Vickery Meadow Improvement District Future Redevelopment Study
vickery meadow improvement district
future redevelopment study
April 17th, 2009
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JHP was commissioned to create a future redevelopment study for the Vickery Meadow Public Improvement District.

Bordered by Greenville Ave., Northwest Highway, Walnut Hill Ln., and Fair Oaks Park, the Vickery Meadow district is a premium location, with easy access to Central Expressway, I-635, downtown, and the DART red line. This study analyzes the current conditions of the Vickery Meadow Improvement District and suggests approaches for redevelopment, breaking the district down into:

NEIGHBORHOOD CONCEPTS
Neighborhoods are defined as key areas within the Vickery Meadow Improvement District. These areas include:
North Parcels
Park Lane TIF
Premium Service Area
At a macro-view, recommendations are made for variety of retail, housing, and green space options. Each level of land use is strategically placed to create an appropriate transition in scale, density, and use. The North Parcels and the Park Lane TIF have undergone extensive planning and investment. Due to efforts in these neighborhoods, we focused our analysis and design on the Premium Service Area.

NODES
Each neighborhood have key nodes where a hub of activity occurs. The Premium Service Area’s nodes are:
Five Points
Pineland & Fair Oaks
Vickery Meadow Learning Center
To support this activity, a mix of uses is recommended, including retail, residential, and institutional. Additionally, a mix of housing typologies and a focus on the connections to the DART light rail stations in the form of transit oriented development are emphasized to support various income levels.

DESIGN GUIDELINES
Design guidelines, in the form of street sections and streetscape improvements, are recommended to incrementally improve the Vickery Meadow district.

A strategic approach to redevelopment at all levels of scale may allow the district to become a safe and accessible community that people from various backgrounds can thrive in.
Vickery Meadow, a diverse neighborhood that a range of families call home. The community of Vickery Meadow is supported by the Vickery Meadow Management Corporation (VMMC), a 501(c)3 non-profit organization that oversees the Vickery Meadow Improvement District (VMID). The VMID organization was formed in 1993 to enhance the quality of life for Vickery Meadow residents, and thereby stabilize the values of real property and real property improvements within the District. VMID, in collaboration with residents and area stakeholders, remains committed to making Vickery Meadow a “healthy community”.

Vickery Meadow is the ideal location for residents who want convenient access to downtown, SMU, major health care facilities, employment opportunities and diverse retail offerings. Vickery Meadow also boasts two DART light rail stations, numerous DART bus stops, three elementary schools, one middle school, one high school, and a learning center. Vickery Meadow also provides easy access to some of Dallas’ best recreational facilities, including Fair Oaks Park, a large, multi-use city park that features playgrounds and ball fields. White Rock Lake and the Dallas Arboretum are each just a short drive from Vickery Meadow. Vickery Meadow is arguably Dallas’ best real estate bargain south of Interstate 635. The area’s central location, proximity to jobs, health care and transportation, as well as the landscape make it a highly desirable community. Over the past decade, trends have shown rapid growth and rising real estate prices in North Dallas and more recently in Downtown, Uptown, and Deep Ellum. With its convenient location and opportunity for investment, Vickery Meadow is an excellent value for residents, businesses, and investors.

The Vickery Meadow Improvement District’s mission is to provide a safe, appealing neighborhood for families, businesses, and property owners; thereby, improving the quality of life for everyone in Vickery Meadow. The District is committed to providing special supplemental services relating to advertising, promotion, health and sanitation, public safety, security, business recruitment, economic development, and recreation. Vickery Meadow is a community with a heart and soul not often found in multifamily neighborhoods. With major commitments from both the public and private sectors, Vickery Meadow is on the verge of becoming a model urban community. Over 30 of our community partners provide resources to residents of Vickery Meadow on a regular basis. We know that healthy families make healthy communities and that healthy communities make for healthy cities. The Vickery Meadow Improvement District, the City of Dallas, the Dallas Independent School District, Presbyterian Hospital of Dallas, and our numerous community partners are committed to keeping the families of Vickery Meadow safe, educated, and healthy.
The following words refer to the definitions provided below for this study:

- **Community**: A feeling of togetherness and wholeness generated by positive social interaction.
- **District**: A defined area which includes neighborhoods and nodes.
- **DART**: Dallas Area Rapid Transit, specifically the DART light rail unless otherwise indicated to include the bus system.
- **Neighborhood**: A specific area within the Vickery Meadow Improvement District that has its own prominent identity within the district. The three defined neighborhoods are the North Parcels, the Park Lane TIF, and the Premium Service Area.
- **Nodes**: Key intersections or points of interest within the neighborhoods where predominant activity is focused on in the neighborhood. The nodes specifically mentioned in this document are Five Points, Pineland and Fair Oaks, and the Vickery Meadow Learning Center.
- **TIF District**: Tax Increment Financing District, a specifically defined district within the Vickery Meadow Improvement District that uses future gains in taxes to finance current public improvement projects. These improvements will generate the gains over time and increase the value of surrounding real estate.
- **VMID**: The Vickery Meadow Improvement District, roughly bounded by Greenville Avenue, Northwest Highway, Royal Lane, and Fair Oaks Park.
Introduction

Future Redevelopment Study
Located roughly in what is now the intersection of Greenville Avenue and Park Lane, Vickery, TX was established in 1850 by brothers John J. and William Jenkins as a small farming community, remote from the hectic business center of Dallas, on land grants from W. Jenkins, D. Barrow, N. McGraney, and W.P. Wyche. Among the four square miles of rolling terrain, the small community was comprised of little more than farms, dairies, and horse stables. The town center was established by John Vickery just before World War I and received its post office in 1912, which remained active until the early 1990's. The area blossomed to 200 inhabitants and boasted six food and drug stores, four automobile repair shops, three churches, a bank, a cotton gin, a dining hall, and a public school within its first decade. Over the next 80 years, the population fluctuated until Dallas annexed the community in March 1945.1

The Vickery area grew into a leisure getaway from the ‘urban scene’ of Dallas with the establishment of the Vickery Pool and the Vickery Amusement Park, as well as miniature golf area. Now a memory, “[t]he 28-acre park at 7400 Greenville featured shaded trees and a softball diamond and billed itself as ‘Where the Country Begins.’”2 Today, only two of the original buildings remain; The Vickery Feed Store, which now houses The Great Outdoors sandwich shop; and The Filling Station which later became a restaurant of the same name that has since closed.
The creation of the Village apartment district south of Northwest Highway established a haven for singles in the 1970’s and the trend began to spread northward into Vickery Meadows as developers quickly grasped onto the craze and built more apartments primarily for white-collar singles. The design of the district mirrored the resident type; most of the apartments in the area are studios or one-bedrooms. There are very few two-bedroom apartments and streetscape design was focused on the driver as opposed to the pedestrian, with few sidewalks. Each apartment complex internalized their amenities, and as a result, the district lacks any significant public open space. The ‘singles craze’ fizzled in 1988 when the federal government amended the Fair Housing Act making it against the law to discriminate against families. Coupled with the recession of the late 1980’s, the hastily built apartments began a period of transition. Originally designed for 29,000 residents, the community ballooned to 53,000 at its largest, shifting from young singles to migrant workers and refugees, many coming from Bosnia, sub-Saharan Africa, as well as Central America, which, as a result, nearly doubled the area’s Hispanic population. As the singles moved out, large families took over the
studio and one-bedroom apartments, reinforcing the cramped quarters in the district.

