Garland Road
Land Use and
Urban Design
Study

City of Dallas
Department of
Planning and Development

July 1999
GARLAND ROAD
LAND USE AND URBAN DESIGN STUDY
SAN RAFAEL DRIVE TO NORTHWEST HIGHWAY

City of Dallas
Department of Planning and Development

duly, 1999

Dedicated to Steering Committee Members:

Maxyne Heimgarter
And
Wayne Shipley
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The Garland Road Land Use and Urban Design Study was assigned to the Department of Planning and Development by the City Council as part of the Department's 1997-98 work program.

The Mayor Pro Tem, Mary Poss representing City Council District No. 9, appointed a 17 member steering committee to direct the study effort. The purpose of the steering committee was to guide the study and to maintain communication to and from the neighborhoods and other related interests. Other interested individuals, including commercial property owners from the area, attended the steering committee meetings in order to provide additional input.

Steering committee meetings were held throughout the spring, summer, and fall of 1998 and early 1999. Presentations were made by various departmental representatives to assist the steering committee in formulating recommendations for the study.

The study contains a documentation of existing conditions and a detailed land use and zoning analysis. The urban design component of the study presents design opportunities and proposes improvements to implement them. It is intended that the recommendations in this study will serve as a guide to future improvements and development along Garland Road from the White Rock Lake Spillway to Northwest Highway.
ACKNOWLEDGEMENTS

CITY COUNCIL
District 9: Mary Poss, Mayor Pro Tom

CITY PLAN COMMISSION
District 9: Gary Griffith, Commissioner

STEERING COMMITTEE
Councillor Appointed

CITY DEPARTMENTS
Planning and Development
Raj Sharma, Interim Director
Marcia Stevens, Chief Planner
James M. Prince, Planner

Economic Development
Karl Stundins

Park and Recreation
Debbie Haney

Public Works
Henry Nguyen

And Transportation
Tim Starr

Street, Sanitation and Code Enforcement
Larry Holland
RoddnoJacobs
Ben Lee
I. INTRODUCTION

A. Background: The City Council placed the Garland Road Land Use Study on the 1997-98 work program of the Department of Planning and Development. The directive included an analysis of the land use and zoning relationships.

B. Purpose of Study: The study represents an effort to determine if the existing land use and zoning are compatible with existing conditions, and whether there are non-conforming uses that are not in compliance with the designated zoning districts. The study also recommends improvements to the appearance and identity of the study area. The study area includes the block faces adjacent to Garland Road from the White Rock Lake spillway at San Rafael Drive to Northwest Highway.

C. Study Objectives: The following study objectives were defined:

1. Land use analysis - to determine compatibility with existing zoning districts.

2. Interdepartmental coordination - to include all City departments in the study to provide information and to assist in the recommendation and implementation phases.

3. Neighborhood revitalization strategies - to determine how to improve the study area and make it more attractive for economic growth and development.

4. Right-of-way enhancement recommendations - to determine the most feasible means of improving the edges of the major roads as a way to improve the neighborhood's identity as well as making the whole area a safer place for pedestrian activity.

5. Implementation plan - to ensure that the recommendations are carried out in a timely fashion by the appropriate responsible parties and that the implementation schedule and plan are parts of the final documentation that is approved by the City Council.
D. Study Process/Steering Committee: The planning staff met with neighborhood representatives to develop a process that would ensure that the study was conducted with the maximum amount of public input. To accomplish that element of the study process, a list of steering committee members and stakeholders from the immediate and surrounding neighborhood was developed. The list of members included homeowners and business owner/operators. From the group of identified members, a steering committee was appointed by the City Council member from the council district involved.

The Steering Committee met with city staff to formulate recommendations addressing the objectives of the study. At the steering committee meetings, staff from the various involved departments presented data to assist the committee in making decisions. Issues and recommendations were determined by the steering committee.

The implementation plan, including schedule and cost estimates, was developed in consultation with the involved departments and consists of their respective action plans addressing the issues defined by the committee.

Following the final meeting, the completed study was scheduled for presentation to the City Plan Commission and the City Council.
LAND USE & ZONING ANALYSIS

This section describes existing land use patterns, identifies any nonconforming land uses, and recommends land use policies for the future development and stabilization of the community. A parcel by parcel survey was conducted to assess existing conditions within the study area. The survey reviewed the existing land use patterns, current zoning designations, and a compatibility analysis was performed between current zoning and the existing land uses.

A. Land Use - Within the study area boundaries, land uses include single family, duplex, multifamily residential, institutional (with a significant number of churches), office, commercial, retail, and some vacant land (Maps land 2). The corridor's predominant land uses are comprised as follows: 20% single family; 5% duplex; 3% multifamily; 5% office; 5% institutional; 17% open space; and approximately 45% retail/commercial.

