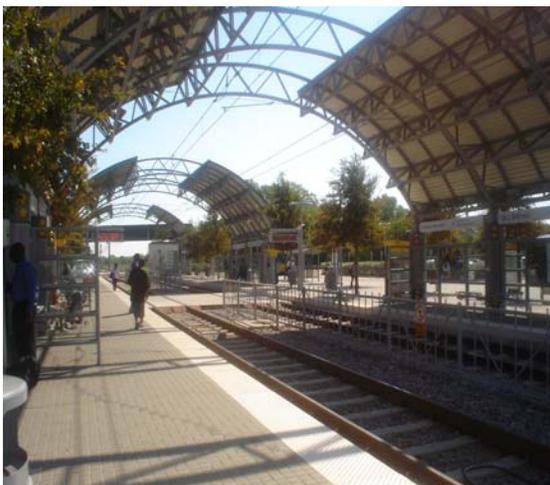




DISTRICT 10 STRATEGIC PLAN



CITY OF DALLAS

DEPARTMENT OF DEVELOPMENT SERVICES
LONG RANGE PLANNING DIVISION
JUNE 2006

061612
June 14, 2006

WHEREAS, the Department of Development Services was directed by a request from the Councilmember for District 10 to develop a land use plan for the area; and

WHEREAS, the Advisory Committee, in conjunction with City staff held 19 meetings between the Fall of 2003 through the Spring of 2005, and three (3) community meetings to identify issues of concern and propose strategies for accomplishing the goals and objectives of this Study; and

WHEREAS, the District 10 Strategic Plan be adopted as a planning tool to guide and prioritize the implementation of future development in the area; Now Therefore,

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

SECTION 1. That the District 10 Strategic Plan is hereby adopted as the general land use plan and guide to benefit the citizens of these communities.

SECTION 2. That the City Council directs the City Manager to proceed with implementation of the recommendations in the District 10 Strategic Plan.

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

APPROVED BY
CITY COUNCIL

JUN 14 2006

Deborah Whitham
City Secretary

APPROVED *Janet M. Gray*
HEAD OF DEPARTMENT

APPROVED *[Signature]*
CITY CONTROLLER

APPROVED *[Signature]*
CITY MANAGER

Acknowledgements

Developing an inclusive, viable vision requires the cooperation of stakeholders from all facets of the community. Thank you to the following persons who worked diligently to identify the issues important to the District 10 community.

City Council

Bill Blaydes, District 10

City Plan Commission

William H. Avery, District 10

City of Dallas

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Special Thanks

Lake Highlands North Recreation
Center

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Executive Summary

Council District 10 is an area generally defined as Northeast Dallas and is bound by the Dallas City Limits to the north and east, Northwest Highway to the south, and U.S. Highway 75 and the White Rock Greenbelt to the west. The scope of the District 10 Strategic Plan is to provide a report documenting existing conditions and community needs for the area, while providing recommendations that guide the future of the area towards desired community goals related to land use, zoning, economic development, and infrastructure.

The purpose of the Plan is to identify community needs and to develop recommendations to address these needs and community goals. Recommendations were identified based on input gathered from an Advisory Committee, established by Councilmember Bill Blaydes and from community members through town hall and community meetings. A community vision was established to guide the development of recommendations:

“To create a unique and diverse community where our citizens can enjoy the quality of small town life amid the natural beauty of hills, trees, and winding creeks within a functional, beautiful, and progressive city.”

A review of existing conditions found two strategic opportunities to address community goals and further the community vision. Each area of opportunity was reviewed and defined geographically as a focus area. Focus area 1 is generally bound by I-635 (LBJ Freeway) to the north and east, properties adjacent to Forest Lane to the south, and U.S. 75 (Central Expressway) to the west. The area has access to the region via I-635 (LBJ Freeway), U.S. 75, the LBJ/Central light rail station, and the Forest Lane light rail station. This area is seen as ideal for the development of an Urban Neighborhood. With established multifamily, a strong employment base, access to Dallas Area Rapid Transit (DART) light rail, and redevelopment opportunities, the Forest/LBJ/Central Triangle is ideal for this development concept.

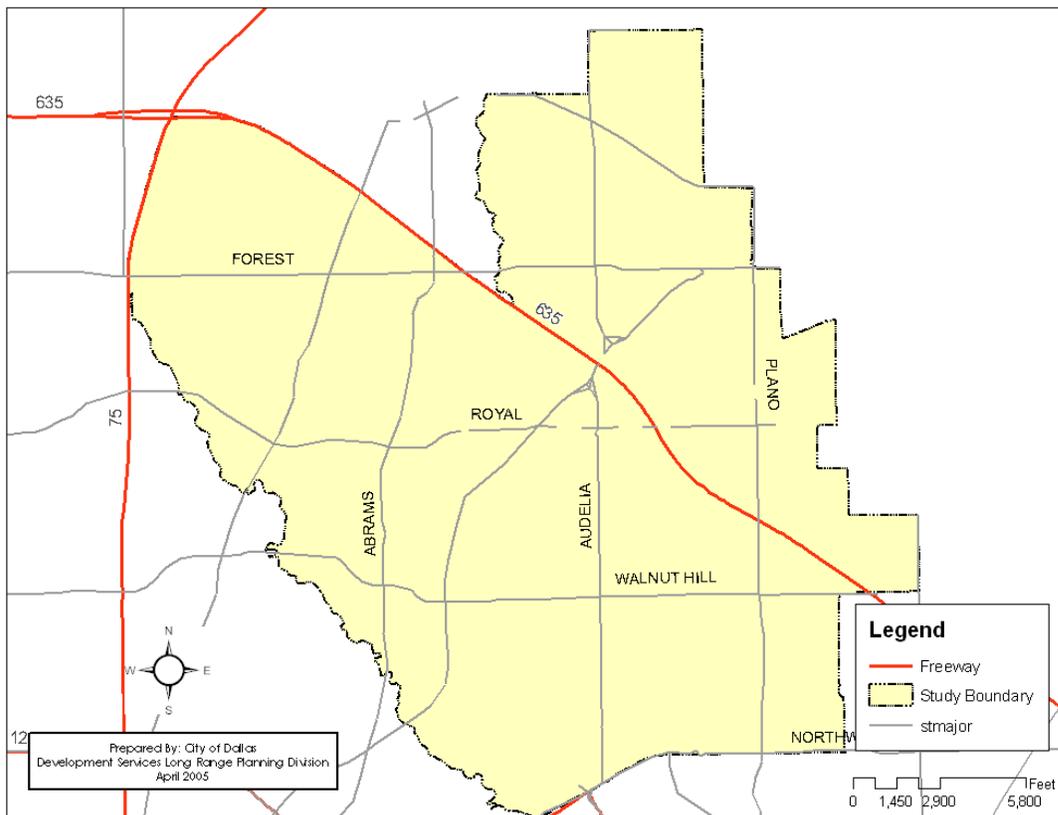
Focus area 2 is generally bound by properties along Skillman Street from the White Rock Greenbelt to I-635 (LBJ Freeway), also including property within a one mile radius of the Skillman/LBJ DART Light Rail Station, and is known as the Skillman Corridor. The area is currently targeted as a future Tax Increment Financing (TIF) District. With an existing DART light rail station, a proposed station, and many redevelopment opportunities, the area is ideal for mixed-use development.

The District 10 Strategic Plan recommends an in depth review of the identified focus areas. Implementation of the Plan should include the development of actions and strategies that take advantage of the opportunities identified in this Plan and guide each area towards the community vision.

Background

Located in Northeast Dallas, north of White Rock Lake and south of Interstate 635 (LBJ), Council District 10 is an attractive area known for distinct neighborhoods, respected schools, rolling terrain, the White Rock Creek Greenbelt, and mature trees. The area's access to Interstate 635, U.S. Highway 75, and DART light rail makes it a popular residential community providing neighborhoods with suburban character and in-town convenience. Historically developed as a residential community with supportive commercial, the area now includes a mixture of land uses including residential, industrial, office, and commercial.

Map 1: Project Boundary



Source: Department of Development Services

Initiated in September 2003, at the request of Councilmember Bill Blaydes, the District 10 Strategic Plan provides a review of existing conditions and area concerns related to land use, zoning, economic development, infrastructure, and urban design. The Plan focuses on areas in the community that provide strategic opportunities for advancing community goals, objectives, and the community vision.

During the development of the District 10 Strategic Plan, the City of Dallas underwent the development of its first Comprehensive Plan - the Forward Dallas! Plan. The Forward Dallas! Plan reflects the city's vision, serves as a guide for future development, and provides strategies and actions to help achieve identified goals.

Coordination between the District 10 Strategic Plan and the Forward Dallas! Plan occurred continuously throughout the development of both plans. The vision identified by the District 10 Land Use Plan Advisory Committee and refined by the community was integrated into the Forward Dallas! Plan. Recommendations specific to the District 10 community are coordinated with the direction established by the Forward Dallas! Plan. Each document should provide seamless direction for the District 10 community as it moves towards an improved future.