Since the shift, crime, drugs, prostitution, and theft became every day occurrences with the dense conditions with the current total of 35,000 people living in the 3.5 square miles of Vickery Meadow. A district not originally designed for children, the demographic shift resulted in a school children population reaching 15,000. The lack of sufficient sidewalks has burdened the district's pedestrian's, particularly the children walking to and from school. In 2002, the Dallas Independent School District passed a bond election totaling $1.37 billion which included funding to build four new schools in the area; one elementary school, one K-8 school, and one high school; therefore relieving the over-burdened Jill Stone Elementary, located in the southeastern quadrant. The school sites resulted in the demolition of approximately 1100 under performing apartment units. The investment in education sparked additional initiative to clean up the crime and drugs while putting an emphasis on strengthening the community.\(^3\)

1  Dallas Morning News, August 3, 1975, November 18, 1979, August 5, 1991
2  Zwirko, Walt / Dallas Web Staff, Belo Interactive, 2004
The goals of the redevelopment efforts should be:

1. To provide better circulation throughout the district
   This can be achieved by:
   • Creating smaller blocks
   • Establishing a coherent system of roads and streetscapes

2. To establish a mixed-use redevelopment
   This can be achieved by:
   • Designating specific locations for retail and office in designated nodes
   • Provide a mix of housing types, including residential over retail, townhouses, and work force housing options

3. To link the Vickery Meadow Improvement District to the DART rail stations
   This can be achieved by:
   • Creating a safe pedestrian connection across Greenville Avenue with wider sidewalks, streetscape improvements, and slowing traffic at key intersections
   • Building mixed-use density along Greenville Avenue to establish Transit Oriented Development
4. To provide accessible open space to the district
   This can be achieved by:
   • Designing pocket parks and neighborhood parks within the neighborhoods and nodes
   • Connecting Fair Oaks Park with a trail by retrofitting the existing abandoned train tracks that run along the edge of the park

5. To create district and neighborhood identities
   This can be achieved by:
   • Implementing consistent and uniform streetscape amenities such as banners, lighting, benches, and bus shelters
   • Focusing on the elements that make the neighborhoods and district unique from the rest of Dallas
Social Landscape

Future Redevelopment Study
Historically, the Vickery Meadow Improvement District was a village outside the city boundaries. In 1940, the population density of the area was between 50 to 200 people per acre and increased to an average of 7000 people per acre by 2000. According to the *forwardDallas* report, the Hispanic population of Vickery meadow increased from 16% to 54% over the period 1990 to 2000. The overall population is unique as it has a significantly higher foreign born population than the rest of the city of Dallas as well as a significantly higher percentage of rental units.

Since 2000 the number of housing units have declined while the population increased leading to over crowding and increased crime. However, in response to the community development initiatives undertaken by the Vickery Meadow Improvement District total yearly incidents of crime have decreased since 2003. The total number of housing units decreased by 26% over the period 2000-2007 as large multi-family apartment complexes were demolished.

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**Source:**
2004/2005 & 2007 data: Vickery Meadow Improvement District
1990 & 2000 data: US Census Bureau
Crime statistics: vickerymeadow.org

**Note:** The 2007 population count has been calculated using the average household size in Texas as per the 2000 census (2.74) multiplied by the total units (1080) in Timbercreek to be demolished in 2007. The 1990 figures have been calculated using data for census block groups 1&2 for census tract number 78.17 instead of census tracts 78.18 and 78.19 used for the 2000, 2004/05 and 2007 counts.
Over a ten year period:
• 37% of the White population migrated out
• 38% of the Hispanic population migrated in
• The Black and Asian populations stayed nearly constant

Source: forwardDallas
Over a ten year period:
- The higher education level dropped 12.9%
- The poverty rate increased by 16.7%

Design Implications:
- Emphasize educational opportunities, especially life-long learning through the Vickery Meadow Learning Center
- Create employment sector through commercial land uses and construction opportunities

Source: forwardDallas
Over a ten year period:
• Transit commutes increased 6.54%
• Foreign born population increased 34.9%

Design Implications:
• Create safe and accessible transit stations and bus stops
• Provide opportunities for the various demographics to interact and learn from each other

Source: forwardDallas
In the year 2000:

- The renter-occupied population is 38.5% higher in the Vickery Meadow District than in the entire city of Dallas.
- The renter-occupied population is 90.6% percent higher than the owner-occupied population within the Vickery Meadow district.

**Design Implications:**

- Provide a variety of housing types that include both for-sale and rental units.
- Emphasize job training and employment as a means to home ownership.

**Source:** forwardDallas
Over the years:
- The population has significantly grown from a few hundred people to 53,000 people
- The surrounding areas began their boom between the 1960's and 1970's and have continued to grow since
Population: 7,319 people
Median Age: 25.8
Average Household Size: 2.72 people
Average Family Size: 3.57 people
Occupied Housing Units: 2,695
Vacant Housing Units: 222
Employed: 3,208
Unemployed: 328
Median Household Income: $25,690
Percent Below Poverty: 28.3%
Median Rent: $448
Median Year Structure was built: 1975
Median Commute Time (minutes): 25.5

*Note- Census Tract 78.06 (between Central Expressway and Greenville Avenue, running north past Royal Lane) is not including in the following Census Tract studies due to the number of units that have been torn down since 2000. The data represented on the U.S. Census bureau is significantly out of date for Census Tract 78.06.
Vickery Meadow Improvement District

Social Landscape

2000 Census Tract 78.16

Population: 9,598 people
Median Age: 26.7
Average Household Size: 2.29 people
Average Family Size: 3.19 people
Occupied Housing Units: 4,186
Vacant Housing Units: 478
Employed: 5,104
Unemployed: 423
Median Household Income: $28,481
Percent Below Poverty: 19
Median Rent: $499
Median Year Structure was built: 1977
Median Commute Time (minutes): 30.1

Commuting to Work

- 3,224 drove alone
- 1,057 carpooled
- 560 walked
- 64 other means
- 85 worked at home

Occupation

- 1,615 Sales and Office
- 769 Construction
- 667 1,168 management, professional
- 560 production, transport, material moving
- 1057 carpooled
- 769 Construction
- 876 Service
- 9 agriculture

Map of Vickery Meadow PID, VM TIF District, and Premium Service Area.
Population: 7,874 people
Median Age: 26.3
Average Household Size: 2.72 people
Average Family Size: 3.53 people
Occupied Housing Units: 2,834
Vacant Housing Units: 323
Employed: 3,571
Unemployed: 207
Median Household Income: $24,880
Percent Below Poverty: 25%
Median Rent: $549
Median Year Structure was built: 1976
Median Commute Time (minutes): 40.6

Commuting to Work
- 1,569 drove alone
- 1,136 carpool
- 593 public transport
- 102 walked
- 54 other means
- 26 worked at home

Occupation
- 1,081 Service
- 793 Sales and Office
- 786 Construction
- 498 Production, transport, material moving
- 413 Management, professional

Social Landscape
2000 Census Tract 78.18
Social Landscape

2000 Census Tract 78.19

Population: 4,027 people
Median Age: 26.6
Average Household Size: 1.94 people
Average Family Size: 2.98
Occupied Housing Units: 2,074
Vacant Housing Units: 310
Employed: 2,283
Unemployed: 196
Median Household Income: $25,843
Percent Below Poverty: 24.8%
Median Rent: $584
Median Year Structure was built: 1974
Median Commute Time (minutes): 26.7

Commuting to Work:
- 1,554 drove alone
- 277 carpooled
- 273 used public transport
- 50 walked
- 25 used other means

19 worked at home

Occupation:
- 635 management, professional
- 334 construction
- 737 sales and office
- 419 service

Location:
- Vickery Meadow PID
- VM TIF District
- Premium Service Area

Map showing locations and data points such as roads and housing units.
Claritas, at market research company has defined the zip code 75231 into 5 predominant social groups. According to the Claritas website, the company provides “up-to-date demographic data and target marketing information about the population, consumer behavior, consumer spending, households and businesses within any specific geographic market area in the United States,” (claritas.com). Although the information is not further divided into smaller segments, such as the Vickery Meadow district, the information provided gives a rough idea of the types of general consumers and residents in and around the district. This information can help to improve the district by adding amenities and services that are useful to the existing and future markets.

