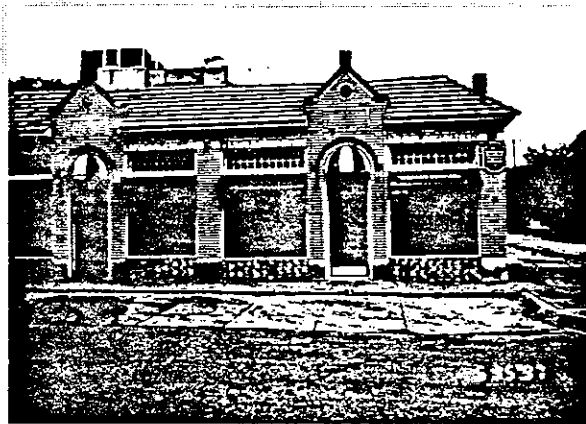


Davis / Bishop

Urban Design Study



As adopted by Dallas City Council
November 12, 1997

City of Dallas

Department of Planning and Development

Davis / Bishop

Urban Design Study

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ACKNOWLEDGMENTS

Council Members:

District 1: Steve Salazar
District 3: Robert Stimson

Steering Committee

Council Appointed: Ruth Chenoweth, Keith Jasiocki, Guadalupe Diaz de León,
Guadalupe & Yolanda Garcia.

Additional Active Members: Maureen Jones, Pam Conley, Hamilton Rousseau, Karl Smith,
Vicki Olsen, Roger Andres, Trey Bartosh, Dave Spence.

City Departments:

Planning and Development: Christine Carlyle, Chief Planner
Ramón Aranda, Urban Planner
Alison Hill, Urban Planner
Economic Development: Francisco Carrillo, Economic Analyst
Beverly Negri, EPA Brownfield Liaison
Public Works and Transportation: Elias Sassoon, Program Manager
Kenneth Melston, Transportation Manager
Peter Thian, P.E. Transportation Planner
Streets, Sanitation & Code Enforcement: Richard Hernandez, Code Enforcement Manager
Shelley Nelson, Code Enforcement Inspector

Institutions in the Area:

Methodist Hospital
Dallas County Schools

Neighborhood Associations:

Bishop Arts
Kidd Springs
Winnetka Heights
Kings Highway

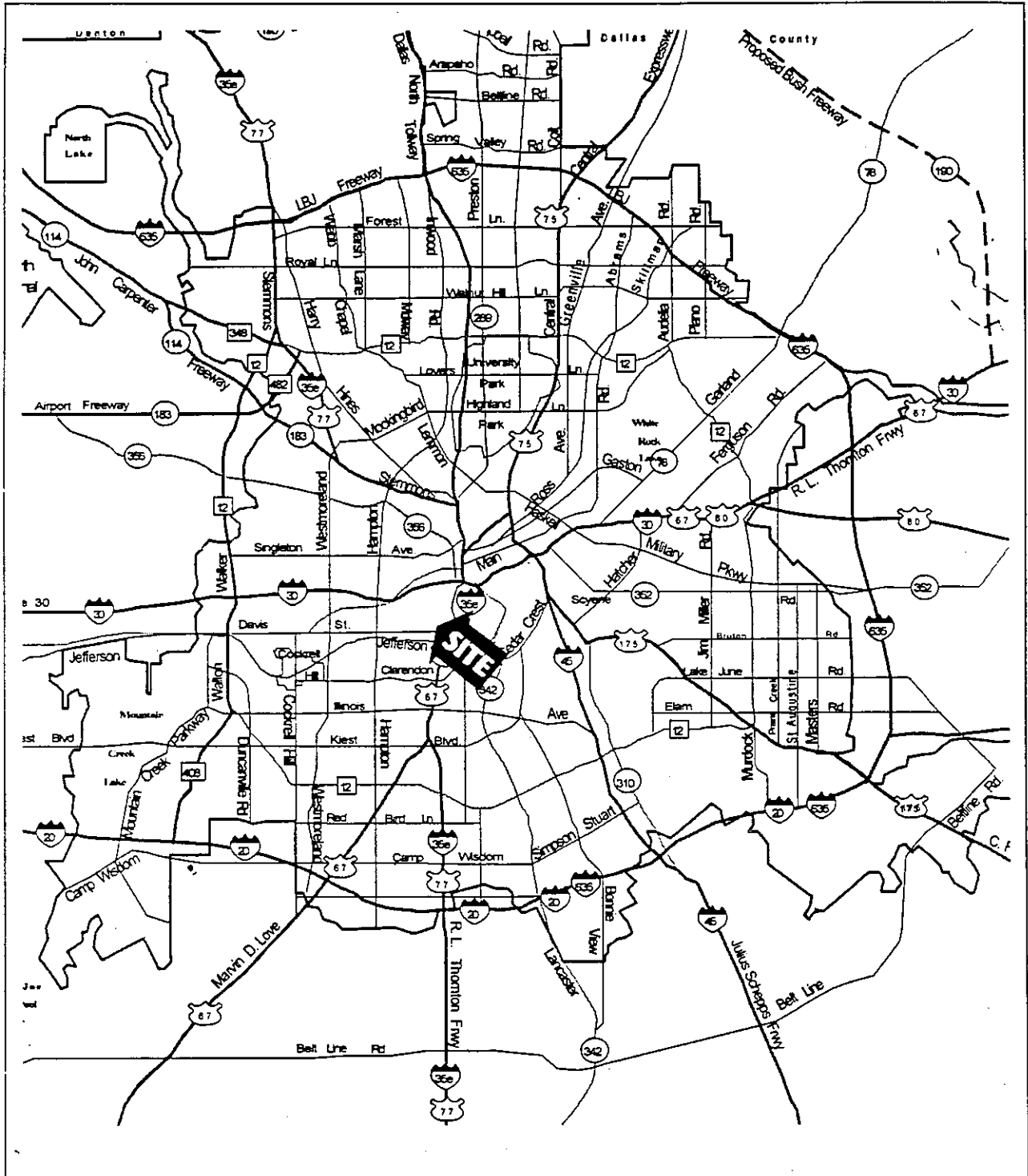
Business Organizations:

Oak Cliff Conservation League
Davis Street Merchant Association (proposed)

Businesses:

Tejanos Restaurant
Bob's Market
Jim Lake Co. & Mr. Shiu Yeung

STUDY LOCATION



INTRODUCTION

The Davis / Bishop Urban Design Study was recommended by Dallas City Council for the Department of Planning and Development 1995-1996 work plan. The study area is contained within Council Districts 1 and 3, represented by Councilmembers Steve Salazar and Robert Stimson, respectively. The Planning Department has developed recommendations for improvements in this area with assistance from a steering committee comprised of council appointed members and community members.

The recommendations from staff and the steering committee were presented to the community at large during three community meetings. In general, the response from the community has been positive towards the urban design recommendations. The greatest concerns at these meetings have been with regards to implementation and the role of public and private stakeholders in the implementation.

Study Area Boundaries

The study area is located in North Oak Cliff, approximately three miles southwest from Downtown Dallas. The boundary of the study area is Davis Street, from Beckley Avenue to Polk Street and Bishop Avenue, from Colorado Boulevard to Jefferson Avenue.

Davis Street was once part of the US Highway System, as US 80 connecting Dallas with Fort Worth. The street was removed from the highway system with the creation of the Interstate 30, but still retains some of its original character and land use.

Bishop Avenue has two distinct segments, the northern and southern portions, which are sub-divided by Davis Street. The northern portion, or upper Bishop Avenue, where a streetcar once ran down the center of the street contains elegant homes. At the intersection of Davis and Bishop there is a small retail area with Prairie Style commercial storefronts known as the Bishop Arts District. The southern most area of Bishop Avenue contains a mix of residential types, including single family, duplex and multi-family structures.

Study Objective

The purpose of the study is to formulate a "WORKING IMPROVEMENT PLAN" for Davis and Bishop through guidelines in urban design, land use, zoning, economic development, traffic and parking management.

What is an Urban Design Study?

Urban design is the physical and functional design of a public place. It can include some or all of the following elements: sidewalks, signage, traffic reorganization, parking configurations, landscape, open-space development, lighting, parks and public art. Urban design also incorporates recommendations for future development guidelines, which might include land use, architectural guidelines, lot coverage, set backs and unit density.

EXECUTIVE SUMMARY

I LAND-USE and ZONING

The Land Use Section divides the area geographically into three segments and identifies the predominant land uses and current zoning designations. Allowable land uses are specified for each zoning designation as well as the method by which such designations may be amended. In areas where adjacent land uses conflict, recommendations have been made for buffers and screening. The study acknowledges the existing land use zoning is compatible with the neighborhood and that the primary concern is with the actual enforcement of the existing building and development code.

- Recommendations address parking requirements, screening between uses and a potential future planned development district along Davis Street.

II TRANSPORTATION and PARKING

This section analyzes the street network and its ability to accommodate the existing and future traffic flow. Vehicular circulation recommendations include street closings, turning lanes, signage and traffic signals. The parking conditions in the Bishop Arts District and along Davis Street are inadequate. The legal on-street parking spaces need to be clearly marked and the urban design section addresses the configuration of parking options .

- The study recommends revisions to existing parking regulations in the Bishop/Eighth Street Conservation District.

III URBAN DESIGN

Urban design proposals for the study area have been made with respect to specific intersections, and acknowledgment of adjacent land uses including residential, commercial, parking, pedestrian and vehicular movement. Most of the design recommendations are pedestrian-oriented and intended to bring back the character and architectural continuity of the neighborhood. The design incorporates traditional streetscape elements such as street trees, paving, improved signage, traffic signalization and lighting. Each proposed intersection improvement is site-specific and relates to the surrounding conditions. The following are the urban design recommendations outlined in the study with a brief description of each recommendation.

Bishop Street Intersections

- *Bishop / Colorado Intersection:* Create an entrance portal to the Kidd Springs neighborhood and Methodist Hospital to establish identity for the area.
- *Upper Bishop, from Colorado to Davis:* Create a landscaped median, crosswalks and corner neck-downs.
- *Bishop Arts District:* Create a traffic re-organization plan, parking plan, and streetscape development plan for this architecturally and historically significant retail district.
- *Lower Bishop, from Eighth Street to Jefferson Street:* Develop landscape and street improvement plans in this primarily residential area.

EXECUTIVE SUMMARY

Davis Street Intersections

- *Davis, Polk, Kings Highway and Tyler:* Establish traffic reorganization, landscaping and the creation of a small neighborhood park and/or green space.
- *Davis and Van Buren:* Develop sidewalk and landscape improvement plans in this commercial area.
- *Davis and Cedar Hill:* Develop sidewalk and landscape improvements plans in this commercial area.
- *Davis and Zang:* Develop sidewalk and landscape improvement plans and identity signage for the commercial area.

Recommendations for urban design guidelines have been made in order to ensure a responsible and consistent approach to physical development of the area. Such improvements, from lighting and signage to sidewalks and parking, should encourage *privately* sponsored development and investment in the area.

IV LANDSCAPE

Landscape improvements, for the most part, involve street trees, small park spaces and screening of off-street parking. Street trees help to mitigate the disproportionate scale of adjacent buildings, buffer pedestrians from vehicular traffic and improve the physical character of the street. The Landscape Section includes tree species and types of applications, from large shade to small flowering trees, depending upon intended location and desired effect.

V IMPLEMENTATION

In order for the recommendations within this report to be implemented, they need to be prioritized, strategized and identified as either short or long-term in scope. Community support is necessary for both the advocacy as well as the funding of these improvements. Marketing of these proposals can help to build the public/private coalitions necessary to implement the plan.

The study outlines a list of organizational approaches to managing the implementation process with a proposed schedule of initiatives, both public and private. These strategies need to be coordinated in a timely manner with a list of potential funding and grant sources for the urban design costs.

A maintenance program must be developed with initial improvements and specific stakeholders must assume responsibility for the maintenance prior to the completion of the design and development process. Coordination, communication and responsible actions are key to realizing this urban design plan and revitalizing of this historic neighborhood.

STUDY GOALS

- 1. Create a Neighborhood Vision for Bishop and Davis Streets**
 - Encourage Appropriate Land Use
 - Propose Public Improvements
 - Propose Private Improvements

- 2. Enhance and Protect the Visual Image of the Neighborhood**
 - Create a Positive Sense of Place
 - Encourage Economic Revitalization
 - Create a Strong Identity for the Area

- 3. Improve Economic Stability of the Community**
 - Encourage an Improved Quality of Development
 - Encourage Business Diversity
 - Encourage New Neighborhood Businesses
 - Create Neighborhood Amenities

- 4. Improve Traffic and Parking Management**
 - Analyze the Traffic Patterns and Street System
 - Mitigate Parking Problems
 - Improve Traffic Flow

- 5. Develop Urban Design Guidelines**
 - Recommendations for Street Improvements
 - Recommendations of Plant Materials

- 6. Evaluate Existing Land Use Compatibility**
 - Proposals for Future Land-Use Recommendations

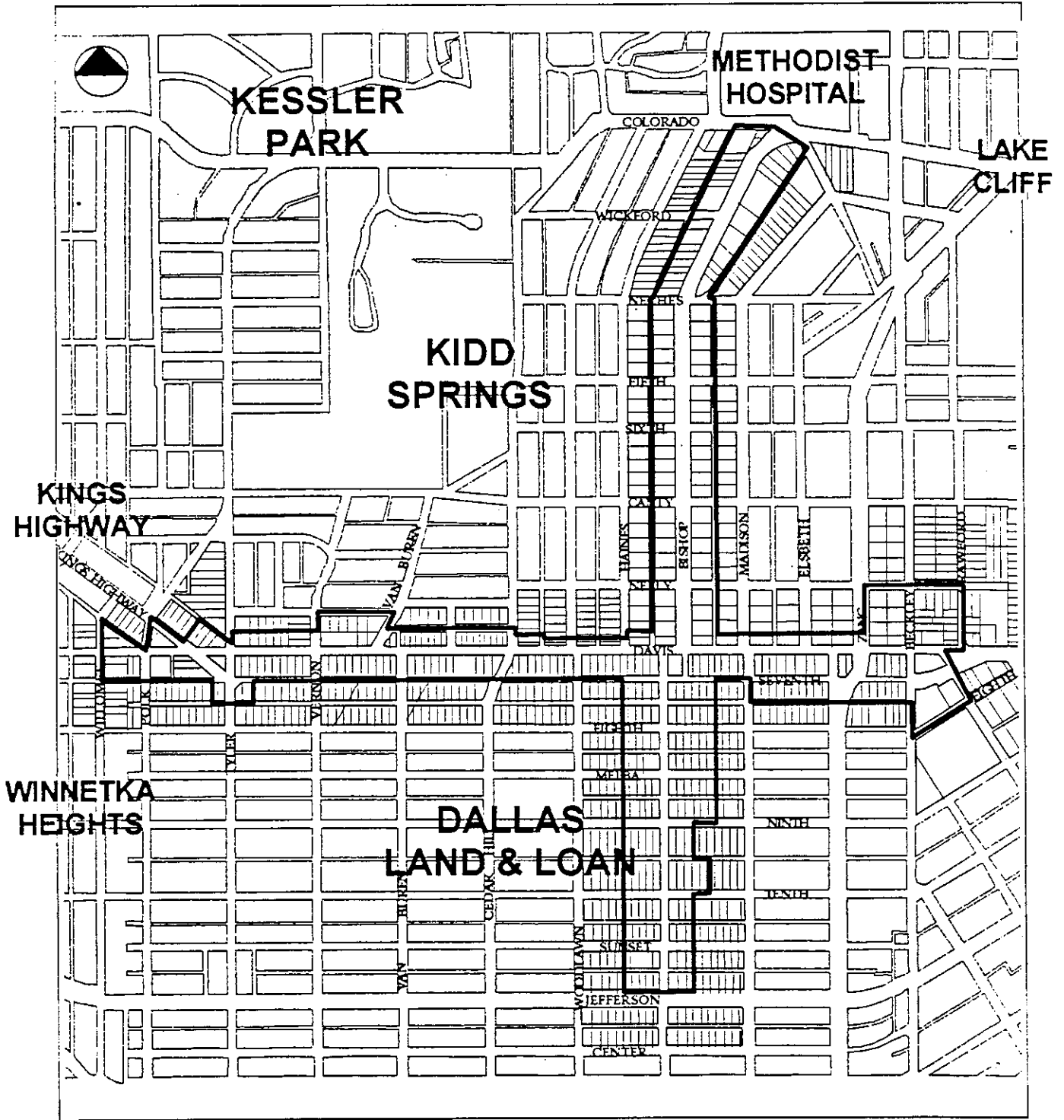
- 7. Evaluate Current Zoning and Proposed Revisions**
 - Encourage Economic Development
 - Preserve the Historic Character of the Neighborhood

- 8. Identify Special Neighborhood Amenities**
 - Based on Residential and Commercial Needs

- 9. Encourage Economic Development Programs**
 - Encourage Relocation of New Businesses in the Study Area

- 10. Create Implementation Strategies for Achieving Goals**

NEIGHBORHOODS AND STUDY AREA BOUNDARY



Oak Cliff

Oak Cliff, first settled in 1845, was primarily a cotton farming community during the late 19th century. The area remained a separate municipality until the 1903 annexation by the City of Dallas. The Trinity River acted as a great divide between downtown Dallas and Oak Cliff giving the community a sense of independence and character. The landscape is distinct to this region, with hilly terrain, large trees and natural lakes. The scenic beauty of Oak Cliff has attracted many developers to build housing with substantial architectural styling. Davis and Bishop Streets bisect some of the older, more significant neighborhoods of Oak Cliff.



Kidd Springs

The area derives its name from Kidd Springs Park, which contains a spring-fed pond at its center. The neighborhood is a combination of one-and-two story frame and brick houses in a variety of early 1900 architectural styles. Bishop Avenue bisects the Kidd Springs district and developed as a prestigious boulevard lined with stately neoclassical homes. Methodist Hospital is at the northern boundary of the neighborhood and has impacted its environs with related medical development.

Kidd Springs contains not only a diversity of architectural styles but ethnic groups, income levels and residential ages as well. This provides the neighborhood with a special character.



Winnetka Heights

Winnetka Heights was initially developed in 1908 as a prestigious area of Oak Cliff, with the construction of elegant Prairie Style homes on large parcels of land. The neighborhood has seen many phases of development, with the wealthy purchasing the first homes followed by a second-phase of development which subdivided the larger parcels into smaller lots for the construction of Craftsman Style bungalows.

HISTORY

The larger homes of Winnetka Heights are architecturally distinctive, with Craftsman detailing, high ceilings, and decorative windows and doors. Due to housing shortages following the Second World War, many of these homes were subsequently subdivided into apartments. In the 1960's the desirability of the neighborhood declined and many residents migrated to new homes built in north Dallas. By the 1970's, extraordinary housing stock and inexpensive prices made the area attractive to urban pioneers willing to renovate. In the early 1980's, both new and old residents worked together to revitalize the neighborhood and achieve the distinction of one of the first historic districts to be designated in Dallas.