Study Process

The following steps were completed during the course of the District 10 Strategic Plan:

- A. Advisory Committee Established:** Councilmember Bill Blaydes formed an Advisory Committee from community residents, business owners, and stakeholders.
- B. Interdepartmental Review Team Established:** An interdepartmental review team (IRT) comprised of related City of Dallas Departments was created as a resource for expert opinion and information. Outside agencies, including the Texas Department of Transportation (TxDOT) and Dallas Area Rapid Transit (DART) were also used as resources.
- C. Research and Analysis:** A review of existing conditions related to land use, population and housing, transportation, and parks and recreation was completed. Advisory Committee members and community stakeholders provided insight into the needs of the area through public meetings and committee meeting discussions. Collected data was reviewed and analyzed to develop the community vision.
- D. Visioning Workshops:** In coordination with the Forward Dallas! Plan, visioning exercises were completed during a series of citywide, community, and advisory committee workshops. Each workshop solicited input on future development.
- E. Review of Draft Plan and Preliminary Recommendations:** Preliminary recommendations were reviewed by City staff, elected and appointed officials, District 10 advisory committee members, and community residents and stakeholders.
- F. Public Review and Adoption:** Community residents and stakeholders reviewed recommendations included in this study. City Plan Commission

and City Council briefings and public hearings were also held as a part of the public review and adoption process.

Summary of Community Needs

Community input was gathered through advisory committee and community meetings. Advisory committee meetings were held between November 2003 and May 2005 on a monthly basis to gather information on community needs and concerns. Community meetings were held in May 2004 and March 2005; and January 2006. In addition, input was solicited during the Forward Dallas! process and area Town Hall Meetings.

The following identified community needs were used to guide the development of the plan. Those identified needs outside of the scope of the District 10 Strategic Plan, including crime and code compliance are currently being addressed by the City of Dallas Police and City of Dallas Code Compliance Departments respectively. Identified community needs are listed below:

Land Use and Zoning

Land use and zoning issues focus on improving the diversity of housing available to those seeking to make their home in the District 10 community and include:

1. Negative non-conforming uses should be addressed.
2. There is a lack of diversity in housing types, specifically affordable housing for first time homebuyers, 'empty nesters' and retirees.
3. There is a large percentage of land zoned and used for multifamily development
4. There should be a focus on encouraging development around existing and proposed DART light rail stations.
5. There are too few homes to absorb future growth.
6. The Hamilton Park neighborhood should be buffered from high rise development, specifically at the southeast corner of the 'High-Five' improvements adjacent to Hamilton Park.

Urban Design

The envisioned future for District 10 focuses on the development of an identity through urban design elements including:

1. A "signature place" is needed in the heart of District 10.
2. There should be attention placed on urban design: defined gateways, streetscapes, and other improvements.
3. The area should be pedestrian friendly, not focusing only on automobile traffic.
4. Hamilton Park should be preserved and protected.

Economic Development

The community economic development focus is on revitalizing existing strip centers that have seen decline in appearance and occupancy, and include:

1. There is a need for higher-end shopping.
2. There are too many vacant strip centers.
3. Repair and maintenance is needed for area retail centers.
4. Larger stores, 'big box' type stores are needed, but not within adjacency to residential areas.
5. Economic development efforts should take advantage of the economic diversity in the area.

Infrastructure

Infrastructure improvements focus on improving area intersections and pedestrian connections, including:

1. Traffic Flow along Forest Lane at US 75 is congested and difficult to maneuver.
2. Stabilization and enhancement is needed in area neighborhoods through street improvements, sidewalk improvements, and curb/gutter improvements.
3. The area needs improved maintenance for area parks and open space.
4. Pedestrian linkages between green space, parks, and open space are needed.

Existing Conditions Analysis

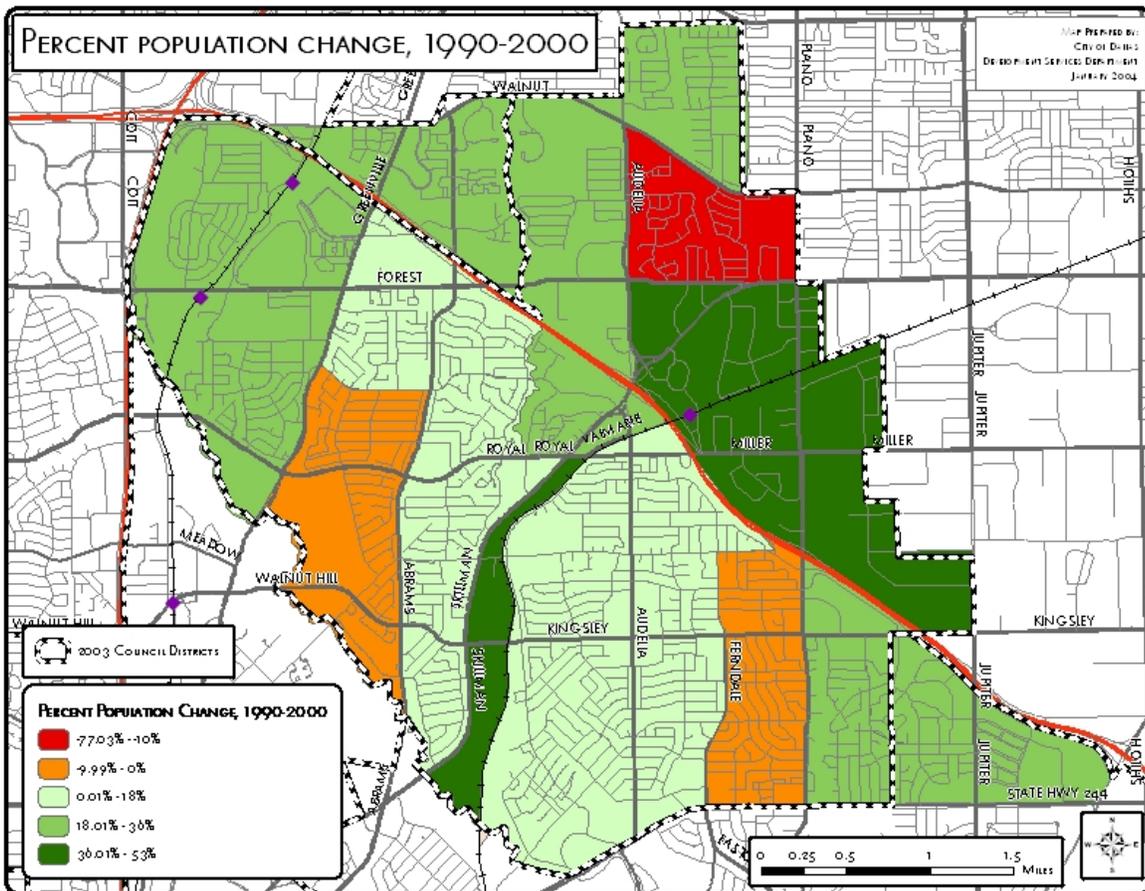
Existing conditions in District 10 were identified through a variety of research methods including field work, community interactions, data collection, and input from the Advisory Committee. This section provides a snapshot of District 10 and serves as the foundation for the development of recommendations designed to guide District 10 towards the desired vision for the area.

Demographics

Population

District 10 has continued to increase in population, seeing an approximate 19% growth in population since 1990, comparable to the 18% growth in population citywide. The most significant change in population has occurred north of Forest Lane, between Abrams and Plano Road, an area primarily comprised of single family and multifamily development. Map 2 identifies areas of District 10 that have seen a change in population.

Map 2: Percent Population Change, 1990-2000



Estimates show that by 2008, the area will see another 9% increase in population.

Table 3: Area Population

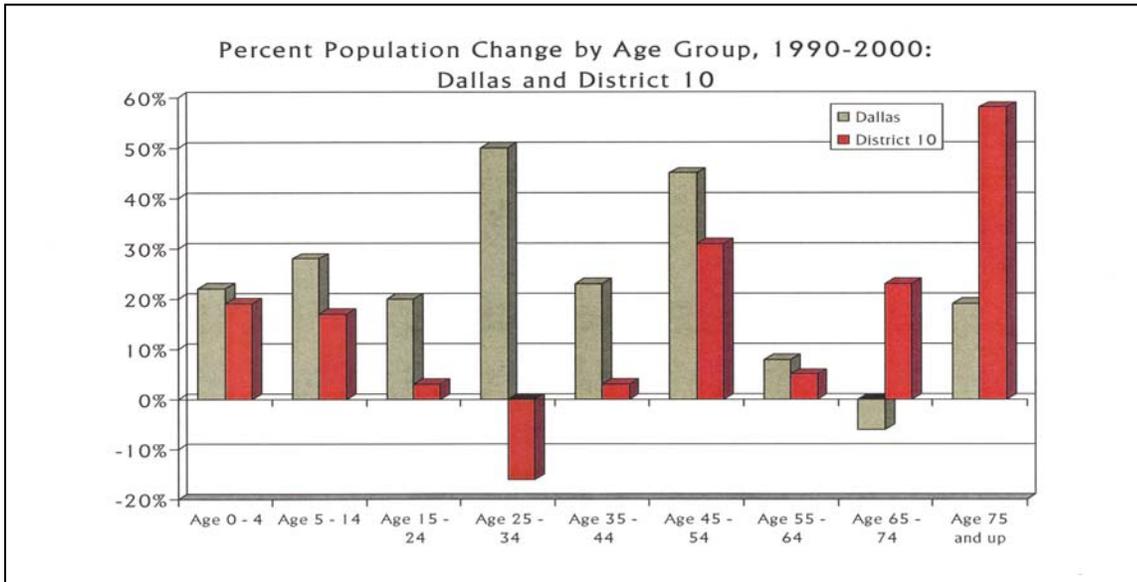
Population	Totals
2008 Projection	113,415
2003 Estimate	107,135
2000 Census	103,656
1990 Census	87,435
Growth 1990 - 2000	18.55%

Source: Claritas

Age

While the median age for the area is 32 years of age, a demographic profile of District 10 shows that the area has seen an increase in population for all age groups, except the 25-34 year old population. This age group has seen almost a 20% decline in population while the 75 and older age group has seen a growth of almost 60%.