**Urban Elders**
- Urbanity: Urban
- Income Group: Downscale
- Household Income: $23,834
- Income Producing Assets: Below Average
- Age Range: 55+
- Presence of Kids: Mostly without kids
- Home-ownership: Renters
- Employment: Mostly Retired
- Education: Some high school
- Ethnic Diversity: White, Black, Asian, Hispanic
- Eat fast food burgers
- Buy gospel music
- ABC World News Now TV
- Daytime TV
- Toyota Corolla

**Big City Blues**
- Urbanity: Urban
- Income Group: Lower-Mid
- Household Income: $30,488
- Income Producing Assets: Low
- Age Range: Under 55
- Presence of Kids: Family mix
- Home-ownership: Renters
- Employment: WC, service, mix
- Education: Some high school
- Ethnic Diversity: White, Black, Hispanic
- Buy Spanish/Latin music
- Eat at Sizzler Steakhouse
- Jet magazine
- Maury TV
- Nissan Sentra

Source: www.claritas.com
Urban Achievers

- Read American Photo
- Read The Source
- Spin Magazine
- Jerry Springer TV
- Volkswagen GTI

Low Rise Living

- Watch syndicated TV
- Eat fast food burgers
- Ebony Magazine
- BET network
- Hyundai Accent

Multi-Culti Mosaics

- Shop at Marshalls
- Buy Spanish/Latin Music
- Read Jet
- Watch Boxing
- Nissan Versa

Urbanity: Urban
Income Group: Lower-Mid
Household Income: $34,696
Income Producing Assets: Low
Age Range: Under 35
Presence of Kids: Family mix
Home-ownership: Renters
Employment: WC, service, mix
Education: Some college
Ethnic Diversity: White, Black, Asian, Hispanic

Urbanity: Urban
Income Group: Low income
Household Income: $23,540
Income Producing Assets: Low
Age Range: 25-44
Presence of Kids: Mostly with kids
Home-ownership: Renters
Employment: WC, service, mix
Education: Some high school
Ethnic Diversity: White, Black, Hispanic

Urbanity: Urban
Income Group: Lower-Mid
Household Income: $35,222
Income Producing Assets: Below Average
Age Range: 35-54
Presence of Kids: Family Mix
Home-ownership: Renters
Employment: WC, service, mix
Education: Some college
Ethnic Diversity: White, Black, Asian, Hispanic

Source: www.claritas.com
Urban Dynamics

Future Redevelopment Study
The current conditions:
- A large percentage of residential on the interior of the Improvement District
- Retail located along the major corridors (see 3.2)
- A presence of a variety of major land use types excluding industrial
- Primary land uses of residential, retail and institutional/public are not generally integrated
The current conditions:
- Major retail located on the periphery
- Strip-style, auto dominated retail and big box retail
- Limited neighborhood service retail
The current conditions:
- Institutions scattered throughout the district
- Schools, community center, and medical facilities
- Small and large building footprints and campuses
The current conditions:
- A large parks/open space (municipal parks) on the edge of the district
- A lack of neighborhood-scale parks/open spaces
- Limited strategic co-utilization of DSID and City properties
The current conditions:
- Arterials provide good access, but not pedestrian friendly
- Few secondary streets
- Park Lane Station isolated by a barrier (Greenville Avenue arterial)
The current conditions:
- DART stations are remotely located to district
- Neighborhoods are in walking distance of each other
- Fair Oaks Park is in walking distance to Five Points, Vickery Meadow Learning Center, and Pineland and Fair Oaks
- Retail is in walking distance to the neighborhoods
- Institutional/public uses are within each of the neighborhoods
Accessibility, Regional
• Two DART stations within Improvement District

Location
• Close proximity to downtown, employment centers & major retail on improvement district edges

Economic, Cultural & Social Diversity
• Culturally a diverse neighborhood with opportunities for uniqueness and distinction

Active social service advocacy
• VCAT, VMLC, and numerous other organizations support all the residents of VMID

Parks
• Fair Oaks Park adds natural environments to the district

Affordable housing
• Though quality varies widely, residents are able to live affordably within the district
• Overall lower cost of living makes area more affordable to many (especially recent immigrants)

Schools
• New elementary, middle, and high schools balance the need

Existing Improvement District (VMID)
• Long term leadership for the district
• Coordinating body for neighborhood services (including safety, code enforcement, investment)
Weaknesses: Internal Organization

The improvement district lacks a strong center or core
- Lack of a substantial core makes the district less defined and structured

Transient
-Transient residents foster instability in population

Poor quality of housing & absentee landlords / management
- Contributes to transiency, long term code violations, lack of respect

Resident Safety
- High speed streets
- Lack of sidewalks
- Crime

Limited access to parks & recreation facilities
- Discourages recreational activity
- Reinforces obesity rates
- Limits resident interaction

Dated planning
- 1970’s era single-use zoning district
- Creates obstacles for full service neighborhoods
Opportunities: External Factors

Influences found within and outside the district

T.O.D. (transit oriented development)
- Create density while maintaining affordability at the DART stations
- Link Park Lane station to the Five Points neighborhood
- Link Walnut Hill station to the proposed Valencia neighborhood

Park Lane Place (mixed-use development under construction)
- Inspires further redevelopment through new growth
- Add economic value to the surrounding neighborhoods

Increase Safety of Pedestrian Access
- Create a strong connection from the heart Vickery Meadow District to the Park Lane DART station
- Promote more pedestrian accessed retail

Resume employment center at Walnut Hill station (Presbyterian Hospital)
- Provides a source of employment for many of the neighborhood residents
- Creates a demand for surrounding land to be developed as mixed-use including new residential
Opportunities: External Factors

**Mixed-Use Development Sites / Economically Feasible**
- Create places for and entice pedestrian accessed businesses
- Create nodes for both district residents and visitors from other parts of the city

**Opportunity to be a model for District-scale redevelopment**
- Represents many of the challenges existing in areas of Dallas

**Greenville Avenue Corridor**
- New urban corridor zoning
- Increase transit oriented development

**Non-Gentrification**
- Establish through incentives a mixed-income district
- Stabilize residents (via retention strategies) who currently live in the district

Plan of Vickery Meadow Learning Center. This illustrates the opportunity to create a unique mixed-use development that is anchored by a life-long learning center. The small blocks and wide sidewalks removes the treat of fast moving traffic and creates a welcoming neighborhood for pedestrians.
Increased traffic congestion
- May carry more vehicles than the roads can hold if district becomes very popular
- May lead to additional road repairs

Safety
- Adding economic value to district may still lead to crime

Economics
- Few existing residents may remain in the district if affordable housing is not retained
- Loss of diversity of economic groups, age, race and ethnicity
- Park Lane Place project may spawn off too many high-end residential projects and not enough workforce housing

Park Lane Place, on the west side of Greenville Avenue, is proposed to connect with the Park Lane Station, housing high-end apartments, townhomes, grocery store, and retail.
Existing Physical Conditions

Future Redevelopment Study
Existing Physical Conditions

Park Lane Station

1. Park Lane Station aerial

2. The pedestrian approach from the parking lot.

3. Harsh, bare, and uninviting arrival to the station

4. Pedestrians tend to follow the path of least distance, not resistance and jaywalk

5. Park Lane Station- Large concrete parking lot, about 90% of riders cross to reach Park Lane & Greenville intersection.

PARK LANE STATION is an important component to access relative to the Park Lane/Greenville Avenue Corridor. At present, there is no clear path to cross the parking lot, and to cross Park Lane or Greenville Avenue. Pedestrians tend to take the shortest distance to their destination instead of following the sidewalk and crosswalks. This leads riders of DART to cross large and unfriendly expanses of concrete.
Existing Physical Characteristics

Park Lane Station

1. Pedestrians often find alternate paths to cross Greenville, even if it means crossing the grass.

2. Pedestrians jaywalking across Greenville Avenue.

3. Pedestrians crossing Park Lane, through the 7-11 parking lot, jaywalking across Greenville Avenue, and through the Sam’s parking lot.

Street and building framework along Park Lane from Central Expressway to Greenville Avenue
The intersection at Park Lane and Greenville Avenue is key to the success of Vickery Meadow Improvement District. This location is a major gateway to the district and, at present, is the only direct access to Park Lane Station, however this intersection is unfriendly to pedestrians due to the following factors:

**No Clear Pedestrian Path:** Pedestrians tend to find the shortest route to their destination and therefore cross parking lots and jaywalk across Greenville Avenue instead of using the pre-defined paths of sidewalks and crosswalks.

