

# WEST OAK CLIFF

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AREA PLAN

## TASKFORCE MEETING

FEBRUARY 22, 2022



# AGENDA

- I. Updates
- II. Focus Area Recommendations
- III. Public Meetings
- IV. Next Steps
- V. Adjourn



WEST OAK CLIFF AREA PLAN

# UPDATES

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# UPDATE FROM MPT WEST

# COMMUNITY MEETINGS

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- **Dates:**

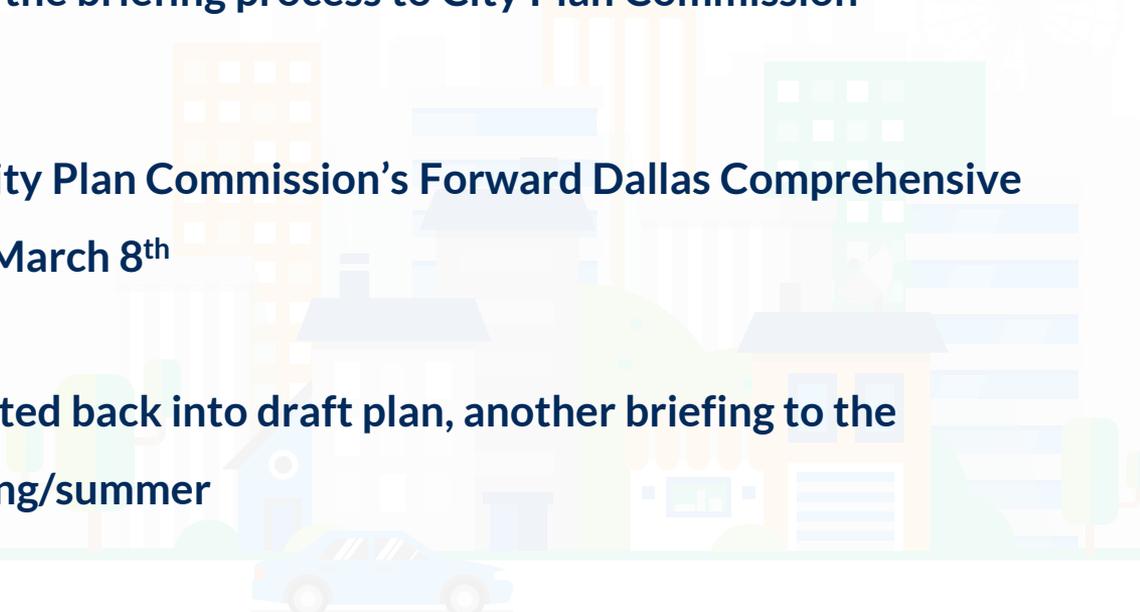
**Virtual:      Wednesday, March 9<sup>th</sup> , 6pm  
Link and Details forthcoming**

**In-Person: Saturday, March 12  
10am, Martin Weiss Park**

- **Will present rough draft of West Oak Cliff Area Plan and recommendations**
- **Will provide residents, neighborhood associations, and stakeholders 60 days to provide input.**
- **Input can be provided online and in-person**
- **Staff is happy to set up individual meetings with neighborhood association, etc. as needed**

# NEXT STEPS

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- Once comments and input is received, the rough draft will be updated.
  - The Final draft will then begin the briefing process to City Plan Commission
  - Draft Plan will be briefed to City Plan Commission's Forward Dallas Comprehensive Land Use Plan Committee on March 8<sup>th</sup>
  - Once public input is incorporated back into draft plan, another briefing to the FDCLUP will occur in late spring/summer
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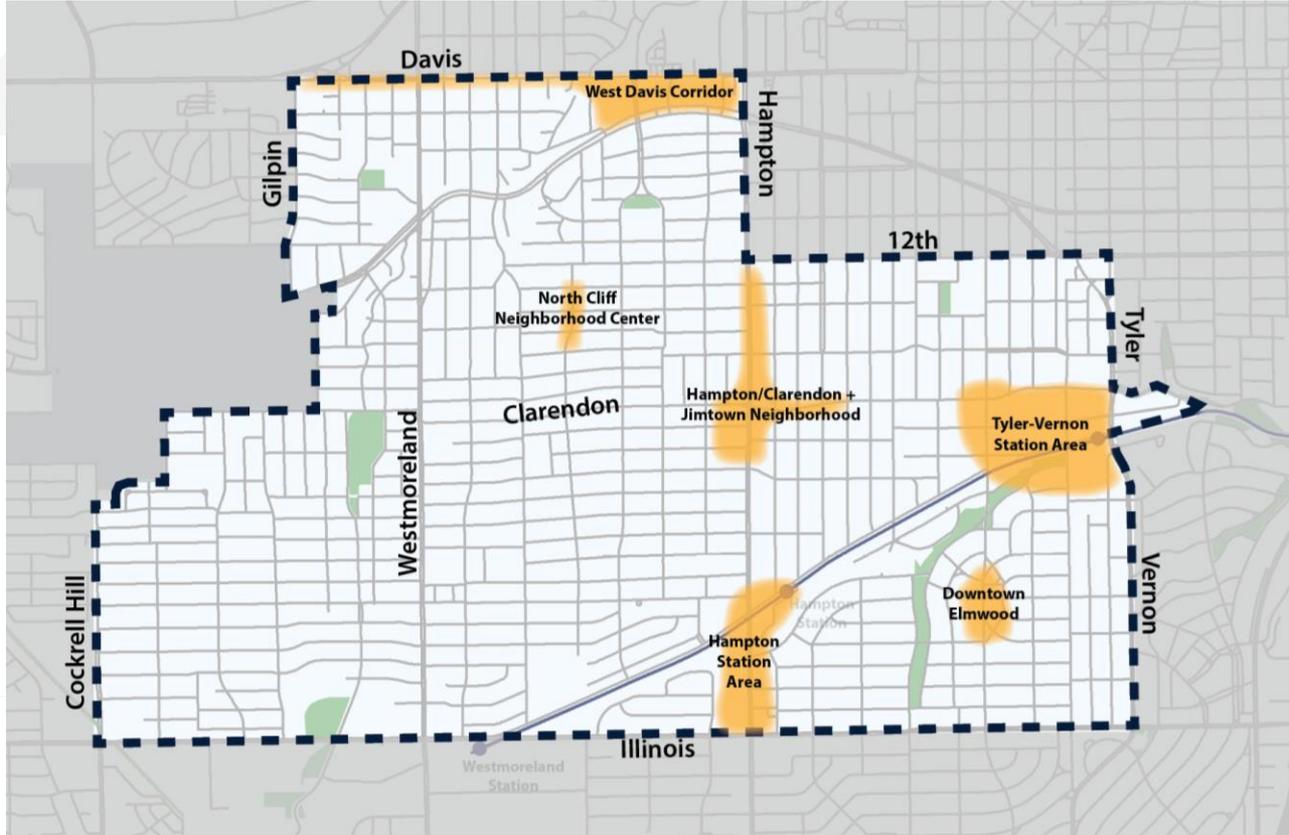


WEST OAK CLIFF AREA PLAN

# FOCUS AREAS

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# FOCUS AREAS



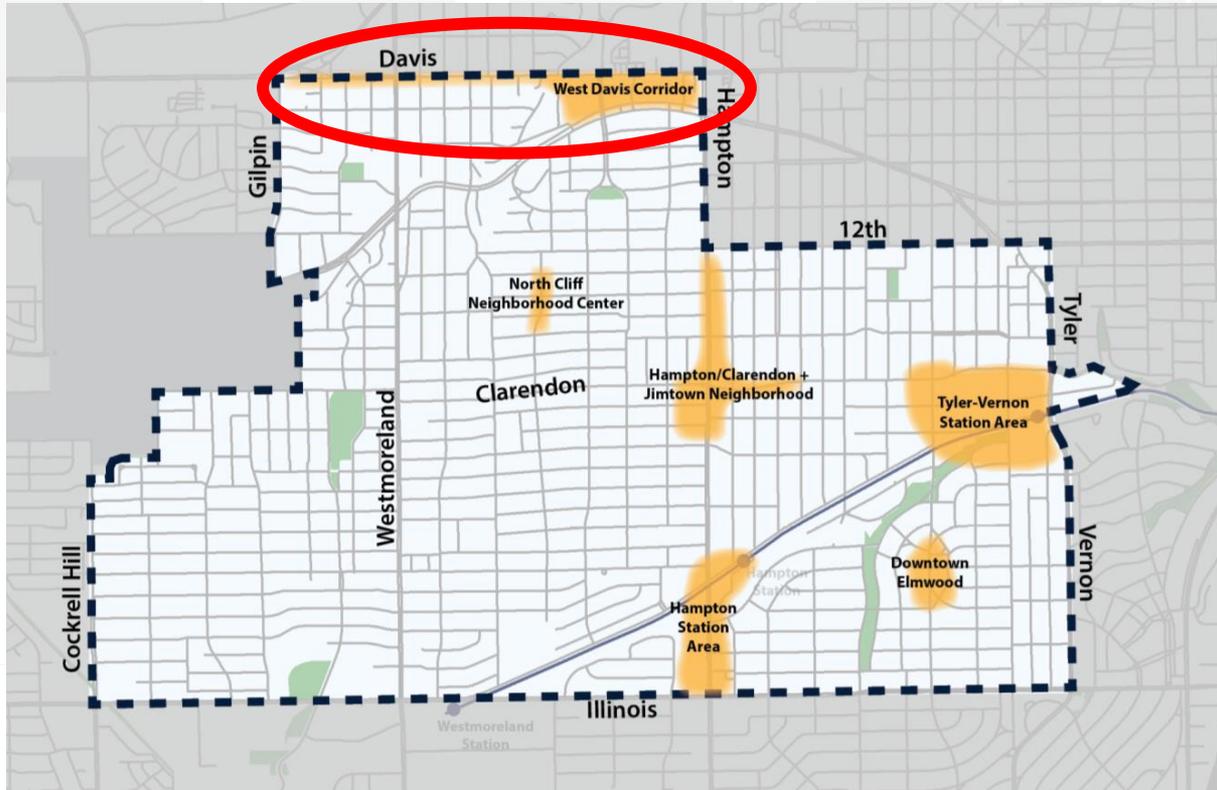


WEST OAK CLIFF AREA PLAN

# WEST DAVIS CORRIDOR

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# FOCUS AREAS: WEST DAVIS CORRIDOR