Kings Highway

Kings Highway experienced an opposite trend in development, however, since its first structures were multi-family rather than single family homes. During the 1910's, numerous apartment buildings were constructed and many of these still exist today. Middle-class single family homes were built during the 1920s in the popular Craftsman style. Along Kings Highway there are many architectural styles including Tudor, Queen Anne and the later Prairie Style. At the intersection of Kings Highway and Davis Street there are some architecturally significant Prairie Style commercial buildings that lend character to the neighborhood. The continuing renovation and development of this commercial area offers the surrounding residential neighborhood the possibility for its own retail center.



Lake Cliff

The Lake Cliff neighborhood is acknowledged as the "gateway" to Oak Cliff and is strategically located along the entrance to the Houston and Jefferson viaducts connecting the area to downtown Dallas. With few exceptions the architectural heritage of the area has been preserved. Most of the homes of Lake Cliff were built between 1890 and 1930; a period of great variety in styles such as Queen Anne, Colonial Revival, Neoclassical, Tudor, Prairie and Craftsman.

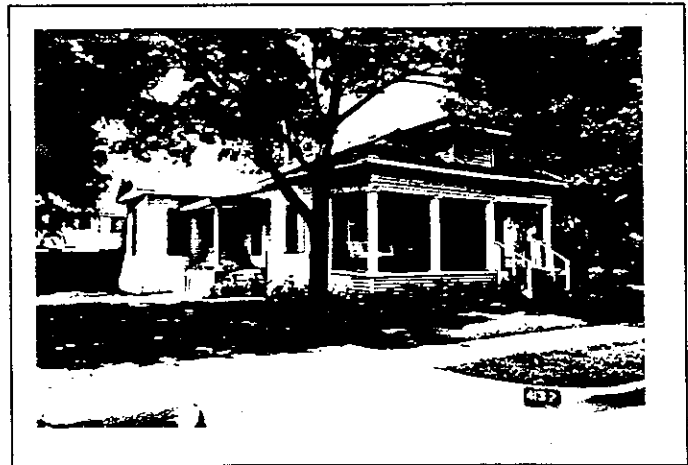
HISTORY

Lake Cliff was originally developed as prestigious estates by T.L. Marsalis until the depression of 1893 destroyed his business venture. In the 1890's the Llewellyn Club established the lake front as a country club. By the turn of the century the lake and surrounding property were sold for the development of a health spa by a Dr. Spann. The health resort never flourished and was later resold to the developers Mangold and Zang, who created a carnival entertainment center for the surrounding neighborhoods. Residential development surged finally, after 1913, when Lake Cliff Park was acquired by the City from private investors. In the 1950s, many of the large homes in this neighborhood were either subdivided into apartments or razed and replaced with multi-family dwellings. The area fell into decline until the 1980's, when an influx of new residents expressed interest in restoring the older homes and bringing back the previous neighborhood vitality. As in times past, the natural beauty of the park is a draw for a diversity of people, and the neighborhood is currently in the process of historic district designation.



Dallas Land & Loan

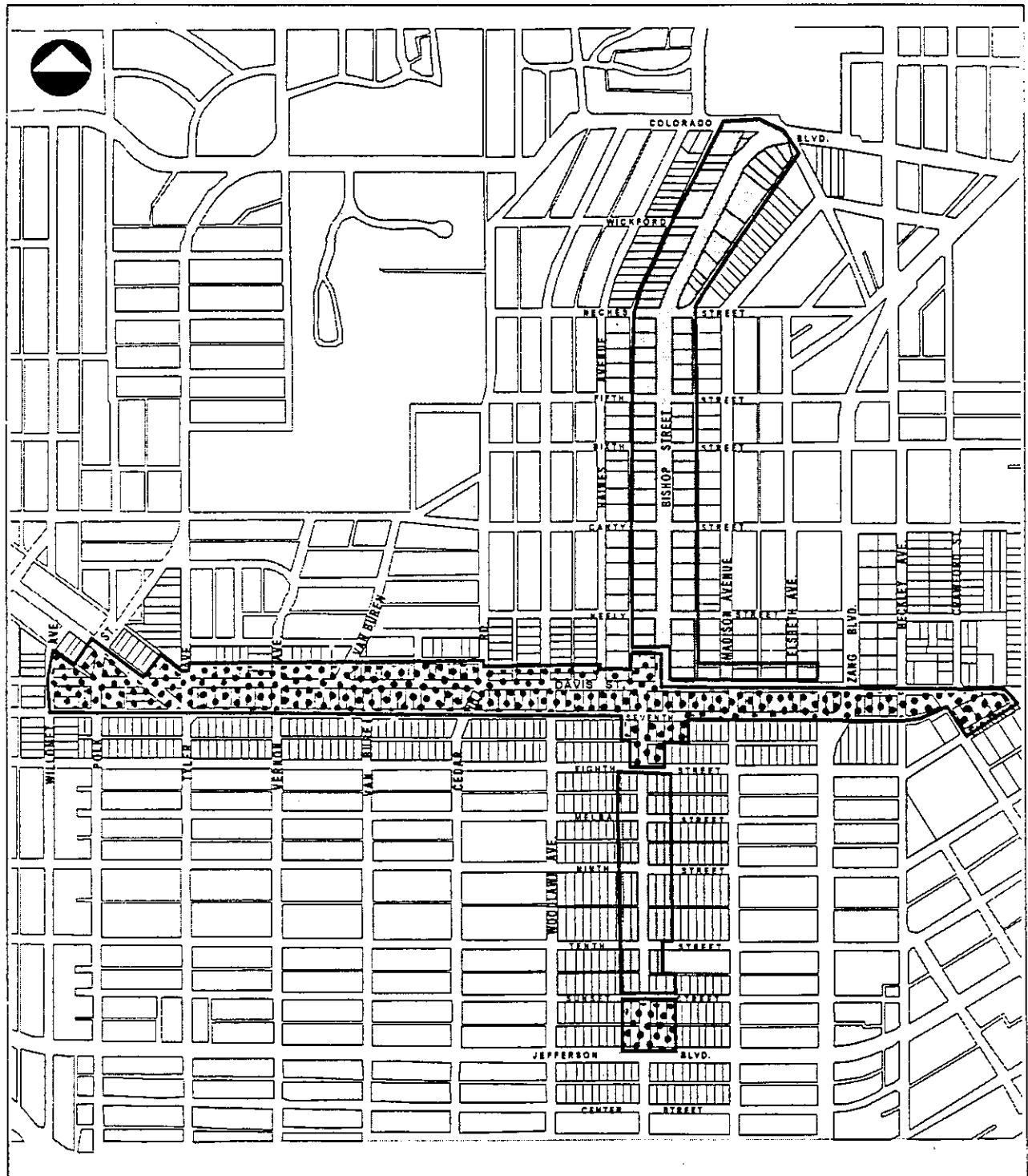
The Dallas Land & Loan area was first subdivided in 1887, when investors purchased 2,000 acres on the western bluffs of the Trinity River and platted the area as simply "Dallas Land & Loan Additions". The initial subdivision sold quickly because the lots were well suited for the Queen Anne houses popular at the time. Dallas Land & Loan experienced sporadic building activity until the 1940s. As previously noted, by the 1970s, many three-story homes had been subdivided into apartments or razed. Small Craftsman bungalows, built in the 1910s and 1920s, are located on Eighth, Ninth and Melba Streets.



In contrast to the adjacent neighborhoods, which experienced the encroachment of commercial development, the Dallas Land & Loan area remained entirely residential.

* The historical information in this section was obtained from "*The Guide to the Older Neighborhoods of Dallas*," by The Historic Preservation League, Inc., Dallas, Texas, 1986; principal writers Douglas Newby and Jan Caswell.

EXISTING LAND USE



1. UPPER BISHOP AVENUE FROM COLORADO TO DAVIS STREETS

The northern portion of Bishop Avenue near the intersection of Colorado, where Methodist Hospital is located, has some related uses including medical offices and hospital parking facilities. The middle section of Bishop Avenue has many large homes and a few apartment buildings. The housing types include single family, duplex and multi-family. Some of the older homes have been converted to commercial use, and accommodate businesses and professional offices. This portion of Bishop Avenue divides the Kidd Springs neighborhood which contains primarily single family structures, an elementary school and neighborhood park. Some illegal conversion of single family homes into multi-family and boarding houses has taken place in this neighborhood, and code enforcement is investigating the current situation.

2. THE DAVIS STREET COMMERCIAL CORRIDOR

The study area on Davis Street extends from Beckley Avenue to Polk Street. Davis Street was once US 80, and has developed as a commercial corridor with retail, automotive shops, restaurants, grocery stores, funeral homes, and other various uses. There is a large percentage of auto-related businesses including gas stations and auto repair shops that have over time evolved into tire changing businesses. The residential neighborhoods of Kings Highway and Kidd Springs border to the north, and Winnetka Heights and Dallas Land and Loan neighborhoods are adjacent to the southern side of Davis Street.

2A. THE BISHOP ARTS DISTRICT AND DAVIS STREET INTERSECTION

The area along Davis Street has developed commercial land uses including Bob's Market, a take-out restaurant, auto-body shops, Calvario funeral home and a former fire station now being used as a photography studio. The Bishop Arts District is defined by the Prairie Style architecture of its small commercial buildings. Contained within the district is also a number of small restaurants and cafes, boutiques, an antique store and a police storefront.

3. LOWER BISHOP AVENUE FROM DAVIS TO JEFFERSON

This area extends between the two commercial corridors, Davis Street and Jefferson Boulevard, a lively shopping street frequented by the Hispanic community. This section of Bishop Avenue is the spine of the Bishop Arts District, as well as a major vehicular route through the Dallas Land and Loan neighborhood. The section of Bishop Avenue that bisects the Dallas Land and Loan neighborhood contains single family, duplex and multi-family housing as well as a church. The block closest to Jefferson Boulevard contains some small businesses in detached, previously residential, structures.

CURRENT ZONING

The study area is divided into the sub-districts previously described in the Land Use Section. The map on the preceding page shows the boundaries of the zoning designations for each property and the permissible uses in each prescribed area. Below is a list of these categories and descriptions.

If a property owner or neighborhood wants to change the zoning of the area they must apply for a zoning change with the Planning and Development Department. A public hearing is then held with the City of Dallas Planning Commission, in which the owner or resident must present his or her reason(s) for requesting revision. Public notification must be given to all adjacent property owners prior to the Plan Commission hearing.

Planned Development Districts (PDD) and Conservation Districts are specific areas in which a comprehensive plan has been developed with input from the owners and residents. A PDD tends to be more detailed than the zoning code and outlines the specific needs of that area. A Conservation District (CD) is created when a particular historic character needs to be preserved or refurbished.

1. THE UPPER BISHOP AVENUE CORRIDOR - Colorado Boulevard to Davis Street

LO-3 and LO-1: *Limited Office*

Provides for office uses which serve predominantly neighborhood or community needs. The limited office districts are regulated with development standards compatible with adjacent residential areas.

PD No. 340: *Planned Development*

Allows for Medical Clinics, Ambulatory Surgical Clinics, Hotels and Retail Uses.

PD No. 160: (Tract IIa) *Kidd Springs Planned Development District*

Provides for residential and office uses.

CS: *Commercial Service*

Provides for the development of commercial and business-serving uses which may involve outside storage, service or display. Such a zoning district contains the following land-use categories:

- Commercial
- Light Industrial (inside)
- Lodging
- Office
- Recreation
- Transportation
- Utility and Public Service
- Wholesale, Distribution and Storage
- Accessory Uses.

CURRENT ZONING

2. THE DAVIS STREET COMMERCIAL CORRIDOR - Beckley Avenue to Polk Street

CR: *Community Retail*

Provides for the development of community-serving retail, personal service and office uses at a scale and density compatible with residential communities.

PD No. 309: *Planned Development*

Provides for light manufacturing, warehouse and commercial service uses.

CS: *Commercial Service*

Provides for the development of commercial and business-serving uses which may involve outside storage, service or display (See Upper Bishop Area 1).

3. THE LOWER BISHOP AVENUE CORRIDOR - Davis Street to Jefferson Boulevard

CD No. 7: *Bishop/Eighth Street Conservation District*

Provides for commercial, office and residential uses. This district was created to protect and enhance its significant architectural and cultural attributes.

CS: *Commercial Service*

Provides for the development of commercial and business-serving uses that may involve outside storage, service or display (See Upper Bishop Area 1).

MF-2(A): *Multi-family*

Provides for single family, duplex and multi-family dwellings. This district is considered by the Development Code as a medium-density residential district.

PDD No. 316: *Planned Development District*

Provides for Office and Mixed uses (medium to high-density). Mixed uses may include office, retail and/or residential.

ZONING RECOMMENDATIONS AND ISSUES

After analyzing the current zoning in the study area, the planning staff and steering committee conclude that the existing zoning regulations are sufficient for the needs of the neighborhood and do not require any significant changes. There are some revisions to parking requirements in the parking section of the report. The biggest problem facing the neighborhood is the enforcement of the regulations that already exist. The committee believes the true vitality of the neighborhood rests on the ability to enforce the regulations, track the problem property owners and citations, and discipline the violators with fines.

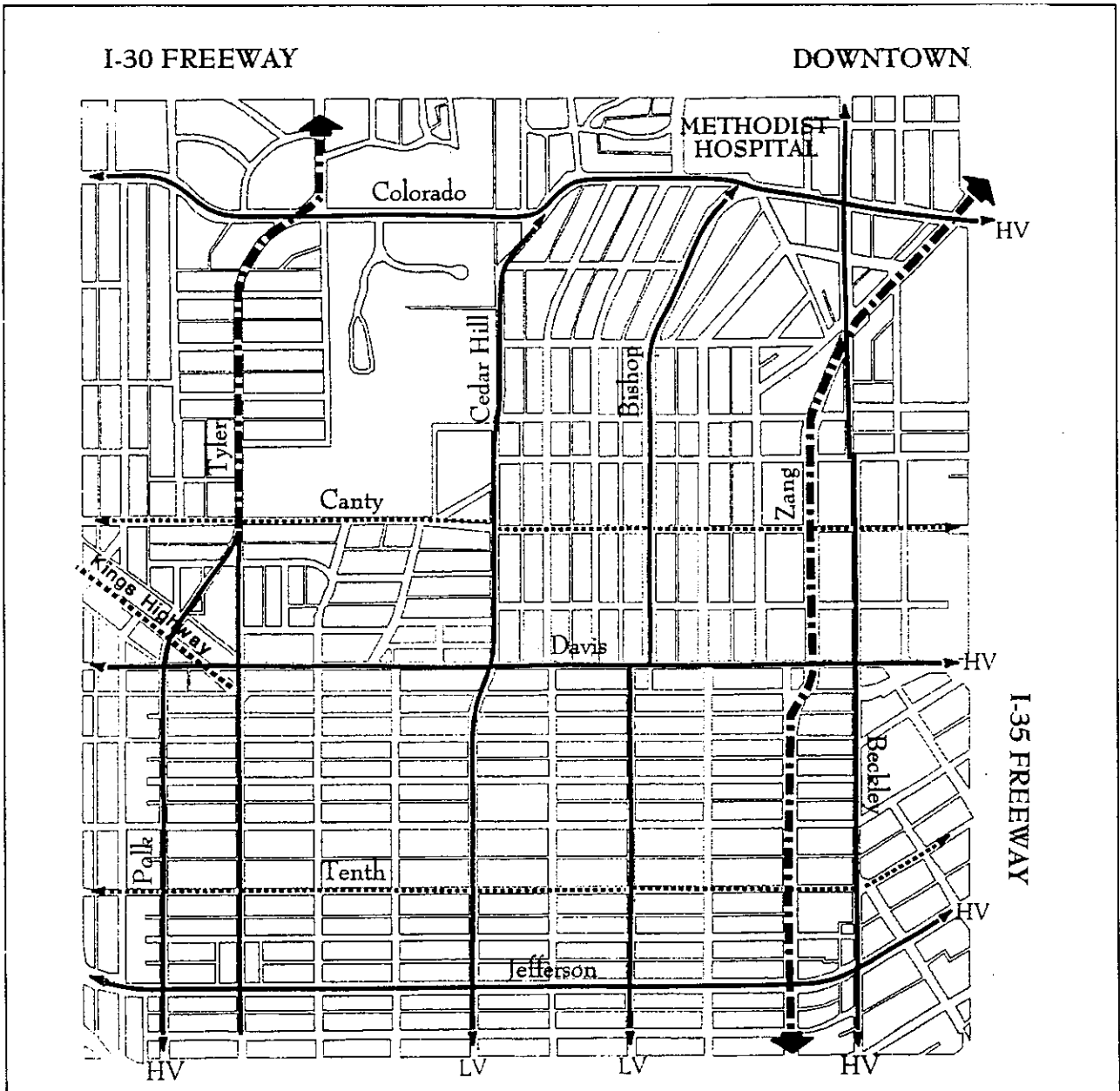
Code Enforcement Recommendations

1. Enforce the codes on all existing properties and businesses currently in violation.
2. Revoke the Certificate of Occupancies (C.O's) on all illegally converted structures which continue to have code enforcement violations. Over the past decade, many single family structures have illegally been converted into multi-family structures. These structures must be brought into compliance with the Building and City Development Codes.

Zoning Recommendations

1. Do not permit spot zoning within a Planned Development District (PDD). If a change needs to be made, comprehensively revise the PDD with community participation.
2. Land uses allowed in the CS Commercial Service district are not intended to be located immediately adjacent to residential neighborhoods without proper buffers and screening. Particular attention should be given to providing buffers and screening to commercial areas adjacent to residential areas. This buffering and screening could include a street, an open space, a creek or other elements such as landscaping.
3. The existing amalgamation of zoning districts and land uses is compatible with adjacent zoning districts and land uses. This area is considered to be a "transitional area" because it is located between two commercial corridors, Davis Street and Jefferson Boulevard. Low-density mixed-use projects (Office-residential, retail-residential) should be encouraged for properties located adjacent to PD No. 316, particularly for those facing Bishop Avenue.
4. When a Davis Street Merchants' Association is established, a comprehensive review of Davis Street with the property owners might justify the creation of a Davis Street Planned Development District to encourage economic development and monitor physical improvements.

TRANSPORTATION MAP



- — — — — Arterial 6 Lanes Divided
- Collector Street
- Local Street
- (HV) High Volume
- (LV) Low Volume



TRANSPORTATION

The transportation analysis is composed of two parts, **existing conditions** and **proposed recommendations**. The elements taken into consideration for this report are:

1. Local traffic (volume & direction)
2. Thoroughfare function
3. Parking (on-street/off-street)
4. Public transportation
5. Future transportation plans
6. Analysis

The “local traffic” (volume & direction) and “thoroughfare function” data was provided by the Departments of Public Works and Transportation.