**Poor Edge Conditions:** The properties that border both Greenville Avenue and Park Lane maximize parking counts rather than retail frontage creating an uninviting and unsafe pedestrian experience.

**Emphasis on Vehicular Traffic:** The Park Lane access into the Vickery Meadow Improvement District contains six lanes of traffic with an 80 foot right of way.

**Minimal Streetscaping:** Sidewalk width and adjacency to roadway creates an unsafe condition for pedestrians.

**The Large Expanse of Concrete:** Due to surface parking and bus drop off areas, large areas of concrete create heat islands as well as unfriendly walking conditions.
Existing Physical Characteristics

Five Points

**FIVE POINTS** is the highest profile location in the Vickery Meadow District. Located at the junction of Park Lane, Fair Oaks Avenue, and Ridgecrest Road, it has long been the center of activity since the original community of Vickery. It is extremely under-utilized with vast amounts of paving, an inefficient intersection of multiple streets, and small single story businesses. Businesses are set back from the street front and there are almost no sidewalks for pedestrians; crossing the intersection is dangerous at best.

1 The Five Points area is low density, with large amounts of inefficient paving used for parking and vehicular access. Small single story retail comprises the largest land use in the immediate area, many of which are aesthetically unappealing.

2 Ridgecrest Road runs along the west side of both Sam Tasby Middle School and Jack Lowe, Sr. Elementary School. There are no sidewalks, little shade and gated apartment complexes making the space an undesirable place.

3 Liquor stores are located near the Sam Tasby Middle School, along the routes for school children.

4 Five Points is a large confusing and often congested intersection at Park Lane, Fair Oaks Avenue, and Ridgecrest Road.
Pineland and Fair Oaks is predominantly made up of apartment complexes that are generally neglected. The topography combined with narrow sidewalks and a high volume of vehicular traffic make for a bad pedestrian experience.

Wide building setbacks and gated complexes make this neighborhood very uninviting for the pedestrian.

The sidewalks are often not maintained and littered, which combined with the narrowness of the sidewalks, make unsafe conditions for students.

The intersection of Pineland and Far Oaks is often overloaded at peak times. The lack of turn lanes often leads to back-ups in traffic, particularly with Emmit J. Conrad high school traffic. Long delays between pedestrian crossings led to many students crossing at free will, which leads to dangerous conditions.
The Vickery Meadow Learning Center, which is considered an important asset to the community, offers language and life-skills classes to residents.

Dangerous pedestrian crossings.

Lack of sidewalks on streets and at bus stops.

The declining conditions of existing housing stock and long frontages of gating is an adverse setting for pedestrians.

The Vickery Meadow Learning Center looks out to gated apartment complexes. Currently, the Learning Center is set back from the Ridgecrest Road without any formal entrance or public space, neglecting to tie the surrounding neighborhood together.

VICKERY MEADOW LEARNING CENTER is a major asset to the district, serving as a center for residents to receive language and life skills. However, the center is lost among inward facing apartment complexes.
Scale Comparisons

Five Points

Five Points- Dallas, TX

Knox-Henderson District- Dallas, TX

Highland Park Village- Dallas, TX

West Village- Dallas, TX
Scale Comparisons

Five Points

Snyder Plaza

Five Points - Dallas, TX

Snyder Plaza - University Park, TX
Scale Comparisons

Five Points

Five Points - Dallas, TX

Country Club Plaza - Kansas City, MO

Sundance Square - Fort Worth, TX

Bethesda Row - Bethesda, MD
Scale Comparisons

Pineland & Fair Oaks

Henderson Avenue

Pineland & Fair Oaks - Dallas, TX

Henderson Avenue - Dallas, TX

Bishop Arts District

Bishop Arts District - Dallas, TX

Lakewood

Lakewood - Dallas, TX

Future Redevelopment Study
Scale Comparisons
Pineland & Fair Oaks

Pineland & Fair Oaks- Dallas, TX

Downtown Plano, Plano, TX
Vickery Meadow Learning Center

Vickery Meadow Learning Center - Dallas, TX

Henderson Avenue - Dallas, TX

Bishop Arts District - Dallas, TX

Lakewood - Dallas, TX
Vickery Meadow Learning Center - Dallas, TX

Downtown Plano, Plano, TX
District Concepts

Future Redevelopment Study
Illustrated above is the existing street network.

This network shows:
- A lack of residential collector and local streets
- Restricted connectivity
- Several principal arterial streets
- Large tracts of land that reduce the possible street frontage

*Note- The entire Vickery Meadow Improvement District is not shown throughout this chapter, however the graphics focus in on the Premium Service Area of the district as the northern portion of the district has been redesigned and is currently under redevelopment (future Valencia Development).
Illustrated above is an example of the proposed street network. The proposed street network was created by placing roads along the existing property boundaries and/or following existing private drives that are proposed to become public. Included in the diagram are existing streets and those proposed to reduce the size of the blocks, allow better vehicular and pedestrian circulation, and provide more building frontage.

This network will help to solve many problems that exist today:
- Improve Safety: More street activity as well as more “eyes on the street”
- Improve Walkability: More places that can easily be reached for the pedestrian.
- Improve Congestion: More avenues for vehicles to travel on throughout the improvement district instead of only a few routes.
Existing available land and street network for redevelopment versus preservation

- **Institutions**
- **Public Open Space**
- **Potential private redevelopment**
- **Property outside Vickery Meadow PID**

**Vickery Meadow PID**

- **Premium Service Area**

**Future Redevelopment Study**

Page 6.3
Vickery Meadow Improvement District

Neighborhood Concepts

District Boundaries

Vickery Meadow Improvement District boundary with the proposed road changes

- **Vickery Meadow PID**
- **VM TIF District**
- **Institutions**
- **Public Open Space**
- **Premium Service Area**
- **Potential private redevelopment**
- **Property outside Vickery Meadow PID**
Nodes and Intersections

Identified Nodes
- Skillman Ave
- Melody Ln
- Ridgecrest Rd
- Slopes Dr
- Eastridge Dr
- Lamanda St
- Park Ln
- Blackwell St
- Twin Hills Ave
- Greenville Ave
- Fair Oaks Ave
- Leona Ave
- Areta St
- Phoenix Dr
- Pineland Rd
- Vickery Meadow Learning Center
- Fair Oaks Park
- Five Points

Identified Neighborhoods
- Shady Brook Ln
- Northwest Highway
- Holly Hill Dr
- Hemlock Ln
- Abrams Rd
- Vickery Meadow PID
- VM TIF District
- Premium Service Area

Institutions
- Emmit J Conrad High School
- Jack Lowe Sr. Elementary School
- Sam Tasby Middle School
- Jill Stone Elementary School
- Presbyterian Hospital
- Jack Lowe Sr. Elementary School
- Sam Tasby Middle School
- Jill Stone Elementary School
- Presbyterian Hospital

Potential private redevelopment

Property outside Vickery Meadow PID
Public Transportation

- Abrams Rd
- Skillman Ave
- Northwest Highway
- Melody Ln
- Ridgecrest Rd
- Hemlock Ln
- Slopes Dr
- Eastridge Dr
- Lamanda St
- Park Ln
- Blackwell St
- Twin Hills Ave
- Greenville Ave
- Holly Hill Dr
- Fair Oaks Ave
- Leona Ave
- Areta St
- Phoenix Dr
- Pineland Rd
- DART
- RED-LINE

- Shady Brook Ln
- Park Lane DART Light Rail Station
- Emmit J Conrad High School
- Jack Lowe Sr. Elementary School
- Sam Tasby Middle School
- Vickery Meadow Learning Center
- Jill Stone Elementary School
- Presbyterian Hospital

1/4 and 1/2 mile walking radius

Vickery Meadow PID
VM TIF District
Premium Service Area

Institutions
Public Open Space
Potential private redevelopment
Property outside Vickery Meadow PID
Vickery Meadow Improvement District

Neighborhood Concepts

Proposed Land Use Plan

Retail (MU or MC)
Walkable Mixed Use: High
Walkable Mixed Use: Medium
Walkable Mixed Use: Low
Walkable Urban Residential: High
Walkable Urban Residential: Medium
Walkable Urban Residential: Low
Residential Transition District

Presbyterian Hospital
Emmit J Conrad High School
Jack Lowe Sr. Elementary School
Sam Tasby Middle School
Leona Ave
Areta St
Abrams Rd
Skillman Ave
Northwest Highway
Melody Ln
Ridgecrest Rd
Hemlock Ln
Slopes Dr
Eastridge Dr
Lamanda St
Park Ln
Blackwell St
Twin Hills Ave
Greenville Ave
Holly Hill Dr
Fair Oaks Ave
Phoenix Dr
Pineland Rd
Shady Brook Ln

Future Redevelopment Study

Page 6.9
The RETAIL zone lines the major arteries such as Greenville Ave, and Northwest Highway, providing accessibility to through vehicular traffic. Proposed retail along these streets should promote high density.

