

Applicable Urban Design Priorities Project Should Achieve

- [1] Explore opportunities to appropriately activate ground level uses while considering the unique context of each street and community security concerns-
Four different streets, each with their own character, from the transit served and busy S. Lancaster Boulevard to the single-family Denley Drive comprise the development block. It's important to understand how to design each facade to help contribute to an active, interesting, and safe pedestrian experience.
- [2] Employ techniques to soften the visual and physical impact of the surface parking lot on residents, tenants, pedestrians and guests-
Incorporate creative use of materials, landscaping, building open space placement to minimize its visual and environmental impact.
- [3] Consider the placement, massing and articulation of retail buildings on the site to best engage the street and provide a framework for safe usable outdoor space-
Retail structures should define the block face and help shield the parking lot behind or to the side of them. Activation of the streets they front will be enhanced with placement of entry doors, windows, signage and comfortable outdoor seating.



Policy References

- Forward Dallas!
Section 5 [urban design element]
- Lancaster Corridor Station Area Plan
- TIF Urban Design Guidelines
Part III, Part IV [TOD TIF - Lancaster Corridor]

Context Description

Lavoro Lancaster is a 7-acre mixed-use transit-oriented development to be developed by Lavaro Capital. The proposed development includes 333 units of mixed-income housing and multiple outparcels for commercial/ restaurant development. The vacant site is currently owned by the City of Dallas and is part of the City's 1,000 Unit Housing Challenge, a City effort to seek development proposals for city-owned land within 1/2 mile of DART light-rail stations. This site lies directly across the street from the VA Medical Center DART Station and the VA Medical Center and south across the street from the Lancaster Urban Village a City of Dallas Grow South Initiative project. Design considerations for the property includes streetscape and ground-level building treatment on all sides to ensure an active, safe, and vibrant streetscape, the treatment of surface parking, placement of commercial buildings and the design and activation of the proposed open space amenity.