Existing Conditions

Main Thoroughfare Designations and Functional Classification

Functional classification designates street categories according to their intended use. Inherent within this classification process is the concept that **individual roads and streets do not serve travel independently**. Most travel involves movement through a network of roads and streets and it is important to allow traffic to navigate within this network in a logical and efficient manner.

Designated Street Types

Arterial Streets - Arterial streets provide links between areas of the city. They typically define neighborhoods and mainly serve to move traffic from one part of the city to another.

Collector Streets - Collector streets provide the links between local streets and arterials. They penetrate neighborhoods and serve to collect and distribute traffic between the arterials and local streets.

Local Streets - Local streets are usually contained within a neighborhood and provide access to adjacent property; often the origin or destination of every trip. Local streets serve to circulate local traffic between and among various uses.

TRANSPORTATION

The following is a list of streets contained within or adjacent to the study area and the functional classification associated with each.

Street	Limits	Function
Davis Street	Beckley to Polk	Under study
Bishop Avenue	Colorado to Davis	Collector 4 lanes undivided
Bishop Avenue	Davis to Jefferson	Collector 2 lanes undivided
Colorado Boulevard	at Bishop Avenue	Collector 4 lanes undivided
Jefferson Boulevard	at Bishop Avenue	Collector 4 lanes divided
Zang Boulevard	at Davis	Arterial 6 lanes divided
Beckley Avenue	at Davis	Collector undivided
Tyler Avenue	at Davis	Arterial existing couplet
Polk Avenue	at Davis	Arterial existing couplet
Seventh Street	Beckley to Polk	Local street

Bishop and Davis Streets are designated community collectors that channel traffic to the arterials Colorado Boulevard, Jefferson Boulevard, Tyler Avenue and Zang Boulevard. Tyler and Zang both funnel traffic to the state highways, I-30 Freeway and I-35 Freeway. Colorado Boulevard collects traffic to Methodist Hospital and to I-35 Freeway. Zang Boulevard functions as an arterial street connecting downtown to south Oak Cliff. Jefferson Boulevard is a community collector that funnels area traffic to the I-35 Freeway and is also serving the community as the “main street” of Oak Cliff due its numerous commercial retail and office landuses.

Main Thoroughfares and Traffic Counts

The traffic counts below focus on the study area of Davis and Bishop Avenues, and were taken from the 1996 Traffic Volume Data Book. The figures show that Davis Street has a high volume of traffic for its width of street, and that Bishop Avenue has a low volume of traffic for its street width.

Street	24 hr. vol. Total	8am	% ea. dir.	5pm	% ea. dir.	date taken
<u>Davis</u>						
Cedar Hill-Zang	8,814	269	52%E, 48%W	420	52%E, 48%W	10/24/94
Tyler-Cedar Hill	10,215	547	no split	828	no split	8/25/92
<u>Bishop</u>						
Colorado-Davis	3,875	177	65%N, 35%S	212	62%S, 38%N	10/19/92
Davis-Jefferson	2,314	126	68%N, 32%S	124	53%S, 47%N	not avail.

TRANSPORTATION RECOMMENDATIONS

The following is a list of transportation recommendations for the study area:

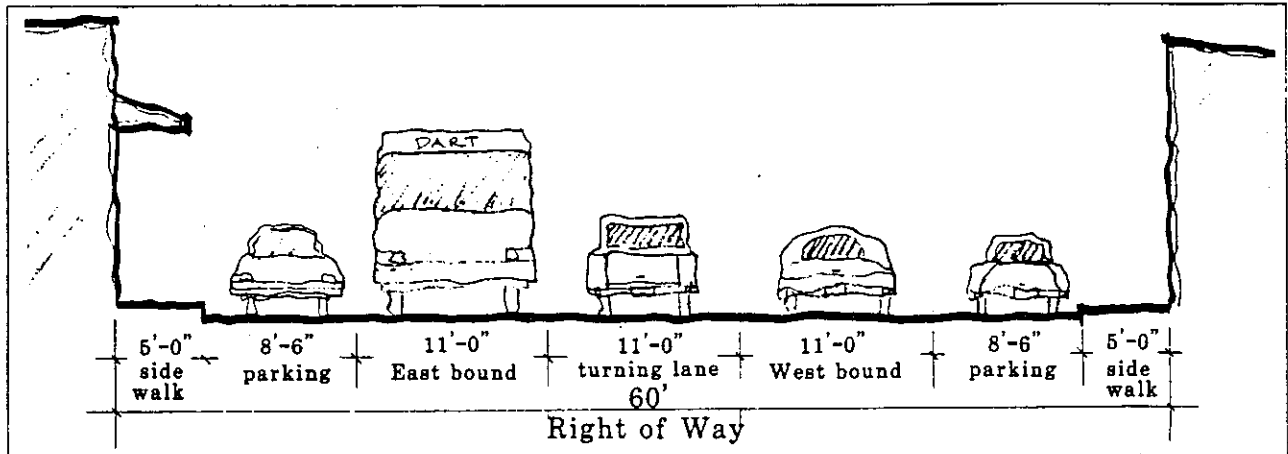
1. Close Bishop Place to through-traffic and use part of the space as parking for the adjacent businesses on Davis Street, Bishop Avenue and Seventh Street.
2. Close Kings Highway from Davis Street to Seventh Street in order to reduce the risk of traffic accidents.
3. Make Seventh Street, from Bishop to Madison, one-way eastbound so that on-street parking may be accommodated along the southern edge of the street.
4. Provide a bus pull-out lane on the west side of Bishop Ave. just north of Davis Street.
5. Paint parking spaces in locations where on-street parking is permitted.
6. Install brick pavers to delineate pedestrian crosswalks at the following major intersections:

Davis at Zang	Bishop at Colorado
Davis at Cedar Hill	Bishop at Davis
Davis at Van Buren	Bishop at Seventh
Davis at Kings Highway	Bishop at Eighth
Davis at Tyler	
Davis at Polk	
7. Conduct an evaluation of the traffic signal system in the study area to determine ways of improving traffic circulation and safety, particularly at the following intersections: Davis Street and Bishop Avenue, Davis and Llewellyn Streets, and at Davis Street/ Tyler Street and Kings Highway.
8. Provide a bus shelter on Bishop Avenue just north of Davis Street. Emphasis should be given to the design detail of the shelters in order to ensure consistency with the historical architectural style of the surrounding Prairie Style commercial buildings.
9. Analyze the parking needs in Bishop Arts District and revise the off-street parking requirements – see page 25.
10. Propose additional sites to be utilized as parking lots – see page 26.
11. The neighborhood surrounding the study area has experienced an increase of through traffic on residential streets. The steering committee recommends a comprehensive traffic study be conducted in the Kidd Springs, Kings Highway, Winnetka Heights and Dallas Land and Loan neighborhoods. The purpose of the study would be to route through-traffic onto collector streets Davis, Bishop, Colorado, Cedar Hill, Sylvan and Tyler.

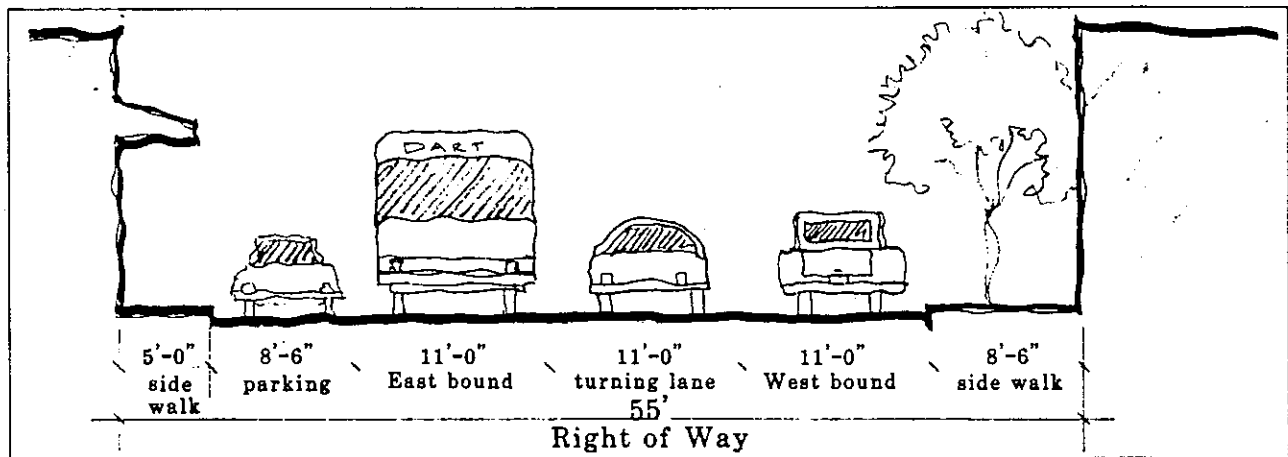
PARKING

On-Street/Off-Street Parking

The goal of the parking analysis is to review and analyze the existing parking conditions and the current parking requirements within the study area. Based on community input, observations and traffic counts, it was concluded that revisions to current parking requirements would greatly improve the study area.



Proposed 60' R.O.W. Davis Street Section



Proposed 55' R.O.W. Davis Street Section

Davis Street

On-street parking is permitted on Davis Street. The street has 60 feet of right-of-way from Beckley Avenue to Van Buren Avenue, and a 55-foot right-of-way from Van Buren Avenue to Polk Street. Davis Street is very narrow for a major thoroughfare and cannot be widened due to physical constraints. Off-street parking along Davis Street is an allowable land use and should be utilized when the on-street parking area is not sufficient.

PARKING

The Departments of Public Works and Transportation have recently completed repaving and restriping of Davis Street for 3 lanes: an east-bound lane, a west-bound lane and a center left-hand turning lane. The public right-of-way is 60 feet wide, with 33 feet dedicated to 3 lanes and 27 feet remaining for a 8'-6" parking lane and 5'-0" sidewalk on either side. (see drawing on previous page for detail)

Davis Street Parking Recommendations:

1. Establish parking lanes on Davis with clearly marked, legal parking spaces.
2. Allow parking only on the south side of Davis Street between Van Buren Avenue and Polk Street where the right of way is only 55 feet.
3. Establish guidelines for parking in the rear of and/or side of adjacent structures.
4. Establish set-backs, buffers, lighting and landscaping requirements.
5. Develop design standards to screen parking lots, such as allowable materials and required fencing and landscaping.
6. Clearly mark bus stops and bus pull-out lanes and pedestrian cross walks.

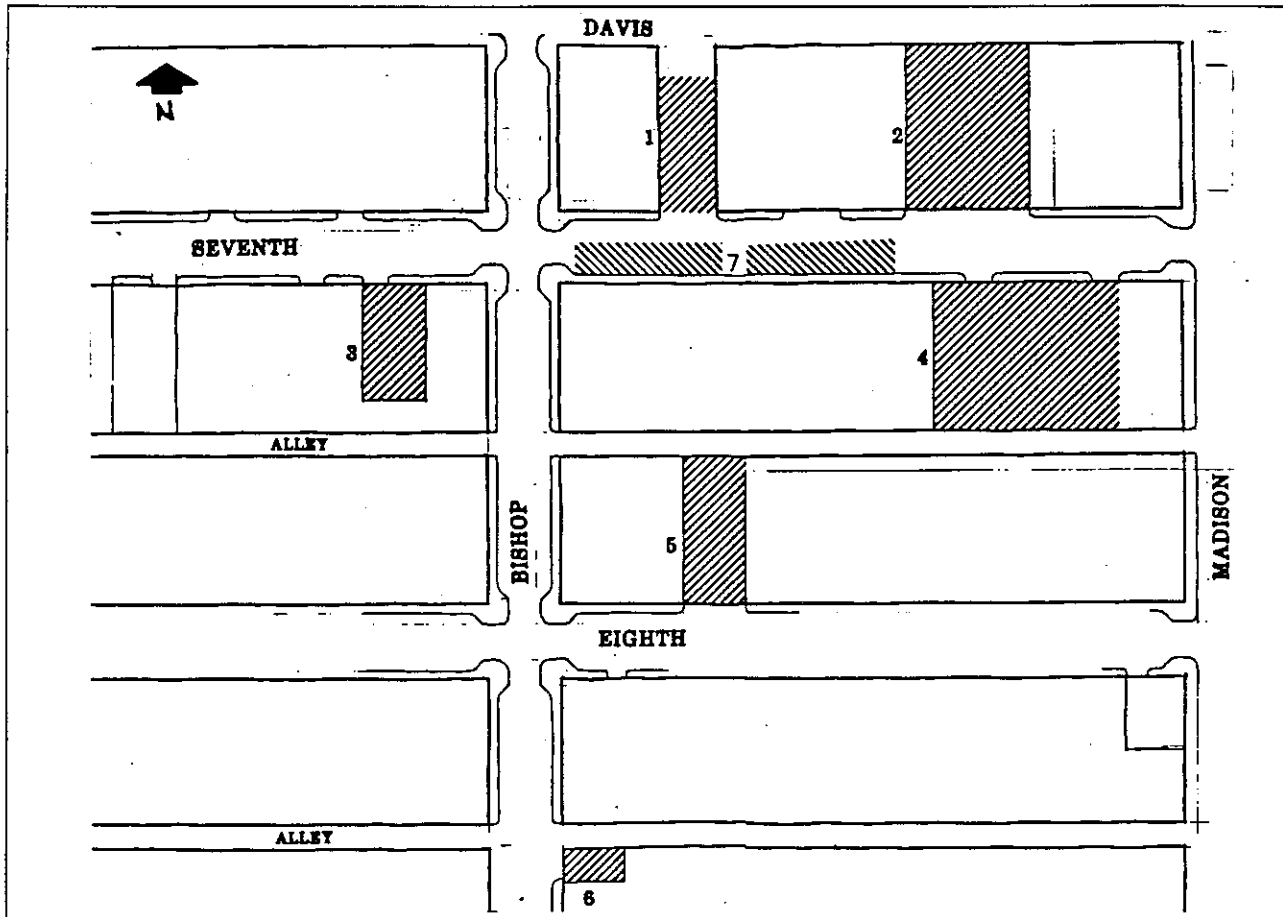
Bishop Arts District

The illustration on the following page displays the current and proposed parking areas in the Bishop Arts District. This small historic and quaint commercial district extends along Bishop Avenue from Davis to Eighth Street and Seventh Street from Bishop to Madison Avenue. The Conservation District parking regulations are very stringent and are considered to be a hardship for many of the local shop owners. Business owners and property owners alike are concerned that the parking regulations are restricting the commercial leasing and the future development of shops and restaurants in the Bishop/ Eighth Street Conservation District.

Currently parking spaces in the Bishop Arts District is limited with some on street parking and 122 spaces available in 5 private parking lots. The plan proposes lessening the parking requirements on individual property owners and developing more public parking for general use.

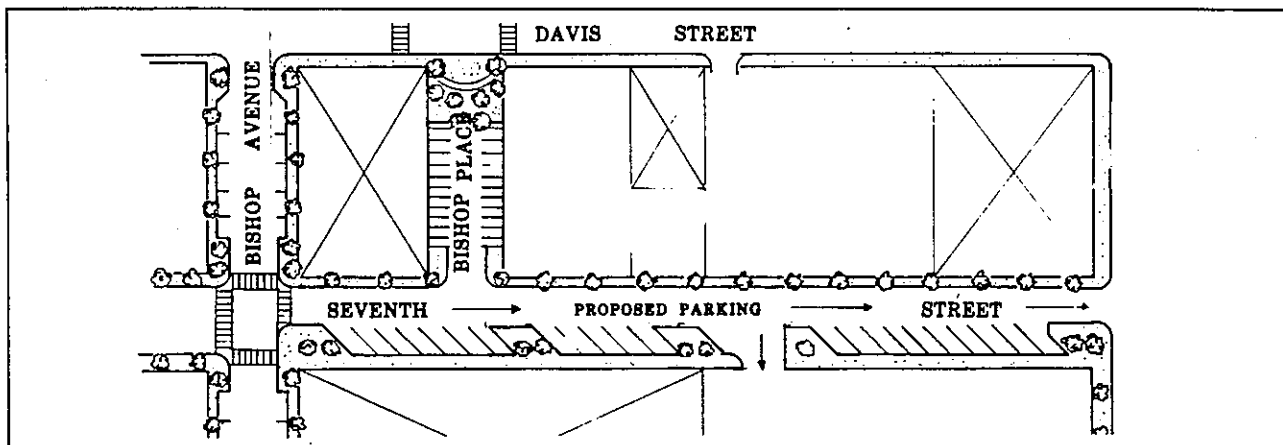
This pedestrian-oriented district and its scattered and remote parking will promote walking amongst the various retail shops. It will also help to save the compact urban character of the buildings, encourage infill buildings and discourage demolishing buildings for parking lots. The plan proposes two new parking areas, Bishop Place (1) and additional on-street parking on Seventh Street (7) for an increase of 50 district parking spaces (See drawing on following page.)

PARKING



Current and Proposed Parking Lots in the Bishop Arts District

- | | |
|---|--|
| 1. Proposed Bishop Place Parking (16 spaces) | 5. Doyle McCullar Design (23 spaces) |
| 2. Calvario Funeral Home Parking (30 spaces) | 6. Bishop Street Grill (6 spaces) |
| 3. Bishop Street Market (8 spaces) | 7. Proposed Seventh Street On-Street Pkg (34 spaces) |
| 4. Bishop Street District Parking (55 spaces) | |



Proposed Seventh Street On-Street Angled Parking Plan

PARKING RECOMMENDATIONS

Preliminary Recommendations

Draft an amendment to the Conservation District for the following parking revisions.

1. Decrease the number of parking spaces required per square feet of floor area. (see recommended Conservation District parking requirements below)
2. Make a separate square footage requirement for bars and restaurants.
3. Further reduce the allowable area for outside dining.
4. Allow a maximum distance of 600 feet between businesses and remote parking areas.
5. Establish parking lot guidelines with landscape buffers and lighting and screening standards.

Current Off-Street Parking Requirements for Conservation District

Residential:	1 parking space per each dwelling unit.
Office:	1 parking space per 333 square feet of floor area.
Retail:	1 parking space per 220 square feet of floor area.

Recommended Parking Requirements for Conservation District

Residential:	1 space per dwelling unit
Office:	1 space per 500 square feet
Retail:	1 space per 400 square feet
Bar and Restaurant:	1 space per 220 square feet

New Parking Design Proposals for Bishop Arts District

1. Provide parking in the street closure of Bishop Place.
2. Establish remote parking locations for Bishop Arts District.
3. Provide angled parking on the south side of Seventh Street between Bishop and Madison.