Along Garland Road from San Rafael Drive to Lakeland Drive the predominant land use is large lot single family, overlooking the White Rock Lake Park to the west. From Lakeland Drive to Buckner Boulevard land uses become mixed, including retail, office, multifamily, duplex, and the Dallas Arboretum along the western rights of way of Garland Road. From Buckner Boulevard to Peavy Road, land uses include a mix of neighborhood retail and single family residential properties: The single-family properties do not have access off of Garland Road and generally are fenced, with their back yards facing the corridor. Major retail and office uses are found primarily from Peavy to Jupiter Road. Vehicular sales are the predominant commercial use from Jupiter Road to Northwest Highway. Single family residential uses are buffered from the commercial corridor by the additional rights of way of Gaston Parkway.

B. Zoning -- Within the study area boundaries, zoning classifications follow the existing land uses (Maps 3 and 4). Residential zoning districts include Single Family (R-7.5 CA), (R-10 (A)) and Multi-family (MF-1) and (MF-2). However, the predominate zoning district in the Garland Road corridor is Community Retail (CR). Small pockets of Regional Retail (RR) and Commercial Service (CS) districts are scattered along the roadway between Jupiter Road and Northwest Highway and allow for vehicular sales uses. Also two Planned Development Districts, (predominantly residential) are located south of Buckner Blvd. (Map 3).

The following definitions explain the meaning of the above mentioned zoning districts:

1. R-7.5(A) - allows only single family development on lots that are a minimum size of 7,500 square feet.
Garland Road Land Use and Urban Design Study

MAP 1

CURRENT LAND USE
- Single Family
- Duplex / Townhouse
- Multi-Family
- Retail / Commercial
- Office
- Institutional
- Industrial
- Parks / Open Space
- Vacant

Prepared by the City of Dallas
Department of Planning and Development
Winter 1998
Garland Road Land Use and Urban Design Study
Current Zoning

Prepared by the City of Dallas
Department of Planning and Development
Winter 1998
2. R-10(A) - allows only single family development on lots that are a minimum size of 10,000 square feet.

3. CR Community Retail - allows only community serving retail, office, and personal service uses and limits the height of structures to 54 feet and is intended to be compatible with adjacent residential neighborhoods.

4. CS Commercial Service - allows the same uses as CR with the addition of automobile sales, body shops, engine repair, mini-warehouses, and liquor stores. If outside storage is included, screening is required.

5. RR Regional Retail - allows the same uses as CR and RR, but with higher density development and increased height limitations. As the name indicates, RR is intended to allow retail and commercial uses at a scale which serves a much larger geographic area than CR.

6. PDD Planned Development District - this zoning classification allows a variety of uses determined by the zoning applicant and City of Dallas zoning planners and is used when the particular land use needs for a piece of property are not met by another zoning classification.

C. Land use recommendations - Analysis has shown that the land uses within the study area are in conformance with their respective zoning district regulations as found in the Dallas Development Code. No uses were found to be nonconforming.

The following recommendations are suggested based on the compatibility analysis between existing land uses and current zoning:

1. No changes in zoning within the study area.

2. City of Dallas Code Compliance conduct a code compliance sweep of the area to ensure that code violations are corrected.
D. **Future land use policies** - Future land use policies are based on present knowledge and goals. Any future zoning change requests that deviate from the future recommendations, land use policies, and land use map should be evaluated in accordance with the conditions at that time and the intent of this study. This study should be used as a working document to guide development that is conducive to the improved image and vitality of the Garland Road corridor. The following policies are suggested to help guide future decisions as they will affect land use changes, stability, and neighborhood identity:

1. Encourage the further development of neighborhood-serving retail businesses along the Garland Road corridor.

2. Discourage further encroachment of residential uses into the retail/commercial corridor along Garland Road.

3. Future consolidation of tracts along Garland Road north of Lakeland Drive is acceptable but must have access only from Garland Road.

4. Encourage landscaping and screening of parking areas of new non-residential uses along Garland Road.

5. Any increase in density of residential uses along Garland Road should be discouraged.
III. URBAN DESIGN OPPORTUNITES

Urban design opportunities address the creative and functional design of public spaces which can include anything from streets, sidewalks, lighting, signage, landscape, open space, parks, outdoor art and the connections between private properties and public buildings. It can reinforce an area's ability to create physical and visual connections and the development of a synergy that is functionally, economically and aesthetically compatible. Quality urban design can shape a group of diverse buildings, land uses and outdoor spaces into a cohesive whole that provides neighborhood identity. Various groups from the community and private sectors, to joint public/private partnerships can implement urban design solutions.

The urban design opportunities identified for the study area are physical improvements. The underlying objective in proposing these improvements is to create a positive neighborhood image and support economic redevelopment throughout the Garland Road corridor.

