



CITY OF DALLAS
 CITY PLAN COMMISSION
 Thursday, February 7, 2013
 AGENDA

BRIEFINGS:	5ES	11:30 a.m.
PUBLIC HEARING	Council Chambers	1:30 p.m.

*The City Plan Commission may be briefed on any item on the agenda if it becomes necessary.

Theresa O'Donnell, Director
 David Cossum, Assistant Director of Current Planning

(A quorum of the Urban Design Committee may be present for the City Plan Commission Briefing and Meeting)

BRIEFINGS:

Subdivision Docket
Zoning Docket

ACTION ITEMS:

Subdivision Docket Planner: Paul Nelson

Consent Items:

- (1) **S123-057**
 (CC District 14) An application to create a 3.0986 acre lot from a 3.0986 acre tract of land containing all of City Block 948 on property bounded by Olive Street, McKinney Avenue, Harwood Street, and Cedar Springs Road.
Applicant/Owner: Crescent Real Estate Equities, Limited Partnership
Surveyor: Brockette/Davis/Drake.
Application Filed: January 9, 2013
Zoning: PD 193 (HC)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

- (2) **S123-063**
 (CC District 9) An application to create a 2.13 acre lot from a tract of land in City Block 4401 on property located at 3207 Wendy Lane.
Applicant/Owner: Michael Ellman / 3207 Wendy Lane, LLC
Surveyor: Texas Heritage Surveying, LLC
Application Filed: January 15, 2013
Zoning: R-1ac(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

- (3) **S123-065**
(CC District 14) An application to replat a 0.185 acre tract of land containing part of Lot 3 in City Block 2/955 into one 0.185 acre lot at 2701 McKinney Avenue.
Applicant/Owner: Herbert B. Story, Jr.
Surveyor: David Petree.
Application Filed: January 15, 2013
Zoning: PD No. 193(LC)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

Building Line Removals/Reductions:

- (4) **S123-061**
(CC District 4) An application to replat a 0.157 acre tract of land containing all of Lot 3A in City Block 4/5848 to reduce the existing 30 foot platted front building line to 27 feet on property located at 4127 Calder Street.
Applicant/Owner: Dallas Area Habitat for Humanity
Surveyor: A&W Surveyors, Inc.
Application Filed: January 14, 2013
Zoning: R-7.5(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (5) **S123-064**
(CC District 5) An application to remove the 30 foot platted building line along the east line of Jim Miller Road, and to remove the 25 foot building line along the north line of Great Trinity Forest Way (Loop 12) and to replat Lots 1, 2, and 3 into one 0.791 acre lot in City Block 6275 located at the northeast corner of Jim Miller Road and Great Trinity Forest Way (Loop 12); and to create one 2.168 acre lot from a tract of land in City Block 6275 on property located on the north line of Great Trinity Forest Way (Loop 12) east of the east line of Jim Miller Road.
Applicant/Owner: Kwang Chong
Surveyor: Land Resolutions, Inc.
Application Filed: January 15, 2013
Zoning: CR
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

Residential Replats:

- (6) **S123-058**
(CC District 13) An application to replat a tract of land containing all of Lots 21 and 22 in City Block 2/5630 into one 0.383 acre lot on property located at 4421 and 4425 Caruth Boulevard.
Applicant/Owner: Christopher & Angela James
Surveyor: C.B.G Surveying, Inc.
Application Filed: January 9, 2013
Zoning: R-7.5(A)
Staff Recommendation: **Denial**
- (7) **S123-059**
(CC District 11) An application to replat a tract of land containing all of Lots 7 and 8 in City Block 50/7460 into one 0.412 acre lot on property located at 13 – 15 Winding Lake Drive, north of Forest Lane.
Applicant/Owner: Michel & Nayla Stephans
Surveyor: A&W Surveyors, Inc.
Application Filed: January 9, 2013
Zoning: PD 719
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.
- (8) **S123-066**
(CC District 11) An application to replat a 1.187 acre tract of land to incorporate abandoned right-of-way into the contiguous ownerships on a tract of land containing all of Lot 3A in City Block 1/7347 and abandoned alley right-of-way into one 0.843 acre lot; and all of Lot 8 in City Block E/7277 and abandoned alley right-of-way into one 0.344 acre lot on property located at 7403 and 7407 Midbury Drive.
Applicant/Owner: Roger & Catherine McInnis and Marc & Wendy Stanley
Surveyor: Mycoskie & McInnis & Associates
Application Filed: January 16, 2013
Zoning: R-16(A)
Staff Recommendation: **Approval**, subject to compliance with the conditions listed in the docket.

Miscellaneous Items:

- M123-005**
Richard Brown
(CC District 14) An application for a minor amendment to the development plan and concept landscape plan for Planned Development District No. 281, the Lakewood Center Special Purpose District on the west line of Abrams Road between Belmont Avenue and Richmond Avenue.
Staff Recommendation: **Approval**
Applicant: CDC-Lakewood, L.P.
Representative: Robert Reeves

M123-006

Richard Brown
(CC District 11)

An application for a minor amendment to the development plan for Planned Development District No. 719 on the north line of Forest Lane, west of Forest Lakes Lane

Staff Recommendation: **Approval**

Applicant: Nayla and Michel Stephan

Representative: Isaac Molina

D123-006

Olga Torres Holyoak
(CC District 14)

An application for a development plan for Planned Development District No. 619 on the south line of Main Street, west of North Ervay Street.

Staff Recommendation: **Approval**

Applicant: Gary Hamilton/1600 Main Street Holdings, LP

Representative: Gary Hamilton

Zoning Cases – Consent

1. **Z112-303(OTH)**

Olga Torres Holyoak
(CC District 4)

An application to amend and renew Specific Use Permit No. 1371 for an open-enrollment charter school and a child-care facility on property zoned an R-7.5(A) Single Family District on the southeast corner of R.L. Thornton Freeway and Ann Arbor Avenue.

Staff Recommendation: **Approval** for a ten-year period with eligibility for automatic renewal for additional ten-year periods, subject to a revised site plan, revised traffic management plan and staff's conditions.

Applicant: Life School of Dallas

Representative: Hart, Gaugler & Associates, Inc.

2. **Z123-147(AB)**

Audrey Butkus
(CC District 9)

An application for a D-1 Liquor Control Overlay and a Specific Use Permit for the sale of alcoholic beverages in conjunction with a liquor store on property zoned a CR-D Community Retail District with a D Liquor Control Overlay on the southwest side of Peavy Road, northwest of Garland Road.

Staff Recommendation: **Approval** of a D-1 Liquor Control Overlay and **approval** of a Specific Use Permit for a two-year period with eligibility for automatic renewal for additional five-year periods, subject to a site plan and conditions.

Applicant: Peavy Plaza, LLC

Representative: Robert Baldwin

3. **Z123-159(MW)**
Megan Wimer
(CC District 3)
- An application to renew Specific Use Permit No. 1836 for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less on property zoned an RR-D-1 Regional Retail District with a D-1 Liquor Control Overlay on the southwest corner of West Kiest Boulevard and Marvin D. Love Freeway.
- Staff Recommendation: **Approval** for a five-year period with eligibility for automatic renewal for additional five-year periods, subject to conditions.
- Applicant/Representative: J Delaughter, LLC

Zoning Cases – Under Advisement

4. **Z112-278(WE)**
Warren Ellis
(CC District 11)
- An application for a Planned Development District for residential and church uses on property zoned Planned Development District No. 78 and an R-16(A) Single Family District on the north side of Lyndon B. Johnson Freeway, between Ridgeview Circle and Hughes Lane.
- Staff Recommendation: **Approval**, subject to a development plan and conditions.
- Applicant: King of Glory Lutheran Church
Representative: Robert Baldwin
U/A From: November 15, 2012
5. **Z123-131(RB)**
Richard Brown
(CC District 11)
- An application for a Planned Development District for a Nursery, garden shop, or plant sales use, a Landscape contractor's maintenance yard, and certain residential and nonresidential uses on property zoned on property zoned an R-16(A) Single Family District on the southwest corner of Northaven Road and Freda Stern Drive.
- Staff Recommendation: **Approval**, subject to a development /landscape plan and conditions.
- Applicant: Jonathan and Lillian Pinkus
Representative: Robert Reeves
U/A From: January 24, 2013
6. **Z101-220(JH)**
Jennifer Hiromoto
(CC District 6)
- An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District on the north side of Northwest Highway, west of Luna Road.
- Staff Recommendation: **Approval** for a twenty-year period with eligibility for automatic renewal for additional ten-year periods, subject to a drilling phase site plan, production phase site plan landscape plan and staff conditions.
- Applicant: Trinity East Energy, LLC
Representative: MASTERPLAN
U/A From: January 10, 2013

7. **Z101-221(JH)**
Jennifer Hiromoto
(CC District 6)
- An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District south of Royal Lane, west of Luna Road.
Staff Recommendation: **Approval** for a twenty-year period with eligibility for automatic renewal for additional ten-year periods, subject to a drilling phase site plan, production phase site plan landscape plan and staff conditions.
Applicant: Trinity East Energy, LLC
Representative: MASTERPLAN
U/A From: January 10, 2013
8. **Z101-248(JH)**
Jennifer Hiromoto
(CC District 6)
- An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District on the east side of Luna Road, north of Ryan Road.
Staff Recommendation: **Approval** for a twenty-year period with eligibility for automatic renewal for additional ten-year periods, subject to a drilling phase site plan, production phase site plan landscape plan and staff conditions.
Applicant: Trinity East Energy, LLC
Representative: MASTERPLAN
U/A From: January 10, 2013
9. **Z123-114(JH)**
Jennifer Hiromoto
(CC District 14)
- An application for a new subarea for commercial uses on property zoned Conservation District No. 9, the M-Streets Conservation District on the southwest corner of Greenville Avenue and Vanderbilt Avenue.
Staff Recommendation: **Approval**, subject to an existing conditions site plan, amendment to the CD No. 9 conceptual plan, and conditions.
Applicant: Thomas Roppolo
Representative: Rob Baldwin
U/A From: January 10, 2013 and January 24, 2013

Zoning Cases – Individual

10. **Z123-154(MW)**
Megan Wimer
(CC District 1)
- An application for a CR Community Retail District on property zoned an R-7.5(A) Single Family District on the south side of West Illinois Avenue, west of Knoxville Street.
Staff Recommendation: **Denial**
Applicant: Los Barrios Unidos Community Clinic, Inc.
Representative: Tailim Song Law Firm

Land Use Study

Suspension of the CPC Rules of Procedure

Consideration of suspension of the CPC Rules of Procedure requiring a recommendation on a land use study by the Urban Design Committee.

2-Point to White Rock East Area Plan

<http://www.2pointstowhiterockeast.com/>

David Schleg
(CC District 7)

Consideration of adoption of the 2-Points to White Rock East Area Plan. This Area Study, if adopted, will be used as a planning and implementation guide for future development in the area generally located along Lakeland Drive at Ferguson Road, northeast to Oates Drive, east to LaPrada Drive and south back to IH-30.

CITY PLAN COMMISSION PUBLIC COMMITTEE MEETINGS

Thursday, February 7, 2013

URBAN DESIGN COMMITTEE (UDC) MEETING - Thursday, February 7, 2013, City Hall, 1500 Marilla Street, in 5ES, at 1:00 p.m., for a briefing on the community-initiated 2-Points to White Rock East Area Plan. This Area Study, if adopted, will be used as a planning and implementation guide for future development in the area generally located along Lakeland Drive at Ferguson Road, northeast to Oates Drive, east to LaPrada Drive and south back to IH-30.

EXECUTIVE SESSION NOTICE

The Commission may hold a closed executive session regarding any item on this agenda when:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the Commission/Board under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex, Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.086]

CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-057**Subdivision Administrator:** Paul Nelson**LOCATION:** Olive St., McKinney Ave., Harwood St., and Cedar Springs Rd.**DATE FILED:** January 9, 2013**ZONING:** PD 193 (HC)**CITY COUNCIL DISTRICT:** 14 **SIZE OF REQUEST:** 3.0986 Acres **MAPSCO:** 45f**APPLICANT:** Crescent Real Estate Equities, Limited Partnership

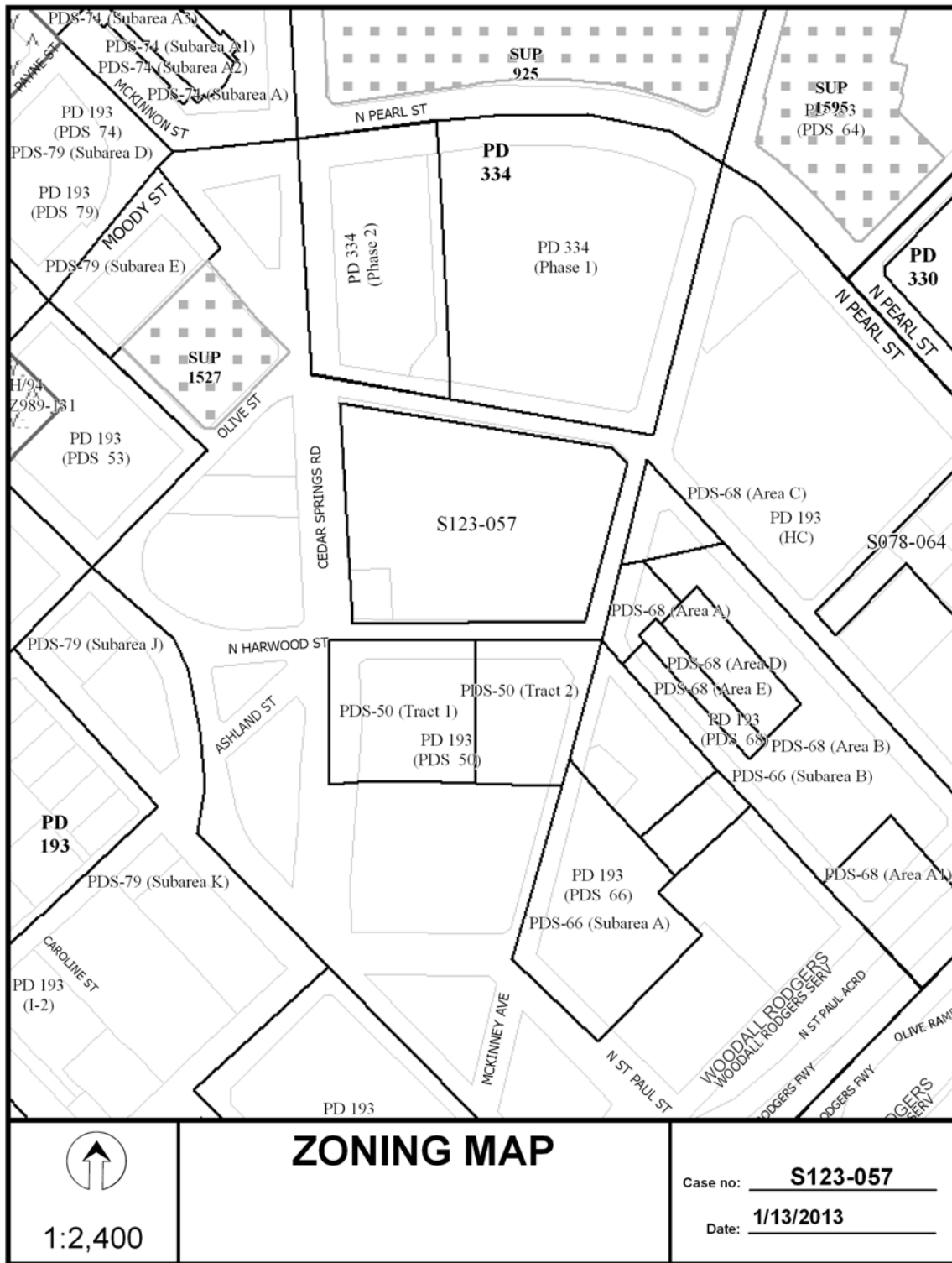
REQUEST: An application to create a 3.0986 acre lot from a 3.0986 acre tract of land containing all of City Block 948 on property bounded by Olive Street, McKinney Avenue, Harwood Street, and Cedar Springs Road.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.

STAFF RECOMMENDATION: The request complies with the requirements of PD 193 (HC); therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.
5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."

9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 1.
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
12. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds.
13. Detention may be required if the capacity of the available outfall is not adequate to carry the developed runoff.
14. On the final plat dedicate a 15 foot by 15 foot corner clip at McKinney Avenue at Harwood Street.
15. On the final plat dedicate a 15 foot by 15 foot corner clip at Cedar Springs Road and Harwood Street.
16. On the final plat dedicate a 15 foot by 15 foot corner clip at Cedar Springs Road and Olive Street.
17. On the final plat show how all adjoining right-of-way was created.
18. On the final plat show two control monuments.
19. On the final plat remove "North" form Harwood Street.
20. On the final plat add labels for "Olive Street", McKinnon Street, Cedar Springs Road" and "Harwood Street" west of the subject area.
21. On the final plat add a label for "Ashland Street" in its right-of-way.
22. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer.
23. A site plan must be submitted to the Water/Wastewater Section in Room 200 of 320 E. Jefferson Blvd. showing proposed buildings and development.
24. Water main extension may be required by Private Development Contract.
25. Identify the properties as Lot 1, City Block A/948.





 1:2,400	<h2>AERIAL MAP</h2> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: <u> S123-057 </u> Date: <u> 1/13/2013 </u>
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CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-063**Subdivision Administrator:** Paul Nelson**LOCATION:** 3207 Wendy Lane**DATE FILED:** January 15, 2013**ZONING:** R-1ac.(A)**CITY COUNCIL DISTRICT:** 9 **SIZE OF REQUEST:** 2.13 Acres**MAPSCO:** 37P**APPLICANT/OWNER:** Michael Ellman / 3207 Wendy Lane, LLC

REQUEST: An application to create a 2.13 acre lot from a tract of land in City Block 4401 on property located at 3207 Wendy Lane.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.

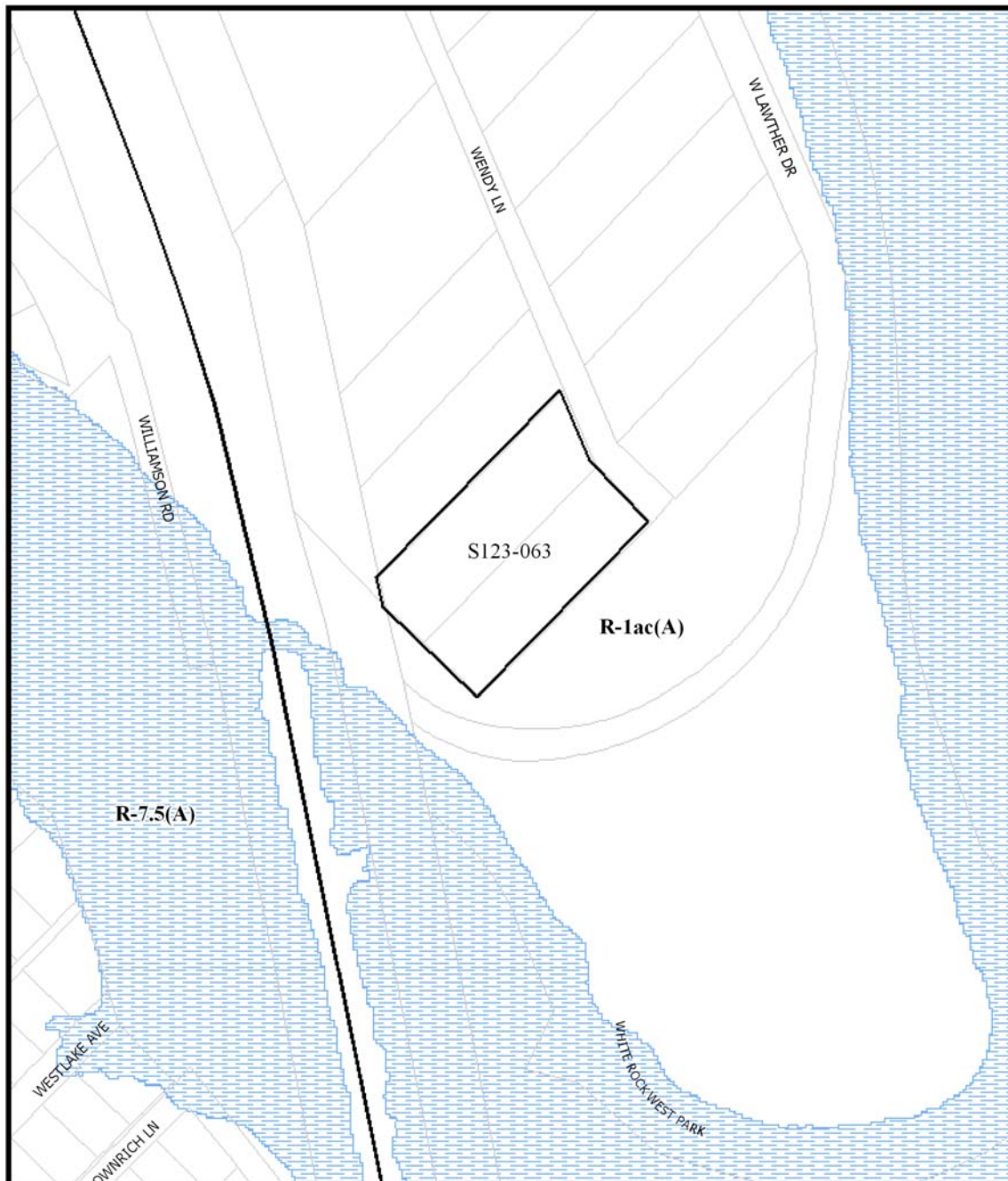
STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."


The request is governed by the R-1ac.(A) requirements and complies with those requirements. The proposed lot configuration complies with the R-1ac.(A) requirements. The proposed lot size is twice as large as many of the adjoining properties. However, none of this immediate area is in a recorded subdivision; therefore, staff recommends approval of the request subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.
5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the


plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.

8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 1.
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
12. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds.
13. On the final plat show how all adjoining right-of-way was created.
14. On the final plat show the recording information on all existing easements within 150 feet of the property.
15. On the final plat show all additions or tracts of land within 150 feet of the property with their recording information.
16. On the final plat show and label Lawther Drive.
17. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer.
18. A site plan must be submitted to the Water/Wastewater Section in Room 200 of 320 E. Jefferson Blvd. showing proposed buildings and development.
19. A covenant is required for wastewater service.
20. Identify the properties as Lot 2, City Block A/4401.



 1:2,400	<h2>ZONING MAP</h2> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: <u> S123-063 </u> Date: <u> 1/20/2013 </u>
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 1:2,400	<h3>AERIAL MAP</h3> <p><input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History</p>	Case no: <u>S123-063</u> Date: <u>1/20/2013</u>
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CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-065**Subdivision Administrator:** Paul Nelson**LOCATION:** 2701 McKinney Avenue**DATE FILED:** January 15, 2013**ZONING:** PD No. 193(LC)**CITY COUNCIL DISTRICT:** 14 **SIZE OF REQUEST:** 0.185 Acres **MAPSCO:** 45B**APPLICANT:** Herbert B. Story, Jr.

REQUEST: An application to replat a 0.185 acre tract of land containing part of Lot 3 in City Block 2/955 into one lot at 2701 McKinney Avenue.

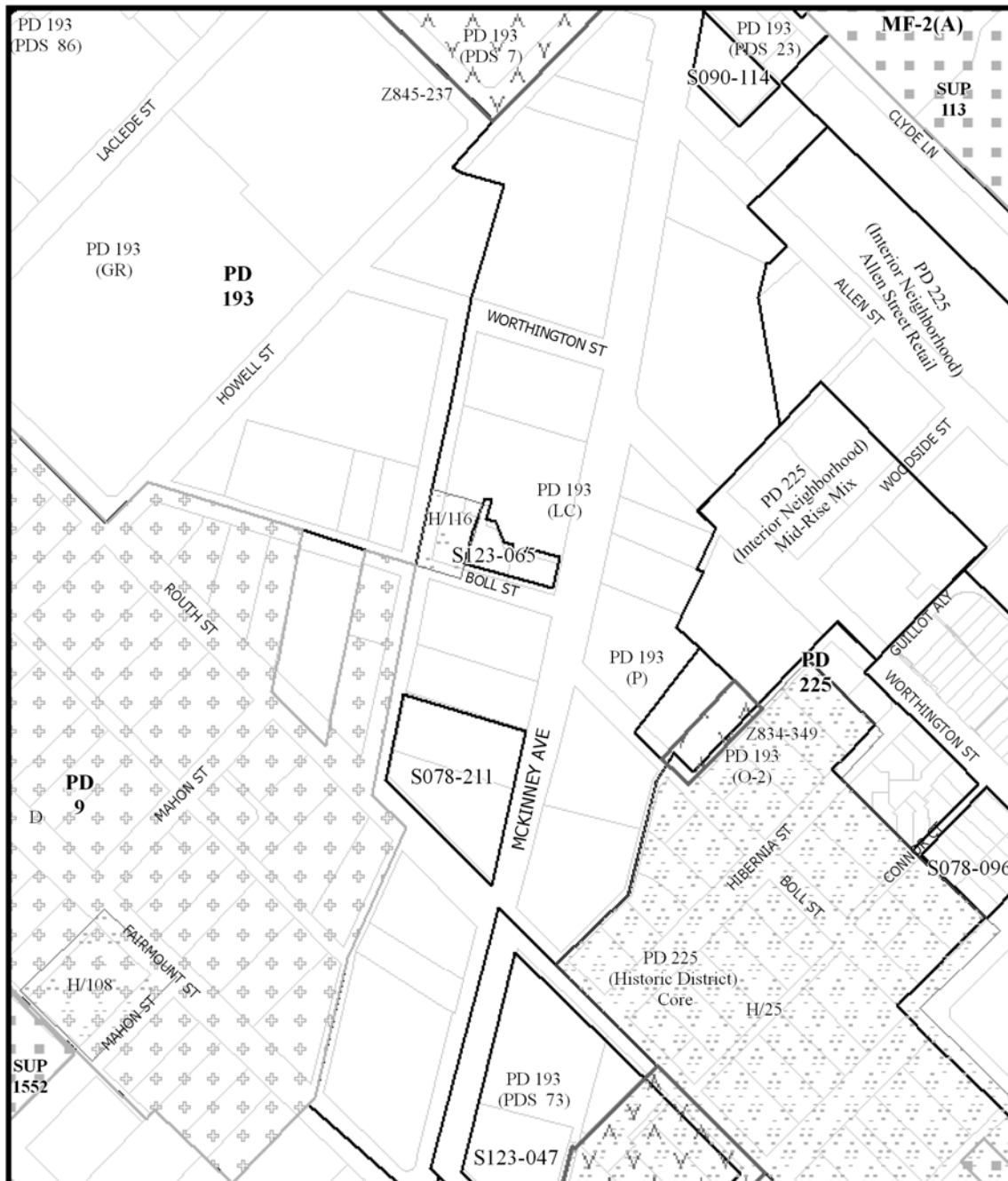
SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.


STAFF RECOMMENDATION: The request complies with the requirements of the PD No. 193(LC) District; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.
5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments

must be verified by the Chief City Surveyors Office in the Public Works Department.

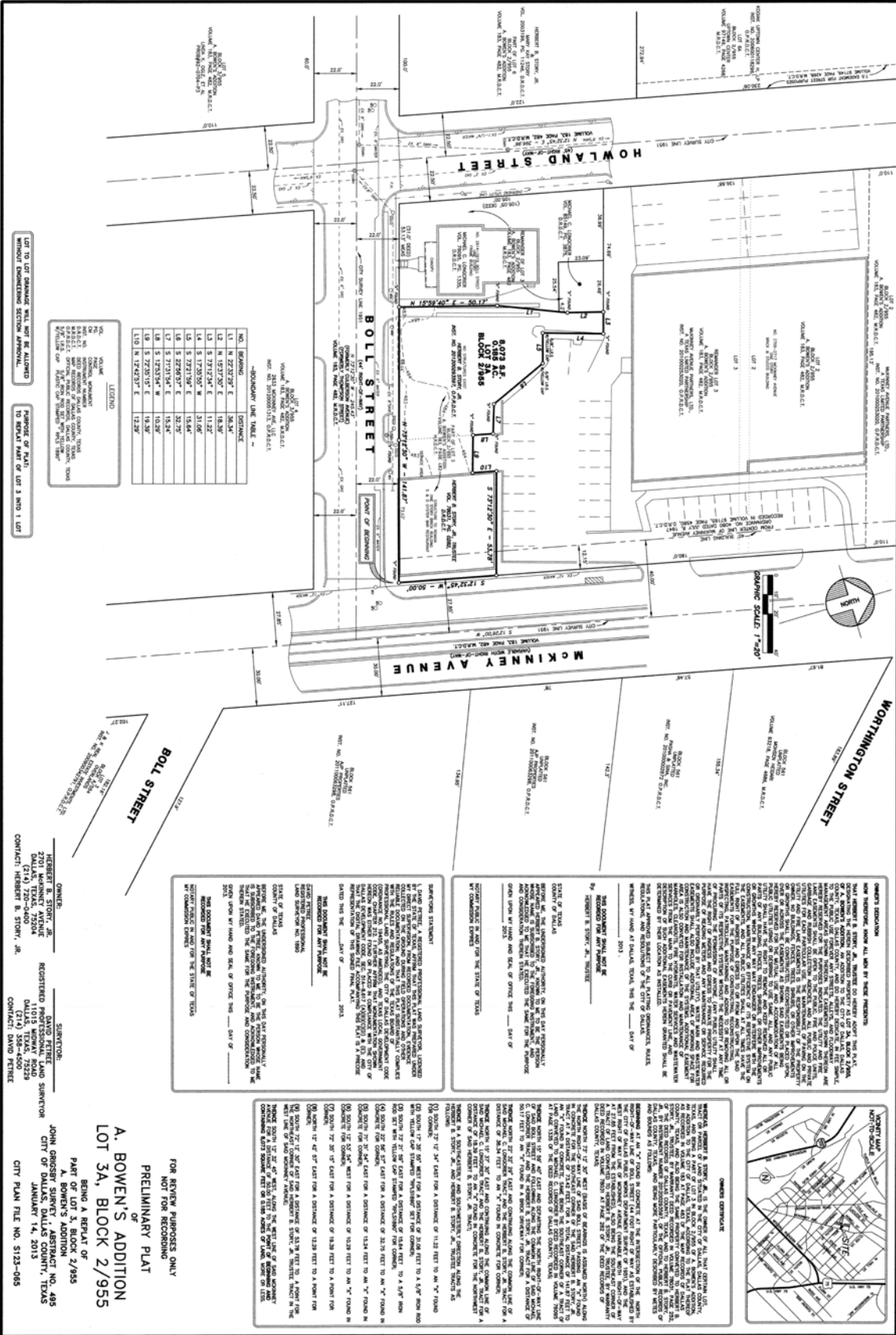
10. The maximum number of lots permitted by this plat is 1.
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
12. Provide a detailed lot grading plan prepared by a Professional Engineer.
13. On the final plat dedicate 25 feet of right-of-way from the established centerline of Boll Street.
14. On the final plat dedicate a 10 foot by 10 foot corner clip at the intersection of McKinney Avenue and Boll Street.
15. On the final plat show how all adjoining right-of-way was created.
16. On the final plat monument all set corners per the monumentation ordinance and show 2 control monuments.
17. On the final plat chose a different addition name.
18. On the final plat show the distances/width across McKinney Avenue.
19. On the final plat verify if the building encroaches into the Boll Street right-of-way.
20. If the structure encroaches into the right-of-way create an Estate of Expectancy in accordance with Section 51A-8.502(c) of the Dallas Development Code.
21. On the final plat document the Boll Street right-of-way width.
22. Identify the property as Lot 3A, City Block 2/955.



 1:2,400	<h2>ZONING MAP</h2> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: S123-065 Date: 1/27/2013
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 1:2,400	<h3 style="text-align: center;">AERIAL MAP</h3> <p> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History </p>	Case no: <u> S123-065 </u> Date: <u> 1/27/2013 </u>
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ACCORDANT LINE TABLE -

NO.	BEARING	DISTANCE	MARK
L1	N 82°27'27" E	38.54'	CONCRETE
L2	N 15°27'20" E	18.34'	CONCRETE
L3	S 79°27'24" E	11.27'	CONCRETE
L4	S 17°26'59" W	31.06'	CONCRETE
L5	S 27°21'59" E	18.84'	CONCRETE
L6	S 17°26'59" W	31.06'	CONCRETE
L7	S 17°26'59" W	31.06'	CONCRETE
L8	S 17°26'59" W	31.06'	CONCRETE
L9	N 12°42'57" E	12.29'	CONCRETE

THIS IS THE CORRECTED SURVEY OF LOTS 3 AND 1 LOT 3A, BLOCK 2/955, CITY OF DALLAS, TEXAS, AS SHOWN ON THE PLAT OF LOT 3 AND 1 LOT 3A, BLOCK 2/955, CITY OF DALLAS, TEXAS, FILED FOR RECORD IN THE OFFICE OF THE CLERK OF COUNTY RECORDS, DALLAS COUNTY, TEXAS, ON JANUARY 14, 2013.

OWNER:
 HERBERT R. STORV, JR.
 11015 WINDY ROAD
 DALLAS, TEXAS 75244
 (214) 726-4400
 CONTACT: HERBERT R. STORV, JR.

SURVEYOR:
 DAVID REITER
 11015 WINDY ROAD
 DALLAS, TEXAS 75244
 (214) 358-4200
 CONTACT: DAVID REITER

**FOR REVIEW PURPOSES ONLY
 NOT FOR RECORDING**

PRELIMINARY PLAT

A. BOWEN'S ADDITION
 LOT 3A, BLOCK 2/955

BEING A REPLAT OF
 A. BOWEN'S ADDITION NO. 495
 CITY OF DALLAS, DALLAS COUNTY, TEXAS
 JANUARY 14, 2013
 CITY PLAN FILE NO. 5123-058

OWNER'S DECLARATION

I, HERBERT R. STORV, JR., the owner of the above described premises, do hereby certify that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013, and that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013, and that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013.

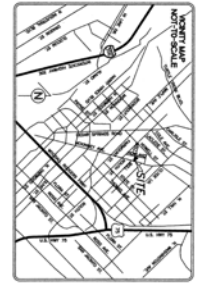
STATE OF TEXAS

COUNTY OF DALLAS

I, DAVID REITER, a duly licensed and sworn Surveyor in the State of Texas, do hereby certify that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013, and that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013.

OWNER'S CERTIFICATE

I, HERBERT R. STORV, JR., the owner of the above described premises, do hereby certify that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013, and that the above described premises are the same premises as those described in the plat of Lot 3 and 1 Lot 3A, Block 2/955, City of Dallas, Texas, filed for record in the Office of the Clerk of County Records, Dallas County, Texas, on January 14, 2013.



LOCATION: 4127 Calder Street

DATE FILED: January 14, 2013

ZONING: R-7.5(A)

CITY COUNCIL DISTRICT: 4 **SIZE OF REQUEST:** 0.157 Acres

MAPSCO: 65D

APPLICANT: Dallas Area Habitat for Humanity

REQUEST: An application to replat a 0.157 acre tract of land containing all of Lot 3A in City Block 4/5848 to reduce the existing 30 foot platted front building line to 27 feet on property located at 4127 Calder Street.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.

BUILDING LINE REMOVAL STANDARD: The commission may approve a relocation or removal of the platted building line with a minimum front, side, or rear yard setback greater than required by zoning regulation only:

(1) upon the affirmative vote of at least three- fourths of the commission members present; and

(2) if the commission finds that relocation or removal of the platted building line will not:

“(i) require a minimum front, side, or rear yard setback less than required by zoning regulation;”

- The reduction of the front building line from 30 feet to 27 feet along Calder Street provides a front yard setback 2 feet greater than the required 25 foot setback of the R-7.5(A) zoning district.

“(ii) be contrary to the public interest;”

- 27 notices were sent on January 18, 2013 to property owners within 200 feet of the boundary of this request with x replies received in favor of the request and x replies received opposed to the request.

“(iii) adversely affect neighboring properties; and”

- The reeduction of the building line will not adversely impact neighboring properties as the reduction is on the curve of a cul de sac and will be not be noticeable to the adjoin properties along Calder Street nor Exeter Street and will allow the property to be developed in compliance with the R-7.5(A) zoning setback requirements.

“(iv) adversely affect the plan for the orderly development of the subdivision.”

- The reduction will not impact the development of the subdivision because the reduction is on the curve of a cul de sac.


STAFF RECOMMENDATION OF BUILDING LINE REMOVAL: The staff supports the reduction of the building line.

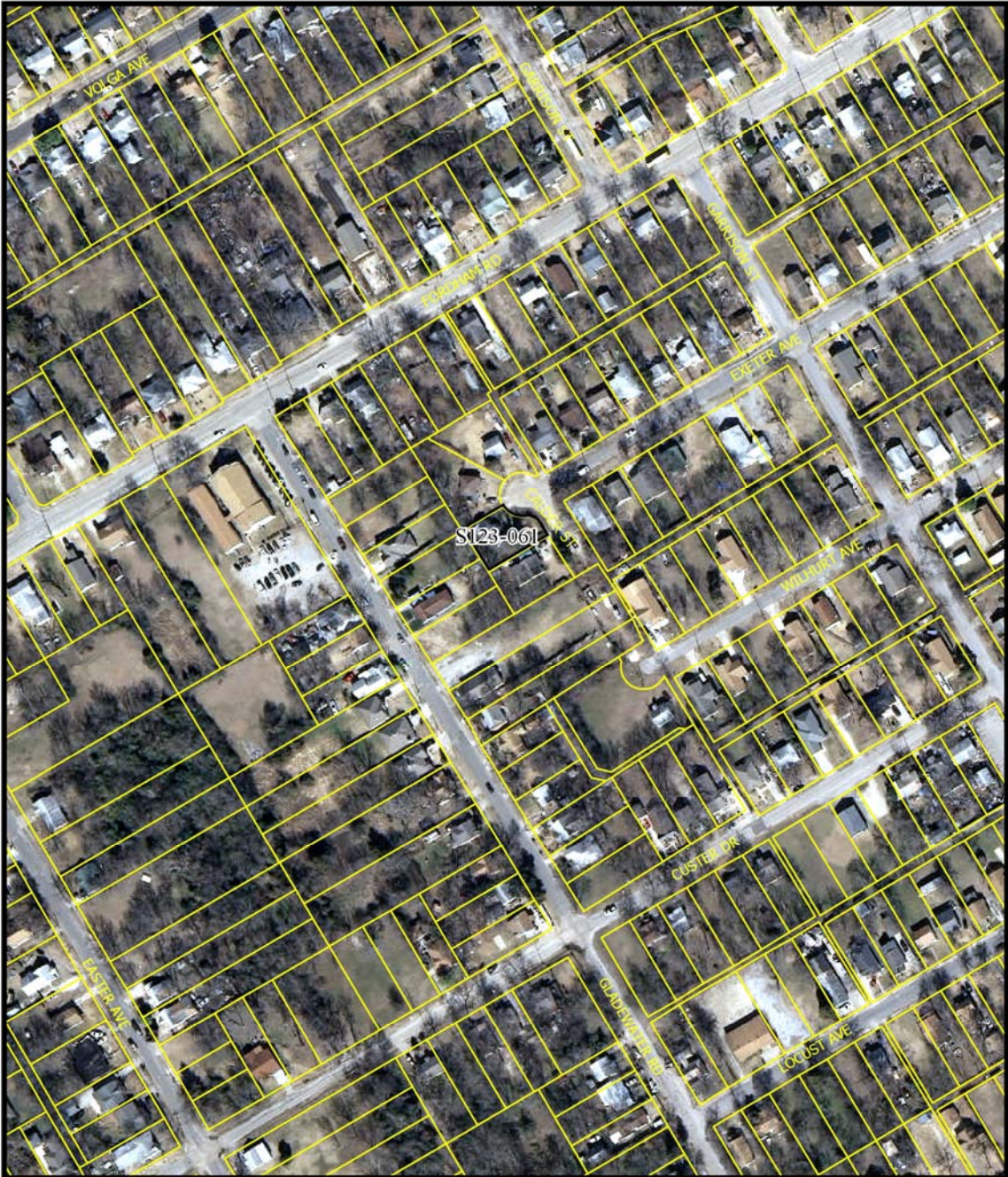
STAFF RECOMMENDATION FOR PLAT: The request complies with the requirements of the R-7.5(A) District and the building line reduction standards; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.
5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 1.
11. Provide a detailed lot grading plan prepared by a Professional Engineer to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center.
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
13. On the final plat monument all set corners.

14. On the final plat revise the note to read: "30 foot building line reduced to 27 feet by this plat".
15. On the final plat identify the property as Lot 3A, City Block 4/5848.
16. A site plan must be submitted to the Water/Wastewater Section in Room 200 of 320 E. Jefferson Blvd. showing proposed buildings and development.
17. Existing water and/or wastewater easements must be shown and/or increased to conform to current design standards. The minimum DWU easement size is 20 feet for water or wastewater and is 25 feet for an easement having both water and sewer.
18. Wastewater main extension may be required by Private Development Contract.



 1:2,400	<h2>ZONING MAP</h2> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: <u> S123-061 </u> Date: <u> 1/20/2013 </u>
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 1:2,400	<h3 style="text-align: center;">AERIAL MAP</h3> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: <u> S123-061 </u> Date: <u> 1/20/2013 </u>
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 1:2,400	<h2 style="text-align: center;">NOTIFICATION</h2> <table border="0"> <tr> <td style="border: 1px solid black; padding: 2px;">200'</td> <td>AREA OF NOTIFICATION</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">27</td> <td>NUMBER OF PROPERTY OWNERS NOTIFIED</td> </tr> </table>	200'	AREA OF NOTIFICATION	27	NUMBER OF PROPERTY OWNERS NOTIFIED	Case no: <u> S123-061 </u> Date: <u> 1/20/2013 </u>
200'	AREA OF NOTIFICATION					
27	NUMBER OF PROPERTY OWNERS NOTIFIED					

Notification List of Property Owners

S123-061

27 Property Owners Notified

Label #	Address	Owner
1	4127 CALDER ST	DALLAS AREA HABITAT FOR HUMANITY INC
2	2202 FORDHAM RD	ESPINOZA NORBERTO R
3	4112 GLADEWATER RD	GODS PRAYER HOUSE % REV GUY FUTCH TR ET AL
4	4116 GLADEWATER RD	DONNELL CUSTOM HOMES
5	2210 FORDHAM RD	SHEPPARD R F
6	4120 GLADEWATER RD	RUIZ FORTINO & MARIA
7	2206 FORDHAM RD	ESPINOSA NORBERTO R & MARIA D DELGADO
8	4117 CALDER ST	GARCIA NOE & DOLORES
9	4121 CALDER ST	HARPER JOYCE
10	2218 FORDHAM RD	BAENA GINO
11	2222 FORDHAM RD	BROOKS ENTERPRISE
12	4133 CALDER ST	DABBS SHERYL A
13	4130 GLADEWATER RD	VEGA SALVADOR & JUANA VEGA
14	4142 GLADEWATER RD	WILLING WORKERS BAPTIST CHURCH
15	4126 GLADEWATER RD	DALLAS HOUSING ACQUISITION & DEV CORP CITY HALL 6D
16	4146 GLADEWATER RD	HUDSPETH DONNIE RAY
17	2226 FORDHAM RD	CHRISTIAN EARNESTINE
18	2227 EXETER DR	ROJAS PAULA
19	2231 EXETER DR	BANDA FERMIN & MARIA V DELEONGOMEZ
20	2235 EXETER DR	DELEON CRISTOBAL & GUADALUPE DELEON
21	2226 EXETER DR	NICKERSON ANNIE ESTATE OF
22	2230 EXETER DR	LEE WANDA
23	2234 EXETER DR	SMITH GLORIA
24	2238 EXETER DR	RAMIREZ JULIO & CLARA
25	2227 WILHURT AVE	SISK TAKIESHEA
26	2231 WILHURT AVE	BARRON JAMES W

Sunday, January 20, 2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	2235 WILHURT AVE	DUNN KAY UNIT 3026

Sunday, January 20, 2013

CITY PLAN COMMISSION

THURSDAY, FEBRUARY 7, 2013

FILE NUMBER: S123-064

Subdivision Administrator: Paul Nelson

LOCATION: Great Trinity Forest Way (Loop 12) at Jim Miller Road, northeast corner

DATE FILED: January 15, 2013

ZONING: CR

CITY COUNCIL DISTRICT: 5 **SIZE OF REQUEST:** 2.959 Acres

MAPSCO: 58S

APPLICANT: Kwang Chong

REQUEST: An application on a 2.959 acre tract of land to remove the 30 foot platted building line along the east line of Jim Miller Road, and to remove the 25 foot building line along the north line of Great Trinity Forest Way (Loop 12) and to replat Lots 1, 2, and 3 into one 0.791 acre lot in City Block 6275 located at the northeast corner of Jim Miller Road and Great Trinity Forest Way (Loop 12); and to create one 2.168 acre lot in City Block 6275 on property located on the north line of Great Trinity Forest Way (Loop 12) east of the east line of Jim Miller Road.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.

BUILDING LINE REMOVAL STANDARD: The commission may approve a relocation or removal of the platted building line with a minimum front, side, or rear yard setback greater than required by zoning regulation only:

(1) upon the affirmative vote of at least three- fourths of the commission members present; and

(2) if the commission finds that relocation or removal of the platted building line will not:

“(i) require a minimum front, side, or rear yard setback less than required by zoning regulation;”

- The removal of the front building lines will allow the property to be developed in accordance with the CR District front yard set back which is 15 feet.

“(ii) be contrary to the public interest;”

- No notices were sent because the property is zoned a non residential district.

“(iii) adversely affect neighboring properties; and”

- The removal of the building lines will not adversely impact neighboring properties as the removal will allow the property to be developed in compliance with the 15 foot front yard setback permitted by the CR zoning district.

“(iv) adversely affect the plan for the orderly development of the subdivision.”

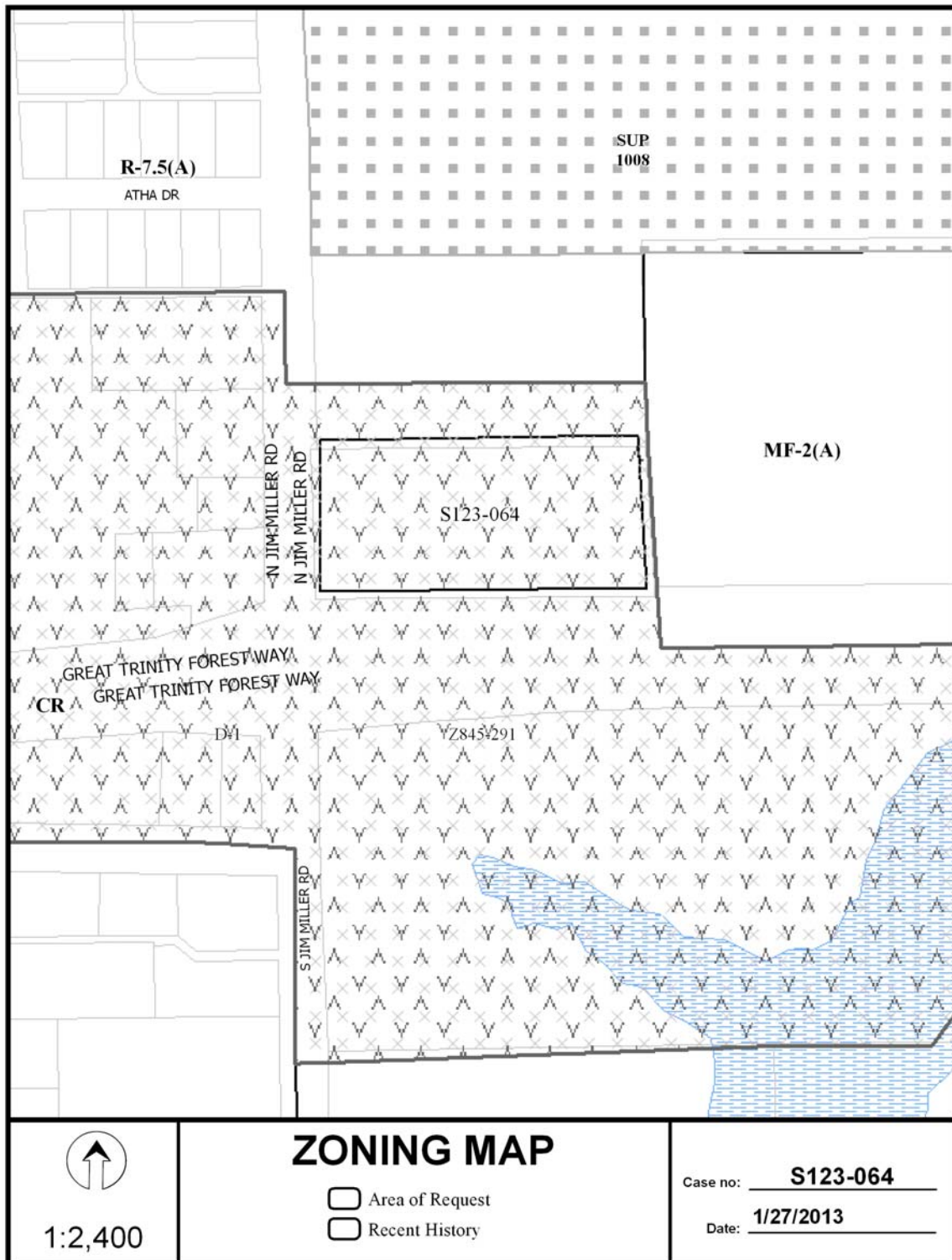
- The removal of the building lines will not impact the development of the subdivision, because the entire property is the subdivision.

STAFF RECOMMENDATION OF BUILDING LINE REMOVAL: The staff supports the removal of the building lines.

STAFF RECOMMENDATION OF PLAT: The request complies with the requirements of the CR District and the building line removal requirements; therefore, staff recommends approval subject to compliance with the following conditions:

1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.
5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 2.
11. Submit drainage and/or paving plans, prepared by a Professional Engineer, to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center. Additions and alterations to the public infrastructure require approval and may require private development contracts with bonds.
12. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."

13. On the final plat dedicate 53.5 feet of right-of-way from the established centerline of Great Trinity Forest Way (Loop 12).
14. On the final plat dedicate a 15 foot by 15 foot corner clip at Great Trinity Forest Way (Loop 12) and Jim Miller Road.
15. On the final plat add a note: "Any access modification to Great Trinity Forest Way (Loop 12) requires TXDOT approval."
16. On the final plat show how all adjoining right-of-way was created.
17. On the final plat show the distances/widths of right-of-way across Great Trinity River Forest Way (Loop 12).
18. On the final plat remove the "N" from Jim Miller Road".
19. Engineer shall furnish plans for water and sanitary sewer. Developer must furnish a contract for water and sanitary sewer.
20. A site plan must be submitted to the Water/Wastewater Section in Room 200 of 320 E. Jefferson Blvd. showing proposed buildings and development.
21. A "Fire Protection Certificate" must be signed and approved by the Building Inspection Chief Plans Examiner (or assigned representative) in Room 105 of the Oak Cliff Municipal Center, 320 E. Jefferson Blvd. and must be submitted to the Manager of Water and Sewer Services, Engineering Division, in Room 200, 320 E. Jefferson Blvd. prior to submittal of the final plat for signature by the Chairperson of the City Plan Commission or the approval of an "Early Release Building Permit" application whichever occurs first.
22. Wastewater main extension is required by Private Development Contract.
23. On the final plat change "Loop 12 (Great Trinity River Forest Way) to Great Trinity River Forest Way (Loop 12).
24. On the final plat add a note stating that "The removal of the 30 foot building line from Lots 1, 2, and 3 in City Block 6275 along Jim Miller Road and the removal of the 25 building line from Lot 1 in City Block 6275 along Great Trinity Forest Way (Loop 12) was approved by the city plan commission."





CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-058**Subdivision Administrator:** Paul Nelson**LOCATION:** Caruth Blvd., east of Lomo Alto Drive**DATE FILED:** January 9, 2013**ZONING:** R-7.5(A)**CITY COUNCIL DISTRICT:** 13 **SIZE OF REQUEST:** 0.383Acres **MAPSCO:** 25W**APPLICANT:** Christopher & Angela James

REQUEST: An application to replat a tract of land containing all of Lots 21 and 22 in City Block 2/5630 into one 0.383 acre lot on property located at 4421 and 4425 Caruth Boulevard.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request.

DATES NOTICES SENT: 26 notices were mailed on January 18, 2013 to property owners within 200 feet of this request with 0 replies received in favor and 0 replies received in opposition to the request as of January 29, 2013.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

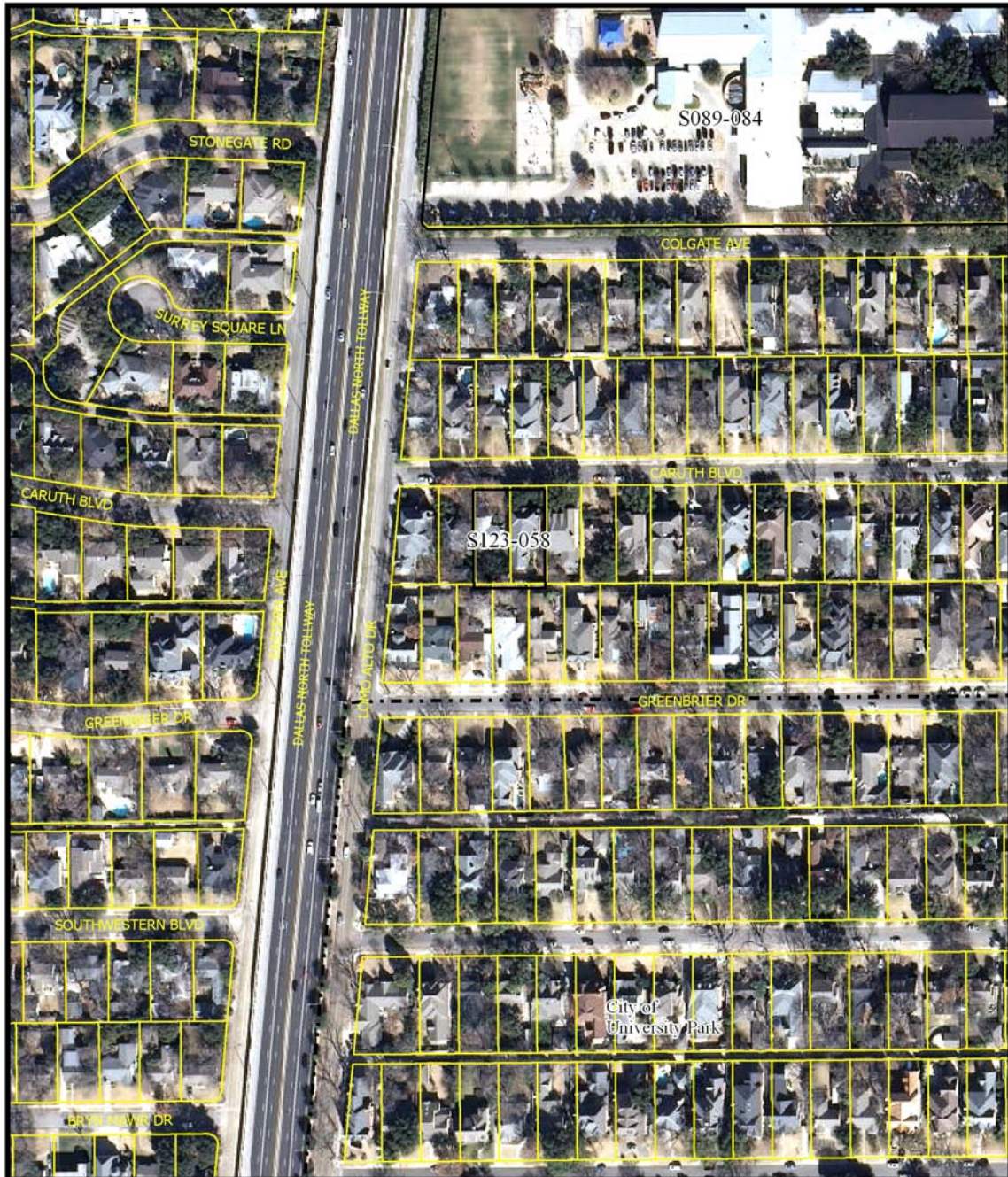
The request is governed by the R-7.5(A) requirements and complies with those requirements. However, the proposed lot configuration is not consistent with the established lot pattern in the vicinity of this request. The proposed lot size is twice as large in width and lot area as the other lots in the area. The proposed lot configuration does not comply with the established lot pattern along both sides of Caruth Boulevard, or Greenbrier Drive; therefore, staff recommends denial of the request. However, should the Commission approve the request staff recommends approval subject to compliance with the following conditions:


1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a

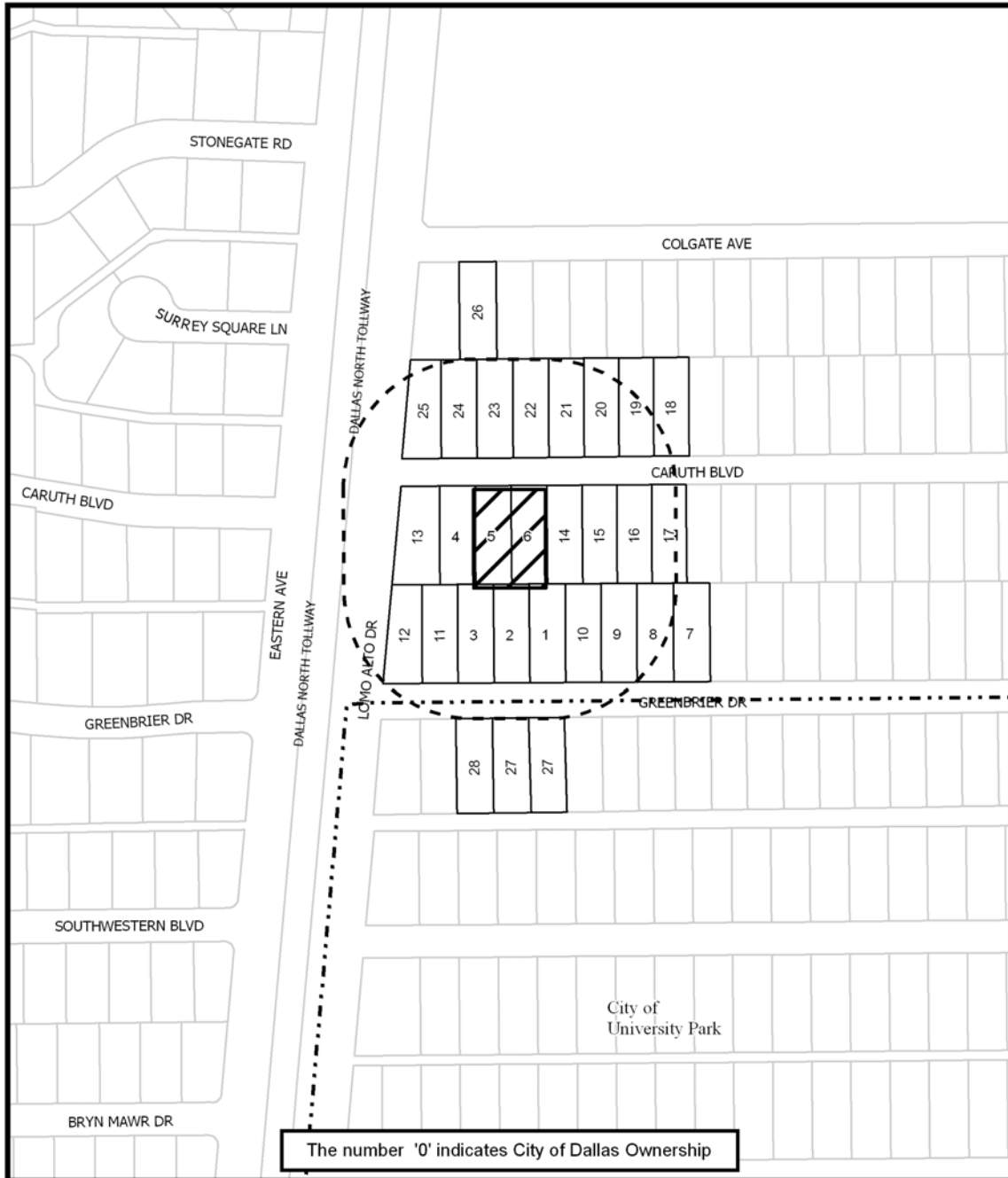
format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.

5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 1.
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
12. Provide a detailed lot grading plan prepared by a Professional Engineer to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center.
13. A site plan must be submitted to the Water/Wastewater Section in Room 200 of 320 E. Jefferson Blvd. showing proposed buildings and development.
14. Existing water and/or wastewater easements must be shown and/or increased to conform to current design standards. The minimum DWU easement size is 20 feet for water or wastewater and is 25 feet for an easement having both water and sewer.
15. On the final plat provide an additional 2.5 feet of easement width to the existing wastewater easement.
16. On the final plat identify the property as Lot 21A, City Block 2/5630.





 1:2,400	<h2 style="text-align: center;">AERIAL MAP</h2> <p> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History </p>	Case no: <u> S123-058 </u> Date: <u> 1/20/2013 </u>
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 1:2,400	NOTIFICATION	Case no: S123-058			
	<table border="1"> <tr> <td style="text-align: center;">200'</td> <td>AREA OF NOTIFICATION</td> </tr> <tr> <td style="text-align: center;">28</td> <td>NUMBER OF PROPERTY OWNERS NOTIFIED</td> </tr> </table>	200'	AREA OF NOTIFICATION	28	NUMBER OF PROPERTY OWNERS NOTIFIED
200'	AREA OF NOTIFICATION				
28	NUMBER OF PROPERTY OWNERS NOTIFIED				

Notification List of Property Owners

S123-058

28 Property Owners Notified

Label #	Address	Owner
1	4416 GREENBRIER DR	LOCKWOOD VICTORIA S
2	4420 GREENBRIER DR	DELMONTE RICHARD & ELIZABETH R
3	4424 GREENBRIER DR	PHILLIPS AMY L
4	4427 CARUTH BLVD	WRAY ALAN W & KAREN E
5	4425 CARUTH BLVD	JAMES CHRISTOPHER C & ANGELA K
6	4421 CARUTH BLVD	JAMES CHRISTOPHER C & ANGELA K
7	4400 GREENBRIER DR	WILSON BROCK & LARA
8	4404 GREENBRIER DR	CUNNINGHAM JANET A
9	4408 GREENBRIER DR	BEECHERL MARY E
10	4412 GREENBRIER DR	LIPPMAN KEVIN & JULIE
11	4428 GREENBRIER DR	DC GENESIS REALTY PARTNERS
12	4432 GREENBRIER DR	FLABIANO BRENTON D & MICHELLE W FLABIANO
13	4429 CARUTH BLVD	DANZA ALEXANDER M & ANY P
14	4417 CARUTH BLVD	HENDERSON WYATT & LONDON
15	4413 CARUTH BLVD	ALEXANDER SHARON ANN
16	4409 CARUTH BLVD	VICTOR ENTERPRISES INC
17	4405 CARUTH BLVD	BOND ROBERT & KASEY D
18	4404 CARUTH BLVD	DEVENING R RANDOLPH
19	4408 CARUTH BLVD	TURNER DAVID O JR & BILLYE W
20	4412 CARUTH BLVD	LOEWEN BRYAN & JULIE P
21	4416 CARUTH BLVD	YOON DONGHI A & TRACEY HANG
22	4420 CARUTH BLVD	JACKSON CHRISTOPHER E & HEATHER V
23	4424 CARUTH BLVD	VICHYASTIT KEN & WANNEE WHITIS
24	4428 CARUTH BLVD	BOYER ERIC D & LISA K
25	4432 CARUTH BLVD	HARRIS JAMES PATRICK & SHERIL B
26	4425 COLGATE AVE	STEVENS BRYAN & CATHEY STEVENS

City Plan Commission Meeting Agenda - 1/20/2013
Sunday, January 20, 2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4421 GREENBRIER DR	CARP MICHAEL
28	4425 GREENBRIER DR	BALDWIN MARK

Sunday, January 20, 2013

CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-059**Subdivision Administrator:** Paul Nelson**LOCATION:** 13 – 15 Winding Lake Drive, north of Forest Lane**DATE FILED:** January 9, 2013**ZONING:** PD 719**CITY COUNCIL DISTRICT:** 11 **SIZE OF REQUEST:** 0.412 Acres **MAPSCO:** 15Y**OWNER APPLICANT:** Michel & Nayla Stephans

REQUEST: An application to replat a tract of land containing all of Lots 7 and 8 in City Block 50/7460 into one 0.412 acre lot on property located at 13 – 15 Winding Lake Drive, north of Forest Lane.

SUBDIVISION HISTORY: There has been no recent subdivision activity within close proximity to this request. However; the applicant applied for a minor amendment to PD 719 for the purpose of combining Lots 7 and 8 into one lot. The request is pending.

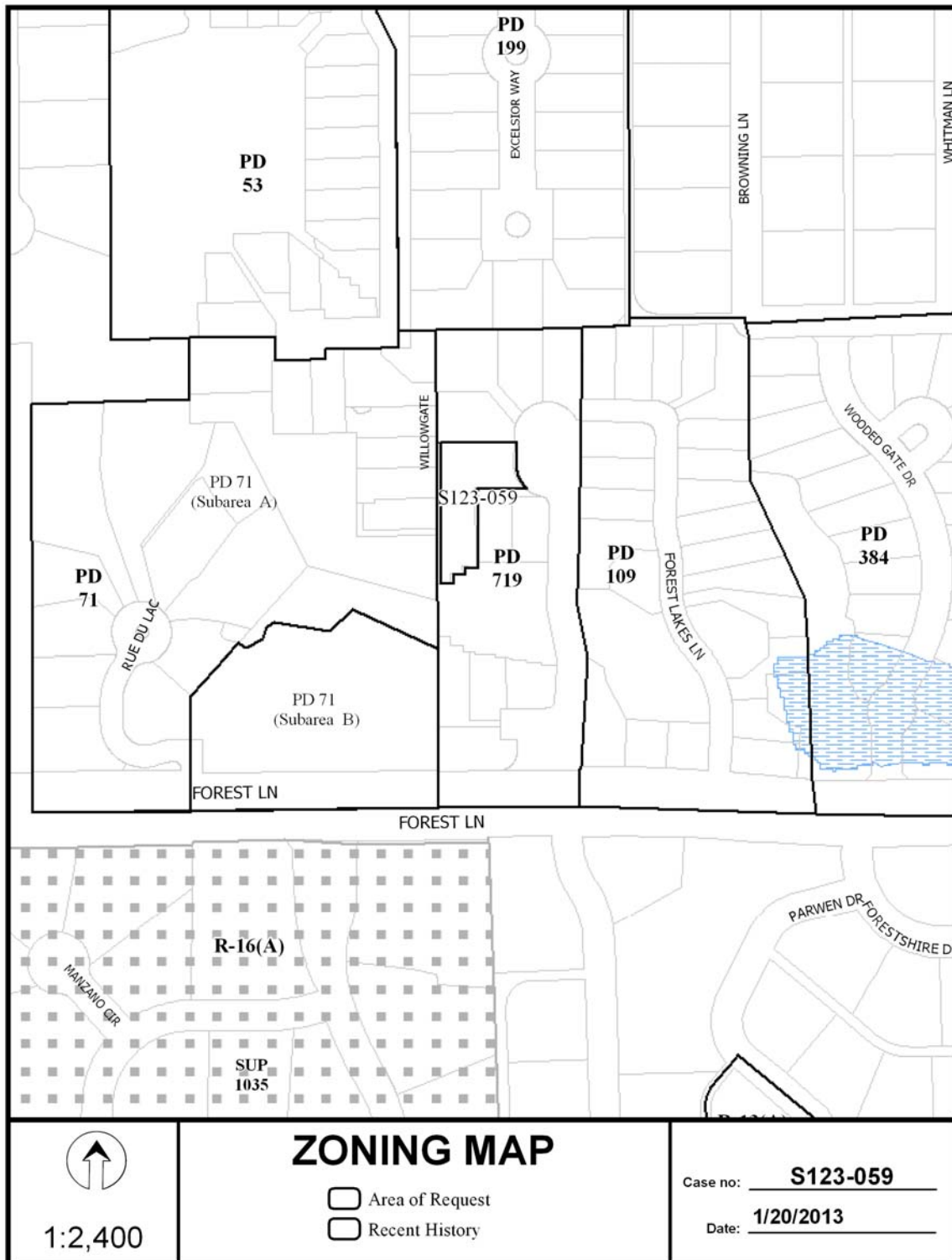
DATES NOTICES SENT: 29 notices were mailed on January 18, 2013 to property owners within 200 feet of this request with 0 replies received in favor and 0 replies received in opposition to the request as of January 29, 2013.

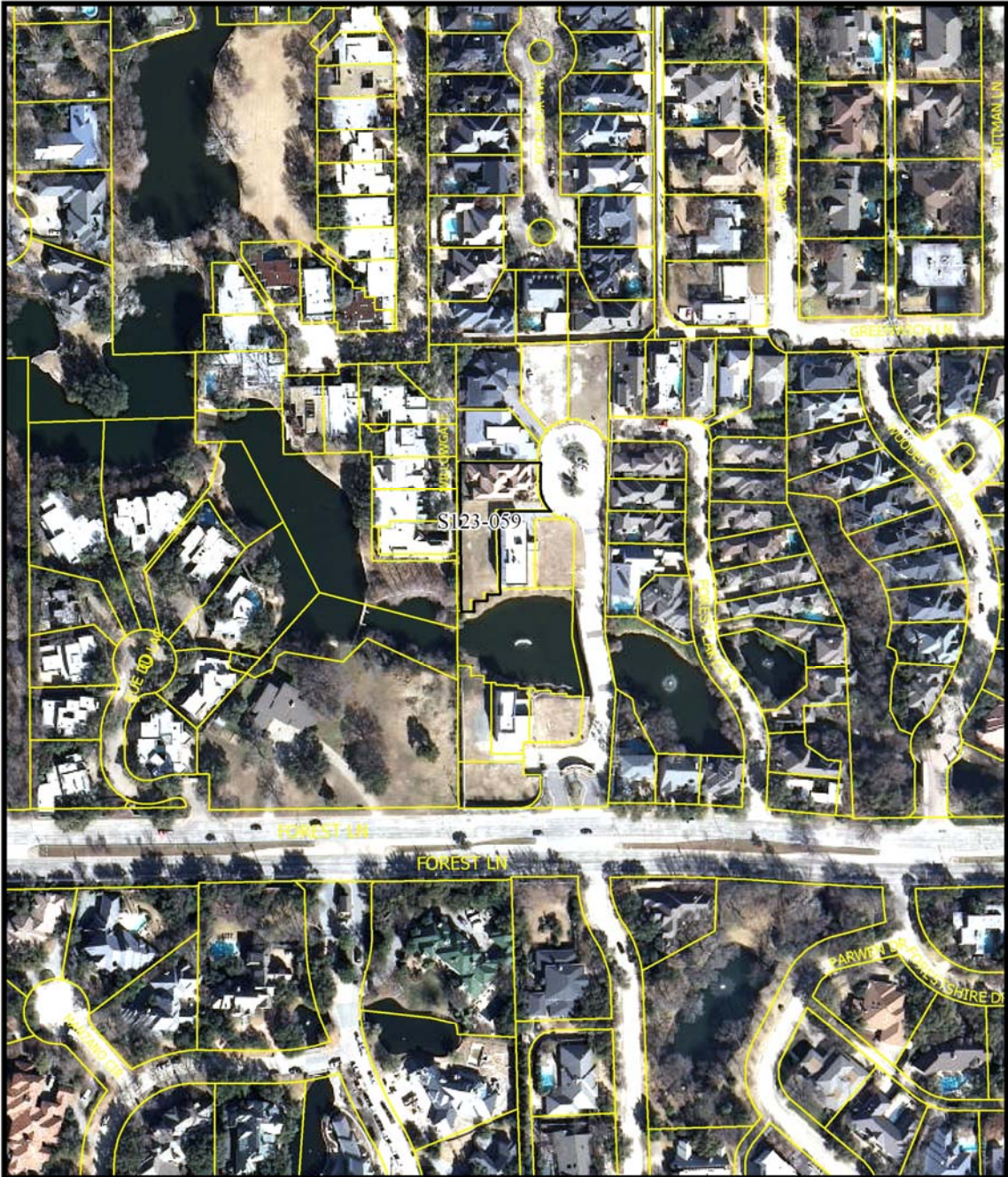
STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

The request is governed by the requirements of PD 719 and complies with those requirements. The proposed lot configuration does not comply with the established lot pattern within the Planned Development, however it does comply with the maximum number of lots allowed and does not increase the density of the development; therefore, staff recommends approval of the request subject to compliance with the following conditions:

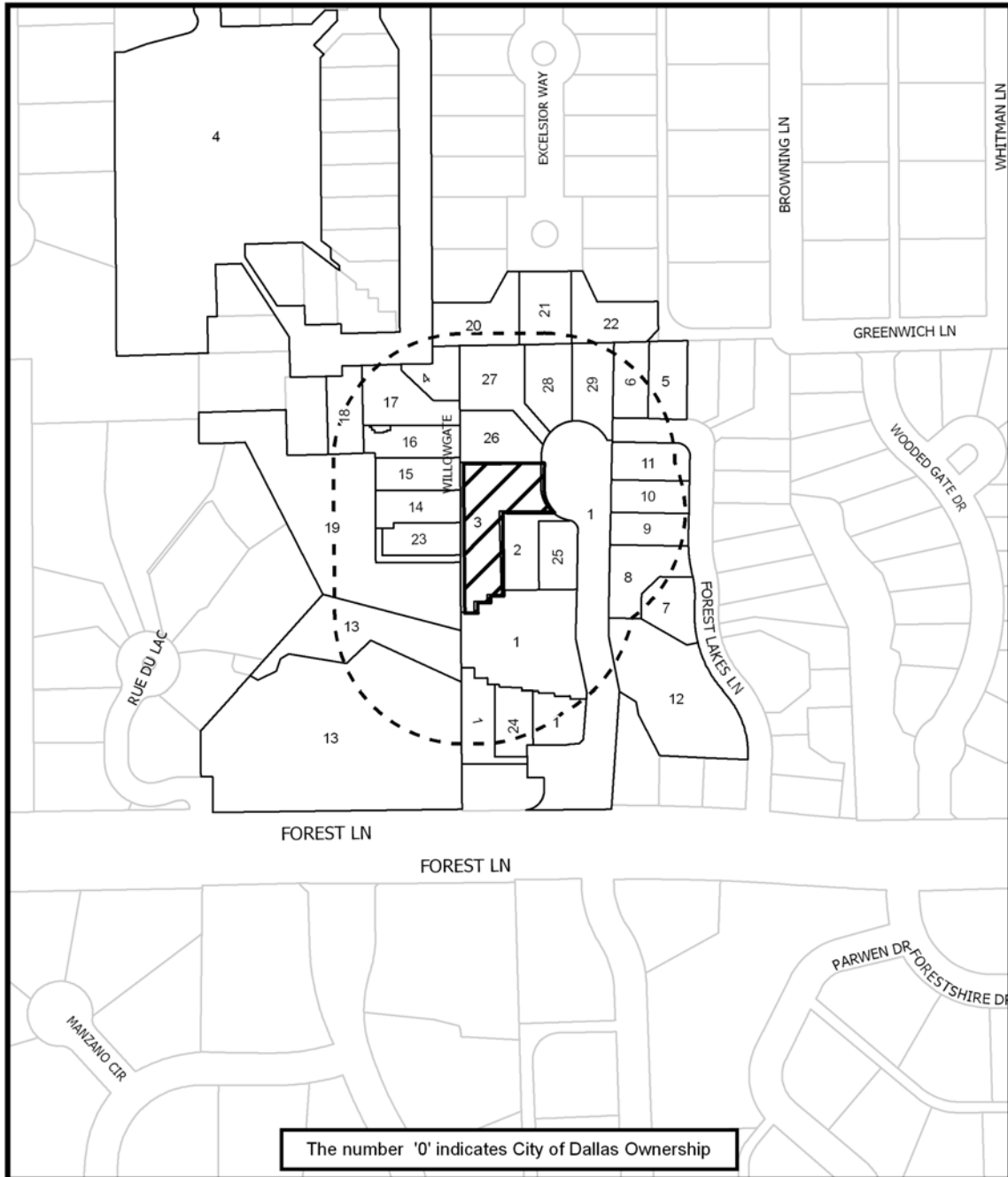
1. The final plat shall conform to all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Development Services, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. Compliance with all plans, contracts, ordinances and requirements of the City of Dallas.
4. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the Plan Commission in a format that is compatible with the "Microstation" format to the Survey Section, Engineering Division in Room 200, 320 E. Jefferson Boulevard.

5. The number and location of fire hydrants must comply with Article 10 Division IV of the Dallas Fire Code.
6. Any structure new or existing may not extend across new property lines. In addition, any detached sign must be shown on the final plat.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.
8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. On the final plat monument all set corners per the Monumentation Ordinance. Prior to submittal of the final plat for the Chairman's signature the monuments must be verified by the Chief City Surveyors Office in the Public Works Department.
10. The maximum number of lots permitted by this plat is 1.
11. Place a note on the final plat "Lot-to-lot drainage is not permitted without Engineering Section approval."
12. Provide a detailed lot grading plan prepared by a Professional Engineer to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center.
13. On the final plat monument all set corners.
14. On the final plat change the name of Forest Lakes Drive to Forest Lakes Lane.
15. On the final plat identify the property as Lot 7A, City Block 50/7460.





 1:2,400	AERIAL MAP	Case no: <u> S123-059 </u> Date: <u> 1/20/2013 </u>
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The number '0' indicates City of Dallas Ownership

 1:2,400	<h2 style="text-align: center;">NOTIFICATION</h2> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">200'</td> <td>AREA OF NOTIFICATION</td> </tr> <tr> <td style="text-align: center;">29</td> <td>NUMBER OF PROPERTY OWNERS NOTIFIED</td> </tr> </table>	200'	AREA OF NOTIFICATION	29	NUMBER OF PROPERTY OWNERS NOTIFIED	Case no: S123-059 Date: 1/20/2013
200'	AREA OF NOTIFICATION					
29	NUMBER OF PROPERTY OWNERS NOTIFIED					

1/20/2013

Notification List of Property Owners**S123-059****29 Property Owners Notified**

Label #	Address	Owner
1	4 WINDING LAKE DR	6300 FOREST LANE LLC
2	11 WINDING LAKE DR	MOAYEDI MEHRDAD
3	15 WINDING LAKE DR	STEPHAN MICHEL & NAYLA
4	6300 WILLOWGATE LN	WILLOWGATE HOMEOWNERS ASSOCIATION
5	11936 FOREST LAKES LN	SEAL CLAUDE E II
6	11940 FOREST LAKES LN	KING JEFFREY J & CAROL A
7	11825 FOREST LAKES LN	HICKS CHARLES L
8	11907 FOREST LAKES LN	DAVIS JON W
9	11911 FOREST LAKES LN	WYLL STANLEY L
10	11917 FOREST LAKES LN	ARMSTRONG DEANE R
11	11921 FOREST LAKES LN	WESTERGAARD DEBORAH
12	11801 FOREST LAKES LN	COMBINED AMERICA DEV % DALE CLINE
13	6243 FOREST LN	ZUMWALT CONSTANCE MARIE
14	6298 WILLOWGATE LN	SHELDON ROY G & LYNNE B
15	6296 WILLOWGATE LN	JAFFE MARLENE & DENNIS CLOUSE
16	6294 WILLOWGATE LN	COX FRANK H
17	6292 WILLOWGATE LN	JACOBSON ERROL & ESME
18	6290 WILLOWGATE LN	MYERS DAVE &
19	6243 FOREST LN	WOLLOWGATE HOMEOWNERS ASSOCIATION
20	12003 EXCELSIOR WAY	BRYCE CHARLOTTE N
21	12004 EXCELSIOR WAY	TAYLOR LARRY R & CAROL B
22	12008 EXCELSIOR WAY	ROBERTS WILLIAM T & NANCY
23	6300 WILLOWGATE LN	VICTOR F GRANT & JULIANNE K FAMILY LIVING TRUST FRE
24	5 WINDING LAKE DR	SAADI PAUL D
25	9 WINDING LAKE DR	CRESCENT ESTATES CUSTOM HOMES LP
26	17 WINDING LAKE DR	WILLIAMS REVOCABLE TRUST

Sunday, January 20, 2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	19 WINDING LAKE DR	RUSK KEITH & RUSK DANA
28	21 WINDING LAKE DR	LEE DEBORAH
29	12 WINDING LAKE DR	KURJI RAHIM N & NEELIMA

Sunday, January 20, 2013

CITY PLAN COMMISSION**THURSDAY, FEBRUARY 7, 2013****FILE NUMBER:** S123-066**Subdivision Administrator:** Paul Nelson**LOCATION:** 7403 and 7407 Midbury Drive**DATE FILED:** January 16, 2013**ZONING:** R-16(A)**CITY COUNCIL DISTRICT:** 11 **SIZE OF REQUEST:** 1.187 Ac. **MAPSCO:** 26A**APPLICANT/OWNER:** Roger & Catherine McInnis and Marc & Wendy Stanley

REQUEST: An application to replat a 1.187 acre tract of land to incorporate abandoned right-of-way into the contiguous ownerships on a tract of land containing all of Lot 3A in City Block 1/7347 and abandoned alley right-of-way into one 0.843 acre lot, and all of Lot 8 in City Block E/7277 and abandoned alley right-of-way into one 0.344 acre lot on property located at 7403 and 7407 Midbury Drive.

SUBDIVISION HISTORY:

1. Highland Estates Addition was approved by the City Plan Commission on January 14, 1953 and recorded on March 25, 1954. The plat created Lot 8 (part of the current request) in City Block E/7277 and also created a 40 foot building line along both sides of Midbury Drive. With the exception of the plat listed below there have been no replats within this addition until the present request.
2. S989-092 was a request (Lot 3A of present request) to replat Lots 3 and 4 in City Block 1/7347 into one 0.36,736 sq. ft. (0.843 acre) lot and was approved on January 14, 1999 and recorded on February 4, 1999.

DATE NOTICES SENT: 23 notices were sent January 22, 2013.

STAFF RECOMMENDATION: Section 51A-8.503(a) indicates that "...Lots must conform in width, depth, and area to the pattern already established in the adjacent areas, having due regard to the character of the area, its particular suitability for development, and taking into consideration the natural topography of the ground, drainage, wastewater facilities, and the proposed layout of streets..."

The request area lies within an R-16(A) area which requires a minimum lot area of 16,000 square feet for residential use. The proposed lot area for lot 8R is 14,986 square feet which is less than the 16,000 square feet minimum lot area required in the R-16(A) zoning district.

Section 51A-4.601 Creation of a Building Site in Subsection 4.601(a) states that "The building official shall not issue a certificate of occupancy or a building permit until a building site is established in one of the following ways:

Subsection 4.601(a)(7) states that "a parcel with less lot area, depth, or width than required by this chapter provided":

- the parcel has an area, depth, or width that is not more than 10 per cent smaller or is greater than the average lot area, depth, or width of other platted lots or recognized building sites capable of development with single family or duplex uses within the same platted block;

Except for proposed Lot 3A-1, proposed lot 8 will have 14,986 square feet of lot area whereas the other platted lots within the same block range in size from 13,254 square feet to 15,504 square feet.

- the platted lots or recognized single family sites contiguous to the parcel are developed with single family or duplex uses;

All of the lots are developed with single family residences.

- the majority of the platted lots and recognizable building sites within the same platted block as the parcel have been platted or have been recognizable building sites for at least 20 years; and

The lots were created by the Highland Estates plat which was recorded in 1954, which was 48 years ago.

- the parcel complies with all other zoning regulations other than lot area, depth, or width regulations.”

The parcel does comply with the R-16(A) requirements except for the lot area requirement.

In addition to the above, Section 8.401(e) requires platting to incorporate property that has been vacated or abandoned into a legal building site.”

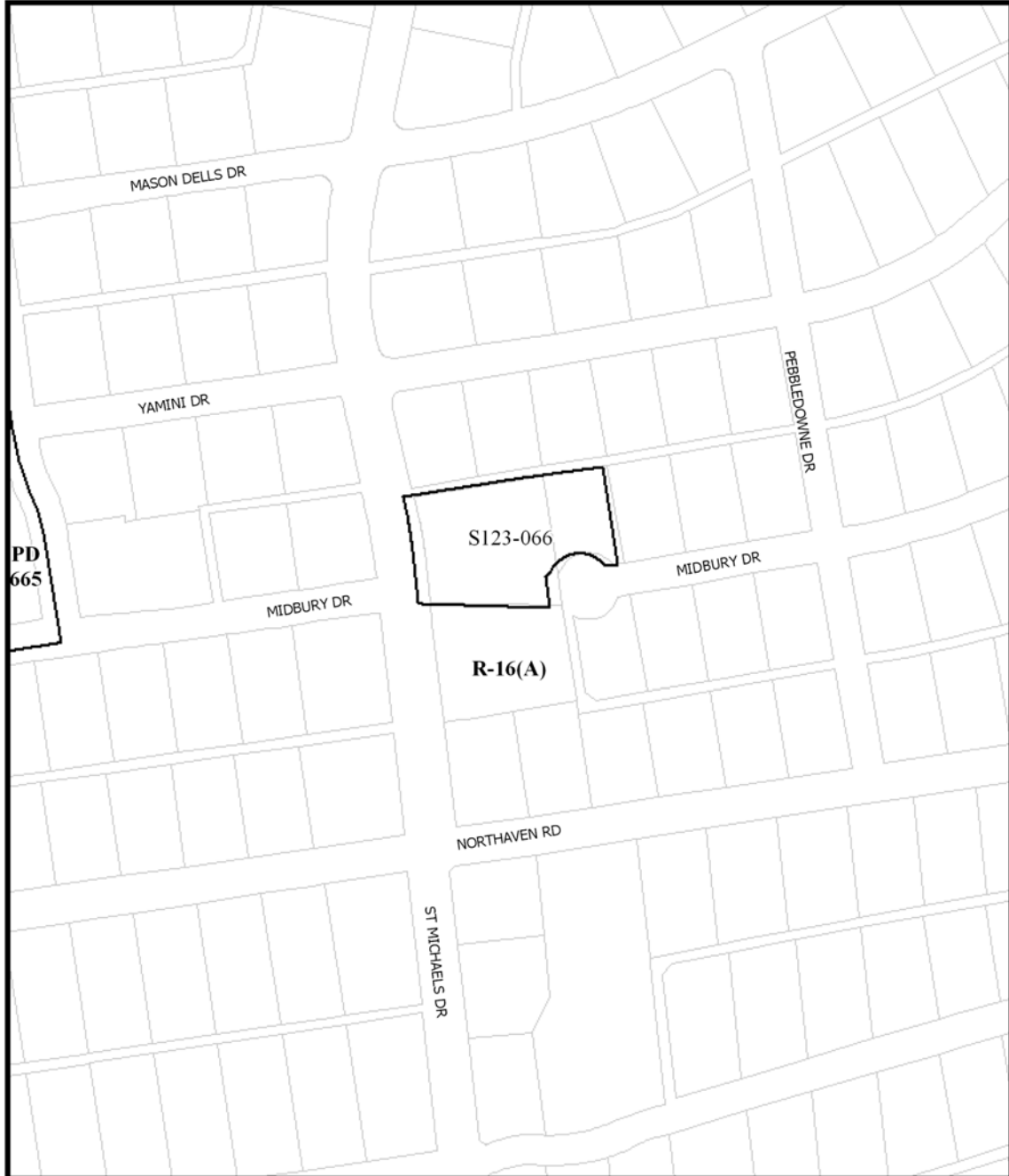
- The alley abandonment occurred with the adoption by the City Council of Ordinance 20080100066.

The staff has determined that the request complies with Section 4.601(a)(7) and Section 8.401(e) and is similar to the established lot pattern of the area; therefore; staff recommends subject to compliance with the following conditions:

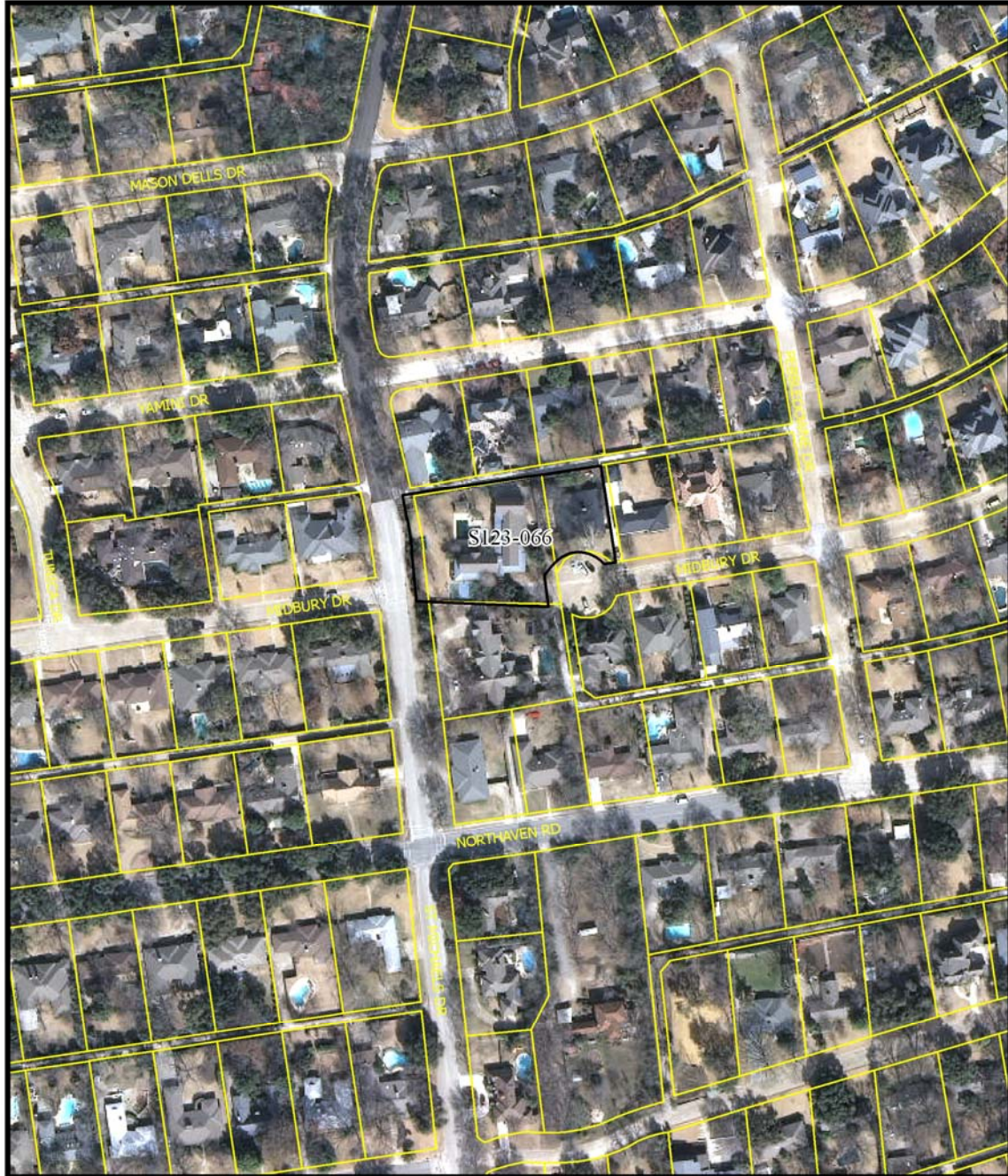
1. The final plat must conform with all requirements of the Dallas Development Code, Texas Local Government Code, Texas Land Surveying Practices Act and the Rules and Regulations of the Texas Board of Land Surveying.
2. Sustainable Development and Construction, Engineering Division must verify that the plat conforms with water, wastewater and easement requirements under the provisions of Chapter 49 of the Dallas City Code.
3. The final plat must comply with all plans, contracts, ordinances and requirements of the City.
4. The number and location of fire hydrants, and fire apparatus access roads, must comply with the Dallas Fire Code.
5. Any structure new or existing may not extend across new property lines. In addition, any detached non premise sign must be shown on the final plat.
6. Provide a copy of the digital electronic CADD file of the final plat at the time the final plat is submitted for signature by the Chairman of the City Plan Commission in a format that is compatible with the “Microstation” format.
7. On the final plat, all easement abandonments and ROW abandonments must be by separate instrument and the recording information shown on the face of the

plat. A release from the Real Estate Division is required prior to the plat being submitted to the Chairman for signature.

8. On the final plat include two boundary corners tagged with these coordinates: "Texas State Plane Coordinate System, North Central Zone, North American Datum of 1983 on Grid Coordinate values, No Scale and no Projection."
9. The maximum number of lots permitted by this plat is 2.
10. Place a note on the final plat "Lot to lot drainage will not be allowed without Engineering Section approval."
11. Provide a detailed lot grading plan prepared by a Professional Engineer to Sustainable Development and Construction, Engineering Division, Room 200, Oak Cliff Municipal Center.
12. On the final plat include fee simple dedication language in the owner's dedication section.
13. On the final plat note the alley abandonment as follows: "Abandonment authorized by Ordinance No. _____ and recorded as Instrument No. _____ . Also, note retention of the utility easement as part of the right-of-way abandonment area(s) on the plat. Real Estate release required prior to submittal of the final plat for the Chairman's signature.
14. On the final plat identify the property as City Block 3/5475, Lot 3A.
15. On the final plat show the existing platted building lines within the adjoining lots and on Lot 8.



 1:2,400	<h2>ZONING MAP</h2> <ul style="list-style-type: none"> <input type="checkbox"/> Area of Request <input type="checkbox"/> Recent History 	Case no: <u> S123-066 </u> Date: <u> 1/27/2013 </u>
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1:2,400

AERIAL MAP

- Area of Request
- Recent History

Case no: S123-066

Date: 1/27/2013



 1:2,400	<h2 style="text-align: center;">NOTIFICATION</h2> <table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">200'</td> <td>AREA OF NOTIFICATION</td> </tr> <tr> <td style="text-align: center;">23</td> <td>NUMBER OF PROPERTY OWNERS NOTIFIED</td> </tr> </table>	200'	AREA OF NOTIFICATION	23	NUMBER OF PROPERTY OWNERS NOTIFIED	Case no: <u> S123-066 </u> Date: <u> 1/27/2013 </u>
200'	AREA OF NOTIFICATION					
23	NUMBER OF PROPERTY OWNERS NOTIFIED					

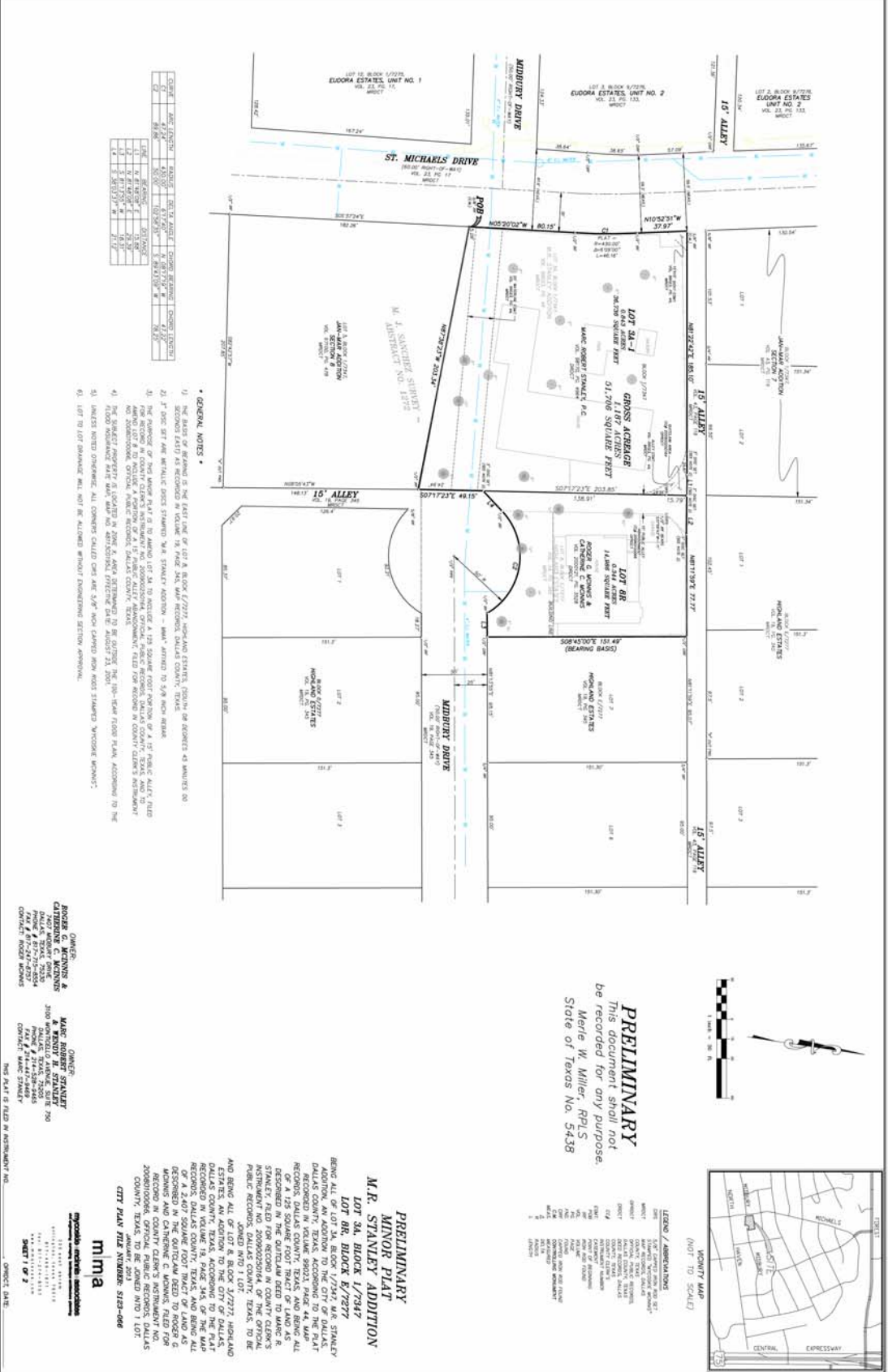
Notification List of Property Owners

S123-066

23 Property Owners Notified

Label #	Address	Owner
1	7407 MIDBURY DR	MCINNIS ROGER G & CATHERINE C
2	11222 ST MICHAELS DR	ROMANER JAYNIE SCHULTZ & RONALD LEVI ROMANER
3	7403 MIDBURY DR	STANLEY MARC ROBERT & WENDY H
4	7239 NORTHAVEN RD	COX WALTER A EST OF % CLAY H COX
5	7242 MIDBURY DR	RUDEL HAROLD E
6	7230 MIDBURY DR	LUBY MAUREEN T
7	7230 YAMINI DR	HRIPKO THOMAS & CANDACE L EVANS
8	7240 YAMINI DR	TREADWAY BRANDY L & JASON A
9	7241 MIDBURY DR	FAIR DAVID L & FAIR ROBIN A
10	7229 MIDBURY DR	FLATLEY ROBERT H
11	7406 MIDBURY DR	MERSKY CHARLES & LORRI
12	7414 MIDBURY DR	JETER ATWOOD
13	7422 MIDBURY DR	WALLACE ROBERT N & REBECCA A
14	7407 NORTHAVEN RD	MYERS CHARLES S
15	7406 YAMINI DR	HOITSMA THOMAS K & HOITSMA KRISTIANNE
16	7414 YAMINI DR	DORN JAMES EDWARD & MARTHA ELLEN EISENLOHR
17	7422 YAMINI DR	KEEPIN WILLIAM B & ARJA
18	7423 MIDBURY DR	TITENS MICHAEL & STACEY
19	7415 MIDBURY DR	FRAUMAN FAMILY LIV TRUST
20	7308 YAMINI DR	BLUMENTHAL SUZANNE C
21	7318 YAMINI DR	WEATHERALL PAUL T & CYNTHIA S
22	11110 ST MICHAELS DR	NISSANOV GIDEON ETAL
23	7317 NORTHAVEN RD	STEVENSON MARK

Tuesday, January 29, 2013



PRELIMINARY
 This document shall not
 be recorded for any purpose.
 Merle W. Miller, RPLS
 State of Texas No. 54338

LEGEND / ABBREVIATIONS

WALL	LINE DRAWN FROM THE SET
ROAD	AS SHOWN ON THE SURVEY
UTILITY	AS SHOWN ON THE SURVEY
PROPERTY	AS SHOWN ON THE SURVEY
ADIRWAY DRIVE	EXISTING DRIVE
ST. MICHAEL'S DRIVE	EXISTING DRIVE
15TH ALLEY	EXISTING DRIVE
LOT 1	AS SHOWN ON THE SURVEY
LOT 2	AS SHOWN ON THE SURVEY
LOT 3	AS SHOWN ON THE SURVEY
LOT 4	AS SHOWN ON THE SURVEY
LOT 5	AS SHOWN ON THE SURVEY
LOT 6	AS SHOWN ON THE SURVEY
LOT 7	AS SHOWN ON THE SURVEY
LOT 8	AS SHOWN ON THE SURVEY
LOT 9	AS SHOWN ON THE SURVEY
LOT 10	AS SHOWN ON THE SURVEY
LOT 11	AS SHOWN ON THE SURVEY
LOT 12	AS SHOWN ON THE SURVEY
LOT 13	AS SHOWN ON THE SURVEY
LOT 14	AS SHOWN ON THE SURVEY
LOT 15	AS SHOWN ON THE SURVEY
LOT 16	AS SHOWN ON THE SURVEY
LOT 17	AS SHOWN ON THE SURVEY
LOT 18	AS SHOWN ON THE SURVEY
LOT 19	AS SHOWN ON THE SURVEY
LOT 20	AS SHOWN ON THE SURVEY
LOT 21	AS SHOWN ON THE SURVEY
LOT 22	AS SHOWN ON THE SURVEY
LOT 23	AS SHOWN ON THE SURVEY
LOT 24	AS SHOWN ON THE SURVEY
LOT 25	AS SHOWN ON THE SURVEY
LOT 26	AS SHOWN ON THE SURVEY
LOT 27	AS SHOWN ON THE SURVEY
LOT 28	AS SHOWN ON THE SURVEY



- GENERAL NOTES:**
- 1) THE BASIS OF RECORDING IS THE FIELD SURVEY OF LOT 8, BLOCK 6/7277, MOHAWK ESTATES, COUNTY OF DALLAS, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 - 2) A "ONE SIX AND A HALF FOOT STAIRWAY" HAS BEEN ADDED TO LOT 8, BLOCK 6/7277, MOHAWK ESTATES, COUNTY OF DALLAS, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 - 3) THE PURPOSE OF THIS PLAT IS TO AMEND LOT 3A TO INCLUDE A 120 SQUARE FOOT PORTION OF A 17' PUBLIC ALLEY, FIELD SURVEY, COUNTY CLERK'S INSTRUMENT NO. 200800250194, DALLAS COUNTY, TEXAS, AND TO RELOCATE A 1488 SQUARE FOOT PORTION OF LOT 3, BLOCK 6/7277, MOHAWK ESTATES, COUNTY OF DALLAS, TEXAS, FROM LOT 3 TO LOT 1, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 - 4) THE SUBJECT PROPERTY IS LOCATED IN ZONE R, AND IS DEDICATED TO BE ZONED R-130-140A FLOOR PLAN, ACCORDING TO THE CITY PLAN FOR THE ZONING DISTRICTS, COUNTY OF DALLAS, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 - 5) ALL LOTS ARE TO BE CONVEYED TO THE CITY OF DALLAS, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 - 6) LOT 19 IS TO BE CONVEYED TO THE CITY OF DALLAS, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

PRELIMINARY
MINOR PLAT
M.R. STANLEY ADDITION
LOT 3A, BLOCK 1/7347
LOT 6R, BLOCK 6/7277

BEING ALL OF LOT 3A, BLOCK 1/7347, M.R. STANLEY ADDITION, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 99923, PAGE 44, MAP RECORDED IN VOLUME 99923, PAGE 44, MAP RECORDED IN THE COUNTY RECORDS OF DALLAS COUNTY, TEXAS, AND BEING ALL OF LOT 6R, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 8, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 3, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 1, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 2, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 3, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 4, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 5, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 6, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 7, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 8, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 9, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 10, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 11, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 12, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 13, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 14, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 15, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 16, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 17, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 18, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 19, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 20, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 21, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 22, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 23, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 24, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 25, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 26, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 27, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

AND BEING ALL OF LOT 28, BLOCK 6/7277, MOHAWK ESTATES, AN ADDITION TO THE CITY OF DALLAS COUNTY, TEXAS, AS SHOWN ON THE SURVEY RECORD AS RECORDED IN VOLUME 19, PAGE 349, OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.

mima
 municipal information management
 11100 W. KENNEDY BOULEVARD
 SUITE 200
 PLANO, TEXAS 75075
 (972) 371-2333
 WWW.MIMA.ORG

OWNERS:
 ROGER C. MCINNIS &
 MARIE W. MILLER
 2401 WINDY HILL DRIVE
 FLOWER MEADOWS, TEXAS 75041
 PHONE # 972-752-6684
 COMPLETE RECORD HOMES

OWNERS:
 MARC ROBERT STANLEY
 2100 WINTHROP AVENUE, SUITE 750
 FLOWER MEADOWS, TEXAS 75041
 PHONE # 972-363-8844
 COMPLETE RECORD HOMES

THIS PLAT IS FILED IN INSTRUMENT NO. _____ OF THE PUBLIC RECORDS, DALLAS COUNTY, TEXAS.
 CHECK DATE: _____

FILE NUMBER: M123-005 **DATE FILED:** December 7, 2012
LOCATION: West Line of Abrams Road between Belmont Avenue and Richmond Avenue
COUNCIL DISTRICT: 14 **MAPSCO:** 36 U
SIZE OF REQUEST: Approx. 38,864 Sq. Ft. **CENSUS TRACT:** 11.02

APPLICANT/OWNER: CDC-Lakewood, L. P.

REPRESENTATIVE: Robert Reeves

MISCELLANEOUS DOCKET ITEM

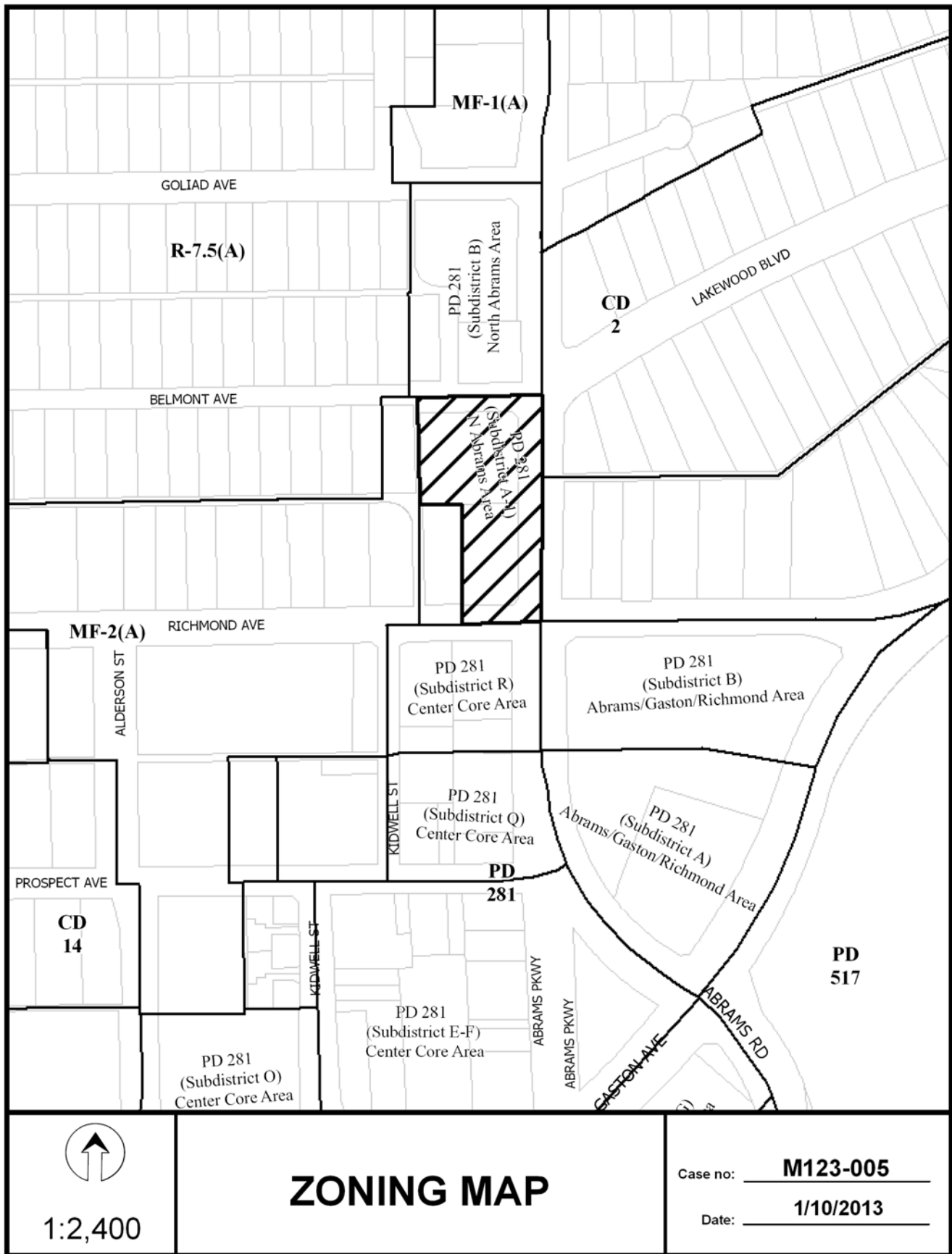
Minor Amendment for Development Plan and Concept Landscape Plan

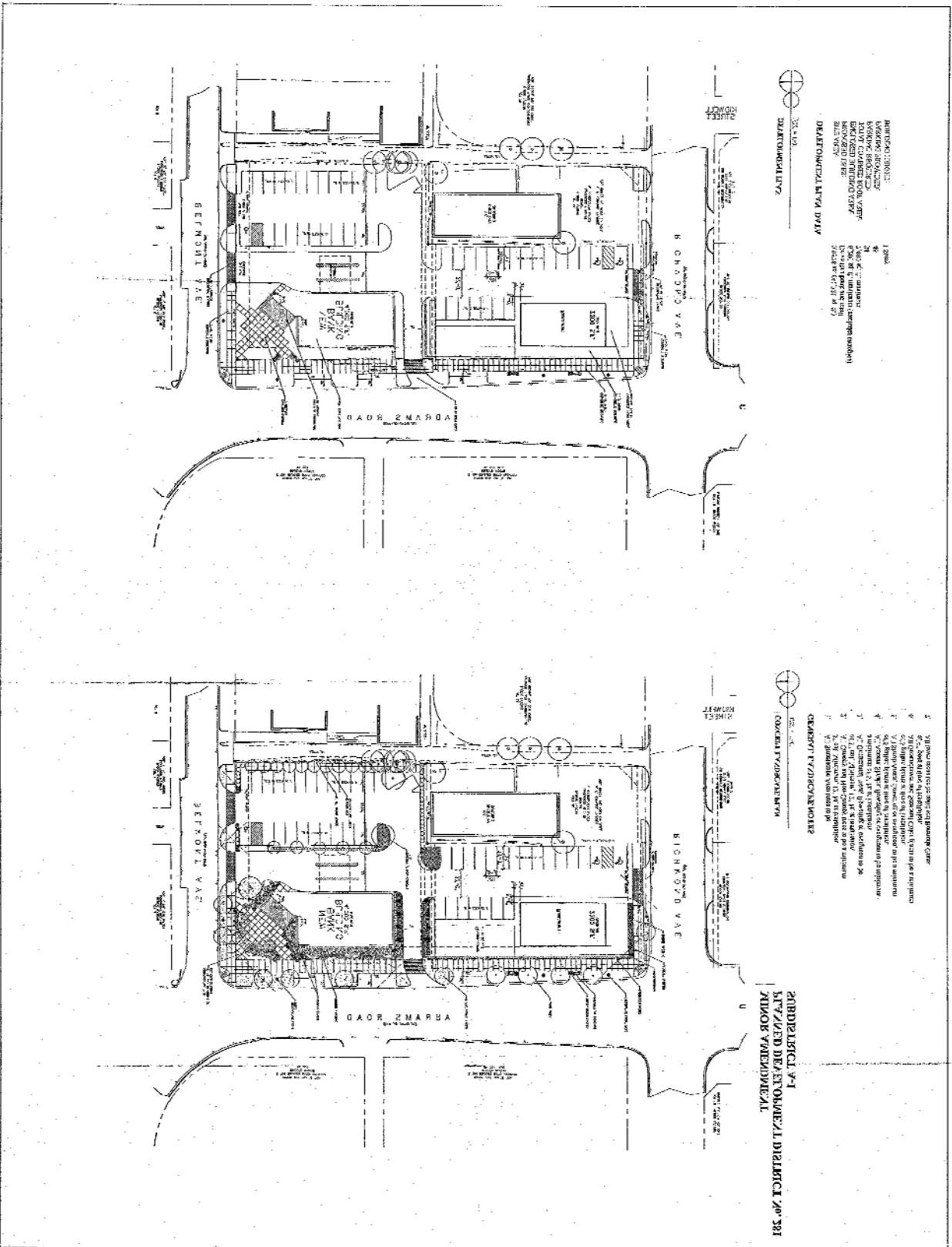
On September 14, 1988, the City Council passed Ordinance No. 20062 which established Planned Development District No. 281, the Lakewood Center Special Purpose District on property generally bounded by Goliad Avenue, Abrams Road/Abrams Parkway, and La Vista Drive/Alderson Street. PDD No. 281 consists of four areas/26 subdistricts. The request site is located in the A-1 portion (subdistrict) of the PDD's North Abrams Area (A-1 Subdistrict adopted by City Council on December 13, 2006).

At this time, the applicant is requesting an amendment to provide for a revision to the footprint for a previously approved building and revisions to the off-street parking area. These revisions will not impact previously approved perimeter planting areas.

The request does not impact any other provisions regulating the property and complies with the criteria for consideration of a minor amendment to a development plan.

STAFF RECOMMENDATION: Approval





DEVELOPMENTAL DISTRICT NO. 281

GENERAL NOTES:

1. All dimensions are given in feet and inches.
2. All dimensions are given in feet and inches.
3. All dimensions are given in feet and inches.
4. All dimensions are given in feet and inches.
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DEVELOPMENTAL DISTRICT NO. 281

GENERAL NOTES:

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10. All dimensions are given in feet and inches.

DEVELOPMENTAL DISTRICT NO. 281

GENERAL NOTES:

11.53.30.5

DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281

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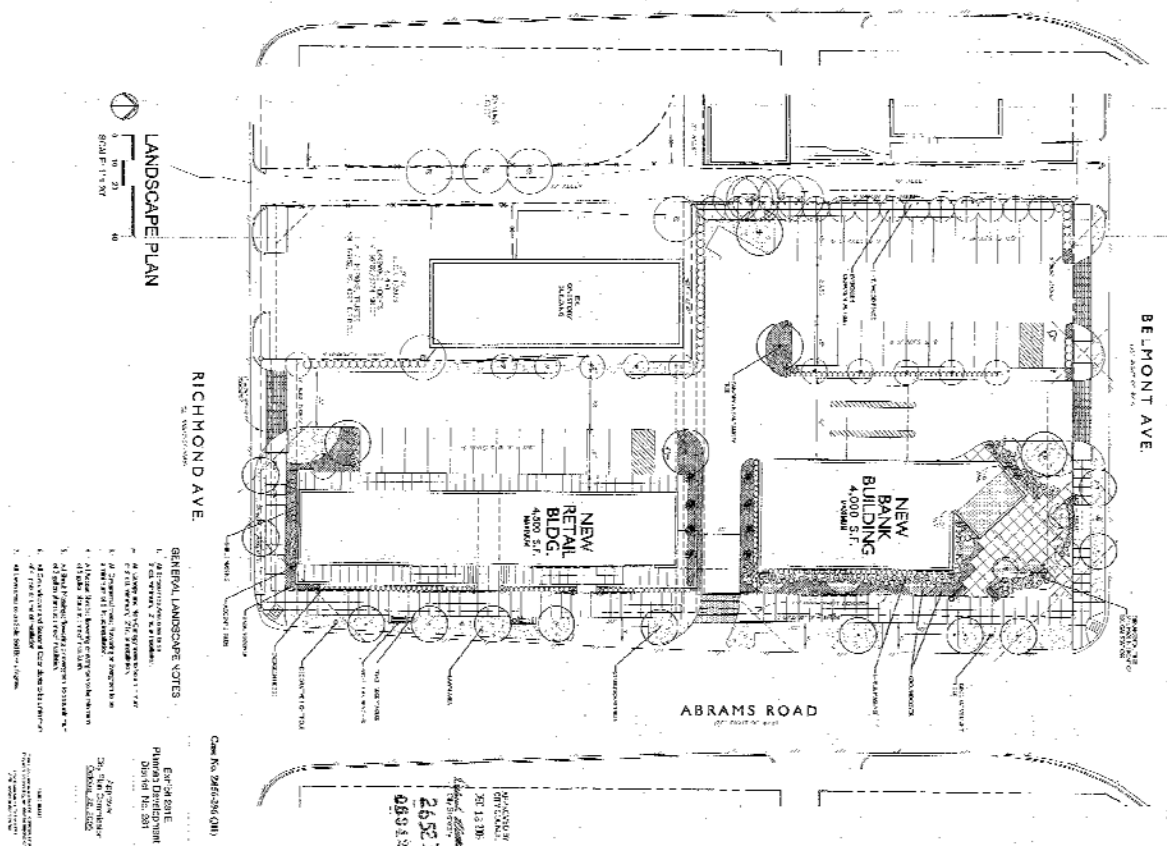
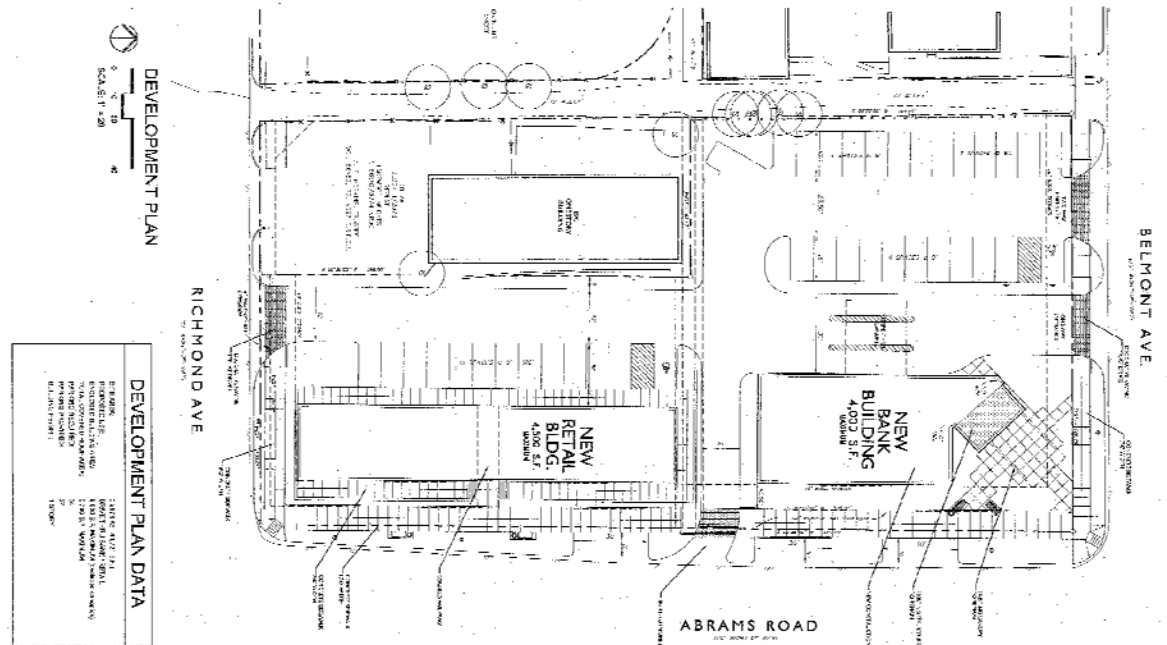
DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281

DEVELOPMENTAL DISTRICT NO. 281



WACOYIA LAKWOOD & ABRAMS

141240400

DATE: 12/2017

PROJECT: CHERRY RIDGE

SCALE: 1" = 20'

PROJECT NUMBER: 1000

STANTEC

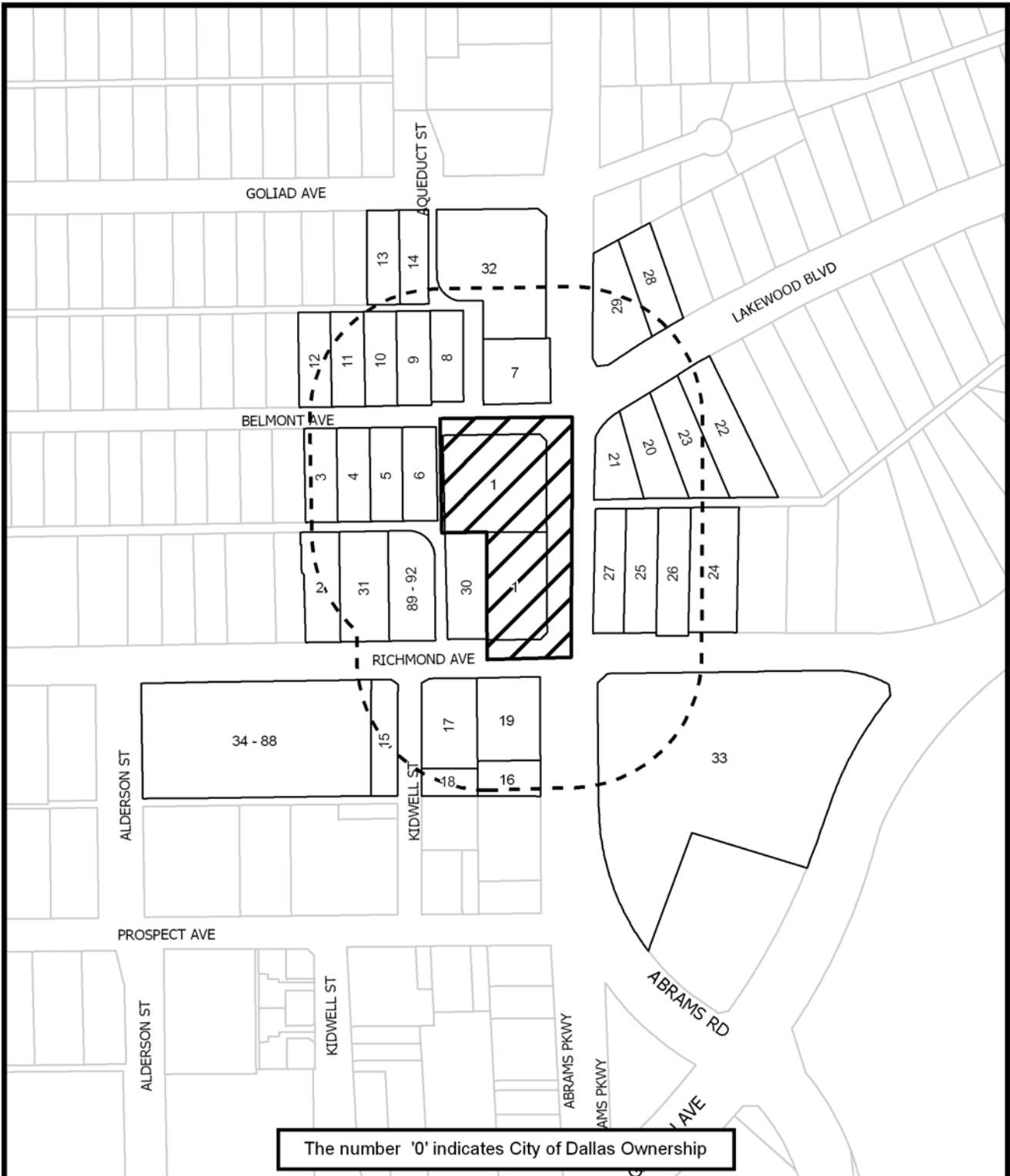
141240400

DATE: 12/2017

PROJECT: CHERRY RIDGE

SCALE: 1" = 20'

PROJECT NUMBER: 1000



1:2,400

NOTIFICATION

200'

AREA OF NOTIFICATION

92

NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **M123-005**

Date: **1/10/2013**

Notification List of Property Owners

M123-005

92 Property Owners Notified

Label #	Address	Owner
1	2201 ABRAMS RD	CDC-LAKEWOOD LP STE 480
2	6343 RICHMOND AVE	FERGUSON CARLTON W & ELIZABETH L
3	6342 BELMONT AVE	DMT GROUP INC
4	6348 BELMONT AVE	MACK ALARIC D
5	6350 BELMONT AVE	WHISENHUNT JOAN C
6	6354 BELMONT AVE	GILLESPIE HAL KEITH
7	2301 ABRAMS RD	SIDES EARL
8	6359 BELMONT AVE	LEWIS LESLIE RAY III
9	6355 BELMONT AVE	MEZGER ROBERT W & MEZGER JANET D
10	6351 BELMONT AVE	STEWART J THOMAS
11	6347 BELMONT AVE	VELVET VINE LLC THE
12	6345 BELMONT AVE	DAVIS ROBERT RYAN JR & A CLAUDIA
13	6348 GOLIAD AVE	EICHNER ROXANNE M
14	6354 GOLIAD AVE	WATTS LAURA G &
15	6328 RICHMOND AVE	2122 KIDWELL LLC
16	2113 ABRAMS RD	GOOD PPTIES LLC
17	2122 KIDWELL ST	2122 KIDWELL LLC % JUSTIN TRAIL
18	2114 KIDWELL ST	CHAMBERLAIN NICHOLAS
19	2121 ABRAMS RD	SOUTHLAND CORP % AD VALOREM
20	6406 LAKEWOOD BLVD	CARDWELL PHILIP LARRY & MARY BELINDA BAI
21	6402 LAKEWOOD BLVD	BROWN MICHAEL
22	6414 LAKEWOOD BLVD	SHAH SHASHIN G & MARY S SHAH
23	6410 LAKEWOOD BLVD	CORTEZ NATHANIEL G & NATALIE S
24	6411 RICHMOND AVE	ISAACSON JOHN D & ANITA P
25	6407 RICHMOND AVE	WILLIAMS VELMA
26	6409 RICHMOND AVE	DREHER C

1/10/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6401 RICHMOND AVE	WILLIAMS VELMA A
28	6411 LAKEWOOD BLVD	THOMPSON GREGORY & ALLISON
29	6407 LAKEWOOD BLVD	SIDERIS HARRY K & TINA
30	6363 RICHMOND AVE	HOPKINS A F TRUSTEE
31	6345 RICHMOND AVE	BUCHANAN JO ANN
32	2311 ABRAMS RD	SCHENKEL PARTNERS LTD PS PARTNERS LTD
33	2118 ABRAMS RD	SANDELMAN SUSAN TR THE ALEFF TRUST
34	6318 RICHMOND AVE	SHEUMAKER ANDREW UNIT 1101
35	6318 RICHMOND AVE	BURKHALTER BRADLEY G UNIT 1102
36	6318 RICHMOND AVE	HALE VALLI
37	6318 RICHMOND AVE	HEARN ROBERT J BLDG A1 UNIT 1104
38	6318 RICHMOND AVE	STEWART ADAM UNIT #1105
39	6318 RICHMOND AVE	TOPP PATRICIA ANN
40	6318 RICHMOND AVE	PIGG MICHAEL W SUITE 1201 UNIT 4101
41	6318 RICHMOND AVE	SAUCEDO GUADALUPE UNIT 1202
42	6318 RICHMOND AVE	JOHN PAUL HOLDING INVESTMENTS CORP
43	6318 RICHMOND AVE	ADCOCK RONALD K & BARBARA BLDG A1 UNIT 1
44	6318 RICHMOND AVE	NEMETH MARY A STE 1205
45	6318 RICHMOND AVE	TIMMER JENNIFER UNIT 1206
46	6318 RICHMOND AVE	BRADY PATRICIA A BLDG A1 UNIT 1301
47	6318 RICHMOND AVE	MAYER BARBARA ANN UNIT 1302
48	6318 RICHMOND AVE	SHRIVER JODI LYN UNIT 1303
49	6318 RICHMOND AVE	SEUFER AIMEE R
50	6318 RICHMOND AVE	THIBAUT JEANNINE BLDG A1 # 1305
51	6318 RICHMOND AVE	LACHER KIMBERLY A UNIT 23
52	6318 RICHMOND AVE	MCNEILL MOLLIE
53	6318 RICHMOND AVE	BAILEY GRETCHEN BLDG B2 UNIT 2102
54	6318 RICHMOND AVE	COX CRISTIN E
55	6318 RICHMOND AVE	GONZALEZ LEONOR
56	6318 RICHMOND AVE	HARTFIEL HOLLY M APT 2201
57	6318 RICHMOND AVE	GILMORE LOU ANNE & DALE VON UNIT 2202

1/10/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	6318 RICHMOND AVE	LEOPOLD ANTHONY M
59	6318 RICHMOND AVE	BALARAMA KRISHNA #2204
60	6318 RICHMOND AVE	BELL KENDRA UNIT 2301
61	6318 RICHMOND AVE	THOMAS ADRIAN
62	6318 RICHMOND AVE	PRISCO RAYMOND
63	6318 RICHMOND AVE	AUTREY STEPHANIE M BLDG B2 UNIT 2304
64	6318 RICHMOND AVE	LABRIE LINDSAY BLDG C3 UNIT 3101
65	6318 RICHMOND AVE	PERKINS SYDNEY MARIE &
66	6318 RICHMOND AVE	MOON ADAM BLDG C3 UNIT 3104
67	6318 RICHMOND AVE	J & P LEYMON FAMILY TRUST
68	6318 RICHMOND AVE	BLONS JEANETTE M LIF EST BLDG C3 UNIT 32
69	6318 RICHMOND AVE	KELLY ELIZABETH E UNIT 3203
70	6318 RICHMOND AVE	GANN THOMAS K & ANN M
71	6318 RICHMOND AVE	MCCOLLUM MILES G
72	6318 RICHMOND AVE	POLLAK ROBERT N
73	6318 RICHMOND AVE	BOIS DU LAC CONDOMINIUM ASSOCIATION INC
74	6318 RICHMOND AVE	TAYLOR SALLY B BLDG C3 UNIT 3303
75	6318 RICHMOND AVE	MINICK MATTHEW BLDG C3 UNIT 3304
76	6318 RICHMOND AVE	BORSH SARAH A UNIT 3305
77	6318 RICHMOND AVE	WILLE ELIZABETH A
78	6318 RICHMOND AVE	CLAYTON LESLEY
79	6318 RICHMOND AVE	LEATHERWOOD NANCY R BLDG D4 UNIT 4103
80	6318 RICHMOND AVE	MILLER SHANNON R
81	6318 RICHMOND AVE	GERHART MARTHA
82	6318 RICHMOND AVE	BONDURANT KAREN BLDG D4 UNIT 4201
83	6318 RICHMOND AVE	HUTCHESON MELEISSA L UNIT 4205
84	6318 RICHMOND AVE	JORDAN MARILYN S
85	6318 RICHMOND AVE	WADINO MICHAEL J JR & JOAN L
86	6318 RICHMOND AVE	REAVES CATHRYN
87	6318 RICHMOND AVE	REYNA MICHAL
88	6318 RICHMOND AVE	ACOSTA VERONICA M UNIT 4305

1/10/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	6355 RICHMOND AVE	TRAVIS PATRICIA J
90	6355 RICHMOND AVE	MEADOWS GLENDA C UNIT B
91	6355 RICHMOND AVE	MARSHALL DAHL UNIT C
92	6355 RICHMOND AVE	JANSON ALISON G UNIT D

FILE NUMBER: M123-006 **DATE FILED:** December 6, 2012

LOCATION: North Line of Forest Lane, West of Forest Lakes Lane

COUNCIL DISTRICT: 11 **MAPSCO:** 15 Y

SIZE OF REQUEST: Approx. 17,994 Sq. Ft. **CENSUS TRACT:** 132

APPLICANTS/OWNERS: Nayla and Michel Stephan

REPRESENTATIVE: Isaac Molina

MISCELLANEOUS DOCKET ITEM

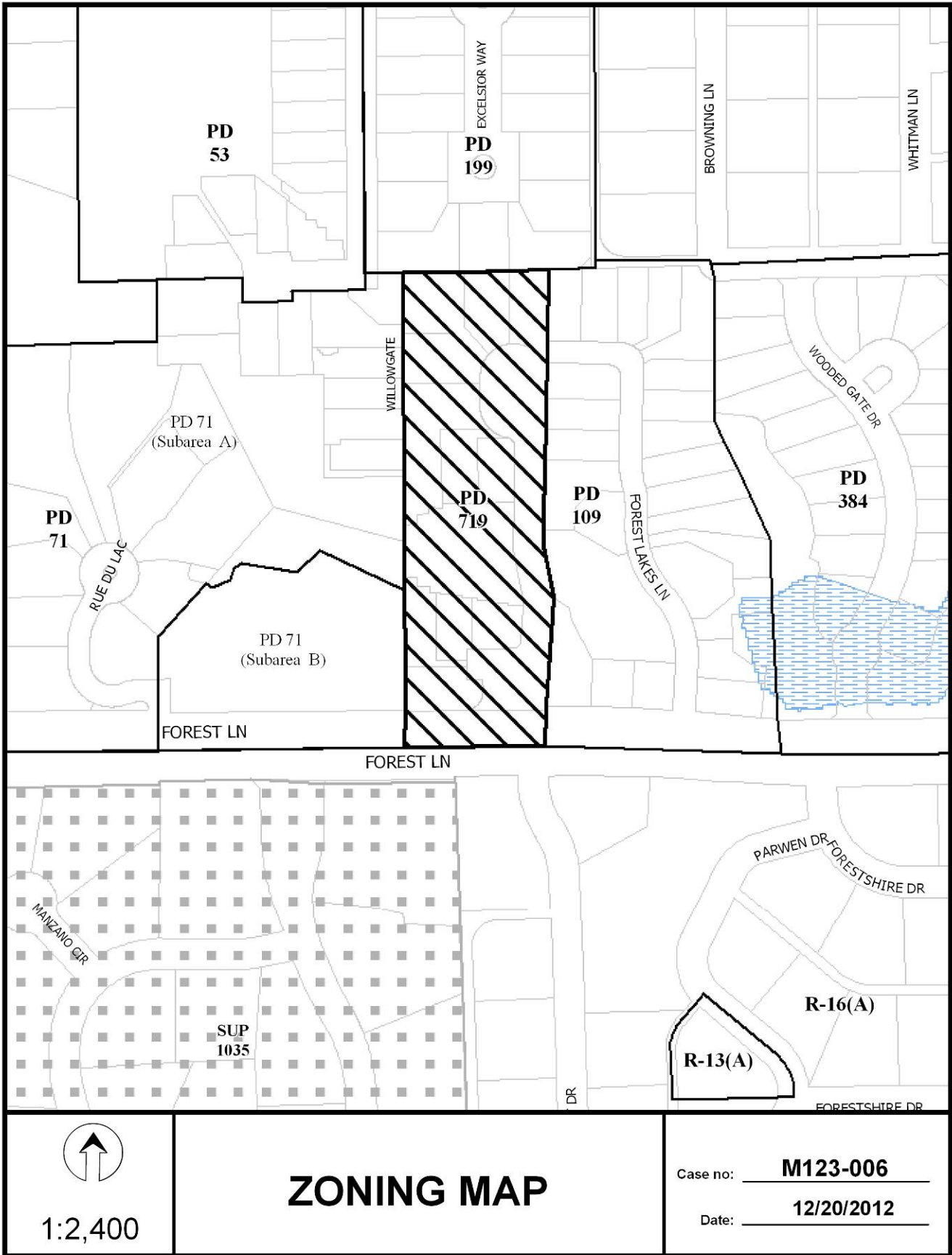
Minor Amendment for Development Plan

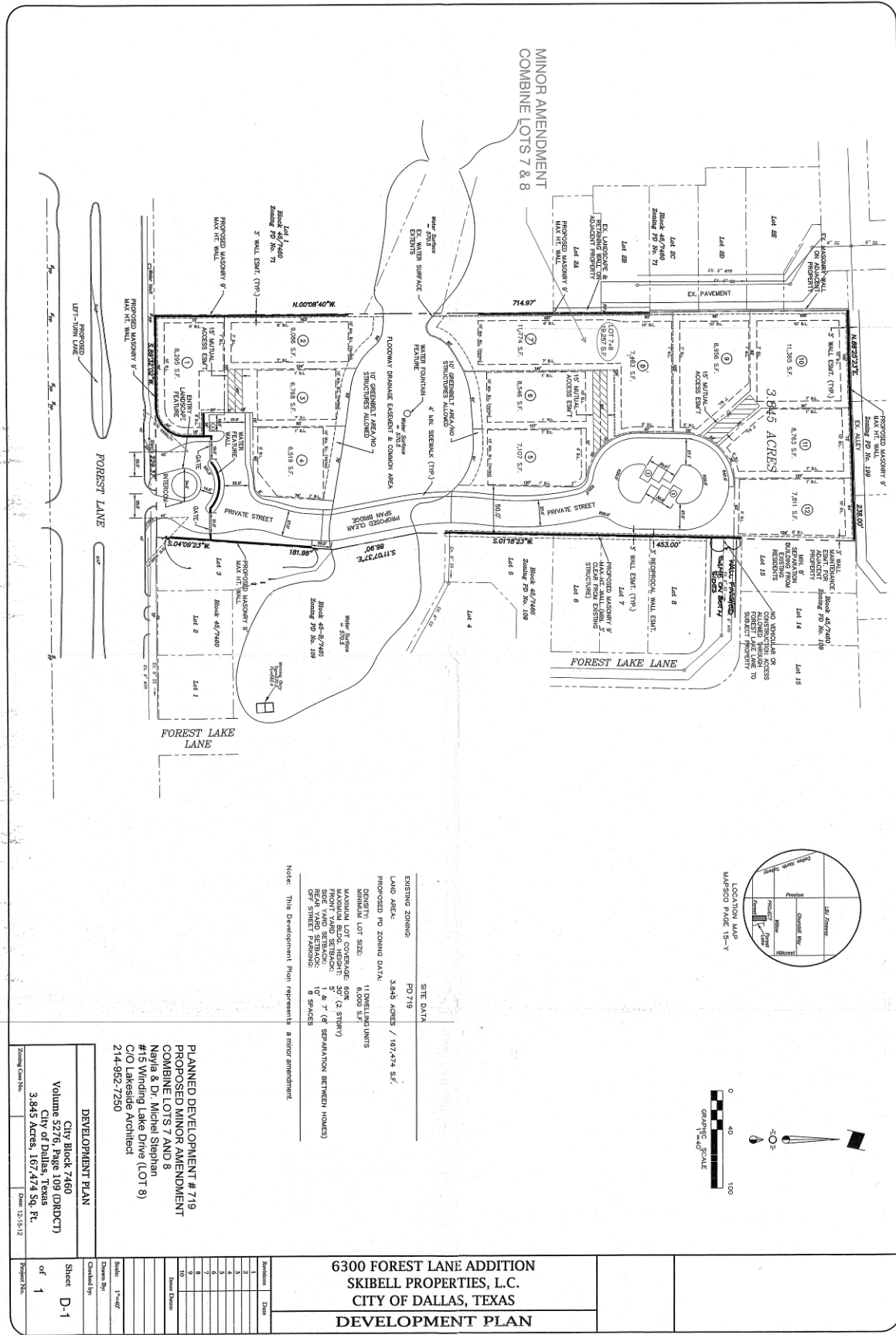
On February 23, 2005, the City Council passed Ordinance No. 25897 which established Planned Development District No. 719 on property at the above location.