# MEETING WITH BEVERLY HILLS / EL TIVOLI (2/17/22)

## What did we hear?

- Comments on the proposed street reconstruction on West Davis
- Concerns about spillover parking into neighborhood due to roadway redesign
- Desire to allow remote parking lots for businesses to help ease parking issues should head-in parking be removed in future
- Desire to see no more: clubs/bars/nightclubs (not permitted in PD 631), tire shops , payday lenders, pawn shops, vape shops , wine/beer shops (their use permission is currently being researched).
- Desire to see more sit-down restaurants
- Much concern about lack of code enforcement/ code compliance issues
- Concerns about what is allowed in PD MCO Tract 2 and LCO Tract 3 (see map on next page)
- Desire to not allow gas stations, car washes, and drive-thru restaurants in these two subdistricts
- Desire to see a traffic signal or some way to slow traffic and make crossing street easier in long stretch between Plymouth and Westmoreland (at Hartsdale or at Barnett were suggested)

## WEST OAK CLIFF AREA PLANNING TASKFORCE



### PD 631

Subdistricts in this area:

- MMU Tract 2
- LCO Tract 2
- LCO-A2
- LMU Tract 2
- LCO Tract 3
- LCO Tract 4

### PD 830

Subdistricts in this area:

- 830 Subdistrict D

# FOCUS AREAS: WEST DAVIS

## Draft Recommendations:

### Land Use and Development

- Consider future amendments to PD 631 (LCO Tract 3, LCO Tract 4, and MCO Tract 2) to not permit car washes, drive-thru restaurants, or gas stations due to their proximity to single-family.
- In areas within ¼ mile of high-frequency bus (Jefferson Boulevard), create a zoning overlay to permit accessory dwelling units. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards.

### Transportation and Infrastructure

- Support Dallas County and the City of Dallas Department of Transportation's proposal to provide bike lanes and public realm improvements along West Davis between Westmoreland and Hampton
- Explore opportunities to install a traffic signal or hawk signal along West Davis between Westmoreland and Plymouth to provide safe crossing for pedestrians.
- Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including West Davis.

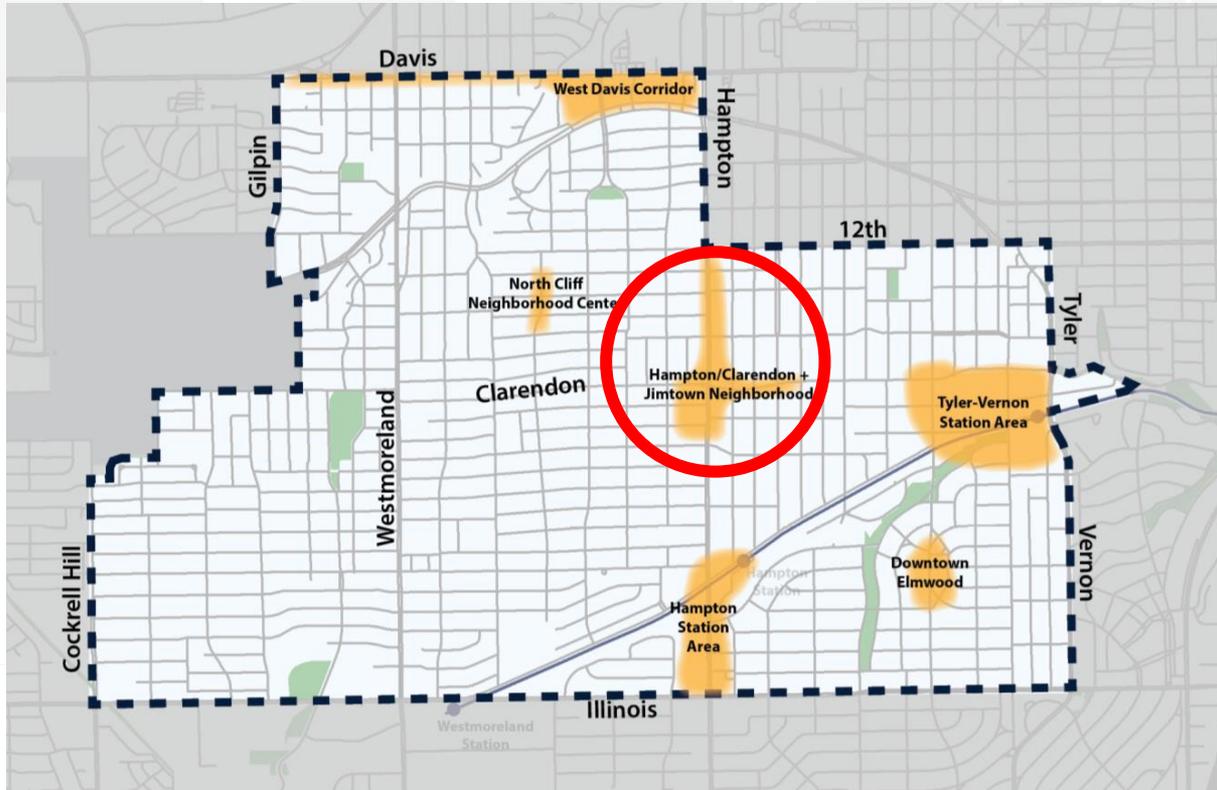


WEST OAK CLIFF AREA PLAN

# HAMPTON CLARENDON

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# FOCUS AREAS: HAMPTON / CLARENDON



# FOCUS AREAS: HAMPTON / CLARENDON



## What did we hear?

- Desire for traffic calming and median beautification on Hampton. General sense of “harsh conditions” due to traffic, vacant buildings, and poor infrastructure
- Support for local businesses but want area to be safer for pedestrians and cyclists (bike lanes on Clarendon often cited)
- Want pocket park or open space in area
- Protect historic buildings
- Auto-repair uses detract from area
- Want new development to be 2-3 stories tall max and to provide enhanced pedestrian amenities
- Support for neighborhood retail but also a desire to allow more mixture of uses such as residential uses.
- Do not want suburban-style commercial uses in future

# FOCUS AREAS: HAMPTON / CLARENDON

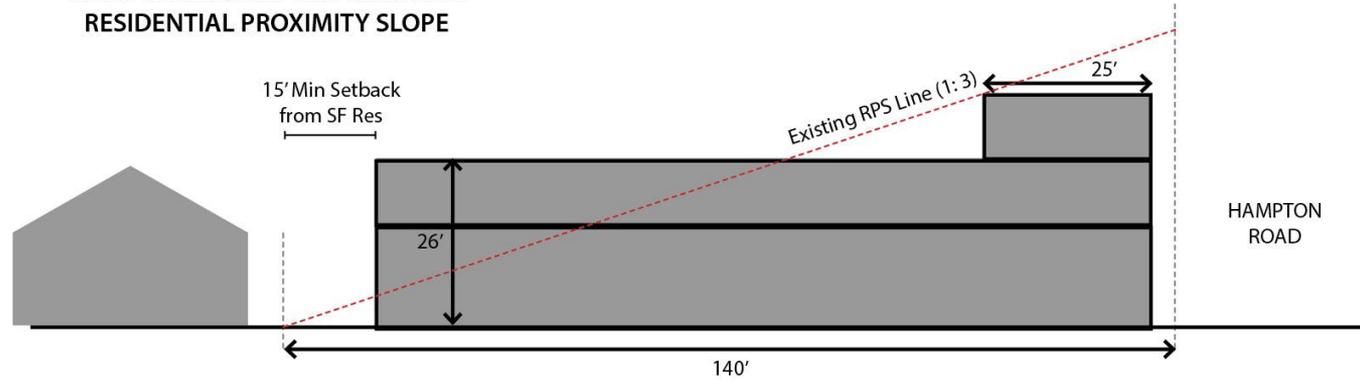
## Draft Recommendations:

