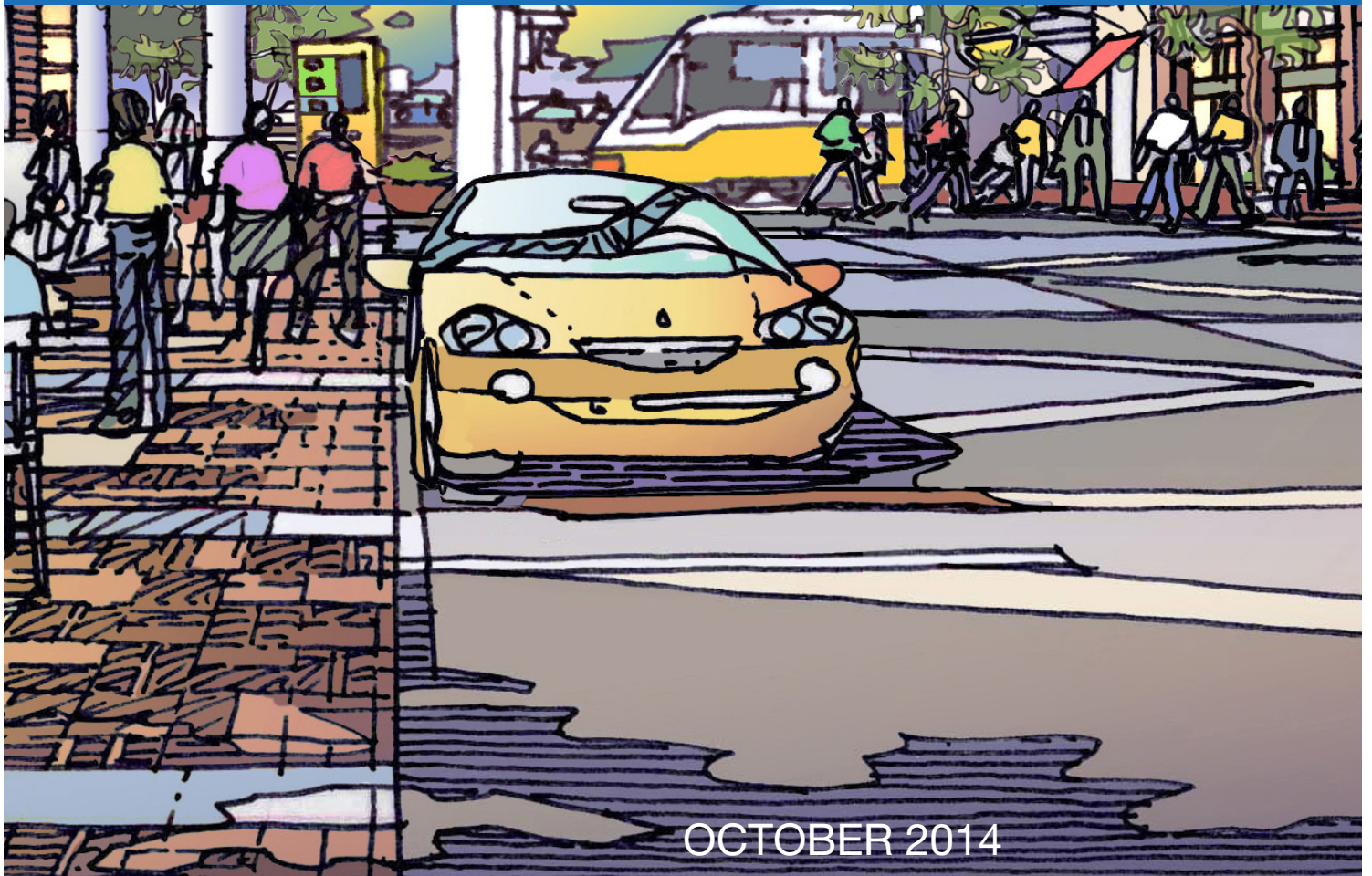




# LBJ • SKILLMAN

URBAN PLANNING INITIATIVE STUDY



OCTOBER 2014

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**WHEREAS**, on August 24, 2011, the Dallas City Council passed Resolution No. 11-2234 supporting *the LBJ Skillman Planning Initiative Study* in the area generally bounded by Forest Lane on the north, Royal Lane / LBJ on the south, Atchison, Topeka, and Santa Fe railroad tracks on the east, and Arbor Park Drive on the west, and agreed to serve as the lead public sponsor for the project.

**WHEREAS**, the LBJ Skillman Advisory Committee, a group consisting of members representing the LBJ Skillman Planning Initiative Study area organizations, property owners, and area residents worked in conjunction with consultants and city staff to develop the *LBJ Skillman Planning Initiative Study*; and

**WHEREAS**, the *LBJ Skillman Planning Initiative Study* defines issues, goals and recommendations related to urban design, planning, parking and guidance for future land development for the LBJ Skillman Planning Initiative Study area; **Now Therefore**,

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

**SECTION 1.** That the *LBJ Skillman Planning Initiative Study* is hereby adopted as a reference and guide to benefit the citizens of the LBJ Skillman Planning Initiative Study area community.

**SECTION 2.** That the City Council directs the City Manager to consider and consult the recommendations of this Plan in conjunction with other adopted plans in the context of future actions affecting the LBJ Skillman Planning Initiative Study area.

**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

OCT 08 2014

  
City Secretary

## ACKNOWLEDGEMENTS

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<b>1.</b>	<b>EXECUTIVE SUMMARY</b>	<b>1</b>
<b>2.</b>	<b>INTRODUCTION</b>	<b>7</b>
	Project Introduction	8
	Project Goals	10
	Planning Process	12
<b>3.</b>	<b>EXISTING CONDITIONS</b>	<b>15</b>
	Summary	16
	Market Data	17
	Land Use	21
	Transportation	30
<b>4.</b>	<b>PUBLIC INPUT</b>	<b>37</b>
	Summary	38
	Survey	39
	Public Meetings - Summaries & Comments	44
	Business Owner Roundtable	53
<b>5.</b>	<b>PROJECT VISIONING and RECOMMENDATIONS</b>	<b>55</b>
	Summary	56
	Market Analysis Recommendations	58
	Land Use Recommendations	61
	Mobility Recommendations	68
	Quality of Life Recommendations	76
<b>6.</b>	<b>PROJECT OPPORTUNITIES and IMPLEMENTATION</b>	<b>81</b>
	Summary	82
	Implementation Priorities	82
	Implementation Tool Kit	88
	Strategic Opportunity Vision Area 1	90
	Strategic Opportunity Vision Area 2	94
	Strategic Opportunity Vision Area 3	96
	Strategic Opportunity Vision Area 4	100
<b>7.</b>	<b>APPENDIX (see separate document)</b>	
	Full Market Analysis	
	Zoning District Standards	
	Planned Developments	
	DART Ridership	
	TIF Design Standards	
	TxDOT Schematic	
	Community Meetings	





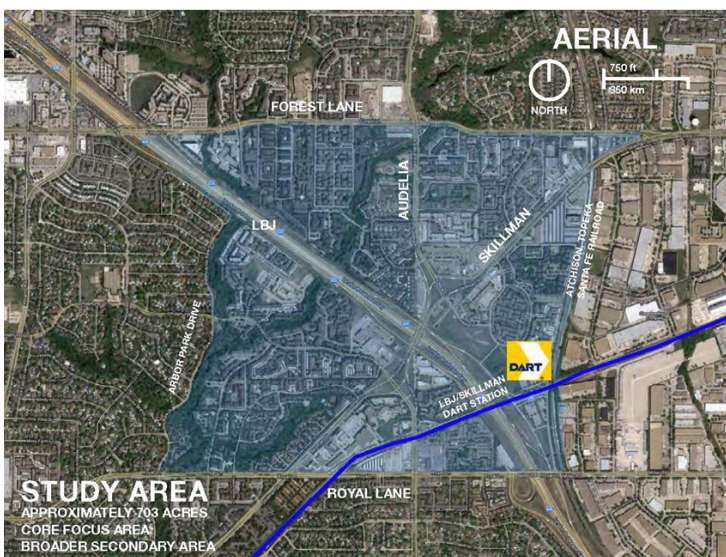
## **EXECUTIVE SUMMARY**

## EXECUTIVE SUMMARY

In 2010, a partnership of the Lake Highlands Area Improvement Association and the City of Dallas submitted an application for the LBJ/Skillman Urban Planning Initiative as a part of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council's (RTC) third Sustainable Development Program 2009-2010 Call for Projects. The intent of the Sustainable Development Funding Program is to reduce auto emissions and support sustainable communities in the North Central Texas region. The program is designed to foster growth and development in and around historic downtowns and Main Streets, infill areas, and passenger rail lines and stations. The LBJ/Skillman Urban Planning Initiative study was one of nine planning projects selected for NCTCOG funding. The Skillman Corridor Tax Increment Finance (TIF) provided a local 20% funding match.

NCTCOG issued a Request for Proposals for the planning project in October 2011. NCTCOG, and the City of Dallas, then interviewed a short list of candidates to lead the study, selected the OMNIPLAN team, and the formal study started in August 2012. In addition to the consultant team consisting of OMNIPLAN, Kimley-Horn, Ricker Cunningham, GRAM Traffic and Public Information Associates, the study included representatives from NCTCOG, the City of Dallas, and a Project Review Committee (guidance and supervision) and an Advisory Committee. See Acknowledgements page for a list of representatives.

The LBJ/Skillman intersection is in the northeast portion of the city of Dallas in what is commonly referred to as Lake Highlands (see Map 1.1). The purpose of this study is to identify redevelopment and new transit oriented development opportunities to promote sustainable living, positive economic growth, cultural opportunities and increased safety throughout this strategic focus area as identified in the City of Dallas' Comprehensive Plan, forwardDallas!.



SOURCE: OMNIPLAN  
MAP 1.1



# EXECUTIVE SUMMARY

This document is the result of the study and consists of four main components:

## **1. Existing Conditions**

- Market data, land use and transportation were analyzed and used to inform the Project Visioning and Recommendations.
- In general, this area has a large number of residents under the age of 18 and there is a high degree of ethnic diversity.
- The majority of the land use in the study area is multi-family (mostly apartments along with some condominium and townhouse developments).
- The road network is disjointed and creates points of congestion. Local streets are lacking in the area due to the large number of gated multi-family developments.
- The LBJ/Skillman DART Station anchors one corner of the study area providing easy access to and from the area.
- There are numerous gaps in the sidewalks at the public streets which need to be addressed to provide a safer environment.

## **2. Public Input**

- Surveys, public meetings and a business owner roundtable session were held to ensure the community had a chance to contribute to the shaping of the future vision for the study area.

## **3. Project Visioning and Recommendations**

- The Proposed Vision Plan is a representation of what the area might look like and is the result of input received from community visioning meetings, the project survey, and the analysis of existing conditions by the Consultant Team.
- The realignment of Skillman Street over LBJ is a related, but a separate project by the Texas Department of Transportation (TxDOT).
- The actual timeline for construction of Skillman Street is unknown, so the Vision Plan is presented as two different solutions. The first solution is a short term interim plan based on the current configuration of Skillman and the second solution is a long term plan based on the realignment of Skillman.
- The Proposed Vision Plan consists of recommendations for four organizing elements: Market Analysis, Land Use, Mobility, and Quality of Life.
- The Market Analysis highlights the presence of the DART light-rail transit center as a competitive advantage, offering a unique opportunity for urban housing and a wider variety of retail product types. Proximity to I-635 and existing employment centers supports additional secondary office space.
- The Land Use recommendations include ideas about future development of property that is currently undeveloped, like the DART light rail station site and the properties that are created with the realignment of Skillman, as well as redevelopment of existing properties.
- The Mobility recommendations address the movement of people in the area by light rail, automobile, pedestrians, and bicycles.
- The Quality of Life recommendations show ideas related to parks/open space, hike/bike trails, and connection to the nearby Richland College Campus.

#### **4. Implementation and Project Opportunities**

Implementation priorities are recommendations that are deemed necessary to help the Vision Plan achieve success. Action items associated with these priorities include:

- Economic Development
  - o Creation of a Lake Highlands Business Coalition / Chamber of Commerce.
  - o Area marketing initiative.
  - o If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.
  - o Pursue public and private financing mechanisms to implement catalyst site development.
- Land Use, Urban Design and Zoning
  - o The Vision will be used as an area Land Use guide.
  - o Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.
- Transportation
  - o Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.
  - o Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.
  - o Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape are present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.
  - o Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.

The Strategic Opportunity Vision Area plans shown, in Chapter 6, are graphic illustrations of what targeted sites within the study area might look like. These sites were selected for their strategic location and their potential to be a catalyst for redevelopment in the core focus area and as well as the larger study area. These vision area plans are generic in nature and are intended to reflect the type of development, and redevelopment, desired in the area. These layouts reflect the vision of the community and represent what could potentially happen in the future if property owners desire to redevelop their properties. Included with these vision area plans are renderings showing the possible massing and potential architectural character for each targeted site.

This document represents the vision of the community and is to be used as a long term guide for decisions that will affect the development and redevelopment opportunities for the study area.



## EXECUTIVE SUMMARY

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## **INTRODUCTION**

Project Introduction

Project Overview

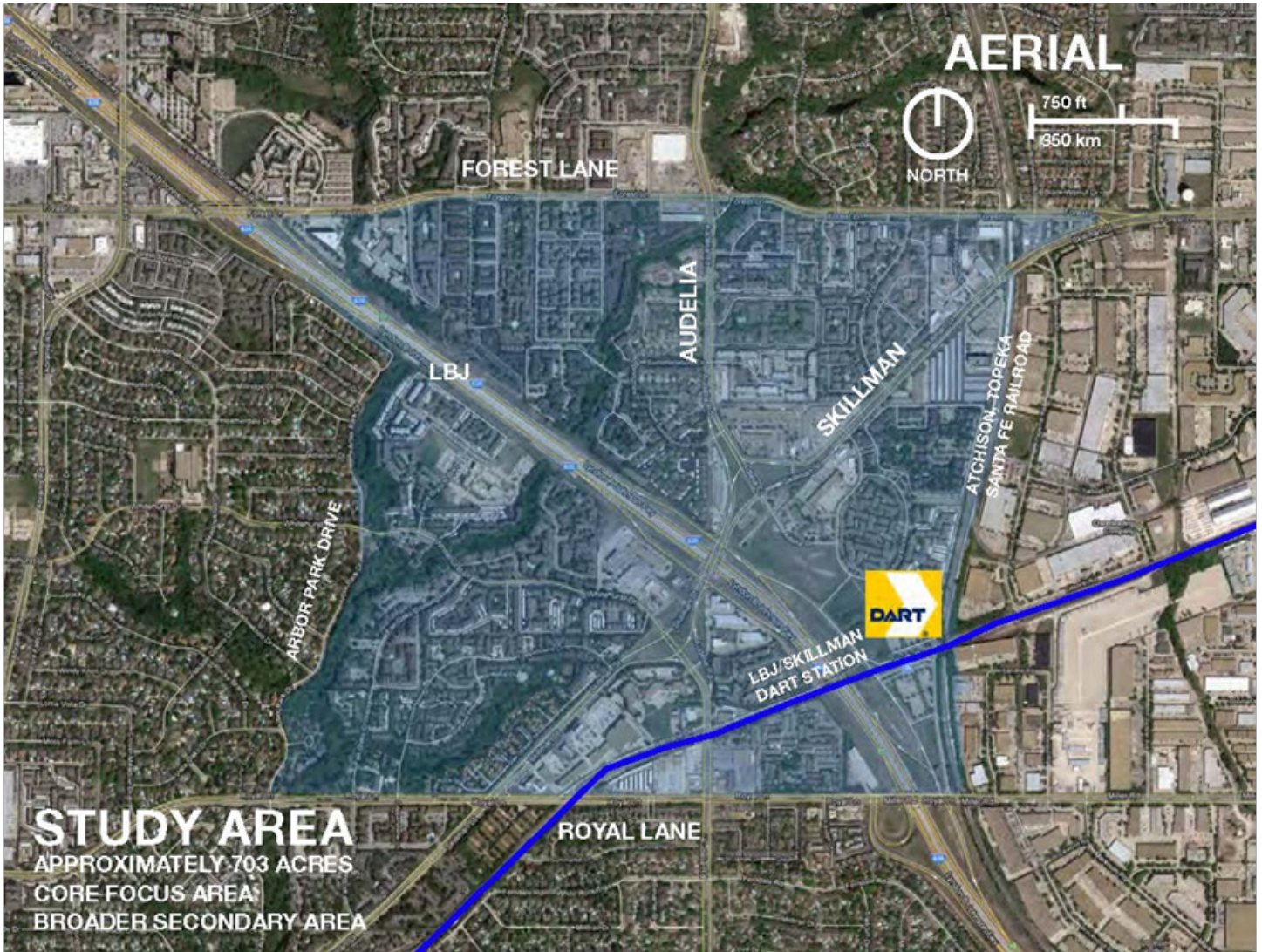
Planning Process

## **PROJECT INTRODUCTION**

The purpose of the LBJ/Skillman Urban Planning Initiative is to identify redevelopment and new transit oriented development opportunities to promote sustainable living, positive economic growth, cultural opportunities and increased safety throughout this strategic focus area as identified in the City of Dallas' Comprehensive Plan, forwardDallas! The planning project includes an analysis of current and future demographics and DART ridership, allowable density and the current and possible mix of uses. The study identifies park, open space and hike/bike trail opportunities, and public facility needs. The plan also includes design recommendations to maximize access to DART rail and potentials for pedestrian circulation; identifies and evaluates area land use; and illustrates proposed pedestrian atmosphere and architectural character for the study area.

The study also provides a framework for coordinating existing planning and development initiatives, identifies opportunities and implementation steps to encourage more sustainable development with an emphasis on transit-oriented development around the LBJ/Skillman DART station, enhancing pedestrian and bicycle connections, job creation, and recreational and cultural opportunities.

In 2010, the North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council (RTC) approved \$44.8 million for their third Sustainable Development Program Call for Projects. The Sustainable Development Funding Program is intended to promote development that reduces the overall demand for transportation infrastructure and improves air quality. The call for projects included an application for the LBJ/Skillman Urban Planning Initiative, which was selected for NCTCOG funding. The application was a partnership of the Lake Highland Area Improvement Association (LHAIA) and the City of Dallas. The Skillman Corridor Tax Increment Finance (TIF) also provided a 20% grant funding match.



SOURCE: OMNIPLAN  
MAP 2.1

## STUDY AREA

The project area is approximately 703 acres and is bounded by Forest Lane on the north, Royal Lane/LBJ on the south, Atchison, Topeka & Santa Fe railroad tracks on the east, and Arbor Park Drive on the west. The study area is divided into a “core focus” area encompassing the LBJ/Skillman DART Station and LBJ/Skillman intersection, then a “broader secondary” area for the remainder of the study boundary. The study area is highlighted in the illustration above.

The Skillman Street realignment was the catalyst for the study. Begun as a community-led initiative, this study seeks to address the underutilized land, vacant retail, isolated DART station and confusing traffic patterns currently present within the study area.



## PROJECT GOALS

Identify redevelopment opportunities in the context of both the current and the future roadway alignments.



Source: YELLOW108

Identify new transit-oriented development opportunities with an emphasis on sustainability.



Source: EV World

Evaluate area land use.



Source: Turner Construction

Enhance pedestrian and bicycle connections.



Source: DDOTDC



## LOCATION AND SURROUNDINGS

In the early 1940's, the area was mostly agricultural use. By the mid 1970's, LBJ had been constructed, Skillman and Audelia were designed and built so they did not intersect directly on top of LBJ, and single-family residential was being built in the area. The entire area was built out by the 1980's and most of what you see on the ground today was constructed by then.

The predominant land use is multi-family and commercial. Most of the multi-family units are two story apartment buildings that were built for single use individuals. These apartment buildings weren't built with families in mind so the area lacks infrastructure and basic community needs like open space, parks, libraries, etc. Commerical and Retail uses are mostly located along Skillman Street and the Skillman / LBJ intersection.



1942



1972



1984

- 2001** DART station area plan
- 2006** District 10 Strategic Plan  
Identifies the LBJ/Skillman area as “Focus Area #2: Forest/LBJ/ Central Triangle”, with a specific implementation item to develop “A plan that guides the development of an urban neighborhood providing opportunities for innovative development that achieves the community’s vision.”
- 2006** forwardDallas! Comprehensive Plan  
The city-led, citywide comprehensive plan identifies the LBJ/ Skillman area of Dallas as having significant future transit-oriented Development opportunities around the DART LBJ/ Skillman station.
- 2007** Lake Highlands Area Improvement Association (LHAIA) Vision included consultation with Texas Department of Transportation (TxDOT Consultation).
- 2008** NCTCOG Traffic Modeling (TxDOT Consultation) on preferred Skillman realignment scheme.
- 2009** Environmental Impact Report
- 2011** Preliminary Engineering on Skillman Bridge over LBJ (TxDOT). NCTCOG Sustainable Projects Application (This urban planning initiative study)

## AREA ASSETS

- DART station
- Richland Community College campus
- Lake Highlands town center
- White Rock hike & bike trail extensions
- Existing Public Improvement District (PID) & TIF districts to fund area improvement projects and incentives for new development or redevelopment

## PLANNING PROCESS

A Project Review Committee, made up of representatives from NCTCOG, the City of Dallas, DART, and the Lake Highlands Area Improvement Association, oversaw the planning effort of the consultant team. This committee provided valuable feedback at key points in the planning process. The Advisory Committee was made up of individuals who represented a diverse range of public and private interests. In addition to being a sounding board for the consultant team, they also helped to facilitate community involvement, evaluate area data, refine plan goals.

The Planning Initiative project was kicked-off in August 2012. Initial project activities included preliminary research and collection of data related to existing demographics, land use, housing, retail and transportation data. After the initial project activities were completed, additional research was done on current and future market and development conditions.

A survey was conducted at the end of 2012 and the first part of 2013 to get feedback from the community on transportation used in the area, characteristics to preserve, improve or enhance, and what level of density would be supported. A local business owner roundtable was conducted in March 2013 to gather input to assist the planning effort.

A Community Visioning Event (CVE) was held in January 2013 where existing conditions were presented along with preliminary project visioning and concept imagery. Feedback received at the CVE was compiled and analyzed to develop Preliminary Implementation Recommendations. A follow-up CVE was held in mid May to present the Preliminary Recommendations. Input and comments from the second CVE was then used to influence the recommendations in this final project report.

The report was then presented to the Urban Design Subcommittee for review prior to being submitted to the Dallas City Plan Commission and City Council in the first part of 2014.



PHOTOS FROM JANUARY COMMUNITY VISIONING EVENT



SOURCE: OMNIPLAN  
MAP 2.2

## CORE FOCUS AREA

The existing Skillman Street / Audelia road alignment is a very confusing network of streets that has contributed to the underutilization of the adjoining land. This area is a major gateway to Lake Highlands as many individuals in Garland and other communities to the Northeast travel through this intersection on their way to Downtown Dallas. This study looks at redevelopment opportunities at the core area under two scenarios.

The first scenario being the realignment of Skillman which would simplify traffic flow in the area and capture underutilized land for development opportunities and create new green space.

The second scenario is based on the existing alignment of Skillman should the realignment not happen for a number of years.

This study also looks to leverage the existing isolated DART station and vacant surrounding land to maximize the key asset in the area.



## **EXISTING CONDITIONS**

Summary

Market Data

Land Use

Transportation



## SUMMARY

A number of existing conditions within the study area were analyzed as part of the overall planning study. These conditions included market data, land use, and transportation, all of which were used to inform the Project Visioning and recommendations.

Market data consisted of demographic characteristics; population, household, ethnicity, and the like. In general, this area has a higher number of residents under the age of 18 (school age children), and it has a significantly higher share of non-family households, than the City of Dallas population or the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA). The area also has a high degree of ethnic diversity. Additional detail on the items above is included in this section of the report and the full Market Analysis is located in Appendix 1.

The predominant land use in the study area is multifamily. The majority of the multifamily units are apartments but there are pockets of condominium and townhouse developments. The study area also has a significantly higher housing vacancy rate than the City or MSA, a condition indicative of aging areas.

Under transportation, the following networks were analyzed: road, transit, and bicycle/pedestrian. Traffic counts were taken at key locations to understand capacity and use. In general, the road network is very disjointed and creates points of congestion. Also, local streets are lacking in the area due to the large number of gated multifamily developments. The LBJ/Skillman DART Station anchors one corner of the study area providing easy access to and from the area. There are numerous gaps in the sidewalks at the public streets which need to be addressed to provide a safer environment and a better quality of life for the community.



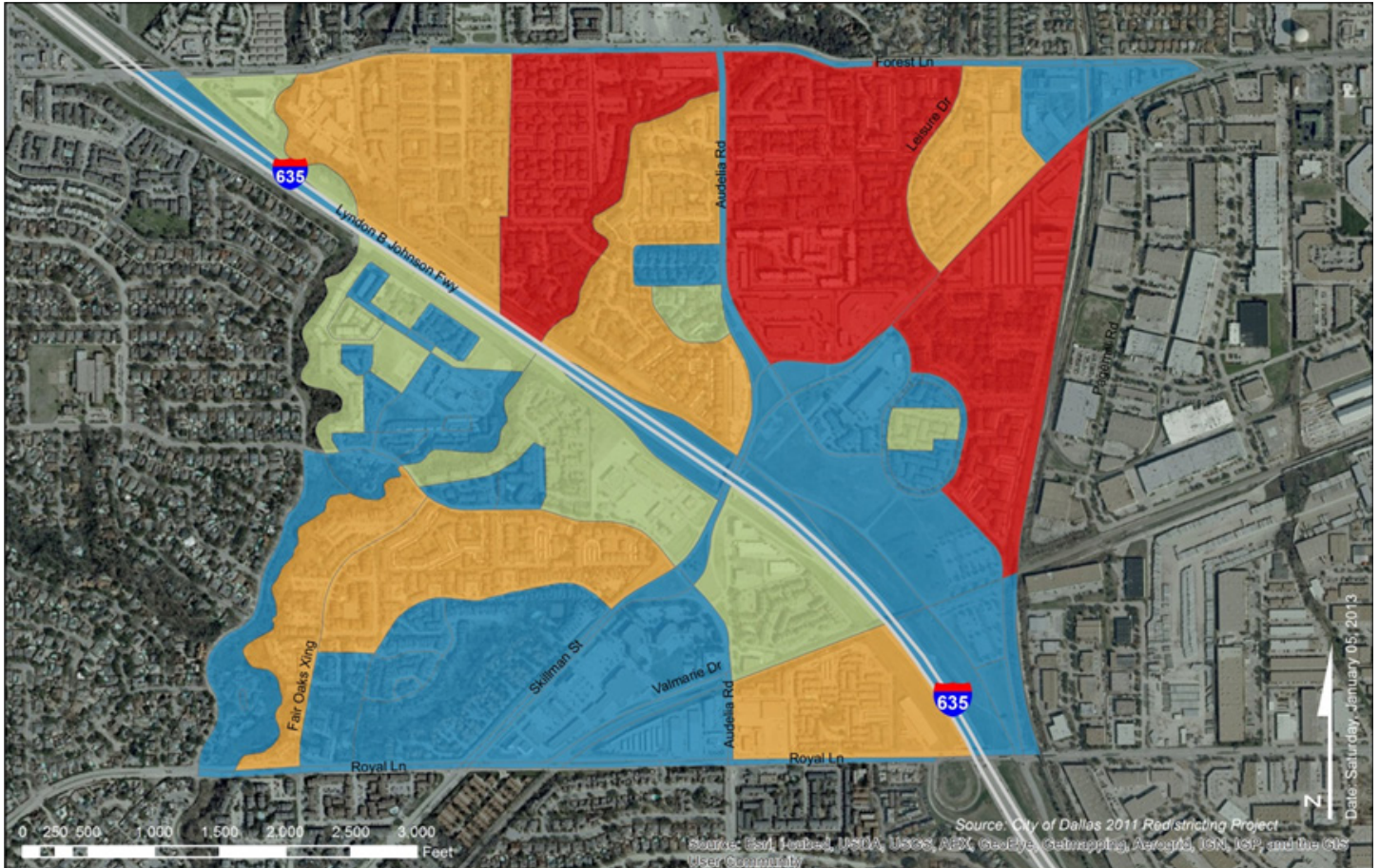
## DEMOGRAPHIC DATA - METHODOLOGY

### Demographic Characteristics

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. The following maps highlight conditions that could affect development demand within the LBJ/Skillman Study Area over the next several years. Demographic indicators are illustrated at a block group level of geography.

### Property Characteristics

The purpose of illustrating property conditions beyond those obvious through visual inspection is to understand impacts which will, nonetheless have an economic impact on future investment and reinvestment decisions. Presenting the information in this manner will assist in advancing an understanding of potential challenges to, and opportunities for, reinvestment or new investment. It also helps to set the stage for stakeholder awareness (what is possible given existing “realities”). Property characteristics are illustrated at a parcel level of geography.



