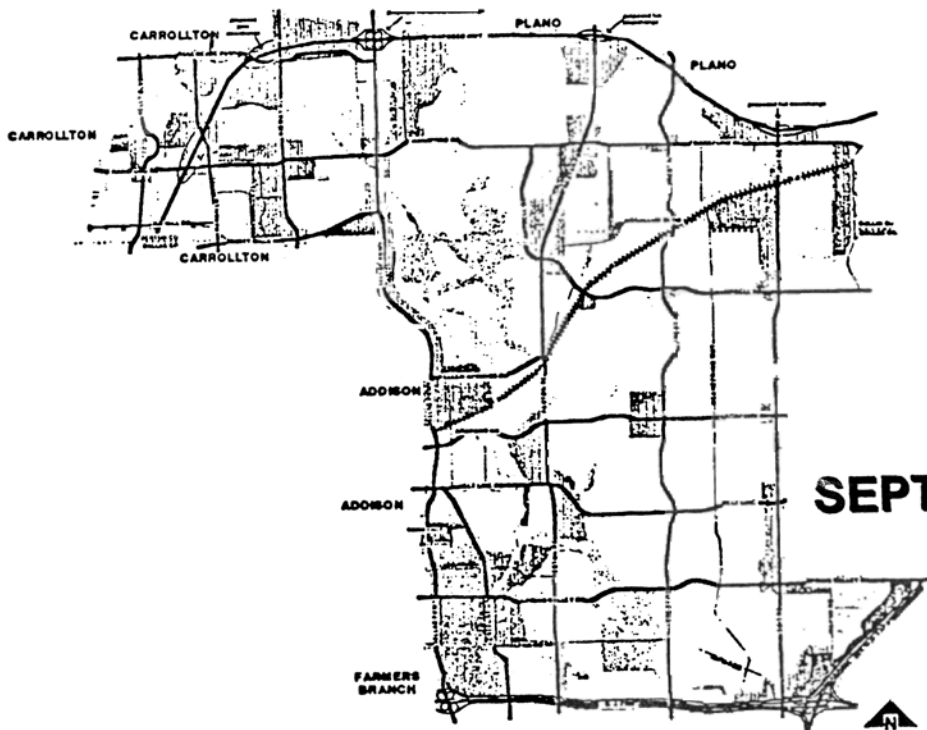


GREATER FAR NORTH DALLAS AREA LAND USE AND TRANSPORTATION PLAN

1995 UPDATE



**CITY COUNCIL
SEPTEMBER 27, 1995**

I. INTRODUCTION

"...Almost invariably, the final product of the designer at the city scale will be quite different from the original form proposed. To fail to provide any coherent vision of a finer, healthier, and more inspiring city is to fail to provide people with something to which they can react. The development of an adequate hypothesis or 'design idea' of what the city ought to be imposes a severe discipline on the designer and on the nature of the design itself, but until it is done, there is nothing to accept, reject, or modify... True involvement comes when the community and the designer turn the process of planning and building a city into a work of art." - Design of Cities, Edmund N. Bacon, The Viking Press, New York, 1968, p. 23.

The Greater Far North Dallas Area Land Use and Transportation Plan (the "Plan") is not the first and will not be the last plan for its rapidly growing and changing area. The Plan is a frame upon which the people of Dallas hope to sculpt an efficient and beautiful city in which to work and live.

Plan is an outgrowth of meetings between city staff, representatives of the development/business community and area property owners concerned with addressing planning and infrastructure issues with regard to the zoning transition program. The Plan provides a scenario for future growth resulting from previous studies for this area initiated in 1979, 1980, 1984, 1985, and 1988, and from meetings held with city staff, representatives of the development/business community and property owners.

The recommendations for future land use are intended to complement the city's comprehensive plans and ordinances, not to overrule existing or future ordinances. This plan is a guide to be used as a basis for recommending approval or denial of zoning changes within the plan area. No provision contained in this plan is intended to be a zoning regulation or requirement, and no provision shall limit the scope or authority of the City Plan Commission or City Council to act in the interests of the public when reviewing zoning requests. Each zoning application shall be considered on the basis of its contribution to or negative impact upon the overall goals for the area, its conformance to the intent of the Dallas Growth Policy Plan, its impact on the preservation and stabilization

of neighborhoods, and with complete consideration to transportation capacities and the direction of commercial growth.