URBAN DESIGN

The development of urban design guidelines for Davis / Bishop Urban Design Study is based on analysis of historical context, current conditions, observations and community recommendations. The methodology is to identify the primary characteristics, strengths and weaknesses of the district. The proposal attempts to build on the strengths of the district by strategically developing design proposals for specific intersections and nodes of development. The weaknesses are identified for issues requiring attention from both public and private initiatives.

This study identified the following intersections as places requiring design attention and physical improvements. The intent of the proposed improvements is to benefit the entire community, and be a catalyst for future improvements and new development efforts sponsored by private initiatives.

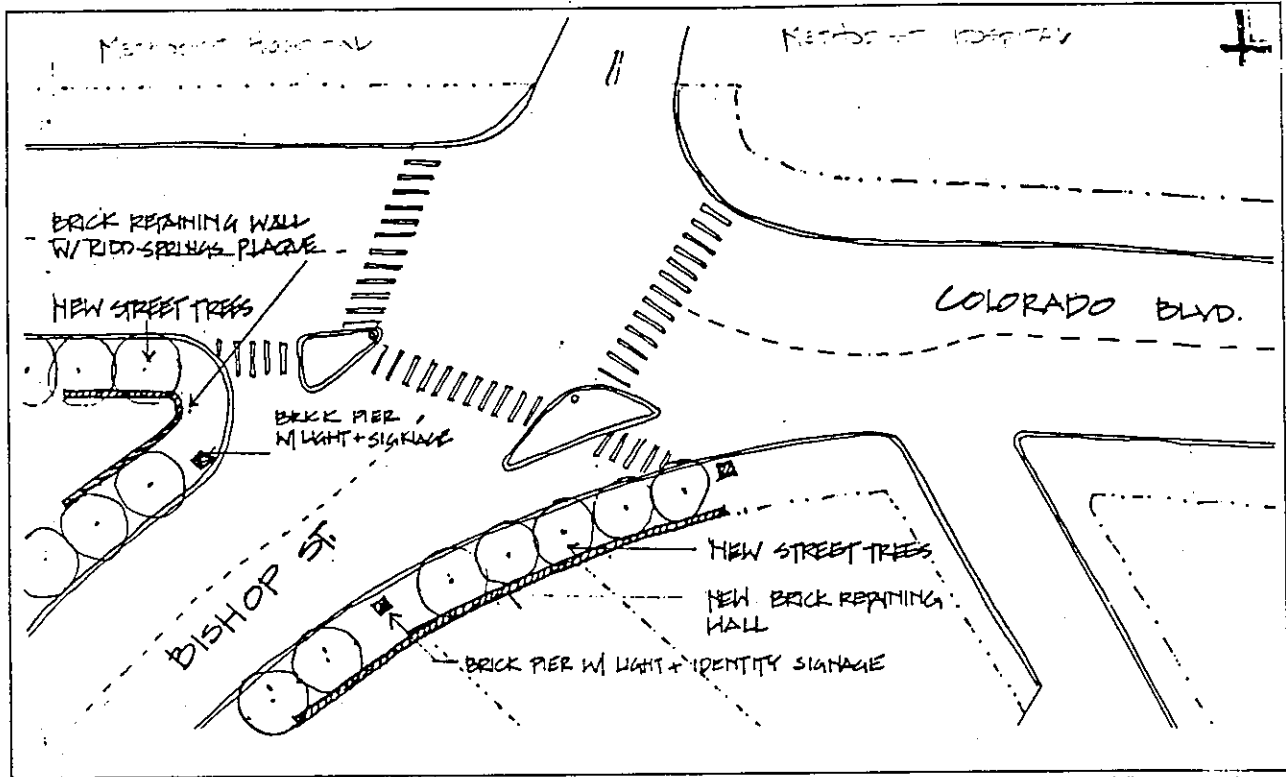
BISHOP AVENUE INTERSECTIONS

1. **Bishop / Colorado Intersection:** Create an entrance portal to the Kidd Springs neighborhood and Methodist Hospital to establish identity for the area.
- 1a. **Upper Bishop, from Colorado to Davis:** Create a landscaped median, crosswalks and corner neck-downs.
2. **Bishop Arts District:** Create a traffic re-organization plan, parking plan, and streetscape development plan for this architecturally and historically significant retail district.
3. **Lower Bishop, from Eighth Street to Jefferson Street:** Develop landscape and street improvement plans in this primarily residential area.

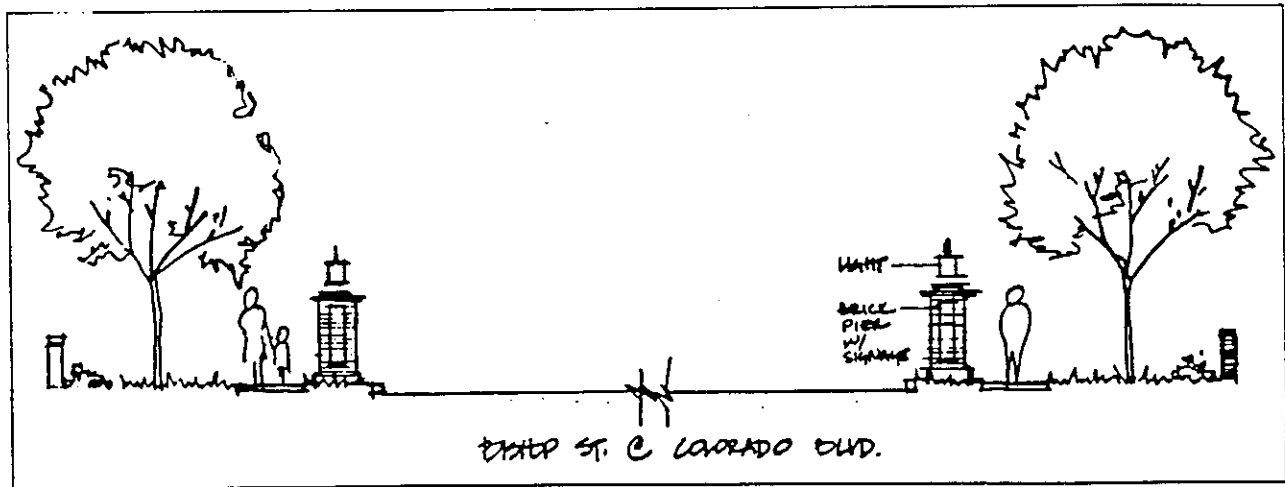
DAVIS STREET INTERSECTIONS

4. **Davis, Polk, Kings Highway and Tyler:** Establish traffic reorganization, landscaping and the creation of a small neighborhood park and/or green space.
5. **Davis and Van Buren:** Develop sidewalk and landscape improvement plans in this commercial area.
6. **Davis and Cedar Hill:** Develop sidewalk and landscape improvements plans in this commercial area.
7. **Davis and Zang:** Develop sidewalk and landscape improvement plans and identity signage for the commercial area.

BISHOP/COLORADO



Proposed Bishop Avenue and Colorado Boulevard Intersection



Proposed Bishop Avenue Street Section

UPPER BISHOP AVENUE

BISHOP AVENUE AND COLORADO BOULEVARD INTERSECTION

This intersection is an entrance portal to the Kidd Springs neighborhood and Methodist Hospital. It provides an opportunity for improving the overall identity for the district. The recommendations are to develop a landscaped corner with improved lighting, retaining walls and signage. The recommendations for the area include the following:

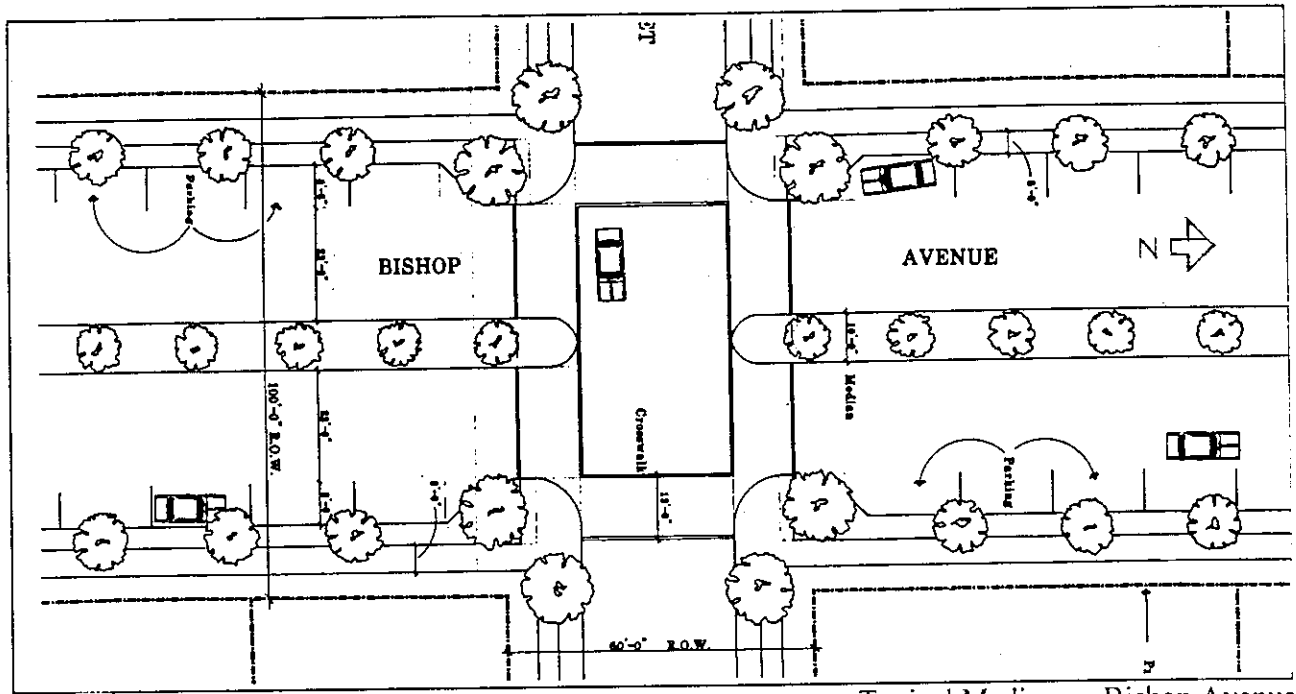
1. Coordinate with Methodist Hospital to establish an entry portal to the neighborhood such as a historic brick marker with identity signage for the neighborhood. Both the east and west side of the street need to be developed and improved in a similar style. Lighting must be incorporated into the design for security and the prevention of vandalism.
2. Coordinate with the Kidd Springs Neighborhood Association and Methodist Hospital for future development of the Colorado Boulevard and Bishop Avenue Intersection. Establish a neighborhood committee to coordinate and communicate with the Hospital regarding all current and future plans. Jointly develop urban design guidelines for future development of the corner, i.e., potential buildings, parking and set backs.

UPPER BISHOP AVENUE FROM COLORADO BOULEVARD TO DAVIS STREET

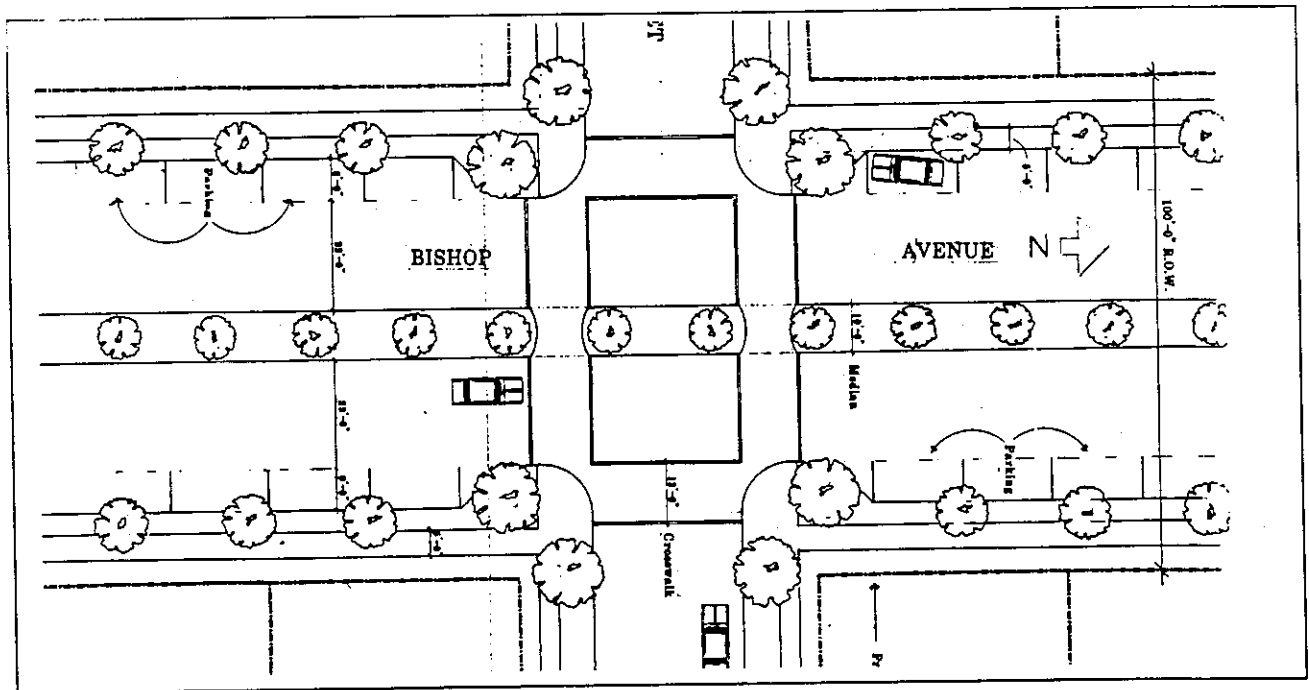
Upper Bishop is primarily a residential street with a few professional offices. Many of the structures are historically significant and have a stately presence on Bishop Avenue. The recommendation is to improve the landscaping and lighting along the street. Currently Bishop Avenue is very wide, with 60 feet of paving and 100 feet of right-of-way. The traffic usage is low therefore allowing for the opportunity to narrow the street to create a boulevard-styled median. The following is a list of recommendations for the street:

1. Plant additional street trees throughout the street, spaced at 25 feet on-center.
2. Increase the street lighting levels and install historic street lamps similar to the Winnetka Heights neighborhood and 75 feet on-center. Utilities along Bishop Avenue are underground and the telephone poles used only for street lights. The installation of historic lamps will improve the image of the street by the removal of these existing poles.
3. Create a 10-foot-wide median on Bishop with landscaping throughout the street and install brick pavers at crosswalks and neck-downs at the corners to establish on-street parallel parking zones.
4. Close Canty Street through-traffic access with a continuous median through the intersection. Excessive traffic along Canty Street needs to be rerouted onto collector streets such as Bishop or Davis.

UPPER BISHOP

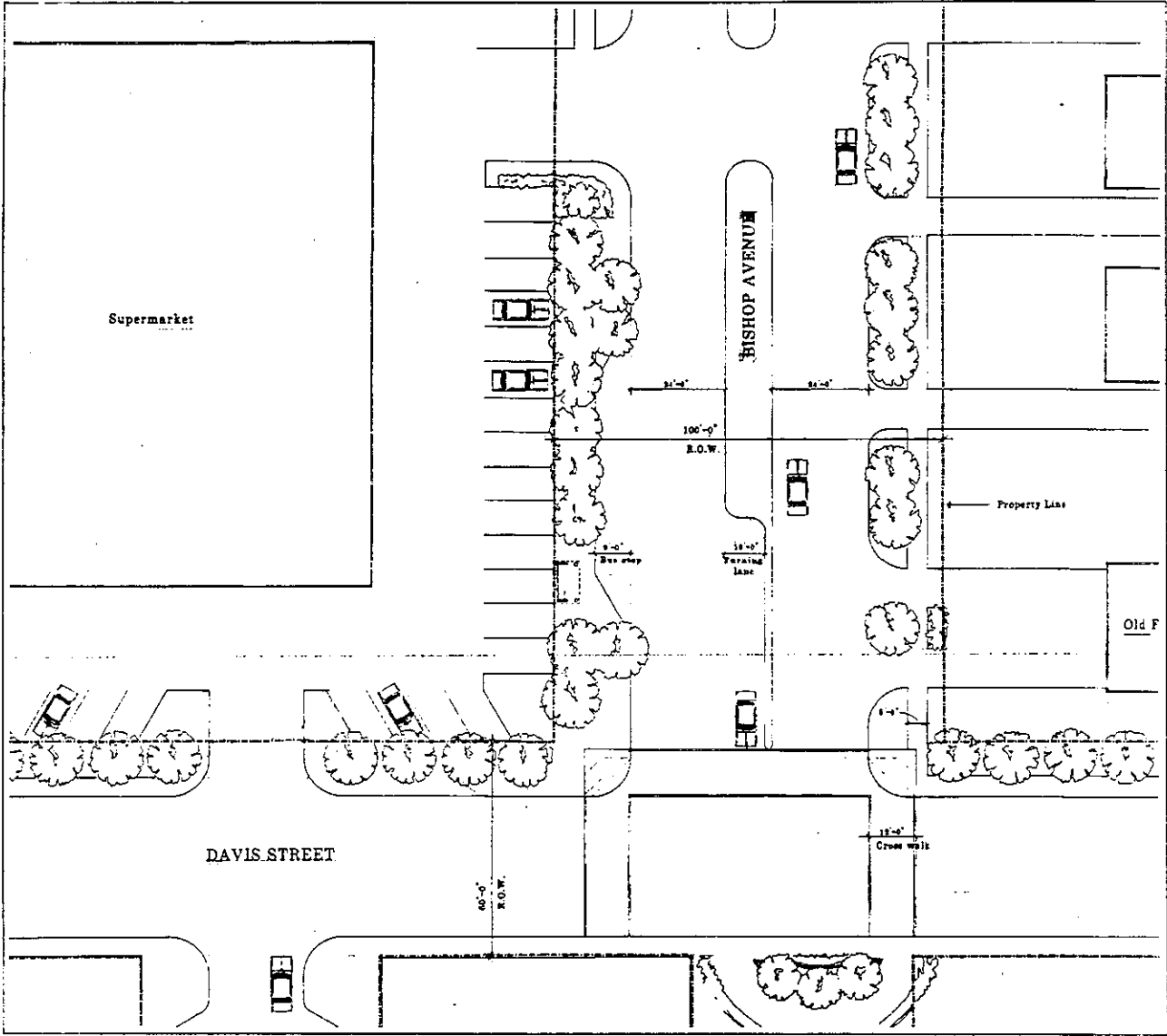


Typical Median on Bishop Avenue



Median at Intersection of Bishop Avenue and Canty Street

BISHOP/ DAVIS



North Side of the Bishop Avenue and Davis Street Intersection

The proposed redevelopment of this intersection includes extensive landscaping, brick paving, traffic reorganization, signalization and the development of a new Prairie Style bus shelter. The intention of this design is that the streetscape will have an urban image with trees planted in wells, flush metal tree grates and brick sidewalks.

