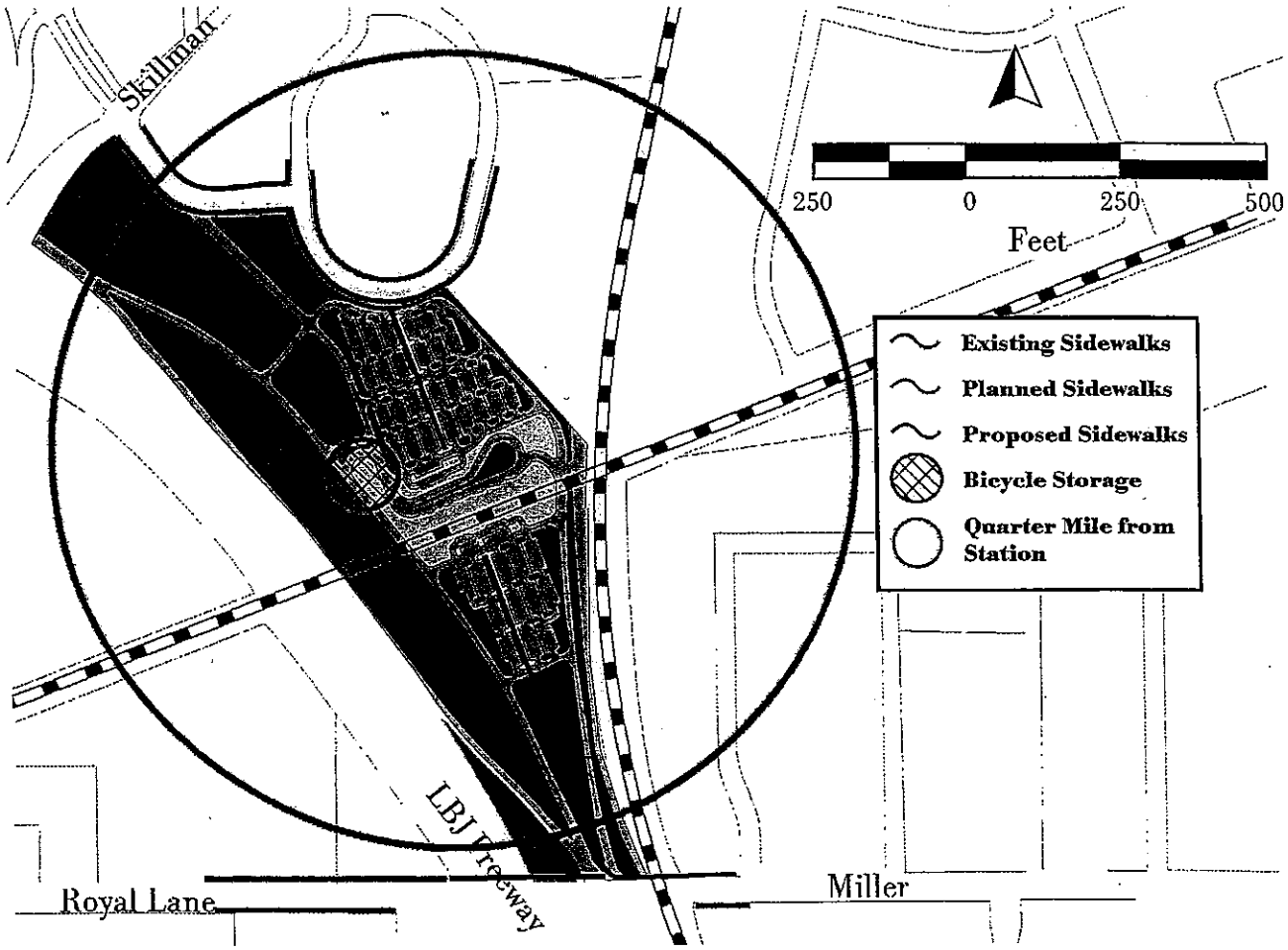


Figure 10: Short Term Recommendations, showing proposed sidewalk connections, bicycle storage facilities, and Right of Way acquisitions

2. Upgrade bicycle facilities at the station site.

While bicycle access to the station will be somewhat difficult in the short term, storage for bicycles should be included immediately. As a minimum, bike racks should be located on or near the station platform. Long term bicycle storage lockers are also recommended, though these could be installed at a later date.

3. Amend the station Planned Development District (PD) to allow MU-3 zoning within 800 feet from the station.

Objective #2 indicates the desire to encourage higher densities near the station. To begin this process, the immediate zoning of the station site must be changed to allow for greater densities, from MU-2 to MU-3 densities. This is especially important as DART owns the land and must enter into a partnership with a private developer to build on this site. If the allowable density is changed now, DART and their partners in development can create the right kind of development from the start. Changing the zoning later would require expensive changes in development plans, and might impede the creation of transit oriented development.

Additionally, the PD will require pedestrian oriented retail on the ground floor of all buildings on the station site. Ground floor retail ensures that buildings are inviting to pedestrians, encouraging use at all hours of the day. Ground floor retail also encourages pedestrians to slow down, spend time in the area. This will ensure that the station area is not used simply as a place to pass through in order to get to the station, but will become a destination in its own right.

It is important to note, however, that no change in the uses allowed in the PD are being recommended at this time. Due to strong opposition in the community against multi-family housing, this report does not encourage including multi-family developments in the second phase of the station plan. The only change recommended to the PD will allow more dense development of the office and retail expected to be built here.

4. Encourage DART to begin planning the second phase of the station site

Concurrent with the change in zoning, DART should begin searching for a development partner for the second phase of the site. Working with the Planning and Development department of the City of Dallas, DART and its development partner can ensure that the plan for this station site is focused on transit oriented development and include the medium and long term recommendations described below.

Five Year Recommendations (Figure 12)

1. Create Pedestrianways to Link the Station to the Surrounding Neighborhoods

As the second phase of the station site is designed, it should include pedestrianways. These pedestrianways must be more than just sidewalks. They should be walkways with landscaping, benches, public art, and above standard lighting that connect to the shopping and service facilities that will develop on the station site. They should be designed with the people they serve in mind to ensure that they are inviting and interesting places that might be attractive for activities other than just part of the daily commute. Figure 11 shows the type of inviting, user friendly pedestrian facilities recommended for access to the station.

Pedestrianways will also be needed to connect the surrounding multi-family areas. Currently, these multiple-family developments have parking lots adjacent to the LRT line. Future redevelopment of these complexes with higher densities and a different orientation of parking would direct them to the pedestrian and the station, allowing pedestrianways to be created and making these complexes part of the Transit District.

Figure 11: Two Views of Pedestrianways, with benches, lighting, paving, and landscaping

2. Construct a pedestrian bridge across the LBJ Freeway

There is a need to connect the multi-family housing across the freeway to the LRT station. The focus on the pedestrian in a Transit District is such that we feel it would be an error to ignore those living on the south side of the freeway. Freeways tend to divide areas; a Transit District, done correctly, can overcome this divisive effect, reunifying the area. To do this successfully, a pedestrian bridge will be necessary.

Additionally, without a pedestrian bridge, no connections can be made to the Hike and Bike trails near the LBJ/Skillman intersection. These include the east-west bike routes 310 along Royal Lane, 320 along Whitehurst, as well as providing connections to north-south routes 81

along White Rock Trail and 85 that follows Ferndale south. The pedestrian bridge over LBJ freeway would also provide a safe crossing to connect or expand these routes to the north and east.

3. Create a connection under the G. C. & S. F. Railroad.

While there will initially be few transit patrons from the Industrial Research (IR) zone to the east of the station, changes in this land use are anticipated in the future. Connections to this area should be made in the medium term to encourage this area to develop with more transit oriented land uses. This rail line passes over the DART rail line, so no major engineering will be required for a pedestrian bridge. Nonetheless, the bridge is a well used bridge, with dirt and grime covering it. Visual improvements will need to be made. Pedestrianways will also need to be extended alongside the DART rail line to provide the strong pedestrian connections necessary for the Transit District.