Staff will use the guidelines in addition to appropriate regulations in reviewing zoning and development requests. When zoning requests and development plans are presented to the City Plan Commission and/or the City Council, the staff's report and recommendation will address the proposal's conformance to the guidelines and objectives of the plan.

When thoroughfare and zoning changes are approved by the City Council, the Land Use Map should be corrected to reflect the approved changes so that future planning is based on full knowledge of the present situation.

The staff will periodically review and make recommendations for updating and improving the Plan. Local area public meetings will be held to provide property owners a chance to review the proposed recommendations prior to public hearings before the City Plan Commission and City Council for adoption of such changes.

II. HISTORY

The Far North Dallas Area Land Use and Transportation Study was completed by the City of Dallas in 1980. Almost four years later, the Dallas City Council Transportation Committee indicated that the area should be re-studied because its rapid growth had continued, and in some cases was surpassing the 1980 study's projections. The Transportation Committee directed city staff to investigate new approaches to resolve the area's increasing land use/transportation problem as soon as possible. As a result of this directive, city staff began a second study, known as the Greater Far North Dallas Study. This second study was completed by late 1984, at which time both the City Plan Commission and the City Council were briefed. Nine recommendations were presented, but none were formally adopted. Between 1985 and 1988, however, these recommendations provided significant guidance for numerous planning activities in Far North Dallas (See Exhibit 1 in the appendix for the current status of each recommendation).

Only one of the 1984 study recommendations addressed future zoning changes. This recommendation indicated that zoning should be stabilized throughout the Dallas portion of the study area, with the exception of the Dallas Parkway Center area. City staff has been implementing this recommendation by utilizing the Greater Far North Dallas Future Land Use projection as a guide for evaluating zoning change requests.

Since the 1984 study, most of the surrounding Far North Dallas suburbs (that participated in the 1984 study) have moved ahead with their own land use planning efforts and adopted plans to guide future growth. In early 1987, many Far North Dallas residents indicated a desire for the City of Dallas to do the same.

The City Plan Commission responded to this desire by authorizing a public hearing to consider the adoption of the land use component of the Greater Far North Dallas Land Use and Transportation Study (1984). At the public hearing held on May 28, 1987, the Far North Dallas Homeowners Coalition requested an update of the 1984 study. The City Plan Commission took the Greater Far North Dallas Land Use Plan under advisement

until November 12, 1987. During this six-month period, the City Plan Commission directed planning staff to update the Dallas portion of the study to reflect changes that have occurred since 1984. The City Plan Commission also directed the staff to use this updated information and the input from area homeowners and business groups to formulate a land use policy map which would guide future planning and zoning decisions within the Far North Dallas area.

To accomplish the City Plan Commission directive, the planning staff:

- Expanded the study area's boundary to include the entire Northwood Community (commonly referred to as Far North Dallas),
- Analyzed zoning changes and changes in development trends that occurred within the study area since 1984;

Updated the future land use assumptions, and created a more policy-oriented future land use map which utilizes a combination of land use and density categories;

- Held several workshops to review the draft policy map with an advisory group composed of representatives from area homeowners and business groups; and
- Began an update of the 1988 plan in August of 1993 as a result of concerns from single family residents and residential property owners in the area with respect to the amount of multifamily development and zoning changes allowing multifamily development occurring since the 1988 plan. The City Council appointed a citizen steering committee to review the plan and recommend any necessary amendments. The committee met numerous times in 1994 and addressed issues related to the impacts of multifamily uses and zoning on the community, the amount of parks and Open Space, and the schools serving the residents of Far

North Dallas. Specific recommendations were incorporated into the Plan and forwarded to the City Plan Commission and City Council for their consideration.

III. GOALS OF THE PLAN

The following are the goals of the Plan:

Primary Goal

To balance and control growth and development to ensure the area's quality of life. Balanced growth means a balance between infrastructure and development and also a balance between different kinds of development.