### Land Use + Development

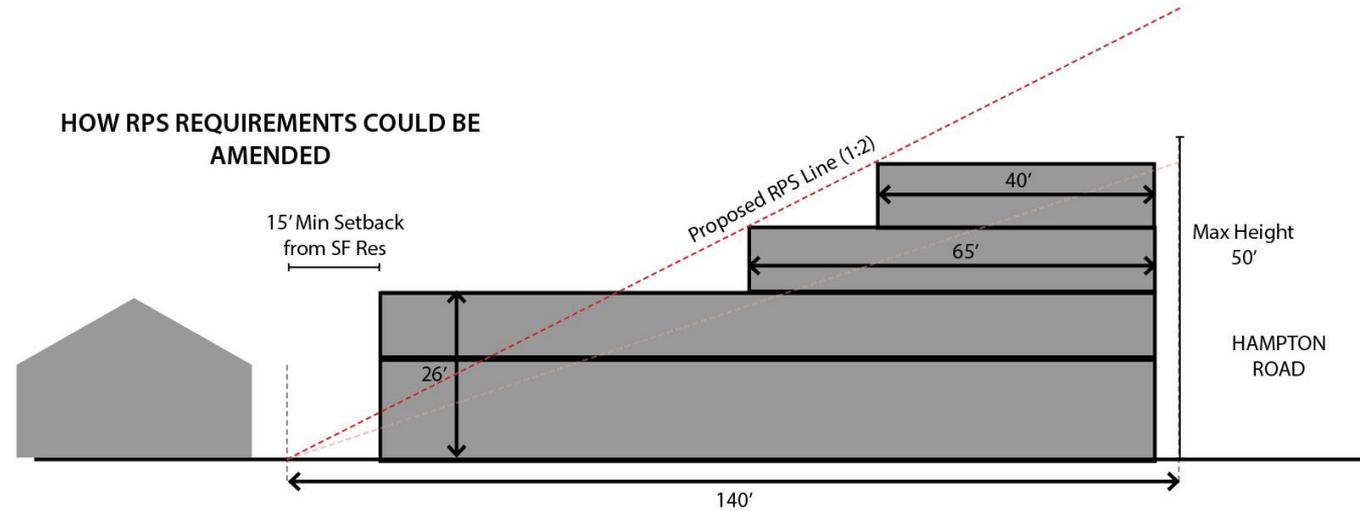
- a. Consider amending the existing CR, MU-1, CS, and P(A) zoning to allow for mixed-use development along Hampton Road between West 12<sup>th</sup> and Brandon and along Clarendon between Hampton and Marlborough. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks **while also ensuring appropriate setbacks and residential proximity slopes to adjacent single-family uses**. Development should be limited to the existing height limit of 54' (as allowed in current zoning). Permitted residential uses should include small multi-family developments (12 units or smaller) and townhomes, with appropriate urban design standards. As a part of this, consider expanding the score of the existing authorized hearing north to include commercially-zoned properties along Hampton between Burlington and West 12<sup>th</sup> Street.
- b. Consider amending the zoning to prohibit automotive-centric uses, including drive-thru restaurants, drive-thru banks, car washes, gas stations, and auto repair shops in order to facilitate the type of walkable, mixed-use development desired by the community.
- c. In conjunction with citywide parking code reform, consider parking code reductions for all existing commercial structures and consider shared parking use agreements with surrounding properties and permitting adjacent on-street parking to count towards parking requirements to enable easier redevelopment of historic commercial buildings.

# RESIDENTIAL PROXIMITY SLOPE

## WHAT IS ALLOWED WITH EXISTING RESIDENTIAL PROXIMITY SLOPE



## HOW RPS REQUIREMENTS COULD BE AMENDED



### New Traffic Signals

Installing new traffic signals at Burlington and Hampton and at Brandon and Hampton will help to slow speeding traffic on the thoroughfare, will better regulate heavy pulses of traffic, and will provide easier and safer left-turn exits from the adjoining neighborhoods. Additionally, the signals will make pedestrian crossings of Hampton safer, improving pedestrian circulation in the area in the process.

### Tree-Lined Boulevard

Street trees and tree in medians are proven to help slow traveling speeds. Additionally, these trees will help to reinforce this as a more beautiful and pedestrian-hospitable place. By making Emmett and Kingston right-in, right-out only, a more continuous boulevard can be created. This provides opportunities for safer mid-block crossings as well.

### Public Art + Placemaking

The southeast corner of the Hampton/Clarendon intersection is City right-of-way but houses a fenced parking lot for an adjacent auto repair shop. By reclaiming this corner and reducing the number of turn lanes on Clarendon, the corner can serve as a public art and placemaking opportunity while also reducing pedestrian crossing distances, making it easier and safer for pedestrians to navigate the intersection.

### Bike Lanes + Enhanced Streetscape

Currently, Clarendon is a very wide 2-lane road, with 20 lanes in each direction. Reimagining the street section to provide 2 lanes of travel, protected bike lanes in each direction, fewer and smaller curb-cuts, and wider sidewalks to improve mobility in the area. Enhanced crosswalks and special treatments at intersections should also be provided to improve pedestrian visibility, slow traffic, and reinforce a sense of place for the corridor.

### Infill Mixed-Use Development

New mixed-use development on currently vacant or under-utilized properties will help to improve the pedestrian experience by creating more sources of activity while also helping to provide additional retail and residential options in the area.

### Pocket Park

The Hampton/Clarendon area has no public open space. By transforming a currently vacant property into a small plaza or park, the surrounding neighborhoods can have a public gathering place, and the commercial district can have a place of refuge. The park can also reinforce placemaking and local cultural and arts opportunities.

# FOCUS AREAS: HAMPTON / CLARENDON

## Draft Recommendations:

### Transportation and Infrastructure

- a. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at the following locations: Hampton Road between West Davis and Wright and Clarendon between Chalmers and Hampton
- b. Pursue tree plantings in the medians along Westmoreland Road, Hampton Road, and Jefferson Blvd in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements.
- c. Provide public realm and sidewalk improvements along Hampton between Brandon and 12<sup>th</sup> Street, including enhanced lighting and street trees where possible
- d. Explore opportunities to provide new traffic signals or traffic control devices along Hampton Road between Brandon and 12<sup>th</sup> and along Edgefield in Downtown Elmwood to help calm traffic speeds and enhance the pedestrian nature of these roadways.
- e. Pursue tree plantings in the medians along Westmoreland Road, Hampton Road, and Jefferson Blvd in appropriate locations to help calm traffic while also providing beautification, ecological, and environmental enhancements.
- f. Provide bike lanes along Clarendon between Cockrell Hill and Tyler

# FOCUS AREAS: HAMPTON / CLARENDON

## **Draft Recommendations:**

### **Parks and Open Space**

- Prioritize land acquisition of existing vacant properties in the Hampton/Clarendon area in order to create a plaza or public gathering space in this commercial node.

### **Inclusive Community Development + Quality of Life**

- Leverage the aforementioned traffic calming measures stated in Transportation and Infrastructure section to slow traffic speeds and increase pedestrian safety at key pedestrian and commercial areas, including Hampton Road and Clarendon.



WEST OAK CLIFF AREA PLAN

# MISSING MIDDLE HOUSING

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# MISSING MIDDLE HOUSING

## **Transit-Oriented Missing Middle Overlay for Tyler-Vernon and Hampton DART Station Areas (within ½ mile of stations)**

### **Currently Allowed By-Right in R-5(A) and R-7.5(A) Zoning:**

- Single-Family

### **Proposed to be Allowed By-Right in R-5(A) and R-7.5(A) Zoning:**

- Single-Family
- Accessory Dwelling Units
- Duplexes

### **Proposed to be Allowed By-Right in R-5(A) and R-7.5(A) Zoning Under Applicable Conditions (see next slide):**

- Triplexes
- Quadplexes
- Cottage Homes (multiple separated single-family homes on a single lot)
- Narrow-Lot Single-Family

# MISSING MIDDLE HOUSING

## Proposed:

## Permitted Under the Following Conditions:

- **Triplex:** On all residential lots larger than 10,000 sf in size
- **Quadplex:** On all residential corner lots larger than 10,000 sf in size or on residential lots larger than 15,000 sf in size
- **Cottage Homes:** On residential lots larger than 20,000 sf in size. Max density: 16 units per acre.
- **Narrow-Lot Single-Family:** On residential lots at least 60' wide and at least 150' deep.

# POTENTIAL URBAN DESIGN GUIDELINES

## General design considerations

- Orient windows, entries, balconies and porches towards primary street to provide “eyes on the street” and opportunities for social interaction.
- Provide abundant windows and inviting entrance details
- Consider neighboring patterns of height and outdoor spaces to minimize units overlooking neighboring outdoor space.
- Limit impacts on privacy for neighboring properties by minimizing windows and balconies close to interior setbacks.

## Open Space

- Maximize the amenity value of unbuilt areas by providing usable and highly functional shared and private open space.
- Maximize usable open space by limiting surface parking.
- On sites with limited options for open space emphasize the streetscape with enhanced landscaping and lush plantings in planter strips and tree wells

## Parking

- Required parking should be located behind the front yard setback, ideally at the rear of a structure.
- Garages should be located at least 15’ behind the front of the main street-facing structure.
- When improved alleys exist, parking and garages should be accessed via the rear of the property to reduce driveway cuts along the main street frontage.
- Consider variances for garage-operated parking setbacks off alleys to make alley-accessed garages more viable.

# POTENTIAL URBAN DESIGN GUIDELINES

## Driveways

- Driveways off the primary street should be no wider than 14', unless otherwise stated
- For corner lot properties, access can be provided off either street. Other requirements still apply.
- Two adjacent properties should be permitted to share a driveway, totaling no more than 14' in width

**Primary entry facing street:** Ensure at least one unit per 50' of linear street frontage has a direct access to the primary street. A shared entry for multiple units will suffice to meet this standard.

**Setbacks:** Existing setbacks still apply. All non-single family residential structures (duplex, quadplex, etc.) should be treated as single-family residential with regard to setbacks.