NAME TBD

Neighborhood:
Lancaster Corridor

Program:
Residential
Commercial

LAVORO LANCASTER

4515 S. LANCASTER ROAD



DALLAS VA
MEDICAL CENTER



NEW TECH HIGH
SCHOOL AT B.F.
DARRELL



S LANCASTER ROAD

VA MEDICAL CENTER
DART STATION



LANCASTER
URBAN VILLAGE
APARTMENTS



S DENLEY DR

S DENLEY DR

ANN ARBOR AVE

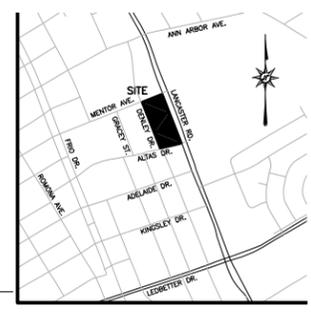
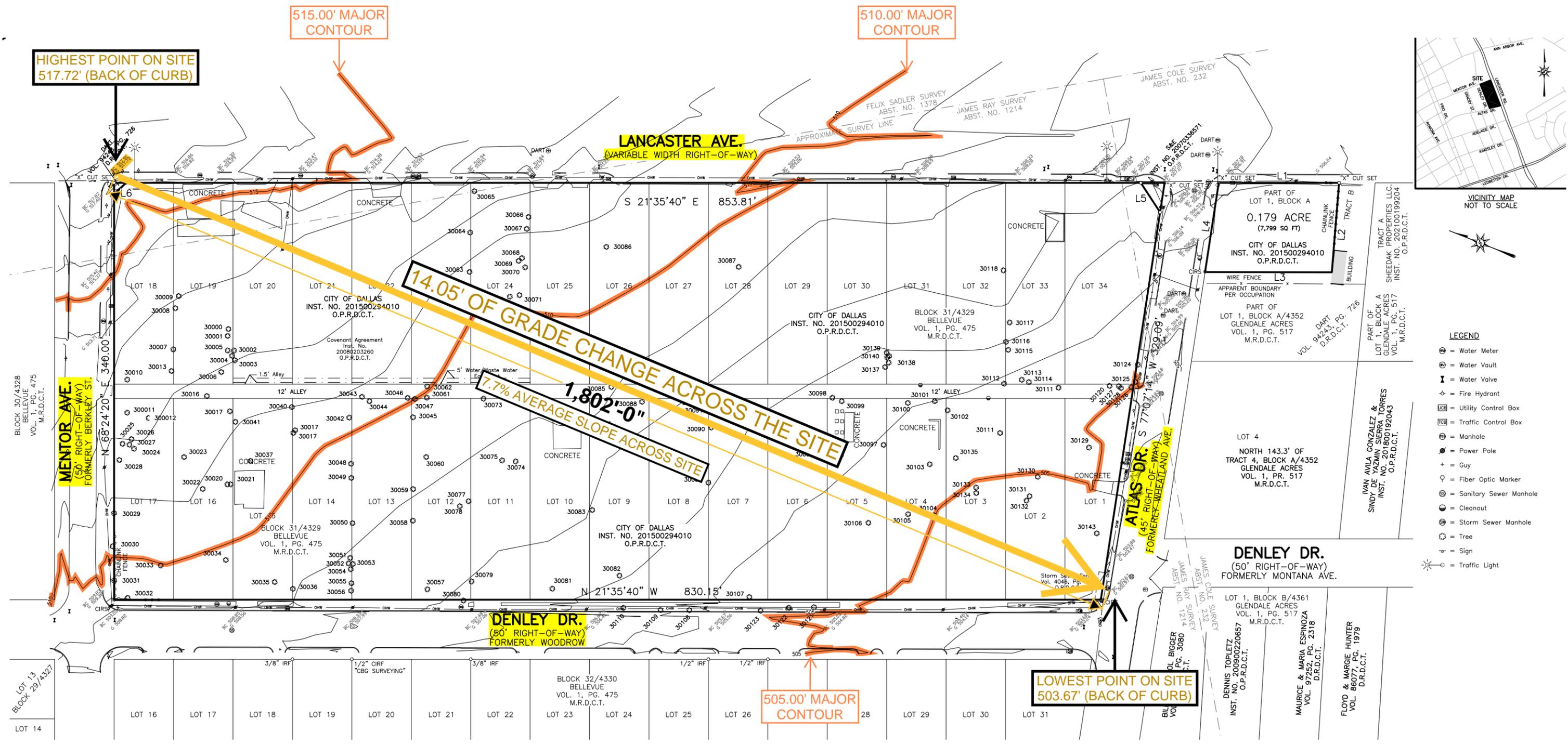
MENTOR AVE

ATLAS DR

BARTLETT AVE

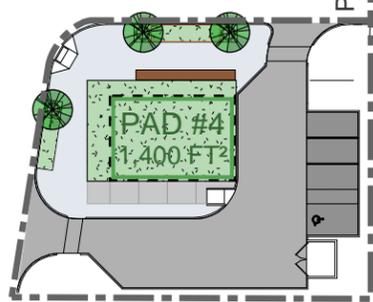
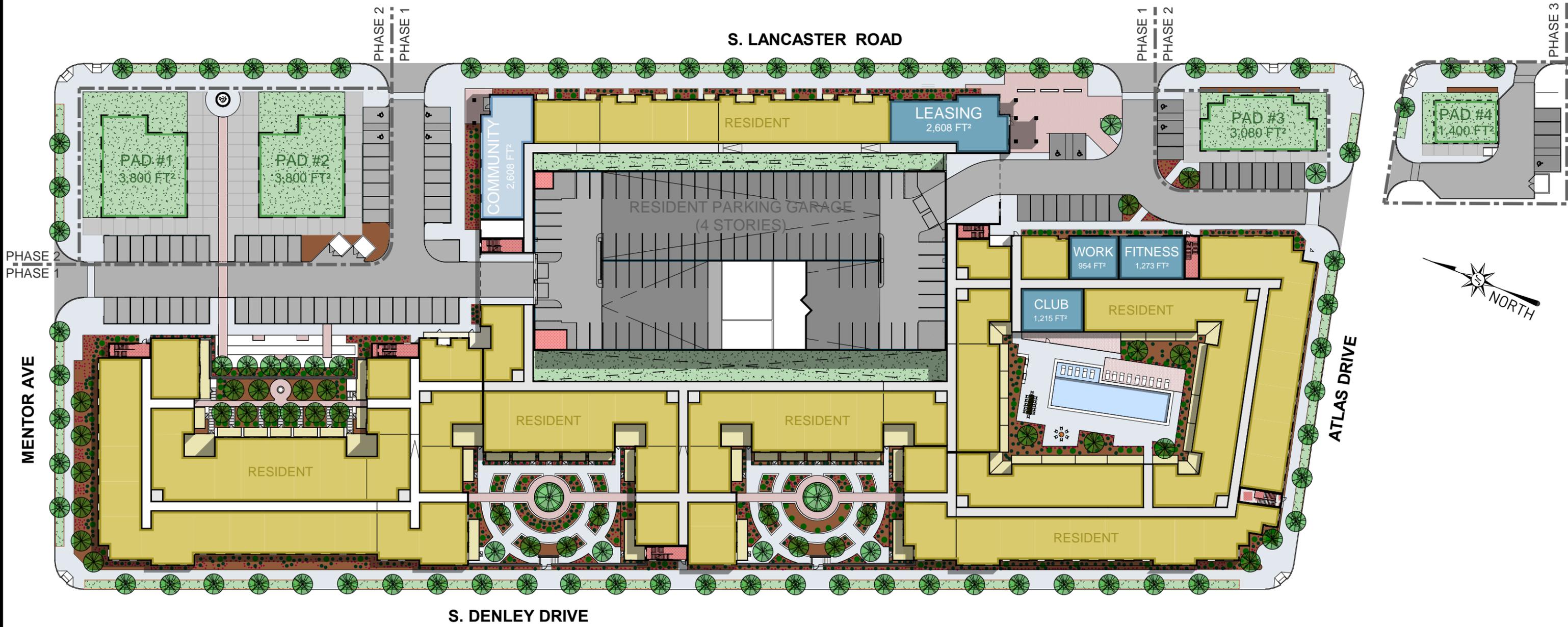
GRACEY ST