Additional Goals

- To encourage a mixture of housing types near employment centers in order to create a balanced development pattern which provides opportunities to live near the work place, thereby reducing work-trip lengths, and therefore resulting in less traffic congestion;
- To encourage the stability of neighborhoods;
- To encourage the development of neighborhood serving facilities (while considering property values and quality-of-life issues with respect to existing neighborhoods);
- To encourage orderly development of areas without unduly burdening services, schools, or traffic patterns;
- To avoid excessive clustering of multifamily housing;
- To ensure that the traffic and transportation system develops in concert with and adequately meets the proposed land use development;
- To encourage continued economic growth, while not adversely impacting single family residential areas;
- To encourage additional institutional/governmental uses that meet the community's needs and that are compatible with neighborhoods;
- To preserve Open Space including but not limited to natural tributaries and flood plain areas;

To actively promote and support additional neighborhood parks, Open Space and amenities such as but not limited to increased landscaping in commercial developments for the entire Far North Dallas area;

- To develop sites that may contain special environmental conditions in an environmentally responsible manner;
- To provide housing affordable to the full range of citizens at all income levels; and
- To encourage a lessening of visual clutter caused by a multitude of signs

IV. THE LAND USE POLICY MAP

The Land Use Map (which reflects changes that emerged since 1984 in zoning, development trends and city land use policy) indicates areas where certain land uses and densities should be located and was revised and updated in 1994 (see Map 1).

The purpose of the Land Use Map is to help guide future planning and zoning decisions within the Far North Dallas area.

V. CHANGE IN ZONING

Any future zoning change request that deviates from the Land Use Map should be evaluated in terms of the following criteria, with a strong presumption that the Land Use Map should not be deviated from by granting such a change unless the party requesting the change can clearly demonstrate that such a change is warranted after an analysis of each and all of the following criteria:

- whether the proposal provides equal, or improves, the area's level of compatibility (i.e. similar scale, intensity, traffic impact - both trips per day and trips at peak traffic times - and buffering);
- whether there has been a significant change in circumstances meriting a re-evaluation of the Plan's land use objectives in the area (which circumstances should not include a change in market considerations, such as availability of financing or current demand, but may include, among other matters, zoning changes granted and development in the project area occurring since the date of the Plan);
- whether the proposal provides the same advantages to the area in terms of Open Space, park facilities, retail facilities and other "quality of life" and "service" functions as would be provided by the development of the subject parcel in the manner indicated by the Land Use Map;
- whether the proposal will ultimately increase or decrease the burden on facilities (such as schools, parks, roadways, libraries and utility services) in the area;
- whether the proposal is consistent with the overall allocation of different land use categories for the Far North Dallas area as indicated on the Land Use Map, taking into consideration previous zoning changes and the amount of land already available for uses such as the proposed use without any changes in zoning; and
- whether the proposal will cause or increase a "clustering" of similar property uses.

VI. LAND USE MAP CATEGORIES

The following policy discussion is provided to more clearly define the Plan's objectives by discussing each of the Land Use Map's categories and their relationship to the area's planned transportation system.

A. RESIDENTIAL AREAS:

1. Types:

The Land Use Map identifies three types of housing areas: single family detached, single family attached, and multifamily (each described below). Each of these residential areas should be protected from destabilizing forces that are adverse to the character of these areas. Transitions in scale and density should occur between the residential areas and commercial/industrial areas to facilitate maintenance of neighborhood stability.

a). Single Family Detached Areas:

This is the lowest density residential category and is considered the traditional single family housing type. Densities within these areas range from two to six dwelling units per acre.

Zoning classifications for this designation are: R-1ac(A), R-1/2ac(A), R-16(A), R-13(A), R-10(A), R-7.5(A), R-5(A) and TH-1(A) when developed as detached single family dwellings.

b). Single Family Attached/Zero Lot Line Areas:

This category includes several housing types: patio homes, townhouses, and, in some cases, duplexes. Densities range from six to twelve dwelling units per acre. Typically, this small-lot housing forms a transition between single family detached areas and higher density uses

The high end of this density range should only be encouraged in areas that are not adjacent to traditional single family development.

Zoning classifications for this designation are: D(A), TH-1(A), TH-2(A), and TH3(A).

c). Multifamily/Cluster Housing Areas:

These areas on the Land Use Map are considered garden apartments with heights of up to three stories, and densities of up to twenty four (24) dwelling units per acre per legal building site (platted lot).