4. Expand and Integrate Parking

Part of the expectation for this station, due to its unique location on the freeway and unusually easy access from all directions, is that it will require a great deal more parking

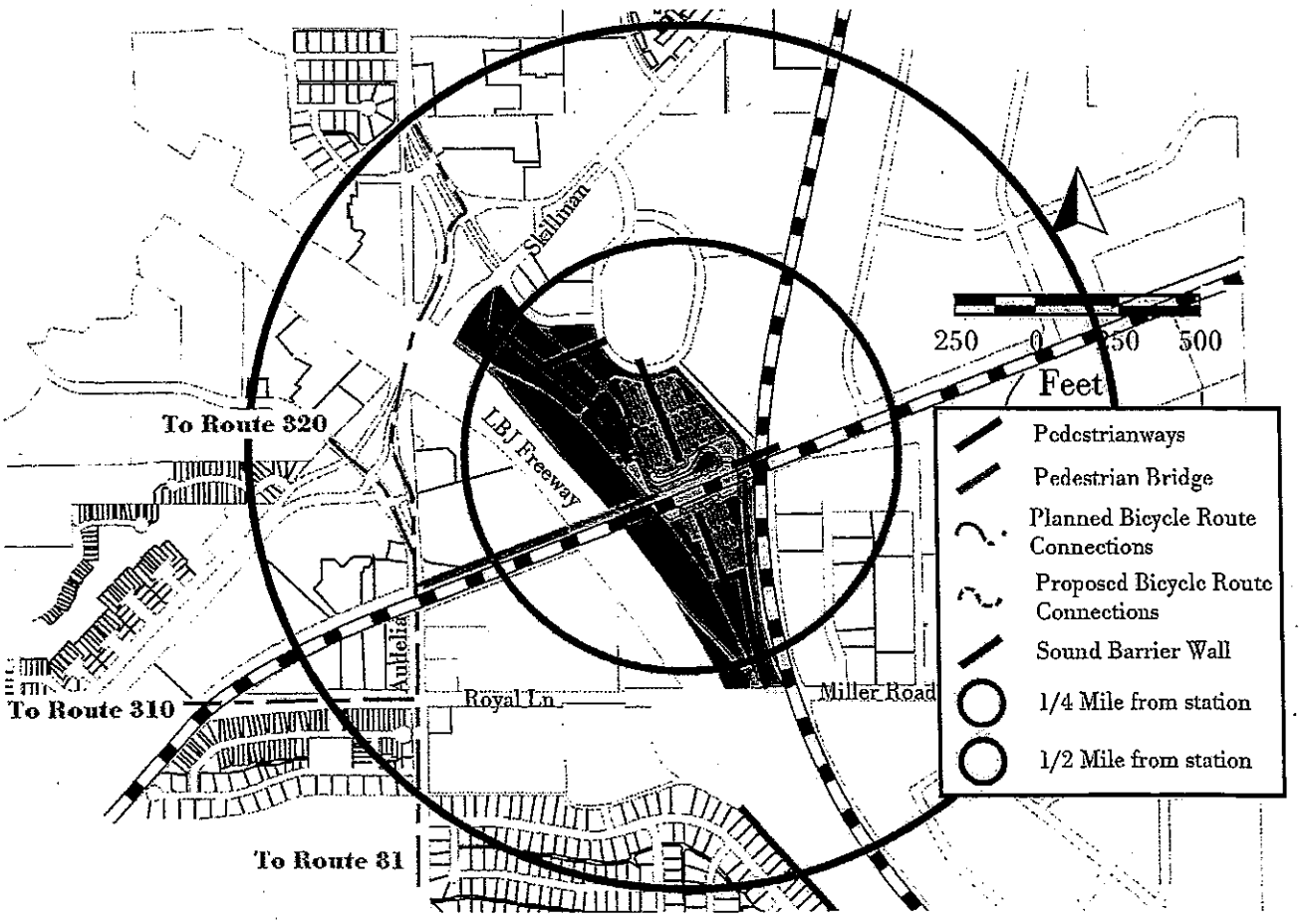


Figure 12: Medium Term Recommendations, including various pedestrianways, the pedestrian/ bicycle bridge over LBJ, and connections under the G.C. & S.F. Railroad

than projected. When the future office and retail developments occur, the employees, patrons and nearby residents will not use transit exclusively. A large portion of these people will still use cars and parking must be provided for them as well as commuters who must drive to the station in order to board the train. It is therefore imperative that structured parking be included in the second phase planning that will occur in the short term.

This parking should be semi-remote. Semi-remote means that it should not be immediately adjacent to the station, but within a quarter mile from the platform. It should be separated from the station by pedestrian related development, yet close enough to provide quick access to the station. It should also be integral to the mixed use developments anticipated in the Transit District.

5. Expand and enhance the pedestrian spine that guides patrons from the parking areas to the station.

This spine currently is a simple walkway designed to provide park and ride commuters with a safe way to get from their car to the station platform. This design does not emphasize the station, nor encourage the dense, active use of the area that the Transit District needs. Therefore, several changes are recommended in order to make this spine the pedestrianway it can be.

a) The spine should be extended to neighboring developments as a pedestrianway. As described above, a pedestrianway is a path with landscaping, benches, public art, and above standard lighting that connects to shopping and service facilities. Instead of a simple sidewalk, this pedestrianway/spine will become the primary route to and from the station, the Main Street of the Transit District.

b) Beyond simply making the spine attractive, there must be retail and restaurant lease space along it. Day care facilities, a library kiosk, a post office, restaurant or cafe space, a branch library, and other retail uses should be provided as close to the platform as possible. These facilities will make the immediate station area convenient for those that live and work in the Transit District, as well as those who park and ride.

c) The present design of the spine has a six-foot wide walkway in a 30-foot wide landscaped strip. We recommend that the walkway be widened to the full 30 foot overall width, with planting troughs containing landscaping, trees and seating, with shops, service facilities, eateries, coffee shops and other retail stores opening on to it. Outside dining would be encouraged. Extensive landscaping and tree plantings would be required along the spine. Signage should be of a pedestrian scale. This should not be an attempt to attract drop-in traffic off the freeway. This pedestrianway will provide goods and services to the transit patrons, and the residents and employees in the Transit District.

This spine, and others throughout the station area, will allow the Transit District to grow and function appropriately. Instead of a simple path to the station, the pedestrianways

will attract transit riders, nearby workers, and nearby residents to come and enjoy the area. They will be able to walk to and from their homes and places of employment, or simply stop off after a day's work as they exit the LRT station. This will be a unique area in Dallas, one which could become a template for future Transit Districts.

6. Provide sound mitigation along the south side of LBJ to protect the residential area from freeway noise.

The homes nearest the LBJ freeway on the southern side of LBJ will abut the LBJ Eastbound service road when the TxDOT improvements to the freeway are completed. This proximity will increase the noise pollution in the area. This increased noise will have serious effects on the property values and quality of life of the residents in the area. Some form of noise mitigation to protect this residential district is recommended. TxDOT will be responsible for any mitigation, and their criteria will determine the form this mitigation takes.

Ten Year Recommendations (Figure 13)

1. Revisit Land Use and Zoning around the station site.

As mentioned above in the short term recommendations, no changes are currently recommended in the types of land uses allowed in the area. Even so, the attractiveness of this area, due to the excellent access provided by Light Rail, freeway, and other main thoroughfares, will increase the demand for all sorts of land uses. Some current land uses may become undesirable; others that are currently discouraged may become highly desirable. Listed below are some specific recommendations that might be implemented in the long term (see Figure 13):

a) Downgrade the MU-3 zoned area to the northwest of the station site, across Skillman, to MU-2 zoning. MU-3 zoning allows a higher level of development density than the circulation system can reasonable support, although it does allow transit supportive uses. Adjusting this zoning will push the higher density development closer to the station, thereby solidifying the Transit District.

b) Change the IR zoning to the east and southeast of the station. Currently this zoning is too restrictive. It doesn't allow for residential uses or the necessary densities for transit supportive development. This should be changed to MU-3 within 800 feet of the station, and MU-2 between 800 and 1500 feet of the station.

c) Ensure that the height of any new development south of LBJ is limited. While this area is expected to be developed more densely, the surrounding community is concerned about limiting height. There is no inherent contradiction between density and reduced height, especially in a mixed use area. Future zoning requests for greater density will be supported as long as height limits are respected.

Changes which allow residential uses in and around the Planned Development District may also become necessary in the future. As land prices and densities rise around the station, demand for multi-family housing will increase as well. While no changes in the status of multi-family is currently advocated, a realistic outlook on the future of the station area requires that this status be re-evaluated in the future.