At this time, the applicant is requesting an amendment to the development plan to provide for a consolidation (by replat) of two residential lots along the western property line. A replat of the lots is scheduled for consideration by the City Plan Commission on this same date.

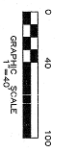
The request does not impact any other provisions regulating the property and complies with the criteria for consideration of a minor amendment to a development plan.

STAFF RECOMMENDATION: Approval





MINOR AMENDMENT
COMBINE LOTS 7 & 8



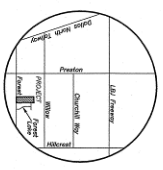
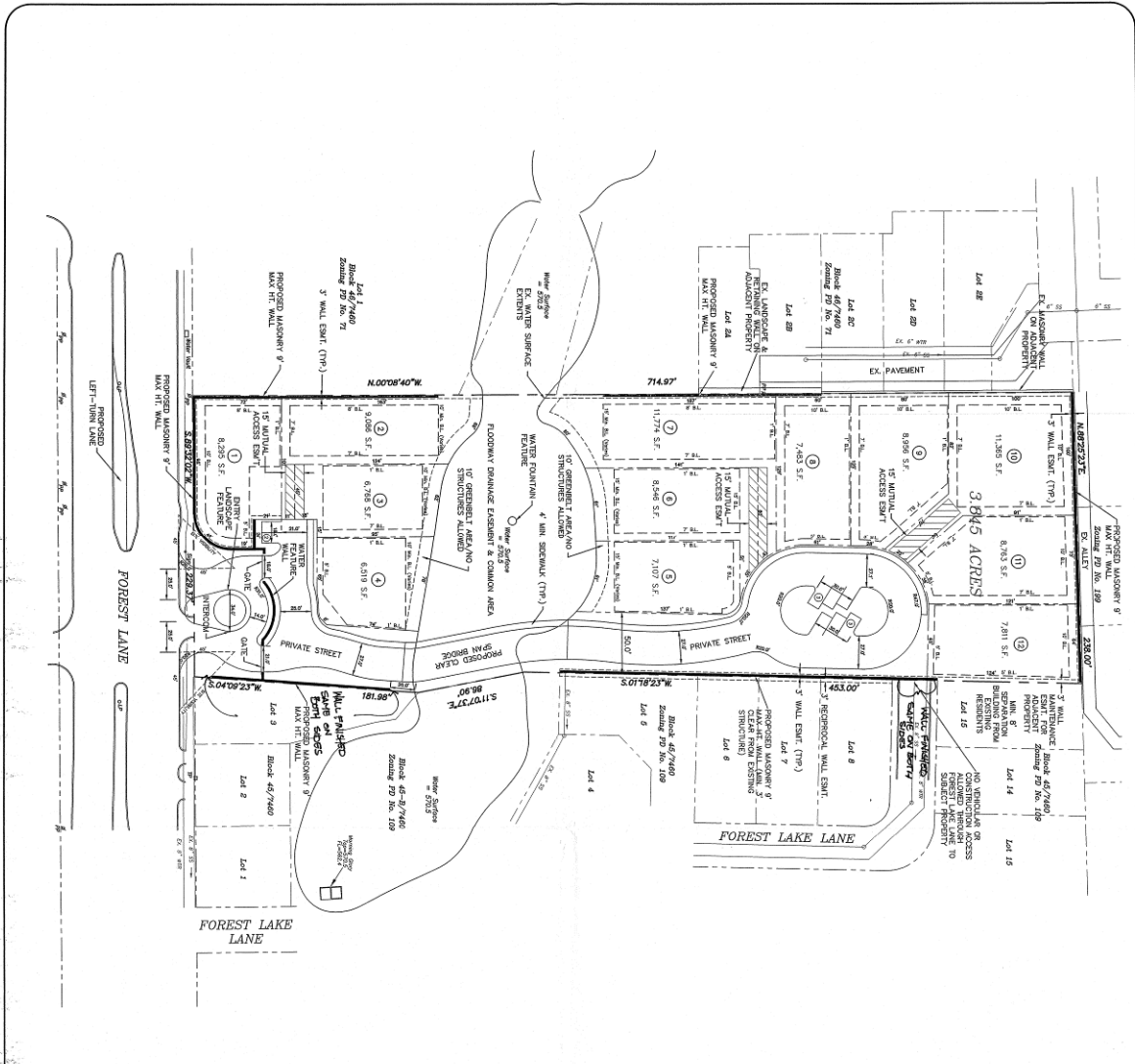
SITE DATA
 EXISTING ZONING: PD 719
 LAND AREA: 3.845 ACRES / 167,474 SF.
 PROPOSED PD ZONING DATA:
 1 UNITS/LOT UNITS
 MINIMUM LOT SIZE: 6,000 SF.
 MAXIMUM LOT COVERAGE: 60%
 MAXIMUM BUILDING HEIGHT: 30' (2 STORY)
 SIDE YARD SETBACK: 1' & 7' (SEPARATION BETWEEN HOLES)
 OFF-STREET PARKING: 15 SPACES

Note: This Development Plan represents a minor amendment.

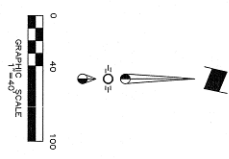
PLANNED DEVELOPMENT # 719
 PROPOSED MINOR AMENDMENT
 COMBINE LOTS 7 AND 8
 Nayla & Dr. Michael Stephan
 #15 Winding Lake Drive (LOT 8)
 C/O Lakeside Architect
 214-952-7250

DEVELOPMENT PLAN
 City Block 7460
 Volume 5276, Page 109 (ORDCT)
 City of Dallas, Texas
 3,845 Acres, 167,474 Sq. Ft.
 Date: 12/15/12

6300 FOREST LANE ADDITION SKIBELL PROPERTIES, L.C. CITY OF DALLAS, TEXAS DEVELOPMENT PLAN	
Revision	Date
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LOCATION MAP
MAPSCO PAGE 15-Y



SITE DATA
 EXISTING ZONING: R-16 (A)
 PROPOSED ZONING: P3-A (COMMERCIAL DEVELOPMENT)
 PROPOSED PO ZONING DATA: 151,474 S.F.
 DENSITY: 3.12 UNITS/ACRE
 MINIMUM LOT SIZE: 6,000 S.F.
 MAXIMUM LOT COVER: 50%
 FRONT YARD SETBACK: 5' (2 STORY)
 SIDE YARD SETBACK: 1' & 7' (9' SEPARATION BETWEEN HOMES)
 OFF STREET PARKING: 8 SPACES

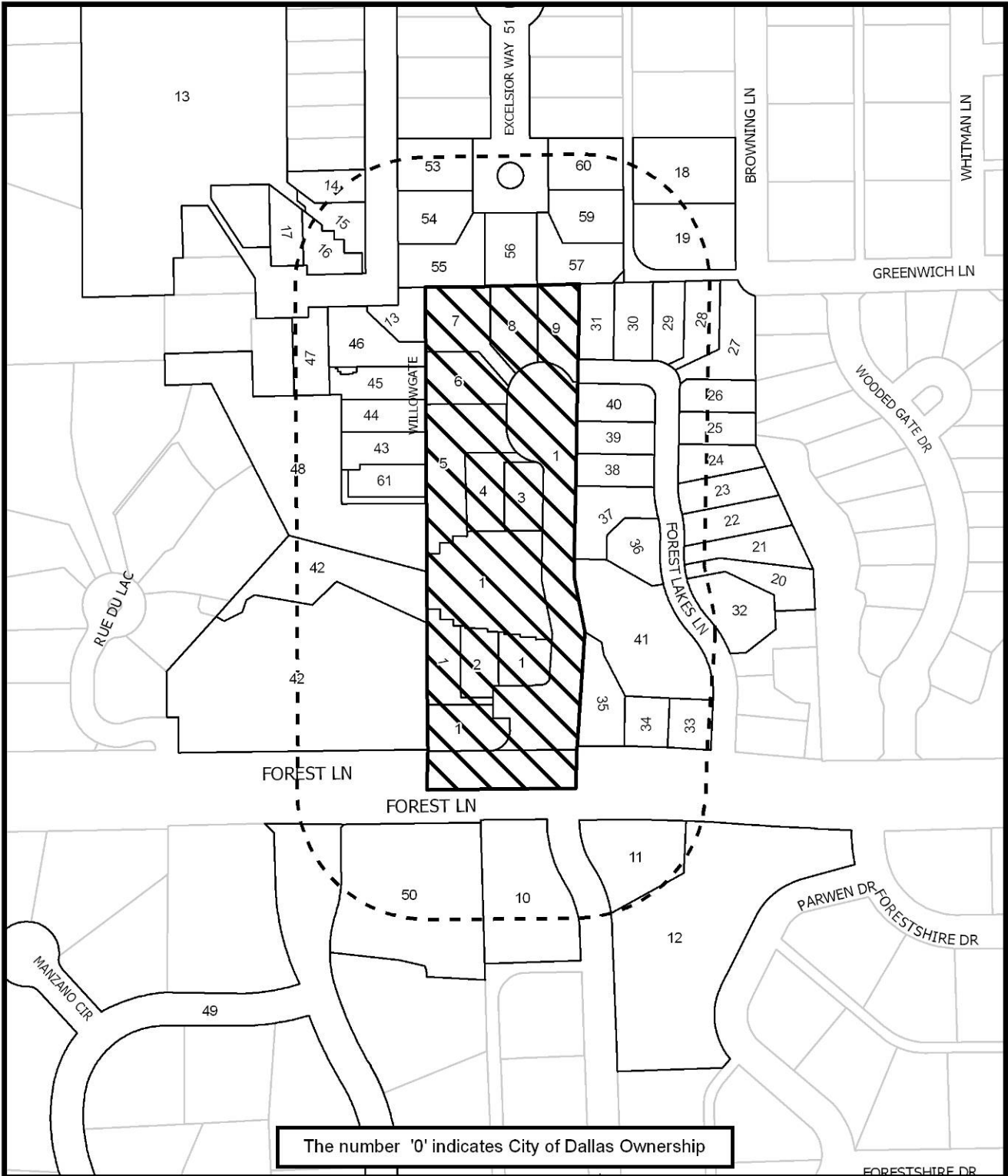
Note: This Development Plan represents conceptual lot layout only.
 Exhibit 111A
 PLANNED DEVELOPMENT REPORT NO. 719
 City Plan Commission
 1-23-05
 25897

DEVELOPMENT PLAN City Block 7460 Volume 5776, Page 109 (DIRECT) City of Dallas, Texas 3,845 Acres, 10,717 Sq. Ft.		Sheet DEV of
Zoning Commission 2004/03/22/07 (REV) 10/20/04	City Engineer 10/20/04	Project No. 04009

SORELL, ROBERT 1100 West 12th Street Suite 200 Dallas, TX 75204 Phone: 754-4400 Fax: 754-4400 E-mail: bob@sorell.com CONTRACT: Jeff David Green, P.E.	EMERISER 1100 West 12th Street Suite 200 Dallas, TX 75204 Phone: 754-4400 Fax: 754-4400 E-mail: bob@emeriser.com CONTRACT: Jeff David Green, P.E.
Revision 1 2 3 4 5 6 7 8 9 10	Date

6300 FOREST LANE ADDITION
SKIBELL PROPERTIES, L.C.
CITY OF DALLAS, TEXAS
DEVELOPMENT PLAN

CROSS ENGINEERING CONSULTANTS
 116 N. Tennessee St., Suite 202 • McKinney, Texas 75069
 972.562.4400 • Fax 972.562.4471



1:2,400

NOTIFICATION

200'

AREA OF NOTIFICATION

61

NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **M123-006**

Date: **12/20/2012**

Notification List of Property Owners

M123-006

61 Property Owners Notified

Label #	Address	Owner
1	4 WINDING LAKE DR	6300 FOREST LANE LLC
2	5 WINDING LAKE DR	SAADI PAUL D
3	9 WINDING LAKE DR	CRESCENT ESTATES CUSTOM HOMES LP
4	11 WINDING LAKE DR	MOAYEDI MEHRDAD
5	15 WINDING LAKE DR	STEPHAN MICHEL & NAYLA
6	17 WINDING LAKE DR	WILLIAMS REVOCABLE TRUST
7	19 WINDING LAKE DR	RUSK KEITH & RUSK DANA
8	21 WINDING LAKE DR	LEE DEBORAH
9	12 WINDING LAKE DR	KURJI RAHIM N & NEELIMA
10	11727 PINE FOREST DR	JABBOUR RAMSEY E & MARY E
11	11726 PINE FOREST DR	COAN BEVERLY ANN & DARLENE A PITTS
12	900001 PARWEN DR	FOREST PLACE HOMEOWNERS % SBB
MANAGEMENT		
13	6232 WILLOW LN	WILLOWGATE HOMEOWNERS ASSOCIATION
14	6262 WILLOWGATE LN	ROSENTHAL H S
15	6266 WILLOWGATE LN	KITCHEN HEATHER M
16	6270 WILLOWGATE LN	FIELDS ANNE
17	6274 WILLOWGATE LN	MILLER NORMAN E & ANNE K
18	12007 BROWNING LN	DRORY DANIEL M & EVE PROCTOR DRORY
19	12001 BROWNING LN	WHITE SARAH B & THOMAS B RAU
20	11820 FOREST LAKES LN	BROWN CAROLE ANN
21	11824 FOREST LAKES LN	WHALEN FORREST J & CAROL S WHALEN
22	11904 FOREST LAKES LN	REYNOLDS J MIKEL & CANDI C
23	11908 FOREST LAKES LN	ASPGREN RONALD E ETAL
24	11912 FOREST LAKES LN	SUNDEEN DONALD & MELANIE
25	11916 FOREST LAKES LN	WACASER KARIN E
26	11920 FOREST LAKES LN	TINSLEY CLAY MARSHALL

12/20/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	11924 FOREST LAKES LN	GRANT WILLIAM B & JANE P
28	11928 FOREST LAKES LN	BREDLAU MICHAEL A & MARY PMB 149
29	11932 FOREST LAKES LN	SILVERMAN IRA W TR JOAN NEUSTADT LEVY TR
30	11936 FOREST LAKES LN	SEAL CLAUDE E II
31	11940 FOREST LAKES LN	KING JEFFREY J & CAROL A
32	11800 FOREST LAKES LN	COMBINED AMERICA DEV % DALE CLINE
33	11803 FOREST LAKES LN	HEARD WILLIAM F & MARY JANE
34	6409 FOREST LN	ALLEN JANET G
35	6405 FOREST LN	BROOKS STEPHANIE N
36	11825 FOREST LAKES LN	HICKS CHARLES L
37	11907 FOREST LAKES LN	DAVIS JON W
38	11911 FOREST LAKES LN	WYLL STANLEY L
39	11917 FOREST LAKES LN	ARMSTRONG DEANE R
40	11921 FOREST LAKES LN	WESTERGAARD DEBORAH
41	11801 FOREST LAKES LN	COMBINED AMERICA DEV % DALE CLINE
42	6243 FOREST LN	ZUMWALT CONSTANCE MARIE
43	6298 WILLOWGATE LN	SHELDON ROY G & LYNNE B
44	6296 WILLOWGATE LN	JAFFE MARLENE & DENNIS CLOUSE
45	6294 WILLOWGATE LN	COX FRANK H
46	6292 WILLOWGATE LN	JACOBSON ERROL & ESME
47	6290 WILLOWGATE LN	MYERS DAVE &
48	6243 FOREST LN	WOLLOWGATE HOMEOWNERS ASSOCIATION
49	6200 ROBLEDO DR	LOS ARBOLES HOMEOWNERS %SBB MGMT
COMPANY		
50	1 ROBLEDO DR	WHIDDON JAMES N
51	12000 EXCELSIOR WAY	EXCELSIOR WAY HOA INC
52	12070 EXCELSIOR WAY	SHARIF MUNIR DAVIDSON DEV % SELECT
MANAG		
53	12011 EXCELSIOR WAY	GORELICK STEVEN H & VERNELL L
54	12007 EXCELSIOR WAY	MILLER EVALEE
55	12003 EXCELSIOR WAY	BRYCE CHARLOTTE N
56	12004 EXCELSIOR WAY	TAYLOR LARRY R & CAROL B
57	12008 EXCELSIOR WAY	ROBERTS WILLIAM T & NANCY

12/20/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	12008 EXCELSIOR WAY	STONE STUART R & NANCY J
59	12012 EXCELSIOR WAY	CRISP DON W & CAROL A
60	12016 EXCELSIOR WAY	WIRTH TONI KAY
61	6299 WILLOWGATE LN	VICTOR F GRANT & JULIANNE K FAMILY LIVIN

FILE NUMBER: D123-006

DATE FILED: November 28, 2012

LOCATION: On the south line of Main Street, west of North Ervay Street

COUNCIL DISTRICT: 14

MAPSCO: 45 L, Q

SIZE OF REQUEST: 4,884 sq. ft.

CENSUS TRACT: 31.01

MISCELLANEOUS DOCKET ITEM

OWNER: 1600 Main Street Holdings, LP

APPLICANT: Gary Hamilton/1600 Main Street Holdings, LP

REPRESENTATIVE: Gary Hamilton

Development plan:

On June 12, 2002, the City Council passed Ordinance No. 24960 which established Planned Development District No. 619. The request site is located within PD No. 619 on property located on the south line of Main Street, west of North Ervay Street.

The zoning was granted as a conceptual planned development district and requires City Plan Commission approval of a development plan for each phase of development prior to the issuance of a building permit.

In conjunction with the above requirement, the attached development plan has been submitted for Commission's consideration. The plan provides for the rehabilitation of an existing 4,884 structure, the alleyway and the pedestrian easement located to the east of the property.

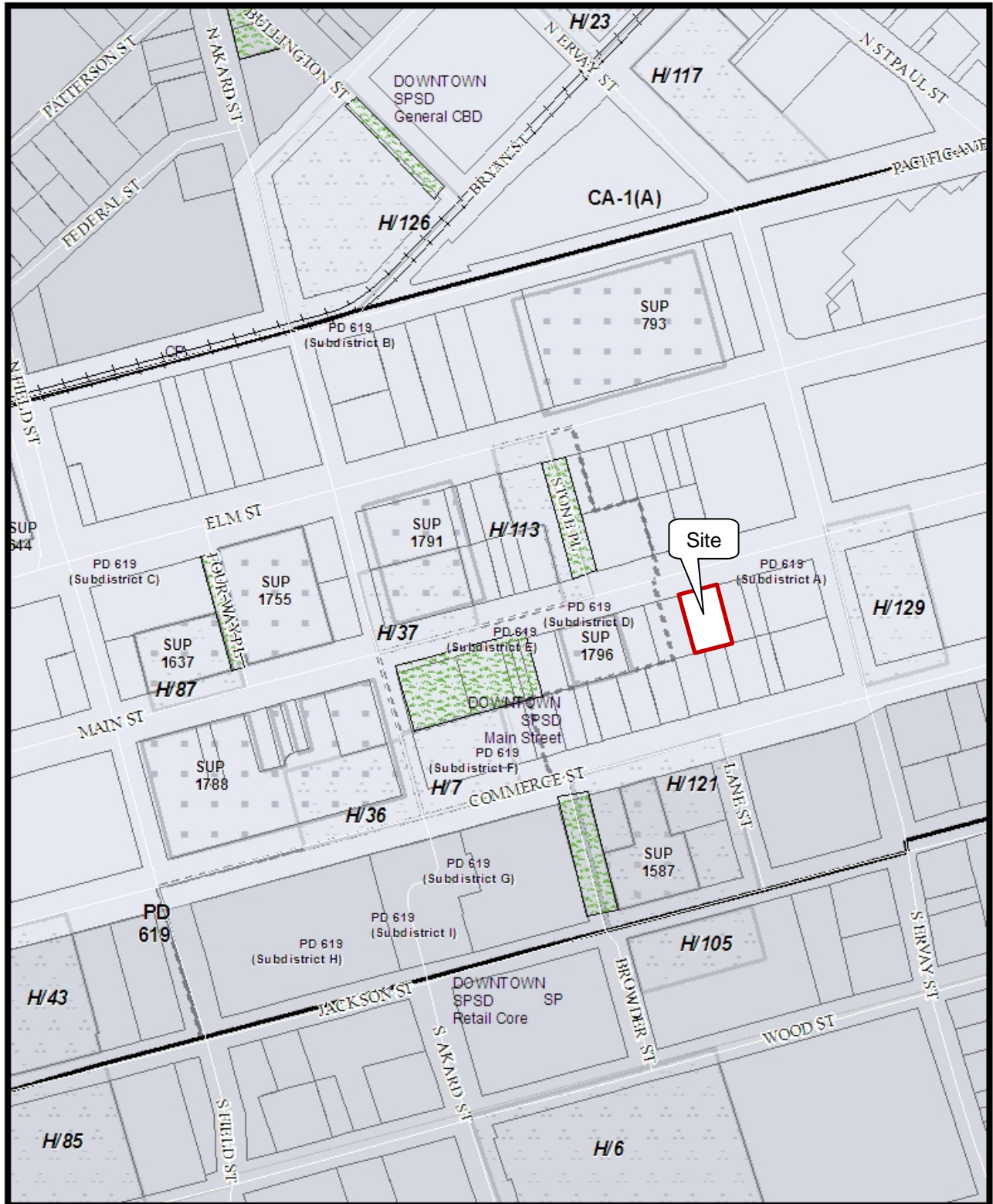
STAFF RECOMMENDATION: Approval

List of Applicant, Owner and Representative

1608 Main Street Holdings, LP

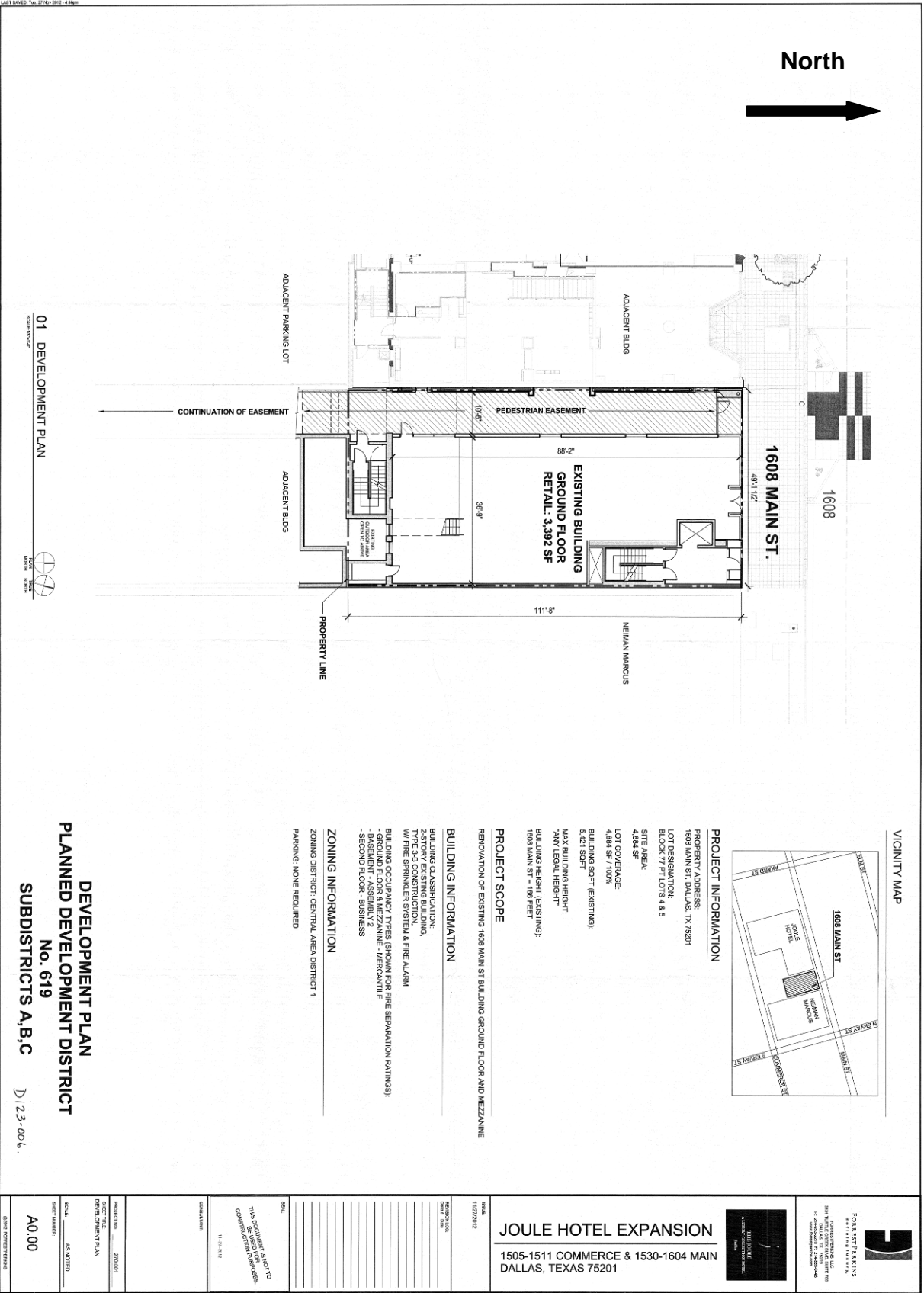
Michael Tregoning, CFO
Tim Headington, President
Keith Bunch, Treasurer
Julie Ciesielski, Secretary
John Ambler, Vice President

ZONING MAP



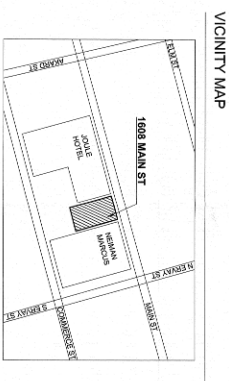
Case ID: D123-006

Proposed Development Plan



01 DEVELOPMENT PLAN
SCALE: 1/8" = 1'-0"

DEVELOPMENT PLAN
PLANNED DEVELOPMENT DISTRICT
No. 619
SUBDISTRICTS A, B, C
D123-006



PROJECT INFORMATION
PROPERTY ADDRESS:
1608 MAIN ST. DALLAS, TX 75201
LOT DESIGNATION:
BLOCK 77 PT LOTS 4 & 5
SITE AREA:
4,438 SF
LOT COVERAGE:
4,894 SF (100%)
BUILDING SQFT (EXISTING):
3,421 SQFT
MAX BUILDING HEIGHT:
7 ANY LEGAL HEIGHT
BUILDING HEIGHT (EXISTING):
1608 MAIN ST = 166 FEET

PROJECT SCOPE
RENOVATION OF EXISTING 1608 MAIN ST BUILDING GROUND FLOOR AND MEZZANINE

BUILDING INFORMATION
BUILDING CLASSIFICATION:
2-STORY EXISTING BUILDING,
W/ MEZZANINE AND GROUND FLOOR
W/ FIRE SPRINKLER SYSTEM & FIRE ALARM
BUILDING OCCUPANCY TYPES (SPRINK FOR FIRE SEPARATION RATINGS):
- GROUND FLOOR & MEZZANINE - MERCHANTILE
- BASEMENT - ASSEMBLY 2
- SECOND FLOOR - BUSINESS

ZONING INFORMATION
ZONING DISTRICT: CENTRAL AREA DISTRICT 1
PARKING: NONE REQUIRED

JOULE HOTEL EXPANSION
1505-1511 COMMERCE & 1530-1604 MAIN
DALLAS, TEXAS 75201

DATE: 11/22/2018	REVISION: 1	DESCRIPTION: THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.	SCALE: AS NOTED	PROJECT NUMBER: A0.00
<small>© 2018 FORESTPARKING CONSULTING LLC</small>				

FILE NUMBER: Z112-303(OTH) **DATE FILED:** August 17, 2012

LOCATION: R.L. Thornton Freeway and Ann Arbor Avenue, southeast corner

COUNCIL DISTRICT: 4 **MAPSCO:** 64-H

SIZE OF REQUEST: Approx. 17.99 acres **CENSUS TRACT:** 59.02

APPLICANT /OWNER: LifeSchool of Dallas

REPRESENTATIVE: Hart, Gaugler & Associates, Inc.

REQUEST: An application to amend and renew Specific Use Permit No. 1371 for an open-enrollment charter school and a child-care facility on property zoned an R-7.5(A) Single Family District.

SUMMARY: The purpose of this request is to update the approved site plan to reflect the changes already made to the property. Some of the changes include fences and gates, and a new security structure.

STAFF RECOMMENDATION: Approval for a ten year period with eligibility for automatic renewals for additional ten year periods, subject to a revised site plan, revised traffic management plan, and revised conditions.

BACKGROUND INFORMATION:

- The applicant's original request was for the automatic renewal of Specific Use Permit No. 1371 for an open-enrollment school and a child-care facility. However, during the site visit, staff found several discrepancies between the approved site plan and the improvements on the site.
- On September 23, 1998, the City Council approved SUP No. 1371 for private school and a child-care facility for a permanent time period. In February 2003, the City Council approved an amendment to the conditions and site plan of SUP No. 1371.
- The current updates to the site plan include, but are not limited to, additional structures and American with Disabilities Act compliance ramps, fences and gates, a new security structure, and other minor items that the applicant had added after the last SUP amendment approved by City Council in February 2010.
- The applicant has also submitted the traffic study as required by the SUP conditions in Ordinance No. 27806. This revision triggered changes to the TMP, therefore, the TMP is also being updated.
- The surrounding land uses consist of single family to north and northeast, across Ann Arbor Avenue. Properties east of the site are developed with a church and child-care facility. There are various retail uses and a lodge use that are developed along Ledbetter Drive to the south.

Zoning History: There has been one recent zoning change request in the area.

1. Z089-282 On Wednesday, February 10, 2010, the City Council approved an amendment to Specific Use Permit No. 1371 for an open enrollment charter school and a child-care facility on property zoned an R-7.5(A) Single Family District.
2. Z023-126 On Wednesday, February 12, 2003, the City Council approved an amendment to Specific Use Permit No. 1371 for an open enrollment charter school and a child-care facility on property zoned an R-7.5(A) Single Family District.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Ann Arbor	Principal Arterial	60 ft. ROW
R.L. Thornton	Freeway	Variable

Land Use:

	Zoning	Land Use
Site	R-7.5(A) SUP No. 1371	Church, school and child-care facility
East	R-7.5(A)	School, church and child-care
South	R-7.5(A)	Hotel and Freeway
West	R-7.5(A)	Freeway
North	R-7.5(A)	Single Family

COMPREHENSIVE PLAN: The *fowardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *fowardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant's request. The Plan identifies the request site as being in the Urban Neighborhood Building Block.

The Urban Neighborhoods, including Oak Lawn, the Grand Avenue area in South Dallas, the area near Jefferson Boulevard and the Vickery Meadow area, are predominately residential but are distinguished from other neighborhoods by the wide variety of housing options they provide and easy access to public transit. Housing choices should include single-family detached dwellings, townhomes and low- to midrise condominiums or apartments. These neighborhoods will have concentrations of shops and offices along key corridors or at key intersections, providing important services and job opportunities within walking distance of residences. These areas may have mixed-use buildings with ground floor shops. Areas currently developed with single-family or duplex uses should generally be maintained unless redevelopment is addressed through an Area Planning process. Urban Neighborhood streets will be very pedestrian friendly, providing excellent connectivity to shopping, schools and other community services. Emphasis should be placed on slowing traffic through use of on-

street parking and other similar traffic calming measures. Public investments in these areas will focus on parks, pathways, transit stops, pedestrian-oriented landscaping and road improvements.

LAND USE

GOAL 1.2 PROMOTE DESIRED DEVELOPMENT

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

STAFF ANALYSIS:

Land Use Compatibility: The property is developed with a church, open-enrollment charter school and child-care facility. The SUP limits the school's enrollment to a maximum of 2,000 students. The applicant's original request was for the automatic renewal for a ten-year additional period. However, during the site visit, staff found discrepancies between the site and the approved site plan. Therefore, the case is brought to CPC for review.

The land uses surrounding the site consist of single family to north and northeast, across Ann Arbor Avenue. Properties east of the site are developed with a church and child-care facility. Properties to the south are a portion of R L Thornton Freeway and a hotel. The elevated portion of R.L. Thornton Freeway buffers the use from the RR District zoned property to the west.

None of the existing conditions in the SUP are proposed to change. The updates to the site plan include, but are not limited to, American with Disabilities Act compliance ramps for portable buildings, fences and gates, a new security structure, and other minor items that the applicant had added after the last SUP amendment approved by City Council in February 2010.

The applicant has also submitted the traffic study as required by Ordinance No. 27806 approved on the same date. The results of the traffic study are triggering changes to the TMP, therefore, the TMP is being updated too.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to

public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

Staff has reviewed and supports the applicant’s requests for an amendment to Specific Use Permit No. 1371.

Development Standards:

<u>DISTRICT</u>	<u>SETBACKS</u>		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
R-7.5(A) - Existing Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Single family

Landscaping: Landscaping of any development will be in accordance with Article X requirements, as amended.

Traffic: The Engineering Section of the Department of Sustainable Development and Construction reviewed and recommends approval of the applicant’s January 13, 2013 traffic study as revised. This report outlines in detail the expected trip generation from the site, analyzes the existing roadway system with and without the proposed development and mitigates any deficiencies found in the existing roadway system caused by traffic generated from the site. The study has triggered changes in the existing TMP; therefore, the TMP is being updated with this amendment.

In addition, the traffic study, the plan submitted with this application will have to be strictly adhered to in order to prevent any traffic congestion on the residential streets and R.L. Thornton Freeway Frontage Road. The updated traffic management plan has been approved by the Engineering Section of the Department of Sustainable Development and Construction.

LIST OF OFFICERS

Brent Wilson President

Sharon Williams

Justin Lathrop

Cara Railey Board Member

Christopher Clemmons

Dr. Matthew Moreland

Theo Washington

Ruben Martinez

Secretary

Treasurer

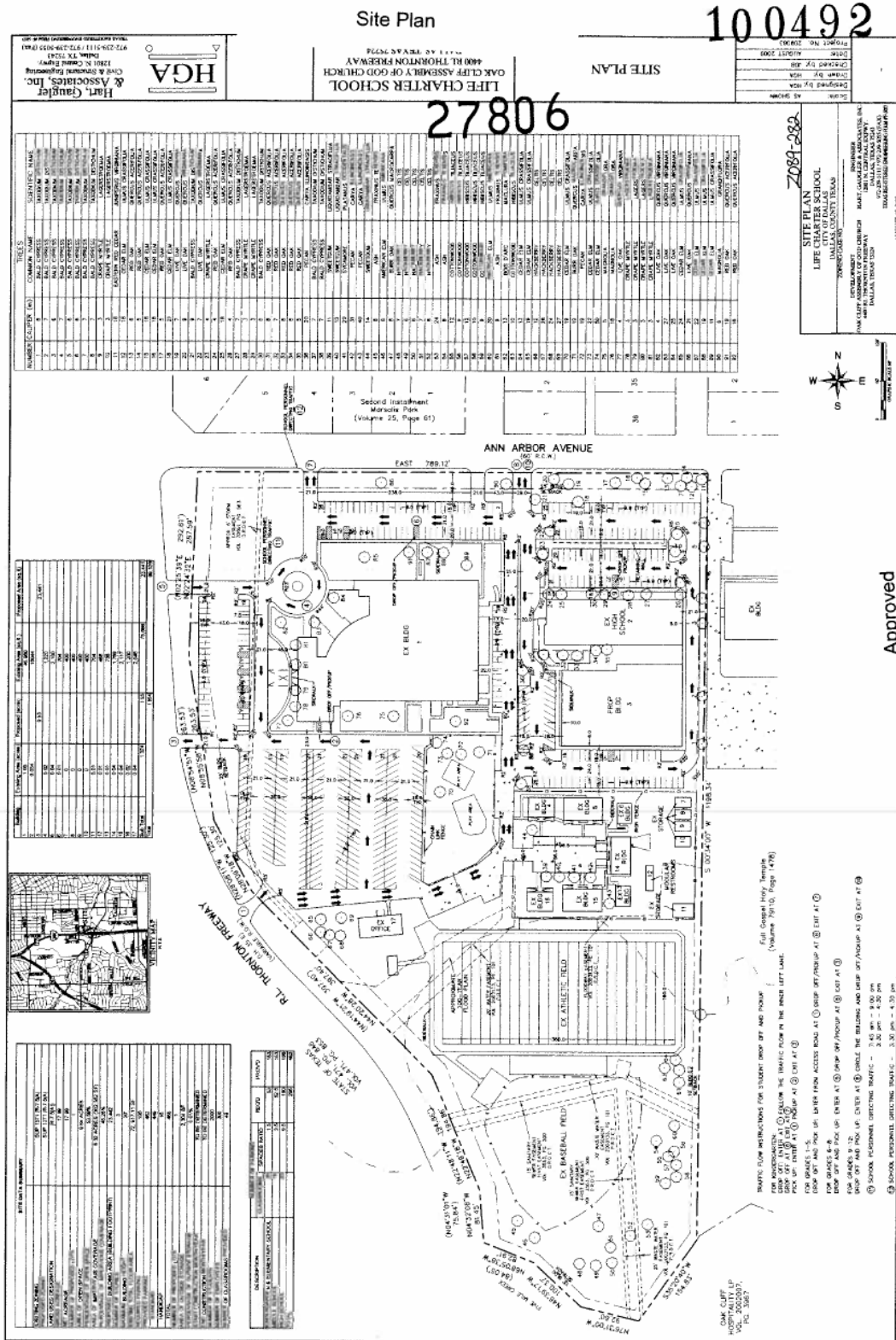
Board Member

Board Member

Board Member

Board Member

EXISTING SITE PLAN



Approved
 City Plan Commission
 January 7, 2010

Specific Use Permit
 No. 1371

PROPOSED CONDITIONS

1. USES: The only uses authorized by this specific use permit are an open-enrollment charter school and a child-care facility.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on (ten ~~three~~ years from the passage of the ordinance), but is eligible for automatic renewal for additional 10-year periods, pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for application for automatic renewal is strictly enforced.).
4. CLASSROOMS: The open-enrollment charter school use is limited to no more than 35 kindergarten and elementary school classrooms, 15 middle school classrooms, and 20 high school classrooms.
5. HOURS OF OPERATION: The open-enrollment charter school may only operate between 7:45 a.m. and 4:30 p.m., Monday through Friday. The child-care facility may only operate between 6:45 a.m. and 6:00 p.m., Monday through Friday.
6. INGRESS-EGRESS: Ingress and egress must be provided in the location [as] shown on the attached site plan. No other ingress or egress is permitted.
7. ENROLLMENT: Enrollment in the open-enrollment charter school may not exceed 2,000.
8. TRAFFIC MANAGEMENT PLAN:
 - A. In general. Operation of the open-enrollment charter school must comply with the attached traffic management plan.
 - B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.

C. Traffic study.

1. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2012. After the initial traffic study, the Property owner or operator shall submit biannual updates of the traffic study to the director by March 1st of each even-numbered year.
- 2.. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different drop-off and pick-up times over a two-week period, and must contain an analysis of the following:
 - i. ingress and egress points;
 - ii. queue lengths;
 - iii. number and location of personnel assisting with loading and unloading of students;
 - iv. drop-off and pick-up locations;
 - v. drop-off and pick-up hours for each grade level;
 - vi. hours for each grade level; and
 - vii. circulation;
3. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.
 - i. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.
 - ii. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

D. Amendment process.

1. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.
 2. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation; eliminate traffic hazards; or decrease traffic congestion.
9. MAINTENANCE: The [~~entire~~] Property must be properly maintained in a state of good repair and neat appearance.
10. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

PROPOSED TRAFFIC MANAGEMENT PLAN

Traffic Management Plan and Queuing Analysis for Life Charter School

January 28, 2013

Life Charter School, located at 4400 RL Thornton Freeway (IH-35E), provides educational services for 2,000 students in early childhood through Grade 12 as follows.

GRADE	CLASSES		NUMBER OF STUDENTS	
	PRESENT	PROPOSED	PRESENT*	PROPOSED
K	5	6	100	140
1 st	5	6	110	155
2 nd	5	6	110	155
3 rd	4	6	110	155
4 th	4	6	110	155
5 th	4	5	110	155
6 th	4	5	120	155
7 th	3	5	120	155
8 th	3	5	120	155
9 th	3	5	110	155
10 th	3	5	110	155
11 th	3	5	110	155
12 th	3	5	110	155
TOTAL	49	70	1450	2000

* Enrollment break-down by grade – estimated.

The school provides four drop-off/pick-up locations (reference site plan). The traffic management plan provides for a minimum on-site parking/queuing per grade as follows:

- Kindergarten – 20 vehicles,
- “Area A” elementary (1st – 6th grades) – 100 vehicles,
- “Area B” junior high (7th & 8th grades) – 50 vehicles, and
- “Area C” high school (9th – 12th grades) – 50 vehicles.

Based upon the queuing analysis, no queuing should occur on either the IH-35E southbound frontage road or Ann Arbor Avenue if available parking spaces are considered as part of the queue. The manner in which vehicles will be allowed to park is discussed below.

Pick-up/drop-off times for each school/grade are as follows.

	SCHOOL			
	Kindergarten	Elementary (1 st – 6 th Grade)	Junior High (7 th – 8 th Grade)	High School (9 th – 12 th Grade)
Drop-off	8:00 AM	8:00 AM	8:00 AM	8:00 AM
Pick-up	3:15 PM	3:15 PM	3:45 PM	3:45 PM

There are four drop-off/pick-up locations on site that are broken up by grade. Traffic flow is as follows.

- ◆ Kindergarten enter the school grounds via IH-35E northbound frontage road at the center entrance, Driveway 2; circulate the campus internal roadway network along the designated route to the parking row north of the main building; then exit the school site onto Ann Arbor Avenue at Driveway 4 as shown in Exhibit 1.
- ◆ Elementary School (Grades 1 – 6) enter the school grounds via IH-35E northbound frontage road at the center entrance, Driveway 2; circulate the campus internal roadway network along the designated route to the loading area west of the main building; then exit the school site onto either the IH-35E northbound frontage road at Driveway 3 or onto Ann Arbor Avenue at Driveway 4 as shown in Exhibit 1.
- ◆ Junior High School (Grades 7-8) enter the school grounds via IH-35E northbound frontage road at the center entrance, Driveway 2; circulate the campus internal roadway network along the designated route to the loading area west of the middle school complex; then exit the school site onto Ann Arbor Avenue at Driveway 4 or 5 as shown in Exhibit 1.
- ◆ High school (Grades 9-12) enter the school grounds via IH-35E northbound frontage road at the center entrance, Driveway 2; circulate the campus internal roadway network along the designated route to the parking row north of the high school building; then exit the school site onto Ann Arbor Avenue at Driveway 4 or 5 as shown in Exhibit 1.

Below is a table showing the circulation plan workability.

- ◆ High School (Grades 9-12): School personnel should be stationed near Driveways 5 and 6 to facilitate egress from campus. When vehicles queue up in a manner that obstructs traffic flow, all obstructing vehicles should be asked to park until traffic flow resumes. School personnel should be also stationed near the student loading area to facilitate pedestrian crossings and generally guide vehicles to the proper queue or exit lanes, depending upon their destinations.

Park and escort (parents park their car and walk their children to/from their building) parking is provided on the site plan and available during the morning and afternoon in empty parking spaces not occupied by staff parking. Part of the queue accounts for parking spaces, so parking is encouraged in order to avoid spillbacks onto the public roadways.

Finally, school staff must park in an efficient manner to make sure the circulation plan can work. Parking spaces are designed as part of the queue length for the circulation plan. It is recommended that school staff park in the following locations, as shown on the proposed plan.

- ◆ Non-High School Staff: Park using the center rows of the main parking lot south of the main building. Other staff parking areas are located on the immediate east side of the main building.
- ◆ High School Staff: Staff will park on lot immediately north of the high school building. When these parking lots fill completely, park on the same area as the other staff in the center of the main campus.

No vehicles should queue on Ann Arbor Avenue or the IH-35E northbound frontage road if the Traffic Management Plan is successfully implement. However, should on-street queuing occur, the Plan shall be modified accordingly to correct that condition.

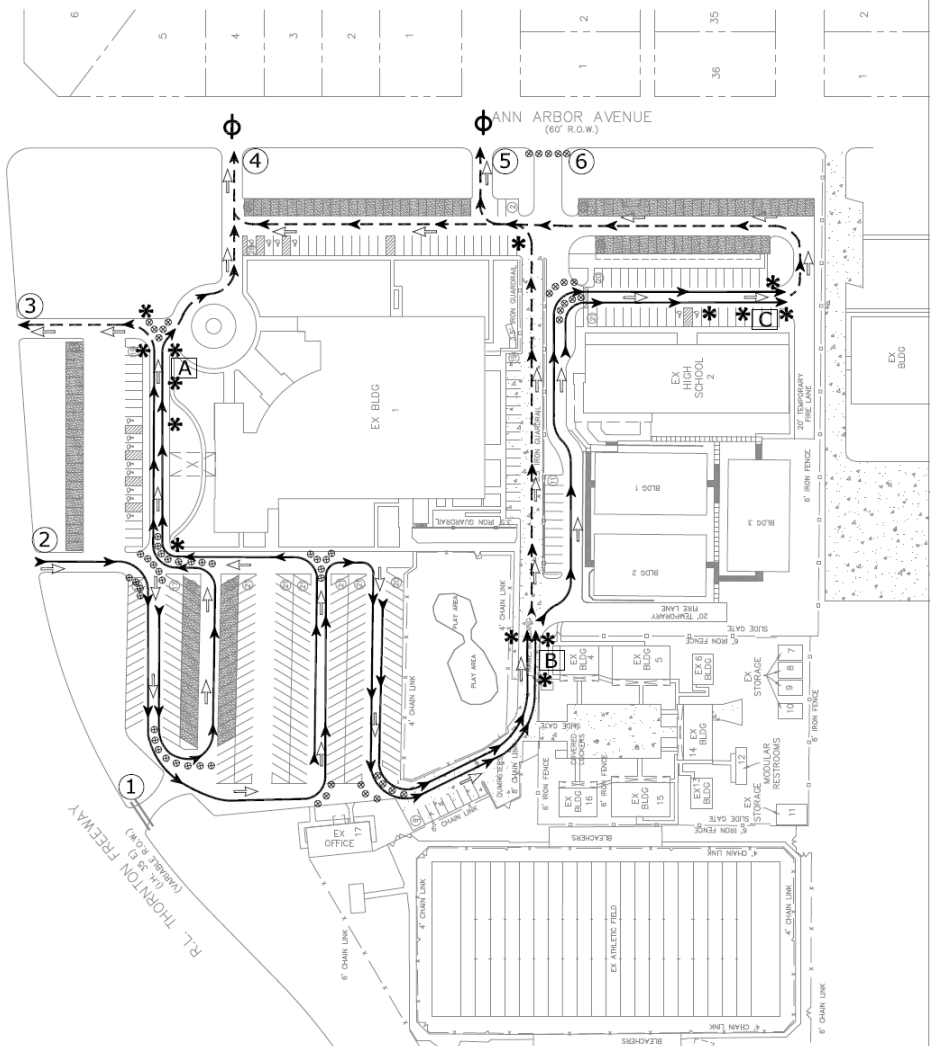
END OF MEMO

PROPOSED CIRCULATION PLAN



DeShazo Group, Inc. Job No. 12124 Exhibit Created on 01-04-2013

NOT TO SCALE
(Ref. DALLAS MAPSCO #64H)



School Information	
Current Enrollment:	1,450 Students
Academic:	Kindergarten - 12th
Hours:	
Elementary School	8:00 AM-3:15 PM
Secondary School	8:00 AM-3:45 PM

	Queuing (Passenger Vehicles)			Total
	Primary Queue	Additional Queue	Parking	
Projected Demand*	169	--	--	169
Available Capacity	172	70	129**	371
NET Surplus/(Deficiency)	3	199	202	

* Based upon existing school observations on December 12, 2012
** Estimated parking supply available for afternoon pick-up operations.

- Legend**
- Circulation Path
 - Passenger Vehicle Queue (Primary)
 - Passenger Vehicle Queue (Additional)
 - D Drop-off/Pick-up Area
 - * * Staff Assistance
 - φ Public Agency Assistance
 - # School Driveway Nomenclature
 - ⊗ Temporary Traffic Cones
 - ▨ Available Additional Parking for Pick-up
 - ▬ Restricted Driveway

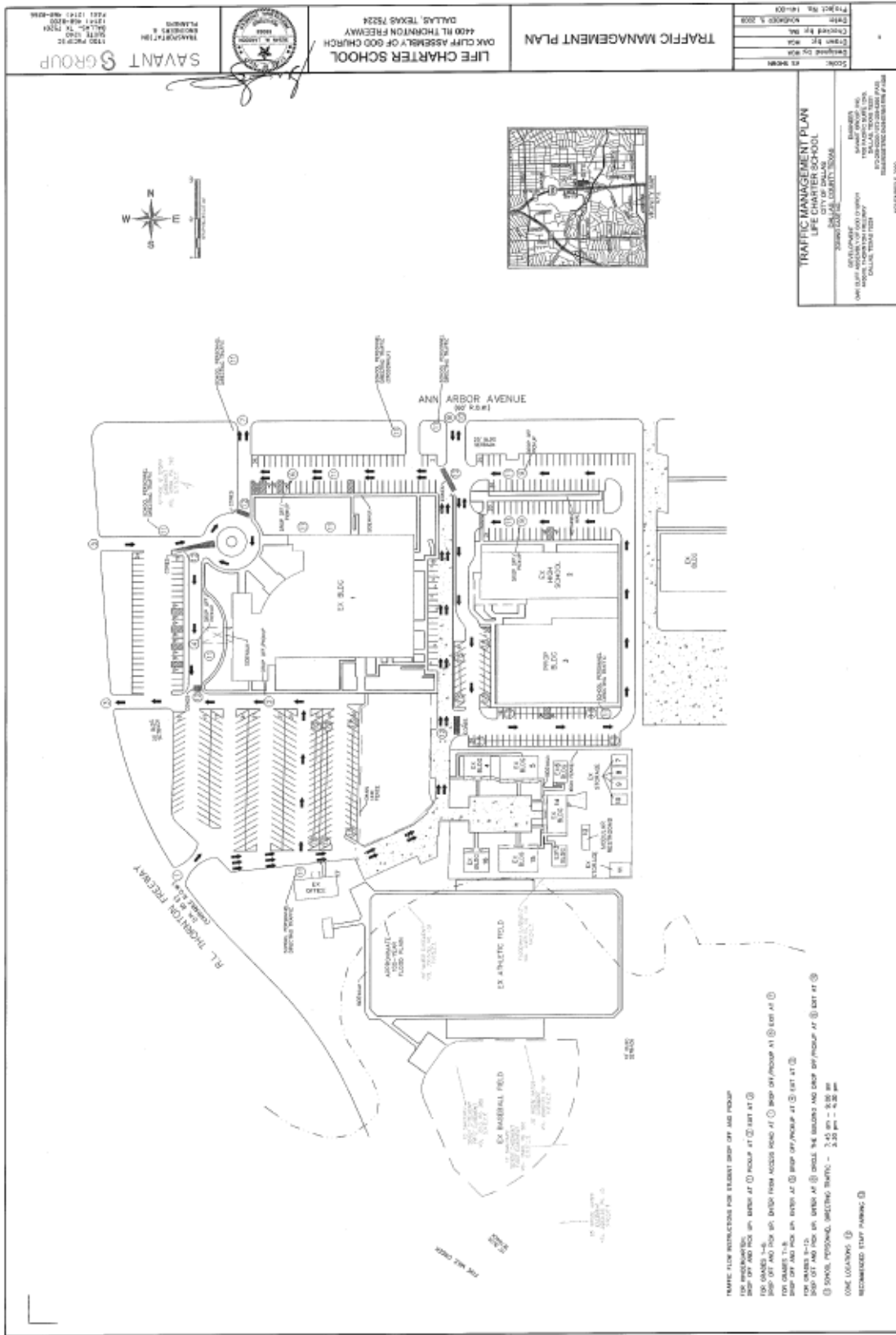
NOTE: This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the city right-of-way. The school administration should adhere to this TMP and any deficiency due to spill over of queuing into undesignated areas of the city right-of-way, including roadway travel lanes, should be corrected by the school immediately.

Traffic Management Plan Update (Afternoon Pick-Up)

Life School Oak Cliff Traffic Management Plan Site plan (base) is provided by HGA, Inc.

EXHIBIT
1

EXISTING CIRCULATION PLAN



EXISTING Traffic Management Plan

Life Charter School is located at 4400 RL Thornton Freeway provides educational services for 2000 students in early childhood through 12 as follows:

	CLASSES		NUMBER OF STUDENTS	
	PRESENT	PROPOSED	PRESENT	PROPOSED
K	5	6	91	140
1st	5	6	91	155
2nd	5	6	100	155
3rd	4	6	91	155
4th	4	6	91	155
5th	4	5	109	155
6th	4	5	109	155
7th	3	5	109	155
8th	3	5	82	155
9th	3	5	82	155
10th	3	5	82	155
11th	3	5	82	155
12th	3	5	82	155
TOTAL	49	70	1200	2000

The school provides four drop off/pickup locations (reference site plan). The traffic management plan provides for on-site queuing per grade as follows; kindergarten 23 vehicles, elementary (grades 1st – 6th) 210 vehicles in a double row, junior high (grades 7th – 8th) 52 vehicles, and high school (grades 9th – 12th) 103 vehicles. Based on the queuing analysis, no queuing should occur on neither the IH 35 southbound frontage road nor Ann Arbor Avenue if available parking spaces are considered as part of the queue. The manner in which vehicles will be allowed to park is discussed below.

Pick up/drop off times for each school/grade are as follows:

	School			
	Kindergarten	Elementary (1 st – 6 th Grade)	Junior High (7 th – 8 th Grade)	High School (9 th – 12 th Grade)
Drop-off (AM)	8:15 AM	8:15 AM	8:05 AM	8:05 AM
Pick-up (PM)	3:30 PM	3:30 PM	3:55 PM	3:55 PM

There are four drop off/pick up locations on site, broken up by grade. Traffic flow is as follows:

- Kindergarten: enter the school grounds via IH 35 E northbound frontage road at the southernmost entrance. Follow the path until a left turn is made into the second northbound parking row. Turn left when the parking row dead ends at the school and drop off/pick up at point 1 in the proposed site plan. Exit the school straight ahead on the northbound frontage road as shown.
- Elementary School (Grades 1-6): enter the school grounds via IH 35 E northbound frontage road at the southernmost entrance. Follow the path around to the back of the school to pick up and drop off at point 2, which are currently 2 lanes wide. Exit the school on Ann Arbor as shown.
- Junior High School (Grades 7-8): enter the school grounds via IH 35 E northbound frontage road at the northernmost entrance. Drive around the roundabout and continue south to drop off/pick up at point 3. Turn right and exit the school on the northbound frontage road as shown.
- High School (Grades 9-12): enter the school grounds via Ann Arbor at the easternmost entrance. Drive around the proposed building and use both rows of parking to drop off/pick up at point 4. Turn right and exit the school on Ann Arbor as shown.

Below is a table showing the circulation plan workability.

	School Plan			
	Kindergarten	Elementary (1 st – 6 th Grade)	Junior High (7 th – 8 th Grade)	High School (9 th – 12 th Grade)
Max Queue (feet)	320	3,420*	565	1,420
Max Vehicles in Queue	16	171	28	72
Vehicles that will not fit in Queue	7	39	32	24
Parking Spaces Available	157			42
Net Spaces**	87			10

*Storage space available is 2 lanes.

** These are additional spaces not taken by vehicles who did not fit in queue.

For this circulation to work, cones must be implemented at the following locations to prevent vehicles from entering the wrong way, which are shown on the proposed site plan:

- Just north of the roundabout to separate vehicles picking up elementary and junior high students (this is currently done).
- Just west of the roundabout to force vehicles go the correct way around the roundabout (which is the wrong way). The cones must be set up in a way to force the vehicles entering the school from the northernmost entrance from the frontage roadway onto the

left side of the roadway BEFORE the entrance to the roundabout. Enough room must be left such that vehicles going around the roundabout can turn left onto the driveway to pick up/drop off their passengers (this is new).

- Just west of the proposed building to prevent vehicles waiting for elementary students to flow into the high school area and vice versa (this is new).
- Just west of pick up/drop off point 4 to prevent vehicles waiting for elementary students to flow into the high school area and vice versa (this is currently done).
- Just south of pick up/drop off point 3 to prevent vehicles from entering the wrong way (this is new).

Additionally, since the junior high parents will queue around the roundabout in the opposite direction of traffic, a school administrator will need to help direct traffic before and after school to eliminate potential conflicts.

Furthermore, school administrators will be directing traffic between the hours of 7:45 am – 9:00 am and 3:30 pm – 4:30 pm and must be placed in certain locations around the school such that any vehicles queuing up past their location will be forced to park to prevent spillback onto either Ann Arbor or the north bound frontage road. A school administrator must be placed at the following locations, which are shown on the proposed site plan:

- Kindergarten and Elementary Schools (Grades 1-6): Place a school administrator on the second most eastern row of the parking lot closest to the play area. When vehicles queue up to her point, all vehicles arriving from that point must park. Current staff and police officers that direct traffic and monitor the students will still be deployed at the same location.
- Junior High (Grades 7-8): Place a school administrator near the entrance to the parking lot before the roundabout. When vehicles queue up to the entrance of the parking lot, all vehicles will be forced to park in the parking lot, as opposed of queuing onto the frontage road. Another school administrator will be placed near the drop off/pick up point.
- High School (Grades 9-12): Place three school administrators (2 in front in each row and one behind the current high school) around the school. All vehicles entering the grounds to pick-up their kids must park prior to creating a queue line. This will prevent spill back onto Ann Arbor Avenue.

Park and escort (parents park their car and walk their children to and from their building) parking is provided on the site plan and available during the morning and afternoon in empty parking spaces not occupied by staff parking. Part of the queue accounts for parking spaces, so parking is encouraged to avoid spillbacks onto the roadways.

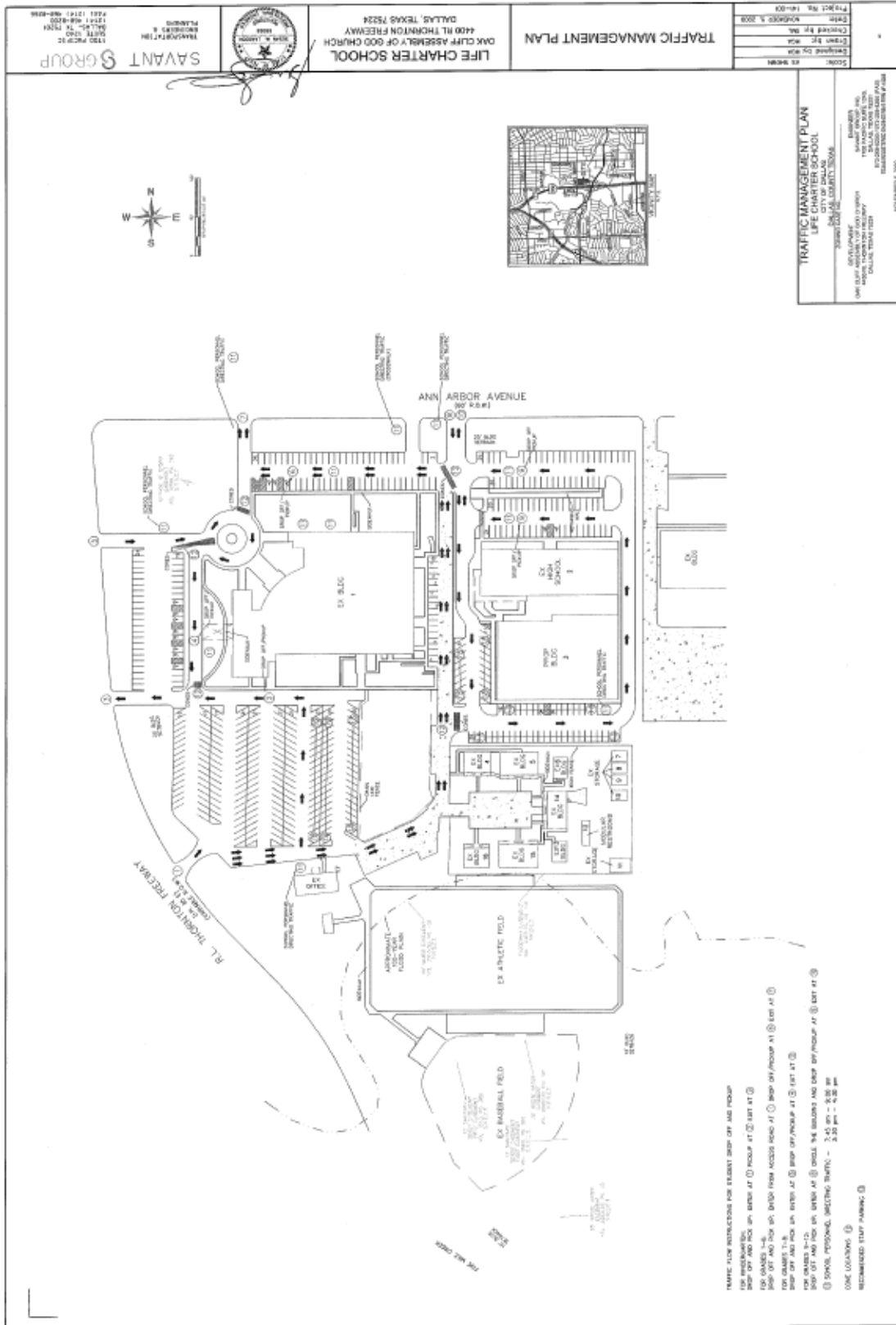
Finally, school staff must park in an efficient manner to make sure the circulation plan can work. Parking spaces are designated as part of the queue length for the circulation plan. It is

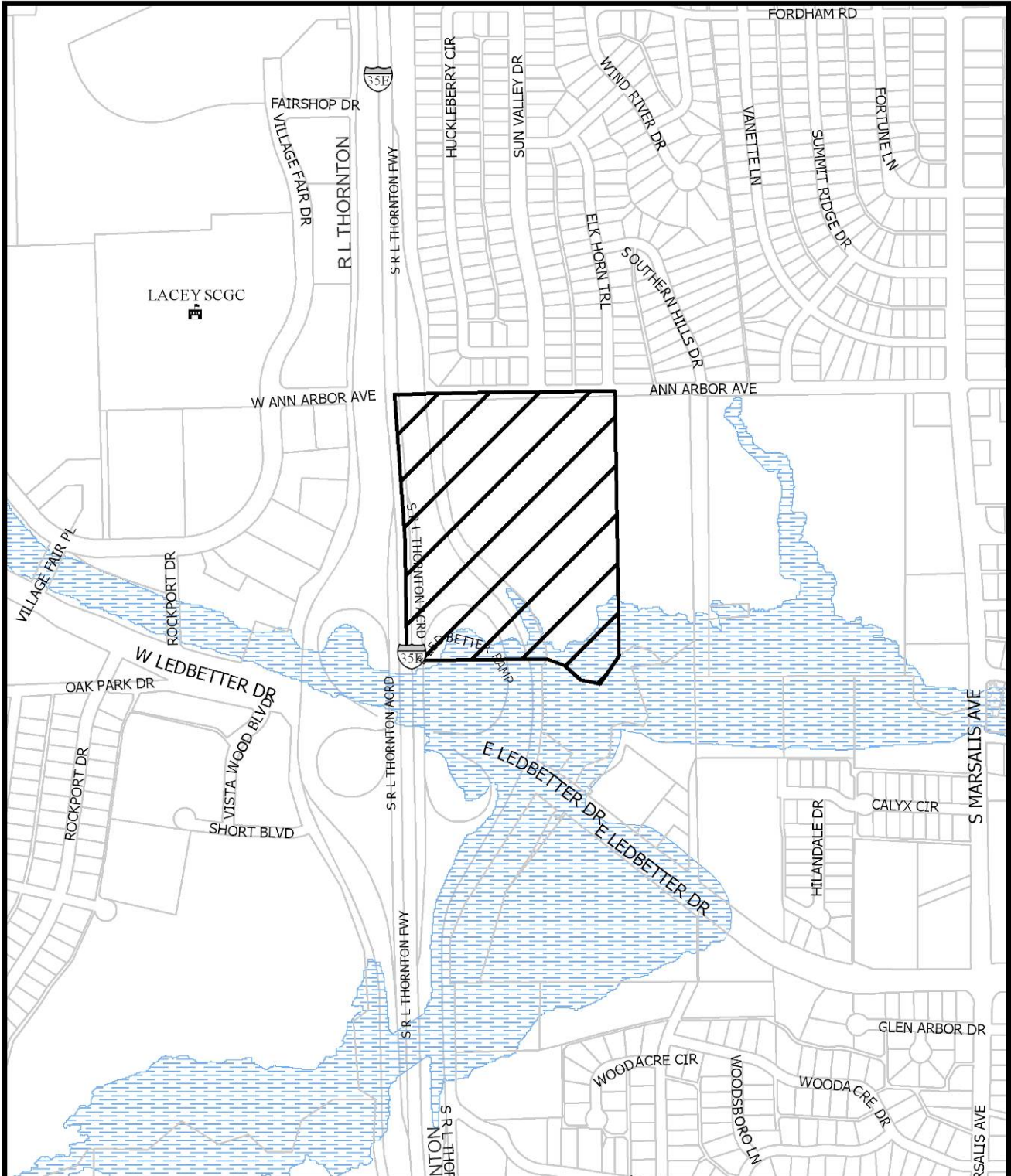
recommended that school staff park in the following locations as shown on the proposed site plan:

- Non-High school staff: Park using the rows furthest east in the existing elementary school parking lot, closest to the play area. Fill up every spot on each row when possible.
- High School staff and students: Staff will park on the south and west sides of the proposed building. If these parking lots fill completely, then park on the northernmost row, closest to Ann Arbor. Students will park on the northernmost row. If full, students will move south (closer to the existing high school) and fill up each row, if necessary. Allowing students to park in front of the school allows for easy access to exit the property in the afternoon, as opposed to waiting in a queue to pick-up any students.

No vehicles should queue on Ann-Arbor Avenue or the I-35E northbound frontage road if drivers and school staff successfully implement the plan by queuing/parking and entering/exiting the grounds at the designated locations. Based on our analysis, no vehicle should be queuing on Ann Arbor or the I-35E northbound frontage road.

EXISTING CIRCULATION PLAN

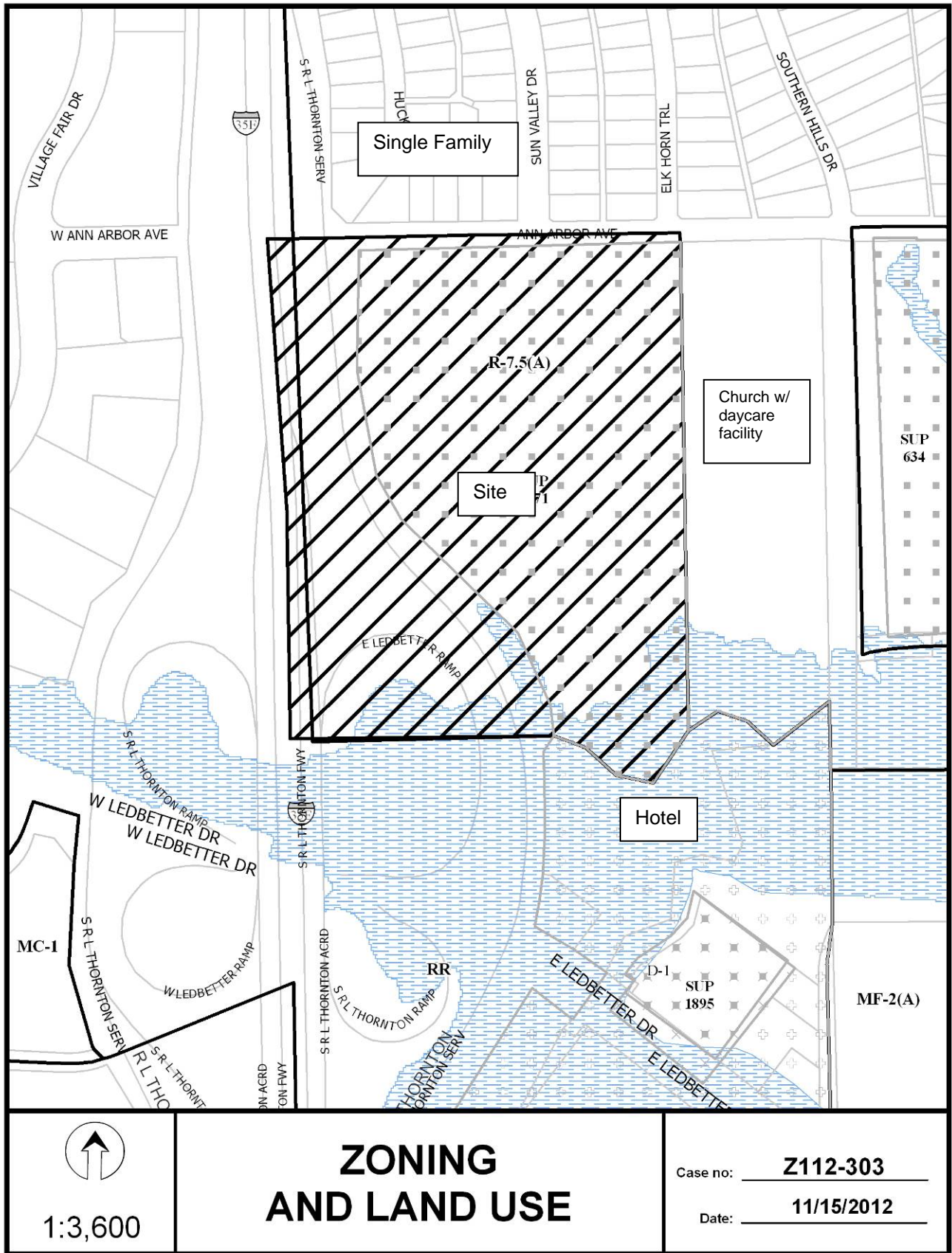




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VICINITY MAP

Case no: Z112-303
Date: 11/15/2012

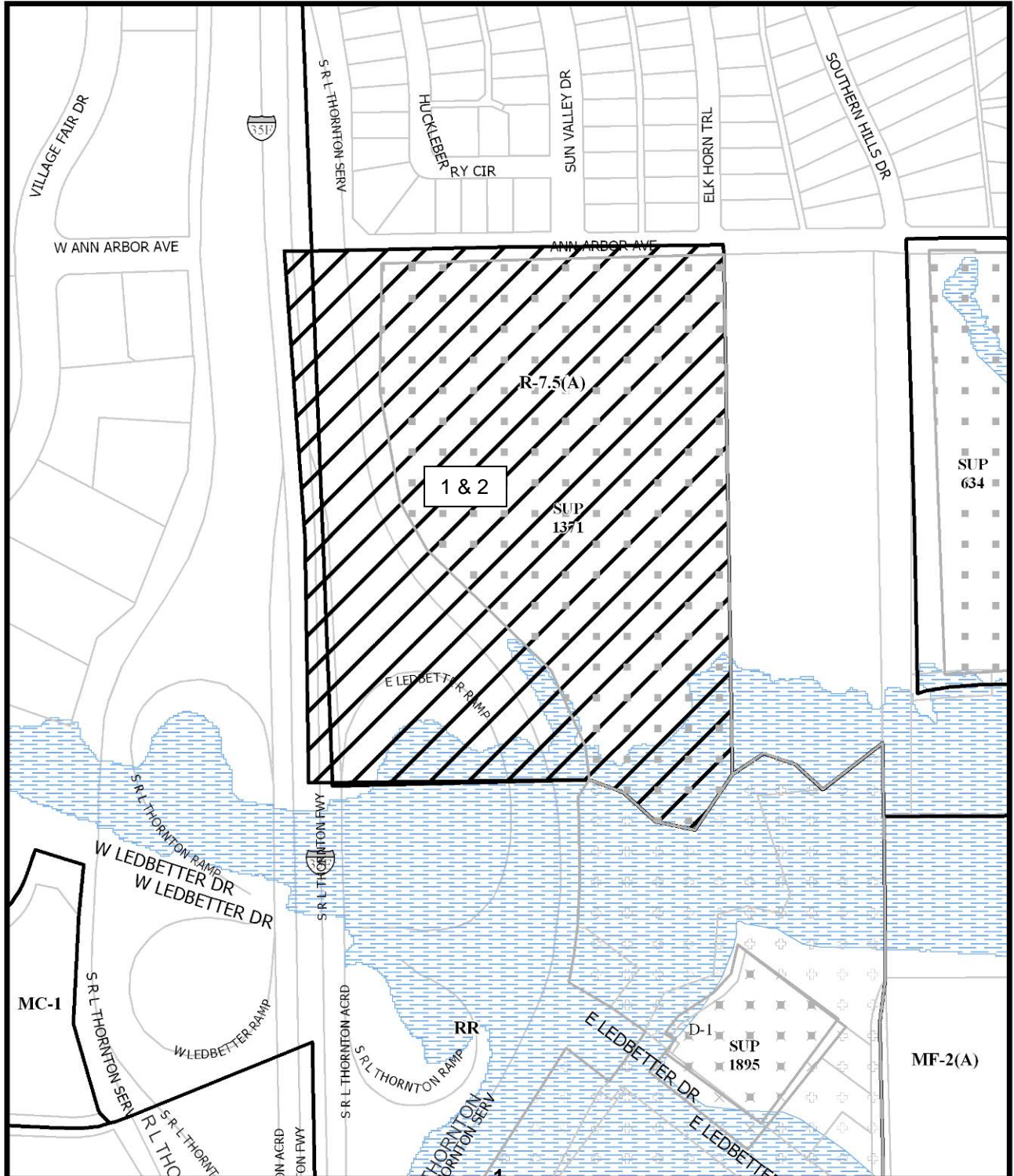


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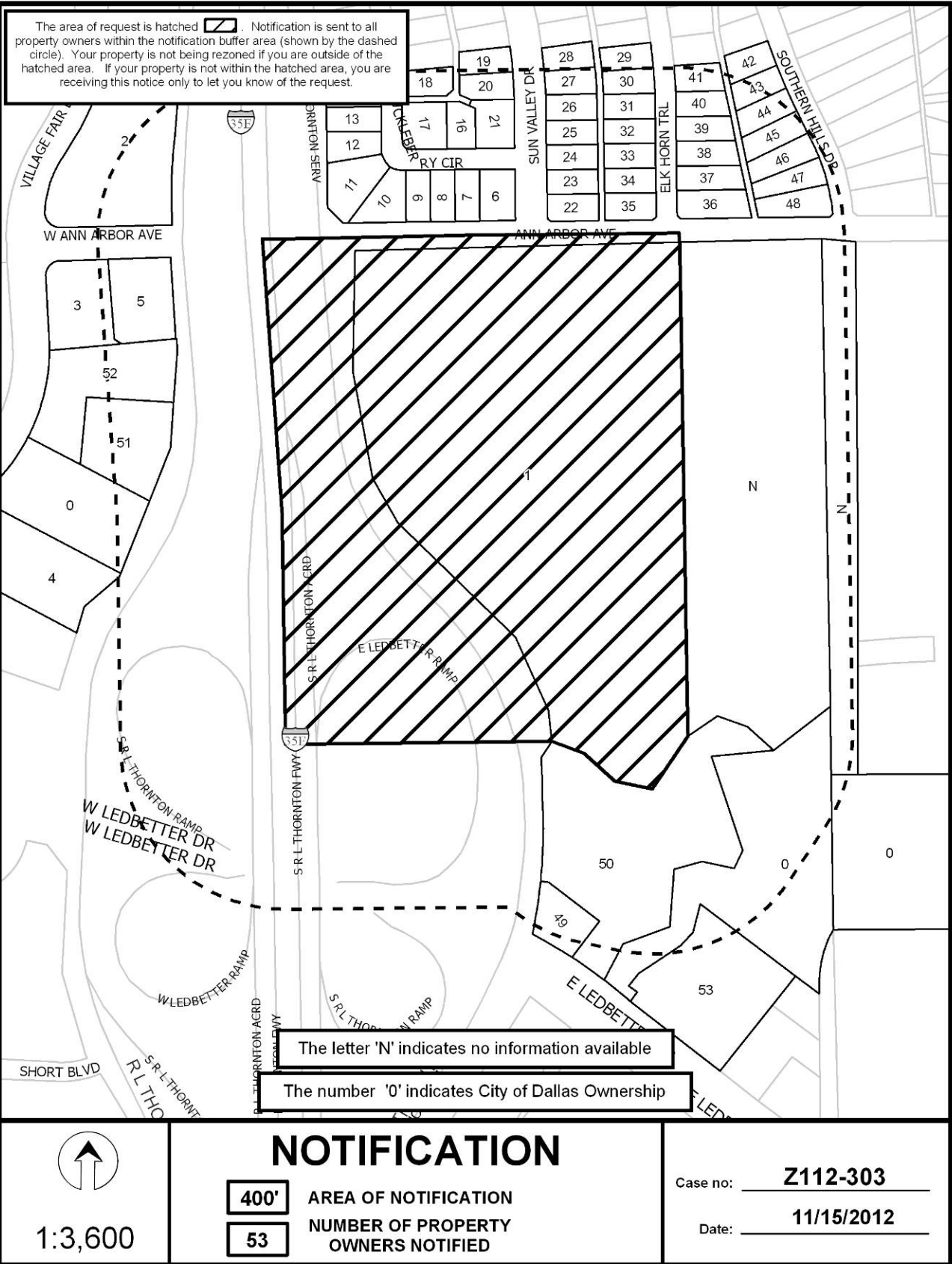
ZONING AND LAND USE

Case no: Z112-303

Date: 11/15/2012



<p>↑</p> <p>1:3,600</p>	<h1>ZONING HISTORY</h1>	<p>Case no: <u>Z112-303</u></p> <p>Date: <u>11/15/2012</u></p>
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11/15/2012

Notification List of Property Owners***Z112-303******53 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	110 ANN ARBOR AVE	LIFESCHOOL OF DALLAS DBA LIFESCHOOL
2	145 ANN ARBOR AVE	MAROC PETROLEUM INC
3	150 ANN ARBOR AVE	PATEL BIPIN B
4	4810 VILLAGE FAIR DR	SALVATION ARMY THE
5	102 ANN ARBOR AVE	BALLAS VICTOR
6	4255 HUCKLEBERRY CIR	REEVES REGINALD C
7	4249 HUCKLEBERRY CIR	DABNEY WILLIE RAY
8	4245 HUCKLEBERRY CIR	BRADSHAW HORACE P & LYNN
9	4241 HUCKLEBERRY CIR	HASHAWAY CEDRIC & PAMELA
10	4237 HUCKLEBERRY CIR	BURTON HELEN L
11	4233 HUCKLEBERRY CIR	PUNCH LINDA
12	4227 HUCKLEBERRY CIR	DAVIS DISIE M
13	4223 HUCKLEBERRY CIR	HAYNE VINA MAE
14	4219 HUCKLEBERRY CIR	HAWKINS RICKEY EUGENE & STEPHANIE
HAWKIN		
15	4215 HUCKLEBERRY CIR	MCCARTY RENWICK LEON & JEFFREY DON
MCCAR		
16	4248 HUCKLEBERRY CIR	JOHNSON LEWIS
17	4242 HUCKLEBERRY CIR	HAMPTON VICKIE
18	4218 HUCKLEBERRY CIR	BANKS GLORIA D
19	4215 SUNVALLEY DR	GAMEZ NANCY YANET
20	4219 SUNVALLEY DR	MARSHALL NARVA LEE
21	4254 HUCKLEBERRY CIR	GRIFFIN VICKEY LYNN
22	4312 SUNVALLEY DR	HUMPHRIE LORETTA
23	4308 SUNVALLEY DR	JOHNSON AL
24	4304 SUNVALLEY DR	CAMPBELL WILLIAM C
25	4228 SUNVALLEY DR	STANFORD ARTHUR L & LOIS M
26	4224 SUNVALLEY DR	MOORE HERMAN D & IRMA

11/15/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	4220 SUNVALLEY DR	LEWIS MARTHA
28	4216 SUNVALLEY DR	WALKER DIMPLE RUTH
29	4215 ELK HORN TRL	WALKER GWENDOLYN
30	4219 ELK HORN TRL	JOHNSON JAMES W
31	4223 ELK HORN TRL	TERRY JOCKEY GLEN
32	4303 ELK HORN TRL	THOMAS KEITH & MARY H
33	4307 ELK HORN TRL	WOODS CHARLES W
34	4311 ELK HORN TRL	WILLIAMS GWENDOLYN
35	4315 ELK HORN TRL	BROWN PAUL W SR ETAL
36	4314 ELK HORN TRL	FRAZIER DORIS F
37	4310 ELK HORN TRL	REESE JO NELWYN
38	4306 ELK HORN TRL	THOMAS VIRGIE
39	4302 ELK HORN TRL	THOMAS SHIRLEY
40	4224 ELK HORN TRL	MCCULLOUGH HERBERT JR
41	4220 ELK HORN TRL	SMITH EVILLA
42	4239 SOUTHERN HILLS DR	COBB MARGARET A
43	4243 SOUTHERN HILLS DR	DYAS FLOYD
44	4303 SOUTHERN HILLS DR	PUCKETT MARY
45	4307 SOUTHERN HILLS DR	CARTER ANNITA
46	4311 SOUTHERN HILLS DR	MEDINA MARIA I &
47	4315 SOUTHERN HILLS DR	POLK CATHERINE &
48	4321 SOUTHERN HILLS DR	CHISM RODNEY D & ET AL
49	221 LEDBETTER DR	DALLAS ALISHAH ENTERPRISES INC
50	4610 R L THORNTON FWY	OAK CLIFF HOSPITALITY LP
51	4570 VILLAGE FAIR DR	TOLOCKO MARK
52	4300 VILLAGE FAIR DR	ESTRADA FRANCISCO
53	303 LEDBETTER DR	RACETRACK PETROLEUM INC STE 100

FILE NUMBER: Z123-147(AB)

DATE FILED: November 28, 2012

LOCATION: Southwest side of Peavy Road, northwest of Garland Road

COUNCIL DISTRICT: 9

MAPSCO: 38-J

SIZE OF REQUEST: ±0.977 acres

CENSUS TRACT: 82.00

REPRESENTATIVE: Robert Baldwin

APPLICANT/OWNER: Peavy Plaza, LLC

REQUEST: An application for a D-1 Liquor Control Overlay and a Specific Use Permit for the sale of alcoholic beverages in conjunction with a liquor store on property zoned a CR-D Community Retail District with a D Liquor Control Overlay.

SUMMARY: The applicant proposes to sell beer and wine for off-premise consumption in conjunction with a proposed liquor store. The property will function as a specialty food store with a wide range of gourmet food products in addition to wine and beer sales for off-premise consumption.

STAFF RECOMMENDATION: Approval of a D-1 Liquor Control Overlay and approval for a two-year period with eligibility for automatic renewal for additional five-year periods, subject to a site plan and conditions.

BACKGROUND INFORMATION:

- The ±0.977-acre request site is developed with a ±10,850-square foot commercial building.
- The applicant proposes to sell beer and wine for off-premise consumption in conjunction with a specialty food store.
- The applicant proposes to conduct the business as a specialty/gourmet food store, however the applicant estimates over 50% of sales will be from beer and wine, thereby necessitating the designation as a liquor store.
- The liquor store use is permitted by right under the CR zoning. The sale of alcoholic beverages on the property requires a specific use permit due to the D-1 Liquor Control Overlay.
- The request site is surrounded by commercial and residential to the north; retail to the east, retail to the south, and residential to the west.

Zoning History:

1. **BDA090-009:** On December 14, 2009, Board of Adjustment Panel C granted a request for a variance to the parking regulations at 9925 Garland Road for a 0.6308 acre tract zoned CR. A reduction of 8 parking spaces (or a 16% reduction of the off-street parking) was granted.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
Peavy Road	Collector	Variable Width
Garland Road	Principal Arterial	Variable Width

Land Use:

	Zoning	Land Use
Site	CR-D	Multi-tenant commercial building
North	D(A)	Residential
Northeast	CR	Retail
Southeast	CR	Retail
West	R-7.5(A)	Single-family residential

STAFF ANALYSIS:

Comprehensive Plan:

The comprehensive plan does not make a specific land use recommendation related to the request, however the *forwardDallas! Vision Illustration*, adopted June 2006, is comprised of a series of Building Blocks that depicts general land use patterns. Building Blocks are generalized patterns without well-defined boundaries that indicate where certain types and densities of development might logically occur.

The subject site is identified as being within a Residential Neighborhood Building Block on the *forwardDallas! Vision Illustration*. While single family dwellings are the dominate land use in such areas, shops, restaurants, or institutional land uses that serve residents may be located at the edges or at key intersections.

LAND USE ELEMENT

Goal 1.1: Promote desired development.

Policy 1.1.5: Use Vision Building Blocks as a general guide for desired development patterns

Land Use Compatibility:

The ±0.977-acre request site is a ±2,248-square foot proposed liquor store located within a multi-tenant commercial strip development. The subject unit is currently vacant. The applicant proposes to sell beer and wine for off-premise consumption in conjunction with a specialty food store. The use is permitted by right; however the sale of alcoholic beverages on property requires a D-1 Overlay and a Specific Use Permit.

The "D" Overlay District is a Liquor Control Overlay District which prohibits an individual from selling or serving alcoholic beverages, or setups for alcoholic beverages, for consumption on or off the premises.

The "D-1" Overlay District is a Liquor Control Overlay District which requires an individual to obtain a Specific Use Permit in order to sell or serve alcoholic beverages, or setups for alcoholic beverages, for consumption on or off the premises.

The request site is surrounded by residential to the north; retail to the northeast, retail to the southeast, and residential to the west.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable

effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The City Council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the City.

The applicant’s request, subject to the attached conditions, is consistent with the intent of the Dallas Development Code. The initial short time period will allow the request be reevaluated to ensure the use is appropriate in this location.

Development Standards:

District	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
CR Community retail	15'	20' adjacent to residential OTHER: No Min.	0.75 FAR overall 0.5 office	54' 4 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office

Traffic:

The Engineering Section of the Building Inspection Division of the Department of Sustainable Construction and Development has reviewed the requested amendment and determined that it will not significantly impact the surrounding roadway system.

Parking:

Pursuant to the Dallas Development Code, the off-street parking requirement for a liquor store is one (1) space per 200 square feet of floor area. Therefore, the ±2,248-square foot liquor store requires a total of 54 parking spaces. The applicant has provided 56 spaces, as depicted on the site plan.

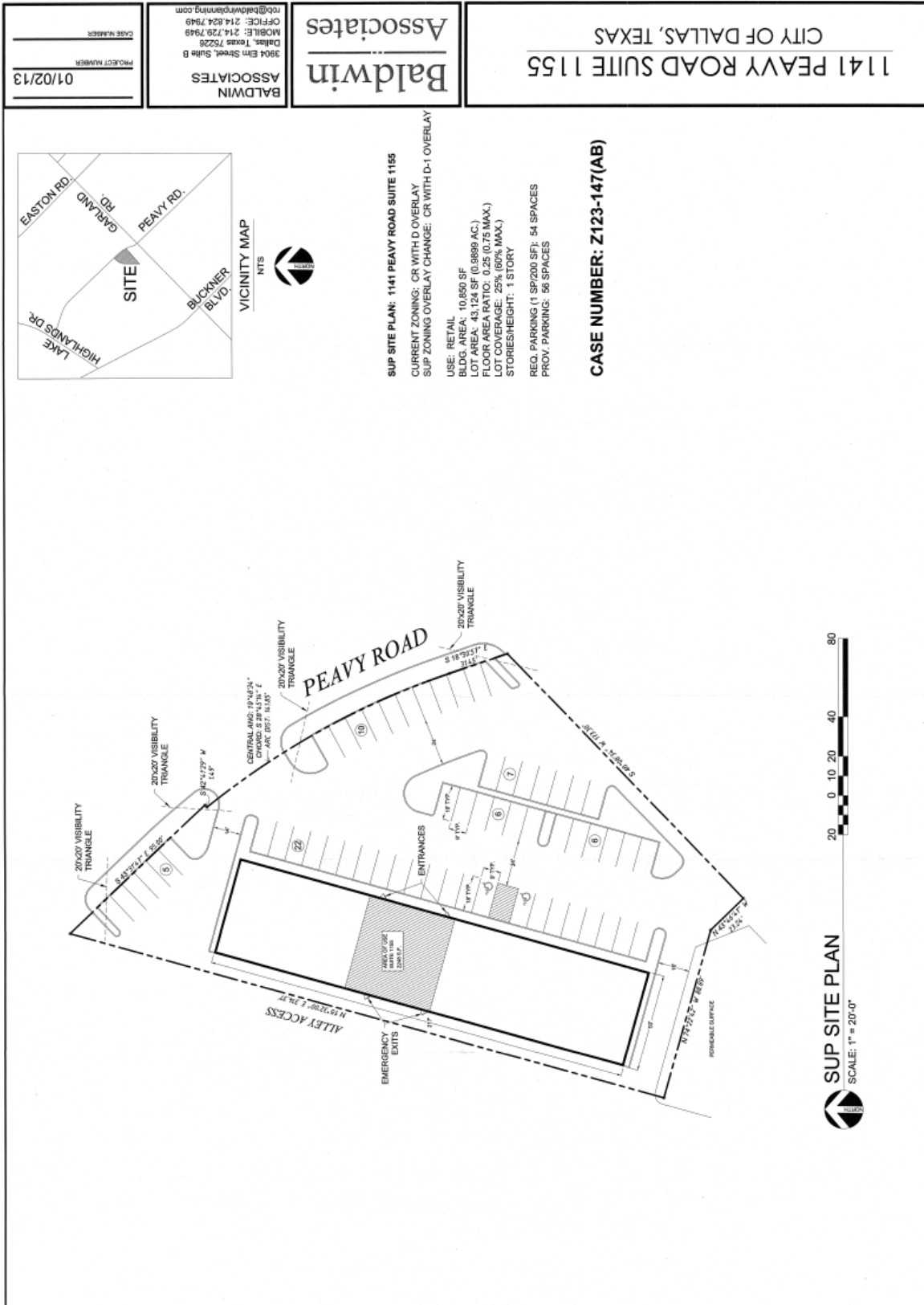
Landscaping:

The applicant does not propose new construction at this time, therefore no landscaping is required.

RECOMMENDED SUP CONDITIONS:

1. USE: The only use authorized by this specific use permit is the sale of alcoholic beverages in conjunction with a liquor store.
2. SITE PLAN: Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires on (two years), but is eligible for automatic renewal for additional five year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this Specific Use Permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current Specific Use Permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. MAINTENANCE: The property must be properly maintained in a state of good repair and neat appearance.
5. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

Site Plan:



Police Report:

An online search of the Dallas Police Department's offense incident reports for commercial center for the period from December 18, 2007 to December 18, 2012 revealed the following results:

DALLAS POLICE DEPARTMENT										
Virtual Viewer - Public Access										Welcome
Search Records - Offense										Filter
Service #	Offense Date	Complainant	Offense	Block	Dir	Street	Beat	Reporting Area	UCR1	UCR2
0008503-X	01/02/2010	MARKLEY, DAVID	CRIMINAL MISCHIEF/VANDALISM	01134		PEAVYRD	235	1133	14092	
0014445-X	01/15/2010	*MONOPOLY PLACE DUPLEX	CRIMINAL MISCHIEF/VANDALISM	01132		PEAVYRD	235	1133	14082	
0014446-X	01/15/2010	*MONOPOLY PLACE DUPLEX	CRIMINAL MISCHIEF/VANDALISM	01134		PEAVYRD	235	1133	14082	
0042907-Z	02/21/2012	GILLIGAN, SHAUN	OTHER OFFENSES	01132		PEAVYRD	235	1133	26000	
0212082-X	07/28/2010	MARKLEY, WENDY	AUTO THEFT-UUMV	01134		PEAVYRD	235	1133	07171	
0232525-X	08/18/2010	SOMERVILLE, DAVID	ACCIDENTAL INJURY - PUBLIC PROPERTY	01134		PEAVYRD	235	1133	33050	
0236514-X	08/22/2010	*BABY STEPS EARLY LEARNING	CRIMINAL MISCHIEF/VANDALISM	01140		PEAVYRD	235	1133	14082	

Officers:

1411 Peavy Road

Owner

Peavy Plaza LLC
3620 Huffines Blvd – Suite 722
Carrollton, TX 75010

Officers

Owner
Peavy Plaza, LLC
3620 Huffines Blvd – Suite 722
Carrollton, TX 75010

Mihey Yeom, Director

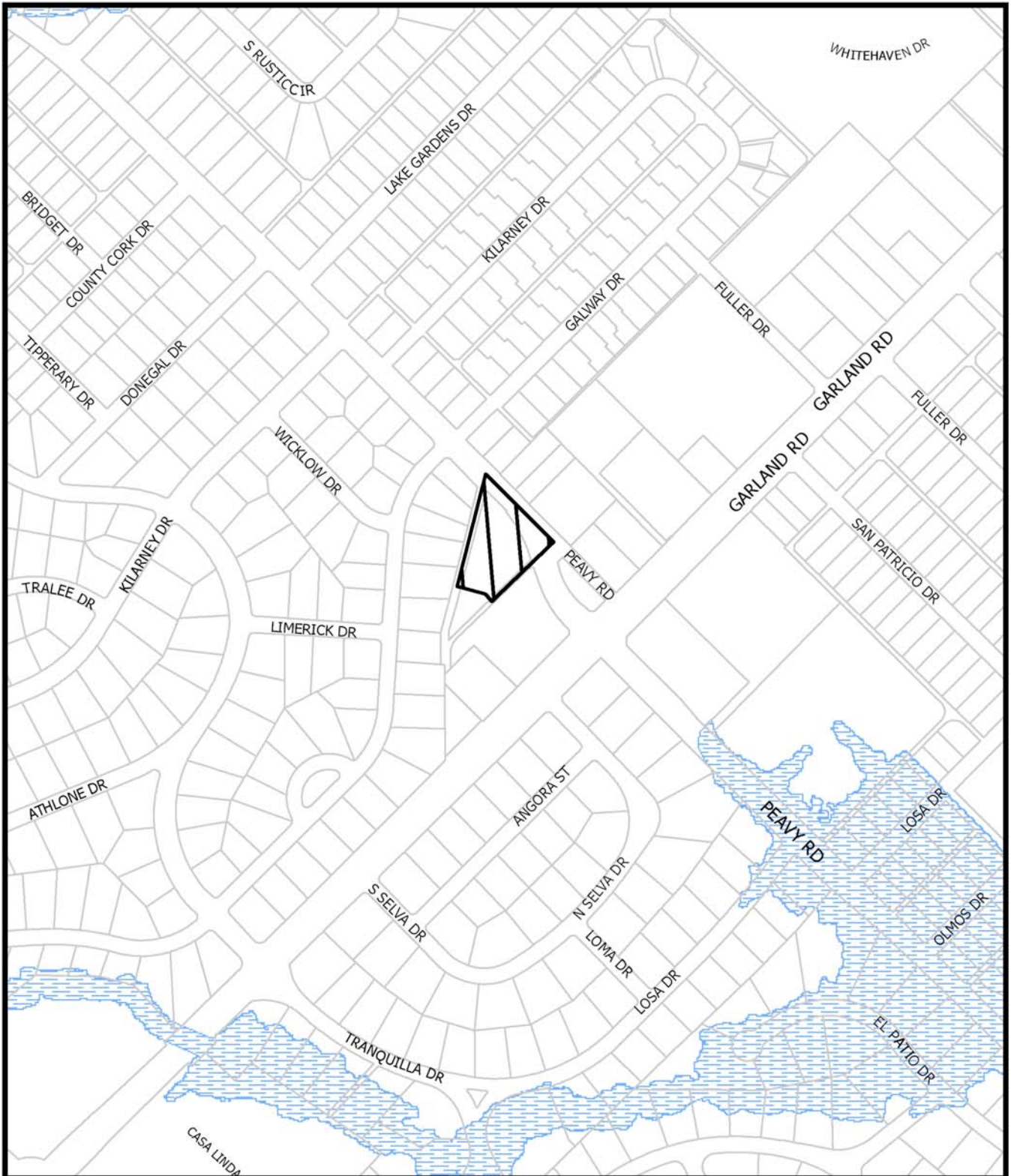
Applicant
Dallasgoodfriend package, LLC
1154 Peavy Road
Dallas, TX 75218

Manager = Usvsthem, Corp.
1154 Peavy Road
Dallas, TX 75218

Usvsthem, Corp.

Matthew Tobin, Director
9919 Galway Drive
Dallas, TX 75218

Joshua Yingling, Director
2306 Wild Oak Drive
Dallas, TX 75218

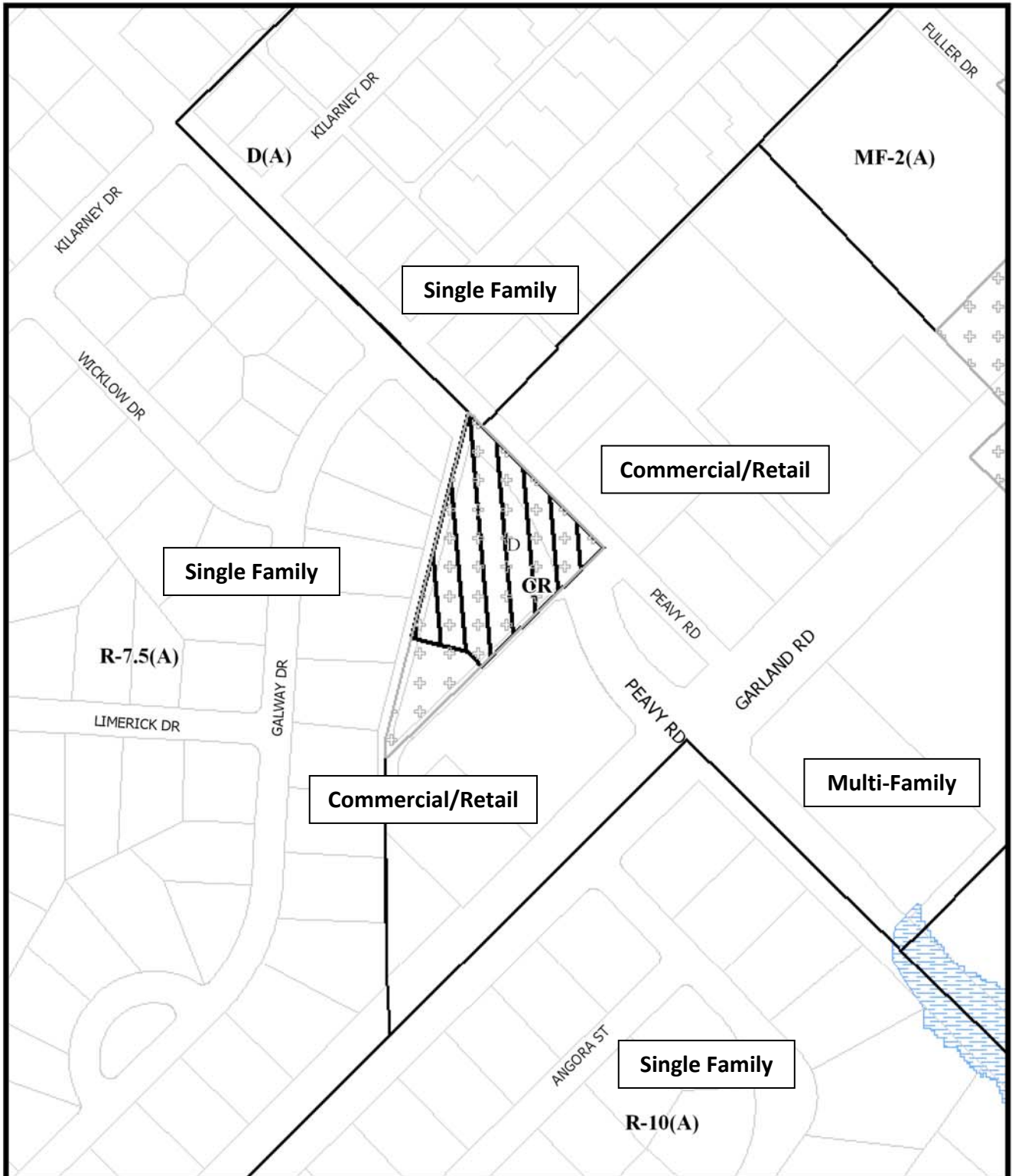


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VICINITY MAP

Case no: Z123-147

Date: 12/14/2012

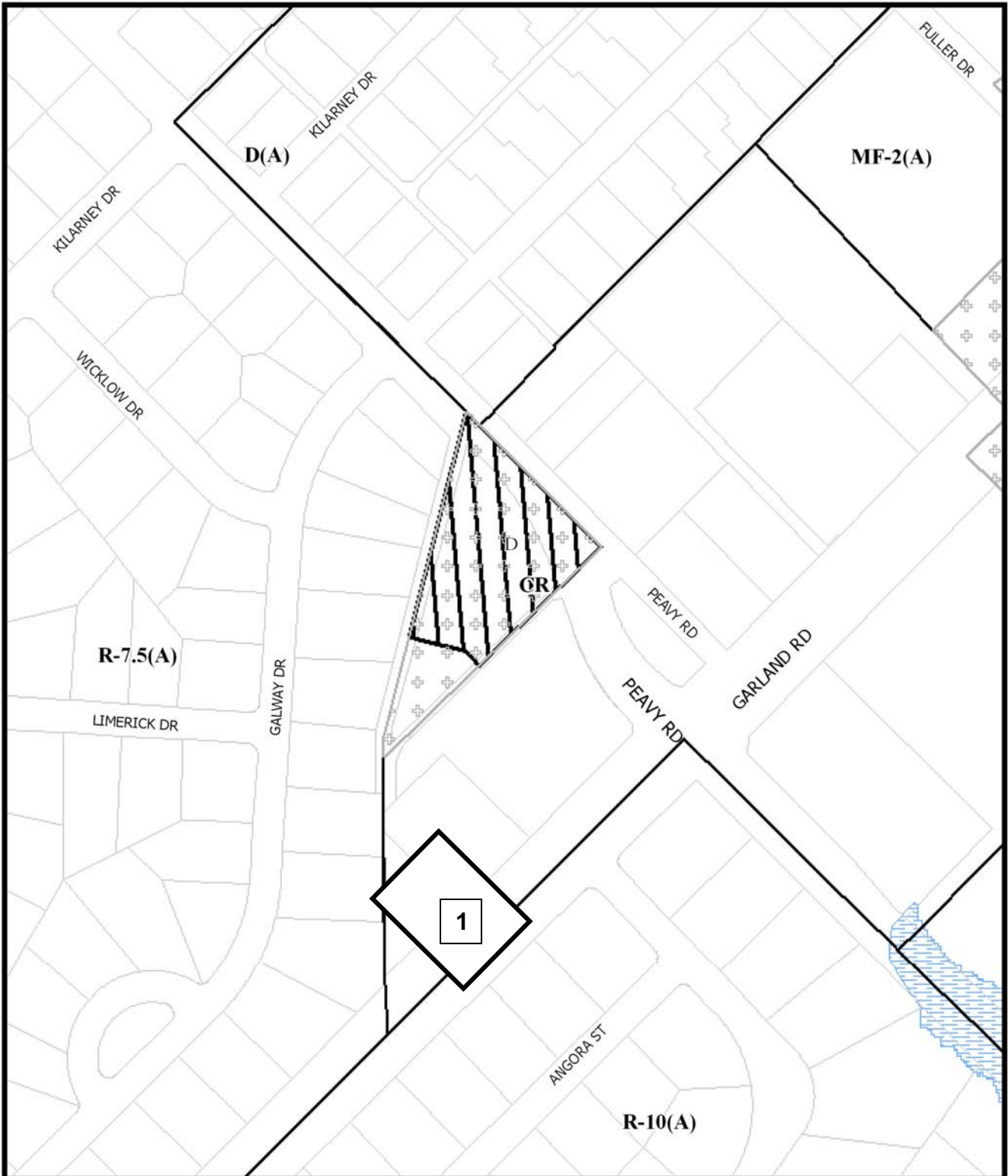


1:2,400

ZONING AND LAND USE

Case no: Z123-147

Date: 12/14/2012




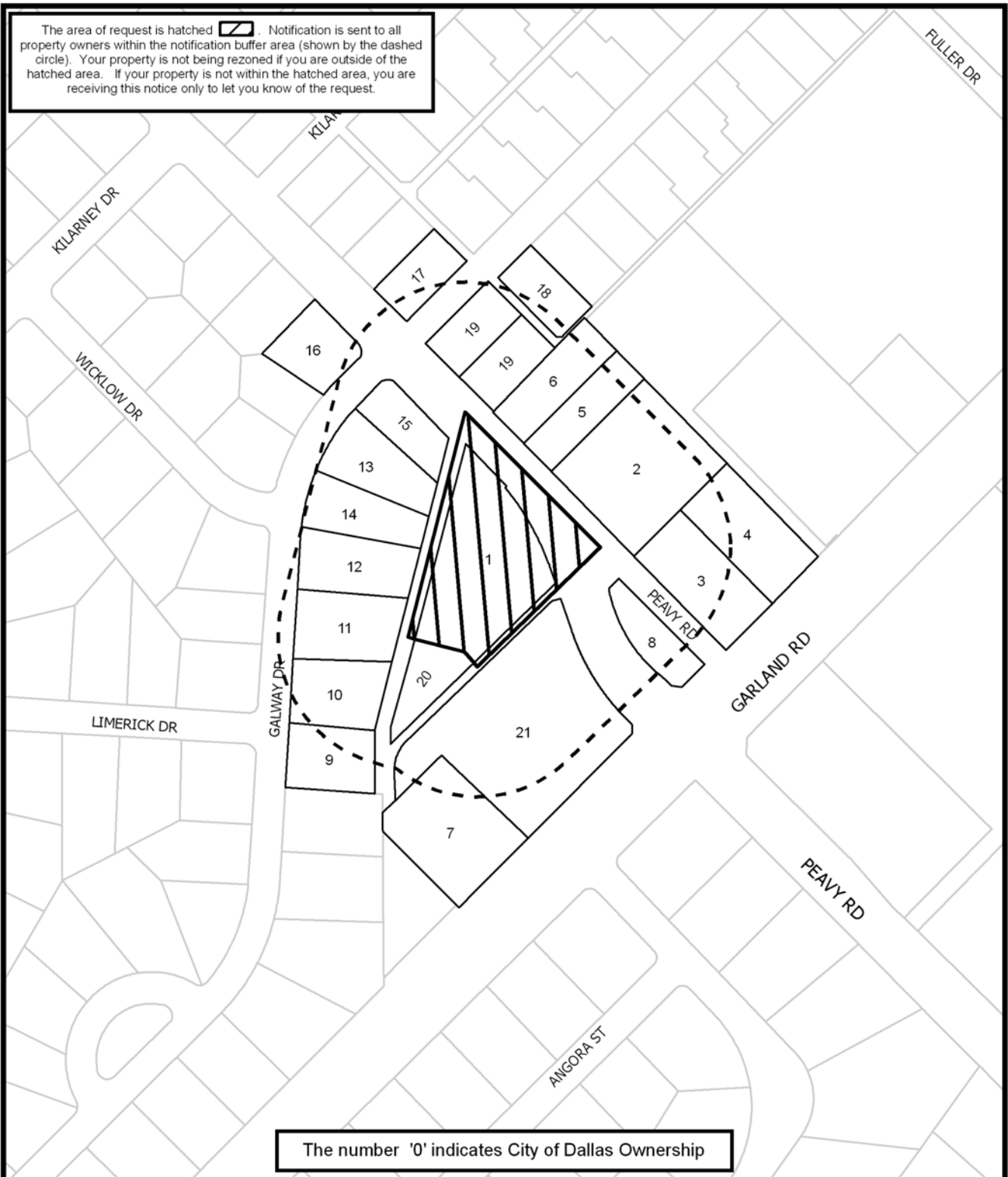
1:2,400

ZONING HISTORY

Case no: Z123-147

Date: 12/14/2012

The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.



The number '0' indicates City of Dallas Ownership



1:2,400

NOTIFICATION

200'

AREA OF NOTIFICATION

21

NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **Z123-147**

Date: **12/14/2012**

12/13/201

Notification List of Property Owners***Z123-147******21 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	1141 PEAVY RD	PEAVY PLAZA LLC
2	1146 PEAVY RD	A M D I C O
3	10001 GARLAND RD	CONDOR K LTD
4	10011 GARLAND RD	ANGELL EARL M & PATSY R
5	1144 PEAVY RD	MONOPOLY PL DUPLEXES LTD
6	1140 PEAVY RD	SHAW JEFFREY A
7	9925 GARLAND RD	GARLAND PEAVY ASSOCS % CHARLENE
CARLETON		
8	9947 GARLAND RD	DALLAS ALISHAH ENTERPRISES INC
9	9926 GALWAY DR	ANDERSON DAVID
10	9934 GALWAY DR	SHAW JAY CARL
11	9942 GALWAY DR	MAXWELL WILLIAM RICHARD & DALEEN JOYCE
12	9950 GALWAY DR	SUSAN RENCH KAMAS FAMILY TRUST
13	9966 GALWAY DR	ALTOM JOHNNY W & BENNIE LOU
14	9958 GALWAY DR	GARDNER BRIT & SARAH
15	9972 GALWAY DR	ALDRETE MIGUEL
16	9973 GALWAY DR	FREEMAN CLIFFORD RAY JR
17	1118 PEAVY RD	MONROE JOWANNA
18	10014 GALWAY DR	MORENO JOSE
19	1132 PEAVY RD	MONOPOLY PLACE DUPLEXES
20	1131 PEAVY RD	GARLAND PEAVY ASSOCIATES
21	9937 GARLAND RD	9937 GARLAND ROAD INVESTORS LLC

FILE NUMBER: Z123-159(MW)

DATE FILED: December 21, 2012

LOCATION: Southwest corner of West Kiest Boulevard and Marvin D. Love Freeway

COUNCIL DISTRICT: 3

MAPSCO: 54-Y

SIZE OF REQUEST: Approx. 0.511 acre

CENSUS TRACT: 60.01

REPRESENTATIVE/APPLICANT: J Delaughter, LLC

OWNER: Quickway Retail Associates II, Ltd.

REQUEST: An application to renew Specific Use Permit No. 1836 for the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less on property zoned an RR-D-1 Regional Retail District with a D-1 Liquor Control Overlay.

SUMMARY: The applicant proposes to continue the sale of alcoholic beverages for off-premise consumption in conjunction with the existing convenience store.

STAFF RECOMMENDATION: **Approval** for a five-year period with eligibility for automatic renewal for additional five year periods, subject to conditions.

BACKGROUND INFORMATION:

- The ±0.5110-acre request site is developed with ±1,267 convenience store, a ±1,278-square foot auto service center and a motor vehicle fueling station.
- Specific Use Permit No. 1836 was approved by City Council on May 25, 2011 for a two-year period and, therefore, expires on May 25, 2013.
- The request site is surrounded by single family residential to the north (across West Kiest Boulevard); Marvin D. Love Freeway right-of-way to the east and south and a motel to the west.

Zoning History:

There have been no recent zoning requests within the vicinity of the request site.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW
West Kiest Boulevard	Principal Arterial	100 feet

STAFF ANALYSIS:

Comprehensive Plan:

The comprehensive plan does not make a specific land use recommendation related to the request, however the *forwardDallas! Vision Illustration*, adopted June 2006, is comprised of a series of Building Blocks that depicts general land use patterns. Building Blocks are generalized patterns without well-defined boundaries that indicate where certain types and densities of development might logically occur.

The Vision Illustration depicts the request site as within an *Urban Mixed-Use Building Block*. The Urban Mixed-Use Building Block incorporates a vibrant mix of residential and employment uses at a lower density than the Downtown Building Block. These areas are typically near Downtown, along the Trinity River or near major transit centers. Examples include Uptown, the City Place/West Village area, Stemmons Design District, Cedars and Deep Ellum. Urban Mixed-Use Building Blocks provide residents with a vibrant blend of opportunities to live, work, shop and play within a closely defined area. Buildings range from high-rise residential or midrise commercial towers to townhomes and small corner shops. Good access to transit is a critical element. Similar to Downtown, the Urban Mixed-Use Building Blocks offer employment and housing options and are important economic growth areas for businesses. People on foot or bike can enjoy interesting storefronts at ground level with benches, public art, on-street parking and wide sidewalks, creating an appealing streetscape. Large parking areas and other auto-oriented land uses are typically located at the edges.

In general, the applicant's proposal is consistent with the following goals and policies of the Comprehensive Plan.

LAND USE ELEMENT

Goal 1.1: Promote desired development

Policy 1.1.5: Use Vision Building Blocks as a general guide for desired development patterns

Land Use Compatibility:

The ±0.5110-acre request site is developed with ±1,267 convenience store, a ±1,278-square foot auto service center and a motor vehicle fueling station. Specific Use Permit No. 1836 was approved by City Council on May 25, 2011, for a two-year period and, therefore, expires on May 25, 2013. The applicant requests renewal of the Specific Use Permit in order to continue the sale of alcoholic beverages for off-premise consumption in conjunction with the existing convenience store.

The request site is surrounded by single family residential to the north (across West Kiest Boulevard); Marvin D. Love Freeway right-of-way to the east and south and a motel to the west.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The regulations in this chapter have been established in accordance with a comprehensive plan for the purpose of promoting the health, safety, morals, and general welfare of the city.

The applicant's request, subject to conditions, is consistent with the intent of the Dallas Development Code. Therefore, staff recommends approval for a five-year period with eligibility for automatic renewal for additional five-year periods subject to conditions.

Development Standards:

District	Setbacks		Density	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
RR-D-1 Regional retail	15'	20' adjacent to residential OTHER: No Min.	1.5 FAR overall 0.5 office	70' 5 stories	80%	Proximity Slope U-form setback Visual Intrusion	Retail & personal service, office

Parking:

Pursuant to the Dallas Development Code, a general merchandise or food store requires one space per 200 square feet of floor area, an auto service center requires one space per 500 square feet of floor area and a motor vehicle fueling station requires two spaces. Therefore, the ±1,267-square foot convenience store with fuel pumps and ±1,278-square foot auto service center require 11 spaces. As depicted on the site plan, 13 spaces are provided.

Landscaping:

New construction will require landscaping per Article X of the Dallas Development Code.

Z123-159(MW)

List of Partners/Principals/Officers

J Delaughter, LLC

Gopal Pai, Manager

Quikway Retail Associates II, Ltd.

QWRA II GP, LLC, Sole General Partner

Managers:

Alan Golman

Richard Golman

Kenneth H. Bruder

Howard Beckerman

Police Report:

Specific Use Permit No. 1836 was approved on May 25, 2011. An online search of the Dallas Police Department's offense incident reports for the period from May 25, 2011 to January 22, 2013 revealed the following results:

Offense Records										
Search Records - Offense										Filter
Service #	Offense Date	Complainant	Offense	Block	Dir	Street	Beat	Reporting Area	UCR1	UCR2
000062-A	01/01/2013	RAI, VINOD	ASSAULT	00500	W	KIESTB...	453	4263	08121	
0012636-A	01/16/2013	*SHELL STATION	CRIMINAL MISCHIEF/VA...	00500	W	KIESTB...	453	4263	14082	
0016185-Z	01/20/2012	LEVIS,CHRISTOPEHR	OTHER OFFENSES	00500	W	KIESTB...	453	4263	26000	
0043041-Z	02/21/2012	DE LA TORRE , JOSE	ROBBERY	00500	W	KIESTB...	453	4263	03841	
0069332-Z	03/23/2012	EPPERSON, RAESHUNNE	THEFT	00500	W	KIESTB...	453	4263	06941	
0073545-Z	03/23/2012	EPPERSON, RAESHUNNE	OTHER OFFENSES	00500	W	KIESTB...	453	4263	26830	
0082712-Z	04/06/2012	HERNANDEZ,GENEVA	TRAFFIC MOTOR VEHICLE	00500	W	KIESTB...	453	4263	32090	
0129247-Z	05/26/2012	YOUNG,BRETTAN,THOMAS	THEFT	00500	W	KIESTB...	453	4263	06103	
0143447-Z	06/04/2012	@CITY OF DALLAS-VICE	FOUND PROPERTY	00500	W	KIESTB...	453	4263	43020	
0165261-Z	07/05/2012	*ANDREWS DISTRIBUTING	THEFT	00500	W	KIESTB...	453	4263	06941	
0174859-Y	07/04/2011	WHEELER,DAIMOND	THEFT	00500	W	KIESTB...	453	4263	06941	
0177045-Z	07/17/2012	PACHECO,ERIC	FOUND PROPERTY	00500	W	KIESTB...	453	4263	43021	
0190643-Z	08/01/2012	WALKER, TAMAICA	THEFT	00500	W	KIESTB...	453	4263	26000	06902
0190783-Z	08/02/2012	ENRIQUEZ , JANETH	ASSAULT	00500	W	KIESTB...	453	4263	08321	
0207214-Y	08/05/2011	FREEMAN, CHARLES	TRAFFIC MOTOR VEHICLE	00500	W	KIESTB...	453	4263	32090	

Page 1 of 2 (23 items)

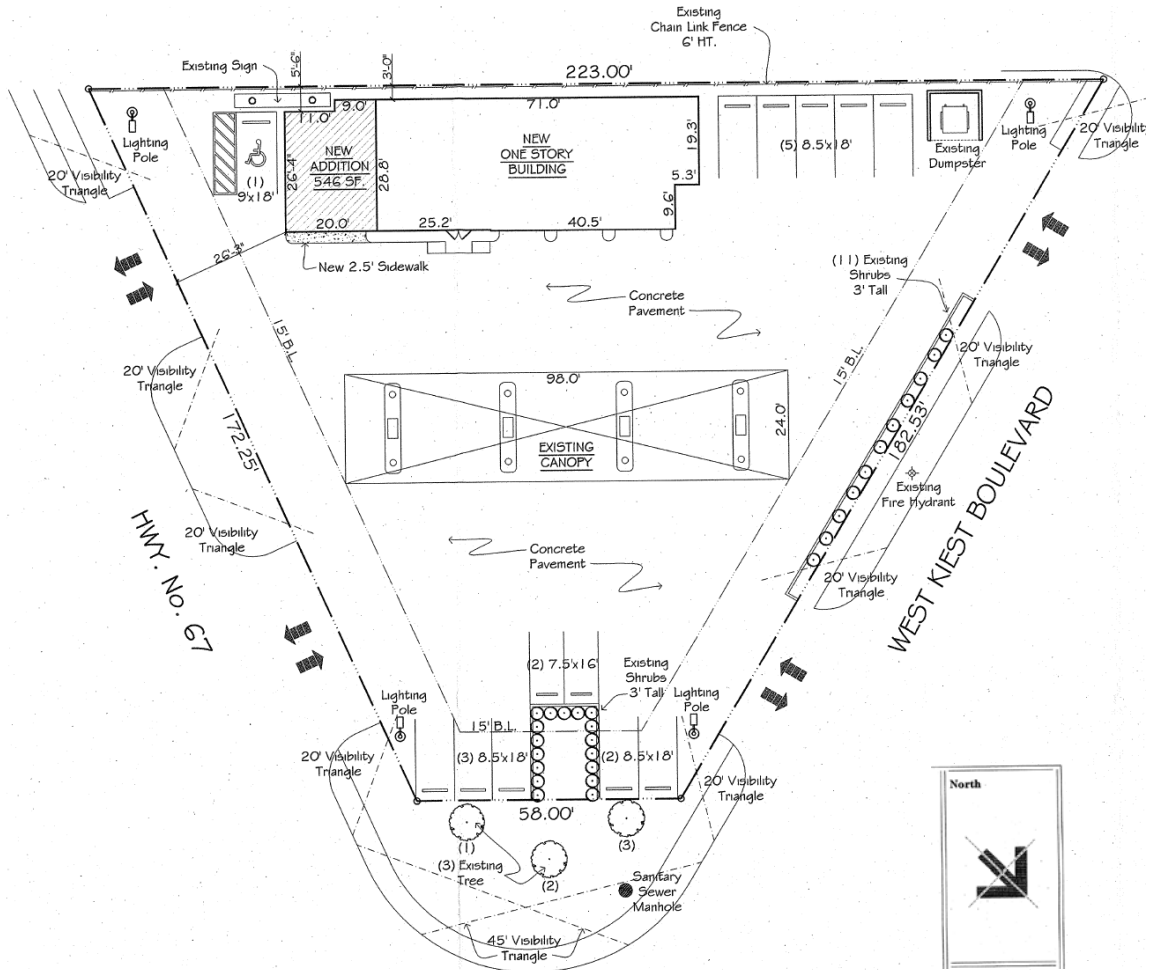
Offense Records										
Search Records - Offense										Filter
Service #	Offense Date	Complainant	Offense	Block	Dir	Street	Beat	Reporting Area	UCR1	UCR2
0232073-Y	09/01/2011	@CITY OF DALLAS	FOUND PROPERTY	00500	W	KIESTB...	453	4263	43020	
0246779-Z	10/03/2012	MILLER, TAREDRICK	AUTO THEFT-UUMV	00500	W	KIESTB...	453	4263	07122	
0270448-Z	10/30/2012	TALTON,CHARLES	ACCIDENTAL INJURY - P...	00500	W	KIESTB...	453	4263	33020	
0277602-Y	10/20/2011	SANCHEZ,JESSIE	ACCIDENTAL INJURY - P...	00500	W	KIESTB...	453	4263	33070	
0300317-Y	11/14/2011	JOHNSON,RONNIE	ACCIDENTAL INJURY - P...	00500	W	KIESTB...	453	4263	33020	
0303795-Z	12/07/2012	WATSON, DIMIKA	FRAUD	00500	W	KIESTB...	453	4263	11051	
0322650-Z	12/31/2012	LEE, ELTON	ROBBERY	00500	W	KIESTB...	453	4263	03942	06101
0333877-Y	12/23/2011	GARRISON,SHAWN	ROBBERY	00500	W	KIESTB...	453	4263	03912	

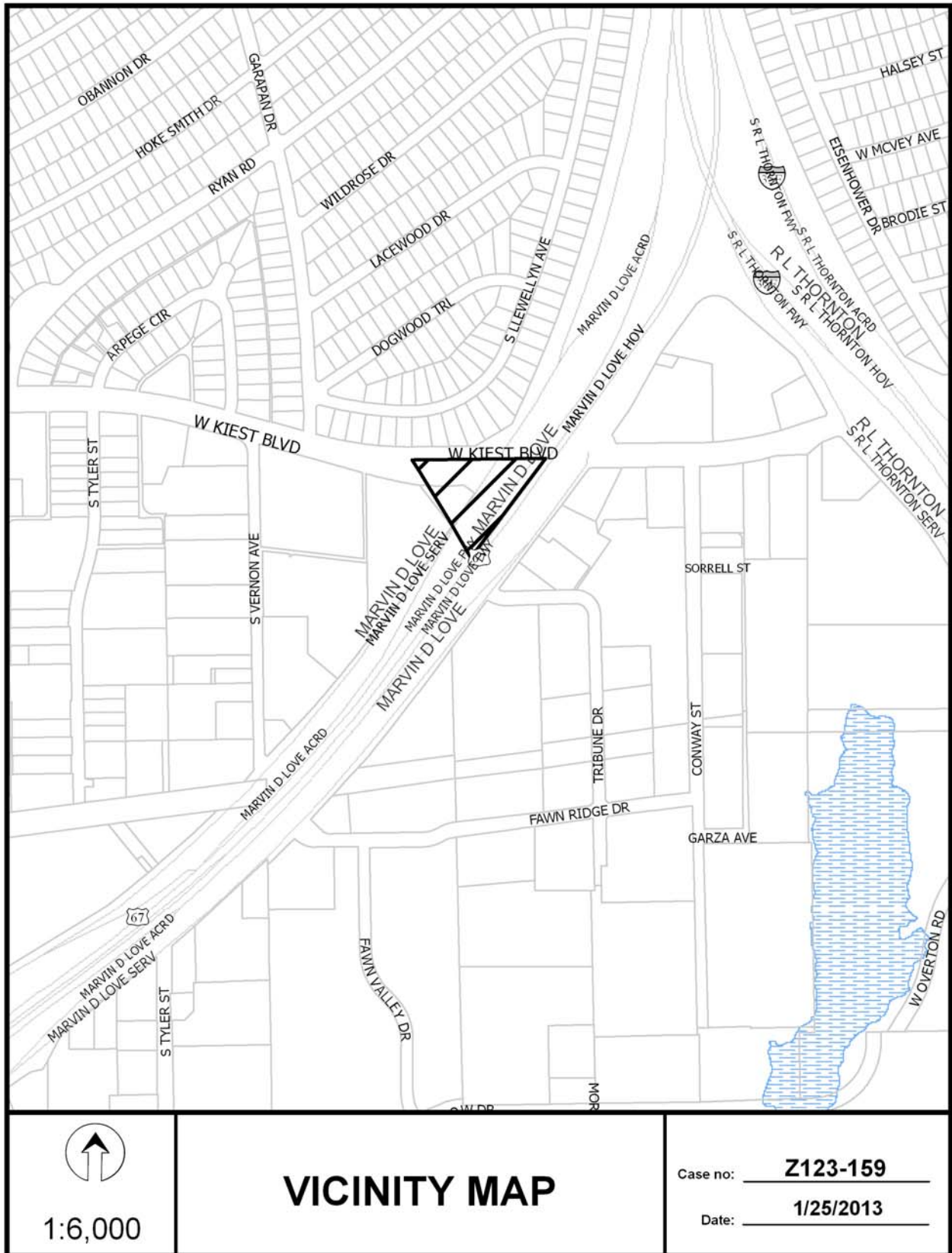
Page 2 of 2 (23 items)

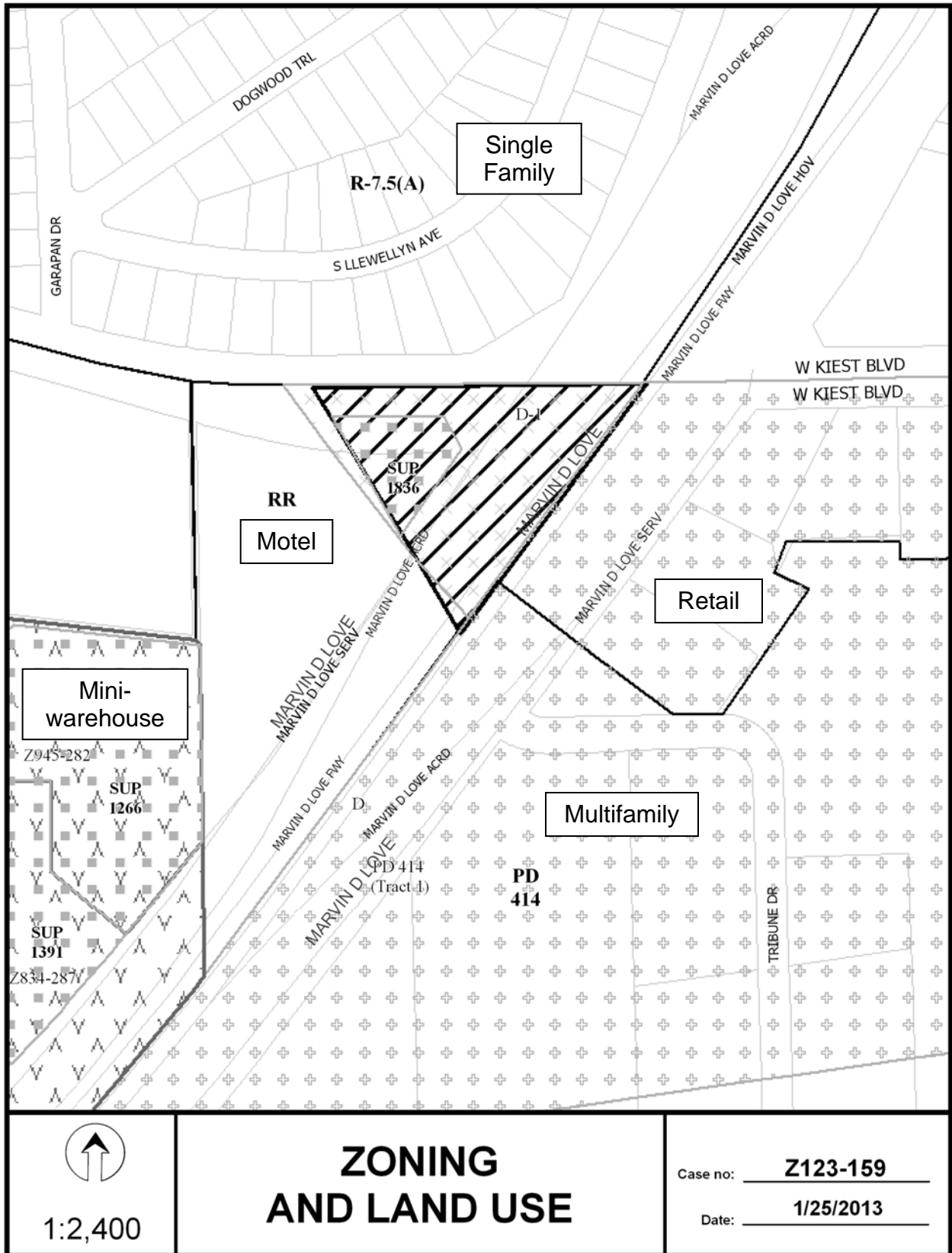
Z123-159
Proposed SUP No. 1836 Conditions

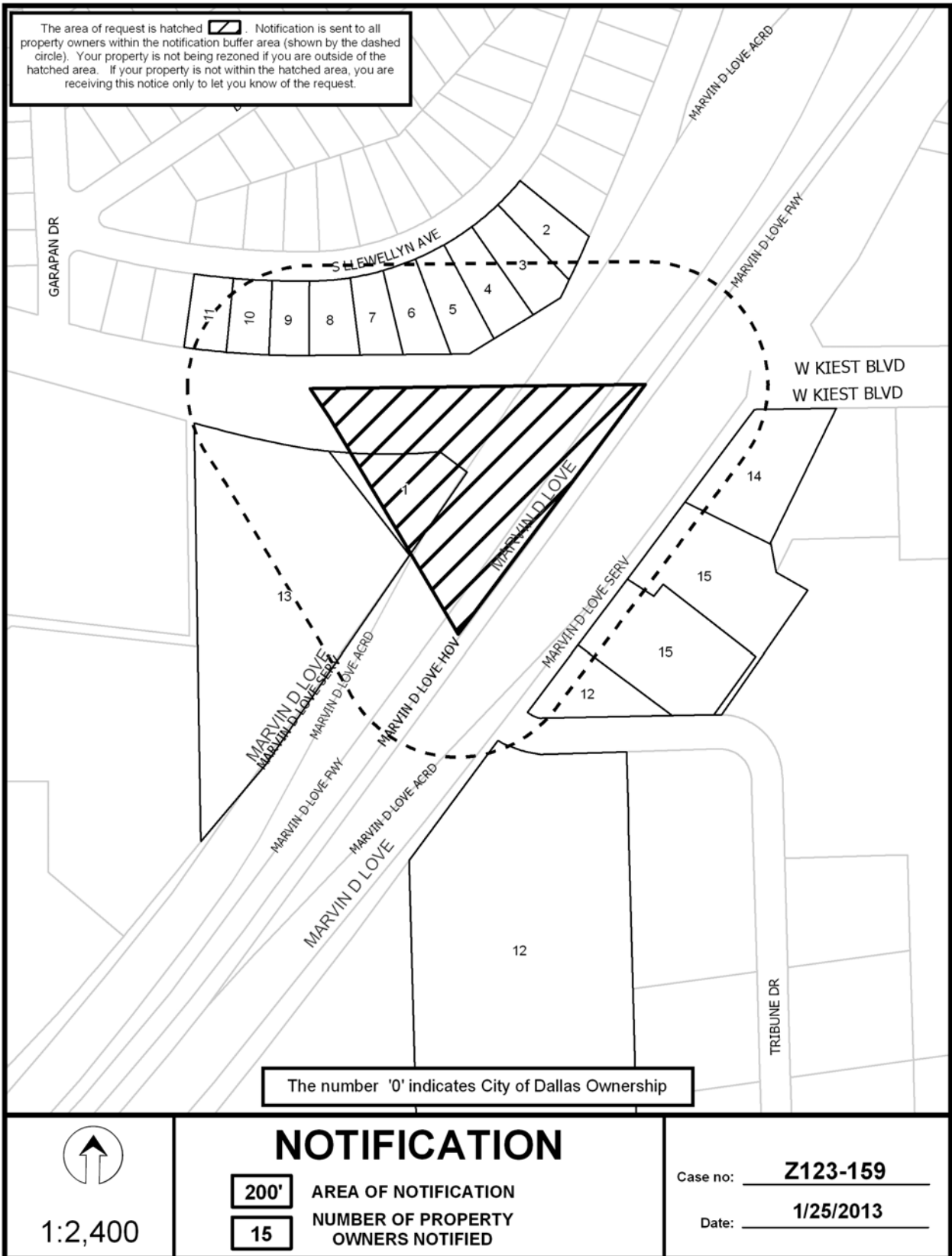
1. USE: The only use authorized by this specific use permit is the sale of alcoholic beverages in conjunction with a general merchandise or food store 3,500 square feet or less.
2. SITE PLAN. Use and development of the Property must comply with the attached site plan.
3. TIME LIMIT: This specific use permit expires [~~automatically terminates~~] on May 25, 2014. (five years), but is eligible for automatic renewal for additional five-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
4. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
5. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas.