Proposed Urban Design Goals for the study area include:

• Promote a pedestrian environment
• Improve the area's aesthetics
• Improve the relationship between the commercial, institutional and residential areas
• Encourage private sector redevelopment and improvement efforts
• Preserve and enhance the natural environment

A. Existing Conditions

Historical Perspective

Garland Road, (also known as State Highway 78) was designed in the 1950's as a principal arterial connecting the suburban communities to the northeast with the Dallas central business district. The original street rights of way as shown in figure 3, included a 4 lane divided pavement section, with a 15' median, eight-foot paved shoulders and 10 to 16 feet of additional rights of way for storm drainage, lane expansion and landscaping.

In later years the highway was reconfigured to become a six-lane divided roadway with enhanced turn lanes and drainage facilities. However the 32-ft. pavement width was not increased for the additional lanes, creating a precarious driving situation with narrow lanes and a 35 to 40 M.P.H. speed limit.

Typically the State of Texas Highway Department does not include landscaping or sidewalks as part of their standard roadway design and Garland Road is no exception. It is the state's policy that the cost for these types of improvements be incurred by the local governing agency and the City of Dallas could not fund them. Consequently, the treatment of the public rights of way is project specific, resulting in inconsistent, noncontiguous design of improvements.
Visual Appearance

The visual appearance of Garland Road relates directly to the utilization of 10-16 ft. of public rights-of-way by the adjacent property owners. In single-family residential areas, the rights-of-ways are incorporated into manicured front lawns. In the older commercial areas, (before the requirement of Article X of the Dallas Development Code) the public rights-of-ways are paved and used for customer and service parking. This negative image of the street is further emphasized when these paved areas are used to sell cars or as temporary weekend vending markets.

The lack of building code requirements for landscaping, screening, sidewalks and other visual improvements, when the corridor first developed has created an unsightly commercial strip that can be characterized by the following elements:

- Numerous large freestanding signs
- Large expanses of unscreened surface parking
- Few or no pedestrian improvements
- Little or no landscaping of public or private property
- Above ground utilities and overhead lights
- Numerous, closely spaced and poorly delineated driveways and access points
- A general uncoordinated approach to the design, location and planning of various public and private improvements.

It is the intention of proposed urban design improvements to mitigate the negative impacts of past development practices and create a sense of organized structure and space for future development to build upon.
B. Urban Design Framework

The proposed urban design improvements were developed through the active participation of a focus group comprising of steering committee members, area property owners, residents and city staff. The improvements are designed to enhance the "edge conditions" of areas defined by land use and pedestrian activity, landscaping and location conditions, along the entire 4.75 miles of Garland Road. The proposed improvements should be incorporated in the design and construction of future Garland Road intersection and roadway improvements.

Plan Components:

Collectively the urban design concepts as described below are ways to foster the goals of the study area by strengthening and improving the community's image. However these components will need further design input and refinement before they can be developed as specific design proposals.

- **Sidewalks**: Concrete sidewalks should to be constructed with in the public rights of way in areas of high public transit use and pedestrian activity, as connections between residential neighborhoods and neighborhood serving commercial areas.

- **Driveway Modifications and Closures**: As part of any new streetscape design, an analysis of existing driveway use, access, safety and legal requirements should be performed to reduce or relocate the number of curb cuts onto the streets and therefore reduce the number of pedestrian/vehicular conflicts.

- **Pedestrian Pavement Improvements**: Pedestrian crosswalks at the intersections of Oldgate, Lakeland, Peavy, Easton, Jupiter and Barnes Bridge Roads should be improved with stamped colored concrete to identify and strengthen bike and pedestrian connections between adjoining communities.

- **Enhance Intersection Improvements**: The intersections of Peavy, Jupiter and Barnes Bridge Roads should receive enhanced landscaping to identify them as community gateways. The motorist will know that they are entering an area of interest and significance.

- **Street Lighting**: All existing "cobra" head fixtures poles within medians, should be replaced with "shoe box" style, down lighting fixtures to increase lighting levels. New pedestrian level lighting should be added where high pedestrian activity occurs.

- **Benches and Trash Receptacles**: At every major bus stop, the sidewalk pavement should be expanded so that a bench, trash receptacle and queuing area is provided adjacent to the sidewalk.
• **Landscaped Medians**: Existing concrete pavement in medians, over 10 FT in width should be strategically cut out and landscaped with large street trees and groundcover to provide visual and spatial separation between directional traffic flows. Trees should be planted in groups with adequate growth areas, verses individual -spot tree wells

• Landscaped Parkways: In the grassed parkway areas between Garland Road and Gaston Parkway, landscaping should be enhanced to provide screening for residential uses and accent plantings for corridor interest and seasonal color. Landscape design in these areas should include a wider variety of plant materials and planted in a manner to achieve a more natural look.

