

VALLEY VIEW - GALLERIA AREA PLAN



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5-22-13

ORDINANCE NO. 29014

An ordinance amending the Comprehensive Plan of the City of Dallas by adopting the Valley View – Galleria Area Plan; providing a saving clause; and providing an effective date.

WHEREAS, the City of Dallas has identified the Valley View – Galleria area between Southern Boulevard to the north, Preston Road to the east, LBJ freeway to the south, and the Dallas North Tollway to the west, as a special area for planning consideration based on the Strategic Engagement Plan and the *forwardDallas!* Comprehensive Plan; and

WHEREAS, on October 10, 2012, the Dallas City Council authorized a Chapter 380 Economic Development Grant to the North Dallas Chamber of Commerce for a Valley View – Galleria Area Planning, to contract with a planning firm, reach out to area businesses and land-owners, and to build consensus around an area plan to guide future development in this important regional center; and

WHEREAS, City staff and consultants in conjunction with the Valley View – Galleria Advisory Committee, a group consisting of members representing the Valley View - Galleria Plan area and surrounding area organizations, property owners, and residents, worked to develop the *Valley View - Galleria Area Plan*; and

WHEREAS, the Valley View – Galleria Area Plan defines issues, goals, recommendations, and guidance for future land development for the *Valley View – Galleria Area*; and

WHEREAS, the City Plan Commission and the City Council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding this amendment to the Comprehensive Plan of the City of Dallas to adopt the Valley View – Galleria Area Plan; Now, Therefore,

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

SECTION 1. That the list of area plans entitled "City of Dallas Plans," attached as an appendix to the Comprehensive Plan of the City of Dallas is amended by adding the Valley View – Galleria Area Plan. The revised appendix is attached to this ordinance as Exhibit A.

SECTION 2. That the Comprehensive Plan of the City of Dallas shall remain in full force and effect, save and except as amended by this ordinance.

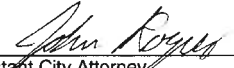
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29014

SECTION 3. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

THOMAS P. PERKINS, JR., City Attorney

By 
Assistant City Attorney

Passed MAY 22 2013

INTRODUCTION

ACKNOWLEDGEMENTS

ADVISORY COMMITTEE MEMBERS

LINDA KOOP - Council Member, District 11

BRUCE BRADFORD - North Dallas Chamber of Commerce

BRUCE BERNBAUM - Dallas City Plan Commissioner, District 11

SCOTT BECK - Beck Ventures

RACHEL SLOSBERG KRAMER - Slosburg / Richdale Group

MAX BULBIN - Sear Holdings

ANGIE FREED - Galleria Dallas

CARTER KENDALL - DR Horton

MARK HUMPHREYS - Humphreys & Partners Company

SID MILLER - Area Resident

KENT DONAHUE - EF Properties, LC

BRAD SYVERSON - JCPenney

NORTH DALLAS CHAMBER OF COMMERCE

BRUCE BRADFORD - North Dallas Chamber of Commerce, Pres. & CEO

CAROL SHORT - North Dallas Chamber of Commerce, VP Public Affairs

CITY OF DALLAS

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PROJECT BACKGROUND



The Valley View - Galleria district is located at the crossroads of two key transportation arteries for the metroplex - LBJ Freeway and the Dallas North Tollway. The first anchor of what later became Valley View Mall was the Sears store which opened in the mid-1960's, followed by the mall development which opened in 1973. Building on the growth in North Dallas, the Galleria Dallas was opened in 1982, and was modeled after the Galleria Vittorio Emanuele II in Milan, Italy. The Galleria was conceived as a mixed-use project incorporating retail, office, and hotel uses. These two important area assets function as anchors with the opportunity for strong development connecting the area.

Due to the closing of major anchors at Valley View Mall and changes in mall ownership, the overall property is under performing. Housing stock in the area is also aging. Both the mall and surrounding retail does not reflect the potential that exists based on the increased residential communities in the surrounding areas to the east and north ,as well as office uses to the south.

This increased base in the surrounding community, as well as the strategic regional location, indicates the area would likely support increased density and diversified uses such as additional housing choices, retail, and office uses. The Galleria has continued to serve this market and with new ownership of Valley View Mall to serve as a catalyst, there is increased interest in concerted public and private efforts aimed at revitalization.



An area plan study was initiated by Dallas City Council member Linda Koop in 2010. In the interest of promoting economic development and a positive planning outcome through a public-private partnership, the North Dallas Chamber of Commerce has brought representative property and business owners within this area to the table. During 2011, the North Dallas Chamber of Commerce led a series of stakeholder meetings. This group understood the opportunities for the area and charged itself with taking the lead in creating a unified vision and implementation plan for economic growth in this area.



PROJECT SCOPE AND IMPETUS

The proposed Valley View – Galleria Area Plan will establish a comprehensive vision to guide future private investment, economic development, and public infrastructure investments in a coordinated fashion towards an optimal outcome in terms of tax base, quality of life, and accessibility. In particular, the plan will focus on urban design, land use and transportation, and will serve as the basis for the City to undertake area-wide rezoning to ensure a sound regulatory framework that encourages economic development consistent with the vision. Without a vision and zoning framework for this critical growth area, future development is expected to continue in a fragmented way, missing the opportunity to maximize benefits, both public and private.



PROJECT STUDY AREA

The Valley View – Galleria area is one of Dallas' major regional business centers with significant Class A office space, strong destination retail, as well as several high quality hotels. The Dallas North Tollway registers over 120,000 vehicles per day, and the LBJ Freeway, currently undergoing improvements, provides access to more than 250,000 vehicles daily. This area is identified as a key growth area in the City of Dallas Strategic Engagement Plan as well as the forwardDallas! Comprehensive Plan. Further, this site fulfills the criteria for the City Council's citywide "megasite" redevelopment opportunity area.

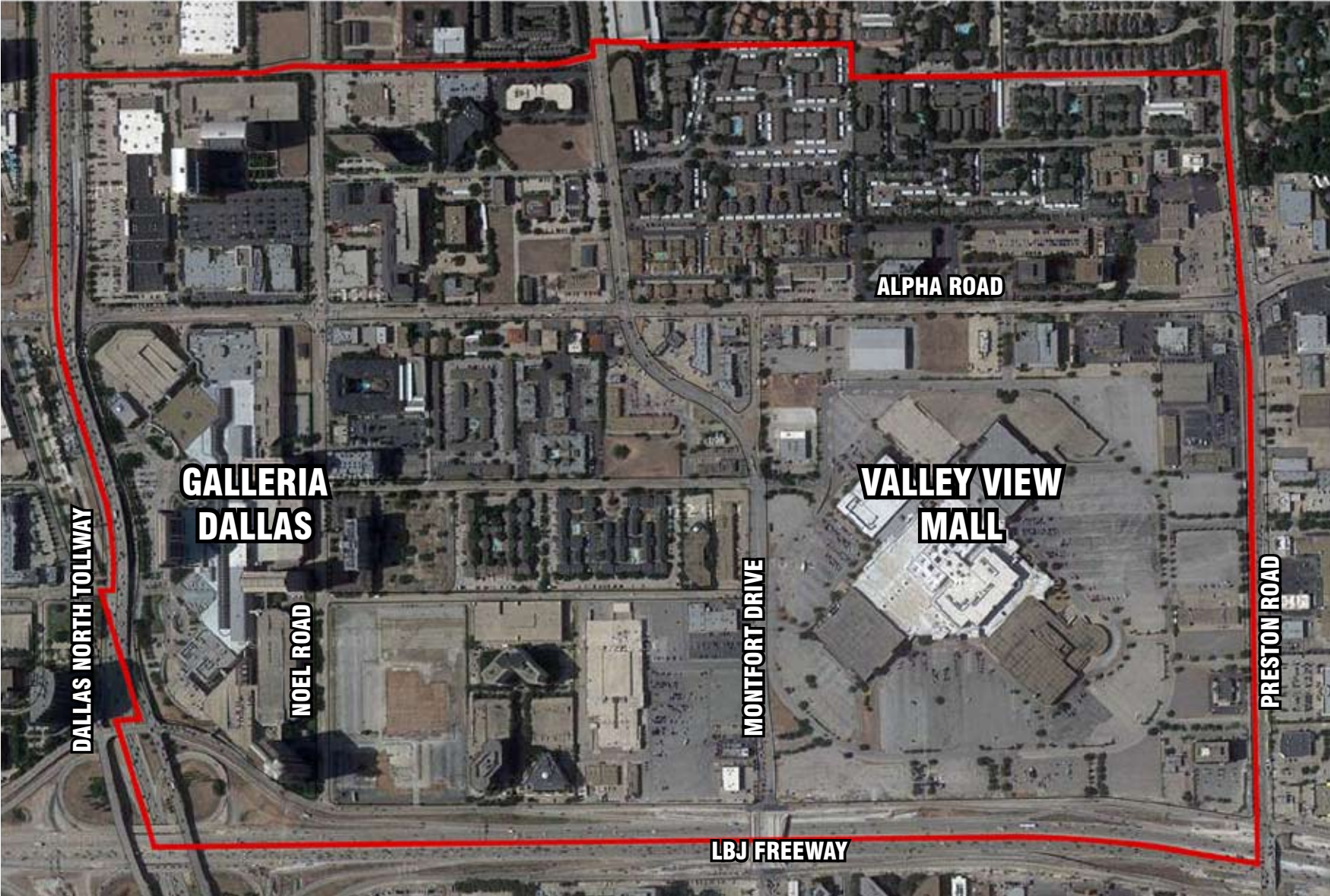
The City has defined the area between Southern Boulevard to the north, Preston Road to the east, LBJ Freeway to the south, and the Dallas North Tollway to the west (page 11) as the focus for planning consideration. Several factors make this area a prime candidate for special planning attention and economic development interest:


- Area economic significance and potential – While the Galleria Dallas continues to be a strong destination retail site, the adjacent Valley View Mall site and some of its surrounding properties have declined. Recent change in the ownership of much of the Valley View Mall property provides a catalytic opportunity to plan for positive change.





- Improvements to LBJ Freeway – Reconstruction of the LBJ Freeway will be completed by early 2016. This major enhancement will add capacity to LBJ Freeway with eight free lanes and six managed lanes. While this construction work is resulting in a near-term slow-down in surrounding leasing and development activity, it is also generating significant longer term development interest as evidenced by zoning change requests, thus providing a unique window of opportunity for planning.
- Other planned capital improvements – Other planned improvements in the area include streetscape enhancements to Alpha Road funded through the 2006 City Bond Program, and plans by NCTCOG and DART to establish commuter rail service along the Cottonbelt Corridor through a public-private partnership.
- Area stakeholder buy-in – Area stakeholders recognize this area as prime for change and have already been engaged with the North Dallas Chamber and the City in a planning process for the area.

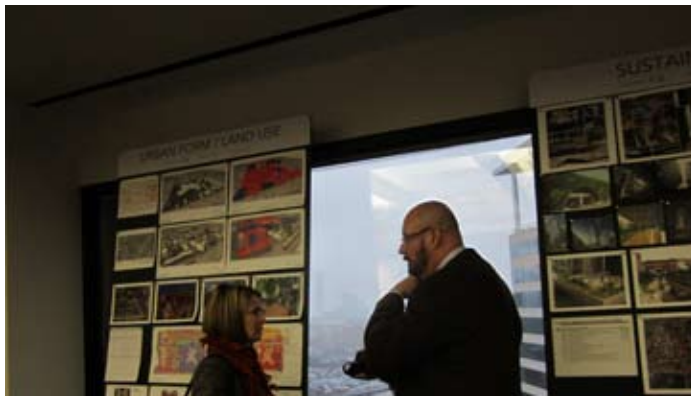


Project Study Area 



PLANNING PROCESS

In 2011, in the interest of promoting economic development and a positive planning outcome through a public-private partnership, the North Dallas Chamber of Commerce brought representative property and business owners within this area to the table and led a series of stakeholder meetings to discuss the future potential for both new development and redevelopment. This private stakeholder group understood the opportunities for the area and took the lead in creating a unified vision and implementation plan for economic growth in this area. The group reviewed proposals from several local and national planning teams and, by 2012, was poised to move forward with the development of an area plan.



On October 10, 2012, the Dallas City Council authorized a Chapter 380 Economic Development Grant to the North Dallas Chamber of Commerce for a Galleria-Valley View Area Planning Study. The plan would provide the means to ensure that future development, as well as requests for zoning changes and economic development incentives by individual property owners or developers, would ultimately maximize public benefit. An Advisory Committee made up of property owners and key stakeholders in the area was formed to guide the plan's creation.





The Advisory Committee met four times between December 2012 and March 2013. The focus of those meetings was to create a Vision Plan for the area. The major issues of land use, streets, circulation, streetscape design, gateways, open space, and sustainability were discussed and addressed. During the visioning process, it became apparent that much of the existing zoning is no longer relevant to the long-term goals of the area and, as a more defined Vision Plan emerged, rezoning options to accommodate the vision were also explored.

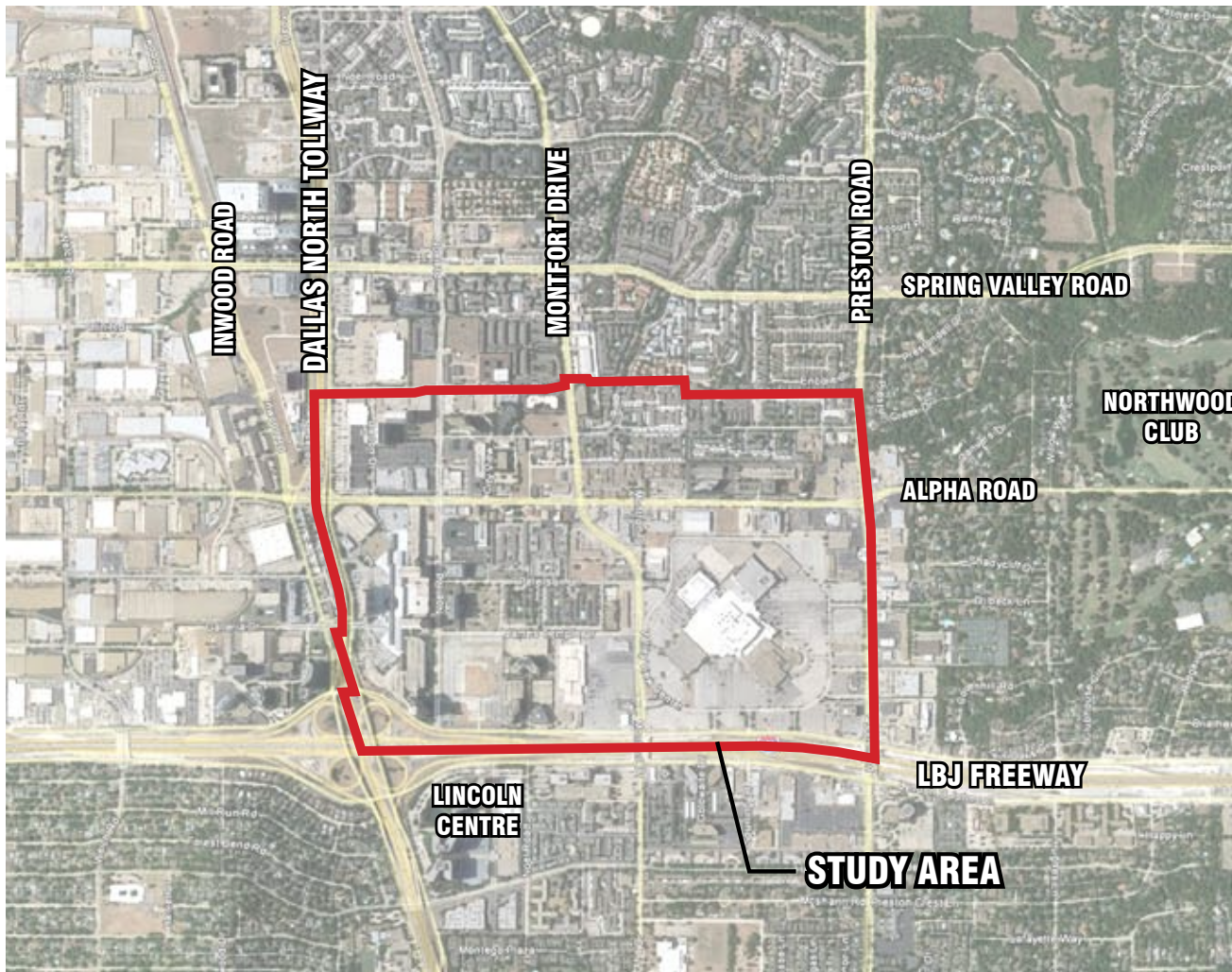


In December 2012 and April 2013, public stakeholder meetings were held at the Westin Galleria to discuss the Vision Plan and proposed zoning amendments to the area. These meetings were very well attended with over 450 participants altogether.