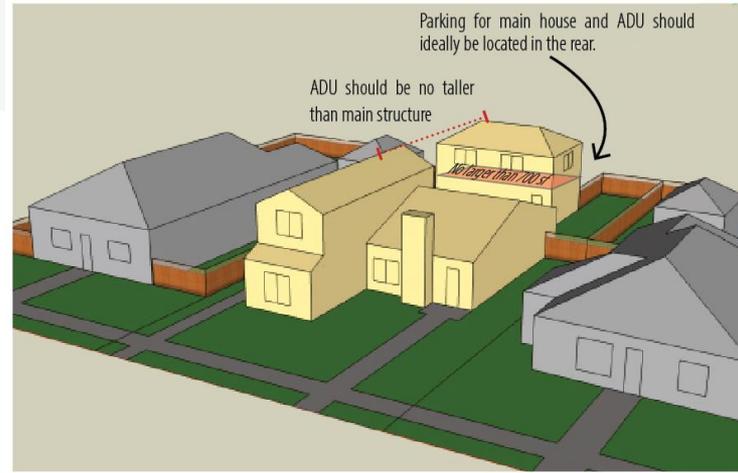
## Massing

- Existing height and lot coverage requirements still apply.
- Consider requirements that restrict massing of new development to be no larger than a certain percentage of the average building footprint or total square footage of the other buildings on each block face.

**Platting:** The combination of two adjacent lots into one single larger lot for the sake of allowing additional density is not preferred.

**Architectural Requirements:** Neighborhood-specific architectural standards such as façade materials, roof pitches, and detailed characteristics should be determined on a neighborhood-specific basis as requested by neighborhood associations.

# ADU BEST PRACTICES

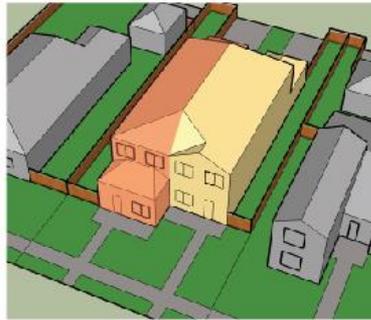


ADUs should provide parking in the rear, should be no taller than the main structure, and should be no larger than 700 square feet.



Accessory dwelling units can either be contained inside the main structure or be an entirely separate building.

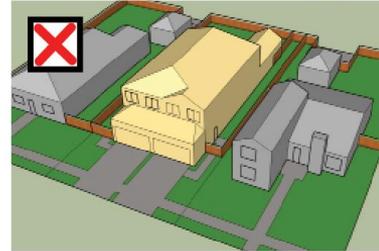
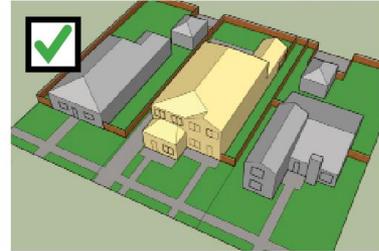
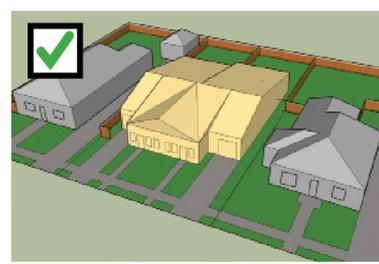
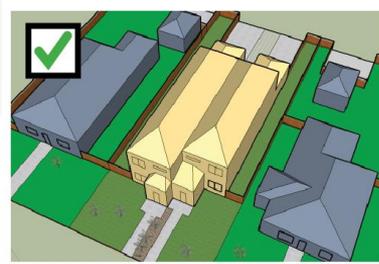
# DUPLEX BEST PRACTICES



Stacked

Side by side

OR

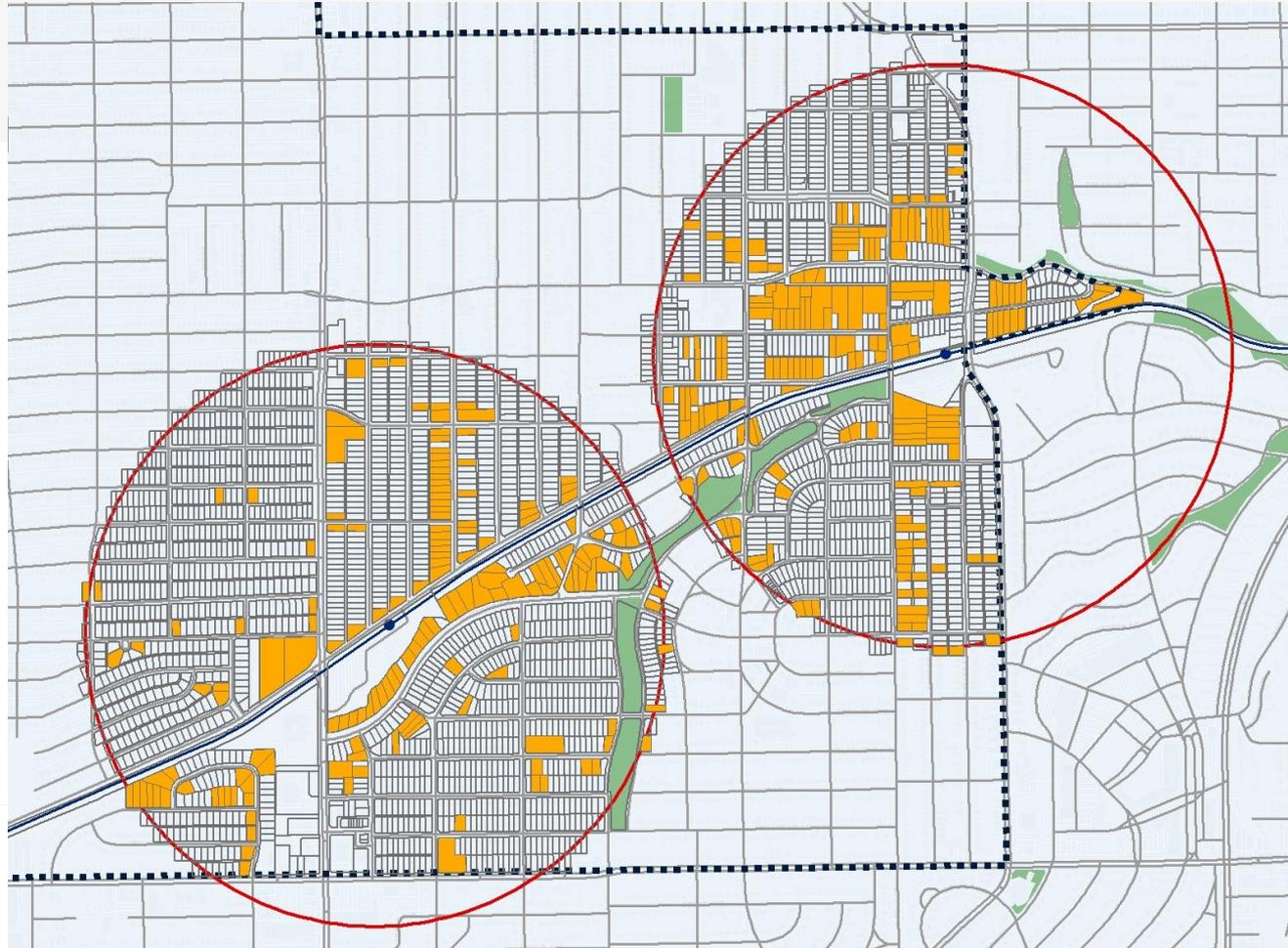


*Parking should be located in the rear. Garages, if located on the front, should be no wider than 14' and recessed behind the primary facade.*

*Duplexes can be designed two be side-by side or vertically stacked, with one unit on the ground floor and one unit above.*