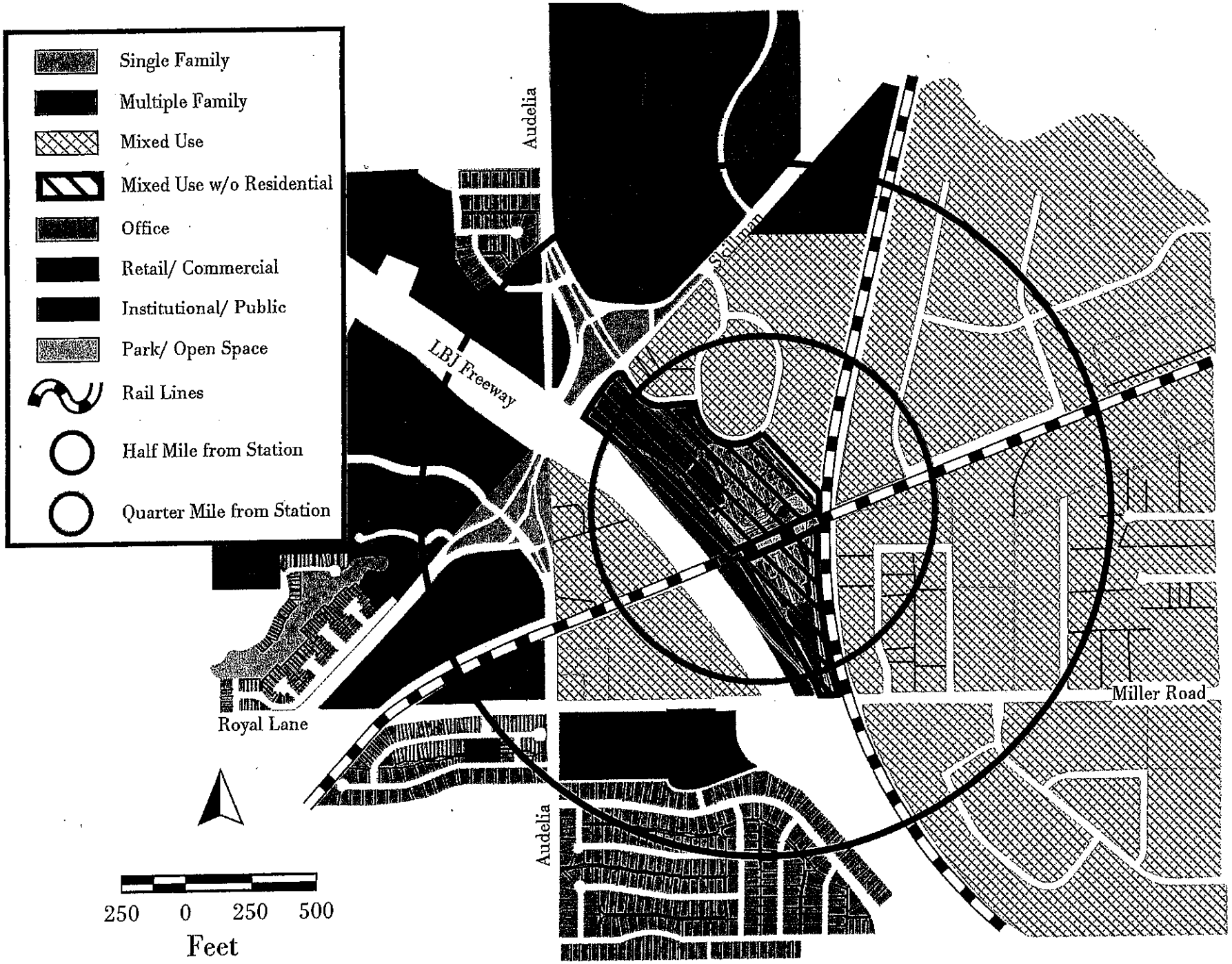


Figure 13: Future Land Use Map (Ten Year Recommendations)

Implementation

Implementing the recommendations presented above will require the effort and cooperation of residents and business owners together with public institutions. This cooperation will be needed over many years, as these recommendations will be implemented over a period of time.

This cooperation will allow better quality improvements, cost savings, and most importantly, allow the community to monitor the implementation of these recommendations to ensure the goals and objectives presented above are achieved.

The City of Dallas Planning Department is working with these varied groups to find funding and ensure these recommendations are implemented. The responsibility for implementation is in some cases not yet clearly established. In these cases the Planning Department will take the lead in negotiating responsibility, ensuring one or more organizations take charge of specific recommendations. The Planning Department will also take the lead in finding funding for these recommendations, regardless of which group is responsible for implementation.

Costs

The majority of the improvements, such as pedestrianways and enhacement of the pedestrian spines around the station, will be funded by DART and its development partner(s). They will be responsible for finding funding to implement these changes. The City of Dallas will have some responsibility for implementation, though, and will need to find funding to support construction. Figure 14 on the following page lists the recommendations which the City of Dallas will be responsible for, along with preliminary cost estimates for these improvements.

Funding

There are many potential sources for funding the recommendations presented above, including Federal, State, County, and City programs, as well as grants from private and other non-profit foundations. Many of these programs require matching funds, so finding a combination of sources will provide the greatest assurance that the recommendations of this report are implemented. Figure 15 on page 28 describes some of the funding sources.

	Project			Estimated Cost to City	Funding Source	Time Frame	Priority	Implementation/ Responsibility			Planning Dept. Role
	Type	Location	Preliminary Scope					Fund Seeking	Construction/ Implementation	Maintenance	
	Physical Improvements										
1	Improve Sidewalk Connections to the station	Adleta Court	7000 sf of sidewalks	$30,000	TBD	1 year	High	Planning Department	Department of Public Works and Transportation	Public Works and Transportation	Find funding
2	Install Bicycle storage racks	Station site	Short term bicycle storage racks	No Cost	DART	1 year	Medium	DART	DART	DART	N/A
3	Create Pedestrianways throughout site	Station site and surrounding developments	· Benches · Paving · Landscaping · Lighting	No Cost	DART and Private Developers	5 years	N/A	DART and Private Developers	DART and Private Developers	DART and Property Owners	Use Site Plan Review to ensure Pedestrianways are constructed
4	Pedestrian / Bicycle Bridge	West side of DART Rail Alignment	· Pedestrian Bridge with 12 foot wide pedestrian space	$1.3 million	TBD	5 years	Medium	Planning Department	TxDOT	TBD	Find funding and coordinate with TxDOT
5	Pedestrian Connection	DART alignment under GC&SF Railroad	· Paving and other pedestrian amenities along a pedestrian walkway	No Cost	DART and Private Developers	5 years	Medium	DART and Private Developers	DART and Private Developers	DART and Property Owners	Use Site Plan Review to ensure construction follows plan
6	Expand Parking	DART Station Site	· Parking Structure with shared parking arrangement	TBD	TBD	5 years	Medium	DART, Private Developers, and Planning Dept.	TBD	TBD	Coordinate with DART
7	Enhance current pedestrian spine	DART Station Site	· Make a pedestrianway · Line with Retail, creating a Main St. atmosphere	No Cost	DART and Private Developers	5 years	Medium	DART and Private Developers	DART and Private Developers	DART and Property Owners	Use Site Plan Review to ensure construction follows plan
8	Sound Barrier Wall	South side of LBJ south of station site	· Construct a Sound Barrier Wall	No Cost	TxDOT	5 years	Low	TxDOT	TxDOT	TxDOT	Coordinate with TxDOT
	Other Recommendations										
1	Amend Station PD	Station site	Increase allowable density to MU-3 from MU-2	No Cost	N/A	1 year	N/A	N/A	DART	N/A	Support zoning change request
2	Revisit Zoning near station site	Half mile radius around station site	· Zone for highest densities to be closest to station site	No cost	N/A	10 years	High	N/A	Planning Dept. and Property Owners	N/A	Support and instigate zoning change requests

Potential Source	*Type of Revenue*	*Potential Funding Programs*
Federal Programs Development	Funding, Grants and Matching Funding for restoration	·Congestion Mitigation Air Quality (CMAQ) program funds ·Transportation Equity Act for the 21st Century (TEA 21) Programs, ·Surface Transportation Program (STP) funds ·National Highway Systems Funds (NHS) funds ·Federal Transit Administration (FTA) Livable Communities Initiative ·US Department of Interior, National Park Service's; Rivers Trails and Conservation Assistance Program (RTCAP)
State Programs	Grants and Matching Funds	·Surface Transportation Enhancement Program (STEP), federal funding competition to be nominated by North Central Texas Council of Government (NCTCOG) ·Texas Department of Transportation (TXDOT) Landscaping Cost Sharing Program ·Texas Department of Forestry Cooperative Forestry Assistance Funds ·Texas Commission for the Arts to fund open space design and the use of art
County Funds	Grants and Matching Funds	·Urban Streets Program ·Matching Funds for Federal and State Programs ·County Bond Program
City Funds	Area Development, Improvement and Repair Funds	·City Bond Program for Specific Projects ·Operation and Maintenance Funds ·Tax Abatement for New Development ·Reforestation Program for Street Tree Planting ·Community Development Block Grants for Street Improvements ·Local Match for Federal and State Programs
Concessions	Development of Specific Amenities	Amenities developed /improved with public or private revenue sources and operated by a concessionaire. Concessionaire fees to pay for development of improved amenity. Redevelopment revenues generated through concessionaires.
User Fees	Maintenance and operating costs for specific amenities	User fees for amenities such as parking could potentially generate revenues for maintenance costs.
Improvement District	Area Redevelopment	Additional fees or taxes levied on properties to generate revenues for area redevelopment. Redevelopment financing by property owners.
Grants from non governmental and civic organizations	Development of Specific Amenities	Limited financial grants/matching funds from organizations.
Funding Support by Corporation	Development of Specific Amenities	Limited financial grants/matching funds from corporations.
Collections/Fund Raising	Development of Specific Amenities	·Fund raising by neighborhoods for the development of specific amenities. ·Business/Merchant Associations