• **Plant Material**: The planting of street trees is one the most effective ways to achieve visual order within urban corridors while adding natural beauty, shade and seasonal color. Trees should be planted to achieve visual integrity, but not so restrictive as to species so that the corridor becomes boring and repetitive. The sketch below illustrates how trees can be planted to achieve order. It is recommended that three or four large tree species be selected. Alternating groupings of each tree type should then be planted along the corridor to provide interest and scale. All landscaped areas are to be irrigated with an automatic system.

The following is a list of preferred tree types is for the designer's final consideration.

~ Red Oaks  
~ Sweet Gum  
~ Live Oaks  
~ Aristocrat Pear  
~ Crape Myrtle  
~ Cypress  
~ Chinqapin Oak  

Quercus Falcata  
Liquidamber Styraciflua  
Quercus Virginiana  
Prunus spp.  
Lagerstroemia Indica  
Taxodium distichum  
Quercus Muehlenbergii
The location and care of plant material, as illustrated above needs to prevent sign/tree conflicts with adjacent businesses. Locations must ensure that business signs can be adequately seen and that vehicular traffic, especially truck traffic has ample vertical clearance to maneuver. Therefore specified trees should be a minimum of 4-6 inch in caliber and have the ability to be pruned to obtain an eight-foot height visibility.

C. Location and Limits of Proposed Plan Improvements

Garland Road is a diverse corridor with various street and edge conditions representing a variety of existing land uses and traffic needs. To apply a standard streetscape design section to the entire highway would not maximize resources or community benefits. The proposed Typical Improved Road Section, (Figure 4) is representative of how improvements could relate along the corridor. Some areas may not have adequate medians widths for street trees or warrant sidewalk improvements and need to designed according.
The general limits and locations of specific of urban design improvements are illustrated in Figures 3 to 6. They have been grouped per intersection and area, (A to Q) for the purpose of identification, implementation strategies and preliminary cost estimates. The seventeen- (17) areas proposed for improvements include:

A. Median Improvements  
   (San Raphael to Emerald Isle Road)

B. Sidewalk Improvements at the Arboretum

C. Enhanced Pedestrian Crosswalks at Lakeland Dr.

D. Enhanced Pedestrian Crosswalks at Oldgate In.

E. Landscaping Improvements of Gaston Parkway  
   (Emerald Isle to Beachview Rd.)

F. Typical Enhance Bus Stop and Seating Area Improvements

G. Sidewalk Improvements from Buckner Blvd. to Peavy Rd.

H. Pedestrian Crosswalk Improvements at Peavy, Easton and Barnes Bridge Roads

I. Enhanced Landscaping and Sidewalks at the Peavy Rd.  
   Intersection

J. Median Improvements  
   (Alvin Rd. to Lochwood)

K. Enhanced Landscaping at Jupiter Rd. Intersection

L. Enhanced Landscaping at Barnes Bridge Rd. Intersection

M. Sidewalk improvements from Alvin to Barnes Bridge Rd.

N. Landscaping Improvements of Gaston Parkway  
   (Holt Rd. to Northwest Highway)

O. Median Improvements  
   (Barnes Bridge Rd. to Northwest Highway)

P. Improved Street Lighting (Entire length of roadway)

Q. Additional Pedestrian Lighting
Garland Road Land Use and Urban Design Study

Urban Design Opportunities

C Enhanced Pedestrian Crosswalks (Lakeland Intersection)

B Sidewalk Improvements at Arboretum

Dallas Arboretum

A Median Improvements (San Rafael to Emerald Isle)

White Rock Lake

Prepared by the City of Dallas
Department of Planning and Development
Winter 1998

Fig. 3
Garland Road Land Use and Urban Design Study

Urban Design Opportunities

Fig. 4

Prepared by the City of Dabs
Department of Planning and Development
Winter 1998
Garland Road Land Use and Urban Design Study

Urban Design Opportunities

- **Median Improvements**
  - Alvin 5th to Lockwood

- **Enhanced Landscaping**
  - of Jupiter Rd.
  - Intersection

- **Enhanced Landscaping**
  - of Barnes Bridge Intersection

- **Enhanced Pedestrian Crosswalks**
  - (Peavy, Easton, Jupiter, and Barnes Bridge intersections)

- **Sidewalk Improvements**
  - (Alvin to Barnes Bridge)

- **Sidewalk Improvements**
  - From I3uckner Blvd. to Peavy Rd.