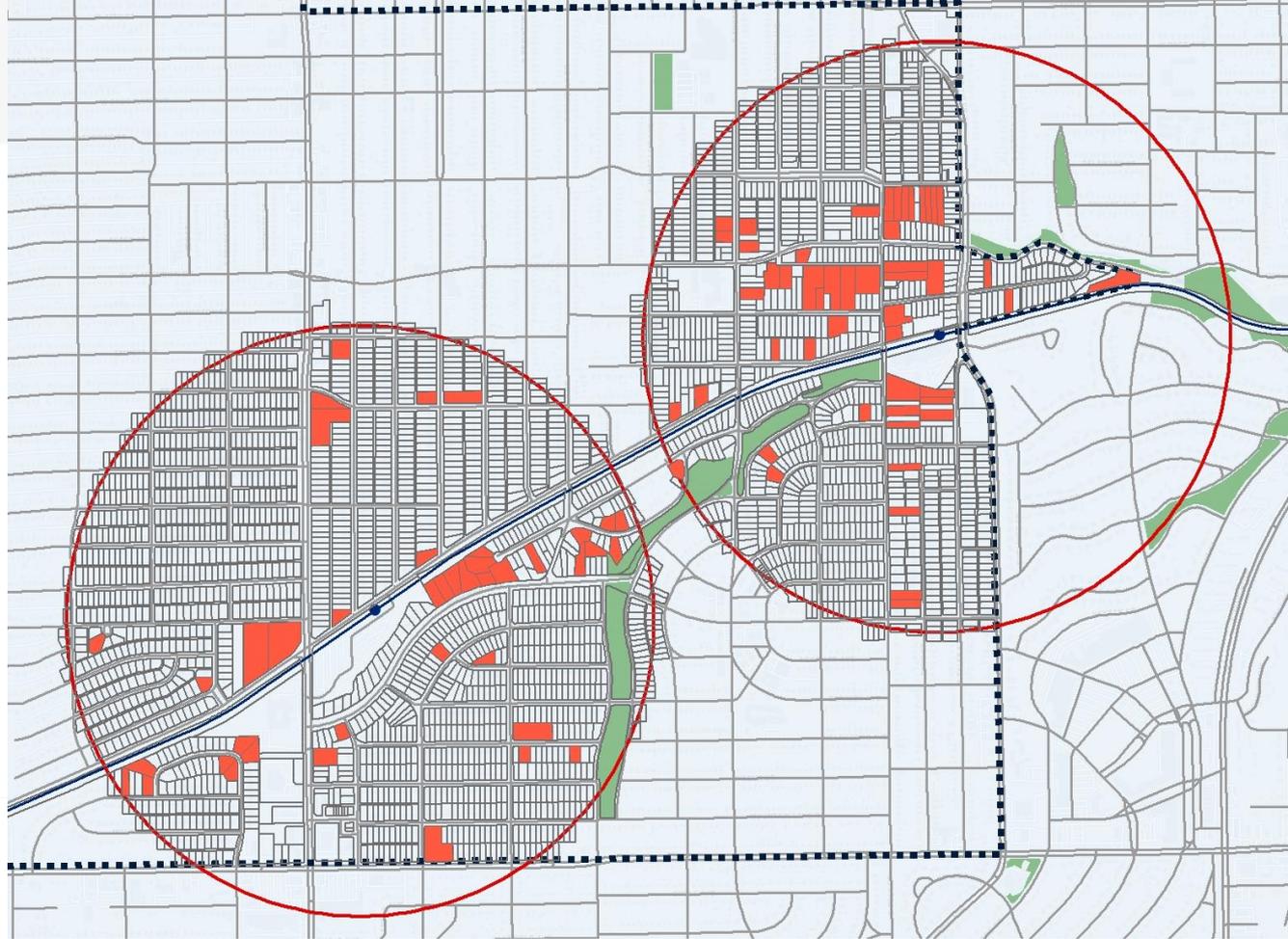
# WHERE WOULD TRIPLEXES BE PERMITTED?

- 329 out of 2835 parcels
- Some of these currently exist as schools or churches
- Others would be impacted by floodplain and topography



# WHERE WOULD QUADLEXES BE PERMITTED?

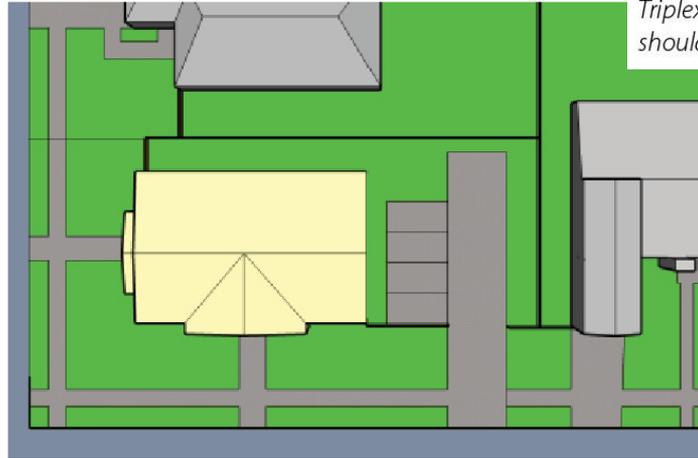
- 118 out of 2835 parcels
- Some of these currently exist as schools or churches
- Others would be impacted by floodplain and topography



# TRIPLEX/ QUADPLEX BEST PRACTICES



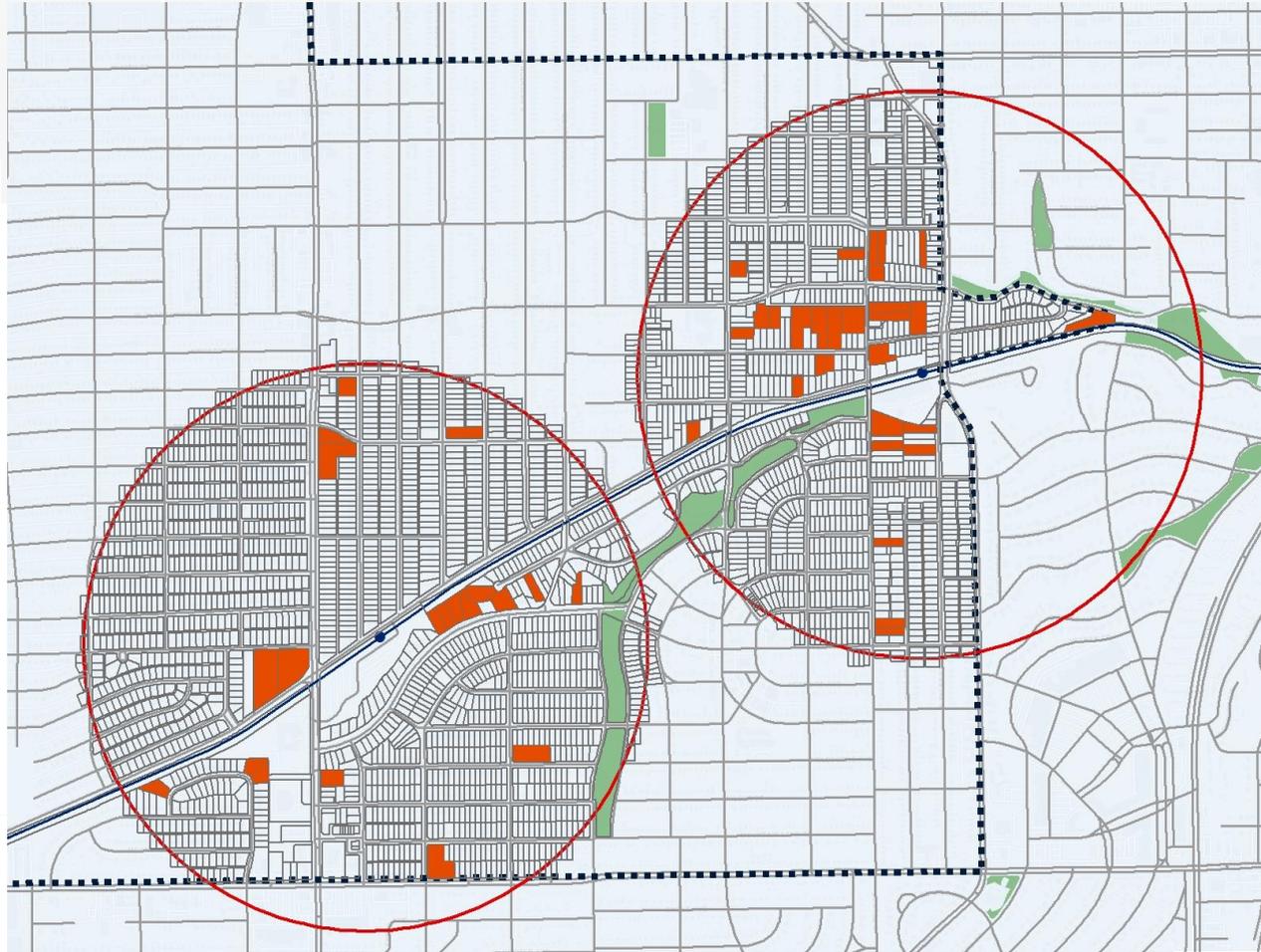
*Triplices/ quadplexes should have entrances facing the street and should follow the same massing and setback rules as single-family.*



*Parking for triplexes and quadplexes should be located at the rear of the site, accessed by a driveway, a side street, or off the alley.*

# WHERE WOULD COTTAGE HOMES BE PERMITTED?

- 46 out of 2835 parcels
- Some of these currently exist as schools or churches
- Others would be impacted by floodplain and topography