Chart 1: Percent Population Change by Age Group, 1990-2000

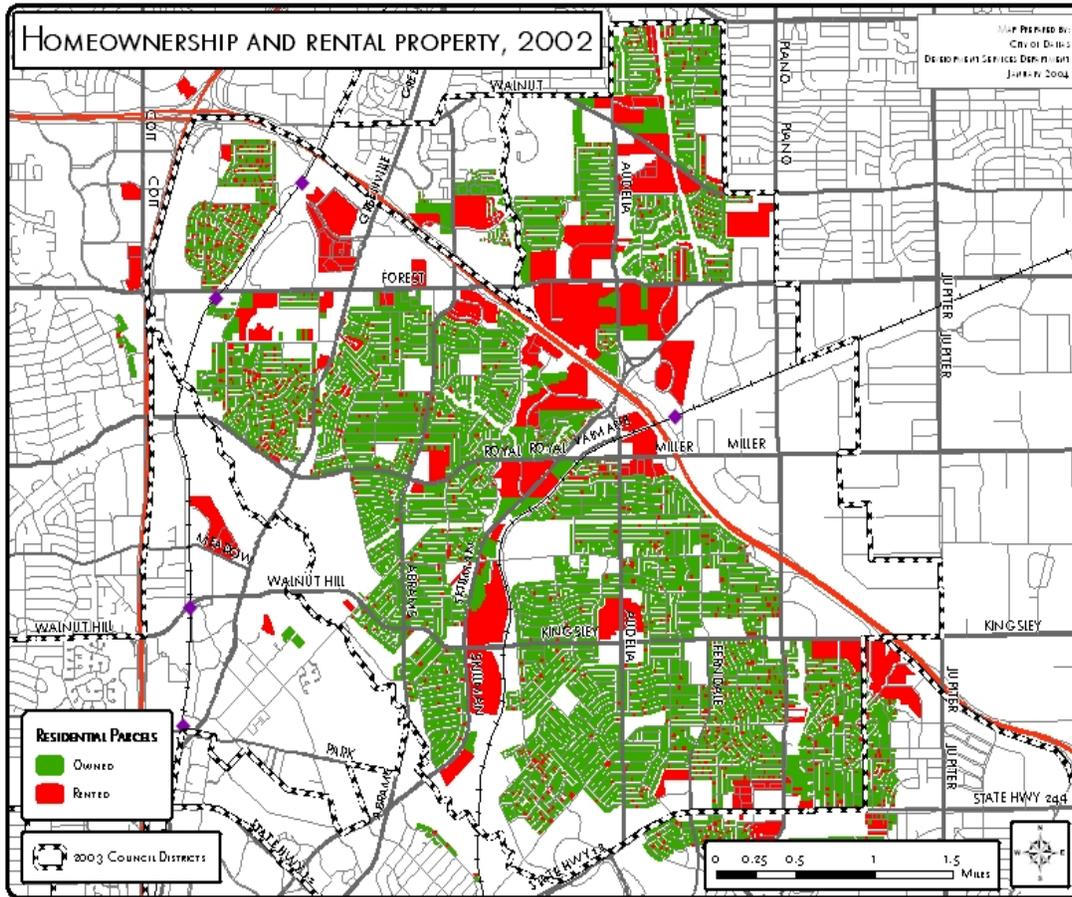


Source: United States Census

Homeownership and Rental Property

Sixty-seven percent of properties in District 10 are rental, above the City of Dallas percentage of 57%. Almost 9% of single family homes are rented as well.

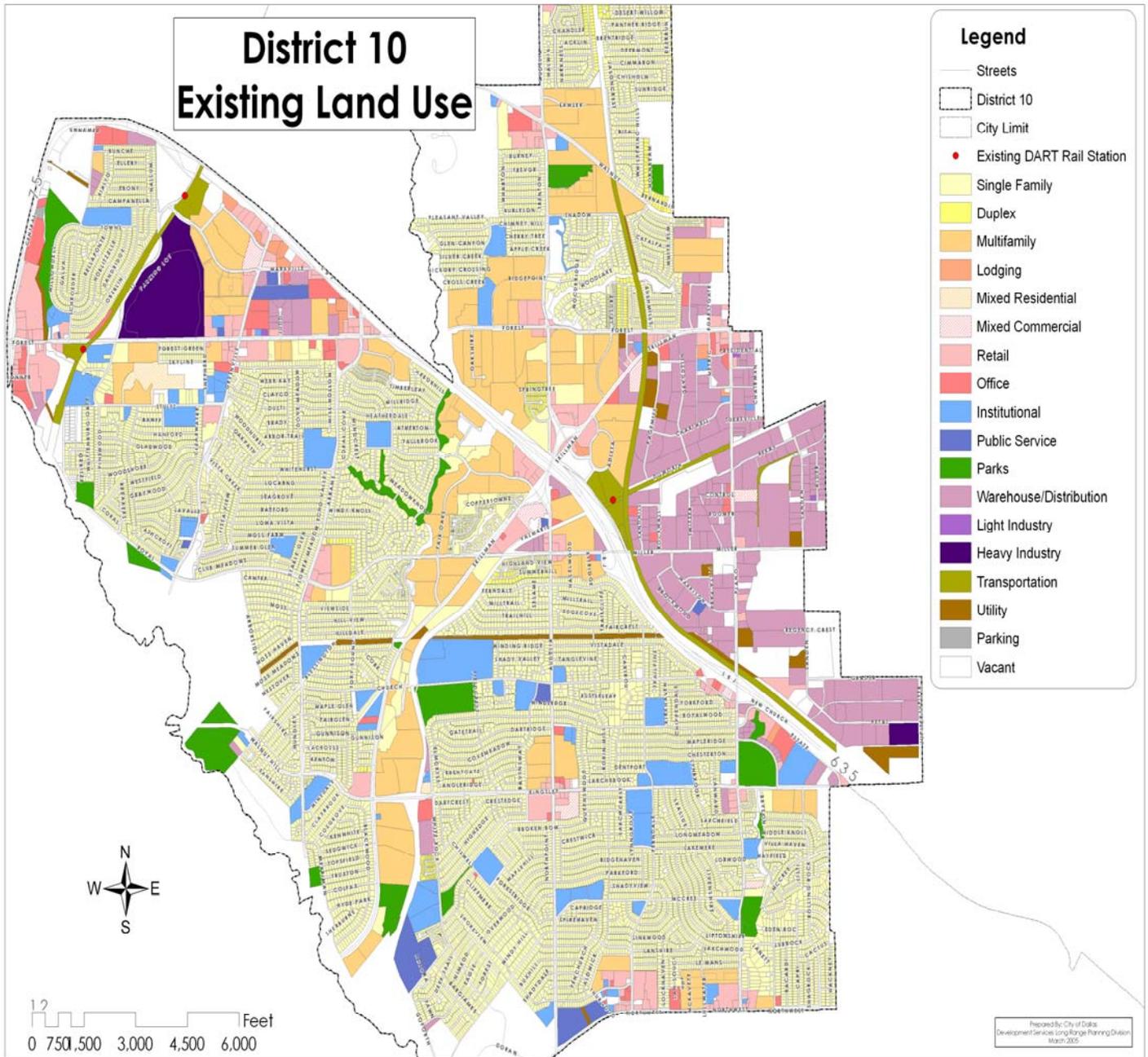
Map 4: Homeownership and Rental Property



The study area is comprised of approximately 8,055 acres of land, including roads located in the study boundaries. Predominate land uses in the area include single-family, industrial, and multifamily developments. Development is influenced by the area's access to Interstate 635, U.S. Highway 75, major arterials, and three DART light rail stations. Notable land uses in the area include the Texas Instruments campus at the intersection of TI Boulevard and Forest Lane; the White Rock Lake Greenbelt, the Hamilton Park neighborhood, north of Forest Lane and east of US 75; and Richland College of the Dallas County Community College system.