*Fig. 5*

Prepared by the City of Dallas
Department of Planning and Development
Winter 1998
Garland Road Land Use
and Urban Design Study
Urban Design Opportunities

N  Landscaped
Parkway Improvements

O  Median Improvements
(Barnes Bridge to Northwest Highway)

Fig. 6

Prepared by the City of Dabs
Department of Planning and Development
Winter 1998
IV. IMPLEMENTATION STRATEGIES

The transformation of the urban design goals for Garland Road into physical reality is dependent on the continued efforts of the neighborhood residents, property owners, local businesses, interest groups and public institutions. The formation of public/private partnerships, including private resources and funds with public support for infrastructure improvements will provide a structure for implementation and physical change throughout the corridor.

These public/private partnerships would also ensure better quality of improvements, savings of resources, as well as monitoring the community's goals. The extent and level of physical improvements is always greater when public agencies are in concert with local businesses and neighborhoods and are not acting in isolation. For that reason the success of the various implementation efforts will be a direct reflection on the private and public partnerships formed.

A. Costing of Improvements

The variety of infrastructure improvements proposed in the 17 improved areas allows a flexible framework for implementation. Collectively these proposals contribute to a larger vision of the area, however each proposal individually offers solutions to a specific corridor problem and could be implemented separately contingent on funding opportunities.

Listed on the following pages are preliminary cost estimates for each proposed infrastructure improvement identified in the urban design opportunities section. The cost estimates are preliminary and general. The actual costs for each improvement will be based on contract documents that will be developed during the design development phase of implementation. The preliminary estimates may vary as much as 30% from actual costs, depending on final design scenarios.

The estimates are based on current costs provided by the Public Works Department and from other streetscape projects recently built within the City. The concept drawings have been prepared as a general indication of values and should be used for discussions regarding priorities, partnerships, resources, design considerations and the framework for future improvements. The concept drawings do not constitute a commitment on the city's part to implement them.
## Garland Road Land Use and Urban Design Study
### Conceptual Cost Estimate

<table>
<thead>
<tr>
<th>Component</th>
<th>Urban Design Improvements</th>
<th>Cos Descriptions</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Median Improvements (San Raphael to Emerald Isle)</td>
<td>10 Cut-outs per block, with 2 trees and groundcover per cut-out.</td>
<td>$180,000</td>
</tr>
<tr>
<td>B.</td>
<td>Sidewalk Improvements at Arboretum</td>
<td>1,5001.f. - 5 ft. wide</td>
<td>$45,000</td>
</tr>
<tr>
<td>C.</td>
<td>Enhanced Pedestrian Crosswalks at Lakeland Dr.</td>
<td>Lakeland Intersection</td>
<td>$60,000</td>
</tr>
<tr>
<td>D.</td>
<td>Enhanced Pedestrian Crosswalks at Oldgate Lane</td>
<td>Oldgate Lane</td>
<td>$60,000</td>
</tr>
<tr>
<td>E.</td>
<td>Landscaping of Gaston Parkway</td>
<td>50 Trees, 200 shrubs and grass</td>
<td>$75,000</td>
</tr>
<tr>
<td>F.</td>
<td>Enhance Bus Stop and Seating Area by DART. Provide pavement</td>
<td>Shelter, bench and receptacle</td>
<td>$5,000</td>
</tr>
<tr>
<td>G.</td>
<td>Sidewalk Improvements (Buckner to Peavy Road - both)</td>
<td>5,0001.f. with 5 ft. width</td>
<td>$90,000</td>
</tr>
<tr>
<td>H.</td>
<td>Pedestrian Crosswalk Improvements (Peavy, Easton, Jupiter Barnes Bridge)</td>
<td>Peavy Intersection-$60,000 Easton Intersection - $60,000 Jupiter Intersection - $80,000 Barnes Bridge Inter. - $60,000</td>
<td>$260,000</td>
</tr>
<tr>
<td>I.</td>
<td>Enhance Landscaping/Sidewalks Peavy Intersection</td>
<td>Sidewalks- $10,000 Landscaping-Trees, shrubs and grass - $40,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>J.</td>
<td>Median Improvements (Alvin to Lochwood)</td>
<td>10 Cut-outs with 2 trees and groundcover per cut-out. 10 @ $3,000ea.</td>
<td>$30,000</td>
</tr>
<tr>
<td>K.</td>
<td>Enhance Landscaping Jupiter Intersection</td>
<td>Landscaping - Trees, shrubs and grass-$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>L.</td>
<td>Enhance Landscaping Barnes Bridge Intersection</td>
<td>Landscaping - Trees, shrubs and grass-$40,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>M.</td>
<td>Sidewalk Improvements (Alvin to Barnes Bridge)</td>
<td>3,5001.f. - 5 ft. wide</td>
<td>$110,000</td>
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<tr>
<td>N.</td>
<td>Landscaping of Gaston Parkway (Holt Rd. to Northwest Highway)</td>
<td>50 Trees, 200 shrubs and grass</td>
<td>$75,000</td>
</tr>
<tr>
<td>O.</td>
<td>Median Improvements (Barnes Bridge to Northwest Highway)</td>
<td>55 Cut-outs with 2 trees and groundcover per cut-out. @ $3,000a.</td>
<td>$165,000</td>
</tr>
<tr>
<td>P.</td>
<td>Improved Street Lighting (Entire length of roadway)</td>
<td>3 million - existing conditions. 1.5 million if done with median</td>
<td>$3,000,000 (1,5000,000)</td>
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<tr>
<td></td>
<td>Improved Street Lighting at Pedestrian Locations</td>
<td>ditional lights @ $5,000 ea.</td>
<td>$40,000</td>
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Sub-total: $4,325,000
to
$2,825,000
10% Contingency $432,500
Total Range: $4,757,500
to
$3,107,500
B. Implementation Strategies