SOURCE: OMNIPLAN  
MAP 3.1

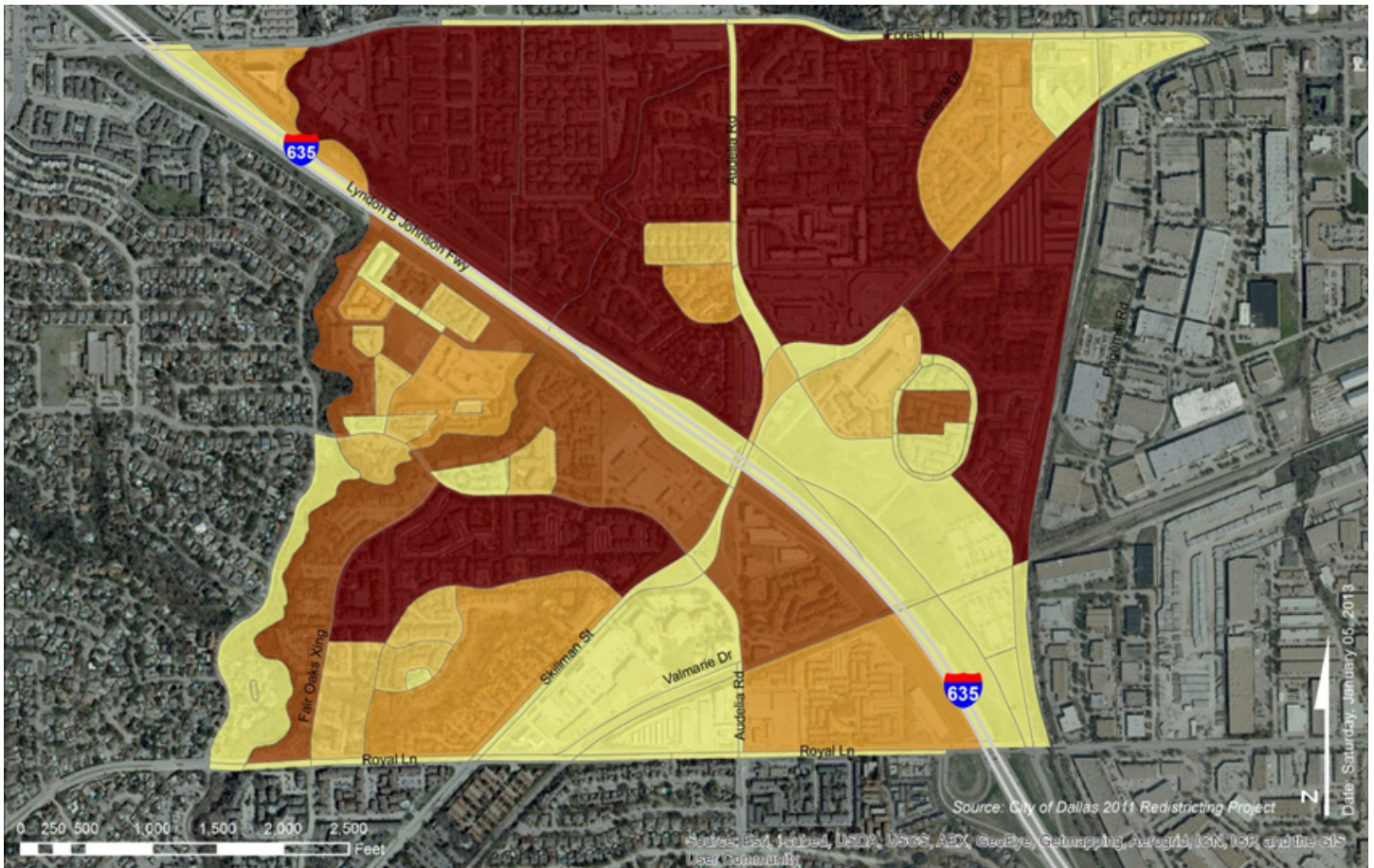
## DEMOGRAPHIC DATA - POPULATION

Residents under the age of 18 represent 28.6% of the total Study Area population (estimated at 17,040 in 2010) compared to 18.3% of the City of Dallas population. The Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) estimate for this same age group is more closely aligned with the City figure at 19.9%.

The larger percentage of younger residents suggests a higher concentration of “school age” children in the Study Area. Interestingly, as shown in the Non-Family Households Map, despite the high number of children, 51.0% of Study Area households are non-family.







SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.2

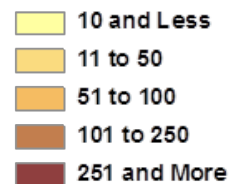
## DEMOGRAPHIC DATA - HOUSEHOLD

Of the Study Area's 7,855 households, a significantly higher share are non-family households (51.0%) than either the City (43.1%) or the MSA (30.6%).

This is relatively typical of an area with a high share of multifamily housing and ethnic diversity, yet less typical in an area with a lower median age resulting from higher percentages of residents under age 18.

The Census definition of a nonfamily household is one that consists of a person living alone or a householder who shares the home with nonrelatives only, e.g., with roommates or an unmarried partner.

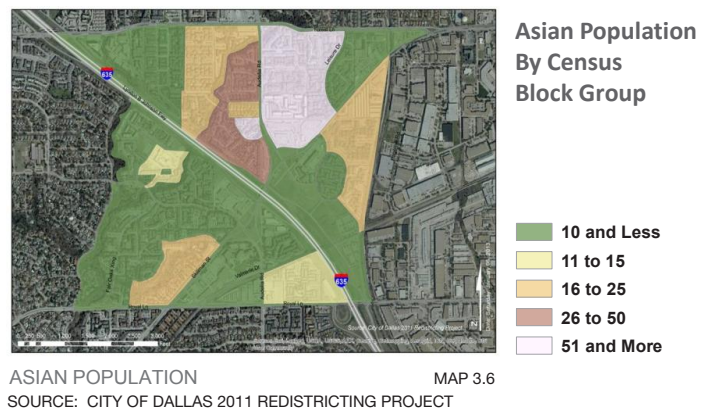
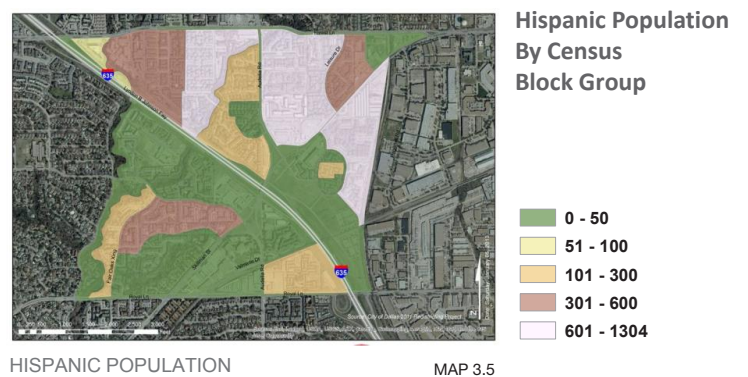
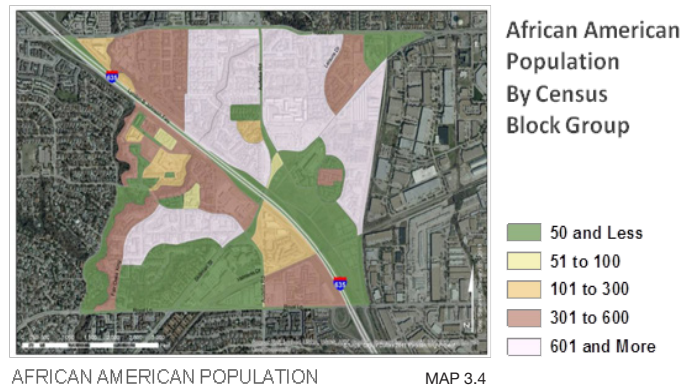
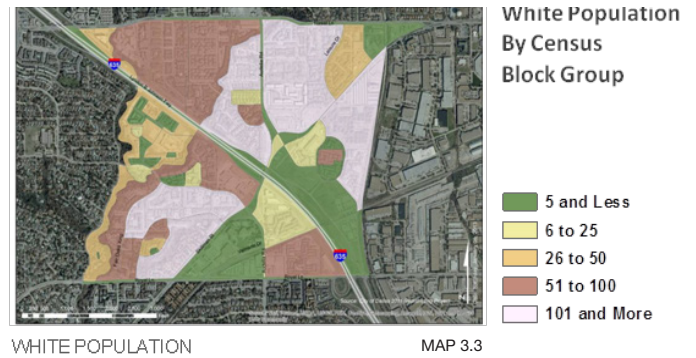
### Non-Family Households by Census Block Group



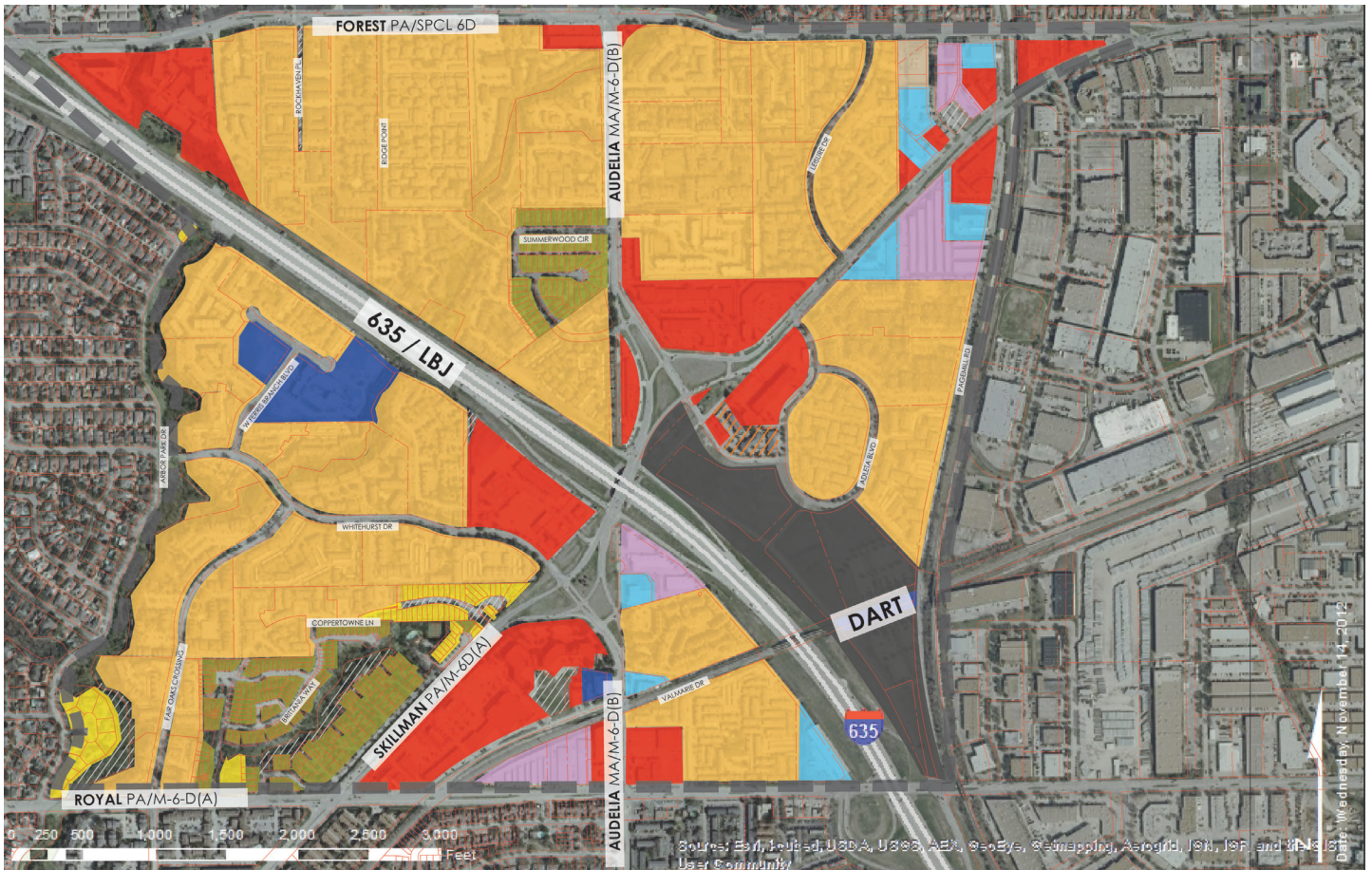
## DEMOGRAPHIC DATA - ETHNICITY

The Study Area illustrates a high degree of ethnic diversity. It has a lower Hispanic population (30.4%) than the City (41.6%), but higher than the MSA (26.6%), and has a significantly higher African-American population (55.2%) than either the City (24.4%) or the MSA (14.6%). The Asian population in all three areas is similar ranging from 2.2% to 5.1% of the total population. In none of the block groups does the White population represent a majority of the residents.

Ethnic diversity has multiple implications for redevelopment and new investment. Ethnic retailing has become a prevalent trend in the MSA, as developers and retailers re-direct product types to attract different ethnic groups. Housing products are also changing to accommodate ethnic lifestyles.







SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT MAP 3.7

## EXISTING LAND USE

### Predominantly

- Multi-Family ~58% of total study area
- Commercial ~13% of total study area
- Some single-family ~7% of total study area
- Mixed-Use ~3% of total study area

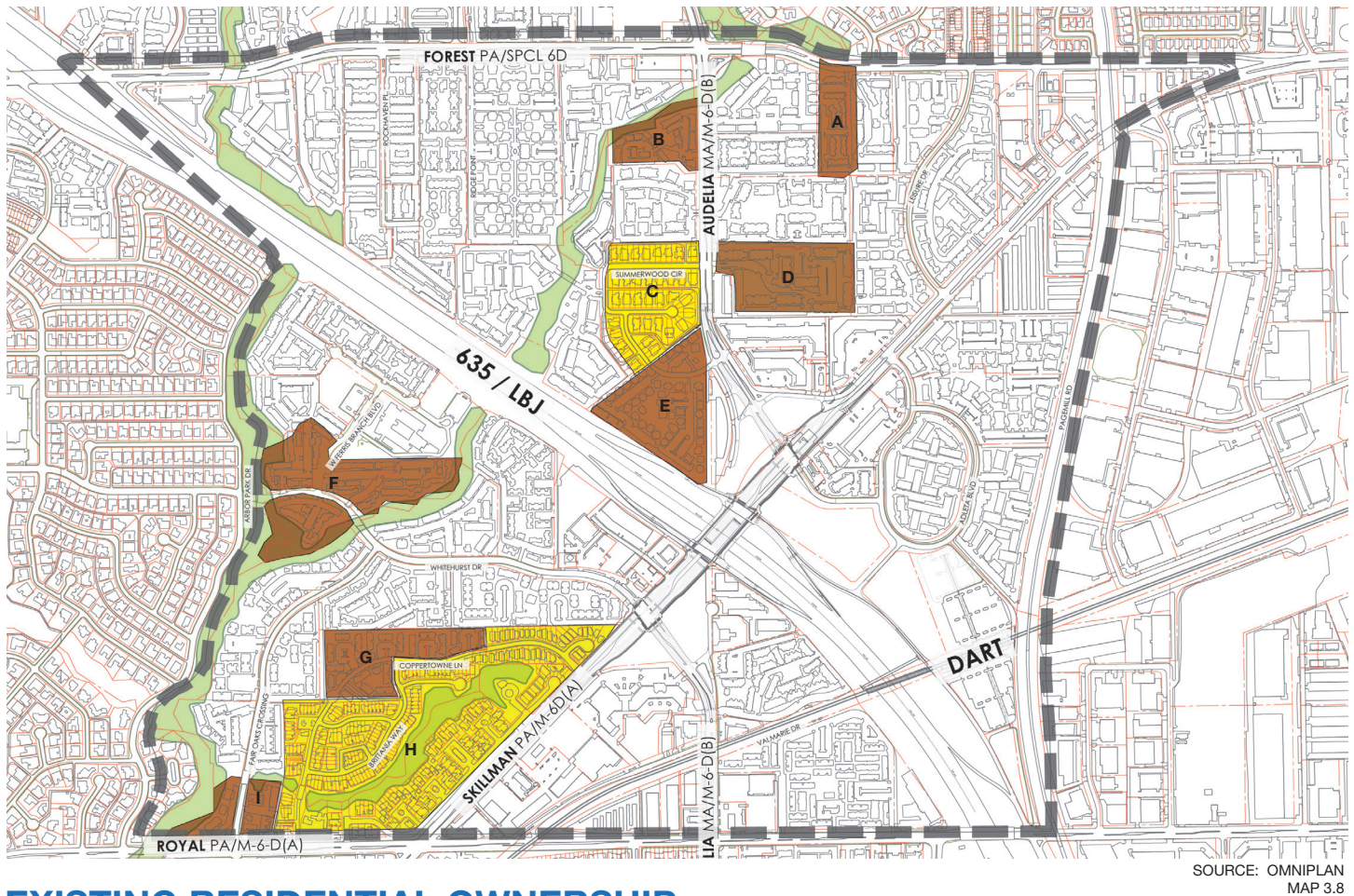
### Property Characteristics

The purpose of preparing the map above is to highlight property conditions that may not be obvious from visual inspection, but nonetheless impact investment and reinvestment decisions. This information will assist in identifying and locating potential challenges to, and opportunities for, reinvestment or new investment. It will also help to set the stage for stakeholder involvement (what is possible given existing “realities”). This degree of vacancy will continue to exert downward pressure on both rental rates and levels of home ownership in the Study Area.

### Existing Land Use

Predominant existing land uses in the Study Area are multifamily, commercial, and mixed-use, with a sizable amount of vacant property. For the most part, commercial uses are concentrated along corridors such as I-635 and Skillman Street. The largest concentration of vacant property is located along I-635 southeast of Skillman Street. It is very likely the single-family areas will not change in land use type over time. There may be improved single-family units over time via “teardowns” and newer, modern single-family units as seen in other parts of Dallas.







## EXISTING RESIDENTIAL OWNERSHIP

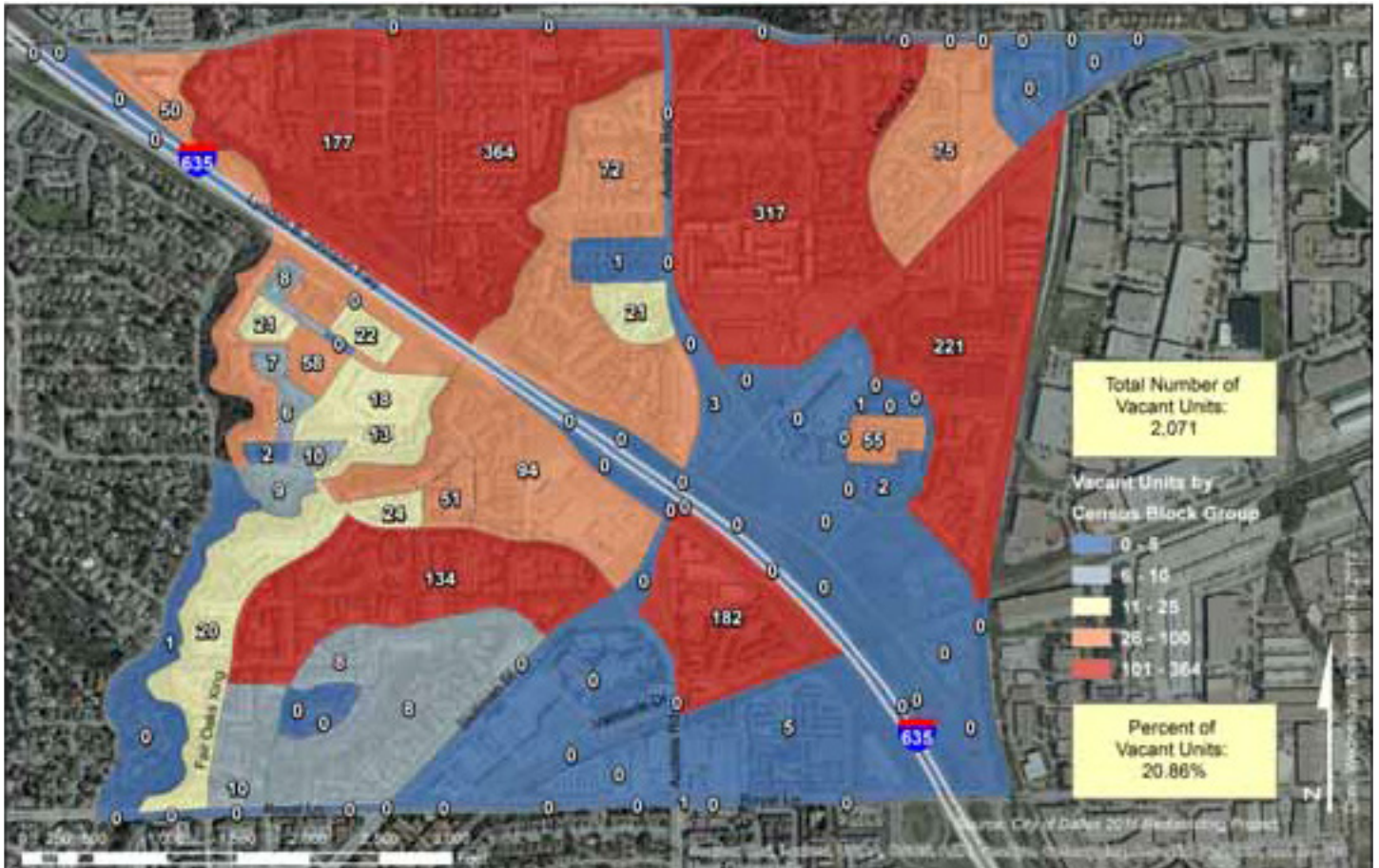
In addition to apartment buildings, within the study area there are some single-family and townhouse/condominium developments. The map above shows the properties that have residential ownership. While the properties that are currently occupied by apartment buildings are candidates for potential redevelopment, the properties with single-family and townhouse/condominium developments are not. With townhouse and condominium projects, there are a multitude of individual owners and it is highly unlikely that someone will be able to purchase all units to assemble a property for redevelopment.

The areas currently occupied by apartments is where the vision plan sees opportunity for redevelopment. In general, the community has shown support for higher density in the study area. As the existing ageing apartment communities near the end of their lifespan,

ACRES		LEGEND	
A - 3.57	F - 14.6		SINGLE FAMILY
B - 4.3	G - 8.75		
C - 10.8	H - 43.3		TOWNHOUSE/CONDO
D - 10.15	I - 6.23		
E - 10.75			

these properties are envisioned to be areas of opportunity for redevelopment with three to four story residential properties. Along with this redevelopment would come desired infrastructure to support them - open space, streets and sidewalks. With the buildings being more stories in height, they will take up less land which can be used for this valued infrastructure.



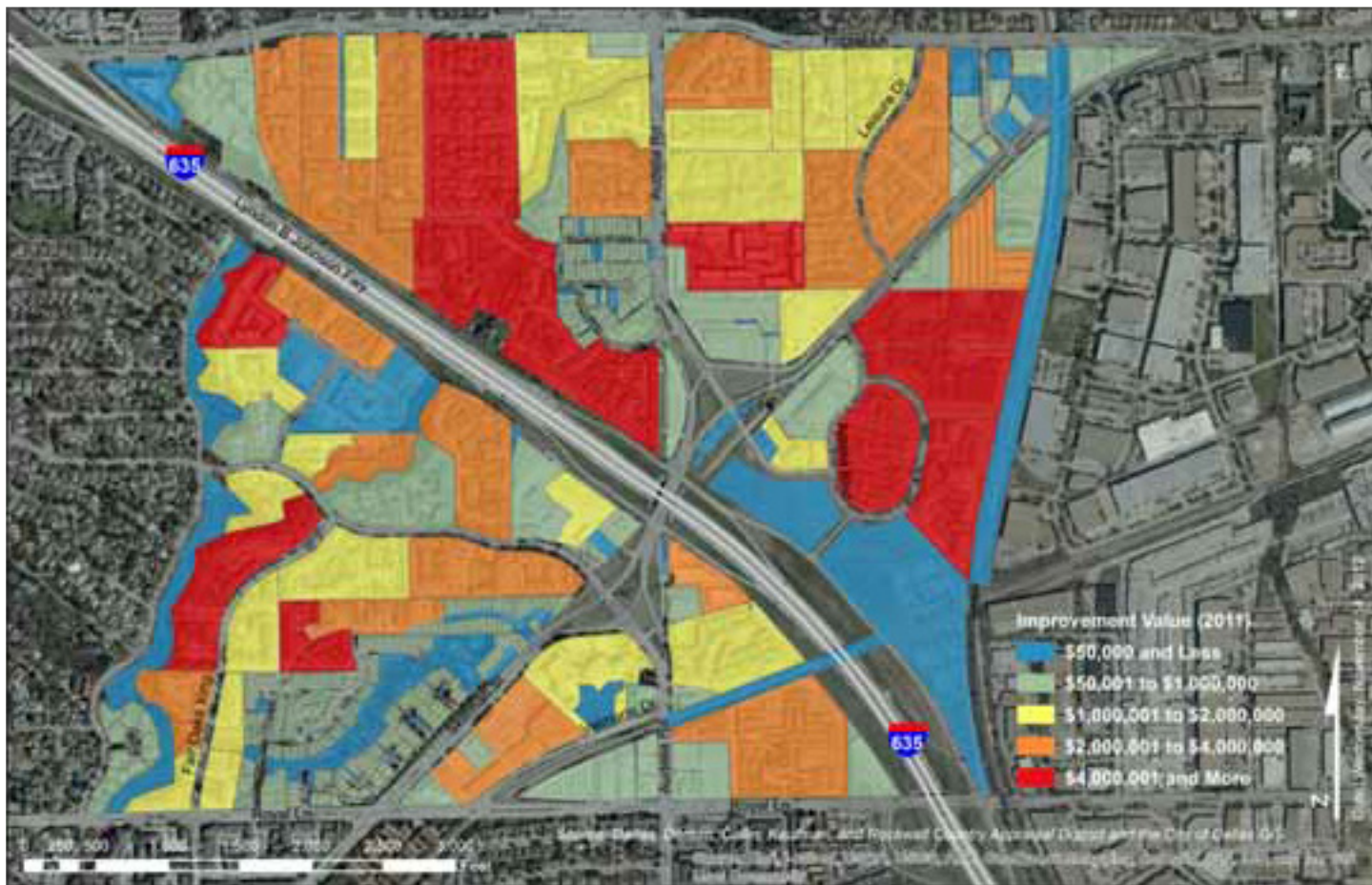


SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.9

## VACANT UNITS

The Study Area has a significantly higher housing vacancy rate (20.9%) than either the City (11.7%) or the MSA (9.2%) overall, a condition indicative of aging commercial areas and neighborhoods, as well as those that are ripe for reinvestment.

As noted in the next section, under-utilized property is a key determinant in identifying opportunities for potential land assembly for redevelopment and new development, as are ownership, zoning and property values.



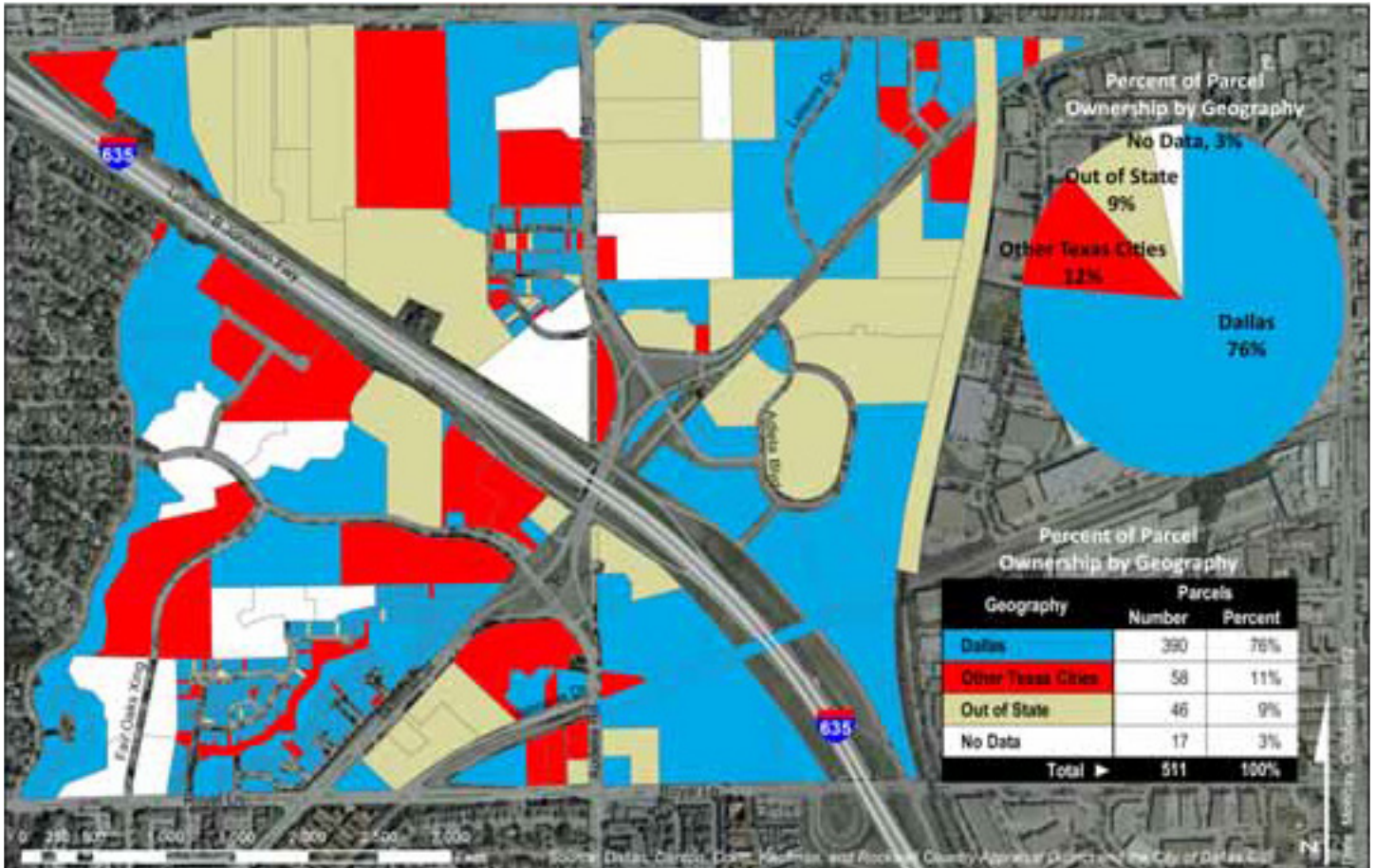
SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.10

## IMPROVEMENT VALUE

This map shows where investment values are concentrated within the Study Area. A relatively high percentage of Study Area parcels have a lower value (<\$1 million), indicating a large share of smaller businesses, as well as vacant and under-utilized parcels.

Higher-value (and perhaps newer) investment is concentrated on the north side of I-635. Early redevelopment opportunities will likely occur on properties with a lower acquisition price, assuming favorable ownership conditions (willing sellers).