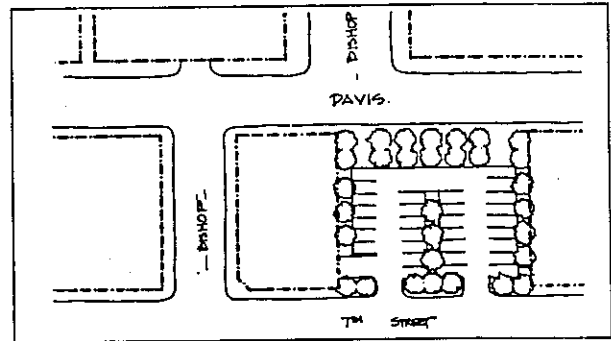
The driveway into Bob's Market needs to be realigned with Bishop Avenue. The traffic signal should synchronize a center left hand turning lane with northern and southern portions of Bishop Avenue and egress into the supermarket parking lot.

BISHOP PLACE PARK

The neighborhood identified parking and a small neighborhood park as two most needed elements in this area. The following are options for the closure of Bishop Place. The street is redundant and exists because the old streetcar line terminated with a turn-around in that location.

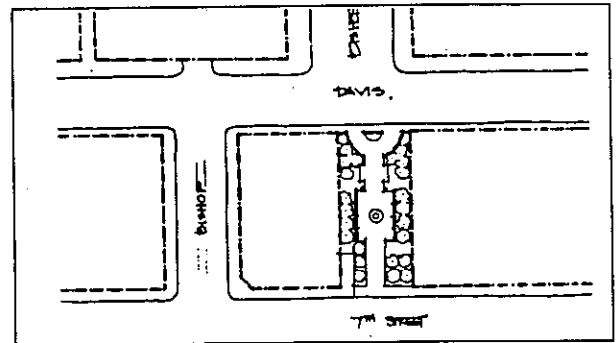
Option 1:

This is the most expansive scheme and requires the acquisition of the neighboring property to develop a large parking lot for 28 cars and a linear park along Davis Street.



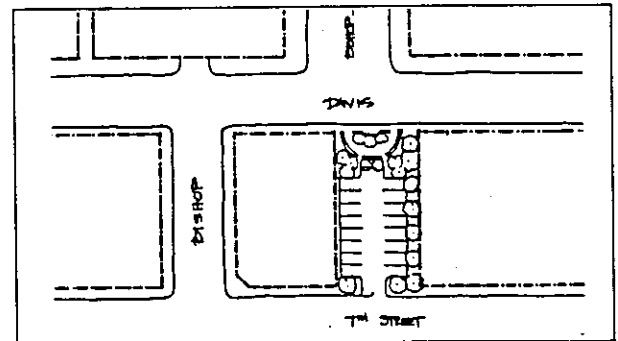
Option 2:

This option proposes a park with a pedestrian path from Davis Street to Seventh Street. This will allow for some sitting spaces and a special feature such as a fountain. The community is concerned a space like this will attract vagrant behavior if it is not patrolled on a regular basis.



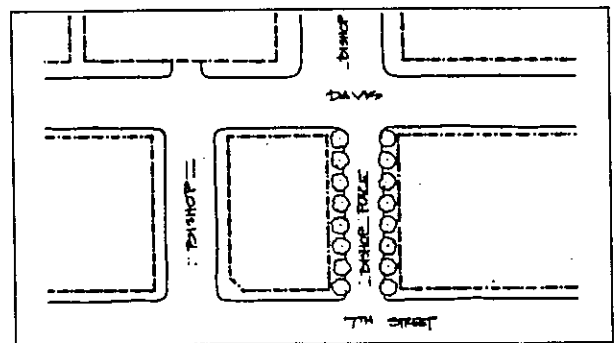
Option 3:

This option suggests a combination of a small park and parking lot for 16 cars. The park is located along Davis Street with a place to sit and possibly a small fountain or decorative wall identifying the Bishop Arts District.



Option 4:

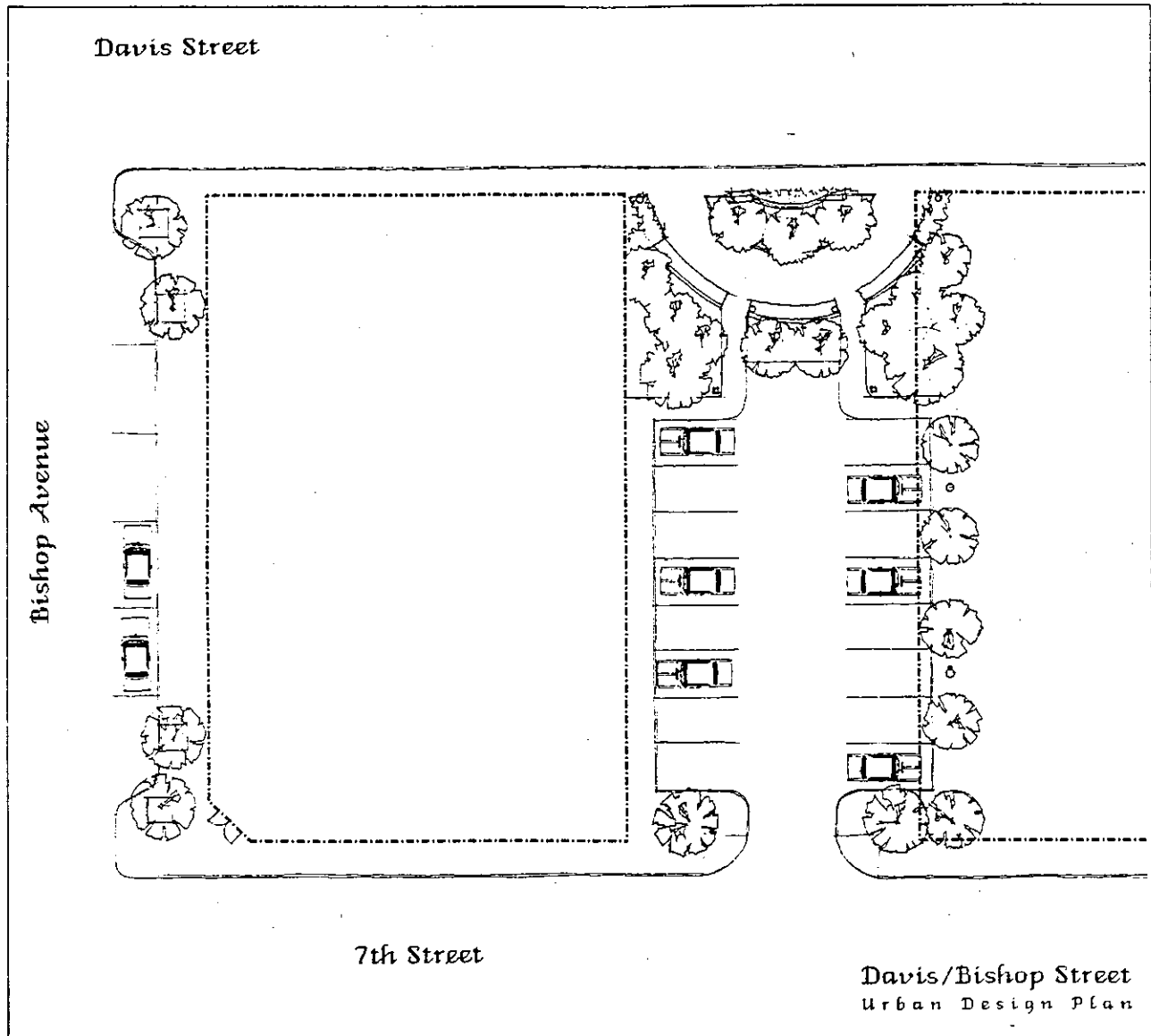
The simplest scheme, this option consists of sidewalk and landscaping improvements. The sidewalk needs regrading, rebuilding, widening, tree grates and landscaping.



Multicultural Park

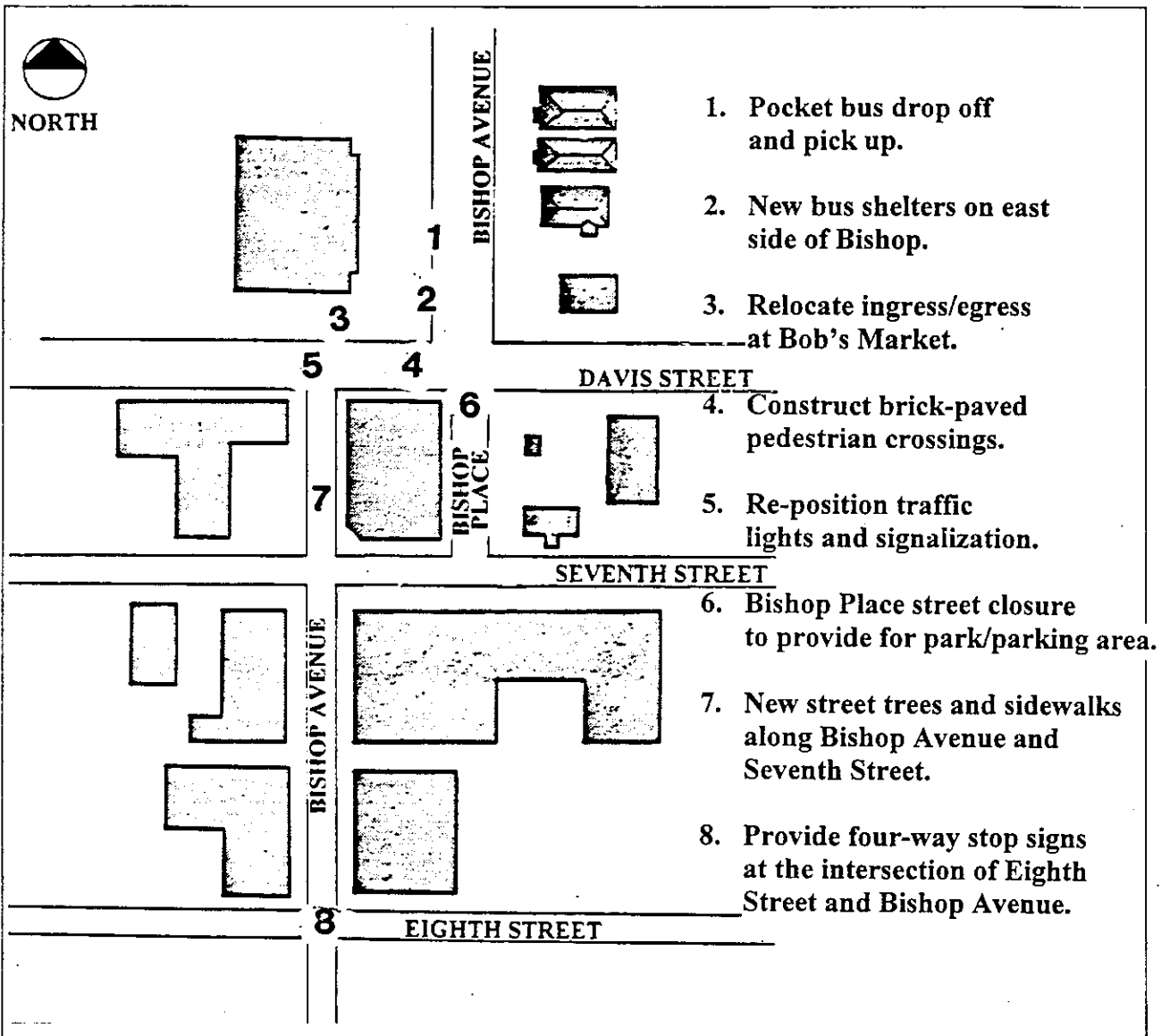
The community would like to see this park have a multicultural theme to celebrate the diversity of the Oak Cliff neighborhood.

BISHOP PLACE PARK



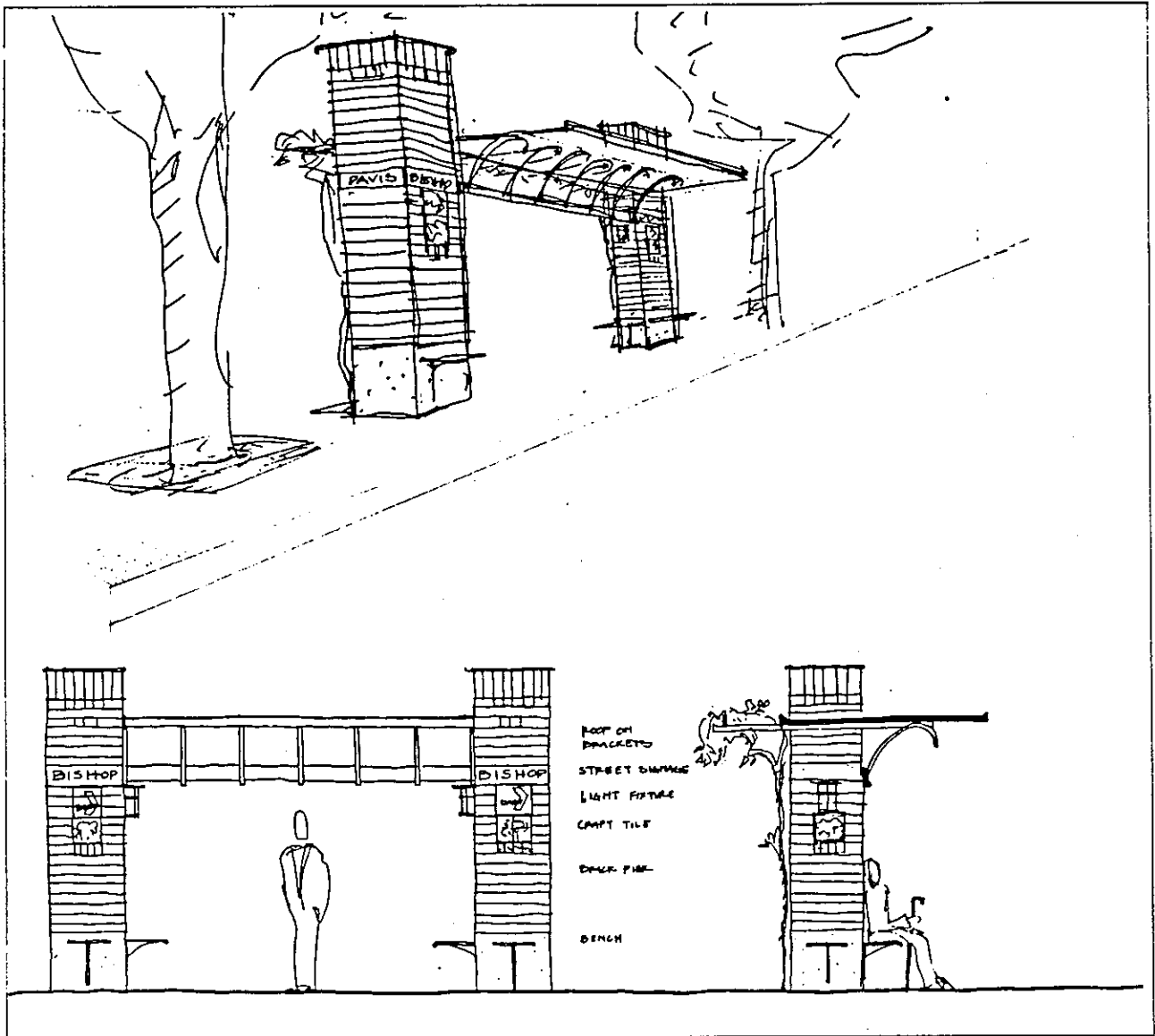
Option #3: This option is the most feasible for a number of reasons. First, it resolves the parking needs in the area as well as provides a small pocket park for the neighborhood. Second, the scheme works within the existing right-of-way and will have moderate infrastructural costs. The proposed design of the park includes a curved sitting wall, landscaping, identity signage and a small fountain. There is an opportunity for community participation in the design of the wall to include local artwork such as ceramic tiles made by local school children. The parking for the 16 cars will only be accessible from Seventh Street. Delivery access must be maintained to one building along the west side. Trees planted along the east side will provide shade for pedestrians.

BISHOP ARTS DISTRICT



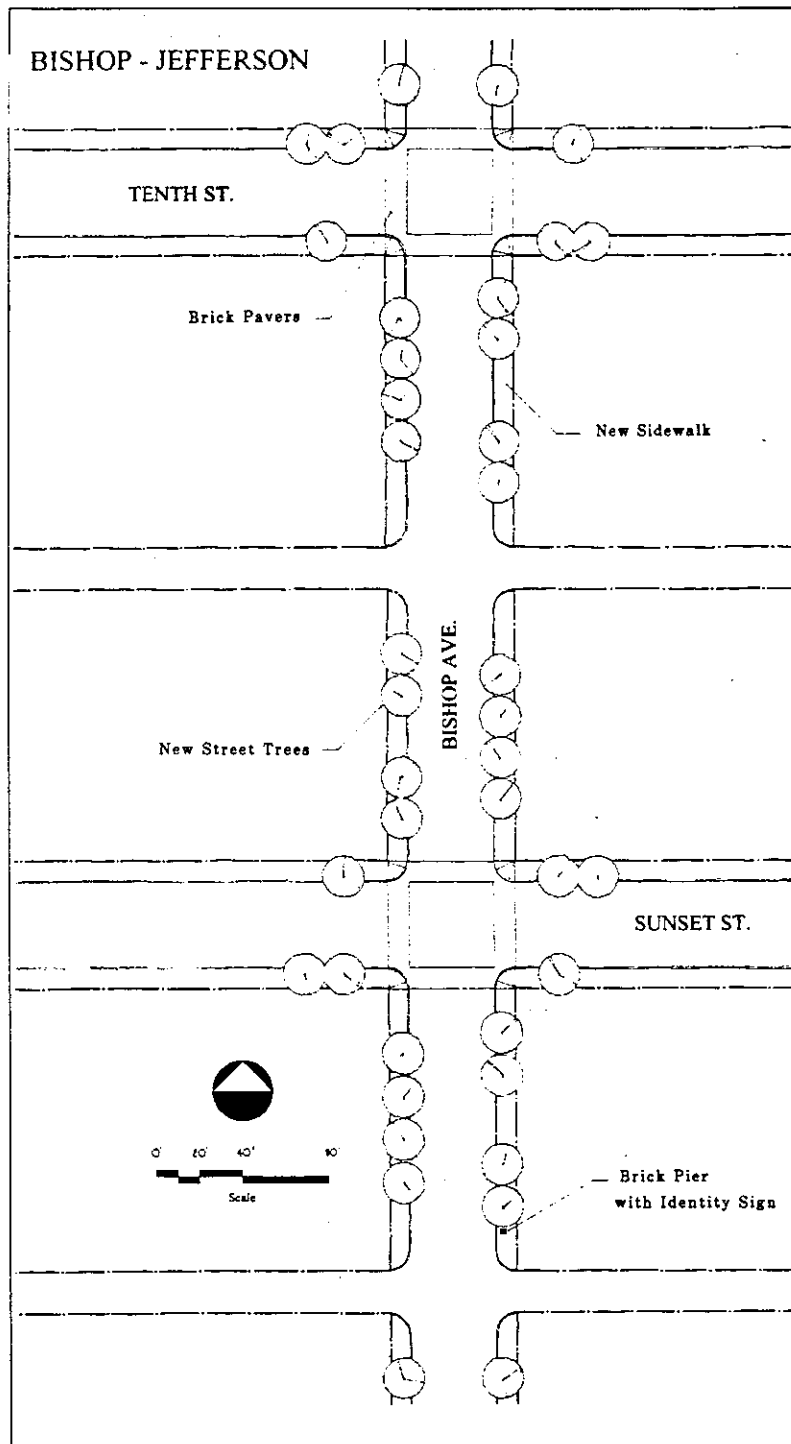
Bishop Arts District: The map above summarizes the recommendations for the Davis / Bishop intersection and surrounding area of the Bishop Arts District. The Davis / Bishop intersection is confusing and considered dangerous by local residents. The traffic lights need to be repositioned and signals coordinated for left-hand turns. The egress into Bob's Market needs to be aligned with Bishop Avenue and controlled by the traffic signal. The design proposes that the historic Bishop Arts District have new sidewalks, corner handicap-accessible aprons and trees with street grates. All crosswalks need to be clearly marked. The Bishop Arts Neighborhood Association has offered to maintain and develop a watering program for the landscaping once it is installed.