Potential funding resources to complement neighborhood commitments include Federal, State, County, and City funding programs, as well as grants from private and other non-profit foundations. In reality, the construction of the improvements may require the use of more than one source of funding. For example, matching local funding is required with many of the federal grant programs. The financial burden for construction and maintenance of the improvements can be shared by several entities - both in the public and private sectors.

The following section outlines financial mechanisms and sources that could be considered to support infrastructure improvements in the study area. The options range from public sector funding to community-generated resources.

The Garland Road Land Use and Urban Design Study does not offer any commitments from any of the potential sources listed nor does it recommend any one source or method to raise revenues. The sources and financing mechanisms have been listed as a reference and to generate discussion and support within the community.

Potential Financing Mechanisms

<table>
<thead>
<tr>
<th>Federal Programs</th>
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<td>Improvement District</td>
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<td>Build/ Improve and Operate Transfers (Lease)</td>
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### GARLAND ROAD LAND USE AND URBAN DESIGN STUDY

<table>
<thead>
<tr>
<th>Potential Funding Source</th>
<th>Nature of Revenue Source</th>
<th>Potential Funding Programs</th>
</tr>
</thead>
</table>
| **Federal Programs**     | Development Funding, Grants and Matching Funds | * Future ISTEA phases - CMAQ funds,  
- Surface Transportation Program (STP) funds  
* Federal Transit Administration (FTA)  
Livable Communities Initiative |
| **State Programs**       | Grants and Matching Funds | * STEP Programs (federal funding competition to be nominated by NCTCOG)  
* Texas Department of Transportation (TXDOT) Landscaping Cost Sharing Program  
*Texas Forest Service Grant for street tree funding with the City of Dallas  
* Texas Commission for the Arts to fund open space design and the use of art |
| **County Funds**         | Grants and Matching Funds | * Matching funds for Federal and State programs  
* County Bond Program |
| **City Funds**           | Area Development, Improvement and Repair Funds | * City Bond Program for specific projects  
* Operation and Maintenance  
* Tax Abatement for new projects  
*Reforestation Program for street tree planting  
*Community Development Block Grants for street improvements |
| **Concessions**          | Development of specific amenities | *Amenities developed/improved with public or private revenue sources and operated by a concessionaire. Concessionaire fees to pay for development of improved amenity. Redevelopment revenues generated through concessionaires. |
| **User Fees**            | Maintenance and operating costs for specific amenities | * User fees for amenities such as parking could potentially generate revenues for maintenance costs. |
| **Improvement District** | Area Redevelopment | * Additional fees or taxes levied on properties to generate revenues for area redevelopment. Redevelopment financing by property owners. |
| Grants from non governmental and civic organizations | Development of specific amenities | *Limited financial grants/matching funds from organizations that include:  
- The Meadows Foundation |
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<td>Funding Support by Corporations</td>
<td>Development of Specific amenities</td>
<td>*Limited financial grants/matching funds from corporations that include:</td>
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<td>Collections/ Fund Raising</td>
<td>Development of specific amenities</td>
<td>* Funds raising by neighborhoods for the development of specific amenities.</td>
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V. COMMUNITY IDENTIFIED ISSUES/RECOMMENDATIONS

The following discussions are the issues that were identified by the Steering Committee members and followed by the action plan that actually becomes the implementation plan. They are sorted according to the particular City of Dallas department that will be responsible in addressing the issues.

A. Economic Development Issues - The major issue related to economic development is the ability to attract new businesses to the area. In order to attract these new businesses, traffic improvements need to be made to the infrastructure to make it more desirable.

