

# DOWNTOWN COMPLETE STREETS MASTER PLAN

Complete Streets Guidelines  
2020



**EXHIBIT A**

# Acknowledgments

The City of Cedar Hill's Complete Streets initiative is the result of a collaboration between community, neighbors, business, elected officials, advocates, professionals, volunteers, and the public at large. Beginning in 2019, participants have conducted workshops, design charrettes, and public meetings to evaluate existing planning documents, guidelines, and processes. Best practices, current development patterns, and current street designs were evaluated and explored. These guidelines are the result of their cumulative dedication, hard work, and love for their community.

## City of Cedar Hill

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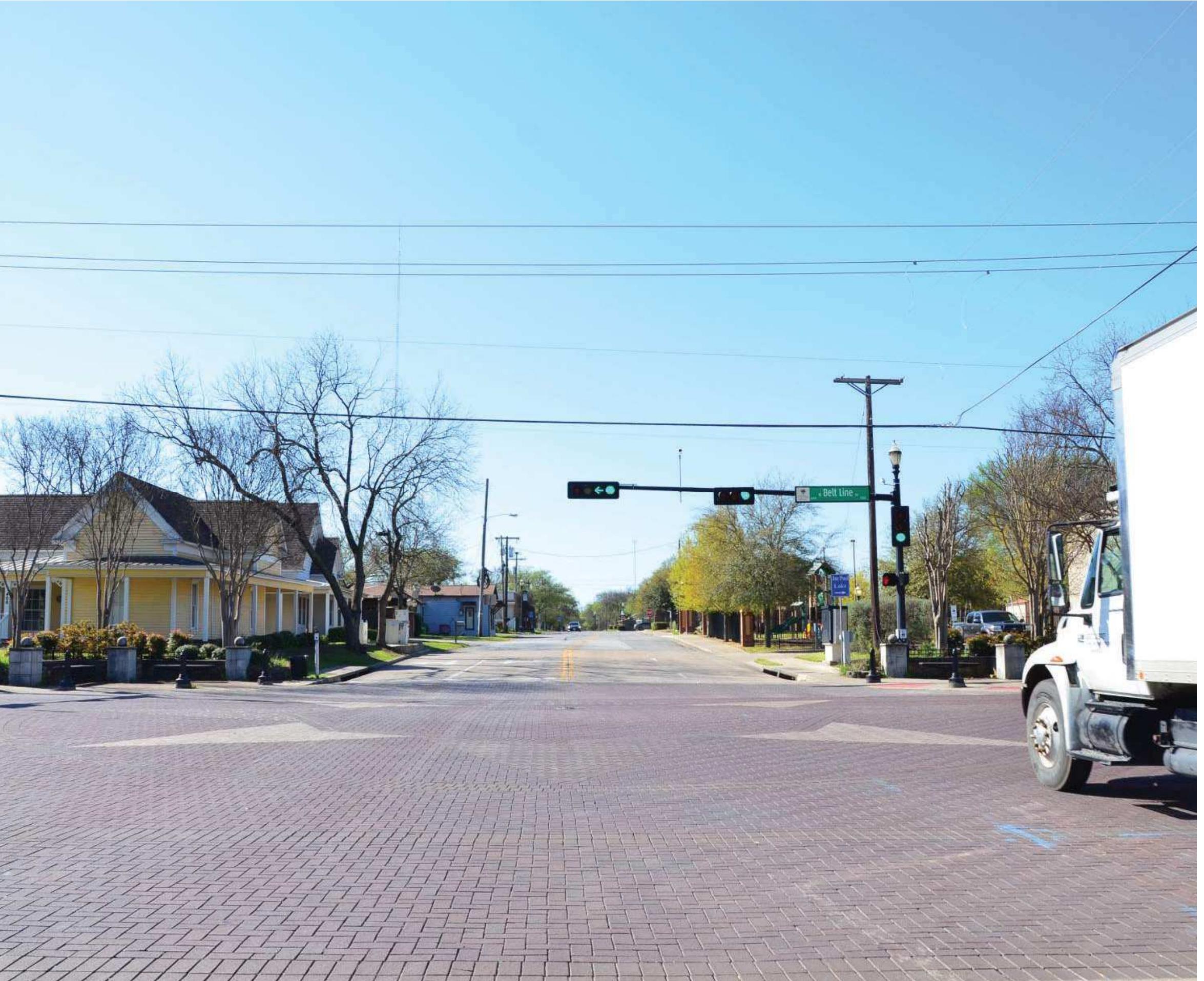
# Using this Manual

## Purpose

The city of Cedar Hill has developed these guidelines to provide direction and policy for the future development of downtown Cedar Hill to private developers, consultants, governmental departments and agencies, as well as local community groups. The direction and policy of this manual relates specifically to the planning, design, construction, and operation of improvements within the public right-of-ways of downtown Cedar Hill.