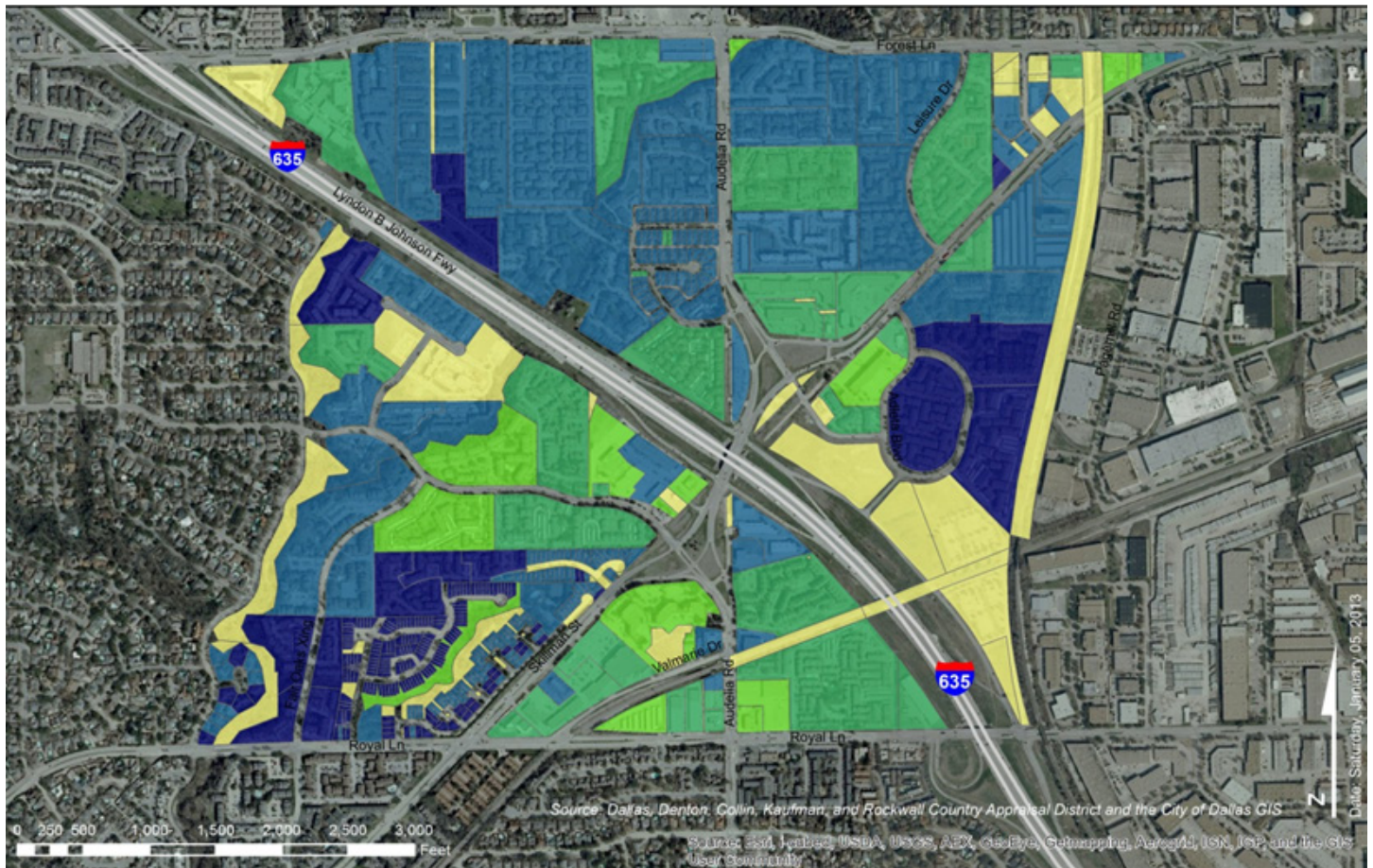
SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.11

## PARCEL OWNERSHIP

In any revitalization area, a strong presence of local property ownership is desirable (typically higher attention to investment rather than a piece of larger portfolio).

In the Study Area, Dallas property owners comprise 76% of Study Area parcels, with other Texas cities having another 12% of Study Area acreage. Only 9% of properties are owned by out-of-state interests suggesting a favorable condition for reinvestment from an ownership standpoint (only).

While there is a high degree of local property ownership in the Study Area, that ownership is relatively fragmented. This presents a challenge to property assemblage, which, in turn, could result in higher redevelopment costs.

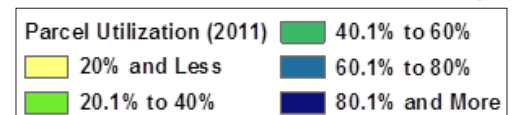


SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.12

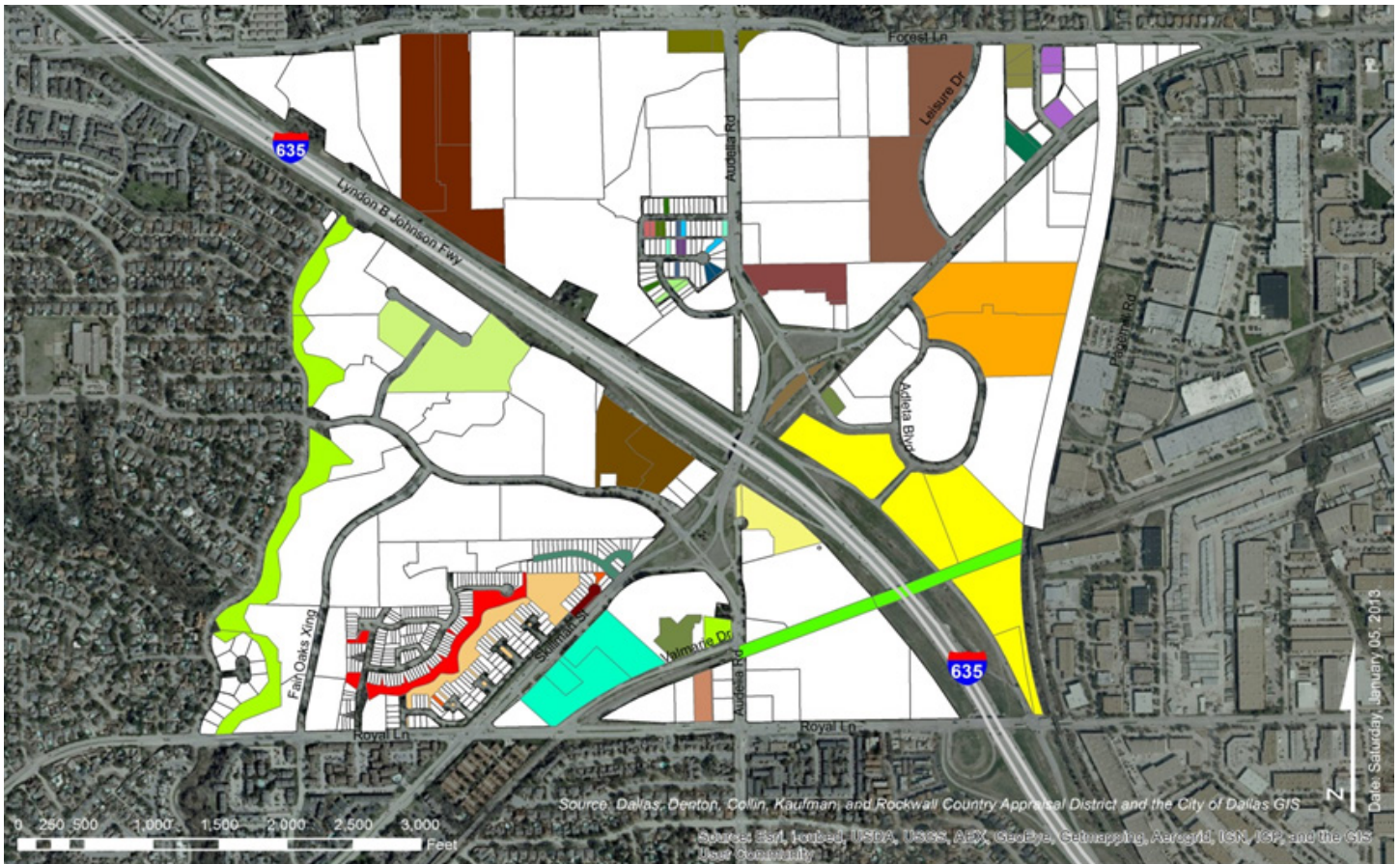
## PARCEL UTILIZATION

Parcel utilization is one of the most effective measures of an area's "ripeness" for revitalization and/or redevelopment. This measure calculates the ratio of improvement value to total value at a parcel level, showing where land values may have a disproportionate impact on total value.

These properties often become targets for redevelopment or assembly for new development. The Study Area shows a relatively high percentage of property could be considered “under-utilized” (i.e., improvements represent less than 60% of total value), typical of an area ripe for redevelopment and revitalization.





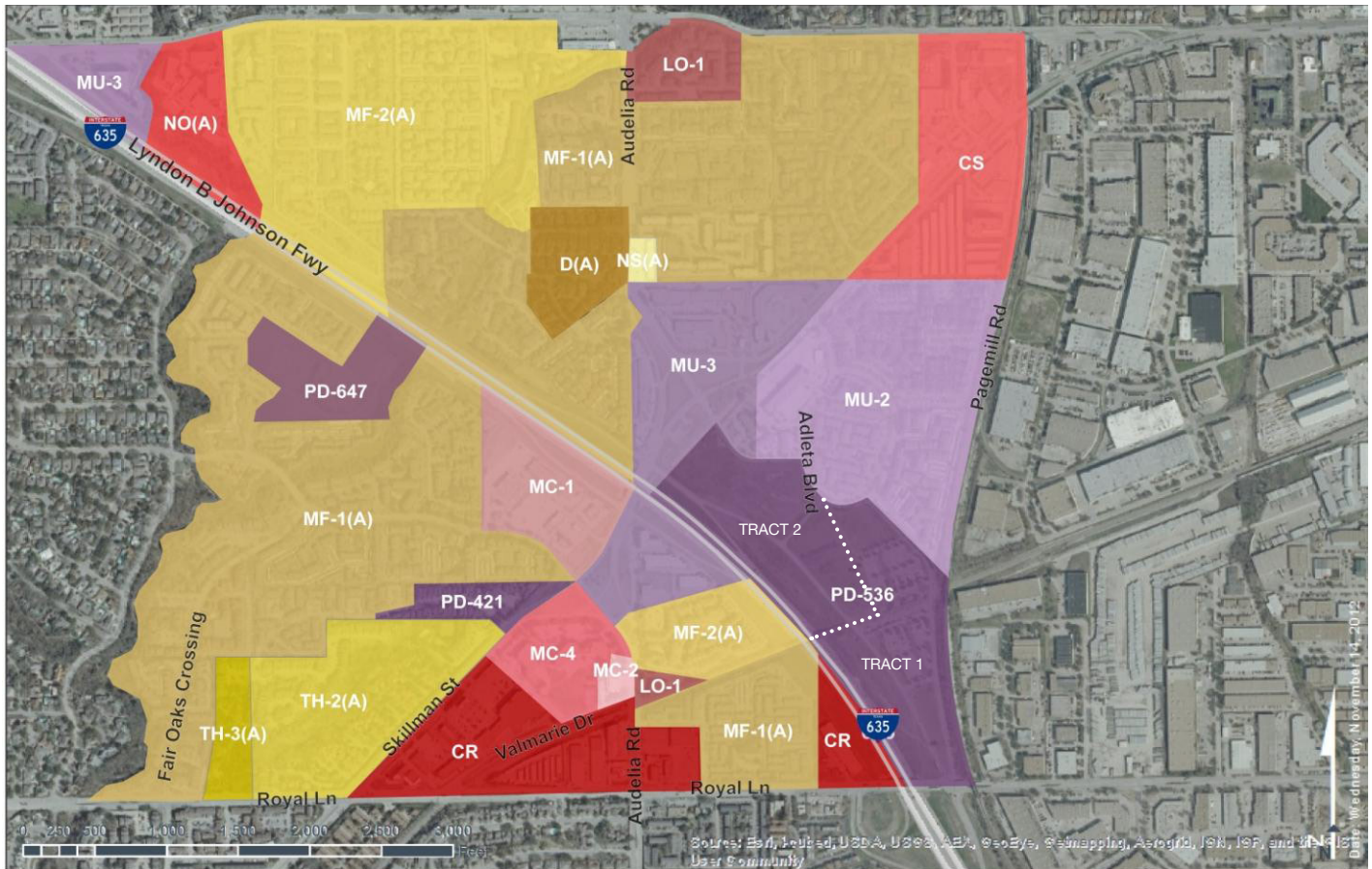


SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.13

## OWNERS OF LARGE PARCELS AND MULTIPLE PROPERTIES

Among the 511 parcels which comprise the Study Area, there are 442 distinct property owners. Twenty-nine (29) entities own more than one parcel, one owns 16 and two own 7 each. The acreage held in combined ownership totals approximately 216 acres or 38% of the Study Area.

OAK TREE VILLAGE	TEXAS STATE OF
PS TEXAS HOLDINGS LTD	TEXAS UTILITIES ELEC CO
RICHARDSON ISD	VIAUGH WILLIAM R JR
ROBINSON SCOTT	VIATSON STRINGER LLC
ROCK CRYSTAL VENTURES LLC	WIERETA ANTHONY JR &
SKILLMAN AUDELIA PTNRS LP	WOLFE ROBERT H TRUST
SOLARIS LLC	XUEREB MICHAEL J
DALLAS CITY OF	BYRON RICHARD M &
DART	CHUKWURA H OBBY N
JAHCO ROYAL SKILLMAN LLC	COPPERFIELD HOMEOWNERS
JONES STEVEN C & SUSAN B	CRAWFORD GREG
LAU WILLIAM	CRP TBG CENTRAL PARK LP
MANGRIN CORPORATION	DALLAS AREA RAPID TRANSIT
8901 SKILLMAN LTD	SINGLE OWNERSHIP PROPERTIES
9600 FOREST LA NE HOLDINGS	
ARIAN JACK & SYLVIA ARIAN	
BENT CREEK SHOPPING CENTER	
BURGNER ROBERT T &	
BUTLER BERNICE B	



## EXISTING ZONING

The existing zoning is a mix of residential and commercial zoning at major intersections and roadways. The residential is dominated by multi-family with areas of townhouse and some multi-family zoning developed as single-family. A copy of the City of Dallas Zoning District Standards is provided in Appendix 2.1.

There are 3 existing Planned Development districts included in the study area: PD-421 creating a low density single-family residential community, PD-647 for a public school serving the area or future residential use and PD-536 centered around the DART light rail station which anticipates future medium-density transit-oriented mixed-use development. A copy of these three PD's is provided in Appendix 2.2.

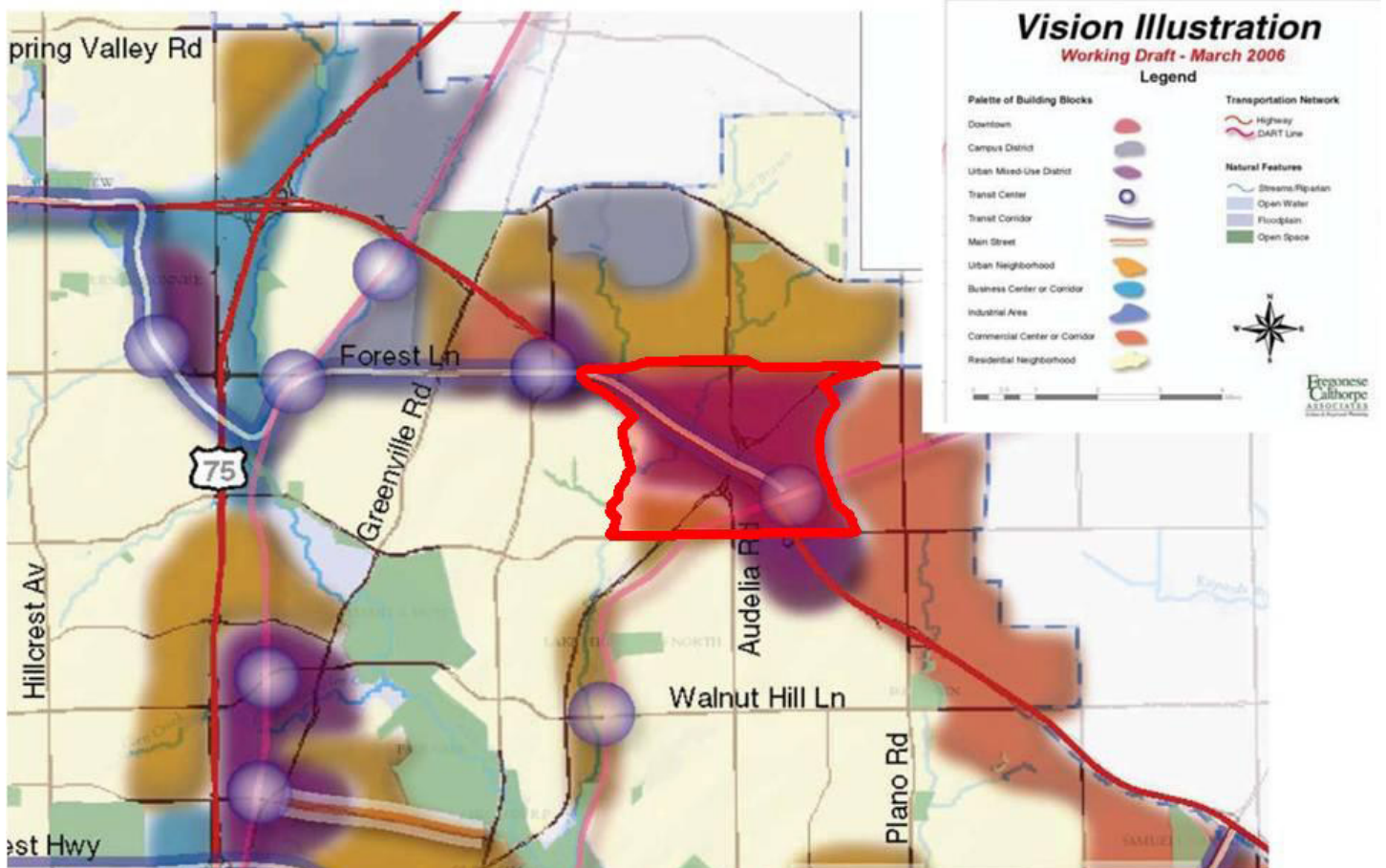
PD-536 zoning includes provisions for the DART light rail station development (Tract I) including parking and roadway improvements, as well as, provisions to

encourage retirement housing and mixed-use development (Tract II).

LEGEND	
<span style="color: red;">■</span>	COMMERCIAL
<span style="color: orange;">■</span>	LODGING
<span style="color: yellow;">■</span>	MIXED USE
<span style="color: lightblue;">■</span>	MULTI-FAMILY
<span style="color: lightgreen;">■</span>	OFFICE
<span style="color: grey;">■</span>	PARKING
<span style="color: lightgrey;">■</span>	VACANT
<span style="color: pink;">■</span>	WAREHOUSE/DISTRIBUTION
<span style="color: black;">■</span>	PRIVATE OPEN SPACE
<span style="color: blue;">■</span>	PUBLIC & INSTITUTIONAL FACILITIES
<span style="color: green;">■</span>	PUBLIC OPEN SPACE
<span style="color: olive;">■</span>	SINGLE-FAMILY ATTACHED
<span style="color: gold;">■</span>	SINGLE-FAMILY DETACHED
<span style="color: lightblue;">■</span>	TRANSPORTATION
<span style="color: lightorange;">■</span>	UTILITY



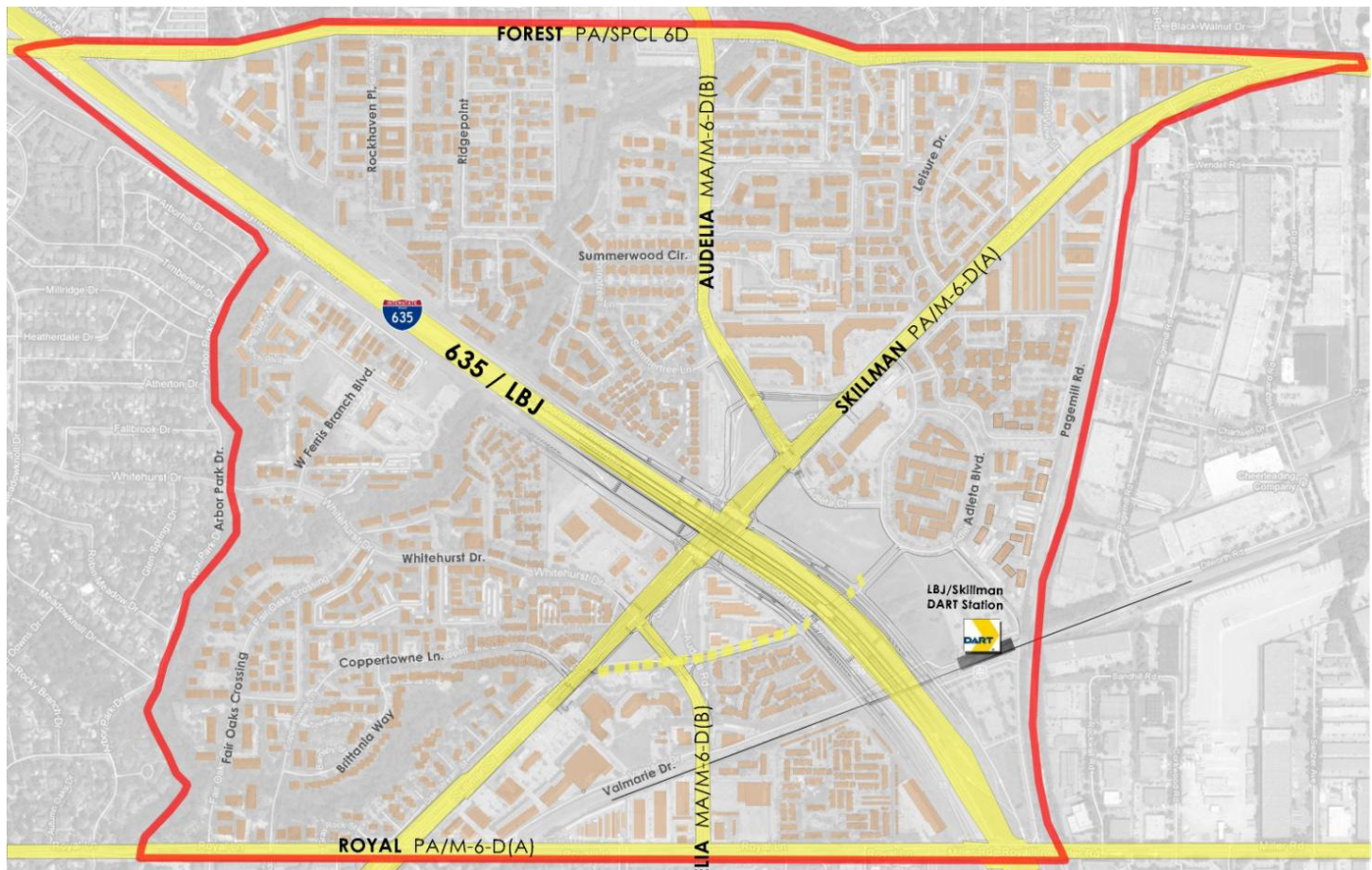
## EXISTING CONDITIONS



SOURCE: CITY OF DALLAS 2011 REDISTRICTING PROJECT  
MAP 3.15

## FUTURE VISION ILLUSTRATION

The forwardDallas! Vision Illustration indicates a receptive context for mixed use and a more urban environment around the existing DART Light Rail and LBJ/Skillman exchange.

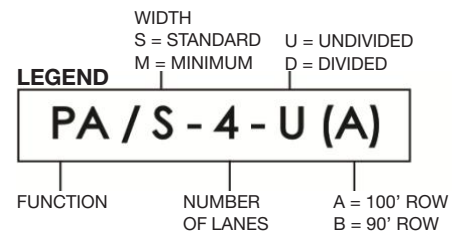


## ROAD NETWORK

The road network within the study area is very discontinuous, which forces most of the traffic onto a few roadways and creates focal points of congestion. Dallas generally has a hierarchy of north/south and east/west gridded network of streets that include arterials, collectors, and local streets, which is lacking within the study area.

In this area, the local streets are largely replaced by private streets for gated apartments, which is the dominant land use. No collectors exist, but a few local streets provide connections to the arterials to disperse traffic.

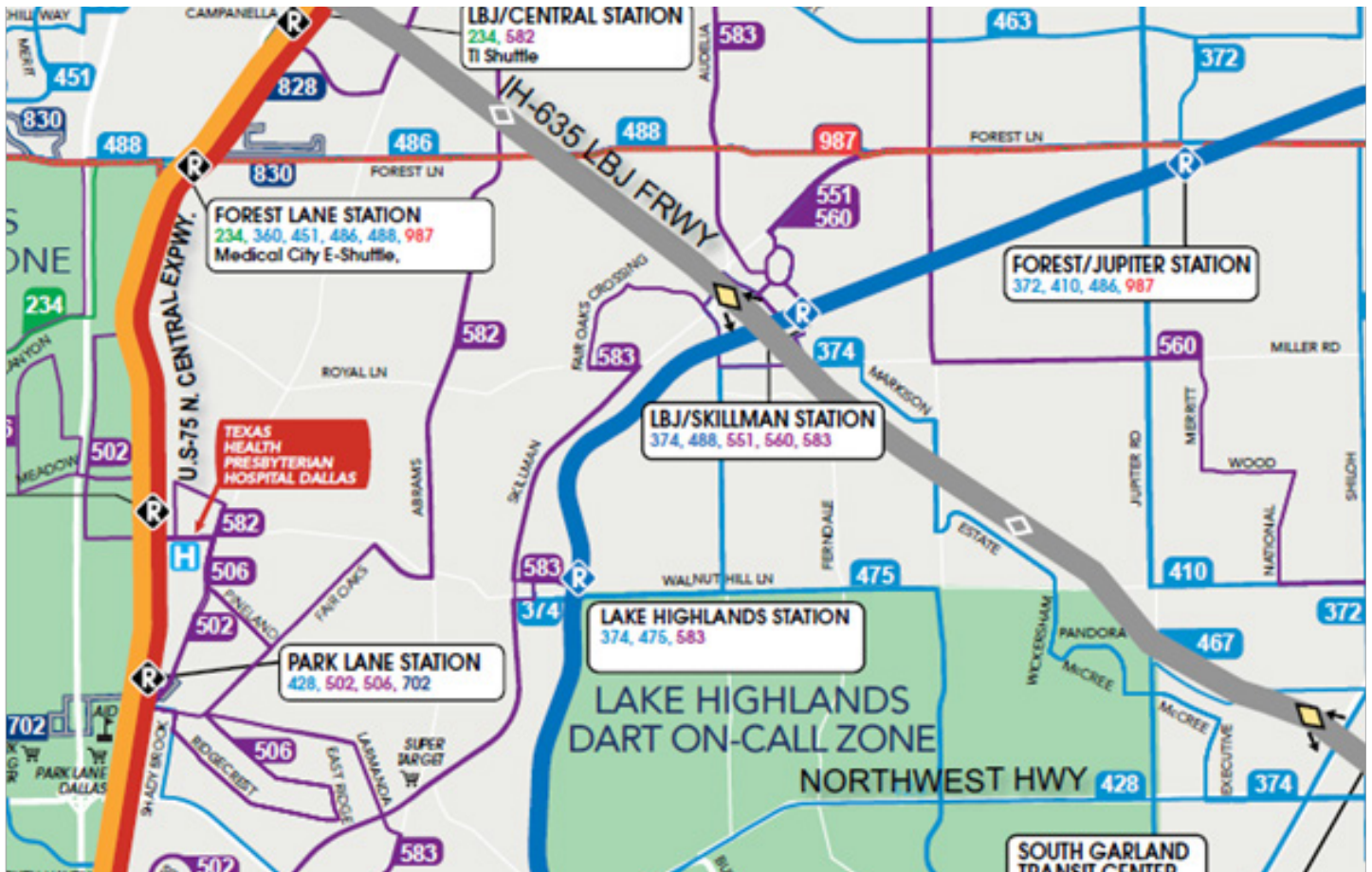
The four existing thoroughfare roadways are shown on the exhibit (Forest Lane, Royal Lane, Skillman Street, and Audelia Road). Forest Lane and Royal Lane are east/west Principal Arterials that create the north and south boundaries of the study area; they are both built out to their ultimate designation as six-lane divided roadways. LBJ Freeway cuts the study area in half at a 45 degree



angle, with only one vehicular crossing at the Skillman/Audelia interchange. When LBJ was constructed, it crossed at the Skillman / Audelia intersection, which was reconfigured to combine Skillman and Audelia into one roadway at a grade-separated interchange over LBJ. Audelia runs north-south and is a Minor Arterial that is built out to its ultimate designation as a six-lane divided roadway. Skillman Street is a Principal Arterial built to its ultimate designation as a six-lane divided roadway.

The exhibit labels each of the City of Dallas thoroughfare roadways within the study area, with the legend providing details about each roadway. Pages 64-66 show diagrams of the existing typical street sections.