The WMU: HIHG zone should fill in the existing empty lots along the major streets, creating a gradient between the automotive based retail and the walkable neighborhood scale.

The WMU: MEDIUM should be placed around key nodes in the district. This will help foster a sense of neighborhood identity, support walkable access, and transition the neighborhood from high- to moderate-density and scale.

The WMU: LOW zones should be placed along streets connecting the neighborhoods, creating a cohesive and connected neighborhood, from one neighborhood to the next.

* Note: We propose to use shopfront overlay (SH) at neighborhood nodes over WMU or WR areas.
Proposed Residential Zones

- Walkable Urban Residential: High
- Walkable Urban Residential: Medium
- Walkable Urban Residential: Low
- Residential Transition District

Institutions
- Presbyterian Hospital
- Emmit J Conrad High School
- Jack Lowe Sr. Elementary School
- Sam Tasby Middle School
- Jill Stone Elementary School

Public Open Space
- Vickery Meadow Learning Center
- Vickery Meadow School
- Jack Lowe Elementary School

Potential commercial redevelopment
- Property outside Vickery Meadow PID

Premium Service Area

Future Redevelopment Study
Page 6.12
WR: HIGH This zone should be located directly adjacent to the mixed-use neighborhood nodes to support a transition of housing types.

WR: MEDIUM housing should support the transition between the dense multi-family housing and the townhouses. These buildings should range between 2 and 3 stories tall.

RTN should line the locations of the district, including along the park and creek, as well as along boulevard streets, which present a special character.

The WR: LOW single family housing, completing the range of housing options, should be located at the interior of the neighborhood, and for-sale product. This housing type, although low in density, should conform to neighborhood design guidelines.

* Note: We propose to use shopfront overlay (SH) at neighborhood nodes over WMU or WR areas.
Vickery Meadow Improvement District

Neighborhood Concepts

Proposed Open Space

- Squares
- Green
- Parks/Open Space
- Vickery Meadow PID
- VM TIF District
- Institutions
- Potential private redevelopment
- Property outside Vickery Meadow PID

Future Redevelopment Study

Page 6.14
The PLAZA, a public gathering place, should be located at Five Points, the central node. It should be framed by the surrounding buildings and be designed per a specific program.

GREENWAY spaces should be defined by right-of-ways or natural elements, such as the creek running through the southern-most part site, defined by trees or plantings.

PARKS can range from small pocket parks, providing open space within the residential neighborhood, to a large park with an active trail system. In addition to their aesthetic appeal, parks may provide a source of stormwater management for the neighborhood.
Neighborhood Concepts

Overall Redevelopment Strategy

Vickery Meadow Improvement District

Future Redevelopment Study

Page 6.16
Neighborhood Designs

Future Redevelopment Study
Vickery Meadow Improvement District

Node Designs

Five Points Existing Conditions

Future Redevelopment Study
Node Designs

Five Points - Scheme 1

Sam Tasby Middle School

Fair Oaks Avenue

Ridgecrest Road

Park Lane

Hemlock Lane

Five Points - Scheme 1

Institutional/Public

WMU: Low

WR: Medium
With minimal impact on existing parcels, this scheme proposes a more simple. Park Lane would re-align to a curving drive that maintains a continuous direction of travel. Fair Oaks Avenue and Ridgecrest Drive would curve to intersect Park Lane at close to a 90 degree angle, providing a more conventional, safer intersection.

Ridgecrest would be closed to through traffic north of Park Lane/Fair Oaks Avenue and the right of way would be dedicated for pedestrian access with limited service access and school bus pick-up and drop off.
This scheme improves the traffic at the intersection by aligning the major streets into a “T” intersection. Park Lane would have a controlled intersection and a 90 degree turn and merge with its original path to the southeast. Fair Oaks would terminate at the same controlled intersection.

Ridgecrest would be closed to through traffic north of Park Lane/Fair Oaks Avenue and the right of way would be dedicated for pedestrian access with limited service access and school bus pick-up and drop off. Ridgecrest would also be closed to through traffic creating a pedestrian plaza between the existing buildings.

Aerial view of Five Points Scheme 2, looking northwest. This graphic illustrates the 3-dimensional massing quality of creating the “T” intersection while keeping most of the existing structures.
Vickery Meadow Improvement District

Node Designs

Five Points- Scheme 3

Sam Tasby Middle School

Proposed Library

Institutional/Public
WMU: Medium
WR: High
This scheme builds on Scheme 2 by creating a neighborhood plaza. The larger plaza creates a Walkable Mixed-Use: Medium frontage as well as possible outdoor restaurant seating. New Walkable Mixed-Use Medium encloses the square on the east and west sides. A new public library location would complete the plaza with a institutional focal point.

Ridgecrest would be closed to through traffic north of Park Lane/Fair Oaks Avenue and the right of way would be dedicated for pedestrian access with limited service access and school bus pick-up and drop off. Ridgecrest would also be closed to through traffic creating a pedestrian plaza between the existing buildings.

For this scheme to be executed, land acquisition or land swaps would have to be completed; moving existing business to other locations within the community.

Aerial view of Five Points Scheme 3, looking northwest. This graphic illustrates the 3-dimensional massing quality of creating the “T” intersection and increasing vertical and horizontal density around a public open space, anchored by the existing school and proposed library.
Node Designs

Five Points - Scheme 4

Vickery Meadow Improvement District

Proposed Library

Sam Tasby Middle School

Fair Oaks Avenue

Park Lane

Ridgecrest Road

WMU: Medium

WR: High

Institutional/Public

Future Redevelopment Study

Page 7.8
This scheme is an alternate to Scheme 3 that includes a future public library with access from Jack Lowe, Sr. Elementary and Sam Tasby Middle School.

This library location allows a larger central plaza creating a place for everyday activity or for larger weekend neighborhood events.

The larger plaza creates a Walkable Mixed-Use: Medium frontage as well as possible outdoor restaurant seating. New neighborhood scale mixed-use encloses the square on the east and west sides.

For this scheme to be executed, land acquisition or land swaps would have to be completed; moving existing business to other locations within the community.

Aerial view of Five Points Scheme 4, looking northwest. This graphic illustrates the 3-dimensional massing quality of creating the “T” intersection and increasing vertical and horizontal density around a public open space.
Vickery Meadow Improvement District
Node Designs
Pineland & Fair Oaks Existing Conditions

Pineland & Fair Oaks Existing Conditions

PINELAND ROAD

FAIR OAKS AVENUE
Vickery Meadow Improvement District

Node Designs

Pineland & Fair Oaks Existing Conditions

Future Redevelopment Study
Pineland & Fair Oaks Scheme

Proposed institutional building

Townhouses

Emmit J. Conrad High School

Proposed street
This intersection becomes highly congested during the morning and afternoon with the nearby high school. Lack of turn lanes causes backups in vehicular traffic, while waiting for the long stretches of pedestrian traffic to cross the intersection.

Per proposed design guidelines, new buildings will create an edge. The streetscape is improved via page 9.7–page 9.18 recommendations. Alignment of a new street adjacent to the abandoned rail creates a public park next to the future trail.

A institutional building such as a library, a youth club, or another type of community use helps to landmark the intersection and give the neighborhood youth a place to congregate other than a desolate parking lot.