KILDARE AVE



- LEGEND**
- ⊕ = Water Meter
 - ⊙ = Water Vault
 - ⊕ = Water Valve
 - ⊕ = Fire Hydrant
 - ⊕ = Utility Control Box
 - ⊕ = Traffic Control Box
 - ⊕ = Manhole
 - ⊕ = Power Pole
 - ⊕ = Guy
 - ⊕ = Fiber Optic Marker
 - ⊕ = Sanitary Sewer Manhole
 - ⊕ = Cleanout
 - ⊕ = Storm Sewer Manhole
 - ⊕ = Tree
 - ⊕ = Sign
 - ⊕ = Traffic Light







RESIDENT VEHICLE ENTRY ONLY

RESIDENT VEHICLE ENTRY ONLY

VEHICLE ENTRY ONLY

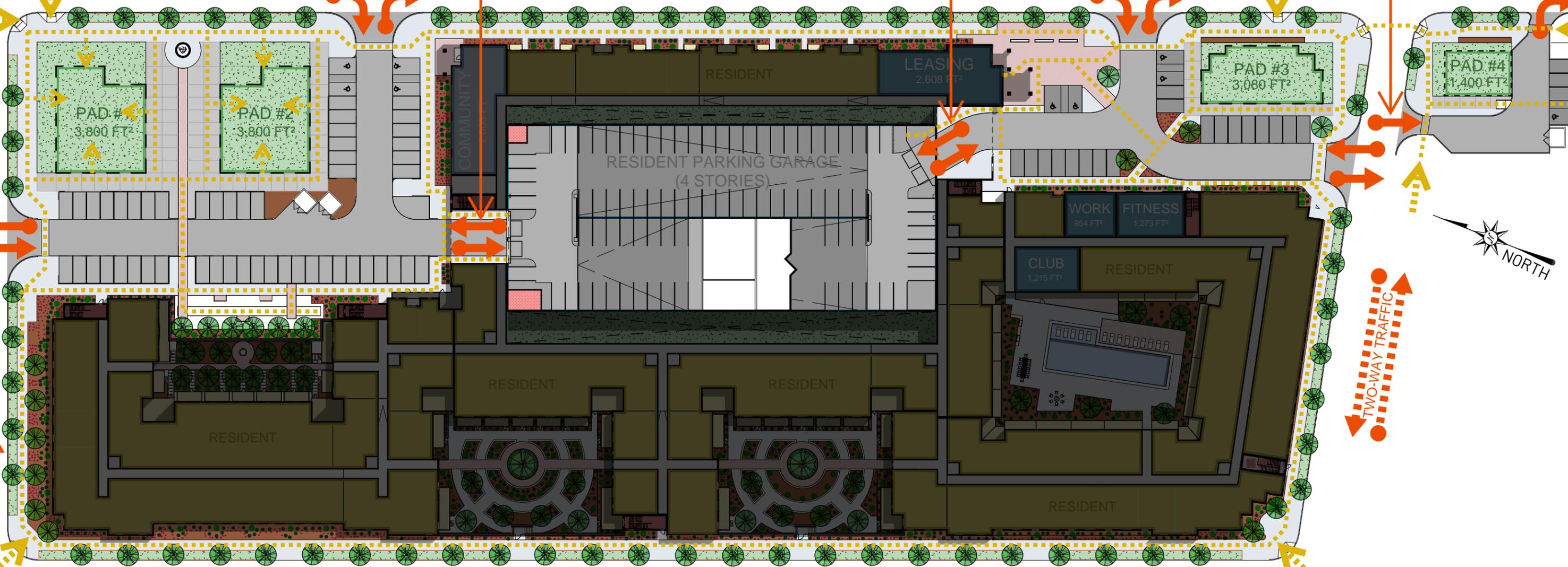
VEHICLE EXIT ONLY

ONE-WAY TRAFFIC

TWO-WAY TRAFFIC

TWO-WAY TRAFFIC

TWO-WAY TRAFFIC



KEY

- VEHICLE ACCESS TO SITE
- PEDESTRIAN ACCESS TO SITE
- PEDESTRIAN ROUTE



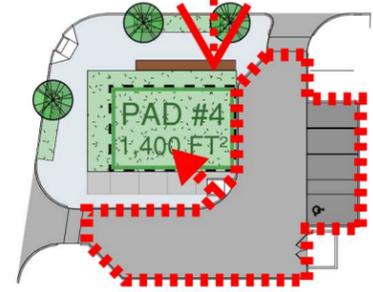
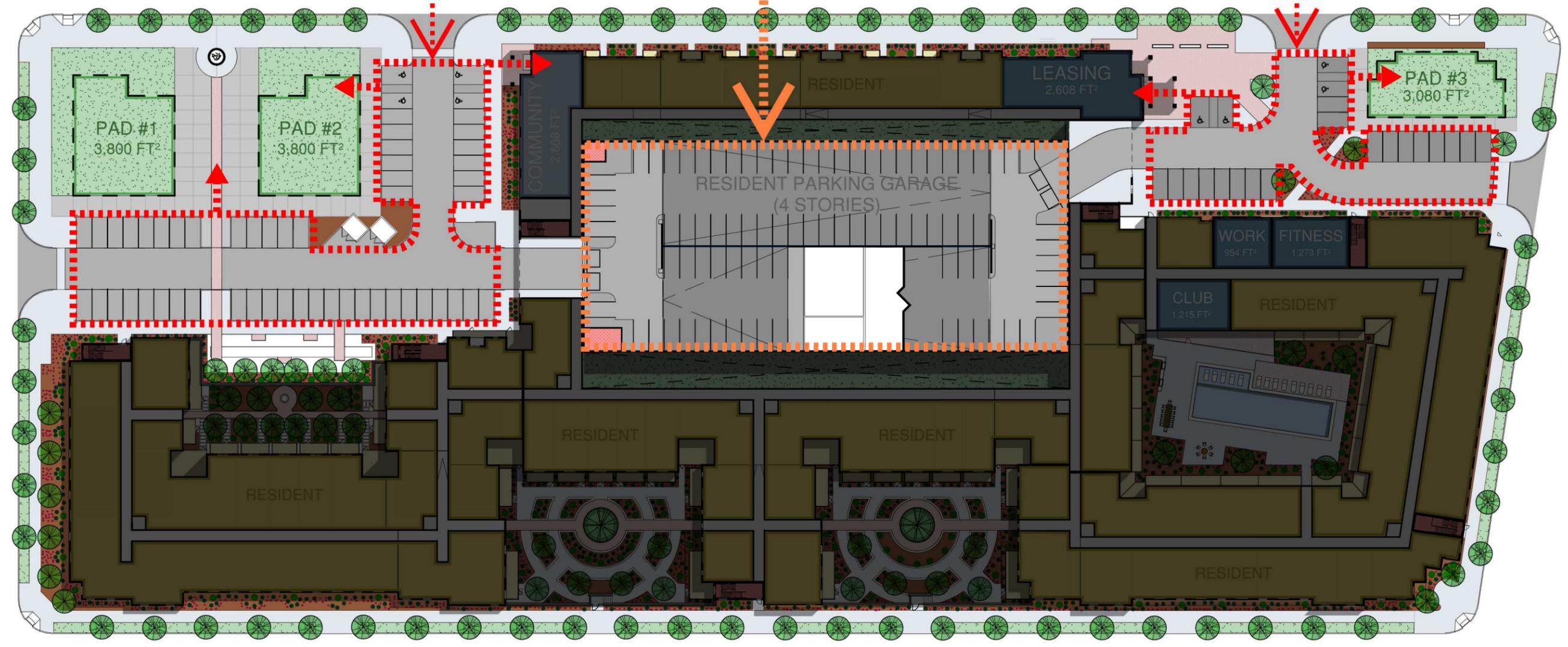
05 - SITE ACCESS PLAN