Zoning classifications for this designation are: TH-3(A), CH, MF-1(A)*, MF-1(SAH)*, MF-2(A)*, and MF-2(SAH)*.

(*: A change to this zoning classification will not be granted if the party requesting such change is unable to accomplish, by enforceable deed restriction, planned development district or other enforceable mechanism accompanying the request, a limit on the residential density permitted to no more than twenty-four (24) dwelling units per acre per legal building site (platted lot) which will remain in place so long as such requested zoning classification remains in place.

2. Policies:

(a) Multifamily uses are not necessarily appropriate buffers between single family and commercial uses. They may, in some cases, be acceptable depending on such factors as height, setbacks, density, and residential adjacency review (RAR), as well as factors such as their effect upon traffic, schools, neighborhood services, and Open Space. Consideration should be given to neighborhood serving retail and office uses at their lowest densities and heights (NS(A) and NO(A) zoning classifications) as buffers in such circumstances.

(b) Multifamily developments should be located with primary access to community collectors or larger roadways.

(c) Multifamily development shall not exceed twenty-four (24) dwelling units per acre. Height shall not exceed two stories when located within 300 feet of a private property line of a single family district. Multifamily buildings located more than 300 feet from any private property line of any single family district may be up to three stories in height.

- (d) Large concentrations or "clustering" of multifamily development should be discouraged.
- (e) Residential uses are not allowed in non-residential areas except in mixed-use developments.
- (f) Parks and Open Space should be required in residential use areas.
- (g) More rigid requirements for Open Space within multifamily complexes need to be formulated and enforced.

B. COMMERCIAL/INDUSTRIAL AREAS:

The Land Use Map identifies where the commercial/industrial areas should be focused, and defines them in terms of the following four land use/density categories.

1. Light Industrial Areas:

No heavy manufacturing uses should be allowed. Only office/showroom, warehouse/distribution, and research/development uses should be allowed within the light industrial areas. Generally, the densities in these areas should range from a 0.4 to a 0.8 FAR, with heights of one to four floors.

Zoning classifications for this designation (subject to the FAR limits for such areas described above) are: CS (commercial and business service uses; and wholesale, distribution and storage uses), LI, and MC-1.

2. Low Density Commercial Areas:

Low-rise office and community-serving retail should be encouraged to locate in the low density commercial areas. Residential uses are prohibited in low density commercial areas. These locations are compatible in scale with nearby residential uses and are located only along major streets, with their main focus at major intersections. These uses (but not including any above-grade parking structures) at their lowest densities may be

appropriate buffers between single family areas and higher density uses, both multifamily and non-residential. Such uses also provide services to surrounding neighborhoods, whether single family or multifamily, and do not materially increase the burden on schools, libraries or traffic during peak rush hours.

Office development within these areas should range from a 0.5 to a 0.7 FAR, and heights should not exceed five floors. Retail development within these areas should range from a 0.2 to a 0.35 FAR, and heights should be one to two floors. Low density mixed-use development should be encouraged within the entire range of 0.2 to a 0.7 FAR, with a maximum height of five floors. In some cases, developments may moderately exceed these general parameters when no adverse impacts (such as height or traffic intrusions) occur within 500 feet or one city block of the adjacent neighborhoods.

The Dickerson triangle of Old Renner was determined to be an appropriate low density commercial area with the premise that Dickerson Road be removed from the City of Dallas Thoroughfare Plan map and that Dickerson Road be closed at a later date as a through street between Frankford Road and McCallum Boulevard north of the St. Louis and South West Railroad tracks at a location that would allow the residential area to obtain public access separately from the low density commercial area.

Zoning classifications for this designation (subject to the FAR limits for such areas described above) are: NO(A), NS(A), CR, and CS.

3. Medium Density Commercial:

Mid-rise to high-rise offices and regional-serving retail should be encouraged to locate in medium density commercial areas. These are areas along the Tollway Extension, Central Expressway and along SH 190 at the intersections which have been preliminarily designed to be built with on-off ramps in both east and west directions. These intersections are located at Coit Road and the Dallas Parkway. Heights within these medium density corridors should be determined by the residential proximity slope, or the established character of the area, whichever is more restrictive. Also, within the medium

density commercial areas, Open Space amenities such as plazas, courts, fountains, landscaped pedestrian-ways, and passive parks are needed to improve pedestrian mobility and to maintain the quality of the environment.