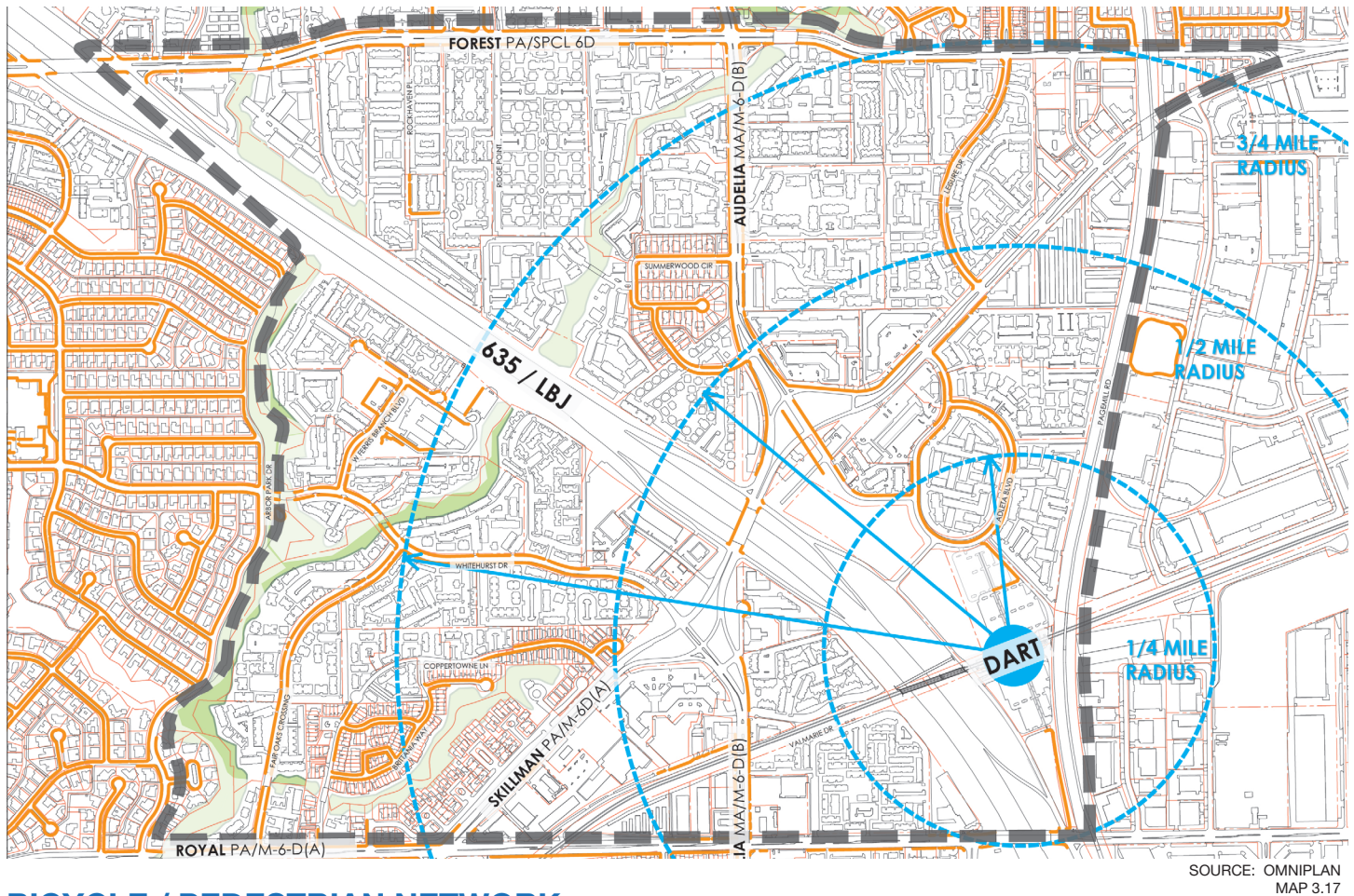
SOURCE: DART.ORG  
MAP 3.16

## TRANSIT NETWORK

Transit coverage in the study area is extensive with the Blue Line light rail line and several bus routes. The LBJ/Skillman Station provides access to five bus routes and the Blue Line. The Blue Line connects the LBJ/Skillman Station to downtown Rowlett, downtown Garland, and downtown Dallas. There is a free park and ride lot at the station. Although the sidewalk network is incomplete, the station is generally accessible for pedestrians throughout the study area.

Recent ridership data for the DART light-rail and bus routes is provided in Appendix 2.3. Comparing 2012 and 2013 data, there was modest growth in ridership on the light-rail and a decrease in ridership on most of the bus routes. The average weekday number of light-rail passengers that alighted (exited the train) at the LBJ/Skillman Station was approximately 1,500 in 2012 and 1,550 in 2013.

Taking advantage of the available transit in the area could reduce traffic congestion on the roadways. Based on a 2012 occupancy count, the park and ride lot is very underutilized, with 104 occupied spaces out of 733 total spaces. As pedestrian and bicycle accommodations to the DART station are improved, transit ridership could increase.



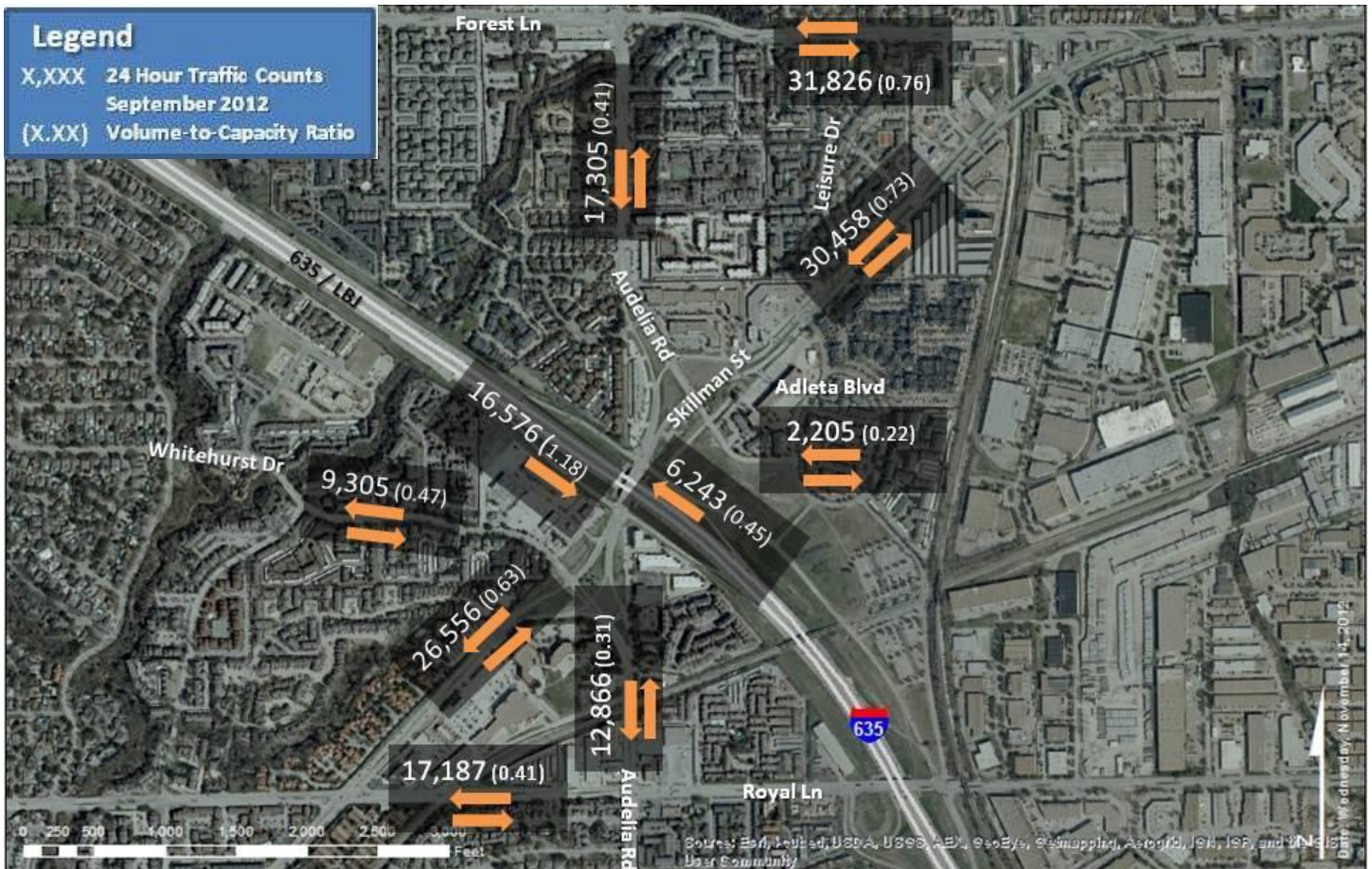
## BICYCLE / PEDESTRIAN NETWORK

Within the study area, there is a discontinuous sidewalks along the streets, as shown in the exhibit above. Sidewalks are discontinuous along Skillman Street and Audelia Road, especially in the area just southwest of the LBJ interchange. There is a lot of pedestrian activity between the apartments and the commercial uses and transit stops. Numerous dirt paths are evident where sidewalks are lacking.

No hike and bike trails or on-street bicycle facilities currently exist within the study area. Just to the south, a portion of the Lake Highlands Trail is funded that will eventually extend to the White Rock Trail.

A pedestrian bridge was constructed over LBJ next to the DART station to improve pedestrian access. This provides an alternative to using the Skillman/Audelia bridge.





SOURCE: KIMLEY-HORN AND ASSOCIATES, INC.  
MAP 3.18

## TRAFFIC COUNTS

The 24-hour counts (shown in the exhibit above) demonstrate that there is available capacity on the study area roadways, with the exception of the I-635 EB Frontage Road. The local roadways have capacity for new development and denser redevelopment within the study area, although the area near the interchange has geometric limitations. TxDOT's proposed I-635 improvements near the interchange with Skillman should increase the

future capacities of the roadways in the vicinity. The following table summarizes the existing number of lanes and the typical 24-hour capacities based on the City of Dallas' Paving Design Manual. The volume to capacity ratio demonstrates a facility's congestion level – 0 is no congestion (no traffic compared to the capacity) and 1.0 is heavily congested (traffic = capacity).

Street	Location	Number of Lanes	Typical Capacity	24-Hour Count	Volume to Capacity
Forest	between Audelia and Skillman	6D	42,000	31,826	0.76
Audelia	Between Forest and Skillman	6D	42,000	17,305	0.41
Skillman	Between Audelia and Forest	6D	42,000	30,458	0.73
Adleta Court	Southeast of Skillman	2U	10,000	2,205	0.22
I-635 WB Frontage Road	East of Skillman	2L (one-way)	14,000	6,243	0.45
I-635 EB Frontage Road	West of Skillman	2L (one-way)	14,000	16,576	1.18
Skillman	Between Royal and Audelia	6D	42,000	26,556	0.63
Audelia	Between Skillman and Royal	6D	42,000	12,866	0.31
Royal	Between Skillman and Audelia	6D	42,000	17,187	0.41
Whitehurst	West of Skillman	4U	20,000	9,305	0.47

Notes:

24-Hour Counts taken in September 2012

Typical Capacities taken from City of Dallas' Paving Design Manual, Table IV-6





SOURCE: KIMLEY-HORN AND ASSOCIATES, INC.  
MAP 3.19

## TRAFFIC DATA COLLECTION

Traffic counts in the study area were collected in September 2012 to assess major roadways and key intersections within the study area. Pedestrian and bicycle counts were collected in the vicinity of the DART station. Parking counts were collected at major parking areas to determine the existing occupancy. The locations of the counts are shown in the exhibit above.

Intersection turning movement counts in the area showed that the intersections have available capacity during the AM and PM peak hours. All of the intersections operate at Level of Service (LOS) “D” or better. Level of Service, which is a measure of the degree of congestion, ranges from LOS A (free flowing) to LOS F (heavy congestion). Skillman Street is on a coordinated network, with southbound progression during the AM peak period and northbound progression during the PM peak period. The frontage roads on I-635 are challenged because of the

timing preference given to Skillman Street traffic; the heavy turning movements result in queuing backups based on the existing geometry. To keep the intersections operating acceptably in the future, intersection improvements will likely be necessary with the addition of future growth in the area.

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## **PUBLIC INPUT**

Summary

Survey

Public Meetings - Summaries & Comments

Business Owner Roundtable

## SUMMARY

A number of tools and events were planned and developed to ensure that the community had a voice in the planning process and subsequent project visioning and recommendations. These items included a survey, public meetings and a business owner roundtable session.

The survey was created and distributed via mail, email, hand outs at the LBJ/Skillman DART Station, sent home in student folders at elementary schools in the study area, and posted on SurveyMonkey, a web-based free survey site. The survey was open for approximately three months and allowed the community to offer their thoughts on the future of the study area.

Two public meetings were held, during the first half of 2013, to give the community a venue to voice their ideas and concerns. Both meetings were held at Forest lane Academy, an elementary school on the northern boundary of the study area. The first meeting, held in January, included an overview of the project, and a review of existing conditions and preliminary recommendations. The meeting also included surveys and breakout worksessions to capture attendee priorities, visual preferences and comments. The second meeting, held in May, was conducted to highlight information received at the first meeting as well as preliminary visioning. Summaries of these meetings are included in this section of the report and additional documents from the meeting are located in Appendix 3.

A business owner roundtable was held with a number of local business' to understand what is and what is not working for them and what should be considered. Conclusions from this meeting are included in this section and meeting notes can be found in Appendix 3.8.



## SURVEY

A survey was distributed to all homeowner and neighborhood associations, condo and townhome organizations, local civic organizations, apartment managers, property owners, and elementary students at both elementary schools in the area (Thurgood Marshall and Forest Lane Academy). The survey was also made available at the DART LBJ/Skillman Light Rail Station and at the project community workshop in mid-January.

The survey, which asked for feedback regarding the future of the area near IH 635, LBJ Freeway and Skillman Street, was first released in late November 2012 and remained open until February 15, 2013.

Additional comments were also provided by some respondents. Most of the development comments urged consideration of better retail, and restaurants and other venues for area residents to use. Comments about transportation could be put into three categories:

- 1) Need to reconfigure the intersection and adjacent streets
- 2) Need to provide more pedestrian and bicycling opportunities and
- 3) Comments about DART service.

The following is a list of the questions asked and a summary of the 829 responses received.



Source: UniversityStationRVPark



Source: DDOTDC



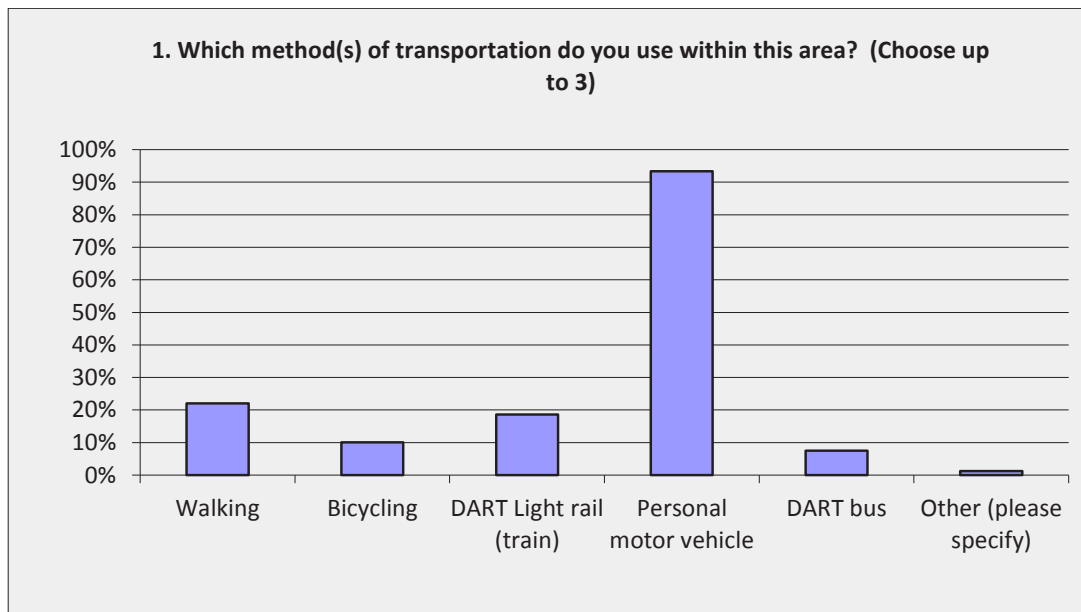
Source: DDOTDC

## SURVEY QUESTION 1

Which method(s) of transportation do you use within this area? (Choose up to 3)

**Answer Options:**

- Walking
- Bicycling
- DART Light rail (train)
- Personal motor vehicle
- DART bus
- Other (please specify)



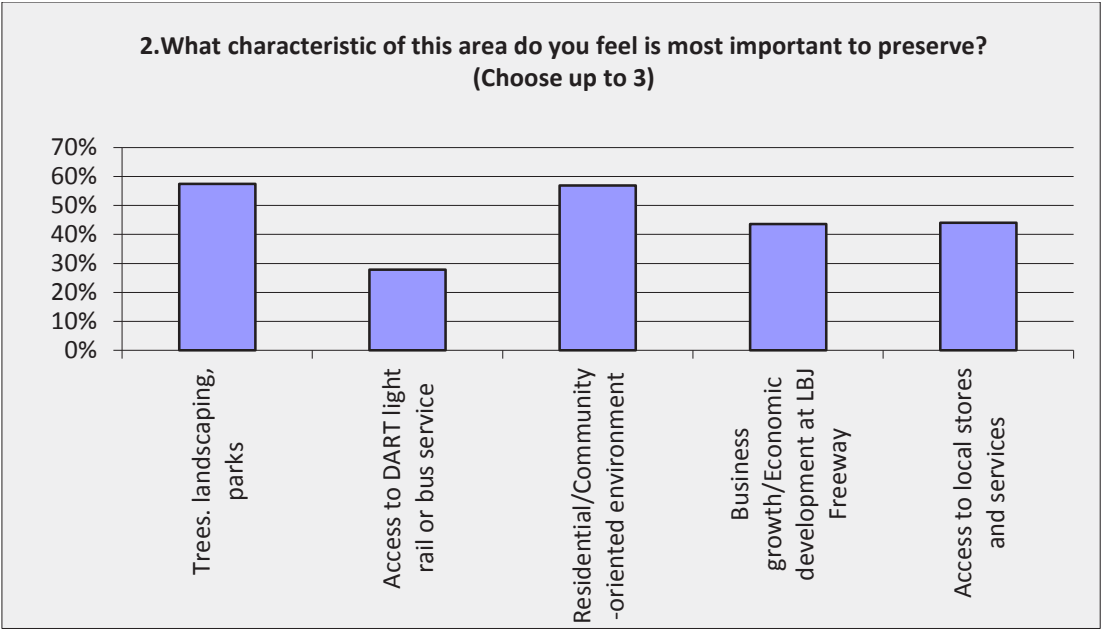
SOURCE: PUBLIC INFORMATION ASSOCIATES  
TABLE 4.1

In summary, personal motor vehicle is the top transportation used in area followed by Walking and DART Light rail (train).

SURVEY QUESTION 2

What characteristic of this area do you feel is most important to preserve? (Choose up to 3)

- Answer Options:**
- Trees, landscaping, parks
  - Access to DART light rail or bus service
  - Residential/ Community-oriented environment
  - Business growth/Economic development at LBJ Freeway
  - Access to local stores and services



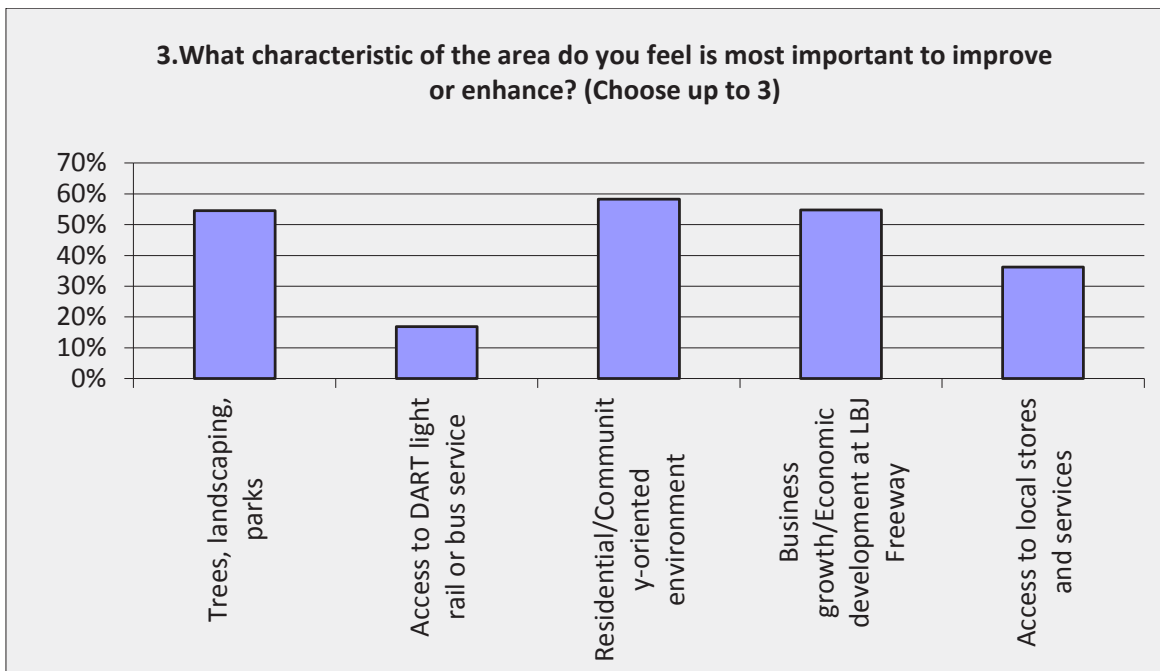
SOURCE: PUBLIC INFORMATION ASSOCIATES  
TABLE 4.2

In summary, trees, landscaping, parks and residential / community-oriented environment are the top two area characteristics to preserve.

### SURVEY QUESTION 3

What characteristic of the area do you feel is most important to improve or enhance?  
(Choose up to 3)

- Answer Options:**
- Trees, landscaping, parks
  - Access to DART light rail or bus service
  - Residential/ Community-oriented environment
  - Business growth/Economic development at LBJ Freeway
  - Access to local stores and services
  - Other (please specify)



SOURCE: PUBLIC INFORMATION ASSOCIATES  
TABLE 4.3

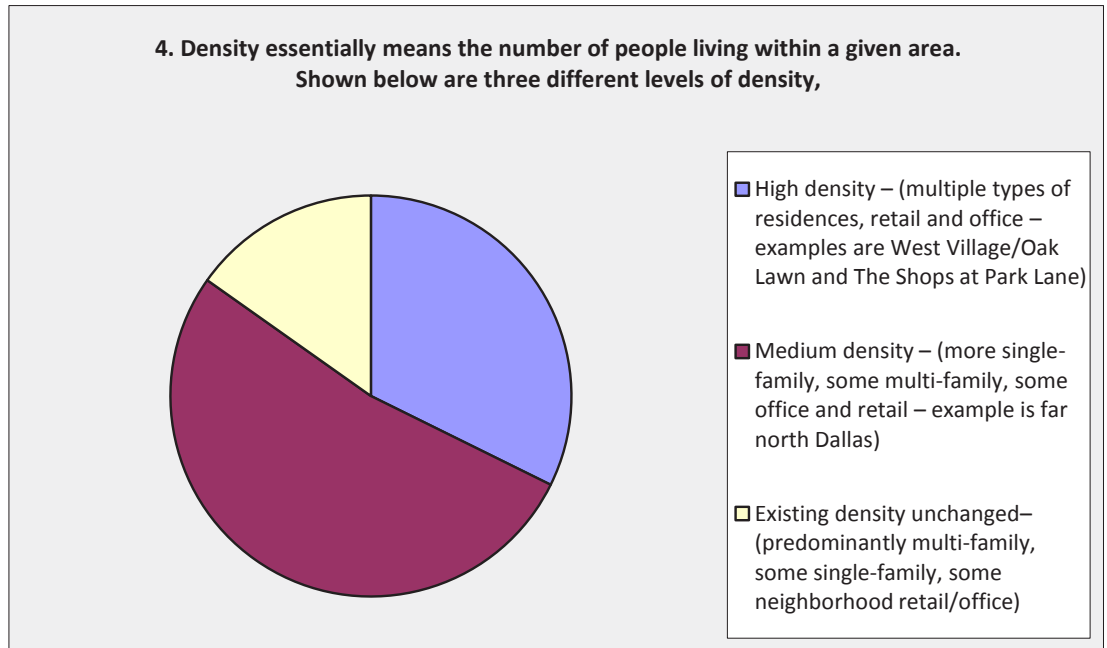
In summary, residential / community-oriented environment, Business growth / Economic development at LBJ Freeway, and Trees, landscaping, parks are the top three opportunities for improvement or enhancement.



## SURVEY QUESTION 4

Density essentially means the number of people living within a given area. Shown below are three different levels of density, with a brief description and a location that most aptly represents the density level. Within these categories there can be a range of building heights and amount of development vs open space. Please select the ONE density level that you believe the LBJ/Skillman area should strive for in the future.

- Answer Options:**
- High density – (multiple types of residences, retail and office – examples are West Village/Oak Lawn and The Shops at Park Lane)
  - Medium density – (more single-family, some multi-family, some office and retail – example is far North Dallas)
  - Existing density unchanged – (predominantly multi-family, some single-family, some neighborhood retail/office)



SOURCE: PUBLIC INFORMATION ASSOCIATES  
TABLE 4.4

In summary, there is community support for higher density in the study area, namely, medium density development (like far North Dallas).

## PUBLIC MEETING #1 SUMMARY

The following summarizes the first public meeting which was conducted to provide the community with an overview of the project, and review existing conditions and preliminary recommendations for the LBJ/Skillman Urban Planning Initiative Study.



Source: Omniplan

Date/Time: Thursday, January 17, 2013; 6:30 p.m.  
Location: Forest Lane Academy, 9663 Forest Lane, Dallas, TX 75243  
Attendance: 130 (estimated)

Welcoming remarks were made by Dallas City Councilman Jerry Allen, who turned the presentation over to Tip Housewright of Omniplan. Mr. Housewright presented an overview of the project, and information about existing conditions in the area.

There were several oral comments by the community at the public meeting. These inquiries, detailed in Appendix 3.1, addressed several primary points of interest including: Traffic changes and the potential impact on the community, planned benefits to the area as a result of the re-alignment, availability of information and diagrams presented in the meeting, existing precedent which the proposed alignment can be compared to, proposed timeline of the project, possible impacts to the current crime rate, existing creek realignment, and possible implementation of a pedestrian crossing over LBJ Freeway.

## BREAKOUT WORKSESSIONS

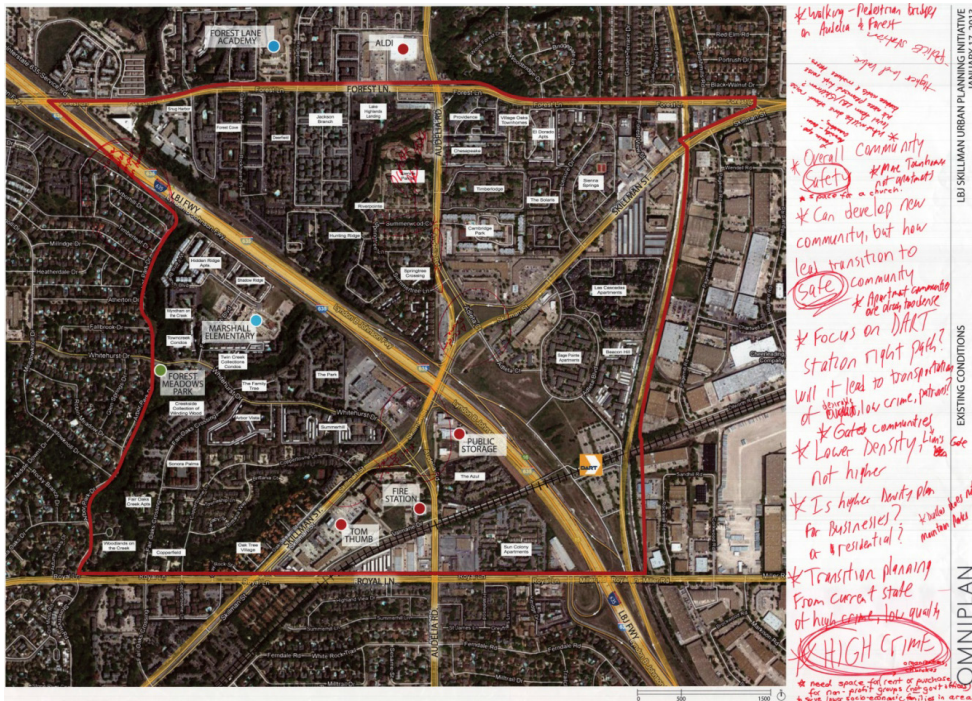
The attendees were broken down into groups of about ten people at the end of the slideshow presentation and question and answer session. These small groups were each given a large colored aerial map along with red markers and encouraged to have a general discussion about, and document in writing, what kind of development they would like to see, what pedestrian and automobile improvements should be considered, what sustainable design concepts should be included, concerns they have, how the area should look, etc.... A facilitator from the planning team was assigned to each group to help focus the discussion and assist with capturing as much written comments as possible. At the end of the worksession, each table was asked to have a representative stand up and highlight the items discussed with their group.



Source: Omniplan

## PUBLIC COMMENTS

The following aerial map is representative of all the maps from the breakout worksession. Also included below is a spreadsheet of all comments taken from the maps and grouped into specific categories



There were five major points of feedback taken from the community in the survey: Economic Development, Transportation, Sustainability & Community, Housing, and a Miscellaneous category. The main points (Appendix 3.2) taken from each category are as follows:

**Economic Development:** Community members were looking to add nicer restaurants, grocery, and mixed-use developments that brought in more engaging and quality retail.

**Transportation:** Lack of sidewalks and poor pedestrian connections were a major concern. Existing sidewalks could be improved with trees and additional lighting to create a safer, secure environment. In addition, residents were looking to add bike lanes and trail connections along with better DART access and/or parking.

**Sustainability & Community:** A consensus was found among attendees that focused on better lighting at night to enhance security; additional trails and green space to grow property value and enhance community; adding dog parks to provide a safe place for pets and children; and making better use of existing creeks as an amenity.