Aerial view of Pineland and Fair Oaks, looking northwest. This graphic illustrates the 3-dimensional massing quality of creating the defined streets by pulling the buildings up to the sidewalk line and placing parking in the middle of the blocks. A mix of townhouses and dense multi-family provides choices of housing typologies for this neighborhood.
Learning Center Existing Conditions

- Mature Trees
- Narrow Sidewalk
- Grass
- Lush Vegetation

RIDGECREST ROAD

- Mature Trees
- Grass
- Narrow Sidewalk

MELODY LANE

- Mature Trees
- Residential
- Narrow Sidewalk
- Grass
Node Designs
Learning Center Existing Conditions

Future Redevelopment Study
The scheme takes an area of large blocks with no through access and enlivens the public realm with smaller blocks and more crossing streets that allow not only greater vehicular access but a more friendly and active pedestrian zone. Additional streetscaping and enhanced paving at the intersections creates an aesthetically pleasing pedestrian zone. An enlarged Vickery Meadow Learning Center anchors a new public boulevard with a center green. This new street will include clinics, small neighborhood scale mixed-use, and other neighborhood services.
Implementation
Visualizing the Future

Future Redevelopment Study
Following the standards, visions and strategies outlined in the Forward Dallas Comprehensive Plan and proposed Form-Based Zoning Amendments we have proposed the following streetscape conceptual design approaches.

- Create Pedestrian friendly/walkable streets – a “network”/fabric of interconnected/rectilinear streets. Encourage distribution of traffic among various routes [multicity of routes diluting any one streets need for high-capacity- congestion will be reduced]
- Create a “Sense of Place” (as well as Safety and Walkablity emphasis) thru urban design and streetscape approaches.
- Pull Building Facades/Faces up towards the streets – creating enclosure/ people scaled streets – uses are pulled to the streets as well.
- Balance Traffic Flow/Mobility with Urban Character and Walkabilty
- Create a Hierarchy of Streets throughout the District of various scales and intended uses to correspond to the adjacent development intensity and character.
- Create on-street and off-street walking and path paths for residents on Vickery Meadow.
Use TIF funding for:
• Creating a median by removing the existing turn lane
• Parcelling out large blocks based on existing parcel lines and private drives
• Centering the Walkable Mixed Use: High and Medium at key nodes such as Five Points and Greenville Ave.
• Widening the existing sidewalks by using a portion of the land within the existing setbacks
• Streetscape improvements per chapter 9 recommendations along Park lane to the Park Lane station, creating an identity and connection with the DART station
• The design and maintenance of pocket parks along Park Lane

Upon the granting of “Low Income Housing Tax Credits” (LIHTCs):
• Develop work force housing within market-rate housing typologies
• Provide a range of retail options that meet various income levels

Specific Park Lane Proposed Improvements:
• Deal with Park Lane and Greenville intersection in a pedestrian friendly manner
• Create a sense of gateway and arrival to entering the district from Greenville Avenue
• Slow traffic speed while maintaining reasonable traffic flow
• Create retail/commercial streetscape (opportunities) along Park Lane up to Five Points
Use TIF funding for:
• Parcelling out large blocks based on existing parcel lines and private drives
• Centering the Walkable Mixed Use: Medium at the intersection of Pineland Rd. and Fair Oaks Ave.
• Widening the existing sidewalks by using a portion of the land within the existing setbacks
• Streetscape improvements per chapter 9 recommendations along Fair Oaks Ave, connecting Emmit J. Conrad high school to Sam Tasby middle school and Jack Lowe Sr. elementary school
• The design and maintenance of pocket parks along along Fair Oaks Avenue that tie in the connection between the schools

Upon the granting of “Low Income Housing Tax Credits” (LIHTCs):
• Develop work force housing within market-rate housing typologies
• Provide a range of retail options that meet various income levels

Specific Fair Oaks Avenue Proposed Improvements:
• Create a Walkable Urban Residential neighborhood with Shopfront overly potential and neighborhood nodes
• Balance traffic flow and pedestrian safety by slowing traffic
• Create traffic calming measures through intersections, stops, and crosswalks
Use TIF funding for:
- Parceling out large blocks based on existing parcel lines and private drives
- Centering the Walkable Mixed Use: Medium at the intersection of Pineland Rd. and Fair Oaks Ave.
- Widening the existing sidewalks by using a portion of the land within the existing setbacks
- Streetscape improvements per chapter 9 recommendations along Fair Oaks Ave, connecting Emmit J. Conrad high school to Sam Tasby middle school and Jack Lowe Sr. elementary school
- Connect Pineland Road with Fair Oaks park with the placement entry points for a new pedestrian trail

Upon the granting of “Low Income Housing Tax Credits” (LIHTCs):
- Develop work force housing within market-rate housing typologies
- Provide a range of retail options that meet various income levels

Specific Pineland Road Proposed Improvements:
- Create a Walkable Urban Residential neighborhood with Residential Transition areas on the outskirts
- At key intersections (nodes), create a sense of place/enclosure
- Slow traffic drastically, discouraging through-traffic flow by creating alternate routes with a new grid of streets
Use TIF funding for:
- Parceling out large blocks based on existing parcel lines and private drives
- Centering the Walkable Mixed Use: Medium around the Vickery Meadow Learning Center.
- Widening the existing sidewalks by using a portion of the land within the existing setbacks
- Streetscape improvements per chapter 9 recommendations within the Vickery Meadow Learning Center neighborhood
- The design and maintenance of a public open space at the Vickery Meadow Learning Center

Upon the granting of “Low Income Housing Tax Credits” (LIHTCs):
- Develop work force housing within market-rate housing typologies
- Provide a range of retail options that meet various income levels
- Develop the Vickery Meadow Learning Center as a primary point of contact for work force residents to gain additional skills and continuing education

Specific Melody Lane Proposed Improvements:
- Create a residential scaled and walkable street
- Discourage all through-traffic or fast traffic with a grid of cross/intersected streets
- Allow Shopfront Overlay (retail and live/work) at neighborhood nodes/intersections
- Promote safety through “eyes on the street” approach in a Walkable Urban Residential neighborhood
Future Redevelopment Study

Design Guidelines
Adopting Streetscape Guidelines

Adoption:
• The design guidelines on pages 9.2-9.20 should be adopted by the Vickery Meadow Improvement District

Why:
• The adoption of these elements will create nodes, neighborhoods, and the district to have a unified identity

Details:
• Adoption of the design guidelines should mirror the same goals as the City of Dallas’s anticipated form based codes
• Tax Increment Financing should be used to fund the public improvements such as streetscapes, parks, and plaza
• Dallas Thoroughfare Plan should be applied to the streets within the Vickery Meadow Improvement District
• forwardDallas! context sensitive streetscape approach should be consulted as a guide for further streetscape design based on the Dallas Thoroughfare Plan street typology
Walkable Mixed Use: High, Medium, Low Streetscape

(Alternate)
Street Tree at 25' o.c.
Locate 2'-6" from back of curb
with tree grate

Sand blasted concrete with scoring pattern

Street lighting at 50' o.c.
Locate 2'-6" from back of curb

6" curb

Street Trees at 25' o.c.
Locate 2'-6" from back of curb in 5' x 5' planing bed with granite or brick setts

Trash receptacles adjacent to benches at intersections and other appropriate locations

Street benches 50' o.c. (max) or where appropriate

Brick accent pavers
Walkable Urban Residential: Low Streetscape

Street trees at 25' to 35' o.c. (depending on location of curb approach)
Locate 2'-6" from back of curb

Sand blasted concrete sidewalk

Concrete or pavers at curb approach with an approximate width of 6'

Grass lawn
Walkable Urban Residential: High Street

- 12' 5' 12' 8' 12' 5' 12'
- 42'-0" Right of Way
- Approximately 68'-0" building face to building face

- Retail street level, residential above
- Retail/office at street level, residential above

- Street trees every 25'
- Concrete sidewalk
- Street lighting every 50'
- Bike lane
- Landscaped boulevard
### Walkable Mixed Use: High Street

- **Retail at street level, residential above**
  - 15’
  - 24’
  - 12’
  - 24’
  - 15’
  - 60'-0” Right of Way
  - Approximately 90'-0” building face to building face