Existing Site Plan









1/24/2013

Notification List of Property Owners

Z123-159

15 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	500 Kiest Blvd	QUIK WAY RETAIL AS II LTD SOUTHWEST PROP
2	3230 Llewellyn Ave	HOLLAND NORMA JEAN
3	3234 Llewellyn Ave	THOMAS DOROTHY J
4	3238 Llewellyn Ave	HAWTHORNE MILTON R & SHIRLEY D RIVERA
5	3242 Llewellyn Ave	WILLIAMS JERRY LEN SR EST OF
6	3248 Llewellyn Ave	MAYPO REALTY 1 LP
7	3252 Llewellyn Ave	RODRIGUEZ GUILLERMO
8	3256 Llewellyn Ave	SALAZAR LUISA
9	3262 Llewellyn Ave	PINON ARTURO &
10	3266 Llewellyn Ave	VARGAS MANUEL & GREGORIA
11	3272 Llewellyn Ave	FIRST CITIZENS BANK & TRUST CO %DOVENMUE
12	3314 Marvin D Love Fwy	CHRIST FOR THE NATIONS
13	3333 Marvin D Love Fwy	A I PARIS INC
14	440 Kiest Blvd	VICTRON STORES LP
15	3312 Marvin D Love Fwy	TRICOLOR HWY 67 LLC

Planner: Warren F. Ellis

FILE NUMBER: Z112-278(WE) **DATE FILED:** July 3, 2012
LOCATION: North side of Lyndon B. Johnson Freeway, between Ridgeview Circle and Hughes Lane
COUNCIL DISTRICT: 11 **MAPSCO:** 15-Q
SIZE OF REQUEST: Approx. 4.83 acres **CENSUS TRACT:** 136.08

APPLICANT / OWNER: King of Glory Lutheran Church

REPRESENTATIVE: Robert Baldwin

REQUEST: An application for a Planned Development District for residential and church uses on property zoned Planned Development District No. 78 and an R-16(A) Single Family District.

SUMMARY: The purpose of the request is to allow an existing church to construct a parking lot. The Texas Department of Transportation acquired additional right-of-way for the expansion of the LBJ Freeway and a portion of the church off-street parking.

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

PREVIOUS ACTION: On November 15, 2012, the City plan Commission held this case under advisement until February 7, 2013, to allow for the representative to meet with a neighborhood association.

BACKGROUND INFORMATION:

The request for a Planned Development District will allow for an existing church to expand to develop a surface parking lot on approximately 1.04 acres of land. A portion of the request site consists of four existing single family dwellings that will be razed to accommodate 113 parking spaces. The request site, which includes the church property, totals 4.83 acres of land.

- The Texas Department of Transportation acquired additional right-of-way along the Lyndon B. Johnson Freeway and as a result of the right-of-way acquisition. A portion of the church parking was eliminated.
- The surrounding land uses in the area are single family uses

Zoning History: There has not been any recent zoning change request in the area.

Thoroughfares/Streets:

Thoroughfare/Street	Type	Existing ROW	Proposed ROW
LBJ Freeway Frontage		Variable lane widths	Variable lane widths

Land Use:

	Zoning	Land Use
Site	PDD No. 78, R-16(A)	Single Family, Church
North	PDD No. 78	Single Family
South	LO-1, NO(A)	LJB Freeway
East	R-16(A)	Single Family
West	PDD No. 78	Undeveloped, Single Family

Comprehensive Plan: The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006. The *forwardDallas! Comprehensive Plan* outlines several goals and policies which can serve as a framework for assisting in evaluating the applicant’s request. The Plan identifies the request site as being along a Transit Centers or Multi-Modal Corridor and in a Residential Neighborhood Building Block.

Transit Centers or Multi-Modal Corridors

Transit centers support a compact mix of employment, retail, cultural facilities and housing. Multi-modal corridors should encourage the redevelopment of aging auto-oriented commercial strip development while respecting existing single family

neighborhoods. While normally located around DART light-rail or commuter rail stations, these building blocks could also be focused streetcar or enhanced bus corridors such as bus rapid transit. Examples of transit centers include the Mockingbird Station area, the Cityplace Station area and the Westmoreland Station area, and examples of multi-modal corridors include the Lancaster and Ferguson Road corridor. These areas offer dense mixed use at the transit station or multi-modal corridor and then transition to multi-family and single-family housing at the edge. Of all the Building Blocks, this incorporates the greatest range of building structures and land uses, including multi-story residential above retail to townhomes to single-family residences. Transit centers and multi-modal corridors may sometimes be near residential neighborhoods and call for appropriate mitigation requirements. Areas currently developed with single-family or duplex uses should generally be maintained unless redevelopment is addressed through an Area Planning process. Multi-modal corridors in particular would diminish quickly in scale, density, and intensity away from the corridor, respecting existing single family neighborhoods while maintaining a strong focus on transit orientation and access. Interactive public plazas and/or civic uses will be centrally located and residential roof terraces and balconies overlooking transit station areas add “eyes on the street” that can aid public safety

Residential Neighborhoods

This Building Block represents the life-blood of Dallas, the traditional neighborhood of single-family detached homes. Dallas has many neighborhoods that match this description, including Winnetka Heights, Preston Hollow, Lakewood and Wheatley Place. Single-family dwellings are the dominate land use in these areas. Some shops, restaurants or institutional land uses such as schools and religious centers that serve neighborhood residents may be located at the edges or at key intersections.

STAFF ANALYSIS:

Land Use Compatibility: The 4.83 acre site is developed with a church and four single family dwellings. The applicant’s request for a Planned Development District for residential and church uses will allow for an existing church to expand to develop a surface parking lot. A portion of the request site, which consists of approximately 1.04 acres, includes four existing single family dwellings that will be razed to accommodate 113 parking spaces.

The Texas Department of Transportation acquired additional right-of-way for the expansion of the LBJ Freeway and a portion of the church off-street parking was taken as a result of the right-a-way acquisition. The applicant purchased properties within the residential neighborhood to accommodate the parking needs of the church. The existing four single family dwellings will be razed to accommodate the redevelopment of 113 surface parking spaces. The applicant is currently the owner of two single family dwellings that are north of the request site and will use the dwellings as a buffer from the remaining residential structures on Clubhouse Circle. The two single family dwellings are not part of the Planned Development District.

Access to the proposed surface lot will be limited from the main church’s campus. The applicant is proposing to construct a solid six-foot fence around the perimeter of the surface parking lot and will be buffered by the two single family dwellings to the north on Clubhouse Circle. In addition, any entrance onto the site from a residential street is prohibited.

Even though staff is concern with the encroachment of a non-residential use into the residential neighborhood, staff can support the applicant’s request because the site is located on the outer perimeter of the neighborhood.

Development Standards:

<u>DISTRICT</u>	<u>SETBACKS</u>		Density	Height	Lot Coverage	Special Standards	PRIMARY Uses
	Front	Side/Rear					
PDD No. 78	25'	10'/10'	1 Dwelling Unit/ 8,600 sq. ft.	24'	45%		Single family
R-7.5(A) Single Family	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Single family
Proposed PDD Church & residential	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%		Church , single family

Landscaping: Landscaping of any development will be in accordance with the attached landscape plan. Plant materials must be maintained in a healthy, growing condition.

Miscellaneous – conditions: The proposed PDD conditions in the docket will mirror the conditions in Planned Development District No. 78, except that a surface parking lot will be added as a main use. The surface parking lot use is added as a main use because the applicant’s representative has indicated the owners may not re-plat the site.

LIST OF OFFICERS
King of Glory

- Alan Melson President
- Bonnie Meeder Vice President
- Becky Pederson Secretary
- Randy Kurtz Treasurer
- Jon Bustard
- Janet Follstardt
- Steve Hid
- Gary Johnson
- Kelsey Plichta
- Sarah Schultz

PROPOSED PDD CONDITIONS

“ARTICLE

PD

SEC. 51P - _____.101. LEGISLATIVE HISTORY.

PD District ____ was established by Ordinance No._____, passed by the Dallas City Council on _____.

SEC. S- _____.102. PROPERTY LOCATION AND SIZE.

PD District No.____ is established on property on the north side of Lyndon B. Johnson Freeway, between Ridgeview Circle and Hughes Lane . The size of PDD No. ____ is approximately 4.83 acres.

SEC. 51P - _____.103. DEFINITIONS AND INTERPRETATIONS.

(a) Unless otherwise stated, the definitions in Chapter 51A apply to this article.

(b) Unless otherwise stated, all references to articles, divisions, or sections in this article are to articles, divisions, or sections in Chapter 51A.

(c) This district is considered to be a residential district.

SEC. 51P - _____.104. EXHIBIT.

The following exhibits are incorporated into the article:

(a) Exhibit S-___A: development plan.

SEC. 51P - _____.105. DEVELOPMENT PLAN.

(a) Development and use of the Property must comply with the attached development plan (Exhibit S-___A). If there is a conflict between the text of this division and the development plan, the text of this division controls.

(b) For residential uses, no development plan is required, and the provisions of Section 51A-4.702 regarding submission of or amendments to a development plan, site analysis plan, conceptual plan, development schedule, and landscape plan do not apply.

SEC. 51P - _____.106. MAIN USES PERMITTED.

- (a) Main uses permitted
 - (i) -- Single family detached dwellings
 - (ii) -- Handicapped group dwellings
 - (iii) -- Church
 - (iv) -- Surface parking lot

SEC. 51P - _____.107. ACCESSORY USES.

(a) As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to their unique nature, are subject to additional regulations in Section 51P-193.108, Accessory Uses. For more information regarding accessory uses, consult Section 51A-4.217.

- (a) The following accessory uses are not permitted in this district.
 - Accessory helistop
 - Accessory medical/infectious waste incinerator
 - Accessory outside display of merchandise
 - Accessory outside sales
 - Accessory pathological waste incinerator
- (c) In this district, the following accessory uses are permitted by SUP only.
 - Accessory community center private

SEC. 51P - _____.108. YARD, LOT, AND SPACE REGULATIONS.

(Note: The yard, lot, and space regulations in this section must be read together with the yard, lot and space regulations in Division 51A-4.400. In the event of a conflict, between this section and Division 51A-4.400, this section controls.)

- (a) Front yard. The minimum front yard is 25 feet.
 - (i) For a church use, parking is permitted in the front yard
- (b) Side and rear yard. The minimum side yard is 10 feet. The minimum rear yard is 10feet.
- (c) Height. The maximum structure height is 24 feet.

(d) Lot coverage. Maximum lot coverage is:

(i) 45 percent for residential structures; and

(ii) 25 percent for non-residential structures.

(iii) Above-ground parking structures are included in lot coverage calculations; surface parking lots and underground parking structures are not.

(e) Lot size. The minimum lot size is 8,600 square feet.

(f) Stories. No maximum number of stories.

SEC. 51P - _____.109. OFF-STREET PARKING AND LOADING.

(a) In general. Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use.

SEC. 51P - _____.110. ENVIRONMENTAL PERFORMANCE STANDARDS.

See Article VI.

SEC. 51P - _____.111. LANDSCAPING AND SCREENING.

(a) Landscaping must be provided as shown on the development plan (Exhibit____)

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

SEC. 51P - _____.112. SIGNS.

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

SEC. 51P - _____.113. FENCES.

Minimum of a four foot and a maximum of a six-foot fence is permitted in the front yard and is located as shown on the development plan. Fence materials may consist of wrought iron, masonry, or brick.

SEC. 51P - _____.114. ADDITIONAL PROVISIONS.

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

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

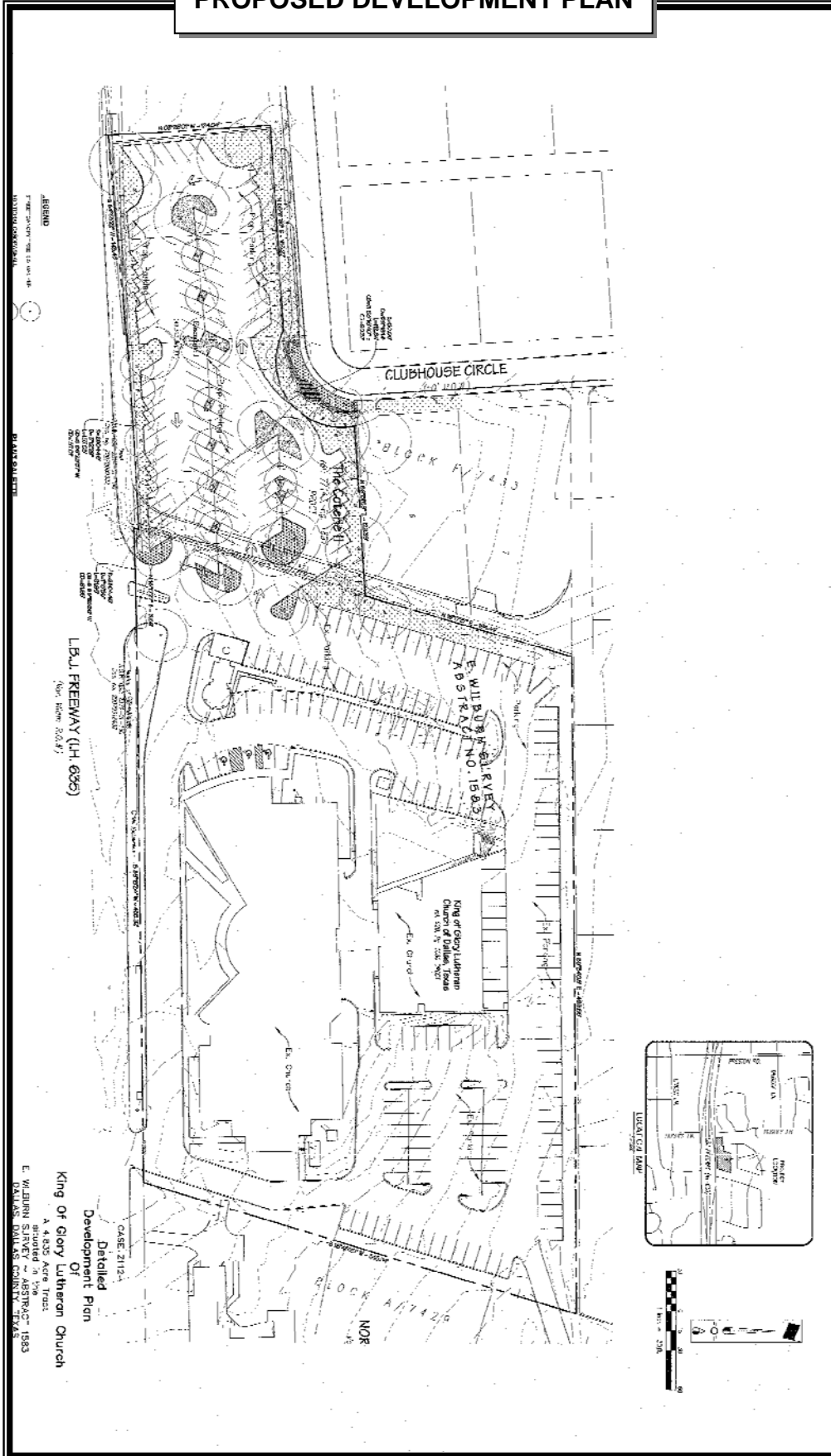
SEC. 51P - _____.115.

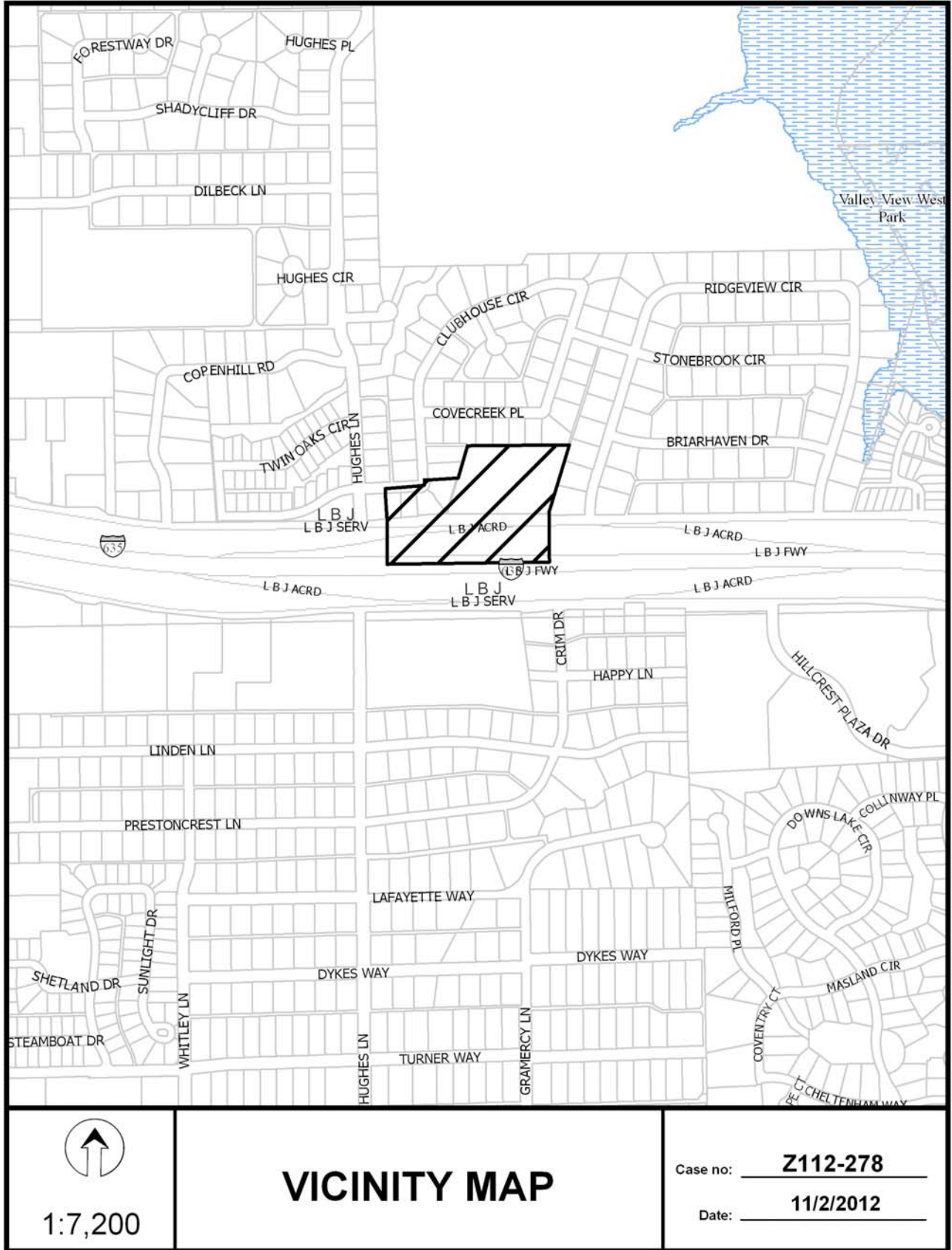
COMPLIANCE WITH CONDITIONS.

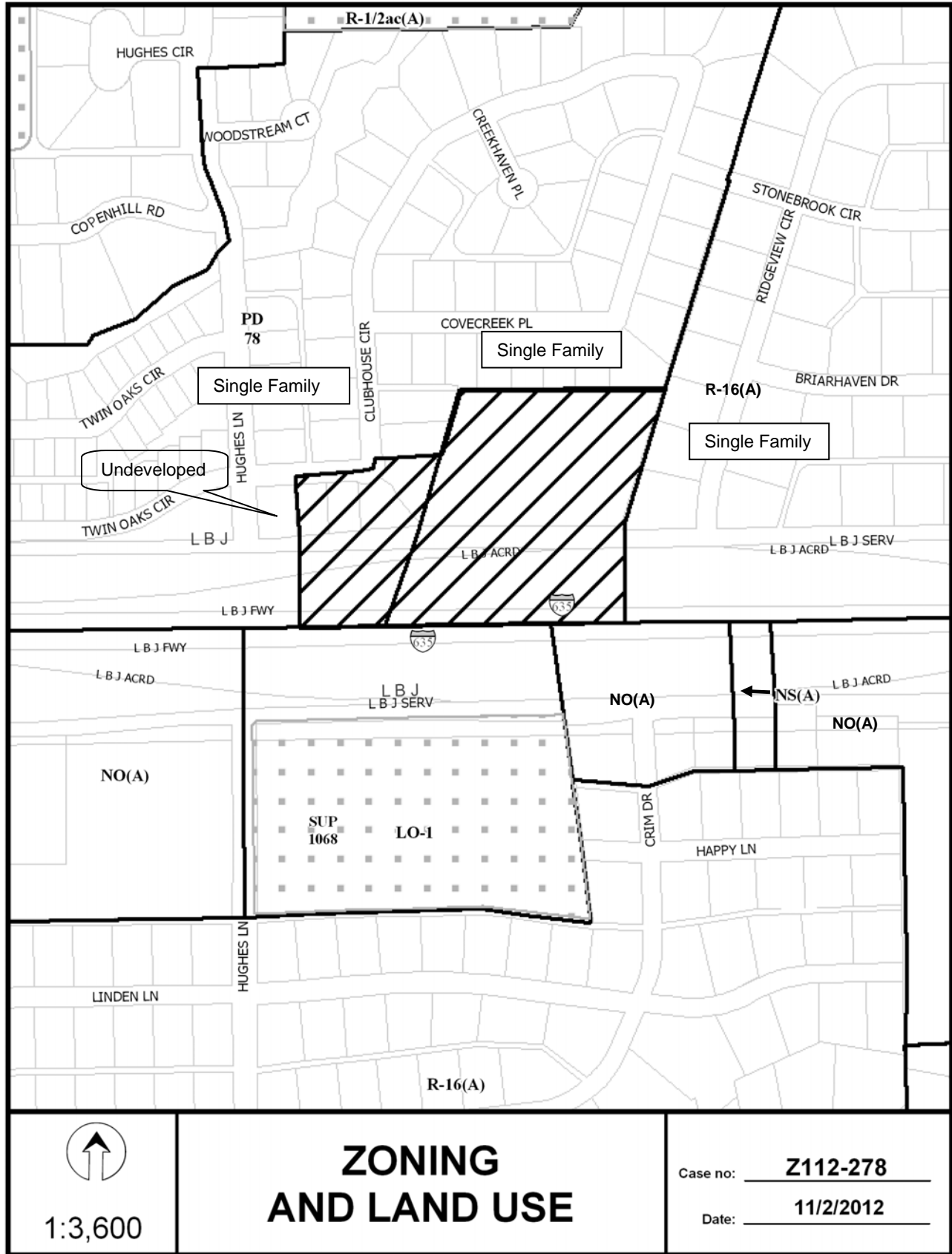
(a) All paved areas, permanent drives, streets, and drainage structures, if any, must be constructed in accordance with standard City of Dallas specifications, and completed to the satisfaction of the director of public works and transportation.

(b) The building official shall not issue a building permit or certificate of occupancy for a use in this planned development district until there has been full compliance with this article, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

PROPOSED DEVELOPMENT PLAN





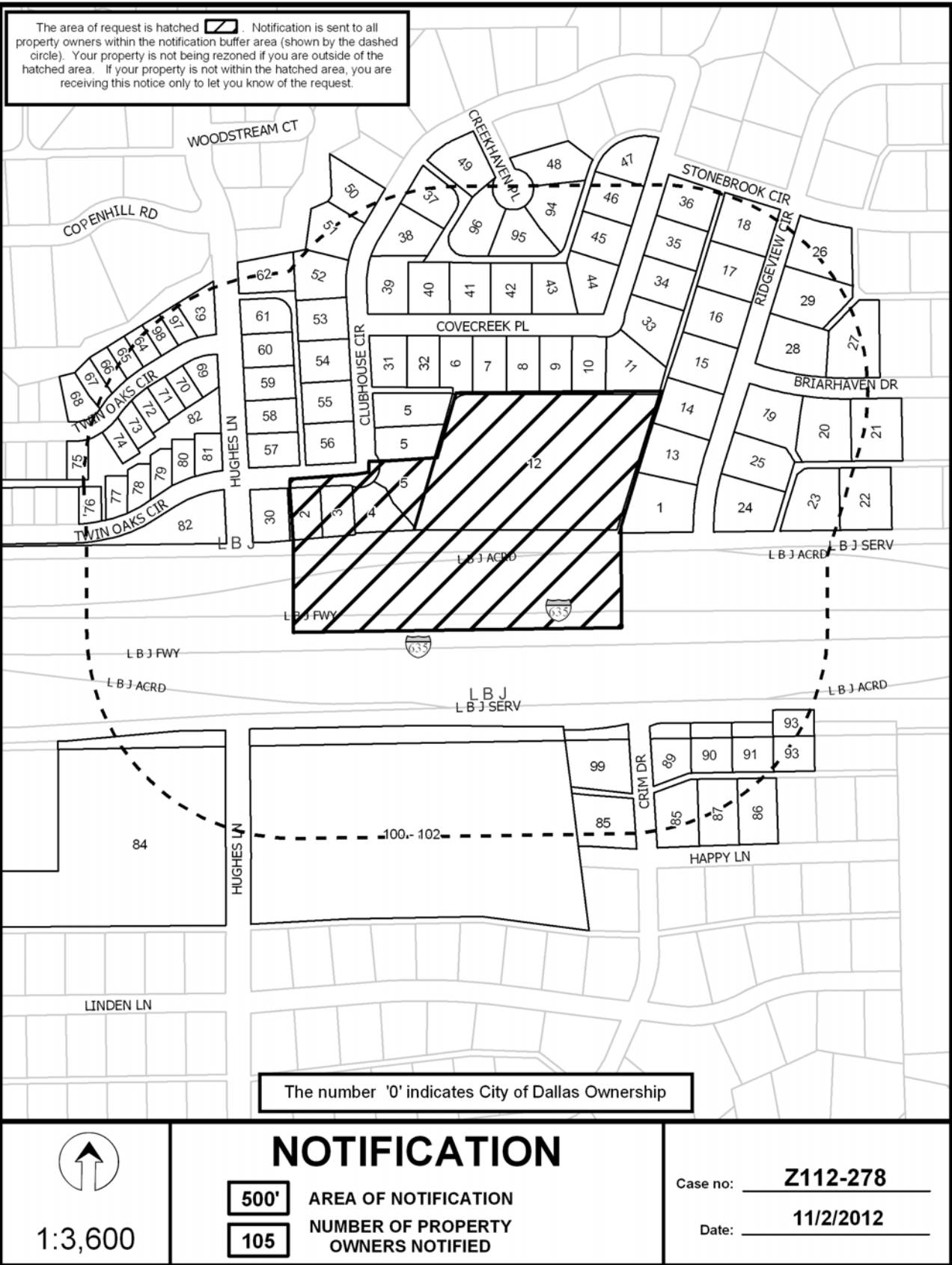


1:3,600

ZONING AND LAND USE

Case no: Z112-278

Date: 11/2/2012



Notification List of Property Owners

Z112-278

105 Property Owners Notified

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	6507 RIDGEVIEW CIR	KING OF GLORY LUTHERN CH
2	6306 CLUBHOUSE CIR	KING OF GLORY LUTHERAN CHURCH
3	6310 CLUBHOUSE CIR	KING OF GLORY LUTHERAN CHURCH
4	6314 CLUBHOUSE CIR	KING OF GLORY LUTHERAN CHURCH
5	6402 CLUBHOUSE CIR	KING OF GLORY LUTHERAN CHURCH
6	6410 COVECREEK PL	DUE JUDY WINGER
7	6414 COVECREEK PL	BROOKS JAMES & BARBARA
8	6418 COVECREEK PL	VASSILEV BOGOMIL
9	6422 COVECREEK PL	NARAN FERRINI VINO & DIVA NARAN FERRINI
10	6426 COVECREEK PL	ARNSTEIN BARBARA J TR & ROBERT A ARNSTEIN
11	6502 COVECREEK PL	BEAN JANE RYAN
12	6411 LBJ FWY	KING OF GLORY LUTHERAN CHURCH
13	6515 RIDGEVIEW CIR	SPEER WALTER B & SHIRLEY
14	6523 RIDGEVIEW CIR	KING OF GLORY LUTHERAN CH
15	6531 RIDGEVIEW CIR	STEAKLEY FAMILY LIVING TR
16	6539 RIDGEVIEW CIR	MUIRHEID TRACI & DARREN
17	6547 RIDGEVIEW CIR	WOODWARD JOHN E
18	6555 RIDGEVIEW CIR	GROOM TIFFANY
19	6522 RIDGEVIEW CIR	DIRKS LEONARD F JR
20	6516 BRIARHAVEN DR	OFFER PAUL J JR
21	6524 BRIARHAVEN DR	GHAFFAR MERDAD N & SHERRY A
22	6545 LBJ FWY	STEVENSON RUBY
23	6537 LBJ FWY	SHAHI SAVITA GAIND & RAJIV GAIND
24	6508 RIDGEVIEW CIR	SAUCEDA JAVIER G & APRIL P
25	6516 RIDGEVIEW CIR	TRAN THU
26	6554 RIDGEVIEW CIR	KIC INVESTMENT LLC

11/1/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	6517 BRIARHAVEN DR	PAULEY STEPHEN & DIANE
28	6538 RIDGEVIEW CIR	BEDDINGFIELD ROBERT W & SUE BRISTOL
29	6546 RIDGEVIEW CIR	BROWN W DOUGLAS JR TR& JANIE M TR
30	6302 CLUBHOUSE CIR	SHULTS CONNI & I V JOHNSON
31	6402 COVECREEK PL	MORROW ANDREW P & JENNIFER
32	6406 COVECREEK PL	REGALADO JUAN & WANDA E
33	6506 COVECREEK PL	MURFIN ROSS C & PAMELA K
34	6510 COVECREEK PL	FREEFIELD JERRY Y & ELISE FREEFIELD
35	6514 COVECREEK PL	PUGH JOEL A & LISA A
36	6518 COVECREEK PL	KOTAMARTI VENKAT & SHARON D
37	6518 CLUBHOUSE CIR	JOHNSTON KENNETH M & JOHNSTON LUCY A
38	6510 CLUBHOUSE CIR	HOLT DUNCAN W JR & JEAN S
39	6403 COVECREEK PL	SULZBACH FRANK C &
40	6407 COVECREEK PL	ROBINSON MARIA
41	6411 COVECREEK PL	TOSTADO GLORIA B
42	6415 COVECREEK PL	KALIDAS VASANTI
43	6419 COVECREEK PL	CANNON JACK % CANNON INDUSTRIES INC
44	6501 COVECREEK PL	RIDER BRUCE D & PAULA C
45	6505 COVECREEK PL	AZIZ NASIM & MAHSOOMA
46	6509 COVECREEK PL	BAIN TRAVIS W II & KARLEN B
47	6515 COVECREEK PL	CHAILLET BRIAN S & SHIRLEE STEWART
48	6408 CREEKHAVEN PL	MATTSON JAMES R & ANN N
49	6524 CLUBHOUSE CIR	CAVE THOMAS A & TAMI K
50	6515 CLUBHOUSE CIR	COHEN DOUGLAS O
51	6511 CLUBHOUSE CIR	LANG LAYTON H & ARIEL M
52	6507 CLUBHOUSE CIR	ROBISON SALLY & SCOTT
53	6501 CLUBHOUSE CIR	GRAMMER CHRISTOPHER M & ELIZABETH B
54	6411 CLUBHOUSE CIR	DRAIN LEE & LYNETT C
55	6407 CLUBHOUSE CIR	MCLARTY MARY A
56	6403 CLUBHOUSE CIR	KARNI CATHERINE
57	13016 HUGHES LN	BAKER WANDA

11/1/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	13020 HUGHES LN	MASSAD AMELIA SHADID
59	13024 HUGHES LN	ALCHORBACHI RIAD
60	13028 HUGHES LN	REYES JOSE
61	13032 HUGHES LN	ZIMMERMANN BETTY
62	13036 HUGHES LN	WINFIELD RENA GOODSON
63	13031 HUGHES LN	DECOURSEY PATRICK T & RENE FRANCO
64	6243 TWIN OAKS CIR	MARY LOU AVERA MGMT TRUST
65	6239 TWIN OAKS CIR	MCNIEL MARIE H
66	6235 TWIN OAKS CIR	COOK CHARLES R
67	6231 TWIN OAKS CIR	ALEXANDER A ANN
68	6227 TWIN OAKS CIR	SUSMAN JOAN R
69	6254 TWIN OAKS CIR	FOLLSTAEDT JANET
70	6250 TWIN OAKS CIR	RIDNOUR STUART D
71	6246 TWIN OAKS CIR	STEVENSON KENNETH
72	6242 TWIN OAKS CIR	SALFRANK JOE B & DORIS C
73	6238 TWIN OAKS CIR	ENGLISH CYNTHIA
74	6234 TWIN OAKS CIR	SMITHEY PAM J & LESLIE M
75	6226 TWIN OAKS CIR	BOWER LOU ANN
76	6127 TWIN OAKS CIR	QUISENBERRY JAMES R & SHERIDAN SUITE 204
77	6123 TWIN OAKS CIR	FRANKLIN MARLENE Z
78	6117 TWIN OAKS CIR	DAVIS MICHAEL ROBERT
79	6111 TWIN OAKS CIR	PAREDES CANDELARIO
80	6107 TWIN OAKS CIR	CAMPBELL LAURA L
81	6103 TWIN OAKS CIR	FISHER ROBERTA
82	900001 HUGHES LN	COTERIE HOMEOWNERS ASSN % JAMES QUISENBE
83	6250 LBJ FWY	TUESDAY MORNING INC ATTN MARK JARVIS
84	6250 LBJ FWY	TUESDAY MORNING INC ATTN MARK JARVIS
85	6441 HAPPY LN	HAPPY LANE LP LLLP STE 210
86	6525 HAPPY LN	HAPPY LANES LP
87	6517 HAPPY LN	LOGUE GRACIA DUFF
88	6510 LBJ FWY	ALBERT DAVID

11/1/2012

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	6510 LBJ FWY	ALBERT DAVID
90	6518 LBJ FWY	THE KNOCHE LTD PS
91	6526 LBJ FWY	THE KNOCHE LIMITED PARTNERSHIP
92	6526 LBJ FWY	KNOCHE LIMITED PARTNERSHIP
93	6532 LBJ FWY	LYNCH ROBERT A & MIRNA WEATHERS LYNCH
94	6404 CREEKHAVEN PL	NAXON ADAM & ELLA
95	6405 CREEKHAVEN PL	ROSEN BARRY M & JAN A
96	6409 CREEKHAVEN PL	MCLEOD PAUL G
97	6251 TWIN OAKS CIR	SHADDOCK CALDWELL BUILDERS & DEV
98	6247 TWIN OAKS CIR	STOUT JOE W & FREDDA M
99	6446 LBJ FWY	CAAWA INVESTMENT PPTIES LLC
100	6310 LBJ FWY	LBJ CONCOURSE OFFICE LP %SIGNATURE ASSET
101	6330 LBJ FWY	LBJ CONCOURSE OFFICE LP % SIGNATURE ASSE
102	6380 LBJ FWY	LBJ CONCOUSE OFFICE LP %SIGNATUTE ASSET
103	6310 LBJ FWY	LBJ CONCOURSE OFFICE LP %SIGNATURE ASSET
104	6330 LBJ FWY	LBJ CONCOURSE OFFICE LP % SIGNATURE ASSE
105	6380 LBJ FWY	LBJ CONCOUSE OFFICE LP %SIGNATUTE ASSET

FILE NUMBER: Z123-131(RB)

DATE FILED: November 5, 2012

LOCATION: Northaven Road and Freda Stern Drive, Southwest Corner

COUNCIL DISTRICT: 11

MAPSCO: 26 A, E

SIZE OF REQUEST: Approx. 9.5 Acres

CENSUS TRACT: 131.01

APPLICANT/OWNER: Jonathan and Lillian Pinkus

REPRESENTATIVE: Robert Reeves

REQUEST: An application for a Planned Development District for a Nursery, garden shop, or plant sales use, a Landscape contractor's maintenance yard, and certain residential and nonresidential uses on property zoned an R-16(A) Single Family District.

SUMMARY: The applicant is requesting a Planned Development District in order to providing a conforming status for the existing nursery and landscape contractor's maintenance yard, as well as providing for certain residential and nonresidential uses and development standards.

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

PRIOR CPC ACTION: On January 24, 2013, the City Plan Commission held this request under advisement until February 7, 2013.

BACKGROUND INFORMATION:

- The request site is developed with two distinct uses; 1) a nursery, garden shop, or plant sales use within the northern half of the property; and, 2) a contractor’s maintenance yard (landscape contractor) in the southern half.
- The applicant is requesting to continue operation of both uses as well as provide for additional certain residential and nonresidential uses and development standards for the property by creating a planned development district.
- The existing uses were initially considered a legally nonconforming use, however due to past expansions/improvements, both uses lost nonconforming status.
- The requested PDD will consider the following: 1) permit both existing uses as legally conforming uses; 2) provide for alternate development standards (building setbacks, structure height, lot coverage); 3) provide alternate landscape regulations; and, 4) create alternate sign regulations.

Zoning History: There has been no recent zoning activity in the immediate area relevant to this request.

<u>Street</u>	<u>Designation; Existing & Proposed ROW</u>
Northaven Road	Local; 60’ ROW
Freda Stern Drive	Local; 56’ ROW

STAFF ANALYSIS:

Comprehensive Plan: The request site is located in an area considered a Residential Neighborhood. This Building Block represents the life-blood of Dallas, the traditional neighborhood of single-family detached homes. Dallas has many neighborhoods that match this description, including Winnetka Heights, Preston Hollow, Lakewood and Wheatley Place. Single-family dwellings are the dominate land use in these areas. Some shops, restaurants or institutional land uses such as schools and religious centers that serve neighborhood residents may be located at the edges or at key intersections.

LAND USE ELEMENT

GOAL 1.2 Promote desired development.

Policy 1.2.1 Use Vision Building Blocks as a general guide for desired development patterns.

Land Use Compatibility: The request site is developed with two uses; an existing nursery, garden shop, or plant sales use (northern half of the property) was initially considered a legally nonconforming use, however due to past expansions/improvements, both uses lost their nonconforming status.

The predominate land use in the immediate area consists of low-density single family residential uses with a couple of exceptions; 1) PDD No. 569 for a Community center abuts Freda Stern Drive to the east, and 2) a variable-width utility right-of-way and a section of trail improvements for the Northaven Trail to the south.

It should be noted that the nursery, garden shop, or plant sales use has been at this location in excess of 60 years. As a result, it is much a part of the fabric that represents this stable residential area. However, the use has expanded over the years, thus losing its nonconforming status. Additionally, the contractor's maintenance yard, utilized by a landscape contractor, was established within the southern portion of the property without proper zoning, thus is considered an illegal use.

The applicant has had ongoing discussions with area property owners as well as an established homeowner's association. The director of Sustainable Development and Construction established a team of staff members to make an on-site visit to make recommendations to the property owner as well as address certain issues that would ensure compliance with various building code requirements. With respect to the continued operation of these two uses, staff is recommending certain provisions that will ensure these nonresidential uses are compatible with the built environment. The attached conditions reflect those areas where agreement has not been reached.

As a result of this analysis, staff supports the request, subject to the attached development plan/landscape plan and staff's recommended conditions.

With respect to the conditions, the following table highlights certain provisions, the applicant's request, and staff's recommendation:

<u>PROVISION</u>	<u>REQUESTED (APPLICANT)</u>	<u>RECOMMENDED (STAFF)</u>
BUILDING SITE/PLATTING	recognize as a building site 'until time platted'	comply with provisions for creation of a building site
MINOR AMENDMENT	permit revisions to dp by right	require minor amendment process
SOUTHERN P/L SETBACK	none	20' (structures and equipment)
OFF-STREET PARKING	a) tract 1 and 2 considered one lot; b) residential guest parking anywhere; c) alternate surface materials	a) only those areas where developed with nonresidential; b) require approval of engineering; c) subject to approval of the building official
SCREENING OF LANDSCAPE CONTR. MAINT. YARD	southern p/l-none	minimum 8' solid screening
EQUIPMENT MAINTENANCE/REPAIR, HOURS OF OPERATION	Certain days/hours	Certain days/hours

Traffic: The Engineering Section of the Department Sustainable Development and Construction has reviewed the request and determined that it will not negatively impact the surrounding street system.

Off-Street Parking: The applicant will provide off-street parking for any permitted use as required by the Dallas Development Code. Various parking and maneuvering areas within the southern portion of the site (landscape contractor's maintenance yard) will utilize alternative construction materials, subject to the approval of the building official. materials while the retail component within the northern half will utilize nonpermeable surface materials for all parking and maneuvering.

Trail Improvements: As noted above, Northaven Trail traverses through this area along the site's southern boundary. This portion of the trail system is improved between Preston Road to the west and Valleydale Drive to the east. The trail will extend westward from Preston Road to its ultimate connection with the Elm Fork Trail at Luna Road and eastward across North Central Expressway to the White Rock Creek Trail.

The nursery has long been considered part of this community. With respect to the above referenced investment in improvements in the trail system and consideration that access to the nursery from area residents along the Freda Stern right-of-way, there exists an opportunity to create a seamless relationship between the nursery and

Z123-131(RB)

adjacent residential areas. One option would be a pedestrian connection in the extreme northeast corner of Freda Stern Drive and Northaven Road.

At this time, the applicant is not providing such a connection.

Landscaping: The site possesses various areas of landscaping, with concentrations of landscape materials along the northern property line and a stand of trees along the western property line.

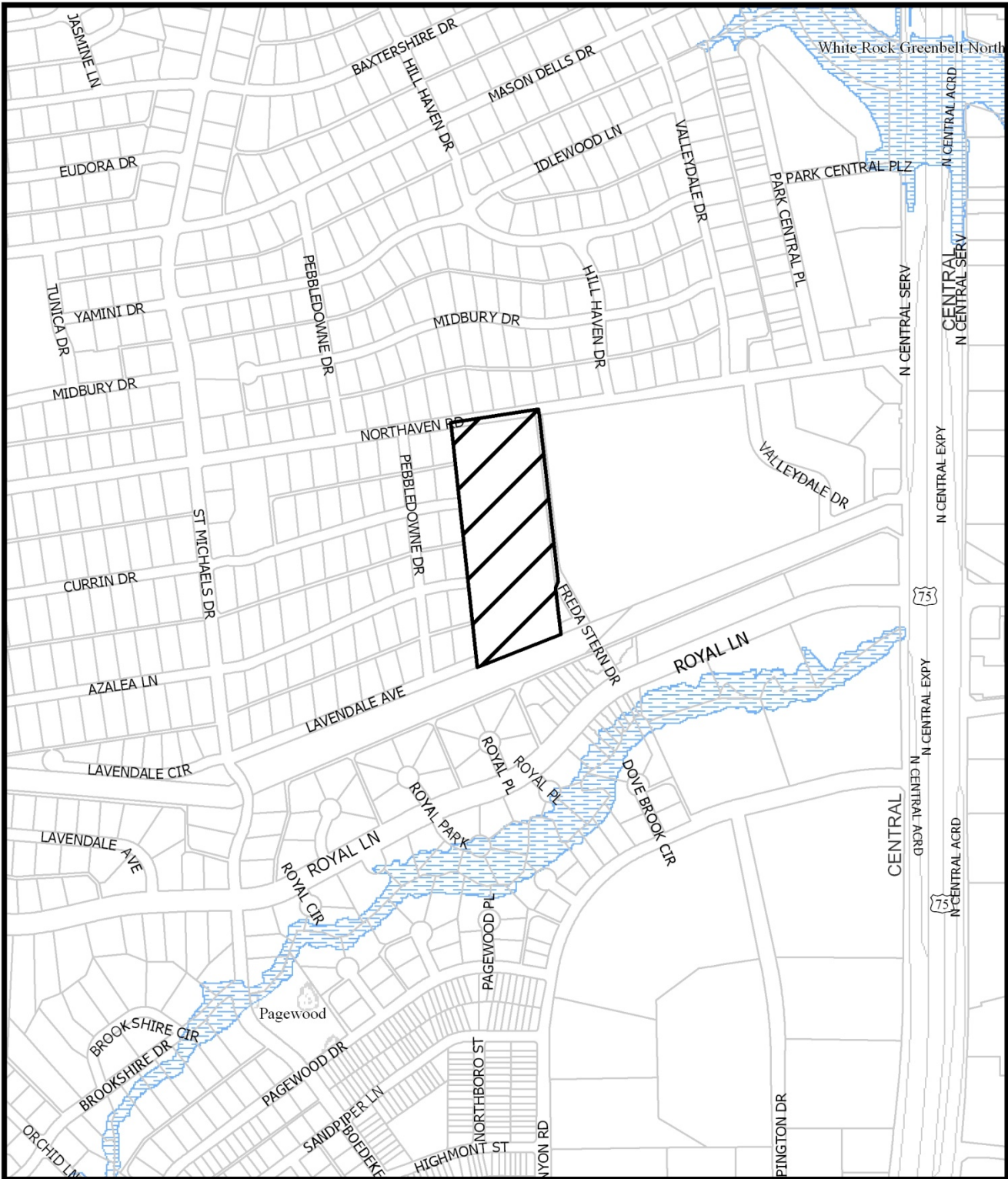
With respect to the southern portion of the property, staff wants to ensure that a softening of the outside components of the landscape contractor's maintenance yard are provided with respect to trail users' experience as well as that of the single family uses on the south side of the trail and the residential uses that abut the site's western property line.

Z123-131(RB)

At this time, discussions continue with the applicant. An electronic copy of the conditions will be provided at a later date, with a hard copy provided at the February 7, 2013 staff briefing.

Z123-131(RB)

At this time, discussions continue with the applicant. An electronic copy of the development plan/landscape plan will be provided at a later date, with a hard copy provided at the February 7, 2013 staff briefing

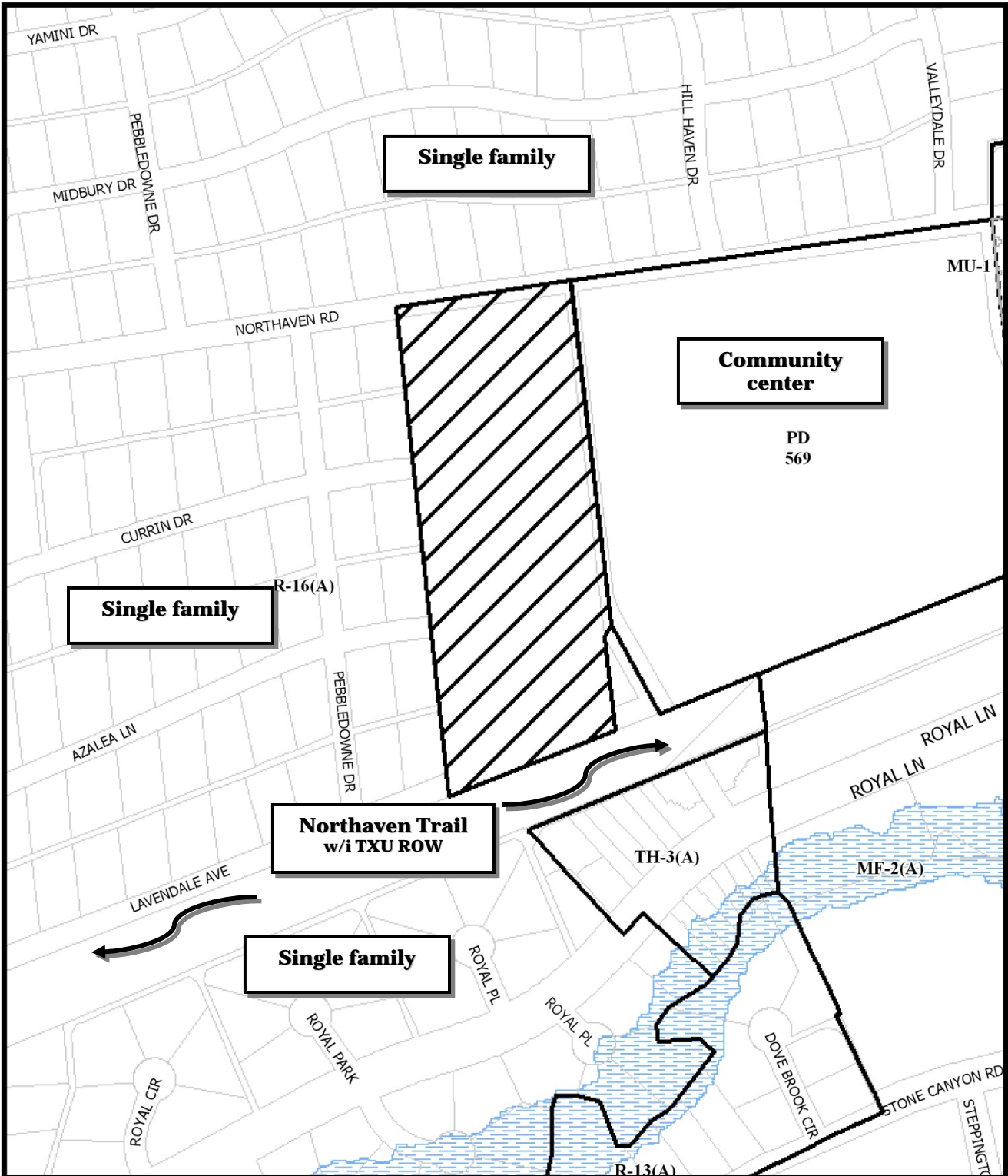


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VICINITY MAP

Case no: Z123-131

Date: 11/19/2012




1:3,600

ZONING AND LAND USE


Case no: Z123-131

Date: 11/19/2012

The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.



The number '0' indicates City of Dallas Ownership


 1:3,600

NOTIFICATION

 **500'** AREA OF NOTIFICATION
 **188** NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **Z123-131**
 Date: **11/19/2012**

11/19/2012

Notification List of Property Owners***Z123-131******188 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	7700 NORTHAVEN RD	PINKUS LILLIAN ET AL
2	7547 MIDBURY DR	SCHWABER JEFFREY S & REBECCA J C
3	7539 MIDBURY DR	JACOBS PATRICK E & ANNIE
4	7531 MIDBURY DR	POLASKY CAROL A
5	7523 MIDBURY DR	WANG YANAN & ALICE CHEN
6	7506 MIDBURY DR	KAMINSKI BRUCE M
7	7514 MIDBURY DR	ROD MAR INC
8	7522 MIDBURY DR	SCHNABEL DAVID A & PAIGE F SCHNABEL
9	7530 MIDBURY DR	MUNTZ DAVID STEPHEN & BARBARA ANN HUNT
10	7538 MIDBURY DR	KLEIN GREGORY & BECKY
11	7546 MIDBURY DR	KAGAY JEROME A
12	7623 NORTHAVEN RD	T2 CONSTRUCTION LLC
13	7615 NORTHAVEN RD	BLATT ROWAN WARREN LIFE ESTATE REM: DEBR
14	7607 NORTHAVEN RD	BOGICEVIC MILENA
15	7523 NORTHAVEN RD	GONZALEZ SHARRON R
16	7515 NORTHAVEN RD	MUNZZO HILLMAN
17	7507 NORTHAVEN RD	PETERS MICHAEL D & PERRY J JOHNSON
18	7606 MIDBURY DR	DEMBSKI KURT VAUGHN
19	7614 MIDBURY DR	SUTHERLAND ELEANOR
20	7622 MIDBURY DR	TOOMAY SETH
21	7706 MIDBURY DR	WHITTENBURG DONALD N
22	7714 MIDBURY DR	BRENNER ROBERT J
23	7722 MIDBURY DR	ZIMMER ELLIOT
24	7739 NORTHAVEN RD	JACOBSON JEANNIE R
25	7731 NORTHAVEN RD	BERGER ISRAEL R SEPARATE PPTY TRUS AGREE
26	7723 NORTHAVEN RD	NAXON ADAM J

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	7715 NORTHAVEN RD	BERNBAUM BRUCE & CINDY
28	7707 NORTHAVEN RD	WORD GREG
29	7631 NORTHAVEN RD	TOPLTZ CASEY C
30	7723 MIDBURY DR	LAMAN SCOTT M
31	7715 MIDBURY DR	HUFFT CLAYTON T & CORINNE
32	7707 MIDBURY DR	ROSEN JUSTIN KYLE & RACHEL P
33	7623 MIDBURY DR	HOYT ROBERT E JR
34	7615 MIDBURY DR	SCHWARTZ WILLIAM F & JANET ELLEN SWAIN
35	7607 MIDBURY DR	KAGAY KEVIN J
36	7806 MIDBURY DR	LINDSEY MARY
37	7817 NORTHAVEN RD	ALLEN NATIONAL PPTIES
38	7807 NORTHAVEN RD	CHUN BAILEY WAH
39	11102 CENTRAL EXPY	TEXAS UTILITIES ELEC CO % STATE & LOCAL
40	7900 NORTHAVEN RD	NORTHAVEN CAMPUS FACILITIES CORP
41	7506 NORTHAVEN RD	NEMTZEANU MONICA
42	7514 NORTHAVEN RD	LEVINE NATHAN OSCAR
43	7522 NORTHAVEN RD	GOLMAN DAVID A & MANDY A
44	7507 CURRIN DR	BERGEN JOHN M & KATHLEEN S
45	7515 CURRIN DR	SWISHER CHARLES K & MARIE G
46	7523 CURRIN DR	LONDON RICHARD H & STEPHANIE KIM
47	7606 NORTHAVEN RD	BRAY ROBERT W II & ELIZABETH M
48	7614 NORTHAVEN RD	ENGLISH PATSY TRUSTEE
49	7607 CURRIN DR	TABAK JENNIFER L
50	7615 CURRIN DR	CORETZ ALAN M & HEIDI B
51	7506 CURRIN DR	ROSELUND M L LIFE EST
52	7514 CURRIN DR	BATSON DELAINA WALKER
53	7522 CURRIN DR	RUDICK CARL
54	7507 AZALEA LN	LOPEZ MATTHEW
55	7515 AZALEA LN	GAMBLE BRADFORD A & GAMBLE MARY C
56	7523 AZALEA LN	FERNANDEZ KENNETH C & LAURI A
57	7606 CURRIN DR	WEINER PATRICIA ANN

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	7614 CURRIN DR	SANDS MICHAEL LEE
59	7607 AZALEA LN	ROWDEN BRUCE EDWARD & DIANA DEE
60	7615 AZALEA LN	BELL HAROLD
61	7506 AZALEA LN	STALNAKER WALTER D & EVA O
62	7514 AZALEA LN	BENYO PETER & MARY C
63	7522 AZALEA LN	SCOTT JAMES ANDREW & KRISTEN DARCEY SCOT
64	7507 LAVENDALE AVE	PARKS SUZANNE E & JOE CUEVAS
65	7515 LAVENDALE AVE	COLE JOSEPH ROBERT &
66	7523 LAVENDALE AVE	ROGERS CHARLES C LF EST & DOROTHY B LF E
67	7606 AZALEA LN	HOPPESS GRAHAM & DENISE
68	7614 AZALEA LN	COLLETI DAVID J JR & LAURA ELENA
69	7607 LAVENDALE AVE	AARON FRANK
70	7615 LAVENDALE AVE	HARRIS WILLIAM T & MARY C
71	10816 ROYAL PARK	WERNER CLAUDIA L
72	10812 ROYAL PARK	RUBENSTEIN STANLEY Z
73	10808 ROYAL PARK	LEVIN MARVIN L
74	7525 ROYAL PL	HUSBANDS HARMON G
75	7529 ROYAL PL	HUNTER VINCENT M & JANET L
76	7533 ROYAL PL	OLSCHWANGER DAVID I
77	7537 ROYAL PL	MCDONALD JULIE
78	7541 ROYAL PL	DESRUISSEAU NOELLE
79	7547 ROYAL PL	AGUILAR JULIUS
80	7626 ROYAL LN	BRAMNIK MOISES
81	7632 ROYAL LN	HORAN DANIEL
82	7630 ROYAL LN	GEESLIN KELLY
83	7638 ROYAL LN	SALAS RODOLFO E TR
84	7636 ROYAL LN	GARNER BARBARA J
85	7644 ROYAL LN	STEPHEN TERRY A
86	7646 ROYAL LN	GREEN JANICE RUSSELL
87	7652 ROYAL LN	LEAVELL WINONA ROSS
88	7654 ROYAL LN	BISCHOFF BRIAN M & KASEY E

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	7705 ROYAL LN	HERRERA WILLIAM L
90	7707 ROYAL LN	GOODNIGHT SUE
91	7621 ROYAL LN	MOON ADAM J & MARCI
92	7625 ROYAL LN	SNIDER JOHNNY T
93	7627 ROYAL LN	LONG REBECCA BAILEY & MICHAEL LONG
94	7631 ROYAL LN	MOHLE TIMOTHY K
95	7635 ROYAL LN	ANTEBI ANDREA L
96	7637 ROYAL LN	COTTEN LARRY
97	7639 ROYAL LN	COTTEN LARRY W
98	7645 ROYAL LN	DEMAREE JOHN & MISTY
99	7647 ROYAL LN	GNADE ANDREW G LINDA B
100	7711 ROYAL LN	ROGERS ELISE C UNIT A
101	7713 ROYAL LN	ZOURNAS HELEN
102	7715 ROYAL LN	WARNE DILLON
103	7717 ROYAL LN	LINCOLN TRUST COMPANY FBO JAY FOSTER
104	7719 ROYAL LN	KENNEDY DALE & ANTOINETTE
105	7721 ROYAL LN	WIENECKE LILLIAN I UNIT A
106	7723 ROYAL LN	MARTIN KATHERINE G BLDG A
107	7725 ROYAL LN	PATAJ FRANCOISE M
108	7727 ROYAL LN	RANSOM CURTIS R
109	7729 ROYAL LN	ADDINGTON MOSHELLE
110	7731 ROYAL LN	ERBACK LINDA ELAINE
111	7733 ROYAL LN	JOHNSTON ELIZABETH A
112	7735 ROYAL LN	BARNETT BRIAN
113	7737 ROYAL LN	ANDEWEG PATRICIA
114	7739 ROYAL LN	JOHNSON JOHNNY
115	7741 ROYAL LN	WILKINSON JANICE G
116	7743 ROYAL LN	ANDERSON FLOYD & CAROLYN
117	7745 ROYAL LN	LEWIS KAREN L
118	7747 ROYAL LN	THOMPSON KEITH F ETUX
119	7749 ROYAL LN	PUIG CESAR

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
120	7751 ROYAL LN	DEQUESADA ANDREW M
121	7753 ROYAL LN	KATZ STANLEY & BARBARA BLDG A APT 7753
122	7757 ROYAL LN	KATZ STANLEY G & BARBARA F
123	7759 ROYAL LN	SOSBEE GLENN A UNIT B
124	7761 ROYAL LN	FLANAGAN BILLY
125	7763 ROYAL LN	SILVESTRI PAMELA S
126	7765 ROYAL LN	FLANAGAN BILLY
127	7767 ROYAL LN	JOHNSON BILL & EVANS PATTY
128	7769 ROYAL LN	PARDUE BRITTNEY D
129	7771 ROYAL LN	DICKENS INGEBORG E
130	7773 ROYAL LN	MAEZ DAVID F II
131	7775 ROYAL LN	HYMAN REGINA C
132	7777 ROYAL LN	FOSTER LIVING TRUST HENRY S FOSTER JR TR
133	7779 ROYAL LN	FERRELL DONNIE G
134	7781 ROYAL LN	POWERS NICOLE
135	7783 ROYAL LN	FARROW CAROL L UNIT 7783A
136	7785 ROYAL LN	ZEIGLER MARK D
137	7787 ROYAL LN	HARGREAVES BONITA
138	7789 ROYAL LN	HERNANDEZ ISMAEL & MARIA DEL CARMEN
139	7791 ROYAL LN	CLARKE MARY F BLDG A SEC C UNIT 7791
140	7793 ROYAL LN	SNOW DIANE M.
141	7795 ROYAL LN	PIERRE ASHLEY
142	7797 ROYAL LN	MOSELEMI MOSTAFA UNIT 7797 BLDG A SEC C
143	7799 ROYAL LN	DUNN NATHAN SCOTT
144	7801 ROYAL LN	GLUZMAN SEBASTIAN M
145	7803 ROYAL LN	KAGAN SUSAN
146	7805 ROYAL LN	COOPER JENNIFER BLDG A SEC C
147	7807 ROYAL LN	DAVIS S JEFF
148	7809 ROYAL LN	BELL THOMAS W UNIT 7809
149	7811 ROYAL LN	TIRADOR CARL N
150	7813 ROYAL LN	RANKIN THOMAS S BLDG A SEC C

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
151	7815 ROYAL LN	ZWILLENBERG JOAN S EST OF
152	7817 ROYAL LN	ODZAKOVIC IBRISHA
153	7819 ROYAL LN	HARRIS SHELIA BLDG A
154	7821 ROYAL LN	RAMOS EDITH & HORTENCIA CASTRO
155	7823 ROYAL LN	MCCOY CHARLA DEAN
156	7825 ROYAL LN	ADAMS JOSEPH B
157	7827 ROYAL LN	FABER CHASE
158	7829 ROYAL LN	COOK W CLARKE
159	7704 ROYAL LN	KRANTZ ROBERT P & HOLLIE A
160	7704 ROYAL LN	EASLEY PATRICIA
161	7706 ROYAL LN	DEMPSEY CLARE D
162	7704 ROYAL LN	WALKER CONSTANCE BLDG A UNIT 201
163	7708 ROYAL LN	7708 ROYAL LP
164	7708 ROYAL LN	PRESBY ELLEN A
165	7710 ROYAL LN	KOURY KERRI K BLDG B UNIT 106
166	7710 ROYAL LN	PAMPHILE MARTHA
167	7712 ROYAL LN	HALDEMAN MARK J
168	7712 ROYAL LN	HOPPER MICHAEL E
169	7714 ROYAL LN	BURNS HEATHER M BLDG B UNIT 110
170	7714 ROYAL LN	REEVES MILDRED JEAN BLDG B UNIT 111
171	7708 ROYAL LN	PEREZ MICHAEL ANTHONY UNIT #204C
172	7708 ROYAL LN	YAM PROPERTIES LP BLDG B UNIT 205
173	7712 ROYAL LN	GUZMAN ROMAN
174	7712 ROYAL LN	ARGUETA ALEXANDRA MARIA
175	7714 ROYAL LN	IVANISEVIC PATRICIA & RICHARD A NOBLITT
176	7714 ROYAL LN	SUTTON STEPHANIE M
177	7716 ROYAL LN	JOHNSON JOHN B
178	7716 ROYAL LN	RUDOFF SANFORD I & BARBARA R
179	7718 ROYAL LN	LEVIN SHIRLEY
180	7718 ROYAL LN	BERKHIMER JUNE ANN UNIT 115
181	7716 ROYAL LN	BERKHIMER CHARLES WILLIAM

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<i>Label #</i>	<i>Address</i>	<i>Owner</i>
182	7716 ROYAL LN	BROWN TOMMY
183	7718 ROYAL LN	HANSFORD DUSTIN BLDG C UNIT 214
184	7718 ROYAL LN	BOENING STEVEN R
185	7720 ROYAL LN	GREGG WILLIAM & ELIZABETH
186	7720 ROYAL LN	BUSBY MINNIE E
187	7720 ROYAL LN	VENCEVICH NANCY J NO 216
188	7720 ROYAL LN	FOUSE TOMMY WAYNE

FILE NUMBER: Z101-220 (JH)

DATE FILED: March 17, 2011

LOCATION: North side of Northwest Highway, west of Luna Road

COUNCIL DISTRICT: 6

MAPSCO: R-21B, N-22 & S-22

SIZE OF REQUEST: Approx. 5.77 acres

CENSUS TRACT: 0099.00

REPRESENTATIVE: MASTERPLAN

APPLICANT: Trinity East Energy, LLC

OWNER: City of Dallas

REQUEST: An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District.

SUMMARY: The applicant proposes to construct and operate wells for extracting natural gas.

STAFF RECOMMENDATION: Approval for a 20 year period with eligibility for automatic renewal for additional 10-year periods, subject to a drilling phase site plan, production phase site plan, landscape plan and staff conditions

PRIOR CPC ACTION: On January 10, 2013, the City Plan Commission held this request under advisement until February 7, 2013.

BACKGROUND INFORMATION:

- The request site is currently an undeveloped portion of a city park, specifically a gun range.
- The applicant is proposing to develop the request site for the drilling and production of natural gas with up to 20 wells within the drilling area.
- The nearest residential lot is approximately 1,500 ft to the northwest from the request site in the City of Irving.

Zoning History: There have been no recent zoning requests in the area.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Northwest Highway	Principle Arterial / State Highway	300 ft.
Luna Road	Principle Arterial	60 ft.

STAFF ANALYSIS:

Comprehensive Plan:

The applicant proposes to drill approximately 20 wells to extract natural gas from the site. The request complies with the following land use goal and policy of the Comprehensive Plan because the applicant there are several measures that are in place pursuant to the Dallas Development Code that requires the applicant to restore the site back to its natural state after the wells have been capped. In addition, there are additional provisions in the Code that require the right-of-ways (infrastructure) to be restored.

LAND USE

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTAION, LAND USE, INFRASTRUCUTRE AND TRANSPORTATION

Policy 1.4.3 Embrace environmental sustainability

Land Use Compatibility:

The 5.7 acre site is an undeveloped portion of a city park and is located on the north side of Northwest Highway, approximately 1,600 feet west of Luna Road. The operations are proposed to use Luna Road for access, not Northwest Highway. The applicant's request for a Specific Use Permit is to permit gas drilling and production on the site.

The primary land uses surrounding the request site are undeveloped tracts of land to the south, east and west. A liquor store is located to the south across Northwest Highway. The city park property containing the gun range is surrounding to the north. The nearest residential use is approximately 1,500 feet to the northwest and southwest of the request site in the City of Irving. The current spacing requirement from residential uses from a gas well is 300 feet.

The request site is located within the floodplain, which the current floodplain regulations, Article V, do not permit gas drilling and production. In order to conduct the gas drilling and production use within the floodplain, it will require either a fill permit from the Floodplain Administrator or an amendment to Article V. The SUP conditions and site plans are prepared in anticipation of an amendment to Article V.

The request site is also located within a city park. In order to conduct a non-park use on park property, City Council must approve the use in a public hearing, which is separate from the zoning public hearing.

In the Development Code, gas drilling and production means the activities related to the "the extraction of any fluid, either combustible or noncombustible, that is produced in a natural state from the earth and that maintains a gaseous or rarefied state at standard temperature and pressure conditions, or the extraction of any gaseous vapors derived from petroleum or natural gas."

The Development Code requires the applicant to provide the following site plans for a gas drilling and production use:

- Site/operation plan for the drilling phase; and
- Site/operation plan for the production phase.

The operation plan for the drilling phase addresses the natural-gas drilling. The plan shows the location of several temporary construction trailers, water tanks, mud tanks, and drilling equipment. A drilling rig will be on site during this phase. The building official will consider this as a temporary structure, similar to a crane used in constructing a building.

There are two methods for drilling: an open-loop system and a closed-loop system. An open-loop system uses a lined mud-pit to hold mud. The mud-pit may be a safety hazard and may have a negative impact on adjacent property. In contrast, a closed-loop system uses tanks to hold the mud. There are fewer environmental concerns with a closed-loop system and the applicant is providing a drilling phase plans that will

include a closed-loop system. The applicant is proposing to drill up to 20 wells on the site.

The production plan shows an area in the northeast quadrant of the pad site that will store the equipment (e.g., horizontal separators, water tanks and gas lift compressors) on a platform. The platform is approximately 12 feet above grade with equipment extending approximately 6 to 10 feet above the floor of the platform. The SUP area will be enclosed by an eight-foot-high chain link fence with a vinyl coating around the remaining perimeter.

Staff has reviewed the applicant's request for a SUP for gas drilling and production and is recommending approval for a time period of 20 years with eligibility for automatic renewal of additional 10 year periods, subject to the attached plans and conditions.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The request does not appear to have an adverse impact on the surrounding zoning and land uses.

The attached SUP conditions are staff recommended. The SUP conditions were provided to the applicant late and a full response from the applicant was not received by the time this case report was finalized. Also, revised site plans that comply with Article XII were not received in time to be included. Additional SUP conditions or revisions may be provided during the briefing prior to the public hearing. The revised site plans will be provided during the briefing as well.

Traffic:

The Engineering Section of the Department of Sustainable Development and Construction has reviewed the request and determined that it will not negatively impact the surrounding street system by the proposed development. All truck traffic to and from the site will be from Luna Road to Northwest Highway.

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Landscaping:

Landscaping will be provided in accordance with the landscape plan. A row of street trees will be provided along the southern property line adjacent to Northwest Highway. Additional landscaping will be provided via artificial lot for trees to provide additional screening and buffering from the park.

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List of Partners/Principals/Officers

Trinity East Energy, LLC

Thomas B. Blanton, CEO
Phillip Pierce, CFO
Irene Sullivent, Secretary/Treasurer

SUP Conditions

a. IN GENERAL.

1. USE: The only use authorized by this specific use permit is gas drilling and production.
2. TIME LIMIT:
 - (a) Except as provided, this specific use permit expires on (20 years from passage of ordinance), but is eligible for automatic renewal for additional 10-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: the Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
 - (b) The Operator must notify the building official in writing at least 10 days before permanently stopping gas production (abandoning the well). Once the Operator permanently stops production, this specific use permit expires after the Operator restores the Property in accordance with Article XII. After the Operator restores the Property, a new specific use permit is required for any other gas drilling and production operation.
3. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
4. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and all ordinance, rules, and regulations, including the gas drilling and production regulations, of the City of Dallas.

b. PLANS AND BASELINE ASSESSMENTS.

1. SITE PLANS: Use and development of the Property must comply with the attached:
 - (a) Drilling phase site plan; and
 - (b) Production phase site plan.

2. LANDSCAPING: Landscaping must be provided as shown on the attached landscape plan. Landscaping must be installed within six months after the first well is in production.
3. FENCING: Fencing must be provided as shown on the site plans. The fencing material must be vinyl coated chain link and the vinyl coating must be black.
4. AIR QUALITY MANAGEMENT AND MONITORING PLAN.
 - (a) The Operator must provide an air quality management and monitoring plan (AQMM) to the gas inspector with the gas well permit application.
 - (b) The AQMM plan must include:
 - (1) Measures and equipment the Operator will use to ensure that all site activities and equipment on the operation site comply with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (2) Monitoring techniques the Operator will use to measure for emissions to ensure continuous compliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (3) A categorization of Environmental Protection Agency (EPA) Tier (Tier 0 to Tier 4) of all diesel equipment that will be used on the Property during each phase of the drilling and production use.
 - (c) The Operator must provide a quarterly report of the continuous monitoring results to the gas inspector. The report must include all laboratory data sheets, field logs, data summaries, and any actions taken in the previous quarter to reduce emissions, ensure compliance, or correct noncompliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
5. BASELINE ASSESSMENTS:
 - (a) NATURAL GAS.

(1) Within 30 days after the first well enters production, a written extended natural gas analysis must be provided to the gas inspector.

(2) The extended natural gas analysis must be performed by a qualified third party laboratory and must include findings for benzene and hydrocarbons.

(b) SOIL.

(1) Before drilling activities begin, soil sampling must be conducted to establish a baseline for site conditions.

(2) A minimum of five soil sample must be collected at locations across a pad site are required, with at least two samples at or adjacent to the tank containment areas.

(3) Soil samples must be collected and analyzed by a qualified third party using proper sampling and laboratory protocol from an EPA or Texas Commission on Environmental Quality (TCEQ) approved laboratory. The minimum acceptable criteria for soil sampling include baseline study of Texas Railroad Commission guidance.

(4) The soil sample baseline study results must include:

(A) a description of the point samples and GPS coordinates of each location,

(B) planned equipment above the sampled area,

(C) methodology of sample collection,

(D) description of field conditions,

(E) summary of laboratory data results compared to the minimum acceptable soil sampling criteria,

(F) copies of all laboratory data sheets,

(G) drawings of sample points,

(H) areas where equipment is anticipated, and

(I) concentrations of the following compounds: TPH, Benzene, Toluene, Ethyl benzene, and Xylenes.

(5) The soil sample baseline study results must be provided to the gas inspector within 30 days after the soil sampling is conducted.

(c) WATER.

(1) Except as provided in this paragraph, before commencing drilling activities on the Property, the Operator must provide a written report of the baseline testing of all water wells within 2,000 feet of a well bore and all surface water within 750 feet of the well bore to the gas inspector.

(2) If the Operator documents to the satisfaction of the gas inspector that permission to access private property to conduct the required baseline testing is not granted, water baseline testing is not required for that well or water body.

6. FLOOD EVENT CONTINGENCY PLAN: A flood event contingency plan that complies with Article V, "Flood Plain Regulations," of the Dallas Development Code, must be approved by the Flood Plain Administrator before the issuance of the first gas well permit on the Property.

7. NOISE MANAGEMENT PLAN.

(a) Before the issuance of a gas well permit for the first gas well, the Operator must submit a noise management plan to the gas inspector.

(b) The noise management plan must:

(1) Identify gas drilling and production use operation noise impacts.

(2) Provide written documentation of a continuous 72-hour study establishing the ambient noise levels before drilling activities begin at the Property. The continuous 72-hour study establishing the ambient noise levels before drilling activities begin must include at least one 24-hour reading during either a Saturday or Sunday.

(3) Detail how noise impacts will be mitigated considering specific site characteristics, including the location of the site, proximity and type of adjacent development, seasonal prevailing weather patterns including wind directions, vegetative cover on or adjacent to the site, and topography of the site.

8. PERMITS: The building official may not issue a certificate of occupancy for gas drilling and production use until the Operator obtains all required permits from the Railroad Commission of Texas, Texas Commission on Environmental Quality, and all other state, federal, or city agencies.

9. PIPELINES:

(a) Before the issuance of the first gas well permit, a pipeline map showing the location of the nearest gathering station and the alignment of the pipelines from the operation site to the gathering stations must be submitted to the gas inspector.

(b) Within 60 days after completion of pipeline construction, as-built or record drawings of the pipelines must be provided to the gas inspector. A record drawing must meet the field note guidelines of the City of Dallas Public Works and provide a minimum of two GPS coordinates of the pipeline location. The scale of the record drawings must be a minimum of one inch to 40 feet.

10. TRAFFIC PLAN:

(a) A map showing truck routes must be submitted to and approved by the gas inspector before the issuance of the gas well permit. The mapped truck route must use the shortest route to a state or federal roads.

(b) Before the issuance of a gas well permit for the first well, a traffic management plan (TMP) must be approved by the Director of Parks and Recreation before the application of a gas well permit. The TMP must describe the trip generation and peak time for trips during the drilling and production phase and mitigation to minimize impact on or conflict with park users and park maintenance staff.

11. WATER PLAN: At least 10 days before drilling activities begin on a well, the Operator must disclose in writing to the gas inspect the quantity, source, and disposal method for water used during the fracturing process.

c. OPERATIONS.

1. AIR QUALITY COMPATIBILITY MEASURES: The gas drilling and production use has been evaluated for its probable land use effects on adjacent properties. The following conditions help ensure that this gas drilling and production use is more compatible with surrounding land uses:

(b) ENGINES.

(1) Electric motors are encouraged during all gas drilling and production phases.

(2) Only electric motors may be used during the production phase.

(c) VAPOR RECOVERY.

(1) After fracturing is completed on a well, the Operator must employ appropriate equipment and processes to minimize natural gas and associated vapor release.

(2) All salable gas must be directed to the sales line as soon as practicable or shut in.

(3) All wells that have a sale pipeline must use reduced emission completion techniques and methods in accordance with federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

(4) Vapor recovery equipment is required for tanks and tank batteries in accordance with federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

2. CLOSED LOOP SYSTEM: All operations must be conducted on a closed loop system.

3. DUST, VIBRATIONS, AND ODORS:

(a) The Operator must conduct drilling and production activities, including vehicular traffic, in a manner that minimizes dust, vibration, and odors consistent with the best practices of the industry.

(b) Brine water, sulphur water, or water with any type of hydrocarbon may not be used for dust suppression.

4. MANEUVERING SURFACE: Vehicle maneuvering surfaces must be gravel or a similar material and must be located as shown on the site plans.

5. MATERIAL SAFETY DATA SHEET:

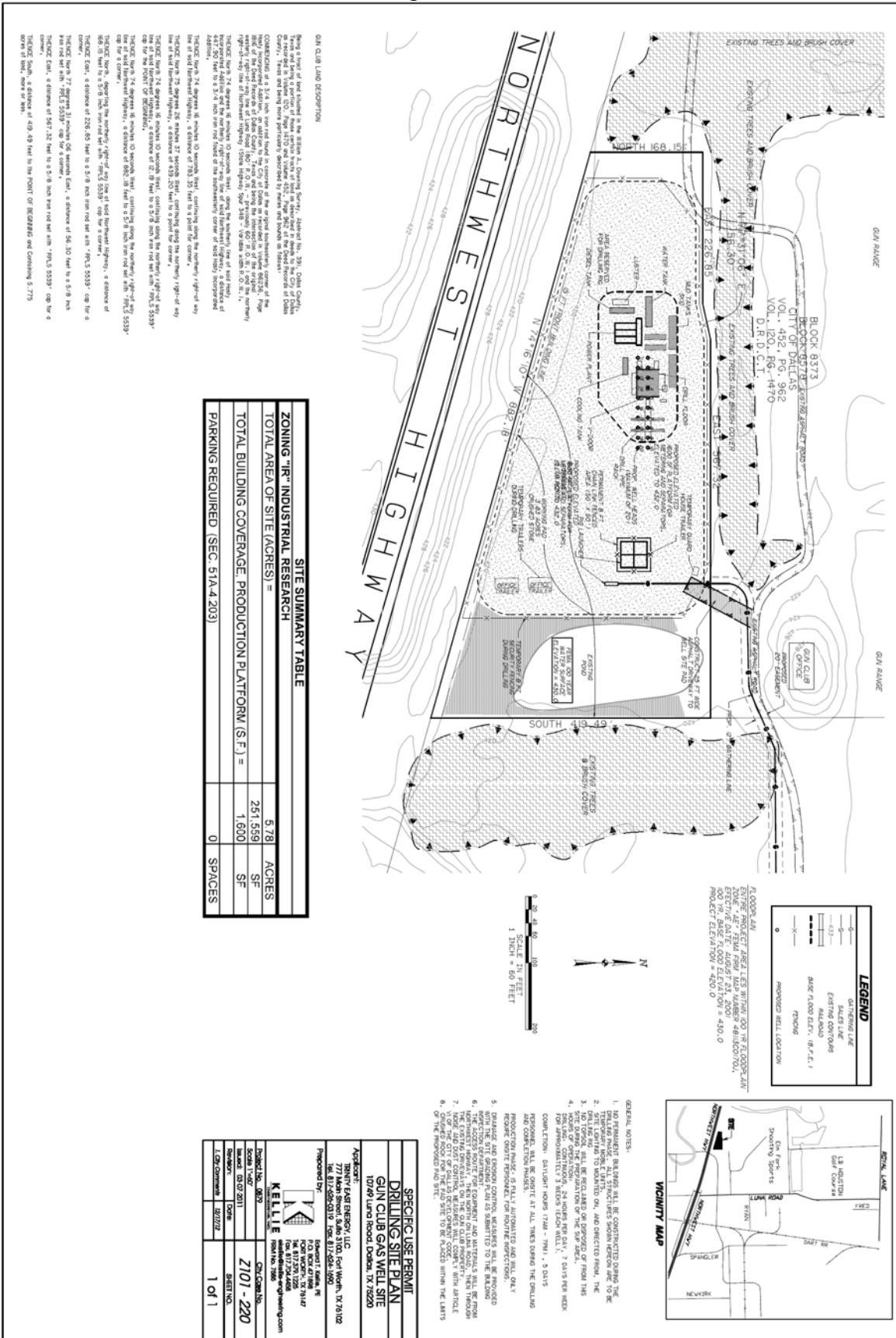
(a) In accordance with Paragraph (6) of the Amendment of Oil and Gas Lease executed between Trinity East Energy and the City of Dallas on July 18, 2011, the Operator must submit to the City of Dallas a completed Material Safety Data Sheet (MSDS) containing an accurate inventory of chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities.

(b) The MSDS must disclose every chemical to be used, including inventory quantity, concentrations, combinations, and formulations, sufficient to satisfy the gas inspector that full disclosure has been made.

(c) An amended MSDS must be provided to the gas inspector disclosing any change in the inventory, quantity, concentrations, combinations, or formulations of the chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities sufficient to satisfy the gas inspector that full disclosure has been made.

6. ON-SITE WASTE STORAGE: Drilling mud, cuttings, liquid hydrocarbons, and all other field waste derived or resulting from the drilling or re-working of any well must be discharged into an above-ground self-contained storage tank.

Drilling Phase Site Plan



GENERAL NOTES:

- NO PREVIOUS BENCHMARKS WILL BE CONSTRUCTED DURING THE DRILLING PHASE.
- TEMPORARY FENCE LINE WILL BE CONSTRUCTED AROUND THE PERIMETER OF THE DRILLING SITE.
- ALL UTILITIES WILL BE MAINTAINED AND PROTECTED THROUGHOUT THE DRILLING PHASE.
- ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
- ALL MATERIALS SHALL BE STORED AT THE DRILLING SITE.
- ALL WASTE SHALL BE PROPERLY DISPOSED AT THE DRILLING SITE.
- ALL SAFETY PROCEDURES SHALL BE STRICTLY ENFORCED.
- ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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- ALL WASTE SHALL BE PROPERLY DISPOSED AT THE DRILLING SITE.
- ALL SAFETY PROCEDURES SHALL BE STRICTLY ENFORCED.

DETAILED DESCRIPTION

The following table provides a detailed description of the site components and their dimensions:

SITE SUMMARY TABLE	
ZONING "IR" INDUSTRIAL RESEARCH	5.78 ACRES
TOTAL AREA OF SITE (ACRES) =	251,559 SF
TOTAL BUILDING COVERAGE, PRODUCTION PLATFORM (S.F.) =	1,600 SF
PARKING REQUIRED (SEC. 51A.4.203)	0 SPACES

ZONING "IR" INDUSTRIAL RESEARCH	
TOTAL AREA OF SITE (ACRES) =	5.78 ACRES
TOTAL BUILDING COVERAGE, PRODUCTION PLATFORM (S.F.) =	1,600 SF
PARKING REQUIRED (SEC. 51A.4.203)	0 SPACES

SPECIFIC USE PERMIT

DRILLING SITE PLAN

GUN CLUB GAS WELL SITE

10749 Luna Road, Dallas, TX 75220

APPLICANT: TRINITY ENERGY, LLC
 7101 West Loop West, Suite 1000
 Dallas, TX 75240

PROJECT NO.: 2023
DATE: 08/23/2023

PREPARED BY: K.E.L.L.E.
 10000 Katy Road, Suite 1000
 Houston, TX 77024

SCALE: 1" = 80' FEET

DATE: 08/23/2023

1 OF 1

SCALE 1" = 80' FEET

VICINITY MAP

LEGEND

FLUORIDE AIR

EXISTING TREES AND BRUSH COVER

EXISTING TREES AND BRUSH COVER

EXISTING TREES AND BRUSH COVER

EXISTING TREES AND BRUSH COVER

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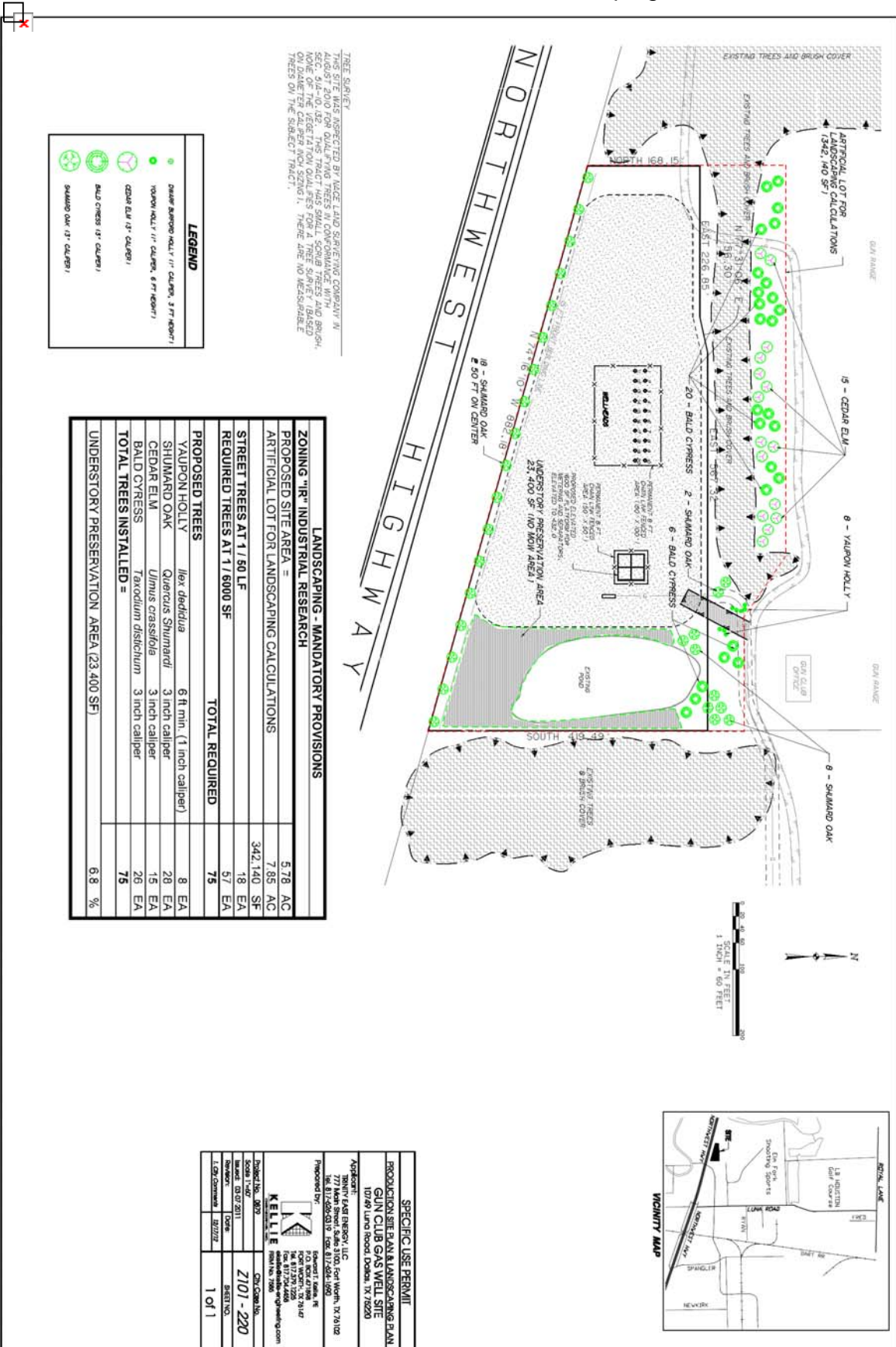
EXISTING TREES AND BRUSH COVER

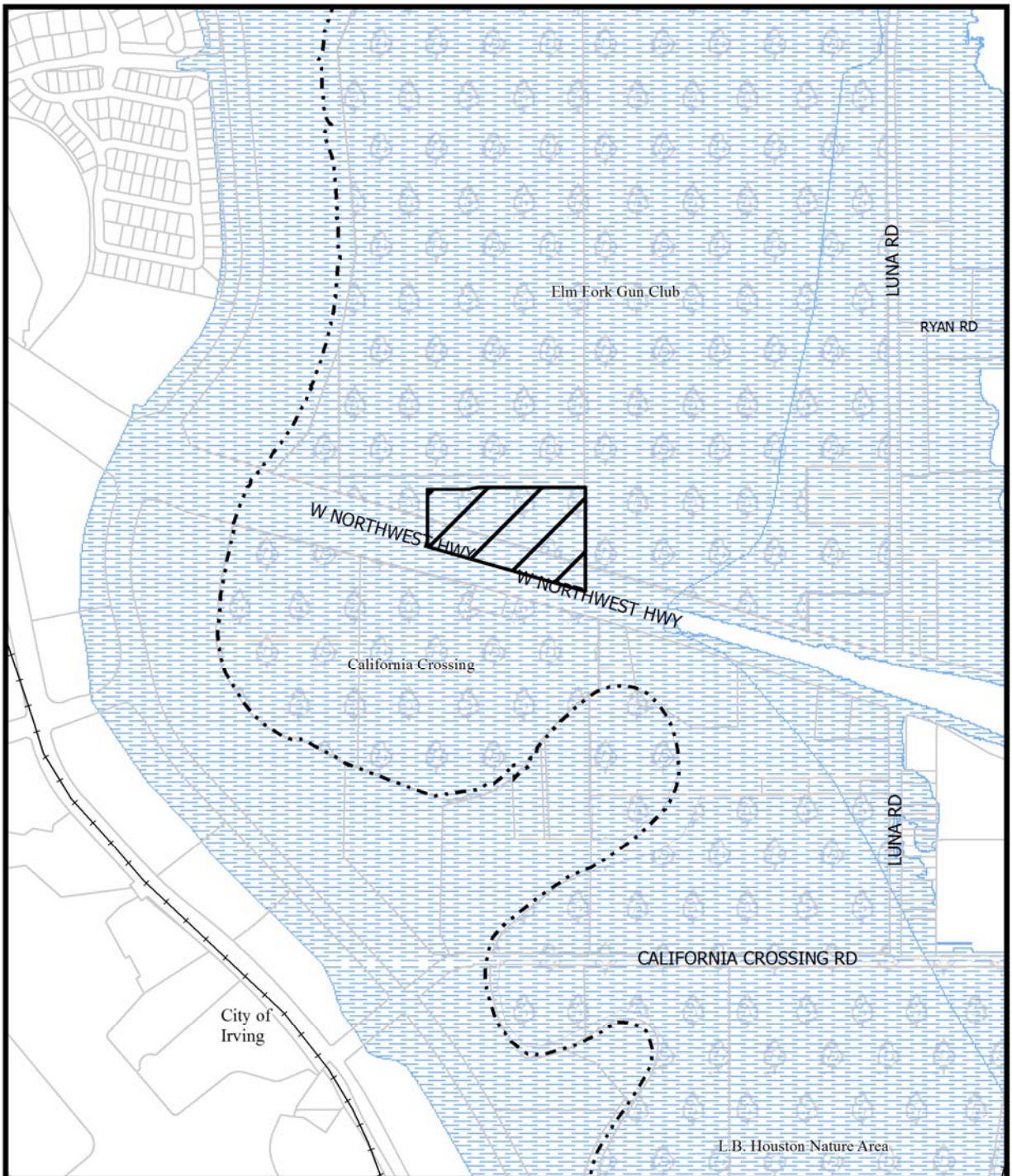
EXISTING TREES AND BRUSH COVER

EXISTING TREES AND BRUSH COVER

EXISTING TREES AND BRUSH COVER

Production Phase Site and Landscaping Plan



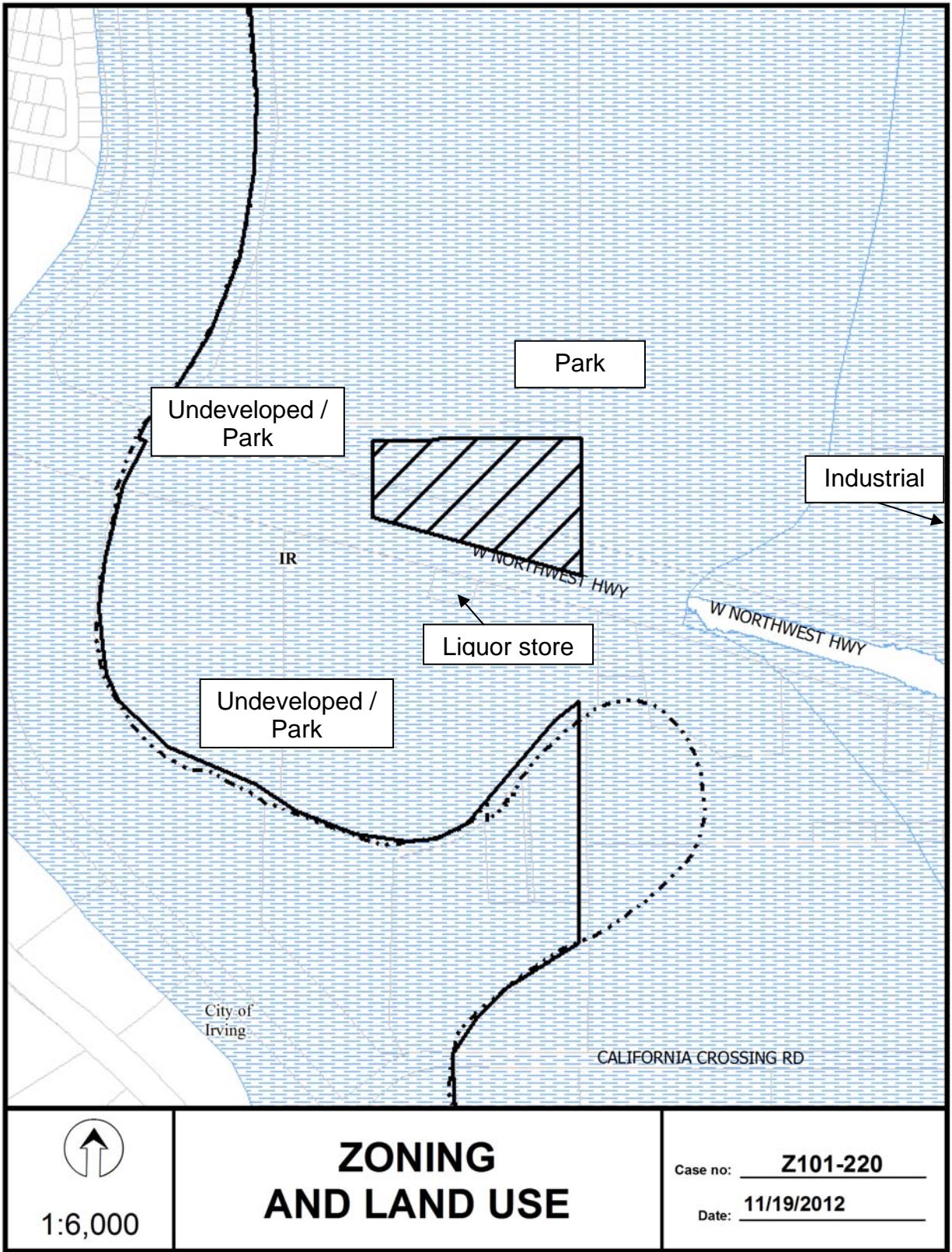


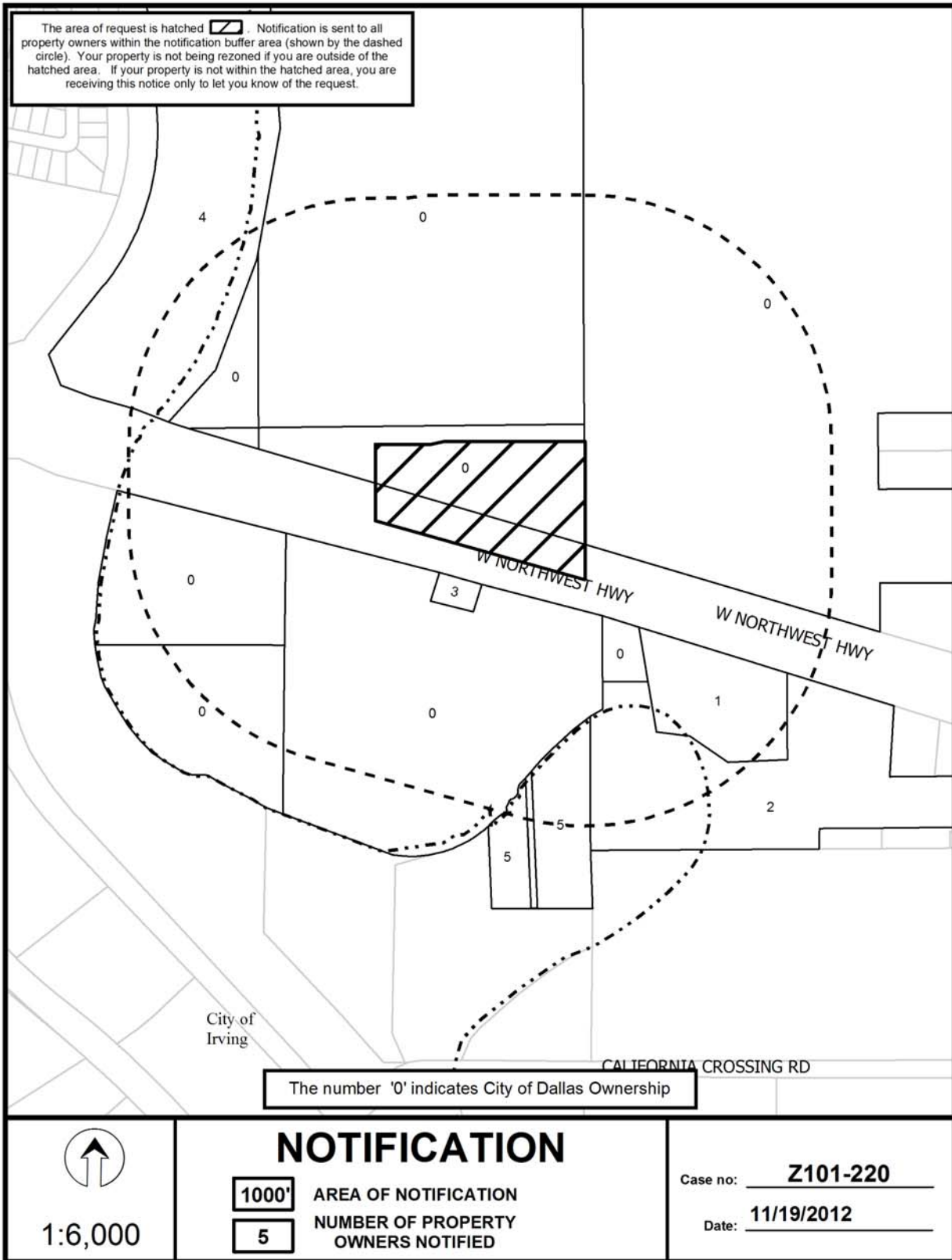
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VICINITY MAP

Case no: Z101-220

Date: 11/19/2012





Z101-220(JH)

11/19/2012

Notification List of Property Owners

Z101-220

5 Property Owners Notified

Label #	Address	Owner
1	1680 NORTHWEST HWY	AMERICAN TOWER LP
2	1600 NORTHWEST HWY	RUBIO TOM JR ETAL
3	1604 NORTHWEST HWY	JWV ASSOCIATES LTD
4	5600 OCONNOR BLVD	IRVING CITY OF PARK PROPERTY 1993-2A
5	1310 CALIFORNIA CROSSING RD	FULLER SYLVIA APT 118

FILE NUMBER: Z101-221 (JH) **DATE FILED:** March 17, 2011

LOCATION: South side of Royal Lane, west of Luna Road

COUNCIL DISTRICT: 6 **MAPSCO:** E-22 & J-2

SIZE OF REQUEST: Approx. 3.818 acres **CENSUS TRACT:** 0099.00

REPRESENTATIVE: MASTERPLAN

APPLICANT: Trinity East Energy, LLC

OWNER: City of Dallas

REQUEST: An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District.

SUMMARY: The applicant proposes to construct and operate wells for extracting natural gas.

STAFF RECOMMENDATION: Approval, for a 20-year period with eligibility for automatic renewal for additional 10-year periods, subject to a drilling phase site plan, production phase site plan, landscape plan and staff conditions.

PRIOR CPC ACTION: On January 10, 2013, the City Plan Commission held this request under advisement until February 7, 2013.

BACKGROUND INFORMATION:

- The request site is currently an undeveloped portion of a city park, specifically a golf course.
- The applicant is proposing to develop the request site for the drilling and production of natural gas with up to 20 wells within the drilling area.
- The nearest residential lot is approximately 2,400 feet to the northwest and 3,000 feet to the southwest from the request site in the City of Irving.

Zoning History: There have been no recent zoning requests in the area.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Royal Lane	Principle Arterial	100 ft.
Luna Road	Principle Arterial	60 ft.

STAFF ANALYSIS:

Comprehensive Plan:

The applicant proposes to drill approximately 20 wells to extract natural gas from the site. The request complies with the following land use goal and policy of the Comprehensive Plan because the applicant there are several measures that are in place pursuant to the Dallas Development Code that requires the applicant to restore the site back to its natural state after the wells have been capped. In addition, there are additional provisions in the Code that require the right-of-ways (infrastructure) to be restored.

LAND USE

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE TRANSPORTATION, LAND USE, INFRASTRUCTURE AND TRANSPORTATION

Policy 1.4.3 Embrace environmental sustainability

Land Use Compatibility:

The 3.818 acre site is an undeveloped portion of a city park and is located within the Luna Vista Golf Course (formerly known as LB Houston Golf Course), approximately 1,700 feet south of Royal Lane and approximately 2,200 feet west of Luna Road. The operations are proposed to use a maintenance road within the golf course to access Luna Road for access, not Royal Lane. The applicant's request for a Specific Use Permit is to permit gas drilling and production on the site.

The primary land uses surrounding the request site are the golf course/city park. The nearest residential use is approximately 2,400 feet to the northwest and 3,000 feet to the southwest of the request site in the City of Irving. The current spacing requirement from residential uses from a gas well is 300 feet.

The request site is located within the floodplain, which the current floodplain regulations, Article V, do not permit gas drilling and production. In order to conduct the gas drilling and production use within the floodplain, it will require either a fill permit from the Floodplain Administrator or an amendment to Article V. The SUP conditions and site plans are prepared in anticipation of an amendment to Article V.

The request site is also located within a city park. In order to conduct a non-park use on park property, City Council must approve the use in a public hearing, which is separate from the zoning public hearing.

In the Development Code, gas drilling and production means the activities related to the "the extraction of any fluid, either combustible or noncombustible, that is produced in a natural state from the earth and that maintains a gaseous or rarefied state at standard temperature and pressure conditions, or the extraction of any gaseous vapors derived from petroleum or natural gas."

The Development Code requires the applicant to provide the following site plans for a gas drilling and production use:

- Site/operation plan for the drilling phase; and
- Site/operation plan for the production phase.

The operation plan for the drilling phase addresses the natural-gas drilling. The plan shows the location of several temporary construction trailers, water tanks, mud tanks, and drilling equipment. A drilling rig will be on site during this phase. The building official will consider this as a temporary structure, similar to a crane used in constructing a building.

There are two methods for drilling: an open-loop system and a closed-loop system. An open-loop system uses a lined mud-pit to hold mud. The mud-pit may be a safety hazard and may have a negative impact on adjacent property. In contrast, a closed-loop system uses tanks to hold the mud. There are fewer environmental concerns with a closed-loop system and the applicant is providing a drilling phase plans that will

include a closed-loop system. The applicant is proposing to drill up to 20 wells on the site.

The production plan shows an area in the southwest quadrant of the pad site that will store the equipment (e.g., horizontal separators, water tanks and gas lift compressors) on a platform. The platform is approximately 12 feet above grade with equipment extending approximately 6 to 10 feet above the floor of the platform. The SUP area will be enclosed by an eight-foot-high chain link fence with a vinyl coating around the remaining perimeter.

Staff has reviewed the applicant's request for a SUP for gas drilling and production and is recommending approval for a time period of 20 years with eligibility for automatic renewal of additional 10 year periods, subject to the attached plans and conditions.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The request does not appear to have an adverse impact on the surrounding zoning and land uses.

The attached SUP conditions are staff recommended. The SUP conditions were provided to the applicant late and a full response from the applicant was not received by the time this case report was finalized. Also, revised site plans that comply with Article XII were not received in time to be included. Additional SUP conditions or revisions may be provided during the briefing prior to the public hearing. The revised site plans will be provided during the briefing as well.

Traffic:

The Engineering Section of the Department of Sustainable Development and Construction has reviewed the request and determined that it will not negatively impact the surrounding street system by the proposed development. All truck traffic to and from the site will be from Luna Road to Northwest Highway.

Landscaping:

Landscaping will be provided in accordance with the landscape plan. Landscaping will be provided via artificial lot for trees to provide additional screening and buffering from the park.

Z101-221(JH)

List of Partners/Principals/Officers

Trinity East Energy, LLC

Thomas B. Blanton, CEO
Phillip Pierce, CFO
Irene Sullivent, Secretary/Treasurer

SUP Conditions

a. IN GENERAL.

1. USE: The only use authorized by this specific use permit is gas drilling and production.
2. TIME LIMIT:
 - (a) Except as provided, this specific use permit expires on (20 years from passage of ordinance), but is eligible for automatic renewal for additional 10-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: the Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
 - (b) The Operator must notify the building official in writing at least 10 days before permanently stopping gas production (abandoning the well). Once the Operator permanently stops production, this specific use permit expires after the Operator restores the Property in accordance with Article XII. After the Operator restores the Property, a new specific use permit is required for any other gas drilling and production operation.
3. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
4. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and all ordinance, rules, and regulations, including the gas drilling and production regulations, of the City of Dallas.

b. PLANS AND BASELINE ASSESSMENTS.

1. SITE PLANS: Use and development of the Property must comply with the attached:
 - (a) Drilling phase site plan; and
 - (b) Production phase site plan.

2. LANDSCAPING: Landscaping must be provided as shown on the attached landscape plan. Landscaping must be installed within six months after the first well is in production.
3. FENCING: Fencing must be provided as shown on the site plans. The fencing material must be vinyl coated chain link and the vinyl coating must be black.
4. AIR QUALITY MANAGEMENT AND MONITORING PLAN.
 - (a) The Operator must provide an air quality management and monitoring plan (AQMM) to the gas inspector with the gas well permit application.
 - (b) The AQMM plan must include:
 - (1) Measures and equipment the Operator will use to ensure that all site activities and equipment on the operation site comply with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (2) Monitoring techniques the Operator will use to measure for emissions to ensure continuous compliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (3) A categorization of Environmental Protection Agency (EPA) Tier (Tier 0 to Tier 4) of all diesel equipment that will be used on the Property during each phase of the drilling and production use.
 - (c) The Operator must provide a quarterly report of the continuous monitoring results to the gas inspector. The report must include all laboratory data sheets, field logs, data summaries, and any actions taken in the previous quarter to reduce emissions, ensure compliance, or correct noncompliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
5. BASELINE ASSESSMENTS:
 - (a) NATURAL GAS.

(1) Within 30 days after the first well enters production, a written extended natural gas analysis must be provided to the gas inspector.

(2) The extended natural gas analysis must be performed by a qualified third party laboratory and must include findings for benzene and hydrocarbons.

(b) SOIL.

(1) Before drilling activities begin, soil sampling must be conducted to establish a baseline for site conditions.

(2) A minimum of five soil sample must be collected at locations across a pad site are required, with at least two samples at or adjacent to the tank containment areas.

(3) Soil samples must be collected and analyzed by a qualified third party using proper sampling and laboratory protocol from an EPA or Texas Commission on Environmental Quality (TCEQ) approved laboratory. The minimum acceptable criteria for soil sampling include baseline study of Texas Railroad Commission guidance.

(4) The soil sample baseline study results must include:

(A) a description of the point samples and GPS coordinates of each location,

(B) planned equipment above the sampled area,

(C) methodology of sample collection,

(D) description of field conditions,

(E) summary of laboratory data results compared to the minimum acceptable soil sampling criteria,

(F) copies of all laboratory data sheets,

(G) drawings of sample points,

(H) areas where equipment is anticipated, and

(I) concentrations of the following compounds: TPH, Benzene, Toluene, Ethyl benzene, and Xylenes.

(5) The soil sample baseline study results must be provided to the gas inspector within 30 days after the soil sampling is conducted.

(c) WATER.

(1) Except as provided in this paragraph, before commencing drilling activities on the Property, the Operator must provide a written report of the baseline testing of all water wells within 2,000 feet of a well bore and all surface water within 750 feet of the well bore to the gas inspector.

(2) If the Operator documents to the satisfaction of the gas inspector that permission to access private property to conduct the required baseline testing is not granted, water baseline testing is not required for that well or water body.

6. FLOOD EVENT CONTINGENCY PLAN: A flood event contingency plan that complies with Article V, "Flood Plain Regulations," of the Dallas Development Code, must be approved by the Flood Plain Administrator before the issuance of the first gas well permit on the Property.

7. NOISE MANAGEMENT PLAN.

(a) Before the issuance of a gas well permit for the first gas well, the Operator must submit a noise management plan to the gas inspector.

(b) The noise management plan must:

(1) Identify gas drilling and production use operation noise impacts.

(2) Provide written documentation of a continuous 72-hour study establishing the ambient noise levels before drilling activities begin at the Property. The continuous 72-hour study establishing the ambient noise levels before drilling activities begin must include at least one 24-hour reading during either a Saturday or Sunday.

(3) Detail how noise impacts will be mitigated considering specific site characteristics, including the location of the site, proximity and type of adjacent development, seasonal prevailing weather patterns including wind directions, vegetative cover on or adjacent to the site, and topography of the site.

8. PERMITS: The building official may not issue a certificate of occupancy for gas drilling and production use until the Operator obtains all required permits from the Railroad Commission of Texas, Texas Commission on Environmental Quality, and all other state, federal, or city agencies.

9. PIPELINES:

(a) Before the issuance of the first gas well permit, a pipeline map showing the location of the nearest gathering station and the alignment of the pipelines from the operation site to the gathering stations must be submitted to the gas inspector.

(b) Within 60 days after completion of pipeline construction, as-built or record drawings of the pipelines must be provided to the gas inspector. A record drawing must meet the field note guidelines of the City of Dallas Public Works and provide a minimum of two GPS coordinates of the pipeline location. The scale of the record drawings must be a minimum of one inch to 40 feet.

10. TRAFFIC PLAN:

(a) A map showing truck routes must be submitted to and approved by the gas inspector before the issuance of the gas well permit. The mapped truck route must use the shortest route to a state or federal roads.

(b) Before the issuance of a gas well permit for the first well, a traffic management plan (TMP) must be approved by the Director of Parks and Recreation before the application of a gas well permit. The TMP must describe the trip generation and peak time for trips during the drilling and production phase and mitigation to minimize impact on or conflict with park users and park maintenance staff.

11. WATER PLAN: At least 10 days before drilling activities begin on a well, the Operator must disclose in writing to the gas inspect the quantity, source, and disposal method for water used during the fracturing process.

c. OPERATIONS.

1. AIR QUALITY COMPATIBILITY MEASURES: The gas drilling and production use has been evaluated for its probable land use effects on adjacent properties. The following conditions help ensure that this gas drilling and production use is more compatible with surrounding land uses:

(b) ENGINES.

(1) Electric motors are encouraged during all gas drilling and production phases.

(2) Only electric motors may be used during the production phase.

(c) VAPOR RECOVERY.

(1) After fracturing is completed on a well, the Operator must employ appropriate equipment and processes to minimize natural gas and associated vapor release.

(2) All salable gas must be directed to the sales line as soon as practicable or shut in.

(3) All wells that have a sale pipeline must use reduced emission completion techniques and methods in accordance with federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

(4) Vapor recovery equipment is required for tanks and tank batteries in accordance with federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

2. CLOSED LOOP SYSTEM: All operations must be conducted on a closed loop system.

3. DUST, VIBRATIONS, AND ODORS:

(a) The Operator must conduct drilling and production activities, including vehicular traffic, in a manner that minimizes dust, vibration, and odors consistent with the best practices of the industry.

(b) Brine water, sulphur water, or water with any type of hydrocarbon may not be used for dust suppression.

4. MANEUVERING SURFACE: Vehicle maneuvering surfaces must be gravel or a similar material and must be located as shown on the site plans.

5. MATERIAL SAFETY DATA SHEET:

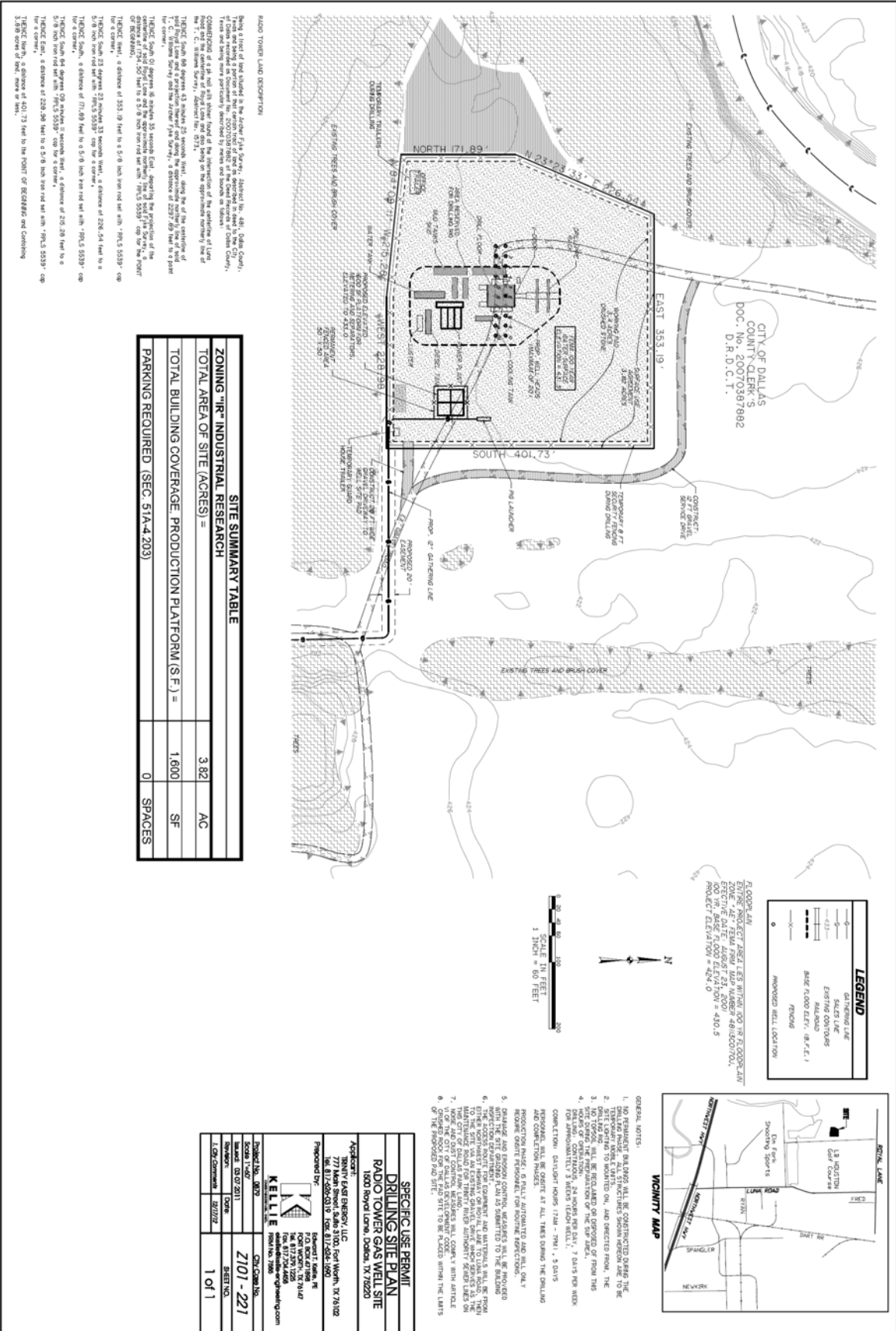
(a) In accordance with Paragraph (6) of the Amendment of Oil and Gas Lease executed between Trinity East Energy and the City of Dallas on July 18, 2011, the Operator must submit to the City of Dallas a completed Material Safety Data Sheet (MSDS) containing an accurate inventory of chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities.

(b) The MSDS must disclose every chemical to be used, including inventory quantity, concentrations, combinations, and formulations, sufficient to satisfy the gas inspector that full disclosure has been made.

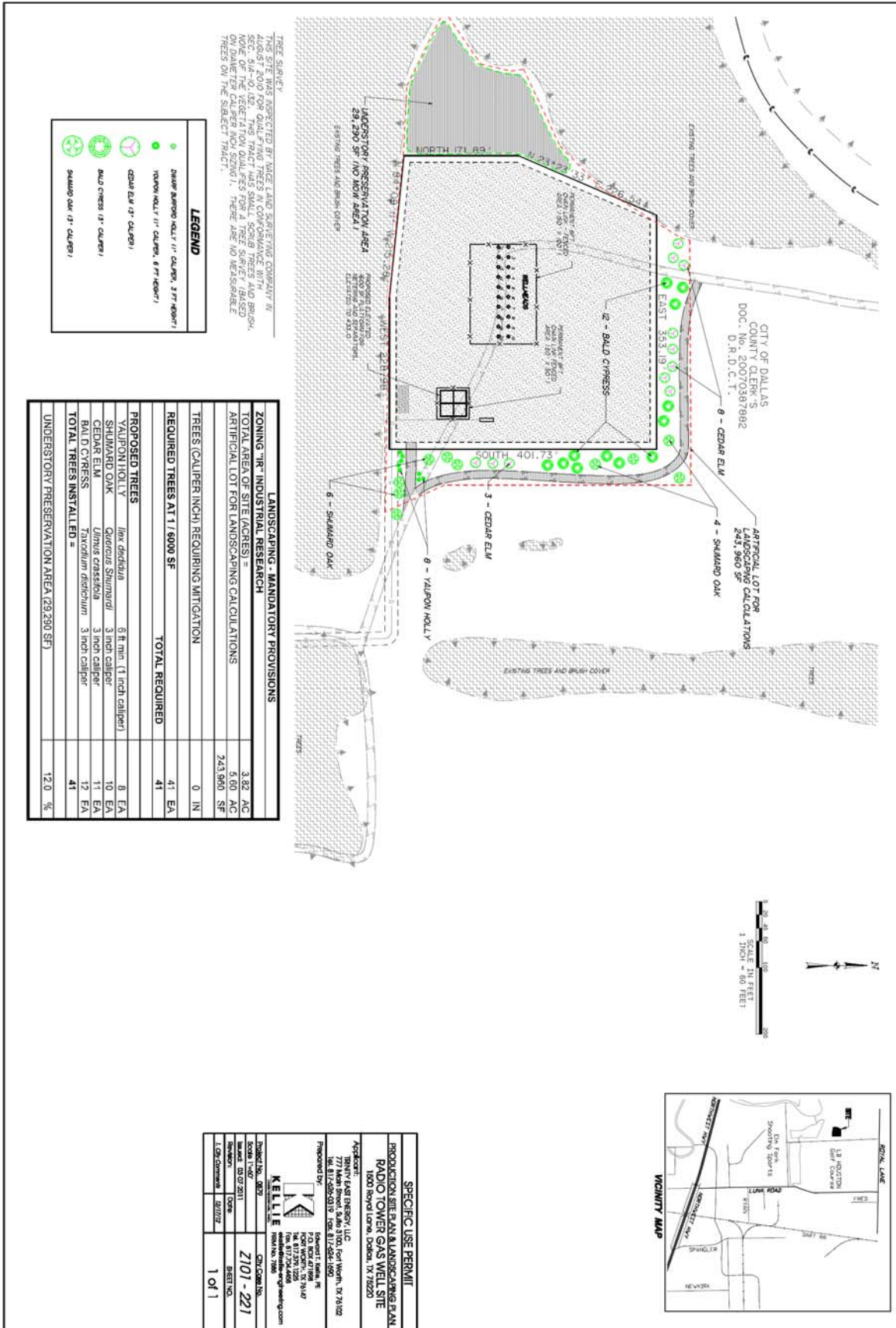
(c) An amended MSDS must be provided to the gas inspector disclosing any change in the inventory, quantity, concentrations, combinations, or formulations of the chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities sufficient to satisfy the gas inspector that full disclosure has been made.

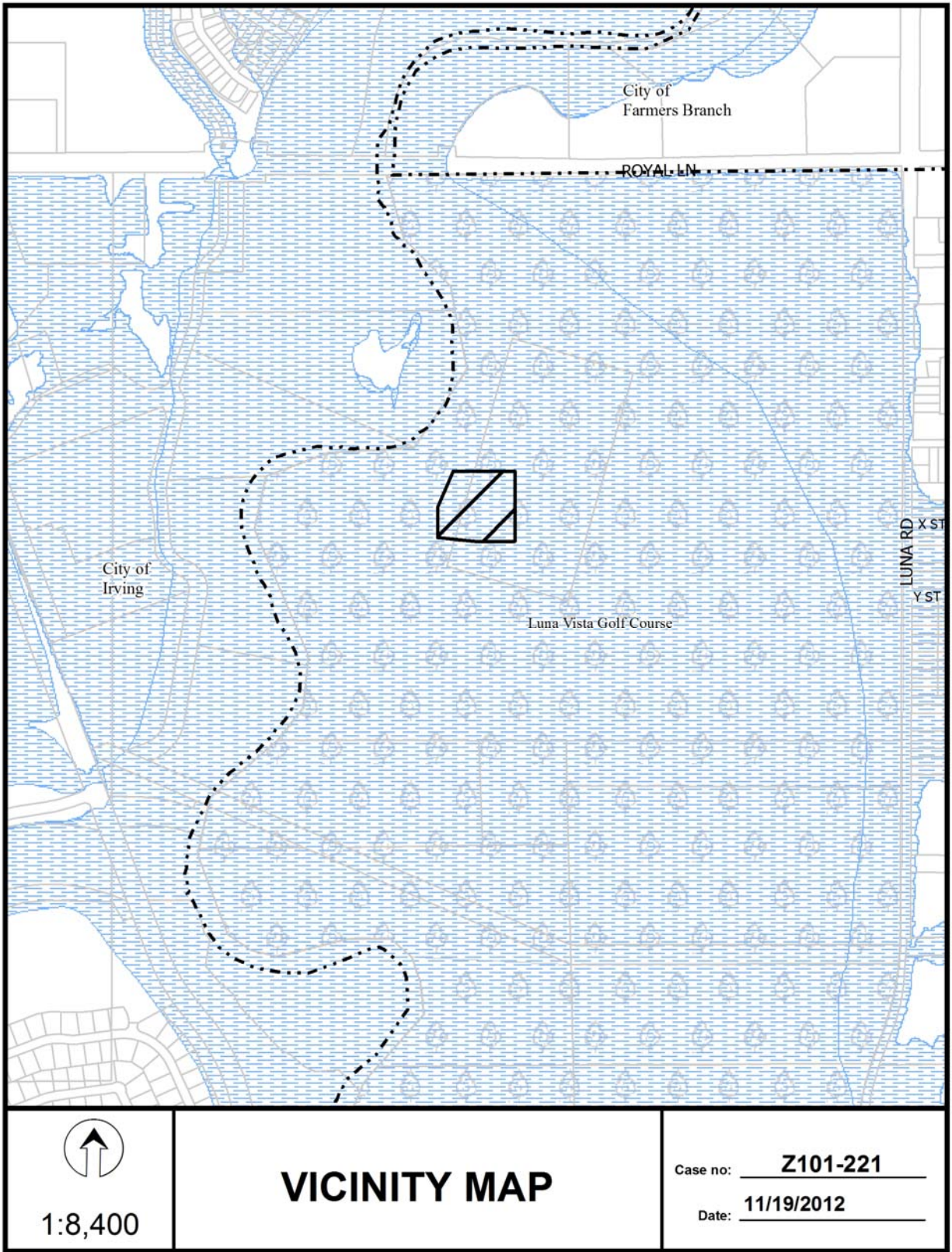
6. ON-SITE WASTE STORAGE: Drilling mud, cuttings, liquid hydrocarbons, and all other field waste derived or resulting from the drilling or re-working of any well must be discharged into an above-ground self-contained storage tank.