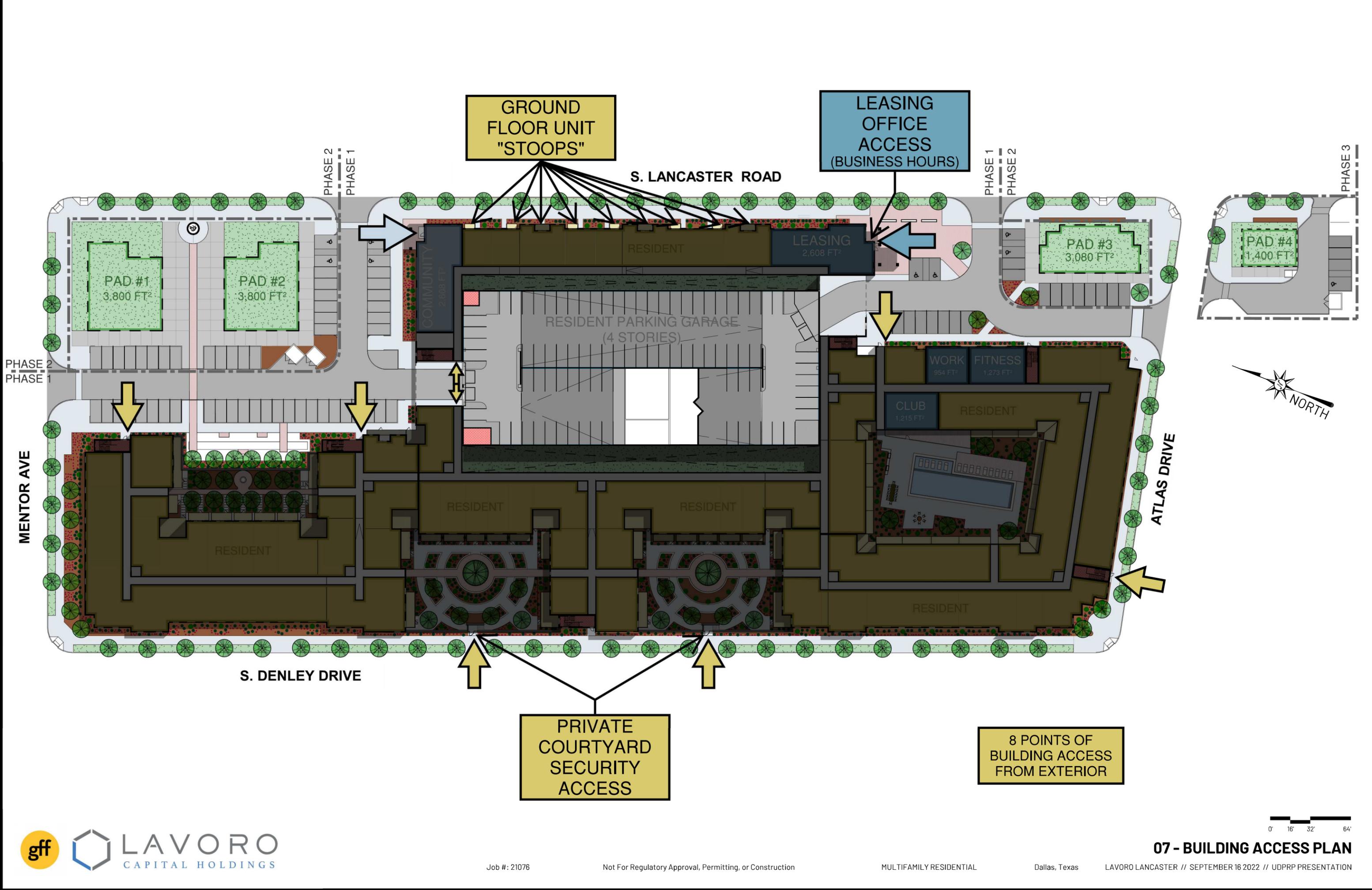
PAD #1, PAD #2 & COMMUNITY SPACE PARKING
54 SPACES PROVIDED