- **Retail/office at street level, residential above**

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- **Street trees every 25’**
- **Concrete sidewalk**
- **Street lighting every 50’**
- **Landscaped boulevard**
Walkable Mixed Use: Medium Street

- Retail at street level, residential above
- 72'-0" Right of Way
- Approximately 90'-0" building face to building face

Street trees every 25'
Concrete sidewalk
Street lighting every 50'
Parallel parking
Parallel parking

Future Redevelopment Study
Walkable Urban Residential: Medium Street

- Retail at street level, residential above
- Retail/office at street level, residential above

40'-0" Right of Way

Approximately 65'-0" building face to building face

- Street trees every 25'
- Concrete sidewalk
- Street lighting every 50'
- Parallel parking
- Parallel parking
Banners

What:
Banners to designate the Vickery Improvement District, neighborhoods, and/or special events within the district

Where:
Along key streets and nodes within the Vickery Meadow Improvement District, including Park Lane, Greenville Avenue, Fair Oaks Avenue, Pineland Road, Walnut Hill Lane, and Royal Lane

Why:
To help identify and brand the district, neighborhoods, and/or special events

Details:
• Bracket-type banners should be considered on standard cobra head light poles
• Horizontal banners spanning the street should be mounted on special poles suitable to take the anticipated structural loads
• Banner graphics should be coordinated with a VMID-wide identity program
• Special lighting could also span the street, mounted on cobra head and/or special poles. Lighting such as fiber optic cable on “net” backgrounds should be considered
• Banners or special lighting should maintain vehicular clearances
**What:**
Benches

**Where:**
Within the major mixed-use nodes such as Five Points, Pineland and Fair Oaks, and the Vickery Meadow Learning Center

**Why:**
To provide adequate public seating to patrons of the nodes

**Details:**
- Steel or wood benches
- Power coat-painting for durability
- Benches should be at least 6 feet long to seat two strangers or three friends comfortably
- Benches are recommended to have backs and arm rests (a center arm rest is recommended to discourage sleeping)
Bike Racks

What:
Bike racks

Where:
At key nodes, DART light rail stations within the districts, and at all schools within the district

Why:
To have a safe place for people to store their bikes while at school, work, shopping and/or dining. Having bike racks at various locations will also promote more bike ridership as an alternative mode of transportation

Details:
- Galvanized street
- Embedment mounting
- Opportunity for artistic approach to bike racks
What:
Bollards for security and non-security purposes

Where:
At all school entrances within the district, lining the entry points of the proposed pedestrian path in Fair Oaks park, at other locations that need security or identifiable boundaries

Why:
To protect patrons from safety and security issues

Details:
• For security purposes, painted steel bollards are recommended
• For non-security purposes, a variety of created designs should be examined
• Concealed mounting
• Crafted ornamentation recommended
• 24” to 30” high, spaced 3’ to 5’ on center
• Removable bollards were necessary for emergency/service functions
What:
Covered bus shelters that serve the DART bus system and the Dallas Independent School District

Where:
At key nodes within the Vickery Meadow Improvement District, such as at Five Points, Pineland and Fair Oaks, and the Vickery Meadow Learning Center

Why:
To provide shade from the sun and protection from the rain and other elements while patrons wait for the bus

Details:
• Painted steel
• Shelters should be customized to fit with other site furnishing components if possible
• Locate shelters adjacent to paved sidewalks in a location that will not impede pedestrian circulation
• Design and locate bus shelters with sight lines to approaching buses
• Minimum setback for a shelter from curb is 3'-6"
• Consider incorporation of other site furnishings with the bus shelter including trash receptacle, benches and/or signage
• Provide sufficient space for wheelchair circulation and easy access to buses per accessibility codes
Kiosks

What:
Kiosks that serve a variety of uses including way-finding, district and/or city information, and vending

Where:
At key nodes within the district, including Five Points, Pineland and Fair Oaks, Vickery Meadow Learning Center, Park Lane Station, Walnut Hill Station

Why:
To provide information to patrons, whether it be news, local maps, or upcoming events in the district, as well as small vending opportunities to grab a coffee, food, or other daily needs

Details:
- Painted steel
- Kiosk may be both vending or fixed-display type
- Locate kiosks convenient to high volume pedestrian areas to attract users and provide security. Pedestrian access points to parking lots should also be considered for location of kiosks
- Avoid locating kiosks at building
- Kiosks should be easily accessible and placed in locations that will not impede pedestrian circulation
- Kiosks should be limited in size while providing adequate space to house anticipated uses
Trash Receptacles

What: 
Trash receptacles and recycling bins

Where: 
Located along all mixed-use streets

Why: 
To keep the streets and sidewalks clean from litter

Details:
• Painted steel is recommended
• Opportunities to create public art with the trash receptacle for other aesthetic options
• Receptacles should be lined
• Coordinate the size with City of Dallas waste management
• Trash receptacles should be located with priority given to retail streets and mixed-use streets, as well as at DART stations
Tree Grates

What:
The tree grates on sidewalks

Where:
The tree grates should be located at the base of trees that line mixed-use streets.

Why:
To protect both the tree roots from high intensity pedestrian traffic and to protect pedestrians from tripping over tree roots.

Details:
- Painted or unpainted steel or concrete
- Design should have a minimum diameter tree opening size of 16”
- Design should be expandable to allow tree growth
- Design should meet accessibility criteria
- Minimum grate size should be 6’ x 4’ for tree health
What: Planters to line mixed-use streets

Where: Along mixed-use streets and at nodes such as Five Points, Pineland and Fair Oaks, Vickery Meadow Learning Center, and at DART stations

Why: To provide a district-wide aesthetic through plant material as well as help reduce environmental impacts of stormwater run-off

Details:
- Galvanized steel, fiber-reinforces precast concrete, or treated wood
- Provide a mix of planter sizes for interest in groupings and plant material variety
- Provide drainage for each planter
- A range of ornamental grasses are recommended for their texture, their tolerance of urban conditions, and their seasonal interest
Street Lighting

What:
Street lighting that is appropriate in scale for pedestrian activity

Where:
Lining mixed-use streets; key nodes such as Five Points, Pineland and Fair Oaks, Vickery Meadow Learning Center, and DART stations; along the proposed trail in Fair Oaks Part

Why:
To provide adequate lighting at night for safety and security

Details:
• Steel or aluminum pole
• Partial lens over luminaire (as opposed to fully exposed globe)
• The design and location of lighting should consider the impacts of light pollution, energy efficiency, and potential negative impacts on natural environment areas
• Design to provide easy service-ability
• Maintain a consistent lighting design throughout the VMID
What:
Enhanced crosswalks and intersections

Where:
At intersections within key nodes such as crossing Park Lane and Greenville, Park Lane and Fair Oaks Avenue, Park Lane and Ridgecrest Road, Pineland and Fair Oaks, proposed roads within the Vickery Meadow Learning Center neighborhood, and at all major pedestrian crossings

Why:
To help define the space, while visually alerting the vehicle of crossing pedestrian traffic

Details:
• Interlocking unit pavers, cast-in-place concrete paving, or enhanced painting on concrete
• Crosswalks should be 8’ in width, minimum
• Paving should be flush with adjacent street paving
• Paving should align with accessible curb ramps
• Decorative paving patterns or motifs can be placed at the junction of four streets, where paved crosswalks form a ‘square’
Public Art

**What:**
Public art that serves a function within the streetscape

**Where:**
In the streetscape design of the nodes and along mixed-use streets

**Why:**
To provide an aesthetically interesting streetscape, with the potential of engaging local residents in the public art designs

**Details:**
- Streetscape elements suitable for integration of art are: building canopies, storefronts, furnishing, tree grates, information displays, and street lights
- Select art that communicates a relationship with the residents of Vickery Meadow
- Consider the possibilities of an art walk, incorporating various pieces of public art within a structured layout in the district
- Civic artists should be selected following an open qualifications process. Contractual terms, including scope of the art work, construction budgets, maintenance and security limitations, insurance requirements, fees, stipends, authorship stipulations, etc., should be included in the call for qualifications
- Priority should be given to the incorporation of art into streetscape elements such as benches, pale ‘wraps’, and intersection paving
Design guidelines and streetscape improvements should be financed using Tax Increment Financing

Priority on implementation of guidelines should be placed on the nodes

Benches, bike racks, bus shelters, trash receptacles, tree grates, planters, street lighting, and enhanced crosswalks should take priority within the nodes

Banners, bollards, kiosks, and public art should be supplement the above priority elements in enhancing the streetscape design of the nodes
This Future Redevelopment Study undertaken by JHP and funded partly by a TREC Community Grant is intended to be both a follow-up to countless volunteer planning and study efforts as well as a District Planning Study to dovetail into the City of Dallas’ Forward Dallas Comprehensive Plan efforts. It is not intended nor undertaken to be a definitive/one-plan study; rather it is meant to be a guide or framework for strategies to redevelopment the Vickery Meadow District.