Drilling Phase Site Plan



Production Phase Site and Landscaping Plan

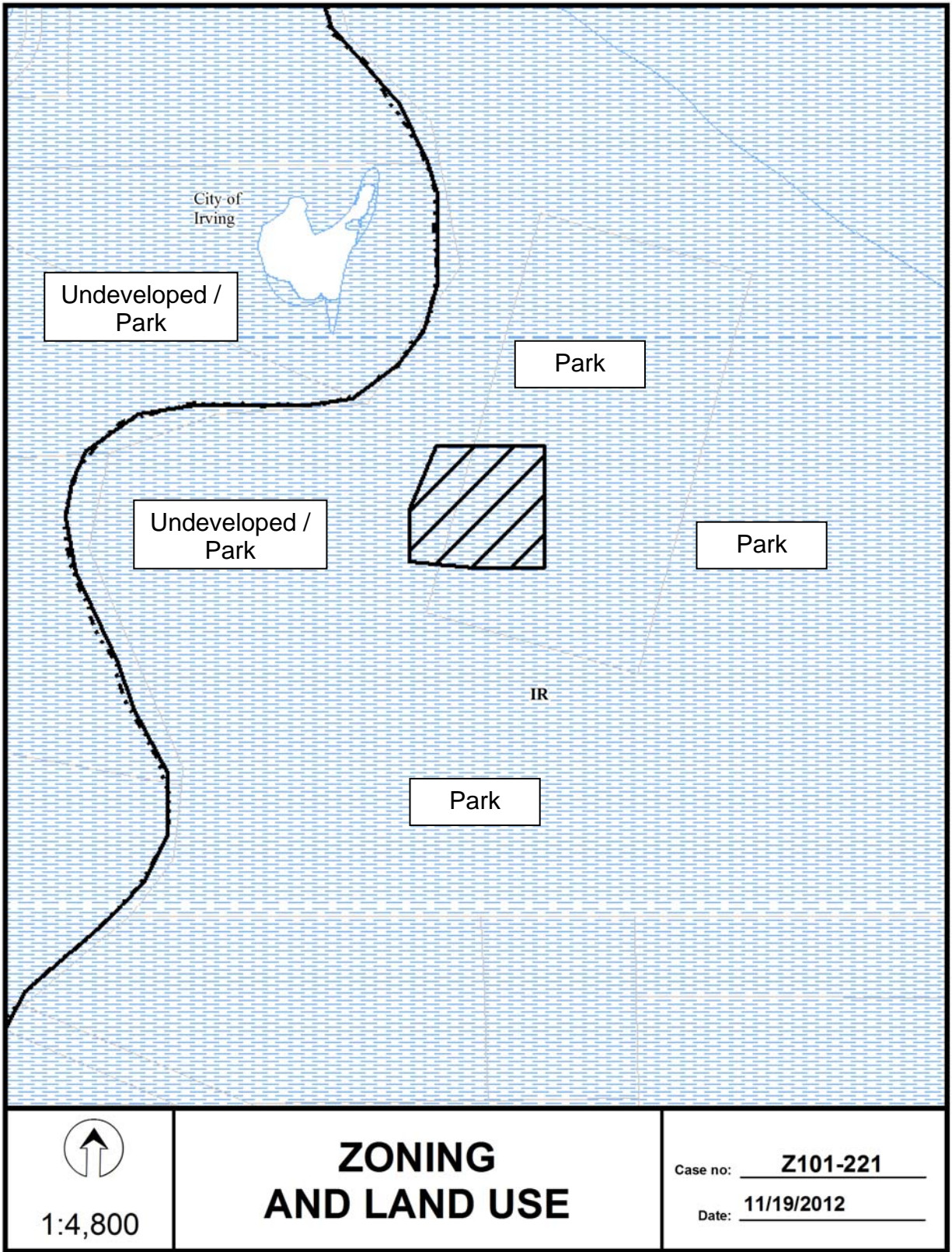


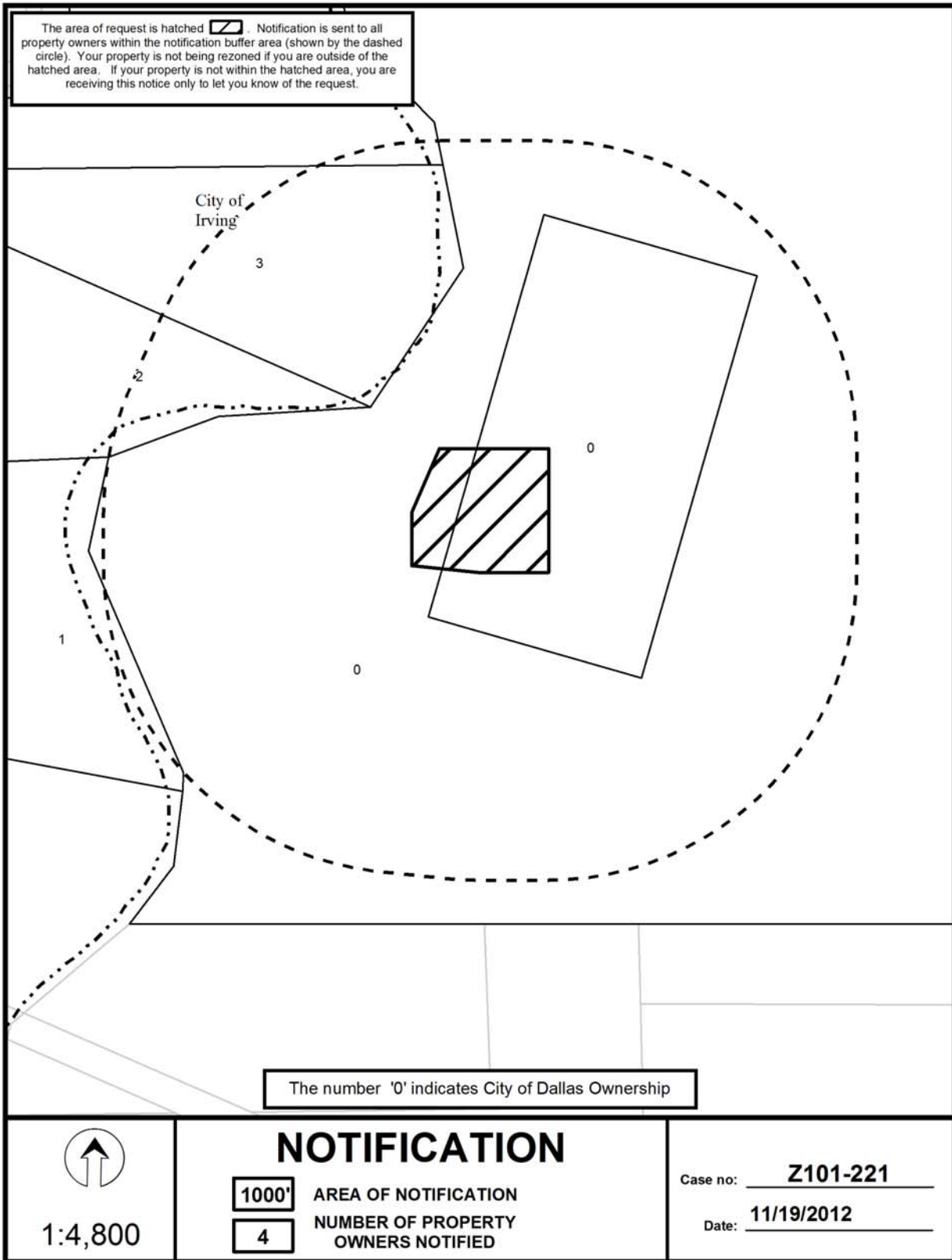


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VICINITY MAP

Case no: Z101-221
Date: 11/19/2012





11/19/2012

Notification List of Property Owners

Z101-221

4 Property Owners Notified

Label #	Address	Owner
1	6210 OCONNOR BLVD	IRVING CITY OF PRAK PROPERTY 1993-1
2	6210 OCONNOR BLVD	IRVING CITY OF PARK PROPERTY 1994-1
3	6210 OCONNOR BLVD	IRVING CITY OF PARK PROPERTY 1995-1
4	6210 OCONNOR BLVD	IRVING CITY OF PARK PROPERTY 1996-1

FILE NUMBER: Z101-248 (JH)

DATE FILED: April 12, 2011

LOCATION: East side of Luna Road, north of Ryan Road

COUNCIL DISTRICT: 6

MAPSCO: P-22 & N-22

SIZE OF REQUEST: Approx. 11.584 acres

CENSUS TRACT: 0099.00

REPRESENTATIVE: MASTERPLAN

APPLICANT: Trinity East Energy, LLC

OWNER: TCI Luna Ventures, LLC

REQUEST: An application for a Specific Use Permit for gas drilling and production on property zoned an IR Industrial Research District.

SUMMARY: The applicant proposes to construct and operate wells for extracting natural gas as well as a compressor facility for natural gas production.

STAFF RECOMMENDATION: Approval, for a 20-year period with eligibility for automatic renewal for additional 10-year periods, subject to a drilling phase site plan, production phase site plan, landscape plan and staff conditions.

PRIOR CPC ACTION: On January 10, 2013, the City Plan Commission held this request under advisement until February 7, 2013.

BACKGROUND INFORMATION:

- The request site is currently undeveloped.
- The applicant is proposing to develop the request site for the drilling and production of natural gas with up to 12 wells within the drilling area and a natural gas compressor facility.
- The nearest residential lot is approximately 5,000 ft to the west from the request site in the City of Irving.

Zoning History:

1. Z112-268 A pending application for the January 9th City Council hearing for an IM Industrial Manufacturing District with deed restrictions volunteered by the applicant on property zoned an IR Industrial Research District.
2. Z112-262 An application for a SUP for a concrete batch plant on property zoned an IR District. On September 6, 2012, the CPC recommended approval of the request for a five-year period, subject to a site plan and conditions. Pending a to-be determined City Council public hearing.
3. Z112-157 On September 26, 2012, the City Council denied a request to amend and renew Specific Use Permit No. 1609 for a potentially incompatible industrial (outside) use limited to concrete and asphalt crushing on property zoned an IM Industrial Manufacturing District.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Luna Road	Principle Arterial	60 ft.

STAFF ANALYSIS:

Comprehensive Plan:

The applicant proposes to drill up to 12 wells to extract natural gas from the site and a gas compressor facility. The request complies with the following land use goal and policy of the Comprehensive Plan because the applicant there are several measures that are in place pursuant to the Dallas Development Code that requires the applicant to restore the site back to its natural state after the wells have been capped. In addition, there are additional provisions in the Code that require the right-of-ways (infrastructure) to be restored.

LAND USE

GOAL 1.4 COORDINATE PLANNING ACTIVITIES TO BALANCE
TRANSPORTATION, LAND USE, INFRASTRUCTURE AND
TRANSPORTATION

Policy 1.4.3 Embrace environmental sustainability

Land Use Compatibility:

The 11.6-acre site is undeveloped and is located on the north side of Northwest Highway. The main pad site is located approximately 800 feet from Luna Road along an access drive included in the SUP boundary. The applicant's request for a Specific Use Permit is to permit gas drilling and production on the site.

The primary land uses surrounding the request site are undeveloped tracts of land to the north; heavy industrial to the south; park to the west (Luna Vista Golf Course); and heavy industrial and park to the east (Elm Fork Soccer Complex). The soccer complex is located approximately 600 feet to the east. The nearest residential use is approximately 5,000 feet to the west of the request site in the City of Irving. The current spacing requirement from residential uses from a gas well is 300 feet.

In the Development Code, gas drilling and production means the activities related to the "the extraction of any fluid, either combustible or noncombustible, that is produced in a natural state from the earth and that maintains a gaseous or rarefied state at standard temperature and pressure conditions, or the extraction of any gaseous vapors derived from petroleum or natural gas."

The Development Code requires the applicant to provide the following site plans for a gas drilling and production use:

- Site/operation plan for the drilling phase; and
- Site/operation plan for the production phase.

The request site is generally divided into two areas. The northern portion of the request site is the area proposed for gas drilling with up to 20 wells. The southern portion is the compressor facility which will include an equipment area, tanks, and the compressors located within three approximately 2,300 square foot "sound proof buildings" that will mitigate the noise from the compressors. The applicant has applied for Specific Use Permits for two other locations nearby (Z101-220 and Z101-221) that will pipe extracted gas to this request site to be processed prior to entering a sales pipeline.

The operation plan for the drilling phase addresses the natural-gas drilling. The plan shows the location of several temporary construction trailers, water tanks, mud tanks, and drilling equipment. A drilling rig will be on site during this phase. The building official will consider this as a temporary structure, similar to a crane used in constructing a building.

There are two methods for drilling: an open-loop system and a closed-loop system. An open-loop system uses a lined mud-pit to hold mud. The mud-pit may be a safety hazard and may have a negative impact on adjacent property. In contrast, a closed-loop system uses tanks to hold the mud. There are fewer environmental concerns with a closed-loop system and the applicant is providing a drilling phase plans that will include a closed-loop system.

The production plan shows an area in the central portion of the pad site that will store the equipment (e.g., horizontal separators, water tanks and gas lift compressors) The SUP area will be enclosed by an eight-foot-high chain link fence.

Staff has reviewed the applicant's request for an SUP for gas drilling and production and is recommending approval for a time period of 20 years with eligibility for automatic renewal of additional 10-year periods, subject to the attached plans and conditions.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards. The request does not appear to have an adverse impact on the surrounding zoning and land uses.

The attached SUP conditions are staff recommended. The SUP conditions were provided to the applicant late and a full response from the applicant was not received by the time this case report was finalized. Also, revised site plans that comply with Article XII were not received in time to be included. Additional SUP conditions or revisions may be provided during the briefing prior to the public hearing. The revised site plans will be provided during the briefing as well.

Traffic:

The Engineering Section of the Department of Sustainable Development and Construction has reviewed the request and determined that it will not negatively impact the surrounding street system by the proposed development. All truck traffic to and from the site will be from Luna Road to Northwest Highway.

Z101-248(JH)

Landscaping:

Landscaping will be provided in accordance with the landscape plan. The landscaping plan shows an area on the eastern portion of the request site that will be reserved for understory preservation.

List of Partners/Principals/Officers

Trinity East Energy, LLC

Thomas B. Blanton, CEO
Phillip Pierce, CFO
Irene Sullivent, Secretary/Treasurer

TCI Luna Ventures, LLC

Daniel J. Moos, President
Gene S. Bertcher, Vice President and Treasurer
Stephen Shelley, Vice President
Louis J. Corna, Secretary
Pamela M. Arsenault, Assistant Secretary
Melissa G. James, Assistant Secretary
Melody A. Woffard, Assistant Secretary

SUP Conditions

a. IN GENERAL.

1. USE: The only use authorized by this specific use permit is gas drilling and production.
2. TIME LIMIT:
 - (a) Except as provided, this specific use permit expires on (20 years from passage of ordinance), but is eligible for automatic renewal for additional 10-year periods pursuant to Section 51A-4.219 of Chapter 51A of the Dallas City Code, as amended. For automatic renewal to occur, the Property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: the Code currently provides that applications for automatic renewal must be filed after the 180th but before the 120th day before the expiration of the current specific use permit period. The Property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)
 - (b) The Operator must notify the building official in writing at least 10 days before permanently stopping gas production (abandoning the well). Once the Operator permanently stops production, this specific use permit expires after the Operator restores the Property in accordance with Article XII. After the Operator restores the Property, a new specific use permit is required for any other gas drilling and production operation.
3. MAINTENANCE: The Property must be properly maintained in a state of good repair and neat appearance.
4. GENERAL REQUIREMENTS: Use of the Property must comply with all federal and state laws and regulations, and all ordinance, rules, and regulations, including the gas drilling and production regulations, of the City of Dallas.

b. PLANS AND BASELINE ASSESSMENTS.

1. SITE PLANS: Use and development of the Property must comply with the attached:
 - (a) Drilling phase site plan; and
 - (b) Production phase site plan.

2. LANDSCAPING: Landscaping must be provided as shown on the attached landscape plan. Landscaping must be installed within six months after the first well is in production.
3. FENCING: Fencing must be provided as shown on the site plans. The fencing material must be vinyl coated chain link and the vinyl coating must be black.
4. AIR QUALITY MANAGEMENT AND MONITORING PLAN.
 - (a) The Operator must provide an air quality management and monitoring plan (AQMM) to the gas inspector with the gas well permit application.
 - (b) The AQMM plan must include:
 - (1) Measures and equipment the Operator will use to ensure that all site activities and equipment on the operation site comply with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (2) Monitoring techniques the Operator will use to measure for emissions to ensure continuous compliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
 - (3) A categorization of Environmental Protection Agency (EPA) Tier (Tier 0 to Tier 4) of all diesel equipment that will be used on the Property during each phase of the drilling and production use.
 - (c) The Operator must provide a quarterly report of the continuous monitoring results to the gas inspector. The report must include all laboratory data sheets, field logs, data summaries, and any actions taken in the previous quarter to reduce emissions, ensure compliance, or correct noncompliance with applicable emissions limits, other federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas relating to emissions.
5. BASELINE ASSESSMENTS:
 - (a) NATURAL GAS.

(1) Within 30 days after the first well enters production, a written extended natural gas analysis must be provided to the gas inspector.

(2) The extended natural gas analysis must be performed by a qualified third party laboratory and must include findings for benzene and hydrocarbons.

(b) SOIL.

(1) Before drilling activities begin, soil sampling must be conducted to establish a baseline for site conditions.

(2) A minimum of five soil sample must be collected at locations across a pad site are required, with at least two samples at or adjacent to the tank containment areas.

(3) Soil samples must be collected and analyzed by a qualified third party using proper sampling and laboratory protocol from an EPA or Texas Commission on Environmental Quality (TCEQ) approved laboratory. The minimum acceptable criteria for soil sampling include baseline study of Texas Railroad Commission guidance.

(4) The soil sample baseline study results must include:

(A) a description of the point samples and GPS coordinates of each location,

(B) planned equipment above the sampled area,

(C) methodology of sample collection,

(D) description of field conditions,

(E) summary of laboratory data results compared to the minimum acceptable soil sampling criteria,

(F) copies of all laboratory data sheets,

(G) drawings of sample points,

(H) areas where equipment is anticipated, and

(I) concentrations of the following compounds: TPH, Benzene, Toluene, Ethyl benzene, and Xylenes.

(5) The soil sample baseline study results must be provided to the gas inspector within 30 days after the soil sampling is conducted.

(c) WATER.

(1) Except as provided in this paragraph, before commencing drilling activities on the Property, the Operator must provide a written report of the baseline testing of all water wells within 2,000 feet of a well bore and all surface water within 750 feet of the well bore to the gas inspector.

(2) If the Operator documents to the satisfaction of the gas inspector that permission to access private property to conduct the required baseline testing is not granted, water baseline testing is not required for that well or water body.

7. NOISE MANAGEMENT PLAN.

(a) Before the issuance of a gas well permit for the first gas well, the Operator must submit a noise management plan to the gas inspector.

(b) The noise management plan must:

(1) Identify gas drilling and production use operation noise impacts.

(2) Provide written documentation of a continuous 72-hour study establishing the ambient noise levels before drilling activities begin at the Property. The continuous 72-hour study establishing the ambient noise levels before drilling activities begin must include at least one 24-hour reading during either a Saturday or Sunday.

(3) Detail how noise impacts will be mitigated considering specific site characteristics, including the location of the site, proximity and type of adjacent development, seasonal prevailing weather patterns including wind directions, vegetative cover on or adjacent to the site, and topography of the site.

8. PERMITS: The building official may not issue a certificate of occupancy for gas drilling and production use until the Operator obtains all required permits from the Railroad Commission of Texas, Texas Commission on Environmental Quality, and all other state, federal, or city agencies.

9. PIPELINES:

(a) Before the issuance of the first gas well permit, a pipeline map showing the location of the nearest gathering station and the alignment of the pipelines from the operation site to the gathering stations must be submitted to the gas inspector.

(b) Within 60 days after completion of pipeline construction, as-built or record drawings of the pipelines must be provided to the gas inspector. A record drawing must meet the field note guidelines of the City of Dallas Public Works and provide a minimum of two GPS coordinates of the pipeline location. The scale of the record drawings must be a minimum of one inch to 40 feet.

10. TRAFFIC PLAN: A map showing truck routes must be submitted to and approved by the gas inspector before the issuance of the gas well permit. The mapped truck route must use the shortest route to a state or federal roads.

11. WATER PLAN: At least 10 days before drilling activities begin on a well, the Operator must disclose in writing to the gas inspect the quantity, source, and disposal method for water used during the fracturing process.

c. OPERATIONS.

1. AIR QUALITY COMPATIBILITY MEASURES: The gas drilling and production use has been evaluated for its probable land use effects on adjacent properties. The following conditions help ensure that this gas drilling and production use is more compatible with surrounding land uses:

(b) ENGINES.

(1) Electric motors are encouraged during all gas drilling and production phases.

(2) Only electric motors may be used during the production phase.

(c) VAPOR RECOVERY.

(1) After fracturing is completed on a well, the Operator must employ appropriate equipment and processes to minimize natural gas and associated vapor release.

(2) All salable gas must be directed to the sales line as soon as practicable or shut in.

(3) All wells that have a sale pipeline must use reduced emission completion techniques and methods in accordance with

federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

(4) Vapor recovery equipment is required for tanks and tank batteries in accordance with federal and state laws and regulations, and all ordinances, rules, and regulations of the City of Dallas.

2. CLOSED LOOP SYSTEM: All operations must be conducted on a closed loop system.

3. DUST, VIBRATIONS, AND ODORS:

(a) The Operator must conduct drilling and production activities, including vehicular traffic, in a manner that minimizes dust, vibration, and odors consistent with the best practices of the industry.

(b) Brine water, sulphur water, or water with any type of hydrocarbon may not be used for dust suppression.

4. MANEUVERING SURFACE: Vehicle maneuvering surfaces must be gravel or a similar material and must be located as shown on the site plans.

5. MATERIAL SAFETY DATA SHEET:

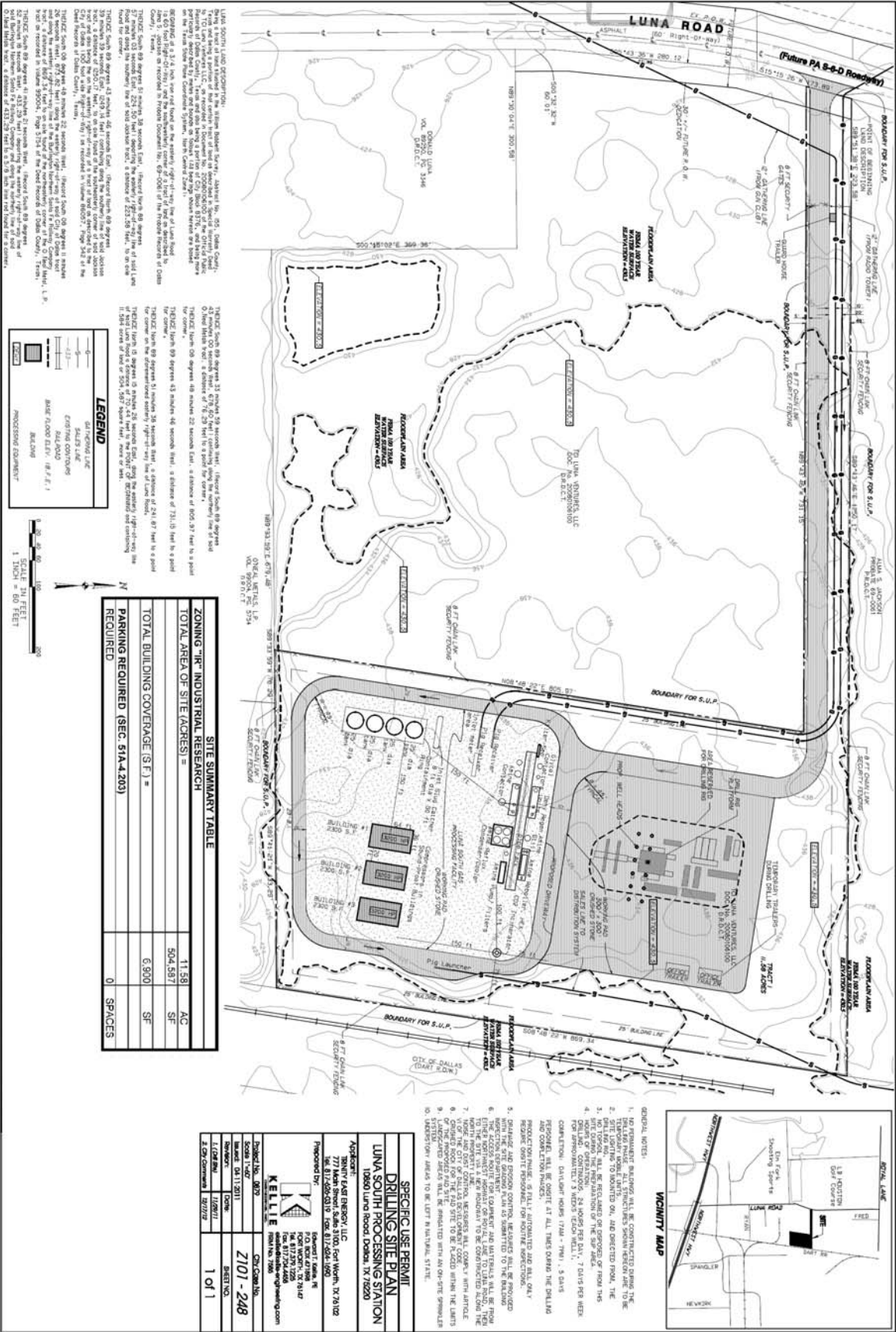
(a) Before a gas well permit is issued for the first well, the Operator must submit to the City of Dallas a completed Material Safety Data Sheet (MSDS) containing an accurate inventory of chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities.

(b) The MSDS must disclose every chemical to be used, including inventory quantity, concentrations, combinations, and formulations, sufficient to satisfy the gas inspector that full disclosure has been made.

(c) An amended MSDS must be provided to the gas inspector disclosing any change in the inventory, quantity, concentrations, combinations, or formulations of the chemicals to be injected into the well bore for purposes of drilling or hydraulic fracturing or related well bore activities sufficient to satisfy the gas inspector that full disclosure has been made.

6. ON-SITE WASTE STORAGE: Drilling mud, cuttings, liquid hydrocarbons, and all other field waste derived or resulting from the drilling or re-working of any well must be discharged into an above-ground self-contained storage tank.

Drilling Phase Site Plan



GENERAL NOTES:

1. ALL DIMENSIONS SHALL BE COMPLETED BASED ON THE CENTERLINE OF THE ROAD.
2. DIMENSIONS SHALL BE MEASURED FROM THE CENTERLINE OF THE ROAD TO THE CENTERLINE OF THE ROAD.
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APPLICANT:
THINNY EAST ENERGY, LLC
 19600 Luna Road, Dallas, TX 75220

PROJECT:
LUNA SOUTH PROCESSING STATION

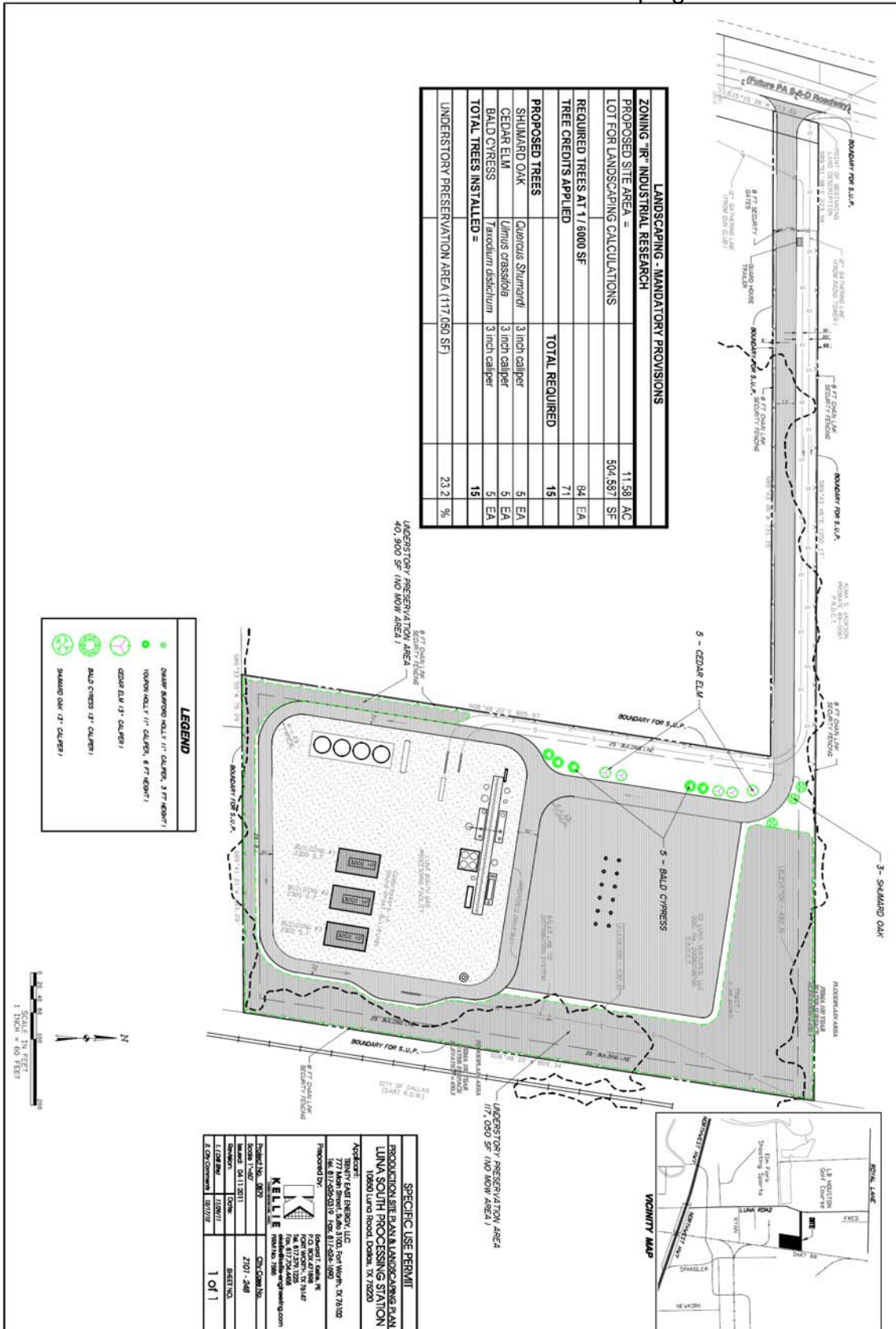
PROPOSED BY:
KELLIE
 19600 Luna Road, Dallas, TX 75220

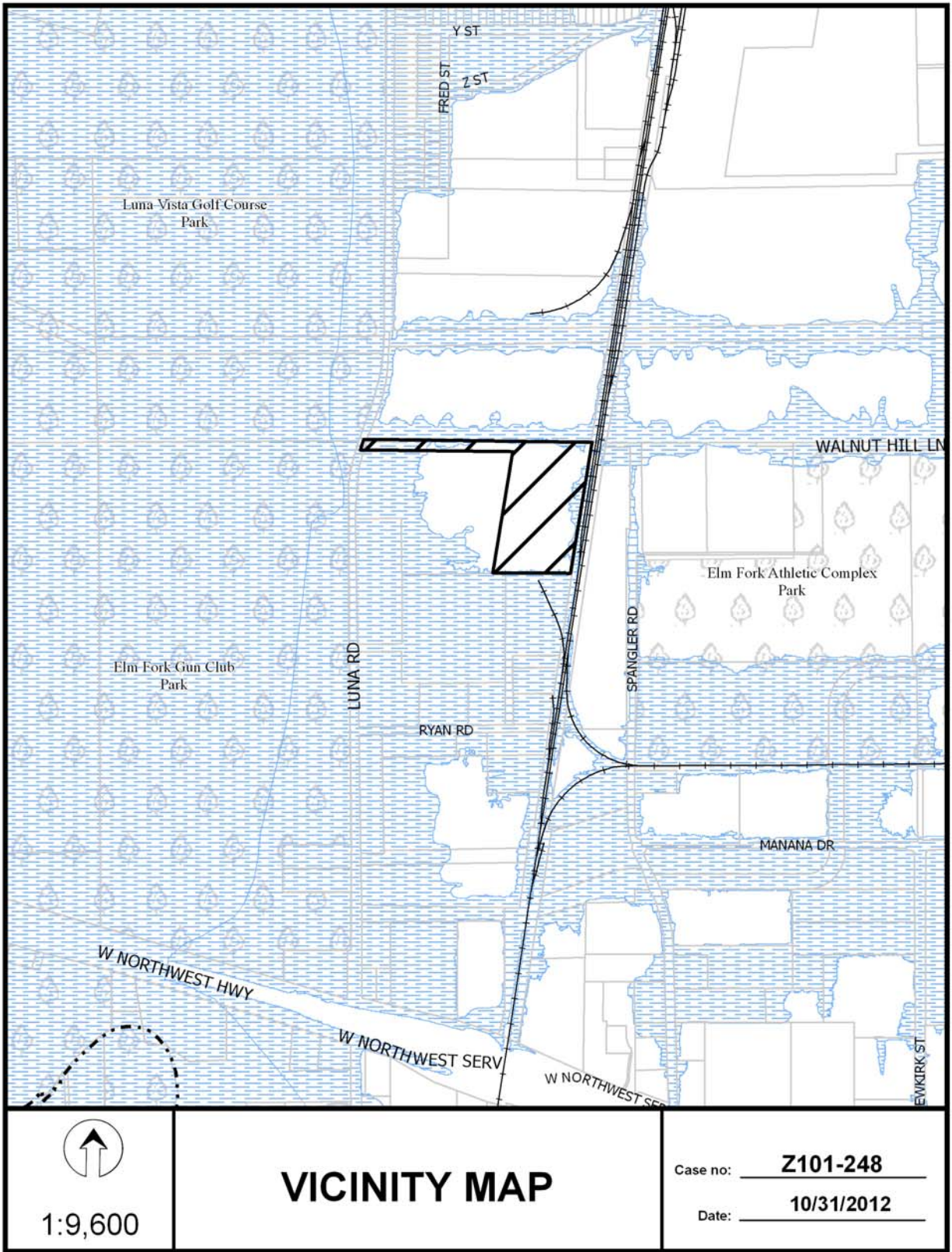
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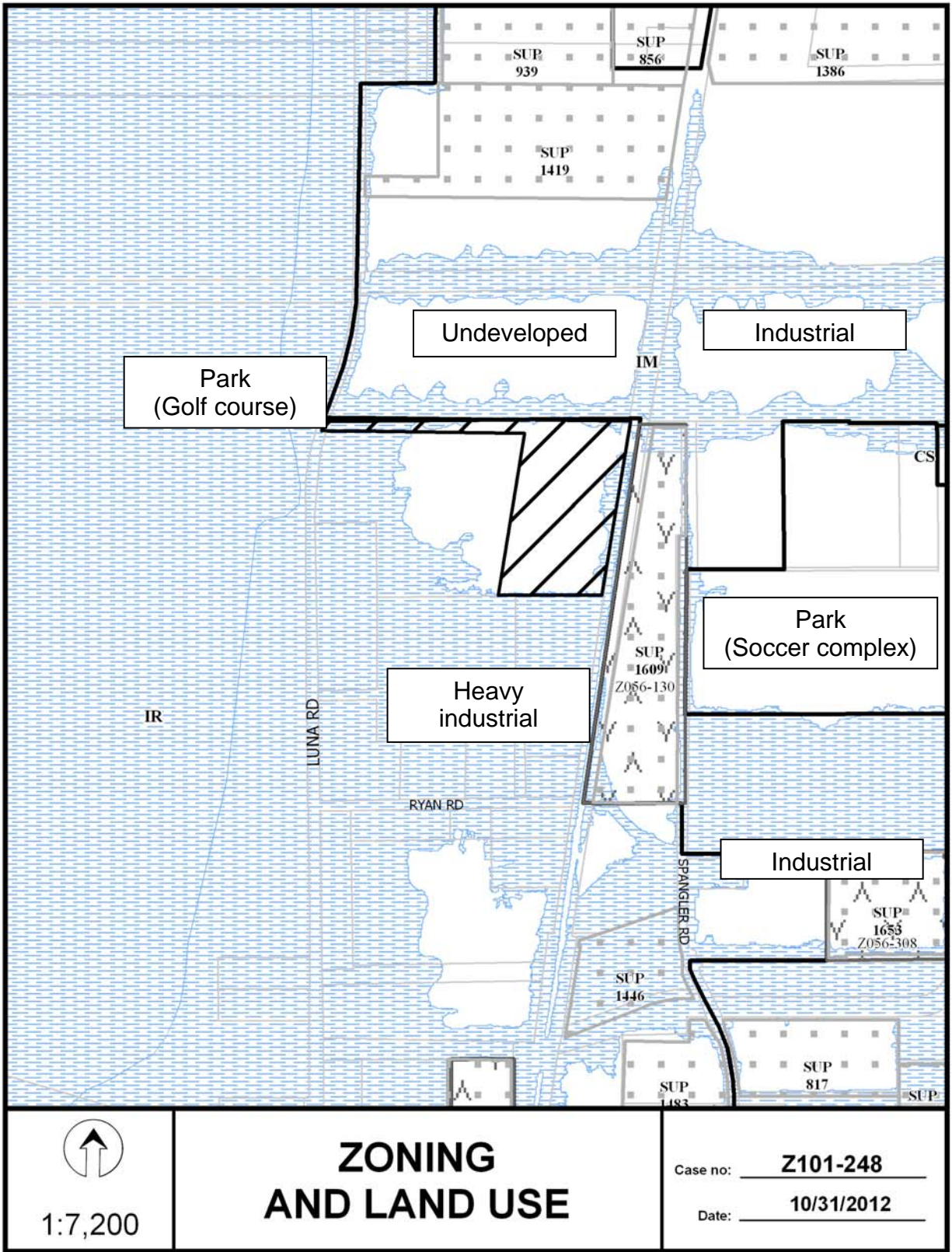
PROJECT NO.:
Z101-248

SHEET NO.:
 1 OF 1

Production Phase Site and Landscaping Plan



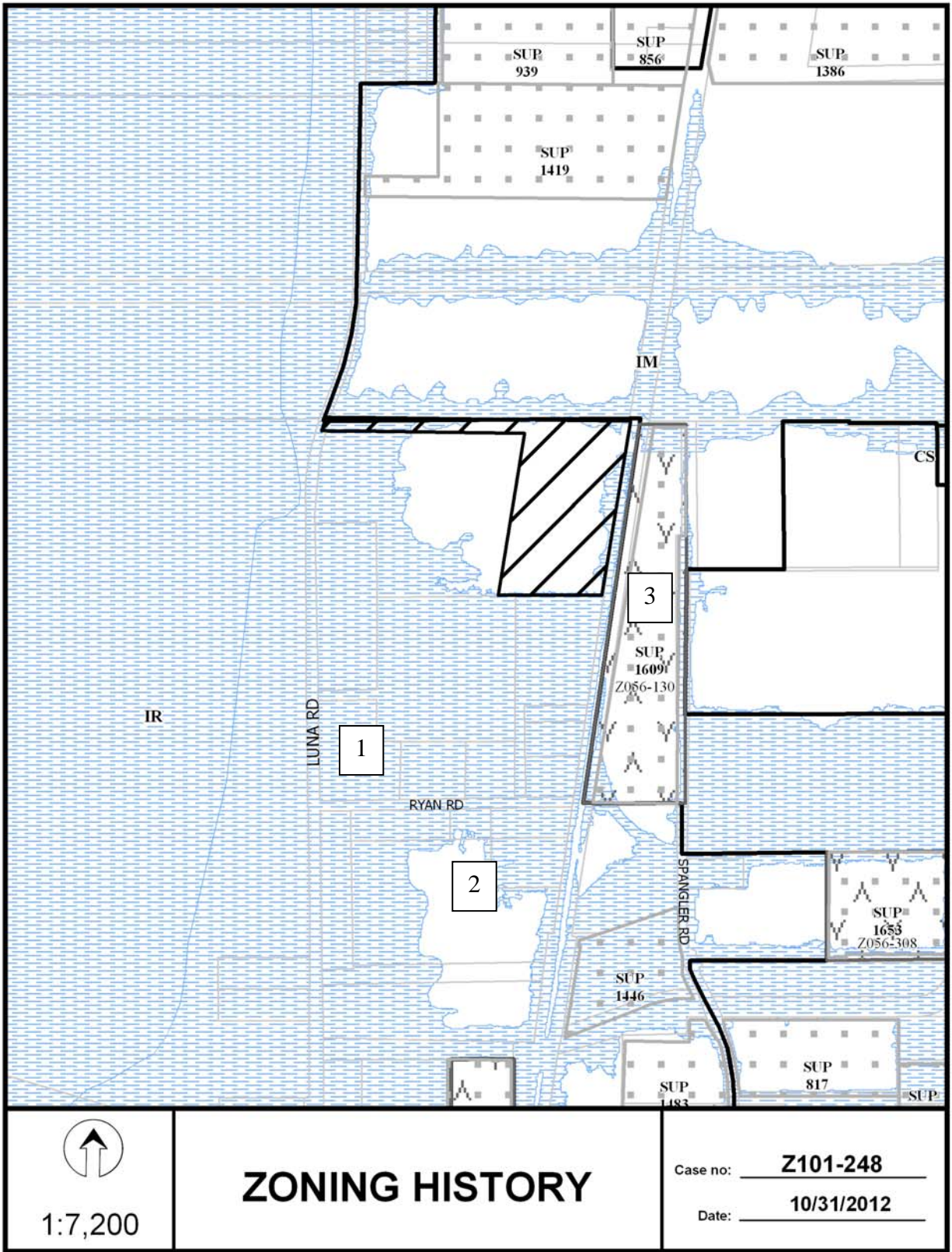




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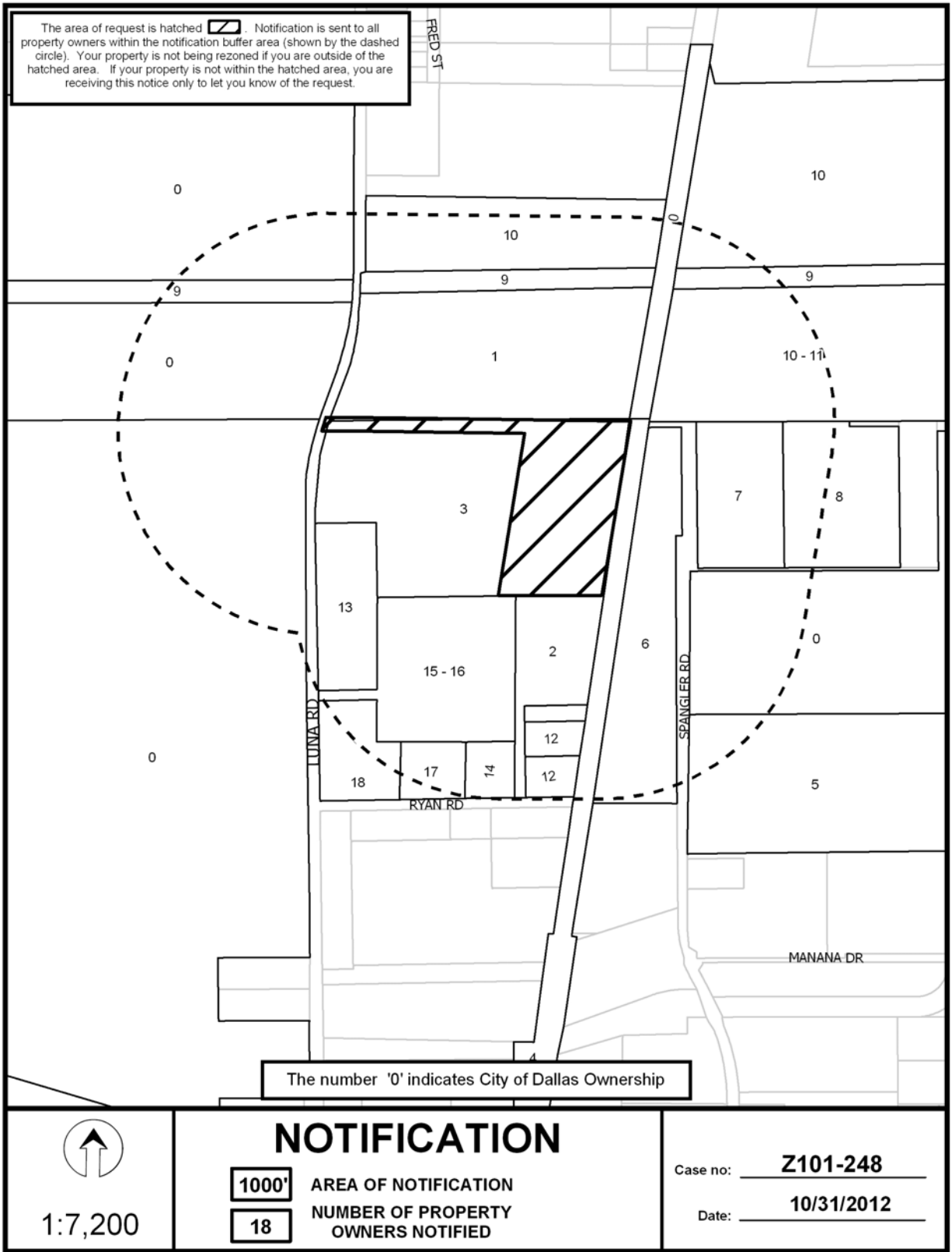
ZONING AND LAND USE

Case no: Z101-248
Date: 10/31/2012



ZONING HISTORY

Case no: Z101-248
Date: 10/31/2012



10/31/2012

Notification List of Property Owners

Z101-248

18 Property Owners Notified

Label #	Address	Owner
1	10900 LUNA RD	JACKSON ALMA S ET AL % NATIONSBANK OF TE
2	1885 RYAN RD	ONEAL METALS LP
3	10850 LUNA RD	TCI LUNA VENTURES LLC
4	2300 GRAND AVE	BNSF RAILWAY % PROPERTY TAX DEPT
5	10830 SPANGLER RD	INTERFIRST BANK DALLAS CARUTH/999117062/
6	10801 SPANGLER RD	WEIR BROTHERS PRTNRS LLC
7	10940 SPANGLER RD	PROFFIT VAUGHN & ANNETTE
8	2030 WALNUT HILL LN	GANESH GROUP INC THE
9	10910 LUNA RD	TEXAS UTILITIES ELEC CO % STATE & LOCAL
10	2101 WALNUT HILL LN	JACKSON ALMA S ET AL % NATIONSBANK OF TE
11	2101 WALNUT HILL LN	WASHMON ENTERPRISES INC
12	1891 RYAN RD	DALLAS TUBE PS
13	10850 LUNA RD	LUNA VANOD B TRUST PART M VANOD B LUNA T
14	1865 RYAN RD	ONEAL METALS LP ATTN KEVIN HURD
15	10848 LUNA RD	ONEAL METALS LP ATTN KEVIN HURD
16	10848 LUNA RD	ONEAL STEEL BLDGS CO ATTN KEVIN HURD
17	1839 RYAN RD	NILCO ENTERPRISES INC
18	10808 LUNA RD	PARNIAN CHARLIE

FILE NUMBER: Z123-114 (JH)

DATE FILED: October 17, 2012

LOCATION: Southwest corner of Greenville Avenue and Vanderbilt Avenue

COUNCIL DISTRICT: 14

MAPSCO: 36-P

SIZE OF REQUEST: Approx. 0.33 acres

CENSUS TRACT: 3

REPRESENTATIVE: Rob Baldwin

APPLICANT/OWNER: Thomas Roppolo

REQUEST: An application for a new subarea for commercial uses on property zoned Conservation District No. 9, the M-Streets Conservation District.

SUMMARY: The applicant proposes to continue the operation of the existing liquor store. The purpose of the request is also to allow limited retail uses, provide for the existing structure to remodel the exterior facade, and provide for development standards and increased architectural standards if the request site is redeveloped.

STAFF RECOMMENDATION: Approval, subject to an existing conditions site plan, amendment to the CD No. 9 conceptual plan, and conditions

PREVIOUS ACTION: On January 10, 2013, and January 24, 2013, the City Plan Commission held this case under advisement with the public hearing left open.

BACKGROUND INFORMATION:

- The request site is currently developed with a liquor store, which became a non-conforming use when the property was included in the creation of Conservation District No. 9 in 2002. CD No. 9 only permits single family uses.
- The applicant proposes to make the liquor store a conforming use and to allow for a compatible exterior remodel of the commercial structure.
- The applicant has worked with the neighborhood in revising the conditions. The attached conditions reflect the discussions to date.

Zoning History:

1. BDA 101-039 On May 25, 2011, the Board of Adjustment approved a height variance of 7 feet to allow a portion of the structure to be constructed at a height of 33 feet.

Thoroughfares/Streets:

Thoroughfares/Street	Type	Existing ROW
Greenville Avenue	Local	60 ft.

STAFF ANALYSIS:

Comprehensive Plan:

The request complies with the following land use goals and policies of the Comprehensive Plan because the new subarea maintains the commercial use of the property while allowing for the exterior to be remodeled in a more compatible way with the residential neighborhood. Conditions are proposed to facilitate redevelopment of the site in a way that would be even more compatible with the early 20th century building siting and façade treatments. It is important to maintain this property for commercial use because the other commercial properties in this neighborhood benefit from the others as the formation of a commercial node on Greenville Avenue and provide walk-to retail options for the residential neighborhood.

LAND USE ELEMENT

- GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**
- Policy 1.1.5 Strengthen existing neighborhoods and promote neighborhoods' unique characteristics.

ECONOMIC ELEMENT

GOAL 2.5 FOSTER A CITY OF GREAT NEIGHBORHOODS

- Policy 2.5.1 Promote strong and distinctive neighborhoods to enhance Dallas' quality of life.

URBAN DESIGN

GOAL 5.1 PROMOTE A SENSE OF PLACE, SAFETY AND WALKABILITY

- Policy 5.1.1 Promote pedestrian-friendly streetscapes.
- Policy 5.1.3 Encourage complementary building height, scale, design and character.

URBAN DESIGN

GOAL 5.3 ESTABLISHING WALK-TO CONVENIENCE

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

NEIGHBORHOOD ELEMENT

GOAL 7.1 PROMOTE VIBRANT AND VIABLE NEIGHBORHOODS

- Policy 7.1.2 Promote neighborhood-development compatibility.

NEIGHBORHOOD ELEMENT

GOAL 7.2 PRESERVATION OF HISTORIC AND CULTURAL ASSETS

- Policy 7.2.2 Create a sense of place through the built environment while maintaining the existing historic fabric.

Land Use Compatibility:

The surrounding land uses are single family residential to the north, west, and east. Commercial uses to the south include restaurant and bar, personal service, office, and general retail. The request site represents the northern-most commercial property in this middle node of non-residential uses along Greenville Avenue between Mockingbird Lane and Live Oak Street. The non-residentially zoned area in this node is approximately 3.6 acres and either a CR Community Retail District or a P(A) Parking District.

The request site is developed with a commercial building constructed in 1966 that is approximately 4,800 square feet. Prior to that, the request site appears to have been two single family lots. The 1966 building appears to have contained three suites, which included a grocery and laundry store. The general merchandise use changed to a liquor store in 1968 and in the mid-1970s, the entire building converted to the liquor store.

The development style of the request site is auto-oriented with the building set back from the street with its parking in front, typical of commercial development since the 1950s as the automobile became more and more common. This is the only commercial property within this node that has off-street parking in front of the building; all other parking along Greenville Avenue in this area has its maneuvering within the right-of-way.

Conservation District No. 9, the M-Streets/Greenland Hills CD, was established on November 13, 2002 and is approximately 176 acres of land. The only permitted land use is single family. CD No. 9 establishes development standards, architectural standards for new construction, and architectural standards for remodeling; there is no demolition standard except for high Tudor homes, nor is there any regulation for commercial structures or uses. The conceptual plan for CD No. 9 includes the request site within the boundaries of the CD, but ignores the request site's commercial use and development. One property is mentioned in the conceptual plan of CD No. 9 as being a residential structure with an office use, located at the northwest corner of Greenville Avenue and Mercedes Avenue. This land use is also non-conforming, but is not located adjacent to another non-residential use.

The primary purpose of the applicant's request is to make the liquor store a conforming use. If this request is denied, the liquor store will still be a non-conforming use within a non-conforming structure. The applicant is intending to sell the property to another party who wishes to remodel the existing structure and have a conforming land use. The applicant has applied for a subarea within CD No. 9 to limit non-residential land uses and provide for development standards to make the current structure conforming. The list of proposed permitted uses includes uses that are mostly active retail uses, yet have a potentially lesser impact on parking demand than some Community Retail District uses such as restaurant. The list of permitted uses is much shorter than the CR District uses, but will give some flexibility in the occupancy potential for the request site.

Staff is supportive of a subarea with CD No. 9 because of the opportunity to address architectural standards for remodeling and new construction, which will help the request site become more compatible with the development styles and architecture of the other commercial properties in this node. The current siting is out of character with the other commercial properties here. The CD Subarea conditions capture the existing conditions of the structure placement as conforming to meet the applicant's short term objective and outline standards for redevelopment and redevelopment standards are intended to reflect the existing conditions within the commercial node, where the front of the building

addresses Greenville Avenue, height is proposed at 1½ stories, and reduced landscaping standards that fit an urban development type.

It is important to note that the other properties with the CR Community Retail zoning have no architectural standards or conservation requirements. Redevelopment and alteration of those sites will be constrained by the ability to fully meet the parking requirements due to the Modified Delta Overlay and the non-conformity of the front yard setback for most properties.

Architectural standards in the proposed conditions address minimal standards for remodeling and increased standards for new construction. The remodeling architectural standards are intended to require that changes to exterior façade be more compatible with the residential and commercial building styles. The architectural style for new construction is Early 20th Century Commercial, which is a style described in other conservation and historic districts such as CD No. 7/Bishop/Eighth Street and Historic Overlay District No. 72/Peak Suburban Addition. In addition to the architectural requirements listed for new construction, the style characteristics of Early 20th Century Commercial buildings will be considered when reviewing a CD work review form for permitting new construction.

It is important to note that while the proposed conditions address remodeling and new construction, redevelopment of the request site is unlikely in the short term without a parking reduction.

Development Standards:

DISTRICT	SETBACKS		Density FAR	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing							
CD 9 Single Family	Average of adjacent houses	5' on west; 10' on east 20' rear	1 Dwelling Unit/ 7,500 sq. ft.	30' with line of sight; 1 ½ stories	45%	Architectural standards	Single family
Proposed							
CD 9 Subarea A Commercial	Remodel	48' Greenville/ 24' Vanderbilt	4,800 square feet	14.1'	34%	Architectural standards	Retail/personal service, office
	New construction	Min 5' Max 15' 80% frontage on Greenville; min 5' Vanderbilt					

Parking/Traffic:

The Engineering Section of the Department of Sustainable Development and Construction has reviewed the request and determined that it will not significantly impact the surrounding street system for the proposed development.

Greenville Avenue is designated for future study on the Bike Plan.

The request site is currently developed with a 4,800 square foot liquor store and providing 12 off-street parking spaces. Parking requirements for a liquor store are 1 per 200 square feet of floor area today and at the time the structure was constructed in the mid-1960s. While the request site was constructed as a three-suite structure, it was converted to be entirely a liquor store in the mid-1970s. Therefore, the request site appears to be deficient in parking by 12 spaces from the information available in permitting records.

The request site is located in Tract 2 of the MD-1 Modified Delta Overlay. Modified Delta is an overlay that specifically constrains occupancy and additions for sites that have delta credits (non-conforming parking rights). If the request site has any delta credits, the property owner and tenants must be very careful to not trigger a complete loss of delta credits. Vacancy for more than six months, any addition, and changing to a land use that requires more parking are examples of triggers within a Modified Delta Overlay that would eliminate all delta credits for that suite or building site. Any delta credits the request site has will be a hindrance to redeveloping the request site unless parking for the site is reduced by amending the zoning or Board of Adjustment approval.

Landscaping:

The proposed CD Subarea conditions contain landscaping requirements if the site is redeveloped. The landscaping requirements are slightly reduced, but specifically guide landscaping requirements for the site.

CONSERVATION DISTRICT NO. 9
PROPOSED CONDITIONS

EXHIBIT A

M STREETS CONSERVATION DISTRICT REGULATIONS

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- (c) Nonconforming structures
- (d) Development standards for single family uses
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 - (2) Conversions or additions
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 - (4) Lot width
 - (5) Lot coverage
 - (6) Height
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 - (2) Prohibited uses.
 - (3) Accessory uses.
 - (4) Existing structure development standards.
 - (5) Development standards for new construction.
- (p) Architectural standards for remodeling the existing structure in Subarea 1.
 - (1) In general.
 - (2) Doors.
 - (3) Equipment screening.
 - (4) Façade material.
 - (5) Roofs.
 - (6) Street-facing facades.
 - (7) Story setbacks.
 - (8) Windows and panels.
- (q) Architectural standards for new construction in Subarea 1.
 - (1) In general.
 - (2) Doors.

- (3) Façade material.
- (4) Panels.
- (5) Street-facing facades.
- (6) Windows.

(e-r) Procedures

- (1) Review form application
- (2) Posting of architectural plans
- (3) Work requiring a building permit
- (4) Work not requiring a building permit
- (5) Appeals

EXHIBIT B: M Streets Conservation District Conceptual Plan and Subarea 1 appendage

EXHIBIT C: Subarea 1 Existing Conditions Site Plan

(a) Interpretations and definitions.

- (1) Unless otherwise stated, all references to articles, divisions, or sections in this ordinance are to articles, divisions, or sections in Chapter 51A.
- (2) Unless otherwise stated, the definitions in Chapter 51A apply to this ordinance. In this ordinance:
 - (A) ARCHITECTURAL DESIGN FEATURES include chimneys; roof style, slope, and overhang; materials; window style; vent style; balconies; towers; wing walls; eave overhangs; window sashes; front porches; crowns; pilasters; and other exterior architectural features.
 - (B) CIRCULAR DRIVEWAY means a non-permeable surface located in a front yard or cornerside yard, used to access off-street parking or for off-street parking, and that has two curb cuts onto the same street or perpendicular streets.
 - (C) COMPATIBLE means consistent with the architectural design features found within the district, including architectural style, scale, massing, setbacks, colors, and materials.
 - (D) CONTEMPORARY means contemporary architectural style as shown in Exhibit B.
 - (E) CORNER LOT means a lot that has frontage on two different streets.
 - (F) CORNERSIDE FACADE means a main building facade facing a side street.
 - (G) CORNERSIDE LOT LINE means the lot line on a side street.
 - (H) CORNERSIDE YARD means a side yard that abuts a street. A NON-CORNERSIDE YARD means a side yard that is not a cornerside yard.
 - (I) CRAFTSMAN means craftsman architectural style as shown in Exhibit B.

- (J) DEMOLITION means the razing of the entire building or structure.
- (K) DIRECTOR means the director of the department of development services or the director's representative.
- (L) DISTRICT means the M Streets Conservation District.
- (M) FENCE means a structure or hedgerow that provides a physical barrier.
- (N) FRONT FACADE means the building elevation facing the front street.
- (O) FRONT STREET means Homer Street for houses with Homer Street addresses, McCommas Boulevard, Mercedes Avenue, Merrimac Avenue, Monticello Avenue, Morningside Avenue, Ridgedale Avenue, and Vanderbilt Avenue.
- (P) FRONT YARD means the portion of a lot that abuts a street and extends across the width of the lot between the street and a main building and lines parallel to and extending outward from the front facade of a main building. REQUIRED FRONT YARD means the portion of the front yard between the street and the setback line.
- (Q) HARDSCAPE means any non-plant landscape materials such as boulders, cobbles, decorative concrete, gravel, mulch, pavers, or stones.
- (R) HEIGHT means the vertical distance measured from grade to the highest point of the structure as shown in Exhibit B.
- (S) HIGH TUDOR means high tudor architectural style as shown in Exhibit B.
- (T) LARGE CANOPY TREES means those varieties of Maple, Oak, Elm, and Pecan designated as large canopy trees by the city arborist.
- (U) LINE-OF-SIGHT refers to an imaginary line extending from the viewpoint of a six-foot-tall person standing in the middle of the street to the apex of the roof of the main structure's side gable. (See Exhibit B.)
- (V) MAIN STRUCTURE means the building on a lot intended for occupancy by the main use.
- (W) MINIMAL TRADITIONAL means minimal traditional architectural style as shown in Exhibit B.
- (X) NEO-COLONIAL means neo-colonial architectural style as shown in Exhibit B.
- (Y) ONE-AND-ONE-HALF STORY STRUCTURE means a main structure in which the space within the roof structure has been converted to livable space.

- (Z) ORIGINAL HOUSE means a house constructed between 1920 and 1940 in the High Tudor style.
 - (AA) PARKWAY means that area between the sidewalk and the curb, or that area between the sidewalk and the street pavement if there is no curb.
 - (BB) RANCH means ranch architectural style as shown in Exhibit B.
 - (CC) REAR YARD means:
 - (i) on an interior lot, the portion of the lot between the side lot lines that extends across the width of the lot between a main building and lines parallel to and extending outward from the rear facade of a main building and the rear lot line; and
 - (ii) on a corner lot, the portion of the lot that extends between the interior side lot line and a line parallel to and extending outward from the rear corner of the cornerside facade, and between the rear lot line and a main building and a line parallel to and extending outward from the interior side corner of the rear facade.
 - (DD) REMODEL means improvements or repairs that change the appearance of the main structure or replace original materials of the main structure with another material.
 - (EE) RETAINING WALL means a wall used to prevent the erosion of land.
 - (FF) ROOF RIDGE means the apex of any roof structure, regardless of its style or form.
 - (GG) SIDE-STREET means Central Expressway, Glencoe Street, Greenville Avenue, Homer Street for houses with non-Homer addresses, Laneri Avenue, McMillan Avenue, and Worcola Street.
 - (HH) SIDE YARD means any portion of a lot not occupied by a main building that is not a front yard or rear yard. "Side yard" includes "cornerside yard."
 - (II) SPANISH REVIVAL means spanish revival architectural style as shown in Exhibit B.
 - (JJ) STREET FACADE means any part of a building that faces a public street.
 - (KK) TUDOR COTTAGE means tudor cottage architectural style as shown in Exhibit B.
 - (LL) WRAP-AROUND means that portion of a side facade of a main structure 25 feet behind the corner of the front facade.
- (b) Conceptual plan. The M Streets Conservation District Conceptual Plan is attached to and made a part of this ordinance as Exhibit B. In the event of a conflict between Exhibit

A, the M Streets Conservation District Regulations, and Exhibit B, the conceptual plan, Exhibit A controls.

- (c) Nonconforming structures. Section 51A-4.704(c), "Nonconforming Structures," applies, except that if the degree of nonconformity is voluntarily reduced, all rights to the previous degree of nonconformity are lost.
- (d) Development standards for single family uses. Except as otherwise provided, the development standards of the R-7.5(A) Single Family District apply.
 - (1) Use. The only use allowed is single-family.
 - (2) Conversions or additions. The number of dwelling units on a lot may not be increased.
 - (3) Lot size. Lots must have a minimum area of 7,500 square feet.
 - (4) Lot width. Lots must have a minimum width of 50 feet. Lots may not exceed 60 feet in width.
 - (5) Lot coverage. The maximum lot coverage is 45 percent.
 - (6) Height. The maximum height for all structures is 30 feet, except that no part of the main structure may exceed the line-of-sight. Height must be calculated by a licensed architect or engineer. (See Exhibit B.)
 - (7) Front yard setback for main structures. The minimum front yard setback for main structures is the average of the front yard setback of the two adjacent houses. The maximum front yard setback for main structures is the greater setback of the two adjacent houses. Setback calculations must be prepared by a licensed architect or engineer.
 - (8) Side yard setback for main structures. Except for houses located on Homer Street, the minimum side yard setback for main structures is five feet on the west side and 10 feet on the east side. For houses on Homer Street, the minimum side yard setback for main structures is five feet on the north side and 10 feet on the south side.
 - (9) Rear yard setback for main structures. The minimum rear yard setback for main structures is 20 feet.
 - (10) Stories. The front facade of main structures must have the appearance of a one- and one-half story structure as shown in Exhibit B.
 - (11) Accessory structures, garages, and carports.
 - (A) Location. Garages and carports must be located in the rear 30 percent of the lot. On corner lots, accessory structures may not be located closer to the cornerside lot line than the main structure.

- (B) Access. Garages must have at least one vehicle entrance from the street.
 - (C) Style and materials. The color, style, design, and materials of garages that are visible from the street must be compatible with the main structure.
 - (D) Roof slope. If a garage is visible from the street, the slope of the roof must match either the roof slope of the main structure or the roof slope of original garages.
 - (E) Side yard setback. There is no required side yard setback for garages, except that no part of the garage may overhang adjacent property.
 - (F) Rear yard setback for garages.
 - (i) Garages over 15 feet in height must have a minimum five-foot rear yard setback.
 - (ii) Garages 15 feet or less in height must have a three-foot rear yard setback unless the property owner can document the original footprint, in which case the garage may be built on the original footprint.
 - (iii) The minimum rear yard setback for all rear-entry garages is 20 feet.
 - (G) Existing garages. Existing garages that are not located to the rear of the main structure may be repaired or maintained, but may not be enlarged or replaced.
- (12) Roofing materials. No corrugated plastic, standing-seam metal, rolled, or tar-and-gravel roofing is allowed on the front facade, the wrap-around, or any part of a garage that is visible from a street. Copper roofing accents are allowed on dormers and eyebrows.
- (13) Fences and walls.
- (A) Fences are not allowed in the front yard.
 - (B) Fences and walls that can be seen from a street must be constructed of brick that matches the main structure, stone, wood, or wrought iron.
 - (C) Fences in cornerside yards must be located behind the mid-point of the main structure.
 - (D) Fences in non-cornerside yards must be located at least five feet behind the front corner of the house.
- (14) Driveways and curbing.

- (A) All houses must have a straight driveway located along the east side (south side for Homer lots) of the main structure. The driveway entry must be from the front street, except that corner lots may have a driveway entry from the side street.
 - (B) Circular driveways are prohibited. Lots may only have one driveway entry, except that additional access is allowed from the alley.
 - (C) All driveways and curbing located in a front yard or cornerside yard must be constructed of brushed concrete.
 - (D) The driveway entry must be between eight and ten feet wide. On corner lots, a driveway on the side street may be 24 feet wide if it is located behind the rearmost corner of the main structure or provides access to a garage.
 - (E) Existing driveways on cornerside lot lines may be removed if the entire driveway is removed, the curb and parkway is restored, and the driveway is relocated.
- (15) Front yards and parkways.
- (A) No more than 30 percent of the front yard may be paved or hardscaped. The parkway may not be paved or hardscaped except for curb cuts and sidewalk extensions.
 - (B) Mailboxes, pylons, satellite dishes, and other accessory structures are not allowed in the front yard or parkway.
- (16) Retaining walls.
- (A) Existing retaining walls may be repaired and maintained.
 - (B) New retaining walls must be made of stone and may not exceed 30 inches in height as measured from the sidewalk or four inches above the yard it is retaining, whichever is less; and must match the materials and color of the main structure.
- (17) Parkway trees. Prior to final inspection on any new construction or additions over 100 square feet, at least two, two-caliper-inch large canopy trees must be planted in or adjacent to the parkway. This requirement does not apply if there are already two or more large canopy trees located in or adjacent to the parkway. A large canopy tree is considered adjacent to the parkway when the tree, fully grown, will provide a 10-foot-wide shaded area over the parkway and a portion of the street at midday. If trees are planted in the public right-of way, all applicable licensing requirements must be met.
- (18) Windows and doors.
- (A) The following applies to windows and doors on the front facade and the wrap-around:

- (i) Only transparent, stained, or leaded glass is allowed in windows and doors.
- (ii) Window height must be greater than the window width.
- (iii) All windows must fit the wall opening. Infill surrounding the window is not allowed.
- (iv) Metal window frames must have a finish that is indistinguishable from the finish on original wood windows.
- (v) Window air conditioner units are not allowed.
- (vi) Window muntins and mullions must be expressed by a minimum of one-fourth inch. Window assemblies must have a profile depth of at least three inches.

[Architectural requirement sections for single family uses omitted for brevity.]

(o) Development standards for commercial uses in Subarea 1.

(1) Uses.

(A) Agricultural uses.

-- None

(B) Commercial and business service uses.

-- Catering service. (No on-premise consumption of food or beverage.)

--Custom business services.

(C) Industrial uses.

--None

(D) Institutional and community service uses.

--None

(E) Lodging uses.

--None

(F) Miscellaneous uses.

--None

(G) Office uses. (No office use may exceed 2,400 square feet combined.)

--Office.

--Medical clinic or ambulatory surgical center

(H) Recreation uses.

-- None

(I) Residential uses.
 --None

 (J) Retail and personal service uses.
 --Dry cleaning or laundry store.
 --Furniture store.
 --General merchandise or food store 3,500 square feet or less.
 --General merchandise or food store greater than 3,500 square feet
 --Liquor store.
 --Nursery, garden shop, or plant sales. [Limited to inside a building only
with accessory outside display.]
 --Personal service uses.
 --Temporary retail use.

 (K) Transportation uses.
 --Transit passenger shelter.

Staff recommendation:

<u> (L) Utility and public service uses.</u> <u> -- Local utilities.</u>

Applicant request:

<u> (L) Utility and public service uses.</u> <u> -- None.</u>
--

 (M) Wholesale, distribution, and storage uses.
 --None

 (2) Prohibited uses.

 (A) Drive-in and drive through lanes, windows, or services are prohibited.

 (B) Rooftop occupancy is prohibited.

 (C) Bar, restaurant, tavern, dance hall

 (D) Gasoline or fuel sales

Applicant request:

<u> (E) Any use past 10:00 p.m. or prior to 7:00 a.m. Monday through Sunday</u>
--

<u>Note: Staff does not support a time restraint on businesses in this location.</u>
--

 (F) Use of the available parking as part of a Remote Parking Agreement for another property.

 (3) Accessory uses. As a general rule, an accessory use is permitted in any district in which the main use is permitted. Some specific types of accessory uses, however, due to

their unique nature, are subject to additional regulations in Section 51A-4.217. For more information regarding accessory uses, consult Section 51A-4.217.

(4) Existing structure development standards.

(A) Yard, lot, and space regulations.

(i) The existing structure must comply with the dimensional conditions shown on the site plan attached in Exhibit C. The existing structure is a conforming structure, but may not be enlarged except:

(aa) awnings may encroach up to five feet from the Greenville Avenue-facing façade shown in Exhibit C.

Staff recommendation:

(bb) the building height may be raised to improve the architectural compatibility of the structure.

Applicant request:

(bb) the building height may not be raised other than to improve the architectural compatibility of the structure. This may only be decorative in nature and may not add usable or functional square footage to the existing building. The maximum additional height allowed is 5 feet and may be fully added on the east façade only. Any additional height on the north and south façades may only be in the first 25% of the structure measuring from east to west in order to create an architectural wraparound element to the east facade. No additional height may be added on the west façade.

(ii) Enlargement of the structure's awnings or height must comply with the architectural requirement for remodeling in this subarea for awnings, equipment screening, height, and roofs.

(B) For all other regulations, treat as a CR Community Retail District.

(C) Off-street parking and loading. Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use.

(5) Development standards for new construction.

(A) Yard, lot, and space regulations.

(i) Front yard.

(aa) Greenville Avenue. Minimum front yard is five feet. Maximum front yard is 15 feet. The minimum frontage requirement between the minimum and maximum front yard is a minimum of 70 percent of the lot length.

Staff recommendation:

(bb) Vanderbilt Avenue. Minimum front yard is five feet.

Applicant request:

(bb) Vanderbilt Avenue. Minimum front yard must be no less than the front yard setback of the adjacent property located at 5640 Vanderbilt Avenue.

(cc) Encroachments. Awnings may encroach up to five feet into the required front yard.

(ii) Interior side yard. Minimum interior side yard is 15 feet.

(iii) Alley side yard. No minimum side yard along the alley is required.

(iv) Lot coverage. Maximum lot coverage is 60 percent.

Staff recommendation:

(v) Height. Minimum height is 14 feet of floor-to-floor story dimension for the first floor. Maximum height is 30 feet.

Applicant request:

(v) Height. Minimum height is 14 feet of floor-to-floor story dimension for the first floor. Maximum height is 20 feet.

(vi) Stories. Maximum number of stories is one and one-half.

(vii) Lot size. No minimum lot size.

(viii) Floor area ratio. Maximum FAR is 1.

Staff recommendation:

(B) Off-street parking and loading. Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use.

Applicant request:

(B) Off-street parking and loading. Consult the use regulations contained in Division 51A-4.200 for the specific off-street parking/loading requirements for each use. However, no ingress/egress for off-street parking/loading shall be allowed from Vanderbilt Avenue and any existing off-street parking ingress/egress from Vanderbilt Avenue shall be discontinued at the time of any remodeling or reconstruction of the existing structure, or at the time of new construction within the subarea.

(C) Environmental performance standards. See Article VI.

(D) Landscaping.

(i) In general. Except as provided, landscaping must be provided in accordance with Article X.

(ii) Site trees. Site trees must be provided within the interior side yard landscape buffer and within the Vanderbilt Avenue required front yard. All trees provided must

be large canopy trees or a species bearing crown foliage no lower than six feet above grade and grows over 30 feet in height.

Staff recommendation:

(iii) Interior side yard and Vanderbilt Avenue landscape buffer. A minimum of 5 feet of landscape buffer is required. The buffer plant materials in the interior side yard must be provided in accordance with 51A-10.125(b)(7)(B) at a density of one group per 40 linear feet.

Applicant request:

(iii) Interior side yard and Vanderbilt Avenue landscape buffer. A minimum of 10 feet of landscape buffer is required. The buffer plant materials in the interior side yard must be provided in accordance with 51A-10.125(b)(7)(B) at a density of one group per 40 linear feet.

Staff recommendation:

(iv) Perimeter landscape buffer strip. No perimeter landscape buffer strip is required.

Applicant request:

(iv) Perimeter landscape buffer strip. Must be provided along the entire length of the portion of the perimeter of the lot where a residential adjacency exists and at least 10 feet wide. Must contain buffer plant materials as defined in Sec. 51A-10.125(b)(7). A screening fence is not required along Vanderbilt Avenue.

(v) Parking lot trees. Trees within the interior side yard landscape buffer may satisfy the parking lot tree requirement.

(vi) Design standards. The following are mandatory design standards.

(aa) Greenville Avenue façade planting area. Foundation planting area or planters (containers for plants) containing a mixture of small shrubs or seasonal plantings and large shrubs or small trees must be provided, or a combination of foundation planting area and planters. If small trees are provided, the minimum planting area must be recommended for small trees. Foundation planting areas must be a minimum of three feet in width and extend for 50 percent of the length of the foundation that faces Greenville Avenue. The large shrubs or small trees must be provided at one plant per every six feet of foundation planting length. If planters are used alone or in combination with foundation planting areas, the density of required large shrubs or small trees must be maintained.

(i) Enhanced pedestrian walkways. Enhanced pedestrian walkways must be provided along both street frontages and across driveways.

(vii) All plant materials must be maintained in a healthy, growing condition.

(E) Screening and visibility obstruction.

(i) A solid screening fence must be provided on the western property line, exclusive of the area for visibility triangles, no less than eight feet in height. The solid screening fence must be wood or brick.

(ii) Except as provided in this section, the visual obstruction regulations in Section 51A-4.602(d) apply.

(iii) In this subarea, the visibility triangle is the portion of a corner lot within a triangular area formed by connecting together the point of intersection of adjacent street curb lines (or, if there are no street curbs, what would be the street curb lines) and points on each of the street curb lines 30 feet from the intersection.

(F) Signs.

(i) Except as provided, the provisions for non-business zoning districts apply.

(ii) Except for A-frame signs and movement control signs for parking, detached signs are prohibited. The existing detached pole sign is considered a nonconforming sign and may not be expanded, relocated, or enlarged.

(iii) A-frame signs. The following regulations apply for new construction only. A-frame signs are prohibited with the existing structure.

(aa) Only one A-frame sign is permitted for each business use.

(bb) A-frame signs may identify a business use.

(cc) The maximum size of an A-frame sign is 32 inches wide and 36 inches tall.

(dd) An A-frame sign may only be displayed when the business it identifies is open.

(ee) A-frame signs may be located on the sidewalk if a minimum of four feet of unobstructed sidewalk area is provided, and all necessary licenses and permits have been obtained.

(ff) A-frame signs may not be located within 25 feet of an intersection or within a visibility triangle.

(p) Architectural standards for remodeling the existing structure in Subarea 1.

(1) In general. Remodeling of the existing structure in Subarea 1 must be in accordance with this section.

(2) Doors. Each front door must be composed of wood or other material deemed appropriate and have at least one large full-view window. Primary customer entrances must face Greenville Avenue or be corner-facing. Automatic sliding doors are prohibited.

(3) Equipment screening. All rooftop mechanical equipment must be screened with a parapet in order to not be visible from the street.

(4) Façade material. All structures must have brick facades on all sides. Decorative accent materials are limited to cast stone and tile and may not exceed 5% of the façade area per building face.

(5) Roofs. All roofs must be flat or hidden by parapets. A minimum three-foot tall parapet is required.

(6) Street-facing facades.

(A) Greenville Avenue-facing facades and the wrap-around façade must be visually divided into a main facade and top. The main facade is the façade and fenestration (window and door) requirements of this section. The top must be distinguished from the middle by cornice treatments, stepped parapets, corbelling, textured materials, or differently colored materials.

(B) Awnings are limited to covering window and door areas only.

(7) Story setbacks. No story may be setback from another story. (The wall facing the street must be vertical.)

(8) Windows and panels.

(A) At least 50 percent of the area of the first floor facade facing Greenville Avenue must consist of window or door area. Mirrored, opaque, and translucent glasses are not permitted in any window or door opening. Windows must have a minimum internal transparency depth of three feet. No transparent windows are allowed above eight feet on the west façade facing the adjacent residential property.

(B) Paneling is not required for remodeling the existing structure.

(q) Architectural standards for new construction in Subarea 1.

(1) In general. In addition to the architectural requirements for a remodel in Subarea 1, the following architectural standards apply for new construction to model the early 20th century commercial style for non-residential structures. In the event of a conflict between (p) and (q), this section controls.

(2) Doors. In addition to the remodeling door requirements, primary customer entrances must be recessed a minimum of one foot.

(3) Façade material. All structures must have brick facades. Painted brick is prohibited.

(4) Panels. Panels less than three feet in height must be placed below all first floor windows. Panels must be made of wood, brick, tile, or other material deemed appropriate.

(5) Street-facing facades.

(A) First floor storefronts must be divided into two, three, or four bays.

(B) Greenville Avenue-facing facades and the wrap-around façade must be visually divided into a base, middle, and top. The base is the panel requirement of this section. The middle is the fenestration (window and door) requirement of this section. The top must be distinguished from the middle by cornice treatments, stepped parapets, corbelling, textured materials, or differently colored materials.

(C) Façade tops must have a decorative cornice along the top of the façade of each bay.

(D) Each bay must be distinguished by decorative finials or an architecturally detailed stepped parapet.

(E) Signage, lighting, and awnings should be integrated into the storefront design.

(6) Windows.

(A) At least 60 percent of the area of the first floor facade facing Greenville Avenue must consist of window or door area.

(B) Transom windows must be above all first floor windows and doors.

(C) Mirrored, opaque, and translucent glasses are not permitted in any window or door opening. First floor windows must have a minimum internal transparency depth of three feet. No transparent window are allowed above eight feet on the west façade facing the adjacent residential property.

(D) Window frames must be wood or appropriately colored aluminum or vinyl clad.

(e r) Procedures.

(1) Review form applications. A review form application must be submitted to the Director for any work covered by the standards contained in this ordinance.

(2) Posting of architectural plans.

(A) Upon filing a review form application for new construction, the applicant must post a laminated minimum 11-inch-by-17-inch sign in the front yard with the following information, and provide a copy of the sign to the neighborhood association(s) for the area where the property is located.

(i) A scaled color rendering of the front facade of the completed new construction or remodeling and the two adjacent houses, indicating the dimensions of all structures.

- (ii) A scaled site plan showing the front yards, driveways, and footprints of the completed new construction or remodeling and the two adjacent structures. The site plan must be sealed by a licensed architect or engineer.

(3) Work requiring a building permit.

- (A) Upon receipt of a review form application for work requiring a building permit, the building official shall refer the review form application to the Director to determine whether the new construction or remodeling meets the standards of this ordinance. The review of the review form application by the Director must be completed within 30 days after submission of a complete review form application.
- (B) If the Director determines that the new construction or remodeling complies with the standards of this ordinance, the Director shall approve the review form application, and forward it to the building official, who shall issue the building permit if all requirements of the construction codes and other applicable ordinances have been met.
- (C) If the Director determines that the new construction or remodeling does not comply with the standards of this ordinance, the Director shall state in writing the specific requirements to be met before issuance of a building permit, deny the review form application, and forward it to the building official, who shall deny the building permit. The Director shall give written notice to the applicant stating the reasons for denial of the review form application. Notice is given by depositing the notice properly addressed and postage paid in the United States mail. The notice to the applicant must be sent to the address shown on the review form application.

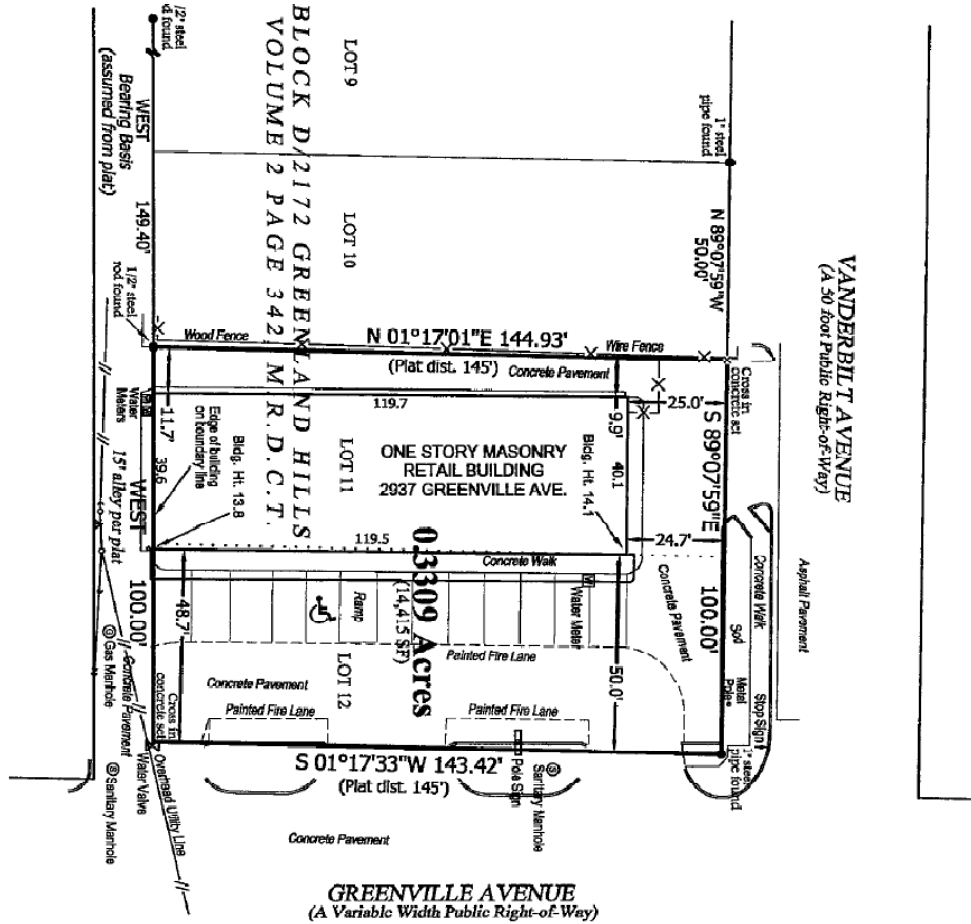
(4) Work not requiring a building permit.

- (A) For work not requiring a building permit, the applicant must submit a review form application. The Director shall determine whether the proposed new construction or remodeling meets the standards of this ordinance. The review of the review form application by the Director must be completed within 10 days after submission of the review form application.
- (B) If the Director determines that the new construction or remodeling complies with the standards of this ordinance, the Director shall approve the review form application and give written notice to the applicant.
- (C) If the Director determines that the new construction or remodeling does not comply with the standards of this ordinance, the Director shall state in writing the specific requirements to be met before an approval can be granted. The Director shall give written notice to the applicant stating the reasons for denial. Notice is given by depositing the notice properly addressed and postage paid in the United States mail. Notice to the applicant must be sent to the address shown on the review form application.

(5) Appeals.

- (A) An applicant may appeal any decision made by the Director to the board of adjustment. See Section 51A-4.703, "Board of Adjustment Hearing Procedures," as amended.
- (B) In considering the appeal, the sole issue before the board of adjustment is whether the Director erred in the decision. The board of adjustment shall consider the same standards that were required to be considered by the Director.
- (C) Appeal to the board of adjustment is the final administrative remedy.

EXHIBIT C- EXISTING CONDITIONS SITE PLAN



A Land Title Survey of
 Lots 11 and 12, Block D/2172,
GREENLAND HILLS
 An addition to the City of Dallas, Dallas County, Texas

MILLER SURVEYING
 EST. 1985

NORTH

PROPOSED CD NO 9 CONCEPTUAL PLAN AMENDMENT

10.0 Conceptual plan appendage for the creation of Subarea 1

BACKGROUND:

The creation of Conservation District No. 9, M-Streets / Greenland Hills, included over 900 single family homes and two non-residential properties. One property is mentioned in the original conceptual plan as an office in a converted single family structure but does not receive any special treatment in the use, development standards or architectural requirements of CD No. 9. The other property is not mentioned within the conceptual plan or regulating ordinance. That property consists of Lots 11 and 12 of Block D/2172 and has been occupied with a liquor store use in part or all of the 4,800 square foot structure since 1966.

Review of some historical aerial photographs available online¹ showed the property within Subarea 1 was developed as two single family lots, containing single family structures in 1930 and again visible in 1956. In 1956, commercial development existed to the south and southeast along Greenville Avenue. According to available building permit records, the property was redeveloped for commercial uses in 1966.

On October 17, 2012, the property owner filed an application to change the zoning of this property in order to make the land use and structure conforming. Staff supported the amendment to CD No. 9 because of the opportunity to enhance the architectural style and improve upon the building siting in the event of remodeling or redevelopment.

PURPOSE FOR SUBAREA 1 REGULATIONS:

The development of the property was typical for building siting in 1966 where the building is set back away from the street with off-street parking between the building and the street. The commonality of the automobile made it desirable to have parking as



the prominent feature of a development, in addition to the City having minimum parking requirements. This development pattern is unique in this commercial node along Greenville Avenue. Even new construction of a bank in 2006 at the southern end of the commercial node placed the building closer to the street than the parking.

Z123-114(JH)

Remodeling conditions are drafted to be a reasonable improvement in the building's façade and maintain some favorable characteristics of the existing building.

- Flat roof or hidden by parapet
- Brick façade with limited accent materials
- No automatic sliding doors
- Awnings are limited to cover entryways and windows
- Minimum 50% of Greenville Avenue-facing façade be window or door area



The Greenville-Avenue facing facades of Café Brazil and Stan's Blue Note to the southeast of the property are ideal representations of remodeling regulations. Many of the older buildings in Deep Ellum fit the remodeling regulations as well.

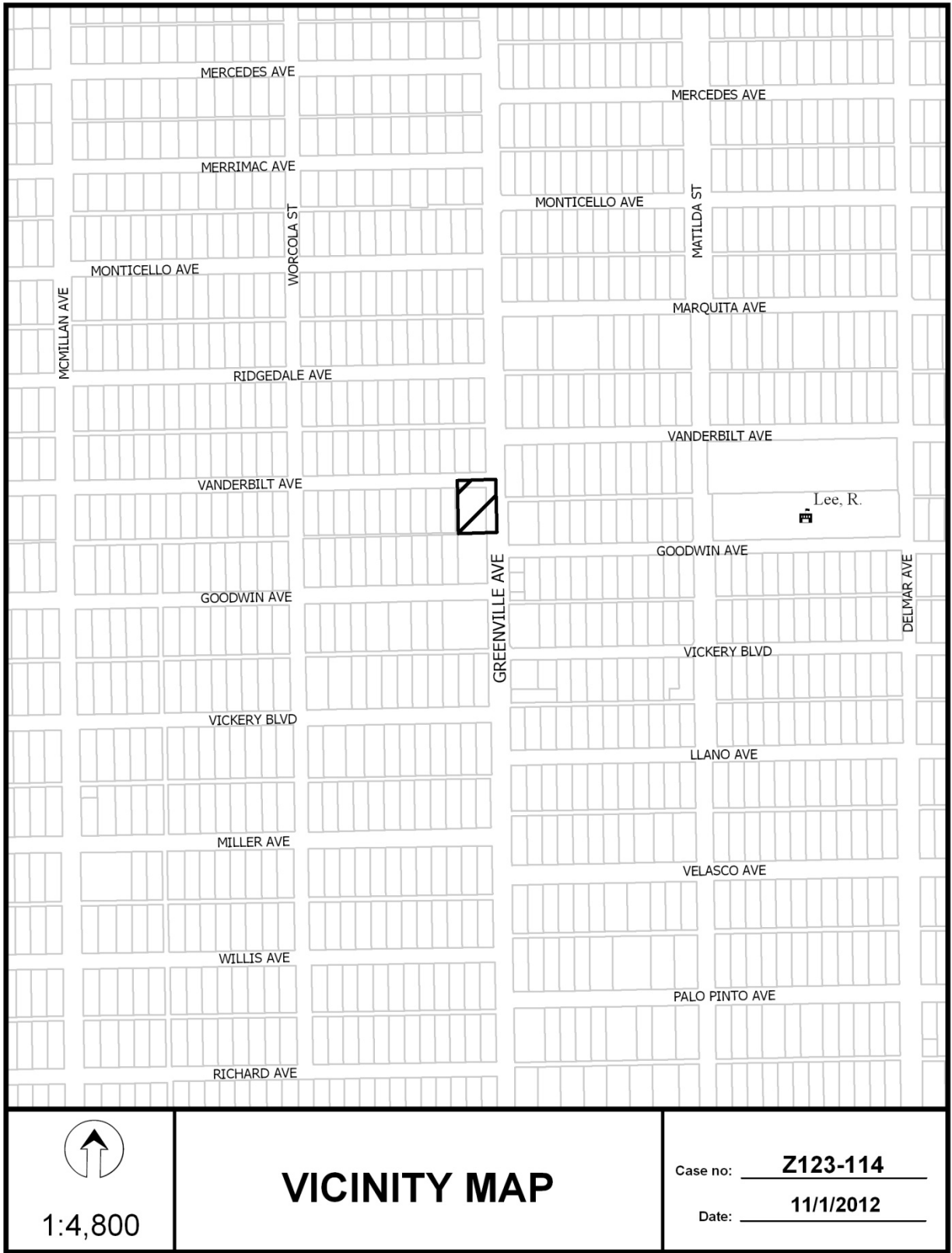
The redevelopment regulations for Subarea 1 are intended to allow the property to become a compatible commercial development, matching the architectural detail and siting as other properties in the commercial node as well as the single family neighborhood. By bringing the building up to the street, redevelopment will be pedestrian-friendly and walkable. Increased architectural detail will enhance the sense of place while maintaining the scale and character of the area.

- Recessed customer entrances
- Painted brick is prohibited
- Paneling required under windows
- Building must contain two to four bays
- Greenville Avenue-facing façade and wrap around to have base, middle, and top with decorative cornices on each bay
- Minimum 60% windows or doors on Greenville Avenue-facing façade

Guidance on the Early 20th Century Commercial style include Terillii's (both before and after reconstruction from fire damage in 2009) and retail buildings found along Davis Street in Oak Cliff and Haskell Avenue near Baylor Hospital.



¹ <http://digitalcollections.smu.edu/all/cul/dmp/> and <http://www.historicaerials.com/> visited as recently as December 31, 2012.

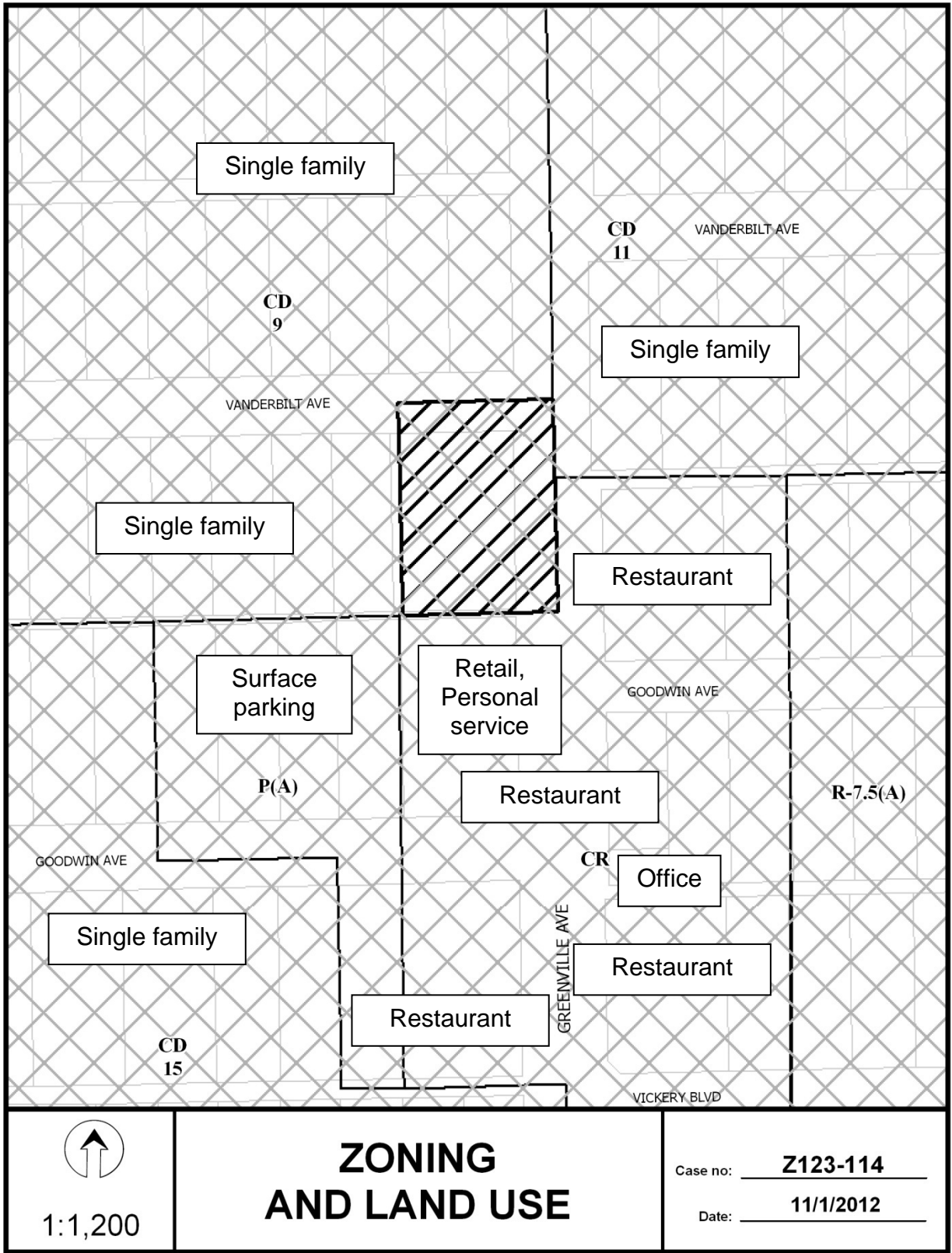


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VICINITY MAP

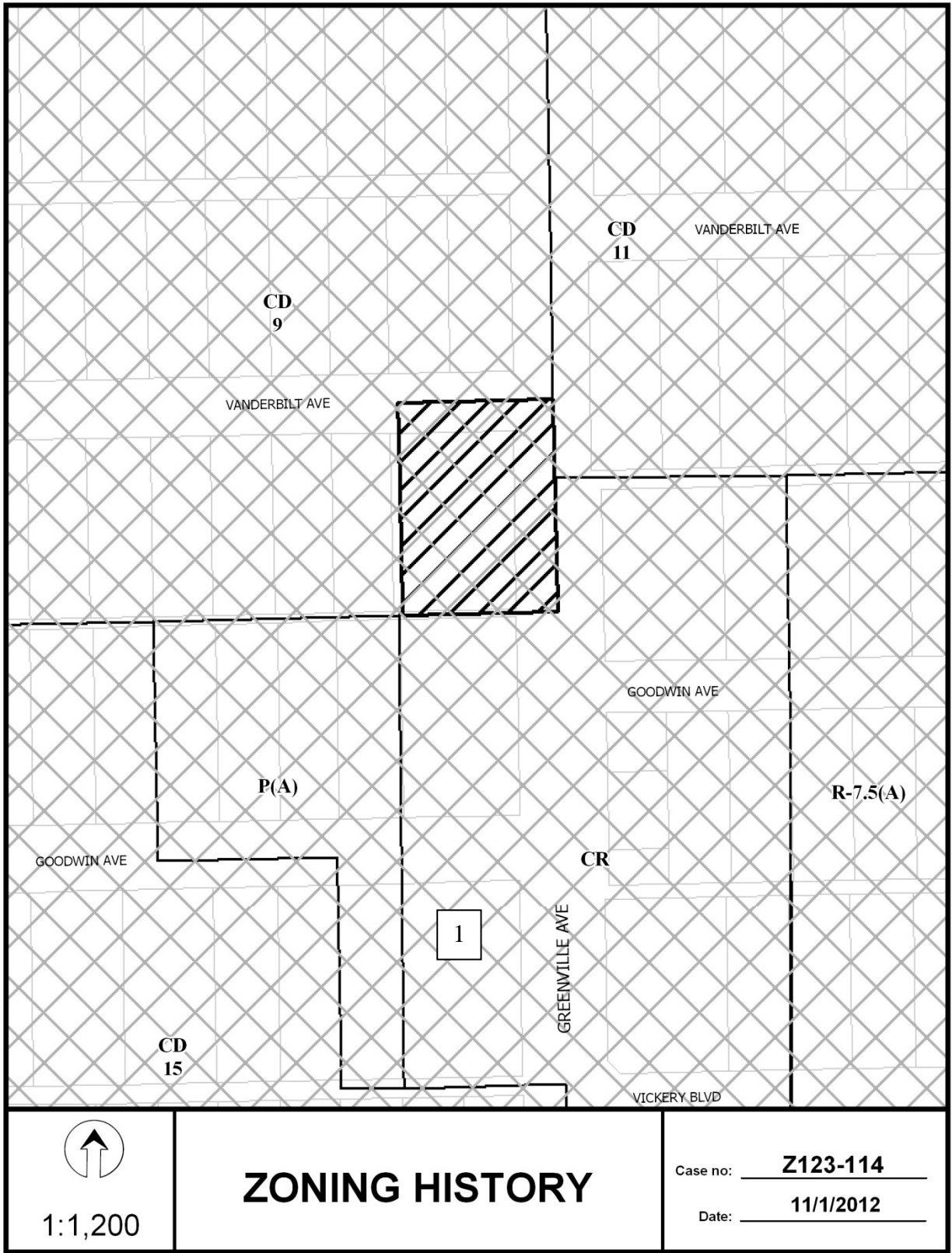
Case no: Z123-114

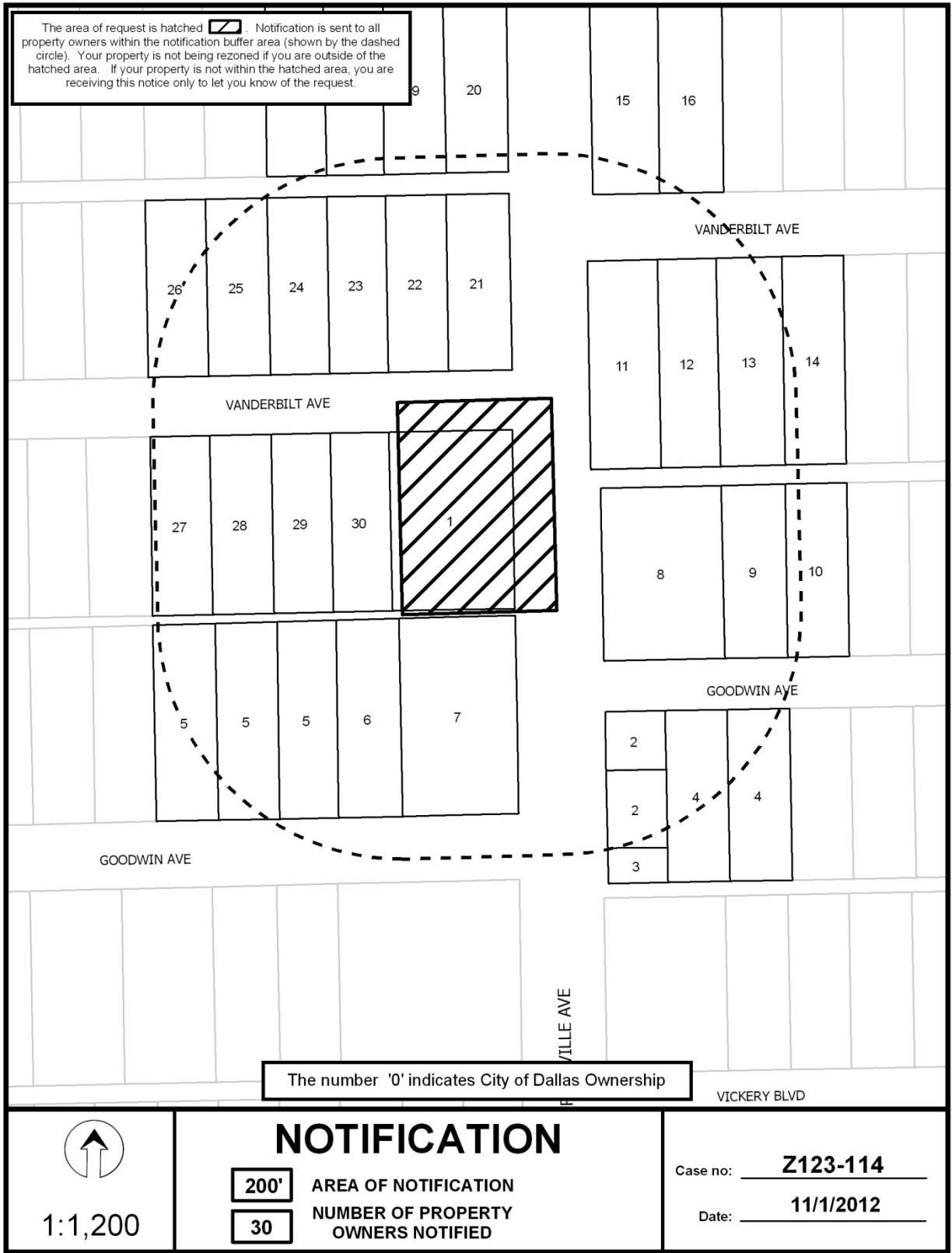
Date: 11/1/2012



ZONING AND LAND USE

Case no: Z123-114
Date: 11/1/2012





10/31/2012

Notification List of Property Owners

Z123-114

30 Property Owners Notified

Label #	Address	Owner
1	2937 GREENVILLE AVE	ROPPOLO THOMAS J ET AL % GOODY GOODY LIQ
2	2820 GREENVILLE AVE	RUBIN MARTIN J
3	2810 GREENVILLE AVE	GRAPE BLDG JT VTR % KATHLEEN MCDANIEL
4	5706 GOODWIN AVE	2900 GREENVILLE TRUST % MADISON PACIFIC
5	5627 GOODWIN AVE	GREENVILLE LANDMARK VENT LTD
6	5639 GOODWIN AVE	REISBERG FRED
7	2901 GREENVILLE AVE	REISBERG FRED INV LTD
8	2900 GREENVILLE AVE	MADISON PACIFIC DEVELOPMENT CO #300
9	5711 GOODWIN AVE	CASS DON TRUSTEE
10	5715 GOODWIN AVE	RESENDIZ CONSTANTINO I & ANA M
11	5702 VANDERBILT AVE	MCPHERSON DAVID W
12	5706 VANDERBILT AVE	BARDOFF RALPH D
13	5710 VANDERBILT AVE	RICCO JIMMY J
14	5714 VANDERBILT AVE	HILL MATTHEW F
15	5703 VANDERBILT AVE	COBB KRISTY S
16	5707 VANDERBILT AVE	OROZCO RICHARD & RUFINA
17	5634 RIDGEDALE AVE	LEVENE STEPHEN
18	5640 RIDGEDALE AVE	BARNETT JAMES C
19	5642 RIDGEDALE AVE	LOPEZ VIRGINIA RAMIREZ
20	5644 RIDGEDALE AVE	SCHUCK CORD BRITTON
21	5647 VANDERBILT AVE	SU STUART
22	5643 VANDERBILT AVE	CHERRY GLAYDS H
23	5639 VANDERBILT AVE	PUMPHREY PENNY
24	5635 VANDERBILT AVE	GREEN BARBARA J
25	5631 VANDERBILT AVE	RAMIREZ CHRISTOPHER M &
26	5627 VANDERBILT AVE	BROOKS BRAD
27	5626 VANDERBILT AVE	STANISZEWSKI STEPHEN & SARA
28	5630 VANDERBILT AVE	SIEGEL ANDREW
29	5634 VANDERBILT AVE	ADAMS CLINT
30	5640 VANDERBILT AVE	STEWART WILLIAM JOHN

FILE NUMBER: Z123-154(MW)

DATE FILED: December 14, 2012

LOCATION: South side of West Illinois Avenue, west of Knoxville Street

COUNCIL DISTRICT: 1

MAPSCO: 52-U

SIZE OF REQUEST: ±6.8839 acres

CENSUS TRACT: 108.01

APPLICANT: Los Barrios Unidos Community Clinic, Inc.

REPRESENTATIVE: Tailim Song Law Firm

OWNER: Templo de Alabanza, Inc.

REQUEST: An application for a CR Community Retail District on property zoned an R-7.5(A) Single Family District.

SUMMARY: The applicant proposes to develop the request site with a ±20,000 square foot building comprised of office and medical clinic uses.

STAFF RECOMMENDATION: Denial

BACKGROUND INFORMATION:

- With the exception of a ±888-square foot single family home, the ±6.8839-acre request site is undeveloped.
- The request site is surrounded by a community college to the north; a church to the east; single family residential to the south and undeveloped land and multifamily residential the west.

Zoning History:

There have been no recent zoning requests within the vicinity of the request site.

Thoroughfares/Streets:

Thoroughfares/Streets	Type	Existing ROW
Illinois Avenue	Principal Arterial	80 feet; 100 feet

Land Use:

	Zoning	Land Use
Site	R-7.5(A)	Undeveloped; vacant single family
North	R-7.5(A) with SUP 472	Community college
East	R-7.5(A)	Church
South	PDD No. 420	Single family
West	MF-2(A) with deed restrictions	Multifamily; undeveloped

STAFF ANALYSIS:

Comprehensive Plan:

According to the **forwardDallas! Vision Illustration**, adopted June 2006, the subject site is identified as being within an *Urban Neighborhood Building Block* on the **forwardDallas! Vision Illustration**, adopted June 2006. Urban Neighborhoods, including Oak Lawn, the Grand Avenue area in South Dallas, the area near Jefferson Boulevard and the Vickery Meadow area, are predominately residential but are distinguished from other neighborhoods by the wide variety of housing options they provide and easy access to public transit. Housing choices should include single-family detached dwellings, townhomes and low- to midrise condominiums or apartments. These neighborhoods will have concentrations of shops and offices along key corridors or at key intersections, providing important services and job opportunities within walking

distance of residences. These areas may have mixed-use buildings with ground floor shops. Areas currently developed with single-family or duplex uses should generally be maintained unless redevelopment is addressed through an Area Planning process. Urban Neighborhood streets will be very pedestrian friendly, providing excellent connectivity to shopping, schools and other community services. Emphasis should be placed on slowing traffic through use of on-street parking and other similar traffic calming measures. Public investments in these areas will focus on parks, pathways, transit stops, pedestrian-oriented landscaping and road improvements.

The applicant's request is not consistent with the following goals and policies of the comprehensive plan.

HOUSING

GOAL 3.1 Ensure a sustainable and efficient long-range housing supply

Policy 3.1.3 Encourage stabilization of existing neighborhoods.

URBAN DESIGN

GOAL 5.2 Strengthen community and neighborhood identity

Policy 5.2.1 Maintain neighborhood scale and character.

NEIGHBORHOOD ELEMENT

Goal 7.1 Promote vibrant and viable neighborhoods.

Policy 7.1.2 Promote neighborhood development compatibility.

Land Use Compatibility:

With the exception of a ±888-square foot single family home, the ±6.8839-acre request site is undeveloped. The applicant proposes to develop the request site with a ±20,000 square foot building comprised of office and medical clinic uses.

The request site is surrounded by a community college to the north; a church to the east; single family residential to the south and undeveloped land and multifamily residential the west.

The request site is located within a predominately residential area; however, undeveloped land zoned a CR Community Retail District exists to the west of the request site. Therefore, staff does not believe further encroachment into the residential district is necessary and does not support this request.

Development Standards:

District	Setbacks		Density FAR	Height	Lot Coverage	Special Standards	Primary Uses
	Front	Side/Rear					
Existing: R-7.5(A)	25'	5'	1 Dwelling Unit/ 7,500 sq. ft.	30'	45%	N/A	Single family
Proposed: CR	15'	20' adjacent to residential OTHER: No Min.	0.75 FAR overall 0.5 office	54' 4 stories	60%	Proximity Slope Visual Intrusion	Retail & personal service, office

Traffic:

The Engineering Section of the Building Inspection Division of the Department of Sustainable Construction and Development has reviewed the requested amendment and determined that it will not significantly impact the surrounding roadway system.

Parking:

While the applicant proposes to develop the request site with a ±20,000 square foot building comprised of office and medical clinic uses, specific information has not been provided. However, pursuant to the Dallas Development Code, the required off-street parking for an office use is one (1) space per 333 square feet of floor area. The required off-street parking for a medical clinic is one (1) space per 200 square feet of floor area.

Landscaping:

Landscaping must be provided in accordance to Article X of the Dallas Development Code.

Partners/Principals/Officers:

List of Principles/Partners/Officers

**Los Barrios Unidos Community Clinic, Inc.
A 501(c)(3) organization**

Volunteer Board of Directors	
Mr. Nicholas Renna	President, Board of Directors
Mrs. Josephine Torres	Vice President, Board of Directors
Mrs. Margaret Hinguanzo-Daugherty	Treasurer, Board of Directors
Mrs. Gloria Ortega	Secretary, Board of Directors
Dr. Barbara Baxter	Member, Board of Directors
Ms. Vickie Cedillo	Member, Board of Directors
Ms. Elizabeth Lopez	Member, Board of Directors
Steve Salazar	Member, Board of Directors
Larry Taylor	Member, Board of Directors
Mrs. Magdalena Wolters-Williams	Member, Board of Directors
Mrs. Sofia Garcia	Member, Board of Directors

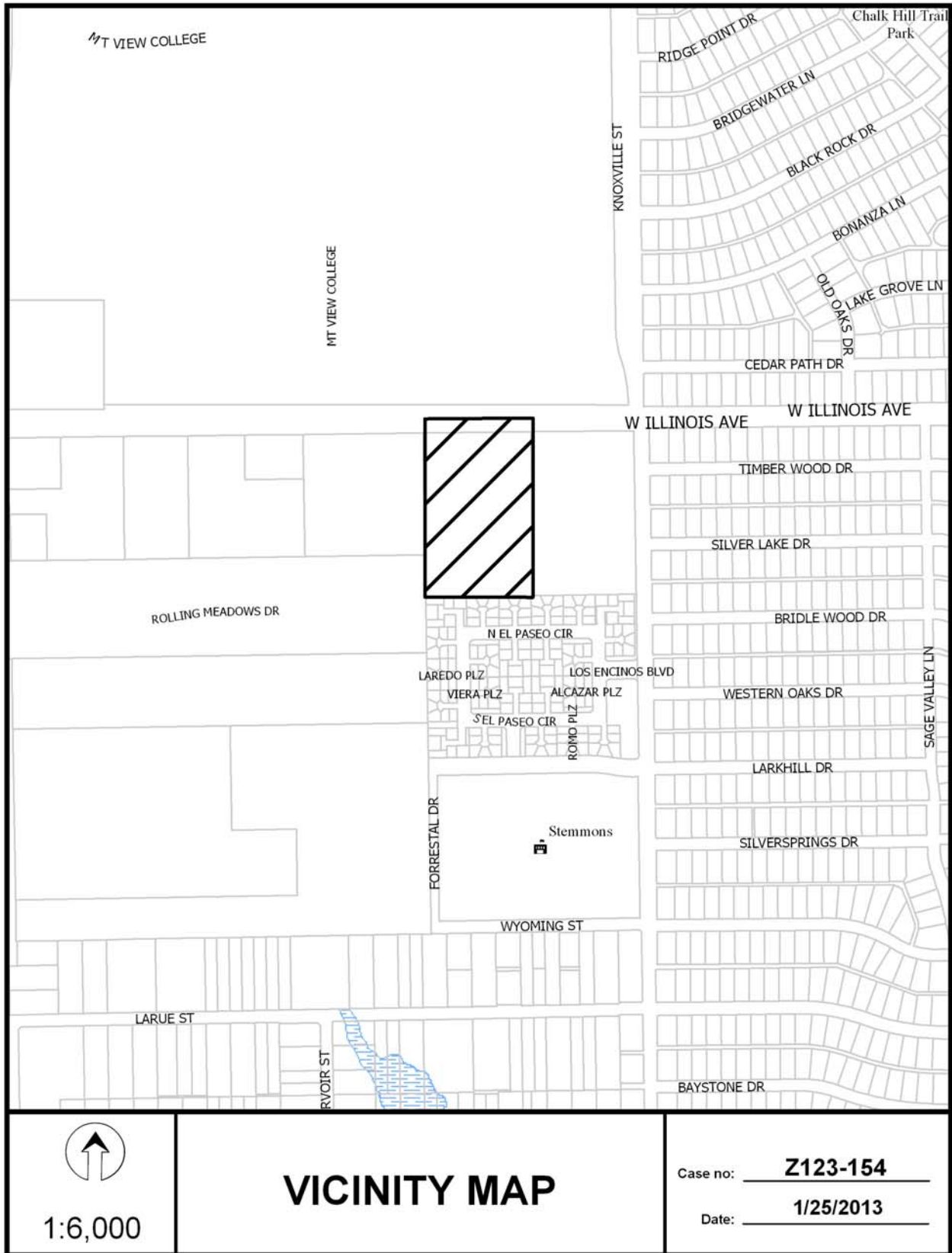
Executive staff	
Leonor Márquez	Chief Executive Officer
Herlinda Bonilla	Chief Financial Officer
Michael McMahan	Chief Operations Officer
Susan Briner, M.D.	Chief Medical Officer

Templo de Alabanza

Board of Directors	
Mr. Vincent Avalos	Board of Directors
Mrs. Marie Newhouse	Board of Directors
Mr. Brian Sandoval	Board of Directors

Executive staff	
Mr. David Sandoval	President
Mrs. Elizabeth Buentello	Secretary

Z123-154

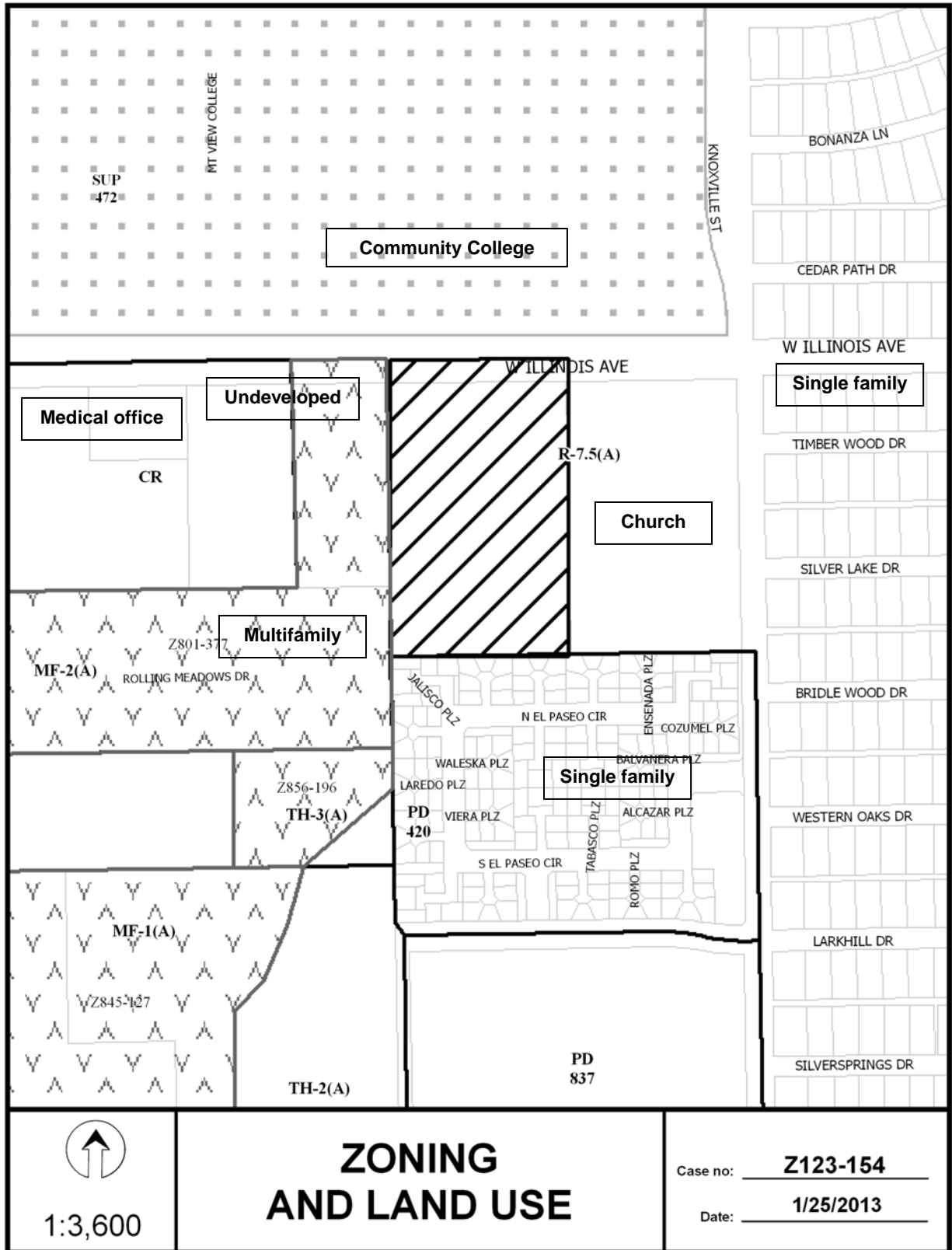


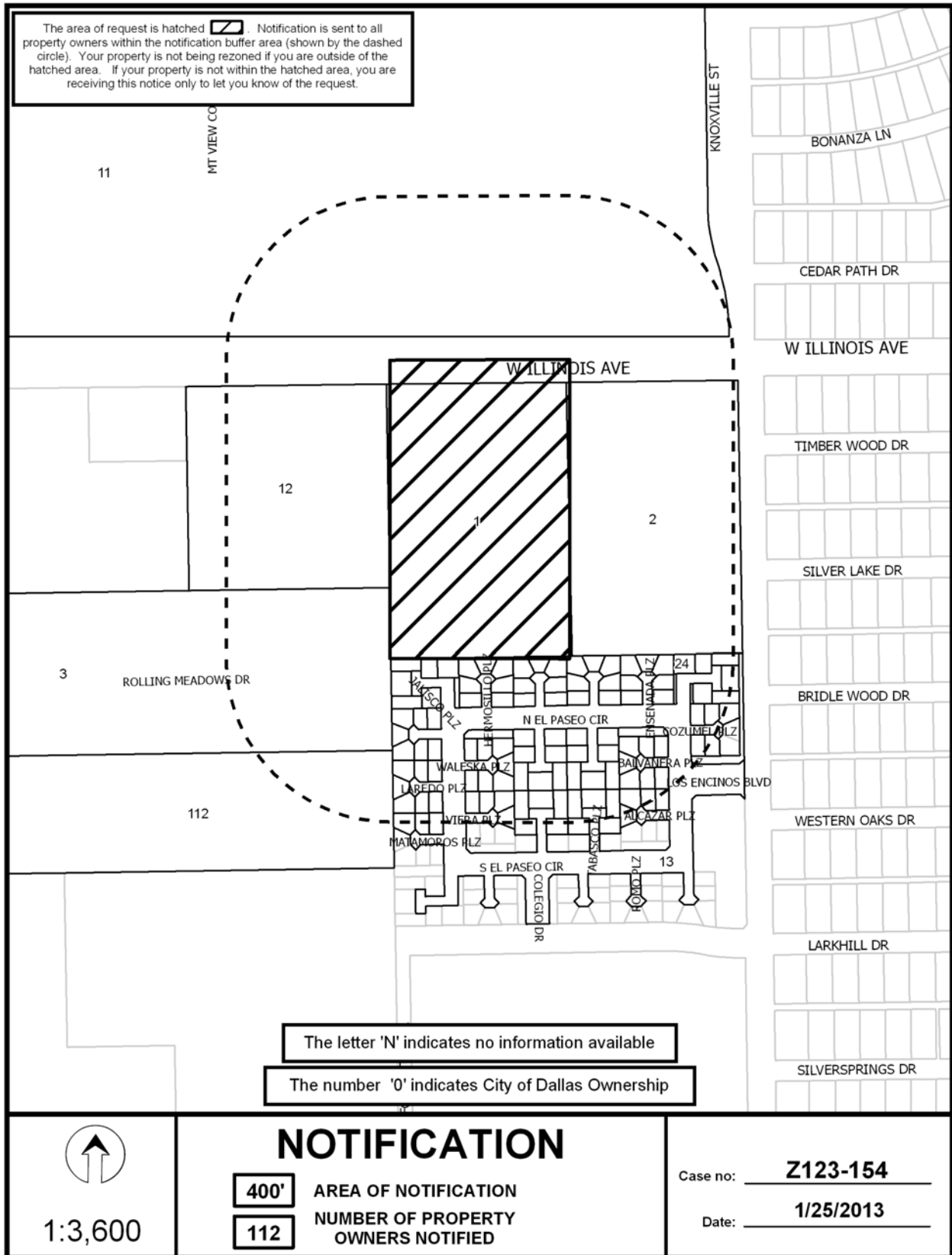
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VICINITY MAP

Case no: **Z123-154**

Date: **1/25/2013**





1/24/2013

Notification List of Property Owners***Z123-154******112 Property Owners Notified***

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
1	4732 ILLINOIS AVE	TEMPLO DE ALABANZA INC
2	4710 ILLINOIS AVE	TEMPLO DE ALABANZA
3	2500 DUNCANVILLE RD	4909 ROLLING MEADOWS LP
4	405 FLORENCIA PLAZA	CADE SHANDREA
5	506 GUAYMAS PLAZA	ACOSTA EDGAR
6	508 GUAYMAS PLAZA	ARROYO MIGUEL A & IRMA G
7	505 GUAYMAS PLAZA	HORNBECK OTIS J
8	606 HERMOSILLO PLAZA	MBOGO JAMES
9	608 HERMOSILLO PLAZA	TRAYLOROBY DONNA
10	605 HERMOSILLO PLAZA	FERNANDEZ MARIA DEL ROCIO AMADOR
SAMUEL		
11	4849 ILLINOIS AVE	DALLAS COUNTY COMMUNITY COLLEGE
DISTRICT		
12	4800 ILLINOIS AVE	3 ORTEGAS & SB LLC STE 430
13	4700 LOS ENCINOS BLVD	LOS ENCINOS HOMEOWNERS ASSOCIATION INC
14	102 COZUMEL PLAZA	NATIONWIDE HOUSE BUYERS LLC
15	104 COZUMEL PLAZA	NEELY RICHARD J III
16	105 COZUMEL PLAZA	HILL CHRISTOPHER
17	103 COZUMEL PLAZA	HM EXECUTIVE HOMES INC
18	101 COZUMEL PLAZA	LUCILA EDITA
19	206 DELICIAS PLAZA	SANCHEZ MILTON & HERNAN SANCHEZ
20	210 DELICIAS PLAZA	CORTEZ GABRIELA
21	214 DELICIAS PLAZA	SIRIVITHAYAPAKORN KOBCHA
22	215 DELICIAS PLAZA	WELLS OLIVER C & ELEANORS J WELLS
23	209 DELICIAS PLAZA	BONILLA JOSE A &
24	205 DELICIAS PLAZA	JONES LOREE
25	302 ENSENADA PLAZA	GARZA CYNTHIA A
26	304 ENSENADA PLAZA	ZURITA DAVID

1/24/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	306	ENSENADA PLAZA RAPP LANCE J
28	308	ENSENADA PLAZA BERMEA RAQUEL A
29	305	ENSENADA PLAZA CARRILLO ARTURO EST OF
30	303	ENSENADA PLAZA VIERA MARIA ELSA
31	301	ENSENADA PLAZA DAVILA ILIANA
32	402	FLORENCIA PLAZA POOLE CATHERINE & KEITH POOLE
33	404	FLORENCIA PLAZA MCQUEEN MELODY
34	406	FLORENCIA PLAZA KEATON ADDIE
35	408	FLORENCIA PLAZA JONES TOBI LASEAN
36	403	FLORENCIA PLAZA SALAICES CAROLINA
37	401	FLORENCIA PLAZA ERNESTO ROSA
38	502	GUAYMAS PLAZA GONZALEZ LAZARO
39	504	GUAYMAS PLAZA BUTTS TAMEKA
40	503	GUAYMAS PLAZA RAMIREZ ALBERTO
41	501	GUAYMAS PLAZA SIMPSON GAYLA
42	602	HERMOSILLO PLAZA HERRERA JON C & PAULA
43	604	HERMOSILLO PLAZA CASCO DAVID J
44	603	HERMOSILLO PLAZA GUTIERREZ MARIA V
45	601	HERMOSILLO PLAZA CALDERON JORGE
46	705	JALISCO PLAZA CARDIEL HERMELINDA & ANGEL
47	709	JALISCO PLAZA BECKER JOSEPH S
48	715	JALISCO PLAZA CARREON EDGARDO JAVIER
49	714	JALISCO PLAZA HUD % MICHAELSON CONNOR & BOUL INC
50	710	JALISCO PLAZA CERDA HORACIO JR & VANESSA REYES
51	706	JALISCO PLAZA VELASQUEZ MARTA
52	805	ISLA VERDE PLAZA CONN PAUL E &
53	809	ISLA VERDE PLAZA TANGUMA ROBERT
54	815	ISLA VERDE PLAZA AGUILERA GABRIELA
55	816	ISLA VERDE PLAZA ONEAL IKE & MARY
56	812	ISLA VERDE PLAZA TRAN DOANH &
57	808	ISLA VERDE PLAZA TOLIVER BEAULAH A

1/24/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	804 ISLA VERDE PLAZA	MIRANDA DFW PROPERTIES LLC
59	905 LAREDO PLAZA	TELLO JESUS JR
60	909 LAREDO PLAZA	CAMPOS MARESA
61	916 LAREDO PLAZA	CABRERA FLORENCIO&SANJUAN
62	912 LAREDO PLAZA	GREEN VINCENT
63	908 LAREDO PLAZA	JIMENEZ ALEJANDRO
64	904 LAREDO PLAZA	FLORES ABEL ELIAS & REINA M GOMEZ
65	1005 MATAMOROS PLAZA	DAVILA MARIA & SANTIAGO
66	1009 MATAMOROS PLAZA	GERALD STEVE JR & BEVELYN
67	1015 MATAMOROS PLAZA	ZELAYA MELBIN & DINA LEMUS
68	2301 BALVANERA PLAZA	NACHAMPASSAK TAB & SENG PHET
69	2303 BALVANERA PLAZA	PEARLES JUAN M
70	2305 BALVANERA PLAZA	FIELD ERICK
71	2308 BALVANERA PLAZA	MOORE MARILYN B
72	2304 BALVANERA PLAZA	DELATORRE TRINIDAD L
73	2302 BALVANERA PLAZA	SALAZAR EUSEBIO
74	1601 ALCAZAR PLAZA	DESANTIAGO UBALDO & SOCORRO
75	1603 ALCAZAR PLAZA	HOLSTON ALICE H
76	1605 ALCAZAR PLAZA	SMITH AISHA
77	1608 ALCAZAR PLAZA	BROOKS FRENNIE E
78	1704 TABASCO PLAZA	HM EXECUTIVE HOMES INC
79	1706 TABASCO PLAZA	BROWN JAMES D & BRANDI L
80	1708 TABASCO PLAZA	VEGA MIGUEL A JR
81	1705 TABASCO PLAZA	SILURANTINE HECTOR
82	1703 TABASCO PLAZA	ARRIAGA ALICE
83	1804 URUAPAN PLAZA	AGUSTIN JOEY & FRANK CABRERA A
84	1806 URUAPAN PLAZA	ST GERMAINE SHIRLEY
85	1808 URUAPAN PLAZA	AYENI OLUWAFUNMILAYO G & OLALEYE SEGUN
86	1805 URUAPAN PLAZA	PEREZ WILLIE
87	1803 URUAPAN PLAZA	CONTRERAS MARIA
88	1908 VIERA PLAZA	MOXEY CASANDRA N

O

Z123-154(MW)

1/24/2013

<i>Label #</i>	<i>Address</i>	<i>Owner</i>
89	1905 VIERA PLAZA	HUD % MICHAELSON, CONNOR & BOUL INC
90	1903 VIERA PLAZA	LUU AMY A & JIAN Q
91	1901 VIERA PLAZA	THOMPSON JOEL
92	2002 WALESKA PLAZA	TILLEY JESSICA
93	2004 WALESKA PLAZA	LUNA IRMA
94	2006 WALESKA PLAZA	TRAN DOANH &
95	2008 WALESKA PLAZA	LEWIS RONALD C
96	2005 WALESKA PLAZA	GARY GWENDOLYN & CHARLES O GARY
97	2003 WALESKA PLAZA	RIVAS JESSICA D
98	2001 WALESKA PLAZA	EQUITY TRUST CO CUSTODIAN FBO GEORGE
MON		
99	2101 YUCATAN PLAZA	HOLLIS MONIQUE & CHRIS
100	2105 YUCATAN PLAZA	DIAZ DANIEL
101	2108 YUCATAN PLAZA	DELGADO JOHN D
102	2106 YUCATAN PLAZA	MORRIS DEBRA
103	2104 YUCATAN PLAZA	WILLIAMS DEBRA
104	2102 YUCATAN PLAZA	GARZA CRISTINA & GEORGINA G GARZA
105	2201 ZARAGOZA PLAZA	FALCON STEVEN P & MARIA A
106	2203 ZARAGOZA PLAZA	HM EXECUTIVE HOMES INC
107	2205 ZARAGOZA PLAZA	RAMIREZ PEDRO
108	2208 ZARAGOZA PLAZA	RUIZ JORGE & PAULA CISNE
109	2206 ZARAGOZA PLAZA	HOSSU MARIUS R V & MARIA
110	2204 ZARAGOZA PLAZA	ROWLETT CAROLYN
111	2202 ZARAGOZA PLAZA	JULES ANSELMA
112	2600 DUNCANVILLE RD	MOUNTAIN RIDGE DEV ASSOCS STE 555

Memorandum



CITY OF DALLAS

DATE February 7, 2013

TO Joe Alcantar, Chair and City Plan Commissioners

SUBJECT Public hearing on the 2-Points to White Rock East Area Plan

A public hearing is scheduled for February 7, 2013 for City Plan Commission to receive public testimony on the 2-Points to White Rock East Area Plan. Staff is asking for CPC action on this item at this meeting.

Attached are draft documents of the 2-Points to White Rock East Area Plan for your continued consideration. If you have any questions you can reach me at (214) 670 3972.

A handwritten signature in black ink, appearing to read "Peer Chacko".

Peer Chacko, AICP
Assistant Director
Strategic Planning Division
Department of Sustainable Development and Construction

Attachments: One

2-Points to White Rock East Area Plan

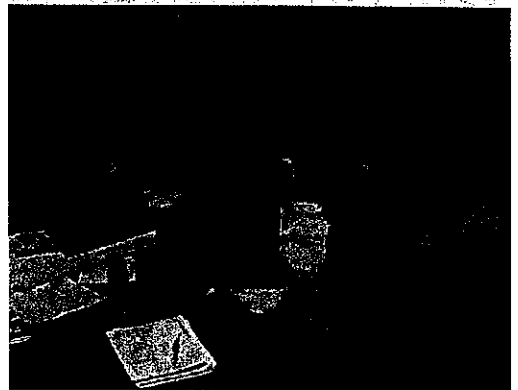
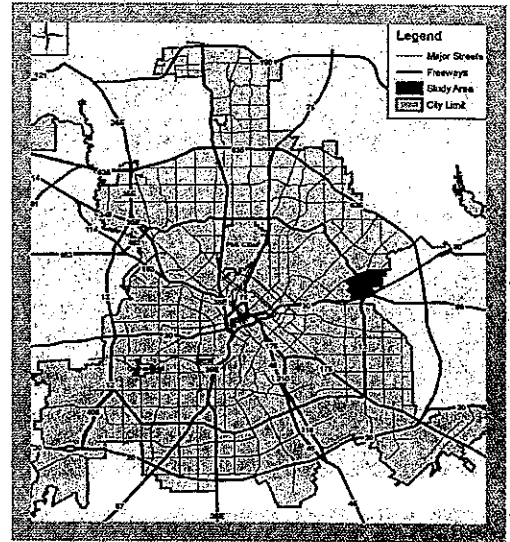
Executive Summary

As provided for in the *forwardDallas!* Comprehensive Plan, the 2-Points to White Rock East Area Plan is an in-depth area study that should be a guide for the City and a handbook for the community to direct actions that will take the area to a more positive future.