EXISTING CONDITIONS

EXISTING CONDITIONS



AREA CONTEXT

The study area is surrounded by established residential communities to the north and east, with Class A office buildings to the south, and light industrial to the east separated by the Dallas North Tollway.

The City of Dallas trail system extends into the residential neighborhoods to the east and provides an opportunity for enhanced pedestrian linkages to other parts of the City.

One key opportunity that was identified is the break down of super blocks into human scale, developable parcels to provide a more walkable, urban fabric. The existing area is almost fully developed, however there is limited open space provided. The planning team also identified the opportunity for a large-scale park with the potential to serve as a regional destination that will also support local residents and workers as well as visitors, filling a void in the area.

EXISTING CONDITIONS SUMMARY

The existing zoning in the district is a patchwork quilt of over 20 different zoning categories. Nonresidential uses comprise the majority of the study area, with regional retail as the largest component at 38%. Multi-family accounts for only 11% of the area. There are a number of mixed-use parcels and Planned Development districts with mixed uses. However, these are not concentrated to allow for a cohesive development pattern. The existing zoning generally concentrates height and density on the west side of the study area nearest the Dallas North Tollway. Most of the existing area is characterized by a wide variety of commercial property types ranging in age from thirty to fifty years. Many of these properties are economically or physically obsolete. These properties account for over 65% of the land in the study area.

Fortunately, the remaining 35% is physically and economically viable and can be successfully incorporated into the new Vision Plan. The most significant of these properties is Galleria Dallas. It is the most successful property in the district, attracting millions of shoppers and visitors each year. Several properties adjacent to Galleria Dallas, many of them less than 10 years old, are also vibrant, quality developments. Lastly, the study area contains several multi-story office buildings that are expected to remain for the foreseeable future. Most of these are along the Alpha Road corridor. The Alpha Road corridor also contains some low density, owner-occupied condominiums that are well maintained and are anticipated to remain for some time to come.





Existing Streets

| Street | Current Cross-Section | Thoroughfare Plan Designation |
|--------------------|-----------------------|-----------------------------------|
| Preston Road | 6-lanes divided | Principal Arterial PA/M-6-D(A) |
| Montfort Drive | 6-lanes divided | Minor Arterial MA/M-6-D(B) |
| Alpha Road | 4-lanes divided | Community Collector C/M-6-D(B) |
| Noel Road | 4-lanes divided | Community Collector C/M-6-D(B) |
| Valley View Trail | 2-lanes undivided | N.A. (local) |
| Southern Boulevard | 4-lanes undivided | N.A. (local) |
| Peterson Lane | 4-lanes undivided | N.A. (local) |
| James Temple Drive | 4-lanes undivided | N.A. (local/private) |

PA = Principal Arterial

MA = Minor Arterial

C = Community Collector

M-6-D = Minimum, 6-lane, divided

(A) = 100' Right-Of-Way

(B) = 90' Right-Of-Way

N.A.: Not Applicable (not currently included in thoroughfare plan)

The study area contains no public parks or usable green space. This is a significant deficiency and an impediment to redevelopment. The study area also has a relative lack of public streets at the interior of the district which is an impediment to incremental redevelopment. There are high levels of DART bus service in the district. There is no DART rail service. The entire study area is relatively flat which simplifies redevelopment.

EXISTING INFRASTRUCTURE

Streets

The study area is served by a network of local, collector and arterial streets. Most of the streets are on public right-of-way, but several private drives also provide connectivity within the study area. One of the existing transportation challenges within the study area is related to the large block sizes, and the resulting lack of through capacity, especially for such a large area. The public streets mostly exist on the periphery of the study area, leaving a disconnected series of smaller, private roads to provide internal connectivity and access. Some of the streets serving the area have designations in the City of Dallas Thoroughfare Plan, which is intended to be modified to support the proposed redevelopment of the study area. The adjacent table details the public streets in the study area, their current cross-section, and their classification in the Thoroughfare Plan.

The study area is also bordered by two limited-access roadways, Interstate Highway 635 (I-635) and the Dallas North Tollway. I-635, also known as LBJ Freeway, includes four main lanes in each direction as well

as three lane one-way frontage roads in each direction. LBJ Freeway is under construction to add an additional three managed toll lanes in each direction. The Dallas North Tollway includes three main lanes in each direction and three lane, one way frontage roads in each direction.

Transit

The study area is served by several bus routes operated by Dallas Area Rapid Transit (DART) (page 25).

DART and the North Central Texas Council of Governments (NCTCOG) are also pursuing a public-private partnership to develop the cross-town Cotton Belt commuter rail line, which will provide regional rail access to the Addison Transit Center, just north of the study area.

Bicycle / Pedestrian

Most of the roadways in the study area are included in the 2011 Dallas Bike Plan. Recommended facilities depend on the type of road, and vary from shared bicycle / auto lanes, to buffered bicycle lanes, to off-street bicycle and pedestrian paths. Providing connectivity between the regional bicycle facilities (e.g. White Rock Creek Trail) and facilities within the district is a goal of this area plan.

Parking

Almost all of the parking facilities within the study area are surface lots, with a few structured facilities within the Valley View Mall and Galleria Dallas sites. There is very little shared parking among compatible uses in the study area, leaving significant amounts of parking unused for portions of a typical day.

Existing DART bus routes

Dallas Area Rapid Transit (DART) bus routes:

- Route 488: LBJ/Skillman to Farmers Branch
- Route 36: Downtown Dallas to Addison Transit Center
- Route 183: Downtown Dallas to Northwest Plano Park & Ride
- Route 486: Royal Lane to Downtown Garland





EXISTING UTILITY INFRASTRUCTURE

While some existing structures are planned to remain, the Valley View - Galleria Area Plan envisions an overall increase in density relative to the existing condition. The sections below provide an overview of existing storm, sanitary sewer, water and electric infrastructure in the area, expected conditions at final build out, and anticipated improvements required. Information is based on record drawings and City of Dallas GIS information.

Storm Sewer

Existing storm sewer is present within the study area and is divided into six individual watersheds. The first and largest watershed captures the southwestern portion of the project site and ultimately drains beneath LBJ via three 8'x7' reinforced concrete boxes. The second, third and fourth watersheds drain to the east by way of an 18" storm drain, 24" storm drain and a 4'x4' storm drain, respectively. The fifth and sixth watersheds drain to the north through two 72" storm drains and a 48" storm drain, respectively. Refer the map on page 27.



Sanitary Sewer

Existing sanitary sewer is present within the study area and is divided into five distinct discharge points. The first sewer shed captures the southwestern portion of the study area and ultimately drains beneath LBJ Freeway through an 18" wastewater pipe. The second sewer shed drains to the east via an 8" pipe. The third and fourth sewer sheds drain to the north by way of a 10" pipe and a 12" pipe, respectively. The fifth sewer shed drains to the east through an 8" pipe.

Water

Existing water services are abundant within the study area. Portions of the existing water system are 6" water lines. In order to make any service taps to these lines, the existing 6" main will require an upgrade to an 8" line, minimum.



Electric

There are existing overhead electric facilities within and around the study area.

KEY ISSUES & OPPORTUNITIES

Office

While there are generally high vacancy rates and relatively low average rents, the area is a signature office location in the metroplex.



Retail

There are relatively high retail vacancy rates, low rental rates, and lower incomes within the study area compared to adjacent Zip Codes. However, the Galleria Dallas remains a known international shopping destination. It is worth noting that the median household income in the study area is higher than the City median.

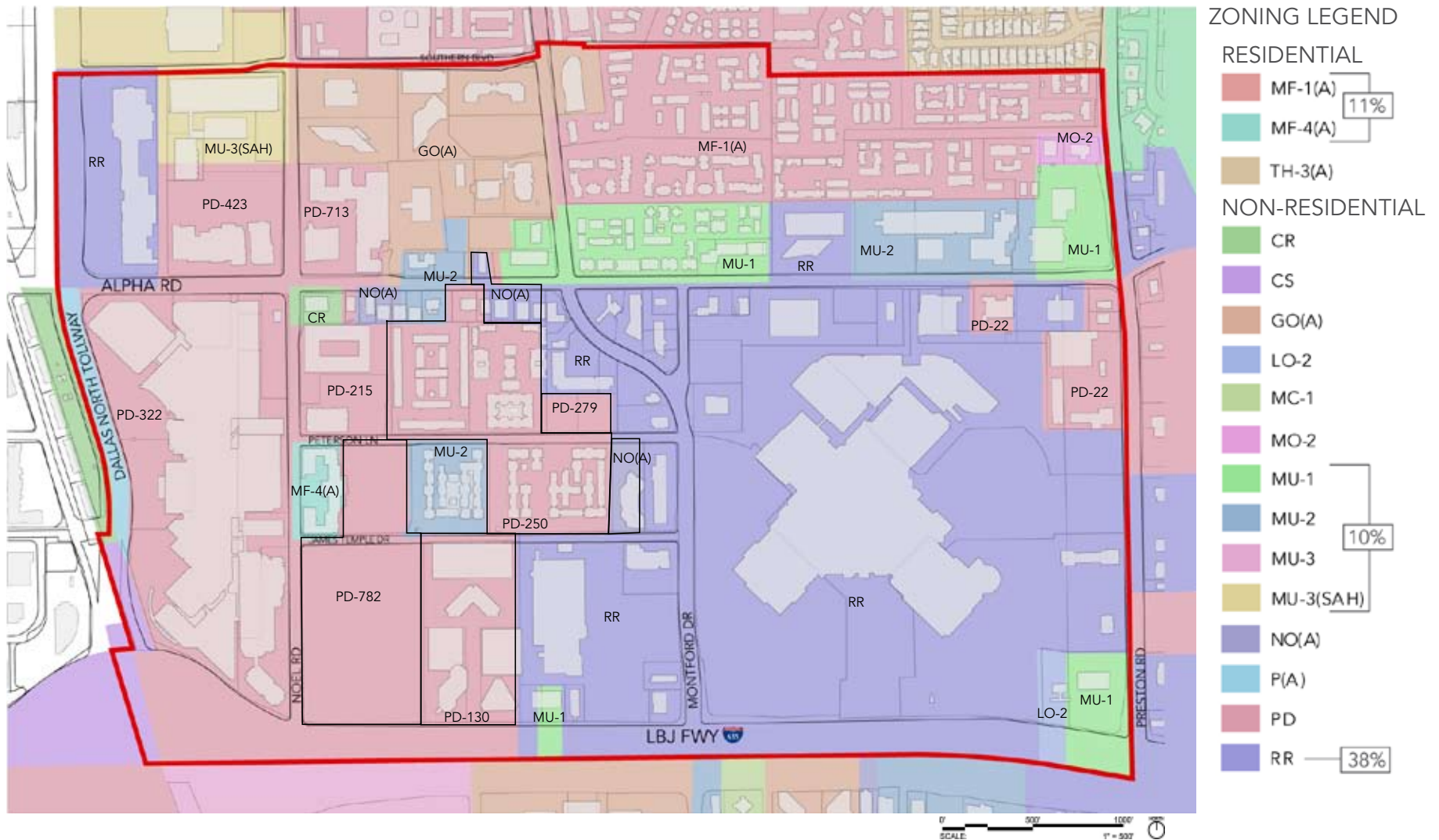


Housing

A majority of the existing building stock is aging. The area remains an established multifamily market with a strong potential for mixed use development.



EXISTING CONDITIONS



Existing Zoning

EXISTING CONDITIONS



Existing Land Use

EXISTING CONDITIONS

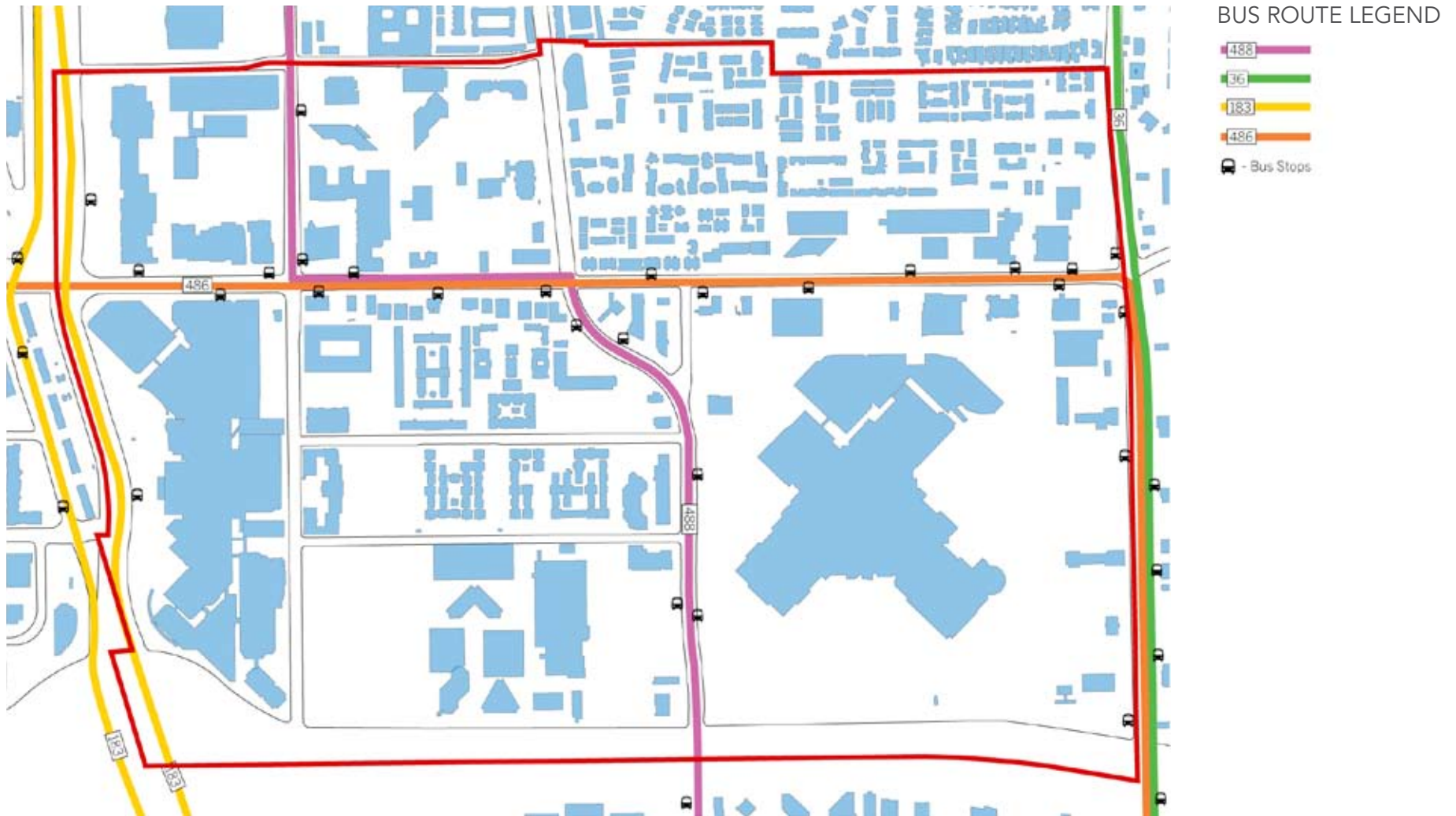


OBSERVATIONS:

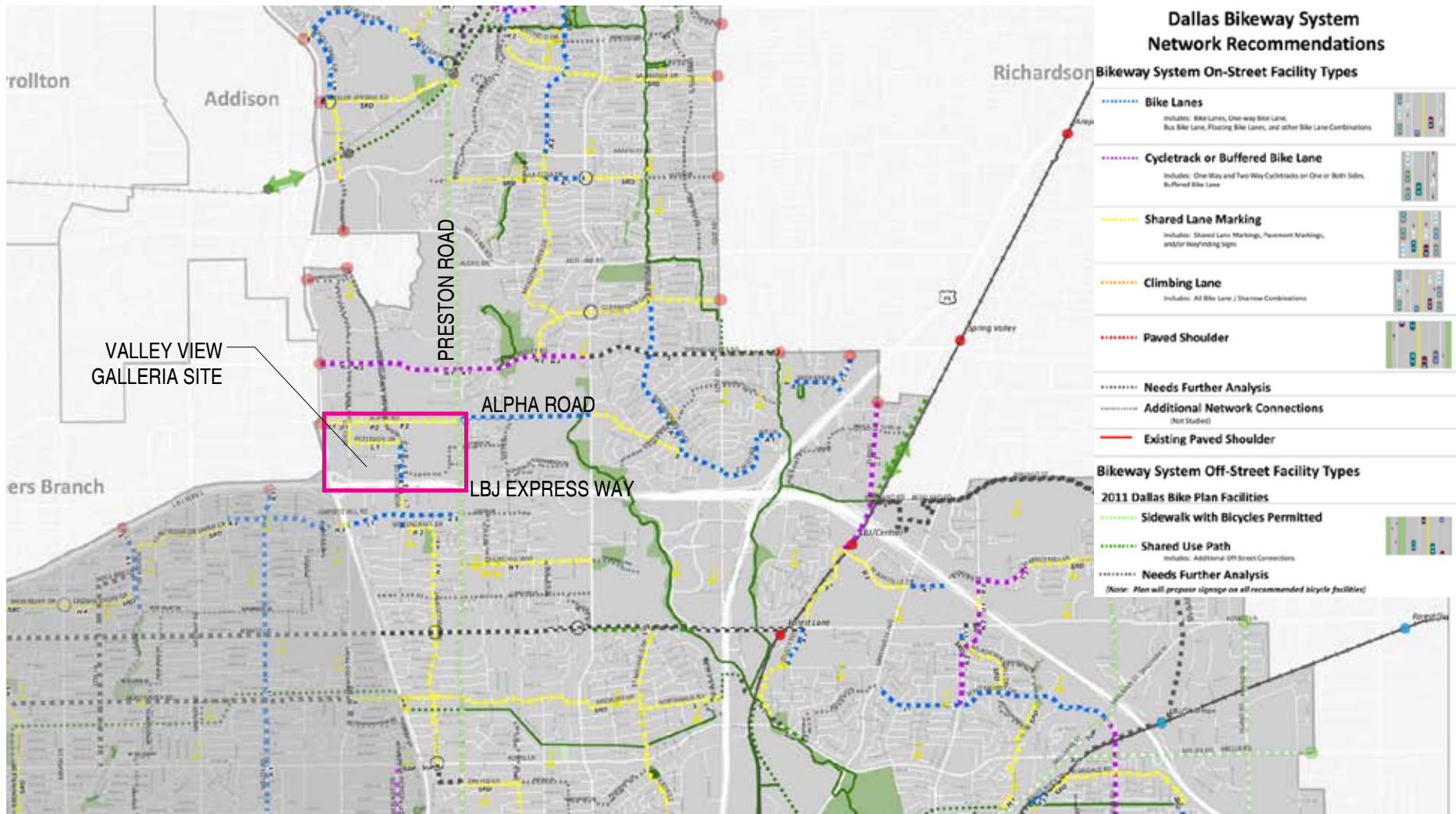
- Three existing thoroughfares
- Limited internal circulation
- No pedestrian or human scaled street network
- No pedestrian connectivity to surrounding area

Existing Thoroughfares

EXISTING CONDITIONS



Existing Transit
DART Bus Routes



Existing Trails and On-Street Bike Network
City of Dallas Bike Plan



Existing Drainage Area Map

THE VISION OVERVIEW

THE VISION IS OF
A PEDESTRIAN
FRIENDLY
MIXED USE
NEIGHBORHOOD



THE VISION IS OF
A VIBRANT
SHOPPING AND
ENTERTAINMENT
DISTRICT



THE VISION IS OF
HIGHER DENSITY
SUPPORTED BY
A NETWORK
OF ENHANCED
STREETS AND
OPEN SPACES



THE VISION IS
OF CREATING A
CENTRAL PARK
OF REGIONAL
AMBITION
SUPPORTED BY
A NETWORK OF
COMMUNITY
SCALED SQUARES



THE VISION IS OF
A NETWORK
OF STREETS OF
DIVERSE PHYSICAL
CHARACTERISTICS
TO CREATE AN
URBAN FABRIC





ROLE OF THE VISION

The role of the vision is to inspire high quality, new development and redevelopment in this significant regional center of Dallas in order to ensure long term economic vibrancy and environmental sustainability. A key goal is to encourage development patterns that can sustain an intense mix of activities within the area including living, working, shopping, entertainment and recreation, while promoting sustainable infrastructure systems that can support these activities efficiently without causing undue impacts on surrounding areas. The Valley View - Galleria Area Vision seeks to build upon the existing assets in the district while encouraging redevelopment of the portions of the study area that are in decline. There are three key organizing elements in the Vision - Open Space, Streets, and Midtown Center.

Open Space

The centerpiece of the Vision is an 18-acre central park, referred to in this plan as Midtown Commons. This iconic park will provide open space, recreational, and cultural amenities to the district while also increasing land values at the interior of the study area. Our vision is that the Midtown Commons will create a highly desirable neighborhood for new residential development. In addition to the Midtown Commons, a minimum of 4 percent of redeveloped private sites is envisioned to be publicly accessible, usable green space. Lastly, green setbacks along the LBJ Freeway frontage and Preston Road complete the vision for a green district.



Streets

The second key element of the Vision is the creation of a new thoroughfare plan in the study area. This redesigned public street network will consist of improved, existing streets as well as entirely new streets. These streets are designed to provide greater accessibility throughout the district. They will breakdown the mega-blocks currently present in the district, creating a more pedestrian scaled environment that can redevelop incrementally. In addition to public streets, private streets will be encouraged by way of maximum block sizes. These private streets will work in conjunction with the public streets to create a flexible, vibrant urban grid.



Midtown Center

The third key element of the Vision is a redesigned regional retail center on the land currently occupied by Valley View Mall. It has become physically and economically obsolete due to the departure of two major department stores. In addition, fashion retailing is now increasingly concentrated at Galleria Dallas and NorthPark. However, the existing assets include the AMC theatre and the Sears store which remain in operation. The Vision incorporates the AMC in its existing location while providing new options for both the short-term and long-term presence of Sears. Approximately one million square feet of outdoor shopping, restaurant and entertainment uses is envisioned in the new Midtown Center. It would include a grocery store, big box retail, restaurants and the theatre as the major tenants. Specialty and fashion





retail could also be a component of the project. This will be the only area in the Valley View - Galleria Area, besides the Galleria and Tollway Gateway areas, that will allow large format, big box retail. The layout of this subdistrict is designed to provide a primary retail “High Street” connecting east/west through the district. The street widths, streetscape design, and curb-side parking are all designed to create a vibrant, pedestrian-oriented atmosphere with a strong identity and sense of place. This new vibrant subdistrict will form a strong anchor on the east side of the study area to complement the strength of Galleria Dallas on the west.

Conclusion

With these three key elements in place, the plan is designed to redevelop incrementally to include approximately 10,000 new residential units in Midtown Center, around Midtown Commons, and along the Alpha Road corridor. In addition, up to 10 million square feet of new office space can be accommodated along the redesigned LBJ Freeway and at the Alpha Road / Dallas North Tollway gateway. A broad mix of uses will be encouraged throughout the district to support a vibrant new heart to North Dallas.

THE VISION OVERVIEW



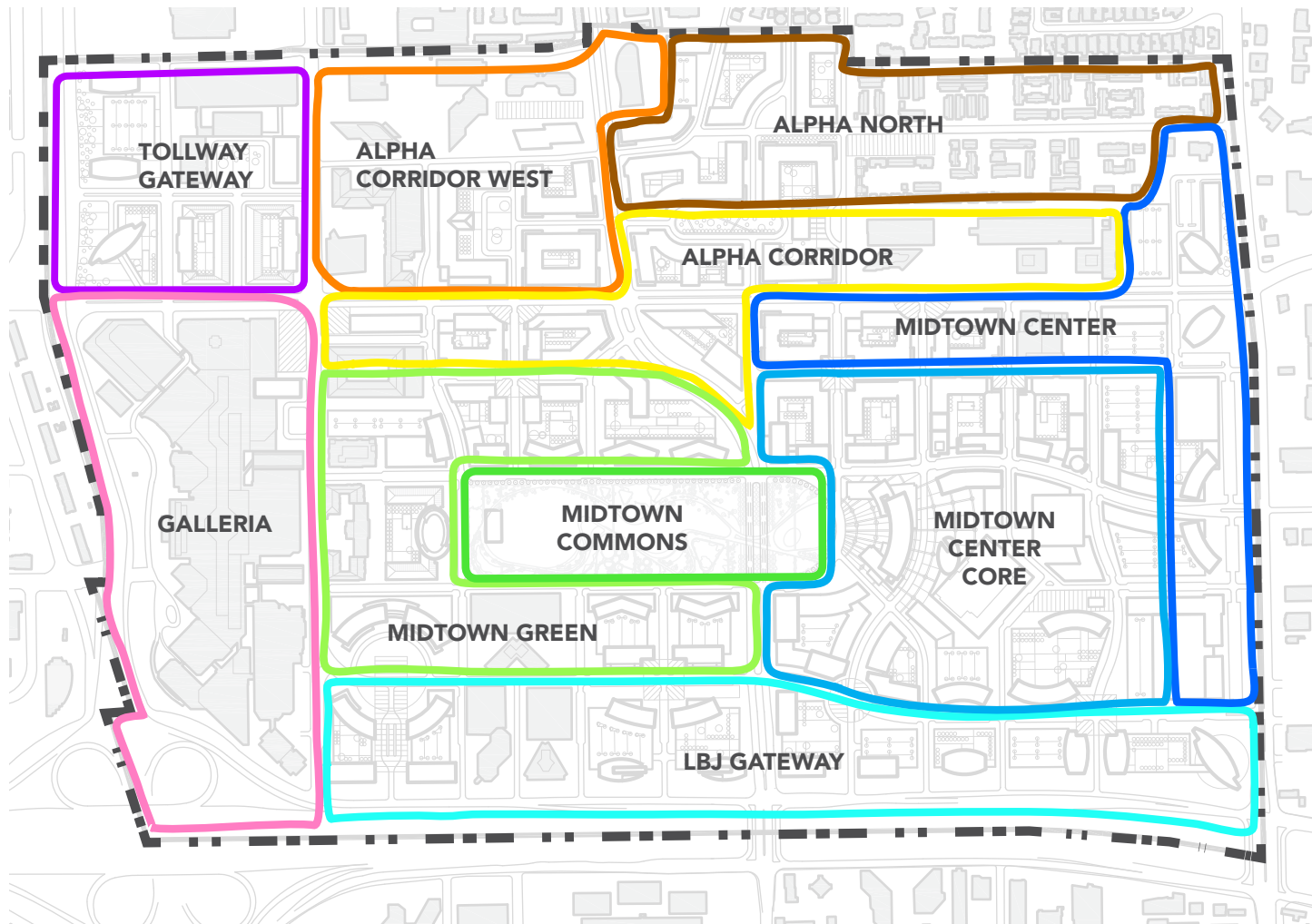
ILLUSTRATIVE VISION PLAN

The vision is of a new regional mixed use center supported by vibrant retail, entertainment uses, and mixed housing choices with integrated open spaces developed in a pedestrian, bicycle and transit friendly environment.



*Illustrative Vision Plan
Aerial View*

SUBDISTRICTS VISION



SUBDISTRICTS

The study area was divided into subdistricts to allow for the future development vision to reflect the individual character of key areas of the overall district.

While the overall district is intended to be mixed use in character, the subdistricts help establish specific guidelines to distinguish each area and to allow each area to develop in response to market demand with a unique flavor that is best suited to its location and context.

Illustrative Subdistrict diagram

MIDTOWN CENTER SUBDISTRICTS



Midtown Center and Midtown Center Core

These subdistricts will be a mixed use anchor on the east side of the study area. They are envisioned as pedestrian oriented shopping, restaurant, and entertainment areas. Large format/big box retail will continue to be encouraged in this subdistrict. In addition, residential, office, and hotel uses will be encouraged to add to the mixed use character of the area.

Allowable building heights in the Midtown Center range from three to twelve stories. In the Midtown Center Core subdistrict, allowable heights range from three to twenty stories. Development regulations should focus on street oriented buildings with form setbacks above five stories. Pedestrian friendly streetscape design and curb-side parking are also a priority.

Two key streets anchor these subdistricts; Peterson Lane extension, which connects existing Peterson to Preston Road and Preston Road itself. Peterson will be the retail “High Street” of the subdistrict providing an active retail corridor for anchor retail, the AMC, restaurants, grocery store, and specialty retail. The Preston Road frontage is envisioned to have additional large format and specialty retail and will function as a significant gateway to the district. Additionally, new north/south streets connect Alpha Road to LBJ Freeway, providing effective traffic flow and good access to parking.

As a major destination in the subdistrict, the block structure, street pattern and parking should be configured in a manner that encourages visitors to park once and walk. Development patterns and street infrastructure should be designed to facilitate internal circulation, reduce vehicular speeds, and minimize traffic congestion on Alpha Road, Preston Road, and Montfort Drive.

MIDTOWN GREEN SUBDISTRICT



Midtown Green

Midtown Green is envisioned as a signature mid-rise and high-rise residential subdistrict centered on the new Midtown Commons. While a broad range of uses will be allowed in this subdistrict, it is anticipated that this will be a highly desirable residential neighborhood by virtue of its adjacency to the 18 acre park.

Neighborhood supporting retail and personal service uses are also encouraged, as are office and institutional uses that are compatible with the predominately residential character of the area.

Allowable building heights in the Midtown Green subdistrict range from three to fifteen stories. Development regulations should focus on building form with emphasis on street oriented buildings with urban form setbacks above five stories. Pedestrian friendly streetscape design and curb-side parking are also a priority, with strong emphasis on making Peterson and James Temple pleasant and convenient routes for pedestrians, bicycles, and transit.

Orientation of buildings and building entrances in a manner that maximizes accessibility and visibility of the central park is an important site planning consideration.

ALPHA CORRIDOR SUBDISTRICTS



Alpha Corridor

The Alpha Corridor Subdistrict includes a highly eclectic mix of existing land uses. The south side of Alpha between Noel and Montfort includes multiple small parcels with limited depth. The north side of Alpha east of Montfort includes obsolete multifamily and retail uses along with multi story office development. The new zoning for this subdistrict will encourage redevelopment by continuing to allow a broad mix of uses with an emphasis on a greener, more pedestrian friendly district. In time, this subdistrict will have the benefit of a new Alpha Road section and streetscape providing better pedestrian and bicycle amenities and significant landscape plus increased automobile traffic capacity. Allowable building heights in the Alpha Corridor subdistrict range from two to twelve stories. Development regulations should focus on building form with emphasis on street oriented buildings with urban form setbacks above five stories. Pedestrian friendly streetscape design and the addition of sidewalks and bike lanes are also a priority.

Alpha Corridor West

The Alpha Corridor West subdistrict allows a broad mix of uses while allowing more height than Alpha Corridor. Allowable building height in Alpha Corridor West range from two stories to twenty stories. The allowable heights recognize the proximity to the Dallas North Tollway. Development regulations should focus on street oriented buildings with urban form setbacks above five stories. Pedestrian friendly streetscape design and curb-side parking are also a priority.

ALPHA NORTH SUBDISTRICT



Alpha North

The Alpha North subdistrict is intended to be a moderate density residential area. Heights in this subdistrict are the lowest in the study area and are reflective of the adjacent residential development that will continue to surround this district.

Allowable building heights in this subdistrict are limited to five stories with no provision for taller buildings. Development regulations should emphasize pedestrian friendly streets for walking and biking. Future development should ensure good access for pedestrians and bicyclists to the heart of the Midtown Center subdistricts. Creation of a connected network of neighborhood parks should also be a priority for new development to ensure that this is a livable subdistrict with plenty of usable green space.

GATEWAY SUBDISTRICTS



LBJ Gateway

This subdistrict anticipates taller buildings in response to its location along LBJ Freeway. Allowable heights range from three stories to forty stories. An iconic, signature tower at the northwest corner of Preston Road and LBJ Freeway is anticipated.

Due to the noise associated with the adjacent freeway, it is likely that this will be primarily an office subdistrict. However, residential, retail, restaurant, and hotel uses are also anticipated. Individual retail establishments are intended to be smaller format and large format retail is discouraged.

A new four lane thoroughfare is designed to support this new Class A office subdistrict along LBJ Freeway while improving circulation in the interior of the district. A new 60' green setback along LBJ Freeway will provide a green "frame" and front door to the district. Development regulations should focus on building form with emphasis on street-oriented buildings and urban form setbacks above five stories, particularly along the new four lane thoroughfare. Pedestrian friendly streetscape design is also a priority.

Tollway Gateway

This subdistrict anticipates taller buildings in response to its location along the Dallas North Tollway. Allowable heights range from two stories to forty stories. An iconic, signature tower at the northeast corner of the Dallas North Tollway and Alpha Road is anticipated.

Due to the noise associated with the adjacent freeway it is likely that this will be primarily an office subdistrict. However, residential, retail, restaurant, and hotel uses are allowed. Both large and small format retail will be encouraged in this subdistrict in acknowledgement of historical land uses in this area. Development regulations should focus on building form with emphasis on street oriented building and urban form setbacks above five stories. Pedestrian friendly streetscape design is also a priority.