RESIDENT STRUCTURED PARKING GARAGE
4-LEVELS
425 SPACES PROVIDED

LEASING VISITORS & PAD #3 PARKING
22 SPACES PROVIDED

PAD #4 PARKING
4 SPACES PROVIDED



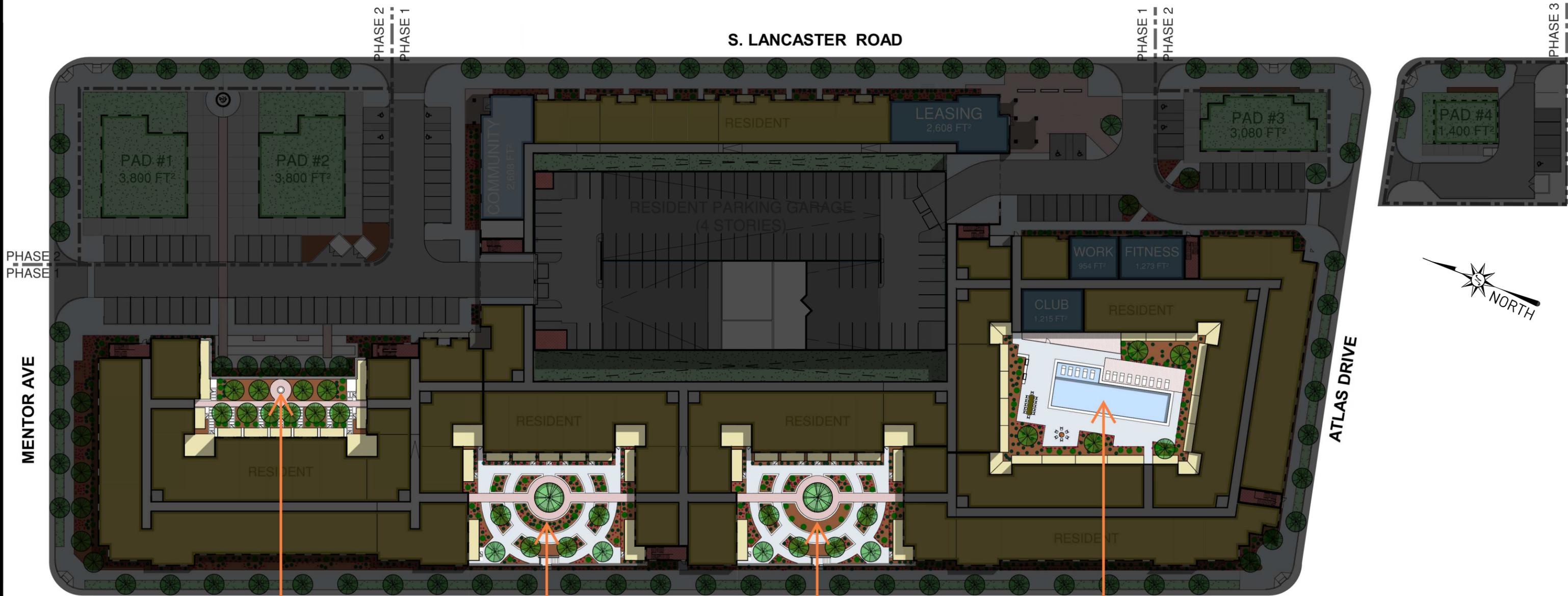


GROUND FLOOR UNIT "STOOPS"

