

# WEST OAK CLIFF

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AREA PLAN

## TASKFORCE MEETING

JUNE 1, 2022



# AGENDA

## I. Staff Updates

## II. What We Heard + Recommendations for Amendments

- Inclusive Community Development + Quality of Life
- Transportation + Infrastructure
- Parks + Open Space

## III. Adjourn



WEST OAK CLIFF AREA PLAN

# STAFF UPDATES

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# TENTATIVE ADOPTION PROCESS

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- Comprehensive Land Use Committee: Tuesday, June 14<sup>th</sup>, 8am
  - City Plan Commission: July 7<sup>th</sup> or July 21<sup>st</sup>
  - Council Economic Development Committee Briefing: August 1<sup>st</sup>
  - City Council for Adoption: August 10<sup>th</sup> or 24<sup>th</sup>
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# CLARENDON ROAD UPDATES

- In a recent Council Agenda, Council funded a traffic study for Clarendon between Westmoreland and Hampton
- The request for the study was initiated by the District 1 office (MPT West) at the request of DISD and neighbors, and based on feedback received from WOCAP
- Will be critical to potential future bike lane improvements

## Data Collection Plan - Clarendon

### 96-Hour Counts (Speed/Volumes/Classification) (Thursday – Sunday)

- 1 Location

### 24-Hour Turning Movement Counts (5 locations)

- 2 Signalized
- 3 Unsignalized

### Peak Hour Turning Movement Counts (5 locations)

- 2 hours AM, 2 hours PM
- 5 unsignalized

### Bidirectional Spot Speed Data

- 1 location

- **Will ensure it is conducted during the school year (likely Fall 2022)**

# AMORTIZATION

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- **What is it?**
- “Amortization ... is a technique for the removal of non-conforming uses after the value of a non-conforming use has been recovered— or amortized— over a period of time. In some instances zoning ordinances set time periods for phasing out different types of non-conforming uses. Since the value of the use has been amortized, no compensation is payable after the expiration of the period. The United States is the only country in which this technique has been used.”\*
- Examples in Dallas: rezoning of Ross Avenue in 2005 to prohibit automotive businesses
- Can be brought by Council, residents, HOAs, NAs, etc. to Board of Adjustment
- By Texas State Law, there’s not an easy way to prevent amortization from occurring.
- \*From “Methods of Determining Amortization Periods for Non-Conforming Uses” by Margaret Collins, Washington University Journal of Law & Policy, January 2000

# HAMPTON/CLARENDON FOLLOW-UP

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- **Current draft text related to autocentric businesses**

1.C Consider amending the zoning to limit future autocentric uses in order to facilitate the type of walkable development desired by the community. Examples of such uses include: restaurants and banks with drive-thrus, car washes, gas stations, and other uses that may impede pedestrian mobility due to multiple curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points.

- **Held a meeting yesterday (May 31<sup>st</sup>) at Color Me Empowered targeted towards surrounding businesses to get their input.**

- **One suggested revision:**

“Consider amending the zoning to limit future land uses that do not align with the type of walkable, neighborhood-serving development desired by the community, including uses that may impede pedestrian mobility due to multiple curb cuts, parking locations, and hazardous vehicular-pedestrian conflict points.”



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# WHAT WE HEARD

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# DRAFT PLAN SURVEY SUMMARY

## 2,956 Total Comments on the Draft Plan Survey

- 665 Comments related to **Land Use and Development**
- 558 Comments related to **Community Development + Quality of Life**
- 760 Comments related to **Transportation and Infrastructure**
- 552 Comments related to **Parks and Open Space**
- 421 Comments related to **Focus Areas**

**Note:** Comments were reorganized into their respective group based on content, regardless of where individuals may have placed their comment on the survey



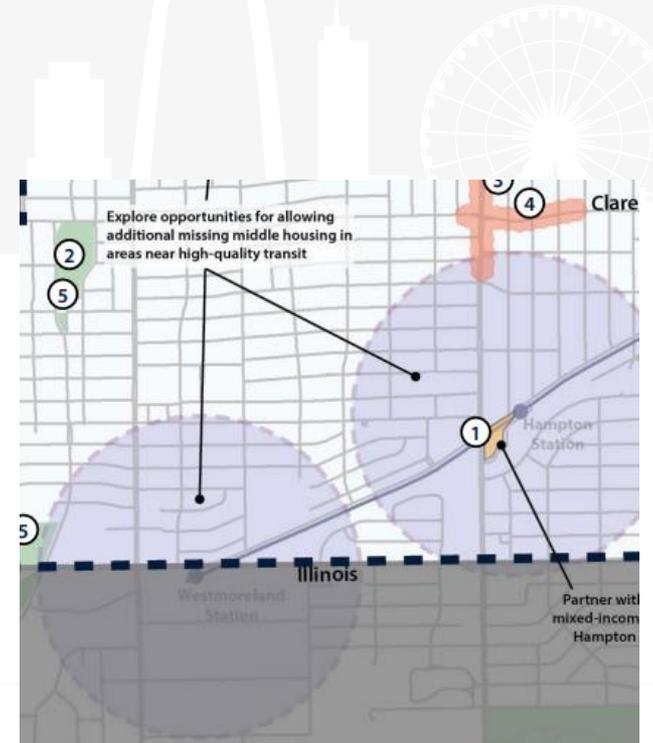
# **INCLUSIVE COMMUNITY DEVELOPMENT + QUALITY OF LIFE**