The existing land use pattern of independent and isolated uses does not create a cohesive gateway subdistrict. New public or private streets will be encouraged in this subdistrict to create greater connectivity and integration of the district, especially as it pertains to pedestrians and green space. This subdistrict has the potential to be redeveloped with greater integration with development sites on the east side of Noel.

GALLERIA SUBDISTRICT



Galleria

The Valley View - Galleria Area Plan is intended to foster the continued success of the existing Galleria Dallas property. It is hoped that the new Vision will encourage redevelopment that will benefit the Galleria and allow it to continue to operate, improve, and redevelop within development regulations that match the development rights within the existing Planned Development District No. 322.

Furthermore, it is hoped that, in time, the retail component of the Galleria will provide pedestrian entrances from Noel Road and new street-facing retail and restaurant uses. Additionally, it is hoped that a final tower, either residential, office, or hotel, will be constructed at Noel and Alpha to anchor the corner of the Galleria subdistrict.

Development regulations for future redevelopment should focus on building form with emphasis on street oriented buildings and pedestrian friendly streetscapes.

CIRCULATION VISION



STREET NETWORK

The proposed street network in the Valley View - Galleria area is envisioned to foster enhanced circulation as the area redevelops into a vibrant, mixed use area. This internal street network includes alternative options to automobile transportation (walking, bicycling, trolley) within the study area to provide multiple circulation types and routes. These transportation elements should help minimize impact of development on the area roadways with a strong emphasis placed on pedestrian and bicycle access. The goal is to ensure complete streets that suit the needs of the adjacent land uses, support multimodal transportation, and improve traffic flow at slower and safer speed.

Methodology

The existing streets in the study area carry significant amounts of traffic on a typical day. Therefore, the study included the estimation of the additional traffic loads on the existing street system, so that recommendations could be made to minimize the impact of the new development on the already congested area streets. Based on the proposed types and densities of the various developments within the study area, the Institute of Transportation Engineers' Trip Generation Manual was used to estimate the amount of traffic that would be generated by each type of development within each subdistrict. Internal trip capture (trips between uses within a subarea) was calculated and discounted from the vehicular trips. In addition, estimates of



inter-zonal trips (between subdistricts) were estimated, and that automobile traffic was routed using internal roadways only. While the Vision calls for robust pedestrian, bicycle, and transit facilities, discounts for this type of travel were not included in the estimation of traffic volumes.

Once the traffic associated with the redevelopment was generated, this traffic was added to recent traffic counts on the area roadways, and the total traffic volumes were compared to theoretical capacities of various types of roadways. Based on these volume / capacity ratios, recommendations were made regarding the number of lanes needed on the existing and new streets within the study area. The analysis of the projected traffic volumes was also used to guide the development of the proposed street sections, presented in this document, along with proposed intersection improvements.

Recommendations

Based on the analysis described above, recommendations for the types and sizes of streets within the study area are shown in the Proposed Street Network (page 51). The blue roads represent roadways that, due to their importance from a connectivity and capacity standpoint, should be included in the City of Dallas Thoroughfare Plan. These blue roads should be dedicated and built as properties adjacent to these roads are developed. The green roads represent minor streets that will need to be constructed for circulation and access to properties as those properties develop. The pink roads represent the frontage road access along LBJ

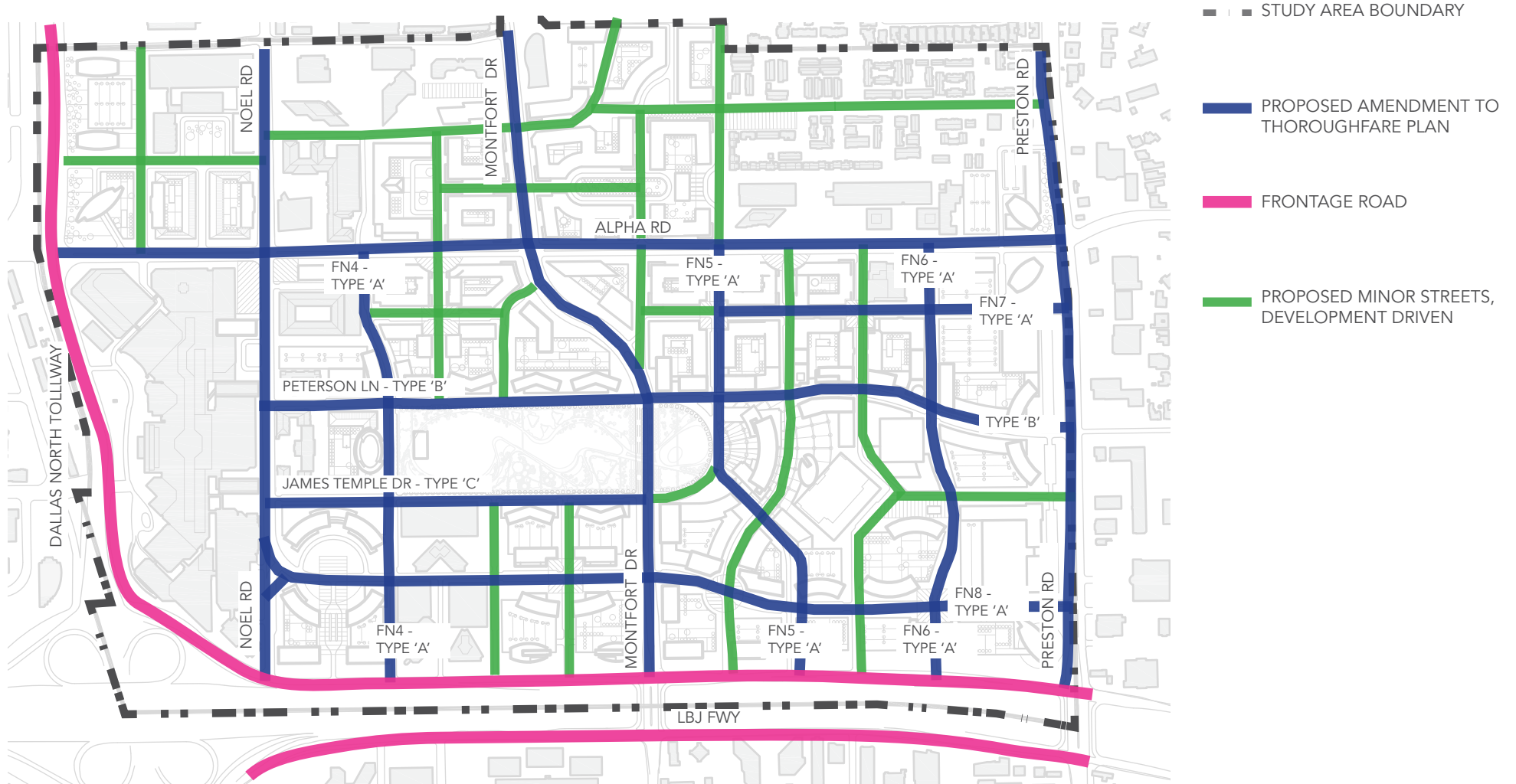


Freeway and the Dallas North Tollway. Access to these roadways via streets and driveways will require coordination with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA).

As described above, a robust network supporting alternative modes of transportation (bicycles, pedestrians and transit) will help to reduce the impact of automobiles on the streets within and adjacent to the study area. Recommendations were therefore made regarding these types of facilities. The Proposed Bike and Transit Network, (page 52) shows how bicycle lanes (green lines) will be provided throughout the study area, and will connect to regional bicycle facilities currently being planned. The orange line shows a proposed rubber tire trolley that will provide circulation within the core of the study area, encouraging those who live, work, and shop within the district to leave their cars in the garage. Finally, the pink lines show the potential for an underground light rail line that could connect the existing DART Red Line along North Central Expressway with the proposed Cotton Belt Line. This potential new light rail line would logically have an underground station within the study area, connecting this district to the rest of the Dallas-Fort Worth Region.



PROPOSED STREET NETWORK



PROPOSED BIKE AND TRANSIT NETWORK



PROPOSED GATEWAYS



PRIMARY GATEWAYS: The primary gateway nodes will be located at the most prominent intersections in the study area, coinciding with the primary-designed streets to the area. They could include any of the elements featured in the secondary gateways, but might also include specifically designed features that denote these gateways on a more grand scale. Examples of these types of gateways include pedestrian bridges, large art work, signage that crosses over streets, and water features.

SECONDARY GATEWAYS: These gateway nodes will be located at more prominent intersections in the study area. They will act to denote entrances/exits into the area, as well as the subdistricts. Their features could include items such as signage elements, enhanced cross-walk paving and landscape planting, enhanced traffic signals, street furniture and lighting, and bus stops.

TERTIARY GATEWAYS: These gateway nodes will serve primarily to identify entrances/exits to the larger masterplanned area, but doing so in a small way as they will occur at less prominent intersections. They will likely include a vertical signage element and enhanced landscape planting features.

GATEWAYS

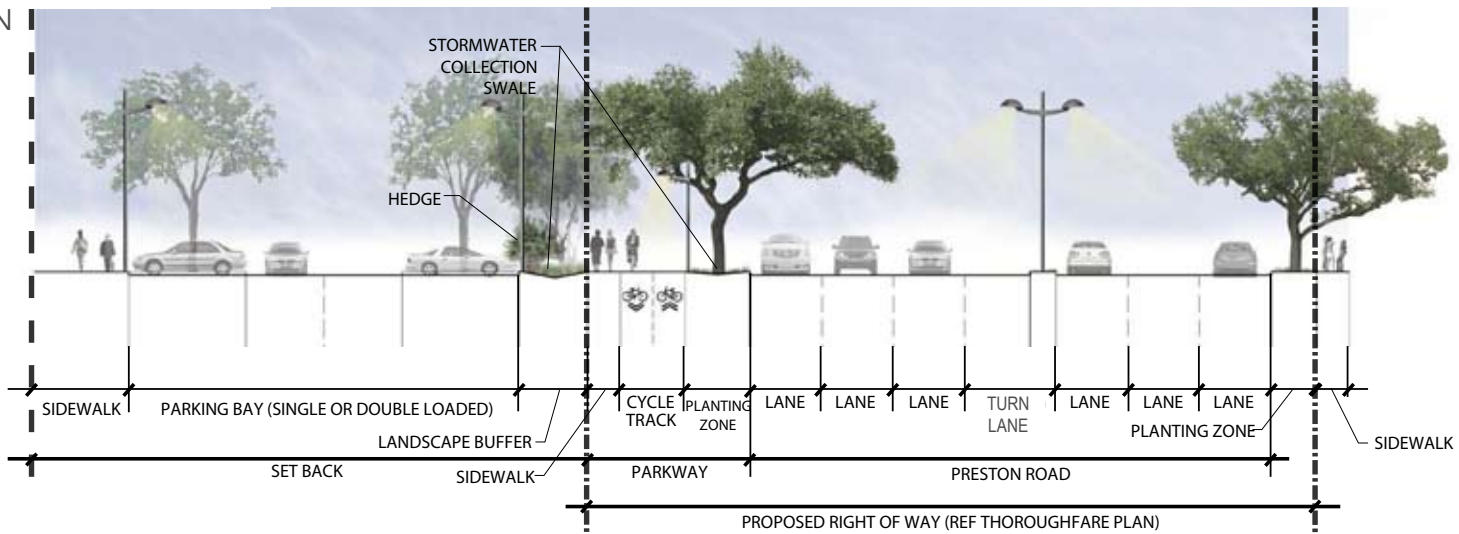
District gateways & pedestrian amenity zones are intended to create a distinctive and iconic entrance indicators for the district. Envisioned to mark the boundaries and key entry points, the gateways will serve to orient pedestrians and visitors.

PROPOSED STREET SECTIONS

TYPICAL PLAN



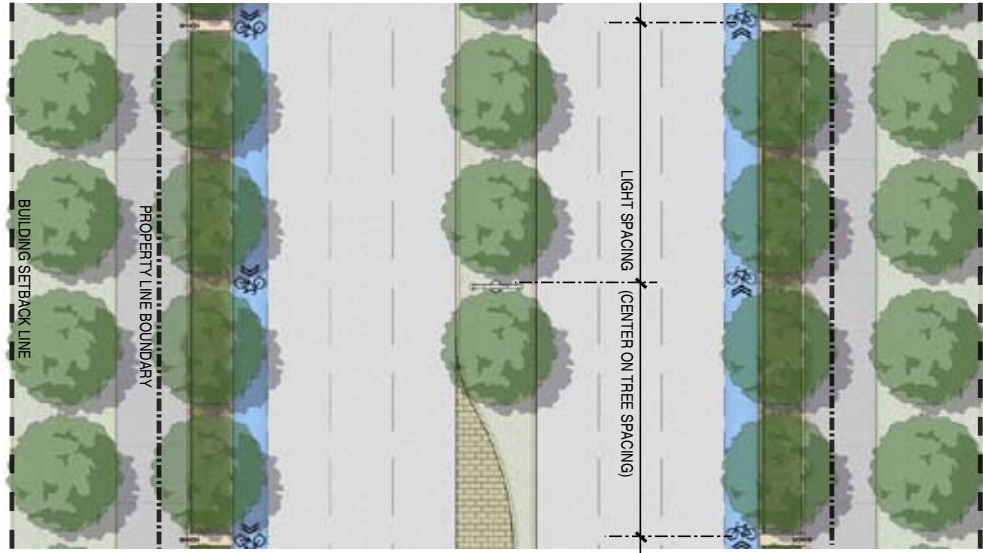
TYPICAL SECTION



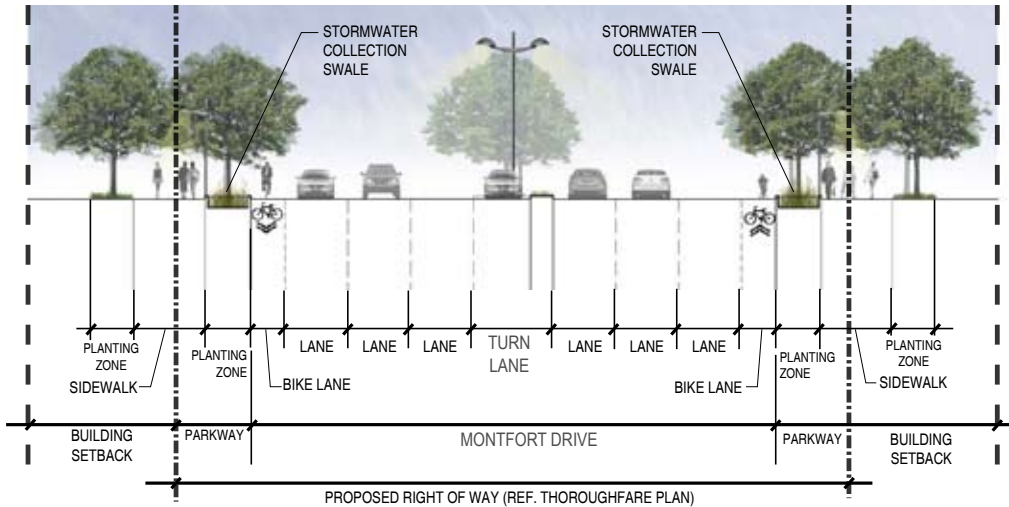
Preston Road

PROPOSED STREET SECTIONS

TYPICAL PLAN



TYPICAL SECTION



MONTFORT DRIVE (PROPOSED)



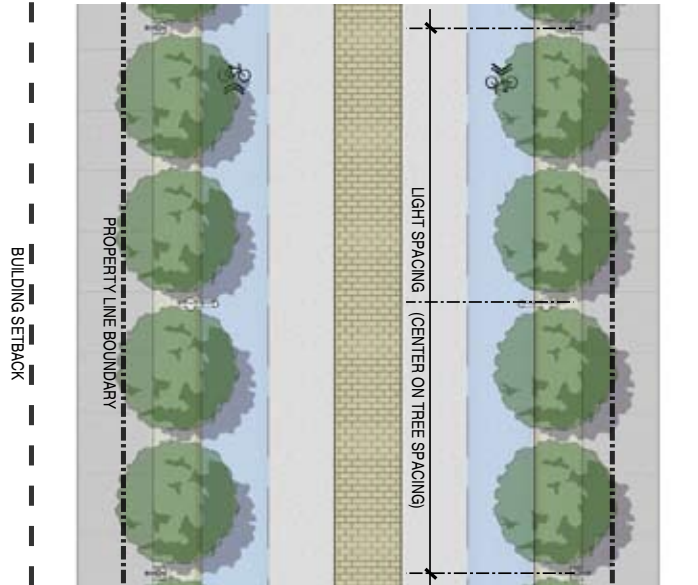
MONTFORT DRIVE (EXISTING)