On the outskirts of a growing city, the area now known within District 10 began development as a distinct residential community in the 1940s. By the late 1960s, the area was well established as it is currently configured as far north as Church Road. While large tracts of land were still vacant further north, development plans had already begun to carve the area into future single-family, multifamily, townhouse, heavy commercial, and shopping center uses through an abundance of zoning changes, with properties to the east developing as industrial development

Map 5: Existing Land Use

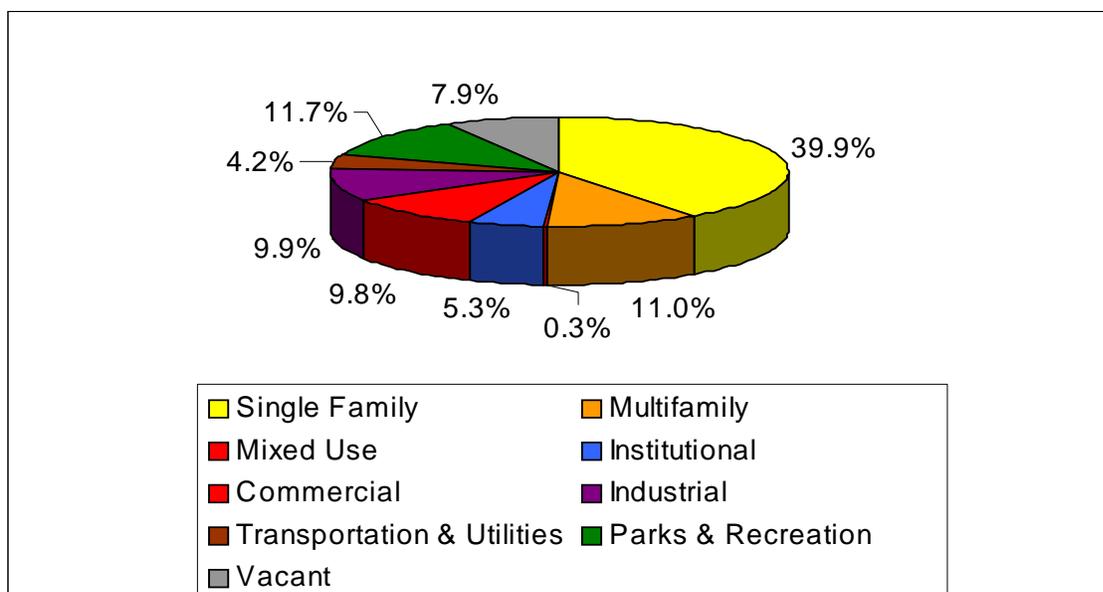


Current land use in the area reflects a historic development pattern that has evolved to include stable residential neighborhoods, a concentration of multifamily and industrial uses, and commercial nodes and corridors. Today, land in the area is used for approximately 3,216 acres of single-family, 941 acres of park and recreation land, 885 acres of multifamily, 796 acres of industrial, and 791 acres of commercial uses. Institutional uses account for 424 acres. 340 acres of land is used for transportation and utility uses. 23 acres of land is identified as mixed use. The remaining 639 acres are vacant.

A notable land use in the area, multifamily uses account for 11% (885 acres) of the area and 10.34% of the multi-family uses citywide. This use accounts for 22% of all residential land use in District 10, well above the citywide percentage of 13%. Multi-family uses in this district are mainly located as a north-south spine along Skillman Street. A major concentration of these uses is also located at the intersection of Forest and Audelia. In addition to the existing multifamily, 202 acres of land has zoning allowing for multifamily use, but is currently used as single-family residential. These properties are mostly located near the intersection of Royal Lane and Skillman Street. The number of multifamily developments in District 10, as well as maintenance and crime issues was identified as a community concern during the assessment of area needs.

Vacant land, only 7.9% of land in the area, provides limited opportunity for future development. Future growth and development will come from redevelopment opportunities found in areas with large tracts of land currently used for aging commercial centers and multifamily uses.

Figure 1: Existing Land Use



Source: Department of Development Services

Economic Development

District 10 is home to a variety of office, commercial, and industrial uses supporting a healthy economy in the area. Retail in District 10 primarily consists of businesses providing grocery, restaurant/fast food, and service needs. National brands, including Super Target, Starbucks, and Wal-Mart, have entered the area market in recent years marking a progressive trend in the area.

With over 150 stores in the community, the enhancement of existing retail centers is a top priority for community stakeholders. Underutilized retail space, deteriorating commercial areas, and a lack of retailers desired by community residents were identified as primary factors for loss of revenue for the area. Stakeholders seek opportunities that encourage new businesses to move into the area. Recent and proposed developments in the area include the following

- Renovations of Old Kingsley Square: Located at the intersection of Walnut Hill Lane (formerly Kingsley) and Skillman Street. The renovated center will include a larger Mi Cocina's Restaurant, LA Fitness, Walgreen's, and other small stores
- Wendy's, located at Audelia and Walnut Hill
- A Proposed Wal-Mart Supercenter, located in the northwest quadrant of Forest Land and Abrams Road, south of I-635 (LBJ). The proposed store replaces the Cypress Pointe Apartments, Royal Inn, the American Inn, and a 50,000 square feet vacant office building.

Approximately 19 major shopping centers can be found within District 10. Of the 19, a field survey identifies six as being in good to excellent condition based on recent renovations, regular maintenance and repair, and lack of vacancies. Properties identified by this survey in fair to poor condition suffer from the effects of crime, vacancies, and a lack of maintenance.

Infrastructure

Infrastructure is an important component in the development and maintenance of a healthy community. District 10 is a healthy community with an extensive transportation system, a variety of public facilities, and a network of bicycle and pedestrian trails.

Highways

District 10 has access to the Dallas-Fort Worth region through an extensive roadway and highway system. Interstate 635 (LBJ) provides east west access to the region, while US Highway 75 provides north south access.

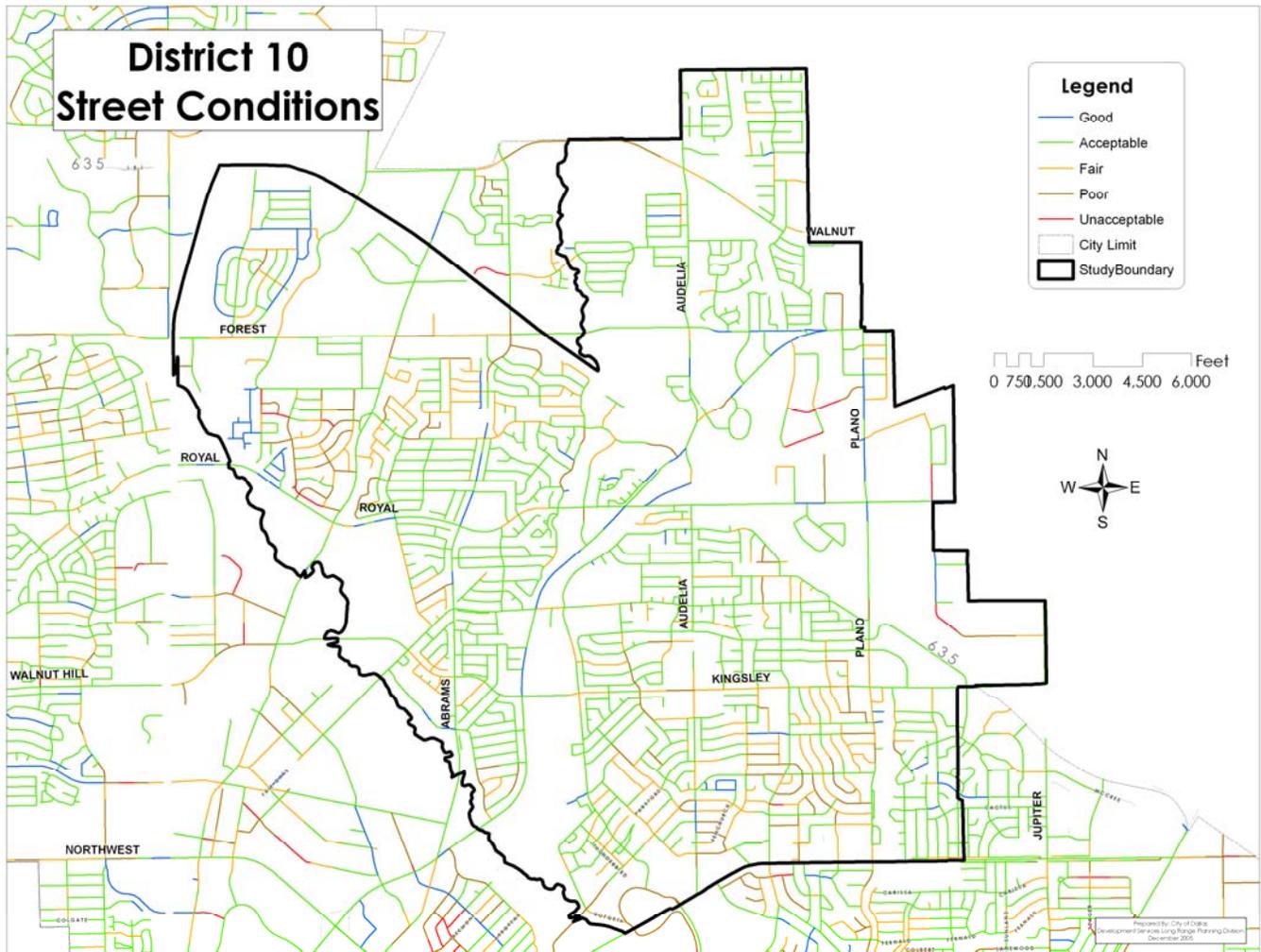
The I-635 and U.S. Highway 75 interchange has undergone major construction as a part of the Texas Department of Transportation (TxDOT) High Five Project. Approximately 75% complete, the High Five Project broke ground in January 2002. The project seeks to improve mobility and safety, improve air quality, improve local access, increase capacity, and provide flexibility in meeting future traffic needs. Improvements will allow 8 lanes of travel on U.S. 75, 10 lanes of travel with four dedicated, barrier-separated HOV lanes on I-635, and will incorporate improved hike and bike trails. The project is schedule for completion in January 2007. Additional improvements to I-635, east of U.S. 75 running through District 10, as identified by the TxDOT LBJ Corridor Study, will include improvements with ten main lanes, HOV/Toll lanes, and continuous frontage roads.