This **2-Points to White Rock East Area Plan** is a totally grassroots, neighbor-driven and directed plan. It was conceived under the auspices of the Ferguson Road Initiative and the Truett Crime Watch. As part of White Rock Hills in far east Dallas, this is an area that has seen relative neglect and high crime. Changing demographics for this area reflect greater cultural, ethnic, and age diversity. Local schools are overcrowded, neighborhood conveniences are in short supply, transportation choices are limited, and there is a perceived presence of criminal activity. On the other hand, the residents have chosen to live in tree-canopied neighborhoods where young families can grow and older citizens can age in place.

Located in far east Dallas, north of IH 30 and generally bounded by Lakeland Drive at Ferguson Road, northeast to Oates Drive, east to LaPrada Drive and south back to IH 30, White Rock East is part of the Ferguson Road Initiative, a community-based nonprofit that includes 22 neighborhoods and crime watches. The area participated in a Department of Justice Weed and Seed program.

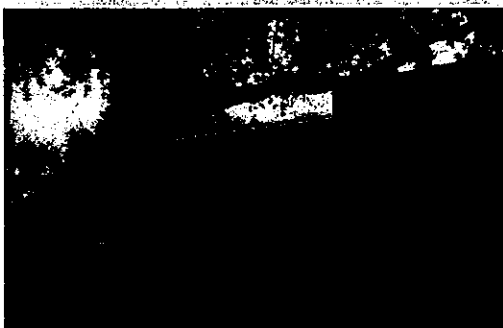
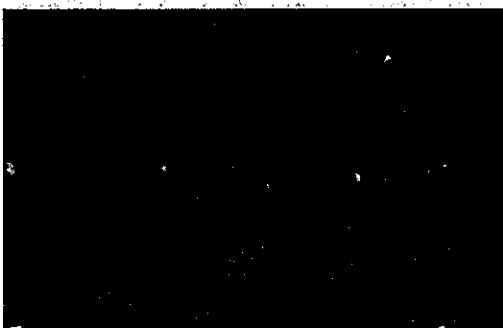
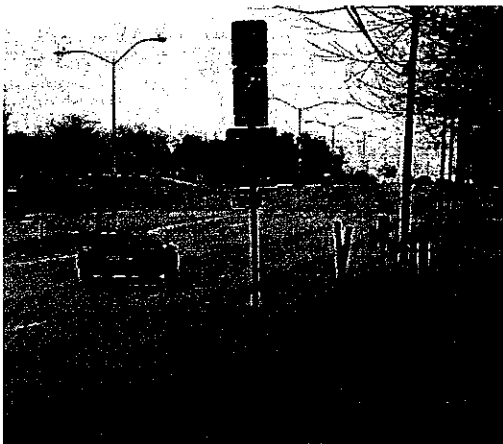
For almost three years, an Advisory Committee, appointed by the Councilmember for District 7, worked regularly to articulate the community concerns about the conditions in the area and how these concerns could be addressed. They held three community meetings to receive comments, present issues, and solicit input. The results are found in the following vision statement and in the goals and implementation measures presented in the area plan.



Consensus Vision Statement:

Where crime was once a major concern in 2-Points, what is now called White Rock East is an area of diverse population with safe, stable neighborhoods, quality apartment complexes, exceptional schools, well maintained parks, and local-serving businesses. Within its boundaries is the ability to travel safely on attractively landscaped streets, connected sidewalks, multi-purpose trails, designated bicycle routes, and responsive public transit.





The 2-Points to White Rock East Area Plan is comprised of the following sections, each with its own goals and implementation measures.

The **Introduction** provides a detailed overview of current conditions in the study area and the planning process used to develop the plan.

The **Land Use** section details the existing land use and zoning and presents ideas for changes. Seven very conceptual Strategic Opportunities Areas are described, consistent with an agreed upon Land Use Consensus Vision. Instead of relying on current zoning to improve the area, the plan uses the Building Blocks of *forwardDallas!* to further articulate the community's vision. These Building Blocks could then be applied to specific locations in cooperation with private investment.

The desire to “age in place”, provide safe access to schools and shopping, and mobility to and from the area were the drivers in the development of the **Transportation** section. The transportation section is intended to influence the growth, development, and stability of the community, including: roadway character, existing thoroughfare network, transit service, bicycle facilities, sidewalk distribution, trail network expansion, gateways, wayfinding, and signalization.

An area plan generally focuses on Land Use and Transportation, but at the first community meeting the residents identified other areas of concern in the SWOT analysis under the title, **Quality of Life**. Subjects covered include, Police, Fire, Code Compliance, Parks and Recreation, Library, Schools, and Housing.

Interest in how **Urban Design** criteria could be applied in the study started with the SWOT analysis and continued through the advisory committee meetings and stakeholder interviews. Concerns about the function and appearance resulted in the identification of urban design concepts and elements that would improve the overall image of White Rock East.

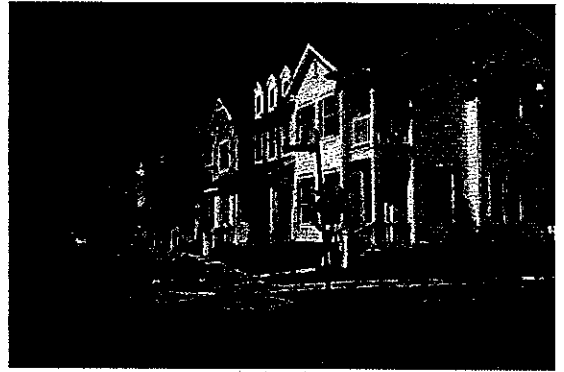
In terms of **Economic Development**, White Rock East has many similarities to the other parts of the City where there are diminished market demands and general lack of investment. However, the proximity to downtown Dallas and transportation accessibility merits optimism for exploring the steps necessary for a viable economic future. With cooperation from the private sector, the residents and the City can work with interested parties to encourage renewed economic activities.



The **Implementation** section provides direction for using the area plan. Intended to serve as one of the **City's guides**, it will aid in making much needed improvements in this part of Dallas. There are relatively few large infrastructure projects which will need to be factored in to the City's budget and planning processes. For the citizens in the study area, this plan is their **handbook** to understand and support improvements to White Rock East. There is a table with each section's specific goals and accompanying measures to accomplish the vision—identifying responsibilities for carrying out the actions and associated timeframes (ongoing, short, medium and long) of when these measures will be addressed.

Many measures do not require direct action or initiation by the City, only responsiveness and support. Others will require direct participation by City departments as well as elected and appointed officials. Some of the measures are very tangible, envisioning simple, changes to signalization or traffic control. Others seek to better coordinate community wishes into planning, budgeting, code enforcement, and public safety. Finally, others are very aspirational, pursuing long-term desires for the community. The Plan lists the following top short terms measures.

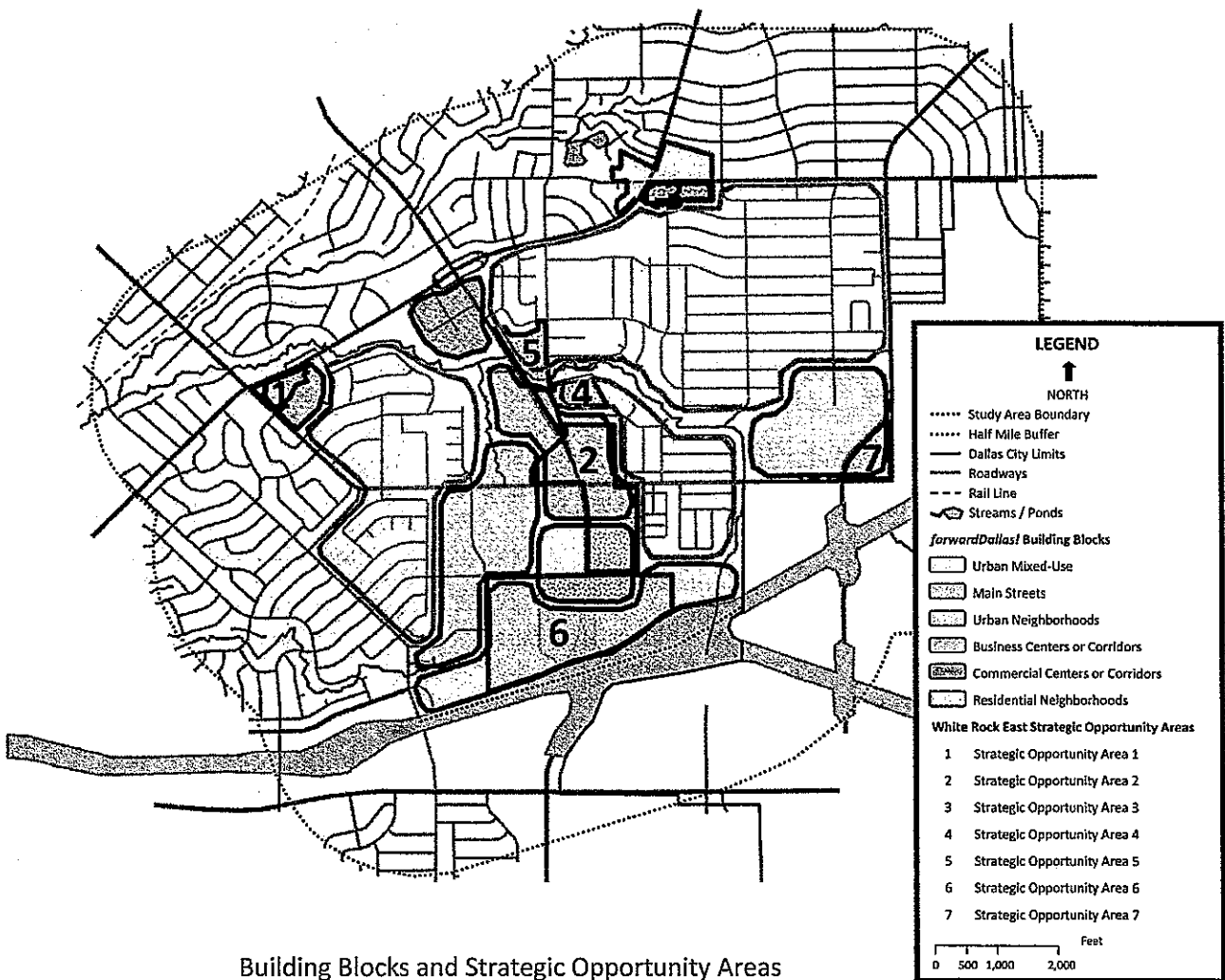
- Walkability survey/sidewalk inventory
- Improved traffic signalization/crosswalks at Buckner at John West and North Buckner at Peavy
- Continuous school zone adjacent to Bishop Lynch and Truett Elementary on Peavy
- Sidewalk construction or improvements on major streets (Ferguson, La Prada, North Buckner)
- Consideration of zoning changes in Regional Retail and Limited Office districts to revitalize both retail and residential areas
- New classroom wing for Truett Elementary School
- TxDOT improvements to appearance of North Buckner at IH 30 for an eastern gateway to Dallas
- Lakeland at Ferguson Streetscape improvements (in current NIL)
- Stop signs on Gross at Rustown
- Economic Redevelopment Plan for North Buckner, beginning with a market study

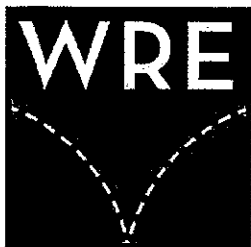
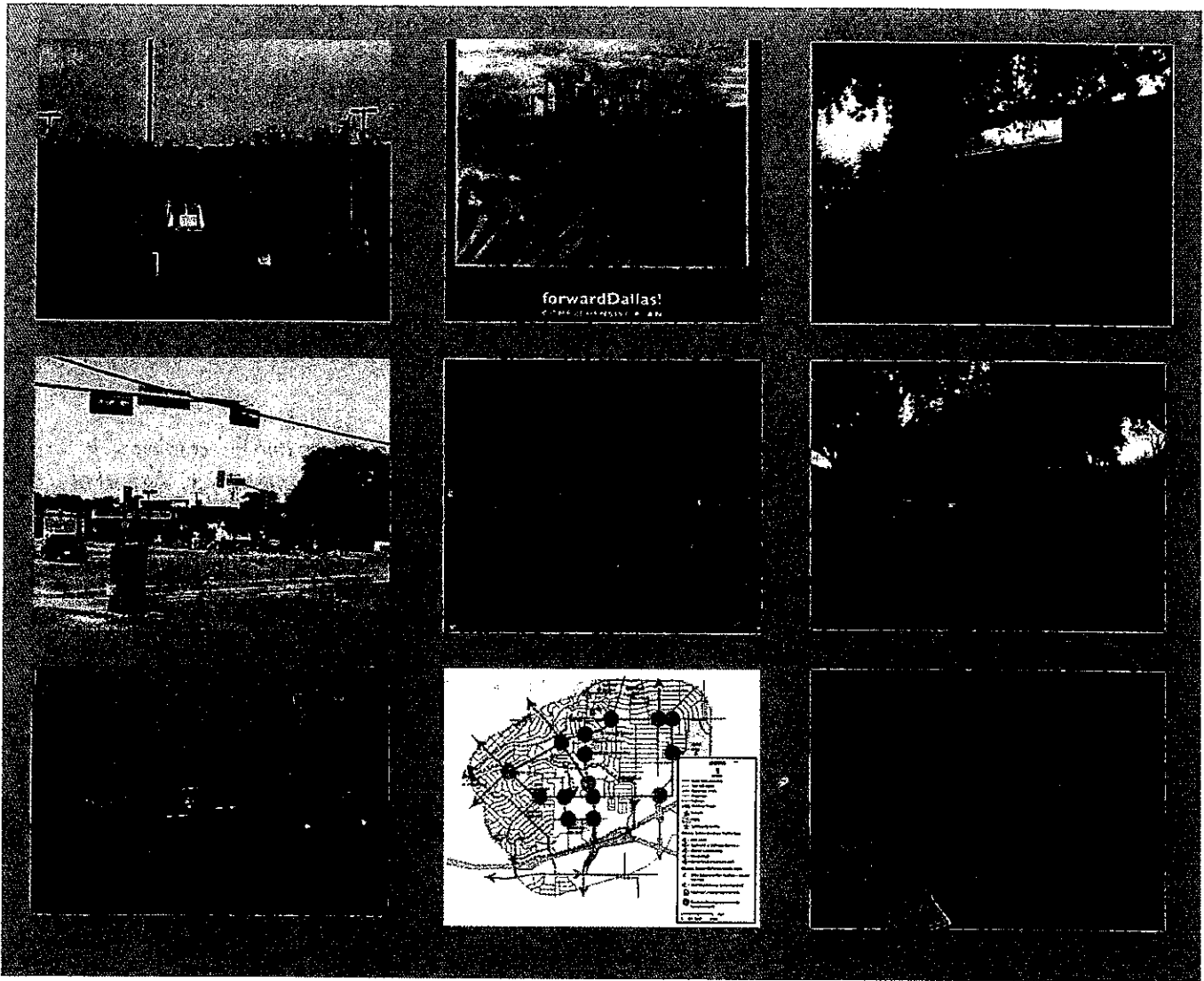


Some of the longer term goals and implementation measures include the following.

- A trail network integrating the community with existing trails and sidewalks
- Redevelopment of under-utilized tracts following an economic development market study for more urban mixed-use development
- Development of crime watches in multi-family complexes and better cooperation with public safety officials leading to Gold Star designation.
- Sidewalk rehabilitation programs in neighborhoods
- Bike Plan facilities expansion
- Potential for another elementary school to reduce overcrowding
- New fire station
- Wayfinding and neighborhood identification markers

From 2-Points to White Rock East, this area plan provides the foundation for the goals to be achieved through the implementation measures that have been put forward by those residents and businesses who will work together to provide a better future in far east Dallas.





2-Points to White Rock East Area Plan

November 2012

Foreword

This 2-Points to White Rock East Area Plan is a totally grassroots, neighbor-driven and directed plan. It was conceived under the auspices of the Ferguson Road Initiative and the Truett Crime Watch. As part of White Rock Hills in far east Dallas, this is an area that has seen relative neglect and high crime. Residents and interested individuals have invested their time in the development of inclusive consensus visions and implementation measures. For over two years the Advisory Committee, appointed by the Councilmember for District 7, worked to articulate their concerns about the conditions in the area and how these concerns should be addressed. The result is an in-depth study that should be a guide for the City and a handbook for the community to direct actions that will take the area to a more positive future.



ACKNOWLEDGEMENTS

The 2-Points to White Rock East Area Plan would not have been possible without the following individuals and organizations.

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Desi Tanner
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Planning Consultants

Robert Prejean, AICP
Cheri Solieau, AICP

Support Organizations

Ferguson Road Initiative
New Hope Lutheran Mission
White Rock Church of Christ
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Peer Chacko, AICP, Assistant Director Strategic Planning Division
David Schleg, AICP
Shilpa Ravande, AICP
Tanya Brooks
Max Kalhammer
Richard Mason, AICP, ASLA, Texas Department of Transportation
Todd Plesko and Linicha Hunter, Dallas Area Rapid Transit
JBH Communications (website: www.2pointstowhiterockeast.com)
Color Box Design & Letterpress (logo)
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And a special thanks to the Honorable Carolyn R. Davis, Dallas City Councilmember, District 7



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THE CONSENSUS VISION

For over three years, residents and stakeholders worked to envision the future of White Rock East in far east Dallas. The resulting **Consensus Vision** was formulated based on the desires and dreams to transition from the negative aspects associated with the 2-Points name to the more positive name of White Rock East. The ability to look beyond the present and consider what would best serve the area now and in the future led to creative ideas for the protection, revitalization, repurposing and redevelopment of the residential and commercial parts of the area to have walkable stable neighborhoods, new mixed-use developments and responsive local businesses.

Although the neighbors are very diverse in age, culture, attitude, and education, their ideas about housing, crime, education, and transportation coalesced into the Consensus Vision. The work on the vision focused on improving neighborhoods and assuring a quality of life that included improved mobility for all ages. Instead of lamenting about crime statistics, residents began to understand what policies and processes would be needed to improve both perceptions and physical conditions.

The Consensus Vision was developed over the course of several advisory committee meetings guided by the input from the first community meeting. While aspirations were tempered with reality, the following vision was developed to define what the area should be in the reasonably near future. When the vision was revealed at the second community meeting, it was met with resounding approval!

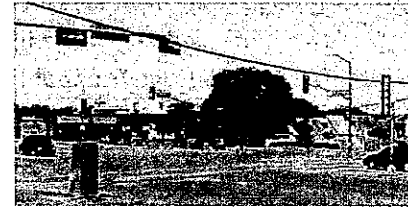
Consensus Vision Statement

Where crime was once a major concern in 2-Points, what is now called White Rock East is an area of diverse population with safe, stable neighborhoods, quality apartment complexes, exceptional schools, well maintained parks, and local-serving businesses. Within its boundaries is the ability to travel safely on attractively landscaped streets, connected sidewalks, multi-purpose trails, designated bicycle routes, and responsive public transit.



INTRODUCTION

The 2-Points area is a collection of neighborhoods, apartments, schools and businesses located in the far eastern section of Dallas. Its name is said to have originated in the police response code for the area around the convergence of Peavy Road and Buckner Boulevard, a crossroads near where IH 30, US 80, and East Loop 12 meet. Lined with aging commercial centers, industrial uses, automotive uses and large multi-family complexes, East Loop 12, more commonly called North Buckner Boulevard, is the major north-south corridor that traverses right through the middle of 2-Points. Surrounding this corridor are stable neighborhoods built primarily between the 1950s and 1970s. The changing demographics for this area reflect greater cultural, ethnic, and age diversity. Local schools are overcrowded, neighborhood conveniences are in short supply, transportation choices are limited, and there is a disproportional presence of criminal activity. The 2-Points area is part of the Ferguson Road Initiative, a community based nonprofit that includes 22 neighborhoods and crime watches. The area is a designated Department of Justice Weed and Seed Area.



While there seems to be no “there” in 2-Points and little to bond the area together, the 2-Points area has many strong characteristics to make it attractive to investors and residents. A desirable highway network at its front door provides area businesses and residents convenient access to most points in the Dallas area and close proximity to downtown. In addition to stable neighborhoods, there is vacant land available for residential, commercial, and open space activities. Potential exists for redevelopment or repositioning large parcels of mature commercial and multi-family properties. Housing stock includes a good supply of maturing and affordable single family units. Neighborhood residents are committed to the area’s growth and development. The 2-Points Area has generally a level topography with trees and changes in elevation along South Ash Creek that soften the landscape.



The *forwardDallas!* comprehensive plan provides a series of guidelines to achieve the growth and development desired by Dallas residents and other stakeholders. These guidelines extend to the Area Plans throughout the city. Driven by strong citizen involvement and input, the Area Plans provide strategic visions along with policies addressing land use, transportation, urban design, economic development, public facilities, parks and open space, public safety, infrastructure, and capital improvement and funding plans. This plan captures the values and desires expressed by 2-Points residents and investors for enhancing the community’s character, growth, and development. Included in the desires expressed by the community was to have a more positive name that would better reflect the area’s location and aspirations. The name chosen was **White Rock East**.

The 2-Points to White Rock East Area Plan has dual purposes and is organized in two components:

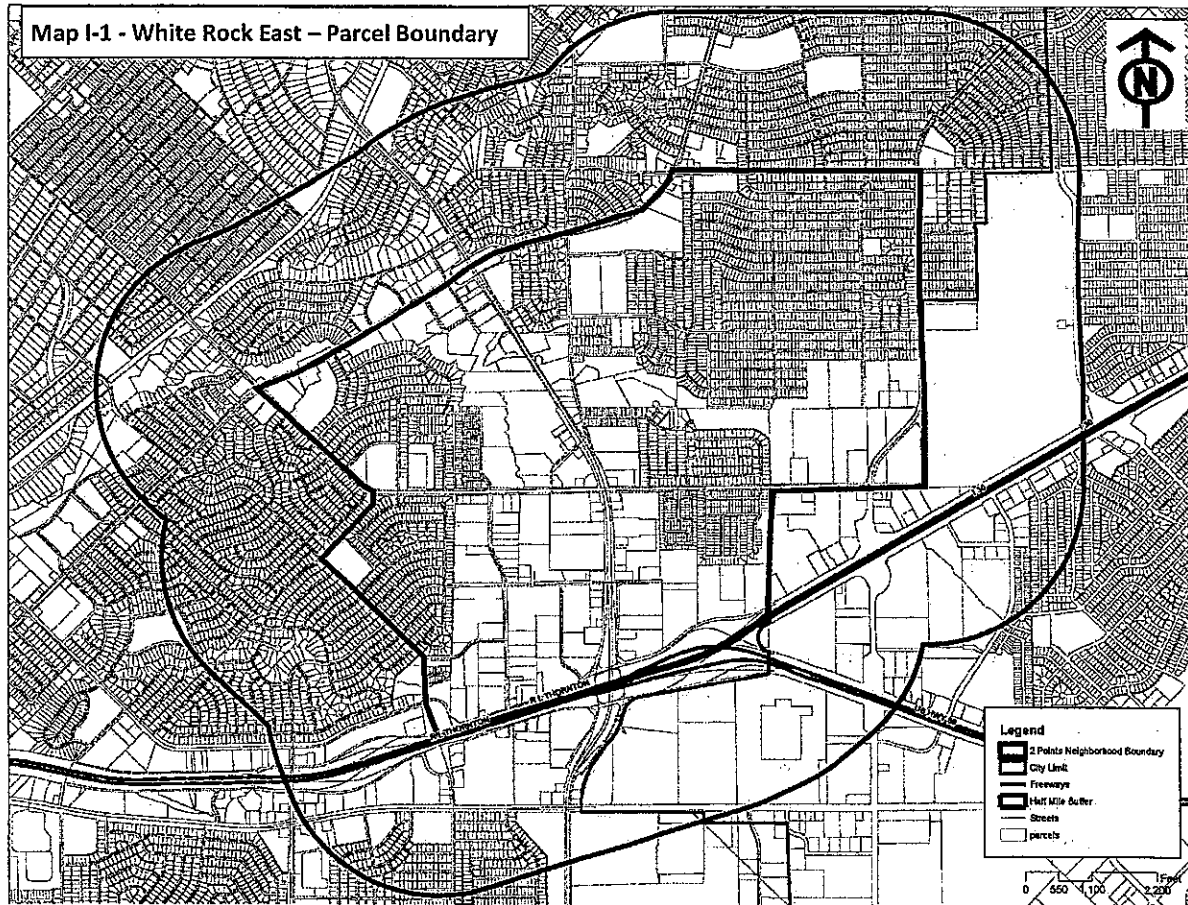
- The Vision and Policy component draws on the policy goals and objectives of *forwardDallas!* as the basis for providing more specific direction to serve as an ongoing guide for future land development and transportation.
- An Implementation Program component that focuses on defining specific actions to bring about strategic change needed to realize the vision to establish shorter term work programs and priorities.

The transition from old 2-Points to revitalized White Rock East begins now!

INTRODUCTION

The Study Area

The study area covers approximately 1,522 acres within the boundaries of Ferguson Road on the northeast from Lakeland to Oates, east along Oates to La Prada, then south on La Prada to John West, west on John West to a point on the Mesquite city limits line and Eastfield College, then south to R. L. Thornton Freeway (IH 30/US 80), then westerly along the freeway to St. Francis, then north to Hunnicutt to Lakeland, and back to Ferguson. North Buckner Boulevard, a major thoroughfare crosses the area from Ferguson Road to the freeway. The area is located entirely within City Council District 7.



Map I-1 - White Rock East Parcel Boundary courtesy of Department of Sustainable Development and Construction



The Planning Process

The concept that there could be an area plan for the White Rock East area began with the adoption of *forwardDallas!*, the comprehensive plan the City of Dallas adopted in June 2006. Enlightened citizens of the area saw that an area plan using the strategic planning program in the comprehensive plan would give them the opportunity to revitalize their area with new ideas for residential and commercial development, while protecting their stable neighborhoods. The focus of much thinking and activities had been on the reduction of crime through a Department of Justice Weed and Seed strategy initiated by the umbrella citizens group, the Ferguson Road Initiative. Initial area plan discussions were held in March 2008 and June 2009.

With encouragement from the City Councilmember, a community meeting was held in December 2009 with over thirty interested residents attending. The follow up to this meeting was the establishment of an advisory committee. This committee was comprised of interested residents and representatives of organizations that would be involved in the development of a plan to guide land use decisions, infrastructure improvements, and solutions to traffic and streets problems. Improvements to the appearance and conditions should reduce crime and promote a safe, desirable place to live, work, shop and play.

When early discussions with involved citizens in the White Rock East area were held, the participants expressed their concern about crime, gangs, and gun shots—mostly associated with the numerous apartment complexes. While these are still a problem, there has been a significant reduction in crime due to the combined efforts of the Department of Justice Weed and Seed strategy through the Ferguson Road Initiative and dedication of the members of area crime watches and neighborhood associations. These successes enabled the residents to focus on what was good about the area and what would be needed to continue to improve this part of the overall community.

Advisory Committee Meetings

The advisory committee met regularly beginning in January 2010. Given the limitations of City staff and that the area plan was not on the first list of plans listed in *forwardDallas!*, it was agreed to use the pro bono services of a professional planner who lived nearby to facilitate the development of the plan. The Strategic Planning staff provided initial guidance and base maps for the study area. Two additional professional planners joined the planning team and contributed their services to the planning process.

December 5, 2009	Kickoff Community meeting with overview of the study process and requirements and a SWOT analysis (Appendix A)
January 30, 2010	Review of SWOT (see summary following the list of meetings)
April 1, 2010	Land Use, Zoning and Demographics Discussion
April 24, 2010	Introduction to Goals and Objectives
May 29, 2010	Follow-up on goals, introduction to Transportation issues
July 10, 2010	Land Use issues in the community and Transportation continued
August 28, 2010	Stakeholder Interview briefing and discussion of DART services

INTRODUCTION

September 18, 2010	First draft of Existing Conditions/relationship to <i>forwardDallas!</i> Building Blocks, policies and infrastructure needs
November 13, 2010	Land Use discussion, Consensus Vision discussion and Stakeholder results
January 8, 2011	Review of first Draft of Plan
March 26, 2011	Second Community Meeting for community update the on the progress of the planning process and explanation of goals and Strategic Opportunity Areas
June 4, 2011	Review and distribution of the Draft Plan to the Advisory Committee for editing and comments
July 9, 2011	Discussion of edits and changes to the Draft Plan
July 29, 2011	Submittal of draft to City staff for review, comment and input
April 8, 2012	Comments and input received from Staff
May 29, 2012	Meeting with City staff to discuss review comments
June 28, 2012	Meeting to discuss revisions
August 19, 2012	Meeting to set third Community Meeting date and review draft
September 5, 2012	Revisions completed and resubmitted to City
September 15, 2012	Third Community Meeting at White Rock Hills Branch Library Resubmittal of proposed final documents Briefing at City Plan Commission Recommendation by City Plan Commission to City Council Adoption by Resolution by City Council

Community Meetings

The first **Community Meeting** was held on December 5, 2009 at the New Hope Community Center on Peavy Road. Approximately 30 people attended to participate in a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis of the White Rock East area, then referred to as 2-Points.

The SWOT analysis identified a wide variety of issues in the area. From area maps, concerns were expressed then documented and summarized to form the basis of the existing conditions and concerns.

- **Strengths** included the new library, Bishop Lynch High School, Lakeland Post Office, Nexus Center, New Hope Center, three parks with their improvements, tree canopy, places for new businesses, location close to major roads and downtown, Eastfield College, area churches, well built homes, the Weed and Seed strategy, and interested, involved residents.
- **Weaknesses** were identified as continued presence of gangs, the number of under-maintained homes and apartment complexes, distressed appearance of streets, motel, sexually oriented business, overabundance of automotive shops, payday loan places, underutilized shopping areas, lack of a grocery store, insufficient DART service, inability to get around—sidewalks in



poor condition or nonexistent, hard to cross intersections, uninterested residents, lack of nice shops, lack of places for families to eat, overcrowded schools, and lack of proactive code compliance and enforcement.

- **Opportunities** were identified as preservation of stable neighborhoods, use of the creeks for trails, continued improvements to the schools, repurposing of large stores and shopping areas, improved DART service, sidewalks improvements, bike lanes and street corridor beautification.
- **Threats** were perceived as the continued presence of the gangs—particularly at the apartment complexes, regional retail zoning that allows many uses, no incentive for new businesses to locate, types of existing businesses, lack of transit ridership, and no funding for improvements.

Key Assets

The area has a number of key assets with the number one being the close proximity to Downtown Dallas and other areas of the DFW Metroplex by way of IH 30, Buckner Boulevard or Ferguson Road. Other assets include:

- Eastfield College immediately adjacent to the east
- Stable single-family neighborhoods with affordable housing
- A diversity of ethnicities
- DART serves area, but with limited service
- Three public parks with new improvements
- The new library in the study area
- Creeks that provide the potential for trails
- Large trees and shaded neighborhoods
- Active crime watches and neighborhood associations
- Areas ripe for redevelopment and re-purposing

Key Challenges for the Plan

The key challenges are much the same as those in other areas of Dallas; however, there has been a concentrated focus in the area on the reduction of criminal activities. As in other area plans, the challenges are:

- Aging infrastructure: the area was developed mainly in the 1950s and 1960s
- Existing zoning that includes a large amount of Regional Retail and Limited Office which are not being used as originally intended
- Aging and under maintained multi-family housing
- Unappealing streetscapes that lack landscaping
- Discontinuous and/or deteriorating sidewalks
- Underutilized shopping centers
- Proliferation of auto service uses
- Lack of grocery store and restaurants
- Underserved bus routes and paratransit services
- Traffic signals and signage
- Reactive rather than proactive code enforcement
- Continued crime
- Underperforming schools

INTRODUCTION

The second **Community Meeting** was held on Saturday, March 26, 2011 at the White Rock Church of Christ on Ferguson Road in the study area. Approximately 80 people, including a number of children, attended. The PowerPoint presentation addressed the planning process, showed the results of the SWOT analysis, provided a summary of the stakeholder interviews, explained Building Blocks and introduced the concepts of strategic opportunity areas. The presentation is included in Appendix A. The announcement of the meeting as well as meeting coverage was carried by several local newspapers.

The sections of the draft and meeting presentation were also posted on the plan's website: www.2pointstowhiterockeast.com.

Business Outreach

In preparation for the second Community Meeting, members of the Advisory Committee circulated 5,000 flyers as invitations to the meeting. They personally contacted over 60 businesses (list provided in Appendix A) along the commercial corridors to explain the plan, the process, draft documents and ask to display the flyer. They were well received by the government offices, locally owned and operated businesses and retail establishments. Many said that the time of the meeting might preclude their attendance, but offered support in displaying the flyer. One of the franchise operators printed 2,000 flyers and a representative attended the meeting. Flyers were also given to schools and churches for distribution. The businesses were re-contacted for the next community meeting.

A third **Community Meeting** was held on September 15, 2012 at the new White Rock Hills Library. Elements of the final draft were presented to over 40 attendees. The presentation is in the Appendix A. Following the meeting, the final draft was submitted to City Staff for review, prior to consideration by City Plan Commission and City Council.

Existing Plans

In 1984, the *Land Use Study - Buckner/John West*, a plan for the area around that intersection was prepared by the staff of the City of Dallas, Department of Planning & Development, to guide the future land use development and zoning in that immediate area. The impetus for this plan was a number of rezoning requests.

There is the 1998 *Urban Design Area Plan* for the both sides of Ferguson Road from IH 30 to Lakeland Drive. Parts of this plan have been implemented, mainly the improvements to Highland Road from Ferguson to St Francis. Proposed improvements on Ferguson at IH 30, Highland and Lakeland were developed and added to the Needs Inventory List (NIL) for future city bond elections.

In 2006, the City of Dallas adopted *forwardDallas!* as its comprehensive plan. The Vision Illustration shows this area as primarily Residential Neighborhoods and Business Center or Commercial Corridor along the southern part of Buckner and IH 30.

This area was included in a *Public Improvement District (PID) Feasibility Study* prepared for the Ferguson Road Initiative by Le Tourneau University in 2006. The area was identified as Areas B and C, having the potential to sustain economic, public, and social benefits.



Meetings with City of Dallas Departments

The planning team met with the following City department staff to discuss their issues and plans for the study area. Their input was invaluable in developing the plan.

Peer Chacko, David Schleg and Shilpa Ravande, Strategic Planning Division

Michael Hellman, Parks and Recreation Department

Keith Manoy and Tanya Brooks, Transportation Planning

Sue Alvarez, Steve Parker, and Peter Blanchette, Stormwater Management

Cobbie Ransom and Aldo Fritz, Housing Department

Eduardo Valerio, Water Utilities, Water/Wastewater (by telephone and email)

Max Kalhammer, Dallas Bike Plan

Arturo Del Castillo, City Design Studio

Todd Plesko, Dallas Area Rapid Transit (by telephone and email)

The following sections are an overview of the existing conditions.

INTRODUCTION

Demographics and Housing Characteristics

The following chart provides an overview of the population and housing statistics for the study area for both the 2000 and 2010 Census. The following numbers indicate a stable population. There were several new multi-family developments built in the years between the 2000 and 2010 Census. It is not apparent that an appreciable number of units were demolished. The same appears to hold true for single family and townhomes. A new single-family neighborhood was started, stalled, and appears to be building again. As shown in the table below, not all of the same data was available in each Census.

Demographics for 2-Points to White Rock East				
	2000		2010	
Total Population	19,337		19,345	
Age Distribution				
Under 5 years old	1,982	10%	2,145	11%
5-19 years old	4,883	25%	4,573	24%
20-64 years old	10,884	56%	11,170	58%
65 and older	1,588	8%	1,457	8%
Gender				
Male	9,019	47%	9,026	47%
Female	10,318	53%	10,319	53%
Race/Ethnicity				
White	4,651	23.6%	2,923	15%
Black	8,020	41.5%	7,348	38%
Hispanic*	5,403	27.9%	8,401	43%
Asian	1,086	5.6%	374	2%
Other	132	1.4%	304	2%
Housing/Households				
Total Households				
Total Housing Units	7623		8,405	
Total Occupied Units			7,078	
Rental Units	5,222	68.5%		
Vacant			1327	

Source: Census Data, 2000 and 2010. The study area includes Census Tracts 122.10, 122.11, 123.01, and 123.02

*Although Hispanic is not technically a race, showing this ethnicity is important and realistic numbers were available for 2000 and 2010

The population totals and distributions over the 10 year period indicate a basically stable population as far as number, gender and age distribution. There is a decline in the White population and an increase in those who identified themselves as Hispanic. Both Black and Asian populations declined slightly. There is concern that there could be an undercount in the apartments who are home to a number of residents who do not speak English.

It is assumed that the study area will grow in population with more younger families. The potential repurposing of older multi-family to lower density and the proposed mixed use development fronting on IH 30 at Buckner Boulevard are assumed to offset each other.

Existing Development Patterns

The study area boundaries are Ferguson Road on the northeast from Lakeland to Oates, east along Oates to La Prada, then south on La Prada to John West, west on John West to a point on the Mesquite city limits line, then south to R. L. Thornton Freeway (IH 30/US 80), then westerly along the freeway to St. Francis, then northwest to Hunnicutt then northeast to Lakeland, and back northwest to Ferguson. North Buckner Boulevard (Loop 12), a major thoroughfare crosses the area from Ferguson Road to IH 30. The area covers approximately 1,522 acres.

Current land uses in the area include single-family residences, multi-family apartments, large and small shopping centers, strip center commercial, nine churches, social service providers, two elementary schools, one middle school, a private high school, post office, two large car dealerships, industrial uses, offices, a motel, a sexually oriented business, general retail establishments, auto services, and three parks.

Area Description

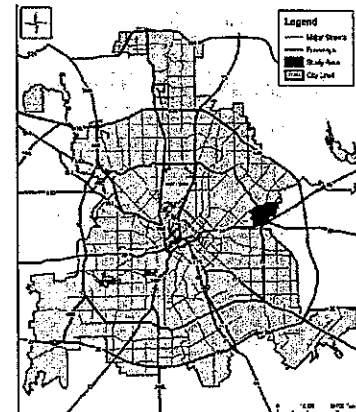
Beginning at the intersection of Oates and Ferguson, the first land uses are commercial ones. At the corner is an automotive repair shop. To the east is an aging strip shopping center with a variety of small businesses—novelty store, a resale/thrift store, a gym, tobacco store, tattoo parlor, ice cream parlor and vacant space. The center has seen a succession of owners and is marginally maintained with limited landscaping and lighting with deteriorating parking lot surface. Often the parking lot is used for overnight parking by large trucks.

East from the shopping center toward La Prada and south of Oates is a large single-family neighborhood comprised of small brick and frame houses. The area appears to be transitioning to one of larger families as evidenced by on-street parking. The houses are well maintained, but the area is beginning to show its age.

Along La Prada south of Oates, the single-family neighborhood continues down to an institutional use and then apartments. To the east is the City of Mesquite and Eastfield College. La Prada then divides with apartments in the middle and a strip shopping center, La Prada Shopping Center, facing west. Between John West and IH 30 (R. L. Thornton Freeway) is a large undeveloped tract. Facing the freeway is a large manufacturing facility and a car dealership. Tuning north on Buckner Boulevard there are several automotive businesses and an industrial plant in a former big box store. On the east side of Buckner and north of the extension of Chenault is a compressed gas plant and then a large underutilized shopping center that extends to north.

Beginning at the intersection of La Prada and John West are several very large apartment complexes that extend north to the single-family neighborhood and west to Hillview Terrace, a single-family neighborhood developed in the 1970s that includes Hillview Park. On the south side of John West is the single-family neighborhood, Lake Pointe Place.

The area that fronts IH 30 west of Buckner to Dilido and on both sides of Chenault has a large car dealership, mixed industrial uses, office/warehouse uses, Lang Middle school, a motel, a sexually-



INTRODUCTION

oriented business, and several vacant tracts. East of Dilido there are several apartment complexes and an office building for a large utility provider. To the north between Chenault and accessible from John West are apartment complexes and a senior living facility.

White Rock Village is a single-family neighborhood best known for aviation-related street names and the former site of the White Rock Airport. It is north of St. Francis and extends to John West. It includes the Lakeland Hills Park. To the north as Lakeland transitions into John West, there is S. S. Conner Elementary School, Fire Station # 53 and a large church. Encompassing the area is Eastwood Hills, a neighborhood of well maintained single family homes.

From southwest to northeast along the east side of Ferguson, starting at the Lakeland intersection, there is the United States Post Office, a strip shopping center, apartment complex and five churches. On Hibiscus, near the intersection, of Ferguson is the new White Rock Hills Library. Where Ferguson crosses Buckner are several apartment complexes. At the corner of Peavy and Ferguson is Bishop Lynch High School. South of the high school on Peavy is Truett Elementary School which is surrounded by the Truett neighborhood. Proceeding east on Peavy are several single-family neighborhoods, apartment complexes, one mid-rise office building and another underutilized big box shopping center. Automotive uses fill in between other uses. Peavy then joins Buckner to create the area often called 2-Points. Dallas Housing Authority's Lakeland Manor is one block southwest of Buckner on Peavy.

From Peavy along both sides of Buckner to the southeast are a variety of small retail uses. At the intersection of John West and Buckner, there are two big box type shopping centers—one of which is the location of a bingo establishment. The other one is the former site of a major grocery store and a number of social services offices with small retail. Between John West and IH 30 is a large well maintained apartment complex and popular local restaurants.

Existing Zoning

The White Rock East Area is home to a variety of districts as shown on Map LU2 in the **Land Use** section. Single-family zoning district is R-7.5(A) which allows detached residences on lots of 7,500 square feet or greater. There is an R-5(A), 5,000 square foot lot district, north of John West, east of Buckner. There are five areas zoned for attached dwelling units developed as townhomes in TH districts. Other areas are zoned for apartments in MF-1, MF-2 and MF-3 districts.

Regional Retail (RR), Community Service (CS) and Community Retail (CR) districts, interspersed with Light Industrial (LI), are along Buckner and the IH 30 frontage. At the corner of Oates and Ferguson and at Lakeland and Ferguson are CR districts. Those more regional serving districts do not currently address the needs and interest of the area. Primarily, they allow more uses that tend to negatively impact the adjacent residential areas.

Area Circulation

The White Rock East study area is crisscrossed and bordered by several notable East Dallas roads. The roadway network helps to move local residents around the area with their daily tasks and commuters through the area to get to their destinations. Two Texas Department of Transportation roadways are within the study area boundaries. IH 30 borders the study area on the south while North Buckner Boulevard, also known as Loop 12, bisects the study area from north to south. The other roadways in the study area are owned and managed by the City of Dallas. The only other road that bisects the study

area is John West Road, from west to east. Peavy Road, a north-south roadway, splits off from North Buckner Boulevard to serve neighborhoods to the north. Other roads in the study area help define the peripheral boundaries of the study area, including Ferguson Road to the northwest, Oates Drive to the north, La Prada Drive to the east, and Lakeland Drive as a partial western boundary. A further description of White Rock East major roadways is detailed in the **Transportation** section.

Parks and Open Space

There are three parks in the study area, Lakeland Hills Park on St. Francis, Hillview Park on Homeway and Ferguson Park on Gross. All three parks have undergone major improvements in the past three years. Lakeland Hills Park is the site of the first skate park in the Dallas Park System and is used extensively. All three parks have seen the addition of internal loop walking paths. New playground equipment has been installed. Harry Stone Recreation Center is to the north on Millmar and White Rock Lake is close by to the northwest. A recreation center is proposed close-by to the study area on the north side of the intersection of Highland Road at Ferguson Road.

What is missing is a trail system that could use creek banks and vacant property to provide off street connections from the parks to neighborhoods, schools, and particularly to the new library on Hibiscus. Trails that connect areas, as well as places to walk, were very important issues to those attending the first community meeting.

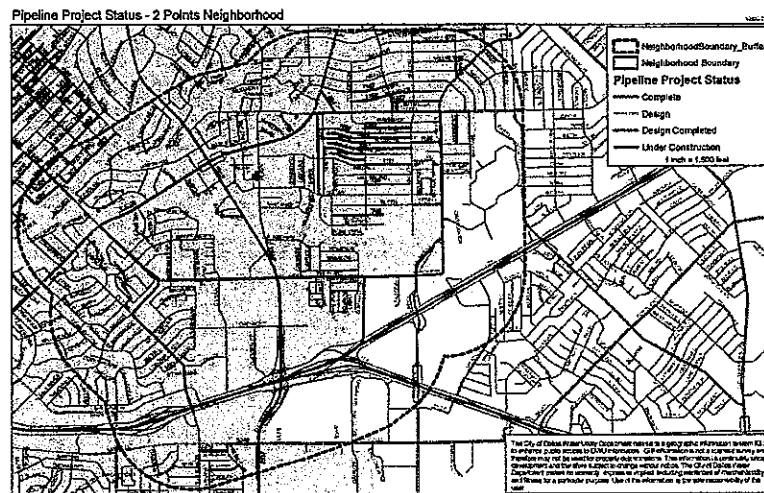
Stormwater Infrastructure

The study area is transected by several forks of Ash Creek. Areas immediately adjacent to the creeks are in floodways or flood plains. There are no immediate projects, but any improvements, such as clearing and trail development should be coordinated with Stormwater Management.

A new approach is “Green Infrastructure” which recognizes and gives greater value to the natural elements that serve the local ecological system. These natural elements include waterways, riparian environments, wetlands and marshes, recharge zones, springs, woodlands, and grasslands. Taken as a whole, these natural elements function together serving an area's ecology. The approach is called iSWM for integrated storm water management.

Water and Wastewater

Water and wastewater improvements, both under construction and proposed are shown on the following map.



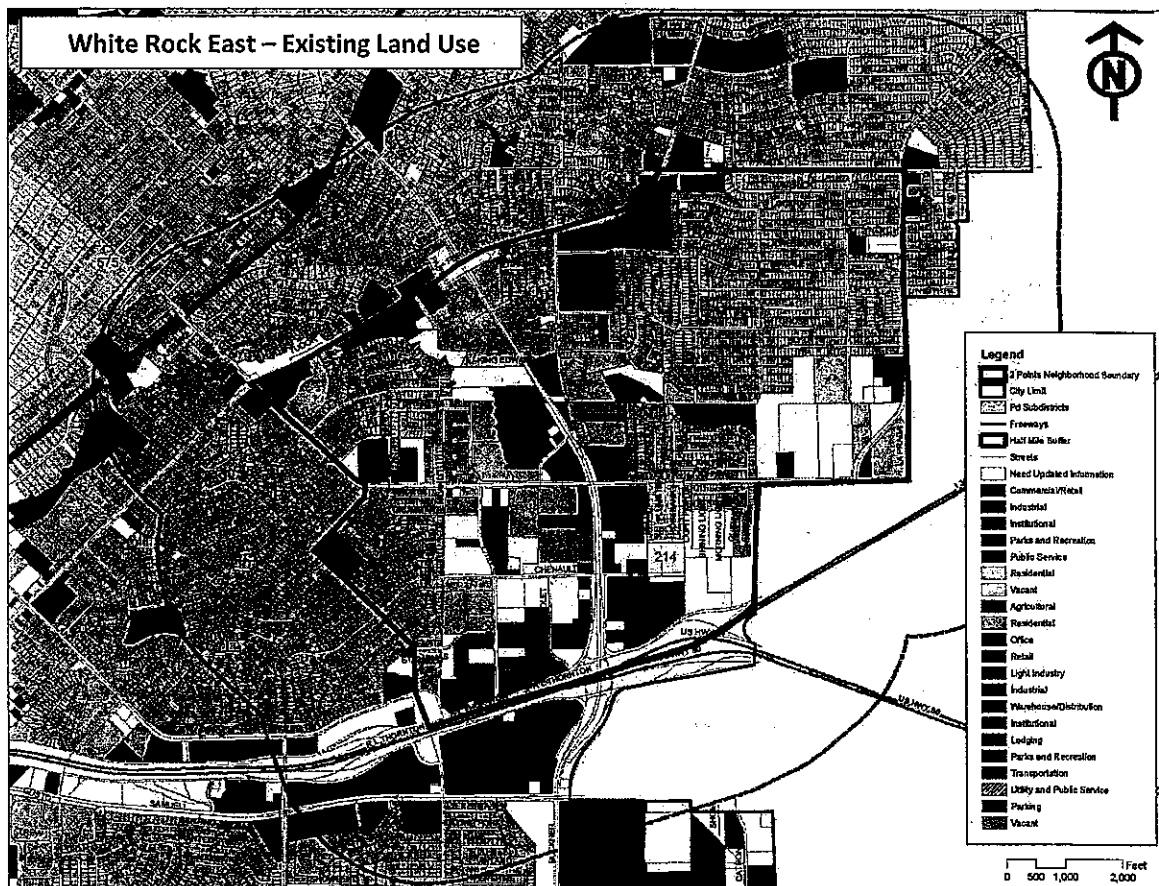


LAND USE

In the 2-Points to White Rock East study area, the primary land uses are residential. **Map LU1 - Existing Land Use** appears to indicate that this is an area of mostly low density residential with commercial along the spine corridor. Further consideration of the area in conjunction with the Zoning Map reveals a number of high density multi-family complexes that have, and are, experiencing crime, maintenance issues, and neighborhood school capacity challenges. The commercial uses have changed over time from shopping centers to smaller businesses and social services as well as auto-related businesses.

Existing Land Use

Map LU1 - Existing Land Use displays the uses in generalized categories. For residential uses the map does not differentiate between single and multi-family uses, but shows them all in yellow. This could be misleading considering how many apartment complexes are located in the study area. Several categories of commercial uses are grouped together with office uses and shown in red. Institutional uses for churches, schools and a nonprofit center are all the same blue. Industrial uses (purple) are scattered. Parks are shown in green. It should be noted that the Existing Land Use Map is not a zoning map.



Map LU1 - Existing Land Use provided by the Department of Sustainable Development and Construction

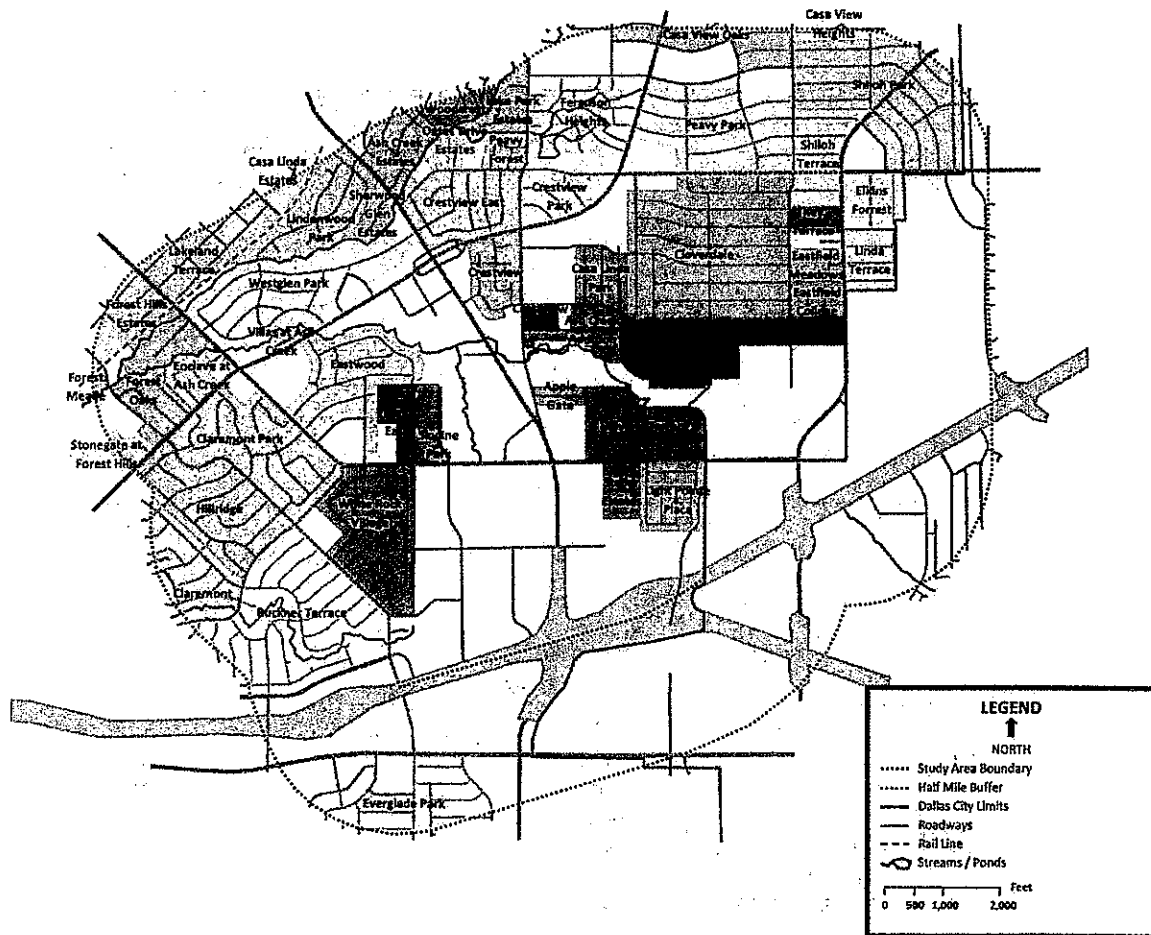
LAND USE

A closer look shows that commercial land uses range from offices to automotive repair shops to largely underutilized shopping centers with big box buildings. In the large shopping center at the corner of John West and Buckner Boulevard many of the businesses have moved away and have been replaced by lower tier shops not consistent with area's interest and needs. The maintenance and appearance of this area has deteriorated over time to where it has become a less than desirable place to shop. Social services offices are shown as retail. At the first community meeting, it was noted that in the areas designated as commercial do not actually represent the existing uses because all commercial, retail and office uses are designated in red on the map.

Area Neighborhoods

There are a number of stable neighborhoods in and around the study area shown on **Map LU2 – Area Neighborhoods**. These areas are ones with well built housing dating from the 1960s and 1970's. There is a fairly new housing development east of Buckner Boulevard off of John west.

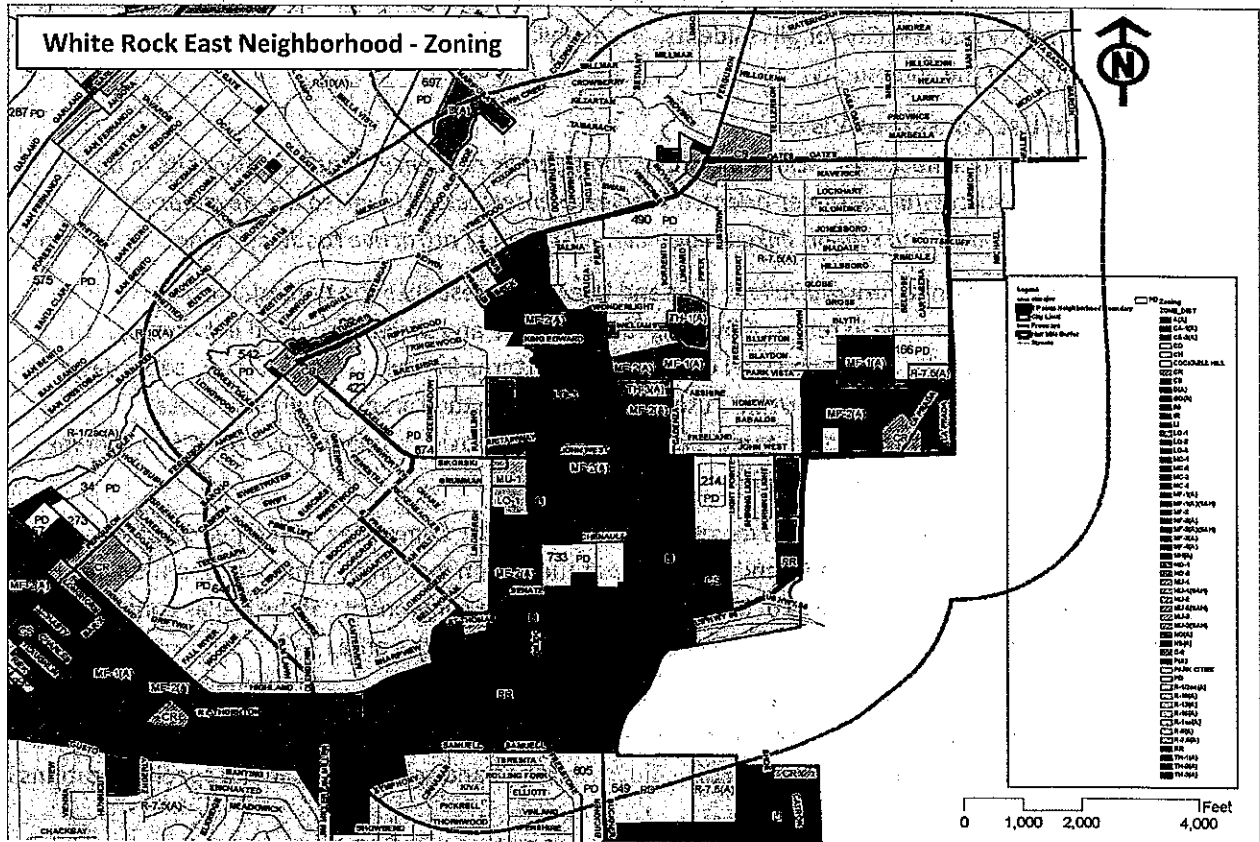
Map LU2 – Study Area Neighborhoods



Area Zoning

Zoning establishes the regulation of permitted uses and physical dimensions (height, setbacks, lot coverage, etc.) allowed in individual districts. Zoning districts in the study area include: Single-family Residential, R-7.5(A); Townhomes, TH1(A); Multi-family, MF1(A), MF2(A) and MF3(A); Community Retail, (CR); Commercial Services, CS; Limited Office, LO-1 and LO-3; and Light Industrial, LI. There are six Planned Development Districts (PDDs), including Bishop Lynch High School, S.S. Conner Elementary School, Lang Middle School, the Vineyards Apartments, Light Pointe, and a social services facility. Requirements for each district are detailed in the *City of Dallas Development Code*.

Map LU3 – White Rock East Area Zoning shows the locations of the districts.



Map LU3 – Zoning Map provided by the Department of Sustainable Development and Construction

Currently much of the zoning allows more intensive and potentially incompatible uses (bars, sexually-oriented businesses, small auto sales and service, payday loans, tobacco shops, etc.) in the Regional Retail district that may not promote the long term viable future. The Consensus Vision was developed as a result of a significant on-going collaborative effort among residents, business owners, social service providers and faith communities. The current zoning does not support the community in their efforts to ensure positive development and redevelopment of the area by attracting desirable housing, businesses and services and rejecting high-density, multi-family housing and businesses that limit revitalization of the neighborhoods. Along Buckner Boulevard, the zoning districts are mostly Regional Retail, the least restrictive of commercial categories that basically allows everything but residential uses. Many of the buildings in that area have seen better days. The big box stores are no longer national or local chain



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retail and social services (which are very needed) occupy what was once prime retail space. Lower rent auto repair and tire shops are now in what were once gasoline service stations. On the other hand, two major automobile dealerships have maintained their high visibility in good repair at the intersection of Buckner and IH 30. Uses such as convenience stores, dollar stores, bingo halls, bars, sexually-oriented businesses, fast food establishments and vacant retail space are prevalent. With few exceptions, residents have to drive out of the study area to enjoy family restaurants or retail shopping.

Residentially, the White Rock East area is comprised of stable, but threatened, single-family neighborhoods adjacent to very dense multi-family developments and areas that have evolved into lower echelon retail and industrial sites. The desired uses are ones that would enhance, not detract from the safety and stability for all residents. Accessibility to jobs, shopping, parks, and schools is critical to the future of the community.

The Land Use Consensus Vision

Land Uses in White Rock East include desirable single-family residences, multi-family units in a safe environment, successful consumer-oriented businesses interspersed in mixed use development, neighborhood parks and schools linked together in a system of attractive roadways, sidewalks and trails.

Extending the Vision of *forwardDallas!*, the Land Use Vision describes the potential for future development for the area in terms of building location, type and scale. Described in two ways, the vision first outlines the envisioned land development patterns for the study area. The second is through policy recommendations on future land use patterns for the study area as a whole. These recommendations include growth targets for the area that provide a quantitative basis for planning future transportation, housing, and infrastructure.

The Land Use Consensus Vision was developed by the Advisory Committee over a period of several months with input from residents and businesses at their open meetings. Time was spent on gaining an understanding of the relationship of land use, zoning and the components of the Dallas comprehensive plan, *forwardDallas!*, to be able to express the desire to improve the area.

Instead of relying on current zoning to improve the area, the Building Blocks of *forwardDallas!* were reviewed and applied to further articulate the community's future vision of the study area. The following is a discussion of how the Building Blocks relate to and could be applied to specific locations in the study area.

- Buckner Boulevard is considered a **Commercial Center or Corridor**.
- **Residential Neighborhood** Building Block protects the existing neighborhoods from encroachments from adjacent uses.
- **Urban Neighborhoods** for the existing multi-family areas opens the way for more creative residential development.
- **Urban (Walkable) Mixed Use** might be considered in the repurposing of the large shopping centers.
- **Industrial** is included as a current use for discussion purposes as several large businesses are located in the area.

The following paragraphs are excerpts, directly quoted from the Vision Illustration of *forwardDallas!*, for Building Blocks that should be considered for the 2-Points Area as it becomes White Rock East. After each excerpt is a discussion of how areas are currently functioning and how another land use might be considered.

Commercial Centers or Corridors

These areas primarily function as service and job destinations and are similar to Business Centers or Corridors, but are smaller and incorporate less density. These corridors, commonly at the intersection of major streets, are easily accessed via automobiles. Buckner Boulevard is an example of a Commercial Corridor. Buildings in these areas tend to be on separate parcels and stand one to five stories with offices, restaurants and a range of retail and commercial uses. In addition to jobs and services, Commercial Centers or Corridors also may include multi-family housing in low- to mid-rise apartment buildings or condominiums. Landscaping and urban design will enhance the visitor's experience and is used to separate sidewalks from major roads and define pedestrian routes in large parking lots. For large shopping centers, this may involve adding public plazas or other "town center" features. Public transit enhancements as well as quality access and visibility are important components of successful auto-oriented development.

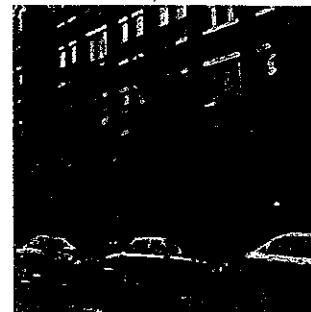


While North Buckner is identified as a Commercial Corridor, the section of this roadway is not functioning as much more than as a "pass through". As a state highway, its appearance has deteriorated to one of neglect, lacking in landscaping and contiguous sidewalks. The current zoning (Regional Retail) has allowed many uses that are not conducive to serving the surrounding residents—bars, proliferation of small auto repairs, convenience stores whose main purpose is to sell wine and beer, and lower end retail. Rejuvenation of the area could come through applying the more user friendly Building Block, Urban (Walkable) Mixed Use in several areas along the corridor, specifically Buckner at John West and the Buckner/Peavy convergence. See the Strategic Opportunity Areas discussion for possible changes.

The IH 30 frontage could benefit from an application of this Building Block to replace the lower tier commercial establishments with higher density development that would improve not only the uses, but the appearance of the area. High visibility and the proximity to major roadways could attract more dense urban uses as the area transitions out of Dallas and into Mesquite.

Urban Mixed-Use

The Urban Mixed-Use Building Block incorporates a vibrant mix of residential and employment uses at a lower density than the Downtown Building Block. These areas are typically near Downtown, along the Trinity River or near major transit centers. Examples include Uptown, the City Place/West Village area, Stemmons Design District, Cedars and Deep Ellum. Urban Mixed-Use Building Blocks provide residents with a vibrant

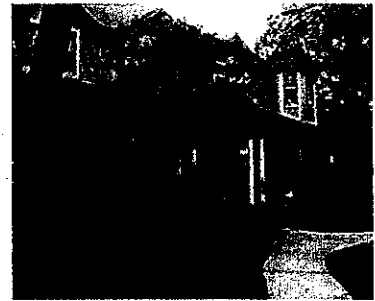


blend of opportunities to live, work, shop and play within a closely defined area. Buildings range from high-rise residential or midrise commercial towers to townhomes and small corner shops. Good access to transit is a critical element. Similar to Downtown, the Urban Mixed-Use Building Blocks offer employment and housing options and are important economic growth areas for businesses. People on foot or bike can enjoy interesting storefronts at ground level with benches, public art, on-street parking and wide sidewalks, creating an appealing streetscape. Large parking areas and other auto-oriented land uses are typically located at the edges.

While the Buckner Corridor is not generally thought of as close to Downtown, it really is not all that far away on IH 30 and surface streets—between seven and eight miles. The large front loaded parking lots are a thing of the past and bringing buildings closer to the street with the ability to have more friendly walkable mixed uses could spur repurposing of large tracts of land into new development with new businesses and new types of residences.

Residential Neighborhoods

This Building Block represents the life-blood of Dallas, the traditional neighborhood of single-family detached homes. Dallas has many neighborhoods that match this description, including Winnetka Heights, Preston Hollow, Lakewood and Wheatley Place. Single-family dwellings are the dominant land use in these areas. Some shops, restaurants or institutional land uses such as schools and religious centers that serve neighborhood residents may be located at the edges or at key intersections.



Neighborhood “pocket parks” provide open space for families. Individual lot size, front yard and side yard setbacks, garage orientation and scale of the home varies from neighborhood to neighborhood. These areas rely primarily on cars for access, although traffic on neighborhood streets is expected to be low. Cut through traffic or spill over from commercial areas will be strongly discouraged. While public transit may be available, typically it involves longer walks to bus stops or the need to drive to park and ride facilities. Newly developed neighborhoods may provide better pedestrian access to community services through shorter block lengths, narrower streets, sidewalks and greenbelts with hike and bike trails and might also provide improved access to transit service. Public investment will focus on protecting quality of life by providing amenities such as parks, trails, road improvements and strong code enforcement.

This Building Block and the following one should be applied to all of the residential neighborhoods for protection from commercial encroachment, crime reduction and increased code enforcement. Neighborhoods of Eastwood Hills, Hillridge and others may benefit from this approach.

Urban Neighborhoods

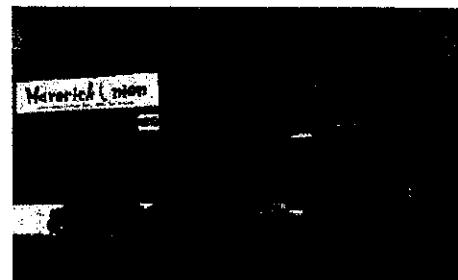
Urban Neighborhoods, including Oak Lawn, the Grand Avenue area in South Dallas, the area near Jefferson Boulevard and the Vickery Meadow area, are predominately residential but are distinguished from other neighborhoods by the wide variety of housing options they provide and easy access to public transit. Housing choices should include single-family detached dwellings, townhomes and low- to midrise condominiums or apartments. These neighborhoods will have concentrations of shops and offices along key corridors or at key intersections, providing important services and job opportunities within walking distance of residences. These areas may have mixed-use buildings with ground floor shops. Areas currently developed with single-family or duplex uses should generally be maintained unless redevelopment is addressed through an Area Planning process. Urban Neighborhood streets will be very pedestrian friendly, providing excellent connectivity to shopping, schools and other community services. Emphasis should be placed on slowing traffic through use of on-street parking and other similar traffic calming measures. Public investments in these areas will focus on parks, pathways, transit stops, pedestrian-oriented landscaping and road improvements.



Urban neighborhoods provide a range of housing options, including single-family detached dwellings and townhomes. They can locate the intensity away from the adjacent corridor, respecting existing single-family neighborhoods. This Building Block is applicable to neighborhoods with smaller homes where it could encourage the renewal and repurposing of the aging multi-family complexes and retail land uses that are typically located at the edges. The adjacent smaller shopping centers should reflect a connection to the adjacent neighborhoods and provide more neighborhood services.

Industrial Areas

Industrial Areas, which offer important employment opportunities, occupy large areas of land and usually are near major roads and heavy rail lines. Evolving technology and the need for freight movement through Dallas to the rest of the country and internationally means this sector can offer good opportunities for jobs. Logistics and warehousing, a growing industry with strong potential for upward mobility of skilled workers, would thrive in such areas. Examples include Southport and the Agile Port, parts of West Dallas along I-30, and the Stemmons industrial area. These areas include a mix of low- and medium-density industrial buildings and industrial yards and have large surface parking for cars and trucks. Industrial Areas rely on quality road access and may be linked to rail for





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freight purposes. Street lanes are wide and intersections are large. Transit, sidewalks and other pedestrian improvements are limited.

There are several areas that are either zoned and/or functioning as industrial development. They are generally close to the IH 30 corridor. Long term redevelopment scenarios in adjacent areas may encourage these uses to locate further away from the neighborhoods to more appropriate industrial locations, but for now several of these are viable industrial businesses and employment centers.

Strategic Opportunity Areas

Strategic Opportunity Areas (SOAs) are focal points for positive change within the study area. These areas merit special consideration. Areas that might best benefit from a targeted approach were identified in the development of the area plan. Seven areas are identified on the following **Map LU4 - Strategic Opportunity Areas** and are shown in very conceptual improvement illustrations to these areas on the following pages. They are conceptual, generalized visions of how these areas could be catalysts for new development to the specific tracts and surrounding opportunities for redevelopment.

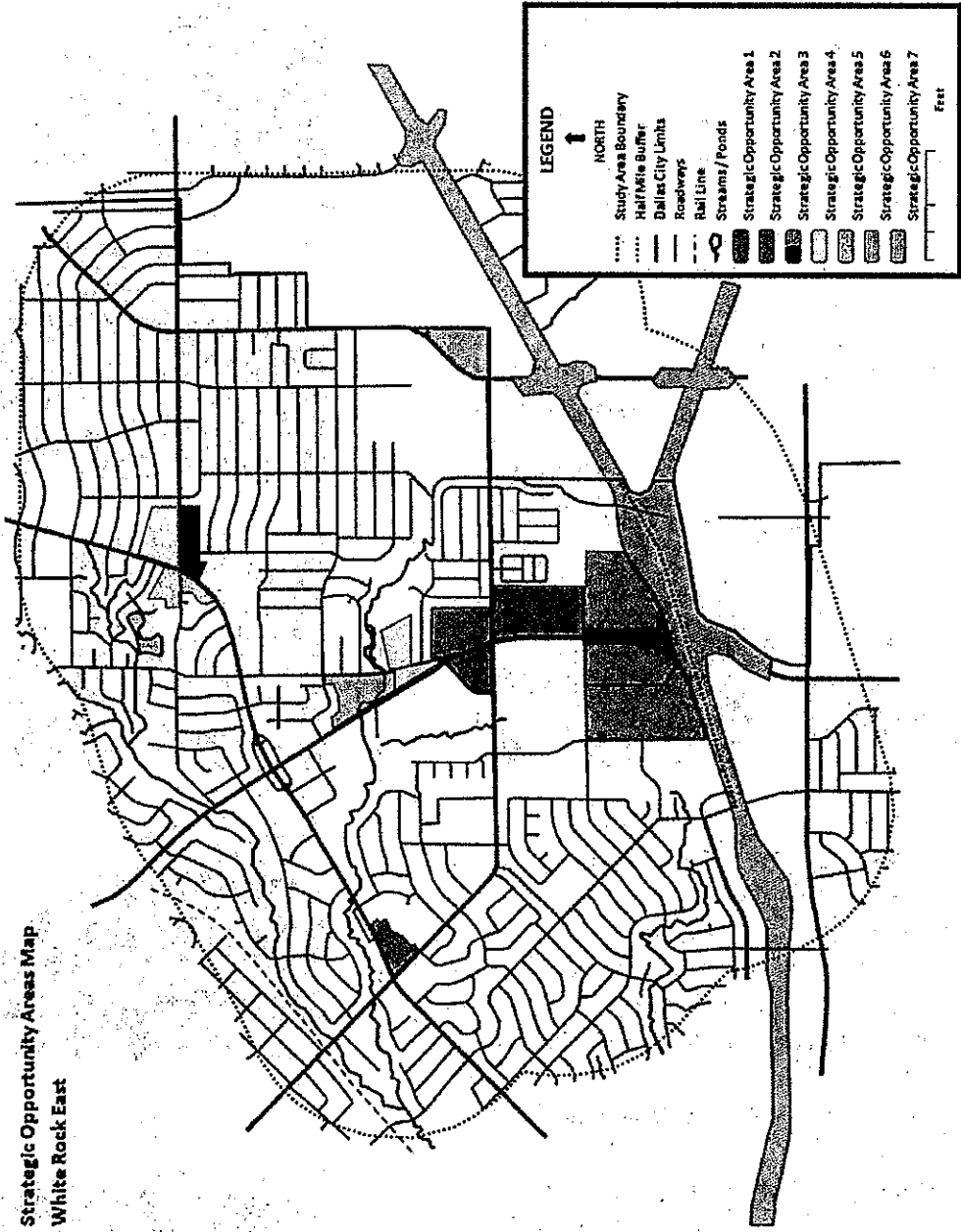
The Strategic Opportunity Areas are visions for future development on private and public property. Any future development of the selected areas is entirely contingent upon the interest of the owners, perspective businesses, developers and the economy of the area. Contact with one of the owners resulted in changes to the initial conceptual design to accommodate his development. Several other owners found the SOA for their locations to be very interesting for the future. Other owners are either not local, did not respond when contacted, or current contact information was not available.

The realization of these visions is dependent on working with the individual property owners, their interests, their investments, and could involve modifications and amendments to existing public streets. This approach would require vetting for feasibility at the time there is a specific development proposal. These are not proposed as firm plans for the site, but as the term Strategic Opportunity Areas indicates, the areas are ones that have been identified as having have potential for development or redevelopment.



LAND USE

Strategic Opportunity Areas Map
White Rock East

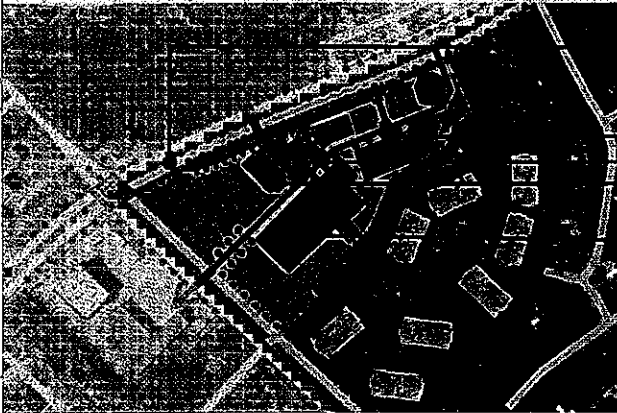


Map LU4 – Strategic Opportunity Area

Strategic Opportunity Area 1 Concept Plan

Concept Site

The existing commercial center and post office will continue to serve the surrounding single-family development patterns; however, its once required ample parking should give up some room for infill retail and restaurant space creating a walkable, pedestrian experience. An interior park and landscaped green street treatments would further create a sense of place while reducing the existing site's impervious cover. Both on-street and remaining off-street parking should make the walk to shops more convenient.



Getting Around

Organized interior street grid – Within the existing commercial center, a more defined street grid helps drivers and pedestrians navigate between shops and restaurants. The interior street grid should tie into existing and future developments across the street. A side access road along Ferguson Road would include storefront parking and bus stops.

Sidewalks and crosswalks – Placed along thoroughfares and within the interior street network. Sidewalks can be tree-lined ribbon or continuous with planters. Sidewalks and crosswalks should be enhanced with textured materials to enhance the walking experience.

Incorporating future trails – As potential trails evolve along South Fork Ash Creek, future development of this commercial site should link into this future local asset.

Development Character



Feeding into future trail



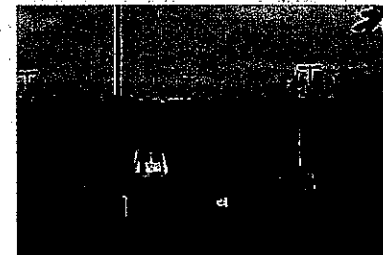
Pedestrian crosswalks



Interior park



Infill commercial

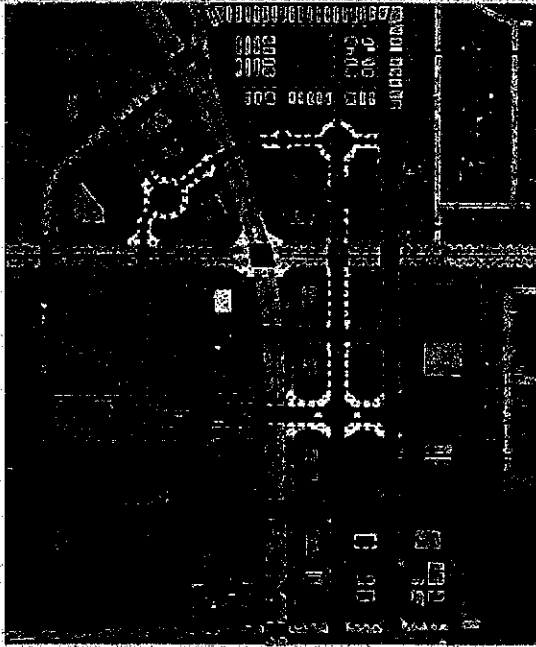


Retain a community asset

Strategic Opportunity Area 2 Concept Plan

Concept Site – Buckner Boulevard at John West

This site spans the three corners of the North Buckner Boulevard-John West Road intersection. Currently, this area is a mish-mash of commercial buildings showing their disuse. Being close to the study area's center point, this site is a logical location to establish a vibrant mix of live, work, shop, and play activities. This would include higher density mixed use, office, and residential along a landscaped North Buckner Boulevard and near Chenault Street plus lower density storefronts facing on-street double row parking within the interior of the site. The aging multi-family complex would give way to an urban neighborhood focused around a public space.



Getting Around

Street grid – A traditional street grid with central focus points or landmarks to help guide users and visitors.
Sidewalks, crosswalks, and plazas – Textured materials for sidewalks and crosswalks to enhance the walking experience, plus plazas to create a sense of arrival.
Transit – Rerouting DART's local and crosstown bus routes onto a future street grid and connecting to a possible transit center south of Chenault Street.

Development Character



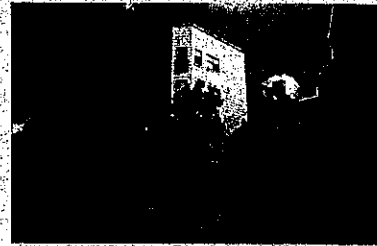
Townhouse/ urban single family



Storefront double row parking



Central focus points



Higher density residential

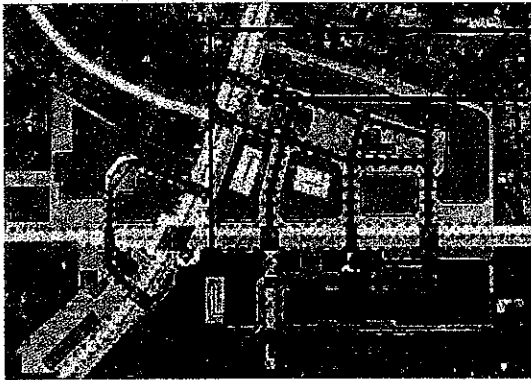


Landscaped major roadways

Strategic Opportunity Area 3 Concept Plan

Concept Site – Ferguson Road at Oates

The site is a collection of 1950s and 1960s aging commercial centers with ample parking set close to the street. This site is located at the four corners of a major intersection, with the southeast corner being in the study area. Reuse of existing one-story buildings located at the periphery of the site is desirable with higher density uses located near the major intersection and interior street grid. Internal parking garages, on-street parking, and limited surface parking would serve the higher density buildings. Smaller parks and plazas would enhance the pedestrian experience, while gateways at the major intersection and neighborhood entries would add to a sense of place.



Getting Around

Organized interior street grid – Within the existing commercial centers, a more defined street grid would help drivers and pedestrians navigate between shops, restaurants, and higher density mixed use structures within and throughout all four corners.

Sidewalks, crosswalks, and plazas – Placed along thoroughfares and within the interior street network, sidewalks can be tree-lined ribbon or continuous with planters. Sidewalks and crosswalks should include textured materials to enhance the walking experience. Pedestrian plazas located at intersections, next to parks, and smaller buildings would provide a sense of place and arrival.

Development Character



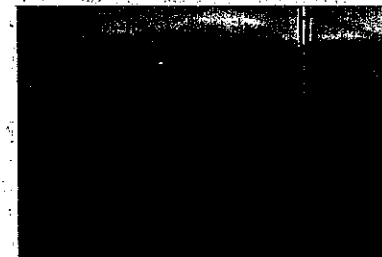
Higher density mixed use



Small interior parks



Pedestrian plazas



Reuse of existing buildings

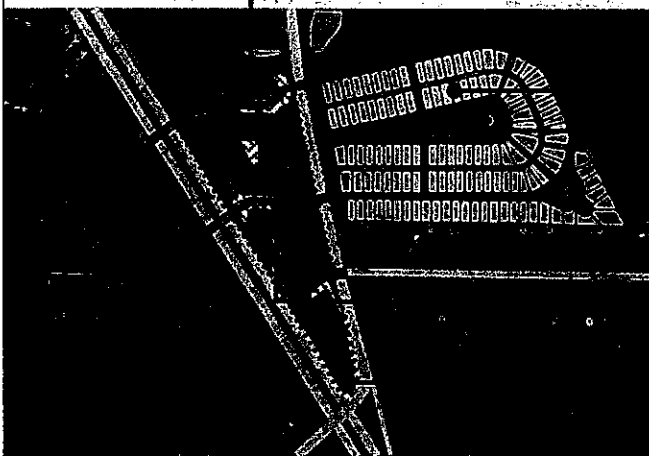


Neighborhood entryways

Strategic Opportunity Area 4 Concept Plan

Concept Site - Buckner/Peavy/2-Points

This location has the potential to define the character of the community in a positive way; however, existing development diminishes the community's image. An aging apartment community east of Peavy Road could be replaced with urban single-family detached housing, townhouses, plus a centralized neighborhood park. The area between North Buckner Boulevard and Peavy Road could be redeveloped into a concentration of neighborhood-serving commercial buildings with a 'Flatiron' style building at the triangular south end. The north end should have a creekside overlook mixed use building with restaurants, offices, and residential units. In between would be a mix of neighborhood serving shops and restaurants.



Getting Around

Landscaped roadways – Incorporating landscaping along North Buckner Boulevard and Peavy Road using public right-of-way and working with developers of adjacent properties as the properties are redeveloped.

Future roadway linkages – Developing future roadways to eventually link into future development opportunities west of North Buckner Boulevard.

Trails – Connecting future commercial developments to a possible trail network, and having trails define the edge of urban single-family housing development.

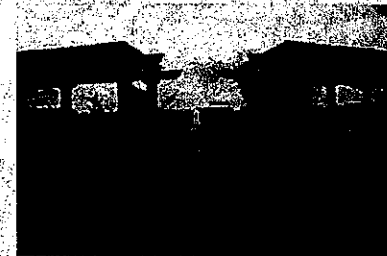
Development Character



Creekside overlook mixed use



Urban single family housing



Centralized neighborhood park



Mix of restaurants and shops



'Flatiron' type corner

Strategic Opportunity Area 5 Concept Plan

Concept Site – Between Buckner and Peavy

Existing development patterns include an aging multi-family complex and commercial properties. The concept plan replaces the aging structures with new single-family detached and townhouse units that reflect the surrounding neighborhoods. The concept uses the local creek and woodlands meandering through as a “green spine” that links together nearby neighborhoods and enhances the area’s aesthetic appeal.



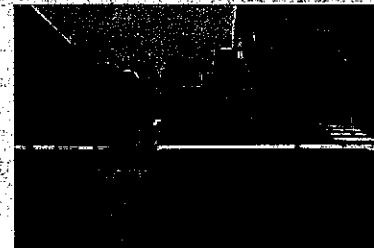
Getting Around

Trails and footpaths – Paths through the woodlands should work with the surrounding terrain and be used for pleasure, exploring, and getting to destinations.
Sidewalks and pathways – Sidewalks and mid-block pathways should be incorporated into all developments to encourage a safe walking experience.
Roadways – Landscaped buffers should be incorporated along major roadways, while landscaping on residential streets should enhance the built environment, terrain,

Development Character



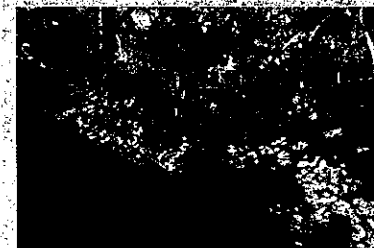
Higher density townhouses



Mid-block pathways



Landscaped buffers along roads



Woodlands, creeks, and trails

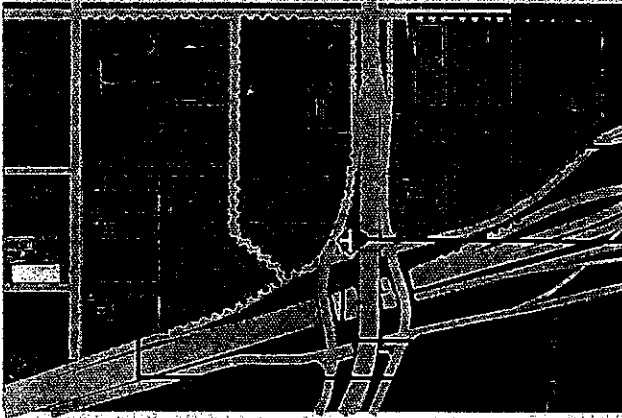


Single-family detached housing

Strategic Opportunity Area 6 Concept Plan

Concept Site – North Buckner at IH 30

Existing development patterns consist of aging motels, commercial operations, and auto dealerships along the I-30 corridor, plus light industrial, commercial, and vacant land moving north to Chenault Street. With the I-30/US 80/Loop 12 interchange at its front door and North Buckner Boulevard (Loop 12) as its entryway, this area needs a landmark gateway with landscaped right-of-way. Regional employment activities—medical facilities or education centers—can take advantage of this location's proximity to the interchange. This area could transition from the proposed urban, pedestrian-oriented developments north of Chenault Street to a slightly more auto-oriented character along IH 30 with a concentration of commercial businesses.



Getting Around

Regional road connections – This area should take advantage of its proximity and regional access provided by IH 30/US 80/Loop 12 interchange.

Possible bus transit center – A bus transit center located near the interchange could serve local and crosstown bus routes and potential users in the urban mixed use developments north of Chenault Street. A center could serve as a park & ride lot.

Develop street grid around transit center - Through redevelopment and new development, break down some larger city blocks and vacant land into smaller blocks to enhance walking near the transit station.

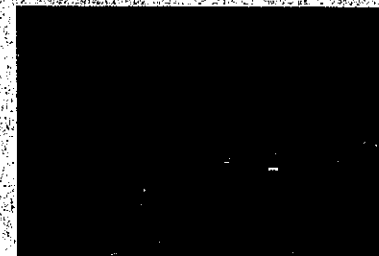
Development Character



Possible bus transit center



Commercial concentration



Landmark gateway at entryway



Gateway landscaping

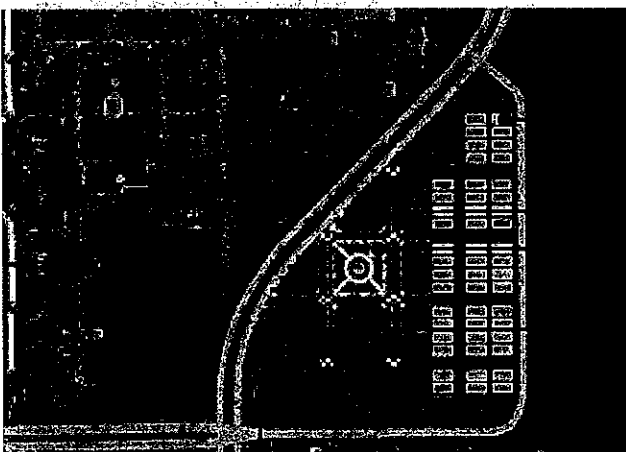


Regional employment activities

Strategic Opportunity Area 7 Concept Plan

Concept Site – La Prada Triangle

Existing development patterns include an aging multi-family complex with an open field to the east and several multi-family communities west of La Prada Drive. The concept plan creates a “central square” similar to town squares or courthouse squares found in many Texas cities. The central square, featuring urban streetscape enhancements, would have storefronts facing the square and townhouses within easy walking distance. Most parking would be handled with on-street parking or limited surface parking lots. The intersection of La Prada Drive and John West Road would support limited auto-related uses.



Getting Around

Street grid – This area could be redeveloped with a more connected, walkable traditional street grid.
Sidewalks and crosswalks – Sidewalks and crosswalks should be the primary means of getting around this higher-density community.
Pedestrian alleys – A secondary method for pedestrian movement in this higher density community is the incorporation of pedestrian-safe alleys and possible mid-block courtyards.
Route buses into the center of the site – As development occurs, a DART bus route should be routed to the site’s “central square” to serve local users with smaller buses and more frequent service.

Development Character



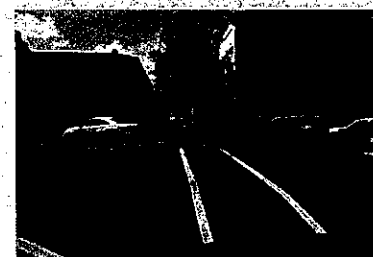
Townhouses



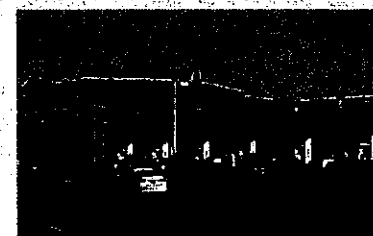
On-street parking



Central square



Crosswalks and pedestrian alleys



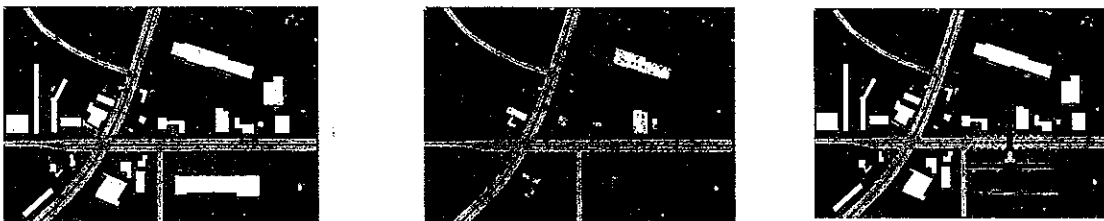
Auto-related uses at intersection

For example, in **Strategic Opportunity Area 5**, there are worn out multi-family units on Peavy and other areas that could be repurposed with cluster housing or townhomes or even more urban neighborhood type development.

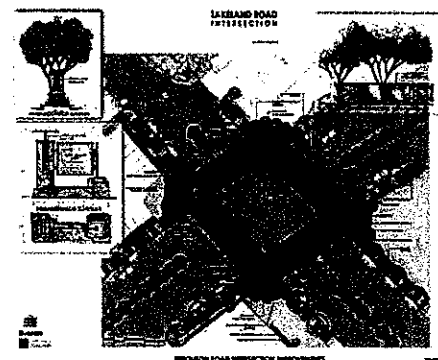


The illustrations shows the current buildings, then the street system, and then the adjacency to a creek and trail access to make this approach applicable in several places where apartments have deteriorated and will eventually need to be replaced.

On a smaller scale, **Strategic Opportunity Area 3**, the shopping center at the corner of Oates and Ferguson would benefit from a general facelift. Landscaping and parking lot reconfiguration could foster neighborhood friendly businesses. Locating several new buildings closer to Oates could provide additional retail or restaurant (not a drive-thru) or a bank. Phased development is shown in the illustrations below.



Already in play is a design for improving the appearance of the intersection in **Strategic Opportunity Area 1**. In concert with other intersections on Ferguson Road, the improvements shown in the illustration would satisfy many considerations included in this plan, streetscape, sense of place, pedestrian safety and visibility of the adjacent commercial businesses. Plans for this intersection and two others were prepared a number of years ago and have moved forward in the Needs Inventory List, the City's list of potential capital projects to be funded primarily by bond funds.



Goals and Implementation Measures for Better Land Use

Goal	Implementation Measure
<p>Goal LU.1: Land use and zoning that preserves and protects existing stable neighborhoods to be safe, livable and walkable.</p>	<p>LU.1.1: Consider the Building Blocks as land use guidelines for zoning changes desired by area residents.</p>
	<p>LU.1.2: Consider the recommendations outlined in the Strategic Opportunity Areas in zoning cases and public improvements.</p>
	<p>LU.1.3: Encourage redevelopment with townhomes and cluster homes for lower density in lieu of multi-family when there is site redevelopment.</p>
	<p>LU.1.4: Ensure code compliance in the existing more densely populated areas as well as the residential areas.</p>
	<p>LU.1.5: Solicit more direct input from the residents for changes in development and zoning on an ongoing basis.</p>
	<p>LU.1.6: Add accessory dwelling units to zoning districts to allow secondary rental residential units as a permitted or specific use.</p>
<p>Goal LU.2: Appropriate zoning for commercial areas that best addresses the community's needs and desires along major thoroughfares and at strategic intersections.</p>	<p>LU.2.1: Consider more urban types of development along major thoroughfares as identified in form-based zoning districts.</p>
	<p>LU.2.2: Identify and pursue removal of problem uses and structures that may be nonconforming or illegal.</p>
	<p>LU.2.3: Implement the uses and zoning districts that are desired and/or needed in the community and apply Building Blocks.</p>
	<p>LU.2.4: Promote desirable infill through rezoning, expedited permitting and incentives.</p>
	<p>LU.2.5: Solicit repurposing of existing under-performing retail development through public/private partnerships.</p>
<p>Goal LU.3: Appropriate zoning for residential districts that are desired and/or needed in the community.</p>	<p>LU.3.1: Work with elected officials, City staff, and multi-family property owners to redevelop existing multi-family sites near local neighborhoods for townhouse and single family housing units.</p>
	<p>LU.3.2: Encourage best practice examples from across the nation in which older multi-family complexes and derelict sites redeveloped in owner-occupied housing.</p>
	<p>LU.3.3: Use this White Rock East Area Plan and <i>forwardDallas!</i> to guide desired uses and zoning districts and/or form-based districts in the area.</p>
	<p>LU.3.4: Request initiation of appropriate zoning for areas of incompatibility and to encourage redevelopment in Strategic Opportunity Areas.</p>



Goal	Implementation Measure
	LU.3.5: Promote urban types of development on major thoroughfares using form-based code districts for higher density mixed use.
	LU.3.6: Promote Complete Streets and Green Streets for major roadways to promote more urban development patterns.
	LU.3.7: Explore joint effort with Mesquite and Dallas County Community College District coordinating planning and design for future development patterns near the intersection of John West Road and La Prada Drive/Big Town Boulevard.

From Current Land Use to Building Blocks to Future Land Use and Zoning

This area plan focuses on both protecting the study area and imagining the potential for redevelopment using the Building Blocks of *forwardDallas!*. It presents opportunities to revitalize commercial corridors and adjacent neighborhoods with emphasis placed on safety and mobility.

The initial instructions for the Plan indicated that specific zoning changes should not be specifically defined; therefore a delineated specific future land use map is not presented in this document. However, review comments indicated that “an area plan should accomplish the uses for zoning districts that are desired and/or needed in the community”, (Goal LU.1, Actions LU.1.1 and 1.2).

Instead, a bubble map, using the Strategic Opportunities Areas, is presented to show the potential for rezoning. The areas are intended as conceptual guides based on the deliberations of the Advisory Committee with input from the residents and business owners at three community meetings, face-to-face meetings, and advisory committee meetings. The following areas that could be considered for different zoning districts are:

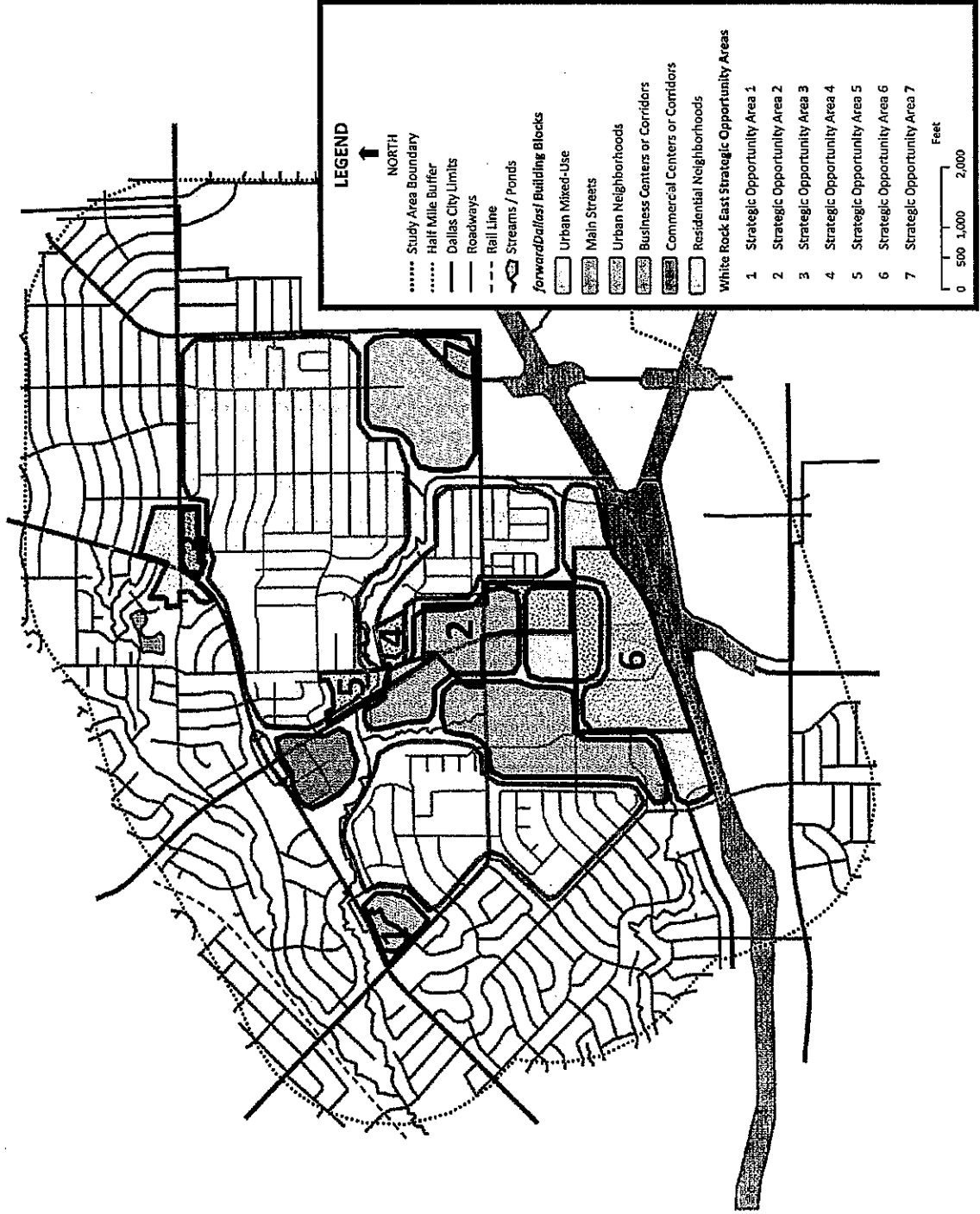
- Both side of North Buckner from IH 30 to the Peavy convergence - urban mixed use/main street
- IH 30 Frontage - urban mixed use
- Southeast of the intersection of Ferguson at Oates - neighborhood commercial
- La Prada Triangle - urban neighborhood including townhomes
- Peavy/Buckner Triangle - urban neighborhood

Further refinements would come with specific rezoning requests or initiation by the property owners. Another approach (by property owners) to improved land use could be considered in the creation of a Planned Development District (PDD).

These proposed conceptual changes to land use and possibly to rezoning in the White Rock East area could revitalize this area and attract new and better residences and businesses—resulting in stable neighborhoods and thriving commercial ventures.



LAND USE





TRANSPORTATION

In communities across the country, most land use patterns work in conjunction with the transportation systems. Communities' development patterns are not static, but are constantly changing to adjust to socio-economic needs, demographic changes, new technology, and market trends. Transportation systems are subject to similar adjustment, ranging from technological improvements to desires for alternative means of movement and from fiscal limitations to changing community values.

The White Rock East Transportation section addresses nine items that will have a future role in influencing the growth, development, and stability of the community. The nine items consist of the following:

- Roadway character
- Existing thoroughfare network
- Transit service
- Bicycle
- Sidewalks
- Trail network expansion
- Gateways
- Wayfinding
- Signalization

These nine items were expressed by community stakeholders as important to improve the image of the area and help to bond the various neighborhoods and commercial areas into a stable and prominent community in the Dallas area. Transportation items will focus equally on the needs of all users—the disabled, pedestrians, bicyclists, motorists, and transit users. Transportation facilities will be developed in context with surrounding or anticipated development while incorporating infrastructure systems and local values concerning community enhancements and aesthetics.

Transportation Consensus Vision Statement

The transportation network serving White Rock East focuses equally on the needs and activities of all users. It works in context with adjacent development patterns. Addressing the roadway character of the area's existing thoroughfare network of safe and attractive roads ensures positive pedestrian experience by the realization of a continuous sidewalk system, adds value to surrounding land uses, and links various areas of the community through sidewalks, bike routes and trails. Ultimate success is found in desirable streets, highways, sidewalks, and trails that promote the safe movement of pedestrians and vehicles while enhancing the community's image.

This section provides an overview of transportation concepts, issues and approaches, followed by details of what is needed in the area with implementation measures to improve the overall function of White Rock East.

TRANSPORTATION

Roadway Character

Road right-of-way accounts for a large percentage of land in urban areas. Roadways have been traditionally treated as a utilitarian transportation system to move people and goods in motorized vehicles from one place to another. In the development of roadways, consideration has been given to roadway design and how roads interact with other users, the surrounding built environment, and the road's impact on the nearby waterways; however, the primary emphasis in road building has been in managing traffic volume and movement in a safe and efficient manner. While roads provide a conduit for getting around, roads and their right-of-way should play an important role in defining and interacting with the surrounding built and natural environment.



Seneca Park Road in Louisville, Kentucky

Instead of being an afterthought, the roadway character should lead the way in the planning and design of safe and attractive roads for all users. Many times, roads provide the first impression of an area as well as a lasting memory for residents or visitors. Roadway character plays to the senses, whether it is the sound and feel of tires crossing different surface textures or the visual stimulus enjoyed whether driving down a road or walking alongside. Roadways will continue to perform a utilitarian role in the urban fabric; however, roads should also have an appeal and quality that complements both the adjacent built and natural environment as well as non-motorized users of the right-of-way, including pedestrians, bicyclists, transit riders, and people with disabilities.

For residents of the White Rock East area there is a desire to have streets and major highways that promote the safe movement of pedestrians and vehicles while enhancing the community's image. This includes landscape and streetscape improvements along major roads and street beautification for local streets. The City of Dallas is currently reconsidering how their roadways should function for all users. These include policy decisions as well as planning and design considerations that reflect the community's social, cultural, economic, and physical values. The components that should be applied to the roadway character of White Rock East streets include Complete Streets, Context Sensitive Design, and Green Streets. Below is a brief description of each.

For residents of the White Rock East area there is a desire to have streets and major highways that promote the safe movement of pedestrians and vehicles while enhancing the community's image. This includes landscape and streetscape improvements along major roads and street beautification for local streets. The City of Dallas is currently reconsidering how their roadways should function for all users. These include policy decisions as well as planning and design considerations that reflect the community's social, cultural, economic, and physical values. The components that should be applied to the roadway character of White Rock East streets include Complete Streets, Context Sensitive Design, and Green Streets. Below is a brief description of each.

Complete Streets

Complete Streets is a movement in communities to make urban roadways safe and convenient for all users. Roadways and intersections are required to serve the needs of motorists, bicyclists, transit users, and pedestrians, including those with disabilities. Complete Streets is policy driven to bring about institutional changes from standard roadway development practices that tend to be focused primarily on vehicular needs. The level of service for pedestrians, transit riders, and bicyclists should be on par with automobile-oriented needs. Complete Streets can be implemented on many roadways in the community.

Context Sensitive Design

Context Sensitive Design, sometimes referred to as Context Sensitive Solutions, incorporates collaborative planning and design practices to ensure that road improvements are designed to fit within the surrounding context. Stakeholder input is included throughout the process. Context Sensitive Design provides a flexible way to address all modes of travel by including a team of professionals.

Green Streets

Besides moving traffic and linking locations, the impervious surface of roadways collects rain waters and diverts these waters to curbs and gutters that can quickly overwhelm local creeks and rivers. Urban roadways are part of a community's stormwater conveyance system that is considered a component of a community's "gray infrastructure". Gray infrastructure includes stormwater sewers, wastewater sewers, and utility lines. Municipal roadway planning and design practices across the country are looking at implementing Green Streets design criteria as part of their green infrastructure to manage and reduce stormwater runoff and protect water resources from pollutants. Green Streets are primarily designed and built as a stormwater management system within a road's right-of-way that filter pollutants through vegetative bioretention treatments and enhance soil filtration. Green Streets also enhance the aesthetic qualities for adjacent properties by replacing the hardscape curbs and gutters with a softscape of street tree plantings, vegetated swales, landscaped bioretention features, and permeable paving materials. Green Streets can help improve the street environment for bicyclist and pedestrians and add to the overall pedestrian experience. These roadway designs are applicable to the design and construction of local alleys.

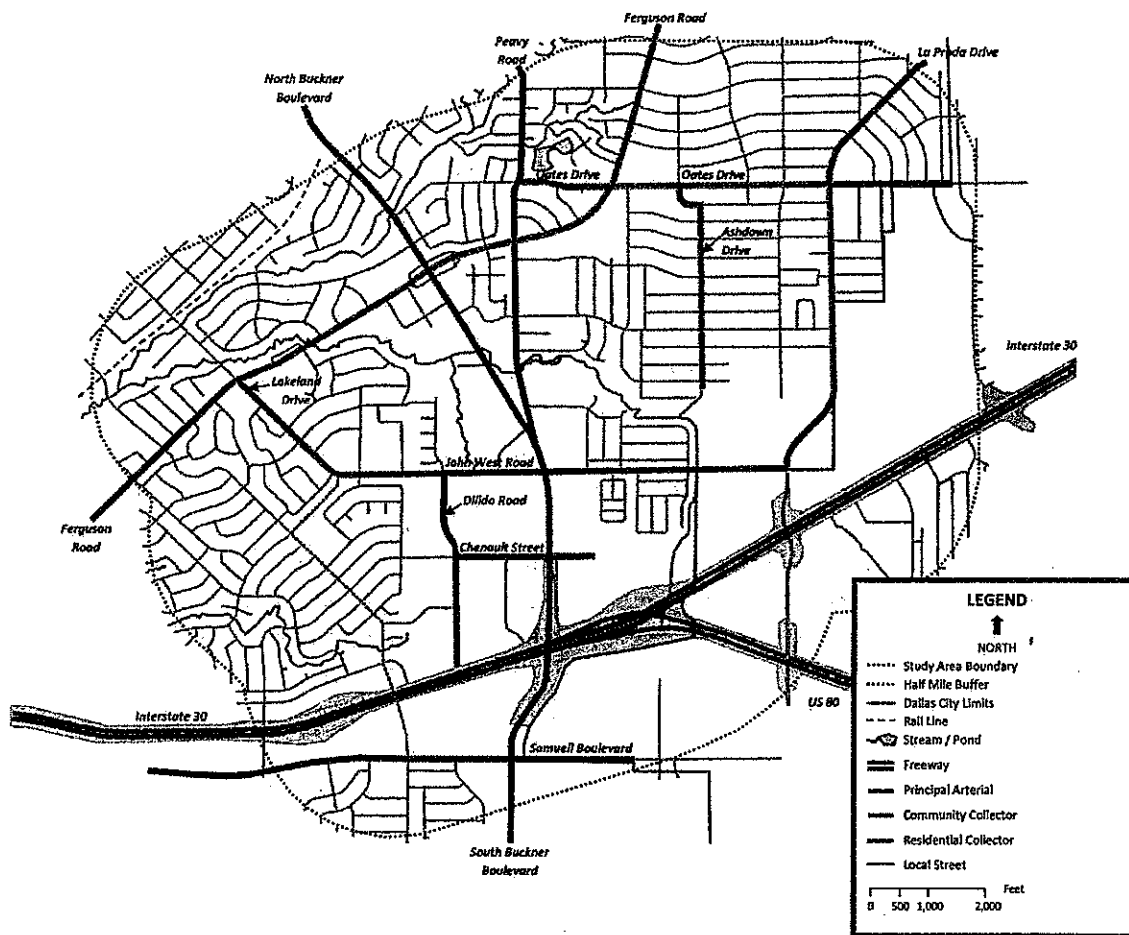
Existing Thoroughfare Network

Communities across the country use a functional classification system to rank and define the functions of their existing and future roadway networks. Functional classification systems focus on the service roadways should perform in handling vehicular traffic, ranging from high access/low mobility to low access/high mobility. The roadway types for most functional classification systems include freeways, principal arterials, minor arterial streets, collector streets, and local streets.

The City of Dallas has a functional classification system for its existing thoroughfare network consisting of three roadway types:

- Arterial Streets – Principal and Minor;
- Collector Streets - Community and Residential; and
- Local Streets.

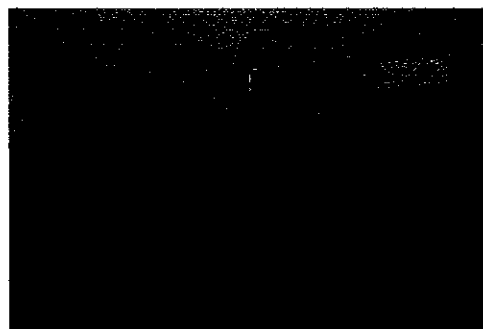
The three roadway types are identified in the White Rock East study area and half-mile buffer. The existing thoroughfare network in the White Rock East area is graphically shown on **Map T1 - Existing Thoroughfare Network in the White Rock East Study Area**. The map shows the three roadway types plus freeways and local streets in the study area. The text below describes the attributes of the three roadway types plus freeways and local streets.



Map T1 - Existing Thoroughfare Network in the White Rock East Study Area

Freeways

As either intra-regional or inter-regional facilities, freeways are high speed, long distance roadways that can run through many cities and counties. Typically, freeways handle large volumes of traffic and provide the greatest mobility for getting around. In urban areas freeways are designed to be limited-access roadways with grade separated cross streets. There is no direct driveway access to the freeway except using the exit/entry lanes along parallel frontage roads. Within the study area boundaries is one freeway, IH 30. Outside the study area but within the half-mile buffer is a second freeway, US 80.



IH 30 near the US 80 interchange

Arterials

Arterials are usually long distance roadways that can run through neighborhoods. They typically define neighborhoods and serve the main function of movement from one part of the city to another. These roads are designed to handle large traffic volumes, though not at the higher levels found with freeways. The speed limits along principal arterials range from medium to high. The long distance and higher speed limits on these roads provide a high degree of mobility, but with greater access onto the roadway than allowed on freeways. Side street entries are limited; signalization is minimized and coordinated to enhance optimum traffic flow. The four principal arterials are Ferguson Road, La Prada Drive, North Buckner Boulevard, and Oates Drive.



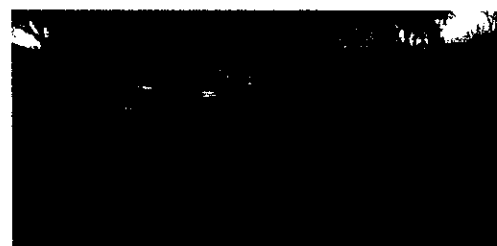
Ferguson Road at Lakeland Drive

Community and Residential Collectors

As noted above, the City of Dallas breaks down collector roads as either community collector or residential collector. Community collector roads provide the links between arterials and local streets. They penetrate neighborhoods and serve the function of collecting or distributing traffic between the local streets and arterials. They serve the street grid patterns of commercial and industrial areas. Community collector roads inside the study area include Chenault Street, Dilido Road, John West Road, Lakeland Drive, and Peavy Road. Ashdown Drive is the only designated residential collector in the study area. Outside the study area but within the half-mile buffer is one community collector road, Samuell Boulevard. Lower speed limits and greater access to local residential streets are associated with most residential collector roads. With an increase in access comes a reduction in mobility. Oates Drive between Ferguson and Peavy Roads is the only residential collector road within the half-mile buffer.



Peavy Road at Gross Road



Ashdown Drive at Gross Road

TRANSPORTATION

Local Streets

Local streets are contained within a neighborhood and serve the function of internal circulation. The White Rock East study area has many residential neighborhoods that are made up of curvilinear roadways that reflect the development patterns of previous decades. Because of this, a large percentage of the roads in the White Rock East study area are local streets that feed into collector roads and arterials. Local streets are not limited to residential areas, but can include commercial districts and industrial parks. Local streets handle low volumes of traffic and tend to be short distance roadways that serve individual properties.

These streets have the lowest speed limits in the thoroughfare network and provide direct access to residential driveways, front doors, and on-street parking for commercial establishments.



Sikorski Lane

The following table, **Table T1 - White Rock East Study Area Existing Thoroughfares**, breaks down the existing thoroughfares in the White Rock East study area based on the functional classification system used by the City of Dallas. While the table excludes freeways and local streets, the table provides additional information related to existing conditions related to adjacent development activities, sidewalk development, and the availability of public transit.



Table T1: White Rock East Study Area Existing Thoroughfares

Lead Agency	Study Area	Direction	Distance	Character	Speed	Dominant Development/Activities	Public Transit	Notes	Comments			
North Buckner Boulevard (Loop 12)	Eight-lane divided principal arterial (between Interstate 30 and Peavy Road) and six-lane divided (between Peavy Road and Ferguson Road) in study area.	North-south between Interstate 30 and John West Road.	Overall - Approximately 4.8 miles from Northwest Highway on the north to Interstate 30 on the south. Study Area - Approximately 1.3 miles from Ferguson Road on the north to Interstate 30 on the south.	PRINCIPAL ARTERIAL Multi-family residential, commercial, and light industrial.	40 mph		Crosstown bus routes 466 and route 475 in study area.	North of Peavy Road sidewalks on both sides of North Buckner Boulevard; Interstate 30 sidewalks are inconsistent or lacking, even at DART bus stops.	Serves as the main north-south corridor through the study area. It is the north-eastern portion of Loop 12, a 48-mile long beltway within Dallas County. Loop 12 is operated by the Texas Department of Transportation. Residents of the 2-Points area have mandon the need for improved street lighting at North Buckner Boulevard and Peavy Road north of John West Road.			
										Local bus route 164 in study area.	The sidewalk network along Ferguson Road corridor is inconsistent to lacking in the study area.	Serves as the northwestern boundary for the study area. Crossing into Garland Ferguson Road becomes Centerville Road. As improvements are made to Interstate 635 and Interstate 30, 2-Points residents are concerned that Ferguson Road could be used as a reliever route. Conducting an environmental impact statement for future neighborhood traffic impacts along Ferguson Road resulting from the freeway improvements is desired by 2-Points residents.
										Local bus route 110 in study area.	There are few sidewalks along La Prada Drive.	Serves as the eastern boundary for most of the study area. La Prada Drive serves as the western entrance into Eastfield College. North of Oates Drive, La Prada Drive continues several blocks north through Dallas before entering Mesquite and continuing into Garland. South of John West Road La Prada Drive becomes Big Town Boulevard as it continues south into Mesquite and connects with Interstate 30.
Ferguson Road	Six-lane divided principal arterial in study area.	Southwest to northeast.	Overall - Approximately 12 miles from Firewheel Parkway on the northeast in Garland to Samuel Boulevard in Dallas on the southwest. Study Area - Approximately 1.5 miles from Oates Drive on the northeast to Lakeland Drive on the southwest.	Single family residential, multi-family residential, commercial, and institutional; commercial and institutional uses can be found at the intersection of Ferguson Road and Lakeland Drive and at the intersection of Ferguson Road and Oates Drive; institutional uses include Bishop Lynch High School southwest of Oates Drive and several hours of worship between North Buckner Boulevard and Lakeland Drive.	35 mph		Local bus route 164 in study area.	The sidewalk network along Ferguson Road corridor is inconsistent to lacking in the study area.	Serves as the northwestern boundary for the study area. Crossing into Garland Ferguson Road becomes Centerville Road. As improvements are made to Interstate 635 and Interstate 30, 2-Points residents are concerned that Ferguson Road could be used as a reliever route. Conducting an environmental impact statement for future neighborhood traffic impacts along Ferguson Road resulting from the freeway improvements is desired by 2-Points residents.			
La Prada Drive	Four-lane divided principal arterial in the study area.	North to south.	Overall - Approximately 13.7 miles from Broadway Boulevard on the northeast in Garland to Interstate 30 in Dallas on the south. Study Area - Approximately one mile from Oates Drive on the north to John West Road on the south.	Within the study area and its half-mile buffer, the northern half of La Prada Drive passes through mostly single family residential, while development activities in the southern half consist mostly of commercial and multi-family residential.	40 mph		Local bus route 110 in study area.	There are few sidewalks along La Prada Drive.	Serves as the eastern boundary for most of the study area. La Prada Drive serves as the western entrance into Eastfield College. North of Oates Drive, La Prada Drive continues several blocks north through Dallas before entering Mesquite and continuing into Garland. South of John West Road La Prada Drive becomes Big Town Boulevard as it continues south into Mesquite and connects with Interstate 30.			
Oates Drive	Six-lane divided principal arterial in study area.	East to west.	Overall - Just over 5.1 miles from Broadway Boulevard on the east in Garland to Ferguson Road on the west in Dallas. Study Area - Just over one mile from the Dallas-Mesquite city boundary on the east to Ferguson Road on the west.	Within the study area and half-mile buffer, commercial development along Oates Drive can be found at Ferguson Road. On the eastern side of Oates Drive and La Prada Drive are facilities for a house of worship. Between La Prada Drive and the commercial activities around Ferguson Road it is mostly single family residential.	35 mph		Local bus route 164 (Wood-meadow Branch) in study area.	Sidewalks on both sides of road.	Serves as the northern boundary for the study area. West of Ferguson Road and within the half-mile buffer, Oates Drive narrows down into a collector road where it ends at North Buckner Boulevard. Outside of Dallas, Oates Drive continues east through Mesquite and into Garland.			
Chenault Street	Four-lane undivided community collector in the study area.	East to west.	Overall - Not outside study area, Study Area - Approximately 0.7 miles from Lindbergh Drive on the west to where Chenault Street dead-ends east of North Buckner Boulevard.	Multi-family residential, commercial, light industrial, and institutional activities along with vacant tracts	30 mph		Local bus route Chenault Street on Lindbergh Road, while crosstown routes 466 and 475 cross Chenault Street on North Buckner Boulevard with a stop almost 200 feet north of intersection.	Sidewalks on south side of Chenault Street from Lindbergh Drive to approximately 300 feet west of North Buckner Boulevard; partial sidewalk development along the entire length of Chenault Street's north side.	Herold Wendell Lang Senior Middle School fronts onto Chenault Street. Chenault Street abruptly ends approximately 800 feet east of North Buckner Boulevard. Barriers have been installed on Chenault Street west of Dillido Road to discourage traffic. West of Lindbergh Drive Chenault Street becomes North Jim Miller Road.			



Table T1: White Rock East Study Area Existing Thoroughfares

Road Name	Type	Direction	Distance	Speed Limit	Dominant Development Activities	Public Transit	Observations	Comments
Dillido Road	Two-lane undivided community collector in the study area.	North to south.	Overall - Not outside study area. Study Area - Approximately one mile from Sweetwater Drive on the north to Interstate 30 on the south.	30 mph	Residential north of John West Road, while south of John West Road activities include residential, light industrial, and institutional.	Local bus route 130 along Dillido Road from Senate Street to John West Road.	Sidewalks on both sides of Dillido Road north of John West Road and between Chenaux and Senate Streets; sidewalk development along other areas is hit and miss.	
John West Road	Six-lane divided collector from North Buckner Boulevard east to La Prada Drive, and a four-lane divided collector from west of Green Meadow Drive to North Buckner Boulevard in the study area.	East to west.	Overall - Not outside study area. Study Area - Approximately 1.5 miles from where it ends at La Prada Drive on the east to Green Meadow Drive near S.S. Conner Elementary School where John West Road curves northwest to become Lakeland Drive.	35 mph	Single family residential, multi-family residential, institutional, and commercial. Most of the commercial and multi-family residential activities are concentrated at John West Road and North Buckner Boulevard, and at John West Road and La Prada Drive.	Local bus route 110, cross-town bus route 466, and cross-town bus route 475 in study area.	Sidewalks on both sides of road in the study area.	John West Road continuous east of La Prada Drive as a minor street.
Lakeland Drive	Six-lane divided collector in the study area.	Northwest to southeast.	Overall - Approximately 1.4 miles from Garland Road on the northwest to Green Meadow Drive on the southeast, after curving into John West Road. Study Area - Less than a half-mile from Ferguson Road on the northwest to Green Meadow Drive on the southeast.	35 mph	Mostly single family residential; the only commercial development along Lakeland Drive is at the intersection of Ferguson Road, with multi-family residential uses buffering the commercial uses on the southeast corner; where Lakeland Drive curves to the east to become John West Road it is S.S. Conner Elementary School on the north side of the road.	No service in the study area.	Sidewalks on both sides of road in the study area.	Lakeland Drive forms a section of the study area's western boundary from Ferguson Road to Hunnicut Road. Outside the study area most of Lakeland Drive is two-lane undivided roadway without sidewalks.
Peavy Road	Four-lane undivided community collector in the study area.	North to south.	Overall - Approximately 2.5 miles from where Peavy Road becomes Mockingbird Lane at the north end to John West Road at the south end. Study Area - Less than a one mile from Ferguson Road on the north to John West Road on the south.	30 mph	Development activities from North Buckner Boulevard to Gross Road includes commercial, institutional, multi-family residential, and some single family residential. On the eastern side of Peavy Road between Gross Road and Ferguson Road are a public school and a private school - George W. Truett Elementary School and Bishop Lynch High School, while the western side is primarily single family residential.	Cross-town bus route 466 in study area.	From North Buckner Boulevard to Gross Road sidewalks have been developed on both sides of Peavy Road. Between Gross Road and Ferguson Road sidewalk development has taken place on the eastern side of the roadway to serve the two schools, while the western side has limited sidewalks, primarily to serve the DART bus stops.	North of the intersection of North Buckner Boulevard and John West Road, the main section of Peavy Road in the study area crosses North Buckner Boulevard and runs directly north to Ferguson Road. Peavy Road crosses North Buckner Boulevard at each end of its almost 3.5-mile stretch, sometimes causing confusion for motorists and emergency responders. Residents of the 2-Points area have mentioned the need for improved street lighting at North Buckner Boulevard and Peavy Road north of John West Road.
Ashdown Drive	Two-lane undivided residential collector in the study area.	North to south.	Overall - Not outside study area. Study Area - Approximately 0.6 miles from Mawerick Avenue on the north to south of Blaydon Drive on the south.	30 mph	Primarily single family residential.	None	South of Gross Road there are no sidewalks, while north of Gross Road sidewalks have mostly been developed on both sides of the road.	As a residential collector, Ashdown Drive does not directly link into Oates Drive on the north, but uses Mawerick Avenue to link into Oates Drive. Ashdown Drive dead-ends south of Blaydon Drive.

RESIDENTIAL COLLECTOR

Transit Service

In the White Rock East study area transit service is provided by Dallas Area Rapid Transit (DART). The neighborhoods and businesses in the study area were developed at a time when auto-oriented, suburban-style developments were the norm. Today, many White Rock East residents continue use their vehicles to commute or run errands; however, a growing portion of the population has a greater need for public transportation. Those using public transportation either have limited means for getting around or choose to take public transit rather than hassle with a vehicle. Like all areas of the City, the White Rock East area has residents that have disabilities that require paratransit service to get to work, go shopping, or visit friends. The White Rock East area has a young working-age population struggling to get ahead through their education or job skills. The area also has a growing population of older residents with age-related limitations or desiring to age in place but requiring special services to maintain their independent lifestyles. The need for expanded public transit service that is safe, convenient, responsive, and beneficial to the needs of local users and businesses is important for the integrity and health of this community.

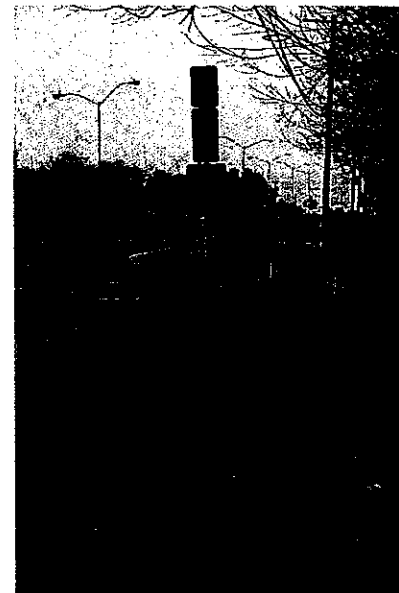
When the planning process began DART served the White Rock East study area with four bus routes. Two bus routes—Route 110 and Route 164 are local and provide service to downtown Dallas as well as locations beyond the study area. The remaining two bus routes are referred to as crosstown and provide service to areas outside of downtown Dallas. The crosstown bus routes are Route 467 and Route 475. Currently, fixed-rail transit service is not planned for the White Rock East study area.

Additional information on current and proposed changes to the bus routes are in Appendix E.

Map T2 - Existing Dallas Area Rapid Transit Bus Routes in the White Rock East Study Area shows the four bus routes serving the White Rock East study area and half-mile buffer. Listed below is general information the aforementioned bus routes.

Route 110 provides daily service to downtown Dallas. This route enters the study area along St. Francis Avenue at IH 30. From St. Francis Avenue the bus line continues along Senate Street, Dilido Road, and onto John West Road. On weekdays the bus line continues along La Prada Drive and Oates Drive before turning into the Eastfield College campus (by special arrangement with the college as it is in Mesquite). On Saturdays and Sundays the bus line does not provide service to Eastfield College. Instead, the bus route circles back around at La Prada Drive. In the study area there is a bus transfer point for bus Route 467 and Route 475 at the intersection of John West Road and North Buckner.

Route 164 provides daily service to downtown Dallas from the study area. Route 164 enters the study area along Ferguson Road at Lakeland Drive. From this intersection the bus route continues along Ferguson Road to Oates Drive. At Ferguson Road and Oates Drive service for Route 164 splits, with the main route continuing on Ferguson Road and later Shiloh Road



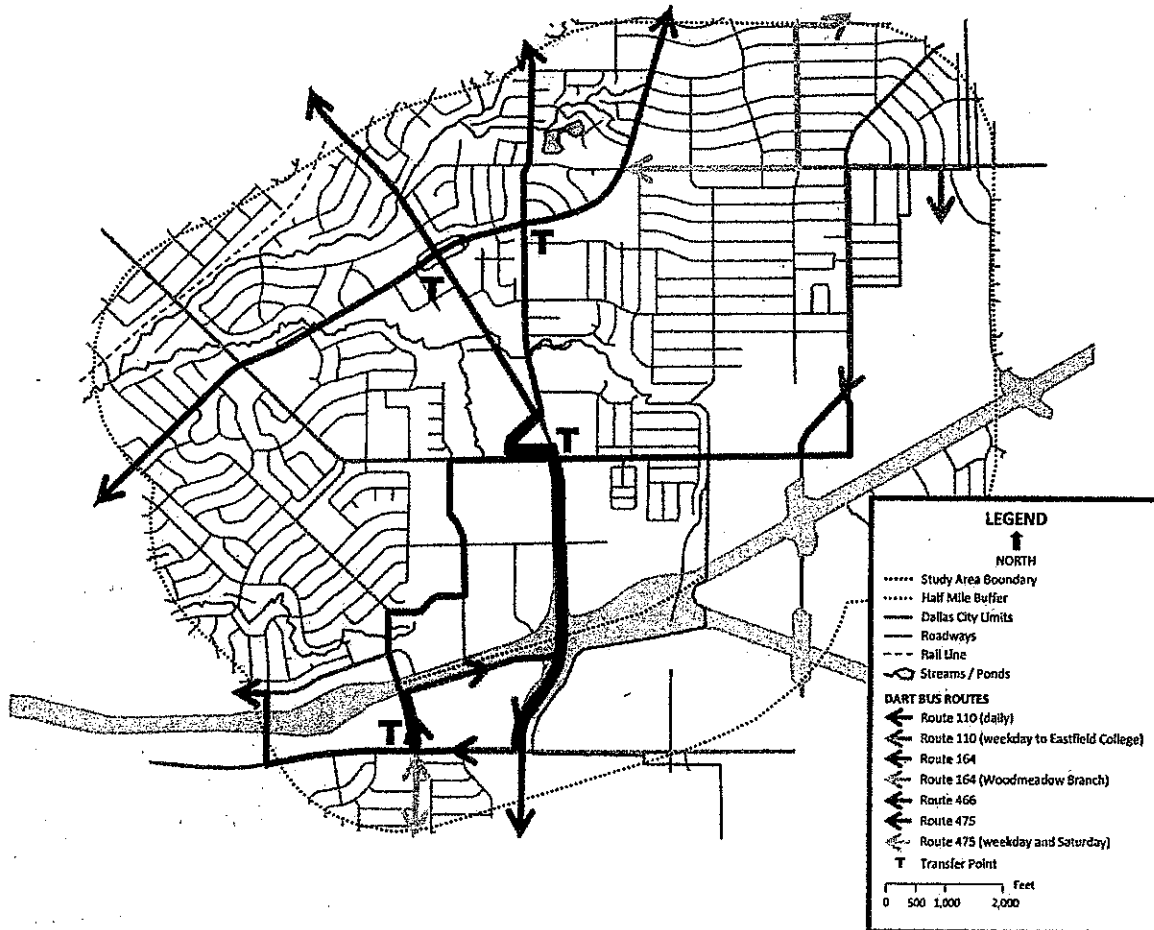
Route 164 along Ferguson Road

TRANSPORTATION

to its eventual terminus at the South Garland Transit Center. A second route referred to as the Woodmeadow Branch proceeds down Oates Drive before leaving the study area at Shiloh Road. From Shiloh Road this bus route takes a winding route to its eventual destination at Woodmeadow Parkway near LBJ Freeway. In the study area Route 164 has two transfer points, one at Ferguson Road and North Buckner for bus Route 475 and the other at Ferguson Road and Peavy Road for bus Route 466.

Route 466 provides crosstown bus service from Methodist Charlton Medical Center in southwest Dallas to the White Rock Station seven days a week and the South Garland Transit Center on weekdays and Saturdays. This bus route passes through the study area along North Buckner, John West Road, and Peavy Road. In the study area Route 466 has three transfer points—at North Buckner Boulevard and John West Road for Route 475, John West Road and Peavy Road for Route 110, and Peavy Road and Ferguson Road for Route 164.

Map T2 - Existing Dallas Area Rapid Transit Bus Routes in the White Rock East Study Area (2010)





Route 475 provides cross-town bus service from the South Garland Transit Center to St. Francis Avenue and Samuel Boulevard seven days a week and further south to Seagoville Road and St. Augustine Road on weekdays and Saturdays. This bus route passes through the study area along North Buckner, John West Road, Peavy Road, and back onto North Buckner. In the study area Route 475 has two transfer points - at North Buckner Boulevard and John West Road for Route 110 and Route 466, and North Buckner Boulevard at Ferguson Road for Route 164.