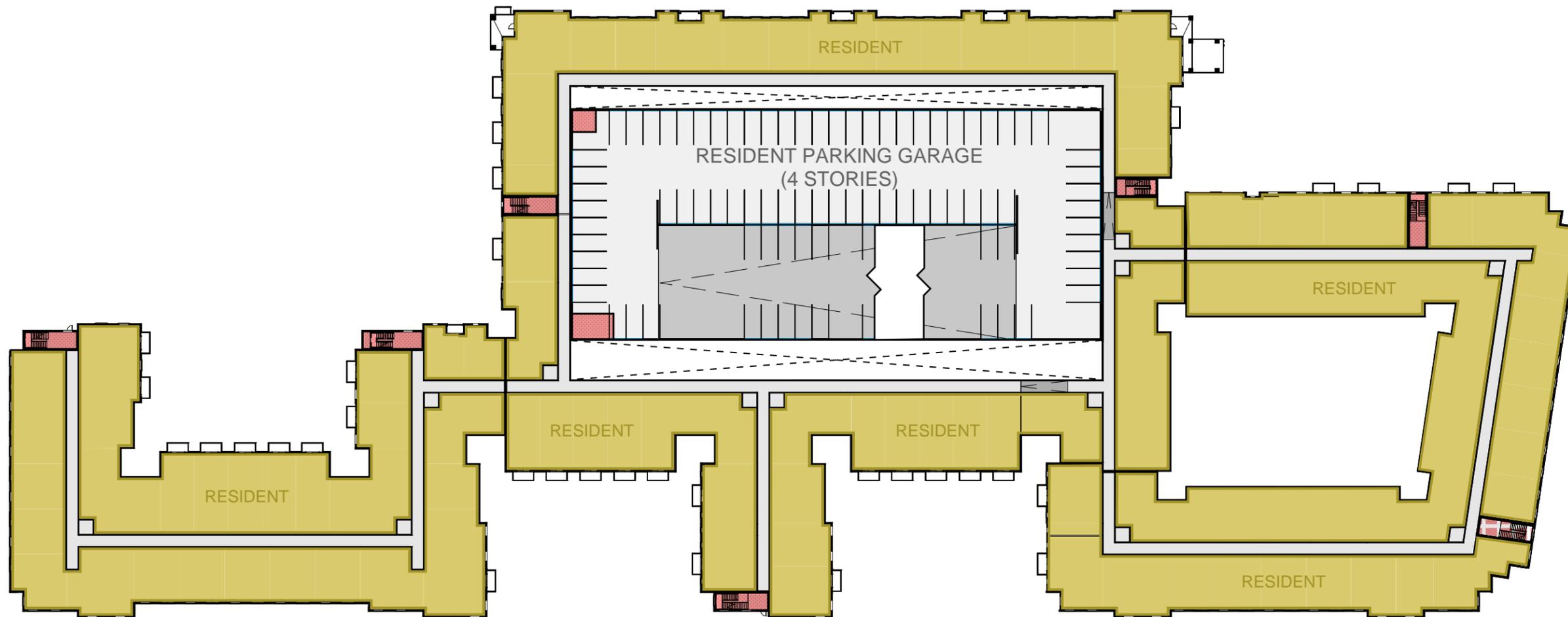
LEASING OFFICE ACCESS (BUSINESS HOURS)