1. Action Plan - The Economic Development Department (EDD) offers several incentives and programs that can help an area be more attractive to development and new businesses. EDD suggests that community representatives meet with City staff to review the options and explore the most feasible alternatives. City staff is also available to provide details regarding exactly how each program works and its long term ramifications. The available alternatives are:

a. Tax abatement - Commercial Zone "C": For projects creating or retaining at least 250 jobs or having a minimum investment of 20 million dollars, there is a 25% abatement for 5 years on added real estate or a 25% abatement for 5 years on net new business personal property.

b. Development Coordination: EDD offers a service to businesses in acquiring necessary permits, licenses, certificates of occupancy, etc.

c. Tax Increment Financing District (TIF): A City Council approved district where taxes generated by new commercial development are put back into the area in the form of capital improvements, thereby making the area more attractive to additional new development.

d. Public Improvement District (PID): A City Council approved district where all property owners pay an added amount of property tax to be used for improvement of services.

e. Site Search Assistance for Commercial Properties: EDD will assist businesses in finding appropriate sites for new locations.
f. Dallas Northeast Alliance for Economic Development: EDD and this Alliance have produced an informational directory containing helpful data about the northeast part of Dallas which serves as a means of promoting the area for development.

B. Public Works Issues - The Department of Public Works and Transportation is responsible for the construction of new streets, curbs and gutters, sidewalks, and street lighting. The issues along Garland Road that relate to Public Works are new sidewalks, curbs and gutters along Garland from Buckner to Peavy; road surface improvements at the Buckner/Garland intersection, and a general improvement of street lighting within the whole study area.

1. Sidewalks Action Plan - The methods of acquiring sidewalks for any permanently improved roadway are:

   a. Property owner petition
   b. School Children Safety Committee recommendation
   c. Property owners construction
   d. Future bond program

   The Public Works Department requested a school children count in April of 1998 for the area along Garland Road between Buckner Boulevard and Peavy Road. The count was conducted on April 23, 1998 and April 24, 1998, in both the a.m. and p.m. hours. The results showed only one student walking in this area. Based upon this result, on September 9, 1998, the School Children Safety Committee recommended no sidewalk construction for this area. This decision does not preclude new sidewalks; it simply eliminates one of the alternative ways to achieve them.

2. Street Lighting Action Plan - Mr. Jim Jaynes, Street Lighting Manager for the Department of Public Works and Transportation, inspected the study area and found that two existing street lights were not working and two were partially blocked by trees. Mr. Jaynes has reported these issues to TU Electric and to the Park and Recreation Department for repair and tree trimming respectively. Mr. Jaynes also stated that two or three additional street lights will be designed and installed as soon as possible.

3. Surface Improvement Action Plan - Surface improvements will be made by Public Works when funding is available. Minor improvements may be funded from operating budget if Public Works determines that they are urgently needed. Otherwise the improvements would be funded as part of the next bond program. The steering committee recommends that at major intersections along Garland Road, new surface treatments such as brick crosswalks be added.
4. **Turn Lanes Action Plan** - Public Works/Transportation has already begun the process of planning the addition of turn lanes along Garland Road. The plans have been prepared and federal funding can be made available if the plans are approved. The steering committee recommends that as part of this plan, new landscaping be added to the project's budget in order to achieve a more aesthetically appealing and unified character to the study area. If additional design criteria are added to the project, then additional funding will be required from sources other than federal funds.

5. **Landscaping and Lighting Enhancements** - The City of Dallas should request the Texas Department Transportation (TXDOT) to provide landscape and lighting enhancements to the Garland Road CMAQ Improvement Program. TXDOT should also be asked to include in the same program paving enhancements on Garland Road such as brick pavers, modified paving patterns and feature strips at the major intersections such as Peavy Road, Buckner Boulevard, Old Gate Lane, Easton Road, Jupiter Road, and Northwest Highway.

6. **Possible Widening of Garland Road** - The City of Dallas should not widen Garland Road to increase the number of traffic lanes to the existing right-of-way (r-o-w). The parkway between the r-o-w lines and the existing curb lines must be retained for landscaping and other beautification programs. More traffic lanes could also increase traffic congestion.

7. **Traffic Control Boxes** - The City should replace the existing traffic signal control boxes with smaller, more compact boxes to house the equipment of comparable size.
C. Streets, Sanitation, and Code Enforcement Issues - The only major issue related to the Department of Streets, Sanitation, and Code Enforcement is the need for increased code enforcement both for structures and for weed and litter control.

1. Code Enforcement Action Plan - Code Enforcement staff members are aware of the issue and have scheduled a more intense check of the area already as a result of citizens and council representative requests. Staff also stressed to the Steering Committee the importance of citizen awareness and follow-up reporting to the City. The main element of this action plan is for the property owners to be very diligent in noticing and reporting violations. In addition, the city council has been asked to allocate funding for additional code enforcement officers in the new budget. This would help the staff to be more responsive to everyone.