The Skillman/Audelia/I-635 interchange is currently under review by the Texas Department of Transportation. The intersection brings together three roadways which lead to congestion and confusion for drivers. TxDOT's review of the area is a part of the LBJ Corridor Study. Options that are currently under review include a wider structure than the existing, improvements at Adleta and Whitehurst, and grade separated options. The alignment of I-635 would be shifted to the north along DART-owned property to minimize right-of-way impacts along south I-635. Currently, the project is unfunded.

Streets and Thoroughfares

District 10 has an extensive network of community corridors with adjacent residential streets. Community streets were reviewed to determine existing conditions using the street surface conditions criteria identified by the City of Dallas Public Works and Transportation Division. This technical criterion is used to identify improvement needs. Map 5 shows streets identified as fair (C), poor (D), or unacceptable (E). Fair is defined as being a slightly rough riding surface, with edges that are beginning to break down.

Map 5: Street Conditions



Source: City of Dallas, Public Works and Transportation Department

Fair streets have some gutter or street misalignments, small areas of spalling, cracks and cut repairs that are beginning to require attention. Streets identified as being poor have uncomfortable or badly worn riding surfaces, with extensive spalling, cracks, paving failures, or poor patching or cut repairs. They usually have edge breakdowns and gutter or street misalignments. Unacceptable streets are very rough or uneven and have many unsatisfactory patches and cut repairs.

Public Transportation

The LBJ/Skillman DART light rail station lies on the North East Corridor line of the Dallas Area Rapid Transit (DART) System, northeast of I-635/LBJ Freeway between Skillman Street and Miller Road. A park and ride facility, the LBJ/Skillman Station provides convenient rail access to the City of Dallas and suburban locations surrounding the City. The station's immediate proximity to multifamily and commercial

uses, and the many surrounding vacant tracts, provides many economic opportunities for the future

Existing conditions provide many opportunities for transition and growth in the station area. Land use in the station area includes single-family (8%), multifamily (20%), and industrial (Warehouse/Distribution) uses (30%). Undeveloped, vacant land accounts for 21% of the area. The immediate station area consists of both mixed use and industrial land uses. Access to the station is primarily from Skillman Street and Miller Road. DART bus service connects to the station via 5 bus routes serving the area. Proposals show planned direct automobile access between the station and future High Occupancy Vehicle (HOV) lanes along I-635. The station will accommodate 662 vehicles and provide 10 “kiss-n-ride” passenger drop-off areas. The station is anticipated to serve over 1,000 passengers per day by 2010.

The LBJ/Central light rail station located south of I-635 and west of Greenville Avenue is on the North Central Corridor line of the DART system. The LBJ/Central station provides convenient access to the many employers found along the U.S.75 corridor, among them Texas Instruments, as well as nearby residential and commercial areas. The station provides 568 parking spaces for park and ride users.

The area surrounding the station is well developed and includes industrial (35%, primarily Texas Instruments), utility (17%), single family (10%), multifamily (10%), and mixed commercial (3%) uses. Approximately 15% of land surrounding the area is vacant. Vacant land immediately surrounding the station and owned by DART represents the primary opportunity for development. Currently zoned Mixed-Use (MU-3), opportunities for, transit-oriented development are available with no change to existing zoning although improved roadway access will be necessary. Redevelopment opportunities will become available as area development continues to age and transition.

An additional DART light rail station is planned for the area of Skillman and Walnut Hill (formerly Kingsley). The station, currently identified as the Kingsley Station, will further enhance public transportation access within District 10. Redevelopment opportunities are available around the station. This will provide an opportunity for further mixed-used development and improved connections within the area.

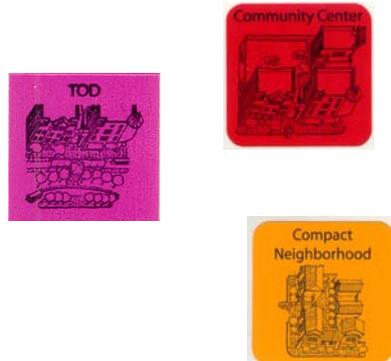
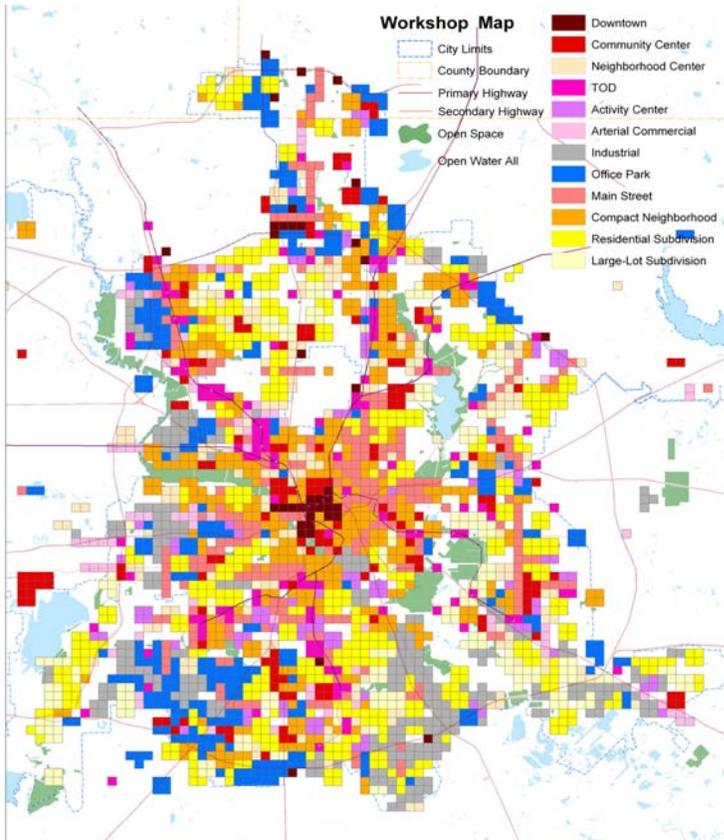
Bicycle and Pedestrian Mobility

Residents of District 10 have access to an extensive trail system. The White Rock Creek and Cottonwood Trails are a hard surface hike and bike trails. Access to the Cottonwood Trail at 140 Maham Road provides a variety of recreational opportunities, including hiking, rollerblading, jogging, and biking. The trail winds through residential areas along the TXU easement. The trail extends from the corner of Spring Valley and Maham Roads to Clear Springs. It is being developed in phases with a completed length of four miles, with extensive landscaping and sitting areas.