DAVIS / BISHOP BUS SHELTER



Davis Street and Bishop Avenue Bus Shelter; The proposed bus shelter, together with improved landscaping, is intended to add identity and character to this intersection. The structure is designed in a style reminiscent of the Prairie Style commercial buildings of the Bishop Arts District. The funding for this structure could be appropriated from the I.S.T.E.A. grants (See Funding Section for more detail).

LOWER BISHOP AVENUE



Lower Bishop, from Eighth Street to Jefferson Street:

Due to the mix of residential housing types, the street needs additional trees planted along the edge to mitigate the different scales of building structures. Trees should be planted at a minimum of 25 feet on-center. Large parking areas need landscaped screening and low walls to buffer the pedestrian-ways and improve the street image.

Fencing can degrade the image of the area and the following are recommendations for improving the appearance of the area:

- 1) Chain link fencing should be prohibited unless screened with landscaping.
- 2) Barbed-wire should be prohibited in this area.

Creating a Planned Development District in this area could provide a mechanism to improve the visual image of the area by imposing urban design regulations on property owners.

DAVIS STREET

Davis Street Urban Design Street Section. The repaving of Davis Street in 1996 has addressed the traffic flow problems, but the condition of the street edge needs to be defined for parking, sidewalks, utility poles, trees, fences and signage (See Parking Section for more detail).

Painting of Parking Spaces, Bus Stops and Crosswalks: Currently the edge of the street is unmarked and cars park randomly. If the street were to be properly marked the control of parking would be easier to enforce. The painting of pedestrian crossings and bus stops will improve the flow of both pedestrian and vehicular activity.

Sidewalks: The standard sidewalk width for this area is four feet. If a building were to be built on the property line, then a minimum five foot sidewalk should be established to the curb.

Street Trees: Due to the narrow width of the Davis Street right-of-way, the landscaping strategy along Davis is to develop nodes of street improvements at significant intersections.

The following Davis Street intersections are recommended for tree planting and landscape improvements:

Davis from Polk to Tyler, Davis and Van Buren, Davis and Cedar Hill,
Davis and Bishop, Davis and Zang

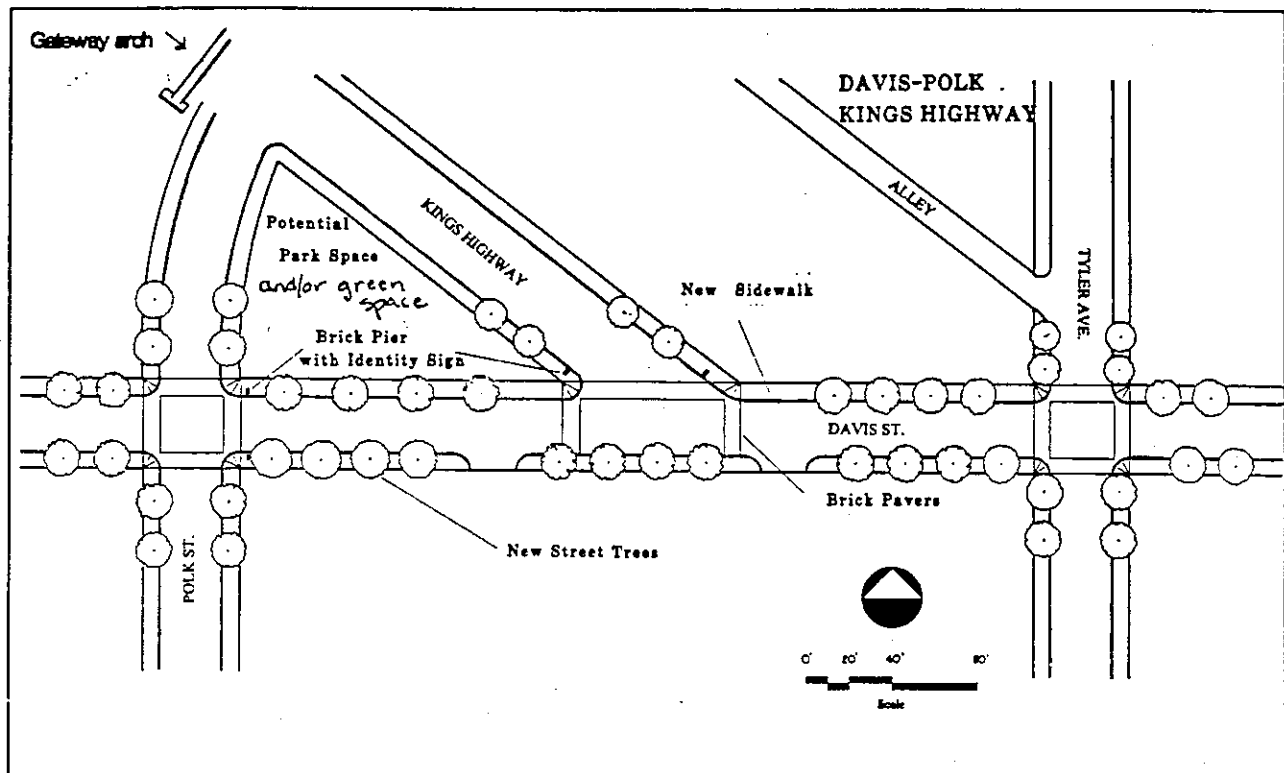
Fences: Fences have contributed to the negative image of Davis Street. The committee recommends the restriction of razor wire on the top of fences fronting both Davis and Bishop. The establishment of a Davis Street Planned Development District could help to establish standards for landscape screening and fencing. The height of the fences should be limited to six feet for transparent fences and no higher than 30" for solid wood or masonry walls. The preferred material is wrought-iron with masonry piers, although open chain link fencing with landscaped screening is considered acceptable.

Signage: Street signage can add or detract from the character of the environment. Contingent upon the establishment of a Davis Street merchant association, the development of a Davis Street special provision signage district could improve the visual image of the street through the following types of guideline recommendations:

- Height restrictions on detached signage.
- Restrictions on location of signage, especially on historic structures.
- Restrictions on lettering height.
- No removable lettering.
- Restrictions on attached multiple signs on a single building facade.
- Lighting restrictions on signs.

Neighborhood Identity Signage: The community would like to create neighborhood logos or icons for the purpose of identifying the community and welcoming visitors. The signage for all neighborhoods bordering the study area should be consistent in style. The institution of topper signs for all historic neighborhoods should be similar to the existing Winnetka Heights signage.

DAVIS / POLK / KINGS HIGHWAY



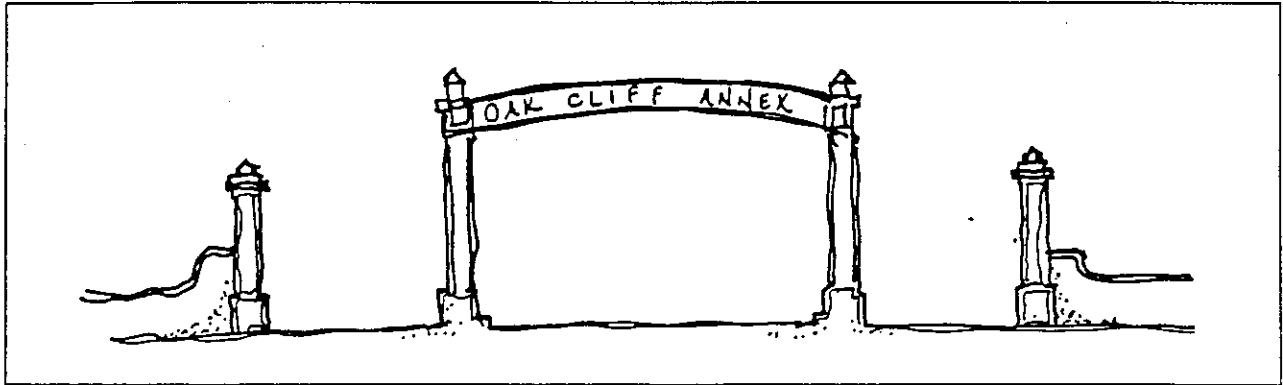
Davis Street and Kings Highway: The intersection of Kings Highway and Davis Street is very confusing and vehicularly dangerous. The study recommends the closing of Kings Highway for one block from Davis Street to Seventh Street. This will require the replatting of the land, selling the right-of-way and creating a development plan for the area.

The triangular parcel of land bordered by Davis, Kings Highway and Polk is a prime location for a small park space and/or green space that would be accessible to the surrounding residential neighborhood. The parcel is in private ownership and is currently being used as a bus terminal for a private travel company with excursions to Mexico.

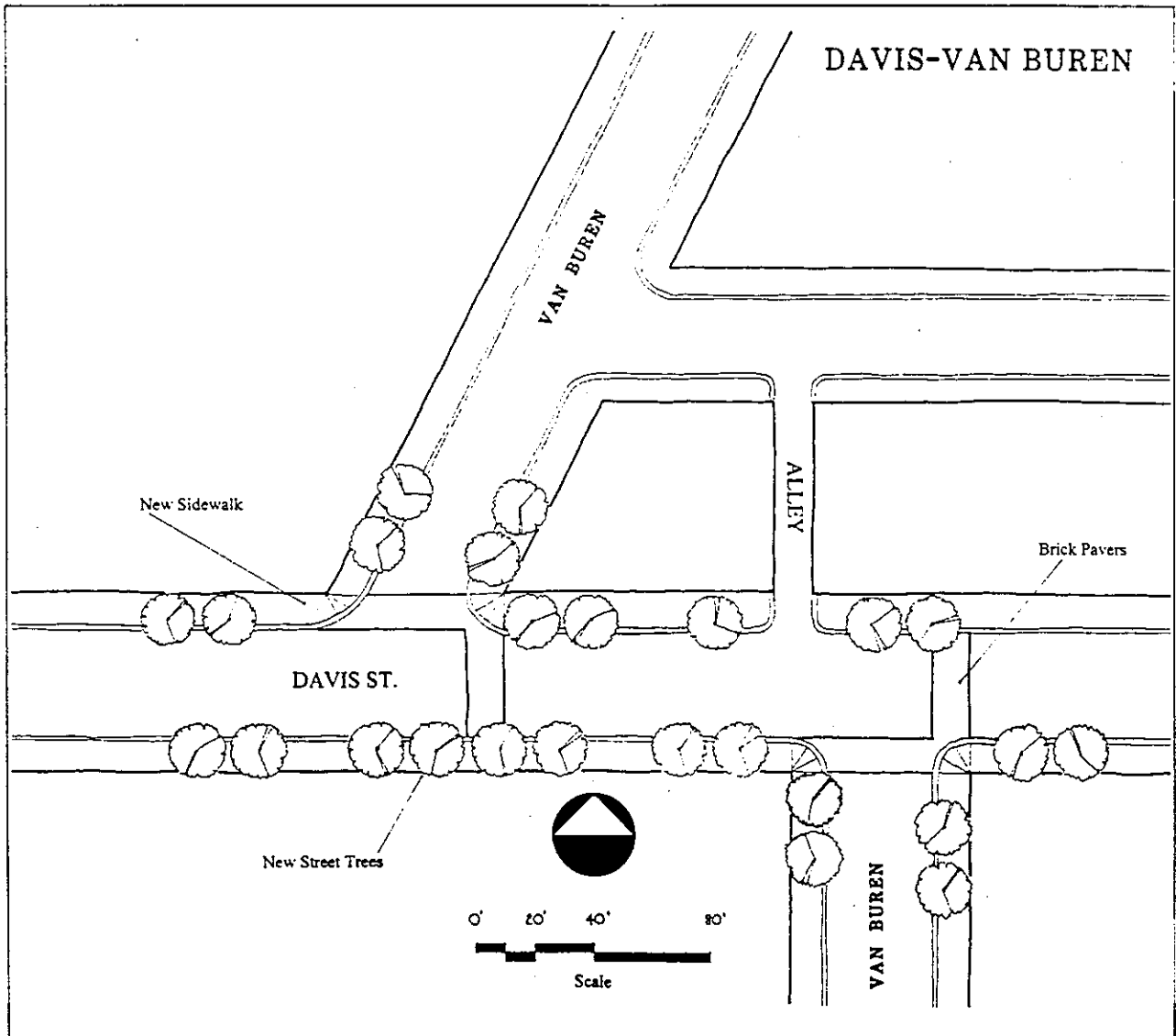
All sidewalks and/or parkways bordering these intersections need to be planted with street trees 25 feet on-center.

The Kings Highway neighborhood wants traffic slowed-down along Kings Highway and is recommending a neck-down at the intersection with Polk Street with the re-creation of the original Kings Highway Annex arch. See the drawing of the original arch on the following page.