**Housing:** Residents felt a strong need to fix the aging apartment infrastructure. In addition, many cited a need for senior living in the area. While new multi-family was welcome, residents were hesitant to welcome higher density due to current poor conditions.



## DOT VOTING

Attendees to the event were also asked to participate in a couple of Dot Voting exercises to highlight priority elements and identify visual preference for type of development/redevelopment in the study area. The Dot Voting exercise took place as people arrived early for the event and just prior to breaking into smaller groups as part of the hands on breakout work session. For the Priority List, there was one board, with priority elements grouped around four different categories (economic development, transportation, sustainability and housing). Each attendee was asked to use dots to select their top four priorities. Below is a photograph of the Priority List board after the event which is followed by a ranking analysis of the issues identified.

Every priority element on the board received a dot vote, but each category had a clear element that received the majority of votes (See Appendix 3.3).

Economic Development: Voters clearly desired additional mixed use shops, restaurants, services, office & residential.

Transportation: Voters primarily looked to encourage walking and biking as a substantial mode of travel.

Sustainability and Community: Voters were split between encouraging sustainable design concepts and principles in new development or providing accessible cultural, entertainment, and public gathering spaces.

Housing: Voters overwhelmingly looked to create safe neighborhoods through public and private investment and cooperation

## PRIORITY LIST SURVEY ANALYSIS

Economic Development	Total Dots	Percentage
Mixed use with shops, restaurants, services office & residential.	37	47%
Provide mix of retail-shops, restaurants and services.	18	23%
Create vibrant centers with live/work opportunities.	16	21%
Invest in public infrastructure (transportation, public utilities) to support new development.	6	8%
Ensure opportunities for appropriate job growth in the station area.	1	1%
Total	78	100%

Transportation	Total Dots	Percentage
Encourage walking and biking for substantial part of travel.	30	53%
Simplify area navigation through signage, lighting and pathways.	10	18%
Establish improved, safe road and pedestrian connection to DART station.	9	16%
Create pedestrian friendly environments.	5	9%
Sufficient parking no spill to neighbors.	3	5%
Total	57	100%

Sustainability and Community	Total Dots	Percentage
Encourage sustainable design concepts and principles in new development.	16	31%
Provide accessible cultural entertainment and public gathering space.	16	31%
Increase open space and parks.	11	21%
Ensure that parks and open spaces are easily accessible.	6	12%
Restore Protect and conserve environmental resources.	3	6%
Total	52	100%

Housing	Total Dots	Percentage
Create safe neighborhoods through public and private investment and cooperation.	34	62%
Encourage a range of housing types, sizes and styles in the area.	10	18%
Support development of mixed use housing/office/retail along major roadways.	6	11%
Promote new housing opportunities (Condos, Townhomes) on unused or underutilized area sites.	5	9%
Total	55	100%

### General Notes:

Each number above represents the number of dots that were placed on each priority item identified. The top one or two (if voting was close) priority items under each category is highlighted in yellow above. Approximately half the attendees participated in exercise as attendance was estimated at 130 people.

# PUBLIC INPUT SUMMARY

## VISUAL PREFERENCE SURVEY (DOT VOTING)

The other Dot Voting exercise was a Visual Preference Survey of product types and architectural styles available. There were eight different boards, covering various product types like apartments or condos, townhomes, mixed-use, offices, main street, etc... and four photographs representing different architectural styles of each product type. Each attendee was asked to use one dot to identify their preference for each product type. Attached are photographs of the Visual Preference Survey boards after the event along with a ranking analysis of the preferred styles. Responses to the Dot Voting exercises were used in conjunction with the comments captured on the aerial maps from the breakout worksession to develop the recommendations of the LBJ/Skillman planning team.

Visual Preference boards can be found in Appendix 3.4. All boards have been summarized in the chart below:

Project Type	Photograph				Total Dots on Boards
	A	B	C	D	
Apartments Or Condos	11	8	12	31	62
Mixed Use Two Story	5	47	11	9	72
Mixed Use Four Story	5	38	20	4	67
Townhomes	13	0	32	22	67
Offices	29	2	31	10	72
Main Street	3	66	0	1	70
High Rise Condos	20	6	30	15	71

## WRITTEN COMMENTS

Attendees were also encouraged to leave any written comments specifically addressing any topics discussed at the event in addition to items not touched on during the discussion. The full comments can be found in Appendix 3.5. The main points listed by community members included the addition of quality restaurants and retail to improve value and enhance the area as a destination. In addition, residents focused on road conditions giving their support for the re-alignment while mentioning concerns about resolving traffic volume, reducing noise carried from LBJ, provide better lighting and signage, and increase transit safety by separating cars, bikes, and pedestrians as much as possible. Other items of note called for senior living in the area, the addition of parks, trails, cycle tracks, and overall green space. Lastly, some comments voiced concern about increasing apartment density due to the dilapidated state of existing apartments.



# PUBLIC INPUT SUMMARY

## PUBLIC MEETING #2 SUMMARY

The following summarizes the second public meeting which was conducted to highlight information recieved at the first meeting as well as preliminary visioning.

Date/Time: Saturday, May 18, 2013; two identical sessions,  
one from 9:00 -11:00 a.m. and one from 11:00 a.m. – 1:00 p.m.  
Location: Forest Lane Academy, 9663 Forest Lane, Dallas, TX 75243  
Attendance: 35 (estimated) at first session, 21 at second session



Source: Omniplan

A presentation that provided a brief overview of the project, existing conditions and expected future trends was made by Tip Housewright of Omniplan.

Following the presentation, attendees were asked to break out into one of three discussion groups categorized by topic. The three topics included Community, Transportation and Housing. Proposals for the area were discussed with each group. Attendees rotated from group to group until all attendees had a chance to discuss all three topics. Appendix 3.6 includes a spreadsheet of all oral comments made, grouped by topic. These comments were used by the LBJ/Skillman planning team to develop the recommendations in Chapter 5.

## MEETING #2 - WRITTEN COMMENTS

As in the first meeting, attendees were also encouraged to leave any written comments specifically addressing any topics discussed at the event in addition to items not touched on during the discussion. The full comments can be found in Appendix 3.7. The main points listed by community members addressed the need to actively attract businesses to the area, improve existing green spaces, address safety concerns, and promote better pedestrian connectivity, safety, and visibility.

# PUBLIC INPUT SUMMARY

## **BUSINESS OWNER ROUNDTABLE MEETING SUMMARY**

On March 26th, 2013, a meeting was held at the Lake Highlands Public Improvement District offices to get input from business owners in the study area. A number of business owners were invited to the meeting to get direct input from local stakeholders. A list of attendees and meeting notes are included in this report as Appendix 3.8.

A summary of basic conclusions from the meeting were:

- Need for a local business advocacy group is desired.
  - Lake Highland Chamber of Commerce(?)
- Tom Thumb remodel should be seized as a local opportunity to build upon
- Most local businesses do not have many “new”, walk in customers
  - Visibility of businesses(?)
  - Safety perception of area(?)
- Signage/Wayfinding needed in area
- Need to consider building a coalition (communication?) that includes the area across the Skillman/LBJ bridge (NE Dallas/Richland College area).





## **PROJECT VISIONING and RECOMMENDATIONS**

Summary

Market Analysis Recommendations

Land Use Recommendations

Mobility Recommendations

Quality of Life Recommendations

## SUMMARY

The Proposed Vision Plan is a representation of what the area might look like and is the result of input received from community visioning meetings, the project survey, and the analysis of existing conditions by the Consultant Team. The Vision Plan is in keeping with the 2006 forwardDallas! Comprehensive Plan which envisioned the area as a major gateway, including a Transit Center and Urban Mixed-use development. The realignment of Skillman Street over LBJ is a related but separate project by the Texas Department of Transportation (TxDOT). The actual timeline for construction of Skillman Street is unknown so the Vision Plan is presented as two different solutions. The first solution is a short term plan based on the current configuration of Skillman and the second solution is a long term plan based on the realignment of Skillman. The solution based on the current Skillman configuration is an interim solution until the completion of the TxDOT realignment. The intent of the Vision Plan is that they be used by local authorities to ensure decisions made are in agreement with those expressed by the community.

The Proposed Vision Plan consists of recommendations for four organizing elements: Market Analysis, Land Use, Mobility, and Quality of Life. The Land Use recommendations include ideas about future development of property that is currently undeveloped, like the DART light rail station site and the properties that are created with the realignment of Skillman, as well as redevelopment of existing properties. The Mobility recommendations address the movement of people in the area by light rail, automobile, pedestrians, and bicycles. The Quality of Life recommendations show ideas related to parks/open space, hike/bike trails, and connection to the nearby Richland College Campus. Area assets and regional public amenities are shown on Maps 5.1 and 5.2.

The Proposed Vision Plan is based on feedback received at two community visioning events that included attendee worksessions. The first public meeting was held in January 2013 at Forest Lane Academy. At this community event, attendees were given an overview of the project, preliminary recommendations were made, and participants participated in a worksession to document what kind of development they would like to see, what pedestrian and automobile improvements should be considered, what sustainable design concepts should be included, concerns they have and how the area should look. On May 18, 2013, a follow-up community meeting took place at Forest Lane Academy. Participants at this meeting were provided with highlights from the first meeting as well as preliminary visioning.



Source: DDOTDC



Source: Dick Howe Jr./Flickr



Source: Dick Howe Jr./Flickr



Source: Dallas Morning News



# PROJECT VISIONING and RECOMMENDATIONS

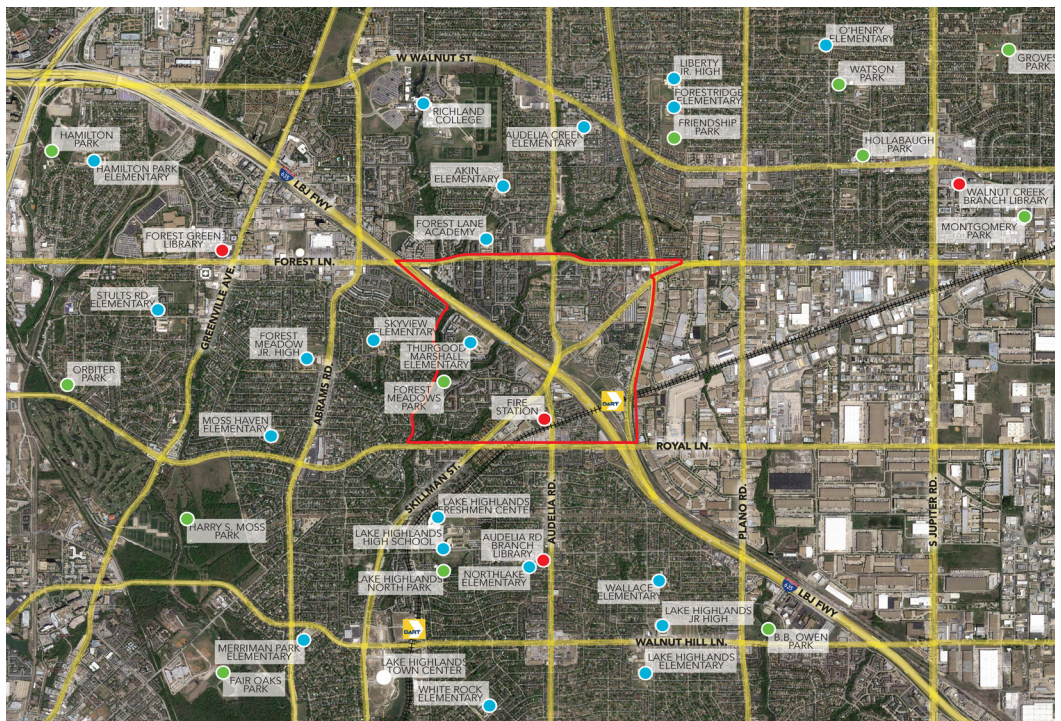


SOURCE: OMNIPLAN  
MAP 5.1

## AREA ASSETS

- Major regional employers: T.I. & RAYTHEON.
- Valuable public assets: Richland College - Park Space.
- Lake Highlands Town Center
- DART light rail stations

— STUDY AREA



SOURCE: OMNIPLAN  
MAP 5.2

## REGIONAL PUBLIC AMENITIES

- Schools / Educational Facilities
- Parks / Open Space
- Public Buildings

— STUDY AREA



## MARKET ANALYSIS RECOMMENDATIONS

Historically, the Study Area has been a good investment, but it lost market share when other locations in “fringe” development areas became a better investment accommodating more timely and relevant products. It will be the responsibility of the City and its advocacy partners, to communicate progress in this Area to potential investor audiences. The market analysis presented here (and detailed in Appendix 1) will provide the foundation on which to build sound investment strategies in the Study Area. Key market observations include the following:

- Two age segments -- Baby Boomers (aged 50 to 68) and Echo Boomers (born in 1980s and 1990s) -- are gravitating to lower maintenance housing options (i.e., townhomes and rowhouses, flats and co-ops) that suggest concentrations sufficient to support more than one project of this nature;
- The Trade Area Baby Boomer population is expected to grow at a 2.5% percent annual rate over the next 5 years – nearly 4 times faster than the total population;
- Planned public infrastructure in the Study Area will go a long way in increasing densities and price points of real estate.
- While commercial vacancy and rental rates are approaching levels that support new development and/or redevelopment elsewhere in the Trade Area, this is not currently the case in the Study Area. “Seed” money will likely be necessary to leverage private investment in projects that will “jump-start” reinvestment activity.

Looking to the experience of similar markets which have revitalized over the past decade, as well as the vision for the Study Area, principal land uses / products were identified for analysis including attached and detached ownership and rental housing units, commercial retail space (integrated with other uses), and employment / office space. Given its central location within the greater Metroplex, the Study Area could be strategically positioned to capture a share of the region’s traffic and business growth over the mid- to long-term. These

not only represent market-driven trends supporting development and redevelopment, but products which have the potential to strengthen and link these opportunities to existing neighborhoods. Table 5.2 below presents a summary of market demand in the surrounding Trade Area and the potential market capture attributable to the Study Area. As shown in Table 5.2, forecasts indicate that more than 8,100 residential units, more than 900,000 square feet of retail space, and over 4 million square feet of employment space (office and industrial) could be absorbed in the LBJ/Skillman Trade Area over the next ten years, from which the Study Area could benefit.

The ability of the Study Area to attract and absorb these land use types will be further affected by the following trends:

### Residential

- Over the past few years, there has been a slight shift in the communities in and around the LBJ/Skillman Trade Area to more higher-density urban housing products, e.g., townhomes, condominiums and apartments. This growing townhome/condominium market is most active in Dallas and to a lesser extent, in the inner ring suburbs of the Metroplex. Despite the fact that parts of Dallas are distinctly more urban than the Trade Area, the movement toward a higher-density housing market is significant. The Study Area in particular has unique opportunities to be a logical target for urban housing. The presence of transit nearby only enhances these opportunities, representing a competitive advantage.

### Retail

- While there is a healthy degree of retail “leakage” occurring in the LBJ/Skillman Trade Area (enough to support a sizable amount of new space), the recent closings of major national retailers, as well as the significant amount of underutilized or obsolete space, would characterize the Trade Area as a fragile retail market. This is a market perception that could be a challenge in attracting new retailers and new formats



# PROJECT VISIONING and RECOMMENDATIONS

to the Study Area. Upgrades to the Study Area's residential base will have a positive impact on market support for both new and existing retail space.

- The LBJ/Skillman Trade Area is likely underserved by newer retail formats and product mixes. This concept of being "under-stored" is not uncommon in urban infill submarkets. The Trade Area currently represents a relatively homogenous retail market. In association with the increased diversity of housing products (primarily higher-density urban housing, such as rowhouses, townhomes, condominiums, lofts, etc.) and targeted demographic groups, it could accommodate a wider variety of retail product types and formats.

## Employment (Office/Industrial)

- Because of its location on I-635, and its proximity to existing employment centers, the Study Area has a twofold opportunity to capitalize on these existing office markets, while at the same time, offering "niche" opportunities for secondary office locations providing less expensive space in a "close-in" urban environment.
- The Study Area could also provide a home for local service office users, and even "incubator" space for new and expanding businesses in the local economy. These opportunities will be best served by flexible space which could accommodate office, service, and even light industrial users.

Study Area, however, will be directly proportionate to the City's and property owners' commitment to:

- Waiting for the "right" investment (consistent with the Vision)
- Introducing stronger physical connections
- Implementing supportive infill policies
- Identifying creative financial solutions
- Removing "barriers to investment"

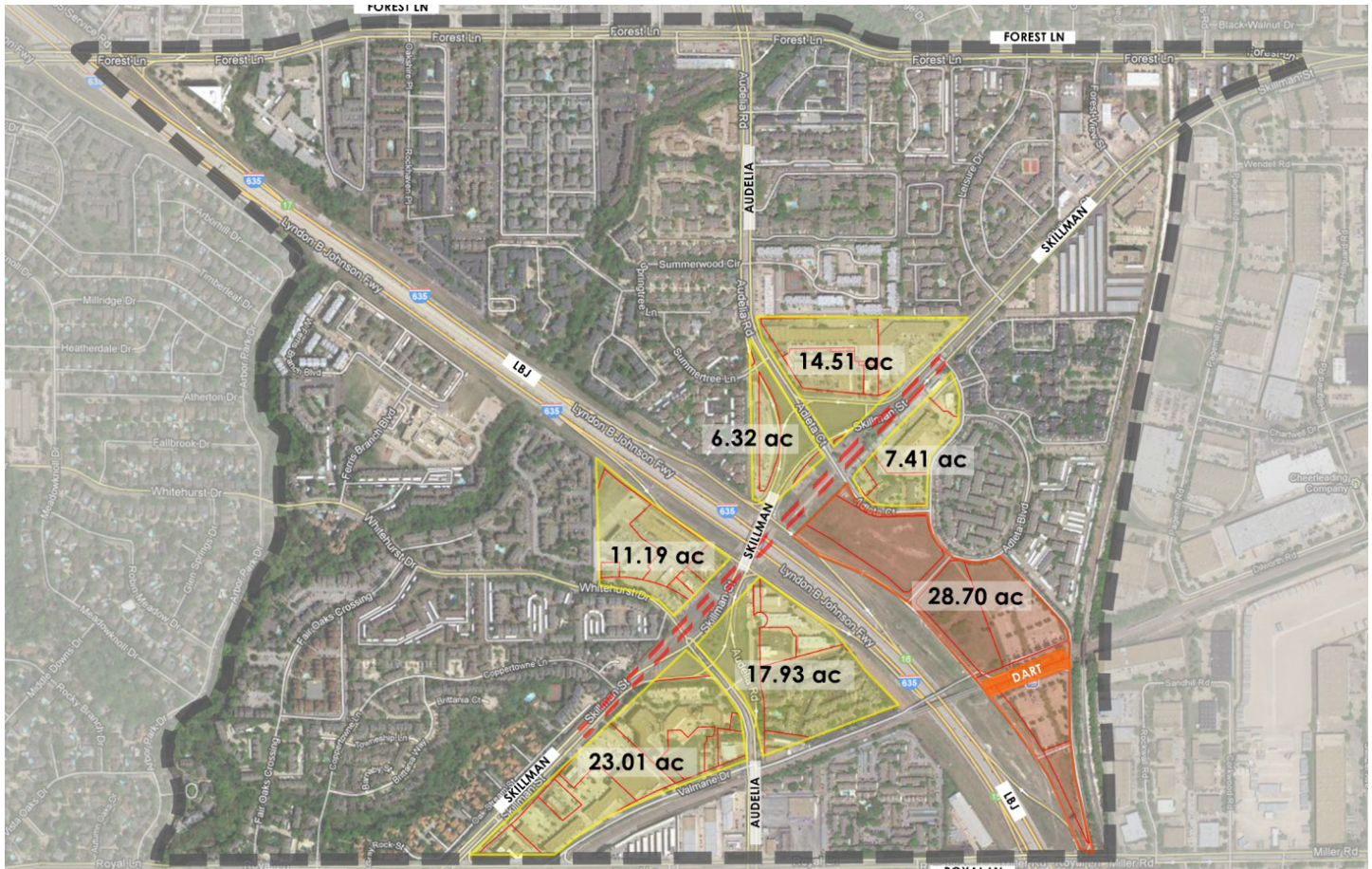
The degree to which the Study Area is able to capture new demand within the Trade Area (and beyond) will be a function of the revitalization process itself. Given the highly competitive nature of new development, and the heightened challenges of developing in infill environments, success will depend on defining a "place" in the minds of the region's residents and area visitors. Developing key catalyzing projects as retail, residential, employment and community destinations will increase the Area's ability to capture not only a greater share of Trade Area demand, but also to reach beyond those boundaries. This evolution will obviously be expedited with assistance from a supportive policy and regulatory environment which encourages a flexible land use model, tighter building form, balanced parking requirements and stronger connections.

The level of investment that actually occurs within the

Summary of Study Area Market Demand

Land Use Type	Trade Area Demand (10 Year)	LBJ/Skillman Study Area			
		Market Share		Absorption (Units/Sq Ft)	
		Low	High	Low	High
<b>Residential (Units):</b>					
Single Family Detached	2,700	0%	0%	0	0
Single Family Attached	1,500	20%	25%	300	375
Rental Apartments	3,900	20%	25%	780	975
<b>Residential Total</b>	<b>8,100</b>			<b>1,080</b>	<b>1,350</b>
<b>Non-Residential (Sq Ft):</b>					
Retail	924,800	20%	30%	184,960	277,440
Office	1,670,000	20%	25%	334,000	417,500
Industrial	2,417,000	10%	15%	241,700	362,550
<b>Nonresidential Total</b>	<b>5,011,800</b>			<b>575,700</b>	<b>780,050</b>

Source: Ricker Cunningham  
Table 5.1



SOURCE: OMNIPLAN  
MAP 5.3

## DEVELOPMENT PARCELS CREATED

The Skillman Street realignment makes existing R.O.W. land available for development. There is approximately 9 acres gained by the new R.O.W. There is an opportunity to combine this public land with adjacent parcels to help spur redevelopment. The total acreage of developable land created due to this realignment is significant. The vacant land at the DART Station is approximately 29 acres. The remaining development parcels created with realignment is approximately 80 acres (71 acres of existing land plus 9 acres gained by new R.O.W.). This road configuration also creates more street frontage and normal street intersections that are more conducive to commercial / retail development. Before relinquishing the ROW to development, the City should review, identify and apply any needed Complete Street or related public use/ benefits needed within the ROW areas made available by the new realignment. Currently, the access roads to LBJ off Skillman are considered entrance/exit ramps and

adjacent properties are not allowed to have entrances to them off these ramps. Until these ramps are replaced with service roads, the viability of the redevelopment of the tracts of land into commercial / retail uses depends on this new street frontage and ease of access to them off Skillman.



# PROJECT VISIONING and RECOMMENDATIONS

## LAND USE RECOMMENDATIONS

The existing Skillman Street / Audelia road alignment is a very confusing network of streets that has contributed to the underutilization of the adjoining land. The realignment of Skillman Street was a catalyst for this study. TxDOT's original design scheme for the realignment was a Flyover, an elevated street that would connect Skillman North of LBJ to Skillman South of LBJ, bypassing the confusing road alignment where Audelia intersects Skillman. This original design scheme was an attempt to quickly move automobiles through the intersection but would have had no positive impact on the development potential of the properties below. This scheme was considered undesirable to the community.

Volunteers within the community came up with an at-grade design scheme which straightened out Skillman Street and modified the Audelia Road intersection. This scheme is shown on the plan to the right. This realignment simplifies the road network and frees up approximately 9 acres of existing right-of-way (R.O.W.) land which will become an opportunity for new development. This realignment scheme, which has been approved by the City of Dallas, the Federal Highway Administration and TxDOT, is currently in the Detail Design phase at TxDOT (see Appendix 2.5 for Schematic plan).



EXISTING SKILLMAN STREET ALIGNMENT

MAP 5.4

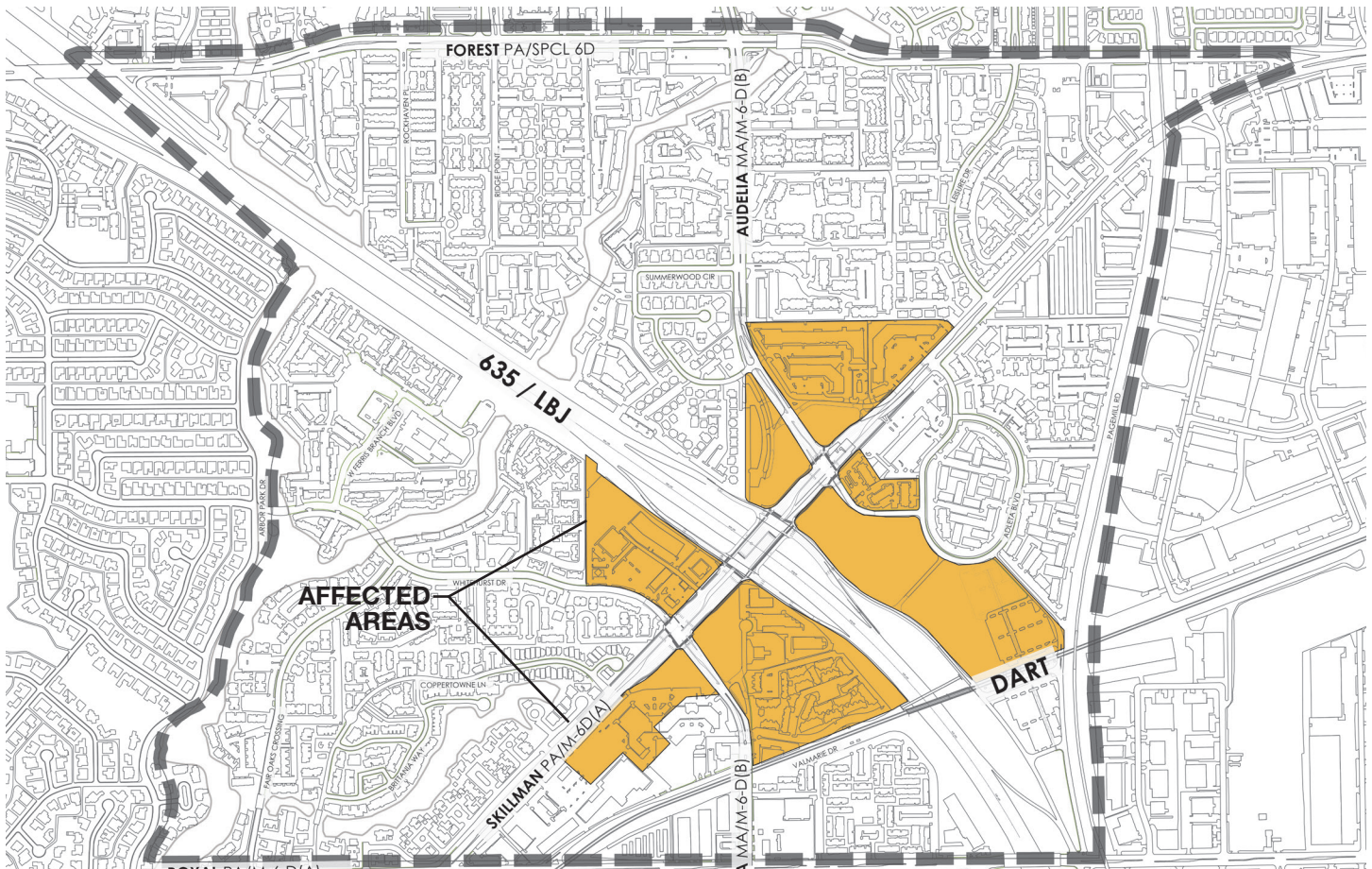


PROPOSED SKILLMAN STREET ALIGNMENT

MAP 5.5

SOURCE: OMNIPLAN

DEVELOPER LAND
EXISTING R.O.W. MADE AVAILABLE
NEW R.O.W. TO BE PURCHASED



SOURCE: OMNIPLAN  
MAP 5.6

## LAND USE VISION AND POLICY

The Proposed Vision Land Use Plan identifies the desired land use in the affected areas of the overall study area. In general, the land around the existing DART Station is envisioned as a Commercial/Mixed-Use development with street level retail uses at the first floor along Skillman Street. The desired product types on the mixed use sites are community-serving retail, personal service and office uses, and residential use. A large Mixed-Use development on the DART Station property has the potential to spur redevelopment of the property across LBJ to a higher density product that is connected across the freeway by the existing pedestrian bridge.

### LEGEND OF AFFECTED AREAS\*

COMMERCIAL / MIXED USE

\* SEE PAGE 21 FOR EXISTING MAP



# PROJECT VISIONING and RECOMMENDATIONS



## INTRODUCTION TO THE PROPOSED VISION ILLUSTRATIONS

The illustrative rendering above presents the area's potential for the massing of buildings and type of urban character desired in the Skillman/LBJ intersection in a conceptual future scenario. The renderings on page 65 show the potential pedestrian atmosphere and architectural character in the proposed vision. These renderings are in keeping with the 2006 forward Dallas! Comprehensive Plan, which identifies the area as a major Dallas gateway and is envisioned to include a Transit Center and adjacent Urban Mixed-Use development (see Map 3.15 on Page 29).

The renderings present the opportunities available of placing denser development at the existing DART Station site and on the adjacent land to the South of LBJ. Commercial uses can be integrated with compatible high quality multi-family units above in mixed-use developments, providing a dynamic live/ work/play environment.

Existing retail buildings, on the Southwest corner of Skillman and LBJ currently house a Denny's restaurant, Pearle Vision eye center, and Taco Bueno restaurant. These buildings are shown in this vision as staying in place, as there is a possibility that such owner occupied businesses may desire to remain as-is while other adjacent parcels undertake new development. If properties in the study area choose to maintain their current structures and uses, site planning for any adjacent new development should still encourage development patterns that can sustain a mix of activities to advance the LBJ/Skillman area's multi-modal vision. This vision includes living, working, shopping, entertainment and recreational development, while promoting sustainable infrastructure systems that can support such development efficiently without causing undue impacts on surrounding areas.