# COTTAGE COURTS BEST PRACTICES

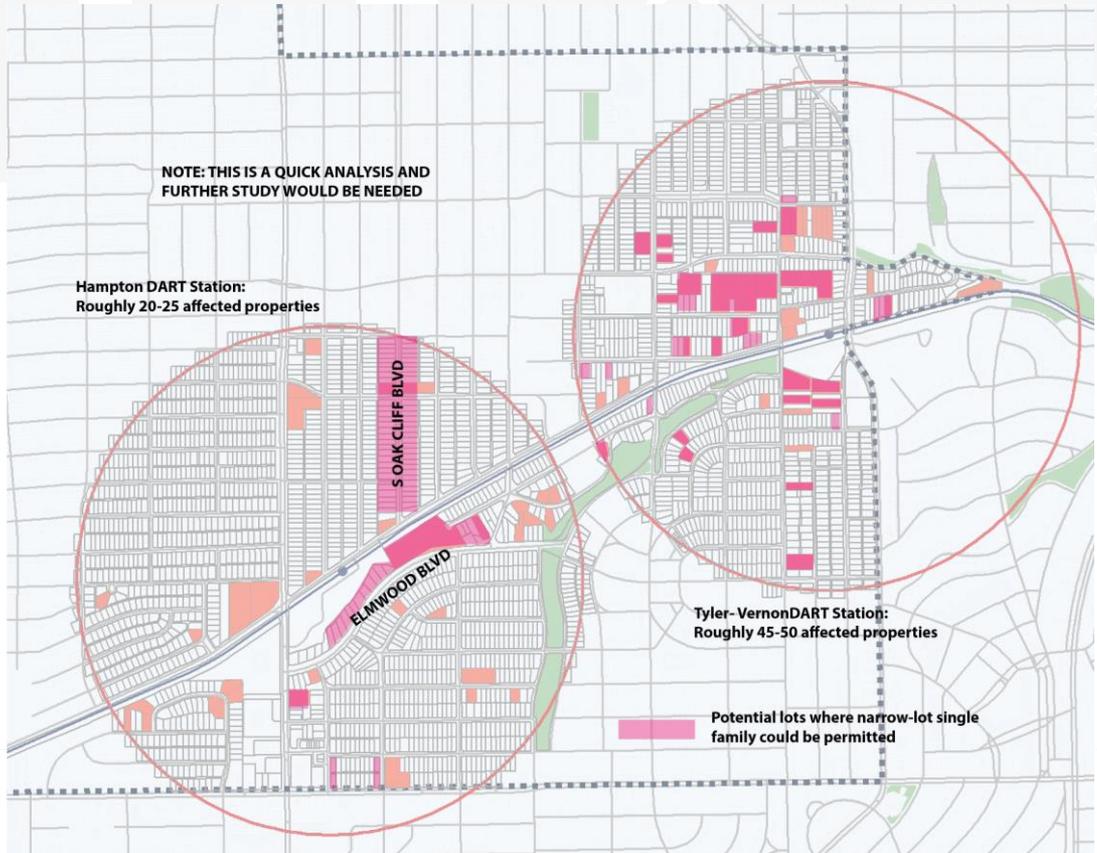
- **Shared common spaces**
- **Same setbacks as single-family**
- **Parking located away from street**
- **Max dwelling unit size of 1,500 sf**



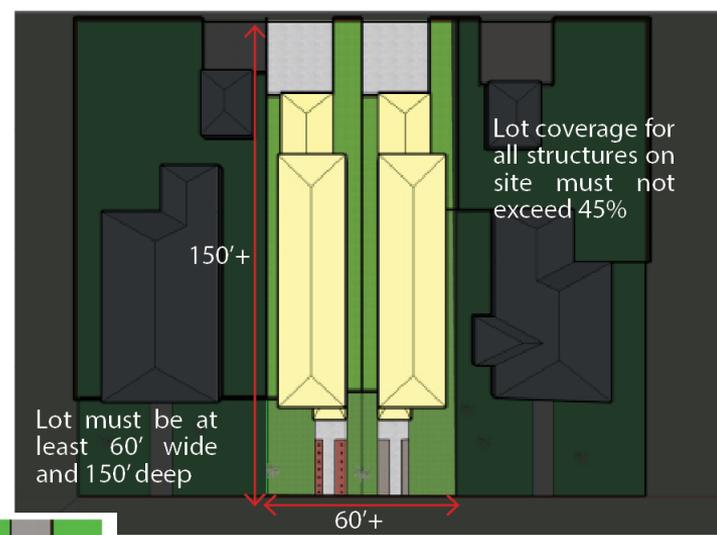
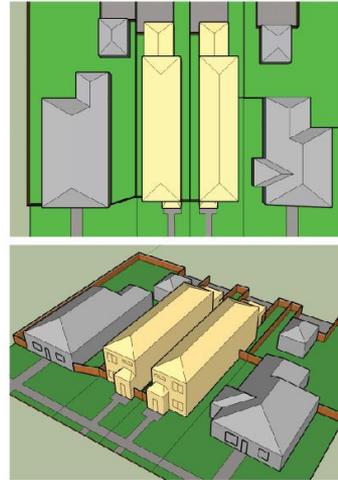
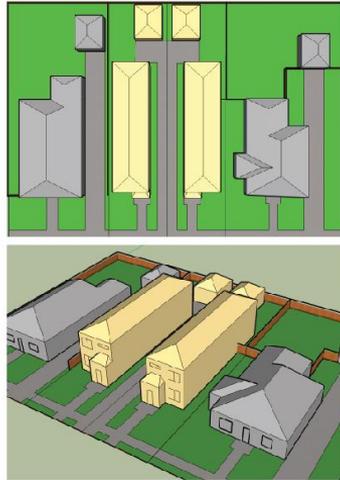
- **Max height same as single-family**
- **Units that face street should have front doors facing street**

# WHERE WOULD NARROW LOT BE PERMITTED?

- Roughly 75 out of 2835 parcels
- Some of these impacted by floodplain and topography



# NARROW LOT SINGLE FAMILY BEST PRACTICES



*Parking should be located in the rear. Garages, if located on the front, should have driveways no wider than 14' wide.*

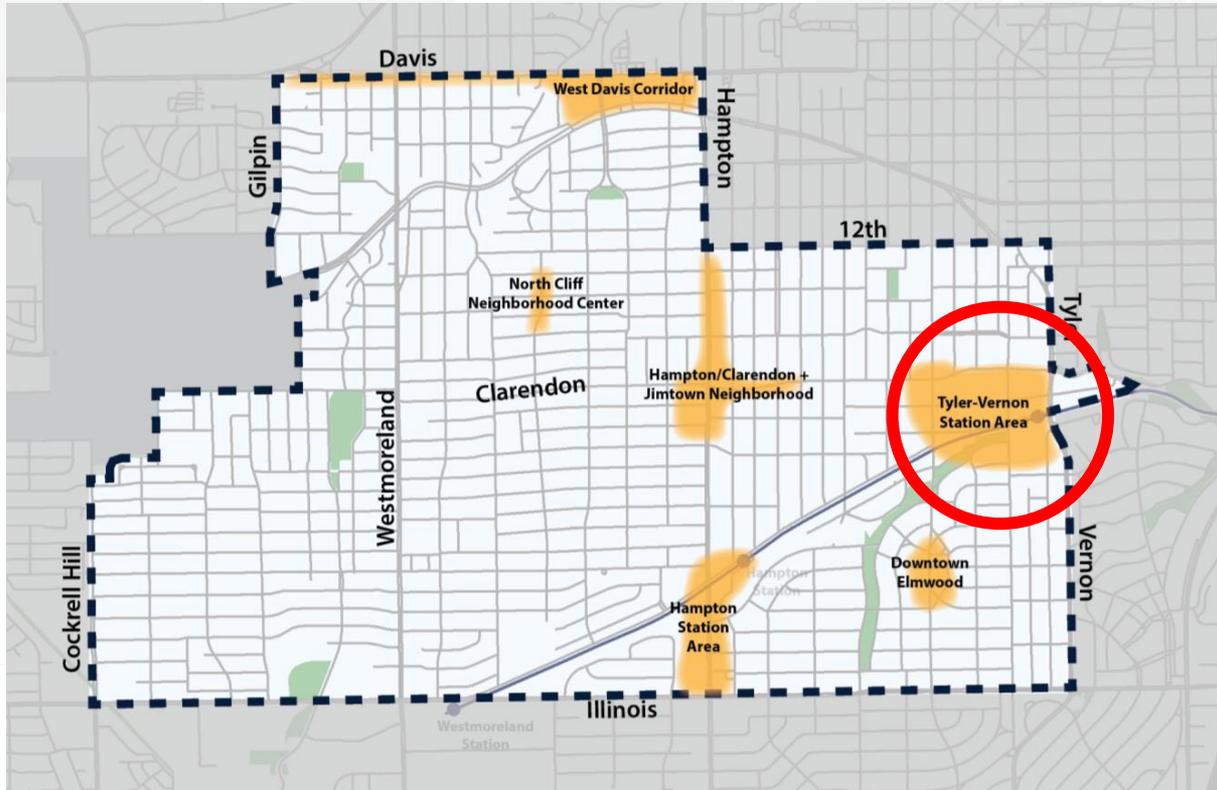


WEST OAK CLIFF AREA PLAN

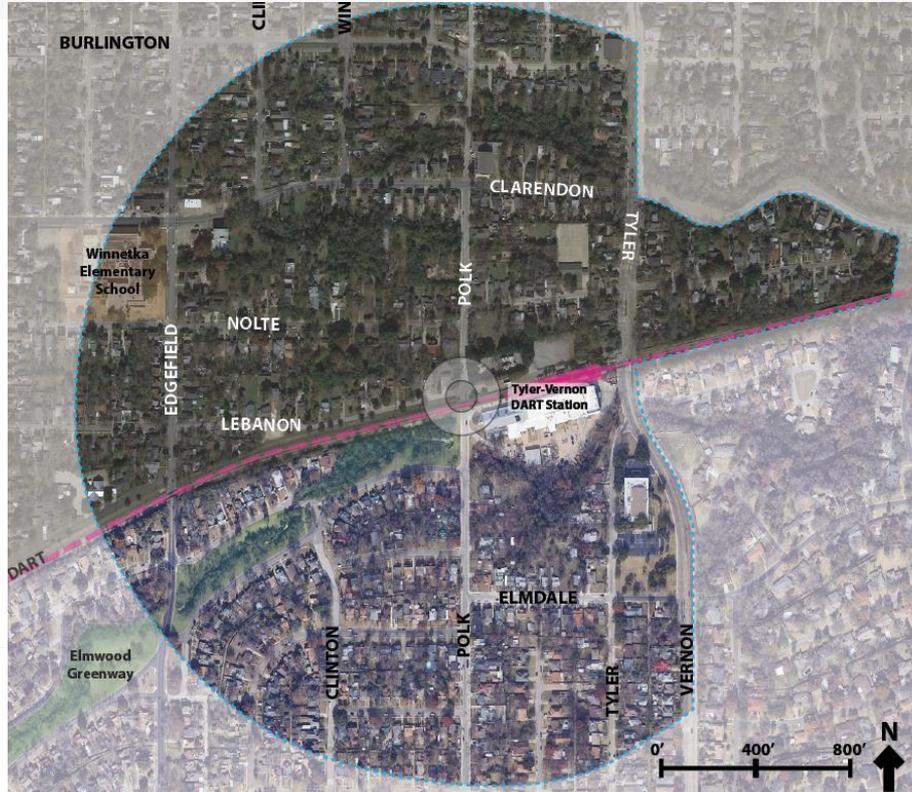
# TYLER-VERNON STATION AREA

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# FOCUS AREAS: TYLER-VERNON STATION AREA