DAVIS / VAN BUREN



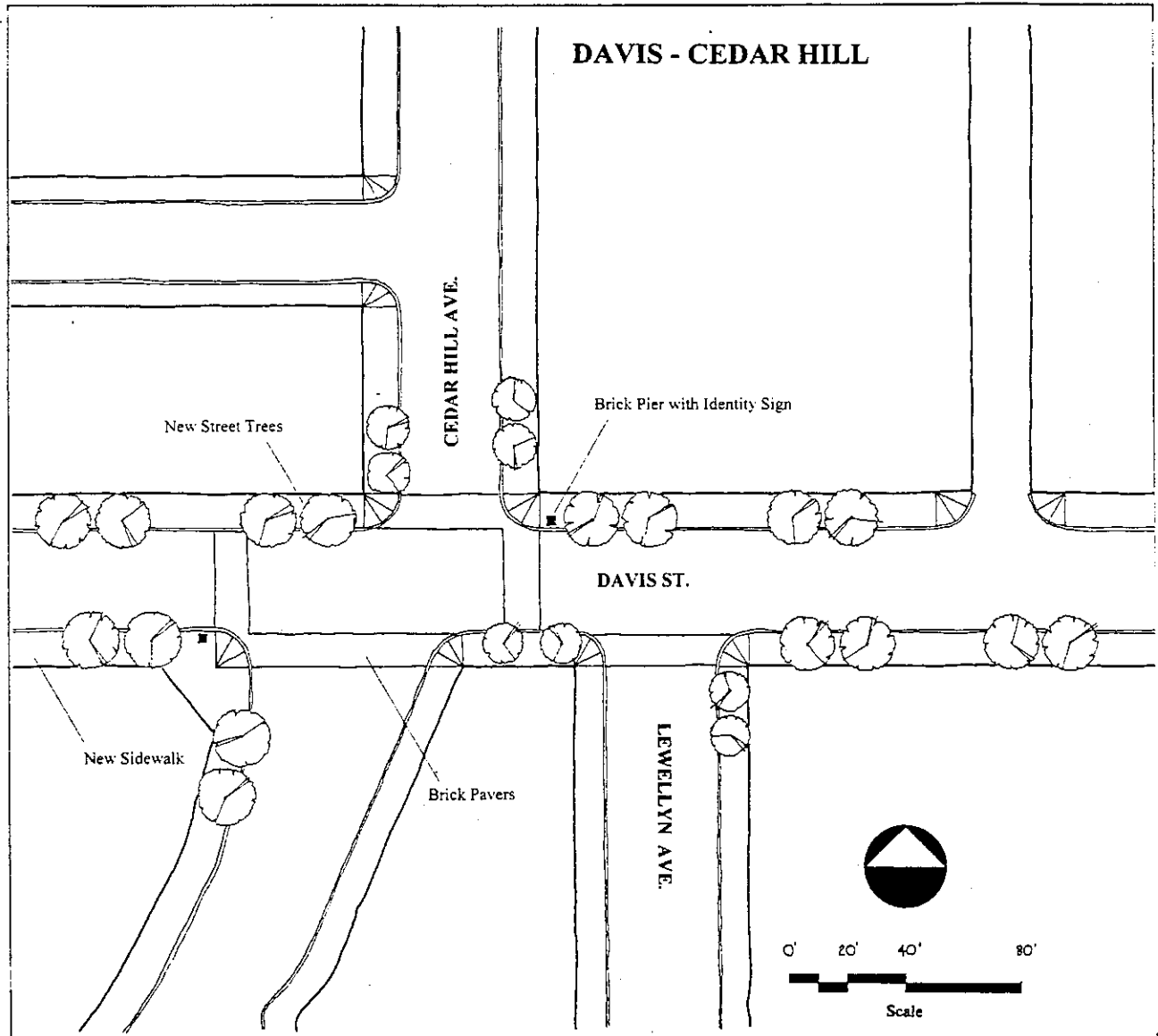
Oak Cliff Annex Arch at Kings Highway



Davis and Van Buren Street Intersection

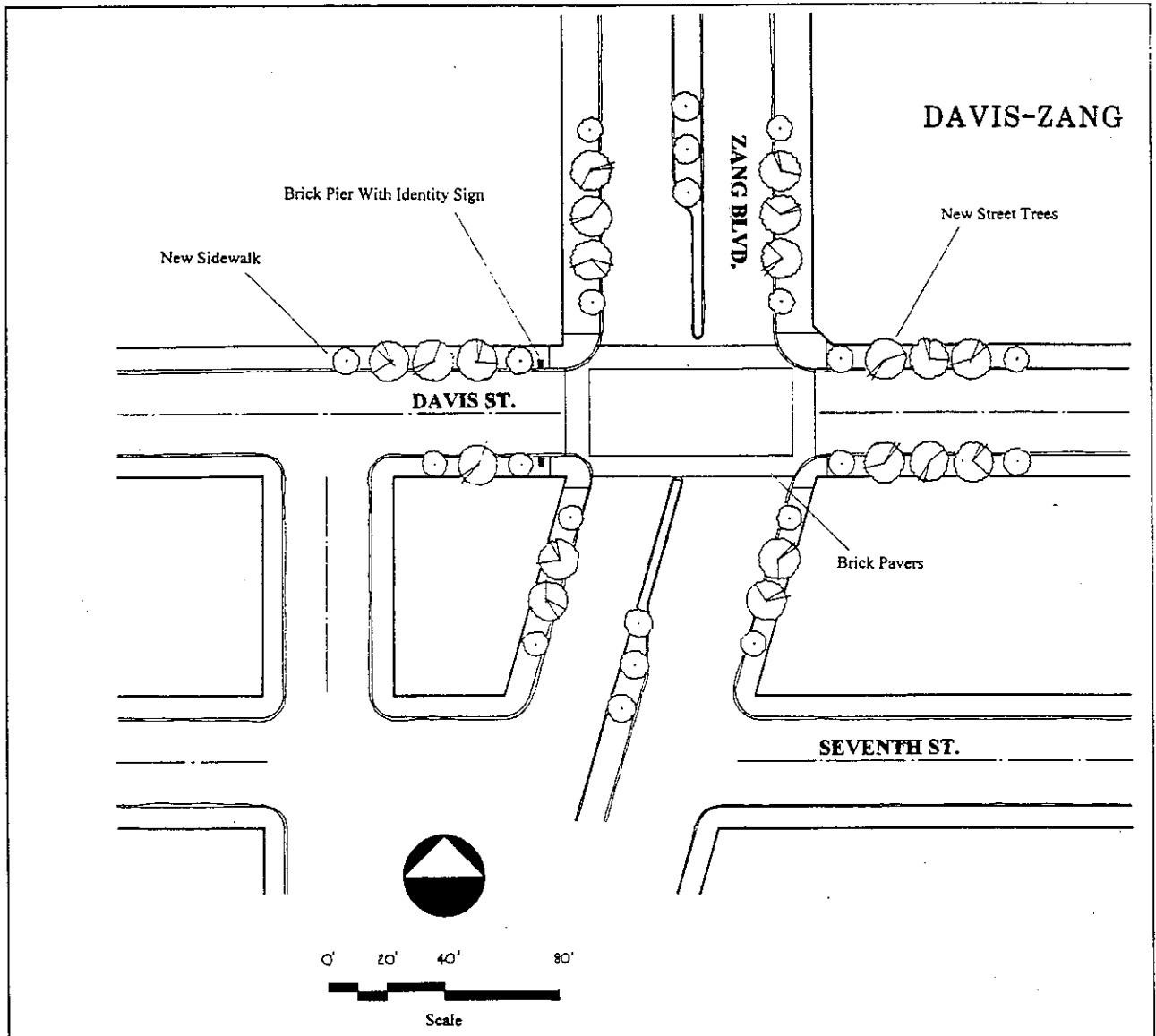
DAVIS / CEDAR HILL

Both the Van Buren and Cedar Hill intersections are strategic locations for landscape improvements along Davis Street. The planning concept is to develop nodes or pockets of development along Davis that will revive the image of the street and equitably disperse the improvements throughout the area. The design proposal includes street trees with grates, new sidewalks, brick crosswalks and identity signage.



Davis Street and Cedar Hill Intersection

DAVIS / ZANG BOULEVARD



Davis Street and Zang Boulevard: This intersection is undergoing improvement by the Dallas County Schools, who owns the northeast and northwest corners of the intersection. The steering committee met with the Dallas County Schools to discuss their fencing and landscape proposals. The steering committee is requesting the landowners on the south side to improve the fencing, corner visibility and landscape development of the adjacent public right-of-away.

Suggested Vegetation

Street Trees:

(Large Shade Trees, Long-Living)

1. Live Oak / *Quercus Virginiana*
2. Southern Red Oak / *Quercus Falcata*
3. Sycamore / *Platanus Occidentalis*

Pole Mitigation Trees:

(Brown Trunk, Upright Open)

1. Bald Cypress/*Taxodium Distichum*
2. Loblolly Pine/ *Pinus Taedus*

Driveway Trees:

(Upright, Strong Form, Seasonal Color)

1. Sweetgum/ *Liquidambar Stryraciflua*
2. Loblolly Pine/ *Pinus Taedus*
3. Red maple / *Acerrubrum Drumm*
4. Lacebark Elm / *Ulmus Pavifolia*
5. Texas Ash / *Fraxius spp.*

Small Flowering Trees:

(Accent and Interest Season Color)

1. Bradford Pear / *Prunus Calleryana*
2. Crepe Myrtle / *Lagerstroemia Indica*
3. Mexican Plum
4. Desert Willow / *Chilopsis*
5. Golden Rain Tree / *Koelreuteria Pan*

Note: The list of tree species complies with specifications in the City of Dallas Development Code. The city recommends the planting of four-inch caliper trees that are, at a minimum, fourteen feet tall.

RELATED ISSUES

Crime

The neighborhoods surrounding the Davis Bishop Study Area have experienced criminal activities that have become associated with local gangs and drug distribution. The primary problems are auto theft, robbery and vandalism. The neighborhood associations have counteracted this behavior by establishing a crime watch organization for notifying neighbors and police of recurring problems. The organization also educates the neighborhood on preventative measures.

Weed and Seed Program

The Weed and Seed Program is sponsored by the Dallas Police Department to encourage economic development and community programs in target neighborhoods. The program focuses on youth participation and creation of employment opportunities in high crime and low income areas. The Davis Bishop study area is within the Oak Cliff Weed and Seed program. The police department is currently working with the Kidd Springs Neighborhood Association to develop pilot projects for the area.

Code Enforcement

The primary code-enforcement issue in this area is the illegal conversion of single family structures into multi-family residences. The many seeking temporary residence within these previously single family structures have led to over-crowding. These structures as well businesses that fail to comply with codes and zoning regulations must be brought into compliance with the Building and City Development Codes.

Enforcement of the existing regulations is one of the biggest issues facing the neighborhoods today. Residents are very concerned about the maintenance, safety, security and over crowding problems these code enforcement violations represent.

Trash

The proliferation of trash in the street, alleys and empty lots is a problem in this area. The trash pick-up schedule is not consistent and many residents need information on trash storage requirements. The Department for Code Enforcement is conducting "brush buster" sweeps on vacant parcels but staff resources are too low to allow for constant maintenance.

Soil Contamination

There are a number of parcels that have soil contamination problems that restrict development. An extensive clean-up site is the Dallas Platting Company located at 715 West Davis which is currently being monitored by the Environmental Protection Agency (EPA). Other problem sites include the previous locations of gas stations along Davis Street and the demolished dry cleaners at the corner of Colorado Boulevard and Bishop Avenue.

IMPLEMENTATION

1. The Planning Department, Steering Committee and local community has established a priority for the recommendations based on implementation and funding requirements. Long-term and short-term goals have been reviewed, now the appropriation of resources from the public and private sectors needs to be identified with long term commitments.
2. Marketing, community support and outreach is an important aspect of the realization of the plan. Information needs to be disseminated to the various organizations. Marketing the ideas to organizations and individuals who can execute or coordinate portions of the plan is important to ensuring its successful implementation.
3. The BAKKS (Bishop Arts, Kings Highway, Kidd Springs) organization has been established to implement the Bishop Davis Urban Design Study. The community needs to track the progress and continuously support the urban design development, landscape maintenance, code enforcement and crime issues.
4. The Davis Street area has been under-represented in the Steering Committee and community meetings. The creation of a Davis Street Merchant Association, or a similiar organization, will provide a forum for addressing and implementing collective improvements to Davis Street.

Stakeholders

All the stakeholders in the study area need to cooperate and share resources to implement the Davis Bishop Urban Design Plan. The revitalization of the neighborhood will benefit everyone and the more businesses, residents and property owners involved in the development of the plan the greater the results. The following is a list of stakeholders in the study area.

- *Public:* Dallas County Schools, City of Dallas
- *Private:* Davis Street and Bishop Avenue; Residents, Businesses and Property Owners, including but not limited to, Bob's Market, Tejano's Restaurant, The Bishop Grill, Vitto's Restaurant, BMB Bicycle, Jim Lake Realty, Methodist Hospital

Short Term Goals (Completed)

1. Establish a schematic cost estimate for all proposed improvements.
2. Prioritize the different components of the plan and possible construction phases.
3. Research and solicit all possible funding sources and establish a finance committee.
4. To maintain communication on a regular basis between this department and the local community, through the steering committee, to ensure implementation of this plan.
5. Survey existing conditions, develop preliminary construction drawings and project schedule (To be completed).

Current Status:

The Davis Bishop Urban Design Study is on the Community Development Block Grants list of projects to receive \$95,000 for design and engineering of the Bishop Arts District Improvements, along Davis Street, Bishop Avenue, Bishop Place, Seventh Street and Eighth Street.

FUNDING RESOURCES

Public Sector Funding Sources

I.S.T.E.A.: The Intermodal Surface Transportation Environmental Act: Federal funding available for intermodal transportation projects. The Council of Governments coordinates the projects with review from the City of Dallas, Public Works and Transportation Departments. The study recommends securing ISTEA funding for a historic bus stop at the North West corner of Davis and Bishop. This concept has been reviewed by DART transportation planners. Additional review will be required to determine site specifications.

City of Dallas, Reforestation Program: The study area is eligible for funding for street tree planting. A formal application and maintenance program is required by the City Arborist.

Texas Forest Service Grant: Matching Public Outreach Grant Program for street tree funding with the City of Dallas. Any proposal needs to be coordinated with the Texas Forest Service along with a formal application process.

City of Dallas, Community Development Block Grants: The community has submitted a request for the funding of urban design street improvements and a pocket park.

City of Dallas, 1998 Bond Program: The community and the Planning Department need to submit a project proposal for 1998 Bond Program.

Economic Development Programs: The area is bordered by the census tracts for the Neighborhood Renaissance Program, Enterprise Zones, and Enterprise Community. Many of the recommendations made by the study can be achieved through these programs, if the boundaries were expanded to include Census Tract 47 (Census Tracts 48 & 42 are not as critical).

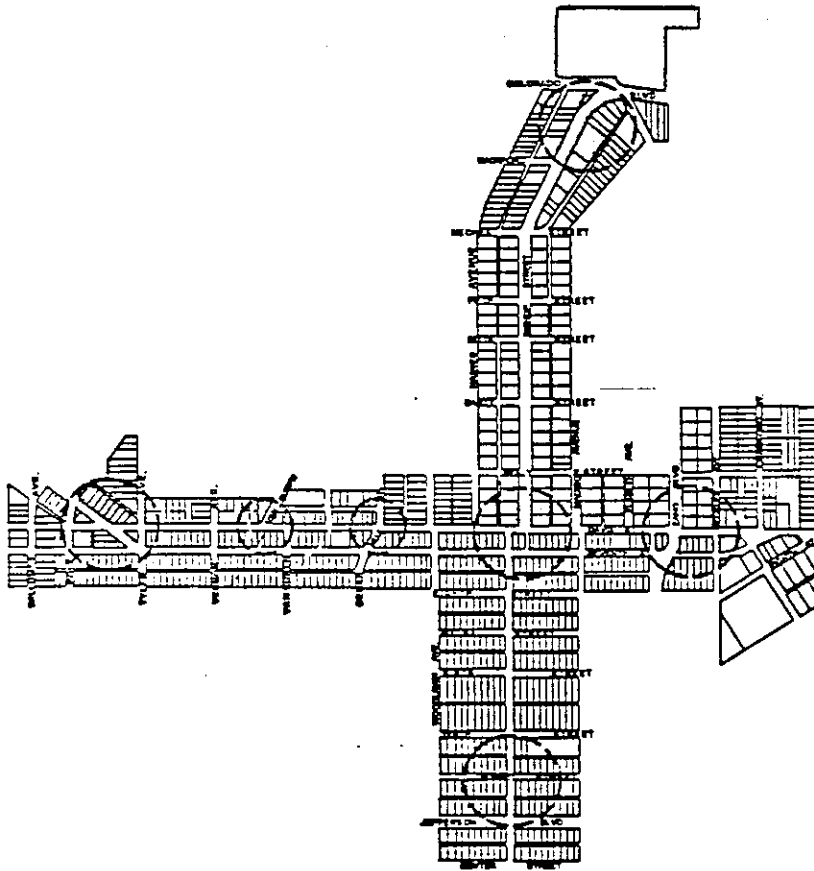
Texas Commission for the Arts and The National Endowment: Public art should be part of the public open space design, and these organizations could contribute to the funding.

Private Sector Funding and In-Kind Resources

Davis / Bishop Beautification Fund: The Neighborhood Associations: Kidd Springs, Bishop Arts, Winnetka Heights, Kings Highway have established a beautification fund with matching grants from the Oak Cliff Conservation League, for improvements to Davis Street and Bishop Avenue.

Parks Foundation: The study area is eligible for funding for street tree planting. A formal request needs to be submitted to the foundation.

Davis / Bishop Implementation Plan



As adopted by Dallas City Council
November 12, 1997

City of Dallas

Department of Planning and Development

Phases of Work and Neighborhood Priorities

- Phase I: Bishop Street and Davis Street Intersection, Bishop /Eighth Conservation District
Phase II: Davis / Kings Highway
Davis / Van Buren
Davis / Cedar Hill
Phase III: Bishop Street and Colorado Blvd. Intersection
Phase IV: Davis / Zang & Lower Bishop from Tenth Street to Jefferson
Phase V: Median along Upper Bishop from Colorado to Davis
Crosswalks at Canty and Fifth Street

Phase I: Bishop Avenue and Davis Street Intersection, Bishop Arts District

- Step 1: Completion of the Study with Conceptual Plan
Review of Recommendations, City Plan Committee & City Council
Step 2: Appropriation of Funding for Design and Engineering Development
Step 3: Survey, Design and Engineering Phase
Step 4: Abandonment of Bishop Place and Acquisition of 10' additional ROW
Make Seventh Street one way
Phasing for maintaining business and homeowner access
Step 5: Construction Schedule
Step 6: Appropriation of Funding for Construction
Step 7: Demolition and Construction
Step 8: Maintenance Schedule and Contracts

**Phase II: Davis/Kings Highway/Polk Intersection,
Davis/Van Buren & Davis/Cedar Hill Intersections**

- Step 1: Completion of the Study with Conceptual Plan
Review of Recommendations, City Plan Committee & City Council
Step 2: Appropriation of Funding for Design and Engineering Development
Step 3: Survey, Design and Engineering Phase
Step 4: Abandonment and Re-parcelization of Kings Highway from Davis St. to Seventh St.
Re-development Plan for New Block with City and Property Owners
Step 5: Site Inspection of Potential Park Land or Green Space for Soil Contamination
Negotiating and Purchasing of Land for New Park and/or Green Space
Landscape Design of Park and/or Green Space
Step 6: Construction Schedule and Phasing Plan
Step 7: Appropriation of Funding for Construction
Step 8: Demolition and Construction
Step 9: Maintenance Schedule and Contracts

IMPLEMENTATION PLAN

Phase III: Bishop Avenue and Colorado Blvd. Intersection

- Step 1: Completion of the Study with Conceptual Plan
Review of Recommendations, City Plan Committee & City Council
- Step 2: Appropriation of Funding for Design and Engineering Development
- Step 3: Survey, Design and Engineering Phase
- Step 4: Negotiating with Methodist Hospital and other adjacent property owners
for design improvements and cost
Construction Phasing Plan
- Step 5: Construction Schedule
- Step 6: Appropriation of Funding for Construction
- Step 7: Demolition and Construction
- Step 8: Maintenance Schedule and Contracts

Phase IV: Davis / Zang & Lower Bishop from Tenth Street to Jefferson

- Step 1: Completion of the Study with Conceptual Plan
Review of Recommendations, City Plan Committee & City Council
- Step 2: Appropriation of Funding for Design and Engineering Development
- Step 3: Survey, Design and Engineering Phase
- Step 4: Negotiating with adjacent property owners
for design improvements and cost
Construction Phasing Plan
- Step 5: Construction Schedule
- Step 6: Appropriation of Funding for Construction
- Step 7: Demolition and Construction
- Step 8: Maintenance Schedule and Contracts

Phase V: Median along Upper Bishop from Colorado to Davis Crosswalks at Canty and Fifth Street

- Step 1: Completion of the Study with Conceptual Plan
Review of Recommendations, City Plan Committee & City Council
- Step 2: Appropriation of Funding for Design and Engineering Development
- Step 3: Survey, Design and Engineering Phase
- Step 4: Construction Phasing Plan
- Step 5: Construction Schedule
- Step 6: Appropriation of Funding for Construction
- Step 7: Demolition and Construction
- Step 8: Maintenance Schedule and Contracts

COST ESTIMATE

The following is a *Construction Cost Estimate* for the proposed urban design recommendations in the Davis Bishop Urban Design Study conducted by the City of Dallas Planning and Development Department.

PHASE I: BISHOP/ DAVIS INTERSECTION, BISHOP/EIGHTH CONSERVATION DISTRICT

Bishop/Davis Intersection	\$ 323,300
Bishop Place	\$ 183,875
Bishop/ Seventh Intersection	\$ 78,650
Bishop/ Eighth Intersection	\$ 71,650
Bishop- Davis to Eighth Intersection	\$ 160,300
Seventh Street	\$ 168,100
PHASE I CONSTRUCTION TOTAL	\$ 985,875

ADDITIONAL ASSOCIATED COSTS

<i>Engineering Costs</i>	\$ 95,000
(Appropriated by CDBG's in Spring 97')	

Storm Water Drainage Improvements as per North Oak Cliff Drainage Plan by Public Works should be constructed at the same time as Bishop / Davis Intersection. Currently the project is under construction and funded as far as Zang Blvd. The following lines of the engineered project should be completed in the same time frame.