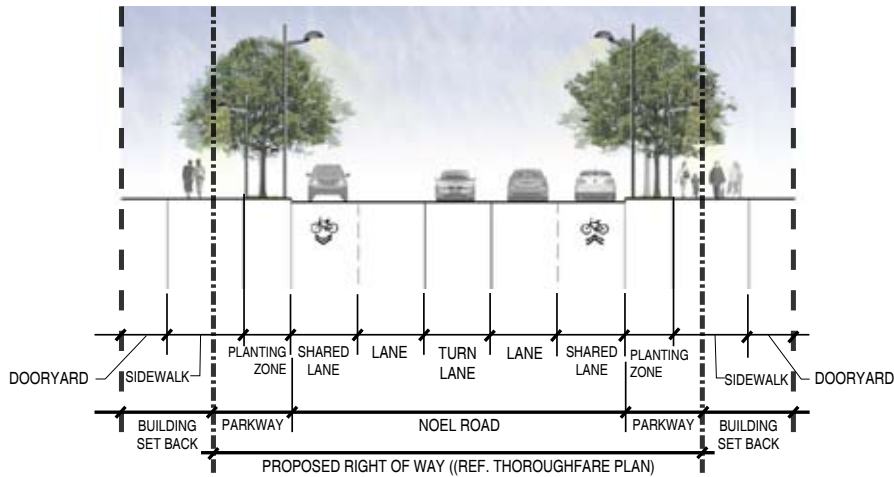
Montfort Drive

PROPOSED STREET SECTIONS

TYPICAL PLAN



TYPICAL SECTION



NOEL ROAD (PROPOSED)



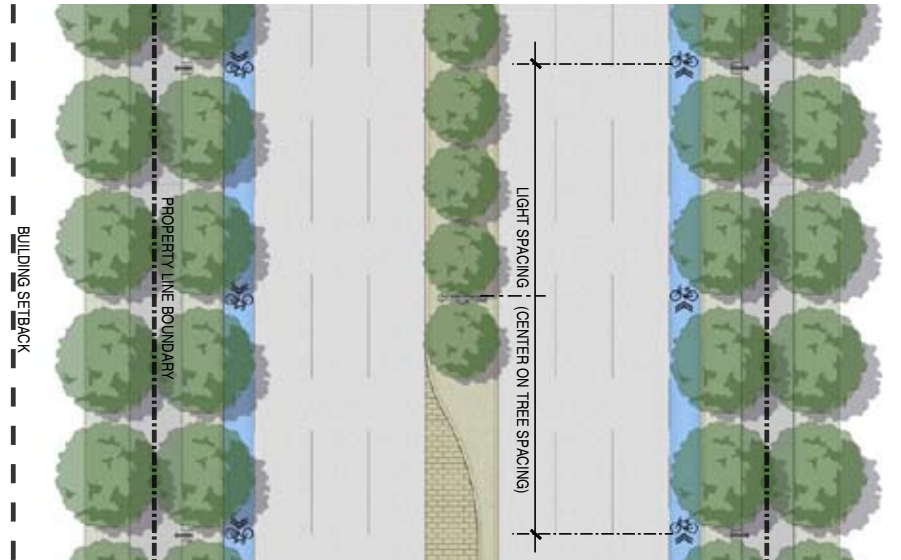
NOEL ROAD (EXISTING)



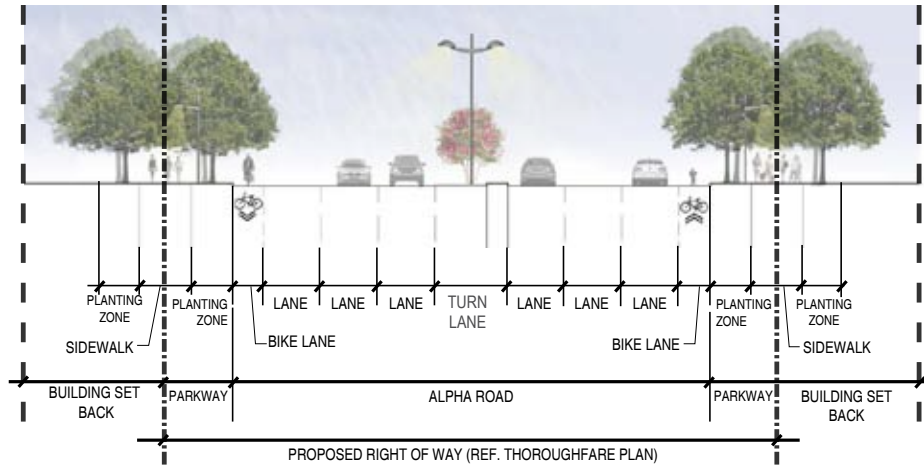
Noel Road

PROPOSED STREET SECTIONS

TYPICAL PLAN



TYPICAL SECTION



ALPHA ROAD (PROPOSED)



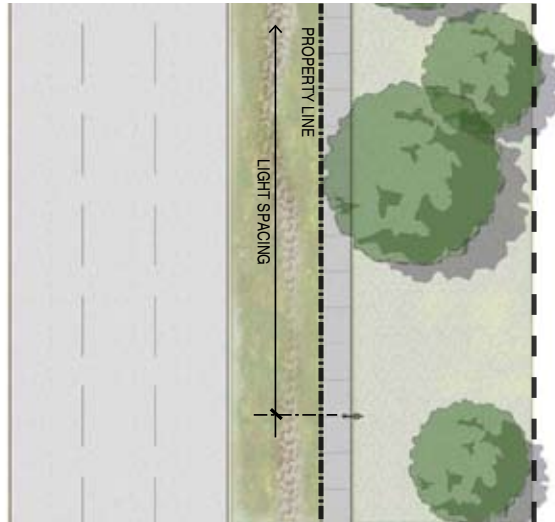
ALPHA ROAD (EXISTING)



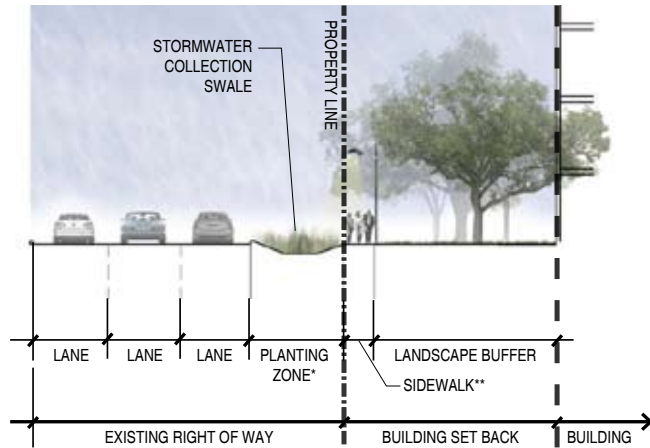
Alpha Road

PROPOSED STREET SECTIONS

TYPICAL PLAN



TYPICAL SECTION



* REDUCE TO CONFORM TO EXISTING R.O.W. AS REQUIRED
 ** SIDEWALK PLACEMENT FLEXIBLE WITHIN THE BUILDING SET BACK AREA

LBJ ACCESS ROAD (PROPOSED)

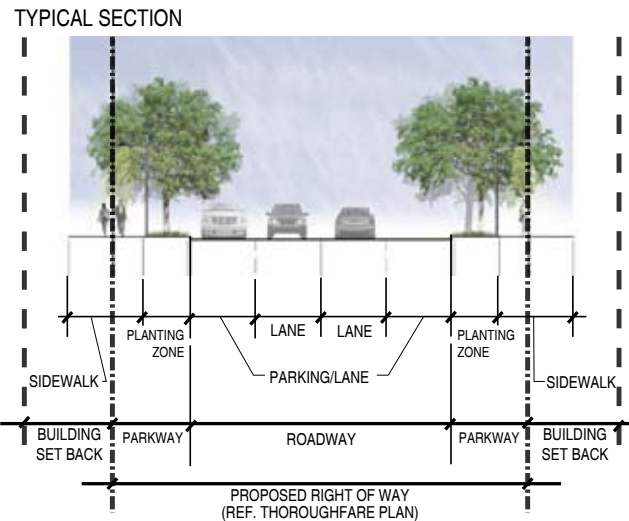
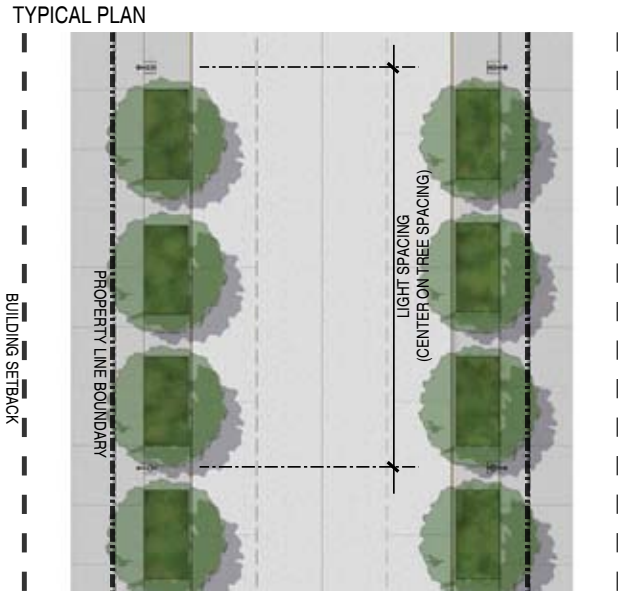


LBJ ACCESS ROAD (EXISTING)



LBJ Frontage Road

PROPOSED STREET SECTIONS



PETERSON LANE (PROPOSED)



PETERSON LANE (EXISTING)

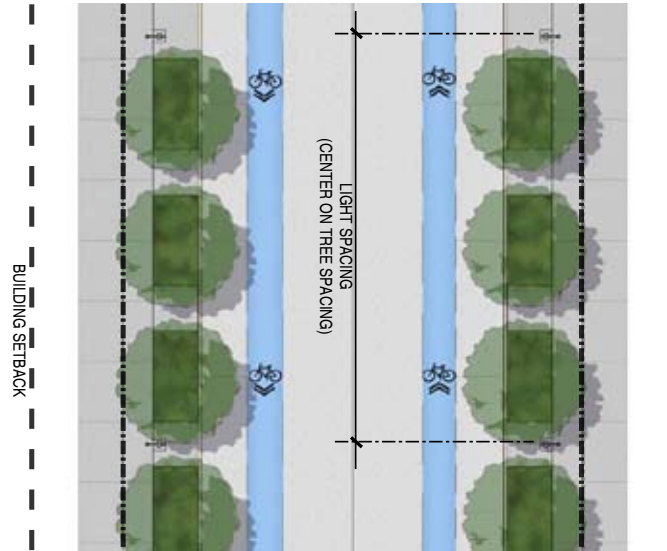


Type A : 4 lane undivided with parking allowed non-peak hours
 Type B : 2 lanes with 2 lanes parking

Interior Street Type 'A / B'

PROPOSED STREET SECTIONS

TYPICAL PLAN



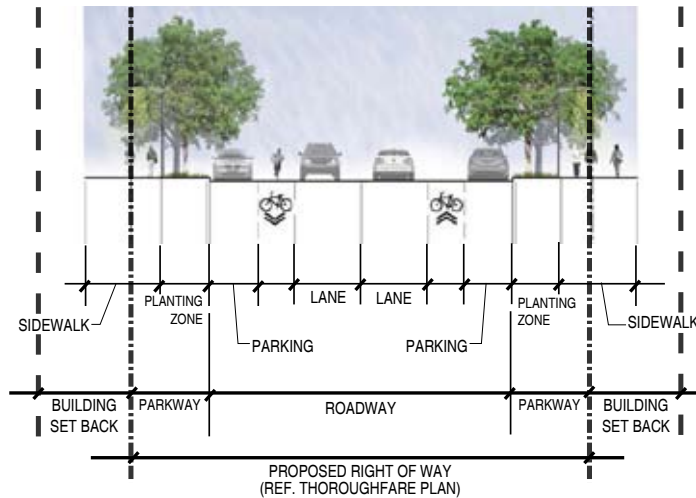
JAMES TEMPLE (PROPOSED)



JAMES TEMPLE (EXISTING)

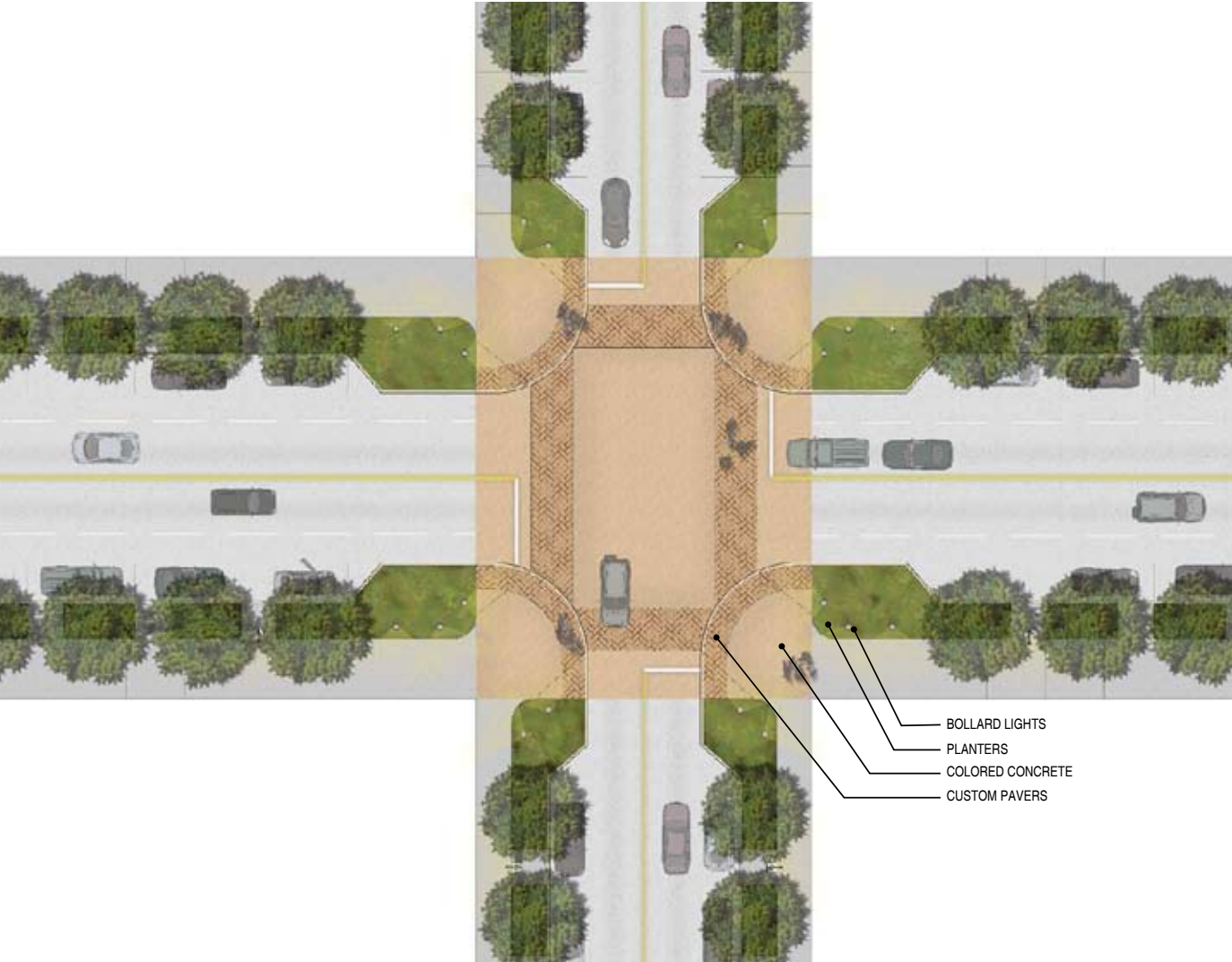


TYPICAL SECTION



Interior Street Type 'C'