## INTRODUCTION TO THE PROPOSED VISION ILLUSTRATIONS

The conceptual renderings also attempt to present a broad mix of land uses and building product types, which is desired by the local community in order to create a true sense of place in this northeastern corner of Dallas. The buildings shown contain a variety of functions and utilize a diverse pallet of materials, heights, setbacks, and massing. This variety is a key element that will help create a vibrant street life over time as development occurs. Other enhancements include street trees, pole mounted graphics, and other site furnishings including bike racks, pedestrian scaled light fixtures, street benches, and trash/recycling containers. These elements work together to create a dynamic pedestrian-oriented atmosphere. The desire is to create an environment that is live, work, and play. Further magnifying a sense of place, the new TxDOT Skillman Bridge over LBJ is currently designed to be an iconic new gateway structure with pedestrian and bike facilities



## PROJECT VISIONING and RECOMMENDATIONS



SKILLMAN STREET LOOKING SOUTH TOWARD NEW BRIDGE OVER LBJ



TRANSIT ORIENTED DEVELOPMENT ADJACENT TO DART STATION





SOURCE: OMNIPLAN  
MAP 5.7

## PROPOSED SKILLMAN REALIGNMENT VISION EXISTING ALIGNMENT OF SKILLMAN (short term)

COMMERCIAL / MIXED USE

The illustrated development footprints/shapes shown on both Map 5.7 and Map 5.8 are hypothetical examples drawn to articulate an overall intent of the vision for this area of the LBJ/Skillman study area. The footprints/shapes in yellow present a conjectural placement of new Commercial/Mixed-Use buildings that are compatible with residential uses. Building heights should vary by location and type. There is community support for taller office / commercial and mixed-use developments near the core of the study, particularly near the DART station. Throughout the study area there is support for a variety of heights, including 2-story townhouse and commercial buildings, and 4 and 5-story mixed-use developments which include residential. Increasing the area's overall multifamily residential density, however, was seen by many as a negative, particularly if existing larger blocks of multifamily development were not redeveloped in ways which provided better access or quality open space.

For both Map 5.7 and Map 5.8, building and parking placement should be sensitive to and accommodative of desired pedestrian, trail, multi-modal and landscaping

amenities whenever possible, which will be a focus in this mass transit hub area of Dallas. Specifically, parking spaces should always have a buffer from adjacent major streets and sidewalks through the use of landscaped buffering that will deter vehicular intrusion into the street and sidewalk section of the thoroughfare.

Buildings developed in the DART station area should be inward-focused away from the LBJ Highway and provide new internal local Complete-Street oriented corridor options to promote a vibrant pedestrian and multi-modal environment. The ground-level of buildings in this area should avoid extensive non-transparency to any adjacent Complete-Street designed corridors, instead encouraging interaction between ground floor uses and the surrounding environment.

Development proposed on the currently-vacant land immediately to the west/northwest of the LBJ/Skillman DART station is conceptually-presented as a Commercial/Mixed-Use Transit-Oriented area. Utilizing PD 536, the conceptual vision presented on this vacant land is the same in both the short-term and long-term scenarios noted on Map 5.7 and Map 5.8.



# PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN  
MAP 5.8

## PROPOSED SKILLMAN REALIGNMENT VISION SKILLMAN STREET REALIGNED (long term)

■ COMMERCIAL / MIXED USE

Visioning in the LBJ/Skillman area upon the realignment of Skillman is presented in conceptual form on Map 5.8. As noted previously, the hypothetical vision presented at the LBJ/Skillman DART station is the same in both the short-term and long-term scenarios noted on Maps 5.7 and 5.8.

With the releasing of Skillman Road ROW for redevelopment, Map 5.8 presents a conceptual illustration for the possibilities of new Commercial/Mixed-Use developments which could be potentially sited and grouped around the Skillman/Audelia intersections. For example, on Map 5.8 a new Commercial/Mixed-Use development located on the Southeast corner of Skillman and LBJ is shown, highlighting the area's potential for more density.

New developments in the realignment vision take advantage of the existing ROW land for new development, redevelopment and the ability to provide Context-Sensitive thoroughfare networks to help promote a more multi-modal environment.

The biggest difference between the visions shown on the short-term and long-term maps are on the Northwest and Southeast corners of LBJ/Skillman. These areas will see the most increase in developable land due to the realignment of Skillman. These corners, in the long-term scenario, will most likely be denser and require structured parking. The overall amount of potential development in the long-term, will be driven by market demands, and is envisioned to be larger than the short term.

Commercial/Mixed-Use buildings should be held back from Skillman Street to allow minimal parking for quick in and out access using slip streets with double parking. Additional parking would be placed in parking structures behind these buildings as higher density is developed in the LBJ/Skillman interchange area.

## **MOBILITY RECOMMENDATIONS**

To spur the redevelopment envisioned for this area, street improvements will play a vital role. Per the Dallas Complete Streets Manual, “the vision of the Dallas Complete Streets Initiative is to build streets that are safe and comfortable for everyone; young and old; motorists and bicyclists; walker and wheelchair users; bus and train riders alike.” The multi-modal street recommendations are based on the Dallas Complete Streets Manual. The interchange improvements will address the current congestion and also aid in redevelopment opportunities by creating a simpler road network that requires less right-of-way. Recommended improvements to provide better pedestrian and bicycle accommodations include sidewalks, trails, dedicated on-street bicycle facilities, landscaping, and lighting. These improvements, in conjunction with the interchange improvements, will create a better balance for the area’s transportation needs. While this includes major automobile transportation facilities, through appropriate design and the improvements described, these roadways do not need to divide the area, but rather knit this area harmoniously into the city.

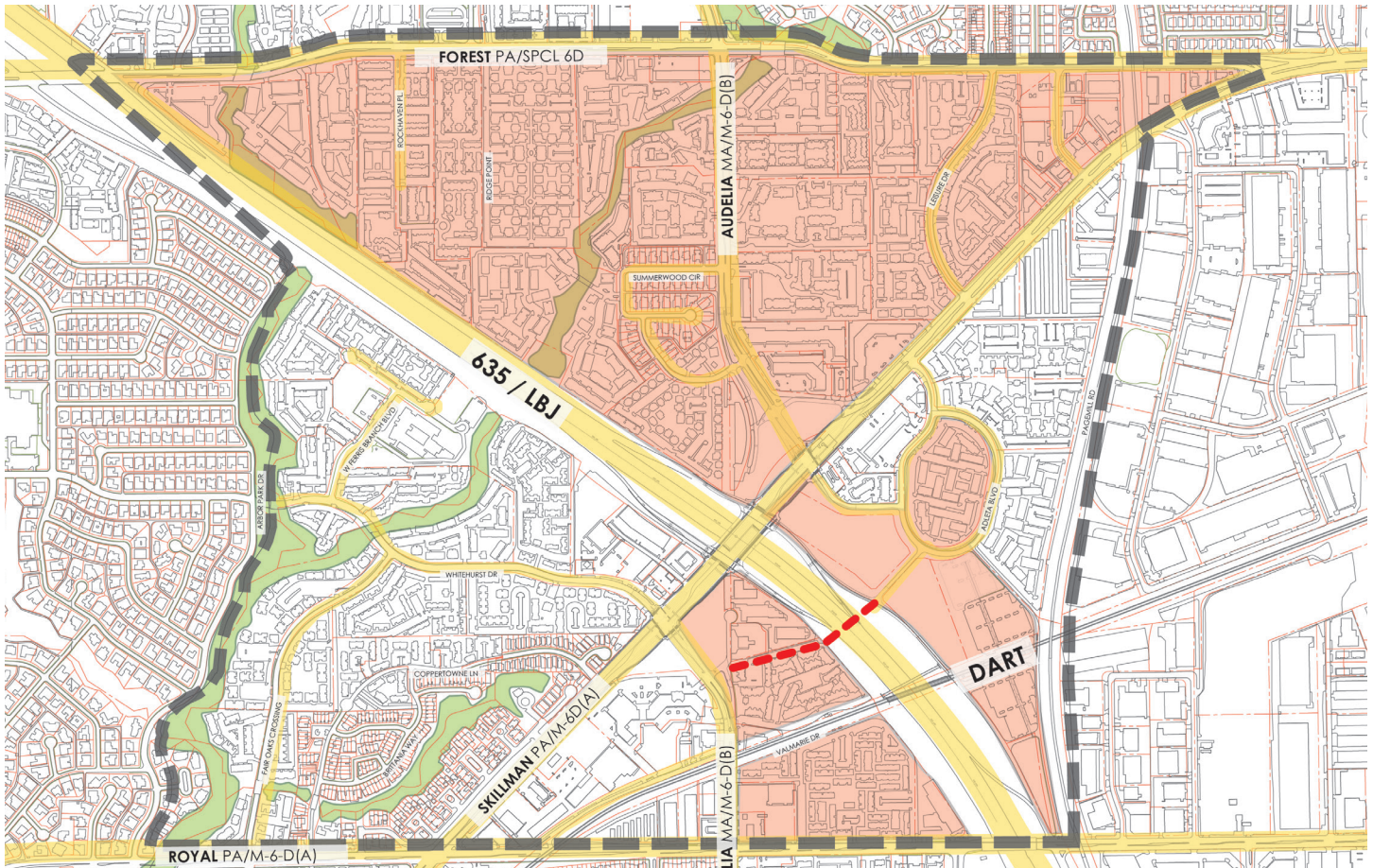
The thoroughfare roadways are built out within the study area. The existing local road network is discontinuous because of the gated apartment communities, which forces most of the traffic out onto the major roadways and causes some congestion. The most congested area is at the LBJ / Skillman interchange, which is in the design phase to be improved.

Throughout the study area, there is a need for improving the pedestrian and bicyclist accommodations. Most of these improvements will occur within the street right-of-ways. The DART light rail station is a benefit to the area and can alleviate future vehicular congestion as more choice riders switch to transit. As it becomes safer and more convenient to reach the DART station and as infill development occurs, a modal shift could occur.

The City should take advantage as redevelopment occurs to improve the multi-modal accommodations throughout the area. Map 5.9 presents the area within the LBJ/Skillman study area where improved open space, new streets and sidewalks with related amenities (landscape buffer, lighting) are needed and desired as redevelopment occurs. Both new and reconstructed streets in the area noted on Map 5.9 can be essential tools to meet this objective. Also, new streets in this area should provide greater accessibility throughout the study area, breaking down current “mega-block” parcels and developments that currently have limited pedestrian access, open space, landscaping and related public amenities. As part of addressing “mega-block” parcels, local neighborhood streets, pedestrian ways, and publicly-accessible open space will be encouraged to be developed to break up large platted blocks. This use of new residential streets (see page 65) will work in conjunction with the study area’s public streets to create a more walkable community environment.



# PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN  
MAP 5.9

## PROPOSED STREETS

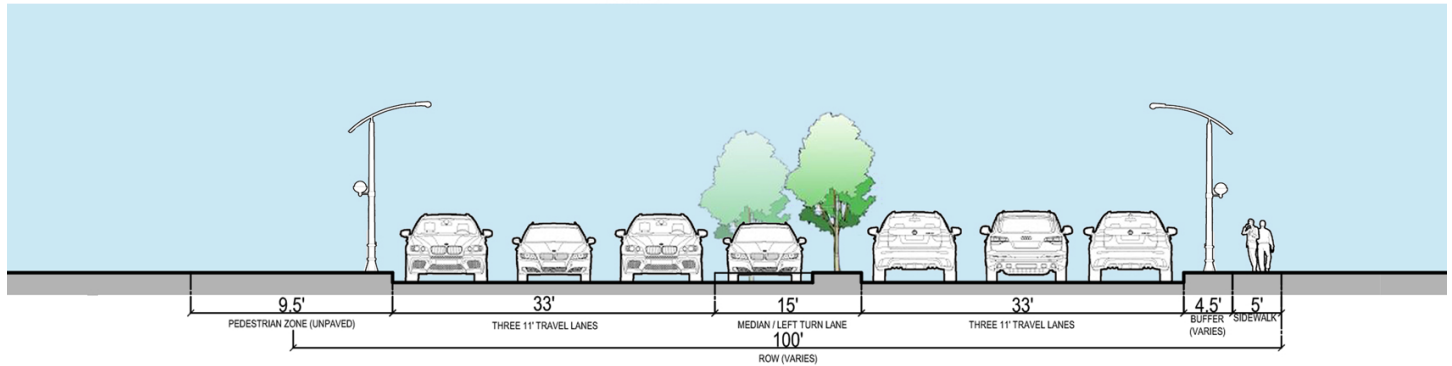
The Dallas Complete Streets Manual includes vision maps for thoroughfare streets that show the contextual street types, bike network streets, and transit network streets. Design guidelines vary for each contextual street type for the street and pedestrian zones.

The following pages demonstrate the existing and proposed conditions for several streets within the study area. Proposed street sections are based on the design guidelines from the Dallas Complete Streets Manual.

For the proposed streets, the ideal conditions (in conformance with TIF design guidelines) for pedestrian-oriented streets would have wider sidewalks and more amenities than the minimum standards.

-  EXISTING STREETS
-  NEEDS FURTHER STUDY TO DETERMINE NEEDS FOR LOCAL CONNECTIONS
-  GREEN SPACE OPPORTUNITY
-  OPEN SPACE, STREETS AND SIDEWALKS DESIRED AS REDEVELOPMENT OCCURS

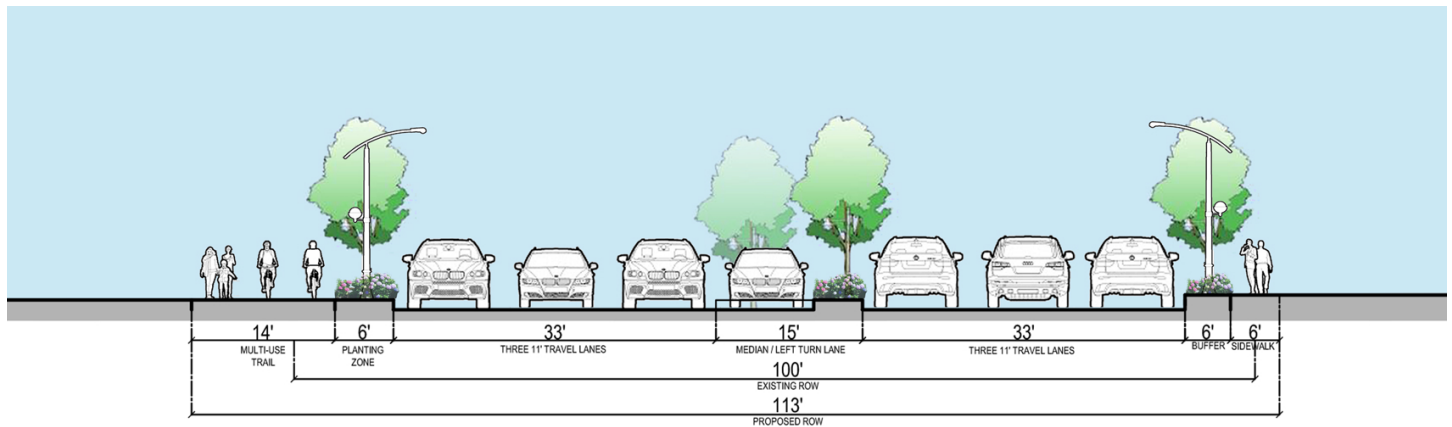
## STREET SECTIONS



### SKILLMAN EXISTING

PA / M-6-D (A)

BASED ON THOROUGHFARE PLAN



### SKILLMAN PROPOSED VISION

CONCEPTUAL STREET TYPE: MIXED USE STREET

Skillman is built out to its ultimate thoroughfare designation as a six-lane divided Principal Arterial. The existing conditions exhibit shows the typical section based on its Master Thoroughfare Plan designation of PA/M-6-D(A) with a 100' right-of-way. Skillman is generally lacking sidewalks on the west side of the street within the study area.

Skillman is proposed to be improved as part of the LBJ interchange construction with pedestrian and street improvements. It would connect with Audelia at signalized intersections on both sides of the LBJ interchange.

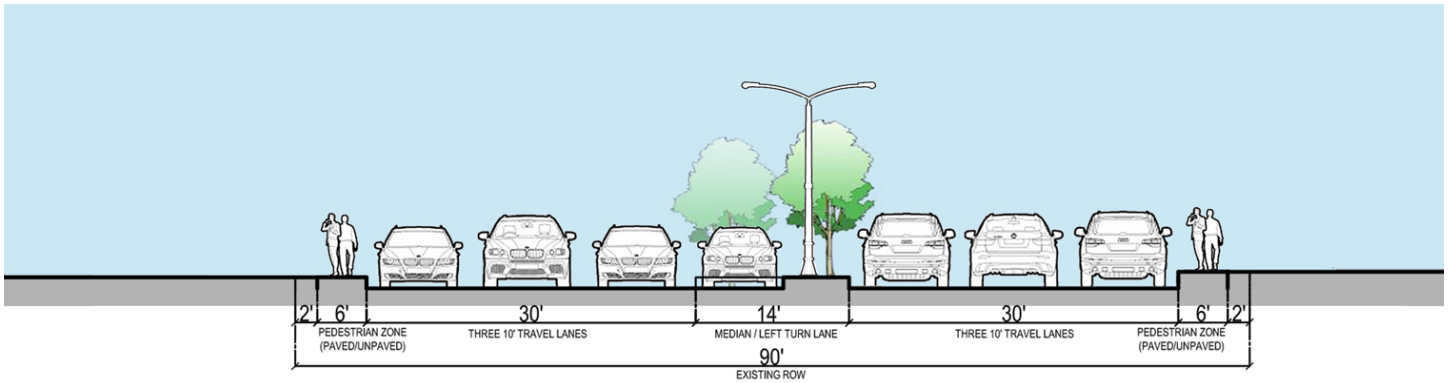
Per the Dallas Complete Streets Manual, Skillman is a Mixed Use street type within the study area. The

proposed vision would maintain the existing area between the curbs (lanes and median), but improve the pedestrian zone. A continuous sidewalk separated from the street by a planting zone with street trees is proposed on the east side of the street. A multi-use trail separated from the street by a planting zone with street trees is proposed on the west side of the street. Additional right-of-way or easements would be needed to accomplish this vision.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.

# PROJECT VISIONING and RECOMMENDATIONS

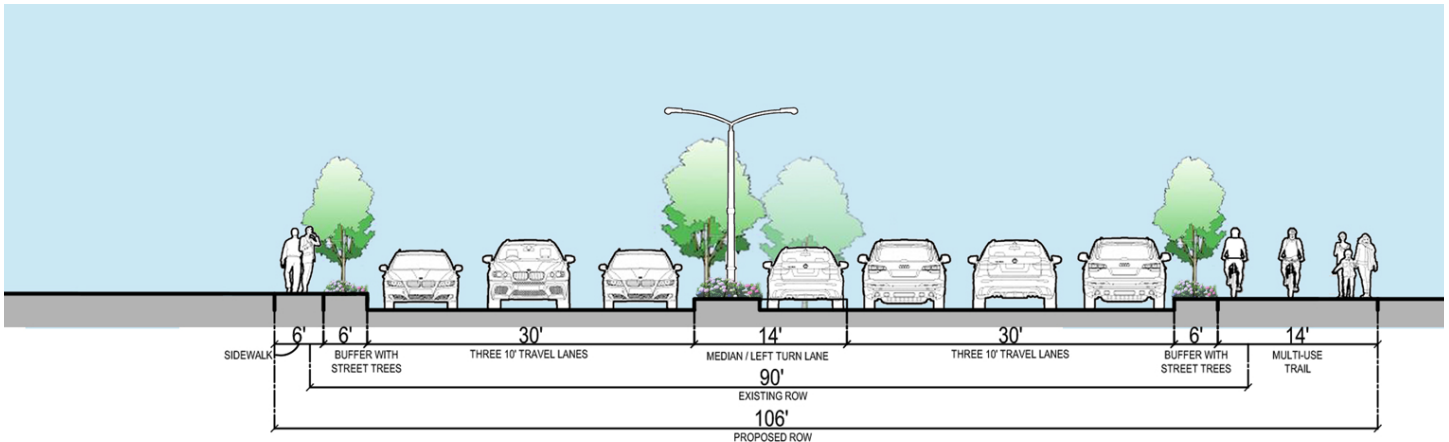
## STREET SECTIONS



### AUDELIA EXISTING

MA / M-6-D (B)

BASED ON THOROUGHFARE PLAN



### AUDELIA PROPOSED VISION

CONCEPTUAL STREET TYPE: MIXED USE STREET

Audelia is built out to its ultimate thoroughfare designation as a six-lane divided Minor Arterial. The existing conditions exhibit shows the typical section based on its Master Thoroughfare Plan designation of MA/M-6-D(B) with a 90' right-of-way. Audelia has several gaps in the sidewalks within the study area. It currently merges with Skillman to cross the LBJ interchange.

Audelia is proposed to be realigned as part of the LBJ interchange construction. It would connect perpendicularly to Skillman on both sides of the LBJ interchange at signalized intersections.

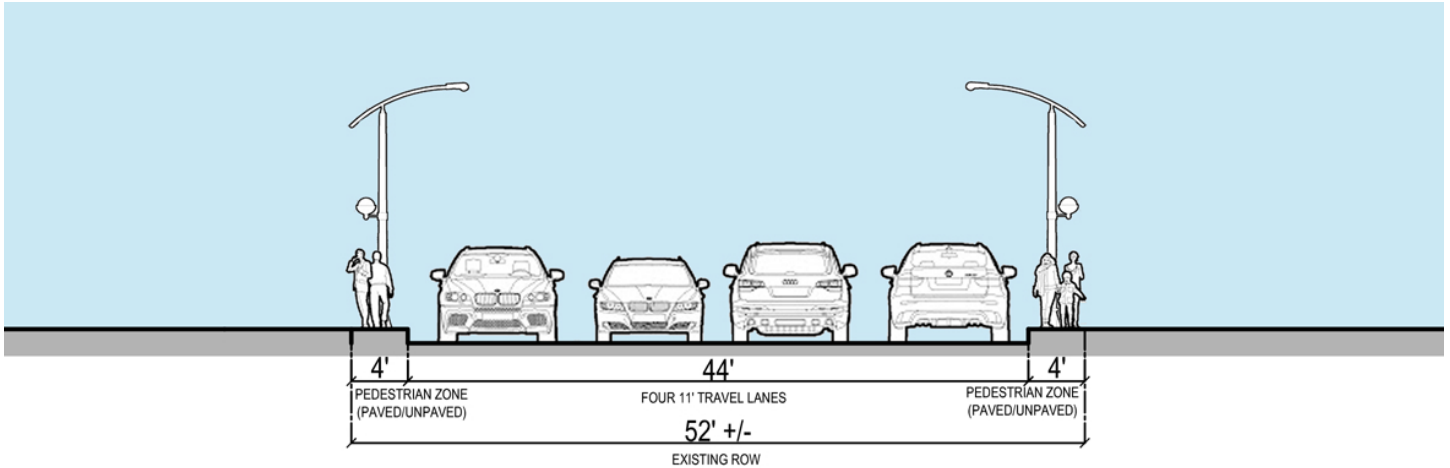
Per the Dallas Complete Streets Manual, Audelia is a Mixed Use street type within the study area. The

proposed vision would maintain the existing area between the curbs (lanes and median), but improve the pedestrian zone. A continuous sidewalk separated from the street by a planting zone with street trees is proposed on the west side of the street. A multi-use trail separated from the street by a planting zone with street trees is proposed on the east side of the street. Additional right-of-way or easements would be needed to accomplish this vision. There are several pinch points where it will be difficult to build.

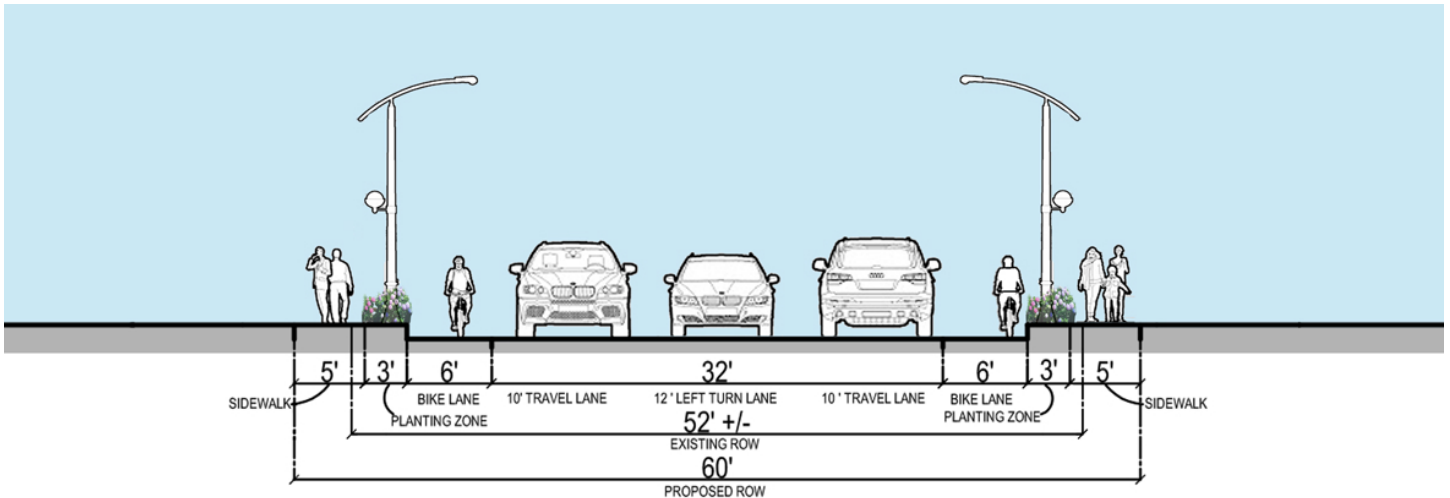
Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.



## STREET SECTIONS



### WHITEHURST EXISTING (LOCAL STREET NOT ON THOROUGHFARE PLAN)



### WHITEHURST PROPOSED VISION

Whitehurst is a local four-lane undivided street that is not on the Master Thoroughfare Plan. Within the study area, Whitehurst provides access to several multi-family developments, an elementary school, and a retail center. Outside of the study area, Whitehurst predominately serves residential neighborhoods and other schools. The existing conditions exhibit shows the typical section based on a review of aeriels and the Dallas County Appraisal District. Sidewalks within the study area are not continuous and are located against the back of curb with power poles in the sidewalk.

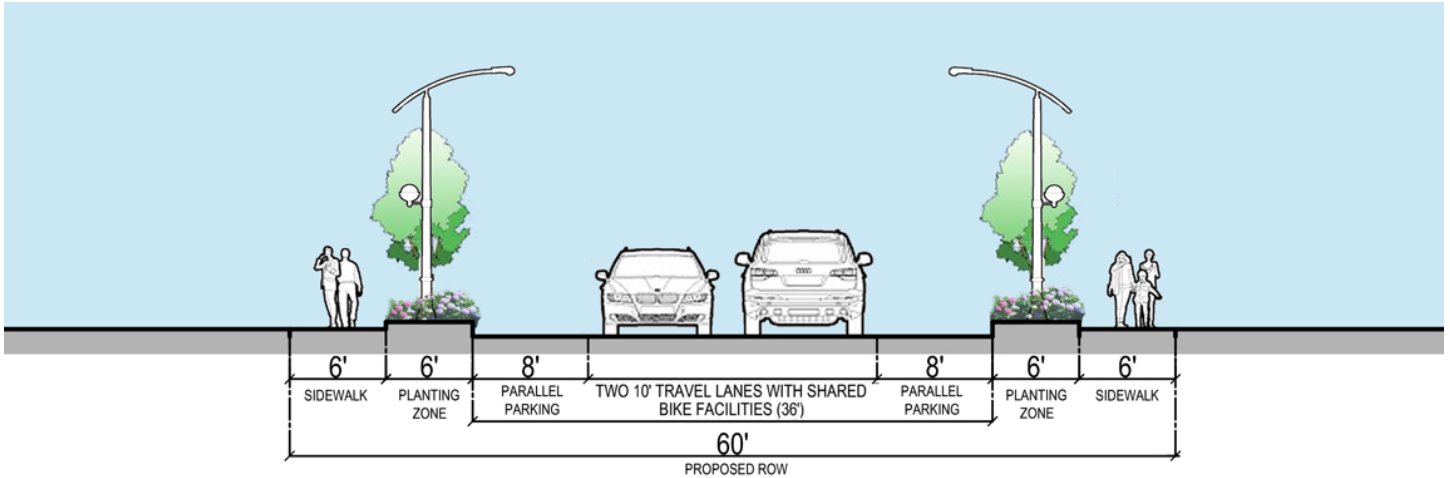
The Dallas Complete Streets Manual does not include details for Whitehurst because it is a local street. The

Dallas Bike Plan shows future bike lanes on Whitehurst, which would be accomplished with a road diet (converting the four-lane undivided street to three lanes with bike lanes using striping). Based on that, the proposed vision shows the road diet with a future two-lane street with bike lanes and a center turn lane. Pedestrian zone improvements would be continuous sidewalks separated from the street by a planting zone on both sides of the street. Additional right-of-way or easements may be needed to accomplish this vision, since the current right-of-way was not measured.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.

# PROJECT VISIONING and RECOMMENDATIONS

## STREET SECTIONS



## PROPOSED NEW RESIDENTIAL CONCEPT

(RC) S-2-U

As redevelopment occurs, a new residential street concept is envisioned that could provide additional connectivity within the study area. The 60' right-of-way concept would include a two lane street with on-street parking. Shared lane markings could be used to connect to other bicycle facilities. Sidewalks would be buffered from the street by planting zones with street trees.

Note: Ideal conditions (in conformance with TIF design guidelines) for pedestrian oriented streets would have wider sidewalks and more amenities than the minimum standards.



Source: Google Maps



Source: Omniplan

## PROPOSED LBJ / SKILLMAN INTERCHANGE

The LBJ / Skillman interchange replacement is currently under schematic design. See Appendix 2.5 for a conceptual plan. Currently, Skillman and Audelia merge just before the interchange and create a confusing situation for drivers. Backups occur at the interchange intersections, especially on the eastbound off-ramp from LBJ to Skillman.