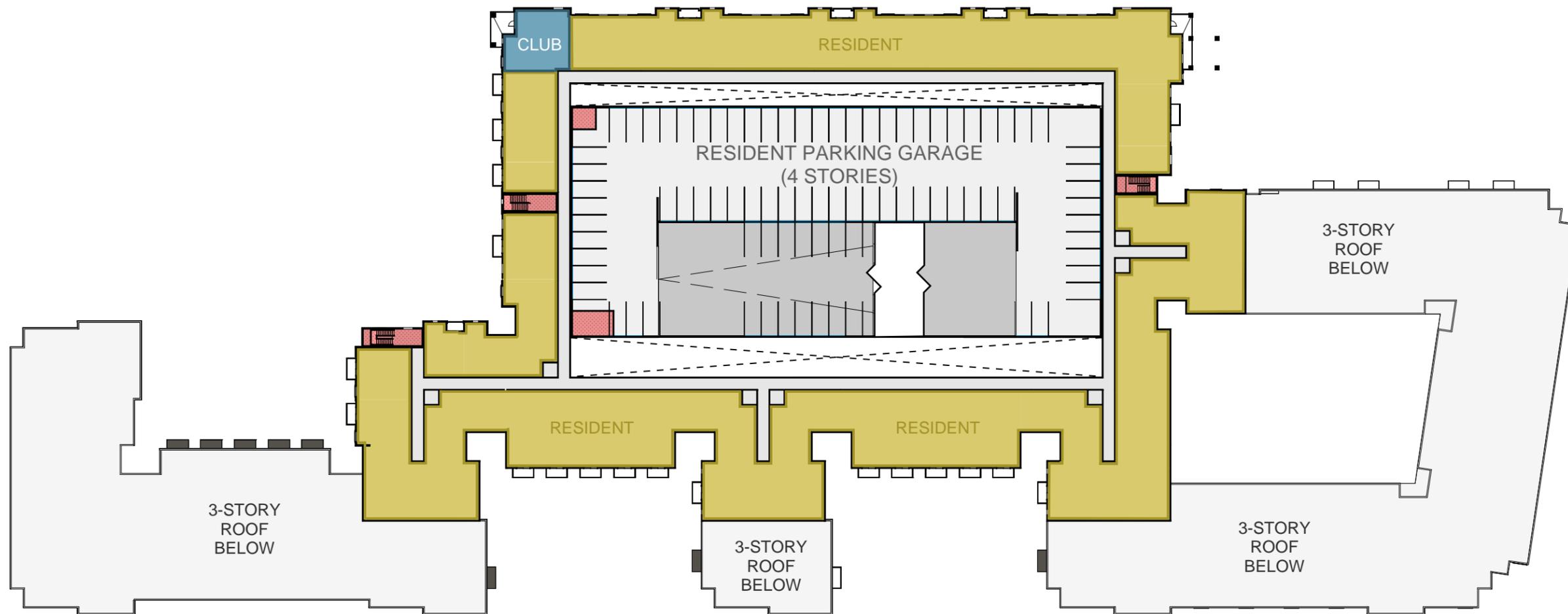
PRIVATE COURTYARD SECURITY ACCESS

8 POINTS OF BUILDING ACCESS FROM EXTERIOR



- PRIVATE COURTYARD #1**
114' X 40'
- PRIVATE COURTYARD #2**
114' X 76'
- PRIVATE COURTYARD #3**
114' X 76'
- PRIVATE COURTYARD #4 "POOL COURTYARD"**
138' X 90'





OPTION "C": 4 STORY & 3 STORY AGAINST S. DENLEY DR.; WITH PAD RETAIL			
GROSS APARTMENTS	TOTAL GROSS AREA	AMENITY AREAS	NRSF
LEVEL 1	108,843	6,050	76,422.00
LEVEL 2	110,475		89,406.00
LEVEL 3	110,475		89,406.00
LEVEL 4	53,598	941	42,364.00
TOTAL	383,391	6,991	297,598.00

UNIT MIX	
EFFICIENCY - 8%	26.60
1-BED - 58%	192.86
2-BED - 32%	106.40
3-BED - 2%	6.65
TOTAL UNITS	333
TOTAL BEDROOMS	452

REQUIRED PARKING
27
193
213
20
452

EFFICIENCY	77.62%
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Average Unit Size	895
Number of Units	333

RESIDENT AMENITIES	
LEVEL 1 - LEASING	2,608
LEVEL 1 - CLUB	1,215
LEVEL 1 - FITNESS	1,273
LEVEL 1 - TENANT WORK ROOM	954
LEVEL 4 - SKY LOUNGE	941
TOTAL	6,991

GARAGE AREA	
LEVEL 1	29,562
RAMP - 1 TO 2	11,430
LEVEL 2	22,570
RAMP - 2 TO 3	11,430
LEVEL 3	22,570
RAMP - 3 TO 4	11,430
LEVEL 4	22,570
RAMP - 4 TO 5	11,430
LEVEL 5	24,190
TOTAL	167,182

GARAGE PARKING PROVIDED	
LEVEL 1	77
RAMP - 1 TO 2	42
LEVEL 2	70
RAMP - 2 TO 3	42
LEVEL 3	70
RAMP - 3 TO 4	42
LEVEL 4	70
PARTIAL RAMP - 4 TO 5	12
TOTAL	425

RESIDENT PARKING REQUIRED
452
MAX ALLOWED REDUCTION BY 15%
384
ACTUAL REDUCTION %
6%
SPACES PER UNIT
1.28
SPACES PER BEDROOM
0.94

RETAIL/REST./COMMUNITY PARKING	
PAD #1 (RETAIL)	3,800
PAD #2 (RESTAURANT)	3,800
PAD #3 (VARIES)	3,080
PAD #4 (DRIVE-THRU ONLY)	1,400
COMMUNITY/OFFICE	2,567
TOTAL	12,080

RETAIL/REST. PARKING REQUIREMENT	
1/200 SPACES	19.00
1/125 SPACES	30.40
1/200 SPACES	15.40
1/250 SPACES	5.60
1/333 SPACES	7.71
TOTAL	70

PROVIDED SITE PARKING FOR RETAIL/REST.	
SITE - NORTH	54
SITE - SOUTH	22
PAD #4 LOT	4
TOTAL	80