PROPOSED INTERSECTION IMPROVEMENTS

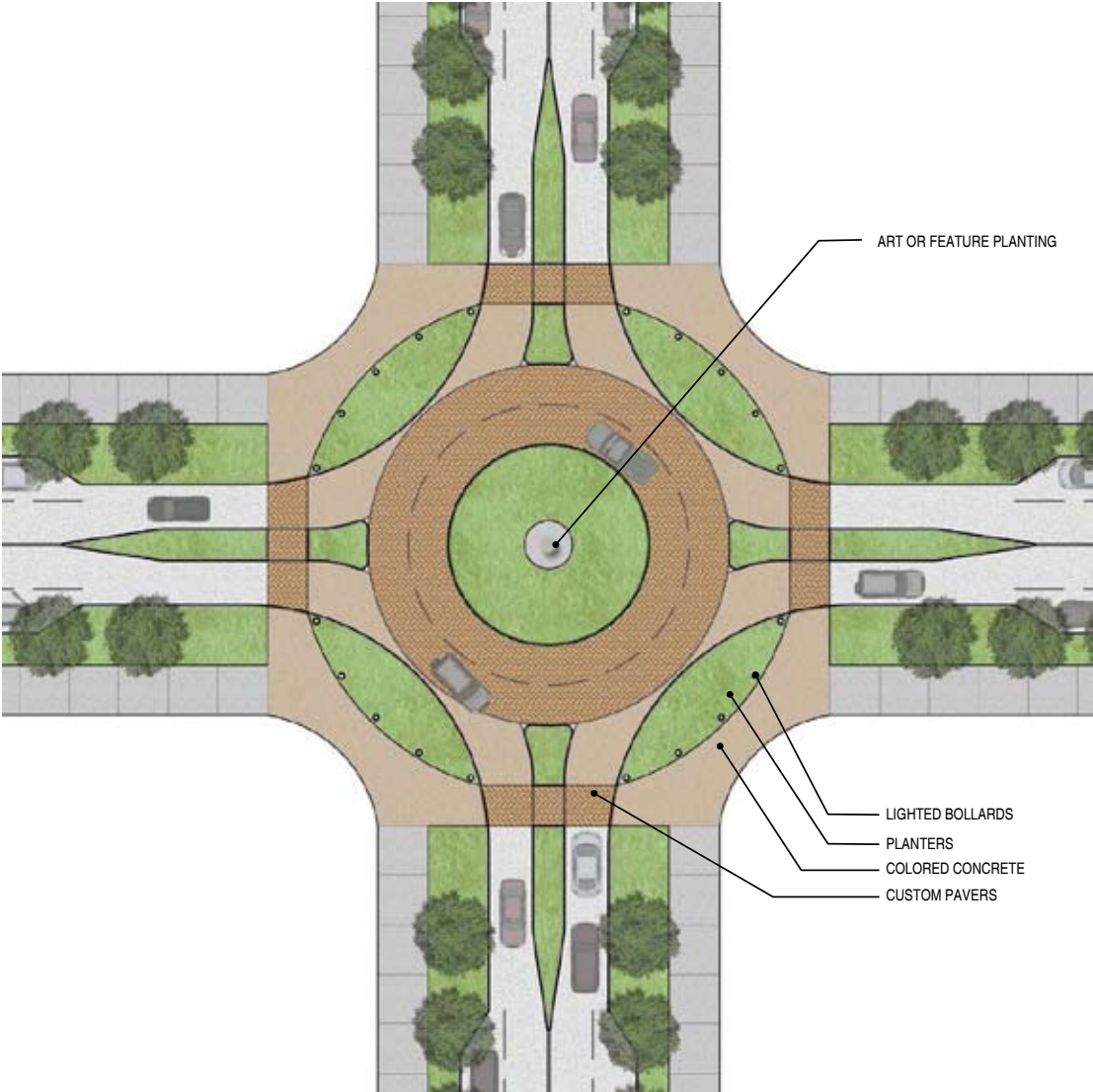


Typical Intersections:

- All vehicular intersections should incorporate cross walk pavers 9' wide in all four directions. The intersection corners should have 30' radii with 4' of handicap domed pavers at each corner per the dimension diagram. These pavers should be 4x8" concrete vehicular pavers with a three color mix of grey, dark brown and light brown. The infield should be an alternate color of dark grey.

Typical Intersection

PROPOSED INTERSECTION IMPROVEMENTS

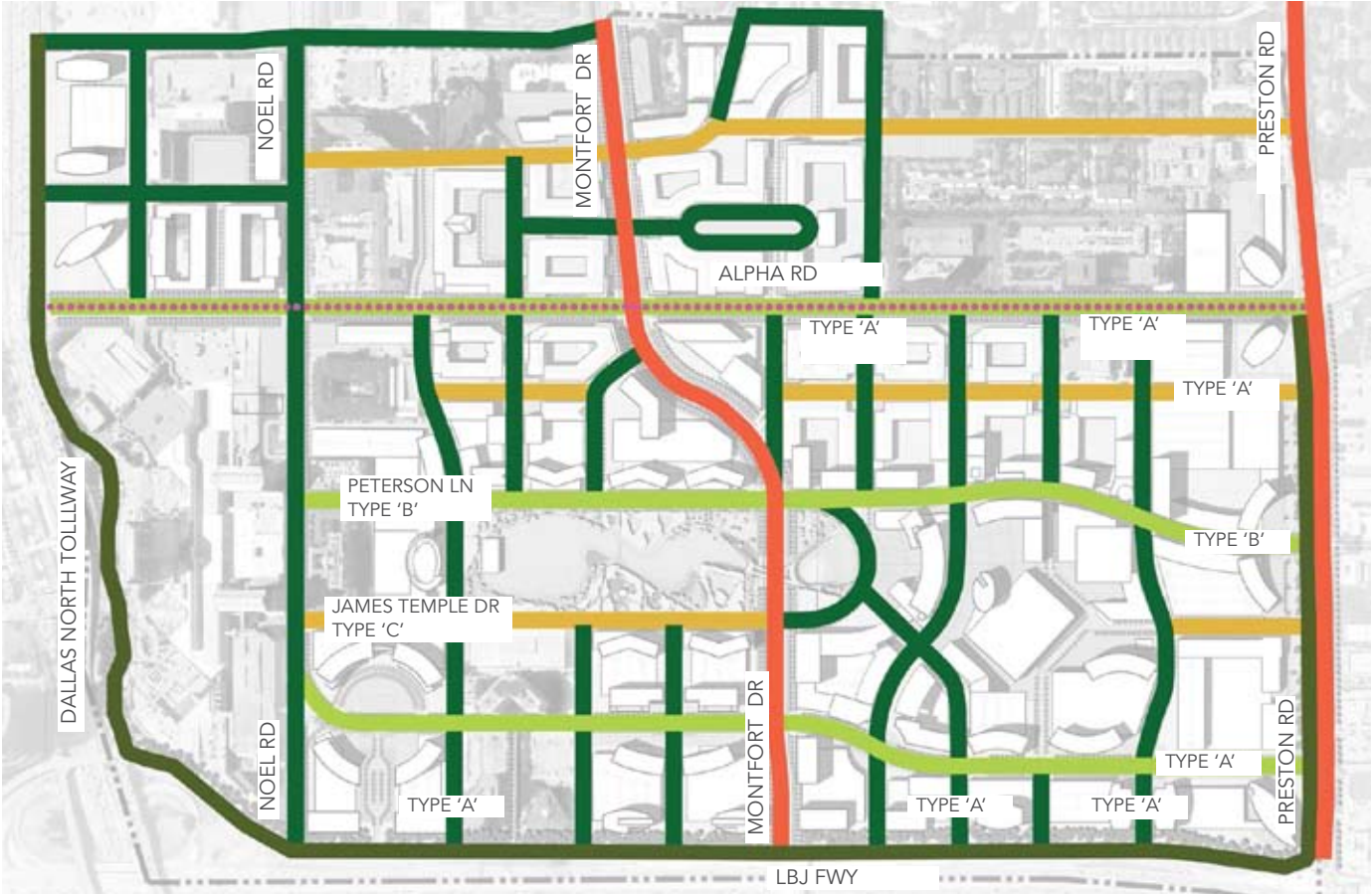


Typical Intersections:

- It may be appropriate to use roundabouts at two-lane intersections as a traffic-calming device. In this case the round about should include a single specimen tree of 6" caliper and a single green groundcover type that is not lawn. The specific design dimensions of the traffic circle and curb design should be submitted to the city for review and approval.

Typical Round-About

STREET TREES DIAGRAM









Crape Myrtle Cedar Elm



Urbanite Ash Shumard Oak



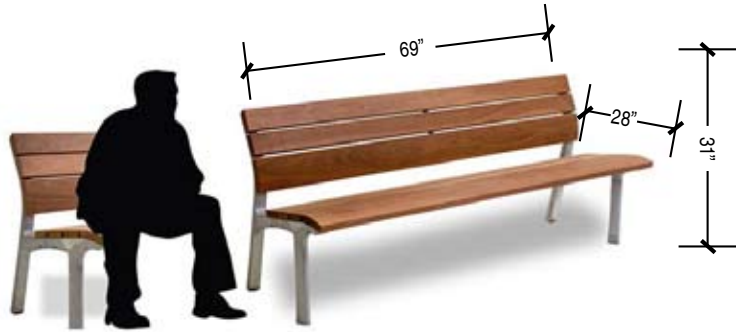
Live Oak 'High Rise' Live Oak

| | |
|--|--|
|  Crape Myrtle |  Shumard Oak |
|  Cedar Elm |  'High Rise' Live Oak |
|  Urbanite Ash |  Live Oak |

Street Tree Chart:

| Street | Tree Type |
|-----------------|---------------------------------------|
| Preston | Shumard Red Oak/Live Oak |
| LBJ Service | Live Oaks |
| Alpha | Urbanite Ash |
| Montfort | Red Oak |
| Noel | High Rise Live Oak |
| Street Type A/B | High Rise Live Oak N-S; Cedar Elm E-W |
| Street Type C | High Rise Live Oak N-S; Cedar Elm E-W |

PROPOSED STREETScape DESIGN

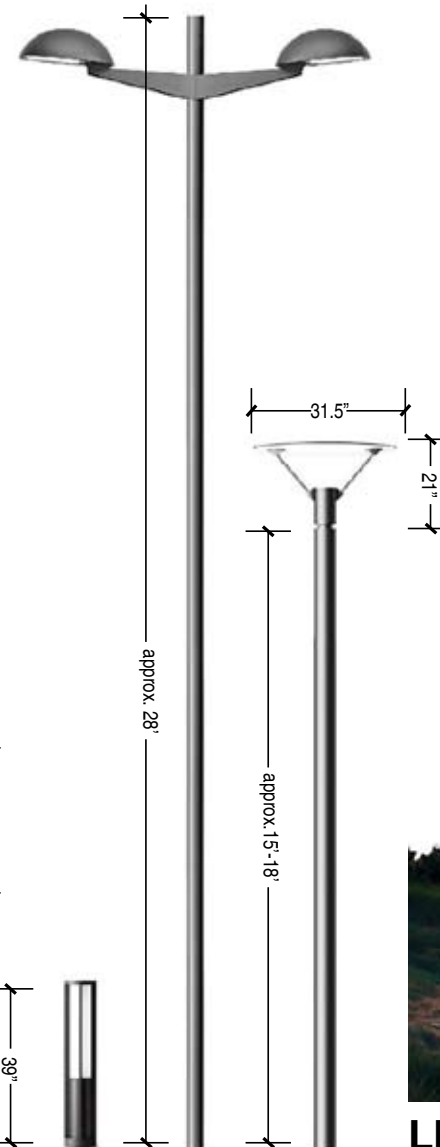
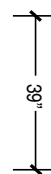


STREET BENCHES



TRASH/RECYCLING

BICYCLING



LIGHTING FIXTURES

Street Furnishings

OPEN SPACE VISION



OPEN SPACE PHILOSOPHY

The Vision proposes a relatively dense development model for the 432 acres. It is envisioned as the “downtown” of north Dallas at the intersection of the two busiest traffic arteries of the city. The success of this density model will depend on quality development, carefully considered urban form and open space with high quality streetscape integrating the urban fabric as a walkable and livable place.

The four major components of the Open Space Vision are:

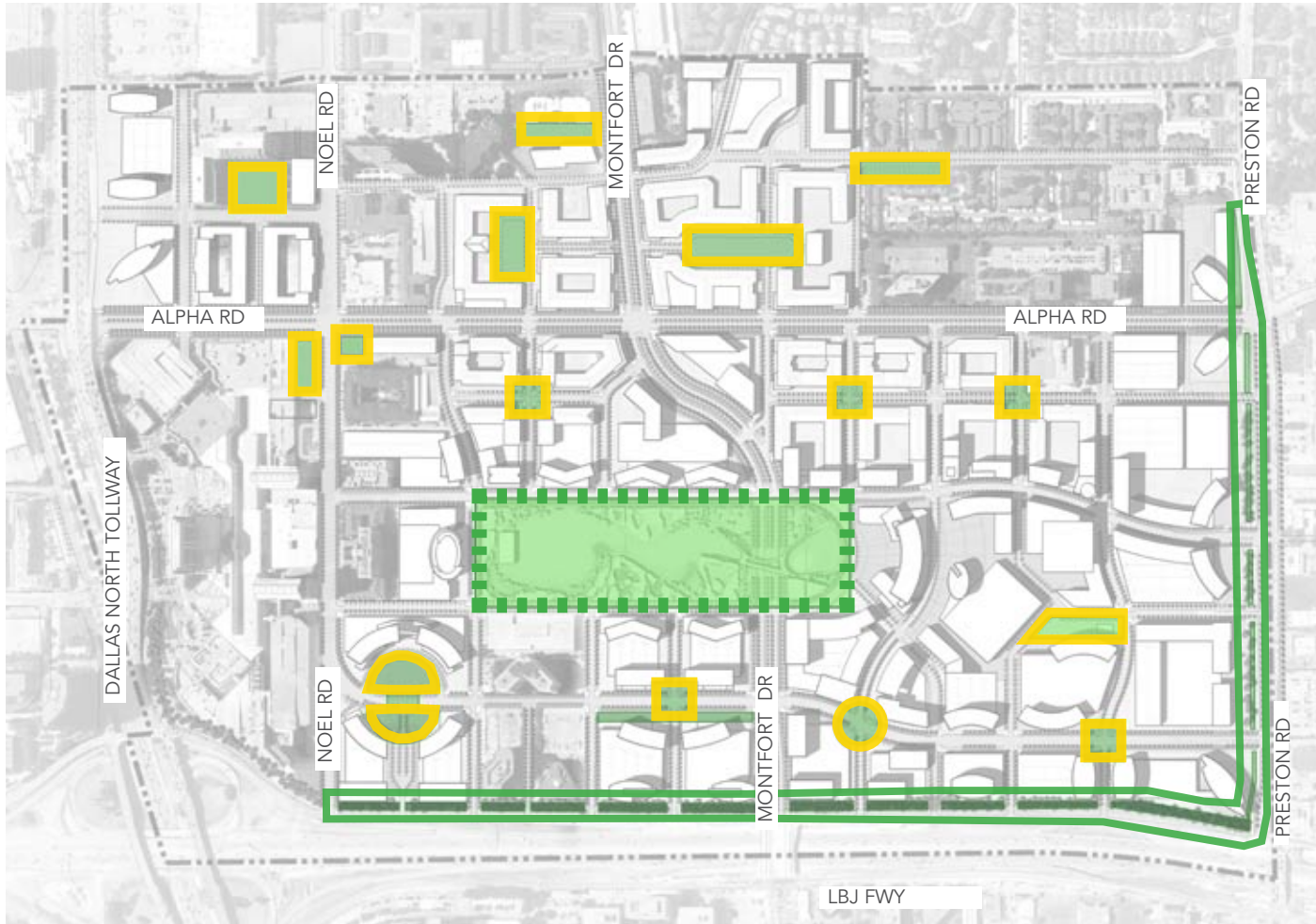
1. Midtown Commons — an 18 acre central park which anchors the district and creates real estate value for all
2. Streetscape Plan — design for a truly integrated, livable transportation system that serves pedestrians, bicycles and automobiles, based on other successful walkable models throughout the city
3. Block Park Framework— a way to organize a network of smaller scale, publicly accessible open spaces which benefits the neighborhood at a finer grain
4. Green Frame — a landscape edge defining the Midtown District along Preston Road and the LBJ Freeway

PROPOSED OPEN SPACE ILLUSTRATION



Open Space & Street Trees

PROPOSED OPEN SPACE NETWORK



- MIDTOWN COMMONS
- BLOCK PARK FRAMEWORK
- GREEN FRAME

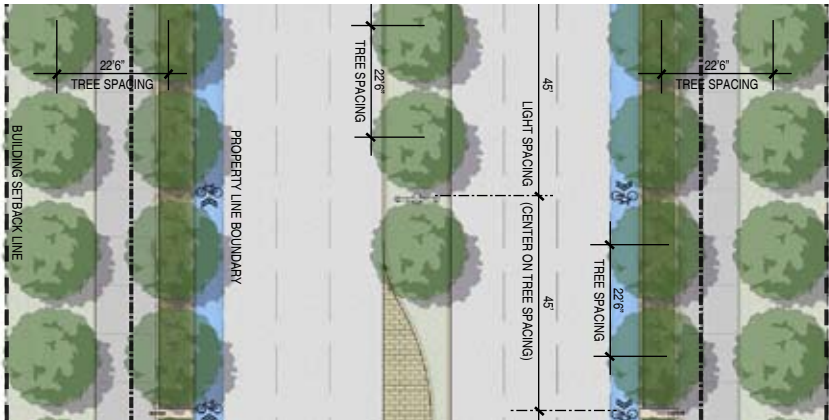


Midtown Commons

The central open space called Midtown Commons is envisioned as a community-wide park, perhaps drawing users from a large area depending on time of day and special events.