Figure 15: Potential Funding Sources

White Rock Station

Station Facilities and Patronage

The White Rock Station is located on 9.8 acres on the north side of Northwest Highway between West Lawther Drive and Trammel/Walling Lane. The station will only be accessible from Northwest Highway. Construction is nearing completion, with only landscaping and final detailing remaining at the time of this report. Station completion is anticipated in December 2000. The station site is also just west of White Rock Lake Park, a major activity center for the citizens of Dallas.

The majority of the patrons of the White Rock Station will be park and ride commuters. Parking will be provided for 501 vehicles, with seven drop-off (kiss and ride) spaces and four bus bays for passenger drop off (see Figure 16). Local bus routes will be altered so that they connect to the station and provide additional access to the community. Some patronage may come from workers and residents at the retirement village on Lawther Drive, south of Northwest Highway, as well as from the residential community to the northwest of the station.

No long term bicycle storage facilities have been provided in the initial station development, though bicycle racks have been integrated into the station platform. There are no connections, either pedestrian or bicycle, planned from the station to the surrounding neighborhoods or White Rock Lake Park.

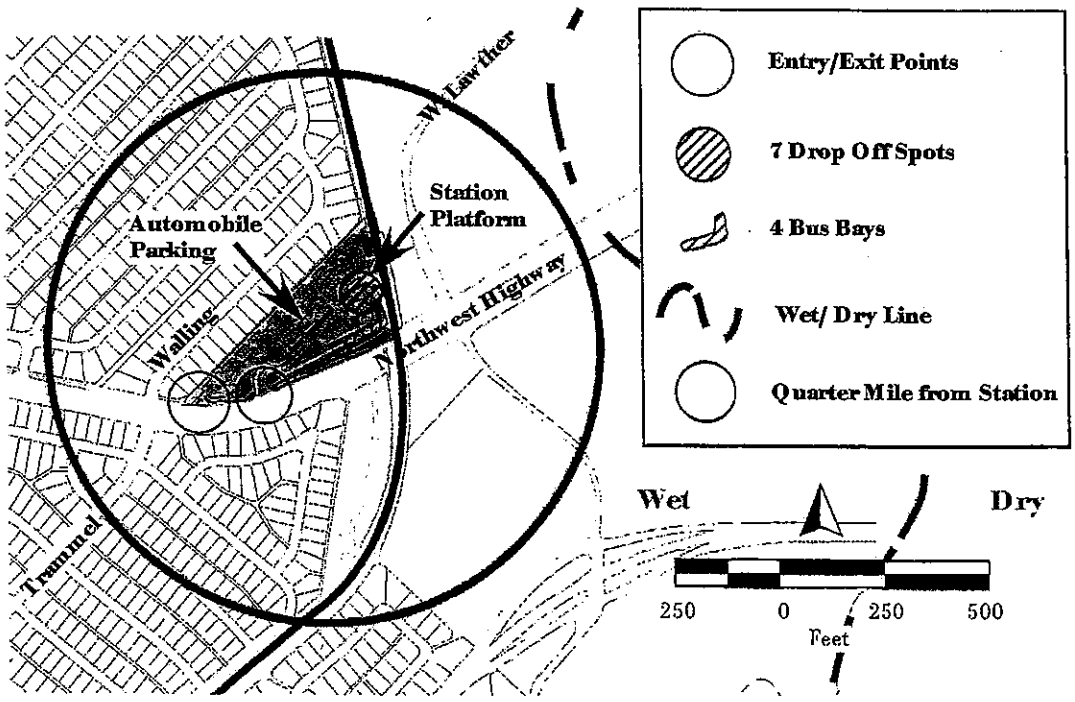


Figure 16: Site Plan of the White Rock Station

Neighborhood Characteristics

Land Use and Zoning (Figure 17)

To the east of the station, on land some fifteen feet below the grade of the station, is Community Retail (CR) zoning containing a liquor store, a convenience store and a lawnmower repair shop fronting on the west side of Lawther. To the south, across Northwest Highway, more CR zoned property between the LRT line and Lawther Drive contains another liquor store, another convenience store, and a topless bar.

Farther to the northeast is White Rock Lake Park and beyond that, less than one half mile away, are single family neighborhoods bordering the east side of the park. Along the northwest side of the station site, on either side of Walling Lane, are duplexes. Single family homes make up the remainder of the neighborhood to the northwest of the station.

To the south of Northwest Highway is a retirement village located just south of the retail development between the LRT line and Lawther. West of the LRT line is a multiple family development. The remainder of the area is developed with single family homes with White Rock Lake Park to the east of Lawther Drive.

As shown in figure 17, the majority of the zoning in this area is residential. There are some Community Retail (CR) zones to the East and further away to the Northwest. The station site itself is zoned Special Use Permit (SUP) 1359. This SUP allows this site to be used as a transit station.

The residential areas are in full compliance with the zoning. The majority of the land uses in the area, in fact, are in agreement with the current zoning surrounding the White Rock LRT station. The uses in the CR zone to the east of the station, though, while not non-conforming, are being used by businesses that are not oriented toward the community. The topless bar, and the liquor and convenience stores are more oriented towards regional retail rather than community serving uses. Nonetheless, as the edge of the wet/dry line is White Rock Lake Park, this location is very profitable for alcohol related businesses.

History:

The entire study area was annexed into the city in 1945. Several subdivisions (Merriman Park, University Manor, University Terrace) to the north and west of the railroad (LRT line today) were platted in the mid-1950's and developed from then until the early 1960's with single family homes. Leave-outs were platted as Merriman Manor and Walling (this block was developed with duplexes on either side of Walling lane adjoining the station site).

East of the railroad the White Rock Forest subdivision was platted in 1955. This subdivision was developed into the early 1960's with single family homes.