Area Transit Desires

A desire for the expansion of DART bus service into White Rock East neighborhoods was expressed by local residents. Expansion into the Cloyerdale neighborhood along Gross Road and along Lakeland Drive/John West Road from Ferguson Road to the Eastfield campus was identified. DART indicated that it will continue to look at the possibility of expanding neighborhood service coverage, but that funds continue to shrink—limiting the ability to expand routes. It is hoped that the desires of this plan will encourage further investigation into the transit needs of White Rock East. There may be the potential to expand bus service in cooperation with neighborhoods adjacent to the City of Mesquite, which is not a DART participating city.

Along with the desire for expanded bus service, local residents mentioned the need for enhancements to DART service. Residents cited the need for additional covered bus stops at locations with higher numbers of users. DART has indicated that the installation of shelters and benches is based on the locations meeting the designated minimum boardings.

Timely maintenance and pick-up of trash around bus stops would help to improve the area's image and boost local civic awareness. Even moving the bus stop at John West Road near South Fork Ash Creek away from the creek would discourage bus users from throwing litter into the creek. DART has indicated that they will look into this problem.

Supporting the enhancements to DART service would be improvements to the study area's sidewalk network. Sidewalks that are incomplete, in poor condition, or missing altogether hamper the ability to walk to a bus stop, which may or may not have a bench, let alone a shelter.

Like in most urban areas, a certain percentage of the residents in the White Rock East area have disabilities that limit their ability to move about. DART's paratransit service is a curbside-to-curbside shared-ride program provided to people with disabilities who cannot use DART buses or trains. When this document was written the program used diesel power mini-buses to pick up users. White Rock East residents that use DART's paratransit service have noted that the service needs improving. Issues brought up by users of this service include the long 48-hour notice to schedule a ride that is not always reliable, unpredictable driver courtesy, vehicles with uncomfortable rides, and the high prices charged to users of this service at \$6.00 per ride.

Users of DART's paratransit service have stated that they will continue to monitor the agency's service for people with disabilities. This includes researching paratransit services provided by transit agencies in communities across the country; soliciting more community input from disabled citizens; further developing an existing guide for people with disabilities regarding transit services; ensuring DART transit police transparency and accountability; working with national organizations with similar interests; and getting the word out to the community through DART representatives, the media, and community

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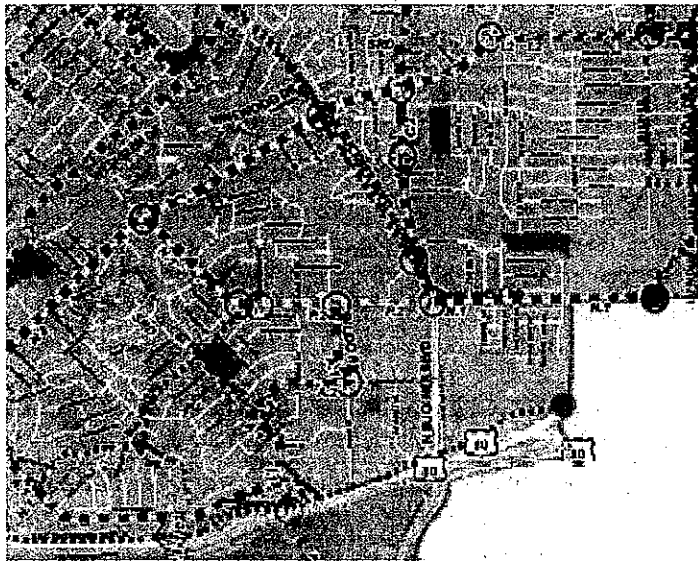
groups. DART has indicated that there will be significant changes to paratransit service beginning in October 2012 with a mix of larger and smaller new vehicles. Additional information is in the Appendix.

There is also a strong desire to expand DART-on-Call into White Rock East now that DART's Green Line is operating. DART-on-Call could economically and conveniently meet many of the transportation needs of the elderly, the disabled, the young, and those without personal transportation who wish to be mobile within the community. DART has indicated that there is no expansion of DART-on-Call in the study area in the near future as the on call services address fixed routes that are under performing. While current transit routes meet performance standards, the community would continue to support additional on-call services to meet the needs of older citizens and ones with disabilities.

Bicycle

Whether it is for better health, to economize, or a holistic approach to life, residents of Dallas in the White Rock East area are seeking simpler means to get around. For bicyclists, moving through the streets of Dallas and the White Rock East area can be challenging as most of the streets in the area were designed to handle motor vehicles. As a result of the *1985 Dallas Bike Plan*, commuter and recreational cyclists in the Dallas area have been relying on a numbered and signed network of east-west and north-south routes that was not formalized until the early 1990s.

The *2011 Dallas Bike Plan* was adopted in June 2011. The planned bicycle network, the *Dallas Bikeway System*, will include on-street and off-street facilities. New types of on-street and off-street bicycle facilities such as "shared lanes markings", "bike lanes", and buffered bike lanes will be introduced to the context-sensitive recommendations of the *Bike Plan*. As a general implementation strategy, the Plan calls for an emphasis on linking existing Bike infrastructure together and establishing safe and more convenient access to transit services. Below is a listing and description of the *Bike Plan's* recommended main types of bicycle facilities that could be used in the White Rock East area.



Map T3 - 2011 Dallas Bike Plan showing the White Rock East Study Area.

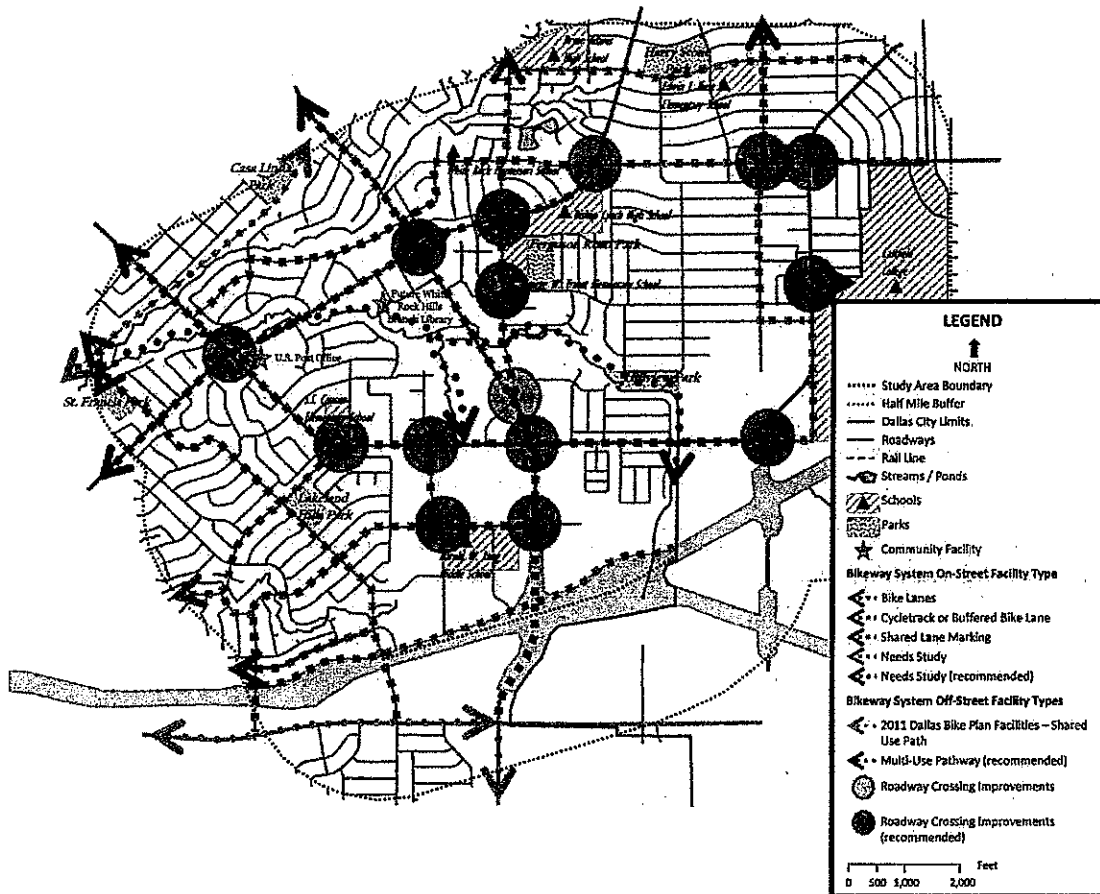


<i>Bikeway System On-Street Facility Types</i>
Bike Lanes – Minimum 5’-wide one-way on-street bicycle facilities, usually installed on both sides of the street, next to the curb or next to (but offset from) any on-street parking. A bike lane is designated by a solid white roadway paint stripe and the line is dashed in front of driveways and in places where there is a need for cars and busses to cross over (e.g., at intersection approaches for right turns). Special through treatments are used at intersections. Associated “BIKE LANE” and if necessary, “NO PARKING” signs are also included.
Cycle Track – one-way or two-way facilities exclusively for bicycles are a minimum of 5’-wide in each direction. Cycle tracks are distinguishable from buffered bike lanes because there is some additional form of physical separation from the adjacent travel lane. A cycle track may exist in the roadway, separated from traffic and/or parked cars by a raised physical barrier (e.g., curb median, “jersey” barrier, rubber curbs, roadway buttons, flexible stakes, etc). Other cycle tracks are at sidewalk level separated from the travel lanes or parking by the curb and a strip of grass or plantings.
Buffered Bike Lane – A bike lane, as described above, with 2’-6’ of additional buffer or “shy” space on either or both sides of it. The additional space is allocated by an additional solid white roadway stripe and diagonal lines next to the bike lane line. The same types of signage and dashing treatments apply to this facility as the regular bike lane facility. Usually installed on both sides of the street.
Shared Lane Marking – A pavement marking symbol that indicates an appropriate bicyclist’s lateral positioning in a shared lane. A yellow “SHARE THE ROAD” or “BIKES MAY USE FULL LANE” sign may be used to identify this type of facility.
Needs Study (recommended) – Routes submitted by study area planners for further study.
<i>Bikeway System Off-Street Facility Types</i>
Shared Use Path (also called “Multi-Use Path”) – A two-way bikeway, minimum 12’ physically separated from motorized vehicular traffic by an open space or barrier and either within the road right-of-way or within an independent right-of-way. Shared use paths may also be by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
Sidepath – A one-way or two-way bicycle facility adjacent to a roadway which can connect to a nearby shared use pathway, to existing sidewalks and to on-street bicycle facilities and crosswalks at appropriate locations. These facilities tend to be short and serve as a critical link. They are different than cycle tracks because they are considered to be multi-use. If directly next to a high volume, high speed roadway, the sidepath can be separated by a crash-proof barrier or railing.

Map T4 - 2011 Dallas Bike Plan Map for White Rock East Study Area incorporates recommended facility types found on the 2011 *Dallas Bike Plan*: Dallas Bikeway System Network Recommendations included recommendations submitted by White Rock East study area planners. The 2011 *Dallas Bike Plan* was developed by project planners based on comments received from participants during citywide meetings, while the recommendations submitted by White Rock East study area planners were based on comments received by White Rock East residents concerning improved safety, connectivity, and expanded bicycle facilities.

An important aspect to making Dallas a bike-friendly city is providing for safe and secure bike parking. Requiring and encouraging bike racks in front of and near entrances to shops, restaurants, schools, and office buildings makes it more convenient for biking to destinations. Allowing a minimal reduction in required automobile spaces for providing secure racks incentivizes properties to become more bike friendly.

Bike safety education is definitely needed for both the rider and the driver. City sponsored events and youth directed programs would provide such training.



Map T4 - 2011 Dallas Bike Plan Map for White Rock East Study Area

The **2011 Dallas Bike Plan** is the first of many steps to improve and ensure safe bicycle facilities and routes through the White Rock East area. It is important that residents and businesses work to implement the Plan’s infrastructure recommendation and to identify future improvements for bike riding and safety for White Rock East neighborhoods, parks, institutions, and commercial areas.

Sidewalks

Discussions at the community meetings and advisory committee saw a gradual shift from the focus on crime to the critical need for sidewalks. An important component to a community’s transportation program is a well connected sidewalk network. In the study area, there are concerns by those who wish to age in place and children who need a safe route to school. There are obvious voids in area sidewalks and lack of maintenance. Currently the sidewalks along major roads, particularly Ferguson Road, La Prada and North Buckner are not continuous; are narrow; are in disrepair; and may not be in ADA compliance. Where they are missing entirely, people still walk on the paths best described as “goat trails”—narrow dirt paths that hug the curb.

For sidewalks on local streets, the current policies look to the residents for cost sharing, but missing sidewalks are often in areas that do not front residential uses. What is needed is safe connections to transit stops, schools, churches, and activity and retail centers for those who cannot or do not depend on the car. Ashdown, Cadenza, and Rustown Drives, while residential streets, serve as connections to the major streets, but lack the necessary sidewalks. On the west side of La Prada there is not a continuous sidewalk, but usage by pedestrians is obvious in the paths parallel to the street and across a large vacant tract.

With sidewalks comes the need for safe intersection crossings. There are intersections on North Buckner at Peavy and John West where it is dangerous to cross as the signal timing and small medians make the crossing difficult. This is discussed in Signalization later in this section.

In a city that professes to want to be walkable, a system of safe and accessible sidewalks and crosswalks can meet the needs of the people in the study area. Such a network must be developed and maintained sidewalks and crosswalks along local arterial and collector roads to help link different destinations in the community. A well-managed sidewalk network serves locations where pedestrians come together and have a greater need to walk to employment centers, higher density residential areas, and commercial districts. Such a network needs to handle current needs and be adaptable for future users, such as higher density redevelopment opportunities that encourage accommodations for pedestrians. As potential local trails are developed, access between area sidewalks and future trails must be developed.

To accomplish this network for the short and long range future, the conditions of the sidewalks could be surveyed in a "walkability checklist" with criteria provided by the City and performed by the residents to identify where sidewalks are needed or in bad repair. This would be followed up by recommendations for inclusion of the needs in the Needs Inventory List. Consideration should be given to a different approach to the construction and repair in residential areas whereby the City would take a larger role, a change from current policy.

It was also discussed that the residents could work with the City and private property owners along the proposed South Fork Ash Creek greenway corridor to identify opportunities linking the surrounding neighborhood sidewalk network with the greenway trails as the local trail network develops.

Trail Network Expansion

Trails are multi-functional pathways used by people for recreational walking and biking as well as commuting. While on-street routes do exist, people tend to think of a trail as located in a natural or park-like setting. Trail development in the White Rock East study area is limited to loop walkways at Ferguson Road Park, Hillview Park, and Lakeland Hills Park. In discussions with residents of the White Rock East Study Area, it was noted that better connections could bond the community and that the study area lacks trails like those found in other sections of the City. Comments and markings on study area



South Fork Ash Creek near Peavy Road



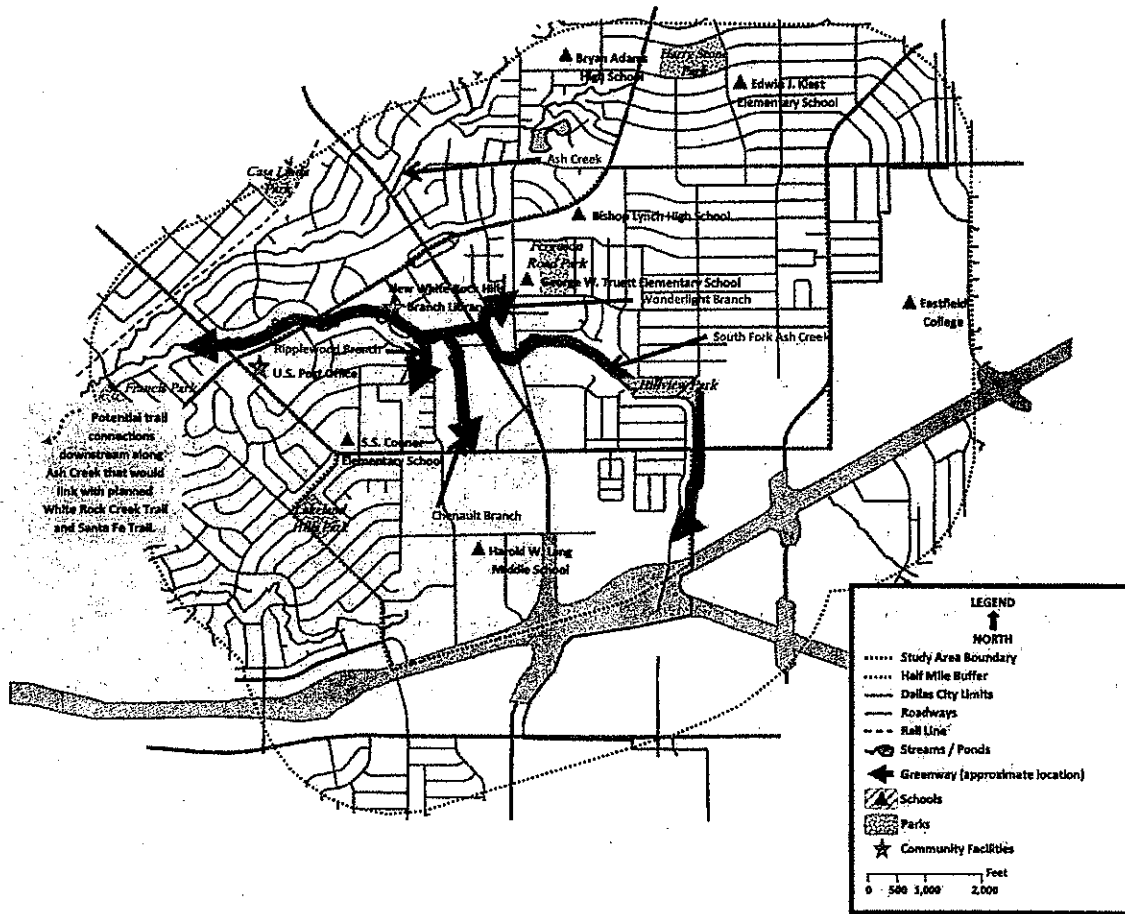
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maps identify South Fork Ash Creek as both a neglected waterway that tarnishes the community's image and as a linear opportunity that would help link the community, connect with local public institutions such as the new White Rock Hills Branch Library, and enhance the area's character and aesthetics.

South Fork Ash Creek meanders through central and northern portions of the study area. The wooded creek flows from east to west downstream to Ash Creek and eventually to White Rock Creek. The riparian woodlands that serve this creek cannot be missed, whether driving along roads that cross this creek or viewing aerials of the study area. For the White Rock East area it is a break in the man-made landscape of subdivisions, apartment complexes, commercial centers, and parking lots. Backing up to the creek are large tracts of undeveloped land, potential redevelopment sites, residential neighborhoods, and public and private institutions that could be enhanced by protecting the creek corridor as a local greenway.

Greenways are distinct linear areas of land and water that are protected from further development and are prime locations for trails. Linear areas would include ridgelines, shorelines, and waterways, but could also include corridors that connect such topographical features. Greenways are integral for their local natural and recreational resources. Greenways protect scenery, provide recreation, enhance property values, and further social interaction. Because of their linear characteristics and potential access to adjacent communities, greenways provide a location for off-road trail development to link communities and encourage alternative means of movement.

A graphic representation of a conceptual greenway corridor/trail system expansion through the northern half of the study area is shown on **Map T5 - Proposed Greenway Corridor/Trail System Expansion in the White Rock East Study Area**. The conceptual greenway corridor follows along the path of South Fork Ash Creek and includes three of its tributaries, Wonderlight Branch, Ripplewood Branch, and Chenault Branch. The area around North Buckner/IH 30 is the high point within the White Rock East Study Area and supplies the headwaters for South Fork Ash Creek and two of its branches.



Map T5 - Proposed Greenway Corridor/Trail System Expansion in the White Rock East Study Area

Within the study area, the creek and its three branches flow past White Rock East subdivisions, including Ash Creek Addition, Casa Terrace, Central Park East, Crestview, Crestview Estates, Eastwood, Hillview Terrace, Light Pointe Place, and Skyline Park. The Dallas Public Library’s White Rock Hills Branch Library is adjacent to the creek corridor and several religious institutions along Ferguson Road and Peavy Road back up to the creek. Currently, Hillview Park is the only public park found along the proposed South Fork Ash Creek greenway corridor.

Continuing efforts should be made to identify locations appropriate for trail development and trail access. It is important to link trails to neighborhoods, commercial districts, transit stops, public and private institutions, local schools, and the *Bike Plan*. Opportunities for trail development and connections will require negotiations and partnerships with owners of large tracts of land, public and private institutions, and neighborhood associations. The discussions and partnerships should foster stewardship to support and promote trail development and maintenance.

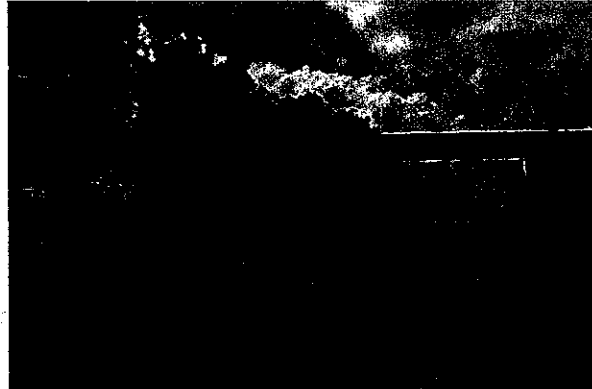
Opportunities for trail expansion outside the study area should be supported. St Francis Park is the proposed trailhead for the hike and bike trail down South Ash Creek and Ash Creek to connect with the

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recently completed Santa Fe Trail and the future White Rock Creek Trail. Along the South Ash Creek and Ash Creek corridors are locations where trails expansion could occur as incremental development, such as City-owned land and along utility easements. Other possibilities for trail expansion include areas to the east, southeast, and south by working with Eastfield College, City of Mesquite, and TxDOT to identify potential trail connections, and north along Lakeland Drive to the Arboretum using both trails and sidewalks.

Gateways

Gateways are an important way to identify an area. For people passing through a community or those living in a community, gateways serve different roles that relate to movement and place. As a transition points, gateways provide a sense of entering and leaving an area. A community's identity can be further established through the use of gateways. Passing through a gateway can also give a sense of anticipation and arrival. Gateways can be used for regional destinations, campuses, parks, retail districts, corporate centers, sports and entertainment complexes, and neighborhood entrances. The

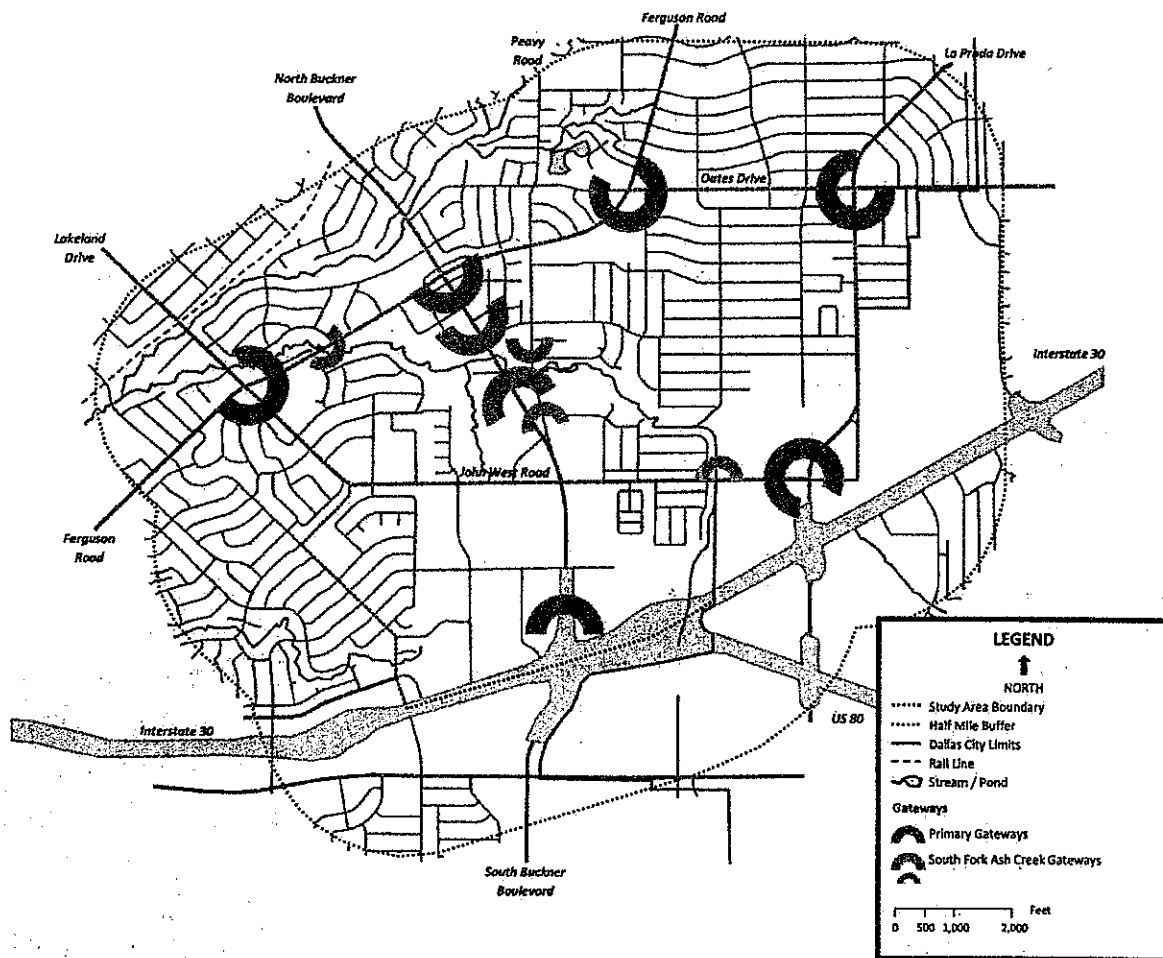


Gateway arch over boulevard in Solana

Ferguson Road Initiative proposes gateways along Ferguson Road at IH 30, Highland Road, and Lakeland Drive. Casa View would like gateways along Ferguson Road at North Buckner and at Oates Drive.

Various means can be used to create a gateway. Gateways can take the form of a monument, an archway, a water feature, an architectural feature, or a unique arrangement of plantings. Art work, landscaping, lighting, and signage can be incorporated into a gateway location. Depending on the site and its relation to the greater area, gateways can vary in configuration and scale. Gateways should relate to the area being identified and be in context to the area's history, topography, landscape, and building materials. Besides being entrance points to an area, gateways should draw attention to an area's scenic views, focal points, and man-made structures such as buildings or bridges.

The White Rock East study area lacks any noticeable gateway that helps to define the community. A person traveling through the study area has no indication that they have entered or left the community. For a person living or working in the White Rock East area there is no anticipation of arrival and no noticeable bearing to help establish any semblance of place and identity. Instead, it is one neighborhood that rolls out from an adjacent neighborhood, and a monotonous stream of commercial structures that has no place and no limits. The residents and businesses agree that designations of gateway identification structures would enhance the entrances to the study area and its sense of place.



Map T6 - Notable Gateways proposed for the White Rock East Study Area

Map T6 shows six primary street-level gateways crossing the outer boundary of the White Rock East study area as well as gateways along the proposed South Fork Ash Creek greenway corridor. The primary gateways include the following:

- North Buckner at IH 30
- North Buckner at Ferguson Road
- Ferguson Road at Lakeland Drive
- Ferguson Road at Oates Drive
- La Prada Drive at John West Road
- La Prada Drive at Oates Drive

As part of Loop 12, North Buckner is a regional road and the most heavily traveled arterial roadway in the White Rock East study area. Its two gateways at IH 30 on the south and Ferguson Road on the north are therefore the most notable gateways of the six primary gateways. Both North Buckner gateways could be considered “front door” entrances into the White Rock East area. The gateway treatment at both ends must be considered in context with their surroundings. At the north end, North Buckner

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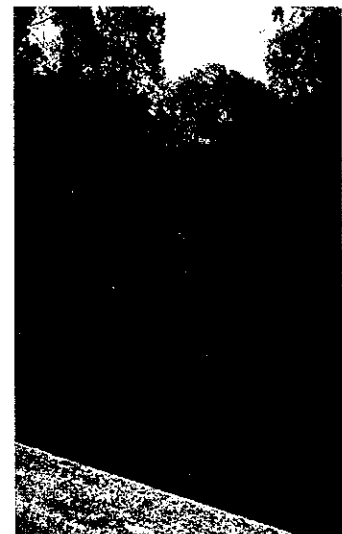
passes through the Ferguson Road overpass. In addition, south of this interchange North Buckner Boulevard passes over South Fork Ash Creek. At the south end, North Buckner crosses through and feeds off the IH 30/US 80 freeway interchange. While this presents a gateway opportunity for the community with a much heavier traveled inter-regional freeway, it also has challenges in scale, visibility, and the image that appropriately represents the community.

The other gateway locations noted above are periphery gateway entrances at four separate corners of the study area. Many of the roads that define these gateway entrances – Ferguson Road, Lakeland Drive, La Prada Drive, and Oates Drive represent the study area’s boundaries.

Nevertheless, for travelers using these roads and passing through the four periphery gateways, this is the first indication that they are entering the White Rock East area. Gateway treatments could include monument features, intersection enhancements, or street tree plantings and median landscaping that further defines the study area’s entries and boundaries.

As the proposed South Fork Ash Creek greenway corridor is developed as a multi-use pathway and connected into the *Dallas Trail Network Plan*, it will serve two functions: as a vehicular gateway and a pedestrian gateway. For vehicular and pedestrian users along North Buckner and Peavy Road the downward slope passing through the wooded stream corridor will serve as a natural transition into the heart of the study area. By looking through the trees along-side the road at the stream and trails below, travelers along these two roads should experience a vehicular-scale transition and natural appreciation that should define the White Rock East character.

For users of walking and bike paths along the creek’s banks, a safe and accessible pedestrian gateway lets users know they are entering into the White Rock East area. Making use of the overhead tree canopy, the stream nestled below, and other foot-level natural assets should be incorporated into such a pedestrian-scale gateway. Man-made structures, such as bridges, walls, and adjacent buildings should be developed or enhanced to accentuate the users’ arrival and experience. Taken together, the vehicular and pedestrian gateways provide a greater value to the proposed South Fork Ash Creek greenway corridor and a greater prominence to the White Rock East area as an established place.



South Fork Ash Creek at Ferguson

In addition, the White Rock East area is made up of numerous neighborhoods and subdivisions that represent varying periods of development and design. Some neighborhoods have notable streets or paths that function as main entrances. Neighborhood gateways help to highlight these neighborhood entries through the use of walls, arch entries, or fountains combined with signage, landscaping, distinct plantings, and lighting. Enhanced neighborhood gateways would help develop a sense of identity and pride for individual neighborhoods and give greater value for the White Rock East area as a community of desirable neighborhoods.

Wayfinding

In urban settings, wayfinding is the process people use to navigate through built environments using visual indicators in getting from one place to another. Wayfinding can include both natural features and man-made structures. Natural features could include waterways, hills and bluffs or vegetation; while man-made structures include but are not limited to a water tower, art work, fountain, distinctive sign, or recognizable building.

Wayfinding that is done well helps to minimize confusion for the user by incorporating familiar features and ample directional markers.



A bright, colorful land mark entryway tower into the Solana business park in Westlake, Texas, helps travelers get oriented along the SH 114 corridor.

The White Rock East study area is a vast, built landscape. While the area lacks large, multi-building employment centers, medical complexes, or clusters of public buildings, the White Rock East area contains various residential and commercial developments mixed with several points of interest. Navigating around this area can be challenging for both residents and visitors. South Fork Ash Creek provides the only natural feature in the area. The IH 30/US 80 interchange at North Buckner, a multi-story office building, and the high-voltage transmission towers serve as the only notable landmarks to gauge location. While street signs in the area are sufficient, signs giving direction are few.

As the study area develops, wayfinding should be focused on a distinct manner of internal navigation incorporating gateways, sign design, architectural treatments, and public spaces. Wayfinding should be used as part of the redevelopment of commercial districts. It should also be used to emphasize local institutions, highlight the potential enhancements along South Fork Ash Creek greenway corridor, and even locate residential neighborhoods. Listed below are three potential settings where wayfinding would benefit the White Rock East community.

Transportation Features Can Foster Redevelopment of Commercial Districts

The study area currently lacks a recognizable hub that serves the surrounding neighborhoods and local institutions. As the study area plan becomes a reality, redevelopment opportunities will transform the aging commercial properties at the intersection of North Buckner and John West Road into a higher density urban district that mixes retail, office, and residential activities with civic parks, plazas, and boulevards. Architectural features, distinctive entryways, and sign treatments will help guide users into the higher density commercial districts. This is where the Complete Streets program is appropriate.

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Green Ribbon Program

Another opportunity to improve the viability and appearance of North Buckner from IH 30 northward is the Green Ribbon program, a federally funded program administered by TxDOT that would provide landscaping improvements. The program is directed towards air quality non-attainment areas. TxDOT would design and construct the landscaping and hardscaping that could make the roadway more attractive to visitors, businesses and residents. It would be maintained by the City and area participants. This roadway is part of the “gateway” into Dallas from the east on IH 30. The Green Ribbon approach could improve not only the appearance but contribute to safety and economic development.

Local Institutions Location Signage

The White Rock East area has several community facilities that make the area a destination for nearby residents and workers. These facilities include a branch post office, three public schools, two private schools, and a fire station. In addition, the western entrance into Eastfield College is located on the eastern periphery of the study area, while the Dallas Public Library’s new White Rock Hills branch library is located within study area. Rather than being grouped together at one location, these community facilities are distributed around the study area requiring guidance to navigate the area and locate facilities.

South Fork Ash Creek Greenway Corridor

The South Fork Ash Creek is probably the most prominent natural feature cutting through the White Rock East study area. The creek defines the local topography and for many residents is a reference point in their daily travels. As a natural feature in the built environment, the creek and its woodlands have the potential to bond the White Rock East area further if it is enhanced as a proposed greenway corridor. Enjoying and giving greater value to the proposed creek greenway requires directional aids to guide local residents and visitors to this natural community asset. Along well traveled roadways, signs could be used to optimize the value of natural features and scenic views along proposed greenway corridor. Maximizing the view of the creek and woodlands by incorporating see-through bridge rails and discouraging the use of concrete barriers along roadway bridges is another way to enhance the features of the corridor.

Signalization

In discussion with the residents and the community in the SWOT analysis, great concern was expressed about the difficulty in crossing North Buckner Boulevard in several locations. Aside from there being little to no median, the timing of the lights does not give ample time for safe pedestrian, wheelchair or bike crossing. In the 2006 Needs Inventory List (NIL), the following Traffic Signal Upgrades were listed. If not already accomplished, they may still require additional attention to provide safer intersections therefore they are included in the **Implementation Measures**. North Buckner is a state highway, Loop 12, therefore any improvements will be coordinated with and through TxDOT.



Internal signage system for downtown Albuquerque, New Mexico



Updates to signalization at the following intersections are needed.

- North Buckner at Peavy
- John West at La Prada
- La Prada at Oates
- Buckner at John West
- Lakeland at Ferguson
- Ferguson at Peavy

Goals and Implementation Measures for Better Transportation

Goal	Implementation Measure
<p>Goal T.1: Safe and accessible sidewalks/crosswalks to serve the needs of local residents and businesses, encourage walking for healthy living and expand transportation options.</p>	<p>T.1.1: Develop a walkability checklist to inventory sidewalks and crosswalks for accessibility to schools, obstructions, transit stops, activity and retail centers in compliance with ADA guidelines.</p>
	<p>T.1.2: Use the results of the walkability checklist to initiate improvements to the network of sidewalks along major thoroughfares, arterial and collector roads with sidewalks in the street right-of-way to connect neighborhoods to schools, shopping and transit stops along arterial and collector roads.</p> <ul style="list-style-type: none"> ▪ North Buckner Boulevard (Loop 12) ▪ Ferguson Road ▪ La Prada Drive ▪ Rustown Drive ▪ Cadenza Lane ▪ Ashdown Drive
	<p>T.1.3: Investigate the feasibility for a desired pedestrian access from the study area to the Dallas Arboretum and White Rock Lake by developing sidewalks along Lakeland Drive from Ferguson Road to Garland Road.</p>
	<p>T.1.4: Work with the City and property owners along the proposed South Fork Ash Creek greenway corridor to identify opportunities linking the surrounding neighborhood sidewalk network with the greenway trails.</p>
<p>Goal T.2: Enhanced Dallas Area Rapid Transit (DART) service that is safe, convenient, responsive, and beneficial to the needs of users, neighborhood residents, and businesses.</p>	<p>T.2.1: Expand on-call paratransit services (DART On-Call).</p>
	<p>T.2.2: Consider revisions and expansions to bus routes to meet residents' needs.</p>
	<p>T.2.3: Consider locating transit station for park and ride and commuter services near the intersection of Buckner and IH 30.</p>



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Goal	Implementation Measure
<p>Goal T3: Streets and major highways that enhance the community's image and promote the safe movement of pedestrians and vehicles through streetscape and landscape improvements along major road corridors.</p>	<p>T.3.1: Identify and secure funding for development of streetscape and landscape improvements along Peavy Road, North Buckner Boulevard (Loop 12), and Ferguson Road corridors.</p>
	<p>T.3.2: Evaluate the need for a left-turn signal and designated left turn lane at the intersection of Ferguson and Peavy Roads.</p>
	<p>T.3.3: Identify options for local street beautification and safety, including landscaping, "Green Streets" infrastructure and opportunities to bury or move overhead utility lines.</p>
	<p>T.3.4: Encourage joint efforts between the City, Dallas County, DISD, and TxDOT to implement "Complete Streets" and "Green Streets" standards with their facilities.</p>
	<p>T.3.5: Work with developers, property owners, and public entities to implement local street beautification and safety.</p>
	<p>T.3.6: Improve street lighting at North Buckner Boulevard (Loop 12) and Peavy Road.</p>
	<p>T.3.7: Provide adequate times for pedestrians to use signalized crosswalks along</p> <ul style="list-style-type: none"> ▪ North Buckner Boulevard (Loop 12) ▪ Chenault Street ▪ Ferguson Road ▪ John West Road ▪ Lakeland Drive ▪ La Prada Drive ▪ Oates Drive ▪ Peavy Road.
	<p>T.3.8: Consider a stop sign at the intersection of Gross Road and Ashdown Drive.</p>
<p>Goal T.4: Extension of the Bike Plan and designation of routes into the study area.</p>	<p>T.4.1: Designate on-street bikeway facilities.</p> <ul style="list-style-type: none"> ▪ La Prada Drive into Eastfield College ▪ Chenault Street from Dilido Road to North Buckner ▪ North Buckner from Samuell to Garland Road
	<p>T.4.2: Designate off-street bikeway facilities. Add multi-use pathways along South Fork Ash Creek and its tributaries as extensions of the Dallas Trail Network Plan.</p>
	<p>T.4.3: Improve roadway crossings for bikes and pedestrians.</p> <ul style="list-style-type: none"> ▪ Chenault Street at Dilido Road ▪ Chenault Street at North Buckner ▪ Dilido Road at John West Road ▪ Ferguson Road at Lakeland Drive ▪ Ferguson Road at North Buckner ▪ Ferguson Road at Oates Drive ▪ Lakeland Drive/John West Road between



Goal	Implementation Measure
	<p>Green Meadow Drive and Hunnicut Road</p> <ul style="list-style-type: none"> ▪ La Prada Drive at Carol Brown Road (west entrance to Eastfield College) ▪ La Prada Drive at John West Road ▪ North Buckner at John West Road ▪ Oates Drive at La Prada Drive ▪ Oates Drive at Shiloh Road ▪ Peavy Road at Gross Road <p>T.4.4: Confirm Dallas Bikeway System bike routes shown in this plan are in the <i>2011 Dallas Bike Plan</i>.</p> <p>T.4.5: Install bikeway system facilities as recommended in the <i>2011 Dallas Bike Plan</i> or as recommended upon further analysis by City staff with opportunities for input from area residents and business owners.</p> <p>T.4.6: Require the installation of secure bicycle racks for new commercial and institutional developments and encourage secure bicycle racks at existing commercial and institutional properties.</p> <p>T.4.7: Support parking requirements that allow the reduction of required parking spaces when secure bicycle parking is provided.</p> <p>T.4.8: Establish a bicycle safety program for parents and children by working with local public and private schools and community organizations.</p>
<p>Goal T.5: A trail network that bonds the study area and reaches into the surrounding buffer area.</p>	<p>T.5.1: Encourage creation of South Fork Ash Creek trail network including nearby trails and linear parks to link together neighborhoods, local institutions (libraries, schools, churches, etc.), and commercial centers.</p> <p>T.5.2: Work with property owners of large tracts of land and public/private institutions on possible trail corridor connections along South Fork Ash Creek and its tributaries.</p> <p>T.5.3: Support and promote trail development and maintenance through a community-based organization made up of local residents, property owners, and business and community leaders.</p> <p>T.5.4: Explore options to connect hike and bike trail on South Fork Ash Creek to Ash Creek and the Santa Fe Trail (outside study area).</p> <p>T.5.5: Coordinate with the City of Mesquite and TxDOT to identify potential trail connections east, southeast and south of the study area.</p>



TRANSPORTATION

Goal	Implementation Measure
<p>Goal T.6: Improve signalization to provide safe crossings.</p>	<p>T.6.1: Update signalization at:</p> <ul style="list-style-type: none"> ▪ North Buckner at Peavy Road ▪ Peavy Road at Gross Road ▪ John West Road at La Prada Drive ▪ La Prada Drive at Oates Drive ▪ North Buckner at John West Road ▪ Lakeland Road at Ferguson Road ▪ Ferguson Road at Peavy Road
<p>Goal T.7: Better function and appearance using new methods to improve the street system.</p>	<p>T.7.1: Include White Rock East’s major streets in the Complete Streets initiative.</p> <p>T.7.2: Apply Context Sensitive Design and Green Streets actions to the street system in study area.</p> <p>T.7.3: Work with TxDOT to design and install corridor plantings and landscaping along North Buckner from IH 30 north to John West Road and Ferguson Road. (Green Ribbon program)</p> <p>T.7.4: Include intersection enhancements on North Buckner with monument features that highlight the area’s character and history.</p> <p>T.7.5: Incorporate study area gateway design into redevelopment of commercial districts working with local artists to create public art features to serve as community landmarks.</p> <p>T.7.6: Install directional signs in redeveloped commercial districts.</p> <p>T.7.7: Create an internal signage system that highlights local destinations including directions to trailheads, parks, and parking areas.</p> <p>T.7.8: Develop architectural features and focal points along proposed greenway corridors as reference points and to familiarize frequent commuters.</p>
<p>Goal T.8: Improve the appearance of North Buckner with gateway features and landscaping through the Green Ribbon program.</p>	<p>T.8.1: Initiate discussions with TxDOT.</p> <p>T.8.2: Involve adjacent property owners and businesses in grant application, design of improvements, and future maintenance.</p> <p>T.8.3: Install landscaping, hardscape and entry features.</p>

In conclusion, transportation is a broad topic with many moving parts. Improvements in the inclusive network of streets, sidewalks, trails, transit, bikeways, signage and signalization will work jointly with land use implementation measures to ensure that the community’s **Consensus Vision** will be achieved.

The goals and actions suggested in this section should be used as a handbook by the community to coordinate with the appropriate City departments for the transportation improvements identified and desired by the residents of White Rock East.



QUALITY OF LIFE

Everyone everywhere wants a safe and attractive place to live, work and play. Residents and business owners in far east Dallas are no exception. The study area for this 2-Point to White Rock East Area Plan is a completed Weed and Seed grant program that focused primarily on the reduction in crime. While this has been a successful program, there is a continuing need to focus on crime reduction while identifying issues that directly influence the quality of everyday life in far east Dallas. This plan is a handbook for the residents that has assessed the important issues and gives them measures to solving the problems.

Although an area plan generally focuses on Land Use and Transportation, the residents at the first community meeting identified other areas of concern in the SWOT analysis that could be grouped under the title, Quality of Life. They realized that not all of the issues are strictly ones that can be addressed in this plan, but they wanted to bring attention to them. The residents like living in the White Rock East area. They chose to live here and would much rather see improvements made that would make it more feasible to stay put. Reduction in crime, new businesses, sidewalks, trails, housing options and street safety and beautification are priorities on their "to do" list.

Exhibits and details from the Community Meetings are in Appendix A.

Quality of Life Consensus Vision

Enhance the quality of life in the White Rock East area through continued crime reduction, responsive public safety, improved parks, new trails, an accessible library, a variety of housing choices with businesses that meet the residents' needs.

Public Safety

Police

There is mutual respect and cooperation between the residents and the police officers assigned to the area. Legal and code enforcement efforts have helped curb crime and certainly need to be continued, even expanded. The patrol watches and investigative units are managed by the North East Division of the Dallas Police Department. There has been a successful approach to the reduction of crime through the application of the Department of Justice Weed and Seed program.

There are active neighborhood and crime watch organizations that function not only to protect their neighborhoods, keep up with the police activities and recently as Volunteers in Patrol (VIPs), but as general watchdogs for many activities in the communities. The crime reports tend to come from the higher density apartment complexes where rules are not fully enforced. New approaches to reducing crime in the study area could be the establishment of crime watch groups in the multi-family complexes. The Dallas Police Department's Gold Star Certification Program is a cooperative effort by law enforcement, apartment managers/owners and apartment residents to abate crime and to enhance the quality of life for citizens living within multi-family communities. To become a Gold Star Property, the apartment community has to successfully complete all three phases of the program and demonstrate a willingness to work with the Dallas Police Department. There are several such complexes in the study area and the interest and opportunity for others to achieve this certification.

QUALITY OF LIFE

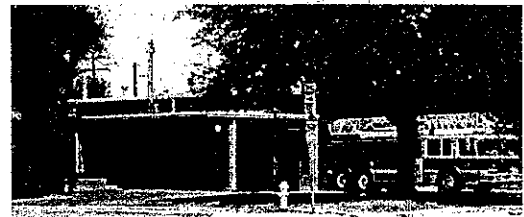
Crime related issues from the SWOT analysis at the Community Meeting on December 5, 2009 include:

- High crime areas: Abshire area, northwest corner John West at Buckner, John West at La Prada, Oates Plaza including drug dealing
- New and existing gang activities
- Not enough visible DPD in area
- Gunfire
- Transient nature of a large percentage of the population (due to rental units)
- Fearful residents in neighborhoods
- Loitering around the barbershop and other uses at Oates Plaza
- Need to get area businesses involved
- Need more police patrol including inside apartment complexes
- Continue successful truancy enforcement
- Drug dealing

To continue to maintain a vigilant approach to crime and crime reduction, the implementation measures that are recommended are found in the Implementation Chart and at the end of this section.

Fire

The White Rock East area is served by Fire Station Number 53 located at 1407 John West at the intersection of John West/Lakeland/Green Meadow Drive. Engine 53, Truck 53 and Rescue 53 units respond out of this station. The fire station also serves the community as a "safe house" for children. The station was built in 1965. According to the Needs Inventory List (NIL), it is slated for roof replacement and eventual building replacement.



No comments were made during the SWOT analysis with regard to fire protection and emergency response. Everybody seemed very positive about service. In order to continue to maintain the quality of service recommended implementation measures are in the Chart at the end of this section.

Code Enforcement/Compliance

The residents appreciate the activities of the Code Enforcement/Compliance arm of the City, but know that there is more that can be done. It is understood that there are economic restraints, but more code enforcement personnel are needed. The area needs a proactive, rather than reactive, approach to code violations. Several years ago the position of a shared community prosecutor from the City Attorney's office was created and has been successful in prosecuting a large number of code violations. These violations include building maintenance, safety issues, and high grass/weeds. Specific concerns were expressed at the first community meeting regarding code enforcement including:

- Poorly maintained apartments: Buckner at Ferguson, John West and on Peavy
- Trash along major streets particularly along North Buckner and John West
- Need to enforce code on alley clean-up and repair of sidewalks and alleys
- Trash and brush in the creeks at New Hope and Hillview Terrace
- Serious concerns about retail spaces adjacent to New Hope, abandoned for years and full of junk
- Parking lots unmaintained
- Tattoo parlor and bars/lounges not consistent with needs, desires of residents

- Trash everywhere
- Irresponsible multi-family and single-family property owners who allow criminals to rent
- Stray dogs
- Adult oriented business near IH 30 not appropriate near neighborhoods
- Vacant and derelict buildings
- Additional code enforcement personnel needed

Specific **implementation measures** that would address the list above through code enforcement and compliance are found at the end of this section.

Parks and Recreation

Parks are very important elements of the neighborhoods as they are enjoyed by all segments of the population. All three parks in the study area have seen major improvements in the past five years. More improvements are already programmed and are in the Needs Inventory List (NIL) and included in the Dallas Parks and Recreation Department Long Range Development Plan, *A Renaissance Plan*. Lakeland Hills Park on St Francis has new playground equipment, the first skatepark in Dallas, and a perimeter walking path. Ferguson Park on Gross Road has similar improvements as does Hillview Park. All the parks see very active use. Future plans include lighting and pavilions. The participants in the SWOT analysis for the area plan identified several other improvements they would like to see in the area including:

- Spray park (one has been added since the planning process began)
- Dog park
- Running path (added recently)
- Basketball court (possible conversion of underused tennis courts to multi-purpose courts)
- Youth center

Also identified as very important, even crucial, was the desire for a trail system that would use the areas around and in the forks of Ash Creek for recreation as well as pedestrian and bike routes. It should be noted that a multi-generational recreation center is proposed on a site fairly close to the study area on Highland Road at Ferguson. Area residents will then have more recreational opportunities than are currently provided at Harry Stone Recreation Center on Milmar, which was recently reopened after extensive renovations. This makes the trails and sidewalks even more important as a means for those of all ages that do not drive to reach the recreation centers. The potential trails are identified in the Transportation section of this area plan.

Implementation measures for Parks and Recreation needs and desires are found in the chart at the end of this section.

Library

The residents of the area are absolutely delighted that the new White Rock Hills branch of the Dallas Public Library System is now open. The new library is conveniently located on Hibiscus at Ferguson in the study area. This facility makes the need for sidewalk and trail linkages to and from neighborhoods even more important. For optimum effect, the new library branch operations and maintenance must be a priority for White Rock East and the entire surrounding area now known as White Rock Hills.

Since this planning process started, the library has opened and the White Rock Hills Library Friends has been organized. Ideas for continued support are in the chart at the end of this section.



QUALITY OF LIFE

Schools

There are three Dallas Independent School District (DISD) schools in the study area, S. S. Conner Elementary on Green Meadow at Lakeland, George W. Truett Elementary on Gross Road, and Howard Lang Middle School on Chenault Road.

Parental involvement and community outreach to parents is critical to the improvement of these education facilities. While the area plan cannot directly change the activities of the schools, it can recommend improvements that will make the schools safer to get to and less overcrowded with the implementation in the future of lower density land uses.

From the SWOT analysis it was expressed that Truett Elementary School concerns are as follows:

- Grounds are not maintained
- Trash is not picked up
- Lawn not mowed
- 35 unsightly rotting portable buildings need replacement
- Overcrowded (at more than 200% capacity according to school enrollment data)
- Cafeteria can't accommodate all students
- Additional gym space
- New classroom wing

Since the planning process began, many improvements have been made to Truett. A new principal and active neighbors, with the help of the new trustee and responsive district personnel, have seen most of the items mentioned in the SWOT analysis addressed. However, the school is still operating at almost double its capacity. A new wing, like nearby Conner and Bayles have, would alleviate the overcrowding until another school could be built in the area. This would most likely require DISD to allocate bond funds to build the improvements.

Specific items were not identified for S. S. Conner and Lang Middle School although they may be encountering some of the same problems. Also within the study area is Bishop Lynch High School. Located at the corner of Ferguson and Peavy Roads, the well maintained campus includes classrooms, an auditorium, a stadium, and accessory buildings. Motivated by this area plan, several members of the Advisory Committee have been very successful in securing many improvements to the facilities at Truett Elementary School.

Another consideration would be the location of a **charter school** in the study area. There are several large tracts and buildings that could accommodate such a school. Reduced overcrowding and new educational opportunities would then be available to the area residents. Dallas has a number of fine charter schools, but there are none in far east Dallas. Research and contacts will need to be initiated to determine the feasibility of a charter school.

Public Works/Infrastructure

Streets, alleys, water mains and lines, sewer (sanitary and stormwater), sidewalks, and trails are all a part of the local infrastructure. Since this area was built over 50 years ago much of the infrastructure is aging and needs repair and replacement. The Needs Inventory List (NIL) identifies projects that require capital expenditures that are often paid for with bond funds. Streets, Public Works and the Water



Department manage the local utilities components. Operations and maintenance funding comes from the General Fund or designated enterprise funds.

New approaches that enhance the urban environment in appearance and function should be considered. One of the more fragile components of the infrastructure system is stormwater management. Low Impact Development and Green Infrastructure are now being included in a regional approach called integrated Stormwater Management (iSWM).

Housing

With a variety of housing options in the study area, 2-Points to White Rock East, there is tremendous opportunity to become what is now being called a “lifecyle community”. A lifestyle community is one in which all ages are included and their needs addressed—from young children to aging adults. The housing types are small starter homes, mid size single-family, townhomes and apartments—a village.

There are approximately 12,491 housing units in the study area, split almost evenly between owner-occupied and rental units. Demographic information does not differentiate whether the rental units are in multi-family complexes or are single-family homes.

Recent research by the Advisory Committee indicates an upswing in owner occupied single-family homes in several areas. This is proving to be a significant improvement to the area!

City of Dallas Housing Department

The Housing Department offers a range of programs to assist neighborhood residents in maintaining the quality of their communities. One program that can help to improve housing and neighborhoods is People Helping People which assists senior and disabled homeowners with minor exterior home repairs and weatherization. Neighborhood associations and crime watches should become aware of this program and include this information in their communication and outreach efforts. Here is an opportunity to assist those with the desire to “age in place” but need help with the maintenance of their property.

In February 2003, the City Council approved the **Neighborhood Investment Program (NIP)** to focus housing/land bank, public infrastructure improvements, code enforcement, economic development and other City resources in designated targeted Community Development Block Grant (CBDG) neighborhoods. Program emphasis is placed on:

- Leveraging private development and other community investments;
- Facilitating sustainable neighborhood redevelopment through community partnerships and stakeholders; and
- Targeting City, stakeholders and public/private resources.

Currently the City has five such programs, mainly in the southern and western portions of the City. This study area in the far eastern portion of the City has generally been neglected or overlooked for such a program due to lack of available information and advocacy. The study area would benefit greatly by inclusion in the NIP program.

In February 2008, the City Council approved the Neighborhood Enhancement Program (NEP) as a companion to the NIP. The NEP provides funding for streetscape improvements, landscaping and neighborhood gateway initiatives, pedestrian amenities, and related architectural/engineering work.



QUALITY OF LIFE

Projects are selected to maximize neighborhood impact under the NIP and are coordinated by the Housing Department. The study area is a logical candidate for these programs.

Dallas Housing Authority

The Dallas Housing Authority has one facility in the study area, Lakeland Manor. It is a 185 unit multi-story building for the elderly and disabled.

Section 8, the low income housing assistance program, is coordinated by the Housing Authority. Landlords may voluntarily in which landlords may participate in this program. The purpose is to distribute low and moderate income renters in the community rather than concentrate them in a single building or complex. Rental vouchers may be available to renters for single-family and multi-family units. While there does not appear to be a definitive list of where such assistance is available in the study area, three complexes are identified: Lakeland Manor, Buckner Village and Casa Ridge as locations of Section 8 recipients.

New Opportunities

As White Rock East ages and redevelops, there will be a need for new and different housing types. The Land Use Vision identifies new housing in mixed use developments closer to transit, single family at a more urban density, active senior housing and live-work housing. Changes to land uses and improvement in the economy should foster the repurposing of deteriorating multi-family units and using vacant land for townhomes and cluster development. With the help of the City's Housing Department the area could attract development and design organizations. Both nonprofit and commercial developers should be encouraged to develop in this area so convenient to Downtown.

Goals and Implementation Measures for Quality of Life

The following is a chart that shows the Implementation Measures for each of the components of this Quality of Life section. More details may be found in the full chart at the end of the Implementation section.

Goal	Implementation Measure
<p>Goal QL.1: Code Compliance. Improve the study area's image using codes, regulations, programs, and enforcement to clean up, stabilize, and enhance neighborhoods.</p>	<p>QL.1.1: Community leaders will work with property owners, local businesses, institutions, and local organizations to develop methods that educate, clean up, and aggressively monitor trash "hot spots" to pursue violators.</p>
	<p>QL.1.2: Identify and pursue removal of structures and uses that are derelict, nonconforming or illegal.</p>
	<p>QL.1.3: Support area organizations that educate property owners, local businesses, and institutions about trash pickup, graffiti, local maintenance, and beautification.</p>
	<p>QL.1.4: Conduct annual issues inventory, review what worked and what needs improvements, and share annual inventory/review with community.</p>
	<p>QL.1.5: Work with Dallas Animal Services and neighborhood groups to manage the pet population by educating residents about the need to spay and neuter their pets, report animal hoarding, animal abuse, and sightings of stray cats and dogs.</p>



Goal	Implementation Measure
	<p>QL.1.6: Work to identify, aggressively monitor and resolve or remove poorly maintained, dilapidated, or abandoned apartments and commercial structures.</p>
	<p>QL.1.7: Explore different methods to work with property owners and businesses in the study area to repair, stripe, landscape, and maintain their parking lots.</p>
	<p>QL.1.8: Continue to work with the Community Prosecutor to address crime and code compliance to curb crime through police patrols and enforcement.</p>
	<p>QL.1.9: Work with property owners and managers of multi-family developments to bring their complexes up to local codes, evict problem occupants and visitors, and enhance their properties to achieve Gold Star designation</p>
	<p>QL.1.10: Work with the police department and code compliance to implement a graffiti prevention program for neighborhoods and businesses.</p>
	<p>QL.1.11: Continue to support crime watch groups and encourage new groups, especially in multi-family complexes.</p>
	<p>QL.1.12: Conduct regularly scheduled meetings with assigned code compliance officer to discuss status of code issues in community and the measures required to resolve issues.</p>
<p>Goal QL.2: Education. Facilities and programs enhance the study area's neighborhoods and serve local residents.</p>	<p>QL.2.1: Support improvements of facilities and curriculum at George W. Truett and S. S. Conner Elementary Schools and Harold Wendell Lang, Sr. Middle School.</p>
	<p>QL.2.2: Construct new classroom wing at Truett Elementary to relieve overcrowding.</p>
	<p>QL.2.3: Landscape and maintain school grounds to provide positive impacts on surrounding neighborhoods and community.</p>
	<p>QL.2.4: Work school board trustees and City Council to ensure future improvements around local schools districts are on the NIL and capital programs.</p>
	<p>QL.2.5: Encourage and support parental and neighborhood involvement in the schools.</p>
	<p>QL.2.6: Increase enforcement of traffic regulations in school zones to promote Safe Routes to School programs and identify trouble spots in school zones that can either be remedied through enforcement or noted for future improvements.</p>
	<p>QL.2.7: Initiate a continuous school zone on Peavy Road adjacent to Bishop Lynch High School and Truett Elementary School.</p>

QUALITY OF LIFE

Goal	Implementation Measure
	<p>QL.2.8: Investigate the potential for locating a charter school in the study area to relieve overcrowding and provide new educational opportunities.</p>
<p>Goal QL.3: Parks & Recreation. Ensure quality parks and trails that meet the community's expectations.</p>	<p>QL.3.1: Maintain or improve upkeep of Ferguson Park, Hillview Park, and Lakeland Hills Park by working with staff.</p> <p>QL.3.2: Continue to add improvements to area parks as identified in the <i>Renaissance Plan</i> and NIL.</p> <p>QL.3.3: Create park advocate groups or use existing crime watches and neighborhood organizations to adopt the parks and focus on the planning, design, landscaping, and security.</p> <p>QL.3.4: Identify possible park locations adjacent to future trails to incorporate additional features such as a spray park, dog park, and recreation center with running path and basketball courts.</p> <p>QL.3.5: Pursue funding of projects with staff and elected officials for improvements that are listed in the NIL.</p> <p>QL.3.6: Initiate discussions with officials of the YMCA of Metropolitan Dallas or similar provider to provide programs in the study area.</p> <p>QL.3.7: Link community facilities by trails while preserving open space (see Transportation).</p> <p>QL.3.8: Program trail improvement through public/private cooperation.</p>
<p>Goal QL.4: Public Safety. A community that is a safe and desirable place to live.</p>	<p>QL.4.1: Continue successful Weed and Seed strategy by area neighborhood associations and crime watches.</p> <p>QL.4.2: Promote, develop, and implement Crime Prevention Through Environmental Design (CPTED) program.</p> <p>QL.4.3: Support the Volunteers In Police (VIP), Citizens Offering Police Support (COPS), Crime Watch Executive Board (CWEB), Community Emergency Response Team (CERT) programs</p> <p>QL.4.4: Work with apartment owners to reduce crime in their complexes by enforcement of lease rules and HUD rules through education and communication as well as enforcement.</p> <p>QL.4.5: Consider a community police substation as a presence in the community and place of rest and paperwork for the officers working in the area.</p> <p>QL.4.6: Continue DPD programs to coordinate with community leaders/crime watches/neighborhood associations, businesses, schools, and public and private institutions to identify and monitor "hot spots" of criminal activity such as drug dealing, prostitution, burglary, and loitering.</p>



Goal	Implementation Measure
	<p>QL.4.7: Use monthly local crime data to inform residents and business owners of local trends and educate citizens on the causes of crime and how to prevent criminal activity.</p>
	<p>QL.4.8: Maintain/increase visible DPD patrols with aggressive monitoring of high crime areas.</p> <ul style="list-style-type: none"> ▪ Dilido Road at Senate Street ▪ Abshire Lane ▪ NW corner of North Buckner and John West Road ▪ La Prada Drive north of John West Road ▪ Ferguson Road at Oates Drive ▪ North Buckner (Loop 12) and Peavy Road at South Fork Ash Creek
	<p>QL.4.9: Support DFD local fire station and their role in the community.</p>
	<p>QL.4.10: Perform necessary repairs on fire station.</p>
	<p>QL.4.11: Adhere to the NIL for future replacement of the fire station facilities.</p>
	<p>QL.4.12: Keep staffing at the required level to maintain superior response times.</p>
<p>Goal QL.5: Housing: A wide range of attractive, affordable, accessible housing options</p>	<p>QL.5.1: Apply to be NIP and NEP programs.</p>
	<p>QL.5.2: Develop a program with local architects and designers to apply inexpensive improvement solutions to enhance the marketability of the older housing stock and encourage future owner-occupied residents.</p>
	<p>QL.5.3: Review housing programs across the country for remodeling Post-World War II housing and make it available to prospective homeowners, local realtors, and development professionals.</p>
	<p>QL.5.4: Monitor rental units for compliance with city codes and HUD requirements.</p>
<p>Goal QL.6: Library. Support the new White Rock Hills Library</p>	<p>QL.6.1: Support operations, maintenance and materials acquisition for the new branch library.</p>
	<p>QL.6.2: Support the local "Friends of the Library" group for the White Rock Hills Library.</p>
	<p>QL.6.3: Support the creation of linkages of trails and sidewalks connecting the library to the residences and businesses.</p>
<p>Goal QL.7: Public Works/Infrastructure. Ensure a healthy environment with adequate infrastructure.</p>	<p>QL.7.1: Continue to reconstruct and replace aging infrastructure.</p>
	<p>QL.7.2: Explore and adopt new methods and materials for design and construction of streets, alleys, parking lots, and drainage ways.</p>

Given the accessible location of White Rock East in the DFW Metroplex, the recommended Implementation Measures will serve to rejuvenate and enhance its residential and commercial features. These proposed improvements can and will lead to a more sustainable future for the study area and for far east Dallas, a better quality of life for all.



URBAN DESIGN

All communities strive to leave a positive lasting impression of their area to visitors, friends, and potential investors. Whether it is because of local pride, self satisfaction, economic gain, or just “keeping up with the Joneses”, community form and aesthetics are an important part of a community’s psychological scorecard. Urban design plays an important role in combining function and appearance of a community and how it is perceived by residents, investors, and visitors. Places that are easy on the eyes, simple to maneuver about, value their natural assets, and are sensitive to details within their public spaces tend to leave positive memories that attract people back.



Older shopping center at NE corner of North Buckner and John West Road

Urban design incorporates natural and man-made assets along with intangible assets, such as local history and a local quirkiness, as part of their local ingredients for creating place and bringing folks back for more. This section provides the basis for understanding the elements of urban design that could be applied to various features in the study area. Its purpose is to enlighten and educate the community to imagine some of these features in the improvements that can enhance appearance of the study area.

Key Issues

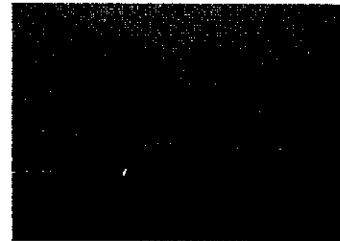
Starting with the SWOT analysis at the first community meeting and continuing through the several advisory committee meetings, stakeholder interviews, and the second community meeting, a series of key issues emerged that focused on the urban design and overall image for White Rock East. These key issues included the following.

An identifiable central location with a positive image: One of the things that seems apparent entering White Rock East is that there is no “there” there. Today’s popular desire is “creating place” for a community. The closest thing to place in White Rock East is the collection of aging 1970s and 1980s shopping centers that the neighbors seem to avoid. Centrally located in the study area, these commercial centers are mostly acres of poorly maintained and half used asphalt parking lots with aging retail structures as far removed from the street as possible. The current built environment does not entice a traveler to stay and visit. Instead, it looks intimidating—creating a negative image for the area.



Corner of North Buckner at John West Road

Landscaping major roadways: The major roadway corridors in White Rock East create that first impression of the community for residents and investors, which can also be a lasting impression. As stakeholders, residents and business owners cited the need for corridor landscaping along major roadways to improve the aesthetics in the community. North Buckner and Peavy Road, which run through the middle of the study area, were noted as prime corridors needing landscape improvements. Other major roads include Ferguson Road, John West Road, La Prada Drive, Oates Drive, and along IH 30.



North Buckner

Enhancing neighborhoods: White Rock East is made up of many neighborhood subdivisions built from the 1950s through the 1970s. Although these houses have charm, houses in these neighborhoods are now thirty to fifty-years old and require some significant updating to make them attractive to today's lifestyles. While these neighborhoods represent the suburban housing and streets patterns popular during their development, such neighborhoods are also attractive to today's buyers seeking tree-lined neighborhoods and housing at an affordable price with good proximity to intown amenities, entertainment, and employment opportunities. Enhancing what made these neighborhoods popular when they were built would further the neighborhoods' value to the whole community.



Sikorski Lane in White Rock Village

A fully developed and useable sidewalk system: In some neighborhoods in White Rock East sidewalks are provided, but in others sidewalks are lacking or in poor condition for the users. In many instances, sidewalks are blocked by objects that are inconvenient for able body uses and a challenge for those with disabilities, and in some instances sidewalks are lacking where they are required the most. Residents noted issues with local sidewalks, including some that were not wide enough, others that ended abruptly, some were uneven or were not sloped, and a lack of sidewalks leading from neighborhoods and commercial centers to DART bus stops.



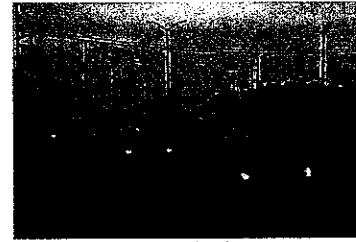
No sidewalk along Hunnicut Road near S. S. Conner Elementary School

South Fork Ash Creek as a greenway with trails and activities: While not the highest point in eastern Dallas County, the interchange of IH 30/US 80/Loop 12 is located near a high point where several named and un-named streams originate. The branches of South Fork Ash Creek start from this high point, flowing from east to west through the study area. The riparian woodlands along this creek provide a break from the developed environment that residents have expressed a desire to protect and enhance. A greenway and trail system along the creek would help link together various neighborhoods, thereby bonding the White Rock East area.



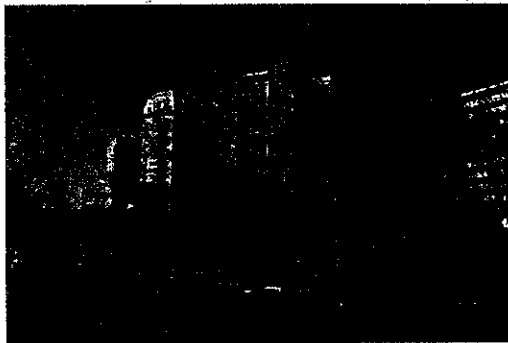
South Fork Ash Creek off Peavy Road

Gateways: The White Rock East area could be mistaken for any other suburban community in the Dallas area. The aging shopping centers and auto-oriented uses that line North Buckner Boulevard and the “hole-in-the-wall” establishments that are lining IH 30 do not present a positive community image that residents expressed a desire to have for the area. At key entrances into White Rock East there is a lack of any visible landmarks or identifying object that represents the community in a positive manner. Landscaped gateways at key entrances into White Rock East would help instill a positive community identity for residents, visitors, and investors.



North Buckner north of IH 30

Most communities have a built environment and natural/open environments. The built environments are those fixed man-made additions that include, but are not limited to, roads, structures, overhead



The built and natural/open space environment along Oak Lawn's Turtle Creek.

lines, signage, and parking lots. The natural / open environment includes conditions void of current development, which in White Rock East includes parts of South Fork Ash Creek and various tracts of vacant land. The relationship between the built and natural/open environments should include a balance and flow among the streets, sidewalks, and buildings with nearby open spaces and ecological amenities.

White Rock East is dominated by a collection of neighborhoods. Houses within these neighborhoods represent various price points but not at the extreme ends of housing market. Despite the dominance of so

many neighborhoods, the community is divided in two by dated commercial and multi-family activities along North Buckner. Residents have expressed the need for creating stronger physical linkages within the community. The absence of a stable and visually attractive central core that serves the needs of residents detracts from the many positives White Rock East has to offer and does not help to bond the community. In addition to the lackluster appearance along North Buckner, local residents are disheartened by the declining development patterns along the I 30 corridor, which serves as a major entryway into White Rock East at North Buckner Boulevard.

As noted above, urban design's role in combining function and appearance is important for establishing a positive impression for an area such as White Rock East. In existing residential subdivisions, accentuating the positive attributes of these areas will be important for enhancing their viability as neighborhoods. For new residential communities neighborhood development patterns



Preston Center is an example of a more pedestrian-friendly shopping environment that incorporates vehicle needs.

that promote walking, biking, and better connectivity along with housing having front porches and residential structures fronting onto public greens would foster local cohesion and support neighborhood identity. The desire to retrofit and repurpose the greyfield commercial centers along North Buckner and Ferguson Road into more intense higher density commercial and mixed use centers will require greater care be given to the layout and design of pedestrian and vehicular spaces.

Urban design should also be mindful of current initiatives demanded by the public in the built and natural environments. Many of these initiatives are meant to address design and building practices that have resulted in hardships to certain segments of society or have had negative impacts on the natural environment. These initiatives include, but are not limited to, the Americans with Disabilities Act, Complete Streets, and Green Streets plus related stormwater management Low Impact Development (NCTCOG's iSWM). Going forward, urban design in White Rock East will need to address these schemes.

Role of Urban Design

Perceptions of a community can be formed by the physical environment that exists. The facades and materials of buildings, the design of roadways, the inclusion of sidewalks and street trees, and treatment of signage and overhead lines help define the level of importance for the built environment. As important as characterizing the perceived livability of a community is how the natural environment is treated and integrated into the built environment. Urban design plays a major role in both environments for creating either a positive or negative perception of a community. Urban design for a community should:

- Reflect the values of the community;
- Consider the surrounding built and natural environment;
- Address how public spaces should be used;
- Give direction for major public investments; and
- Provide guidance related to public and private development.



Residents' input into gateway design treatments for White Rock East

The White Rock East area is dominated by its built environment. It includes mostly 1950s through 1970s neighborhood housing subdivisions along with an assortment of 30+ year-old commercial buildings located along major roadways. The natural environment is limited to the riparian woodlands along South Fork Ash Creek plus some remaining vacant tracts of land. To enrich the community, urban design will play a major role in White Rock East's future growth and development as the area experiences new investments through preservation and redevelopment based on local values.

Urban Design Concepts and Elements

As the White Rock East Area undergoes renewed investment and community enhancements, several urban design concepts and elements will need to be applied that correspond to local residents' values and desires. Urban design concepts deal with broad urban forms that help to define, bond, and give identity to the entire community. The urban design elements are those ingredients within the urban design concepts that give it character, define its place, and make it memorable. The urban design



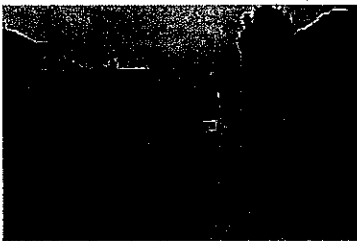
concepts and elements described below are general guidelines to help decision makers and stakeholders better understand the local setting and character. For more detailed understanding, further study, planning, and design work would be required. In addition to the whole study area, the urban design concepts and elements should be referenced for the seven Strategic Opportunity Areas to achieve the community's values, desires, and identity.

There are five urban design concepts within the White Rock East area.

1. Commercial centers – Concentrations of retail, restaurant, service, and entertainment allow for a balance of residential and office activities. Open space needs to help define its location.
2. Gateways – Key entry points define either when coming into the community along major travel corridors or notable physical zones that a traveler passes through in association with an area.
3. Greenways – Linear open space can be set aside for public enjoyment and moving about, typically along a stream, beach, ridgeline, and even alongside a utility easement.
4. Neighborhoods – Primarily residential areas with associated secondary needs, such as schools, parks, and smaller retail centers, should foster a personal relationship and identity with place as home.
5. Roadway corridors – Notable roadways within the community should be recognizable, safe, and leave a positive impression about the area.

There are 22 urban design elements that support urban design concepts for the White Rock East area. Listed below are descriptions of the urban design elements followed by a table that relates the elements to the concepts.

Alleys –A public right-of-way usually placed at the rear of a property, alleys have been traditionally

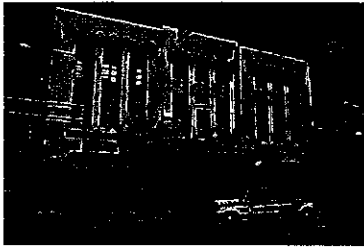


designed for trash removal, off-street parking access, utility easements, and drainage. Alleys in new neighborhoods should be designed for residential garages loaded from the property's rear to reduce curb cuts and sidewalk disruptions along streets. New neighborhood alleys should allow the opportunity for rear property rental units in the back of residential properties which might require adjustments to current city codes allowing for rear property entries and addressing CPTED (Crime Prevention Through Environmental

Design) standards. Alleys in commercial areas should be designed and built for service and product deliveries, but also include possible pedestrian encroachment as "cut-through spaces" for getting from one block to another, access to rear entry retail establishments and offices and paths to mid-block or back entry parking. Alleys should be wide enough for emergency, utility, and sanitation vehicles and incorporate signage for identifying addresses of properties.

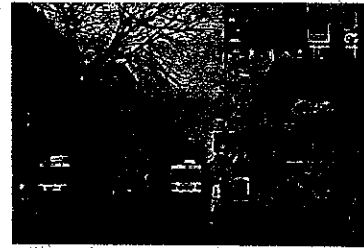
URBAN DESIGN

Building facades -Primarily, the vertical front of a building that people see, building facades can also



include the sides and rear portions of a building when these building sections are facing a public edge along a street or pedestrian path. Because building facades help define this public edge, building design guidelines and regulations should carefully describe building materials, colors, and textures; building height, order, and proportion; encroachment; window and door openings; and lighting.

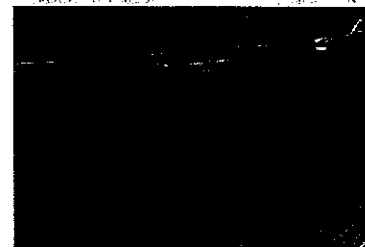
Bus transit corridors – A corridor designed and developed for catering to pedestrians of all needs for transit within a linear urban environment. Development patterns along the bus transit corridor coordinate building developments, street space, and pedestrian needs in context with transit service stretched over several city blocks. Transit corridors usually feature wide sidewalks with benches, localized maps, ticket dispensers, and information kiosks, plus bicycle storage units, fountains, and encroachments of nearby retail and restaurants.



Colors, materials, and textures – Colors, materials, and textures, when incorporated into a building design, streetscape, or landscape, can either excite or deaden the senses. This reaction can be subjective; therefore, careful analysis by a professional architect or landscape architect is important. Working with a community and taking into consideration the area's surrounding character will figure into the choices of colors, materials, and textures.



Crosswalks – Crosswalks are well defined transition points where pedestrian and vehicular traffic converge. Well marked crosswalks help direct pedestrians to places where they can safely cross a roadway, which helps improve driver awareness and traffic movement by restricting pedestrian crossings to designated locations. Roadway crosswalks should be well marked and maintained to ensure awareness for both pedestrian and driver. In locations with high pedestrian movements, pedestrian crosswalk signage and an in-road warning light system could be incorporated to enhance pedestrian and driver awareness.



Landscaped roadways – There are several major thoroughfares and highways that pass through or define the periphery of the White Rock East area. Many of these roadways have wide medians or broad shoulders as part of their right-of-way, but lack much landscaping except for some basic tree plantings and mowed grass. Enhanced landscaping along these roadways would help the visual and aesthetic appeal of the area,



further advance vehicular and pedestrian safety by creating perceived green barriers, and using Low Impact Development methods (see Stormwater management) foster water quality and water conservation. Two highways in the White Rock East area are owned and managed by the Texas Department of Transportation (TxDOT)—North Buckner (Loop 12) and IH 30. Any improvements to North Buckner and IH 30 need to involve local stakeholders in the roadways’ design that balances social, economic, and physical purposes that can be realized through Context Sensitive Solutions. In addition, the Green Ribbon Program by TxDOT could be considered to address the landscaping needs for both of these State-owned and managed roadways.

Lighting – One of the largest users of lighting in a community is street lights. To ensure public safety,



hold down cost, and be aesthetically pleasing, there are several factors that determine what type of light bulbs to use, including heat production, light distribution, light color, and bulb life-span and replacement. Most light bulbs used in today’s street lights are either high pressure sodium (HPS) or metal halide. HPS are the most energy efficient street light bulb, producing a lot of light with little heat and lasting a long time; however, the light HPS produces is

orange, which is not as desirable as a white light. Metal halide has been popular for producing the most energy efficient white light, desirable in neighborhoods, but for municipalities metal halide starts out bright for the first few years and then dims, requiring replacement. Recent breakthroughs in Light Emitting Diode (LED) technology have made this decades-old light source a more attractive choice with communities. LED produces a very intense and energy efficient white light compared with metal halide and has a longer life span. In addition, LED lights are more directional, removing dark gaps between street lights and creating the most continuous light along roadways. Because of the wide range of colors that can be produced using LED technology, it is becoming a popular light choice for highlighting buildings and monuments.

Mid-block paths – A footpath placed in the middle of a long residential block allows easy pedestrian



movement from one neighborhood street to the next neighborhood street or access into adjacent parks.

Neighborhood entries – Enhanced entryways into community neighborhoods help define the



neighborhood’s style and ambiance, while letting residents and visitors know they are entering a neighborhood that takes pride in its image.

Parking – Parking for vehicles includes on-street parking and off-street parking. On-street parking



includes both parallel parking and diagonal parking with landscaped buffers between parked vehicles and the pedestrian path. To supplement the need for additional parking in areas with greater activity, off-street surface and garage parking will likely be required. Off-street surface parking lots should be located in the rear of buildings with dedicated pedestrian paths that are lighted and landscaped to direct people from their parked vehicles to the main building entrance. When possible, off-street parking garage structures should be wrapped by a building or buildings to enhance the urban streetscape. Signage for off-street parking should be visible from the street and easy to understand. Shared parking between nearby establishments having different operation hours should be encouraged. In areas with commercial and/or institutional activities, maximum parking space restrictions should be set to encourage less space set aside for parking vehicles to promote a mix of activities.

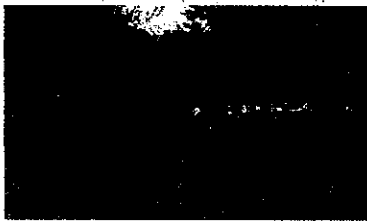


Public greens – Parks enhance the character and value of surrounding properties through the placement



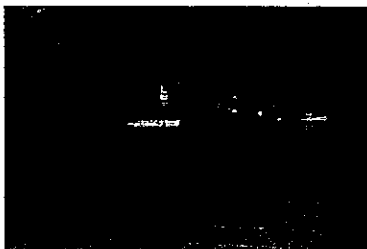
of this public green amenity. Public greens can be situated as a focal point or terminus for public streets within a residential or commercial area, or serve as a public commons enclosed on three sides by developed properties.

Public plazas – More formalized open areas located in higher density, more intense pedestrian settings,



public plazas provide a break in the urban setting. Similar to public greens in where they can be located, public plazas can sometimes have less green, but more hardscape treatments in the design and include added amenities such as a notable fountain or memorial structure.

Road side green buffers – Designed and developed as linear greenbelts along notable community roadways, road side green buffers would incorporate shade trees and landscaping to create a park-like setting to enhance local roads and neighborhoods and provide another method for community wayfinding.



Sidewalks – A hard surface footpath is used by pedestrians and small service deliveries along roadways



on the fronts and sides of structures. Most sidewalks in lower density residential neighborhoods provide for a “ribbon parkway,” which usually incorporates street trees, to separate the street from the sidewalk. In higher density locations sidewalks tend to be continuous from the fronts of buildings to the edge of streets. In these more intense pedestrian locations, continuous sidewalks usually include built-in planters, tree wells, and landscaping plus

street furniture to define the transition from street to pedestrian space while softening and adding character to the built urban environment. Most sidewalks are made of impervious concrete materials; however, future sidewalks should be designed and developed to reduce stormwater runoff.

Signage – Signage includes various types of visual graphics or outdoor displays to help identify a place or



address. Signage can be for public or private needs. Signage for public needs include street signs, highway signs, banners on street lights, information kiosks, and even municipality names and logos on the sides of public structures. Private signage can range from painted window signs or awnings fronting a street establishment to ground level monument signs, corner signs, digital billboards, and even supergraphics, just to name a few. Signage is so broad and so

much new technology for signage is being developed that careful consideration needs to be applied in how signage will incorporate the desires and values of a local community.

Stormwater management – There are the hard surface methods for managing stormwater and the



more recently accepted Low Impact Development (LID) methods for addressing stormwater management. Hard surface methods include impervious roads, parking lots, roof tops. Curbs and gutters, drains, and concrete-lined channels prevent stormwater from filtering into the ground, but maximize the quick removal of stormwater. LID methods encourage a slower, more environmentally sound method of removing stormwater through the use of rooftops gardens,

porous materials and pavers for roads and parking lots, rain gardens, cisterns, landscaping, and recycled materials. LID, also associated with Green Infrastructure and Green Streets, is closely aligned with guidelines developed by the North Central Texas Council of Governments’ iSWM program and the Light Imprint Solutions favored by the Congress of New Urbanism.

Street furniture – Street or public furniture is a term used to identify fixtures found along the sidewalk



right-of-way to enhance the pedestrian experience. Careful planning in the coordination and placement of street furniture is important to prevent clutter and provide a consistent look for the urban block. Fixtures include but are not limited to benches, bike racks, vertical posts for traffic control, bus stops, bus shelters, kiosks, trash receptacles, planters, parking meters, traffic signs, street lights, mail boxes, newsstands, public art, and small fountains.

Street grid – A street grid incorporates the layout of streets at right angles to one another creating rectangular and square city blocks. While considered to be repetitive and monotonous, a street grid provides an easy to understand network of roads as well as easy movement and connectivity.



Trees – Traditionally, trees were used to enhance roadway appearance by softening the urban surroundings with greenery and shade. Today, there is a greater appreciation of benefits realized from street trees. By providing shade, street trees provide protection by moderating sunlight. The tree canopy helps lower temperature levels in urban areas, which is appreciated during hot summer months. Street trees can benefit a city's drainage infrastructure by absorbing stormwater precipitation through a tree's leaf system and, when using Low Impact Development stormwater methods, absorbing runoff through the trees' root system. Street trees planted along the shoulders of roads have been found to reduce traffic speeds in urban areas and create a safer pedestrian experience by creating a barrier between vehicles and people. As part of the urban forest, street trees can help to clean the air of pollutants. The value of residential and commercial properties along tree-lined streets is higher in comparison to similar structures along a non tree-line street. Paving life along roadways can be extended since shade from street trees helps to reduce the expansion and contraction asphalt undergoes through daily temperature fluctuations. In areas with greater pedestrian activity, grates used around street trees should allow for stormwater to penetrate through while providing a safe surface for different types of pedestrian footwear.

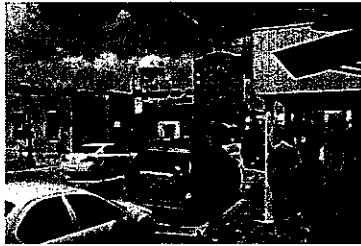


Trails – Sometimes referred to as footpaths, trails are linear pathways that provide a convenient and healthy means of movement removed from urban streets. Trails tend to follow through open spaces, such as parks and preserves, and along semi-public spaces, such as overhead utility easements and former railroad rights-of-way. In urban areas, it is important that trails link into the surrounding sidewalk network as well as neighborhoods, retail centers, and major employment centers.



Most over land trails in North Texas fall into three different user types—biking trails, equestrian trails, and hiking trails. Multi-use trails combine two or more trail types within the trail right-of-way. Sometimes trail segregation is desirable to restrict some types of trail activity that could conflict or present safety issues with another trail activity. Trail segregation can be controversial with some trail users advocating greater education in using trails for all trail users. Signage placed at points along trails provides users information concerning location, distance traveled, notable roadways, local history, and trail rules and etiquette. Trails can be hard surface paved path or soft surface paths of crushed rock or fine wood chips. Issues to consider in developing a trail system include the trail users, trail width, drainage, and long-term maintenance and oversight.

Wayfinding – In getting from one place to another, wayfinding includes the various methods people use



to familiarize and navigate an area. Maps and street signs are the primary method used in wayfinding; however, without a map in an urban setting people use physical or visual cues to negotiate an area. These can include focal points, landmarks, and vistas. Focal points can include a terminus, arrival points or traffic circles along a roadway corridor. Another method people use to know their

location is through landmarks, which include highly visible built structures that range from monuments to noteworthy signage and from prominent civic buildings to water towers. Certain vistas in Dallas help visitors and travelers find their way in the city and around White Rock East. Far out vistas could include the downtown Dallas skyline while more localized vistas would include the riparian environment of South Fork Ash Creek.

Urban Design Elements	Commercial centers	Gateways	Greenways	Neighborhoods	Roadway corridors
Alleys	C			N	
Building facades	C			N	
Bus transit corridors	C				R
Colors, materials, and textures	C	GT	GW	N	R
Crosswalks	C			N	R
Focal points	C			N	R
Landscaped roadways	C	GT	GW		R
Lighting	C	GT		N	R
Mid-block paths	C			N	
Neighborhood entries		GT	GW	N	
Parking	C				
Public greens	C	GT		N	R
Public plazas	C	GT			R
Road side green buffers			GW		R
Sidewalks	C	GT		N	R
Signage	C		GW		R
Stormwater management	C	GT	GW	N	R
Street or public furniture	C	GT	GW	N	R
Street grid	C				
Trees	C	GT	GW	N	R
Trails	C		GW	N	R
Wayfinding	C	GT	GW	N	R

Using the Building Blocks

The *forwardDallas!* Comprehensive Plan Vision includes ten Building Blocks that provide guidance for the future built environment of Dallas communities. These Building Blocks capture development patterns that exist in the city and incorporate new methods for addressing the City's built form. The generalized descriptions include the need for urban design elements to help augment the built form within the Building Blocks. As identified in *forwardDallas!* vision, there are two dominant categories that define the Building Blocks.

1. **Walkable, Mixed-Use Building Blocks** – Includes both pre-World War II areas of adaptive reuse commercial/industrial structures and more recent development patterns that promote a healthy mix of housing, jobs, and shopping in a pedestrian-oriented, walkable community. Moving about by walking, biking, and public transit is the preferred option, and traffic tends to move slower as roadways are built for all users within shorter, walkable city blocks.
2. **Conventional, Separate-Use Building Blocks** – Includes areas typical of post-World War II suburban development patterns with distinct areas for housing, jobs, and shopping that are more auto-oriented. Commercial areas are characterized by large surface parking lots with large commercial buildings at the periphery and drive-up, convenience establishments located along major thoroughfares. Biking and walking tend to be limited to neighborhood areas and connections into nearby greenways and trails.

The White Rock East study area includes six Building Blocks.

- Business Centers
- Commercial Centers
- Main Streets
- Residential Neighborhoods
- Urban Mixed-Use
- Urban Neighborhoods

Each of the six White Rock East Building Blocks reflects distinct characteristics of the two dominant categories described above. The White Rock East area represents a maturing community with stable single-family residential neighborhoods, but with some commercial centers that have out-lived their usefulness and do not contribute to the whole community in a positive way. For the White Rock East area, what is significant is the morphing of some single use category characteristics into a more vibrant balance of uses that will serve the community and foster a positive identity and place.



Goal and Implementation Measures

The purpose of the Urban Design section is to inspire improvements in the study area. In the Consensus Vision, attractive neighborhoods and streetscapes are envisioned where unattractive frontages now exist. Through the following goal and implementation measures, it is anticipated that the vision will be realized and White Rock East's appearance will express the really nice place it can be.

Goal	Implementation Measure
Goal UD.1: Create attractive neighborhoods and streets with landscaping and streetscape amenities that welcome residents and visitors to White Rock East.	UD.1.1: Consider inclusion in the Neighborhood Enhancement Program.
	UD.1.2: Encourage application of the elements of urban design to new development and redevelopment using the guidelines in the Plan.
	UD.1.3: Work with neighborhoods to install identification signs ("toppers") to identify areas.
	UD.1.4: Encourage the creation of public/private partnerships to improve the appearance of neighborhoods and commercial areas.
	UD.1.5: Coordinate design elements with Implementation Actions in the Transportation section.



ECONOMIC DEVELOPMENT

In far east Dallas there is the need and the desire for better neighborhood-serving commercial establishments, particularly a grocery store, more places to eat, and quality shopping. Over the past two decades, businesses have moved away leaving neglected buildings and high vacancies. The replacements are auto-related, lower tier retail, and social services. Absentee owners and changing demographics precipitated some of the downward trend for what was once a very viable commercial area. Market demands have diminished or changed over time—leading to the exit of larger chain stores and emergence of lower rent apartment complexes. For the White Rock East study area, there are many similarities to the southern parts of the City with the appearance of abandonment or lack of interest. The area's location close to downtown Dallas, accessible by car and transit, deserves to have its economic potential explored and addressed as it is a gateway into the City from the east.

Impediments to a more robust economy in the study areas are less restrictive commercial zoning districts, unsafe pedestrian crossings, unappealing appearance of the major boulevard, lax code compliance, negatively perceived market conditions, ill maintained apartment complexes and a lingering perception of criminal activity. There are three primary commercial areas, the North Buckner corridor, the Lakeland/ Ferguson intersection and a strip shopping center on Oates, south of Ferguson. The Regional Retail district created in the 1980s on North Buckner now allows many uses that are not compatible with adjacent residential uses. Rezoning to more compatible zoning districts is an option that should be studied in conjunction with economic realities and possibilities to attract new and improved businesses. Replacing under-performing uses with ones desired by the community could be better supported in changes to zoning districts that allow mixed residential and commercial uses in a more urban environment or neighborhood focused businesses and repurposing of older apartments to townhomes. These changes are suggested in the conceptual Strategic Opportunity Areas in the Land Use section of this area plan.

This is not to say that there are not a number of very viable businesses and industries in the area that work well with the residents' concepts of what could make this a more attractive place to work, eat and shop, particularly along the North Buckner/Loop12 corridor. But North Buckner is a very wide state road that is difficult to drive and unfriendly to pedestrians. Sidewalks and landscaping intermittent at best. This is where urban design and transportation issues can coincide with land use to improve appearance and safety that can, in turn, foster better business opportunities. At Oates Plaza, an absentee owner has neglected the appearance and allowed non neighborhood business to locate in the center. On the other hand, the shopping center on Ferguson at Lakeland has seen some improvements. A post office, dry cleaners, small restaurant and chain pharmacy are currently in place. Still some of the businesses, a "dollar" store, tobacco retailer and alternative financial institution are not what the adjacent neighborhood said they preferred in the SWOT analysis conducted at the beginning of the study.

The apartments in the area are relatively low rent and under maintained. Recent crime reports indicate that crimes of robbery, burglary, drugs and assault are localized within the apartment complexes and that there are now relatively few crimes committed in the adjacent single-family neighborhood. The lower crime rates in the whole area are directly attributable to the activities supported by the Department of Justice Weed and Seed grant and the diligence of the area crime watches. Redevelopment and repurposing of some of the apartment units are addressed in the Land Use section of this plan.



ECONOMIC DEVELOPMENT

Economic Development Partners

Over the past 15 years, the grassroots organization of neighborhood associations, crime watches, churches, business leaders, and the Ferguson Road Initiative (FRI) have worked to promote economic development in this part of Dallas. In 2011, FRI recognized that there was a need for a business organization like a “chamber of commerce” to support area businesses and encourage new businesses to locate in far east Dallas. Because FRI wanted to retain its residential membership rather than change to a chamber, the **Community Connection** was created. This new FRI outreach enables businesses and service providers to join together to support existing businesses and to attract businesses. Until recently, there has been little interaction with the East Dallas Chamber of Commerce; however the Community Connection is working with them on cooperative projects and membership to foster economic development. Area neighborhood associations and crime watches also want to be involved in supporting local businesses and fostering new development.

Ferguson Road Initiative has an established relationship with the City’s **Office of Economic Development**. When work was begun on this area plan, it was recommended that the FRI economic development plan be used. However the FRI plan is not entirely adaptable to the White Rock East area when looking at the changes that need to occur. A different approach is needed.

Economic Development Tools

The City’s Office of Economic Development and its partners offer a variety of programs designed to assist small businesses in Dallas. These programs include assistance with business operations, training programs, administrative assistance and other services. These services are delivered through eight Business Assistance Centers throughout Dallas. Availability of these services to small business in the study area could perhaps be coordinated through the Ferguson Road Initiative/Community Connection.

Eventually the economy will improve and the prime location of affordable residences and business location opportunities in the study area will be discovered. For renewal and repurposing, there will need to be public and private investment efforts. There are certain tools available for incentives for business development that may be appropriately used in White Rock East. In Dallas, special districts are used to assist with revitalization and development that achieves an adopted community vision. The use of these tools will rely heavily on private investment and assemblage of tracts to be feasible. Presented below are simplified descriptions of possible tools that could be considered in the future.

The most common district used to support capital investment is the **Tax Increment Finance (TIF) District**. A TIF can be a valuable tool in an area where existing property values are low and planned development will result in a significant increase in property value. In a TIF, a base’ property value is established. The TIF plan is created with specific assumptions about development, future value, and capital investment. As development occurs and the property value increases, taxes are levied on the new property value. The taxes related to the ‘base’ value are provided to the appropriate taxing entities. The taxes related to the ‘increment’ of new property value are provided to the TIF fund. In this way, new private investment covers the cost of the infrastructure needed to support the area’s development. In Dallas, the TIF policy would require a developer to propose a viable development worth at least \$100 million in initial investments. This may be difficult to achieve in the study area given the numerous individual property owners, customer base and property values, but it should at least be an option. The steps to create a TIF would include the preparation of a Project Plan and a Reinvestment Zone Plan for



the area, formation of a TIF Board, and approval of the TIF by the Dallas City Council. When there is a major developer in the area that could be in a position to redevelop areas in cooperation with other landowners, this approach could be considered.

Other special districts are **Business Improvement Districts (BIDs)** and **Public Improvement Districts (PIDs)**. Primary characteristics of these districts are that these activities are overseen by a Board of Directors (and often, a paid staff member) and they are paid for by special assessments of the property within the district. Creation of a BID or PID requires the support of property owners in the area as well as the City Council. Activities of these types of districts could include enhanced clean-up operations, programs of signage and banners to identify the area, enhanced landscape maintenance to name a few. The limits to which property owners are willing to assess themselves to provide funding for these operations would be the deciding factor in the creation of a PID or BID. Should there be an interest in such a district, it would need to be coordinated with the Ferguson Road Initiative as a part of their overall economic development plan for discussion with property owners to determine whether, and at what level, there might be support for special district creation. As special districts the PID and BID are similar in that a BID might be more appropriate in a non-residential area whereas a PID could work in an area with a mix of residential and non-residential uses.

Coordination between City departments is needed in areas ripe for revitalization that are relatively built out and have infrastructure in place. The Department of Sustainable Development and Construction reviews zoning, platting, stormwater management, building codes, building permits economic development, as well as coordinating with TxDOT. Guidelines and requirements for this express review service are found on the City's website.

Assessment of Opportunities

This section is included to provide additional insight into issues identified in the other sections of the area plan, particularly Land Use, Transportation, Urban Design and Code Compliance. Issues in those chapters will require a cross pollination of ideas to begin to achieve the desired revitalization of the area.

In order to address a move to more appropriate zoning, there needs to be a focused approach to understanding what would be necessary to attract the desired businesses. A study of the local market area by qualified economists or real estate analysts and development of a strategy would be the basis for finding and incentivizing new development. The steps to develop a sustainable and comprehensive market strategy are as follows:

1. The WRE area must first stabilize by maintaining any positive market forces and prospective market enhancements in terms of new, meaningful development;
2. A WRE coalition of residents and businesses must work with City departments to promote WRE as a viable economic area for existing and new businesses; and
3. Transformation of WRE into an economic center will require an understanding of the current market forces, economic development incentives, zoning modifications, market re-branding, aesthetic enhancements and community (residential and nonresidential) participation.



ECONOMIC DEVELOPMENT

Implementation Measures

Given the accessible location of White Rock East in the DFW Metroplex, the recommended Implementation Measures will serve to rejuvenate and enhance residential and commercial features that can be implemented in this gateway to Dallas. These proposed measures can and will lead to a more sustainable future for the study area and far east Dallas.

As identified in the SWOT analysis and subsequent work on the plan, the following goal and implementation measures were developed.

Goal	Implementation Measure
Goal ED.1: Vibrant economic locations with sound businesses that provide local needs and services	ED.1.1: Work with businesses and property owners to improve the study area's overall ability to attract businesses consistent with the needs and desires of citizens.
	ED.1.2: Conduct Market Study to assess the potential for desired and needed businesses and coordinate with appropriate zoning districts.
	ED.1.3: Investigate the feasibility of creating special districts that would allow taxes to be used for improvements.
	ED.1.4: Support the Community Connection of FRI which functions like a chamber of commerce in supporting existing business, attracting new businesses and monitoring economic development.
	ED.1.5: Encourage a quicker zoning and permitting review process that fosters quality, desired development and protects community interests.

These are measures that will understandably take time and effort, but improvements to the area will be improvements for the whole city.



IMPLEMENTATION

The purpose of this section is to provide direction for implementation of the area plan and for continued involvement in monitoring progress in the study area. This 2-Points to White Rock East Area Plan is intended to serve as the one of the City's **guides**, in conjunction with related City plans and reports, to help guide city staff, elected and appointed officials, and citizens in making decisions about land use, transportation, economic development and infrastructure improvements that will aid, not hinder, much needed improvements in this part of Dallas. There are relatively few large infrastructure projects, but they will need to be factored into the City's budget and planning processes.

For the citizens in the study area, this plan is their **handbook** to understand and support programs and improvements to White Rock East. Particularly in the Quality of Life section, there are many measures that do not require direct action or initiation by the City, only responsiveness and support.

Plan implementation includes the use of both the broad and more specific policies detailed in *forwardDallas!*, along with the recommended implementation measures stated herein, as a general guide for decision-making in zoning and development cases as delineated in the Development Code.

Commitment to Implementation

Perhaps the most important method of implementing the Area Plan comes from the on-going commitment by elected and appointed officials, city staff members, and citizens to use the Plan. It must be understood as a useful and capable tool to direct the City's future. The policies of *forward Dallas!*, the City's comprehensive plan, along with the measures outlined in this document, should be available for ready reference for all development cases and construction projects. This Plan should be cross referenced in other planning studies and zoning case reports and used in informal discussions in the local community. High visibility and citizen monitoring will make the plan a successful, dynamic, and powerful tool for guiding the future growth in the study area.

Implementation measures, another name for actions, were developed in concert with vision and goals described in each of the plan elements. These are specific steps that are recommended to better implement the plan. Each of the measures should be considered in context and within budgetary constraints. Some proposed measures may identify the need for a specific study, or call for actions, such as the formation of a new committee.

Responsibility for Implementation

The responsibilities for actually initiating and monitoring the vision, goals, and implementation measures of the Plan are multi-tiered.

- **Citizens** are responsible for bringing forward issues, concerns and problems to the attention of the City staff. They are also responsible for monitoring planning and related problems that affects their immediate community as well as the City as a whole.
- **City Staff** should review all the development issues associated with zoning and land use for compliance with the Area Plan. Recommendations for consideration of area needs based on citywide technical criteria should be the rationale for staff recommendation of projects to be included in budgets and bond elections.
- **City Plan Commission** should be informed as to the existence of the Plan and reference it as a tool for decision making for growth and development to assure that new development and redevelopment are in accordance with the community needs.

IMPLEMENTATION

- **City Council** should consider the recommendations of the Plan in conjunction with other relevant adopted citywide and area plans in the approval or denial of development cases and in yearly budgetary considerations and bond projects.

Updates to the Area Plan

Circumstances will continue to change and the 2-Points to White Rock East Area Plan will require modifications and refinements to continue to be useful. Some of its recommendations will be found unworkable and other solutions will continue to emerge. Needed refinements and changes should be carefully noted and thoroughly considered. As change occurs, however, the consensus visions should remain the central theme and provide a unifying element.

Advisory Committee Participation in Continued Planning

The Advisory Committee, citizens who shared in developing the Plan's visions and implementation actions, who participated in public meetings and almost monthly committee meetings are fully vested in seeing that progress comes to this part of Dallas. The many ideas and comments contributed by citizens during the Plan's development were incorporated and shaped the resulting goals and recommendations. These engaged citizens (and many others) should continue to be involved in implementation and maintenance of this Plan. They should be advocates as well as watchdogs for the Area Plan over the long term. This Plan is their handbook to bring the desired future for White Rock East

Implementation Measures

A series of proposed implementation measures (actions) were developed after reviewing the vision and goals described in the plan elements. These are desired actions identified through this community-led planning effort. Some measures call for a specific project or action. Some may identify the need for a specific study. Some are "quick fixes". Some require major investment. In addition to "new" initiatives, some support the continuation of ongoing City policies and programs that are needed to enhance what is already on the ground.

The Implementation Measures that are at the top of the list for on-going, immediate and short term action are:

- Walkability Survey/Sidewalk inventory
- Improved traffic signalization and crosswalks at Buckner and John West and Buckner at Peavy
- Continuous school zone adjacent to Bishop Lynch and Truett Elementary
- Sidewalk construction or improvements on major streets (Ferguson Road, La Prada, Buckner)
- Consideration of zoning changes in Regional Retail and Limited Office districts to revitalize both retail and residential areas.
- Classroom wing for Truett Elementary School
- TxDOT improvements to appearance on Buckner at IH 30
- Lakeland at Ferguson Streetscape improvements (in current NIL)
- Petition for stop signs on Gross at Rustown
- Economic Redevelopment Plan for North Buckner beginning with a market study.



Implementation Table

This extensive table was created to put all the **goals and implementation measures** in one place. It is the combined list of goals and implementation measures that are intended to move the community forward. While the proposed implementation measures (actions) are guides, they can be a powerful influence on zoning decisions, redevelopment and public projects. In addition to the goals and measures, the suggested responsibilities for each measure are identified as well as the status in the Needs Inventory List (NIL). The chart below is the key to Implementation Table IM1.

Key for Implementation Table		
Short	0 to 3 years	S
Medium	3 to 10 years	M
Long	10 to 15 years+	L
Ongoing	Current and continuing	O
Needs Inventory List	2012 List	✓
Needs Inventory List	Proposed Future List	★



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future NIL
<p>Land Use</p> <p>Goal LU.1: Land use and zoning that preserves and protects existing stable neighborhoods to be safe, livable and walkable.</p> <p>Goal LU.2: Appropriate zoning for commercial areas that best addresses the community's needs and desires along major thoroughfares and at strategic intersections.</p>	<p>LU.1.1: Consider the Building Blocks as land use guidelines for zoning changes desired by area residents.</p> <p>LU.1.2: Consider the recommendations outlined in the Strategic Opportunity Areas in zoning cases and public improvements.</p> <p>LU.1.3: Encourage redevelopment with townhomes and cluster homes for lower density in lieu of multi-family when there is site redevelopment.</p> <p>LU.1.4: Ensure code compliance in the existing more densely populated areas as well as the residential areas.</p> <p>LU.1.5: Solicit more direct input from the residents for changes in development and zoning on an ongoing basis.</p> <p>LU.1.6: Add accessory dwelling units to zoning districts to allow secondary rental residential units as a permitted or specific use.</p>	<p>Current Planning/Strategic Planning</p> <p>Current Planning/Strategic Planning</p> <p>Housing/Habitat for Humanity/Economic Development</p> <p>Citizens/Code Compliance</p> <p>Citizens/FRI/Elected and Appointed Officials</p> <p>Elected and Appointed Officials</p>	<p>O</p> <p>M</p> <p>S</p> <p>O</p> <p>O</p> <p>M</p> <p>M</p> <p>O</p> <p>S</p> <p>O</p> <p>S</p>	<p>NIL</p>
	<p>LU.2.1: Consider more urban types of development along major thoroughfares as identified in form-based zoning districts.</p> <p>LU.2.2: Identify and pursue removal of problem uses and structures that may be nonconforming or illegal.</p> <p>LU.2.3: Implement the uses and zoning districts that are desired and/or needed in the community and apply Building Blocks.</p> <p>LU.2.4: Promote desirable infill through rezoning, expedited permitting and incentives.</p> <p>LU.2.5: Solicit repurposing of existing under-performing retail development through public/private partnerships.</p>	<p>Elected and Appointed Officials/Citizens/Property Owners</p> <p>Citizens/Code Compliance/Community Prosecutor/City Attorney</p> <p>Strategic Planning/Current Planning/Elected and Appointed Officials/Citizens</p> <p>Elected and Appointed Officials/Building Official/Economic Development</p> <p>The Real Estate Council/Economic Development/FRI/Citizens/Developers</p>	<p>O</p> <p>S</p> <p>O</p> <p>S</p>	<p>NIL</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current/Future/NIL
<p>Goal LU.3: Appropriate zoning for residential districts that are desired and/or needed in the community.</p>	<p>LU.3.1: Work with elected officials, City staff, and multi-family property owners to redevelop existing multi-family sites near local neighborhoods for townhouse and single family housing units.</p>	<p>Citizens/Ferguson Road Initiative/Property Owners</p>	<p>\$</p>	
	<p>LU.3.2: Encourage best practice examples from across the nation in which older multi-family complexes and derelict sites redeveloped in owner-occupied housing.</p>	<p>Citizens/Elected and Appointed Officials/Property Owners</p>	<p>M</p>	
	<p>LU.3.3: Use this White Rock East Area Plan and <i>forwardDallas!</i> to guide desired uses and zoning districts and/or form-based districts in the area.</p>	<p>Current Planning</p>	<p>\$</p>	
	<p>LU.3.4: Request initiation of appropriate zoning for areas of incompatibility and to encourage redevelopment in Strategic Opportunity Areas.</p>	<p>Citizens/Elected and Appointed Officials/Crime Watches</p>	<p>\$</p>	
	<p>LU.3.5: Promote urban types of development on major thoroughfares using form-based code districts for higher density mixed use.</p>	<p>Economic Development/Strategic Planning</p>	<p>M</p>	
	<p>LU.3.6: Promote Complete Streets and Green Streets for major roadways to promote more urban development patterns.</p>	<p>Citizens/Elected and Appointed Officials/Street Services/Public Works/Streets/TxDOT/Stormwater Management</p>	<p>\$</p>	
	<p>LU.3.7: Explore joint effort with Mesquite and Dallas County Community College District coordinating planning and design for future development patterns near the intersection of John West Road and La Prada Drive/Big Town Boulevard.</p>	<p>Citizens/ Elected and Appointed Officials/FRI/Strategic Planning</p>	<p>MHL</p>	



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future
<p>Transportation</p> <p>Goal T.1: Safe and accessible sidewalks/crosswalks to serve the needs of local residents and businesses, encourage walking for healthy living and expand transportation options.</p>	<p>T.1.1: Develop a walkability checklist to inventory sidewalks and crosswalks for accessibility to schools, obstructions, transit stops, activity and retail centers in compliance with ADA guidelines.</p> <p>T.1.2: Use the results of the walkability checklist to initiate improvements to the network of sidewalks along major thoroughfares, arterial and collector roads with sidewalks in the street right-of-way to connect neighborhoods to schools, shopping and transit stops along arterial and collector roads.</p> <ul style="list-style-type: none"> ▪ North Buckner Boulevard (Loop 12) ▪ Ferguson Road ▪ La Prada Drive ▪ Rustown Drive ▪ Cadanza Lane ▪ Ashdown Drive <p>T.1.3: Investigate the feasibility for a desired pedestrian access from the study area to the Dallas Arboretum and White Rock Lake by developing sidewalks along Lakeland Drive from Ferguson Road to Garland Road.</p> <p>T.1.4: Work with the City and property owners along the proposed South Fork Ash Creek greenway corridor to identify opportunities linking the surrounding neighborhood sidewalk network with the greenway trails.</p>	<p>Citizens/Crime Watches/Neighborhood Associations/Students</p> <p>Public Works/Street Services/Transportation Planning/Elected and Appointed Officials/Citizens</p> <p>Citizens/Elected and Appointed Officials/Public Works/Street Services/Transportation Planning</p> <p>Citizens/FRI/Transportation Planning/Parks and Recreation/Property Owners/Stormwater Management</p>	<p>S</p> <p>S-M</p> <p>L</p> <p>M</p>	<p>NIL</p> <p>★</p> <p>★</p> <p>★</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current/Future
<p>Goal T.2: Enhanced Dallas Area Rapid Transit (DART) service that is safe, convenient, responsive, and beneficial to the needs of users, neighborhood residents, and businesses.</p>	<p>T.2.1: Expand on-call paratransit services (DART On-Call). T.2.2: Consider revisions and expansions to bus routes to meet residents' needs. T.2.3: Consider locating transit station for park and ride and commuter services near the intersection of Buckner and IH 30.</p>	<p>DART/Citizens DART/Citizens/Crime Watches/FRI DART/TxDOT</p>	<p>⓪ ⓪ L</p>	<p>NIL</p>
<p>Goal T3: Streets and major highways that enhance the community's image and promote the safe movement of pedestrians and vehicles through streetscape and landscape improvements along major road corridors.</p>	<p>T.3.1: Identify and secure funding for development of streetscape and landscape improvements along Peavy Road, North Buckner Boulevard (Loop 12), and Ferguson Road corridors. T.3.2: Evaluate the need for a left-turn signal and designated left turn lane at the intersection of Ferguson and Peavy Roads. T.3.3: Identify options for local street beautification and safety, including landscaping, "Green Streets" infrastructure and opportunities to bury or move overhead utility lines. T.3.4: Encourage joint efforts between the City, Dallas County, DISD, and TxDOT to implement "Complete Streets" and "Green Streets" standards with their facilities. T.3.5: Work with developers, property owners, and public entities to implement local street beautification and safety. T.3.6: Improve street lighting at North Buckner Boulevard (Loop 12) and Peavy Road.</p>	<p>Citizens/Elected and Appointed Officials/FRI/TxDOT/Transportation Planning/Public Works Street Services Street Services/TxDOT Sustainable Development/County/DISD/TxDOT/Citizens/Elected and Appointed Officials Citizens/FRI Public Works/TxDOT</p>	<p>M \$ \$ ⓪ ⓪ \$</p>	<p>✓ ★ ★ ★ ★ ★</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current/Future NIL
	<p>T.3.7: Provide adequate times for pedestrians to use signalized crosswalks along</p> <ul style="list-style-type: none"> ▪ North Buckner Boulevard (Loop 12) ▪ Chenault Street ▪ Ferguson Road ▪ John West Road ▪ Lakeland Drive ▪ La Prada Drive ▪ Oates Drive ▪ Peavy Road. 	Public Works/TxDOT	S	★
<p>Goal T.4: Extension of the Bike Plan and designation of routes into the study area.</p>	<p>T.3.8: Consider a stop sign at the intersection of Gross Road and Ashdown Drive.</p> <p>T.4.1: Designate on-street bikeway facilities.</p> <ul style="list-style-type: none"> ▪ La Prada Drive into Eastfield College ▪ Chenault Street from Dilido Road to North Buckner ▪ North Buckner from Samuel to Garland Road 	Street Services/Citizens	S	★
	<p>T.4.2: Designate off-street bikeway facilities. Add multi-use pathways along South Fork Ash Creek and its tributaries as extensions of the Dallas Trail Network Plan.</p>	Transportation Planning	M	★
	<p>T.4.3: Improve roadway crossings for bikes and pedestrians.</p> <ul style="list-style-type: none"> ▪ Chenault Street at Dilido Road ▪ Chenault Street at North Buckner ▪ Dilido Road at John West Road ▪ Ferguson Road at Lakeland Drive ▪ Ferguson Road at North Buckner ▪ Ferguson Road at Oates Drive ▪ Lakeland Drive/John West Road between Green Meadow Drive and Hunnicut Road ▪ La Prada Drive at Carol Brown Road (west entrance to Eastfield College) ▪ La Prada Drive at John West Road 	Transportation Planning/Parks and Recreation	M	★
		Street Services/Public Works/TxDOT/Transportation Planning	S-M	★



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future /NIL
	<ul style="list-style-type: none"> ▪ North Buckner at John West Road ▪ Oates Drive at La Prada Drive ▪ Oates Drive at Shiloh Road ▪ Peavy Road at Gross Road 			
	<p>T.4.4: Confirm Dallas Bikeway System bike routes shown in this plan are in the <i>2011 Dallas Bike Plan</i>.</p>	Transportation Planning	O	
	<p>T.4.5: Install bikeway system facilities as recommended in the <i>2011 Dallas Bike Plan</i> or as recommended upon further analysis by City staff with opportunities for input from area residents and business owners.</p>	Transportation Planning/Street Services/Citizens/Businesses	S	
	<p>T.4.6: Require the installation of secure bicycle racks for new commercial and institutional developments and encourage secure bicycle racks at existing commercial and institutional properties.</p>	Current Planning/Citizens/Elected and Appointed Officials	S	
	<p>T.4.7: Support parking requirements that allow the reduction of required parking spaces when secure bicycle parking is provided.</p>	Current Planning/City Plan Commission/ZOAC/Citizens/Elected and Appointed Officials	S	
	<p>T.4.8: Establish a bicycle safety program for parents and children by working with local public and private schools and community organizations.</p>	Citizens/DISD/FRI/Boy Scouts	M	
<p>Goal T.5: A trail network that bonds the study area and reaches into the surrounding buffer area.</p>	<p>T.5.1: Encourage creation of South Fork Ash Creek trail network including nearby trails and linear parks to link together neighborhoods, local institutions (libraries, schools, churches, etc.), and commercial centers.</p>	Citizens/Parks and Recreation/FRI/Transportation Planning/Strategic Planning/Elected and Appointed Officials	M	★
	<p>T.5.2: Work with property owners of large tracts of land and public/private institutions on possible trail corridor connections along South Fork Ash Creek and its tributaries.</p>	Citizens/Parks and Recreation/FRI/Transportation Planning/Elected and Appointed Officials	M	



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future
	<p>T.5.3: Support and promote trail development and maintenance through a community-based organization made up of local residents, property owners, and business and community leaders.</p> <p>T.5.4: Explore options to connect hike and bike trail on South Fork Ash Creek to Ash Creek and the Santa Fe Trail (outside study area).</p> <p>T.5.5: Coordinate with the City of Mesquite and TxDOT to identify potential trail connections east, southeast and south of the study area.</p>	<p>Citizens/Elected and Appointed Officials</p> <p>Citizens/Elected and Appointed Officials/Transportation Planning/Parks and Recreation</p> <p>TxDOT/Parks and Recreation/Transportation Planning/Citizens/Elected and Appointed Officials</p>	<p>\$</p> <p>L</p> <p>L</p>	<p>NIL</p> <p>★</p> <p>★</p>
<p>Goal T.6: Improve signalization to provide safe crossings.</p>	<p>T.6.1: Update signalization at:</p> <ul style="list-style-type: none"> ▪ North Buckner at Peavy Road ▪ Peavy Road at Gross Road ▪ John West Road at La Prada Drive ▪ La Prada Drive at Oates Drive ▪ North Buckner at John West Road ▪ Lakeland Road at Ferguson Road ▪ Ferguson Road at Peavy Road 	<p>Street Services/Citizens/Elected and Appointed Officials/TxDOT</p>	<p>\$</p>	<p>✓ ★</p>
<p>Goal T.7: Better function and appearance using new methods to improve the street system.</p>	<p>T.7.1: Include White Rock East's major streets in the Complete Streets initiative.</p> <p>T.7.2: Apply Context Sensitive Design and Green Streets actions to the street system in study area.</p> <p>T.7.3: Work with TxDOT to design and install corridor plantings and landscaping along North Buckner from IH 30 north to John West Road and Ferguson Road. (Green Ribbon program)</p> <p>T.7.4: Include intersection enhancements on North Buckner with monument features that highlight the area's character and history.</p>	<p>Citizens/Elected and Appointed Officials/Strategic Planning/Transportation Planning</p> <p>TxDOT/Strategic Planning/Transportation Planning/Public Works/Citizens/Elected and Appointed Officials</p> <p>City Councilmember for District/TxDOT/Public Works</p> <p>TxDOT/Elected and Appointed Officials/Citizens</p>	<p>\$-M</p> <p>M</p> <p>M</p> <p>\$</p>	<p>✓ ★</p> <p>✓ ★</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future NIL
	<p>T.7.5: Incorporate study area gateway design into redevelopment of commercial districts working with local artists to create public art features to serve as community landmarks.</p> <p>T.7.6: Install directional signs in redeveloped commercial districts.</p>	<p>TxDOT/Citizens/Elected and Appointed Officials/Property Owners/Citizens</p>	M	★
	<p>T.7.7: Create an internal signage system that highlights local destinations including directions to trailheads, parks, and parking areas.</p>	<p>FRI/Neighborhood Groups/Citizens/Transportation Planning/Street Services</p>	M	★
	<p>T.7.8: Develop architectural features and focal points along proposed gateway corridors as reference points and to familiarize frequent commuters.</p>	<p>FRI/Neighborhood Groups/Transportation Planning/Street Services</p>	L	
	<p>T.8.1: Initiate discussions with TxDOT.</p>	<p>FRI/Transportation Planning/Street Services/TxDOT</p>	L	
<p>Goal T.8: Improve the appearance of North Buckner with gateway features and landscaping through the Green Ribbon program.</p>		<p>City Councilmember for District/TxDOT</p>	O	
	<p>T.8.2: Involve adjacent property owners and businesses in grant application, design of improvements, and future maintenance.</p>	<p>Citizens/Transportations Planning/TxDOT</p>	S	
	<p>T.8.3: Install landscaping, hardscape and entry features.</p>	<p>TxDOT/Public Works</p>	M	
<p>Quality of Life</p>				
<p>Goal QL.1: Code Compliance. Improve the study area's image using codes, regulations, programs, and enforcement to clean up, stabilize, and enhance neighborhoods.</p>	<p>QL.1.1: Community leaders will work with property owners, local businesses, institutions, and local organizations to develop methods that educate, clean up, and aggressively monitor trash "hot spots" to pursue violators.</p>	<p>Citizens/Local Businesses/Code Compliance/Community Prosecutor/DPD</p>	O	
	<p>QL.1.2: Identify and pursue removal of structures and uses that are derelict, nonconforming or illegal.</p>	<p>FRI/Citizens/Code Compliance/Community Prosecutor</p>	O	
	<p>QL.1.3: Support area organizations that educate property owners, local businesses, and institutions about trash pickup, graffiti, local maintenance, and beautification.</p>	<p>Citizens/FRI/ Code Compliance/Community Prosecutor</p>	O	



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future NIL
	<p>QL.1.4: Conduct annual issues inventory, review what worked and what needs improvements, and share annual inventory/review with community.</p>	<p>Citizens/FRI/ Code Compliance/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.1.5: Work with Dallas Animal Services and neighborhood groups to manage the pet population by educating residents about the need to spay and neuter their pets, report animal hoarding, animal abuse, and sightings of stray cats and dogs.</p>	<p>Citizens/Local Veterinarians/Dallas Animal Services</p>	<p>○</p>	
	<p>QL.1.6: Work to identify, aggressively monitor and resolve or remove poorly maintained, dilapidated, or abandoned apartments and commercial structures.</p>	<p>Citizens/Code Compliance/Community Prosecutor</p>	<p>○</p>	
	<p>QL.1.7: Explore different methods to work with property owners and businesses in the study area to repair, stripe, landscape, and maintain their parking lots.</p>	<p>Citizens/FRI/ Code Compliance/Community Prosecutor</p>	<p>○</p>	
	<p>QL.1.8: Continue to work with the Community Prosecutor to address crime and code compliance to curb crime through police patrols and enforcement.</p>	<p>Citizens/Community Prosecutor/Code Compliance/DPD</p>	<p>○</p>	
	<p>QL.1.9: Work with property owners and managers of multi-family developments to bring their complexes up to local codes, evict problem occupants and visitors, and enhance their properties to achieve Gold Star designation</p>	<p>Citizens/FRI/Crime Watches</p>	<p>○</p>	
	<p>QL.1.10: Work with the police department and code compliance to implement a graffiti prevention program for neighborhoods and businesses.</p>	<p>Citizens/DPD</p>	<p>○</p>	
	<p>QL.1.11: Continue to support crime watch groups and encourage new groups, especially in multi-family complexes.</p>	<p>Citizens/Crime Watches/FRI/DPD</p>	<p>○</p>	



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future /NIL
<p>Goal QL.2: Education. Facilities and programs enhance the study area's neighborhoods and serve local residents.</p>	<p>QL.1.12: Conduct regularly scheduled meetings with assigned code compliance officer to discuss status of code issues in community and the measures required to resolve issues.</p>	<p>Citizens/Crime Watches/FRI/Code Compliance</p>	<p>○</p>	<p>NIL</p>
	<p>QL.2.1: Support improvements of facilities and curriculum at George W. Truett and S. S. Conner Elementary Schools and Harold Wendell Lang, Sr. Middle School.</p>	<p>Citizens/PTA/DISD/Crime Watches/FRI</p>	<p>○</p>	
	<p>QL.2.2: Construct new classroom wing at Truett Elementary to relieve overcrowding.</p>	<p>Citizens/PTA/DISD/Crime Watches/FRI</p>	<p>○-S</p>	
	<p>QL.2.3: Landscape and maintain school grounds to provide positive impacts on surrounding neighborhoods and community.</p>	<p>Citizens/DISD/FRI/Crime Watches/Neighborhood Groups</p>	<p>○-S</p>	
	<p>QL.2.4: Work school board trustees and City Council to ensure future improvements around local schools districts are on the NIL and capital programs.</p>	<p>Citizens/PTA/DISD/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.2.5: Encourage and support parental and neighborhood involvement in the schools.</p>	<p>Citizens/Elected and Appointed Officials/PTA</p>	<p>○</p>	
	<p>QL.2.6: Increase enforcement of traffic regulations in school zones to promote Safe Routes to School programs and identify trouble spots in school zones that can either be remedied through enforcement or noted for future improvements.</p>	<p>DPD/Citizens/Street Services (Safe Routes to School)/TXDOT</p>	<p>○</p>	
	<p>QL.2.7: Initiate a continuous school zone on Peavy Road adjacent to Bishop Lynch High School and Truett Elementary School.</p>	<p>DISD/Bishop Lynch/Truett Crime Watch/Streets Services</p>	<p>§</p>	
<p>QL.2.8: Investigate the potential for locating a charter school in the study area to relieve overcrowding and provide new educational opportunities.</p>	<p>Citizens/FRI/Charter Schools</p>	<p>§</p>		



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current/Future
<p>Goal QL.3: Parks & Recreation. Ensure quality parks and trails that meet the community's expectations.</p>	<p>QL.3.1: Maintain or improve upkeep of Ferguson Park, Hillview Park, and Lakeland Hills Park by working with staff.</p>	<p>Citizens/Parks and Recreation/Elected and Appointed Officials</p>	<p>O</p>	<p>NIL</p>
	<p>QL.3.2: Continue to add improvements to area parks as identified in the <i>Renaissance Plan</i> and NIL.</p>	<p>Citizens/Parks and Recreation/Elected and Appointed Officials</p>	<p>O</p>	
	<p>QL.3.3: Create park advocate groups or use existing crime watches and neighborhood organizations to adopt the parks and focus on the planning, design, landscaping, and security.</p>	<p>Citizens/Elected and Appointed Officials/FRI</p>	<p>S</p>	
	<p>QL.3.4: Identify possible park locations adjacent to future trails to incorporate additional features such as a spray park, dog park, and recreation center with running path and basketball courts.</p>	<p>Citizens/Parks and Recreation/Elected and Appointed Officials</p>	<p>S-M</p>	<p>★</p>
	<p>QL.3.5: Pursue funding of projects with staff and elected officials for improvements that are listed in the NIL.</p>	<p>Citizens/FRI</p>	<p>S</p>	
	<p>QL.3.6: Initiate discussions with officials of the YMCA of Metropolitan Dallas or similar provider to provide programs in the study area.</p>	<p>Citizens/FRI/Parks and Recreation</p>	<p>S</p>	
	<p>QL.3.7: Link community facilities by trails while preserving open space (see Transportation).</p>	<p>Parks and Recreation/Street Services</p>	<p>M</p>	
	<p>QL.3.8: Program trail improvement through public/private cooperation.</p>	<p>Citizens/Parks and Recreation/Elected and Appointed Officials</p>	<p>S</p>	
<p>Goal QL.4: Public Safety. A community that is a safe and desirable place to live.</p>	<p>QL.4.1: Continue successful Weed and Seed strategy by area neighborhood associations and crime watches.</p>	<p>DPD/Citizens/FRI/Crime Watches/Neighborhood Groups/Parks and Recreation</p>	<p>O</p>	
	<p>QL.4.2: Promote, develop, and implement Crime Prevention Through Environmental Design (CPTED) program.</p>	<p>DPD/Citizens/Crime Watches/FRI</p>	<p>O</p>	
	<p>QL.4.3: Support the Volunteers In Police (VIP), Citizens Offering Police Support (COPS), Crime Watch Executive Board (CWEB), Community Emergency Response Team (CERT) programs</p>	<p>DPD/Citizens/Crime Watches/FRI/Neighborhood Associations</p>	<p>O</p>	



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future
	<p>QL.4.4: Work with apartment owners to reduce crime in their complexes by enforcement of lease rules and HUD rules through education and communication as well as enforcement.</p>	<p>DPD/Citizens/Crime Watches/Code Compliance</p>	<p>○</p>	<p>NIL</p>
	<p>QL.4.5: Consider a community police substation as a presence in the community and place of rest and paperwork for the officers working in the area.</p>	<p>DPD/Citizens/Crime Watches/Elected and Appointed Officials</p>	<p>■</p>	<p>★</p>
	<p>QL.4.6: Continue DPD programs to coordinate with community leaders/crime watches/neighborhood associations, businesses, schools, and public and private institutions to identify and monitor "hot spots" of criminal activity such as drug dealing, prostitution, burglary, and loitering.</p>	<p>DPD/Citizens/Crime Watches/DISD/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.4.7: Use monthly local crime data to inform residents and business owners of local trends and educate citizens on the causes of crime and how to prevent criminal activity.</p>	<p>DPD/Citizens/Crime Watches/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.4.8: Maintain/increase visible DPD patrols with aggressive monitoring of high crime areas.</p> <ul style="list-style-type: none"> ▪ Dillido Road at Senate Street ▪ Abshire Lane ▪ NW corner of North Buckner and John West Road ▪ La Prada Drive north of John West Road ▪ Ferguson Road at Oates Drive ▪ North Buckner (Loop 12) and Peavy Road at South Fork Ash Creek 	<p>DPD/Citizens/Crime Watches/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.4.9: Support DFD local fire station and their role in the community.</p>	<p>Citizens/Crime Watches/FRI/Elected and Appointed Officials</p>	<p>○</p>	
	<p>QL.4.10: Perform necessary repairs on fire station.</p>	<p>DFD/NIL/Elected and Appointed Officials</p>	<p>§</p>	<p>✓ ★</p>
	<p>QL.4.11: Adhere to the NIL for future replacement of the fire station facilities.</p>	<p>DFD/Elected and Appointed Officials</p>	<p>■</p>	<p>✓ ★</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future NIL
<p>Goal QL.5: Housing: A wide range of attractive, affordable, accessible housing options</p>	<p>QL.4.12: Keep staffing at the required level to maintain superior response times. QL.5.1: Apply to be NIP and NEP programs. QL.5.2: Develop a program with local architects and designers to apply inexpensive improvement solutions to enhance the marketability of the older housing stock and encourage future owner-occupied residents. QL.5.3: Review housing programs across the country for remodeling Post-World War II housing and make it available to prospective homeowners, local realtors, and development professionals. QL.5.4: Monitor rental units for compliance with city codes and HUD requirements.</p>	<p>DFD/ Elected and Appointed Officials Housing/Citizens/Crime Watches/Elected and Appointed Officials Housing/Citizens/Interest and Professional Groups/Local Realtors/TREC/Rebuilding Dallas/Economic Development Housing/Citizens</p>	<p>O S-M S-M S</p>	<p>NIL</p>
<p>Goal QL.6: Library. Support the new White Rock Hills Library</p>	<p>QL.6.1: Support operations, maintenance and materials acquisition for the new branch library. QL.6.2: Support the local "Friends of the Library" group for the White Rock Hills Library. QL.6.3: Support the creation of linkages of trails and sidewalks connecting the library to the residences and businesses.</p>	<p>Code Compliance/ Citizens/Crime Watches Citizens/ Elected and Appointed Officials /FRI/Library Citizens/ Elected and Appointed Officials /FRI/Library Strategic Planning/Parks and Recreation/Street/Citizens/ Services/Transportation/ Elected and Appointed Officials</p>	<p>O O O S-M</p>	<p>★</p>
<p>Goal QL.7: Public Works/Infrastructure. Ensure a healthy environment with adequate infrastructure.</p>	<p>QL.7.1: Continue to reconstruct and replace aging infrastructure. QL.7.2: Explore and adopt new methods and materials for design and construction of streets, alleys, parking lots, and drainage ways.</p>	<p>Dallas Water Utilities/Street Services/Stormwater Management (ISWM)/Public Works Strategic Planning/ Transportation Planning/ Stormwater Management (ISWM)/Street Services/TxDOT</p>	<p>O-S-M-F-L S-M</p>	<p>★ ✓★</p>



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current /Future /NIL
Urban Design Goal UD.1: Create attractive neighborhoods and streets with landscaping and streetscape amenities that welcome residents and visitors to White Rock East.	UD.1.1: Consider inclusion in the Neighborhood Enhancement Program.	Citizens/Housing/Elected and Appointed Officials	\$	
	UD.1.2: Encourage application of the elements of urban design to new development and redevelopment using the guidelines in the Plan.	Strategic Planning/Current Planning	\$	
	UD.1.3: Work with neighborhoods to install identification signs ("toppers") to identify areas.	Citizens/Crime Watches/Neighborhood Associations/Street Services	\$	
	UD.1.4: Encourage the creation of public/private partnerships to improve the appearance of neighborhoods and commercial areas.	FRI/Citizens/Crime Watches	Ⓞ	
	UD.1.5: Coordinate design elements with Implementation Actions in the Transportation section.	Citizens/ FRI /Transportation Planning/ Strategic Planning/Current Planning/TxDOT/Street Services	Ⓞ	
Economic Development				
Goal ED.1: Vibrant economic locations with sound businesses that provide local needs and services	ED.1.1: Work with businesses and property owners to improve the study area's overall ability to attract businesses consistent with the needs and desires of citizens.	Economic Development/FRI/Local Businesses/Citizens	\$	
	ED.1.2: Conduct Market Study to assess the potential for desired and needed businesses and coordinate with appropriate zoning districts.	TBD	\$	
	ED.1.3: Investigate the feasibility of creating special districts that would allow taxes to be used for improvements.	Property Owners/Developers/Elected and Appointed Officials/Economic Development	M	
	ED.1.4: Support FRI Community Connection, which functions like a chamber of commerce to promote existing businesses, attract new businesses and monitor economic development.	Local Businesses/Citizens/FRI	Ⓞ	
	ED.1.5: Encourage a quicker zoning and permitting review process that fosters quality, desired development and protects community interests.	Economic Development/Sustainable Development: Building Permitting/Current Planning	Ⓞ	



**FERGUSON
ROAD
INITIATIVE**

P.O. BOX 570417 • DALLAS, TEXAS 75357 • 214.324.5116 • FERGUSONROAD.ORG

• **WE'RE RISING** •

February 17, 2009

The Honorable Carolyn Davis
City Councilmember District 7
Dallas City Hall
1500 Marilla
Dallas, Texas 75201

RE: *Ferguson Road Initiative 2-Points Weed & Seed Land Use/Urban Design/Economic Development Area Study*

Dear Councilmember Davis:

On behalf of the Ferguson Road Initiative (FRI) 2-Points *Weed & Seed* area, we respectfully request the consideration of adding a Land Use/Urban Design/Economic Development Area Study to the list of areas plans to be addressed by the City of Dallas under the area planning initiatives of *forwardDallas!* FRI, representing the White Rock Hills community, has identified a pressing need to develop a study that will guide the development and redevelopment of this far east Dallas area in terms of appropriate land use, zoning, crime prevention and economic development.