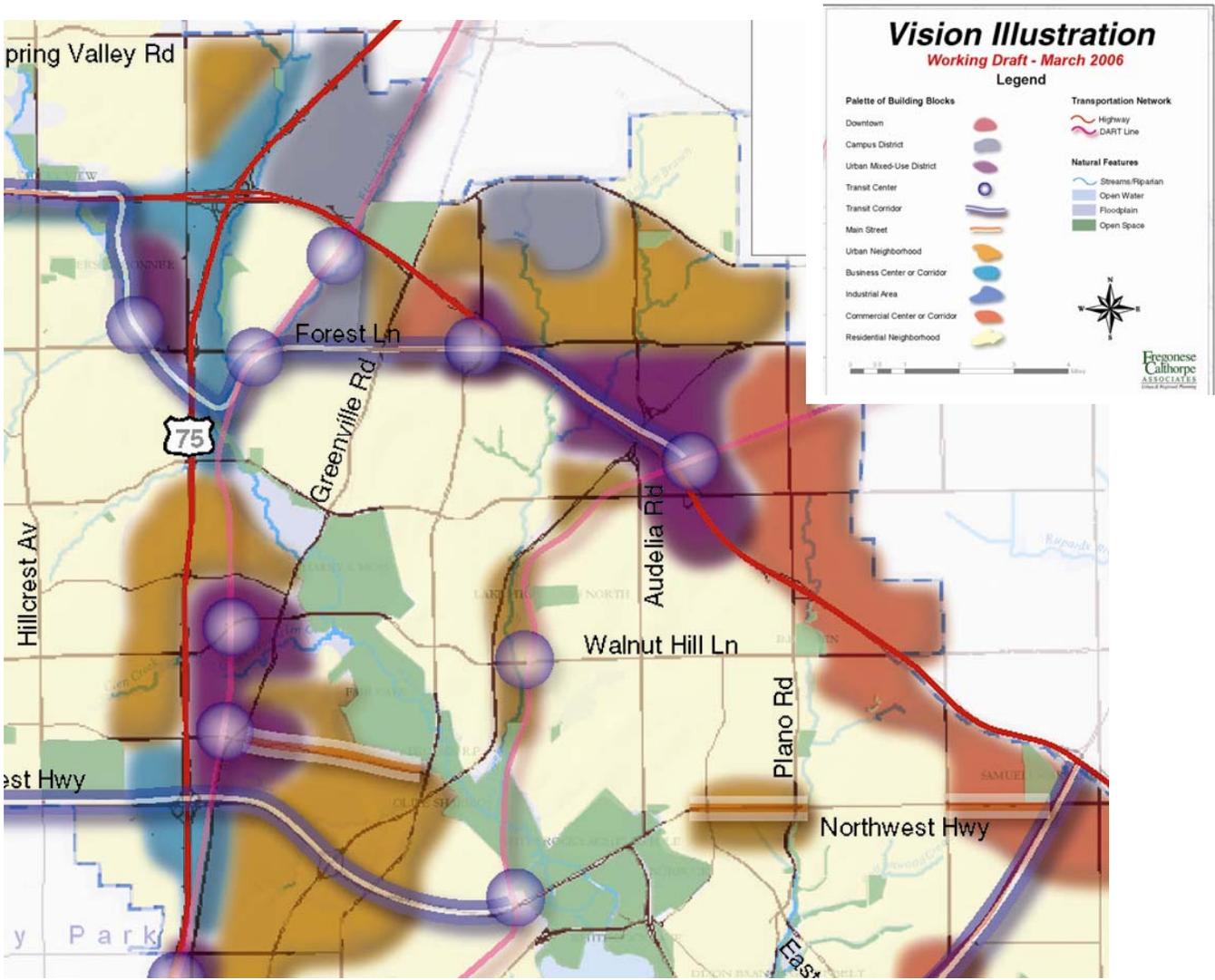
Dallas Vision

The Forward Dallas! Comprehensive Plan identifies the city's vision and serves as a guide for future development. It provides strategies to help achieve identified goals. Dallas' Comprehensive Plan focuses on guiding and integrating future land use, transportation, and economic development effects Citywide.

A community vision for District 10 was established during a series of advisory committee and community workshops. During the Forward Dallas! Comprehensive Plan process, community stakeholders, including District 10 Advisory Committee members, participated in workshop activities soliciting input regarding the future development of the area. Community and city-wide workshops provided interactive, hands-on exercises that allowed a broad cross-section of the community to come together to discuss development issues. Workshops were open to the public and held across the City. Citizens worked in groups to develop ideas about how specific geographic area of the City could be improved using “game pieces”. The “Game piece” chips represent various development types ranging from single-family homes to mixed use development. Group designed development plans were then integrated with other plans to identify a vision for the area.



**Map 2: Forward Dallas! Comprehensive Plan Area Vision Illustration
(zoomed into the District 10 area)**



Note: This illustration is not a Comprehensive Plan map and is not intended to be used as zoning or any other regulation. The categories and colors must be interpreted based on the attached palette of development types.

The vision illustration is not a Comprehensive Plan map or a guide for zoning or regulation, but rather an interpretation of development types, or building blocks, that support a community driven vision for the area. Table 1 identifies the description and an example of each development typed established in the vision illustration.

Table 1: Special Mixed-Use Development Types

Development Type	Description	Example
Campus District	An area with unique characteristics, usually a master-planned campus style development for education facilities and/or major employers. It can contain a variety of shops, services, offices, and housing. The area is usually accessible by multiple modes of transportation	Texas Instruments
Urban Core Mixed-Use	Incorporates a diverse and intense mix of residential and non-residential uses, creating a unique sense of character. This development type is pedestrian-friendly and accessible through several modes of transportation	Deep Ellum
Transit Station Center or Corridor	Located along, transit corridors such as light rail or major bus lines, this development type may contain jobs and shopping, town homes or condos, and smaller lot single-family homes.	Mockingbird Station
Main Street	Higher intensity streets often nested with larger corridors. Buildings are usually located near the sidewalk, providing a variety of housing, shopping, and services. Main Street areas are usually safe and pleasant walking environments and likely have some transit service.	Jefferson Boulevard
Urban Neighborhood	Consists of a combination of single-family homes and other housing types, with some service or office jobs located in key areas. Street connectivity and transit service are important	Oak Lawn

Conventional separate-use types continue to support traditional land use planning development types that have been successfully implemented during the City’s history and that continue to be supported by area stakeholders.

Table 2: Conventional Separate-Use Development Types

Development Type	Description	Example
Business Center or Corridor	A combination of large office and retail buildings and multi-family housing. Buildings include office towers and condos or apartments. Areas are usually automobile-oriented and are usually positioned at intersections of highways or along major arteries	U.S.75
Industrial Area	Composed of a mix of low- and medium-density industrial buildings, often consisting of industrial yards or campuses separate from other uses. Contains a large amount of surface parking and is often located near highways and heavy rail lines.	Area north of I-635 at Plano Road
Commercial Center or Corridor	Generally service and job destinations, but may also contain some apartments and condos. Similar to business centers or corridors, but are on a smaller scale and density; and have plenty of parking.	Preston Center
Residential Neighborhood	Consists of primarily single-family, detached homes with the occasional duplex or small apartment building. At key intersections, there are shops or restaurants supported by the neighborhood.	Lake Highlands

Workshop exercises and discussions identified key characteristics and assets that defined the District 10 community. Key characteristics focused on the residents’ strong sense of community, stability in home values and tenure, and the progressive, dedicated, and diverse residents. DART, access to Downtown Dallas and the DFW region, good schools, and distinct boundaries were identified as community assets.

Each was seen as an important element to maintain for the future health of the community, as reflected by the plan vision statement.

The vision, from concept to reality, will guide District 10 towards an environmentally sound, stable community, with strong and healthy neighborhoods; accessible, quality housing, and an enhanced economy. As the new land use tools identified by the Comprehensive Plan, in conjunction with the recommendations of the District 10 Strategic Plan, are implemented, a new development pattern will emerge establishing economically viable development and enhanced transportation systems.

A Vision for District 10

The focus of the District 10 community is the enhancement of community assets and enhancement of future community growth, while maintaining the attributes that make District 10 an attractive community. District 10 stakeholders guided the development of recommendations for areas identified as strategic opportunities for furthering community-wide goals and objectives were developed from the input of District 10 stakeholders. The District 10 Advisory Committee developed the following mission statement for the District 10 area:

“To create a unique and diverse community where our citizens can enjoy the quality of small town life amid the natural beauty of hills, trees, and winding creeks within a functional, beautiful, and progressive city.”

Stakeholders seek to create and promote this positive community vision by encouraging development and improvements that support a socially and economically diverse population. Community goals focus on encouraging development around DART, ensuring adequate City services, and attracting a variety of retailers and restaurants.

Goal 1: Establish a Plan for District 10 Supporting the Vision for Northeast Dallas Communities

- Create a center for Lake Highlands/Northeast Dallas
- Create and maintain neighborhood identity through sensitive development and urban design

Goal 2: Support Development that Promotes the Community Vision

- Support land use and zoning compatible with the vision
- Encourage owner-occupied residential development for a diversity of incomes and lifestyle needs
- Direct higher density development to areas in proximity to DART light rail stations
- Encourage mixed use commercial development to reduce isolation of commercial uses from residential uses

Goal 3: Encourage Economic Investment

- Develop strategies that encourage reinvestment in deteriorating and vacant commercial areas.
- Encourage a diversity of retail options, specifically specialty and chain retailers