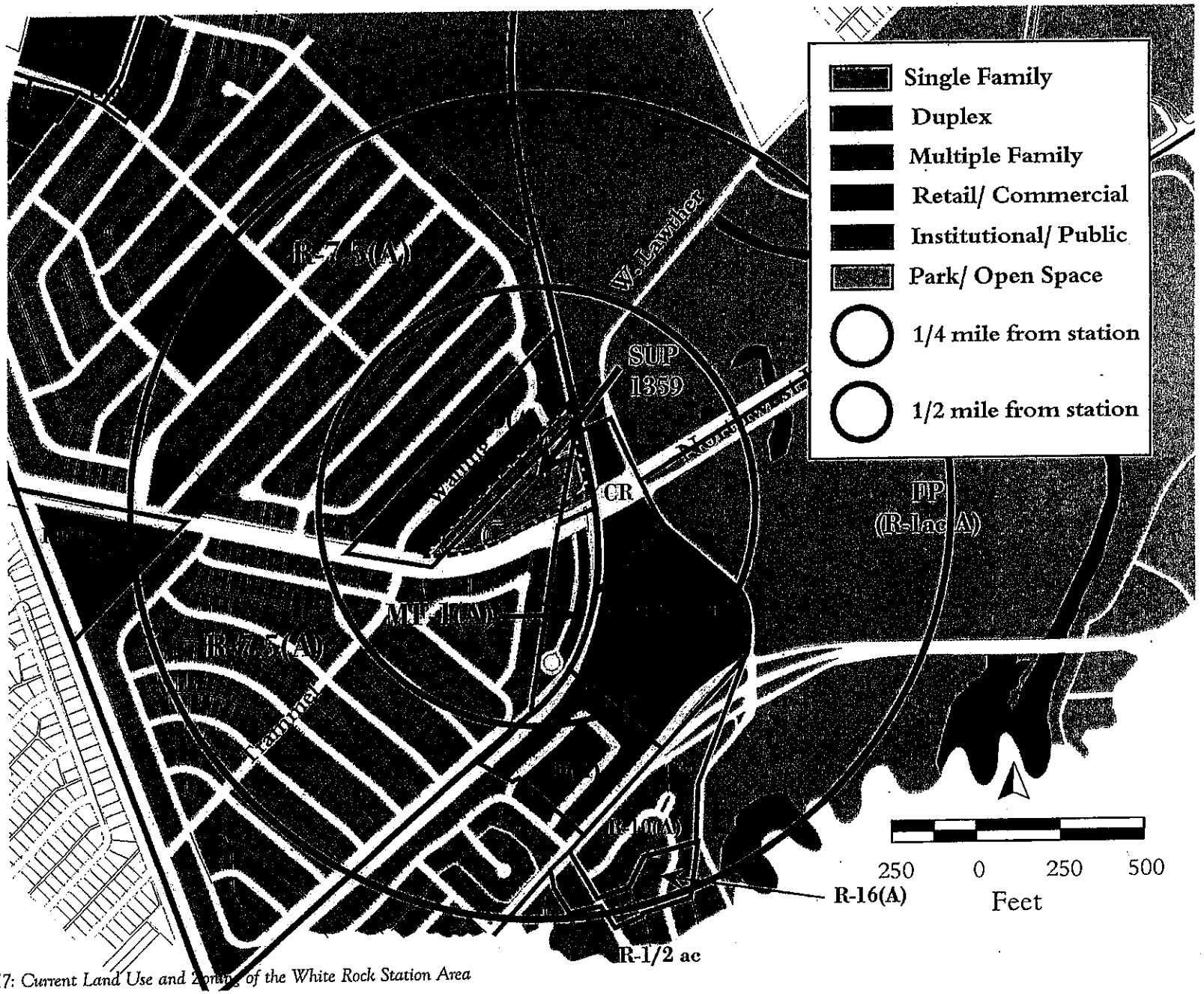


Figure 17: Current Land Use and Zoning of the White Rock Station Area

Southeast of the railroad, the Hillgreen Isle and Cloisters subdivisions were platted in 1961-62 and the Mockingbird Manor Subdivision was platted in 1963. These subdivisions were also developed throughout the 1960's with single family homes.

Demographics

Figure 18 below summarizes important demographic information. The statistics are from the 1990 U.S. Census, with forecasts provided by Easy Analytic Software, Inc.

Statistic	White Rock Area		Dallas County	
	1990	**2002**	**1990**	**2002**
Total Population	5,900	6,073	1,852,810	2,448,222
Non-Hispanic White	97.9%	96.5%	60.4%	58.4%
Non-Hispanic Black	0.5%	0.8%	19.8%	15.6%
Hispanic	0.9%	2.0%	16.6%	17.5%
Non-Hispanic Other	0.4%	0.6%	3.3%	5.3%
Age				
0-5	6.8%	7.2%	9.8%	9.5%
6-17	9.6%	8.9%	16.8%	27.5%
18-64	56.4%	69.0%	65.1%	64.1%
65+	27.2%	14.8%	8.2%	8.4%
Households	2,285	2,584	703,361	795,345
Average Household Size	2.36	2.35	2.63	2.62
Median Household Income	$58,682	$82,306	$31,605	$43,781

Figure 18: Demographic Summary from the 1990 Census; 2002 Projections provided by Easy Analytic Software, Inc.

Several statistics stand out in the table. First of all, this area is almmost completely white, with few people of other ethnicities represented. No major change in this situation is anticipated. The 2002 forecasts show this area to remain predominantly white.

This area is also very wealthy. The average income in this area is substantially higher than it is in the rest of the county. This income disparity is expected to grow larger as well, as the age breakdown shows a larger percentage of the population being of working age.

Transportation and Circulation

Thoroughfares, Access and Circulation (Figure 19)

The White Rock Station Area is served by four primary and collector arterials. Northwest Highway is the Primary Arterial serving the area. The north/south access is provided by West Lawther Drive and Trammel/Walling Lane, both of which are classified as Community Collectors. Mockingbird Lane is a Primary Arterial to the south but with no direct access to the station site.

All vehicular access, cars and buses, will be from Northwest Highway. There are two points of ingress and egress located southeast of the intersection of Northwest Highway and Trammel Drive. The access drive on the western end of the site is right turn entrance and right turn exit only. East bound traffic, in and out of the site, must use the access drive further to the east. Internal circulation will be provided by a loop road within the site used by all vehicles.

All of the thoroughfares in the station area are built to standard and function below their design capacities. Northwest Highway, due to the geometry of the roadway design, may have problems with the traffic movements in and out of the station.

Although Walling Lane is not over its design capacity for a collector street, the residents on and around it are troubled by the large numbers of vehicles using it as a short cut to get from westbound Northwest Highway to northbound Skillman Street, especially during the evening rush hour. The speed of the cut-through traffic is the major concern.

Beyond the study area, cut-through traffic is a concern as well. The neighborhood northeast of the station, across White Rock Lake Park, is already complaining about cut-through traffic on White Rock Trail and Lanshire. These neighbors fear additional traffic with the development of the station.

Local Streets

Local streets are generally in good condition. Some local streets, though, are missing curbs and have substandard or intermittent sidewalks.

Sidewalks, Pedestrian Routes

Sidewalks are a major concern in the White Rock Station area. There are no sidewalks on Northwest Highway or Lawther Drive. The pedestrian crossing at Northwest Highway and Lawther Drive is not marked and therefore rarely used. Walling Lane and Trammel Drive have intermittent sidewalks. The pedestrian facilities for the entire area are substandard.