Construction of Lines 1A, 3 & 3A	\$1,200,000
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PHASE II: DAVIS / KINGSHIGHWAY / POLK INTERSECTION, DAVIS/VAN BUREN & DAVIS/CEDAR HILL INTERSECTIONS

AREA 1

Kings Highway	\$ 72,000
Polk Street	\$ 99,600
Tyler	\$ 34,910
Davis Street	\$ 356,250
SUBTOTAL	\$ 562,760

ADDITIONAL COSTS TO BE DETERMINED

- Engineering Costs, Land costs & Landscape for new park space and/or green space

AREA 2

Cedar Hill	\$ 17,000
Lewellyn Avenue	\$ 31,250
Davis Street	\$ 164,230
SUBTOTAL	\$ 212,480

AREA 3

Van Buren	\$ 40,400
Davis Street	\$ 127,700
SUBTOTAL	\$ 168,100

PHASE II CONSTRUCTION TOTAL	\$ 943,340
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COST ESTIMATE

PHASE III: BISHOP AVENUE AND COLORADO BOULEVARD INTERSECTION

Bishop / Colorado Intersection \$ 206,400

PHASE III CONSTRUCTION TOTAL \$ 206,400

PHASE IV: DAVIS / ZANG INTERSECTION & BISHOP FROM TENTH TO JEFFERSON

AREA 1

Zang Boulevard \$ 44,000

Davis Street \$ 125,050

SUB TOTAL \$ 169,050

AREA 2

Bishop Avenue \$ 162,050

Tenth Intersection \$ 58,650

Sunset Intersection \$ 58,650

SUB TOTAL \$ 279,350

PHASE IV CONSTRUCTION TOTAL \$ 448,400

PHASE V: BISHOP MEDIAN:COLORADO TO DAVIS, CROSSWALKS @ CANTY & FIFTH

Estimated Construction Costs for Streetscape Improvements

Bishop Median \$ 230,800

Canty Street Intersection \$ 78,000

Fifth Street Intersection \$ 78,000

PHASE V CONSTRUCTION TOTAL \$ 386,800

CONSTRUCTION COST ESTIMATE FOR ALL PHASES

PHASE I : \$ 985,875

PHASE II : \$ 943,340

PHASE III: \$ 206,400

PHASE IV: \$ 448,000

PHASE V : \$ 386,800

ALL PHASES CONSTRUCTION TOTAL \$2,970,415

NOTE: This estimate is not based on contract drawings and therefore may be off based on market forces ranging 30 percent above or below the current construction prices and will be effected by time inflation of dollar values. This estimate is intended to be used for budgeting purposes and a general indication of the values of the scope of work. An engineered, quantity survey and cost estimate will be prepared by the consultants, as part of their contract work.

TIMELINE

The following is a *PROPOSED TIMELINE* for the urban design recommendations in the Davis Bishop Urban Design Study conducted by the City of Dallas Planning and Development Department. The implementation of this design plan is contingent on many City of Dallas approvals, community support, fund raising efforts, a bond election and financial support from the private sector. The following is a proposed scenario for how this plan could be implemented and feasible time frames for accomplishing the different segments of the plan.

- PHASE I: BISHOP/ DAVIS, BISHOP/EIGHTH CONSERVATION DISTRICT**
- 1998: Surveying, Engineering and Construction Documents, (CDBG funding 1997)
- 1998: BOND ELECTION – \$ 986,000 for construction phase I
\$1,200,000 for storm water system construction
- 1998: Bishop Place Street Closure
Land Acquisition of 10 feet of Bishop Place R.O.W.
- 1998 GRANT APPLICATIONS (community sponsored)
- Reforestation Fund Request \$ 25,000 for trees
 - Texas Forest Service Grant \$ 25,000 for trees
 - Park Board Request \$ 50,000 landscape and tree grates
 - ISTE A Request \$ 20,000 prairie style bus shelter
 - National Endowment for Arts \$ 50,000 for public art for park
- 1998: Establish Maintenance Agreements
Construction Phasing Schedule
- 1999 CONSTRUCTION (contingent on bond election)
- PHASE II: DAVIS / KINGS HIGHWAY / POLK INTERSECTION,
DAVIS/VAN BUREN & DAVIS/CEDAR HILL INTERSECTIONS**
- 1998: Application for CDBG funding , \$75,000 estimated fees
for Surveying, Engineering and Construction Documents.
- 1998: Coordination of Abandonment / possible sale of 1 block of Kings Highway
by city departments and property owners
- 1998: Land Acquisition of Park and/or Green Space
- 1999: Surveying, Engineering and Construction Documents
- 1999: GRANT APPLICATIONS (community sponsored)
- Reforestation Fund Request \$ 25,000 for park/green space trees
 - Texas Forest Service Grant \$ 25,000 for park/green space trees
 - Park Board Request \$ 50,000 landscape & tree grates
 - National Endowment for Arts \$ 50,000 for public art for park
and/or green space
- 2000: Establish Maintenance Agreements
FUTURE BOND ELECTION – \$ 943,340 for construction phase I
START OF CONSTRUCTION (2 years post bond election and contingent upon
results of bond election)

TIMELINE

PHASE III: BISHOP AVENUE AND COLORADO BOULEVARDE INTERSECTION

- 1998: Application for CDBG funding , \$25,000 estimated fees
for Surveying, Engineering and Construction Documents.
- 1998: Establish a Public /Private Partnership with Methodist Hospital
for sharing costs of infrastructure improvements
- 1999: Surveying, Engineering and Construction Documents
- 2000 GRANT APPLICATIONS (community sponsored)
- Reforestation Fund Request \$ 10,000 for trees
 - Texas Forest Service Grant \$ 10,000 for trees
 - Park Board Request \$ 10,000 for irrigation system
- 2000: Establish Maintenance Agreements
- FUTURE BOND ELECTION – \$ 206,400 for construction phase III
adjusted for inflation
- START OF CONSTRUCTION (2 years post bond election and contingent upon
results of bond election)

PHASE IV: DAVIS / ZANG INTERSECTION BISHOP AVENUE FROM TENTH STREET TO JEFFERSON BOULEVARD

- 2000: Application for CDBG funding , \$50,000 estimated fees
for Surveying, Engineering and Construction Documents.
- 2000: Establish a Public /Private Partnership with adjoining property owners
- 2002: Surveying, Engineering and Construction Documents
- 2003 GRANT APPLICATIONS (community sponsored)
- Reforestation Fund Request \$ 10,000 for trees
 - Texas Forest Service Grant \$ 15,000 for trees
 - Park Board Request \$ 10,000 for irrigation
- 2004: Establish Maintenance Agreements
- FUTURE BOND ELECTION – \$ 448,400 for construction phase III
adjusted for inflation
- START OF CONSTRUCTION (2 years post bond election and contingent upon
results of bond election)

PHASE V: BISHOP AVENUE MEDIAN FROM COLORADO TO DAVIS CROSSWALKS AT CANTY AND FIFTH STREETS

- 2005: Application for CDBG funding , \$50,000 estimated fees
for Surveying, Engineering and Construction Documents.
- 2005: Establish a Public /Private Partnership with adjoining property owners
- 2006: Surveying, Engineering and Construction Documents
- 2006 GRANT APPLICATIONS (community sponsored)
- Reforestation Fund Request \$ 25,000 for trees
 - Texas Forest Service Grant \$ 25,000 for trees
 - Park Board Request \$ 50,000 for irrigation
- 2007: Establish Maintenance Agreements
- FUTURE BOND ELECTION – \$ 386,000 construction phase V
adjusted for inflation
- START OF CONSTRUCTION (2 years post bond election and contingent upon
results of bond election)

BOUNDARIES

- I Bishop Avenue from north end of Bob's Market lot (approx. 189' from the Davis Street intersection) through the Eighth Street intersection.
- II Davis Street from the northwest corner of the Bishop Avenue intersection west until the alley, approximately 150', both sides of the street, and from the northeast corner of the Bishop intersection east until the alley, approximately 150', both sides of the street.
- III Bishop Place from Davis Street to Seventh Street.
- IV Seventh Street from the west side of the intersection with Bishop Street west to Madison Avenue

SCOPE OF WORK**I Bishop Avenue****A) North of Davis Street****Demolition**

- Remove driveway to Bob's Market.
- On the west side of Bishop Avenue, remove existing sidewalk, curb and gutter from the northern corner of the Bishop/Davis intersection north to the driveway into Bob's Market and back to the edge of the parking lot at the property line. *Really?*
- On the east side of Bishop Avenue remove existing sidewalk, curb and gutter from the Bishop/Davis intersection north approximately 189 feet.
- Remove/prepare pavement in the middle of Bishop Avenue for the construction of the traffic median.

New Construction

- Reconstruct driveway and apron to Bob's Market.
- Reconstruct curb and gutter on the west side of Bishop and lay a 20 foot wide brick sidewalk.
- Construct a bus turn-off lane set back 10 feet within the brick sidewalk, fifty back from the intersection and having an opening of 85 feet at the street and 55 feet at the sidewalk.
- Plant street trees with grates as per design drawings, maintaining a "visibility triangle" by keeping trees 15 feet from the Bishop/Davis intersection.
- Reconstruct sidewalk, treelawn, curb and gutter on the east side of Bishop.
- Brick pave crosswalk as per design drawings.
- Plant street trees in treelawn, maintaining a "visibility triangle" at the Bishop/Davis intersection.
- Construct a median - 2 foot-wide from the Davis intersection north for thirty feet, then increase the median to a width of ten-feet, with curbing and landscaping with bushes, grass and trees.

Amenities

- Provide and install historic lighting fixtures.
- Provide and install one bus shelter.
- Provide and install two benches.
- Provide and install four trash receptacles.

B) South of Davis Street

Demolition

- Remove existing sidewalk, curb and gutter from the Bishop/Davis intersection to the Bishop/Eighth intersection.
- Remove/prepare pavement in intersections for the construction of crosswalks.

New Construction

- Replace curb and gutter leaving a 9 foot wide space for the sidewalk.
- Construct brick-paved corner neck-downs at the southern Bishop/Davis intersection and at all corners of the Bishop/Seventh and Bishop/Eighth intersections, continuing brick-paving 25' in from each corner.
- Install reinforced concrete barrier-free ramps at the southern two corners of the Bishop/Davis intersection and at all corners at the Bishop/Seventh and Bishop/Eighth intersection.
- Replace concrete sidewalk along block between where brick paving ends.

Amenities

- Provide and install 12 historic lighting fixtures.
- Provide and install four trash receptacles.

II Davis Street

Demolition

- Remove driveway to Bob's Market.
- Remove sidewalk, curbs and gutters along the north side of Davis, west of the Bishop/Davis intersection, to the alley.
- Remove the sidewalk along the south side of the Davis, west of the Bishop/Davis intersection, to the same place as the north side of the street.

New Construction

- Relocate the driveway of Bob's Market to align with Bishop Avenue south of Davis Street.
- Adjust inlets as necessary.
- Construct new sidewalk with curbs and gutters to replace those removed.
- Plant street trees along the north side of Davis, both sides of Bishop, maintaining a "visibility triangle" by keeping trees 15 feet from the intersections.

Amenities

- Provide and install traffic signals as needed at intersection.
- Provide and install historic lighting fixtures.
- Provide and install trash receptacles.

III Bishop Place

Demolition

- Remove existing roadway and trolley tracks beneath.
- Remove existing sidewalk, curbs and gutters.

New Construction

- Lay concrete base throughout and repave with asphalt topping the proposed parking area.
- Paint parking stripes accordingly.
- Lay brick paving over the concrete base in the proposed park area.
- Plant trees and provide tree grates as required.
- Plant bushes and groundcover.
- Drainage system to be designed and coordinated.
- Construct masonry seat wall.
- Construct masonry identity signage.

Amenities

- Provide and install 9 historic lighting fixtures.
- Provide and install two trash receptacles.

IV Seventh Street

Demolition

- Redirect traffic one-way eastbound with appropriate signage.
- Remove existing sidewalk and curbing along north side of street.

New Construction

- Construct new sidewalk, curbs and gutter where removed.
- Provide apron/transition from Bishop Place parking area to Seventh Street.
- Construct curbed nodes with brick trim and landscape with street trees according to design drawings.
- Paint parking stripes accordingly for angled on-street parking.

Amenities

- Provide and install 16 historic lighting fixtures.
- Provide and install three trash receptacles.
- Provide and install two benches.

BOUNDARIES

- I Kings Highway from Polk to Davis Street.
- II Polk Street from Kings Highway to Davis, and from Davis to Seventh Street.
- III Tyler Avenue from Davis north to the alley on the west side of Tyler and the equivalent distance on the opposite side of the street and from Davis to Seventh Street to the south.
- IV Davis Street from the west side of the Polk intersection to the east side of the Tyler intersection.

SCOPE OF WORK

I Kings Highway

Demolition

- Remove existing sidewalk, curbs and gutters.

New Construction

- Replace with new sidewalk, curbs and gutters.
- Provide barrier-free ramps at the Polk/Kings Highway intersection.
- Plant with street trees.

Amenities

- 5 Historic Lighting fixtures along proposed edge of park and/or green space.

II Polk Street

Demolition

- Remove existing sidewalk, curbs and gutters.

New Construction

- Replace with new sidewalk, curbs and gutters.
- Plant street trees.

Amenities

- 5 Historic Lighting fixtures along proposed edge of park and/or green space.

III Tyler Avenue

Demolition

- Remove existing sidewalk, curbs and gutters.

New Construction

- Replace with new sidewalk, curbs and gutters.
- Plant the Tyler/Davis intersection with street trees.

IV Davis Street

Demolition

- Remove existing sidewalk, curbs and gutters.
- Prepare the pavement at the three intersections for crosswalk construction.

New Construction

- Replace with new 5' sidewalk, curbs and gutters.
- Brick pave crosswalks at the intersections with Polk Street, Kings Highway and Tyler Avenue.
- Provide concrete barrier-free ramps at the corners of the intersections of Davis and Polk, Davis and Kings Highway and Davis and Tyler.
- Plant street trees providing tree-grates as required.

Amenities

- 16 Historic lighting fixtures
- 4 Benches
- 8 Trash receptacles

BOUNDARIES

- I The east side of Bishop Avenue from the Colorado intersection south approximately 150', and the north edge of the Bishop/Colorado intersection; approximately 50' along the edge of Colorado from each corner.

SCOPE OF WORK**I Bishop/Colorado Intersection****Demolition**

- Remove/prepare pavement for construction of traffic medians and crosswalks.

New Construction

- Brick pave crosswalks across Bishop and across Colorado, as per design drawings.
- Incorporate traffic medians into the brick-paved cross walk system, as per design drawings.
- Provide barrier-free ramps at all corners and on medians wherever there is access to a crosswalk.
- Plant street trees in the treelawn 25' on-center, beginning at the west side of the Colorado/Ballard intersection and going south along Bishop Ave. 300'.
- Plant street trees in the treelawn at the southwest corner of Colorado and Bishop, extending approximately 50' in both the westerly and southerly directions.
- Plant 4 street trees in the treelawn on either side of the entrance into Methodist Hospital off of the Bishop/Colorado intersection.
- Patch and replant treelawn as necessary.

Amenities

- Construct a brick retaining wall beginning just south of the existing DART bus shelter and extending approximately 100' south along the east side of Bishop Avenue. Identity signage to be mounted to wall.
- Construct a brick retaining wall on the southwest corner of Bishop/Colorado, extending west along Colorado about 50' and south along Bishop about 30'. Wall to be behind the sidewalk and identity signage to be mounted to wall.
- 8 Historic Lighting fixtures
- 2 Benches
- 2 Trash receptacles

BOUNDARIES

- I Zang Boulevard from the Davis intersection south to Seventh Street.
- II Davis Street from the Zang intersection to Washington Street on the south side of Davis and the equivalent distance on the north side of Davis.

SCOPE OF WORK

I Zang Boulevard

Demolition

- Remove existing sidewalk, curbs and gutters.

New Construction

- Replace with new sidewalk, curbs and gutters.
- Plant two street trees on each of the corners on the north side of Davis, two street trees on each of the corners on the south side of Davis, and two additional street trees on either side of Zang north of Seventh Street.

II Davis Street

Demolition

- Remove sidewalk, curbs and gutters where existing.
- Remove/prepare pavement for construction of crosswalk.

New Construction

- Replace with new sidewalk, curbs and gutters.
- Brick pave crosswalks at the Davis/Zang intersection.
- Provide concrete barrier-free ramps at the Davis/Zang intersection.
- Plant street trees west from the Zang intersection, and on the east side of the intersection as per design drawings.

Amenities

- 4 Historic lighting fixtures
- 2 Trash receptacles
- 2 Brick piers with identity signage

BOUNDARIES

- I Bishop Avenue from just south of the Bishop/Tenth intersection to just north of the Bishop/Jefferson intersection.
- II This area includes the Bishop/Tenth intersection and the Bishop/Sunset intersection, but not the Bishop/Jefferson intersection.

SCOPE OF WORK

I Bishop Avenue

Demolition

- Remove existing sidewalk, curbs and gutters.

New Construction

- Replace with new sidewalk, treelawn, where one does not exist, curbs and gutters.
- Plant street trees in tree lawn from south of the Bishop/Tenth intersection to just north of the Bishop/Jefferson intersection, maintaining a visibility triangle at each intersection.

Amenities

- 20 Historic lighting fixtures

II Bishop intersections

Demolition

- Remove/prepare pavement at intersections for construction of crosswalks.

New Construction

- Provide/construct corner neck-downs at both intersections.
- Brick pave crosswalks at both intersections.
- Provide reinforced concrete barrier-free ramps at both intersections.
- Plant 8 street trees with tree grates in neck-downs at each intersection.

BOUNDARIES

- I The Bishop Avenue/Fifth Street intersection.
- II The Bishop Avenue/Canty Street intersection.
- III The center 10 ft of Bishop Avenue as the location of a traffic median, from just south of the Bishop/Colorado intersection to approximately 200' north of the Bishop/Davis intersection.

SCOPE OF WORK

I Bishop/Fifth intersection

Demolition

- Remove/prepare intersection for construction of crosswalk.

New Construction

- Brick pave crosswalk.
- Provide barrier-free ramps at each corner of the intersection.
- Plant 2 street trees in the treelawn at each corner, maintaining a visibility triangle.

Amenities

- 6 Historic lighting fixtures; one at each corner and two on traffic median on adjacent sides of intersection.

II Bishop/Canty intersection

Demolition

- Remove/prepare intersection for the construction of median and crosswalk.

New Construction

- Brick pave crosswalk.
- Provide barrier-free ramps at each corner of the intersection.
- Plant 2 street trees in the treelawn at each corner, maintaining a visibility triangle.

Amenities

- 6 Historic lighting fixtures; one at each corner and two on traffic median on adjacent sides of intersection.

III Bishop Avenue median

Demolition

- Remove/prepare center pavement of Bishop Avenue for the construction of traffic median.

New Construction

- Construct a 10' wide traffic median down the middle of Bishop Avenue, with curbing, landscaping, grass and trees.
- Coordinate median with brick crosswalks with the addition of concrete pavers or aprons as necessary.
- Patch and repair Bishop Avenue as necessary.