The density within these medium density commercial areas should range between 0.3 and 2.0 FAR. Regional retail, which usually includes an office component, should have densities between 0.3 to 0.7 FAR, and should be located only at major intersections. Office developments should not exceed a 2.0:1 FAR.

The high end of the office density range should be encouraged where there is no proximity to a single family area, and where there is adequate transportation capacity. Mixed use development should have the same limitations as office developments with a residential component being encouraged.

There are some exceptions to the locational requirements of this designation. The exceptions are:

- (1) Prestonwood Shopping Center, Valley View Shopping Center, and the Signature Place development at the southwest corner of Belt Line Road and Preston Road are allowed; provided that the Signature Place development has a maximum non-residential development of a 1.1:1 Floor Area Ratio plus a residential component not to exceed an average of 26 units per acre.
- (2) The "Lambert's Nursery" site on LBJ Freeway, east of Hillcrest Road. The site is allowed to develop with medium density development provided that no residential is developed and structure height and density are consistent with "low density" development policies for the portion of the property along Valley View Lane in accordance with the conditions of Planned Development District #143. A buffer zone of 200 feet is required along the south right of way line of Valley View Lane and 100 feet along the westerly right of way line of Valley View Lane.

Zoning classifications for 'this designation (subject to the FAR limits for such areas described above) are: LO-1, LO-2, LO-3, MO-1, RR, MU-1*, MU-1(SAH) *, MU-2*, MU-2(SAH),', MC-1, MC-2, MC-3, and MC-4.

(*: A change to this zoning classification will not be granted if the party requesting such a change is unable to accomplish, by enforceable deed restriction, planned development district or other enforceable mechanism accompanying the request, a limit on the residential density permitted to no more than twenty-four (24) dwelling units per acre per legal building site (platted lot) which will remain in place so long as such requested zoning classification remains in place.)

Residential densities may not exceed 24 units per acre per legal building site (platted lot) and are permitted to locate in this category only as part of a mixed use development.

4) High Density Commercial Areas:

High-rise offices and high density mixed use development should be located only in the core of the Parkway Center area and along the Central Expressway corridor. Heights within these two areas should be determined by the residential proximity slope, or in the Parkway area should be determined by the Addison Airport flight path (subject to F.A.A. approval). Densities should not exceed 4.0 FAR.

The Parkway Center should become the focal point of high density mixed use development within Far North Dallas. In order to encourage continued growth of this regional center, numerous transportation facilities and services will need to be concentrated within this area. The goal is to create a very urban, mixed use character where residential is encouraged as an important mixed use component (in order to increase the efficiency of the area by reducing traffic impacts).

The Central Expressway high density office corridor is a narrow band of commercial development that should remain primarily oriented to the service roads. Some minor expansion of the corridor may be appropriate along a small segment of Emily Road, if transitions in height and density foster stability in the adjacent residential area.

Zoning classifications for this designation (subject to the FAR limits for such areas described above) are: MO-1, MO-2, GO(A), RR, MU-2, MU-2(SAH), MU-3, MU-3(SAH), MC-3, and MC-4.

5. Residential Use and Commercial Areas:

a) Parks and Open Space should be required in residential use areas. More rigid requirements for Open Spaces within multifamily complexes (for example, in mixed use areas) need to be formulated and enforced.

b) Where commercial/industrial areas are adjacent to single family residential areas, the zoning ordinance can help improve the transition between these uses by applying several residential compatibility measures: the proximity slope; Residential Adjacency Review (RAR); Development Impact Review (DIR); landscaping requirements; traffic impact analysis and utilizing the lowest density and lowest height commercial use category in these transition areas.

(C) PLANNED DEVELOPMENT DISTRICTS:

A planned development district is its own special zoning district and may contain any land use or combination of uses allowed in the Dallas Development Code in Chapters 51 or 51A.