Considerations for the future design of this park space should include the following:

- Street trees and sidewalks along all edges with the appropriate trees as indicated in the streets plan
- Some large open spaces for passive recreation and events
- Possible pavilion/concert stage for special events
- Environmentally responsible landscape development and potential education opportunities on water recycling and collection from surrounding properties including detention
- ADA compliance
- Dog park facilities
- Significant playground or multi-playgrounds for children and adults
- Possible restaurant or food service venues
- Parking strategy for special events including on-street parking
- Large-scale pedestrian bridge across Montfort Drive to facilitate connectivity between the east and west sides
- Naturalized vegetation in some areas
- Potential natural park form to contrast the intensity of the urban development pattern surrounding the park



Streetscape Plan

The Streetscape Plan (see street and streetscape diagrams) is a carefully considered organization of future circulation needs that integrates, cars, pedestrians and bicycles. In addition there are considerations for transit within the district connecting to area DART stops.

The streetscape standards for the major streets in the district are intended to ensure better horticulture and enhanced walkable areas designed for a mix of residential, retail and office uses. Other minor streets must follow the streetscape standards provided in Article XIII (Form Districts) of the Dallas Development Code. The street trees are envisioned to be coordinated according to the street tree patterns developed specifically for the district.

Block Park Framework

The Plan envisions a Block Park Framework as a guide for organizing open space in a manner that creates a connected network throughout the district and a sense of place at intersections. These open spaces may be designed to serve a variety of purposes suited to the adjacent development projects, based on Article XIII Form District guidelines for open space lots. They are intended to be publicly accessible and at ground level. This network is expected to be achieved incrementally through individual development projects as one of the ways in which the open space requirements may be met. For example, a development with a smaller open space requirement may choose to create a portion of an open space shown in the Block Park Framework. Alternatively, the open space may be provided in other configurations and locations that achieve similar objectives. The goal is to allow flexibility for developers to creatively meet their open space requirements in a manner that collectively achieves the broad intent of the Block Park Framework.

Green Frame

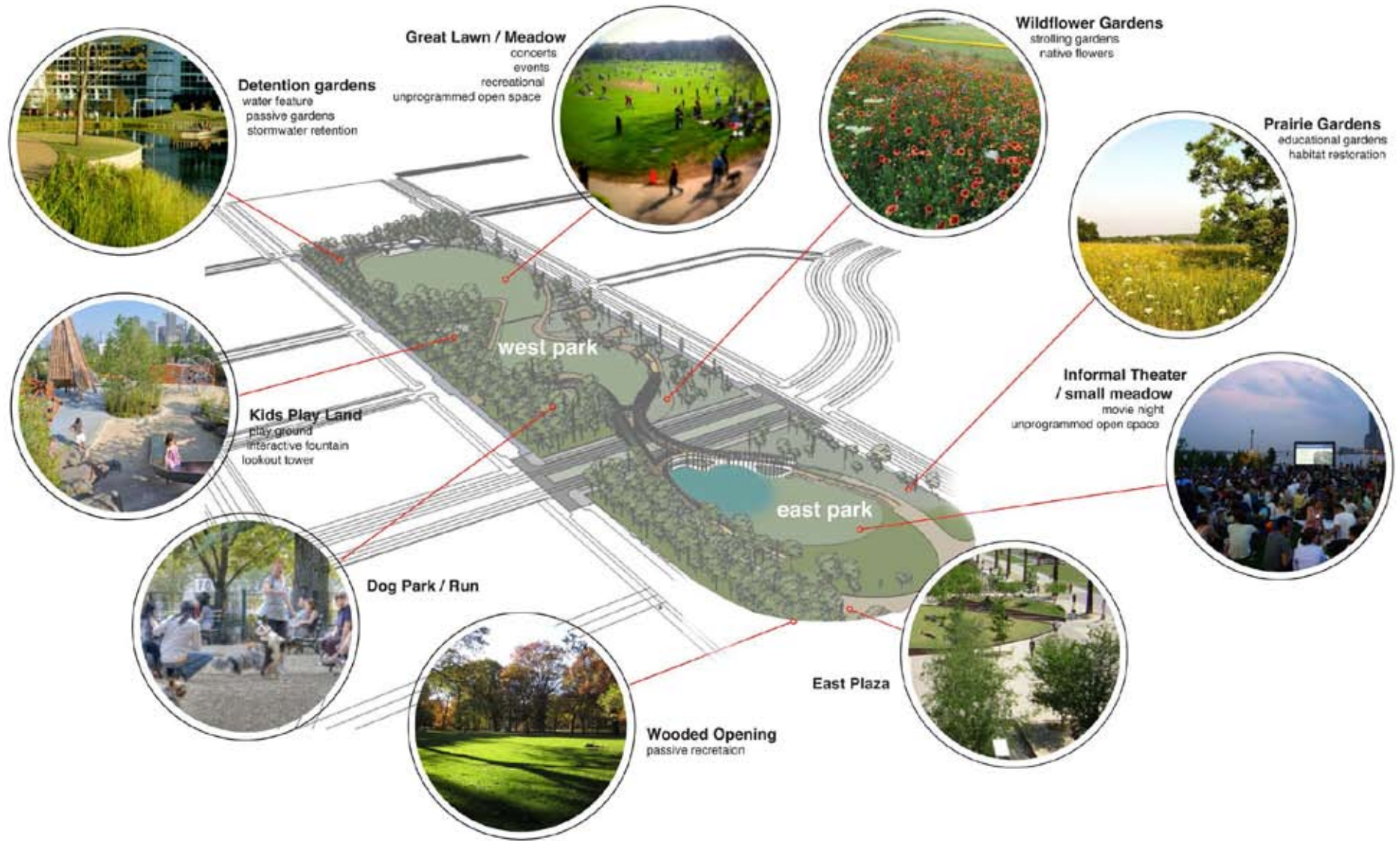
The green setbacks shown in the Plan and defined in the streetscape sections are intended to provide a green edge defining the Midtown District boundaries along Preston Road and the LBJ Freeway. These zones create a welcoming, green identity for the district and serve as a visual statement of the sustainable goals of the project. These setbacks also contribute to site drainage requirements.

ICONIC PUBLIC OPEN SPACES



Midtown Commons Vision Illustration

MIDTOWN COMMONS



Programming Concepts

IMPLEMENTATION STRATEGIES

IMPLEMENTATION PRIORITIES

PRIORITY 1 - NEW ZONING TO SUPPORT THE VISION

To ensure the development of the Midtown District is consistent with the goals identified in the Consensus Vision, new zoning should be implemented. This will provide a framework to guide new development proposals.

Timeframe: 0 - 6 months



PRIORITY 2 - NEW INTEGRATED STREET NETWORK

For the Midtown District to develop as a pedestrian, bicycle and transit friendly district, a new integrated street network is needed to break down the existing super-blocks. New streets will also serve to create developable parcels to help spur redevelopment opportunities.

Timeframe: 1 - 5 years



PRIORITY 3 - CREATION OF LARGE SCALE OPEN SPACE

To support quality of life with the anticipated growth and higher density in the district, the Consensus Vision identified the creation of a large scale open space, Midtown Commons, as a key goal. This central feature serves to unify the district with the potential to become a regional attraction.

Timeframe: 3 - 10 years



IMPLEMENTATION TOOL KIT



Areawide rezoning and Thoroughfare Plan amendment:

An areawide rezoning and comprehensive Thoroughfare Plan amendment is needed to establish a coordinated set of development regulations to guide future development in a manner consistent with the vision. In addition, future private rezoning requests should be reviewed for consistency with the vision, even as the area evolves to accommodate changing needs.

Public Improvement District (PID):

Pursue the establishment of a public improvement district through private initiative led by the North Dallas Chamber or other major private stakeholders. The goal should be to include all properties in the district. The long term scope of activities of the PID would potentially include branding and marketing, establishing and maintaining area identification and gateway treatments, and maintenance of common areas including streets and open space. The PID can also play a major role in area-wide parking management through creation of a parking management overlay district. This would facilitate efficient handling of parking through centralized parking structures, more convenient sharing of parking across property lines and use of technology to enhance parking way-finding.



Tax Increment Financing (TIF):

Major private development project proposals should lead the way in seeking a TIF district in the area. Establishment of a TIF sooner rather than later can ensure that a low base year value can be established to maximize the potential captured increment that may be reinvested in the area. Priorities for TIF funded improvements should include Midtown Commons, new streets and streetscape improvements and other infrastructure improvements.



Future bond programs :

The City of Dallas bond program cycle is usually about 5 years. The next bond program is likely to be considered in 2017. A key priority for future bond program funding in this area is land acquisition, design and construction of Midtown Commons. Other priorities include street improvements for major thoroughfares.

APPENDIX

A. QUANTIFIED BUILD OUT SCENARIO

B. INFRASTRUCTURE NEEDS ASSESSMENT

| TOLLWAY GATEWAY | | | | | |
|----------------------------|--------------|--|--------------------------------------|-------------|-------|
| | Existing | | Vision Plan Existing to Remain | Proposed | |
| Retail | | | | | |
| North of Alpha | 168,000 SF | | - | 80,000 SF | |
| Subtotal | 168,000 SF | | - | 80,000 SF | |
| Office | | | | | |
| North of Alpha | 748,000 SF | | 748,000 | | SF |
| | 94,000 SF | | | | |
| | - | | | 350,000 SF | |
| | - | | | 350,000 SF | |
| | - | | | 500,000 SF | |
| | - | | | 300,000 SF | |
| Subtotal | 842,000 SF | | 748,000 | 1,500,000 | SF |
| Multi-family | | | | | |
| | - units | | | 200 units | |
| | - units | | | 200 units | |
| Subtotal | - units | | | 400 units | |
| GALLERIA | | | | | |
| | Existing | | Vision Plan Existing to Remain | Proposed | |
| Retail | | | | | |
| | 1,700,000 SF | | 1,700,000 | | SF |
| Subtotal | 1,700,000 SF | | 1,700,000 | | SF |
| Office | | | | | |
| | 1,430,000 SF | | 1,430,000 | | SF |
| Subtotal | 1,430,000 SF | | 1,430,000 | | SF |
| Hotel | | | | | |
| | 432 rooms | | 432 | | rooms |
| Subtotal | 432 rooms | | 432 | | rooms |
| Multi-family | | | | | |
| | - units | | - | - | units |
| Subtotal | - units | | - | - | units |
| ALPHA CORRIDOR WEST | | | | | |
| | Existing | | Vision Plan Existing to Remain | Proposed | |
| Retail | | | | | |
| | 89,000 SF | | 89,000 | | SF |
| | 36,850 SF | | | 64,000 SF | |
| Subtotal | 125,850 SF | | 89,000 | 64,000 SF | |
| Office | | | | | |
| Post Office | 1,500 SF | | 1,500 | | SF |
| | 249,000 SF | | 249,000 | | SF |
| | 205,000 SF | | 205,000 | | SF |
| | 64,000 SF | | 64,000 | | SF |
| | 78,000 SF | | 78,000 | | SF |
| Vacant | | | | | |
| | 40,000 SF | | - | | |
| | 82,000 SF | | 82,000 | | SF |
| Subtotal | 719,500 SF | | 679,500 | | SF |
| Multi-family | | | | | |
| | - units | | | 600 units | |
| Subtotal | - units | | - | 1,200 units | |

Quantified Build Out Scenario

The area tabulation summary below reflects the Vision Illustration developed through the planning process. This reflects one possible development scenario which may vary based on market conditions and individual property development.

These areas were utilized in review of transportation and infrastructure needs assessments also included in this appendix.

| ALPHA CORRIDOR | | | | | |
|---------------------|------------|--|--------------------------------------|-------------|-------|
| | Existing | | Vision Plan Existing to Remain | Proposed | |
| Retail | | | | | |
| | 91,331 SF | | - | 60,000 | |
| | 23,070 SF | | - | | |
| | 20,388 SF | | - | 36,000 | |
| Subtotal | 134,789 SF | | - | 96,000 SF | |
| Office | | | | | |
| | 279,000 SF | | 279,000 | | SF |
| | 262,000 SF | | 262,000 | | SF |
| | - | | - | | SF |
| Subtotal | 541,000 SF | | 541,000 | | SF |
| Multi-family | | | | | |
| | 206 units | | | 800 units | |
| South of Alpha | 246 units | | 246 | | units |
| | 83 units | | | 300 units | |
| | 84 units | | | 300 units | |
| | - units | | - | - | units |
| Subtotal | 619 units | | 246 | 1,400 units | |
| ALPHA NORTH | | | | | |
| | Existing | | Vision Plan Existing to Remain | Proposed | |
| Retail | | | | | |
| Subtotal | - SF | | - | - | SF |
| Office | | | | | |
| Subtotal | - SF | | - | - | SF |
| Multi-family | | | | | |
| | 144 units | | | 700 units | |
| | 231 units | | | 800 units | |
| | 231 units | | 231 | | units |
| | 144 units | | 144 | | units |
| | 102 units | | 102 | | units |
| Condo | 127 units | | 127 | | units |
| Subtotal | 979 units | | 604 | 1,500 units | |

| MIDTOWN GREEN | | | | | |
|---------------------|-----------|-------|--------------------|----------|-------|
| | Existing | | Vision Plan | | |
| | | | Existing to Remain | Proposed | |
| Multi-family | 83 | units | | 300 | units |
| | 84 | units | | 300 | units |
| | 273 | units | | 600 | units |
| | 350 | units | | 300 | units |
| | | | | 600 | units |
| | | | | 600 | units |
| Subtotal | 790 | units | - | 2,700 | units |
| Hotel | 258 | rooms | 258 | | rooms |
| Subtotal | 258 | rooms | 258 | | rooms |
| Retail | | | | | |
| | 27,000 | SF | | 20,000 | SF |
| | | | | 20,000 | SF |
| | 25,000 | SF | | | |
| | 175,000 | SF | | | |
| Subtotal | 227,000 | SF | - | 40,000 | SF |
| Office | 54,000 | SF | - | 500,000 | |
| | 296,000 | SF | 296,000 | | |
| Subtotal | 350,000 | SF | 296,000 | 500,000 | SF |
| MIDTOWN CENTER | | | | | |
| | Existing | | Vision Plan | | |
| | | | Existing to Remain | Proposed | |
| Retail | | | | | |
| | 80,000 | SF | - | | |
| | 32,000 | SF | - | 50,000 | |
| North of Alpha | | | | 80,000 | SF |
| Valley View | 1,700,000 | SF | 250,000 | | |
| | | | | 320,000 | SF |
| | | | | 285,000 | SF |
| Subtotal | 1,812,000 | SF | 250,000 | 735,000 | SF |
| Office | | | | | |
| North of Alpha | 63,000 | SF | - | | |
| ATT | 84,000 | SF | 84,000 | | |
| | | | | 500,000 | |
| Subtotal | 147,000 | SF | 84,000 | 500,000 | SF |
| Hotel | | | | 250 | rooms |
| Subtotal | - | | | 250 | rooms |
| Multi-family | | | | | |
| Alpha Road | | | | 550 | units |
| | | | | 400 | units |
| | | | | 400 | units |
| | | | | 200 | units |
| | | | | 500 | units |
| Subtotal | - | units | | 2,050 | units |

| LBJ GATEWAY | | | | | |
|-----------------------------|------------|-------|--------------------|------------|---------------------------|
| | Existing | | Vision Plan | | |
| | | | Existing to Remain | Proposed | |
| Retail | | | | | |
| | 61,000 | SF | - | | |
| | 77,000 | SF | - | | |
| | 33,000 | | - | | |
| Subtotal | 171,000 | SF | - | - | |
| Office | | | | | |
| Chevrolet site | - | SF | | 500,000 | |
| | 346,000 | SF | 346,000 | | |
| | | | | 1,000,000 | |
| | | | | 500,000 | |
| | | | | 1,000,000 | |
| | 61,000 | | | | |
| | 77,000 | | | | |
| Subtotal | 484,000 | SF | 346,000 | 4,000,000 | SF |
| Hotel | | | | 400 | rooms |
| Subtotal | - | | | 400 | rooms |
| TOTALS BY USE | | | | | |
| | Existing | | Vision Plan | | Percentage of development |
| | | | Existing to Remain | Proposed | |
| Office | 4,513,500 | SF | 4,124,500 | 6,500,000 | SF 29% |
| Retail | 4,338,639 | SF | 2,039,000 | 1,015,000 | SF 5% |
| Multifamily | 2,388 | units | 850 | 9,250 | units 63% |
| Hotel | 690 | rooms | 690 | 650 | rooms 3% |
| TOTAL PROJECT SQ FT | 13,124,139 | | 8,128,500 | 22,040,000 | |
| TOTAL VISION PLAN BUILD OUT | | | | 30,168,500 | |