Goal 4: Improve Community Infrastructure

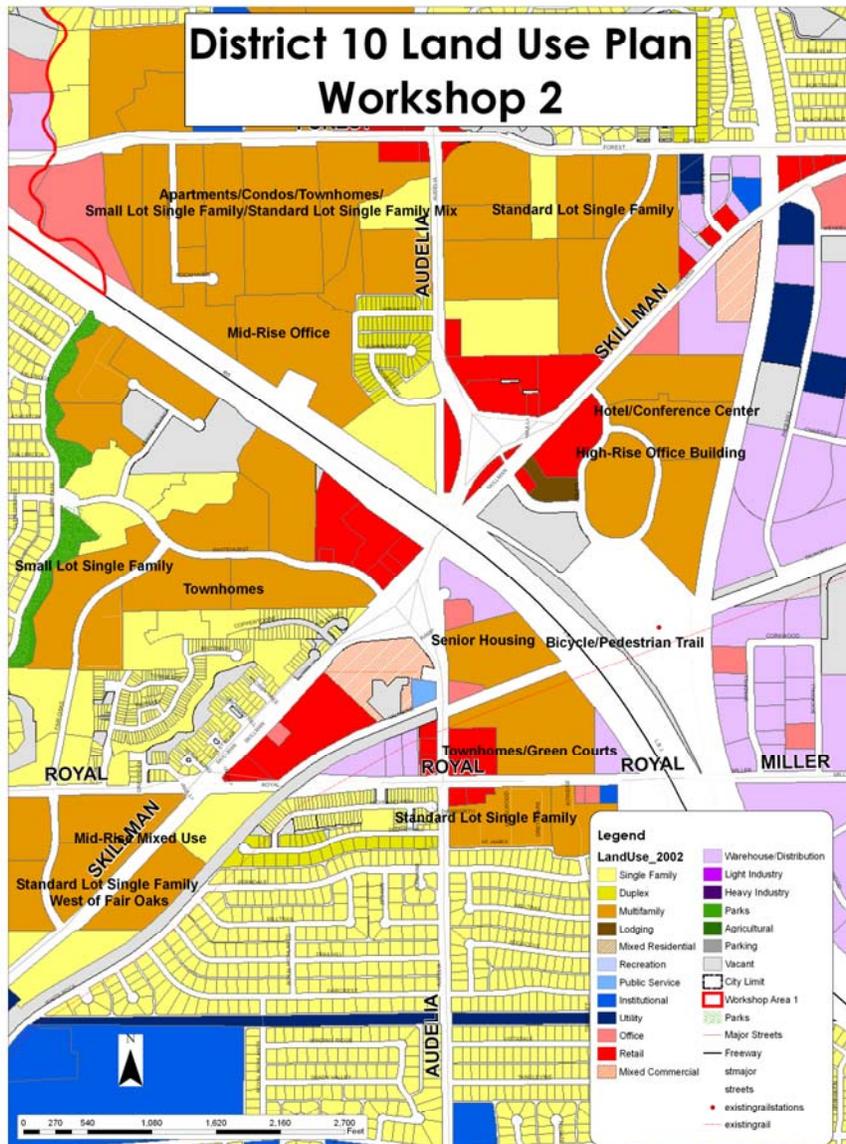
- Make Lake Highlands/Northeast Dallas pedestrian friendly
- Manage traffic flows along community corridors
- Support improvements and connections to open space
- Encourage the development of public uses

Forward Dallas! workshop exercises were replicated during District 10 Advisory Committee meetings. Advisory committee sessions used community stakeholder input as a foundation for discussions and additional workshop exercises and focused on areas of interest that had a potential for change:

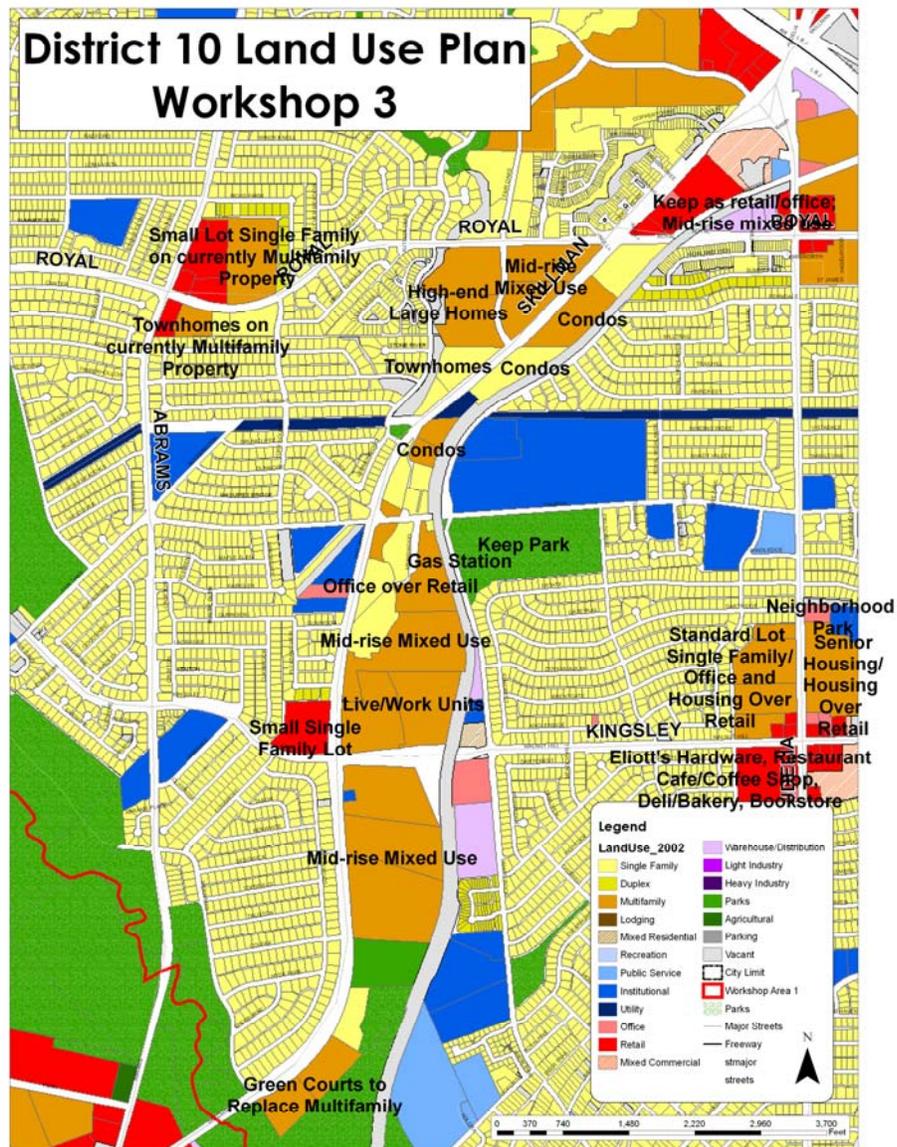
- **B.B. Owen Park:** Community residents identified the park as a thriving recreation area. The area surrounding the park was identified as being ideal for recreational amenities for Seniors, empty nesters, and young families. The future vision for the area was described as being supportive of work and living. It was noted that the park should be connected to area trails with enhancements to the adjacent creek. Any plans for the area should seek to reduce multifamily uses.



- LBJ/Skillman DART Station Area:** The vision for the area was identified as a transition to regional shopping in areas that are currently industrial, office around the DART station, and Senior housing adjacent to DART. Most comments for the area focus on improving traffic conditions in the LBJ/Skillman intersection. Recommendations include constructing a service road along I-635, creating a ‘flyover’ for the LBJ/Skillman intersection, and creating roundabouts in the area north of LBJ, on Skillman, and at the Skillman/Audelia intersection to calm traffic. As with other areas of the community, creek restoration and improving bicycle and pedestrian connections to DART are identified as being important.



- Skillman Street Corridor:** This Corridor is identified as a center for change for the area. Currently a residential corridor comprised of many multifamily developments, with commercial centers at major intersections, a DART station is proposed at Walnut Hill (formerly Kingsley) and Skillman Street. The future vision for the area includes mixed uses and a community ‘town center’ with a mixture of office, retail, and residential uses surrounding the proposed Kingsley Station. Bicycle and pedestrian trails connecting the greenbelt to area DART stations is encouraged.



Additional comments made during visioning exercises identified the importance of gateways to the community. Gateways are distinctive urban design elements, usually markers and landscaping, that identify entry into the community. Areas ideal for

gateways were identified as the following intersections: Greenville and Royal, Northwest Highway and Audelia, bridges across I-635 (LBJ), Walnut and Audelia, Abrams and Walnut Hill, and Miller and LBJ.

Implementing the Vision

Within District 10 many areas are seeing reinvestment through renovation and the introduction of new development. In addition, District 10 is comprised of many stable areas that thrive, and will continue to thrive due to quality development, active stakeholders, and continued reinvestment. District 10 has an established development pattern that has been maintained successfully. Community stakeholders want to maintain the successful elements of the area, while preparing for changes that will inevitably come as the City continues to grow. This can be done successfully through maintenance and reinvestment.

Strategies identified by Forward Dallas! will be used to implement the area vision. The strategic plan calls for an implementation program, coordinated with the bond program cycle with a 5 to 7 year horizon, which is updated annually in coordination with the budget cycle. An action plan focusing on short-term projects with a two year horizon and a monitoring system based on measurable indicators are also key strategies in the plan. These strategies are continued through the recommendations and implementation strategies of the District 10 Strategic Plan. Key strategies from the Comprehensive Plan that support the goals and objectives of District 10 stakeholders include creating strong healthy neighborhoods, making quality housing more accessible, enhancing the economy, encouraging new development patterns, and enhancing transportation systems.

Strategic Opportunities

There are many community assets throughout District 10 – strong neighborhood organization, academically recognized schools, diverse transportation options, economic reinvestment, proximity to major employers, and recreation amenities. These assets continue to bring investment to the area; however these efforts are not coordinated to a community or city-wide vision. Three key areas have existing or future opportunities that could serve as catalysts for furthering the goals, objectives, and vision of District 10 Stakeholders.