The current design would include improvements to Skillman Street and Audelia Road. Additional lane capacity would be provided across the bridge and Texas U-turn lanes are proposed on both sides of the bridge. Geometric improvements at the intersections would improve traffic operations. The realignment of Audelia to connect perpendicularly to Skillman would reduce confusion for drivers and allow for redevelopment opportunities in the old right-of-way. Sidewalks are proposed along the length of Skillman, although they are not currently proposed on Audelia. Wide sidewalks and

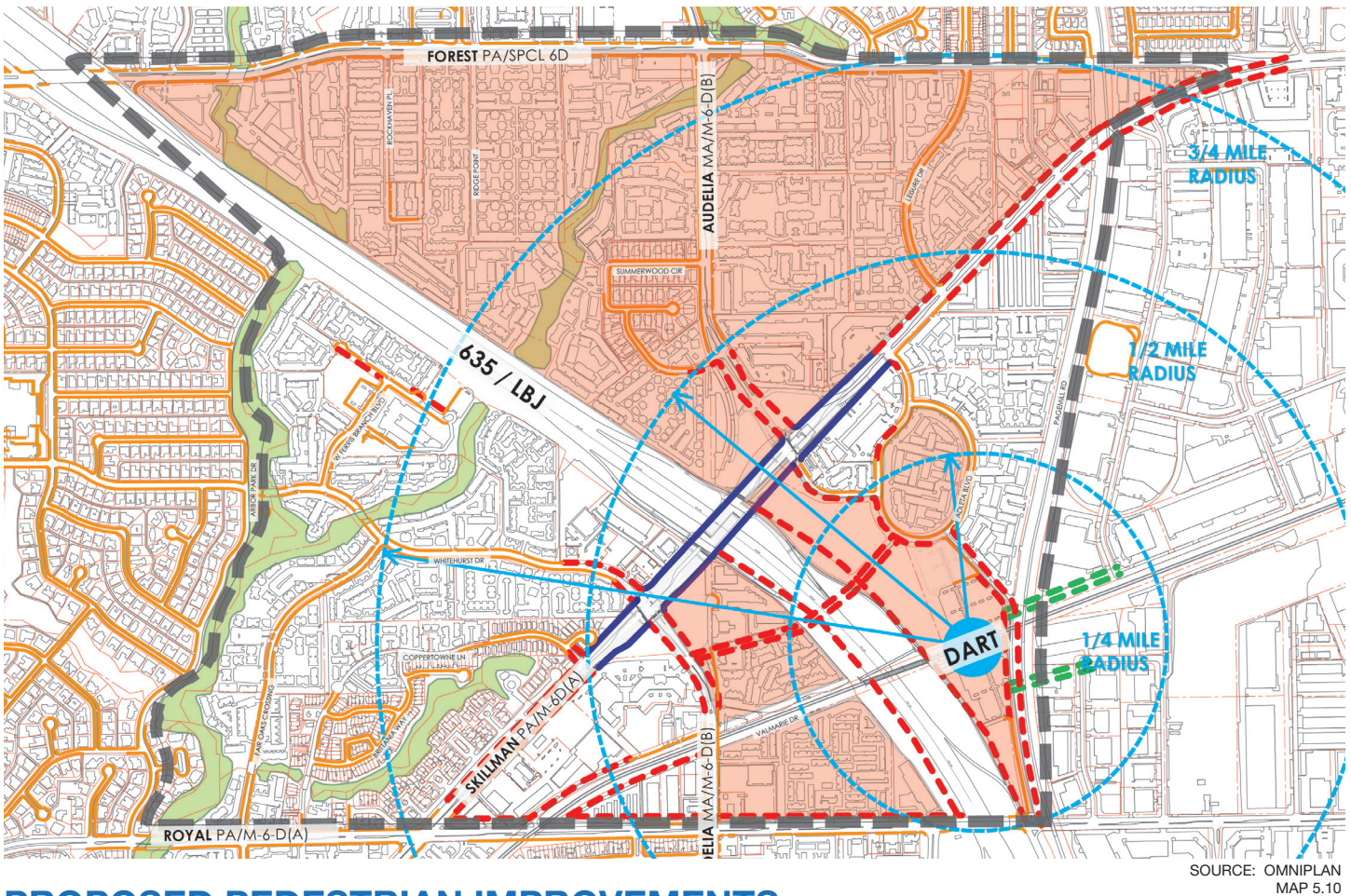
a cycle track are proposed across the bridge to provide pedestrian and bicycle accommodations.

TxDOT is leading the LBJ / Skillman interchange project. It is not yet funded for construction.

In addition, TxDOT also plans to widen LBJ between IH-30 and US 75 in the future. In the vicinity of Skillman, these future improvements could include managed lanes, additional main lanes, and frontage roads.



# PROJECT VISIONING and RECOMMENDATIONS



## PROPOSED PEDESTRIAN IMPROVEMENTS

The Proposed Pedestrian Improvement exhibit demonstrates the many gaps in the sidewalk on the public streets. Completing the network of sidewalks is important for improved safety for pedestrians walking along the streets. A minimum width of 6' should be constructed for sidewalks. Where possible and/or feasible, wider sidewalks are encouraged, especially adjacent to commercial/retail and Mixed-use developments.. The sidewalks should provide connections from the residential areas to the DART light rail station and bus stops, shopping areas, and regional trails. The proposed infill development should be very walkable to encourage pedestrian activity in the area.

In addition to sidewalks, there are many other design elements that will improve pedestrian safety. The Dallas Complete Streets Manual provides information on many items, such as the following:

- Pedestrian lighting
- Intersection design
- Pedestrian signal timing and countdown indicator
- Mid-block crossing treatments

- Traffic calming elements
- Crosswalks
- Curb Ramps
- Transit stops

In the near term, improvements could be implemented throughout the study area outside of the curb line in the pedestrian zone. The following planning level costs offer a level of magnitude for different types of improvements that could be part of multi-use trail or sidewalk project. These costs are for construction only and do not include right-of-way acquisition, utility relocation, design, or project-specific constraints.

### Planning Level Construction Costs (2014 dollars):

- 5' Wide Sidewalk - \$40 per linear foot
- 12' Wide Multi-use Trail - \$90 per linear foot
- Canopy Trees at 50' Spacing - \$15 per linear foot
- 5' Linear Landscaping with Irrigation - \$250 per linear foot
- Pedestrian Scale Lighting at 75' Spacing - \$100 per linear foot



## QUALITY OF LIFE

The area is currently dominated by Multi-family residential units. Many of these units are nearing the end of their life expectancy as most of them were built for singles in the 1970's and 80's. In general, these facilities lack the infrastructure desired by the families that live there today as there is little park or open space for children to play and families to gather. South of LBJ, Arbor Park, a City-owned greenbelt park, is located on the western edge of the study area at Whitehurst and Arbor Park Drive. Open space/play areas are also located at Thurgood Marshall Elementary School. . There are no parks or open space on the North side of LBJ in the study area. The City of Dallas Park Master Plan identifies the need for open space/park in this general area (North of LBJ). As aging apartment complexes are redeveloped, open space, streets, and sidewalks are desired and should be incorporated as redevelopment occurs.

The Mixed-use development at the DART Station property has the potential to include an educational component and be tied to the nearby Richland College Campus. In addition, the vision proposed connects the study area to Richland College to the North and the Town Center on the South (see Map 5.12 "Dallas Bikeway System" on page 78 for detail).

For new multi-family residential units, a variety of product types should be constructed to provide a greater selection to meet the needs of the community. Townhouses and condominiums should be included to build on the home ownership base. In addition, product types should include senior housing and apartments (new, market rate facilities).

In general, additional lighting should be provided in the area as a means to deter crime. Places that are well lit have proven to be safer environments. Active street life around Mixed-use developments will also tend to deter criminal behavior.

Other enhancements should include street trees and pole mounted graphics in medians, and other site furnishings including bike racks, pedestrian scaled light fixtures, street benches, and trash/recycling containers.



Source: Elvert Barnes/Flickr



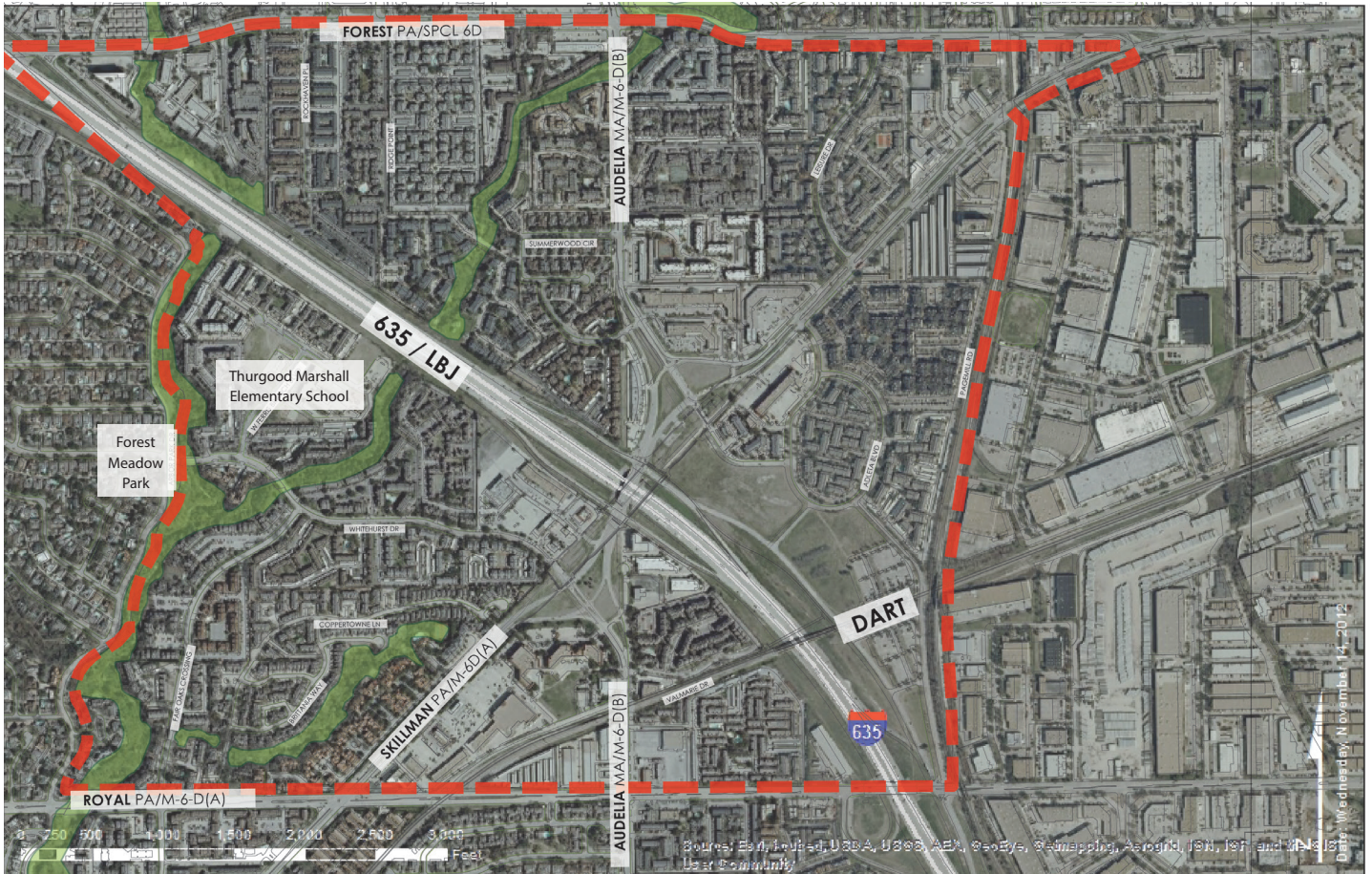
Source: universitystationrvpark.com



Source: YELLOW108



# PROJECT VISIONING and RECOMMENDATIONS



SOURCE: OMNIPLAN  
MAP 5.11

## OPEN SPACE



Source: WGBH



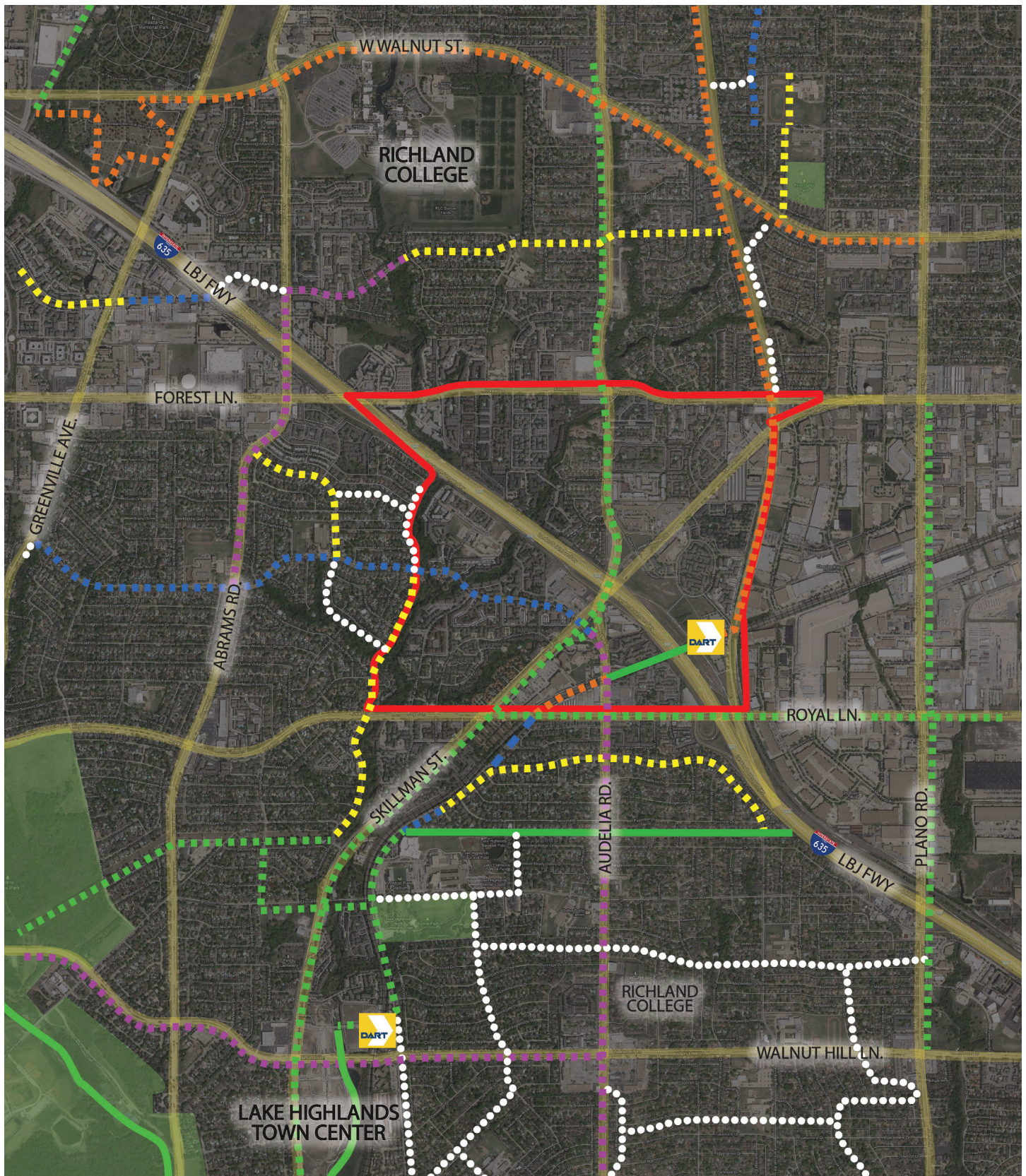
Source: DCCCD.edu



Source: AZSignaramaStores.com



## DALLAS BIKEWAY SYSTEM



SOURCE: OMNIPLAN  
MAP 5.12



# PROJECT VISIONING and RECOMMENDATIONS

## DALLAS BIKEWAY SYSTEM - LEGEND

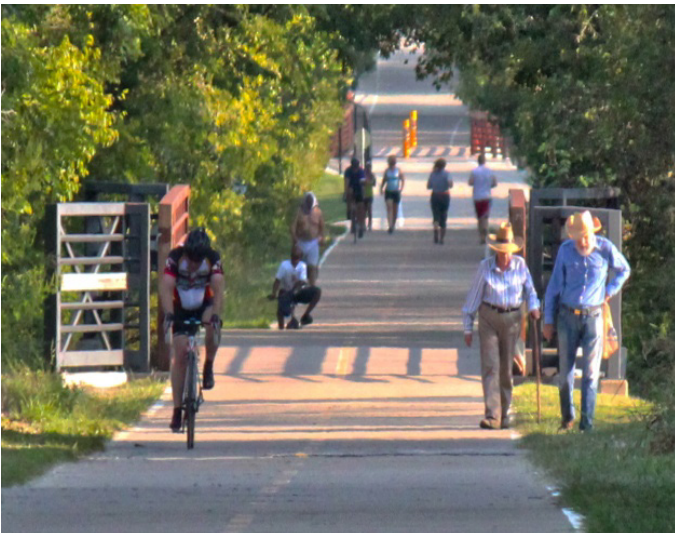
LIMITS OF STUDY AREA
BIKE LANES
CYCLETACK OR BUFFERED BIKE LANE
SHARED LANE MARKING
EXISTING OR FUNDED SHARED USE PATH
STUDY AREA PROPOSED SHARED USE PATH
PLANNED SHARED USE PATH
NEEDS FURTHER ANALYSIS
ADDITIONAL NETWORK CONNECTIONS (UNSTUDIED)

The Vision Plan identifies hike and bike network extensions to connect the study area to the greater Dallas Bikeway System Network Recommendations. The map to the left shows both on-street and off-street facilities that are existing and planned.

The Lake Highlands Trail, located primarily in an ONCOR utility right-of-way, will connect the Lake Highlands neighborhood to Lake Highlands High School, Lake Highlands North Park, and Lake Highlands Town Center. This trail is also proposed to link up to the White Rock Creek Greenbelt Trail which connects to North Dallas, White Rock Lake, and basically anywhere else in the system though additional trail links.

The Vision Plan recommends connecting the heart of the study area, and the Transit Oriented Design planned around the LBJ/Skillman DART Station, to the Lake Highlands Trail adjacent to the DART rail line. In addition, the plan recommends extending hike and bike facilities up Audelia and over to Richland College, further connecting the study area to this important asset.

## SHARED USE PATH



Source: thesteelrailsadvocate.com

## CYCLETACK/BUFFERED BIKE LANE



Source: thesteelrailsadvocate.com





## **PROJECT OPPORTUNITIES and IMPLEMENTATION**

Summary

Implementation Priorities

Implementation Tool Kit

Strategic Opportunity Vision Area 1

Strategic Opportunity Vision Area 2

Strategic Opportunity Vision Area 3

Strategic Opportunity Vision Area 4

## SUMMARY

The Strategic Opportunity Vision Area plans shown are graphic illustrations of what targeted sites within the study area might look like. These targeted sites were selected for their strategic location and their potential to be a catalyst for redevelopment in the core focus area and larger study area as a whole. These vision area plans are generic in nature and are intended to reflect the type of development, and redevelopment, desired in the area. These layouts reflect the vision of the community and represent what could potentially happen in the future if property owners desire to redevelop their properties if the realignment of the Skillman bridge occurs (see pages 66-67 for land use analysis regarding Skillman alignment). Included with these vision area plans are renderings showing the possible massing and potential architectural character for each targeted site as well as photographs of similar developments as a point of reference.

## IMPLEMENTATION PRIORITIES

Implementation priorities are recommendations that are deemed necessary to help the Vision Plan achieve success. These priorities are outlined on the following pages and include associated timeframes for implementation.

Table 6.1 outlines recommended actions to help the vision plan achieve success.

# PROJECT OPPORTUNITIES AND IMPLEMENTATION

## ECONOMIC DEVELOPMENT PRIORITY 1

### Action Item: Creation of a Lake Highlands Business Coalition / Chamber of Commerce

In support of the Vision Plan, and desires of the community, it is critical that an organization be established to become a unified voice seeking to encourage and attract new residents and business to the area. This organization should be community-established and led and should serve as a public advocate for implementation of the LBJ/Skillman Urban Planning Initiative study.

Timeframe: Short term



Source: Omniplan



Source: Omniplan

## ECONOMIC DEVELOPMENT PRIORITY 2

### Action Item: Area marketing initiative

The PID should undertake an Area Marketing Initiative with the proposed Lake Highland Business Coalition/Chamber of Commerce to pursue a coordinated, united, unique marketing theme for the area. Build local marketing material and consider other related marketing opportunities for the study area.

Timeframe: Short Term



Source: Philly Shark



Source: YELLOW108

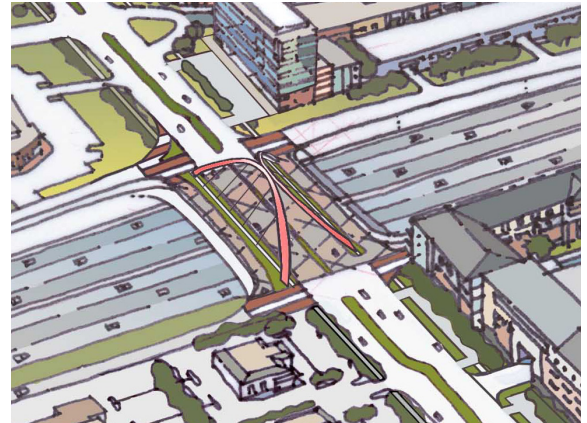


## ECONOMIC DEVELOPMENT PRIORITY 3

**Action Item:** If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.

Newly-available ROW should be properly developed under City of Dallas leadership. Consideration of public amenities and area needs in the ROW area should be an essential part of any development discussions.

Timeframe: Long term



Source: Omniplan

## ECONOMIC DEVELOPMENT PRIORITY 4

**Action Item:** Pursue public and private financing mechanisms to implement catalyst site development.

Funding opportunities for implementation of the area plan Vision.

Timeframe: Mid term



Source: Turner Construction

# PROJECT OPPORTUNITIES AND IMPLEMENTATION

## LAND USE, URBAN DESIGN AND ZONING PRIORITY 1

**Action Item: The Vision will be used as an area Land Use guide.**

The City of Dallas should use the Vision Plan to help make decisions on changes in zoning or property use in the area as it represents the desires of the community.

Timeframe: Ongoing



Source: Turner Construction

## LAND USE, URBAN DESIGN AND ZONING PRIORITY 2

**Action Item: Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.**

The area is lacking in open space, an amenity that is important to the community and is in support of the Vision Plan. This open space will enhance the quality of life for the community and future residents. The City of Dallas needs to make this a requirement on all projects that involve the redevelopment of multi-family properties.

Timeframe: Ongoing



Source: DDOTDC

## TRANSPORTATION PRIORITY 1

**Action Item: Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.**

The proposed vision for the street sections would provide better pedestrian and bicycle accommodations to make it easier for different types of users to access the transit stations and commercial areas. The proposed street sections are based on the design guidelines from the Dallas Complete Streets Manual. These improvements, in conjunction with the interchange improvements, will create a better balance for the area's transportation needs. While this includes major automobile transportation facilities, through appropriate design and the improvements described, these roadways do not need to divide the area, but rather knit this area harmoniously into the city.

Timeframe: Ongoing

## TRANSPORTATION PRIORITY 2

**Action Item: Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.**

The realignment of Skillman will also result in the reconfiguration of Audelia and open up several parcels for development. The new alignments are demonstrated on the TxDOT schematic and the proposed street sections are graphically shown in the report.

Timeframe: Long term

## TRANSPORTATION PRIORITY 3

**Action Item: Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape is present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.**

Continuous sidewalks and landscaping will provide a safer walking environment and improve the appearance of the thoroughfares to match the plan vision.

Timeframe: Ongoing

## TRANSPORTATION PRIORITY 4

**Action Item: Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.**

The existing apartment complexes are all gated and result in a discontinuous road network between the arterials. As redevelopment occurs, the proposed residential street concept should provide cross access between developments and would provide on-street parking, sidewalks, and landscaping.

Timeframe: Ongoing



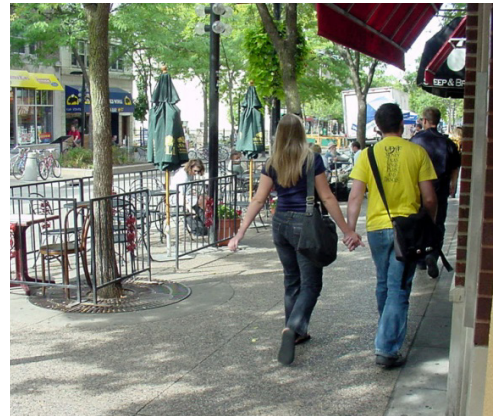
Source: NTCOG



Source: YELLOW108



Source: DDOTDC



Source: Dick Howe Jr./Flickr



# PROJECT OPPORTUNITIES AND IMPLEMENTATION

Recommended Actions					
Project/Priority	Responsible Entity <sup>(1)</sup>	Partners <sup>(2)</sup>	Time Frame <sup>(3)</sup>	Potential Funding Sources	Order of Magnitude Cost
Economic Development					
Creation of a Lake Highlands Business Coalition/Chamber of Commerce	Lake Highlands Community	LHPID	Short term	n/a	Low
Area Marketing Initiative	LHPID	LHBC/CC	Short term	LHBC/CC	Medium
If Skillman Street bridge realignment occurs, initiate City-led development of available ROW.	COD	Private Developers	Long term	COD / Private Developers	Medium
Pursue public and private financing mechanisms to implement catalyst site development.	LHBC/CC	LHPID / DART / Private Developers	Mid term	Federal, State, Local / Private Developers	Low
Land Use, Urban Design and Zoning					
The Vision will be used as an area Land Use guide.	COD	LHBC/CC	Ongoing	n/a	Low
Redevelopment of older multi-family housing within the study area will include publicly-accessible open space.	Private Developers	COD / LHBC/CC	Ongoing	Private Developers	High
Transportation					
Amend area thoroughfares as adjacent land redevelopment occurs to reflect the plan vision.	COD		Ongoing	COD	High
Amend area thoroughfares to reflect the plan vision upon implementation of the Skillman Street realignment.	COD		Long term	COD	High
Update street sidewalks and adjacent streetscape when adjacent land redevelopment occurs to reflect the plan vision. If no sidewalks or streetscape is present, apply the appropriate street section vision noted in the plan to any new or redevelopment site plan compliance.	Private Developers	COD	Ongoing	Private Developers	Medium
Redevelopment of older multi-family housing will include publicly-accessible sidewalks, streetscape and apply a street thoroughfare as noted in the study.	Private Developers	COD	Ongoing	Private Developers	High

Table: 6.1 Source: Omniplan

(1) Responsible Entity: Individual, property owner, business or other entity (private or public) that initiates action within the framework of the LBJ/Skillman Urban Planning Initiative Study

(2) Partners: Individual, property owner, business or other entity (private or public) that acts to assist initiated action to become implemented

(3) Notes on time frame:

Short-term is in the next six to eighteen months (2014 through 2015)

Mid-term is in the next 18 months to 3 years (2015 through 2016)

Long-term is more than 3 years (2017 and later)

Ongoing is as redevelopment occurs

(4) Definitions:

COD - City of Dallas

DART - Dallas Area Rapid Transit

LHBC/CC - Lake Highlands Business Coalition/Chamber of Commerce

LHPID - Lake Highlands Public Improvement District

## IMPLEMENTATION TOOL KIT

### Form Base Zoning:

Form Districts should be used for key sites in the study area. The emphasis should be on diversity of building scale, density and quality of life. Building form is more important than the use and developments should provide opportunities to live, work, shop and play in the same area. Development should provide a range of housing choices that would appeal to a variety of people. Also, the creation of pedestrian and bicycle friendly streets as part of a walkable development will help to reduce our dependence on the automobile.

### Lake Highlands Public Improvement District (LHPID)

Consider expanding the LHPID boundaries North of LBJ/635. Currently, the northern edge of the existing PID district is LBJ/635. This change could play a major role in helping to revitalize the northern part of the study area.

### Tax Increment Financing (TIF) District:

The established TIF design guidelines should be extended into the study area and apply to all new development and redevelopment projects seeking public financial subsidies. The purpose of these districts is to stimulate new private investment and enhance real estate values in areas that are unlikely to attract development otherwise. A copy of these TIF standards is provided in Appendix 2.4.

### Future Bond/Grant Programs:

Prioritize key catalytic infrastructure improvements that are bond and grant candidates.