It is first and foremost our desire for this study to be a grassroots effort, one that will require minimal guidance and assistance by the City staff. We are currently in the process of talking with several universities as to how they might assist us in the development of such a plan. However until this approach is implementable, we are asking to be on the list of area plans to be developed by the City.


Our proposed study area boundaries are: Buckner Boulevard on the North and East, Interstate 30; South: Ferguson Road on the west and includes Dilido, John West, La Prada and Chenault Streets.

We will be appointing an Advisory Committee from the immediate and surrounding neighborhoods to initiate a comprehensive review of existing economic development conditions in our neighborhoods. Essential public input from resident and businesses will create our goals. The study will include strategic analyses of issues and community desires, compilation of existing land uses and zoning, recommended future land use and zoning changes while addressing urban design, crime prevention initiatives, economic development incentives, neighborhood stabilization recommendations and a consensus on what actions are needed to implement the plan. The names of the Advisory Committee will be submitted for your review and approval.

As stated above, we hope that the assistance from the City staff will be limited to identifying and assisting with the process and procedure to develop a plan that will be presented to the City Plan Commission and ultimately adopted by the City Council as a guide for the immediate and long range future of 2-Points and White Rock Hills. We are ready to began meeting, making our area plans and having community-wide meetings. This public-private partnership will be good for our community and the City.

We would greatly appreciate your support of this proposed study. Thank you for all you do for this portion of your district.

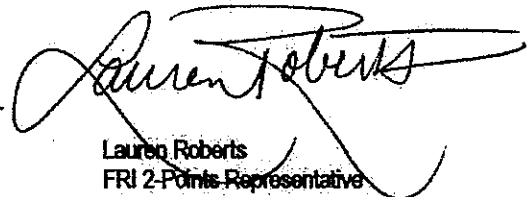
Sincerely,



William M. Coleman
President, Ferguson Road Initiative



Vikki G. Martin
Executive Director, FRI



Lauren Roberts
FRI 2-Points Representative

C: Peer Chacko, AICP, Assistant Director, Long Range Planning, Ann Bagley, AICP, City Plan Commissioners: District 7 ✓

Our MISSION is to transform White Rock Hills into a safe, beautiful, prosperous and proud community by inspiring hope and working together to achieve a shared vision.

LEADERSHIP • INTEGRITY • COMMUNITY • RESPECT • STEWARDSHIP



COMMUNITY MEETING 1

Agenda Community Meeting

2-Points Area Plan

Saturday, December 5, 2009

9:30 to 11:30

- I. Welcome and Introductions (10 minutes)
- II. Purpose of the Meeting (5 minutes)
- III. City of Dallas Requirements for Area Plan (10 minutes)
- IV. Breakout Group Discussion (1 hour)
 - a. Current Conditions and Issues
 - b. Desires and Dreams
 - c. Mapping Exercise
- V. Reconvene for Reports from Groups (30 minutes)
- VI. Next Steps (5 minutes)



COMMUNITY MEETING 1

2-Points Community Meeting

December 5, 2009

Table Instructions

SWOT Analysis – Strengths, Weaknesses, Opportunities and Threats

Using the colored markers, write or mark up areas or places of importance or interest on the map. Then identify the following:

- a. The things or places you like (Strengths)
- b. Things or places that need help (Weaknesses)
- c. Where or how something could be better (Opportunities)
- d. Obstacles to change or unsafe areas (Threats)

Feel free to write all over the map. We will use all of the maps to identify your concerns. Use the categories of Land Use, Transportation, Housing, Economic Development, Environment, etc. as guides.

Next, think about what changes you would like to see. Don't get personal, be objective.

Think about what you see as a resident.

Then think about how someone from far away would look at the 2-Points area and write what you think they would see.

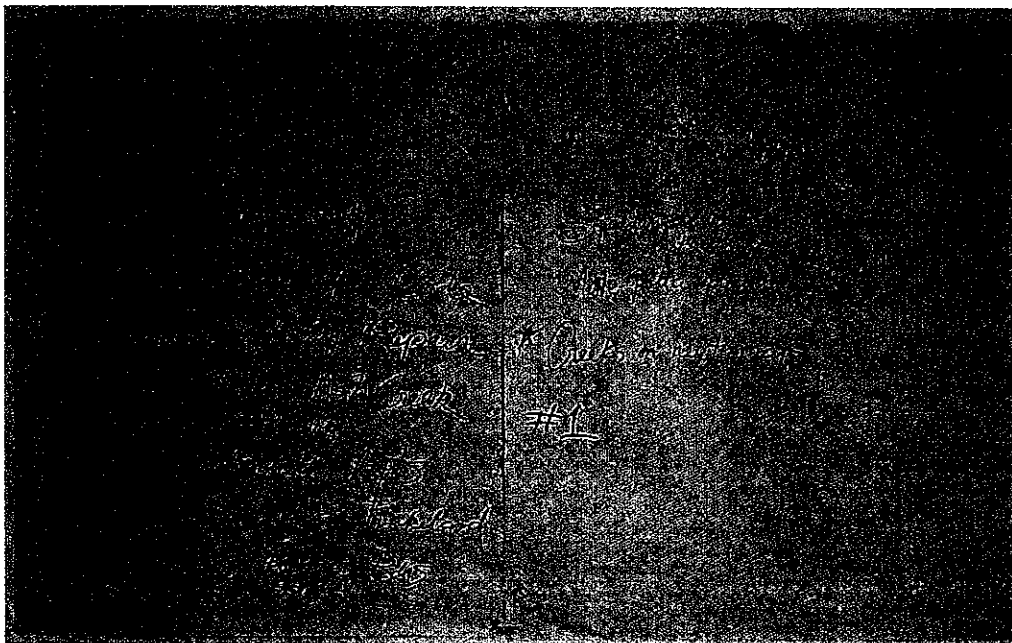
Toward the end on the meeting your group will be asked to summarize your map to the whole group.

Next Steps

For the next meeting, all of the comments and maps will be put together to identify common themes to work toward developing a vision for the area.

We would like to have the next meeting around the middle of January.

SWOT Notes and Maps - pictures



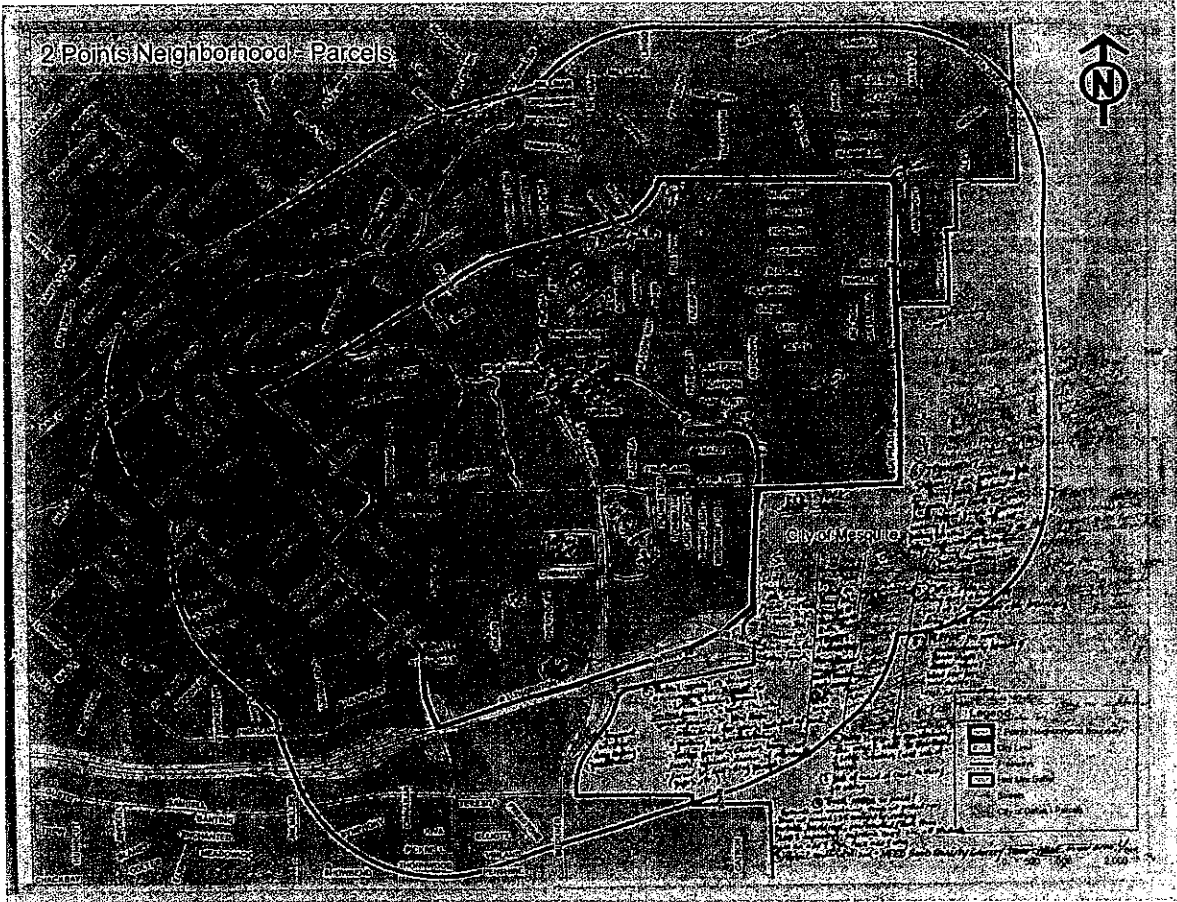


TABLE #2

<p>Retail space (Pony/Buckner) don't know type Gunter Marts (drug store) who maintains roads? Lack of Maintenance of Creek/Hillway Street needs help (see map) grass trash parkables 200% capacity Lots of vacant areas for retail no grocery store Pony/Buckner/Cross (sidewalks??) Dates Plaza (Undesirable Business)</p>	<p>No More multi-family Power Strip Clubs We see Bright beautiful view of creek (small) covered space grass crime Home-possible property owner Picture = creek over sidewalk Green space Movie theater More covered DART stations Name Dishes had English/Spanish/Hill sign More diverse and progressive Lots of green High profile area Can city offer incentives to retail space for legit businesses CDBG funding?? More HUD eligible housing/retail</p>
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COMMUNITY MEETING 1

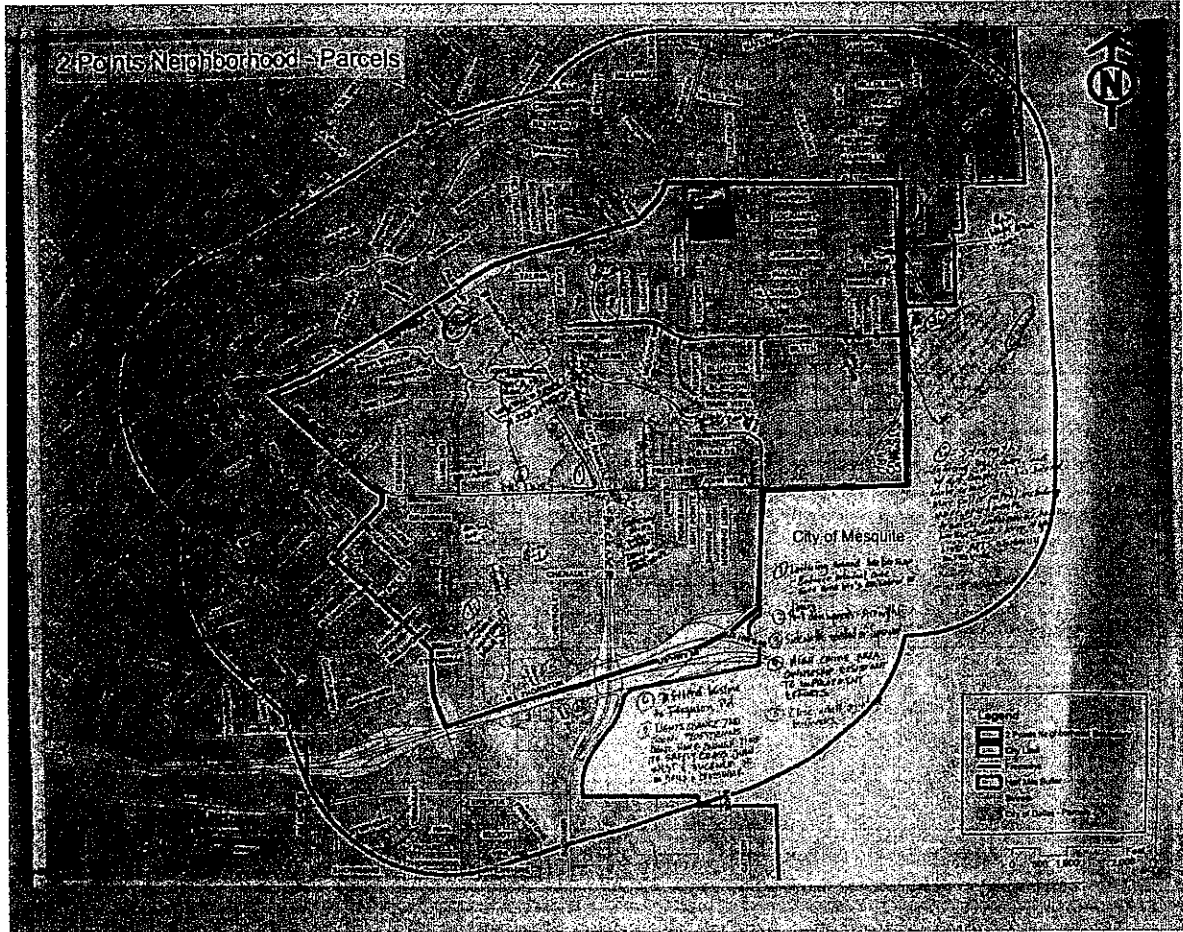
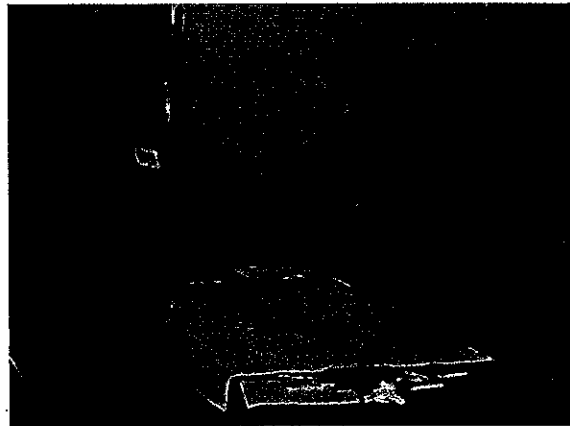
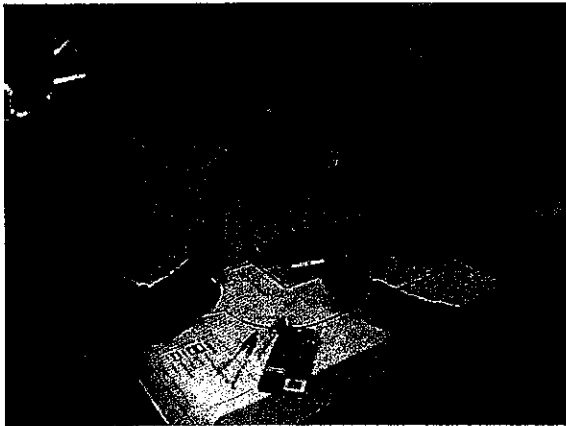
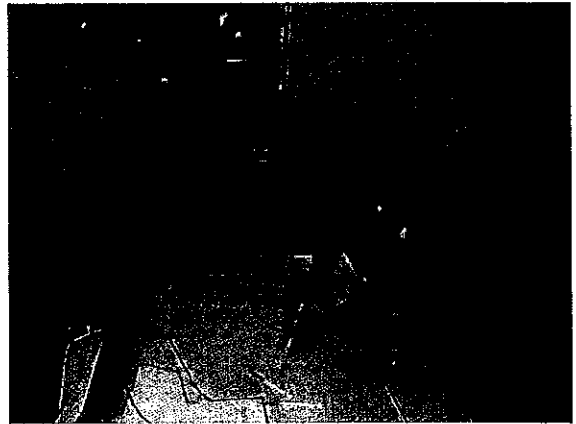
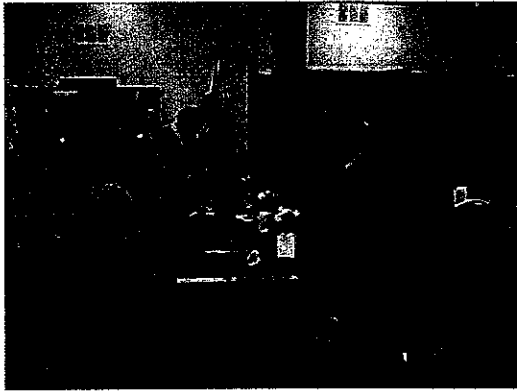
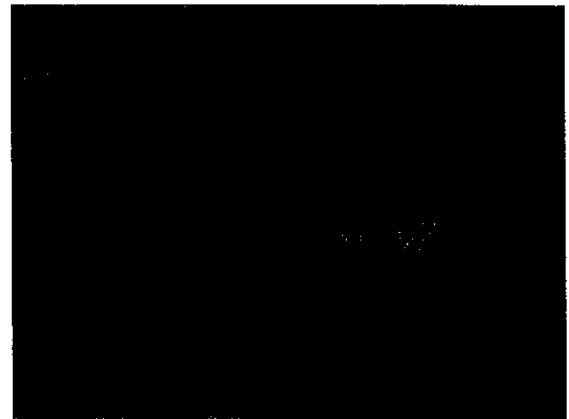
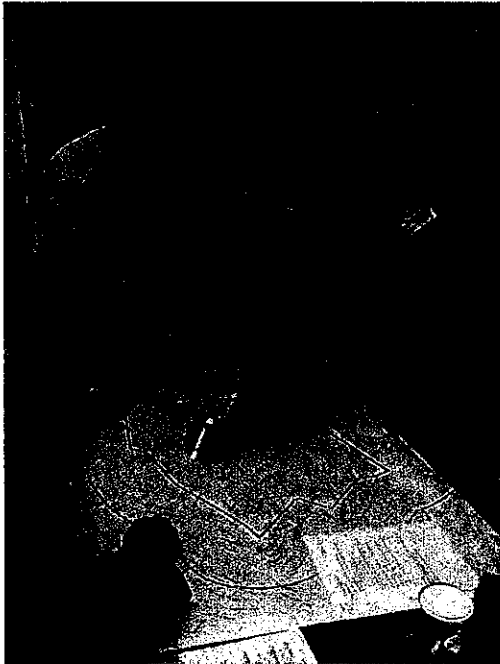
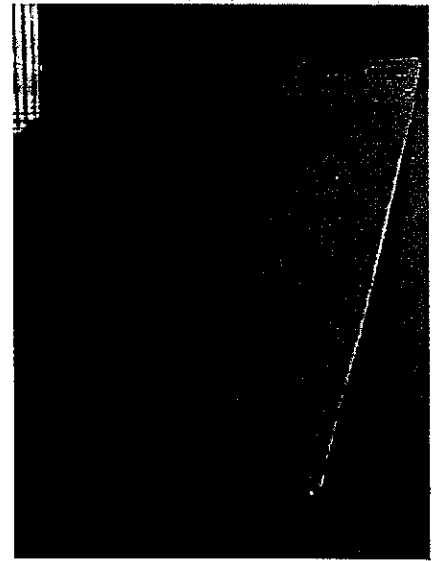


TABLE 3	#1	#2
Community Center - High Crime Area	Grocery Store	
improve park fitness	Spray Park	
Use old business to improve	Sidewalk Buckleup Program	
Build New Business	Dog Park	
Increase PD presence	Running	
Infrastructure of City - maintenance	Basketball court	
* Helping the people - new parks	Youth Center - 1st floor	
	Volleyball	
See huge opportunities	Bowling Alley	
Extending bus L.P. to F	YMCA	
	#3	
	Better Street Lights	
	Rainwater drainage - Scott Block	
	DIY retail	
	* Plant trees and flowers	
	estate dining	
	High ball court - fitness	
	Spray crates	

COMMUNITY MEETING 1







COMMUNITY MEETING 1

Summary of Summaries

The following is a combination of the concerns of the comments from the December 5, 2009 meeting. They are divided into categories that will be used in the creation of the land use study document.

2-Points Area Plan

Land Use

- Current uses
- Desired Uses

Zoning

Transportation

- Streets
- Sidewalks
- DART
- Trails

Quality of Life

- Public Safety
- Code Enforcement
- Parks and Recreation
- Education

Economic Development

What can be done?

Public Works /Infrastructure



COMMUNITY MEETING 1

Land Use	Transportation	Quality of Life	Economic Development	Public Works/Infrastructure
Poorly maintained apartments Buckner at Ferguson	No sidewalks on Lakeland from Ferguson to Garland Road	Poorly maintained apartments Buckner at Ferguson	Oates Plaza weakness	Drainage problems behind Michael along Mesquite city limits line
Walgreens and Post Office corner of Buckner and Ferguson	Sidewalks needed on Buckner	Abshire - high crime area	Shopping center on southeast corner is a weakness	Need to enforce code on alley clean-up and repair of sidewalks and alleys
New library will be near corner of Ferguson and Hibiscus	Sidewalks on Highland (outside of study area, but inside ½ mile buffer)	Northwest corner John West at Buckner - high crime area	Buckner near Chenault check cashing a weakness	Would like landscaping along Peavy
Truitt Elementary+	Left turn light needed at Ferguson and Peavy	Trash along Buckner along John West a weakness	Retail underutilized - NEED GOOD QUALITY GROCERY STORE - NONE IN OUR AREA!!	Creeks at New Hope and Hillview Terrace
Bishop Lynch +	No sidewalks whole distance of Ferguson	St Francis Goons?	Oates Plaza—nothing good about it Vacant or undesirable businesses	Peavy/Buckner corridor needs beautification
Ferguson Park +	Gross - speeding cares, school zone	John West at La Prada Shiloh Village Gangsters	Could City offer incentives to desirable businesses?	Lack of maintenance of creek causing flooding ++
New Hope Community Church +	We need a trail along Ash Creek from Hillview Park to Peavy	Apartments need police presence	People driving out of our neighborhood to meet their needs	WHO is responsible for maintaining the creek next to New Hope and Little Scholars (west side of Peavy)?
Eastfield College to the east +	No bus service in area of Gross	Need to enforce code on alley clean-up and repair of sidewalks and alleys	Undesirable businesses	Sidewalks are unwalkable on Peavy from Buckner to Ferguson—no curb cut outs—handicapped persons and parents walking children to Truitt just can't do it.
	Sidewalks on Gross from Peavy eastward—poor			



COMMUNITY MEETING 1

Land Use	Transportation	Quality of Life	Economic Development	Public Works/Infrastructure
Shiloh Baptist Church	condition—not walkable Peavy/Buckner corridor needs beautification	Creeks at New Hope and Hillview Terrace	Vacant retail space/unmaintained retail space	Sidewalks on Oates from John West Existing sidewalks are unwalkable due to lack of cut outs and disrepair—let's fix 'em!
Hillview Park +	Lots of walkers and bus riders	Truitt Elementary needs help	Nowhere to get a decent meal, catch a movie, etc., grocery shop	Landscaping and neighborhood welcoming signs
Oates Plaza weakness	More covered DART stops especially near Eastfield	Not enough visible DPD in area	Grocery store needed at Oates and Ferguson	Ugly streets
John West and Buckner intersection two use car dealerships a negative	Gross needs new sidewalks for students and safe walking	Area between Buckner and Peavy at the intersection Frequent sites for drug dealing and prostitution	Would like a Starbucks at 2-Points convergence	Graffiti
Shopping center on southeast corner is a weakness	Gross at Ashdown a stop sign is needed People in wheelchairs travel La Prada from bus stops to college entrance and beyond, lots of pedestrians—east side has no sidewalks, lots of people parking for soccer on Saturdays	Spray park Serious concerns about retail spaces adjacent to New Hope abandoned for years but full of junk Parking lot unmaintained Tattoo parlor and Chason lounge not consist with needs, desires of residents Corner lot sells drug paraphernalia (pipes etc)	Grocery store, DSW and Hobby Lobby wanted/needed Grocery store	West of La Prada /north of Scottsbluff—Bowling? — here are rainwater issues Trees and flowers in that area
Buckner near Chenault	Sidewalks needed on	Truitt NEEDS SO MUCH!	Hobby Lobby	Gross at Ashdown a stop



COMMUNITY MEETING 1

Land Use	Transportation	Quality of Life	Economic Development	Public Works/Infrastructure
check cashing a weakness	Gross, La Prada, Rustown (south of Gross)	Grounds not maintained Trash not picked up Lawn not mowed 35 unsightly, rotting portable buildings Overcrowded (at more than 200% capacity) Cafeteria can't accommodate all students Need additional gym Need additional wing		sign is needed
Identify locations of Ash Creek	Sidewalks at Buckner/Peavy/John West	Dog park Running path Basketball court Youth center (in the old steakhouse building)	Bowling alley	Buckner at Peavy need better street lights
	Bus line need from Ferguson along Lakeland/John West to La Prada	Oates Plaza drug dealing		The lights change too soon at 2-Points. Pedestrians do not have time to cross John West and Buckner. OR build a sky walk
John West at La Prada - High residential area large families	Sidewalks needed on Cadanza	Name our neighborhood		
No more Check cash Pay day loans Tire shops Used car shops Sex or drug paraphernalia shop	Extend bus line along John West/Lakeland from La Prada to Ferguson	Get Truitt where it needs to be		



COMMUNITY MEETING 1

Land Use	Transportation	Quality of Life	Economic Development	Public Works/Infrastructure
Nexus	Sidewalk Buckner/Peavy	Gunfire Crime, crime, crime!!! Blight		
Little Scholars		Trash everywhere		
Mission East D		Irresponsible multi-family and single property owners allow criminals to rent		
Wilkinson Center				
Work Force One		Transient nature of a large percentage of the population (due to MF and SF rentals)		
Lampighter Motel problem		Fearful residents		
Retail on Peavy not good		Stray dogs		
		Concrete and broken down buildings		
		Graffiti		
PLEASE no more Multi-family housing Pawn shops Dollar stores Used car lots Mini-marts Cash advance stores		La Prada north of John west—high crime area		
Develop Buckner land (Peavy to Gross) into parkland or desirable ownership—movie theater?, Ice rink?, something?? Restaurants!! Plenty of		Loitering around barbershop at 2-Points Enforce criminal code. Get area businesses involved		



COMMUNITY MEETING 1

Land Use	Transportation	Quality of Life	Economic Development	Public Works/Infrastructure
existing vacant space				
Buckner at King Edward—a park or YMCA		Basketball court, youth center		
New library coming on Hibiscus ++		Dildo and Chenault—dog park and running track would be nice		
Park Development near Truitt		High crime area Dildo and Senate—ownership resistant to improvement		
Close adult oriented businesses on Buckner at IH-30		Close adult oriented businesses on Buckner at IH-30		
		Enforcing legal codes and laws with apartment complexes has helped curb crime.		
		More police patrol including inside apartments		
		Tuancy enforcement has worked well. Keep it up.		
		Drug dealing		
		YMCA		

Please join us for the

Community Meeting

to kick off

The 2-Points Area Land Use Study

an in-depth look at current conditions

and

what the future should bring

Time: 9:30 to 11:30

Date: Saturday, December 5, 2009

Place: New Hope Lutheran Church

2835 Peavy Road

Hosted by:

Neighbors in the 2-Points Weed and Seed Program

and

Ferguson Road Initiative

For more information please call Gail Washington at 214-324-5116



2-POINTS TO WHITE ROCK EAST WE ARE CHANGING!

COME AND SEE THE FUTURE !!
EVERYONE IS INVITED.

COMMUNITY MEETING
TO LEARN ABOUT
THE WHITE ROCK EAST AREA PLAN STUDY.

SATURDAY, MARCH 26, 2011
10:30 AM

AT
WHITE ROCK CHURCH OF CHRIST
9220 FERGUSON ROAD
DALLAS, TX 75228

IF YOU LIVE OR OWN/OWN A BUSINESS
NEAR TRUETT ELEMENTARY
BETWEEN I-30 AND FERGUSON ROAD,
BETWEEN LA PRADA AND DORR AND,
THIS AFFECTS YOU.

YOUR QUESTIONS AND COMMENTS ARE
ESSENTIAL TO THE SUCCESS
OF THIS PLAN FOR CHANGE.

TELL YOUR FRIENDS AND NEIGHBORS AND JOIN WITH US
TO SEE THE REDEVELOPMENT VISION FOR THIS COMMUNITY.

FOR INFORMATION CALL 214-414-1178
OR GO TO WWW.2POINTSTOWHITEROCKEAST.COM



COMMUNITY MEETING 2

March 3, 2011

To: Residents and Business Owners/Managers
From: Advisory Committee for Area Plan Study,
2-Points to White Rock East

For the past year, a group of citizens here in far east Dallas near Truett Elementary and Bishop Lynch High School have been meeting with a group skilled in the design and development of urban neighborhoods to better reflect the vision and needs of homeowners and businesses within the community and deflect the onslaught of urban decay that we have seen creeping into our neighborhoods and shopping/business centers.

Under the guidance of this group of planners, we have worked to design a better use of existing buildings and malls, a lessening of the density of apartments, directing our vision toward townhomes, pocket parks, development of bike lanes and creek trails to connect with the City of Dallas's plan for greater use of trails and parks. We are envisioning zoning changes that will help bring in new and more suitable businesses and services while phasing out the businesses that prey on urban blight. We are developing ideas and plans for a walkable community with even sidewalks, well-maintained streets, the use of landscaping to help control traffic and to aid parking at our shopping centers. We are engaged in seeking better public transportation. We want everyone who lives here to be enabled to live comfortably in their homes, walk safely along their streets, enjoy shopping nearby, find recreation or rest in neighborhood centers or public parks. We are a well-designed area of Dallas located near the freeways and only ten minutes from Downtown. We want to set the standards for our neighborhood now before developers come in and make changes that don't fit our needs and wishes.

We have chosen to change our designation from 2-Points, which was a location cited on police calls, to White Rock East which connects us, quite rightly, with White Rock Hills and the south side of the lake. We have endeavored to create a vision and workable plan for our area that will blend with the Garland Road Vision and the Ferguson Road Initiative's plan for the Ferguson Road Corridor and Greater Casa View area.

We are working for the future of these wonderful neighborhoods with the solid brick homes, old trees, starter homes for young families, and local schools and shopping. Thanks to the coordinated efforts of local residents and the Ferguson Road Initiative, we will be getting a new library on Ferguson Road in 2012. Harry Stone Recreation Center is going to be remodeled this year to hold a 1500 square foot state-of-the-art fitness center, two meeting rooms, an enlarged commercial kitchen with attached dining area, plus the original two gymnasiums and dance studio and a new, glass-enclosed office and check-in area. Landscaping and lighting for better security are also part of the plan.

Our Vision for our neighborhoods will be presented in a public meeting Saturday, March 26, 2011 at 10:30 AM at the White Rock Church of Christ, 9220 Ferguson Road. After reworking for community comment, the plan will go to Planning and Zoning, then to the Dallas City Council, where, if approved, it will become a part of Forward Dallas. We want you to Partner with us as we go forward to a safer, more liveable community.

The Advisory Committee for White Rock East,
John and Ellen Childress (214-324-3778), Desi Tanner, Gus Garcia, Georgia King, Pat Copeland, Eileen Williams, Lauren Roberts, Kimberly Humphries, Kerry Goodwin, Vicki Sanger



Comments by Desi Danner

Welcome to our meeting this morning. My name is Desi Tanner and I am a member of the Advisory Committee for a proposed plan for the future of our area in far east Dallas. We are so glad that you could join us in this presentation of an overview of the 2-Points to White Rock East Area Plan. This is a work in progress and your review, consideration and input are very important.

Let me give you a bit of background on how we got to where we are today. About three years ago, a number of neighbors came to a meeting to discuss the future of the Weed and Seed area called 2-Points. You may have heard that the grant actually got its name from a police call for assistance. It was decided that since the City of Dallas had a new comprehensive plan, *forward Dallas!* to guide future growth and development, our area need to be a part of the big picture, yet focus on our specific needs and desires. What started with a discussion that focused on crime has now evolved into this area plan with guidelines for our collective future.

Well, it took a little while to get going, but in December 2009 we held our first community meeting at New Hope. At this meeting a SWOT (Strengths, Weakness, Opportunities, and Threats) analysis was conducted. We looked at the good, the bad, the ugly and all the possibilities.

For the next year or so, an advisory committee of interested neighbors, with assistance from a team of professional planners, met almost monthly to work on the area plan. We learned about goals, objectives and actions; about land use—zoning, building blocks, about transportation—roads, bikes, sidewalks buses—what we could expect and what we couldn't. We focused on our collective purpose: protect our neighborhoods, request and support sidewalks, trails and other infrastructure improvements, enhancing the appearance and safety of our roadways, and promoting quality redevelopment.

One of the important outcomes of the planning process was the name change—from 2-Points to White Rock East. We feel that the new name reflects the new attitude and new ideas for our part of Dallas. We want you all to be a part of the plan!

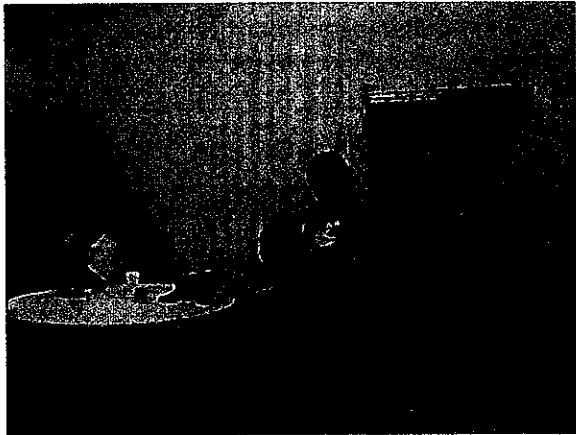
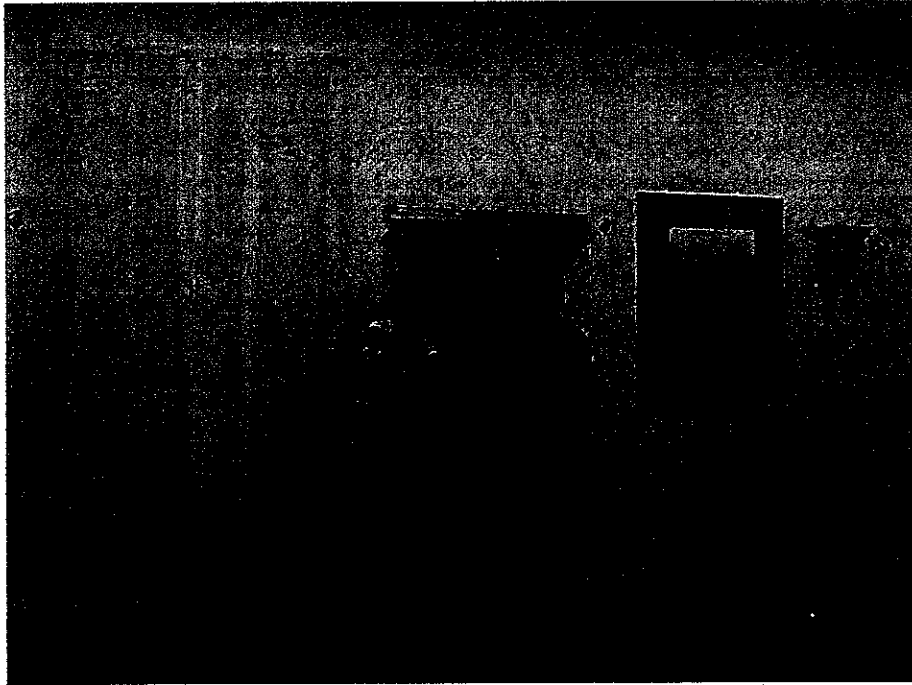
Let me introduce the members of the Advisory Committee: Ellen Childress, John Childress, Eileen Williams, Georgia King, Gus Garcia, Lauren Roberts, Vicki Sanger, Pat Copeland, Kimberly Humphries and Kerry Goodwin.

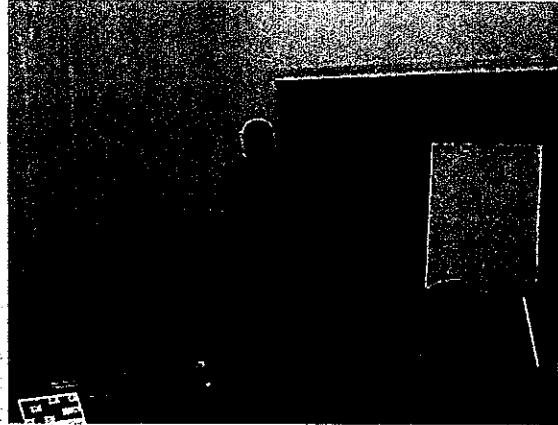
They have on badges to identify them and we hope that you will visit with them after the presentation. Thank you again for coming out today. After the presentations we will be happy to answer your questions. Don't forget to fill out the input sheets you got when you signed in.

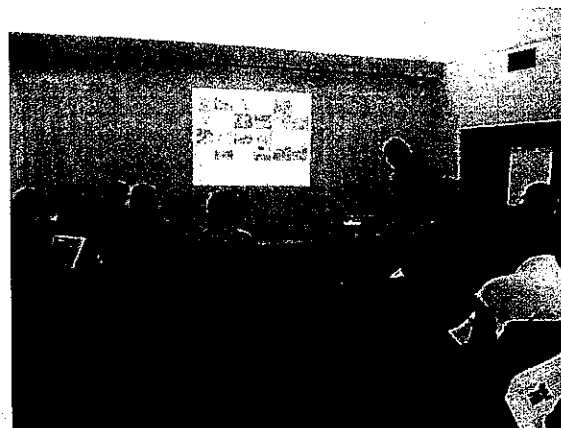
Now— here is Bob Prejean to give you an overview of the new area plan.

AFTER THE PowerPoint

Thank you, Bob. We also want to recognize our Councilmember for District 7 who has supported our work and we really appreciate her. We also want to thank the New Hope Center and the White Rock Church of Christ for allowing us to hold our meetings. And thank you all for coming today!



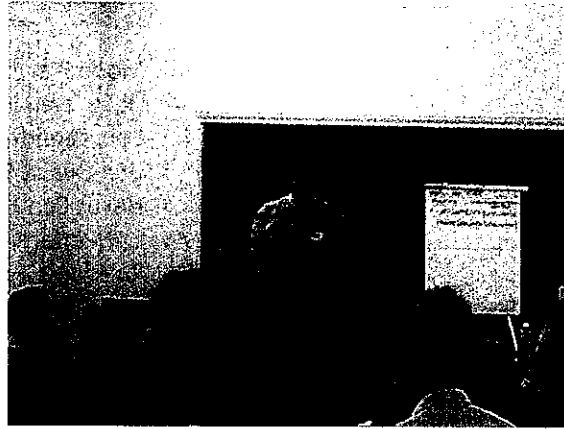






COMMUNITY MEETING 2





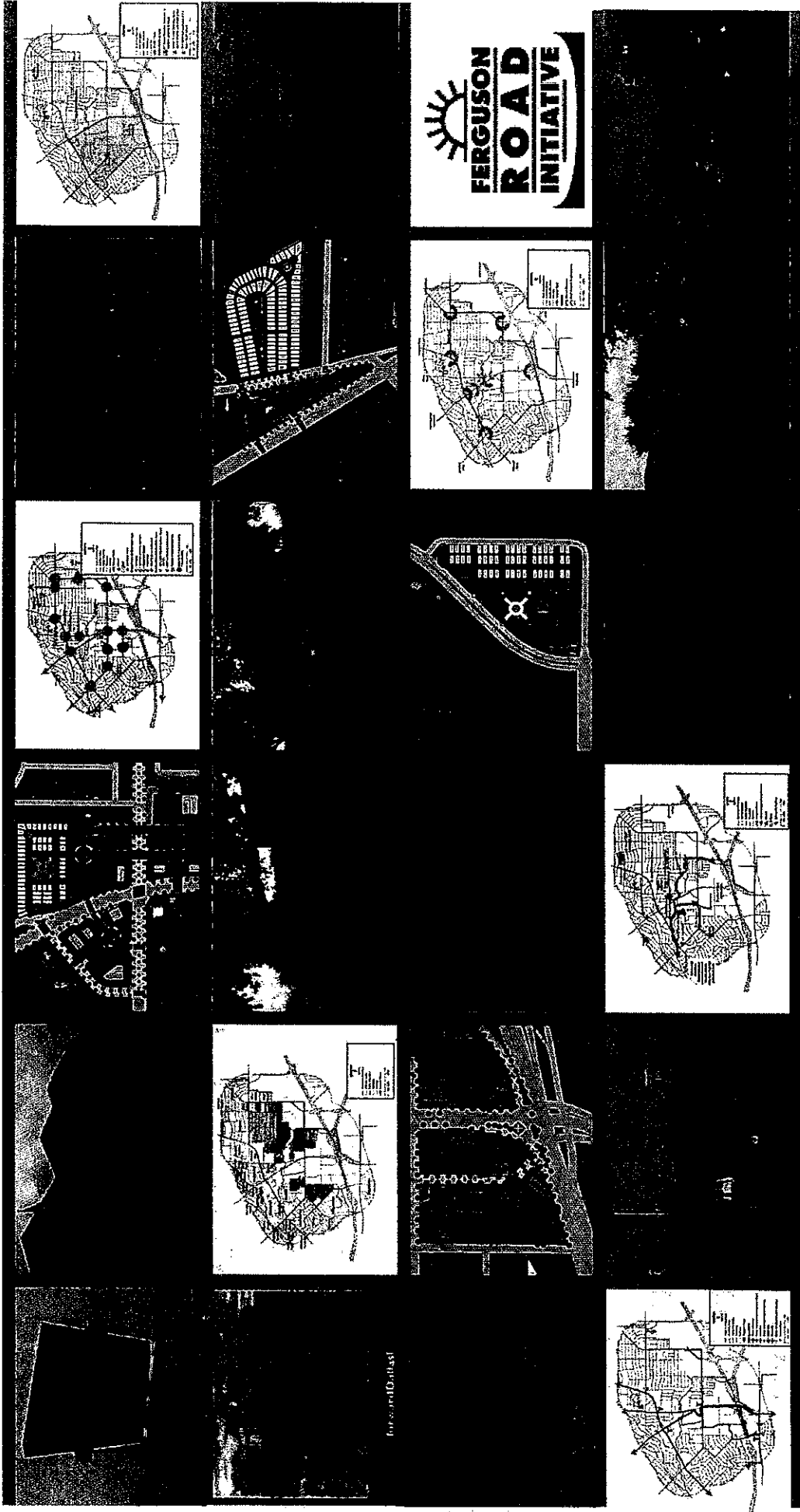


COMMUNITY MEETING 2

Business Contact for Area Plan

The following businesses and offices were individually contact in preparation for the second Community Meeting by members of the advisory committee or by flyer. Most are located on or adjacent to the major thoroughfares.

1. Two Cats Cafe
2. WIC
3. The Workforce Commission
4. Dallas County Probation
5. Family Dollar
6. Save A Lot Grocery
7. Dr. Marx's Eye Clinic;
8. Two insurance companies and a CPA in the office building on Chenault
9. Time Warner
10. Veolia;
11. Dairyette
12. Thrift Shop at Oates Plaza
13. Dee Dee'
14. Urban League
15. Wilkinson Center;
16. Lakewood Automotive
17. Pizzagetti
18. Domino's Pizza
19. New Hope Mission
20. Little Scholars Day Care
21. Adult Day Care Center
22. Center for the Developmentally Delayed
23. RaceTrac (local and corporate)
24. Evans Circle Grill
25. Dental Office
26. Home Bank
27. The Brothers Muffler Shop
28. Loop 12 Animal Clinic
29. Spring Smile Dental #114
30. Pharmacy
31. Lab Corp
32. Clinica Famila Medical
33. Uncle Bob's Self Storage
34. Moon Shadow
35. Lakewood Automotive
36. John's Seafood & Chicken
37. Auto Zone
38. Burger King
39. Millennium Tint & Alarm
40. Moon Star
41. Dollar General
42. Coin Laundry Washateria
43. USA Donut Shop
44. Nexus Center
45. CAM International
46. Rinayah's Learning Center
47. New Manica
48. Shortstop
49. Beauty Heaven
50. Tacus Delrey
51. Tobacco Heaven
52. All Star Pizza
53. Kwick Mart
54. Oldie Royal Jewelry and Loan
55. Wash and Dry
56. BZ Shop /Texaco
57. Valero Gas
58. Mesquite Inn & Suites
59. DFW Camper Corral
60. King Architecture Metals
61. Cowboy Toyota
62. Young Chevrolet
63. Cash Plus Pawn
64. Tiger Cabaret
65. Luxury Inn Hotel



2-Points to White Rock East Area Plan

March 26, 2011

White Rock Church of Christ

Agenda

Bayles Elementary School Folklorico Dance Troupe

Study Area

Purpose of Plan

Planning Process

Community Input

Existing Conditions

forwardDallas! Building Blocks

Consensus Vision

Goals and Objectives

Growth and Development Options

Seven Strategic Opportunity Areas

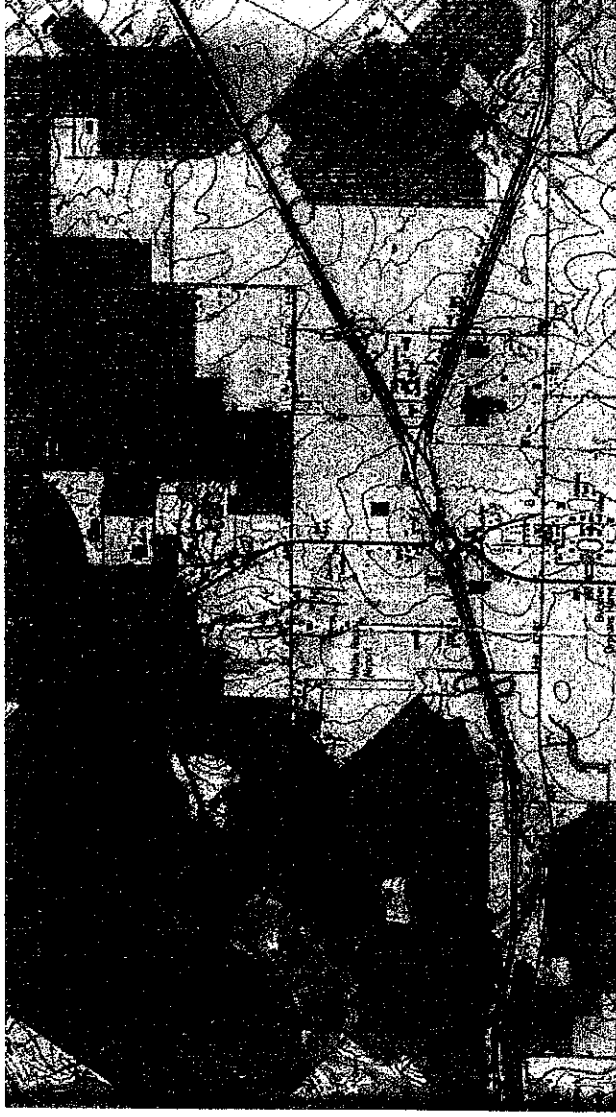
Implementation

Next Steps

Study Area

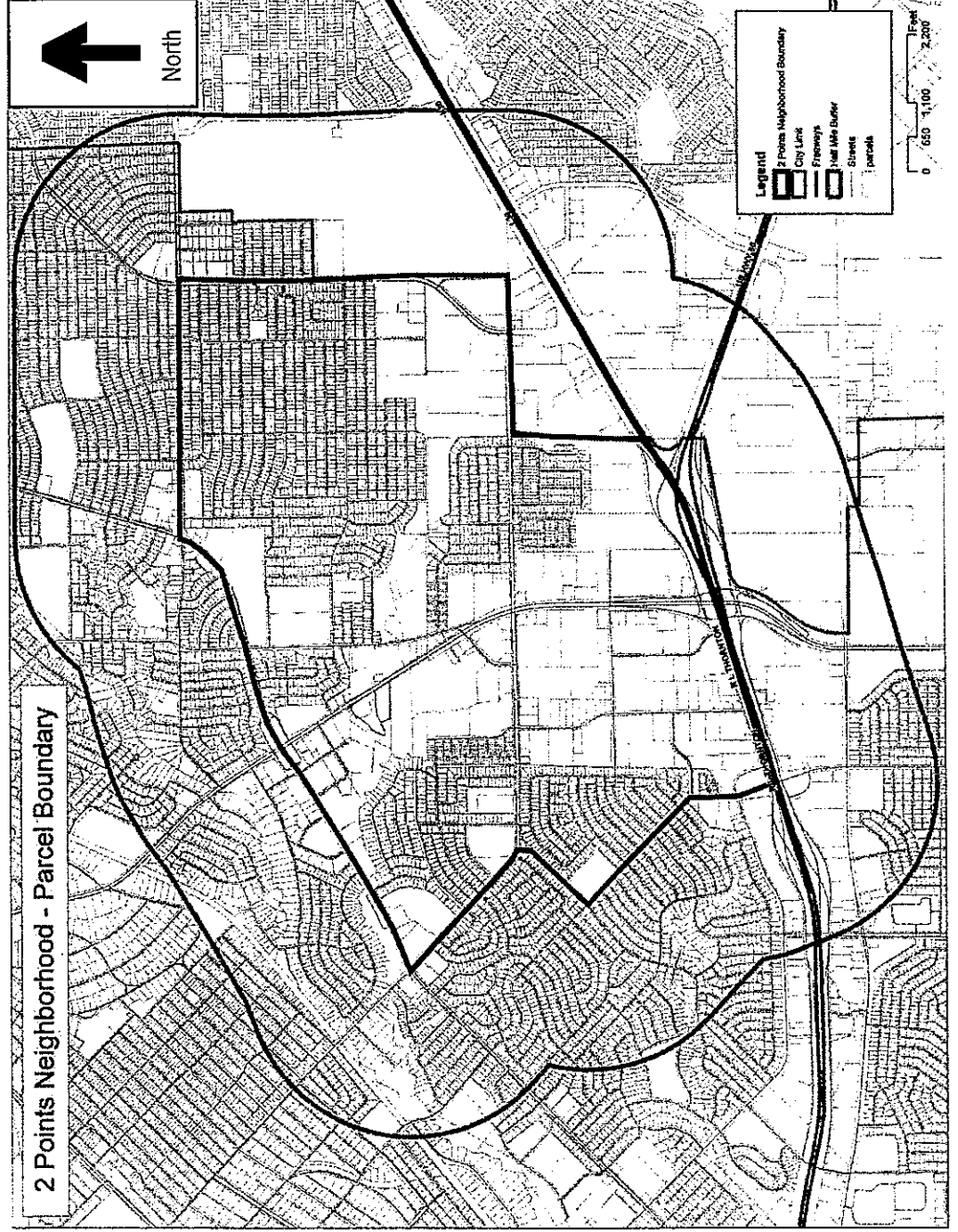
2-Points to White Rock East overview

- Located entirely with City Council District 7 (Councilmember Carolyn Davis)
- 1,522 acres
- Once was home to White Rock Airport
- Most neighborhoods developed between 1950s and 1970s



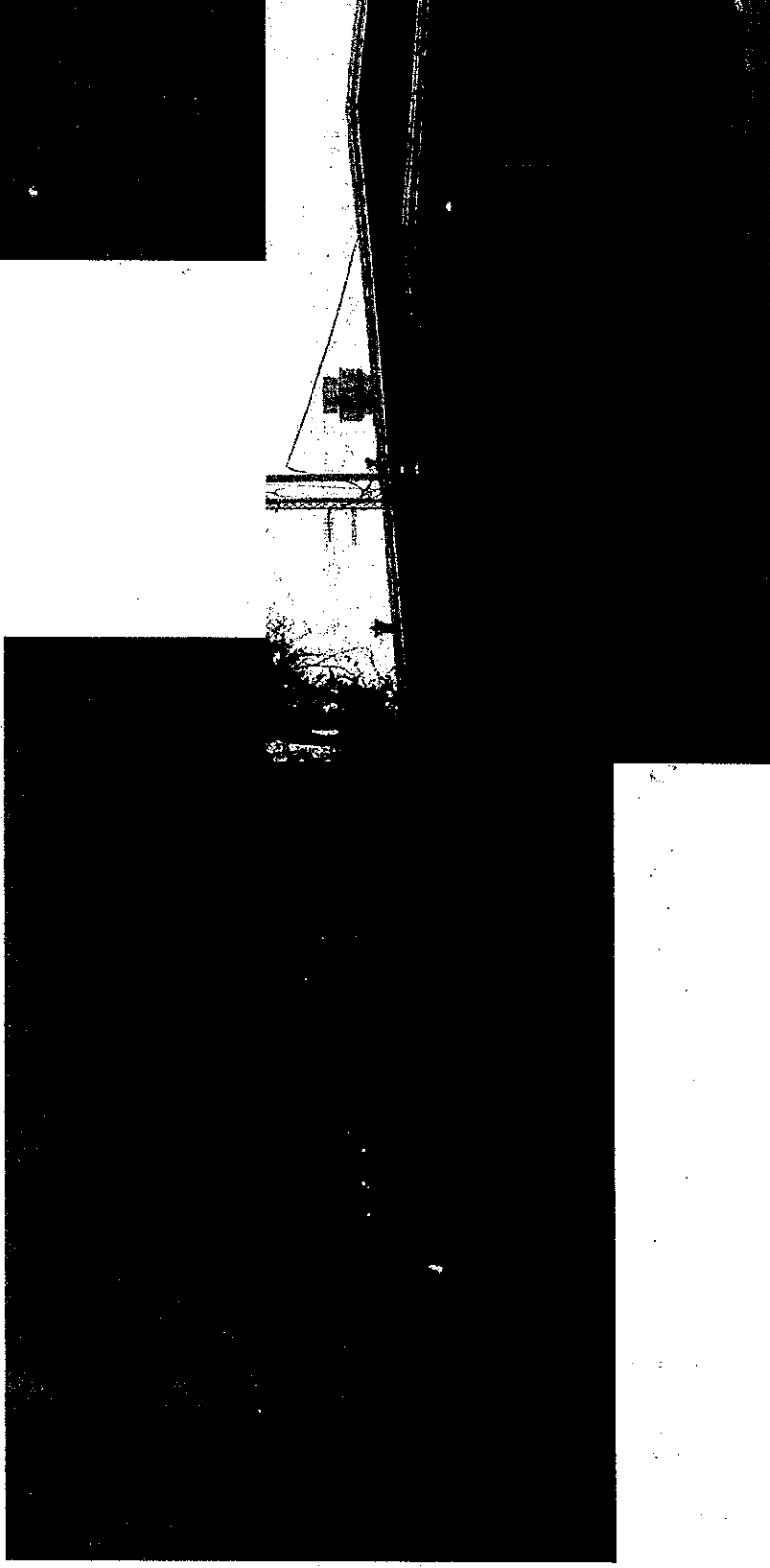
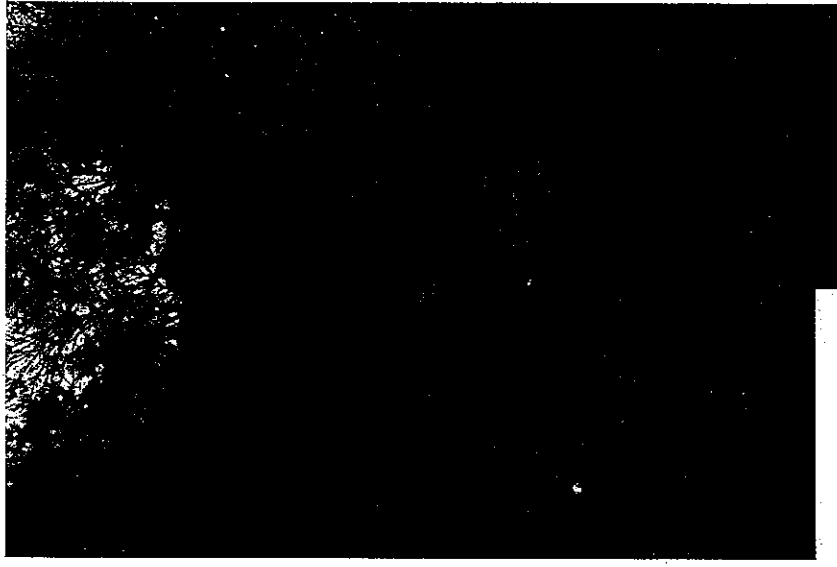
Study Area (cont.)

Study area boundaries



Purpose of Plan

- Protect stable neighborhoods
- Guide redevelopment decisions
- Support improvements



Purpose of Plan (*cont.*)

What the Plan does

- Reflect the values and desires of residents and local investors
- Provides concept plans to seven strategic opportunity areas
- Serves as a guide to decision makers
- Provide actions to achieve the area's goals and objectives

& what it does not do

- Propose new zoning
- Direct the purchase of any property
- Conduct an Environmental Impact Study
- Recommend any changes to ongoing development or approved projects

Planning Process

forwardDallas!

Ferguson Road Initiative

**XX
FERGUSON
ROAD
INITIATIVE**



Photo: Ward Park, Inc. © 2010

forwardDallas!
COMPREHENSIVE PLAN

CITY OF DALLAS

Community Input

Advisory Committee

SWOT Analysis

Stakeholder Interviews



2-Point Area
Stakeholder Interview
The purpose of the stakeholder interview is to gain insight from those individuals on the issue facing the 2-point area. The questions are rather basic but are intended to help the interviewee understand the 2-point area and to provide feedback for a variety of short and long range improvements in land use, transportation, public infrastructure and facilities.

Person being interviewed:
Name:
Date and time of interview:
Location of interview:

Do you live in the area? If so, how long?
Do you work or do your business in the study area?
If you do not live or work in the area, what is your interest in the area?

What do you think are the three biggest issues in the area?
What do you think are the strengths of the area?
What improvements would you like to see?

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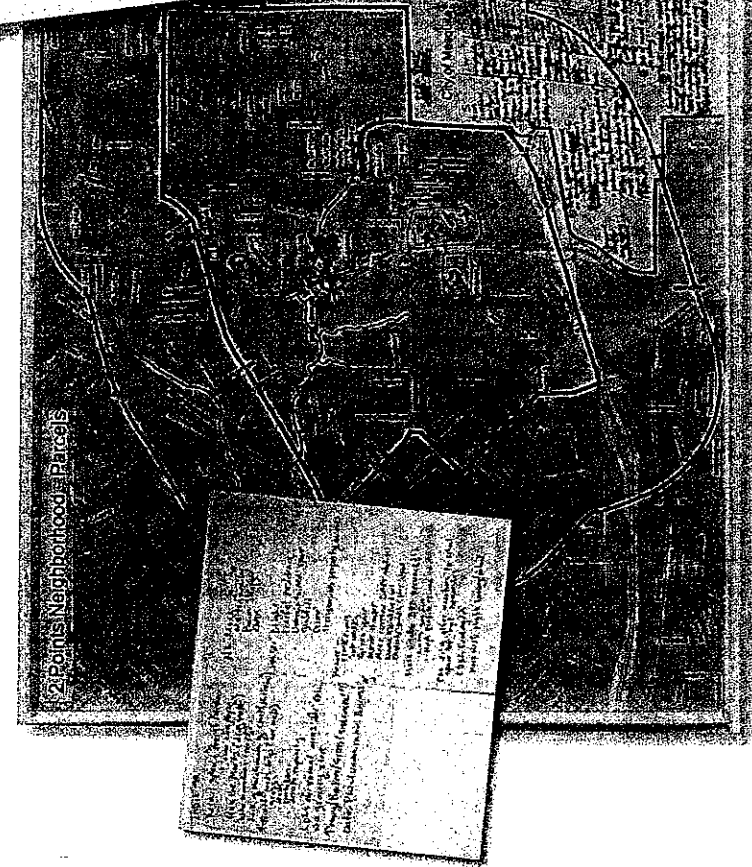
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What improvements would you like to see?



2-Point Neighborhood Profiles
This map shows the 2-point area and its surrounding neighborhoods. The map is divided into several sections, each representing a different neighborhood. The map includes street names, lot numbers, and other identifying information. The map is intended to be used as a reference for the stakeholder interviews.

Thank you for your time.

Community Input *(cont.)*

Advisory Committee

- December 5, 2009 – Kickoff community meeting
- January 30, 2010 – Review of SWOT
- April 1, 2010 – Land use, zoning, and demographics
- April 24, 2010 – Introduction to goals & objectives
- May 29, 2010 – Goals & objectives follow-up; transportation issues
- July 10, 2010 – Transportation and land use issues
- August 28, 2010 – Stakeholder interview briefing; DART
- September 18, 2010 – First draft of existing conditions; relationship to *forwardDallas!*
- November 13, 2010 – Land use and consensus vision discussion; stakeholder interview results
- January 8, 2011 – Review of first draft of plan
- February 26, 2011 – Review seven strategic opportunity area concept plans; discussed upcoming March 26th community meeting
- *March 26, 2011 – Community Meeting*



Community Input *(cont.)*

SWOT Analysis

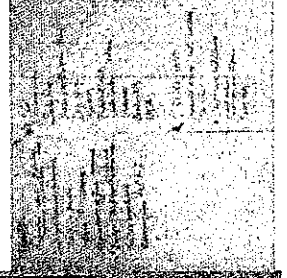
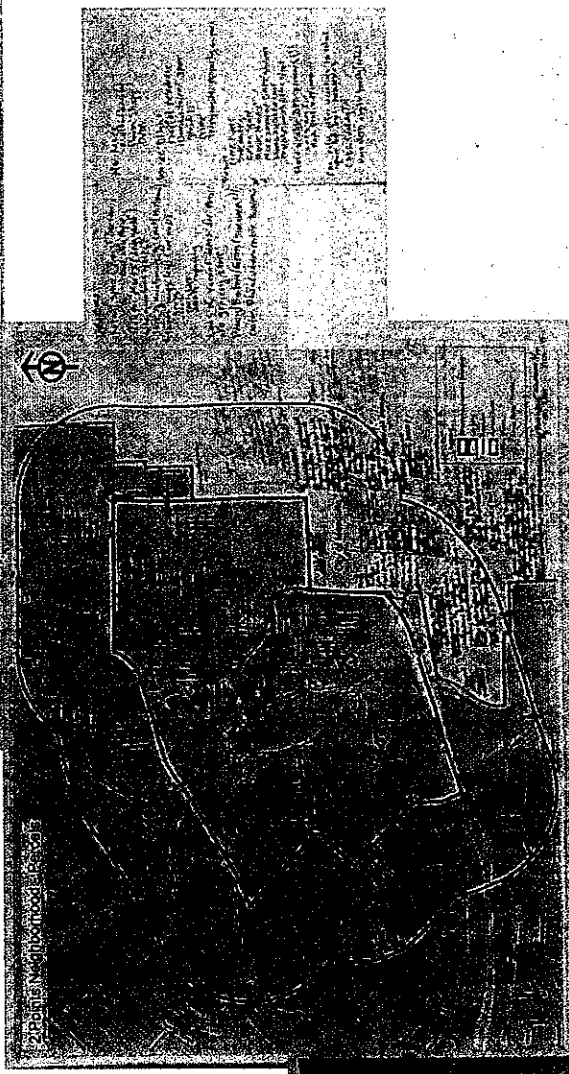
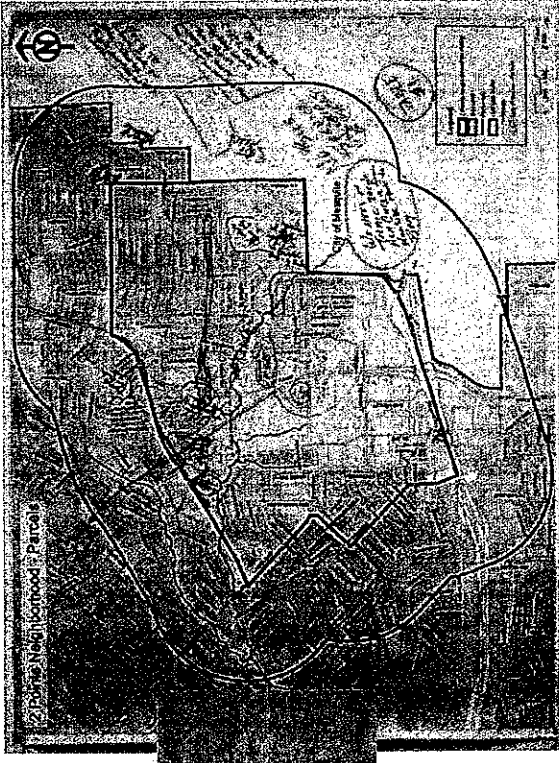
Identifies all kinds of issues
in the area as...

Strengths

Weaknesses

Opportunities

Threats

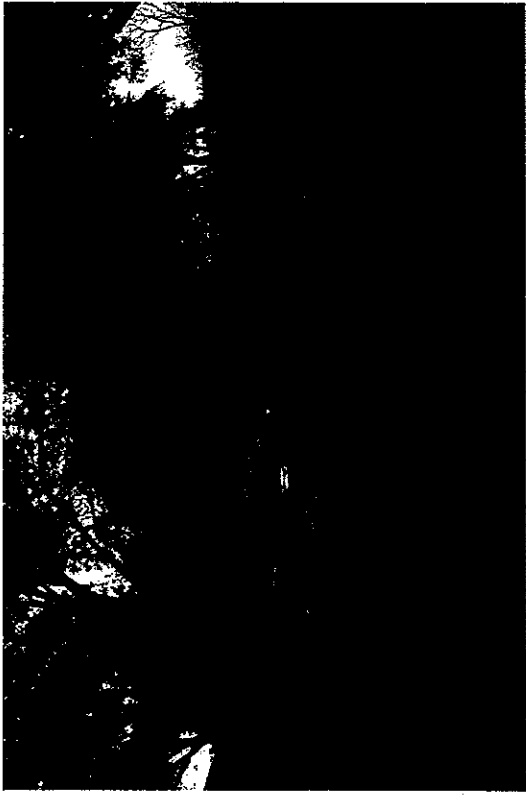


Community Input *(cont.)*

SWOT Analysis *(cont.)*

Strengths

- New library
- Post office
- Bishop Lynch High School
- Three area parks (Lakeland, Ferguson, & Hillview Parks)
- Eastfield College
- Tree canopy
- Proximity to major highways and downtown Dallas
- Area churches
- Well built single family houses
- Weed and Seed program
- Involved residents



Community Input *(cont.)*

SWOT Analysis *(cont.)*

Weaknesses

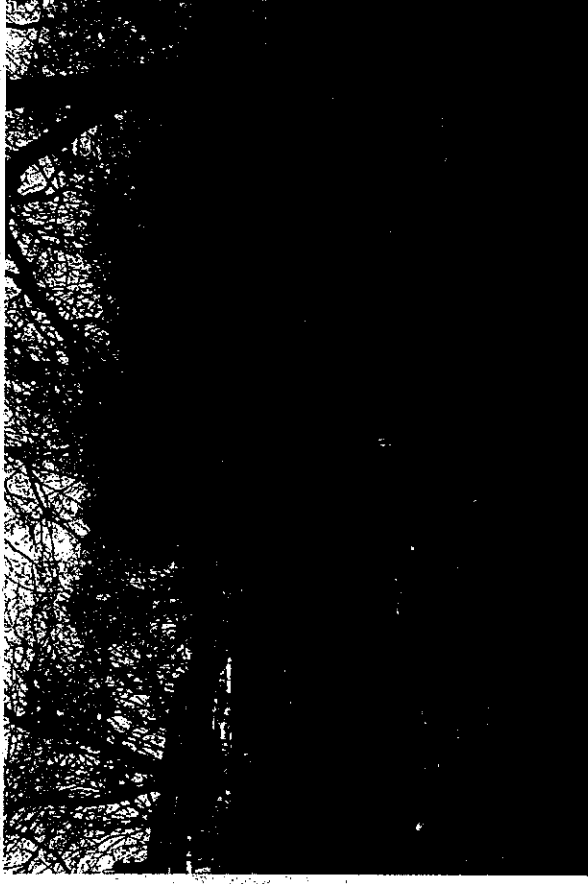
- Under maintained houses and apartment complexes
- Distress appearance of streets
- Presence of gangs
- Sexually oriented businesses and motels
- Proliferation of auto shops and payday loan establishments
- Inability to get around (sidewalks/crosswalks in poor condition)
- Frequency and type of DART service
- Underutilized shopping centers/out-of-state absentee owners
- Few shopping choices (grocery store, shops, family restaurants)
- Overcrowded schools
- Reactive code compliance and enforcement

Community Input *(cont.)*

SWOT Analysis *(cont.)*

Opportunities

- Preservation of stable neighborhoods
- Use of creeks for trails
- Improvements to schools
- Repurposing of large stores / shopping areas
- Improved DART service
- Beautification of road corridors
- Bike lanes
- Sidewalk and crosswalk improvements (resident friendly)

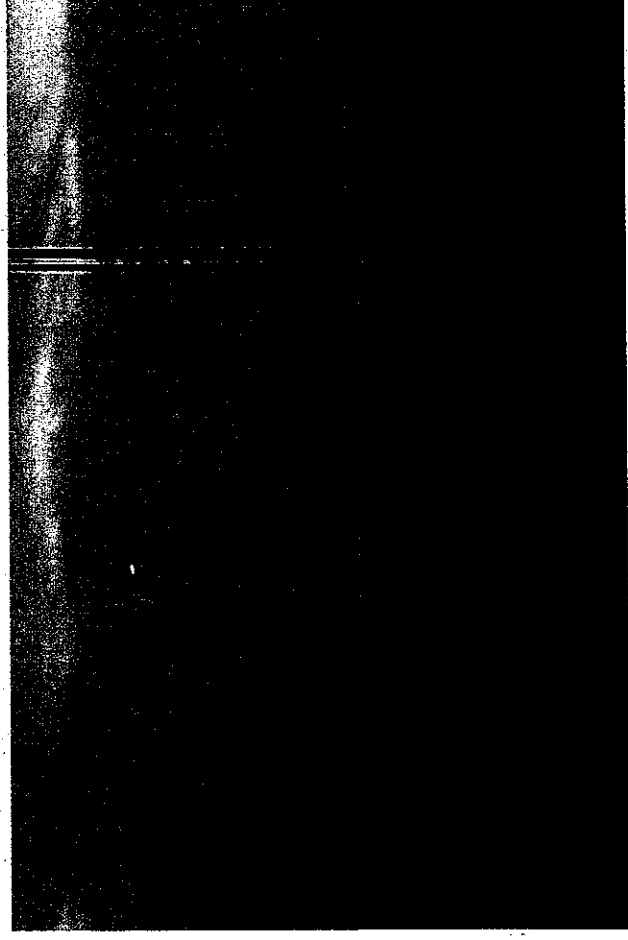


Community Input *(cont.)*

SWOT Analysis *(cont.)*

Threats

- Continued presence of gangs (especially at apartment complexes)
- Lack of incentives for new businesses to locate
- Types of existing businesses
- Lack of transit ridership
- Funding for improvements



Community Input (cont.)

Stakeholder Interviews

2-Points Area Plan

Stakeholder Interview

The purpose of the stakeholder interview is to gain insight from those individuals on the issues facing the 2-Points area. The questions are rather basic but are intended to help the planners and the advisory committee to expand their understanding of what is needed in the study area. The 2-Points Area Plan will provide guidance for a variety of short and long range improvements in land use, transportation, public infrastructure and facilities.

Person being interviewed _____

Interviewer _____

Date and time of interview _____

Location of interview _____

Do you live in the area? If so, how long? _____

Do you work or is your business in the study area? _____

If you do not live or work in the area, what is your interest in the area? _____

What do you think are the three biggest issues in the area? _____

What do you think are the assets of the area? _____

What improvements would you like to see? _____

What comments would you like to add? _____

Thank you for your time.

Community Input *(cont.)*

Meetings with City of Dallas departments

Parks

Transportation

Housing

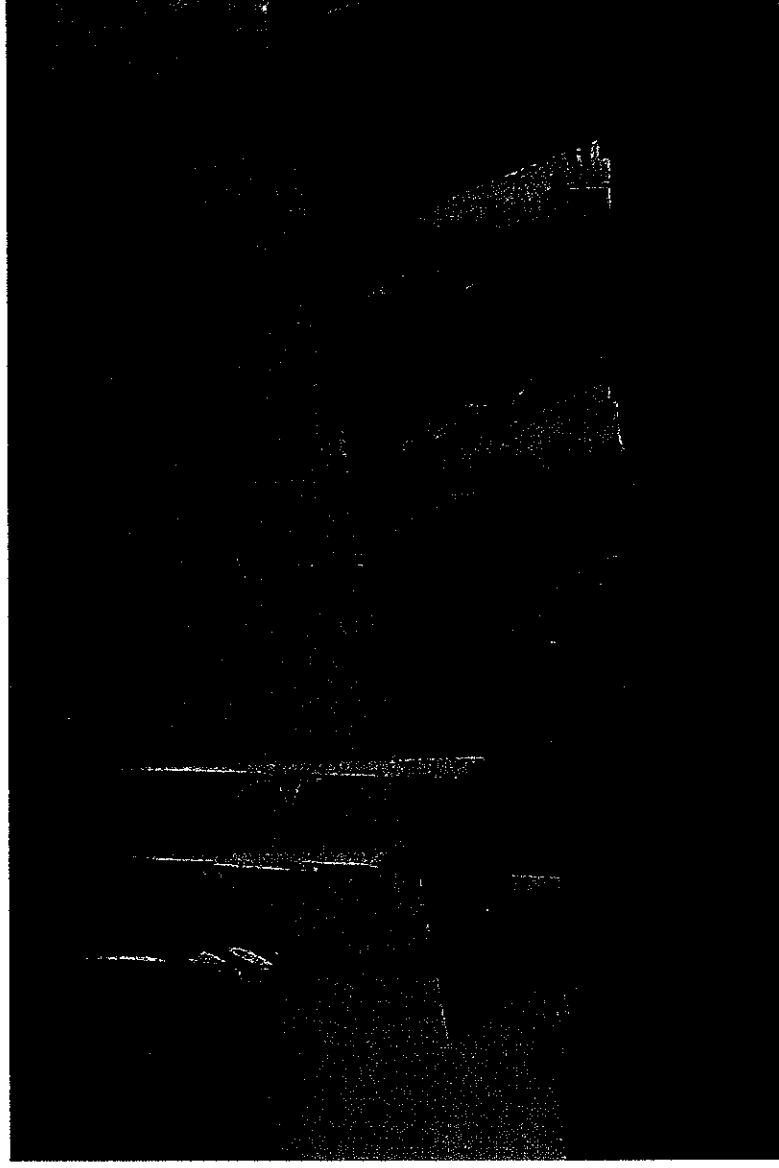
Stormwater

Water/Wastewater

Dallas Bike Plan

CityDesign Studio

Long Range Planning



forwardDallas! Building Blocks

Ten Building Blocks

Business Centers or Corridors

Campus

Commercial Centers or Corridors

Downtown

Industrial Areas

forwardDallas! Building Blocks *(cont.)*

Ten Building Blocks *(cont.)*



Main Street



Residential Neighborhoods



Transit Centers or Multi-Modal Corridors



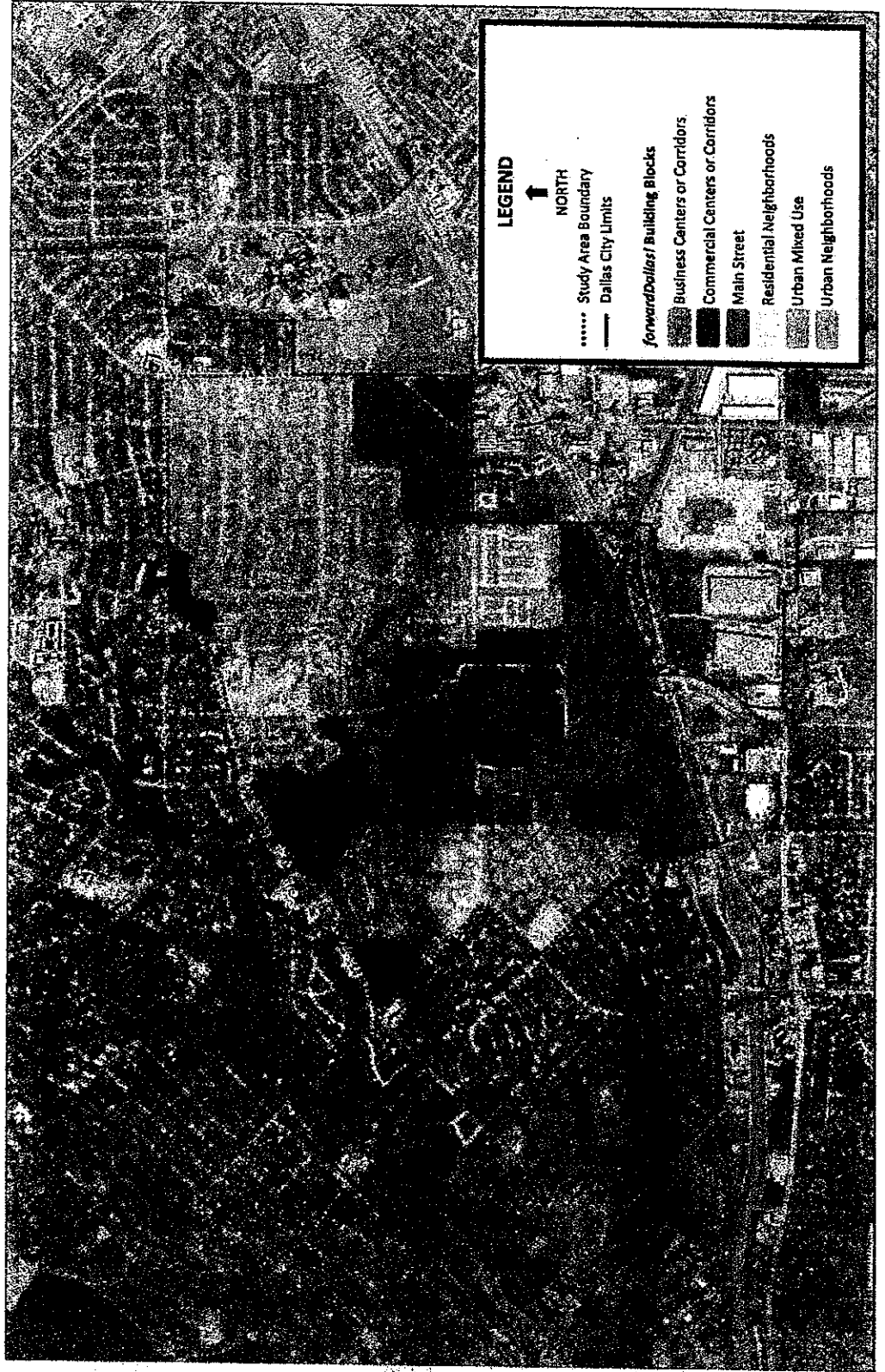
Urban Mixed-Use



Urban Neighborhoods

forwardDallas! Building Blocks (cont.)

Study Area Building Blocks



Existing Conditions

Demographics (2000 Census)

Source: 2000 Census and City of Dallas

- Total population – 23,652

Race/Ethnicity	Study Area Percentage
Black	41%
Hispanic	28%
White	24%
Asian	6%
Other	1%

Existing Conditions (cont.)

Demographics (2000 Census) (cont.)

Source: 2000 Census and City of Dallas

Sex	Study Area Percentage	Dallas County Percentage	United States Percentage
Females	53%	50%	51%
Males	47%	50%	49%

- Median family income - \$29,605
- Per capita income - \$13,786
- Families below poverty level in 1999 - 112

Existing Conditions (cont.)

Demographics (2000 Census) (cont.)

Source: 2000 Census and City of Dallas

Age	Study Area Actual	Study Area Percentage	Dallas County Percentage	United States Percentage
Below 5 years of age	1,982	8%	8%	7%
5 to 19	4,883	21%	23%	22%
20 to 64	13,028	55%	61%	59%
65 and over	3,759	16%	8%	12%

Educational Attainment	Study Area Actual	Study Area Percentage	Dallas County Percentage	United States Percentage
No high school	7,640	24%	25%	19%
High school graduates	7,907	25%	22%	29%
Some college	8,720	28%	21%	21%
College graduates	4,484	14%	23%	22%
Post graduates	2,718	9%	9%	9%

Existing Conditions *(cont.)*

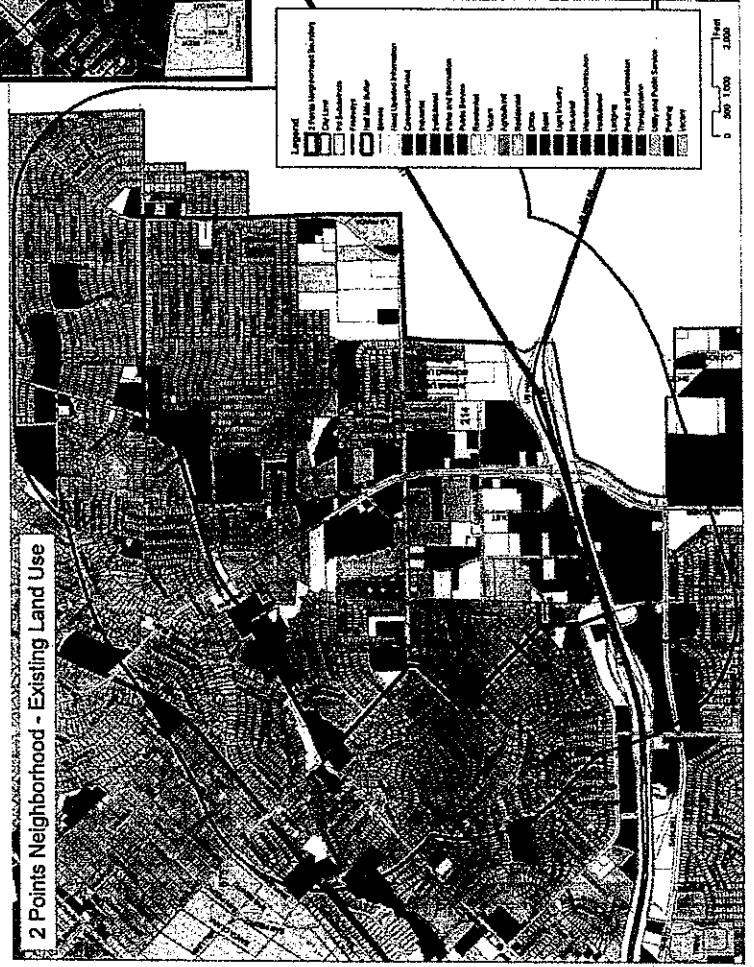
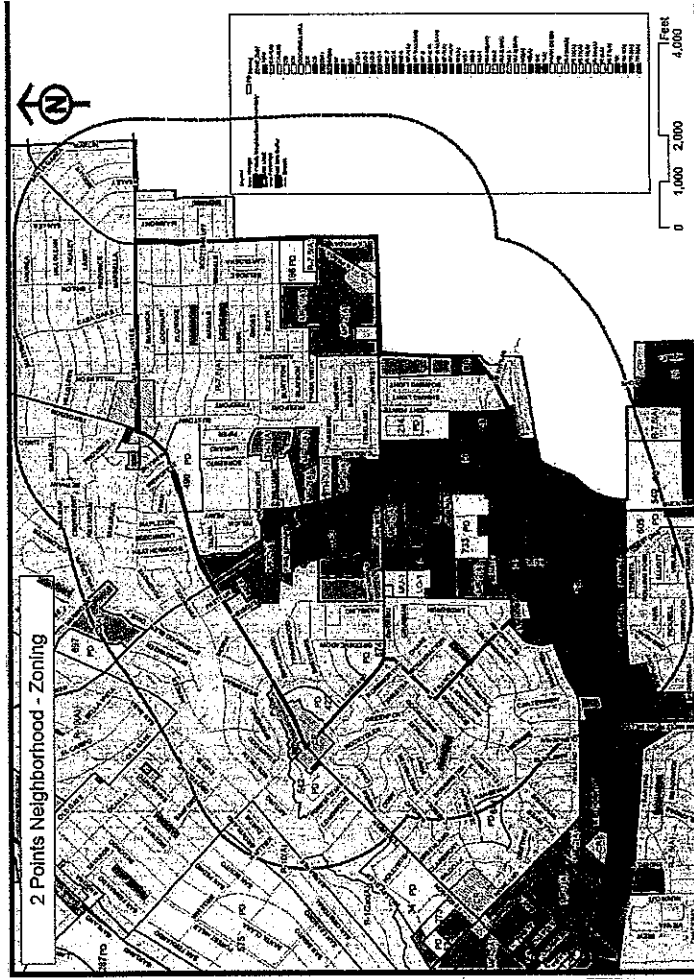
Housing Characteristics

Source: 2000 Census and City of Dallas

• Total housing units	12,491	100%
Occupied	11,934	96%
Owner occupied	6,226	
Renter occupied	5,222	
Vacant	557	4%

Existing Conditions (cont.)

Physical Conditions



Consensus Vision

- A broad view of what the area should be in the future
- It must be based on neighborhood perceptions and values
- It is an ideal that developed by consensus building over more than a year of working together
- Themes of renewal, repurposing and renovation guided the development of the vision

Consensus Vision *(cont.)*

Where crime was once a major concern in an area called 2-Points area, there are safe, stable, attractive neighborhoods, safe, quality apartment complexes, well maintained parks, business that serve neighborhood needs and the ability to travel safely and effectively on contiguous sidewalks, multi-purpose trails, bicycles, responsive public transit and by car on attractively landscaped streets in what is now known as White Rock East.

Goals and Objectives

Land Use

The 2-Points area is comprised of stable, but neglected, single family neighborhoods adjacent to very dense multifamily developments and areas that have evolved into lower echelon retail and industrial sites. The area was also the recipient of those relocated from several natural disasters or displaced through international instability.

The desired uses are ones that would enhance, not detract from, the safety and stability for all residents. Accessibility to jobs, shopping, parks, and schools is critical to the future of the community.

Currently much of the zoning allows more intensive and incompatible uses than would promote the long term viable future.

<p>Goal LU1: Land use and zoning that preserves and protects existing stable neighborhoods that are safe, livable and walkable.</p>	<p>Objective : Identify current land uses and their relationship to each other.</p>
	<p>Objective : Determine whether the current uses and zoning are beneficial and compatible.</p>
	<p>Objective : Encourage single-family and townhomes in lieu of multi-family when there is site redevelopment.</p>
	<p>Objective : Continue to support code compliance for appearance and maintenance in the existing more densely populated areas.</p>

Goals and Objectives (cont.)

Land Use (cont.)

<p>Goal LU2: Appropriate zoning for commercial businesses that best addresses the community's needs and desires along major thoroughfares and strategic intersections.</p>	<p>Objective: Identify and pursue removal of problem areas that may have nonconforming or illegal uses.</p>
	<p>Objective: Determine the uses and zoning districts that are desired and/or needed in the community.</p>
	<p>Objective: Consider more urban types of development along major thoroughfares as identified in form based code districts.</p>
	<p>Objective: Promote desirable infill.</p>
	<p>Objective: Solicit repurposing of existing underperforming retail development (ED).</p>

Goals and Objectives (cont.)

Transportation

The 2-Points area is close to many activity centers including Downtown Dallas, but reaching these centers generally requires the use of a car. Residents would benefit from a more comprehensive approach to all forms of transportation.

<p>Goal T1: Dallas Area Rapid Transit (DART) service that is safe, convenient, responsive, and beneficial to the needs of users, neighborhood residents, and businesses.</p>	<p>Objective: Expansion of DART bus service into 2-Points neighborhoods.</p>
	<p>Objective: Enhanced DART bus service in the 2-Points community.</p>
	<p>Objective: DART bus and paratransit service that supports and accommodates all modes of transportation on city streets.</p>

Goals and Objectives (cont.)

Transportation (cont.)

<p>Goal T2: Safe and accessible sidewalks to serve the needs of local residents and businesses and encourage walking for healthy living and expand transportation options.</p>	<p>Objective : Identify improvements for walking within the 2-Points residential neighborhoods and commercial areas.</p>
	<p>Objective : Develop a network of sidewalks and crosswalks along arterial and collector roads that links together the 2-Points study area and provides access to notable amenities in the surrounding buffer area.</p>
	<p>Objective : Ensure sidewalks provide access to local trails.</p>
<p>Goal T3: Streets and major highways that enhance the community's image and promote the safe movement of pedestrians and vehicles.</p>	<p>Objective : Streetscape and landscape improvements along major road corridors in the 2-Points area.</p>
	<p>Objective : Street beautification and safety for local streets.</p>
	<p>Objective : Enhancing the safe movement of pedestrians and vehicles in the 2-Points area.</p>

Goals and Objectives (cont.)

Transportation (cont.)

<p>Goal T4: A trail network that bonds the study area and surrounding buffer area.</p>	<p>Objective : A trail network along South Ash Creek, the creek's tributaries, and to nearby trails and linear parks to link together neighborhoods, local institutions, and commercial centers.</p>
<p>Goal T5: A bicycle plan for the study area and surrounding buffer area.</p>	<p>Objective : Identify improvements for biking movement and safety within the 2-Points residential neighborhoods, commercial areas, and in the surrounding neighborhoods.</p>

Goals and Objectives (cont.)

Quality of Life

As a community of several maturing neighborhoods, aging commercial structures, and crowded schools, the 2-Points area is undergoing changes to its community profile and grappling to find its identity while projecting a positive image for its residents, business community, and others outside the area. By focusing on code compliance, education, parks and recreation, and public safety, community leaders working with residents, businesses, public and private institutions, and local governments can take strategic steps to enhance the livability of 2-Points as an attractive place to live, work, shop, and play.

<p>Goal QL1: Codes, regulations, programs, and enforcement to clean up, stabilize, and improve local neighborhoods and improve the study area's image.</p>	<p>Objective : Community leaders working with property owners, local businesses, institutions, and local organizations to develop a program that educates, cleans up, and aggressively monitors trash 'hot spots' to pursue violators.</p>
	<p>Objective : Work with Dallas Animal Control and neighborhood groups to manage the pet population by educating residents about the need to spay and neuter their pets, report animal hoarding, and report sightings of stray cats and dogs.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QL1: Codes, regulations, programs, and enforcement to clean up, stabilize, and improve local neighborhoods and improve the study area's image.</p>	<p>Objective : Community leaders working with Code Compliance to identify, aggressively monitor, and resolve or remove poorly maintain, dilapidated, or abandoned apartments and commercial structures.</p>
	<p>Objective : Explore different methods to work with property owners and businesses in the study area to repair, mark out, landscape, and maintain their parking lots.</p>
	<p>Objective : Develop different methods to encourage property owners and businesses to incorporate 'Green Infrastructure' improvements for their parking lots to reduce stormwater runoff.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QL2: Education facilities and programs that enhance the study area's neighborhoods and serve local residents.</p>	<p>Objective : Maintain and improve truancy program at local schools.</p>
	<p>Objective : Expand Truitt Elementary school facilities to replace unsightly portable buildings, incorporate additional gym, expand cafeteria, and accommodate current student levels.</p>
	<p>Objective : Make improvements to the school grounds and facilities of S.S. Conner Elementary School and Harold Wendell Lang Sr. Middle School as needed.</p>
	<p>Objective : Landscape and maintain school grounds to have a positive impact on surrounding neighborhoods and community.</p>
	<p>Objective : Address the educational needs of residents relocated to area from natural disasters or displaced through international instability.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QL3: Park, recreation, and open space amenities that bond and enhance the image of the study area.</p>	<p>Objective : Maintain or improve upkeep of Ferguson Park, Hillview Park, and Lakeland Hills Park.</p>
	<p>Objective : Identify a location adjacent to a future trail for a community park incorporating a spray park, dog park, and recreation center complete with a running path and basketball courts.</p>
	<p>Objective : Open discussions with officials of the YMCA of Metropolitan Dallas about opening a branch location within the study area.</p>
	<p>Objective : Identify locations along South Ash Creek and its tributaries for parks and open space.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QE-4: A community that is a safe and desirable place to live.</p>	<p>Objective : Working with the Dallas Police Department and other city departments, develop and implement a Crime Prevention Through Environmental Design (CPTED) program that educates community leaders, neighborhood residents, and business establishments on their role to address criminal activity.</p>
	<p>Objective : Working with the Dallas Police Department, community leaders should coordinate with neighborhood groups, business leaders, school administrators, and public and private institutions to collectively identify and monitor 'hot spots' of criminal activity, including drug dealing, prostitution, loitering.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QL4: A community that is a safe and desirable place to live.</p>	<p>Objective: Increase visible Dallas Police Department patrols in study area with aggressive monitoring of high crime areas, such as:</p> <ul style="list-style-type: none"> - Dilido and Senate Street - Abshire Lane - Northwest corner of North Buckner Boulevard and John West Road - La Prada Drive north John West Road - Ferguson Road and Oates Drive - North Buckner Boulevard and Peavy Road (around South Ash Creek)
	<p>Objective: Community leaders, realtors, and lending institutions working with local architects would develop a program that addresses the common design characteristics of the study area's older but affordable housing stock and applies inexpensive improvement plans to enhance the marketability of the housing stock and encourage future owner-occupied residents.</p>

Goals and Objectives (cont.)

Quality of Life (cont.)

<p>Goal QL4: A community that is a safe and desirable place to live.</p>	<p>Objective : Work with property owners to improve the study area's overall image by attracting businesses consistent with the needs and desires of local residents.</p>
	<p>Objective : Continue to patrol neighborhoods by the area crime watches.</p>
	<p>Objective : Continue to work with apartment complexes to help curb crime through police patrols and enforcing legal codes and laws.</p>
	<p>Objective : Increase enforcement of traffic regulations in school zones.</p>
	<p>Objective : Community leaders, Dallas Police Department, and other city departments should coordinate with various neighborhood groups to hold neighborhood block parties or community park activities as a means to break down barriers, improve communications, and promote city services as well as bringing residents together.</p>

Goals and Objectives (cont.)

Economic Development

The 2-Points area benefits from its location at I-30 and Loop 12 in East Dallas; however, commercial developments along 2-Points major roadway corridors represents various development patterns, many of which are outdated and do not present a positive community image. The area also suffers from a lack of identity and name recognition that does not reflect the community's character and values. Addressing the area's image and identity along with repositioning the area's commercial districts would benefit local residents and businesses, spur employment opportunities, and enhance property values.

<p>Goal ED1: Positive community identity.</p>	<p>Objective: Enhance the community's identity, image, and perception for local residents and non-residents</p>
<p>Goal ED2: Pedestrian-oriented commercial districts that benefit local residents and businesses.</p>	<p>Objective: Determine the appropriate types of commercial development and medical facilities needed within the study area.</p>
	<p>Objective: Solicit repurposing of existing underperforming retail development (LU).</p>
	<p>Objective: Reposition obsolete commercial properties adjacent to existing neighborhoods.</p>
<p>Goal ED3: Development patterns along I-30 that enhances the area's image.</p>	<p>Objective: Address abandoned, derelict, or obsolete buildings, signs, and parking areas.</p>
	<p>Objective: Determine the appropriate types of development along the I-30 corridor.</p>

Goals and Objectives (cont.)

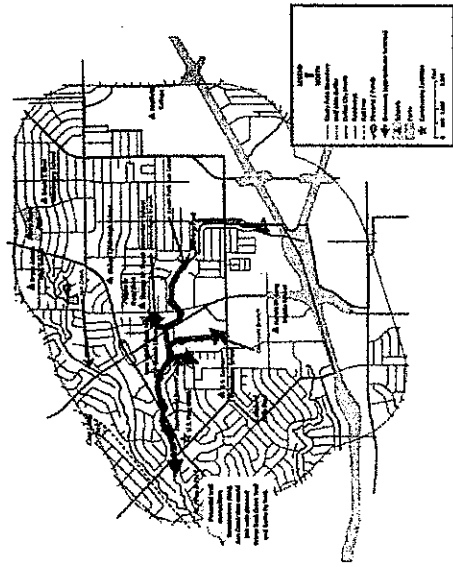
Public Works/Infrastructure

2-Points is an area of aging infrastructure and benign neglect that would benefit by directing improvements to streets, sidewalks, alleys, water, sewer storm and waste water systems.

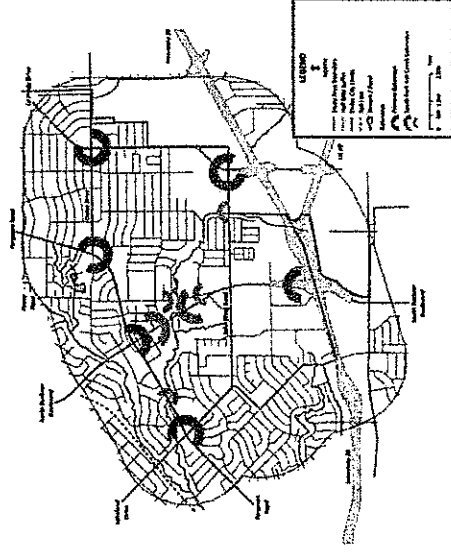
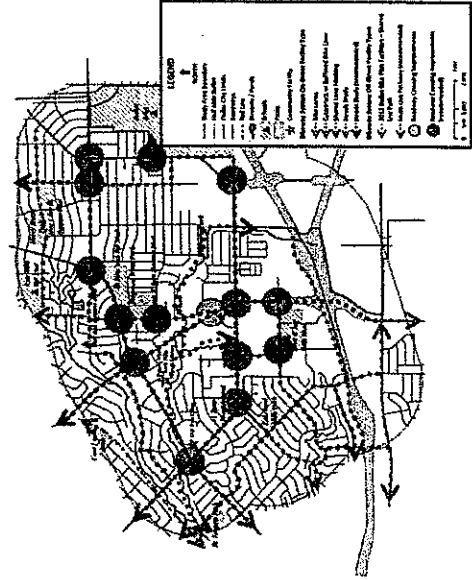
<p>Goal PW11: Neighborhood involvement and city services to preserve, support, and enhancement neighborhood development and integrity.</p>	<p>Objective : Improve the image of the 2-Points area through neighborhood monitoring, public investment, and city enforcement.</p>
	<p>Objective : Promote neighborhood identity and pride.</p>
<p>Goal PW12: Enhance the conditions of local waterways.</p>	<p>Objective : Minimize the threat of stormwater runoff.</p>

Growth and Development Options (cont.)

Community desires



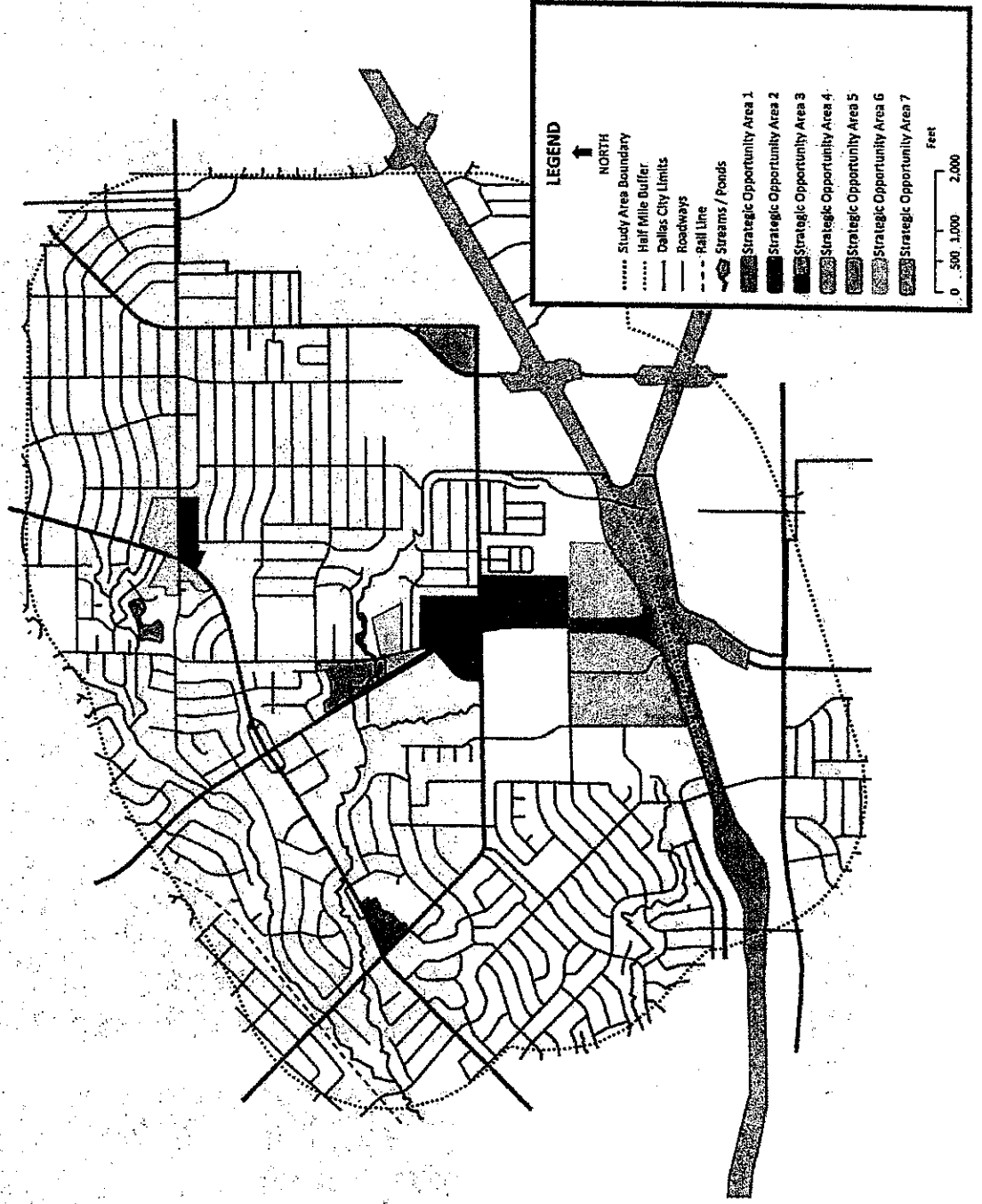
Greenway and trails



Gateways

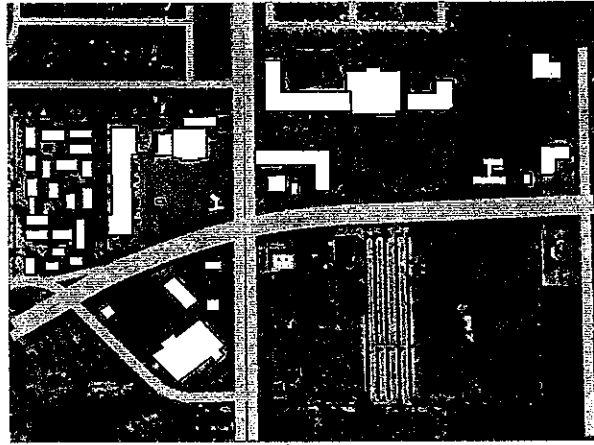
Seven Strategic Opportunity Areas

Strategic Opportunity Area locations

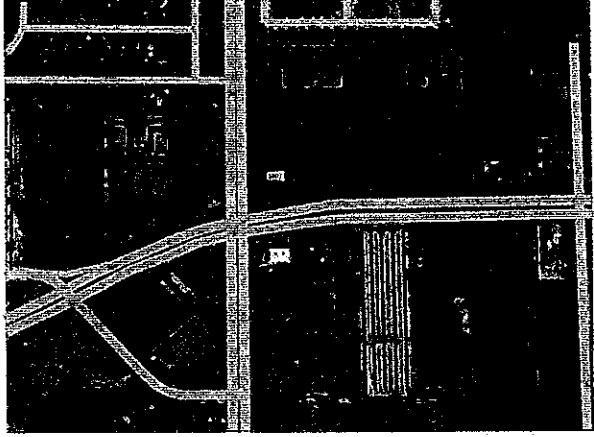


Seven Strategic Opportunity Areas (cont.)

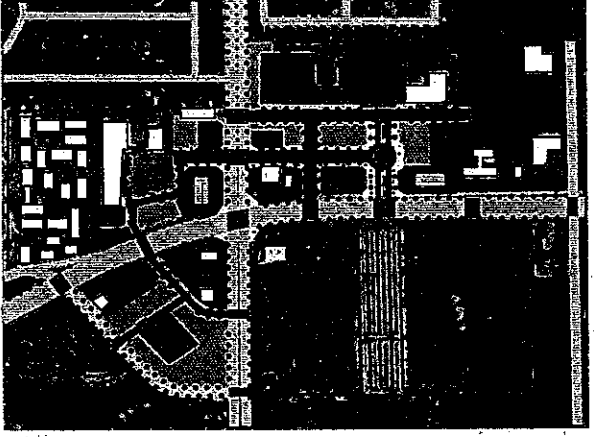
Analyzing and repurposing



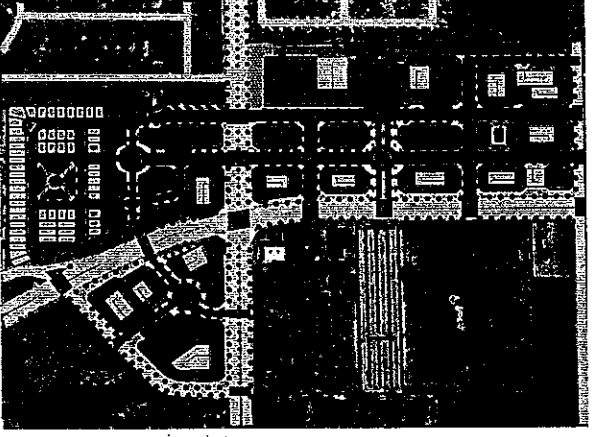
Existing building footprints



Identifying possible street grid



Streetscape treatments and phased in developments



Concept plan build-out

Seven Strategic Opportunity Areas (cont.)

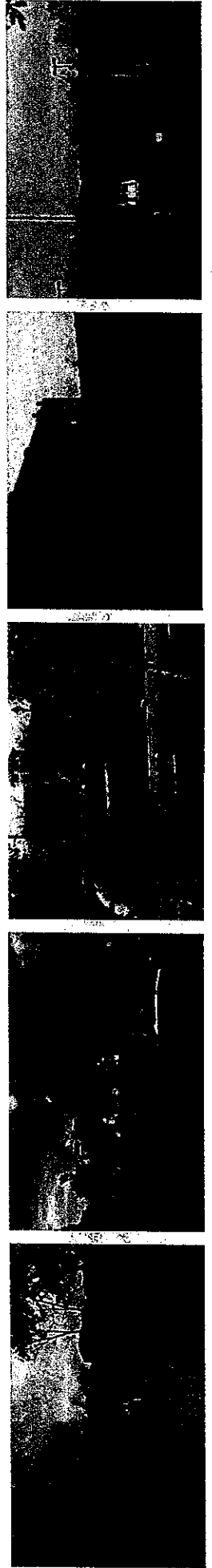
Strategic Opportunity Area #1

Concept plan

The existing commercial center and post office will continue to serve the surrounding single family development patterns; however, its once required ample parking should give up some room for infill retail and restaurant space creating a walkable, pedestrian experience. An interior park and landscaped green street treatments would further create a sense of place while reducing the existing site's impervious cover. Both on-street and remaining off-street parking should make the walk to shops more convenient.

Getting around

- Organized interior street grid
- Sidewalks and crosswalks
- Incorporating future trails



Seven Strategic Opportunity Areas (cont.)

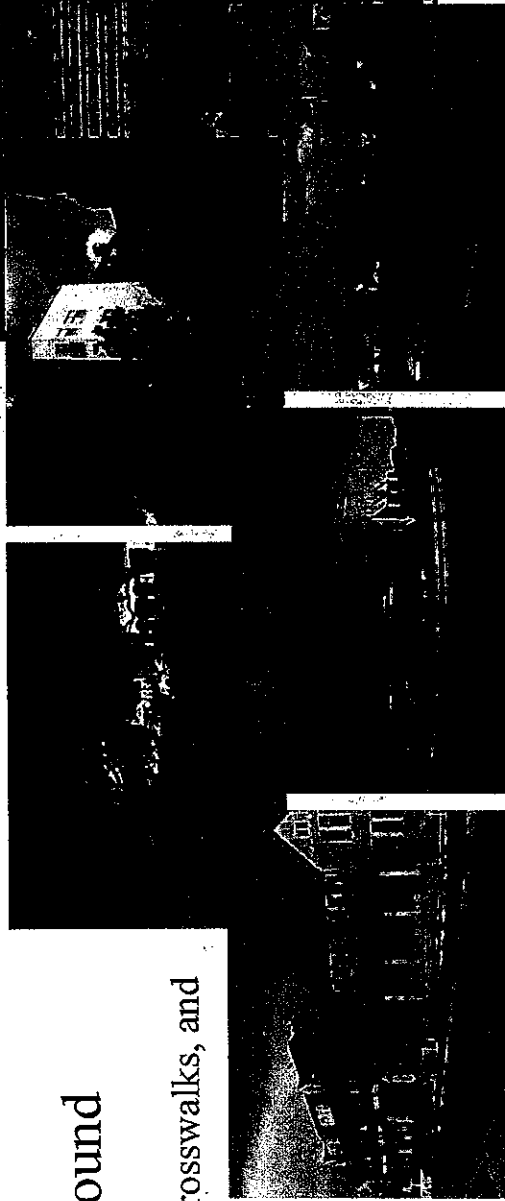
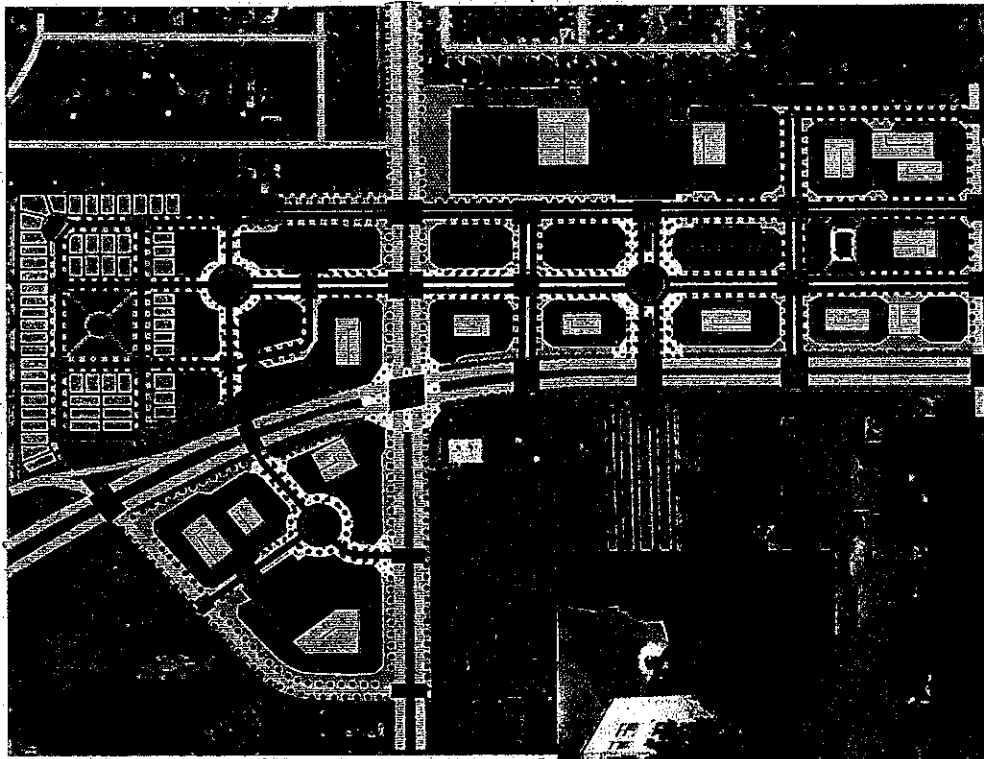
Strategic Opportunity Area #2

Concept plan

This site spans the three corners of the North Buckner Boulevard – John West Road intersection. Currently, this area is a mish-mash of commercial buildings showing their disuse. Being close to the study area's center point, this site is a logical location to establish a vibrant mix of live, work, shop, and play activities. This would include higher density mixed use, office, and residential along a landscaped North Buckner Boulevard and near Chenault Street plus lower density storefronts facing on-street double row parking within the interior of the site. The aging multi-family complex would give way to an urban neighborhood focused around a public space.

Getting around

- Street grid
- Sidewalks, crosswalks, and plazas
- Transit



Seven Strategic Opportunity Areas (cont.)

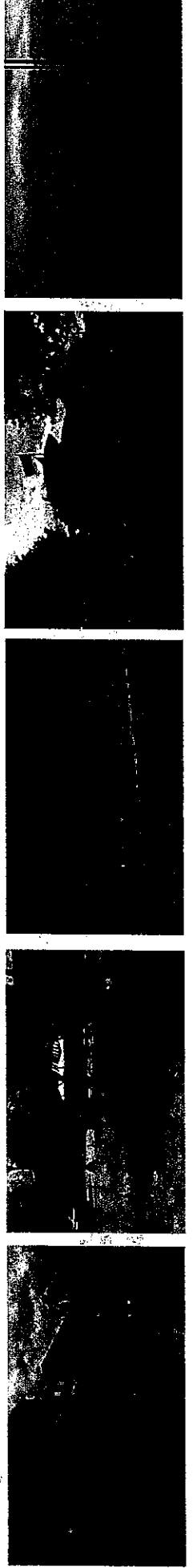
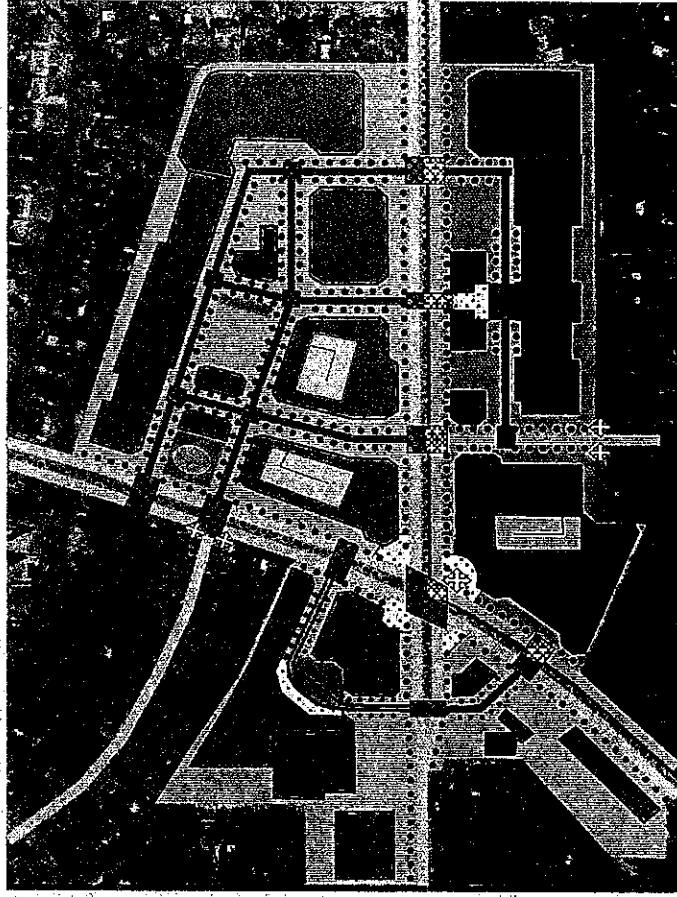
Strategic Opportunity Area #3

Concept plan

This site is located at the four corners of a major intersection, with the southeast corner being in the study area. Reuse of existing one-story buildings located at the periphery of the site is desirable with higher density uses located near the major intersection and interior street grid. Internal parking garages, on-street parking, and limited surface parking would serve the higher density and reuse buildings. Smaller parks and plazas would enhance the pedestrian experience, while gateways at the major intersection and neighborhood entries would add to a sense of place.

Getting around

- Organized interior street grid
- Sidewalks, crosswalks, and plazas



Seven Strategic Opportunity Areas (cont.)

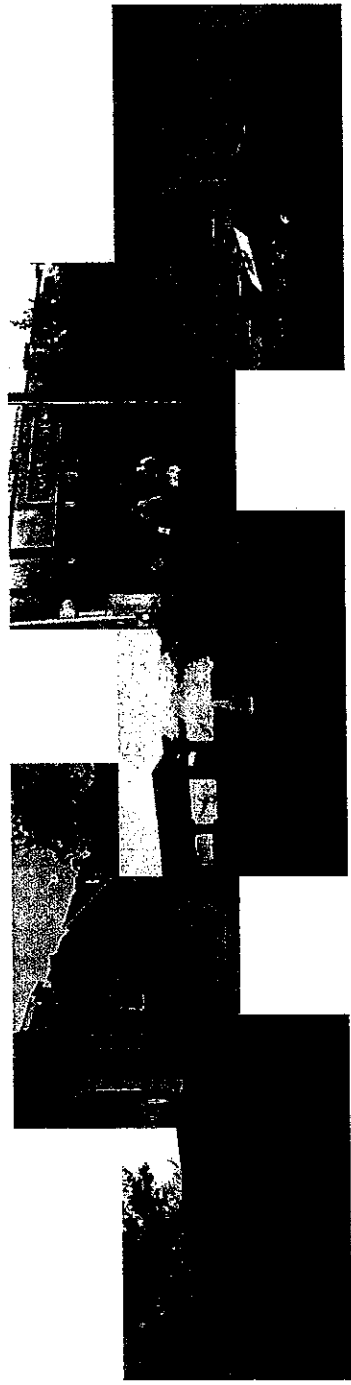
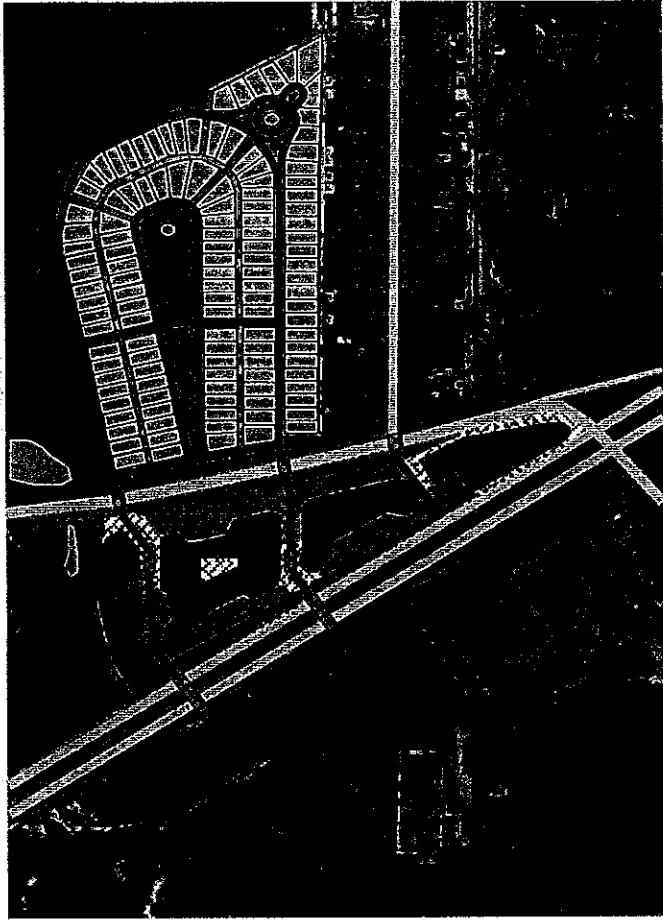
Strategic Opportunity Area #4

Concept plan

This location has the potential to define the character of the community in a positive way; however, existing development diminishes the community's image. An aging apartment community east of Peavy Road should be replaced with urban single family detached housing, townhouses, plus a centralized neighborhood park. The area between North Buckner Boulevard and Peavy Road should be redeveloped into a concentration of neighborhood serving commercial buildings with a 'Flatiron' style building at the triangular south end. The north end should have a creekside overlook mixed use building with restaurants, offices, and residential units. In between would be a mix of neighborhood serving shops and restaurants.

Getting around

- Landscaped roadways
- Future roadway linkages
- Trails



Seven Strategic Opportunity Areas (cont.)

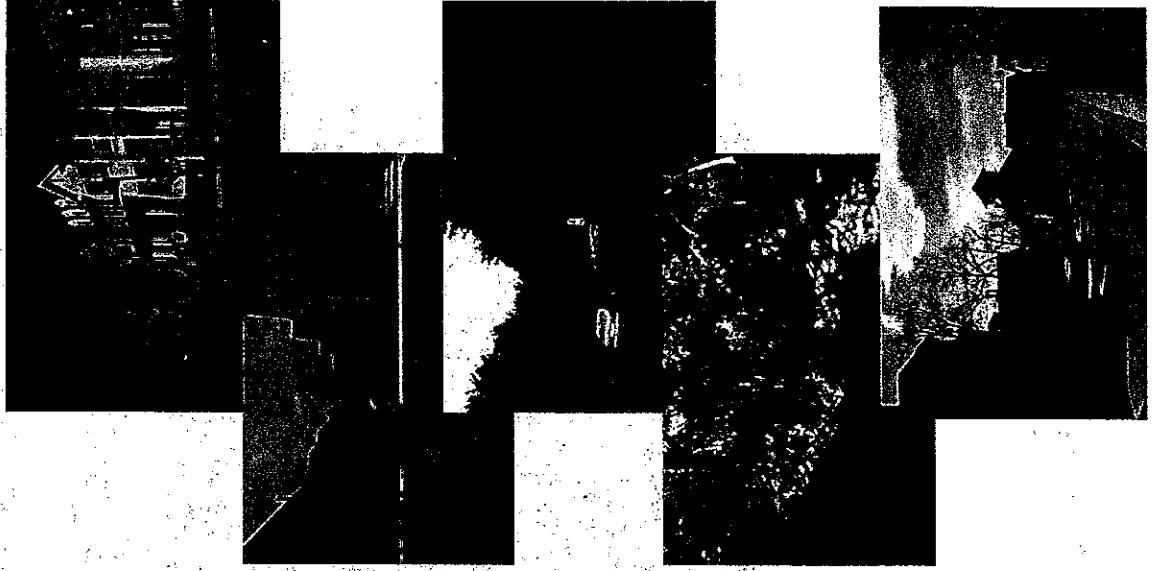
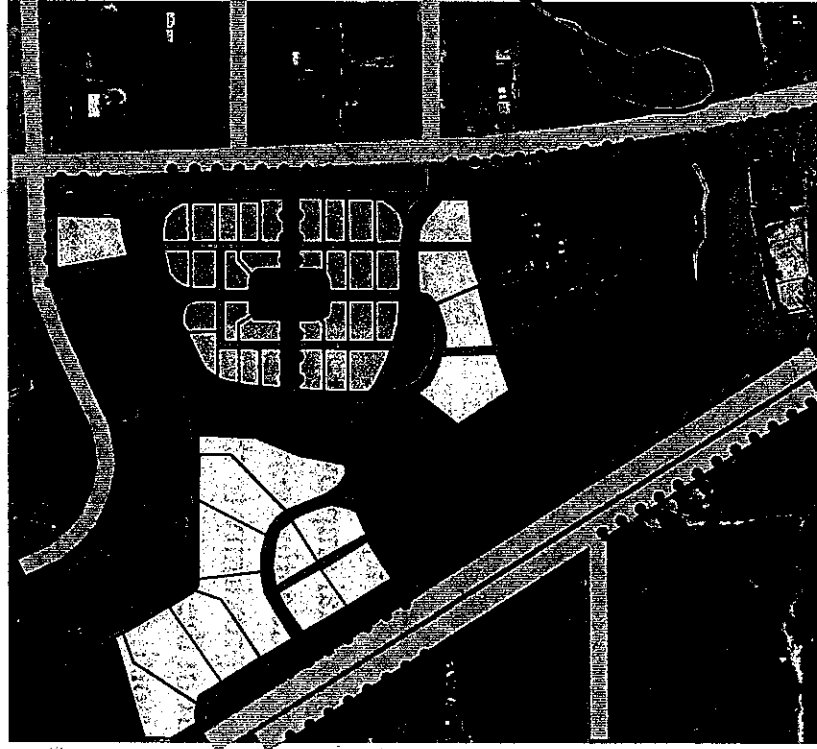
Strategic Opportunity Area #5

Concept plan

The concept plan replaces aging structures with new single family detached and townhouses units that reflect the surrounding neighborhoods. Concept uses the local creek and woodlands meandering through as a 'green spine' that links together nearby neighborhoods and enhances the area's aesthetic appeal.

Getting around

- Trails and footpaths
- Sidewalks and mid-block footpaths
- Roadways



Seven Strategic Opportunity Areas (cont.)

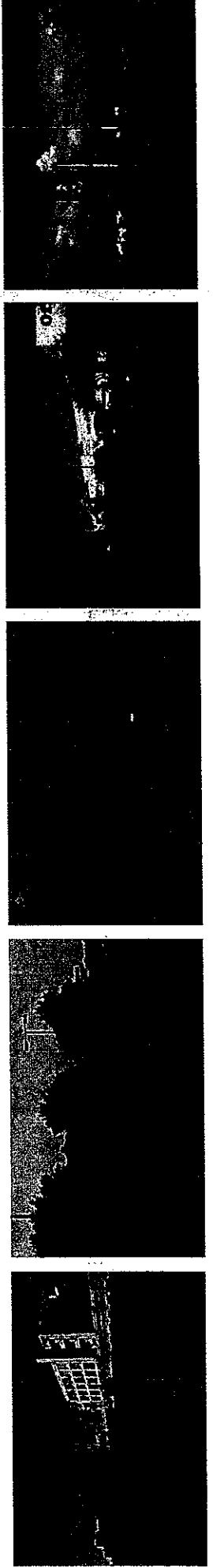
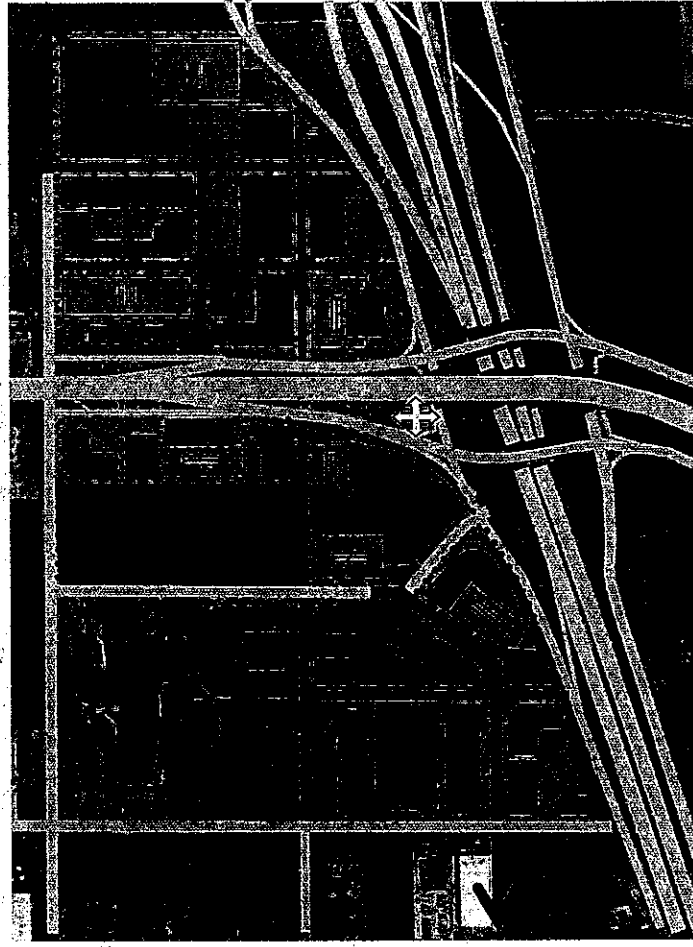
Strategic Opportunity Area #6

Concept plan

With the I-30/US 80/Loop 12 interchange at its front door and North Buckner Boulevard (Loop 12) as its entryway, this area needs a landmark gateway with landscaped right-of-way. Promote regional employment activities such as medical facilities or education centers that can take advantage of location's proximity to the interchange. Transition this area from the proposed urban, pedestrian-oriented developments north of Chenault Street to a slightly more auto-oriented character along I-30 with a concentration of commercial of commercial businesses.

Getting around

- Regional road connections
- Parallel roadway network to support I-30
- Possible bus transit center



Seven Strategic Opportunity Areas (cont.)

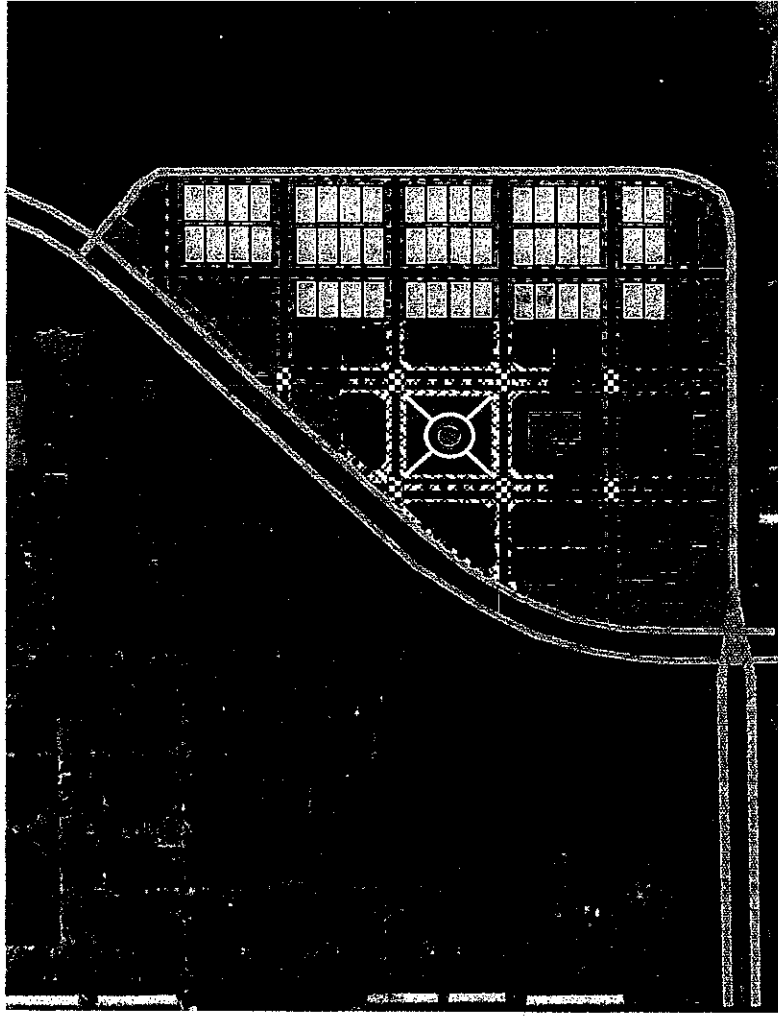
Strategic Opportunity Area #7

Concept plan

The concept plan creates a 'central square' similar to the town squares or courthouse squares found in many Texas cities. The central square, featuring urban streetscape enhancements, would have storefronts facing the square and townhouses within easy walking distance. Most parking would be handled with on-street parking or limited surface parking lots. The intersection of La Prada Drive and John West Road would support limited auto-related uses.

