

**City Council Comprehensive Plan
City Council Action
June 14, 2006**

(Note: The following is for informational purposes only. Official minutes of City Council Meetings may be obtained from the City Secretary's Office)

Dr. Garcia moved to approve the City Council Comprehensive Plan Committee Recommendation with the addition of Councilman Salazar's request that the Los Altos and La Bajada neighborhoods be shown on the Vision Illustration as Residential Neighborhood. Seconded by Councilmember Blaydes.

**City Council Comprehensive Plan Committee Recommendation
June 13, 2006**

1. Move to approve of the forwardDallas! Comprehensive Plan with the following revisions:
 - Accept the CPC recommendations numbered 4a, 15, 17, 18, 19, 20, 21, 28, 29, 31, and 33 as outlined on the chart showing "CPC forwardDallas! Recommendation with Staff Analysis" [Shown in Green on the Chart]
 - Accept modified CPC recommendations as outlined on the Staff Analysis chart for items 1, 2, 3, 8a, 8f, 10a, 11, 16, 22, 23, 24, 25, 30, 32, 34, and 35 [Shown in Blue on the Chart]
 - Reject CPC recommendations numbered 4b, 5, 6, 7, 8b, 8c, 8d, 8e, 9, 10b, 12a, 12b, 13, 14, 26, 27, 36, 37, 38, 39a, 39b, and 40 [Shown in Black on the Chart]
2. Approve the map as originally presented to Plan Commission with the following neighborhoods shown with the *Residential Neighborhood* designation:

Cherrywood
Oak Lawn Heights
Clifton Place
Los Altos Neighborhood (portion in Council District 6)
Northern Hills
Rock Creek
Turtle Creek Estates
Perry Heights
Stonebridge
Cochran Heights

3. Include two additional area plans in the 5-7 year implementation plan:
 - Spring Valley/Coit Area Study
 - Coit/McCallum Area Study

4. Rename “Transit Corridors” to “Multi-modal Corridors”

5. Include the Cottonbelt Light Rail line on the Vision Illustration.

6. Delete 6.5.3.1 and 6.5.3.2 regarding view corridors in the Environmental Element.

Amend Urban Design Element Policy 5.1.4 – “Enhance visual enjoyment of public space” to read:

There is a public interest in preserving and enhancing people’s ability to view and enjoy important natural, cultural and historical landmarks, objects and spaces from select public areas within Dallas. Being able to see these elements promotes a sense of place, strengthens community identity and image and facilitates navigation based on visual landmarks.

- It is important that the City enhance and protect public views of significant natural elements such as the Trinity River Corridor, the escarpment and White Rock Lake, all of which establish Dallas’ identity.
- Public signage and gateway features will help define neighborhoods and districts.
- Civic institutions and community events, such as street fairs, parades, farmers markets and live performances, all give Dallas an important cultural and urban flair.

7. Amend 7.1.2.4 to read: Ensure adjacent non-residential future development does not excessively negatively impact quality of life in existing neighborhoods with respect to incompatible land uses by creating excessive traffic, excessive spillover parking, excessive noise and/or intrusive lighting.

8. Include a definition of transit streets on Page 22 of the Introduction to the Policy Plan.

Councilman Natinsky made the following friendly amendment. It was accepted by Dr. Garcia and Councilman Blaydes:

Move to modify the Vision Illustration by adding three transit centers along the Cottonbelt light rail line, to be located in the vicinity of the Dallas North Tollway, Preston Road and Coit Road.

Councilwoman Koop made the following friendly amendment. It was accepted by Dr. Garcia and Councilman Blaydes:

Move to propose a friendly amendment to the main motion to modify the description of the Transit Centers and Corridors Building Block in the Policy Plan Introduction and the Vision Document as follows:

Policy Plan Introduction, Pages 20 and 21

TRANSIT CENTERS OR MULTIMODAL CORRIDORS

Of all the Building Blocks, this incorporates the greatest range of building structures and land uses, with a strong emphasis on transit orientation and access. Transit stations ~~or transit corridors~~ support a compact mix of employment, retail and housing. Multimodal corridors serve a variety of areas that do not necessarily support a mix of land uses, but accommodate some form of public transit within or adjacent to the right-of-way and focus on enhanced pedestrian and bicycle access to transit. These corridors should encourage the redevelopment of aging auto-oriented commercial strip development while respecting existing single family neighborhoods. ~~They~~ Transit centers are usually near DART light rail or commuter rail stations but, in the case of multimodal corridors, also could be ~~around commuter rail stations or along streetcar or enhanced bus corridors~~ such as bus rapid transit ~~corridors~~. Examples of transit centers include the Mockingbird Station area, the Cityplace Station area, and the Westmoreland Station area and examples of multimodal corridors include ~~McKinney Avenue,~~ the ~~future~~ Lancaster corridor, and ~~Loop 12~~ Ferguson Road with future rapid bus transit service.