# FOCUS AREAS: TYLER-VERNON STATION AREA



## What did we hear?

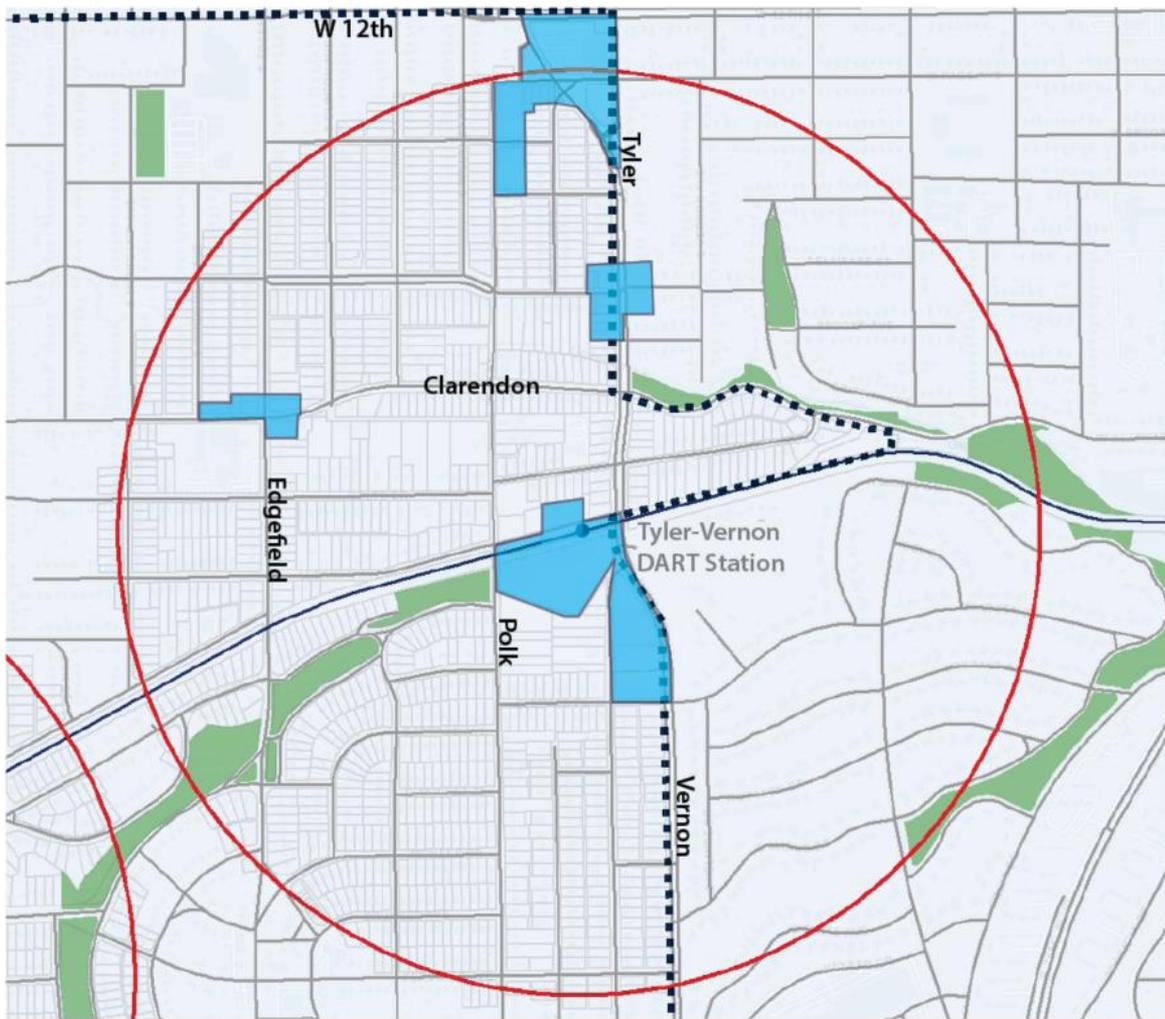
- Love the nature/access to green space, neighborhood character, and neighborhood diversity
- Expressed need for improved lighting, sidewalks, traffic calming, and public safety, and concerns about affordability/displacement
- Want improved walkability and improved retail but do not want large multi-family or townhome development, although there were many voices expressing need for density next to DART station
- Support for single-family, duplex, ADUs, cottage homes, neighborhood retail buildings
- Do not want townhomes, multifamily, parking lots
- Do not want buildings to be taller than 2 stories and want general urban design best practices included (wide sidewalks, active ground levels, etc).

# FOCUS AREAS: TYLER-VERNON STATION AREA

## Draft Recommendations:

### Land Use + Development

- a) Within ½ mile of the Tyler-Vernon DART Station, modify the zoning through conservation districts or an overlay tool to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards.
- b) In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Tyler-Vernon DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.
- c) At the CR-zoned properties at the Edgefield/Clarendon intersection (Authorized Hearing Case Number 189-143), explore opportunities to amend to form-based zoning to encourage neighborhood-scale mixed-use development. Allow for reduced parking ratios and the use of on-street parking to count towards requirements for commercial structures to enable easier redevelopment of historic commercial buildings.
- d) On all other non-residentially zoned properties within ½ mile of the Tyler-Vernon DART Station explore future opportunities to amend the zoning to spur future neighborhood-scale mixed-use development, while encouraging scale and setbacks that are contextually sensitive to surrounding neighborhoods.



# TYLER-VERNON STATION AREA

- **Non-single family residentially zoned properties are opportunities for future mixed-use zoning/ neighborhood village opportunities**

## Draft Recommendations:

### Transportation and Infrastructure

- a. Create a Safe Routes to School plan for Winnetka Elementary Schools, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the federal Transportation Alternatives program.
- b. Clarendon/Edgefield: Provide public realm and sidewalk improvements within one-block of Clarendon/Edgefield intersection
- c. Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Tyler-Vernon DART Stations.
- d. Using the Dallas Sidewalk Master Plan as a guide, work to implement sidewalk installation and repair throughout the West Oak Cliff Area, following the predetermined methodology for project prioritization outlined in the plan. In addition, prioritize the following projects, as identified on Page 24 of the Dallas Sidewalk Master Plan:
  - i. Repairs to S Vernon Avenue between Clarendon and W Illinois Ave
  - ii. Installation of sidewalk on S Vernon Avenue between Clarendon and Illinois
  - iii. Installation of sidewalk on Burlington from Hampton to Tyler
  - iv. Installation of sidewalk on Wright Street from Hampton to Edgefield
- e. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at Nolte between Montclair and Clarendon, at Lebanon between Edgefield and Tyler, on Tyler between Vernon and Illinois
- f. **Explore opportunities for intersection improvements at Tyler and Tyler (at Vernon) to improve pedestrian safety and calm traffic.**

### Parks and Open Space

- a. Support local neighborhood organizations in working the DDOT to explore MOWmentum Agreements to turn the large medians along Burlington Blvd, Plymouth Road, and along South Oak Cliff Blvd. into publicly usable spaces, providing landscaping, street trees, benches, and other amenities as desired by the neighborhood.
- b. **Explore opportunities to create a pocket park near the corner of Tyler and Vernon along with seeking opportunities to create a walking trail or useable open space on private land paralleling the Elmwood Branch Creek behind the Tyler Station property.**