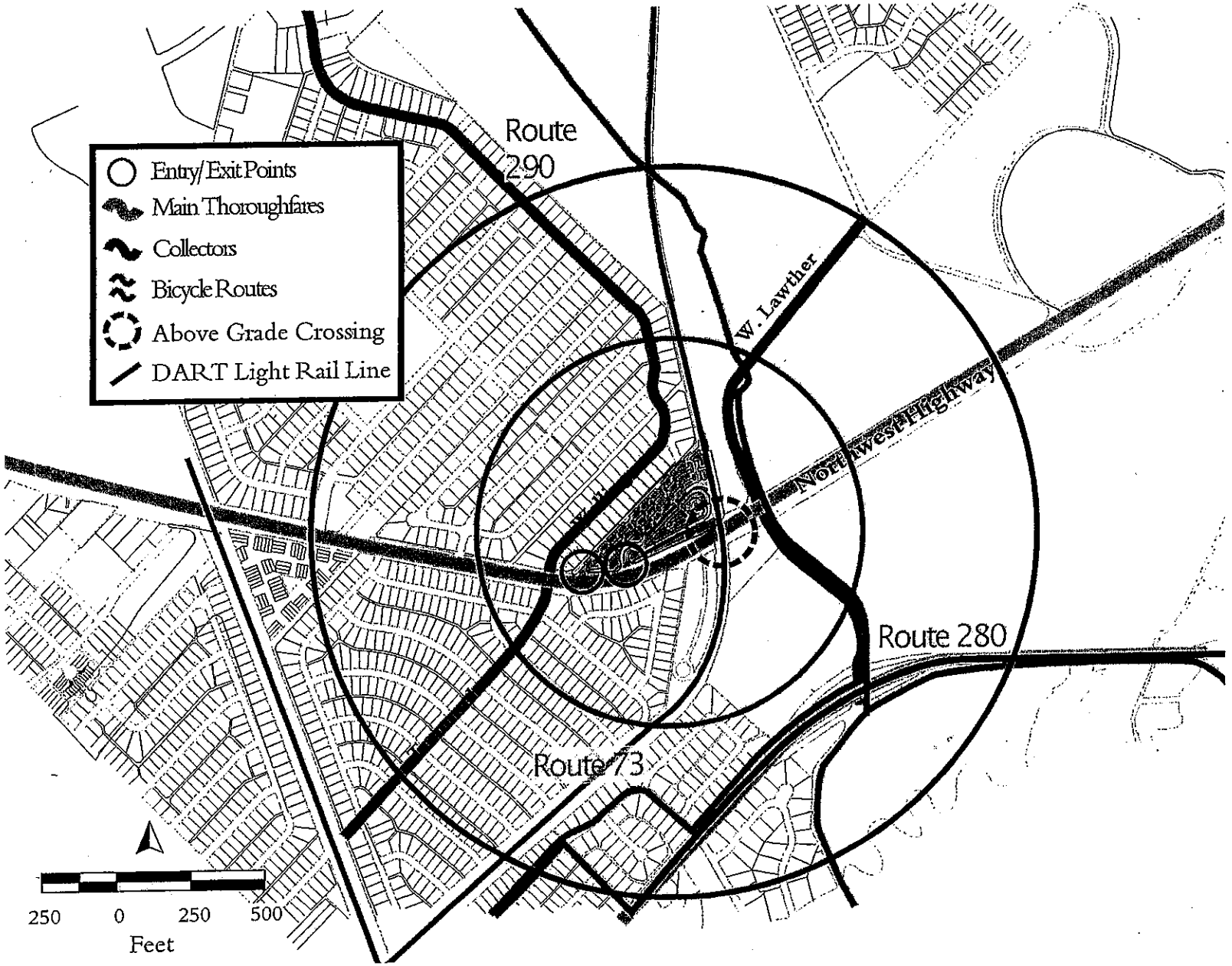


Figure 19: Vehicular, Bicycle, and Pedestrian Access to the White Rock Station

Bicycle Facilities

No long term bicycle storage facilities are planned at the White Rock Station at this time, though short term racks are on the station platform. Four bicycle routes and the White Rock Hike and Bike Trail serve the station area, though none currently connect to the station. The White Rock Hike and Bike Trail runs along Lawther Drive just east of the station. Route 290, which runs primarily east to west on Park Lane, crosses Northwest Highway at the Walling/Trammel intersection. Three more routes, north/south Route 73 and east/west Routes 280 and 270, connect to the White Rock Hike and Bike Trail just south of the station.

Issues and Findings (Figure 20)

This section identifies the major issues identified by staff and the steering committee. Those issues are described first, followed by the findings based on investigation and analysis of those issues.

Issue 1:

A feared decline in single family residential property values in nearby single-family neighborhoods.

Finding:

The White Rock LRT Station is located in a very stable middle class community. Most single family homes are far enough from the station that there should be no effect on their property values. The housing immediately adjacent to the station is made up of duplexes along either side of Walling Lane. Based on experiences with other stations, the value of the duplexes should increase due to their proximity to the station. Homes within other station areas such as Mockingbird Lane and Oak Cliff have increased in value and it is reasonable to assume that the homes within the White Rock Station area will also increase in value.

Issue 2:

Incompatible uses (Liquor stores, topless bar) are adjacent to residential areas.

Finding:

The CR zoned properties at the intersection of Northwest Highway and West Lawther Drive are developed with uses that are not compatible with the neighborhood and the park. Due to White Rock Creek being the edge of the 'wet/dry' line, this has been a prime location for liquor stores. Instead of neighborhood or community serving retail uses, these retail properties contain two liquor stores, two 'convenience' stores (primarily for beer and wine sales when the adjoining liquor stores are required to be closed), a lawn mower repair shop, and a topless bar. The topless bar has been in litigation with the City of Dallas for years because city ordinances no longer allow these uses within close proximity of residential uses. These uses are incompatible with the residential character of the area, and zoning changes will be necessary in the future.

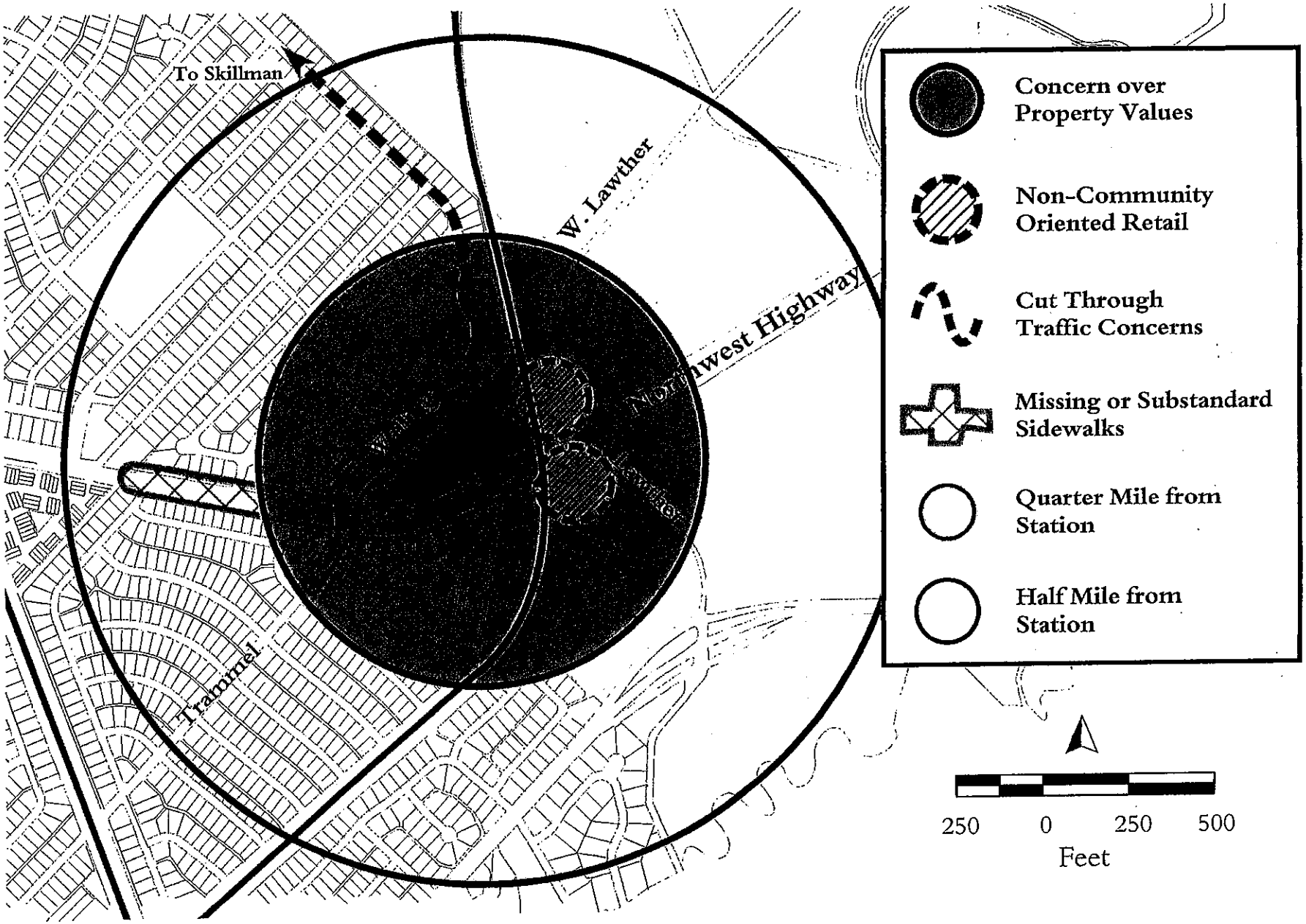


Figure 20: Current Issues facing the White Rock Station Area

Issue 3:

Unwanted cut through traffic on neighborhood streets.

Finding:

Trammel Drive and Walling Lane are neighborhood collector streets intended to provide circulation for the immediate neighborhood, not a shortcut to major thoroughfares. There is already a problem on Walling Lane with cut-through traffic using it to get from westbound Northwest Highway to northbound Skillman. The neighborhood fears that the development of the LRT station will increase the number of cars cutting through on this road.

Issue 4:

Sidewalks and traffic control devices are insufficient to provide safe pedestrian access to the LRT station.

Finding:

The infrastructure of the residential neighborhood, such as streets and other public improvements, are generally in good condition. The provision of sidewalks that are presently missing from the area immediately surrounding the station should complement the majority of the neighborhoods where sidewalks already exist.

Goal and Objectives

Based on the Issues and Findings described above, a goal and objectives have been identified. Listed below is the main goal, with specific objectives that will assure the overall goal is achieved.

Ten Year Goal

The White Rock Station is a community serving station. This means that high density, high intensity uses that draw from a regional area are discouraged. The goal at this station area is to preserve the low density, low intensity nature of the neighborhoods surrounding the station, while ensuring they are safely connected to the station. The objectives described below indicate quantifiable measures that will protect and enhance the neighborhoods around the station, achieving the long term goal.

Objective 1: Improve Pedestrian Access to the Station.

While the station will be primarily used by park and ride commuters, there are many residents within the station area. The objective is to ensure that these residents have access to the station without having to drive. This includes the residents of the assisted living facility south of Northwest Highway.

Objective 2: Connect the station to the Hike and Bike trails and White Rock Lake Park.

White Rock Lake Park is a major destination in the City of Dallas. Many active citizens use the trails that run through it, and many others enjoy the open space and greenery provided by the park. The White Rock Station could provide a valuable means of accessing the park and its facilities. The objective is to take advantage of the location of the station on the edge of the park, providing links to the park from the station, as well as providing the necessary facilities in the park and at the station to allow for use of these connections.