A recent inspection of the study area showed the following results:

a. 7600-7800 blocks Garland Road - Except for the two locations listed, a field tour revealed no code violations in the 7600-7800 blocks of Garland Road.

b. 7710 Garland Road - The tenant moved out, and the inspector re-issued a Notice of violation to the property owner.

c. 7815 Garland Road - The owner has applied for a Certificate of Occupancy.

d. 8100 Garland Road - The high weeds were cut and removed.

e. 8548 Garland Road - No obstruction; the vegetation has been trimmed.

f. 8617 Garland Road - The high weeds were cut and removed.

g. 8618 Garland Road - The illegal signs were removed; no other violation was observed.

h. 8626 Garland Road - The illegal signs were removed; no other violation was observed.

i. 8701 Garland Road - No obstruction was observed.

j. 8726 Garland Road - The vehicles are operable.
k. 9004 Garland Road - Permit # 9707011017 was obtained; no other violation was observed.

l. 9025 Garland Road - The high weeds were cut and removed.

m. 9026 Garland Road - The illegal storage was removed.

n. 9028 Garland Road - The illegal storage was removed.

o. 9035 Garland Road - The illegal sign was removed.

p. 9200 Garland Road - Visibility obstruction; high weeds on the right-of-way. A Notice of Violation was re-issued to the owner of the correct address at 9207 Angora Street.

q. 9600-9800 Garland Road - High weeds and vegetation on right-of-way. This case was referred to Street Operations for investigation and response.

r. 10011 Garland Road - No auto sales were observed, and the illegal sign was removed.

s. 10014 Garland Road - No illegal auto sales were observed.

t. 10019 Garland Road - The illegal sign was removed.

u. 10030 Garland Road - The illegal signs were removed. A Notice of Violation was issued to the property owner for operating without a Certificate of Occupancy.

v. 10222 Garland Road - The dumpster was removed.

w. 10305 Garland Road - No auto sales were observed at the time of inspection.

x. 10425 Garland Road - The illegal signs were removed.

y. 10611 Garland Road - The illegal sign was removed.

z. 10630 Garland Road - The illegal sign was removed.

aa. 10707 Garland Road - The illegal sign was removed.

bb. 10715 Garland Road - The light glare was removed.
cc. 10740 Garland Road - The illegal sign was removed; a Notice of Violation was issued to cut and remove the high weeds.

dd. 10915 Garland Road - The illegal sign was removed.

ee. 11000 Garland Road - The illegal sign was removed.

ff. 11214 Garland Road - A citation was issued for failure to remove the illegal storage and junk motor vehicle.

gg. 11220 Garland Road - The high weeds were cut and auto sales were not observed at the time of inspection.

hh. 11224 Garland Road - The illegal sign was removed.

ii. 11225 Garland Road - A verbal Notice was issued to the manager to remove the illegal storage.

jj. 11445 Garland Road - The illegal sign was removed.

kk. 11606 Garland Road - The illegal sign was removed.
G. Miscellaneous Issues - Several issues were defined that do not relate to a particular city department, but are of concern to the property owners. The issues relate to the image and the general improvement of the area. The overall appearance of the area needs to be better to encourage new development and improve the existing business environment.

1. Image Improvement Action Plan - Property owners must assume a very active role in keeping their residences and businesses in the best of condition. In addition, neighborhood and business organizations can collectively improve landscape materials on private properties by helping to fund the projects as well as physically make the improvements. The City of Dallas also can provide some assistance to such organized group efforts. The main element of this action plan is diligence by the residents, business operators, and churches to actively help each other make the area more attractive and desirable. The action plans by various city departments provided in this document will help by providing better infrastructure and services. The long term results will be dependent on community efforts.

V. CONCLUSION - Garland Road, from San Rafael Drive to Northwest Highway is a major commercial corridor with a diverse mix of land uses. These land uses include retail/commercial, office, residential, and institutional and are conforming to their respective zoning designations.

The corridor cuts through stable residential communities that recognize this roadway as the front door to their community. These neighborhoods want to improve Garland Road to establish a stronger and more identifiable presence with the roadway. Vacant structures, lack of urban design amenities and inadequate code enforcement, only serve to reinforce a negative image.

The participants of this study have concluded that the area has an excellent base to build on its existing zoning and land use. There are needed infrastructure improvements in the form of streets, sidewalks, landscaping and curbs and gutters to provide better vehicular circulation and access to the community. The community’s general objective is to attract new development so that the local economy is improved and the community’s neighborhood retail needs are served. The City should consider the development of uniform design standards for all future signage, street lighting, and landscape improvements.
Once the needed infrastructure improvements are made, the property owners, business operators, and residents of the area must continue to work together in order to maintain and promote good development along of the corridor. The implementation of the proposed urban design concepts would strengthen the communities' foundations and serve as mechanisms to come together and focus on neighborhood goals and issues. The City of Dallas will continue to work with the business and residential communities to support this vision so that the corridor's full potential can be actualized.