

MINUTES
Main Street Board
Meeting of October 28, 2013

The Main Street Development and Preservation Board of the City of Cedar Hill, Texas, met on Monday, October 28, 2013, at 6:00 pm. in the Director's Office of the Zula B. Wylie Public Library, 225 Cedar St., Cedar Hill, Texas.

The following members were present; Gabriel Allred, Al Armistead, Alice Atchison, Randy Moon, Norman Patten, Russell Read, Gary Reed, Michelle Rodriguez and Melise Smith. Albert Mack was absent. The following City Staff members were present; Don Gore, Senior Planner and Patricia Bushart, Main Street Manager.

I. Call the meeting to order.

Chairman Russell Read called the meeting to order at 6:02 pm declaring it an open meeting with notice of the meeting duly posted and a quorum present.

II. Approve the Minutes of the August 26, 2013 Regular Meeting and the October 5, 2013 City Center 2 Field Study.

Melisa Smith made a motion, seconded by Michelle Rodriguez, to approve the minutes of the August 26, 2013 Regular Meeting and the October 5, 2013 City Center 2 Field Study. The motion was approved 8-0 with one abstention.

III. Review and Discuss City Center 2 Field Study findings.

The Board conducted a field study Saturday, October 5, 2013, to observe sites and concepts related to the City Center 2 Development Plan. Following are recap of findings from that field study.

Observations of the Henderson Street corridor:

- Walking constraints
 - Furniture
 - Plants
 - Landscaping
- Pedestrian crossings
 - Intersections misaligned/difficult to maneuver
 - Crosswalks poorly marked
- Vehicular traffic moving uncomfortably fast
- Walkability
 - Even the best design will not succeed if walkability is perceived unsafe
- Parking
 - Overall inadequate
 - Most poorly designed
- Signage
 - Significant vertical clutter

- Wayfinding lost in chaos
- Destination
 - Bars and restaurants
 - Stores and services
 - People attracted to people
 - Presence of people gives greater sense of security/safety
- Similarities to W. Belt Line Road:
 - Close proximity to major U.S. Highway
 - Excessive vehicular speeds
 - Uncomfortable pedestrian spaces
 - Traffic congestion (at certain times of day)
- Dissimilarities to W. Belt Line Road:
 - Width of right-of-way
 - Positioning of buildings to street
 - Henderson – close to street/sidewalk abutting buildings
 - W. Belt Line – set back/yard/parkway separation from sidewalk
 - Presence of retail
 - Critical mass
 - Reasons to go

Observations of the Bishop Arts District:

- Retail to restaurant ratio approximately 50/50
- Smattering of residential
- Limiting factors:
 - Parking
 - Availability of space/real estate
 - Landlocked
 - Availability of rental/lease space
- Private revitalization investment
 - Merchants' association
 - Good Space

Conclusions as to what conditions need to exist for development to occur:

- Value – there must be the perception of quality that makes the destination desirable, an intensity that creates intrinsic worth
- Culture – the community mindset and behaviors must be consistent with the concepts of inherent value, quality and sustainability
- Coping – the value and culture of the community must be such that residents and developers are willing to work within existing constraints, defend objections to development and overcome obstacles to succeed

IV. Conduct a walkabout of the Old Town Corridor on W. Belt Line Rd.

The Board conducted a walkabout of the Old Town Corridor on W. Belt Line Rd. from 230 east toward U.S. Highway 67 southbound service road, to observe conditions and make

comparisons to the field study findings. Following are observations and comments from the walkabout.

General on-street observations:

- Structures almost exclusively adapted from previous residential use
- Business/restaurant to residential ratio approximately 95/5
- Modified arterial cross-section (four lanes, divided with brick left-turn lane) much better for vehicular movement, but encourages excessive speed
- Sidewalk proximity to street somewhat uncomfortable despite presence of 3' parkway
- Limited landscaping
- Extremely noisy
- Too many points of entry/exit
- 30' building setback doesn't encourage interaction
- Little if any on-street or adjacent-to-street parking
- Pedestrian crossing opportunities limited/poorly spaced
- Poor curb appeal, nothing to attract attention or inspire interest

Off-street observations:

- Shared and rear cross-property parking a plus
- Significant noise reduction the further distance from street
- Clustering of structures encourages interaction
- Multiple points of building entry (rear) is advantage:
 - Creates pedestrian flow/interaction opportunities
 - Safe, comfortable
 - Discourages use of front entry
- Preservation of mature landscaping also a plus

Opportunities for enhancement/development:

- Vacant north side land tracts
- Thoroughfare reconfiguration
 - Add:
 - Bike lane
 - On-street/parallel parking
 - Additional/enhanced landscaping
 - Pedestrian crossings
 - Widen sidewalk
 - Reduce setback to bring structures closer to street
 - Create small/pocket pedestrian refuges or gathering spaces
 - Enhanced or specialty lighting
- Adapt existing use to more commercially-viable use
- Demolish deteriorating or substandard structures
- Build on concept of clustering structures and encourage utilization of common area amenities and/or parking
- Promote development prototype to enhance 'village' concepts utilizing Cedar and Hood Streets