Objective 3: Protect the residential area from nonresidential and incompatible uses.

The long term goal of this station area plan is to protect and enhance the neighborhood surrounding the station. Some of the land uses are not oriented to neighborhoods. While pending legal challenges prevent any short term changes in the land use around the station, in the long term, the land uses here, especially the Community Retail (CR) zone, should be re-evaluated. At the very least, the owners of these properties should be encouraged to provide adequate landscaping and façade improvements to contribute to a better image for the station area.

Recommendations

The recommendations presented below are intended to achieve the aforementioned objectives, and therefore the long term goal. As some recommendations will occur immediately with others happening on the future, this section divides the recommendations into long and short term categories.

First Year Recommendations (Figure 21)

1. Improve Pedestrian Facilities

It is important that park patrons, local workers and area residents within a ten minute walk from the station are provided safe and convenient pedestrian access to the station. Sidewalks should be provided on Northwest Highway between Trammel/Walling and Lawther. To properly serve the area within walking distance of the station, sidewalks on Northwest Highway should extend from Lawther Drive to Town North. Sidewalks along all of the intersecting neighborhood streets should be constructed or improved within 1,200 feet of the station platform. It is imperative that primary pedestrian access routes to the station be provided by the time the station opens for revenue service (anticipated to occur in fall 2001).

2. Improve Traffic Circulation

Two thoroughfare improvements are proposed for the White Rock Station. These improvements will redirect station bound traffic from local, neighborhood streets and greatly improve traffic circulation and safety.

a) Install a traffic light at the main entrance/exit of the station on Northwest Highway to insure safe and convenient turn movements in and out of the station. If a traffic signal is not feasible (due to the proximity of other signals), the nearby signals should be timed to facilitate traffic movement in and out of the station at peak hours.

b) Install a traffic divertion measures on Walling Lane, between Kingsbury and Skillman to reduce the speed and volume of cut-through traffic in the neighborhood.

Five Year Recommendations (Figure 21)

1. Construct Pedestrian Bridge over Northwest Highway

A pedestrian/bicycle bridge should be built along the east side of the Northwest Highway DART bridge to connect the station with the assisted living community to the south. The bridge would be connected to the assisted living village via an extension of the White Rock Hike and Bike trail. The village would have to grant access to the park from the end of the

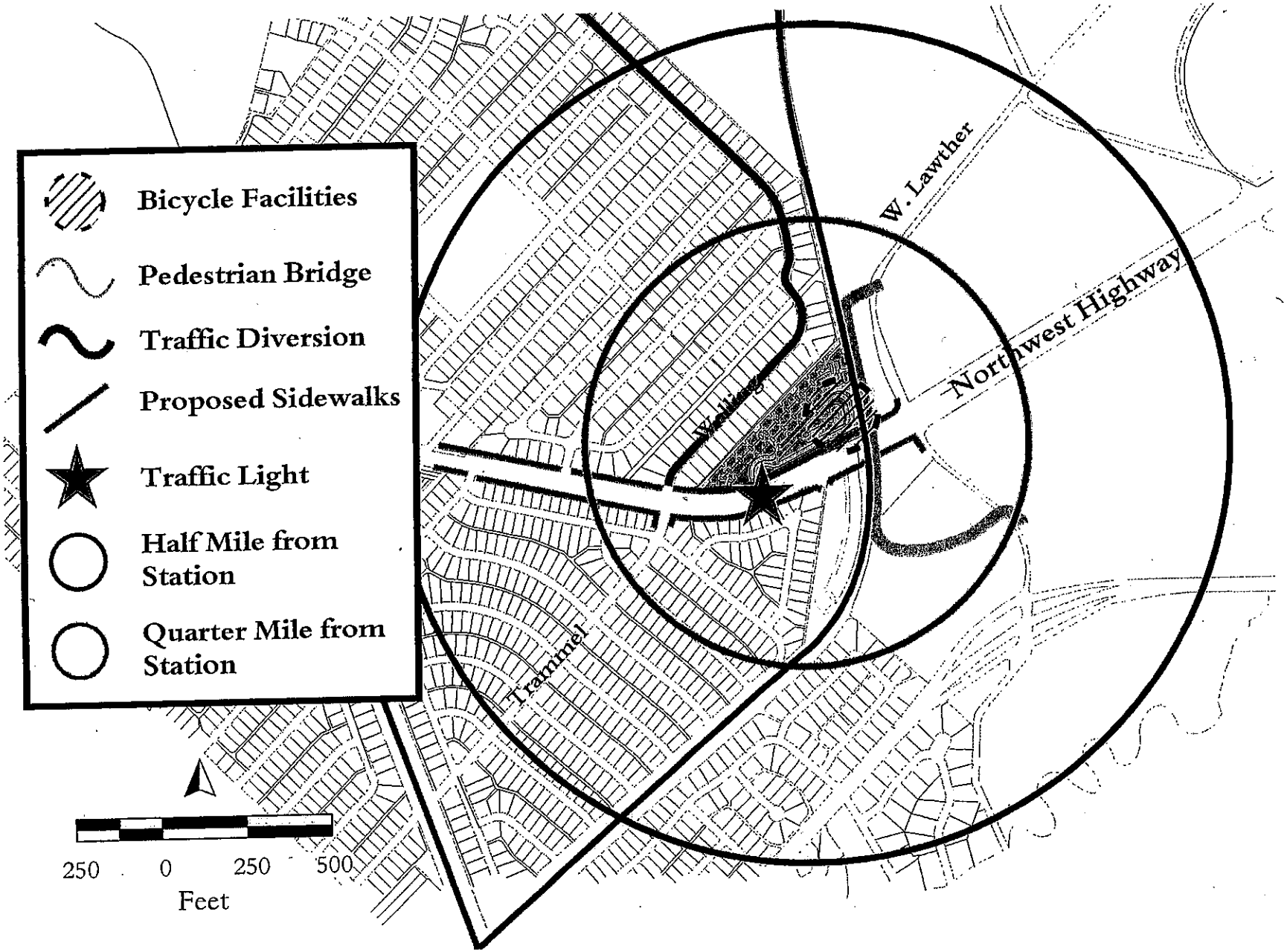


Figure 21: First Year and Five Year Recommendations for the White Rock Station

trail. The operators of this facility have expressed interest in this bridge, and have indicated full support of this recommendation.

Arrangements would also be made to connect the bridge to the Hike and Bike trail north of Northwest Highway. Pedestrian stairs would be provided on either end of the bridge to give good access to Northwest Highway. This would provide easy access to the station for the residents of the multi-family development across Northwest Highway (to the southwest of the station) and for park patrons who choose to use transit.

This bridge would also provide a safe and convenient method for joggers and cyclists using the White Rock Hike and Bike Trail to cross Northwest Highway. Presently patrons of the park have to cross Northwest Highway at the Lawther intersection where the only pedestrian provision is a 'walk/don't walk' light.

2. Install Bicycle Facilities at the Station

The White Rock station should have long term bicycle storage facilities on site. While short term racks are provided, long term storage facilities will encourage active users to store their bicycles on site, making bicycle access to White Rock Lake Park much easier. Together with connections to the Hike and Bike Trails, bicycle storage facilities will encourage citizens to use the light rail train to get to White Rock Lake Park. Provision of quality bicycle facilities will allow White Rock station to become a major destination station.

3. Revisit Traffic Concerns

Once the station is completed and in operation, neighborhood traffic concerns may need to be addressed once again. Increases in traffic through affected neighborhoods due to transit operations should be evaluated and mitigation measures, if necessary, should be identified and put into place.

Ten Year Recommendation (Figure 22)

1. Review Land Use in the Community Retail (CR) Zone

Some improvements in the function of the retail areas need to be made. No specific changes are recommended in this report. In the long term, staff should work with the property owners and residents of the area to find adequate solutions to this problem, whether simple landscape and façade improvements are made, or whether major zoning changes are implemented.