| | BLOCK PARKS | MIDTOWN COMMONS | GREEN FRAME |
|---|-------------|-----------------|-------------|
| TOLLWAY GATEWAY | | | |
| | Acreage | | |
| Block Park #1 | 1.0 | | |
| District Subtotal | 1.0 | | |
| ALPHA CORRIDOR WEST | | | |
| | Acreage | | |
| Block Park #7 | 0.8 | | |
| Block Park #3 | 0.7 | | |
| District Subtotal | 1.4 | | |
| ALPHA NORTH | | | |
| | Acreage | | |
| Block Park #6 (half) | 0.6 | | |
| Block Park #8 | 1.0 | | |
| District Subtotal | 1.6 | | |
| ALPHA CORRIDOR | | | |
| | Acreage | | |
| Block Park #4 | 0.4 | | |
| Block Park #5 (half) | 0.3 | | |
| Block Park #6 (half) | 0.6 | | |
| District Subtotal | 1.3 | | |
| MIDTOWN GREEN | | | |
| | Acreage | | |
| Block Park #15 (half) | 1.2 | | |
| Block Park #5 (half) | 0.3 | | |
| Block Park #14 (half) | 0.2 | | |
| District Subtotal | 1.7 | | |
| MIDTOWN COMMONS (WEST OF MONTFORT) | | | |
| | Acreage | | |
| Midtown Commons | | 11.7 | |
| District Subtotal | | 11.7 | |
| MIDTOWN COMMONS (EAST OF MONTFORT) | | | |
| | Acreage | | |
| Midtown Commons | | 6.2 | |
| District Subtotal | | 6.2 | |

| | BLOCK PARKS | MIDTOWN COMMONS | GREEN FRAME |
|------------------------------------|-------------|-----------------|-------------|
| MIDTOWN CENTER | | | |
| | Acreage | | |
| Preston Road setback | | | 1.8 |
| Block Park #9 | 0.4 | | |
| Block Park #10 | 0.3 | | |
| Block Park #12 (quarter) | 0.1 | | |
| Block Park #13 (quarter) | 0.1 | | |
| District Subtotal | 0.8 | | 1.8 |
| MIDTOWN CENTER CORE | | | |
| | Acreage | | |
| Block Park #11 | 1.4 | | |
| Block Park #12 (quarter) | 0.1 | | |
| Block Park #13 (quarter) | 0.1 | | |
| District Subtotal | 1.6 | | |
| LBJ GATEWAY | | | |
| | Acreage | | |
| Block Park #12 (half) | 0.2 | | |
| Block Park #13 (half) | 0.2 | | |
| Block Park #14 (half) | 0.2 | | |
| Block Park #15 (half) | 0.6 | | |
| LBJ setback | | | 6.0 |
| Preston Road setback | | | 0.2 |
| District Subtotal | 1.3 | | 6.2 |
| GALLERIA | | | |
| | Acreage | | |
| Block Park #2 | 0.8 | | |
| District Subtotal | 0.8 | | |
| TOTAL BLOCK PARK | | | |
| | 11.6 ac | | |
| TOTAL MIDTOWN COMMONS | | | |
| | | 17.9 ac | |
| TOTAL GREEN FRAME | | | |
| | | | 8.0 |
| TOTAL STUDY AREA OPEN SPACE | | | |
| | | | 37.5 |

Infrastructure Needs Assessment

The sections below provide an overview of existing storm, sanitary sewer, water and electric infrastructure in the area, expected conditions at final build out, and anticipated improvements required.

Storm Sewer - Pacheco Koch (PK) has analyzed the existing runoff based on the current zoning and the proposed runoff based on the expected use. C-Values for existing zoning districts were gathered from the City of Dallas Drainage Design Manual. To determine the C-Value for the proposed uses, PK modified the C-Value coefficients outlined in the City of Dallas Drainage Design Manual by including the minimum 4% open space on each lot, forming a new C-Value correlating to each use within the Midtown project. The modified values are indicated in the table below:

| Zone | Land Use | Runoff Coefficient "C" | Max. Inlet Time in Minutes |
|-------------|-------------------------|-------------------------------|-----------------------------------|
| MF | Multifamily Residential | 0.78 | 10 |
| O | Office | 0.88 | 10 |
| R | Retail | 0.88 | 10 |
| H | Hotel | 0.78 | 10 |
| P | Park | 0.3 | 10 |

Using the coefficients outlined above, Pacheco Koch calculated the expected runoff from each proposed lot and determined a total flow from each watershed within the site. Proposed watershed boundaries were approximately equal to the existing watershed boundaries present within the site today. The table below summarizes the existing and expected flows from each watershed within the study area:

Appendix B.1

| | Existing Flows | | Proposed Flows | |
|--|-------------------------|--------------|-------------------------|--------------|
| Watershed #1 (to South) (3-Ex. 8'x7') | Watershed #1 Area = | 245.93 acres | Watershed #1 Area = | 238.58 acres |
| | Watershed #1 C Value = | 0.90 | Watershed #1 C Value = | 0.79 |
| | Watershed #1 CFS = | 1955.411 cfs | Watershed #1 CFS = | 1683.562 cfs |
| Watershed #2 (to East) (Ex. 18") | Watershed #2 Area = | 3.68 acres | Watershed #2 Area = | 4.23 acres |
| | Watershed #2 C Value = | 0.80 | Watershed #2 C Value = | 0.73 |
| | Watershed #2 CFS = | 26.139 cfs | Watershed #2 CFS = | 27.517 cfs |
| Watershed #3 (to East) (Ex. 24") | Watershed #3 Area = | 11.44 acres | Watershed #3 Area = | 13.74 acres |
| | Watershed #3 C Value = | 0.90 | Watershed #3 C Value = | 0.76 |
| | Watershed #3 CFS = | 91.415 cfs | Watershed #3 CFS = | 92.327 cfs |
| Watershed #4 (to East) (Ex. 4'x4') | Watershed #4 Area = | 66.53 acres | Watershed #4 Area = | 68.58 acres |
| | Watershed #4 C Value = | 0.86 | Watershed #4 C Value = | 0.83 |
| | Watershed #4 CFS = | 507.933 cfs | Watershed #4 CFS = | 503.785 cfs |
| Watershed #5 (to North) (2-Ex. 72") | Watershed #5 Area = | 113.89 acres | Watershed #5 Area = | 116.44 acres |
| | Watershed #5 C Value = | 0.86 | Watershed #5 C Value = | 0.80 |
| | Watershed #5 CFS = | 865.905 cfs | Watershed #5 CFS = | 823.563 cfs |
| Watershed #6 (to North) (Ex. 48") | Watershed #6 Area = | 16.91 acres | Watershed #6 Area = | 16.81 acres |
| | Watershed #6 C Value = | 0.88 | Watershed #6 C Value = | 0.89 |
| | Watershed #6 CFS = | 132.415 cfs | Watershed #6 CFS = | 132.850 cfs |
| Total Project Summary | Total Project Area = | 458.38 acres | Total Project Area = | 458.38 acres |
| | Total Project C Value = | 0.88 | Total Project C Value = | 0.80 |
| | Total Project CFS = | 3579.217 cfs | Total Project CFS = | 3263.603 cfs |

As shown in the table above, the overall runoff from the site has been reduced by approximately 10%. As a result of the decreased flows, PK has determined and verified with the City of Dallas that detention would not be required.

It is important to note, due to the anticipated development of new roadway alignments and buildings, portions of the existing storm sewer will be required to be relocated to the new roadways. Utility relocation timelines will be determined by the roadway construction and individual lot development schedules.

Recommended drainage criteria to be utilized for each individual project in the study area are identified above (page 83)

Sanitary Sewer - Pacheco Koch has analyzed the existing and proposed sanitary sewer systems based on the expected daily demand tables located in the DWU Water & Wastewater Design Manual to determine the theoretical flows from the study area. The table below outlines the calculated flows based on this information:

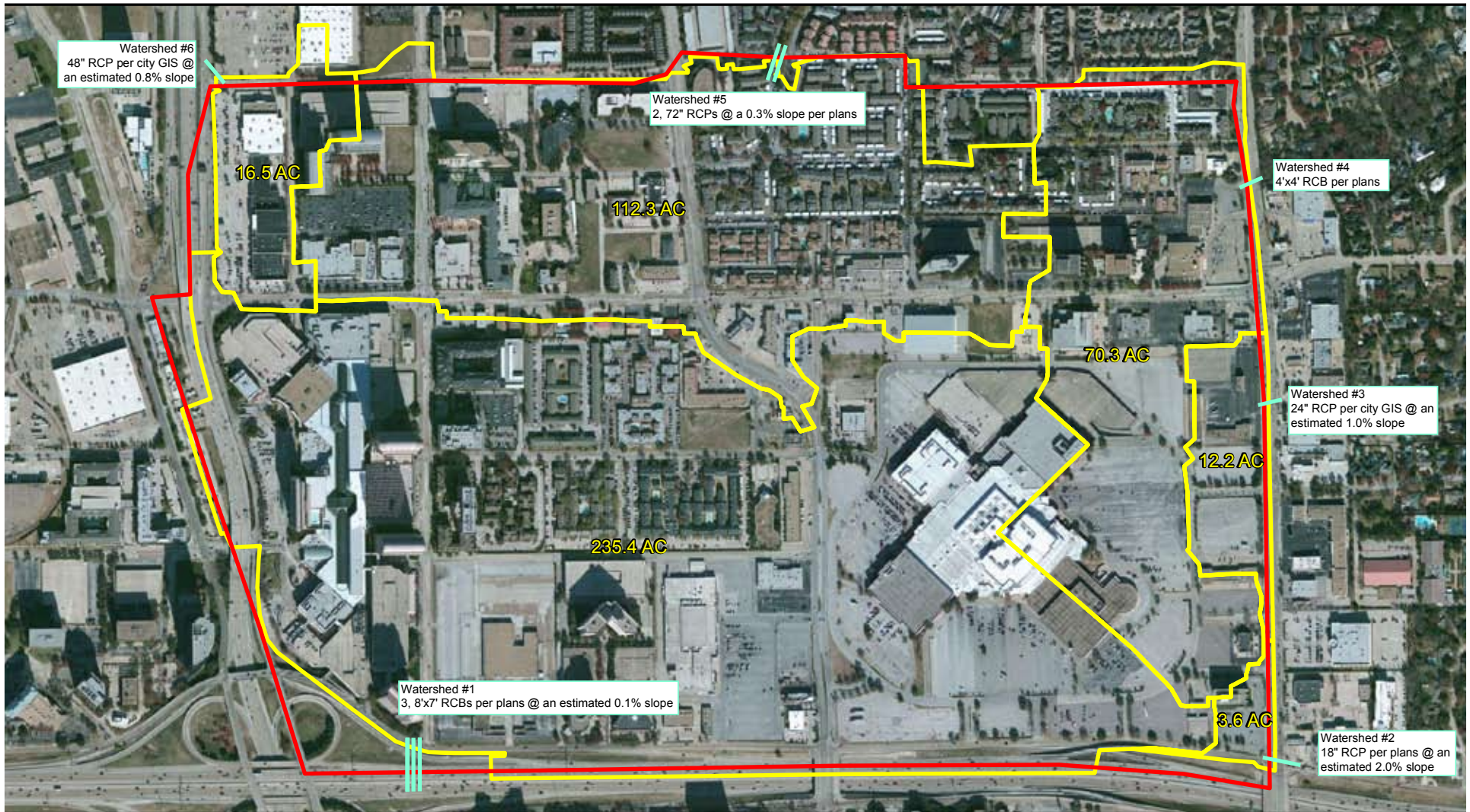
| | Existing Flows | | Proposed Flows | |
|--|--------------------|------------------------|--------------------|------------------------|
| Sewershed #1 (to South) (Ex. 18") | Sewershed #1 GPD = | 4,743,572.9 <i>gpd</i> | Sewershed #1 GPD = | 7,188,200.0 <i>gpd</i> |
| | Sewershed #1 GPM = | 3,294.1 <i>gpm</i> | Sewershed #1 GPM = | 4,991.8 <i>gpm</i> |
| | Sewershed #1 CFS = | 7.340 <i>cfs</i> | Sewershed #1 CFS = | 11.123 <i>cfs</i> |
| Sewershed #2 (to East) (Ex. 8") | Sewershed #2 GPD = | 1,827,948.6 <i>gpd</i> | Sewershed #2 GPD = | 2,163,250.0 <i>gpd</i> |
| | Sewershed #2 GPM = | 1,269.4 <i>gpm</i> | Sewershed #2 GPM = | 1,502.3 <i>gpm</i> |
| | Sewershed #2 CFS = | 2.828 <i>cfs</i> | Sewershed #2 CFS = | 3.347 <i>cfs</i> |
| Sewershed #3 (to Northeast) (Ex. 10") | Sewershed #3 GPD = | 1,197,091.7 <i>gpd</i> | Sewershed #3 GPD = | 3,465,000.0 <i>gpd</i> |
| | Sewershed #3 GPM = | 831.3 <i>gpm</i> | Sewershed #3 GPM = | 2,406.2 <i>gpm</i> |
| | Sewershed #3 CFS = | 1.852 <i>cfs</i> | Sewershed #3 CFS = | 5.362 <i>cfs</i> |
| Sewershed #4 (to North) (Ex. 12") | Sewershed #4 GPD = | 499,179.0 <i>gpd</i> | Sewershed #4 GPD = | 541,500.0 <i>gpd</i> |
| | Sewershed #4 GPM = | 346.7 <i>gpm</i> | Sewershed #4 GPM = | 376.0 <i>gpm</i> |
| | Sewershed #4 CFS = | 0.772 <i>cfs</i> | Sewershed #4 CFS = | 0.838 <i>cfs</i> |
| Sewershed #5 (to Southeast) (Ex. 8") | Sewershed #5 GPD = | 79,236.9 <i>gpd</i> | Sewershed #5 GPD = | 217,500.0 <i>gpd</i> |
| | Sewershed #5 GPM = | 55.0 <i>gpm</i> | Sewershed #5 GPM = | 151.0 <i>gpm</i> |
| | Sewershed #5 CFS = | 0.123 <i>cfs</i> | Sewershed #5 CFS = | 0.337 <i>cfs</i> |

As shown on the table above, each sewer shed is anticipated to experience an increase in flow. Note that these are approximate flows and no information is currently available regarding additional capacity within each sanitary sewer. Pacheco Koch is currently directing four wastewater flow tests at the discharge points for sewer sheds #1, #2, #3 and #5. Once this information is available, it will enable identification of the scale of improvements necessary to provide adequate capacity for proposed sanitary sewer flows. Based on current information available, the existing sewer systems surrounding the project site will require upgrades prior to or concurrent with new development. Per the Dallas Water

Water Utilities 2007 City Master Plan Study, the 18" sanitary sewer immediately downstream of sewer shed #1 is undersized and will be replaced with a 21" pipe by DWU. To provide additional capacity for the forecasted development, Pacheco Koch recommends further conversations with the City exploring the upgrade of this sanitary sewer to a 24" pipe in lieu of the anticipated 21". Furthermore, Pacheco Koch believes the installation of a new sanitary sewer main along Alpha Road between Preston Road and Hillcrest Road will be necessary to serve the eastern portion of the development. The anticipated upgrades described above will need to be re-evaluated and confirmed based on the wastewater flow tests referred to earlier. It is important to note, due to the anticipated development of new roadway alignments and buildings, portions of the existing sanitary sewer will be required to be relocated to the new roadways during the development of the site. Utility relocation timelines will be determined by the roadway construction and individual lot development schedules.

Water – Per conversations with DWU, the existing water system within and around the study area has adequate capacity to handle the increased demand associated with the forecasted development scenario; therefore, no major improvements are necessary. Due to the anticipated development of new roadway alignments and buildings, portions of the existing water system will require relocation to the new roadways.

Electric Facilities– Pacheco Koch is currently engaging Oncor Electric Delivery Company in conversations on pricing to relocate the existing overhead lines underground and to determine if any upgrades will be required to serve the increased demand. No information was available at the time of this publication. Portions of the existing electric facilities will be required to be relocated to the anticipated roadway alignments.



Drainage Area Map
Detention Volume Estimates

Appendix B.5