The City Plan Commission and/or City Council shall fairly consider requests for hearings to determine the proper zoning on those planned development districts that are governed by Chapter 51 of the Dallas Development Code and have not submitted a detailed development plan for City Plan Commission approval.

Notification of the submittal of a detailed development plan within an approved PDD shall be forwarded to the Homeowners Associations of record on file with the Department of Planning and Development. Such notice shall include the date of the Plan Commission hearing and a copy of the detailed development plan. The Homeowners Association may

forward a recommendation of support or opposition of the plan to the City Plan Commission at a public hearing.

D) INSTITUTIONAL/GOVERNMENTAL USES:

The Land Use Map identifies existing and announced institutional/governmental uses. Typically, future locations for these uses (i.e. schools, churches, libraries) should be near the perimeter of a neighborhood and should be on an arterial or collector street.

The Texas A&M Agricultural Research Center site east of Coit Road and south of Frankford Road is designated for institutional use on the Land Use Map. This is a temporary designation and will allow Texas A&M Agricultural Research Center to conduct a land use study for the site and present the plan as an amendment to this study. The study must be submitted to the City of Dallas City Plan Commission and City Council within two years from the date of the adoption of this study by the City Council. Failure to submit a study will result in the City deciding what the best future land use will be, consistent with the policies contained herein.

E) OPEN SPACE:

Open Space is descriptive of sites and spaces typically related to natural environments, undeveloped areas, or spaces fulfilling the basic human psychological need for contrast and change in spatial surroundings and activities which most work activities and indoor spaces fail to provide. This classification may include sites of undisturbed physiographic landscape such as drainageways, ridgelines, prairies, wooded areas, etc., referred to as rural Open Space, and spaces such as pedestrianways, park triangles, etc., referred to as urban Open Space.

The Land Use Map also identifies the existing major public and private Open Space (i.e. public parks, golf courses, and flood plain areas). At present there is a shortage of public Open Space within the area. The City of Dallas should utilize the concept of conservation easements as a means of securing Open Space at little or no cost to the city.

Major private Open Space type facilities should redevelop in a manner compatible with adjacent land uses. When redeveloped, a portion of the property should remain as Open Space or parkland. Parks and other public Open Space should be considered developed to support the area. Open Space should be required for residential development in proportion to its density, taking into consideration health and safety of residents as well as aesthetics and quality-of-life issues.

VII. TRANSPORTATION:

A. General

The Land Use Map identifies the area's planned thoroughfares and a future DART line (which is the STL & SF Railroad). The timing of development should be closely coordinated with these planned facilities. The Thoroughfare Plan defines a hierarchy of streets: minor arterial and major arterial streets. Collector thoroughfares are planned to be four-lane roadways, and major arterial thoroughfares are planned to be six-lane divided roadways. These thoroughfares are designed to encourage through-traffic, while minor arterial streets are intended to serve only local traffic. Any future amendments to the Thoroughfare Plan should not adversely impact the area's neighborhoods.

The DART rail line that is planned for this area is an unfunded line (not to be constructed prior to the year 2010). Any future DART service (rail or bus) should not adversely impact the area's neighborhoods. Future DART stations planned in low density neighborhoods should not allow incompatible commercial redevelopment. Any commercial development at a neighborhood station should be neighborhood-serving

Any future zoning changes should ensure that a reasonable balance is maintained between the proposed development and the planned transportation system. Changes in zoning that require a Traffic Impact Analysis should analyze the capacity of the existing and ultimate transportation system. The development assumptions for this analysis shall be based on the Land Use Map and an update of its quantified data base.

A zoning change, which increases traffic above the projected volumes of the existing zoning, may be approved when it has been clearly demonstrated that the existing transportation system has the capacity to meet the transportation needs of existing development and the proposed use, or funding for an ultimate system with such capacity has been approved, or the city has been assured of the timely financial underwriting for the development of a transportation system with such capacity.

B. Suggested Actions:

The Planning and Development Department of the City of Dallas is encouraged to address in a timely manner the following transportation related improvements and policies:

1. Compatibility between the transportation system and adjacent land uses should be achieved by:

- implementation of urban street design criteria which are consistent with the land use they serve.
- roadway intersection and access design should be compatible with roadway functional requirements and the character of adjacent land use. Additional right-of-way and/or setbacks may be desirable along certain facilities.
- maintaining the thoroughfare plan and bike -plan by acquiring right-of-way as applicable when land is developed or redeveloped.
providing buffer zones as appropriate between transportation ways and adjacent areas.
- minimizing negative impacts on neighborhoods through location and design factors.