Land Use

~~These are generally compact areas linked to mass transit with dense mixed use at the transit station or corridor transitioning to multifamily or single-family housing on the fringe.~~ The transition at transit centers will generally occur over a distance of up to a half-mile or the equivalent of a 10-minute walk. Transitions along transit-multimodal corridors vary in width, depending on adjacent land uses. Many are only one block deep because they are backed by stable neighborhoods. ~~Of all the Building Blocks, this incorporates the greatest range of building structures and land uses.~~ Residential buildings may range from multi-story condos and apartments above retail to townhomes and small single-family homes. Some station areas, such as Mockingbird, will consist of tall structures and cover a significant area with a mix of residential and non-residential uses. Multimodal Corridors in particular would diminish quickly in scale, density, and intensity away from the corridor, respecting existing single family neighborhoods while maintaining a strong focus on transit-orientation and access.

Interactive public plazas and/or civic uses will be centrally located and easily accessible by transit. In addition, residential roof terraces and balconies overlooking transit station areas add “eyes on the street” that can enhance public safety. Transit station centers or corridors may sometimes locate in or near established residential areas. Change in these areas will likely involve focusing new development directly around transit hubs and away from stable neighborhoods. Gradual changes in building height and landscaping will play an important role in the transition from stable residential neighborhood to active transit hub. ~~Transit Corridors in particular would diminish quickly in scale, density, and intensity away from the corridor.~~

Transportation

~~Transit~~ Transit centers and multimodal corridors improve travel conditions for everyone by adding choices in transportation and improving access. Roads entering and leaving these areas are likely to change in how they function to accommodate additional pedestrian activity near the transit facility. Street trees, lighting, wide sidewalks, on-street parking, signage and pavement treatments at intersections will aid pedestrians. Street patterns create short blocks for quick access to the station and the public places. A sense of enclosure will be created by building up to the sidewalk with no large gaps between buildings, thus enhancing the human scale of these areas.

Housing

This Building Block will include dense mixed-use development closer to the station and should transition in height and density down to single-family homes on the area’s fringe. The main forms of housing envisioned for this Building Block include low- to mid-rise apartments and condos, townhomes and small single-family homes. Existing single family neighborhoods would also be accommodated with enhanced access to transit through pedestrian and bicycle connections.

Economic Development

Promoting housing and mixed-use developments where appropriate will be a major economic focus in transit areas. This may involve assistance with the development process or parcel assemblage. These areas ~~are~~ may also be good candidates for tax increment financing and public improvement districts. Key projects warrant additional incentives if they are a catalyst project that is pivotal in jumpstarting an area or providing a unique opportunity such as transit-oriented affordable, owner-occupied housing.

Vision Document, Page 26

Transit Centers or Multimodal Corridors

Transit centers ~~or transit corridors~~ support a compact mix of employment, retail, cultural facilities and housing. Multimodal corridors should encourage the redevelopment of aging auto-oriented commercial strip development while respecting existing single family

[neighborhoods](#). While normally located around DART light-rail [or commuter rail](#) stations, these building blocks could also be focused ~~around commuter rail stations or bus rapid transit corridors~~[streetcar or enhanced bus corridors such as bus rapid transit](#). Examples [of transit centers](#) include the Mockingbird Station area, the Cityplace Station area ~~and~~ the Westmoreland Station area, and [examples of multimodal corridors include McKinney Avenue](#), the ~~future~~-Lancaster and Ferguson [Road](#) corridors. These areas offer dense mixed use at the transit station or corridor and then transition to multi-family and single-family housing at the edge. Of all the Building Blocks, this incorporates the greatest range of building structures and land uses, including multi-story residential above retail to townhomes to single-family residences. Transit centers and corridors may sometimes be near residential neighborhoods and call for appropriate mitigation requirements. [Transit Multimodal](#) corridors in particular would diminish quickly in scale, density, and intensity away from the corridor, [respecting existing single family neighborhoods while maintaining a strong focus on transit-orientation and access in such situations](#). Interactive public plazas and/or civic uses will be centrally located and residential roof terraces and balconies overlooking transit station areas add “eyes on the street” that can aid public safety.

Councilman Oakley made the following friendly amendment. It was accepted by Dr. Garcia and Councilman Blaydes:

Move to propose a friendly amendment to the main motion, amending the amendment to Urban Design Element Policy 5.1.4 “Enhance visual enjoyment of public space” as follows:

There is a public interest in preserving and enhancing people’s ability to view and enjoy [a limited number of designated](#) important [public](#) natural, cultural and historical landmarks, objects and spaces from ~~select designated~~ public areas within Dallas. Being able to see these elements promotes a sense of place, strengthens community identity and image and facilitates navigation based on visual landmarks. [Prior to designations of \(i\) important public natural, cultural and historic landmarks, objects or spaces and \(ii\) the public spaces from which they are viewed; the view shed, view cone or view corridor shall be mapped and analyzed to identify the impact on private property rights.](#)

- It is important that the City enhance and protect [designated](#) public views [from designated public viewing areas](#) of significant natural elements such as [designated views of](#) the Trinity River Corridor, the escarpment and White Rock Lake, all of which establish Dallas’ identity.
- Public signage and gateway features will help define neighborhoods and districts.
- Civic institutions and community events, such as street fairs, parades, farmers markets and live performances, all give Dallas an important cultural and urban flair.

Approved with 12 voting for the motion and 2 voting against the motion.