Source: P4SC.org



Source: EV World



Source: Dick Howe Jr./Flickr

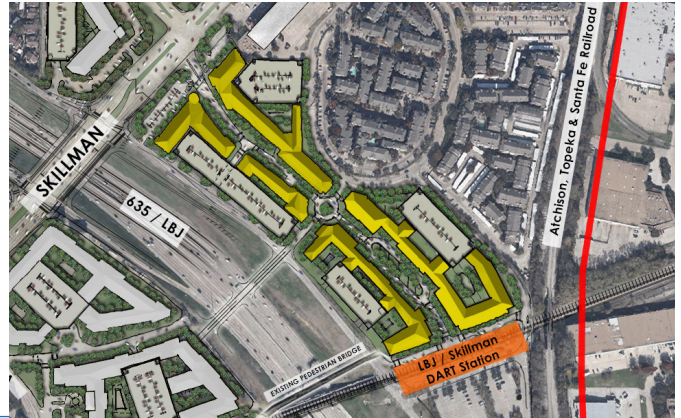


Source: WGBH

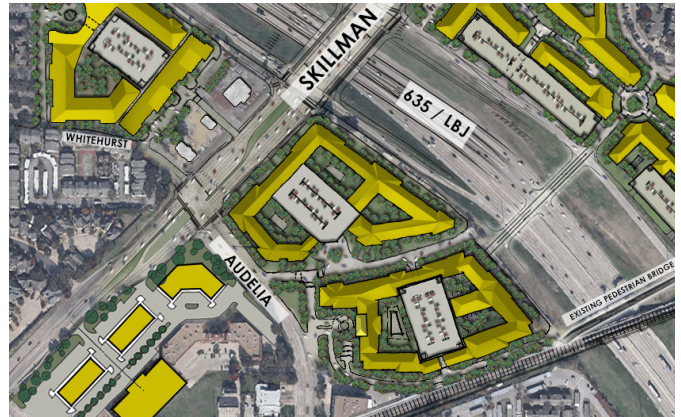


# PROJECT OPPORTUNITIES AND IMPLEMENTATION

Strategic Opportunity Vision Area 1



Strategic Opportunity Vision Area 2



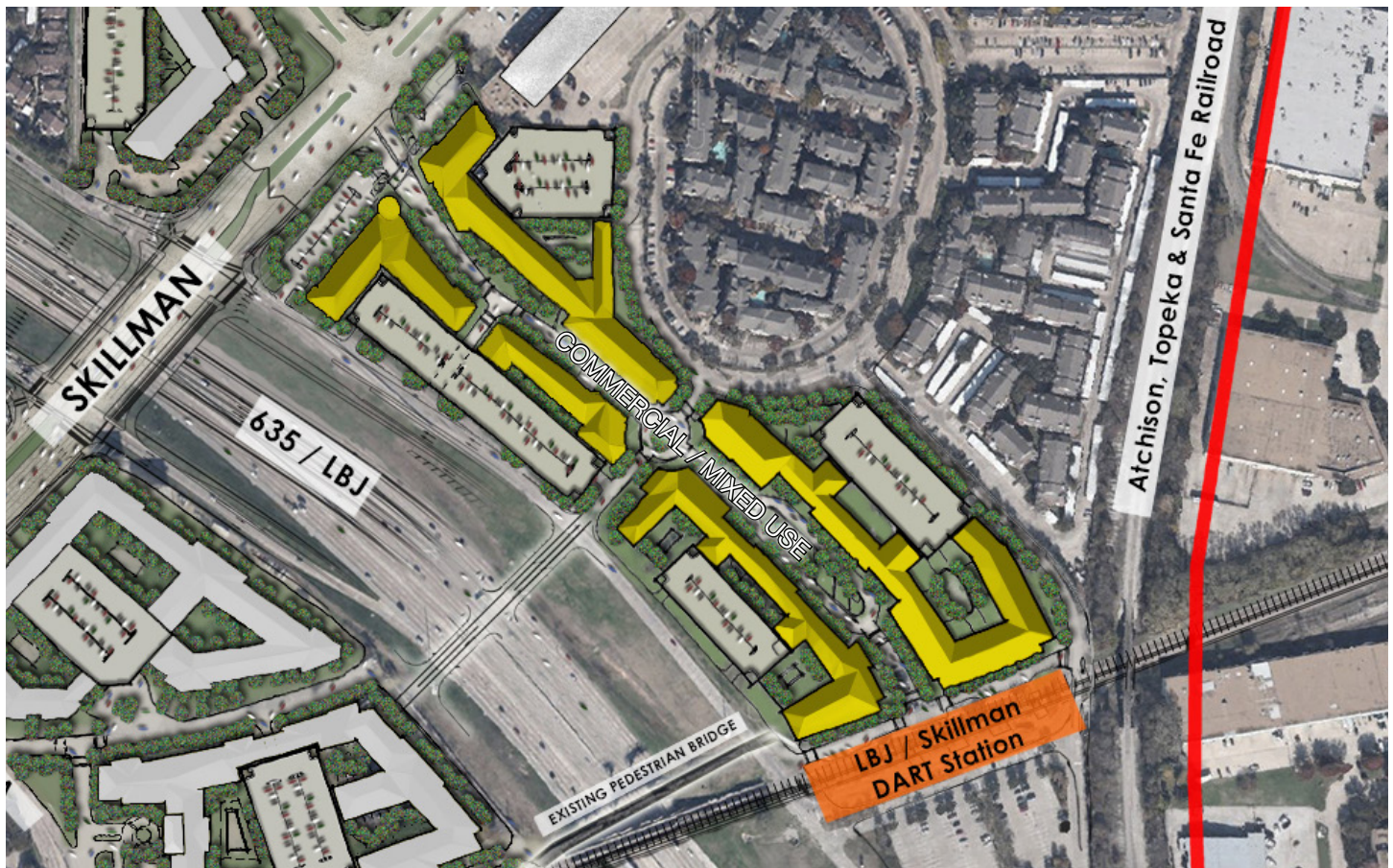
Strategic Opportunity Vision Area 3



Strategic Opportunity Vision Area 4







SOURCE: OMNIPLAN  
MAP 6.1

COMMERCIAL / MIXED USE

## STRATEGIC OPPORTUNITY VISION AREA 1

This strategic opportunity area focuses on potential development on the vacant land adjacent to the existing LBJ/Skillman DART Station. This area is bound by the DART station to the Southeast, 635/LBJ to the Southwest, Skillman Street to the Northwest and Adleta Ct/Blvd to the Northeast. This was envisioned to be a Transit Center and Urban Mixed-use Development in the forwardDallas! Comprehensive Plan! The entire site is currently under-utilized and is a prime candidate for development that could serve as a catalyst for the entire area.

The conceptual illustration shown as the Vision Plan for this area is a new Commercial/Mixed-Use Transit Oriented Development similar to those found at Mockingbird Station and West Village. A mix of functions on the ground floor could contain street level retail, office and high quality multi-family uses extending from the DART station out to Skillman Street. These functions would

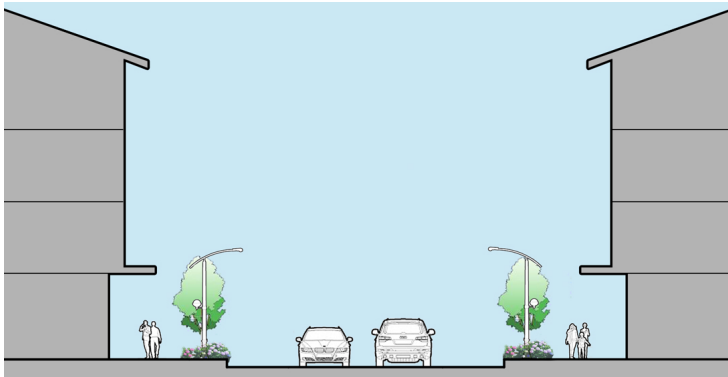
be inward focused along the new street. Outdoor dining would be encouraged along with other planning techniques and site furnishings to create a vibrant pedestrian-oriented atmosphere. Retail at the first level is envisioned along Skillman Street, with an office building or residential use above, to reinforce other retail along this spine. This development should be set back from Skillman Street approximately 70' to allow for grade level parking with easy access to support commercial uses. In addition to parking adjacent to Skillman and parallel parking at the new internal street, parking structures are envisioned to accommodate the majority of the parking needs. Two to three floors of high quality residential use, or an office building adjacent to Skillman, are conceived for the space above ground floor functions. This new development should provide live/work/play opportunities that all contribute to a more sustainable project. The Vision Plan shown is based on the realignment of Skillman Street which is the long term solution.



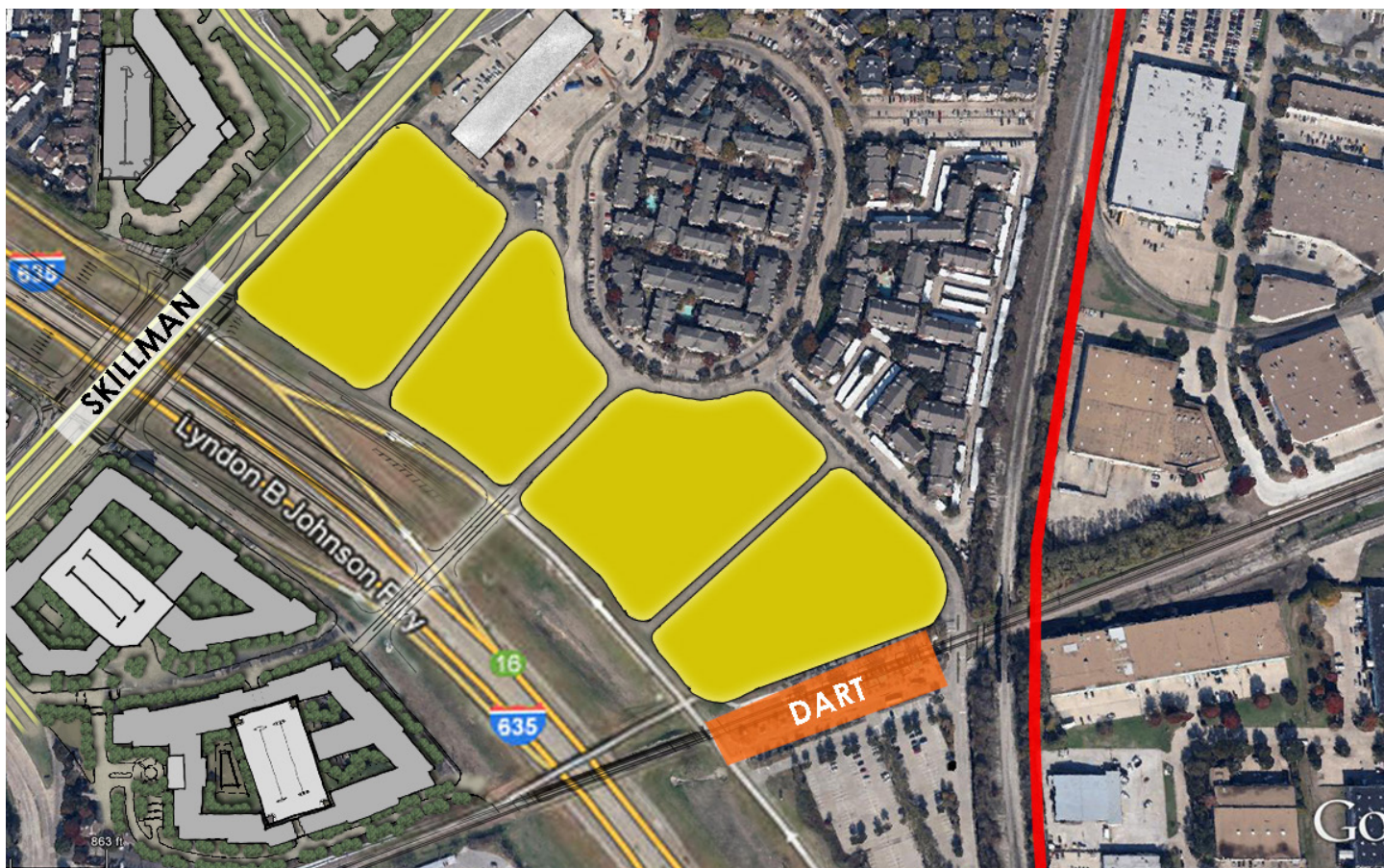
# PROJECT OPPORTUNITIES AND IMPLEMENTATION



Source: DART







SOURCE: OMNIPLAN  
MAP 6.2

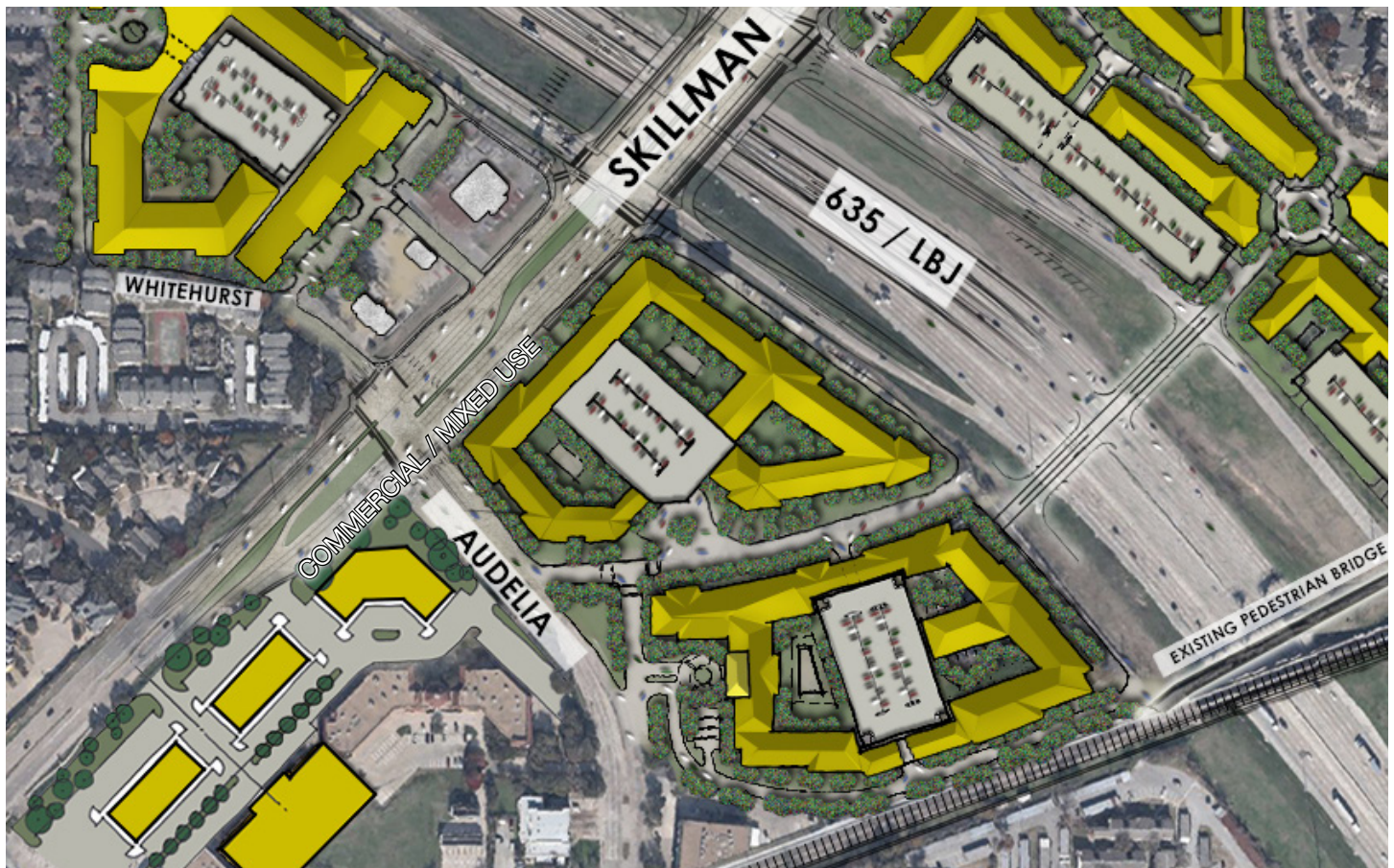
COMMERCIAL / MIXED USE

There will be various proposals presented for each vision area. One alternate to the conceptual plan shown on the previous page is the above Map 6.2. This alternative plan breaks the land adjacent to the LBJ/Skillman Dart Station into four blocks. These blocks are envisioned as being developed as commercial / mixed use projects. The blocks are bounded by streets connecting to the existing streets on the northeast and to a proposed service road along 635 / LBJ to the southwest.



# PROJECT OPPORTUNITIES AND IMPLEMENTATION

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SOURCE: OMNIPLAN  
MAP 6.3

■ COMMERCIAL / MIXED USE

## STRATEGIC OPPORTUNITY VISION AREA 2

This strategic opportunity area focuses on potential development on sites located across 635/LBJ from the existing LBJ/Skillman DART Station. This area is bound by 635/LBJ on the Northeast, DART light rail lines on the Southeast, and Skillman Street on the Northwest. Existing development on these sites include an apartment complex, a small office building, three public storage unit buildings, and retail/commercial development.

Vision Area 2 builds on the adjacent Mixed-Use/Transit Oriented Development at the LBJ/Skillman DART Station shown in the strategic opportunity Vision Area 1. This plan is physically linked, by the existing pedestrian bridge, to the DART Station and is based on the realignment of Skillman Street which takes advantage of reconfigured sites as a result of right-of-way land reconfigurations, done during redevelopment, due to street realignments tied to the Skillman Street bridge reconstruction.

The conceptual illustration shown on the Southeast corner is envisioned as one to four stories. These buildings are envisioned to contain a mix of street level retail, office uses and high quality residences. The Commercial/Mixed-Use buildings are wrapped around a parking structure and include internal courtyards to provide open space amenities. The development fronting Skillman should be set back from the street approximately 70' to allow for grade level parking with easy access to support commercial uses. In addition to parking adjacent to Skillman Street, parking structures are envisioned to accommodate the majority of the parking needs.

At the Royal Highland Shopping Center, an opportunity for new commercial/retail pad sites along Skillman Street are envisioned to help make this existing retail node flexible and vibrant in the future as new development opportunities become available. Parking along Skillman



# PROJECT OPPORTUNITIES AND IMPLEMENTATION



would be encouraged to function similar to a basic slip street with double parking. Landscaping, custom street lights, bike amenities and sidewalk improvements would create an inviting and needed buffer Skillman and area parking to further promote a walkable urban environment. Included in this conceptual illustration at Royal Highland Shopping Center, placement of a commercial use at the corner formed by the improved intersection of Skillman and Audelia is presented to further define this improved, walkable urban environment.

As redevelopment of properties and thoroughfares occur in Strategic Opportunity Vision Area 2, streetscape improvements providing better pedestrian and bicycle amenities, landscaping and even open space will further enhance the multi-modal benefit of the existing pedestrian bridge and trail to the DART light rail station which serves this area.



Source: Google Maps



Source: Post Properties





SOURCE: OMNIPLAN  
MAP 6.4

## STRATEGIC OPPORTUNITY VISION AREA 3

EXISTING DENNY'S, PEARLE VISION, AND TACO BUENO  
COMMERCIAL / MIXED USE

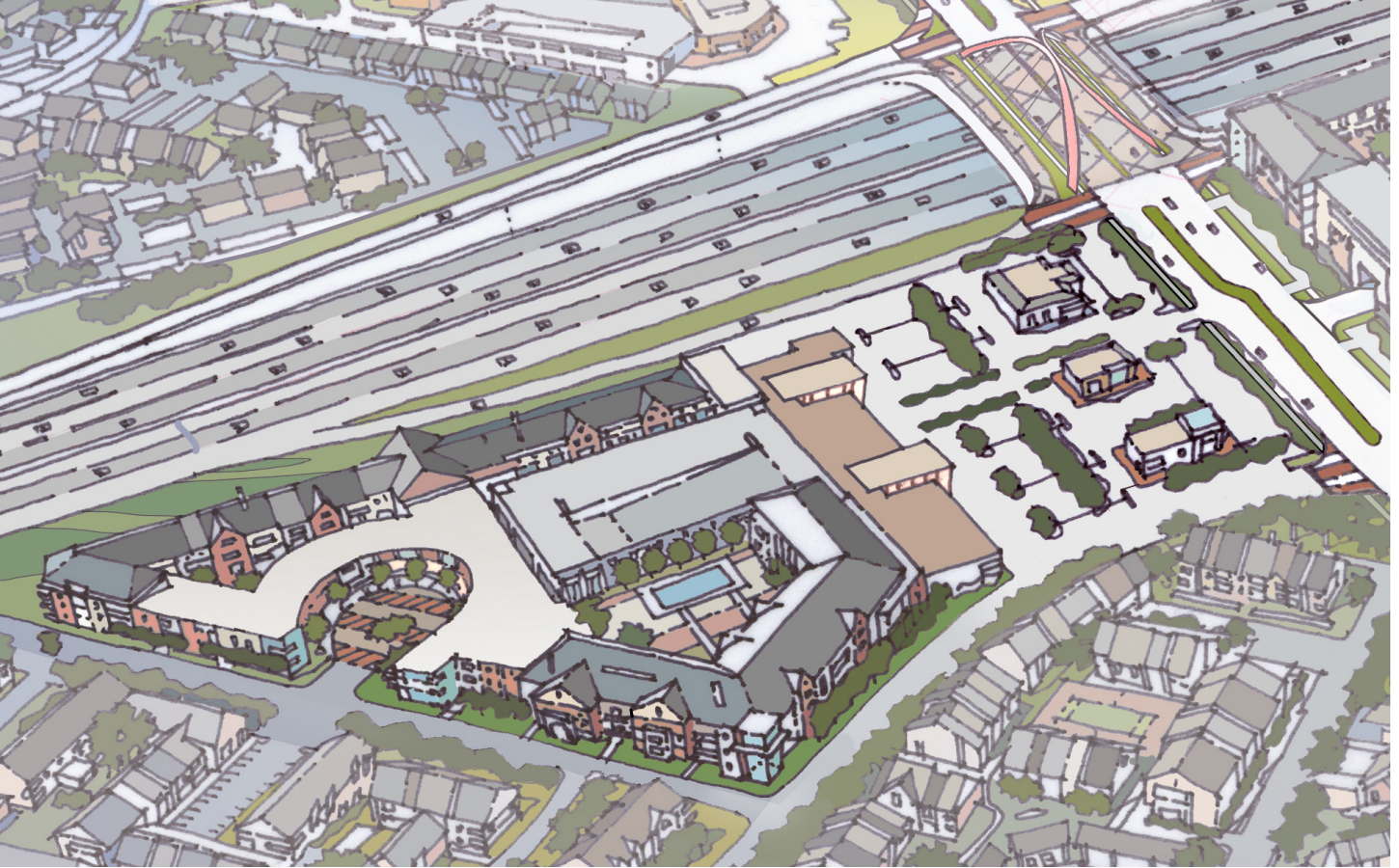
Strategic Opportunity Vision Area 3 is located West of Skillman Street and North of Whitehurst Drive. Existing development on these sites include free standing buildings housing a Denny's, Pearle Vision, and Taco Bueno, along with three additional single story multi-tenant commercial buildings housing neighborhood service businesses.

The conceptual illustration show as the Vision Plan for this area, based on the realignment of Skillman Street, takes advantage of the dated single story commercial buildings by envisioning a new Commercial/Mixed-Use building with a high quality residential development behind at the Northeast corner of the site. Parking immediately adjacent to the new commercial building, on the Southeast side, could serve that function with a parking structure located at the core of the adjacent development to serve the residential use. The development shown

on the Southwest corner is envisioned to be one to four stories. The existing buildings housing Denny's, Pearle Vision, and Taco Bueno are shown to stay. If any or all of these businesses fronting Skillman redevelop, the City should condition site planning of these properties with commercial buildings that contain street level retail/office uses that engage the Skillman Street spine with buffered sidewalks, landscaping, limited commercial signage and building footprints that promote parking to the rear and limit the Skillman frontage to slip street/double-row parking.



# PROJECT OPPORTUNITIES AND IMPLEMENTATION



These new commercial buildings can be accessed off Skillman Street, Whitehurst and 635/LBJ in the future when a true service road is constructed (in lieu of the exit ramp as currently exists). It is our understanding that a service road is being considered as part of future 635/LBJ East proposed improvements.

The City of Dallas, in partnership with other government agencies and the community, should work to ensure the future service road improvements undertaken have appropriate buffered pedestrian and landscape amenities.



Source: DallasNews



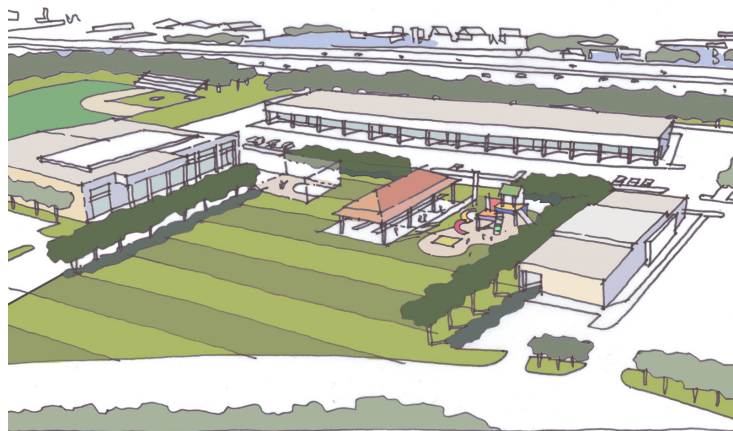
Source: Turner Construction





SOURCE: OMNIPLAN  
MAP 6.5

There will be many proposals for these areas. One existing proposal for Vision Area 3, based on the existing alignment of Skillman Street, envisions a Community Center that builds on the services currently offered at the U.S. Citizenship and Immigration Services Application Support Center, the New Room and the QuestCare Clinic which operate facilities in different buildings on the site. This Community Center would help to improve the quality of life for numerous people in the community.





# PROJECT OPPORTUNITIES AND IMPLEMENTATION

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SOURCE: OMNIPLAN  
MAP 6.6

## STRATEGIC OPPORTUNITY VISION AREA 4

COMMERCIAL / MIXED USE

This strategic opportunity area focuses on potential development prospects on sites located at the Northwest corner of Skillman Street and 635/LBJ. This area is bound by 635/LBJ on the South, Skillman Street on the Southeast, and multifamily developments on the North and West sides. Existing development on these sites include single story retail/commercial buildings.

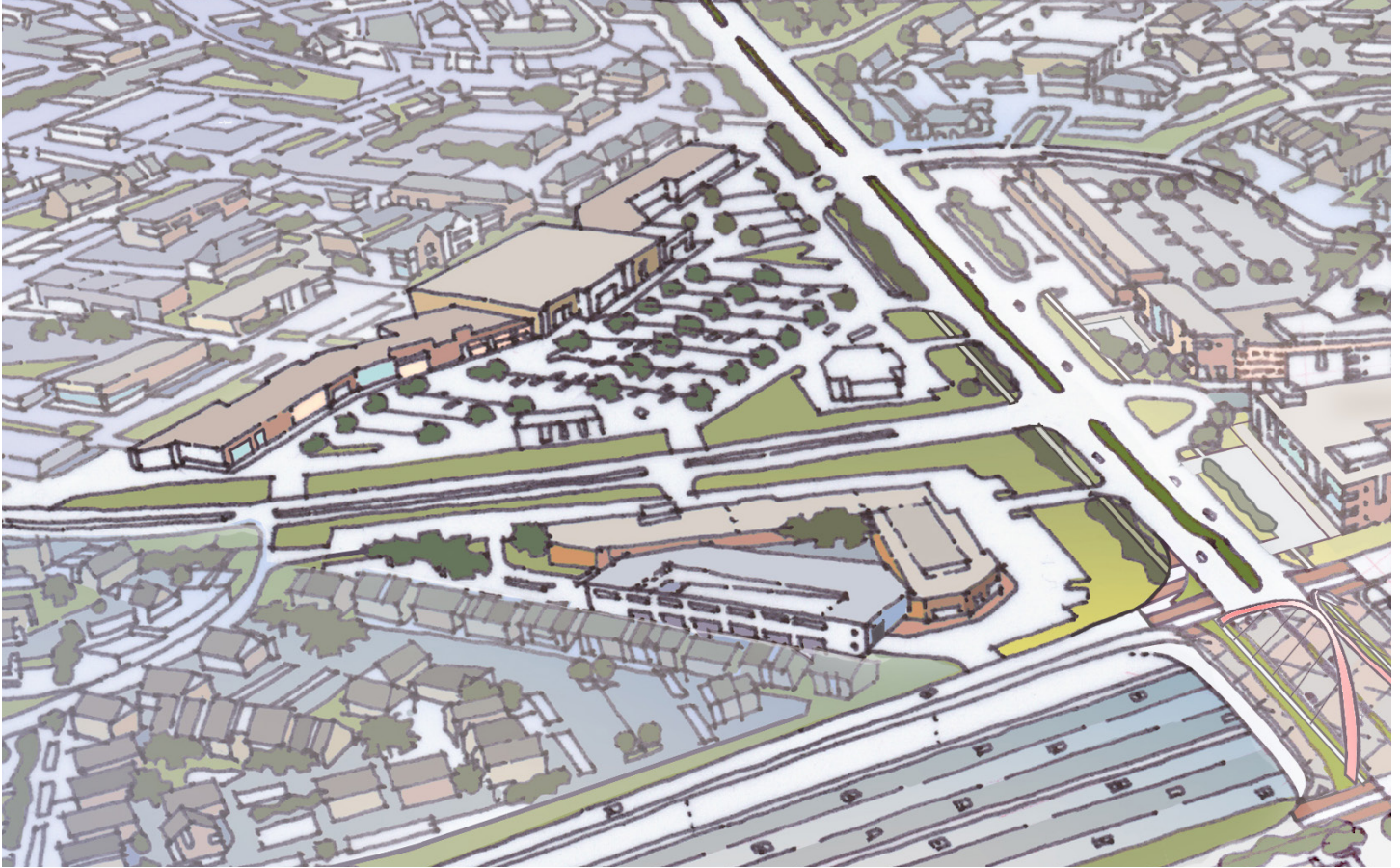
The conceptual illustration shown seeks to encourage redevelopment of some of the existing retail/commercial buildings by the privately-owned property owners. The conceptual plan presented aims to provide better visibility and identifies new Commercial/Mixed-Use centers and pad sites to work in conjunction with reconfigured Audelia Road as it intersects Skillman Street. This conceptual planning example reinforces the street level retail and commercial uses lining Skillman Street, the “spine” of the study area, and core focus area. Access to these new commercial areas will be off both Skillman Street and

Audelia Street.

The conceptual new development shown as part of this Vision Area will take advantage of released ROW located at the Northwest corner of the realigned Skillman bridge. Any such development opportunity should include in its site plan landscaped setbacks on Skillman and Audelia that include improved sidewalks, lighting, bicycle amenities and use of a slip street with double parking. Additional parking should be provided in the rear of the development, with appropriate landscape screening and pedestrian connectivity to the adjacent residential.”



# PROJECT OPPORTUNITIES AND IMPLEMENTATION



Source: TheFunTimesGuide



Source: IDSGI