2. Direct area access from regional transportation systems must be available to high-density commercial nodes. Major access through low- or medium-density commercial nodes should be discouraged on minor streets.

3. High-intensity commercial areas should be buffered or provide transition from medium- and low-intensity commercial areas and residential areas through the existence of:

- eight lane roadways, including service roads
- public and institutional buildings
- open space; and
- scale of design

4. To improve transportation service and reduce impacts in high-intensity commercial areas, trip reduction and other cooperative actions sponsored by property owners and tenants should be encouraged.

5. DART stations within high-intensity commercial nodes shall be encouraged to connect with other public multi-modal transportation systems (e.g. pedestrian, bicycle, bus, auto, etc.).

6. Cooperative public/private actions to improve urban design, landscaping, and other amenities that will enhance high-intensity nodes should be encouraged (e.g. Dallas Parkway Center, Tollway/Highway 190, Preston Villa, Dallas-Richardson Neighborhood Improvement Strategy).

7. Coordination between all city, county, and state transportation related agencies is strongly encouraged on all matters affecting transportation issues within the City of Dallas; including but not limited to DART facilities, toll roads, freeways and other major transportation facilities.

VIII. RELATIONSHIP TO OTHER PLANS AND PLANNING PROGRAMS

Urban planning is more of a process than an emphasis on end products; therefore, it must be emphasized that the Plan documents alone cannot ensure that all of the planning objectives will be implemented. Numerous other interrelated plans and programs must be drawn upon to assist in the gradual implementation of this Plan.

The Plan is inter-related with several other plans and planning programs: the City's Growth Policy Plan, small area studies, and public facility plans and programs.

- The Plan is considered an enhancement to the City's Growth Policy Plan for this area. The planning principles and policies stated in the Growth Policy Plan continue to apply to Far North Dallas.
- Small area studies within Far North Dallas are considered updates to the Plan. Recent small area studies include the Dallas Parkway Center Study, the Preston Villa Study, the SH 190/Tollway Study, and the Dallas Richardson Neighborhood Improvement Strategy. Each study is a refinement to the Plan.
- And finally, there are numerous city-wide public facility plans and programs. The most notable for the Far North Dallas area is the City's Thoroughfare Plan. This plan and other public facility plans must be updated and coordinated with the city's land use planning activities in order to provide adequate facilities for future growth.

The Plan's land use policy guidance, in conjunction with other planning efforts such as the City's Growth Policy Plan and zoning ordinance, (with Development Impact Review, Residential Adjacency Review, and the Residential Proximity Slope) should continue to improve the level of land use compatibility within this area and with areas adjacent to the Plan area by:

- preserving existing and increasing future Open Space;
- maintaining stability in existing neighborhoods;
- focusing intense commercial development within designated growth corridors; and
- identifying appropriate low density transitions between growth corridors and residential neighborhoods.

IX. CONCLUSION

The major goal of the City's adopted Planning Policies (1984) and Growth Policy Plan (1987) is to provide a balance between planned public facility capacity and the public facility demands of future growth, while maintaining the quality of life within the City's neighborhoods. If this goal is not adequately met, both the City's quality of life and its attractiveness for future economic development will be eroded. Whenever an adequate balance between the amount of growth and the capacity of public facilities is not attained throughout the city, some areas will experience significant impacts. The most visible impact of imbalance is traffic congestion. Increasing congestion can have both a destabilizing effect on a neighborhood and can diminish an area's economic development potential.

The adoption of the Plan promotes implementation of the primary goal: balancing and controlling growth and development to maintain the area's quality of life. "Balanced Growth" in the Plan means not only balance between infrastructure and growth but also balance between different kinds of growth (i.e. land use categories). This Plan, which reflects the varied interests of the community, establishes land use policies that provide a context for future zoning and public facility planning decisions. The Plan's guidelines provide greater assurances for neighborhood residents by defining the general character of development potential near their neighborhood, thereby encouraging neighborhood stability.