# COMMUNITY DEVELOPMENT + QUALITY OF LIFE

- Numerous comments about policing/patrolling/crime/safety
- Numerous comments about trash/sanitation/bulk trash/code compliance issues
- Concerns of turning West Oak Cliff into Bishop Arts (large apartments + displacement)
- Concerns of displacement/gentrification and change in community culture
- Concerns about rising taxes
- Concerns about loose dogs
- Concerns about business displacement/ turnover
- Concerns about replatting to make larger lots
- Misinformation about the City acquiring/tearing down homes [\(NO PLANS FOR THAT!\)](#)
- General support for arts and culture programming
- Desire for a grocery store
- General desire for neighborhood beautification (cleanliness and buildings)
- Desire to maximize affordability for residents / rent control [\(not allowed by State Law\)](#)
- Desire for new development to include community needs
- Some desire to see higher percentage and lower AMI at DART Station. But also some desire to see no new housing/ no affordability at DART property

# COMMUNITY DEVELOPMENT + QUALITY OF LIFE: RECOMMENDED AMENDMENTS

1. Remove TOD radius for missing middle housing from Vision Map for Westmoreland Station
2. Amend 1.B to add “or new infill residential category” to missing middle housing implementation options (to align with Land Use and Development Recommendations)
3. Add 12<sup>th</sup> Street to Traffic Calming Streets (4.D). (To be discussed in a few slides)
4. Add Greiner Park to 4.C (recommendation about Park Safety + Enhanced Lighting)





# DISCUSSION



# TRANSPORTATION AND INFRASTRUCTURE

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- General comments about streetlight needs everywhere
- General comment about wanting sidewalk improvements everywhere
- General comments about wanting traffic calming/speed bumps everywhere
- Bike lanes: opinions on both sides but far more people supportive than against bike lanes (65 comments in support; 27 against)
- General comments about road quality/ road repair needs everywhere
- Concerns about on-street parking, especially on residential streets
- Lots of comments about traffic calming on 12<sup>th</sup> Street
- Numerous comments about DART service, including removal of bus routes. (Out of scope of plan.)
- Streetcar extension from Bishop Arts Streetcar to the area. (Out of scope of plan. DART in process of developing Streetcar Planning Guide which includes a recommendation for extension of that line to Zoo but not beyond).
- Some expressed concern about various aspects of the two Elmwood design options (These are highly conceptual. Full design would involve extensive community engagement).
- Concerns on both side of aisle related to recommendations of the Hampton Road Taskforce (Our recommendation for Hampton used some of their ideas but are not recommending road diet. Any improvements such as signals would require traffic study)
- Extension of Kramer St to Mt. Royal
- Sidewalks needed on McLean Avenue





# DISCUSSION



# PARKS AND OPEN SPACE

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- Numerous comments about having a dog park (Plan recommends improvements at Moss or Martin Weiss which could include dog park)
- General comments about park safety
- General comments about park + rec center maintenance and improvements to existing facilities
- Numerous comments about Southern Gateway Deck Park (far outside scope of plan)
- Concern about recommendation to consider trail/open space in floodplain of Hampton DART Station Property
- Concerns about property takes/ home demolition for parks (none recommended!)
- Concerns that parks “gentrify”
- Concerns about environmental quality/ trash/ ecological protection
- Desire for more sports fields (2.C specifically mentions working with DISD to make sports fields public)
- Desire to add recommendations about improvements at Greiner Park
- Concerns about medians being used for parks
- Improved pedestrian crossing of Clarendon to get to Martin Weiss
- Desire to see a skate park added in West Oak Cliff

# PARKS AND OPEN SPACE: RECOMMENDED AMENDMENTS

1. Add a new recommendation to “4. Improve and enhance existing parks and green spaces” to include finding a location for a dog park and a skate park
2. Remove language from Parks and Open Space Vision Illustration (#3): “exploring ways to enhance the existing creek area as an open space community asset.”
3. Add a new recommendation to “4. Improve and enhance existing parks and green spaces” about improvements at Greiner Park
4. Add language about an improved hawk-signal pedestrian crossing of Clarendon to get to Martin Weiss Park to 4.C



## PARKS + OPEN SPACE VISION

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| <ol style="list-style-type: none"> <li>① Create a green linkage on Coombs Creek Drive between Westmoreland Park and Martin Weiss Park, rebuilding the right-of-way to include a multipurpose trail, integrated stormwater management, and open space/ landscaping opportunities.</li> <li>② Explore opportunities to enhance the existing green corridor along Coombs Creek Drive and along Coombs Creek to connect Martin Weiss Park north to Beverly Hills Park and beyond to a future extension of the Coombs Creek Trail.</li> <li>③ Utilize the proposed redeveloped of the Hampton DART Station property to create a new plaza for community gathering while also exploring ways to enhance the existing creek area as an open space community asset.</li> </ol> | <ol style="list-style-type: none"> <li>④ Utilize the i adjac</li> <li>⑤ Repu exist opp</li> <li>⑥ Expl exist oper</li> </ol> |
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# DISCUSSION

**THANK YOU FOR ALL OF YOUR HARD  
WORK THE LAST 25 MONTHS!!!**





# WEST OAK CLIFF AREA PLAN