Focus Area 1: Skillman Street Corridor

The Skillman Street Corridor is a major arterial linking the area north and south to adjacent suburbs and the Central Business District. The surrounding area is a mixture of residential, multifamily, and commercial uses. Skillman Street connects to the existing LBJ/Skillman DART Station and the proposed Kingsley Station at Skillman and Walnut Hill (formerly Kingsley Road). With these attributes, Skillman Street is ideal for the mixed use development found in an urban neighborhood.

Urban neighborhoods provide a mixture of residential uses ranging from single-family to multifamily, often with convenient access to retail and employment. Urban neighborhoods are characterized by an increased density from that found in traditional residential neighborhoods; a mixture of uses; pedestrian friendly design; and convenient access to several modes of transportation. The Skillman corridor within District 10, in an area generally bound by properties along Skillman Street from the White Rock Greenbelt to I-635 (LBJ Freeway), also including property within a one mile radius of the Skillman/LBJ DART Light Rail Station, should be reviewed as a future urban neighborhood corridor, providing the community with a strategic opportunity for mixed used development in District 10.

Many projects are proposed or underway in the area. These projects can serve as catalysts for furthering mixed use development. As noted in Section __, the Texas Department of Transportation (TxDOT) has proposed significant infrastructure improvements to the LBJ/Skillman intersection as well as I-635 that will enhance access to the area. Dallas Area Rapid Transit (DART) has issued requests for proposals, responding to developer interest, for transit supportive/transit oriented development around the LBJ/Skillman DART light rail station for the 14 acres of vacant land surrounding the station. This will provide many opportunities to guide the area toward the future envisioned by the community. In addition, the proposed Kingsley (Walnut Hill) light rail station will provide development opportunities currently not available in the area.

A Tax Increment Financing District (TIF), initiated by the community and proposed by the City of Dallas Department of Economic Development has been identified for the corridor along similarly defined boundaries. The Department identifies the corridor as an opportunity to provide a model for redeveloping urban corridors. The TIF provides an opportunity to address community goals by using revenues to encourage that increase owner-occupied housing, the redevelopment of retail centers, improved trail and recreational connections, and the development of the Skillman/Walnut Hill (formerly Kingsley) and the LBJ/Skillman Dart light rail stations. The duration of the proposed TIF is 30 years, with the following development goals:

- Encourage redevelopment of existing properties, including older multifamily developments and underutilized retail space along Skillman and the existing LBJ/Skillman DART station to increase density and enhance urban design
- Develop vacant land
- Encourage higher density residential uses

Potential public improvements from the TIF, as identified by the Department of Economic Development, include \$20 million for land acquisition, demolition, and environmental remediation, utilities, paving and streetscape improvements, and public open space for a transit oriented development (TOD) Town Center at Walnut Hill and Skillman; and \$27 million for land acquisition environmental remediation and demolition, streetscape, utility improvements

Existing multifamily, commercial/retail, and industrial uses provide a foundation for the development of an economically and socially viable urban neighborhood. Properties in the area must be encouraged to continue reinvestment as the area prepares for the future. Infrastructure improvements that provide convenient pedestrian circulation, public spaces, street connectivity, and convenient public transportation can provide the primary investments needed to serve as a catalyst for moving the area towards the envisioned future. Reinvestment in retail centers along the corridor, aging multifamily, property surrounding existing and proposed DART light rail stations and regional access are potential catalysts for implementing the community's vision of enhanced retail and increased homeownership opportunities.

Focus Area 2: Forest/LBJ/Central Triangle

The community north of Forest Lane is comprised of residential, retail, office, and industrial uses, including a major employer, Texas Instruments, a historic African American neighborhood, Hamilton Park, and the LBJ/Central DART light rail station. This unique mix of uses provides an opportunity to maintain community history found in District 10 as well as to develop an urban neighborhood. These areas should be targeted for short-term implementation measures.

Urban neighborhoods provide a mixture of residential uses ranging from single-family to multifamily, often with convenient access to retail and employment. Urban neighborhoods are characterized by an increased density from that found in traditional residential neighborhoods; a mixture of uses; pedestrian friendly design; and convenient access to several modes of transportation. The character of the area found in the Forest/LBJ/Central Lane makes this area ideal for the implementation of an urban neighborhood design concept.

The Forest Lane area has many assets. In the immediate focus area is Texas Instruments (T.I.), a major City of Dallas employer. Texas Instruments, one of the world's oldest and largest semiconductor makers, had over \$12 million in sales in 2004. With over 35,000 employees, the company is a major asset to the City, as well as the area. The Hamilton Park neighborhood is a community asset that has continued to thrive for over 50 years. Hamilton Park is a planned community dedicated in 1953 as a community for middle-class African American families. Over the years, this community has been faced with redevelopment, but the neighborhood has resisted the transition to high-rise development and continues today as a predominately single-family community. Additional assets in the area include area parks, the LBJ/Central and Forest Lane DART light rail stations, U.S. 75, and I-635.

The area can be divided into three distinct development types. Hamilton Park represents a traditional, single-family community that is threatened by the changing character of the area. Time has taken a toll on the community with wear showing on area homes; however, the community is strong and has the goal of remaining a strong residential area. Texas Instruments is a thriving campus that provides a strong anchor in the area and employment center. Adjacent to two DART stations, the campus is

easily accessed by employees. An enhanced pedestrian environment can increase the desirability of the area for residents as well as those employed in the area. Adjacent multifamily, aging industrial and a variety of commercial uses provide an opportunity to further shape the area into a thriving, urban neighborhood.

Implementation

A strategic plan identifies priorities, missions, and objectives that align with long-term goals. The District 10 Strategic Plan is a first step in the direction identified by community stakeholders. It identifies two focus areas that provide opportunities for implementing the long-term community vision, the Forest/LBJ/Central Triangle and the Skillman Street Corridor. The following identifies implementation actions for achieving the community vision.

Skillman Street Corridor

Background

The Skillman Street Corridor is a major north/south arterial winding through the Lake Highlands community, with connections to the I-635 (LBJ), the LBJ/Skillman DART light rail station, and the proposed Walnut Hill light rail station. Land uses along the Corridor include single family, aging multifamily, and transitioning commercial nodes at major intersections. A proposed Tax Increment Finance District for the area will address community goals by using revenues to encourage owner-occupied housing, redevelopment, improved pedestrian connections, and new development. The Corridor provides multiple opportunities for the introduction of mixed use and transit-oriented development furthering the City of Dallas' goals of creating greater opportunities for access to alternate modes of transportation and providing alternate housing options for residents.

Anticipated Products

A plan that guides the development of a urban neighborhood corridor providing opportunities for innovative development that achieves the community's vision.

The Corridor plan will be a guide for achieving the City's goals for new development and redevelopment connected to alternative transportation through land use, transportation, infrastructure, and economic development planning. The results of the corridor plan will include:

- Recommended zoning
- Assessment of market feasibility
- Transportation design program
- Pedestrian improvements

Measures for Success

- Housing
- Changes in assessed value
- Transit boardings

Lead Dept/Agency

- Development Services
- Economic Development

Stakeholders

- Area Businesses
- Area Residents

Forest/LBJ/Central Triangle

Background

The Forest/LBJ/Central Triangle, in northeast Dallas, is comprised of residential, retail, office, and industrial uses, including a major employer in the City. This mix of uses in this active area provides an opportunity to direct the area towards a future, thriving urban neighborhood. A stable employment center, access to transit, and walkable areas are assets that can be built upon for the future, added to the City's goal of creating thriving neighborhoods and greater opportunity to alternative modes of transportation.

Anticipated Products

A plan that guides the development of an urban neighborhood providing opportunities for innovative development that achieves the community's vision.

The Corridor plan will be a guide for achieving the City's goals for new development and redevelopment connected to alternative transportation through land use, transportation, infrastructure, and economic development planning. The results of the corridor plan will include:

- Recommended zoning
- Pedestrian improvements
- Neighborhood conservation

Measures for Success

- Housing
- Changes in assessed value
- Transit boardings

Lead Dept/Agency

- Development Services
- Economic Development
- Public Works and Transportation

Stakeholders

- Area Businesses
- Area Residents
- DART

Summary

The District 10 Strategic Plan identifies a vision for communities within the present boundaries of Council District 10 designed to guide the future development of the area. The goal of the District 10 community is to maintain its existing assets while taking advantage of opportunities for enhancements. The community is in transition. There are many individual projects proposed and under development that seek to enhance the community through new construction and redevelopment. The District 10 Strategic Plan provides an opportunity to focus these efforts towards achieving a community-wide vision.

Community needs were identified through a review of existing conditions and input by community members. Land use needs focused on improving the diversity of available housing. Improvements in the area were directed towards creating a unique identity through urban design elements. The revitalization of commercial centers and the improvement of pedestrian connections were also deemed important to the future of the area.

The District 10 Strategic Plan recommends an in depth review of the identified focus areas. Tools identified in Forward Dallas! Comprehensive Plan can be used as implementation tools to direct development. Focus areas identified by the Plan provide an opportunity for District 10 to guide investments towards key areas that can serve as catalysts for change throughout the community.