**EXHIBIT 1:
STUDY RECOMMENDATIONS FOR THIS AREA
(October 1984) AND (1988)**

1. Support 'Level 1' Improvements:

a. Amend the Development Code to require an additional 10 foot setback for a minimum distance of 250 feet from all major-major arterial and major-collector intersections.

Status: Not completed.

b. Adopt a long-term intersection improvement program and compile a priority listing for inclusion in the next capital improvement bond program.

Status: Listing of intersections completed, prioritization incomplete.

c. Develop and implement an access management program which puts tight controls on driveway location/design, and limits the number of median openings.

Status: Public Works Department responsibility, reviewed during plan review process.

d. Develop a computerized signal system plan and incorporate it in a bond program.

Status: Plan in place, funding source from ISTEA.

2. Work with other jurisdictions on roadway projects that would be mutually beneficial.

a. S.H. 190

b. S.H. 121

c. Tollway Extension (Phase II)

d. LBJ Freeway

e. Frankford

f. Keller Springs

Status: The Department of Planning and Development is implementing this recommendation through several planning efforts (i.e.: Thoroughfare Plan Update, Dallas Parkway Center Study).

3. Undertake a study of the major activity center in the Galleria/Tollway area (Dallas Parkway Area) to determine a proper balance of land use and transportation. Develop traffic management tools in this area to promote:

- a. ridesharing
- b. vanpooling
- c. internal circulation systems/new streets
- d. transit
- e. staggered work hours
- f. parking restrictions
- g. pedestrian circulation
- h. mixed use

Status: The Dallas Parkway Center Study will incorporate these tools. The study has been completed by staff but has not been adopted due to lack of consensus from property owners.

4. Stabilize zoning in the remainder of the Plan area.

Status: Being implemented by the use of the Plan as a guide for zoning changes.

5. Cooperate with suburban communities to:

- a. Exchange land use and transportation data;
- b. Develop traffic impact study guidelines for use by all communities;
- c. Coordinate existing signal systems across city boundaries;
- d. Coordinate thoroughfare improvement programs.

6. Work toward the implementation of the planning policies.

Status: Completed with the adoption of Chapter 51A, and the development of the Growth Policy Plan.

EXHIBIT 2

APPENDIX

ADDITIONAL RECOMMENDATIONS: FROM 1994 UPDATE

1. Development standards such as lower allowable densities, increased Open Space requirements, etc. should be formulated for multifamily developments on a city-wide basis to help ensure quality of multifamily developments in safety and appearance as they age. Building Code and Development Code standards should be raised to require the use of more masonry, screening walls when adjacent to single family districts, air conditioning condensing units to be placed on ground and/or screened, pitched roofs, etc. and to otherwise improve quality and aesthetic appeal of multifamily developments.
2. Crime Prevention Through Environmental Design (CPTED) should be incorporated into the City of Dallas development review process to be used for reviewing multifamily developments and zoning requests pertaining thereto as well as public facilities.
3. There should be improved communication and development review between the City and the various independent school districts in order to better plan for the impact of development on school facilities.
4. Prior to approving changes which would allow residential uses, the city should use the student occupancy rates for residential buildings (both as newly developed and with a view to the impact of such uses in the future as apartment buildings mature) to calculate the true impacts on the school systems.
5. The City of Dallas should strongly discourage any applications for filling in the 100-year floodplains.
6. Dallas should undertake and complete a traffic study so that impact fees can be imposed where appropriate and also not be removed from existing undeveloped PDDs.

7. The property owner(s) of property which is the subject of a City Plan Commission or City Council Authorized Hearing shall be notified in writing by the Department of Planning and Development prior to the decision of the acting body to authorize a hearing. The notification shall state the intent, if known, of the requested hearing authorization.
8. Dallas should implement a program of annual inspections for non-owner occupied residential structures older than 10 years of age.
9. Notice should be given by appropriate agencies (DART, NCTCOG, etc.) to policy bodies in advance of major technical or philosophical changes in any transportation system element.
10. The attached document "The Zoning Rules - Highlights of 51A" should be considered in determining the appropriateness of a zoning classification within a specific land use classification