This study takes the following approach and organization:
• An analytical approach to the district is utilized in looking at existing conditions, influences and development forces as well as the changing demographic nature of the community.

• The overall Vickery Meadow District is then explored in terms of urban design patterns and proposed possible redevelopment strategies for the entire district. Emphasizing the following key factors from the Forward Dallas study:
  ◦ Strengthening the existing neighborhoods’ unique characteristics
  ◦ Encourage neighborhood-serving retail, commercial, and office uses in mixed-use configurations in community/neighborhood nodes.
  ◦ Provide appropriate and feasible transitions between residential uses and between residential and non-residential uses.
  ◦ Provide a balance of mobility/traffic flow, walkability, neighborhood context and safety in regards to reconfiguring and reshaping the street patterns/types for the district.
  ◦ Create multiple routes and distribution of traffic through new streets and roads. These also create more walkable and pedestrian-scaled blocks while also generating economic “value” through increased valuable street frontage.

• Throughout our Vickery Meadow Redevelopment Study we believe these key urban design and land use goals should guide redevelopment:
  ◦ Develop a sense of place, safety and walkability throughout the various neighborhoods and their neighborhood nodes.
  ◦ Create pedestrian-friendly (as well as retail-friendly) streetscapes throughout the district.
  ◦ Develop an urban sense and “heart” to the district at the five points intersection while also helping to solve/simplify and sort-out traffic and pedestrian issues.
  ◦ Encourage complementary building height, scale, design, and character.
  ◦ Create attractive and context sensitive gateways into the district.
• Land-Use patterns are examined and repositioned/proposed to follow the Forward Dallas and proposed Form-Based Zoning Amendments with the new categories of Walkable Urban Mixed-Use (WMU) and Walkable Urban Residential (WR) being incorporated into the land-use patterns of the district.

• Encourage transit oriented development (TOD) and transit centers around the existing DART stations of Park Lane and Walnut Hill. Both public and private redevelopment efforts should foster pedestrian environments and pedestrian street alignments to/from Transit. A balance of mixed-use land-uses needs to be encouraged within walking distance of each other (walkable urban neighborhoods).

• It is our design goal to encourage a range of housing types which support/encourage a more urbanized approach to workforce housing while also allowing market rate housing to flourish. Financing is available through the state of Texas in the form of the “Low Income Housing Tax Credits” program (LIHTC). We recommend the application for the LIHTC to offset any burden of cost to developers. The use of the LIHTC will additionally encourage mixed-income development by requiring the developer to set aside a certain percentage of the units for the work-force residents.

• Specifically, the following areas have been identified as some of the neighborhood nodes (or focus area) for Vickery Meadow: Five Pints (the cultural and defacto “center” to the District); Pineland and Fair Oaks; and the Vickery Meadow Learning Center. Each of these represents an area where a hub of activity occurs. A mix of residential types/densities corresponding to the new Walkable Urban Residential (WR) and Residential Transition Neighborhoods (RTN) which also focus on transit and neighborhood-serving retail.

• Design Guidelines, Street sections and Streetscape are proposed in a conceptual fashion to visually present the possibilities for urban change in the district.

• We believe that this strategic and holistic approach to the redevelopment of the Vickery Meadows at a range of scale/levels from the whole District pattern to individual streets/streetscapes will lead to a safe, accessible and unique sense of community for the Vickery Meadow District.

• The goals of the redevelopment efforts should be:
  1. To provide better circulation throughout the district

     This can be achieved by:
Summary

1. Creating smaller blocks
   Establishing a coherent system of roads and streetscapes
2. To establish a mixed-use redevelopment
   This can be achieved by:
   - Designating specific locations for retail and office in designated nodes
   - Provide a mix of housing types, including residential over retail, townhouses, and work force housing options
3. To link the Vickery Meadow Improvement District to the DART rail stations
   This can be achieved by:
   - Creating a safe pedestrian connection across Greenville Avenue with wider sidewalks, streetscape improvements, and slowing traffic at key intersections
   - Building mixed-use density along Greenville Avenue to establish Transit Oriented Development
4. To provide accessible open space to the district
   This can be achieved by:
   - Designing pocket parks and neighborhood parks within the neighborhoods and nodes
   - Connecting Fair Oaks Park with a trail by retrofitting the existing abandoned train tracks that run along the edge of the park
5. To create district and neighborhood identities
   This can be achieved by:
   - Implementing consistent and uniform streetscape amenities such as banners, lighting, benches, and bus shelters
   - Focusing on the elements that make the neighborhoods and district unique from the rest of Dallas
There are aspects and areas of the Vickery Meadow District’s Redevelopment Study which need further clarification, follow-up, and decision/refinement. These are areas which at this time can not be answered or incorporated into the study. Here is a list (not exclusive) which is envisioned as an ongoing summary list.

- Traffic Impact studies and Analysis for the current Five Points Intersection
- City of Dallas Transportation/Public works and Planning staff support for proposed reconfiguring of five Points
- Awaiting final approval of the Form-Based Zoning code amendments
- TIF funding to be used/requested for enhanced streetscapes in the District. The formal process needs to be undertaken and begun.
- City of Dallas bond funding for infrastructure, civic buildings (libraries) and possibly new streets in the district. Specifically, the library location and urban design arrangements/location needs to be finalized.
- Possible other civic functions/structures in the District. Possibly updated/renovated Learning Center as a neighborhood node/focus. Also, the boys/girls club facility in the district – this needs to be clarified and decided.
The Vickery Meadow Improvement District (VMID)

The Vickery Coalition Action Team (VCAT)

The Real Estate Council (TREC) - awarded the Vickery Meadow Improvement District, a 2006 Community Grant for the Neighborhood Plan

TREC Volunteer Assistance Team

Dallas American Institute of Architects [Dallas - AIA] : Urban Design and Livable Communities Committee

University of Texas at Arlington – Planning Classes through the School of community and Regional Planning and Recently an Urban Design Studio through the School of Architecture.

Individuals:
Howard Parker; former VMID Board Member
Wayne Slaughter; former Executive Director of VMID
Gary Griffith; former City of Dallas Council person for District 9
## 2008 VMID Board

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<thead>
<tr>
<th>Name</th>
<th>Company/Position</th>
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<tr>
<td>Frank Nuchereno</td>
<td>Anthony Properties</td>
<td>Chairman</td>
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<td>Debbie Hinyard</td>
<td>Wells Fargo Bank</td>
<td>Finance</td>
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<td>John Neill</td>
<td>Telesis, Inc.</td>
<td>Co-Chair Safety/Property Standards</td>
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<td>Martha Stowe</td>
<td>VM Youth Dev. Foundation</td>
<td>Chair Community Health Services</td>
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<td>J. Paige Brauer</td>
<td>CNS Strategies</td>
<td>Chair PR/Marketing</td>
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<td>Cantrell Company</td>
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<td><strong>Executive Director</strong></td>
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<td>Anglina Avalos</td>
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<td><strong>Public Safety Coordinator</strong></td>
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<td>Vacant</td>
<td><strong>VMID</strong></td>
<td><strong>Secretary / Administrative Assistant</strong></td>
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<tr>
<td>April Holley</td>
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