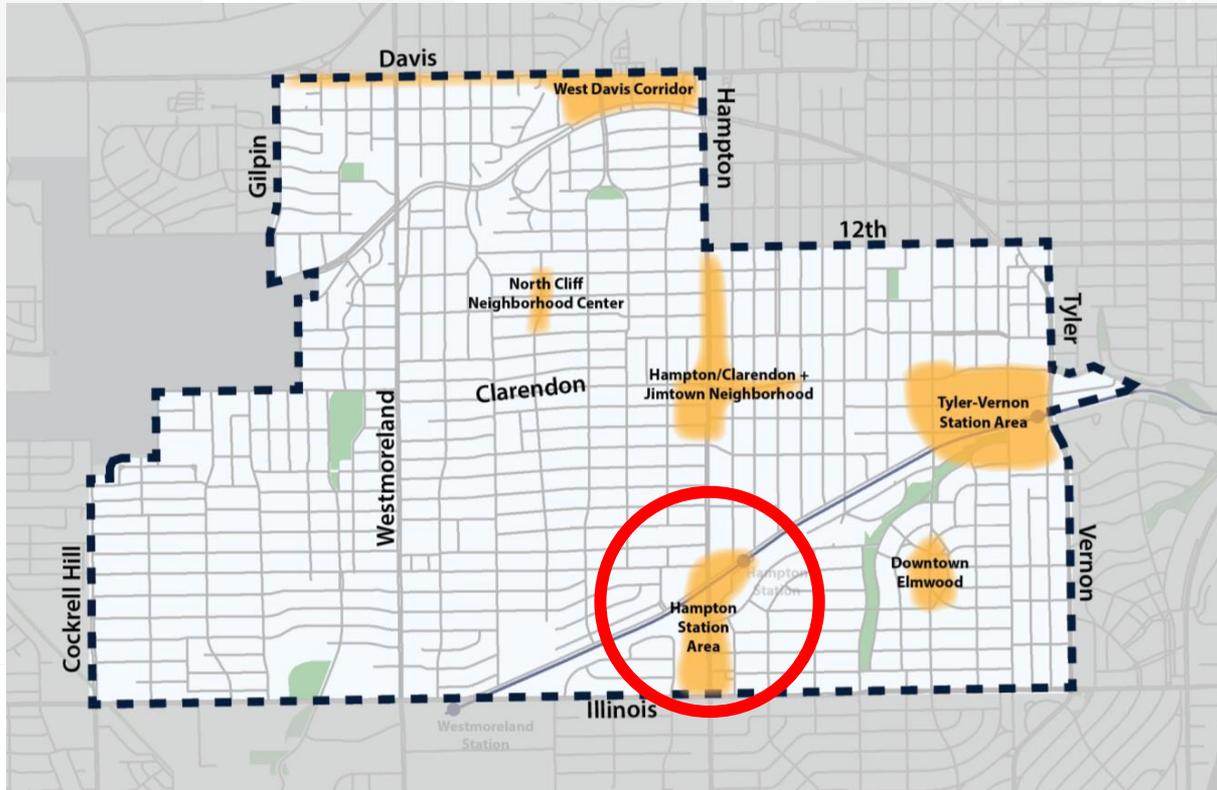


WEST OAK CLIFF AREA PLAN

# HAMPTON STATION AREA

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# FOCUS AREAS: HAMPTON STATION AREA



# FOCUS AREAS: HAMPTON STATION AREA



## What did we hear?

- Concerns about general walkability and mobility in the area. Desire for traffic calming on Hampton
- Desire for more community spaces/ open space
- Dislike of existing “auto-centric” commercial uses
- Want Conservation District in Hampton Hills
- Support for removal of parking at DART Station for new development
- Support for development up to 4 stories along Hampton commercial corridor

# FOCUS AREAS: HAMPTON STATION AREA



## What did we hear?

- Desire for new development to provide better public realm amenities like wide sidewalks, street trees, and activated ground-levels
- Support for single-family, ADUs, neighborhood retail, parks and open space, restaurants, and mixed-use development
- Do not want suburban-style commercial uses

# FOCUS AREAS: HAMPTON STATION AREA

## Draft Recommendations:

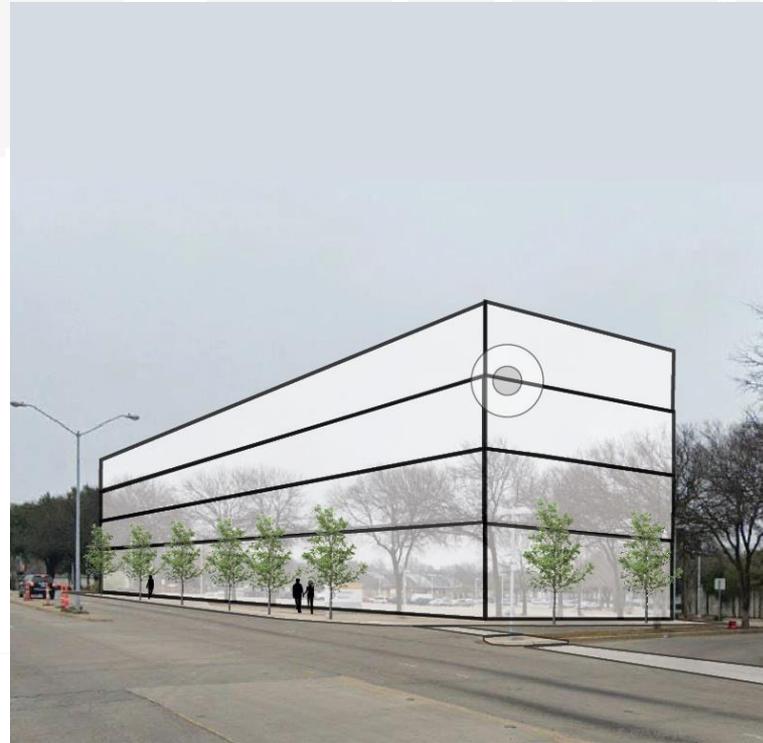
### Land Use + Development

- a) Within ½ mile of the Hampton DART Station, **modify the zoning through conservation districts or an overlay tool** to permit missing-middle housing types, including accessory dwelling units, duplexes, and triplex/quadplexes, narrow-lot single-family, and cottage homes (where applicable) to be allowed by-right, adhering to architectural and urban design standards to be determined on a neighborhood basis. Development will be required to follow existing city codes related to ADUs, parking requirements, setbacks, and massing standards.
- b) As a part of the re-evaluation of the DART-City of Dallas Interlocal Agreement (ILA), partner with DART to amend PD 392 to allow for a mixed-use multi-family development to be constructed on the existing parking lot at the DART Station.

#### Rezoning should include:

- Limit height to 4 stories
- Include residential-proximity slope requirements
- lessen existing parking requirements for residential and commercial uses
- require active ground-level uses along Hampton
- ensure that a minimum of 10% of the units are affordable for 80% AMI or less.
- Additionally, explore creating new open space on site, and consider provisioning shared community use space such as meeting rooms and cultural spaces such as maker spaces and/or artist studios.

# DART HAMPTON STATION PROPERTY



# DART HAMPTON STATION PROPERTY



# FOCUS AREAS: HAMPTON STATION AREA

## Draft Recommendations:

### Land Use + Development

- Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to allow for mixed-use development. New zoning should consider a form-based district that will result in a walkable urban form such as activated facades and wide sidewalks while also ensuring appropriate setbacks and proximity slopes to adjacent single-family uses. Development should be limited to the existing height limit of 54' (as allowed in CR zoning). Permitted residential uses should include multi-family and townhomes.
- Consider amending the existing CR zoning along Hampton Road between Wright and Illinois to prohibit automotive-centric uses, including drive-thru restaurants, drive-thru banks, gas stations, and auto repair shops in order to facilitate the type of walkable, mixed-use development desired by the community.
- As a way to ensure affordability of future multifamily development, explore inclusion of the mixed-income density bonus to allow for additional density with the provision for setting aside affordable units.
- In conjunction with citywide parking code reform, consider parking code reductions for all commercial, residential, and office uses within ½ mile of the Hampton DART Station to enable more financially-viable development in these areas and to produce more walkable, pedestrian-oriented development in the future.

# FOCUS AREAS: HAMPTON STATION AREA

## Draft Recommendations:

### Transportation and Infrastructure

- a. Create a Safe Routes to School plan for Maria Moreno Elementary School, identifying improvements that will help make it easier and more comfortable for students to walk and bicycle to school. Once plans have been completed, the City of Dallas Department of Transportation should seek funding for implementation through external grants, such as the federal Transportation Alternatives program.
- b. Using the Dallas Sidewalk Master Plan as a guide, work to implement sidewalk installation and repair throughout the West Oak Cliff Area, following the predetermined methodology for project prioritization outlined in the plan. In addition, prioritize the following projects, as identified on Page 24 of the Dallas Sidewalk Master Plan:
  - a. Installation of sidewalk on Wright Street from Hampton to Edgefield
- c. Support the Department of Public Works in ensuring timely implementation of the projects outlined in the Dallas Sidewalks Master Plan pertaining to the Hampton and Illinois Focus Area. In particular, complete sidewalks repairs to:
  - a. Hampton from Wright to Illinois
  - b. Illinois between S. Franklin and Rugged Dr.
  - c. Hollywood between Elmwood Blvd and Illinois
- d. Using the NCTCOG DART Red and Blue Line Corridors Last Mile Connections Project as a guide, work with DART, Transportation, and Public Works to implement sidewalk installation, repair, and other pedestrian improvements in areas near the Westmoreland, Hampton, and Tyler-Vernon DART Stations.
- e. Due to their highly pedestrian nature, connections to schools and parks, and proximity to high-frequency bus lines, prioritize sidewalk installation and repairs at the following locations:
  - a. Hampton Road between West Davis and Wright

# FOCUS AREAS: HAMPTON STATION AREA

## **Draft Recommendations:**

### **Parks and Open Space**

- As a part of the Memorandum of Understanding entered into by DART and the City of Dallas to consider redevelopment of the DART Hampton Station property, include a provision for a pocket park, plaza, or public open space as a part of future redevelopment.

### **Inclusive Community Development + Quality of Life**

- As a part of the future redevelopment of the Hampton DART Station property into a mixed-use development, work with DART to ensure the inclusion of dedicated public community spaces for art, cultural, and community events. This space can be curated with assistance from the City's Office of Arts and Culture.
- As a part of the potential future redevelopment of the Hampton DART Station property into a mixed-use development, work with DART to explore opportunities to dedicate some ground-level space for pop-up businesses and incubator spaces to support local start-up small businesses.
- Support the proposed future redevelopment of DART Hampton Station property by DART into a mixed-income, mixed-use community, with a minimum percentage of units dedicated as affordable and promoted to West Oak Cliff residents. Use recommendations outlined in the Hampton Station Area section to serve as a guide for design and development guidance.



# WEST OAK CLIFF AREA PLAN