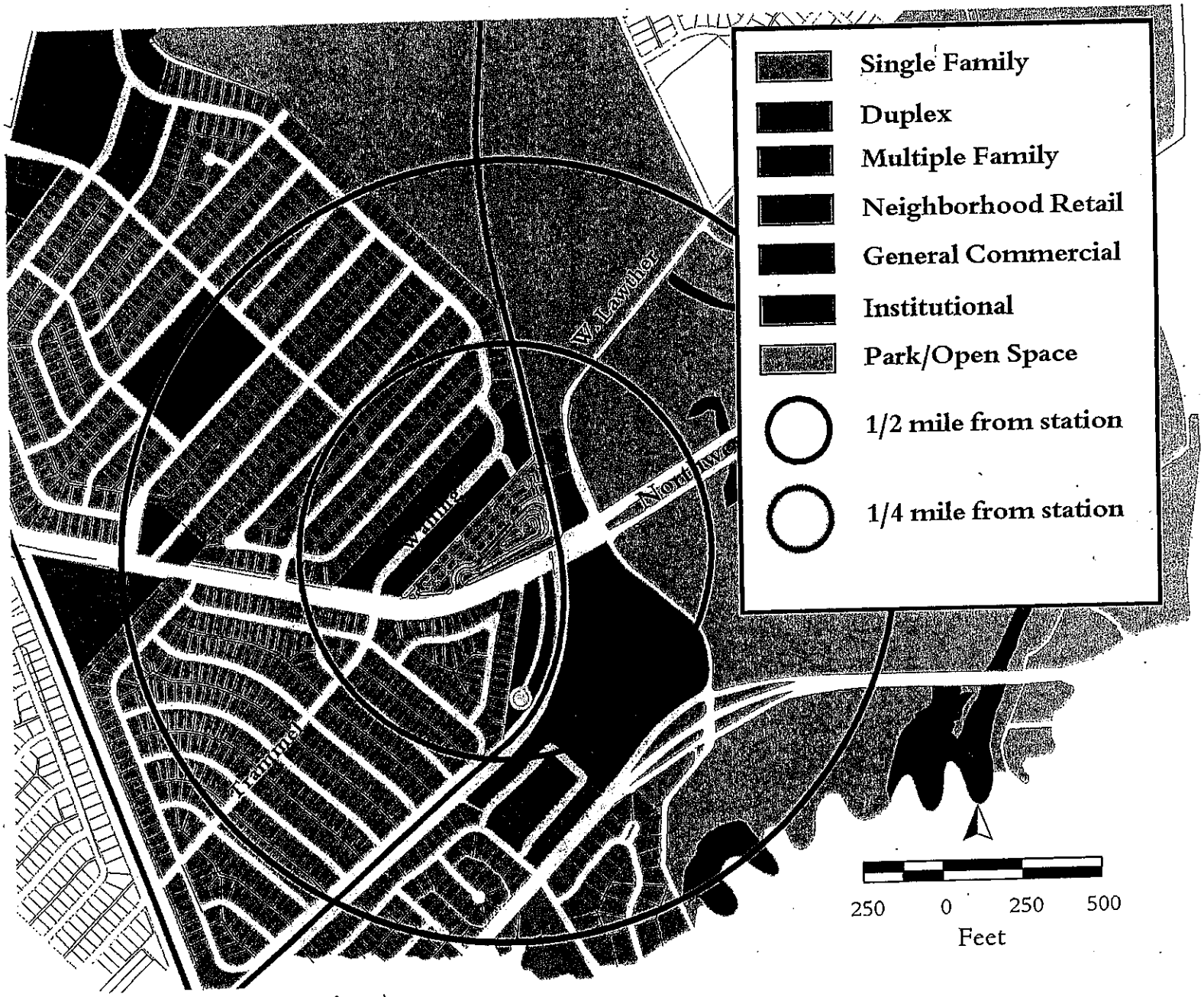


Figure 22: Future Land Use Map (Ten Year Recommendations)

Implementation

Implementing these recommendations will require much effort and cooperation between many different groups, both public and private. This cooperation will be necessary for many years, as these recommendations will be implemented over a period of time.

This cooperation will allow better quality improvements, costs savings, and most importantly, allow the community to monitor the implementation of these recommendations to ensure the goals and objectives presented above are achieved.

The City of Dallas Planning Department is working with these varied groups to find funding and ensure these recommendations are implemented. The responsibility for implementation is in some cases not yet clearly established. In these cases the Planning Department will take the lead in negotiating responsibility, ensuring one or more organizations take charge of specific recommendations. The Planning Department will also take the lead in finding funding for these recommendations, regardless of which group is responsible for implementation.

Costs

The majority of the recommendations will need funding to be implemented. It will be the responsibility of the Department of Planning and Development to find monies to pay for these improvements, though these improvements will be constructed and implemented by other entities. Figure 23 on the following page lists the recommendations, their costs, and the group responsible for implementation.

Funding

There are many potential sources for funding the recommendations presented above, including Federal, State, County, and City programs, as well as grants from private and other non-profit foundations. Many of these programs require matching funds, so finding a combination of sources will provide the greatest assurance that the recommendations of this report are implemented. Figure 24 on page 46 lists some of these potential funding sources.

	Project			Estimated Cost to City	Funding Source	Time Frame	Priority	Implementation/ Responsibility			Planning Dept. Role
	Type	Location	Preliminary Scope					Fund Seeking	Construction/ Implementation	Maintenance	
	Physical Improvements										
1	Improve Sidewalk Connections to the station	Northwest Highway	23,000 sf of sidewalks	$105,000	TBD	1 year	High	Planning Department	Interlocal Agreement between City of Dallas and TxDOT	Public Works and Transportation	Find funding
2	Improve Traffic Circulation	Station Entrance/ Exit	· Traffic Light OR · Improve timing of existing lights	No Cost	DART	1 year	Medium	DART	DART	DART	Support DART in its efforts to improve safety
3	Pedestrian / Bicycle Bridge	West side of DART Rail Alignment	· Pedestrian Bridge with 12 foot wide pedestrian space	$800,000	TBD	5 years	Medium	Planning Department	TxDOT and Department of Public Works; TBD	TBD	Find funding and coordinate with TxDOT
4	Bicycle Facilities	DART Station Site	Install Long Term bicycle storage facilities	No Cost	DART and Private Developers	5 years	Medium	DART and Private Developers	DART and Private Developers	DART and Property Owners	Encourage DART to install these lockers
	Other Recommendations										
1	Revisit Traffic Concerns	Station Area	Mitigate any negative impacts cause by station traffic	Staff Support Costs	City Budget	1 year	Low	N/A	Department of Public Works	N/A	Support Public Works' efforts
2	Revisit Land Use near station site	CR zoned properties east of the site	Look for ways to create community supportive retail instead of liquor stores and topless bars	Staff Support Costs	City Budget	10 years	High	N/A	Planning Dept. and Property Owners	N/A	Identify alternative uses and work with owners to find compromise

Potential Source	*Type of Revenue*	*Potential Funding Programs*
Federal Programs Development	Funding, Grants and Matching Funding for restoration	·Congestion Mitigation Air Quality (CMAQ) program funds ·Transportation Equity Act for the 21st Century (TEA 21) Programs, ·Surface Transportation Program (STP) funds ·National Highway Systems Funds (NHS) funds ·Federal Transit Administration (FTA) Livable Communities Initiative ·US Department of Interior, National Park Service's; Rivers Trails and Conservation Assistance Program (RTCAP)
State Programs	Grants and Matching Funds	·Surface Transportation Enhancement Program (STEP), federal funding competition to be nominated by North Central Texas Council of Government (NCTCOG) ·Texas Department of Transportation (TXDOT) Landscaping Cost Sharing Program ·Texas Department of Forestry Cooperative Forestry Assistance Funds ·Texas Commission for the Arts to fund open space design and the use of art
County Funds	Grants and Matching Funds	·Urban Streets Program ·Matching Funds for Federal and State Programs ·County Bond Program
City Funds	Area Development, Improvement and Repair Funds	·City Bond Program for Specific Projects ·Operation and Maintenance Funds ·Tax Abatement for New Development ·Reforestation Program for Street Tree Planting ·Community Development Block Grants for Street Improvements ·Local Match for Federal and State Programs
Concessions	Development of Specific Amenities	Amenities developed /improved with public or private revenue sources and operated by a concessionaire. Concessionaire fees to pay for development of improved amenity. Redevelopment revenues generated through concessionaires.
User Fees	Maintenance and operating costs for specific amenities	User fees for amenities such as parking could potentially generate revenues for maintenance costs.
Improvement District	Area Redevelopment	Additional fees or taxes levied on properties to generate revenues for area redevelopment. Redevelopment financing by property owners.
Grants from non governmental and civic organizations	Development of Specific Amenities	Limited financial grants/matching funds from organizations.
Funding Support by Corporation	Development of Specific Amenities	Limited financial grants/matching funds from corporations.
Collections/Fund Raising	Development of Specific Amenities	·Fund raising by neighborhoods for the development of specific amenities. ·Business/Merchant Associations

Figure 24: Potential Funding Sources