Getting around

- Street grid
- Sidewalks and crosswalks
- Pedestrian alleys
- Reroute buses into center of site



Implementation

- Develop action items to move plan forward
- Monitor progress on plan
- Communicate timely updates to revise plan

Next Steps

- Meet with businesses
- Finish draft
- Put on web site
- Review by Dallas City Staff
- Needed corrections, additions, edits
- Format document for presentation and review, including:
 - Quality of Life briefing
 - Briefing at Dallas City Plan Commission
 - Dallas City Plan Commission submittal for recommendation
 - Briefing at Dallas City Council
 - Submittal for Dallas City Council approval

Acknowledgements

White Rock East Area Study Advisory Committee

Ellen Childress

John Childress

Pat Copeland

Gus Garcia

Kerry Goodwin

Kimberly Humphries

Georgia King

Lauren Roberts

Vicki Sanger

Desi Tannes

Eileen Williams

Honorable Carolyn R. Davis, City Council District 7

Ferguson Road Initiative

City of Dallas

Sustainable Development and Construction Department
Strategic Planning Division

Thank you!

Please visit our website at:

<http://www.2pointstowhiterockeast.com/>

And please visit the forwardDallas! and

Ferguson Road Initiative websites at:

<http://www.dallascityhall.com/forwardDallas/index.html>

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

2-Points to White Rock East

Community Meeting

Feedback Sheet

Saturday March 26, 2011

Today you have seen an overview of the draft area plan. The plan is still a work in progress so please give us your comments or questions. Don't be shy! Your comments are very important. Thank you.

Was the area in which you live included in the Plan? _____

What was left out that you would like to see added? _____

Were your concerns about the area addressed? _____

What do you think should not be included? _____

Do you have any questions about the Plan? _____

Would you like to be contacted to discuss your concerns? _____

Name: _____ Phone Number or Email _____

To see the current draft and add to the discussion, please go to www.2PointstoWhiteRockEast.com



COMMUNITY MEETING 3



Agenda

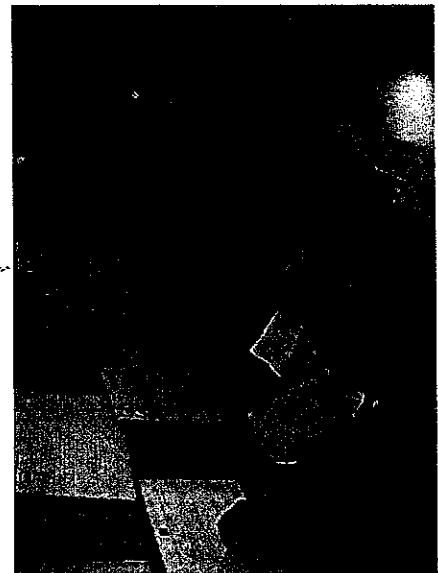
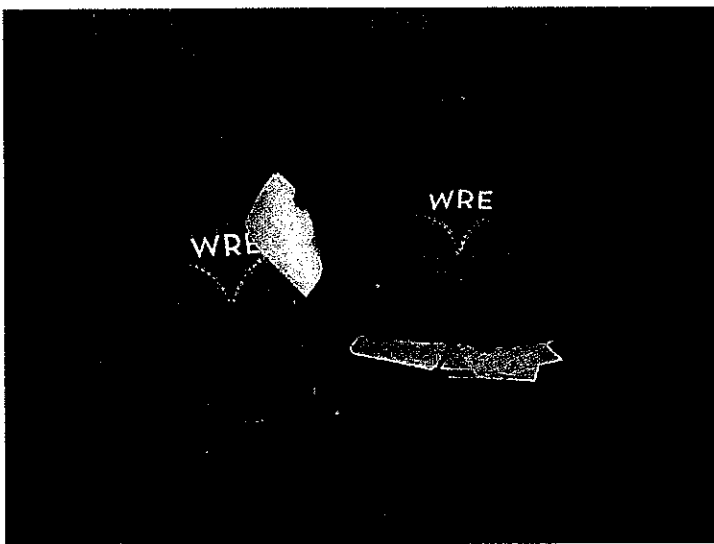
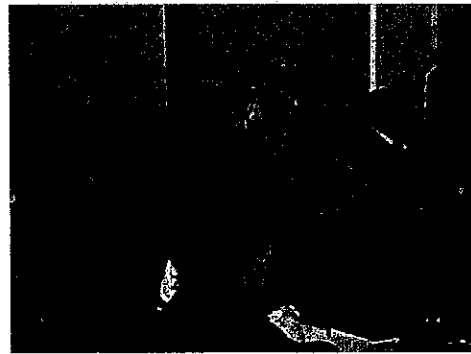
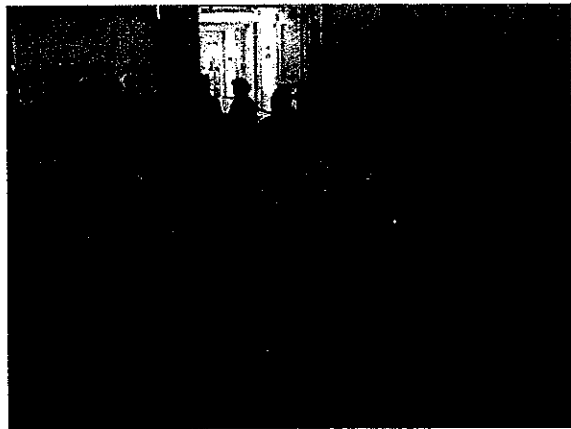
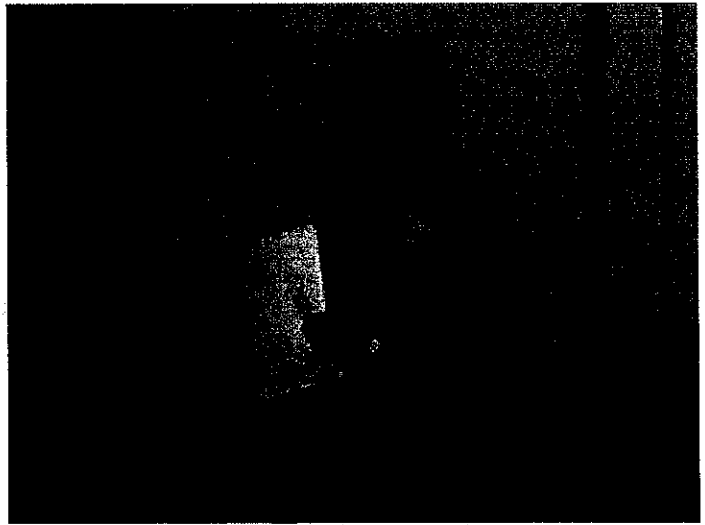
Third Community Meeting 2-Points to White Rock East Area Plan

Saturday, September 15, 2012

3:00 pm

White Rock Hills Branch Library

- I. Welcome and Introductions
- II. Purpose of the Meeting
- III. Presentation of an Overview of the Area Plan
- IV. Next Steps
- V. Questions and Answers
- VI. A View of the Draft on the Website at www.2pointstowhiterockeast.com



September 2, 2012

To: Residents and Business Owners/Managers

From: Advisory Committee for Area Plan Study, 2-Points to White Rock East

An Invitation to the Final Community-wide Meeting Regarding the Redevelopment Plan for far east Dallas along the Ferguson /Oates Corridor from Lakeland to La Prada.

For three years, a group of citizens here in far east Dallas near Truett Elementary and Bishop Lynch High School have been meeting with urban planners who are skilled in the planning and development of urban neighborhoods to better reflect the vision and opportunities for homeowners and businesses within the community and deflect the onslaught of urban decay that we have seen creeping into our neighborhoods and shopping and business centers. We have talked to our neighbors, called on businesses in the area, sat down with agency directors and pastors of churches during the past three years and held two community meetings and one area-wide survey to solicit the ideas, opinions, hopes, and wishes of the people who live and work in this part of far east Dallas.

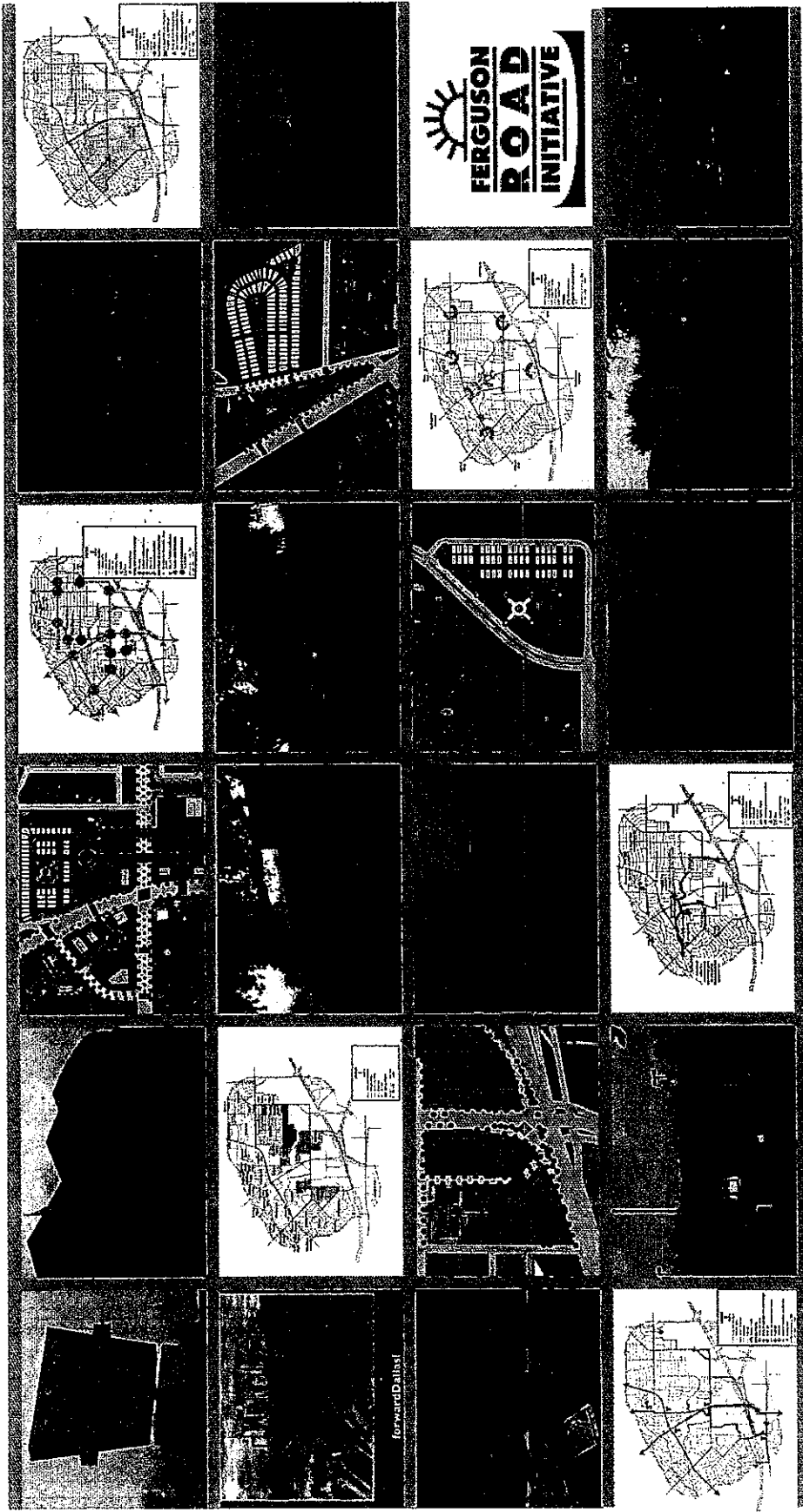
Residents should be enabled to live comfortably in their homes, walk safely along their streets, enjoy shopping nearby, send their children to good schools, find recreation or rest in neighborhood centers or public parks, and enjoy the growth of public transportation for commuting to work and entertainment venues. We hope to see the future development and growth of small businesses in our area as well as a diverse array of markets and restaurants designed to serve an equally diverse population.

We have chosen to change our neighborhood designation from 2-Points, which was a location based on police calls, to White Rock East which connects us, quite rightly, with White Rock Hills and the south side of the lake. We have endeavored to create a vision and workable plan for our area that will blend with the Ferguson Road Initiative's plan for the Ferguson Road Corridor.

The final draft of our Land Use Plan and Redevelopment Vision for this community will be presented in a public meeting Saturday, September 15, 2012 at 3 PM at the new White Rock Hills Branch Library, 9150 Ferguson Road, directly behind the White Rock Church of Christ. Please come, bring your family and friends, and share your ideas and comments about the future of White Rock East.

The Advisory Committee for White Rock East,
John and Ellen Childress, Coordinators
214-324-3778
ejchildress@ont.com

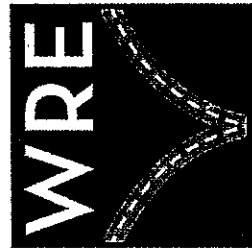
Members: Desi Tanner, Gus Garcia, Georgia King, Pat Copeland, Eileen Williams, Lauren Roberts, Kimberly Humphries



2-Points to White Rock East Area Plan

September 15, 2012

White Rock Hills Branch Library



2-Points to White Rock East overview

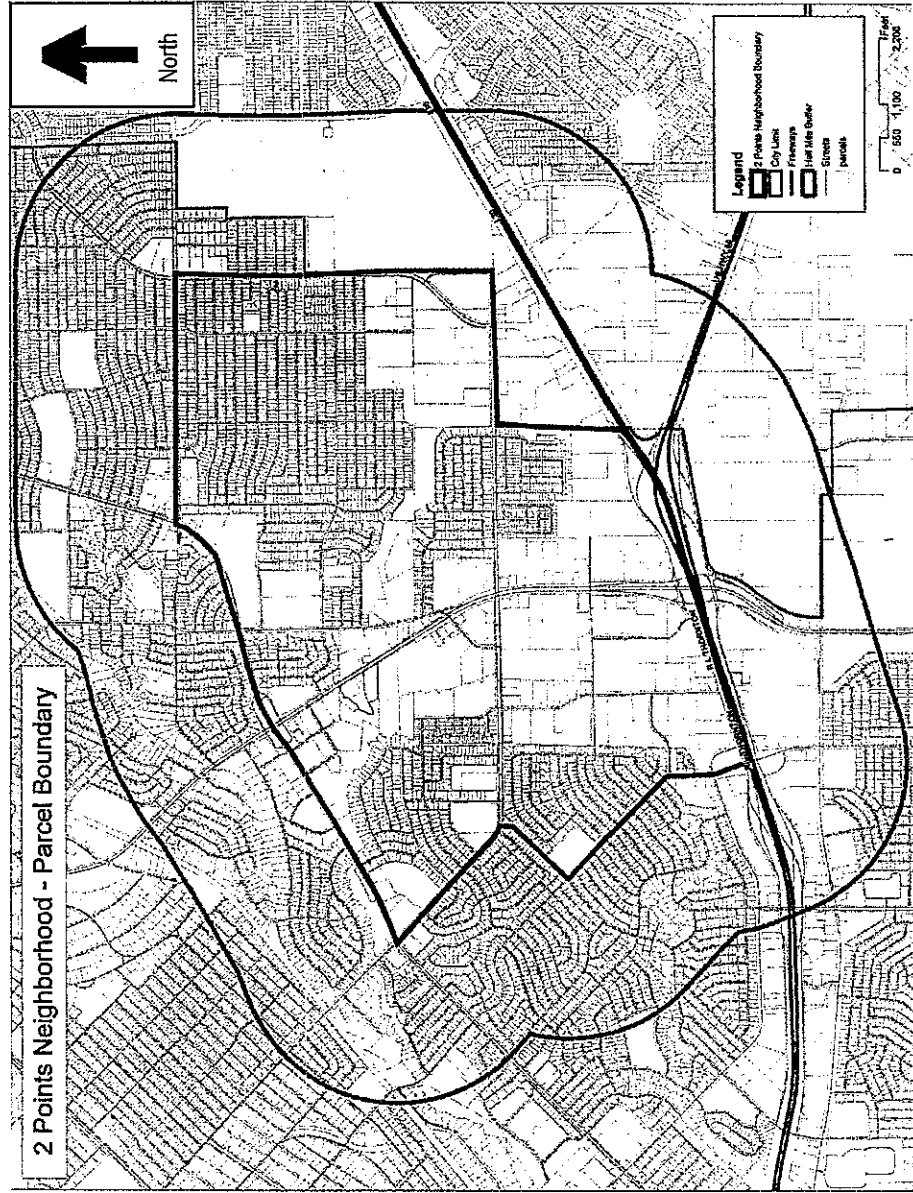
- Located entirely with Dallas City Council District 7
- 1,522 acres
- Once home to White Rock Airport, Devil's Bowl Speedway, and Buckner Boulevard Drive-In
- Most neighborhoods developed between 1950 and 1970
- 2010 Population – 19,345
- Housing Units – 8, 405 (includes single and multi-family units)





Study Area (cont)

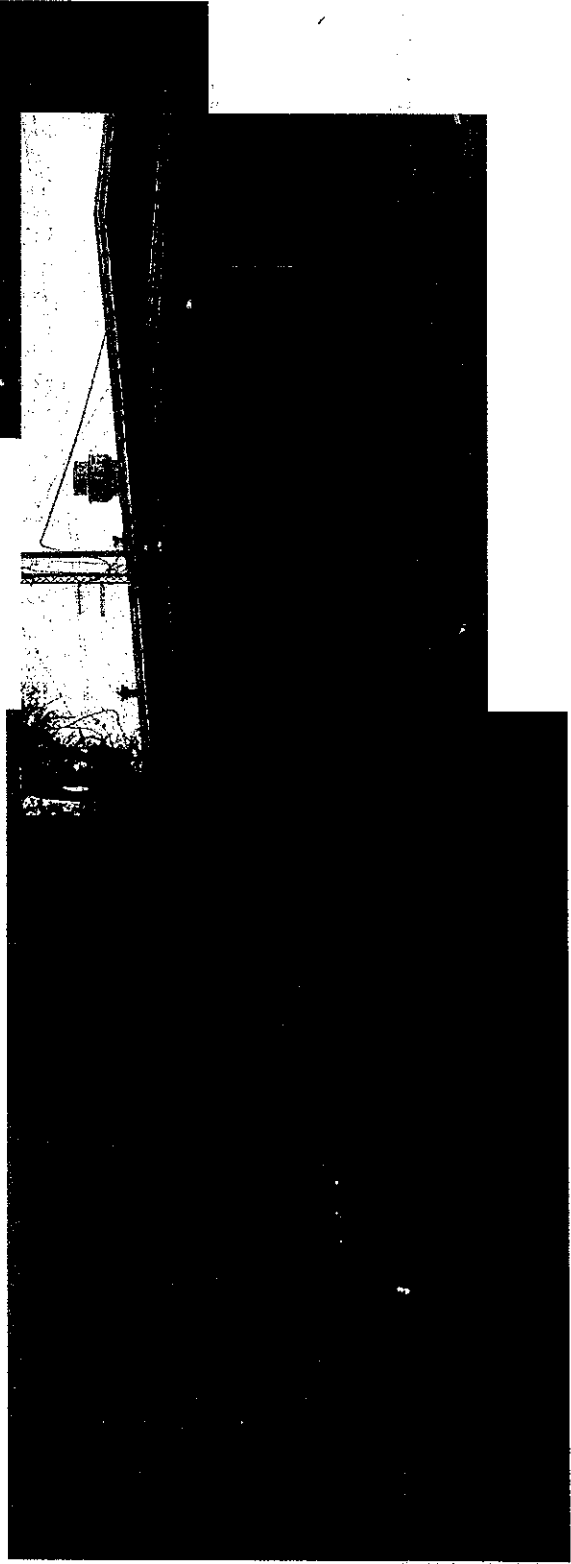
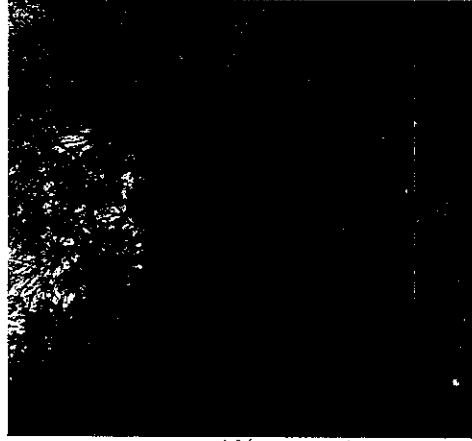
Study Area boundaries





Purpose of Plan

- Protect stable neighborhoods
- Connect homes and activities
- Improve safety and mobility
- Guide redevelopment decisions
- Support improvements



Purpose of Plan *(cont)*

What the Plan does....

- Reflects the values and desires of residents and businesses
- Provides very conceptual plans for seven strategic opportunity areas
- Serves as one of the City's **guides** for decisions
- Provide actions to achieve the area's goals and objectives
- Is a **handbook** for the community

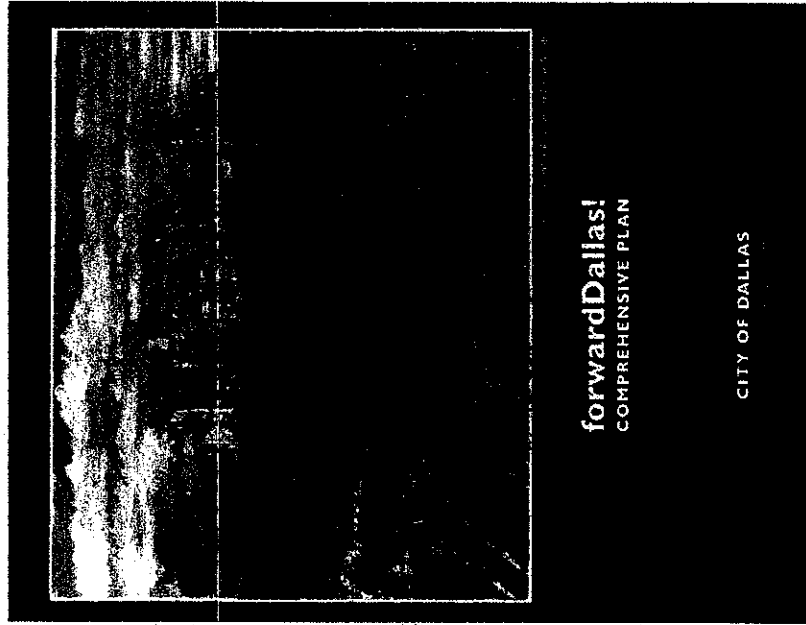


Planning Process

forwardDallas!

Ferguson Road Initiative

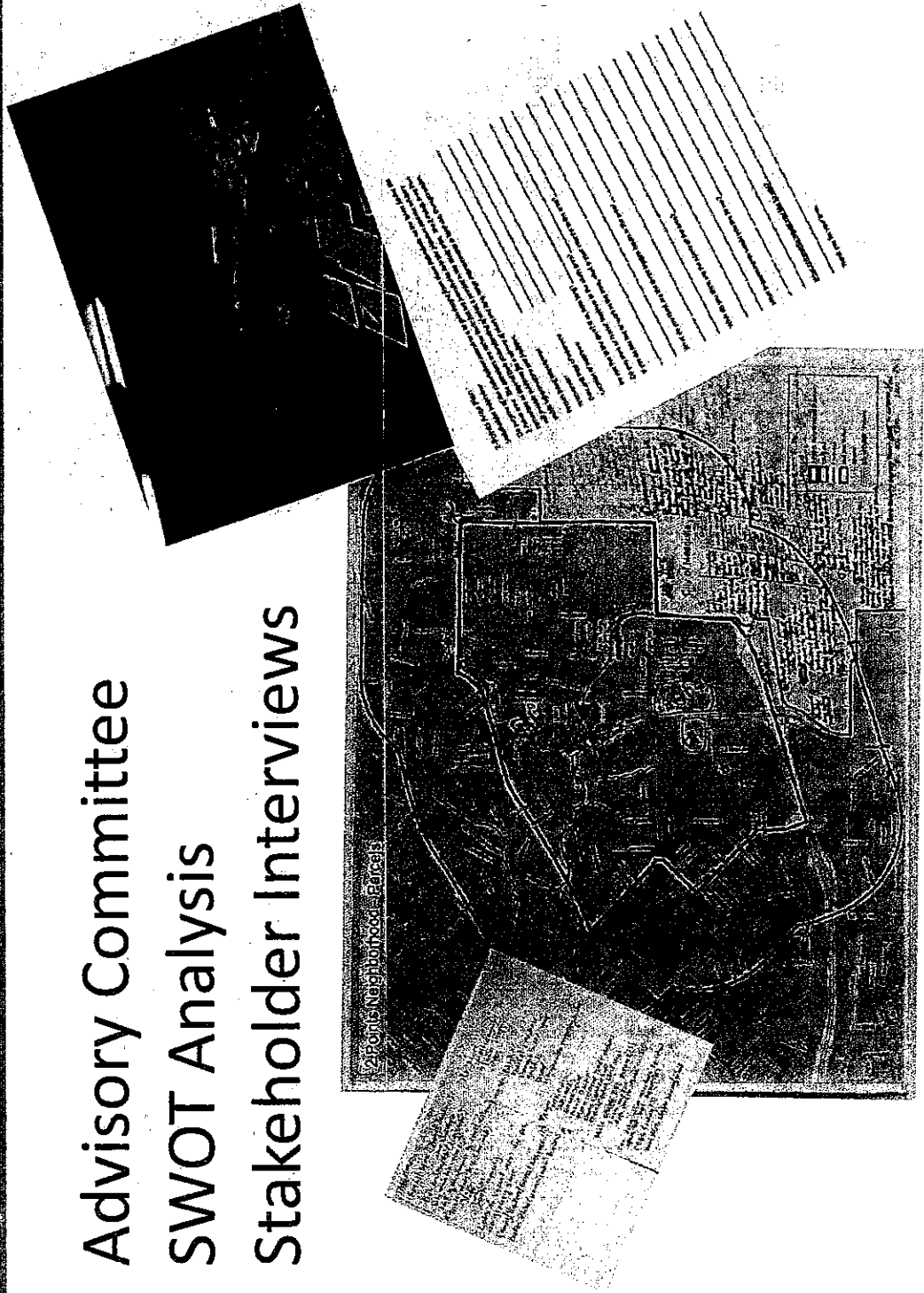
WRE
FERGUSON
ROAD
INITIATIVE





Community Input

Advisory Committee
SWOT Analysis
Stakeholder Interviews





Meetings with City of Dallas

Departments

Strategic Planning

Parks and Recreation

Housing

Water/Wastewater

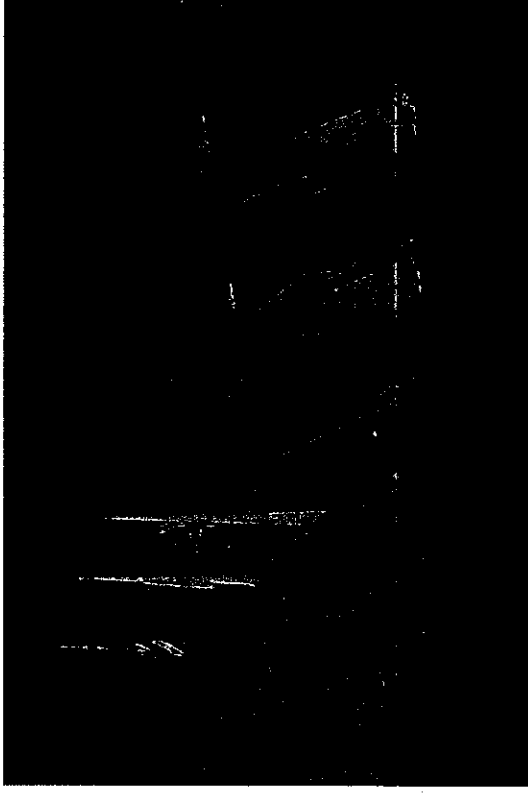
Dallas Bike Plan

City Design Studio

Transportation

Stormwater Management

Economic Development (meeting to be scheduled)





Lots and lots of
Advisory Committee meetings,
meetings with businesses
and with neighbors
The results follow!



Consensus Vision

- A broad view of what the area should be in the future
- It must be based on neighborhood perceptions and values
- It is an ideal that developed by consensus building over more than a year of working together
- Includes themes of renewal, repurposing and renovation guided the development of the vision



Consensus Vision Statement

Where crime was once a major concern in an area called 2-Points area, there are safe, stable, attractive neighborhoods, safe, quality apartment complexes, well maintained parks, business that serve neighborhood needs and the ability to travel safely and effectively on contiguous sidewalks, multi-purpose trails, bicycles, responsive public transit and by car on attractively landscaped streets in what is now known as White Rock East.



Did you notice the new name?

White Rock East



Sections of the Area Plan

Land Use

Transportation

Quality of Life

Urban Design

Economic Development (still under development)

Implementation



Land Use

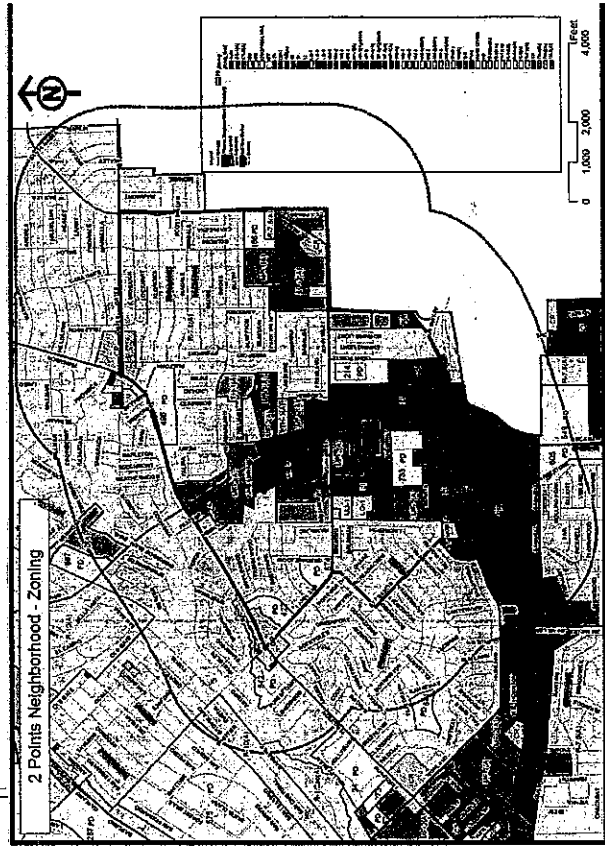
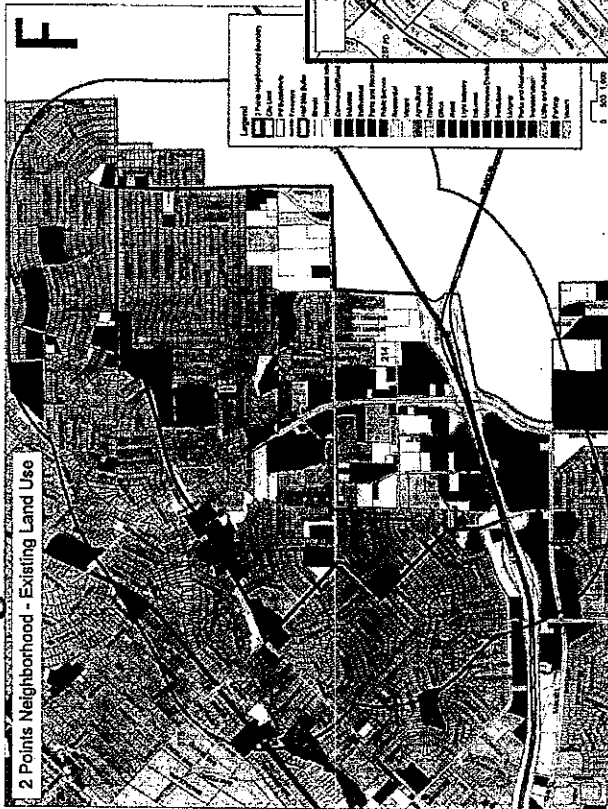
Land Use Consensus Vision

Land Uses in White Rock East include desirable single family residences, multi-family units in a safe environment, successful consumer-oriented businesses interspersed in mixed use development, neighborhood parks and schools linked together in a system of attractive roadways, sidewalks and trails.



Land Use (cont)

Existing Conditions





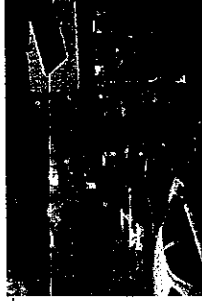
*forward*Dallas! Building Blocks

Using the Building Blocks in White Rock East



Business Centers or Corridors

Commercial Centers or Corridors



Main Street

Residential Neighborhoods



Urban Mixed-Use

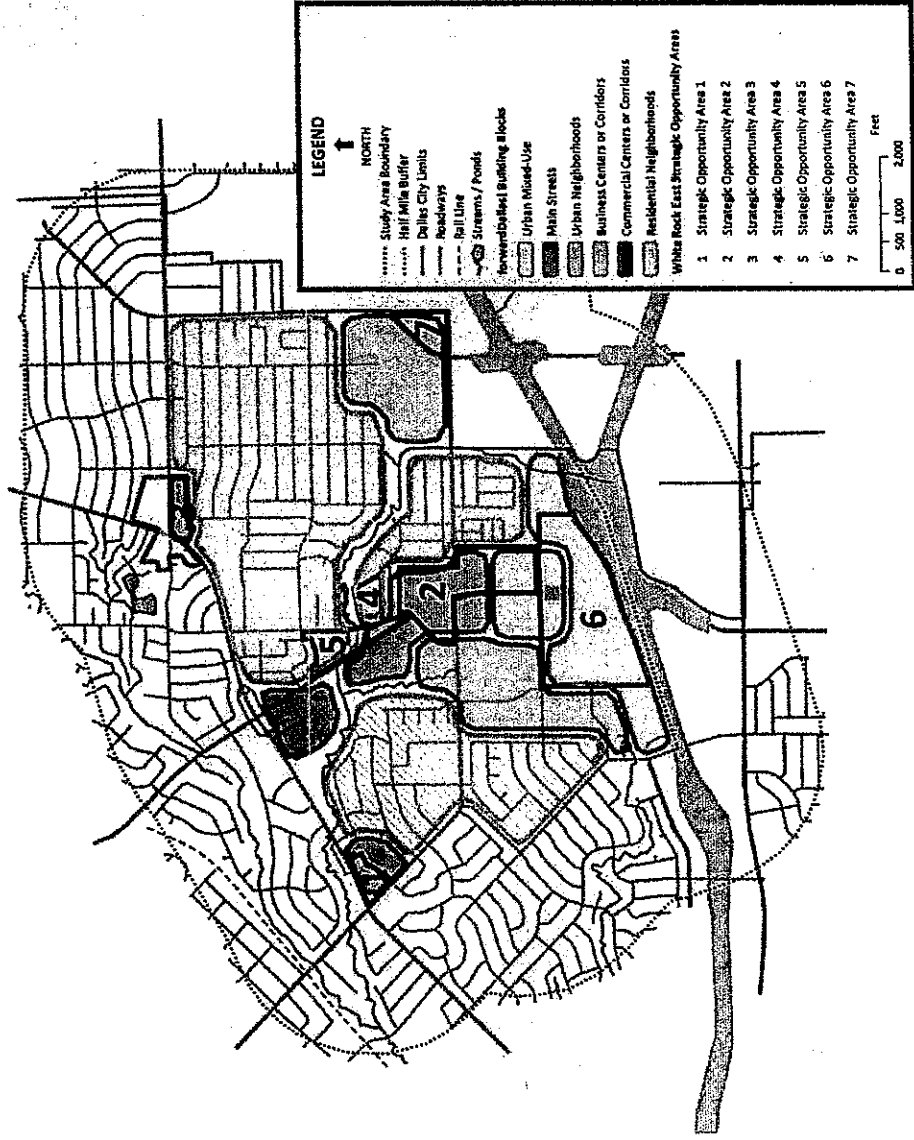
Urban Neighborhoods





forwardDallas! Building Blocks (cont)

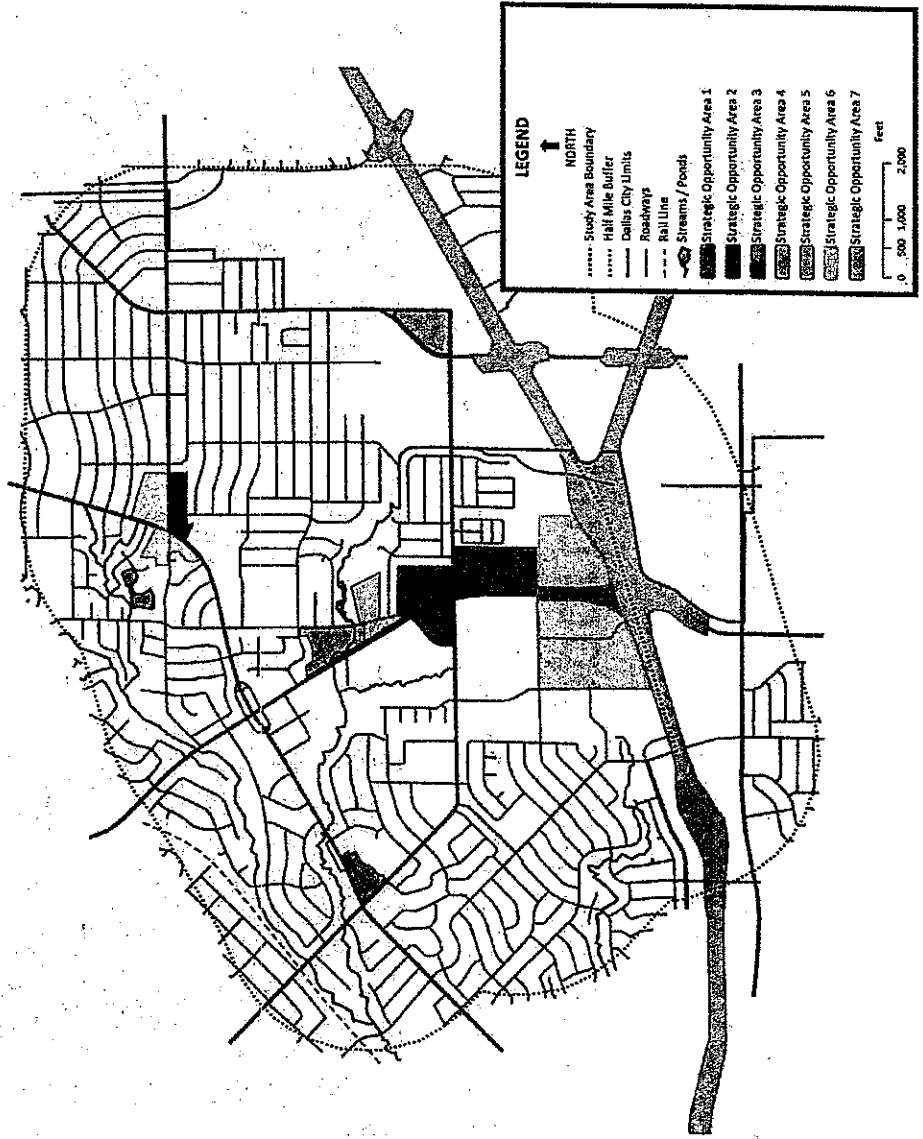
Study Area Building Blocks





Strategic Opportunity Areas

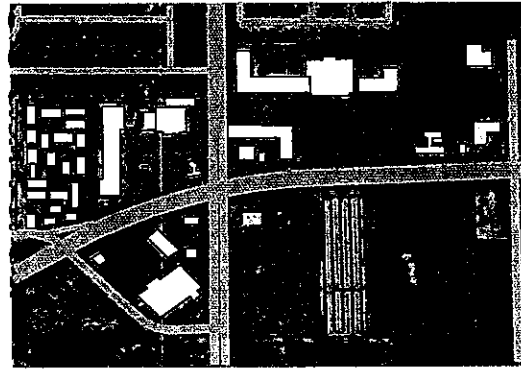
Strategic Opportunity Area locations



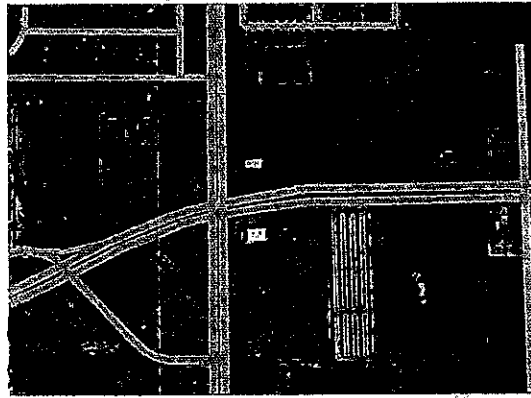


Strategic Opportunity Areas *(cont)*

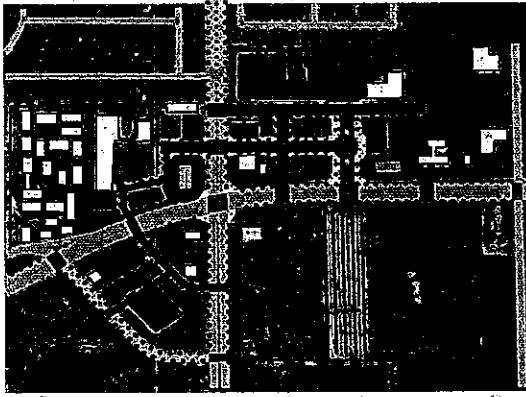
Creating a Strategic Opportunity Areas
conceptual plan through analyzing and



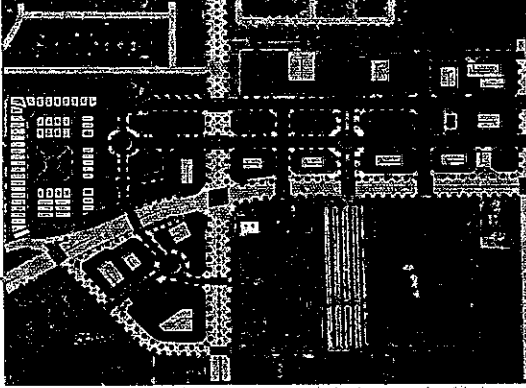
Existing building footprints



Identifying possible street grid



Streetscape treatments and
phased in developments

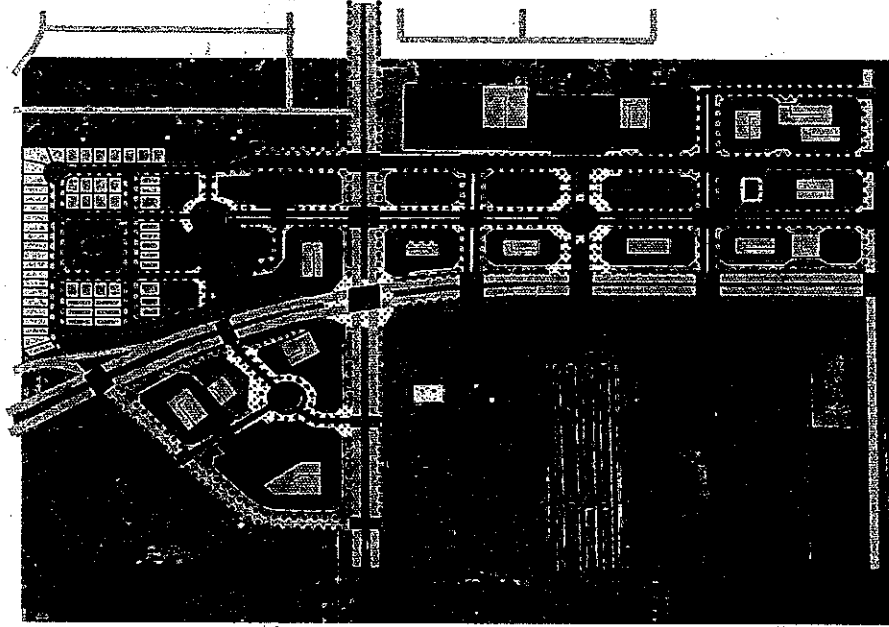
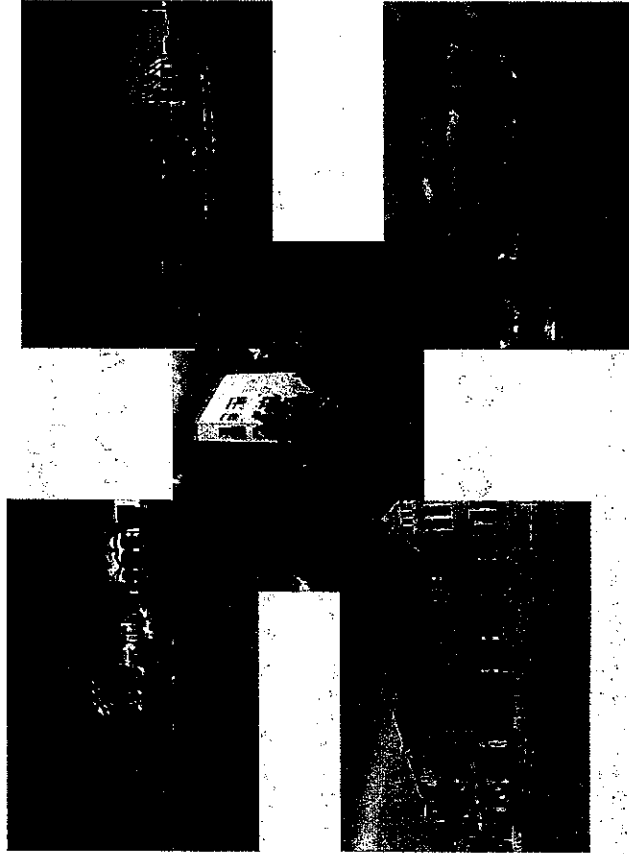


Conceptual plan build-out



Strategic Opportunity Areas *(cont)*

For Example:
Strategic Opportunity Area #2



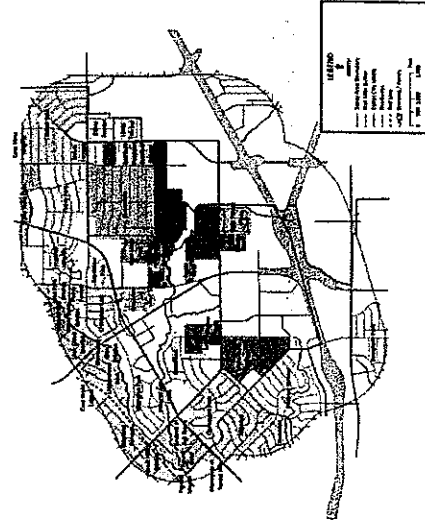
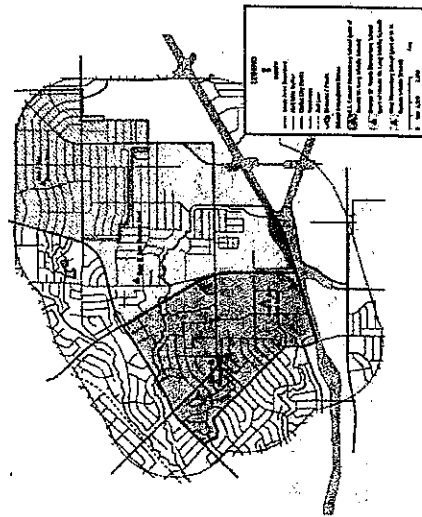
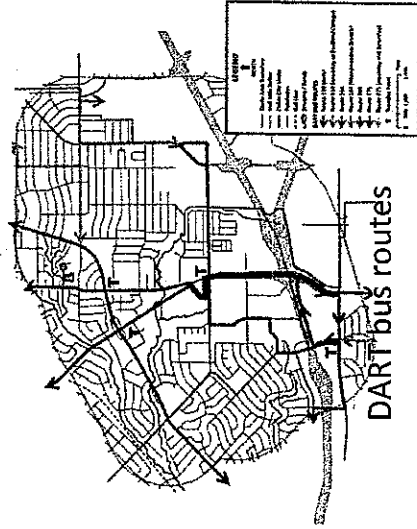
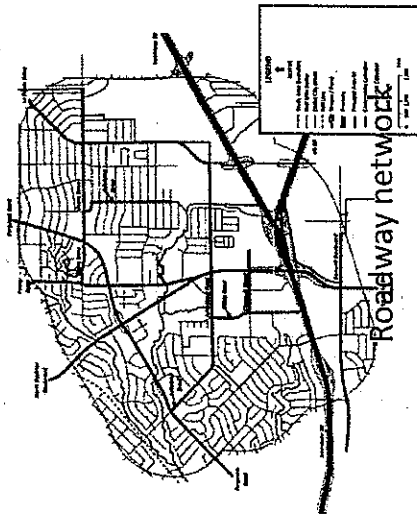


Transportation

Transportation Consensus Vision

The transportation network serving White Rock East focuses equally on the needs and activities of all users. It works in context with adjacent development patterns. Addressing the roadway character of the area's existing thoroughfare network of safe and attractive roads ensures the positive pedestrian experience by the realization of a continuous sidewalk system, greater value to surrounding land uses, and links various areas of the community through sidewalks bike routes and trails. Ultimate success is found in its desirable streets, highways, sidewalks, and trails that promote the safe movement of pedestrians and vehicles while enhancing the community's image.

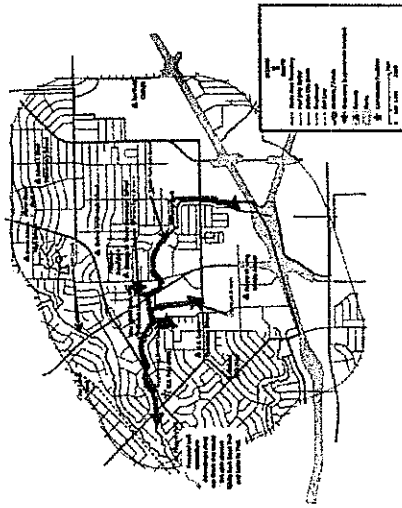
Existing conditions



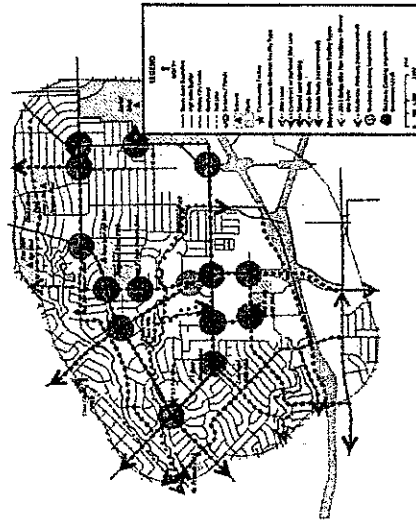


Transportation (cont)

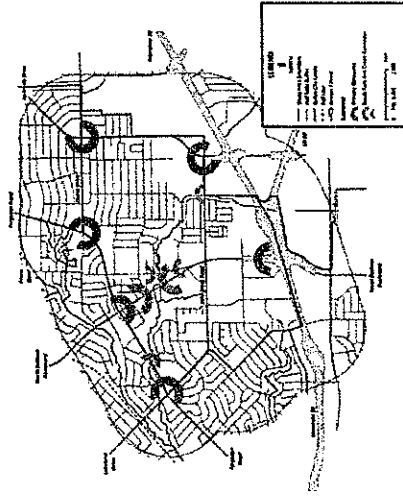
Community desires



Greenway and trails



Draft 2011 Dallas Bicycle Plan



Gateways

Sidewalks on Ferguson, La Prada, Buckner, Etc.!



Quality of Life

Quality of Life Consensus Vision

Enhance the quality of life in the White Rock East area through continued crime reduction, responsive public safety, improved parks, new trails, an accessible library, a variety of housing choices with businesses that meet the residents' needs.



Quality of Life *(cont)*

The Q of L sections addressed interest in the following aspects of the residents of the Study Area:

Police

Fire

Code Compliance

Library

Parks and Recreation

Schools

Public Works/Infrastructure

Housing



Urban Design

Urban Design in White Rock East focused mostly on creating a positive image of the area by improving the appearance and usefulness of the streetscape, especially sidewalks and landscaping.



Economic Development

Under construction, but will look at ways to improve the business environment in the study area.



Implementation

This section looks at the responsibilities for accomplishing the goals and measures identified in each section of the plan, general priorities and timeframes. It includes an extensive chart and looks at the top 10 measures to address as soon as feasible.



Implementation (cont)



IMPLEMENTATION

Goal	Implementation Measure	Responsibility	Time Frame	Current/Future	
Land Use Goal LU.1: Land use and zoning that preserves and protects existing stable neighborhoods to be safe, livable and walkable.	LU.1.1: Consider the Building Blocks as land use guidelines for zoning changes desired by area residents. LU.1.2: Consider the recommendations outlined in the Strategic Opportunity Areas in zoning cases and in the implementation of public improvements. LU.1.3: Encourage redevelopment of townhomes and cluster homes for lower density in lieu of multi-family when there is site redevelopment. LU.1.4: Ensure code compliance in the existing more densely populated areas as well as the residential area. LU.1.5: Solicit more direct input from the residents for changes in development and zoning on an ongoing basis. LU.1.6: Add accessory dwelling units to zoning districts to allow secondary rental residential units as a permitted or specific use.	Sustainable Development and Construction - Current Planning Current Planning Housing/Habitat for Humanity/Economic Development Citizens/Code Compliance Citizens/Ferguson Road Initiative/Elected and Appointed Officials Current Planning/Elected and Appointed Officials	O M S O O M M O S O S	NIL 	
	Goal LU.2: Appropriate zoning for commercial areas that best addresses the community's needs and desires along major thoroughfares and strategic intersections.	LU.2.1: Consider more urban types of development along major thoroughfares as identified in form based zoning districts. LU.2.2: Identify and pursue removal of problem areas that may have nonconforming or illegal uses. LU.2.3: Implement the uses and zoning districts that are desired and/or needed in the community and apply Building Blocks. LU.2.4: Promote desirable infill through rezoning, expedited permitting and incentives. LU.2.5: Solicit repurposing of existing under-performing retail development through public/private partnerships. (See Quality of Life/Housing, Economic Development)	Strategic Planning/Current Planning/Citizens/Property Owners Citizens/Code Compliance/Community Prosecutor/City Attorney Strategic Planning/Current Planning/Elected and Appointed Officials/Citizens Elected Officials/Current Planning The Real Estate Council/Economic Development/FRI/Citizens/Area Realtors	O 	



Implementation *(cont)*

1. Walkability Survey/Sidewalk inventory
2. Improved traffic signalization and crosswalks at Buckner and John West and Buckner at Peavy
3. Continuous school zone adjacent to Bishop Lynch and Truett Elementary
4. Sidewalk construction on improvements on major streets
5. Consideration of zoning changes in Regional Retail and Limited Office districts to revitalize both retail and residential areas.
6. Easier way to have accessory residential units (need better explanation of use and current process)
7. TxDOT improvements to appearance on Buckner at IH 30
8. Lakeland at Ferguson Streetscape improvements (in current NIL)
9. Petition for stop signs on Gross at Rustown
10. Economic Redevelopment Plan for Buckner beginning with a market study.



Next Steps

- Receive additional input and review
- Finalize plan documents
- Briefing City of Dallas City Plan Commission
- Dallas City Plan Commission submittal for recommendations to Dallas City Council
- Briefing City of Dallas Quality of Life Committee
- Briefing at Dallas City Council
- Submittal for Dallas City Council adoption by resolution
- Get to work on implementation!



Acknowledgements

White Rock East Area Study Advisory Committee

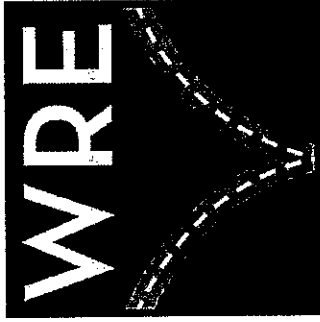
Ellen Childress	John Childress
Pat Copeland	Gus Garcia
Kerry Goodwin	Kimberly Humphries
Georgia King	Lauren Roberts
Vicki Sanger	Desi Tanners
Eileen Williams	

Honorable Carolyn R. Davis, City Council District 7

Ferguson Road Initiative

City of Dallas

Sustainable Development and Construction Department
Strategic Planning Division



Thank you!

Please visit our website at:

<http://www.2pointstowhiterockeast.com/>

And please visit the forwardDallas! and
Ferguson Road Initiative websites at:

<http://www.dallascityhall.com/forwardDallas/index.html>

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

Agenda

Community Meeting 2

2-Points Area Plan

Saturday, January 30, 2010

10:00 – 12:00

New Hope Community Church

- I. Welcome and Introductions
- II. Purpose of the Meeting
- III. Review of December 5, 2009 meeting and map exercise
- IV. Discussion of additions or omissions
- V. Review Weed and Seed information
- VI. Request for names for stakeholder interviews
- VII. Pick three to five specific projects for immediate attention
- VIII. Next Steps

Agenda
Community Meeting

2-Points Area Plan

Thursday, April 1, 2010

7:00 to 9:00 PM

- I. Welcome and Introductions
- II. Purpose of the Meeting
- III. Review and Discussion of Land Use and Zoning
- IV. Introduction to vision, goals etc. for an Area Plan
- V. Next Steps – set dates for future meetings

Agenda
Advisory Committee Meeting

2-Points Area Plan

Saturday, April 24, 2010

10:00 AM to 12:00 Noon

- I. Purpose of the Meeting
- II. Revisit Area Land Uses and Zoning
- III. Look at *forwardDallas!*, the City's Comprehensive Plan and its relationship to 2-Points
- IV. Begin discussion of vision, goals, policies, actions etc. for Land Use
- V. Next Steps

Agenda
Advisory Committee Meeting

2-Points Area Plan

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Saturday, May 29, 2010

10:00 AM to 12:00 Noon

- I. Discuss role of Advisory Committee
- II. Identify and recommend members of Advisory Committee.
- III. Revisit Area Identification
- IV. Continue discussion of visions, goals, policies, actions, strategic opportunity areas with respect to the City's Comprehensive Plan
- V. Next Steps

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, July 10, 2010

10:00 AM to 12:00 Noon

New Hope Center

2835 Peavy Road

- I. Identify and recommend additional members of Advisory Committee.
- II. Identify possible stakeholders/property owners in for interviews
- III. Revisit Area Identification by identifying locations and names of neighborhoods
- IV. Continue discussion of goals, objectives and actions in strategic opportunity areas with respect to the City's Comprehensive Plan focusing on Transportation.
- V. Next Steps:
 - Next meeting date: August 28
 - Begin thinking about where and when to have the next area meeting in September, October or early November

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, August 28, 2010

10:00 AM to 12:00 Noon

New Hope Center

2835 Peavy Road

- I. Request assistance for stakeholders/property owners interviews
- II. Present Introduction
- III. Discuss Demographic and Land Use Overview.
- IV. Next Steps
- V. Set next meeting dates

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, September 18, 2010

10:00 AM to 12:00 Noon

New Hope Center

2835 Peavy Road

- I. Review and Discussion of stakeholders/property owners interviews
- II. Discuss Plan Format
- III. Show Spreadsheet of Goals etc.
- IV. Introduce Consensus Vision Discussion.
- V. Hand out Infrastructure List, Ask for Additions
- VI. Next Steps

Next meeting is Saturday, October 23

Agenda
Advisory Committee Meeting
2-Points Area Plan
Saturday, November 13, 2010
10:00 AM to 12:00 Noon

New Hope Center
2835 Peavy Road

- I. Report on Meetings with City and DART
- II. Discussion Overall Vision Statement
- III. Review Land Use Section
- IV. Review Transportation Section
- V. Discuss Garland Road Corridor Study and How It Relates 2-Points
- VI. Next Steps

Next meeting is Saturday, December 11, 2010

Next Community Meeting? January 15, 2011?

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, January 29, 2011

10:30 AM to 12:30 PM

New Hope Center

2835 Peavy Road

- I. Discussion of the Draft Plan
- II. Reports on continuing work
- III. Surprise
- IV. Preparation for community meeting on February 26, 2011 at White Rock Church of Christ
 - Flyer
 - Translation of flyer into Spanish
 - Distribution of Flyer
 - Where? Schools, Churches, Businesses
 - Contacts?
 - How many?
 - Who will print?
 - PR for the meeting
 - FRI
 - Newspapers
 - Other
 - Prep meeting date and time
- V. Next steps

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, February 26, 2011

10:30 AM to 12:30 PM

New Hope Center

2835 Peavy Road

- I. Presentation – RaceTrac Specific Use Permit (SUP) Wine and Beer Sales
- II. Reports on continuing work
- III. Preparation for community meeting on March 26, 2011 at White Rock Church of Christ
 - Flyer
 - Translation of flyer into Spanish
 - Distribution of Flyer
 - Where/how distribute? Schools, Churches, Businesses
 - Contacts?
 - How many flyers?
 - Who will print?
 - PR for the meeting
 - FRI (write up in e-blast)
 - Newspapers
 - Other
 - Prep meeting date and time
- IV. Next steps
 - Community Meeting
 - Submittal to city staff for review

Agenda

Advisory Committee Meeting

2-Points Area Plan

Saturday, July 9, 2011

4:00 PM

- I. Discussion of Review and Editing
- II. Next Steps
- III. Other Items of Interest to the Committee

Agenda
Advisory Committee

2-Points to White Rock East Area Plan

Sunday, March 4, 2012

2:00 PM

- I. Purpose of the Meeting
- II. Review and Discussion of Action Plan
- III. Next Steps

Agenda
Advisory Committee Meeting

2-Points to White Rock East Area Plan

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Sunday, March 18, 2012

2:00 PM

- I. Review and update Implementation Measures Chart
- II. Discuss Demographics
- III. Next Steps

Agenda
Advisory Committee

2-Points to White Rock East Area Plan

Sunday, April 29, 2012

3:30 PM

- I. Discuss the comments from City Staff
- II. Next Steps

Agenda
Advisory Committee

2-Points to White Rock East Area Plan

Sunday, August 19, 2012

2:00 PM

- I. Update on the Documents
- II. Review and Discussion of Action Plan—
 - Identify 10 items that are the most important
 - Prioritize Implementation Actions in timeframes
- III. Sharing the Plan—how do we do it?
- IV. Third Community Meeting, Saturday, September 15, 2012 at 3:00PM at the White Rock Hills Library branch
 - Flyers
 - Media coverage
 - Refreshments

Saturday, March 26, 2011

dallasnews.com

The Dallas Morning News

3 things to watch

DALLAS

5,000 expected at March for Respect

1 More than 5,000 people are expected for the March for Respect, a 1.5-mile walk through downtown Dallas created to show Texans with developmental disabilities that they are not alone. Festivities begin at 9 a.m. with an information fair, carnival, games and more. The march begins at 11. Follow this story at dallasnews.com.

DALLAS

26 spellers competing in regional bee

2 Twenty-six contestants from 25 counties are scheduled to compete in the 53rd annual Dallas Morning News Regional Spelling Bee. The bee will be broadcast at noon on WFAA-TV (Channel 8). Follow this story at dallasnews.com.

DALLAS

White Rock East plan meeting is today

3 A community meeting about a vision plan for White Rock East (formerly the Two Points area) will begin at 10:30 a.m. today at White Rock Church of Christ, 9220 Ferguson Road. The plan includes a better use of existing buildings, fewer apartments, more townhouses, and better roads and sidewalks. Input from the meeting will be incorporated into the plan before it is presented to the Dallas Plan Commission. Get more community news at eastdallasblog.dallasnews.com.

FAR EAST DALLAS

Area hopes new name brings fresh start

Two Points neighborhood to go by White Rock East

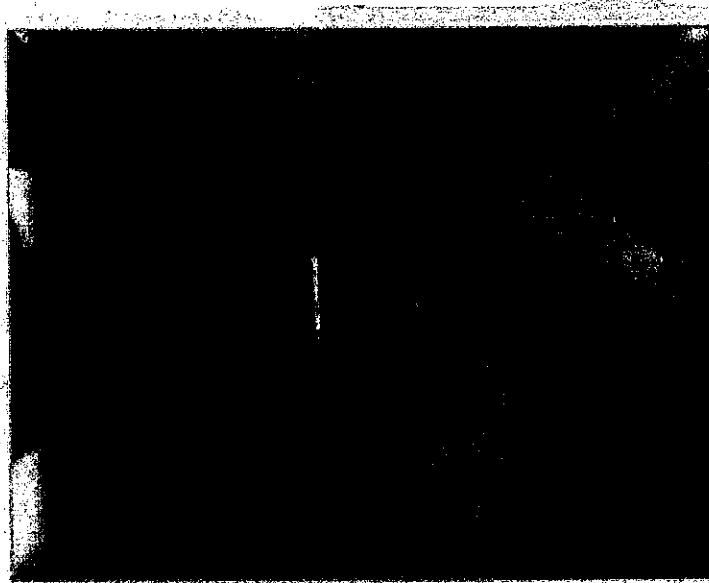
By **NANCY VISSER**
Staff Writer
nvisser@dallasnews.com

Welcome to White Rock East.

That's the new name of a Far East Dallas neighborhood known as Two Points — a nickname said to have originated from a police response code for calls to the area.

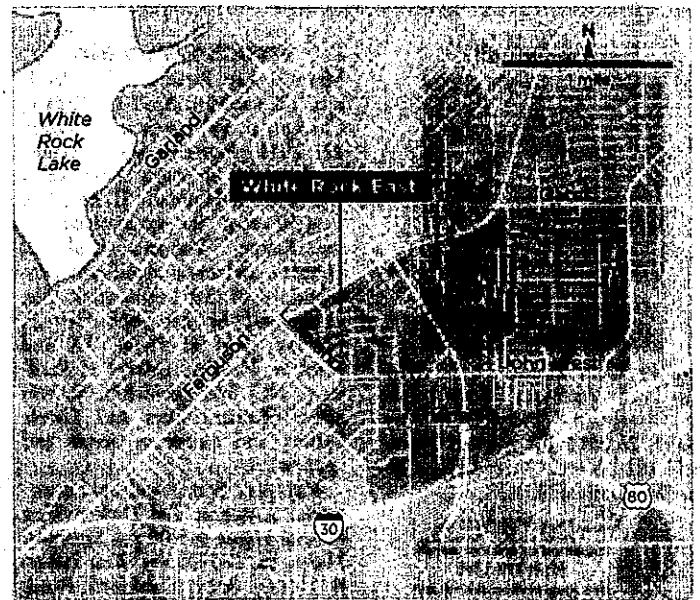
The name change comes with a new neighborhood vision plan created over the last year by a committee of residents working with a professional urban planner. The committee will present the plan at a community meeting Saturday with the hopes that it will become a

See **MORE** Page 6B



Jim Mahoney/Staff Photographer

Ellen Childress, a vision plan committee member, made a necklace from a 9 mm shell casing found outside her window.



Troy Oxford/Staff Artist



Jim Mahoney/Staff Photographer

Alice Garvey makes her way to a coin-operated laundry in White Rock East, formerly the Two Points area. The new name is part of a vision plan for the neighborhood.

More than just a new name

Continued from Page 1B

guide for future projects and development.

White Rock East is among a number of neighborhoods along Ferguson Road that were developed in the 1950s though the 1970s and have suffered urban decay. But longtime residents say new homeowners are attracted to the sturdy, affordable houses. And they see that as a sign that the neighborhoods will come back.

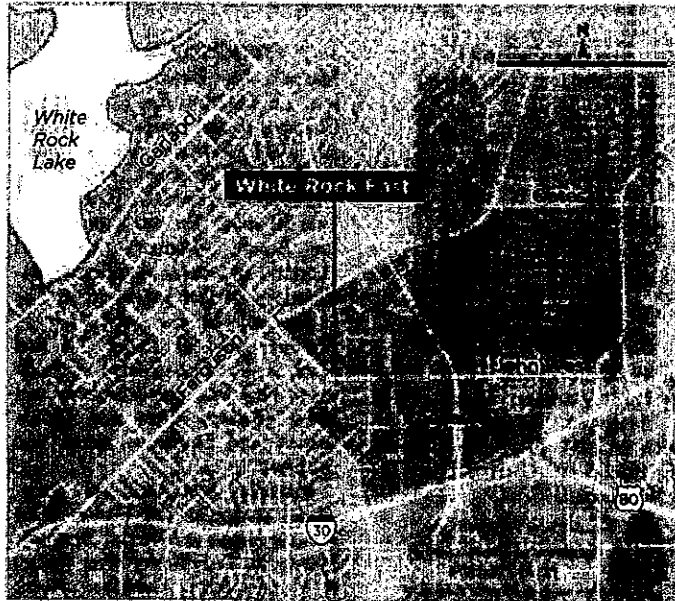
White Rock East, composed of a number of smaller neighborhoods, sits in the heart of Far East Dallas — where Buckner Boulevard cuts across Ferguson to Interstate 30.

It's one of the roughest areas with some of the greatest challenges.

A description on the committee's website notes that Buckner Boulevard is "lined with aging commercial centers, industrial uses, automotive uses and several large multi-family complexes. ... Local schools are overcrowded, neighborhood conveniences are in short supply, transportation choices are limited, and there is a disproportional presence of criminal activity."

The name alone was indicative of the crime problems.

"Two Points was something you used to hear on the police scanner for police calls. You'd hear 'Officer down at Two Points.' It was a nickname, and the nickname stuck," said Ellen Childress, a committee member who heads the Truett Area Crime Watch. "We decided that part of bringing this area up was to get away from that nickname. Our crime rate has dropped 38 percent."



Troy Oxford/Staff Artist

GO & DO Community meeting

A vision plan for White Rock East (formerly the Two Points area) will begin at 10:30 a.m. Saturday at White Rock Church of Christ, 9220 Ferguson Road. To view details of the plan, go to www.2pointsto.whiterockeast.com.

Childress said she joined a handful of other residents in reviving the crime watch program after her house was burglarized in 2005. Back then, she regularly heard gunfire at night, and one morning a 9 mm shell casing was found outside under her bedroom window. She turned it into a necklace as a symbol of their fight.

"My husband drilled a hole in it, and I put it on a chain. I told [City Council member] Carolyn Davis that I would wear it until I didn't hear gunfire anymore," said Childress, who credits Davis with helping address the problems.

"We still hear an occasional shot, but it's been at least nine months. I haven't had it on in a long time," Childress said.

To reflect the neighborhood's transition, the planning project was named "Two Points to White Rock East."

The name change highlights one of the area's assets: Its proximity to the south side of White Rock Lake and other lake neighborhoods.

Other assets cited by residents are the easy access to major interstates; the 10-minute drive to downtown; the sturdy brick homes (including some designed by architect Cliff May); and a strong effort by residents to improve Truett Elementary, which is part of Dallas ISD. Bishop Lynch High, a private Catholic school, also lies in White Rock East.

Childress noted that older homeowners are choosing to stay and young families and professionals are moving in.

The hope is that new businesses and development will also favor White Rock East.

The committee's plan recommends, among other things, a better use of existing buildings, fewer apartments, more townhouses, pocket parks, bike lanes and creek trails, and better roads and sidewalks.

"We want to set the standards for our neighborhood now before developers come in and make changes that don't fit our needs and wishes," Childress said.

Saturday's community meeting will begin at 10:30 a.m. at White Rock Church of Christ, 9220 Ferguson Road. Input from that meeting will be incorporated into the plan before it is presented to the Dallas Planning Commission and ultimately to the City Council.

The White Rock East plan is intended to blend with the Garland Road Vision, which was adopted by the City Council this year, and the Ferguson Road Initiative's plan for Ferguson Road and nearby Greater Casa View.

Vikki Martin, board president for the Ferguson Road Initiative, praised the work of the resident advisory committee, which was appointed by Davis and worked with urban planner Robert Prejean and his team.

"The good thing is that there's going to be a comprehensive strategy for the next 20 years that will come out of the community," Martin said.

FRI making headway with neighborhood plans

By Brooks Powell

East Dallas' Ferguson Road Initiative has reached another major milestone in its 13-year history. In the coming weeks, community leaders will present a redevelopment plan for the 2-Points neighborhood, now called White Rock East, to the Dallas City Plan Commission. The plan includes recommendations for future economic development and improving transportation, land use and quality of life in the area.

Saturday morning, March 26, a group of approximately 100 residents representing 35 community and neighborhood associations in the area met to review the plan and provide

final feedback before it is sent before the Plan Commission.

The White Rock East committee met over the course of the last year to determine the best means to overcome a number of obstacles facing the neighborhood, including deteriorating infrastructure, underperforming schools, crime, suboptimal zoning, aesthetics concerns related to aging properties and shuttered businesses, and a lack of services like grocery stores and restaurants.

Kerry Goodwin, "Weed and Seed" coordinator for the Ferguson Road Initiative, which coordinated the 2-Points committee, said education is a major concern. Truett Elementary, a Dallas

ISD school in the neighborhood, is at 200 percent capacity and has 36 portable classrooms on site, Goodwin said — evidence that sweeping changes are needed.

"Part of this committee's function was to tell D[ISD] that this is not acceptable," said Goodwin. "You have to plan better to serve the children in our neighborhood."

The White Rock East plan will address future permits for multi-family housing in the area so that the number of residents will be balanced with the number of spaces available in classrooms.

2-Points, the name given by Dallas Police to the area

see FRI on page 8

FRI cont'd from page 5

surrounding the intersections of Buckner Blvd., Peavy Rd. and Ferguson Rd., is part of the Ferguson Road Initiative, a 501(c)(3) organization founded in 1998 dedicated to the "complete restoration" of the White Rock Hills community, according to its website.

Crime has been significantly reduced in the area through a series of so-called "weed and seed" grants from the U.S. Dept. of Justice. A portion of the funds provides more law enforcement officers to address street crime and violent crime, drug sales and gang activity. Sixty percent of the federal funds provided in the White Rock East area go toward additional officers and enforcement efforts. As a result, in the last 10 years, violent crime has dropped 61 percent, and overall crime has

dropped 25 percent.

Now that crime is down and the area is safer, the plan, which has received unanimously support from residents, will tell city staff

and administrators what kinds of development they want to return to the area.

Goodwin said in addition to Dallas ISD, partners in the Ferguson Road Initiative include the Texas Dept. of Transportation, which oversees construction and maintenance at Buckner Blvd. and DART, which provides public transportation. Councilmembers Sheffie Kadane and Carolyn Davis have also been instrumental in helping to guide planning and propose ways the city can assist.

The Ferguson Road Initiative is also celebrating the groundbreaking of the first public library in the area. The facility will include 18,000 square feet of books, study space and classrooms and will cost approximately \$8 million. Land for a recreation center has also been acquired.

Goodwin said the new facilities will be welcome additions and are a testament to the positive outlook for the area. "The city is taking note of the fact that the neighborhood is demanding change," Goodwin said.

HISTORY AND PLACE

Today, White Rock East is an area notable for its residential neighborhoods, aging commercial centers, and proximity to White Rock Lake. The area is within a ten minute drive to downtown Dallas and enjoys the advantages of having Eastfield College adjoining its borders. The area has a mini-regional transportation hub with Interstate 30, US 80, and Loop 12 coming together at its front door, allowing easy movement to most locations of the eastern Dallas metro area. It is hard to imagine that Interstate 30 is another next step to improve overland highways that began as far back as the 1840s in the movement of people and goods through eastern Dallas County, or that local tree shaded streets once were open lands being plowed by settlers, or even that there once wasn't a White Rock Lake. What one sees today in the area now known as White Rock East is one period in the incremental steps of this area's growth and development through time.

There were three stages of growth and development that would influence the area's character. These stages coincided or were attributable to growth taking place in the surrounding Dallas area. The three stages included:

1. Early settlement of Dallas County in the second half of the 19th century
2. Formation of Dallas as a regional center in the early 20th century
3. Post World War II expansion and suburbanization through the latter 20th century

The three stages of growth and development could be considered a sum of the incremental steps that have helped shaped White Rock East's character through the 19th and 20th centuries. As the area takes its next steps into the 21st century, its future stabilization and redevelopment should be guided by its place in local history and the important role the area has had in the growth and development of Dallas.

Early settlement of Dallas County in the second half of the 19th century

Following its independence with Mexico in 1836, the Republic of Texas found itself being land rich, but cash poor. The Republic needed people to settle the land and produce goods plus attract investors. Access into the new Republic was limited to ports along the coast and trails along the coastal interior, most notable being the El Camino Real from Natchitoches, Louisiana, to San Antonio. Within a few years leaders of the Republic began a series of initiatives to settle its lands, including the broad, fertile area of Blackland Prairie and Cross Timbers known as the Three Forks where the three forks of the Trinity River come together in today's North Texas.

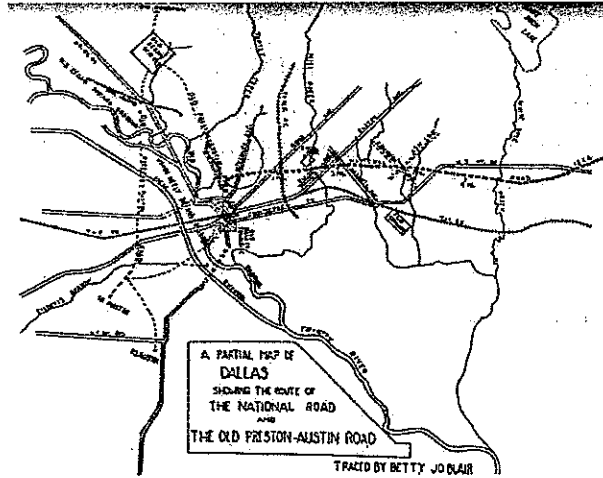
Two attempts were made by the Congress of the Republic to develop a road through the Three Forks area of today's Dallas area to connect with settlements near the Red River and to military roads north of the river. In 1840, the first survey by Col. William H. Cooke established Preston Trail from Fort English near the Red River south to Austin and San Antonio.¹ The second road was surveyed Major George W. Stell in 1844 who blazed a trail that stretched from just north of the new settlement of Dallas east by northeast to the banks of the Red River opposite the Kiamichi River.² The second road was known as the Central National Road of the Republic of Texas and was to link with the overland military roads

¹ John Henry Brown, *History of Dallas County, Texas: From 1837 to 1887* (Dallas: Milligan, Cornett and Farnham, Printers, 1887), 6-10.

² J.W. Williams, "The National Road of the Republic of Texas" *The Southwestern Historical Quarterly* January 1944 207-208.

connecting Fort Towson, in what is now Oklahoma, to Fort Smith, Arkansas, and further north to St. Louis. As considered by Congress, the second road would tie into the first road; thereby providing a connection from St. Louis to San Antonio.³

In the area that would be White Rock East and in eastern Dallas County the Central National Road passed along a general path of today's Samuell Boulevard (old Highway 80).⁴ In eastern Dallas County the road crossed the East Fork of the Trinity River at a location known as Barnes Bridge,⁵ which today is under Lake Ray Hubbard. The success of the Central National Road northeast of Barnes Bridge was short-lived. The quick westward expansion and settlement of the state made other routes such as Preston Trail more attractive.⁶ In addition, the Red River port cities of Shreveport, Jefferson, and Port Caddo helped established freight routes supplying North Texas. The Dallas to Shreveport Road was considered a major highway through northeast Texas and its main western leg connected with the Central National Road at Barnes Bridge.⁷



Central National Road of the Republic of Texas in Dallas
 Source: J.W. Williams, "The National Road of the Republic of Texas" (*The Southwestern Historical Quarterly*, January 1944, Vol. XLVII, No. 3), p. 219.

At the same time that the Republic of Texas was developing roads across northern part of Texas, the young Republic was also trying to woo investors to encourage settlements. To help make this possible the Republic used empresario grants to attract outside investors. An empresario was a carryover from Spanish and Mexican rule in which land was exchange to an agent or organization in return for bringing in and safeguarding new settlers.

Two empresario grants were made in what is now North Texas – the Peters' Colony and the Mercer Colony. The Peters' Colony was the largest and covered most of today's Dallas County, including the area that is today's White Rock East. Backed by American and English investors and led by William S. Peters, the Louisville, Kentucky-based Peters' Colony began attracting settlers as early as 1841.⁸ North Texas then was open country; however, it was known for its plentiful springs and creeks and fertile Blackland Prairie. For settlers to obtain land certain conditions had to be met, including occupying the

³ Williams, "The National Road of the Republic of Texas" 220.

⁴ Williams, "The National Road of the Republic of Texas" 222.

⁵ Williams, "The National Road of the Republic of Texas" 209.

⁶ Williams, "The National Road of the Republic of Texas" 220.

⁷ Jerry M. Flook, *Forney Country: A History of Northwestern Kaufman County, Texas* (Marceline, Missouri: Walsworth Publishing Company, 1998), 33.

⁸ John Henry Brown, *History of Dallas County, Texas: From 1837 to 1887* (Dallas: Milligan, Cornett and Farnham, Printers, 1887), 14-15.

land and making improvements. A single adult would receive 320 acres and each family man would receive 640 acres.⁹ Some of the first settlers to arrive east of White Rock Creek include Samuel Beeman, James Beeman, George Cox, John Cox, and William Chenault. Many of the early settlers' names can be found on roads, cemeteries, and smaller creeks in the general area.

By the end of 1845 the Republic of Texas would dissolved to become the 28th state of the United States. On March 30, 1846, Dallas County would be created from Robertson and Nacogdoches Counties, and organized on July 13, 1846. During the period between statehood and through the Civil War, Dallas County grew but was dependent on supplies from distant ports. Early pioneers had to depend on one another. Near the area that would be White Rock East, Elder Amon McCommas built one of the first grist mills at his home in the late 1850s. The grist mill was operated by horse power and was noted for being well patronized for many years.¹⁰ Around 1863, immediately east of Dallas on White Rock Creek, a steam grist and saw mill was built, which also served many residents.¹¹

Following the Civil War, the railroads reached Dallas. While no railroad passed through what would one day be the White Rock East area, two railroads passed close enough to support nearby communities. The westward building Texas and Pacific Railway entered Dallas County in 1873, just over a mile south of today's White Rock East, and established Mesquite as its main stop in eastern Dallas County.¹² By 1886 the Gulf, Colorado, and Santa Fe Railway built its rail line northwestward, passing through a small community called Ola, later renamed Reinhardt in honor of the railroad's president.¹³ The rail stop in Reinhardt was less than a mile north of today's White Rock East.



Sam Street's Map of Dallas County, Texas (focused in on East Dallas and White Rock East); circa 1900.

Source: From the Collections of the Dallas Public Library; Reprinted by Friends of the Dallas Public Library, Inc.

⁹ Brown, *History of Dallas County, Texas: From 1837 to 1887*, 15.

¹⁰ John H. Cochran, *Dallas County – A Record of its Pioneers and Progress* (Dallas: Mathis, 1928), 116.

¹¹ Cochran, *Dallas County – A Record of its Pioneers and Progress*, 117.

¹² Sam Acheson, *Dallas Yesterday* (Dallas: Southern Methodist University Press), 1977, 75.

¹³ Matthew Hayes Nall, "Reinhardt, TX." *Handbook of Texas Online*, accessed April 9, 2011, <http://www.tshaonline.org/handbook/online/articles/htr07>.

Surrounding places

The open country of eastern Dallas County was fast being fenced off, having received most of its first wave of settlers. Farms and ranches were established and wagon roads helped define the landscape. Important government business and trading were conducted in the county seat of Dallas; however, smaller communities became established to handle the weekly needs of residents in nearby farms and ranches. Those needs could include visits to a general store to handle business and catch up local news, stopping by a post office, going to school, or attending church on Sundays and visiting with neighbors afterwards. Towards the end of the 19th century the developed character of the area that would one day be White Rock East in eastern Dallas County was mostly agricultural with support communities and basic transportation network, plus a local institution.

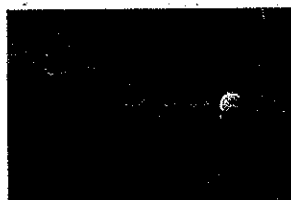
As the crow flies and within a five mile range from today's intersection of North Buckner Boulevard and John West Road were the following early Dallas County places:



Buckner Baptist Children's Home – Located at 5200 South Buckner Boulevard in Dallas, it was the inspiration of Baptist pastor Robert Cooke Buckner. After raising funds and filing a charter with the state of Texas creating Buckner Orphans Home in 1879, Buckner purchase the site that is today's campus in 1880. The home cared for approximately 500 children towards the end of the 19th century.¹⁴



Calhoun – Originally located where today's Fisher Road crossed the former Missouri, Kansas, Texas Railroad (now a DART light rail line), Calhoun has been absorbed by the city of Dallas. Prior to the coming of the railroad, the area known as Calhoun was once called Fisher. This earlier name was possibly related to Tom Fisher who settled in the area in 1844. By the late 19th century, Calhoun had a post office and two general stores.¹⁵ Nearby is Cox Cemetery, where many early settlers of eastern Dallas County were buried.



Reinhardt – Originally located where today's Peavy Road crosses the Burlington Northern Santa Fe Railroad tracks, Reinhardt has been absorbed into the city of Dallas. In the late 1880s the town had a racetrack, hotel, several churches and stores. The town had one school for white students and another school for black students. In addition, the town had a post office, which closed in 1930.¹⁶

¹⁴ Betty Ensminger Patterson, "Buckner Baptist Children's Home." *Handbook of Texas Online*, accessed April 10, 2011, <http://www.tshaonline.org/handbook/online/articles/ynb05>.

¹⁵ Matthew Hayes Nall, "Calhoun, TX (Dallas County)." *Handbook of Texas Online*, accessed April 9, 2011, <http://www.tshaonline.org/handbook/online/articles/hvclr>.

¹⁶ Matthew Hayes Nall, "Reinhardt, TX." *Handbook of Texas Online*, accessed April 9, 2011, <http://www.tshaonline.org/handbook/online/articles/htr07>.



Scyene – Originally located where today’s Scyene and San Augustine Roads intersect, this early community has been absorbed into the city of Dallas. The town of Scyene was founded in 1854; however, in prior years it was known as Prairie Creek and Thorpville.¹⁷ There are several stories related to the naming of the former town. According to a local historical and genealogical society, the town was named after an Egyptian town referred to in the Bible in the Book of Ezekiel. This Biblical city was spelled ‘Syene,’ which means ‘Key’ or ‘Opening.’¹⁸ Another story has a Frenchman who was one of the early settlers of the area, proposed the name change to Siene, but local residents had a different take on the spelling resulting in Scyene. Scyene was one of two stops for stagecoaches passing through eastern Dallas County; however, when the Texas and Pacific Railway was expanding its tracks westward through the area Scyene’s voters balked at paying the railroad a bonus. The railroad company decided to bypass the community and established their own town of Mesquite, which soon outgrew Scyene. Most early residents of Scyene were law-abiding citizens; however, during Reconstruction the area around Scyene attracted several notable outlaws of their day, including Cole and Bob Younger, Frank and Jesse James, and Myra Belle Shirley, aka Belle Starr.¹⁹

Formation of Dallas as a regional center in the early 20th century

During the first decades of the 20th century, Dallas was becoming more established as a regional center in the Southwest and *the* regional center of North Texas. In Texas, Dallas, Houston and San Antonio were becoming the dominant centers for population and commercial growth. In North Texas, Dallas was growing at the expense of most of its surrounding towns and cities, which were experiencing slower rates of growth. This was a time when people were moving from farm to city in search of jobs and opportunities. Dallas was becoming a banking center for the Southwest at the same time oil was being discovered across the state. During this time industrialization was influencing the formation of Dallas. Industrial goods were providing more opportunities for growth as well as greater leisure time. And with this growth came a greater need for housing, better roads, and to plan for the city’s future growth.

While Dallas’ growth and development was spurring new urbanization, the area that would one day be White Rock East remained rural. Still, through incremental steps the countryside was being drawn in by Dallas’ growth and Dallas needed the resources out in the country. Most notable at the time was the development of White Rock Lake. Dallas needed a reliable source of drinking water for the fast growing

¹⁷ Susanne Starling, “Scyene, TX.” *Handbook of Texas Online*, accessed April 12, 2011, <http://www.tshaonline.org/handbook/online/articles/hvs48>.

¹⁸ Stella Bryant and Frances Miller, “The History of Old Scyene” *The ‘Old Scyene’ of Dallas Historical and Genealogical Society* January and March 1977, 6.

¹⁹ Susanne Starling, “Scyene, TX.” *Handbook of Texas Online*, accessed April 12, 2011, <http://www.tshaonline.org/handbook/online/articles/hvs48>.

city and acquire 2,291.9 acres of land along the creek for \$178,420.²⁰ Workers camped at the lake site during its construction completing the dam, spillway, and pump station in 1911.²¹ Due to drought, it would take three more years for the lake to fill to its 1,000+ acre capacity. While the lake was supposed to support the water needs of Dallas for the next one-hundred years, by 1929 Lake Dallas in Denton County was completed to provide drinking water for Dallas citizens and White Rock Lake was phased out.²² That same year the city transferred the land around White Rock Lake to the Parks and Recreation Department, thereby creating White Rock Lake Park,²³ a Dallas destination for locals and visitors that is celebrating its 100th anniversary in 2011.

In the early 20th century a more subtle event took place that would have a far reaching impact on country's landscape, most notably around major urban centers. In its early development in the late 19th century the automobile was a considered a novelty, but as the popularity and affordability of automobiles grew during the first decades of the new century there was a need for better roads. During this time most roads across the nation were still little more than wagon trails. This was true in most rural sections of Dallas County. The roads tended to have deep ruts that were uncomfortable to drive on and easy to get bogged down in during wet weather. The need for better roads in Dallas County was approved by voters in 1903 and again in 1904.²⁴ By the summer of 1905 county commissioners identified twelve existing wagon roads for improvements, including Garland Road and East Pike (today's Samuell Boulevard and Tripp Road) near today's White Rock East.²⁵

To goad on improvements for better roads auto enthusiast and auto clubs started establishing "named highways." Most of these named highways would be regional, either identified within a single state or being an alignment of several adjoining states; however, a few named highways functioned as transcontinental highways. Two of these coast-to-coast named highways passed through Dallas and eastern Dallas County. The most well known of these two was the Bankhead Highway. In 1919, the Bankhead Highway was established connecting Washington, D.C. to San Diego, California, via Dallas and other points in between. In the eastern portion of Dallas County the Bankhead Highway used Garland Road as its path. The signs used to identify the Bankhead Highway had three horizontal stripes with a yellow stripe at the top, a yellow stripe at the bottom, and a white stripe in between with a notable "BH" in the middle of the white stripe.²⁶

The other transcontinental named highway to pass through the area was the Dixie Overland Highway, linking Savannah, Georgia, with San Diego, California, via Dallas. With its beginnings from the Automobile Club of Savannah, Georgia, the Dixie Overland Highway Association was formed in July 1914

²⁰ Frances James, "White Rock Creek" *Stories of the Pioneers*, accessed May 29, 2011, <http://www.dallaspioneer.org/stories/historical.php?ID=333>.

²¹ Nancy Visser, "Dallas' Rock for the ages" *The Dallas Morning News*, March 6, 2011, 20A.

²² Visser, "Dallas' Rock for the ages" 20A.

²³ Visser, "Dallas' Rock for the ages" 20A.

²⁴ Jeff Dunn, "The Development of Automobile Roads in Dallas County: 1905-1926" *Legacies: A History Journal for Dallas and North Central Texas*, Spring 2000, 14.

²⁵ Dunn, "The Development of Automobile Roads in Dallas County: 1905-1926" 14.

²⁶ Dunn, "The Development of Automobile Roads in Dallas County: 1905-1926" 20.

that identified a year-round, ocean to ocean highway.²⁷ The Dixie Overland Highway entered eastern Dallas County from Forney following the East Pike into the city of Dallas. The highway's signs featured a blue border with red letters "DOH" centered on a white background.²⁸ By 1926 named highways were being replaced by a United States Numbered Highways. The Dixie Overland Highway was one of the few named highways to evolve into the US highway network, with most of the route being today's US 80.²⁹

Improvements to the local road network and the growing popularity of the automobile helped foster in the development of suburbs, further expanding Dallas outward. A 1930 map of Dallas showed several residential neighborhood streets expanding eastward past White Rock Creek, including Forest Hills, Parkdale, and what is called today the Peninsula in Lake Highlands.³⁰ Eight years later a transit map of the city showed the initial streets that are part of today's Little Forest Hills and Casa Linda Estates.³¹

Post World War II expansion and suburbanization through the latter 20th century

Dallas, like the rest of the nation, was caught up in the events of World War II during the first half of the 1940s. The years following the war brought with it rapid growth and development in the Dallas area. What would one day be today's White Rock East experienced some of the greatest changes in its landscape and character. The first phase of developments were not urban or suburban, but were considered desirable at the periphery of the city due to noise issues and the need for large, inexpensive tracts of land. These early developments also took advantage of the area's expanding transportation network that allowed them to be outside the city's bedroom communities but within easy driving distance. An overlapping second phase of developments was more suburban in character, with residential neighborhoods, schools, and shopping centers.

List below are first phase notable developments that influenced today's White Rock East:

White Rock Airport – Located at what would be the southeast corner of Lakeland Drive-John West Road and Hunnicut Road, the airport was started in 1941 with a sod runway.³² Between the old airport and North Buckner Boulevard was the former Buckner Boulevard Drive-In. Over the next thirty years the airport was improved with an asphalt north-south runway, a grass runway, and several airplane hangars. During the late 1960s and early 1970s the airport site was getting too valuable to serve as an airport and several attempts were made to get it zoned for higher density apartments and duplexes. Sometime during the mid-1970s the airport eventually did close and the former airport site was turned into White Rock Village – a

²⁷ Richard F. Weingroff, "U.S. Route 80 The Dixie Overland Highway" *Highway History*, U.S. Department of Transportation, Federal Highway Administration, accessed June 2, 2011, <http://www.fhwa.dot.gov/infrastructure/us80.cfm>

²⁸ Jeff Dunn, "The Development of Automobile Roads in Dallas County: 1905-1926" *Legacies: A History Journal for Dallas and North Central Texas*, Spring 2000, 21.

²⁹ Richard F. Weingroff, "U.S. Route 80 The Dixie Overland Highway" *Highway History*, U.S. Department of Transportation, Federal Highway Administration, accessed June 2, 2011, <http://www.fhwa.dot.gov/infrastructure/us80.cfm>

³⁰ Map of Dallas – 1930 (Dallas: M.H. West, January 1, 1930), From the Collections of the Dallas Public Library.

³¹ Map 8, Dallas – 1938, From the Collections of the Dallas Public Library.

³² Polly Sherwood, "Cotton Patch Landing is Birth of Airport" *Dallas Time Herald* December 6, 1944, 13.

single family housing development by house builder Fox & Jacobs.³³ Many of the streets in White Rock Village reflect names in aviation, including Cessna, Grumman, O'Hare, Lindbergh, Sikorski, and Rickenbacker.

Buckner Boulevard Drive-In – Located at 3333 North Buckner Boulevard, the Buckner Boulevard Drive-In opened June 1948 and closed sometime during the early 1980s.³⁴ The drive-in theater, notable for its circus clown face on the back of the outdoor screen, had a capacity for approximately 400 cars. The site for the former Buckner Boulevard Drive-In has now been redeveloped into a mini-warehouse establishment.

Devil's Bowl Speedway – Opened in 1949, the original dirt racetrack was located near the Buckner Boulevard Drive-In and White Rock Airport north of John West Road.³⁵ The early circle dirt track was notable for its modified jalopys, noise, and flying dust. In 1968 the Devil's Bowl Speedway moved to its current location on Lawson Road in Mesquite.

Wintergarden Ballroom – Located at 1616 John West Road, the building that used to house the Wintergarden Ballroom now serves as a storage structure. The building was built in the late 1960s and used to feature named rock groups. While some sources indicate that the entertainment venue closing in the late 1970s, Cole Directory indicates its existence into 1987.³⁶

Extending beyond the first phase developments are several noteworthy second phase developments that still define White Rock East's character. These include the following:

Interstate 30 – Interstate 30 is a 367 mile long route stretching from North Little Rock, Arkansas, on the east to Interstate 20 west of Fort Worth. The general path of Interstate 30 follows a parallels path with US 67 between Little Rock and Dallas. During the 1950s US 67 was improved to a twin highway from east of Dallas (at Samuell Boulevard at Jim Miller Road) to Rockwall and later upgraded to Interstate standards during the early 1960s. Between downtown Dallas and Mesquite the freeway referred to as East R.L. Thornton Freeway. The section between downtown Dallas and Loop 12 (North Buckner Boulevard) is eight-lanes plus an HOV lane. This section is planned to be reconstructed under the Eastern Gateway project to 12 lanes by 2020.



December 6, 1944, "The Dallas Times Herald" story about the early beginnings of White Rock Airport in 1941 (Dallas Public Library).

³³ Fox & Jacobs advertisement, *Dallas Times Herald*, May 22, 1977, p. H-3.

³⁴ "Interstate Theater Collection" accessed June 2, 2011, <http://www.dallaslibrary2.org/texas/archives/07701.html>.

³⁵ Devil's Bowl Speedway, accessed April 6, 2011, <http://www.devilsbowl.com/HISTORY.html>

³⁶ 1987-88 Cole Director for Dallas and Suburbs, Cole Publications, 1987, .

George W. Truett Elementary School – Located at 1811 Gross Road, the school was opened in 1957 to serve the new residential neighborhoods being built nearby. Part of the Dallas Independent School District (DISD), Truett Elementary serves pre-kindergarten through fifth grades. The school is named in honor of Dr. George Washington Truett, who began his ministry at First Baptist Church in Dallas and served as its pastor for 47 years.³⁷

Big Town Shopping Center – Proclaimed the ‘City of Shops’ in a 34-page newspaper section dedicated to the new mall, the 600,000 square-foot Big Town Shopping Center was the first enclosed, air-conditioned shopping mall in the Southwest.³⁸ Developed by Gerri Von Frellick of Denver, the 77-acre retail center with 7,000 parking spaces represented Dallas’ emerging suburban lifestyle.³⁹ Despite its claim to fame, the last anchor tenant closed in the early 2000s and the mall was torn down several years later. The mall has since been demolished. It was located at 800 Big Town Shopping Center, southeast of US 80 and North Buckner Boulevard and within the buffer area surrounding White Rock East.

Bishop Lynch High School – Located at 9750 Ferguson Road, Bishop Lynch High



February 25, 1959, "Dallas Times Herald" 34-page spread about the opening of Big Town Shopping Center (Dallas Public Library).

³⁷ George W. Truett Elementary School, *Dallas Independent School District*, accessed May 31, 2011, http://www.dallasisd.org/schools/realtor_new.cfm?id_con=156.

³⁸ "City of Shops – Big Town Offering New Idea" *Dallas Times Herald*, February 25, 1959, Section 2-E.

³⁹ "City of Shops – Big Town Offering New Idea" Section 2-E.

School opened in 1963 with less than 400 students. The school now has over 1,000 students in grades nine through twelve. Founded by the Dominican Order in the Roman Catholic Diocese of Dallas, this co-educational Catholic high school is named in honor of Joseph Patrick Lynch, who served as Bishop of Dallas from 1911 until his death in 1954. Bishop Lynch remains the longest-serving Catholic bishop in the United States.⁴⁰

S.S. Conner Elementary School – Located at 3037 Greenmeadow Drive, S.S. Conner Elementary School is part of the DISD. Conner Elementary, which opened in 1965, serves pre-kindergarten through fifth grades. The school is named in honor of Samuel Sherman Conner,⁴¹ a successful Pleasant Grove businessman, land owner, and promoter of education for all who served the community until he died at 80 in 1946. In the DISD's history three schools have been named in his honor – a high school, a middle school, and today's elementary school in White Rock East.⁴²

Eastfield College – One of seven colleges that make up the Dallas County Community College District, Eastfield College opened on September 14, 1970 to serve eastern Dallas, Mesquite, and Garland.⁴³ At one time the college campus was identified as the site for the Casa View Country Club.⁴⁴ The main campus' address is 3737 Motley Drive in Mesquite; however, the college also has a western entrance fronting White Rock East on La Prada Drive. Eastfield College provides academic, occupational, technical, and continuing education opportunities to enhance students' learning achievement. Eastfield College also has a Pleasant Grove satellite campus.

During Dallas' Post World War II suburban expansion, several neighborhood subdivisions and shopping centers that make up today's White Rock East as well as those nearby were developed. These included the following (approximate years):

White Rock East (*shopping centers and community services in italics*)

1955-1957 – Cloverdale

1955 – Casa Terrace

1961-1962 – Eastwood

1963-1964 - Crestview

1968 – Hillview Terrace

1972 – *Safeway (turned bingo hall) at the northeast corner of North Buckner Boulevard at John West Road*

1974 – *Buckner Plaza at the northeast corner of North Buckner Boulevard at John West Road*

1976 – White Rock Village

1977 – *East Town at the northwest corner of North Buckner Boulevard at John West Road*

1979 – *US Post Office at Ferguson Road and Lakeland Drive*

1984-1985 – *Westglen Shopping Center at Ferguson Road and Lakeland Drive*

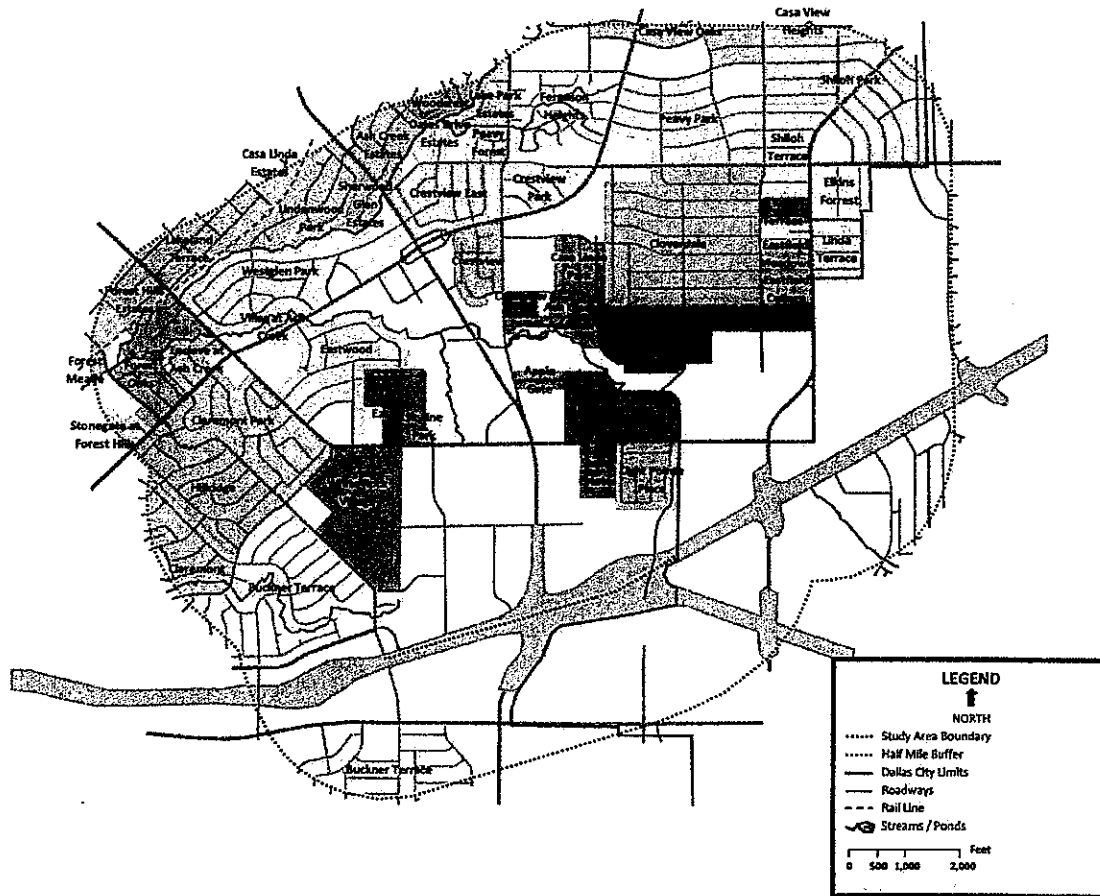
⁴⁰ "Bishop Lynch, 81, Dies; Rites Set" *The Dallas Morning News*, August 19, 1954, 1.

⁴¹ S.S. Conner Elementary School, *Dallas Independent School District*, accessed May 31, 2011, http://www.dallasisd.org/schools/realtor_new.cfm?id_con=136.

⁴² S.S. Conner Elementary School

⁴³ "On-Time Opening Slated for Two Junior Colleges" *The Dallas Morning News* September 10, 1970, 2A.

⁴⁴ City of Dallas, Department of City Planning and Department of Parks & Recreation, *Parks & Open Spaces – Dallas Metropolitan Area: A Master Plan Report* (Dallas: City of Dallas, April 1959) 99.



Neighborhood subdivisions in White Rock East.

1985 – Towne Market at the southeast corner of North Buckner Boulevard at John West Road

2006 – Light Pointe Place

Areas surrounding White Rock East (shopping centers in italics)

1946 – *Casa Linda Shopping Center* at North Buckner Boulevard and Garland Road

1948 – Lakeland Terrace

1953-1956 – Casa View Oaks

1954 – Peavy Park

1954 – Casa View Heights

1954-1955 – Westglen Park

1955 – Casa View Crest

1955 – Shiloh Park

1955-1959 (+ recent developments) – *Casa View Shopping Center* at Ferguson Road at Gus

Thomasson Road

1956 – *Oates Plaza*

1956-1957 – Crest View Park

1957 – Ferguson Village at the northeast corner of Ferguson Road at Oates Drive

1957-1958 – Ferguson Heights

1957-1965 – Claremont

1961-1962 – Claremont Park

1961-1962 – Hillridge

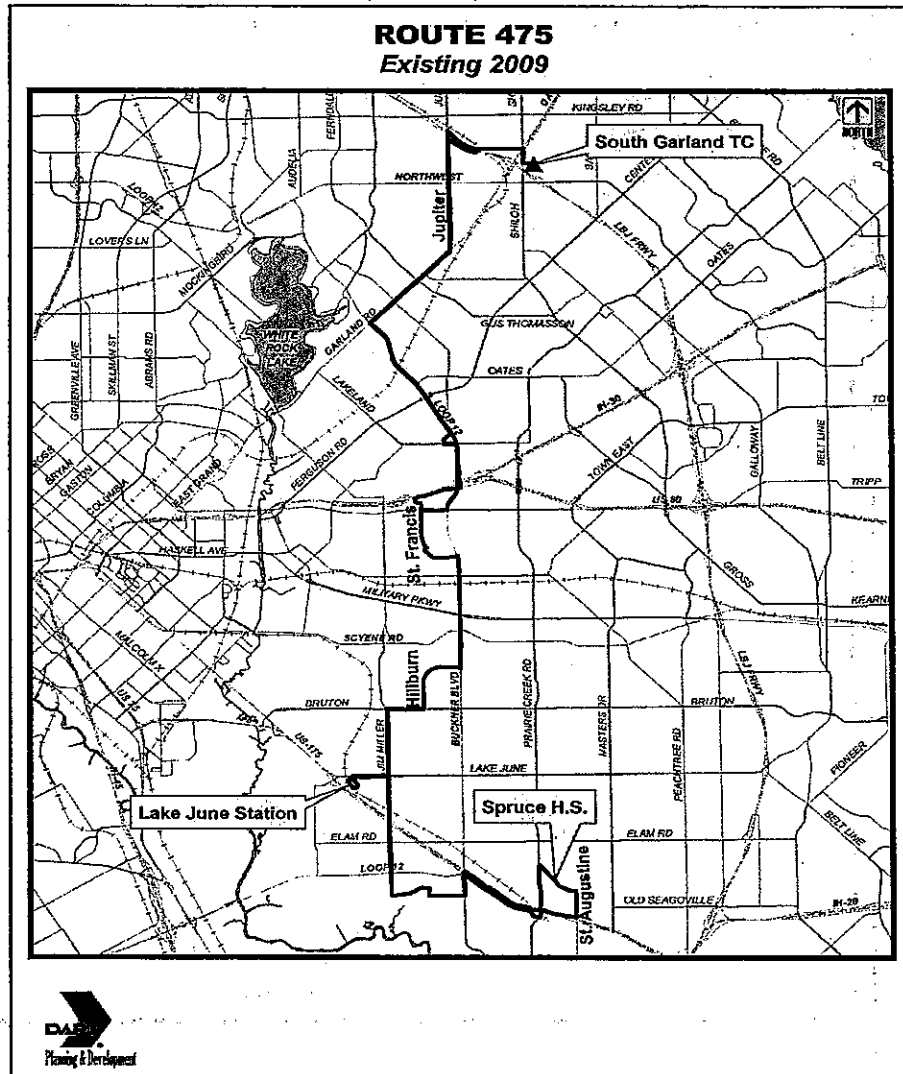
1962-1963 - Crestview

1963-1979 – Buckner Terrace

1963-1965 – Lindenwood Park

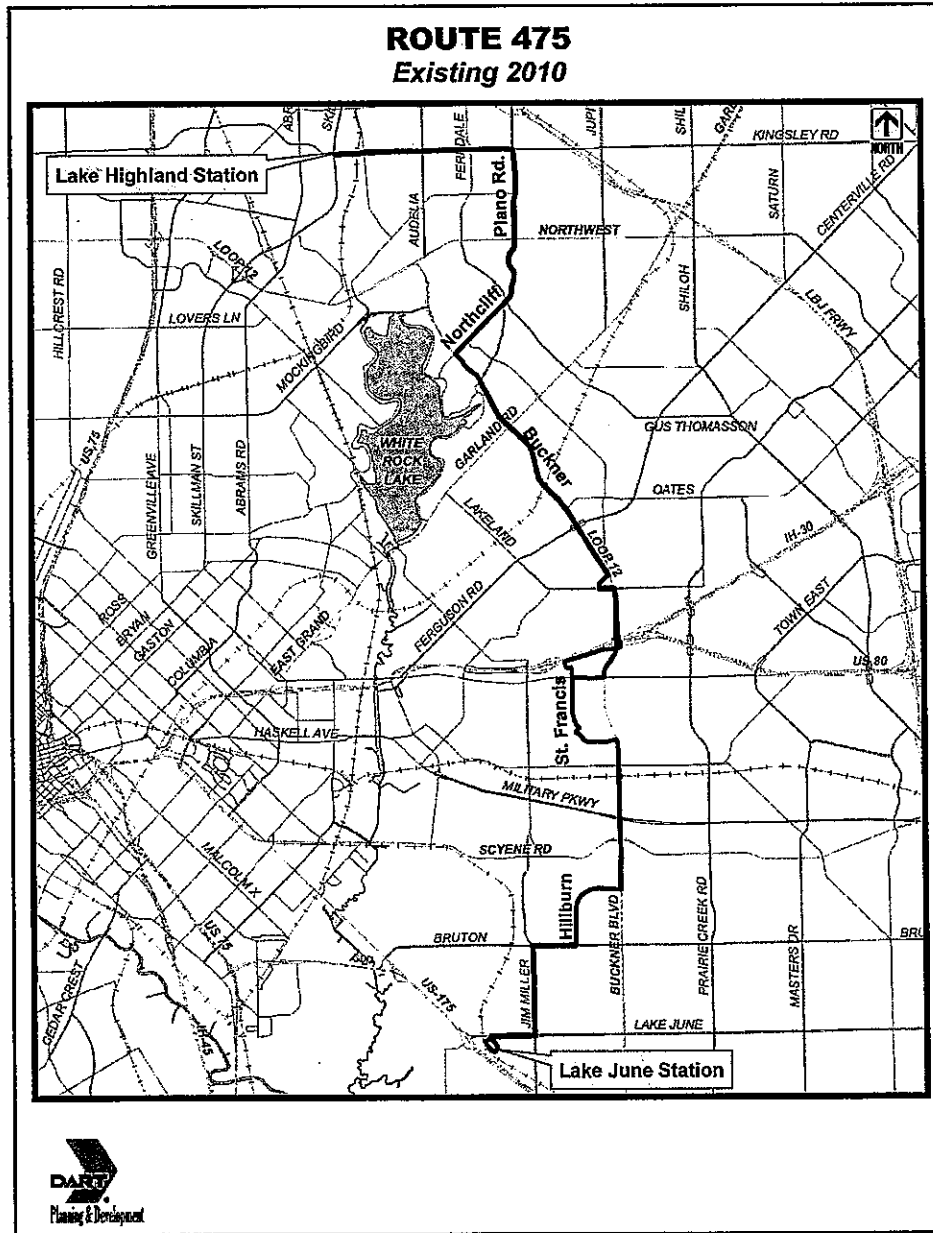
The following is a response for additional review by DART on the draft of the 2-Points to White Rock East Area Plan. It is provided as a supplement to the Transportation section as it was received after the draft was complete, but is applicable for reference.

1. Would you please explain the significant changes to Route 475?



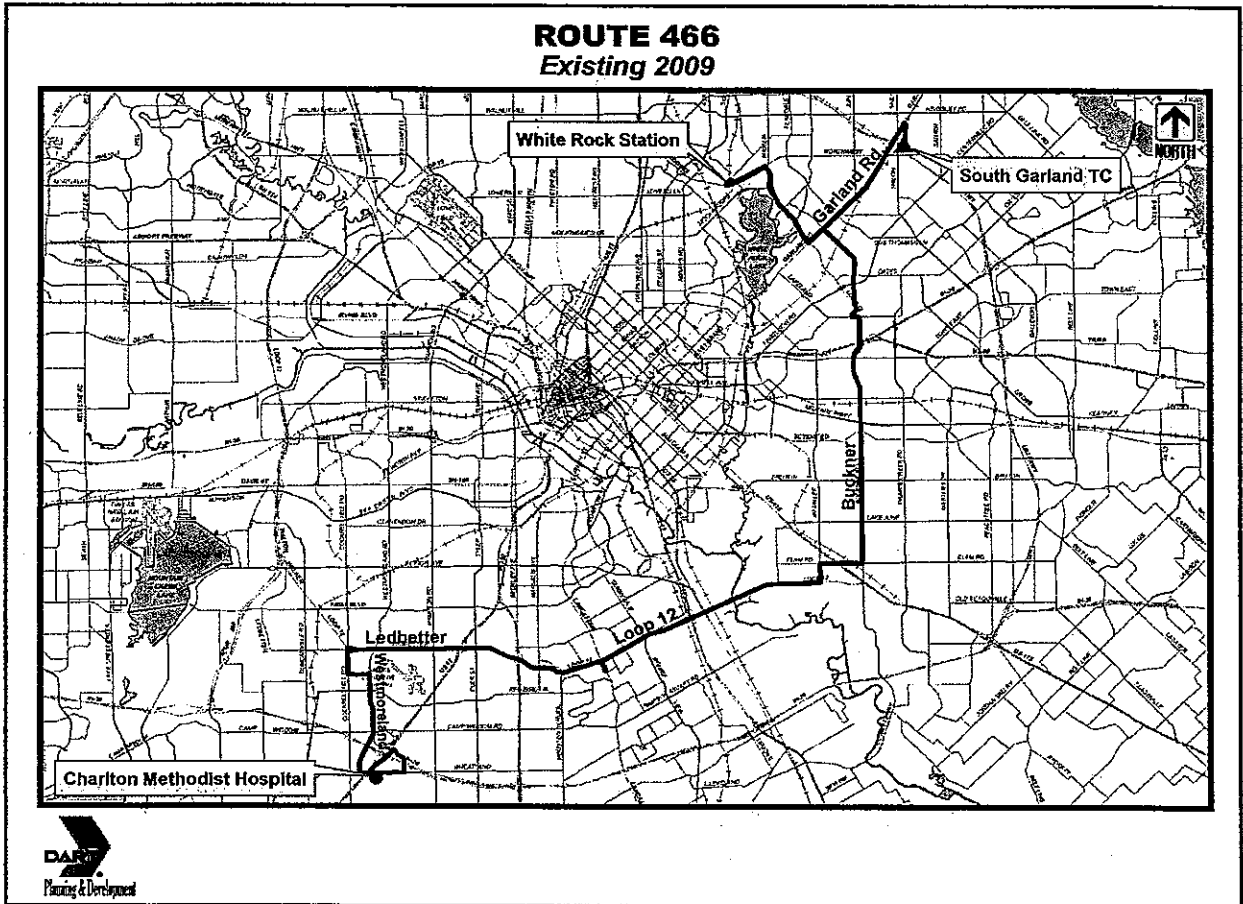
The 2009 alignment operated between South Garland Station and Spruce High School. The route traveled down major streets such as (Jupiter Rd, Garland Rd, Buckner Blvd, and Jim Miller Rd). (Please see 2009 route map above)

The portion of the route along Garland Rd was replaced by Route 60 and 467 and the portion South of Jim Miller and Lake June is operated by Route 591. Spruce High School Portion was replaced by Routes 594 and 597.

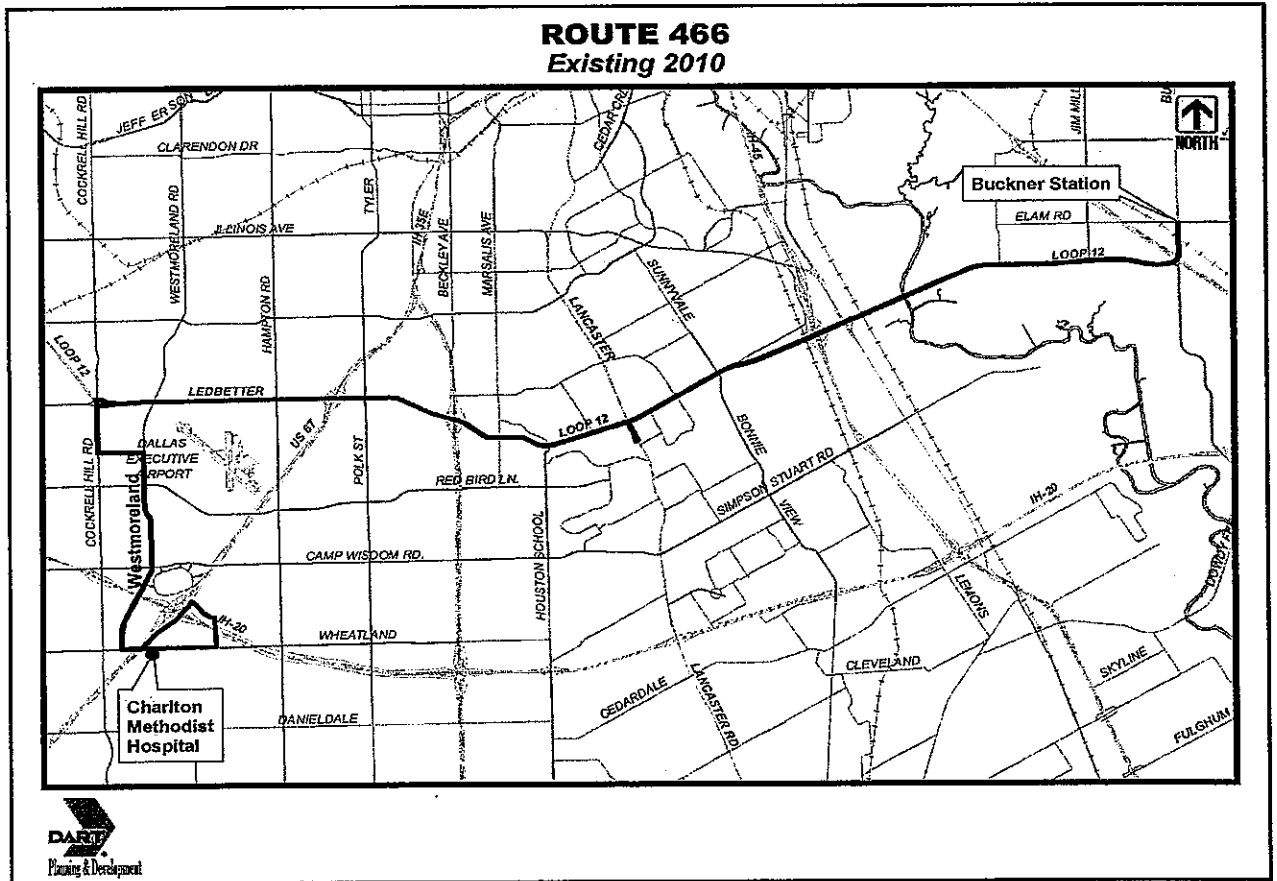


On December 6, 2010 route 475 was modified to operate between Lake June Station (in Pleasant Grove) to Lake Highland Station (in Northeast Dallas) the major streets used are Jim Miller Rd, Buckner Blvd, Plano Rd and Walnut Hill Lane. (Please see 2010 route map above)

2. Does the new Route 467 exactly replace 466, if not what is the route?



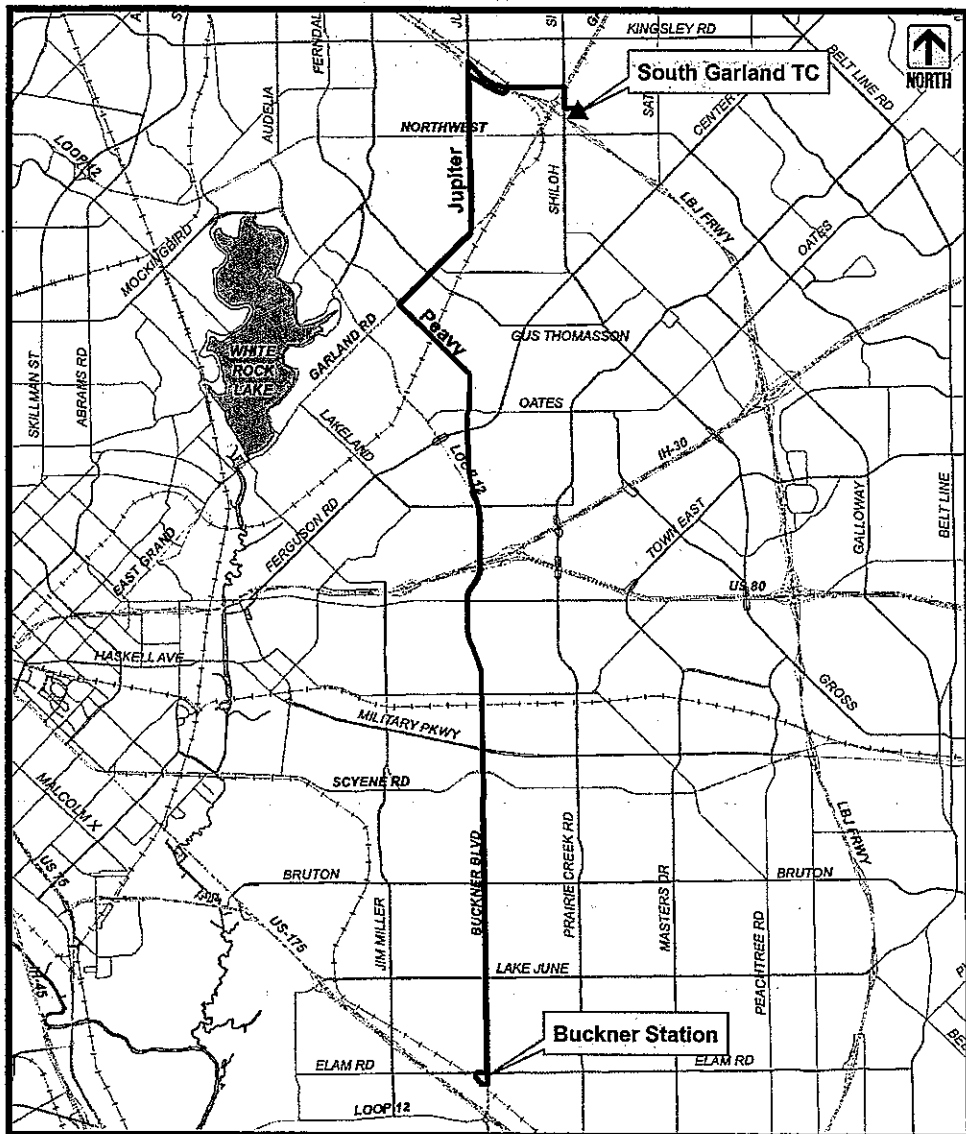
(The above map represents the 2009 alignment before 2010 changes).



On December 6, 2010 Route 466 was divided into 2 sections in order to improve the on time performance of the route. The alignment between Buckner Station and Charlton Methodist Hospital remained Route 466. (See above map)

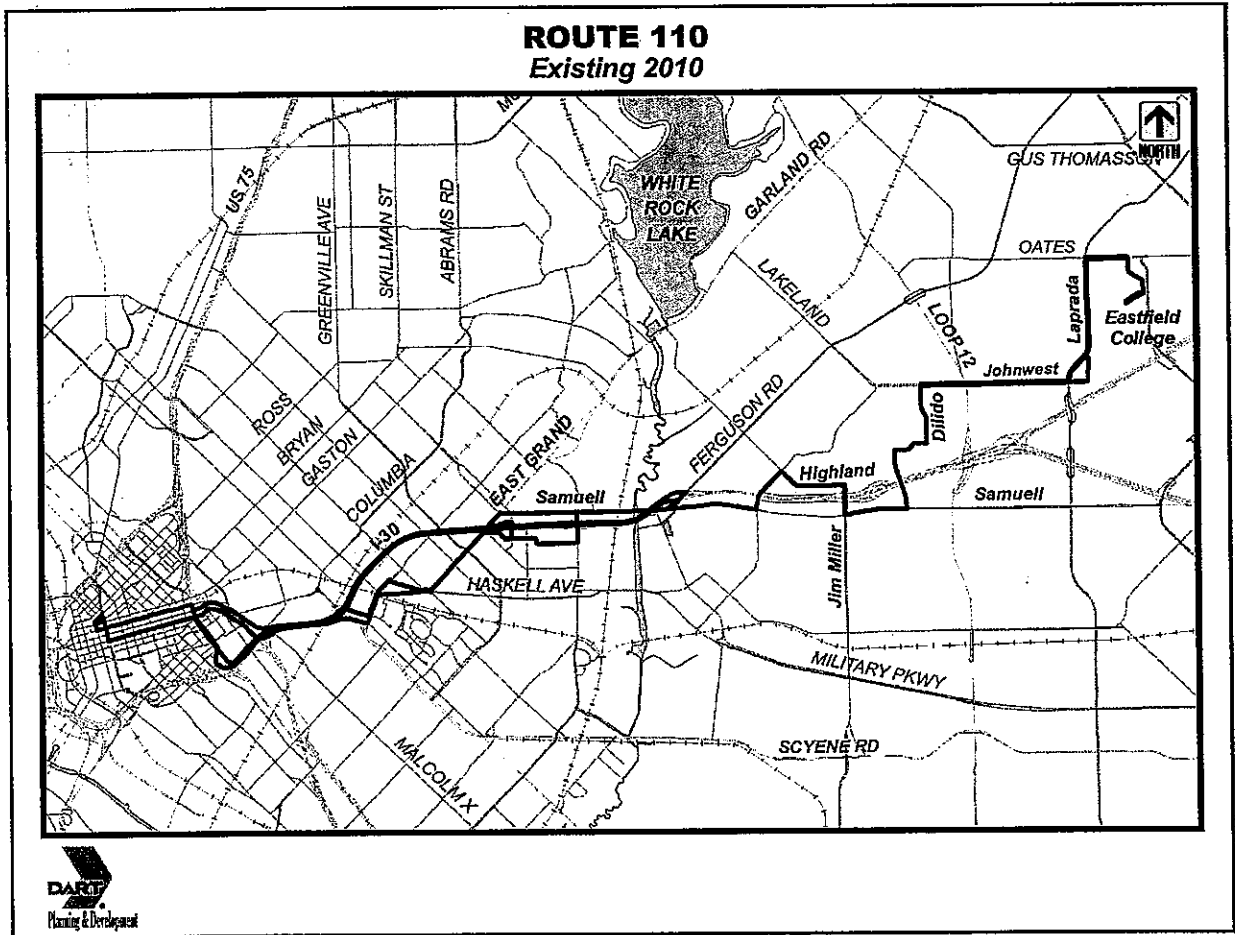
The Route 466 was also modified to travel along Loop 12 between Jim Miller and Buckner Blvd to the Buckner Station. The portion of the route that traveled down Elam was replaced by Route 594.

ROUTE 467 Existing 2010

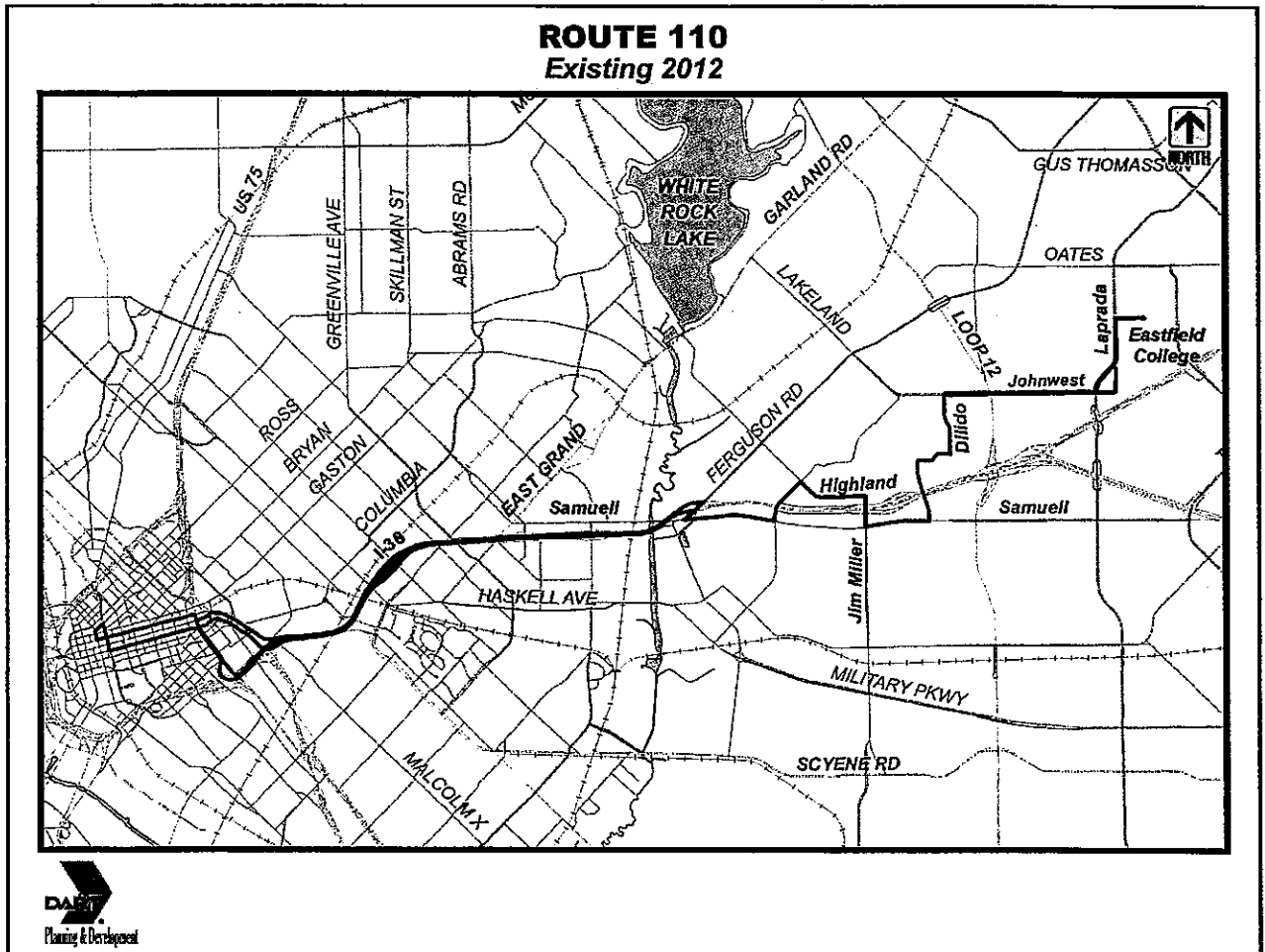


The alignment between Buckner Station and South Garland Transit Center became Route 467. The portion that went to White Rock Station along Buckner Blvd between Garland Rd and Northwest Hwy was discontinued due to low ridership on that section. (See above map)

3. Can you share the proposed changes to Route 110?



(The above map represents the 2010 alignment before 2012 changes).



On July 30, 2012 all trips on Route 110 were modified to serve over IH-30 Frwy/HOV Lane to Ferguson Road and continue its regular alignment to East Field College. This route no longer goes to Fair Park, along East Grand or to the Culver/Winslow area. Each trip on Route 111 now does that. (See above map)

4. Is there an easy map of these routes that you could send so that we can make our map show the latest?

I have attached the 2009 maps and 2010 maps for comparison for Route 466 and 475. Route 110 maps are for 2011 and 2012.

The latest maps for Route 466, 467, & 475 are for 2010 and the latest map for Route 110 is 2012.

Please let me know if you have any additional questions or need clarification concerning my responses. Thanks.