Design in this context is complicated and must respond to local constraints and conditions as the components change from street to street and block to block. Design decisions will require balance of the direction given in these guidelines with engineering judgment, local site specific context, and evolving innovation and technological advances in construction materials as well as modes of transportation. These guidelines are intended to supplement existing design standards and manuals including the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO).

These guidelines are intended to evolve and adapt as innovation occurs. New practices, treatments, and techniques should be evaluated as they develop.





# Vision

The initiative to improve downtown through complete streets aims to reestablish it as an energetic place to live and do business. Complete streets places pedestrians, bicyclists, future transit, and motor vehicle users on equal ground to create an engaging environment. By embracing innovative design, this approach creates a new foundation for a vibrant and healthy community.

Downtown Cedar Hill has evolved for over 150 years. The dense block grid pattern has withstood the test of time. The downtown square and adjacent streets link local neighborhoods to the Old Town District. The result is an energetic and inviting urban fabric that encourages the residents and visitors alike to meet and linger.

Downtown Cedar Hill has a distinct character. It has a

legacy of gathering community and friends together. This provides the ideal starting point to strengthen established bonds. Planning for the future by reinterpreting traditional public space and transportation right-of-ways creates a harmonious transition between the old and the new.

Cedar Hill's downtown masterplan establishes public space as everything within the right of way including the associated roadway design. Public space is the new lens used to view roadway reconstruction projects in the Old Town District. With a healthy respect of the past and an understanding of the current values and needs of the community, the guidelines presented in this plan are a tool for innovative growth into the future.

# 1

## Complete Streets

The value of historical precedent provides the foundation for the application of modern design elements to the present and future needs of downtown. These primary elements are multimodal, conscious, and smart.



# Elements of Complete Streets

**Multimodal** - Designed for users of all ages and all modes of transportation in a safe and comfortable fashion.

1. **Transit Equality.** Invites all users to enjoy the downtown environment in a courteous and safe way.
2. **Minimum Lane Widths.** Narrower roadways result in safer vehicle speeds and encourage accommodation of pedestrians and bicyclists.
3. **Wide Sidewalks.** Accessible and unobstructed walkways encourage pedestrians to leave their vehicles behind and explore downtown on foot.
4. **Accessible Surfaces.** Slip resistant and easily navigated materials in recognizable patterns contribute to welcoming environments for people of all ages and abilities.
5. **Trail Connectivity.** Linking to local trail networks increases transportation options.

**Conscious** - Efficient and easily maintained public spaces (including streets) encourages healthy and environmentally friendly communities.

1. **Ease of Maintenance.** Use quality durable materials. Planned maintenance for the upkeep of special features that enhance downtown life.
2. **Street Trees.** Shade and beauty contribute directly to patron experience while providing refuge from heat and bland environments.
3. **Greenscape.** Vegetation in key locations can soften built environments and contribute to improved air quality and pollution reduction.

**Smart** - Physical and digital information infrastructure provides real time data and safety.

1. **Intelligent Sensors, Signals, and Cameras.** Manage traffic and events in real time. Increases safety and efficiency. Data collection infrastructure is an essential component.
2. **Curb Side Management Stations.** Provide designated areas for drop-off and pick up for Transportation Network Companies as well as deliveries.
3. **Wayfinding and Signage.** Make direction finding readily available. Signs and architectural elements contribute to local character and district branding.
4. **Electrical Vehicle Charging Stations.** New generations of electric and clean-fuel vehicles continue to increase in use. Charging stations provide a waypoint for local and distant travelers alike.

# Why Streets Matter

Streets, inclusive of their right-of-ways are the threads that weave through our communities to bind them together. Over time that right-of-way has become dominated by motorvehicles. While appropriate in some cases it has become a challenge to downtowns. Complete streets is an opportunity to balance the needs of downtown patrons and provide truly multimodal options.

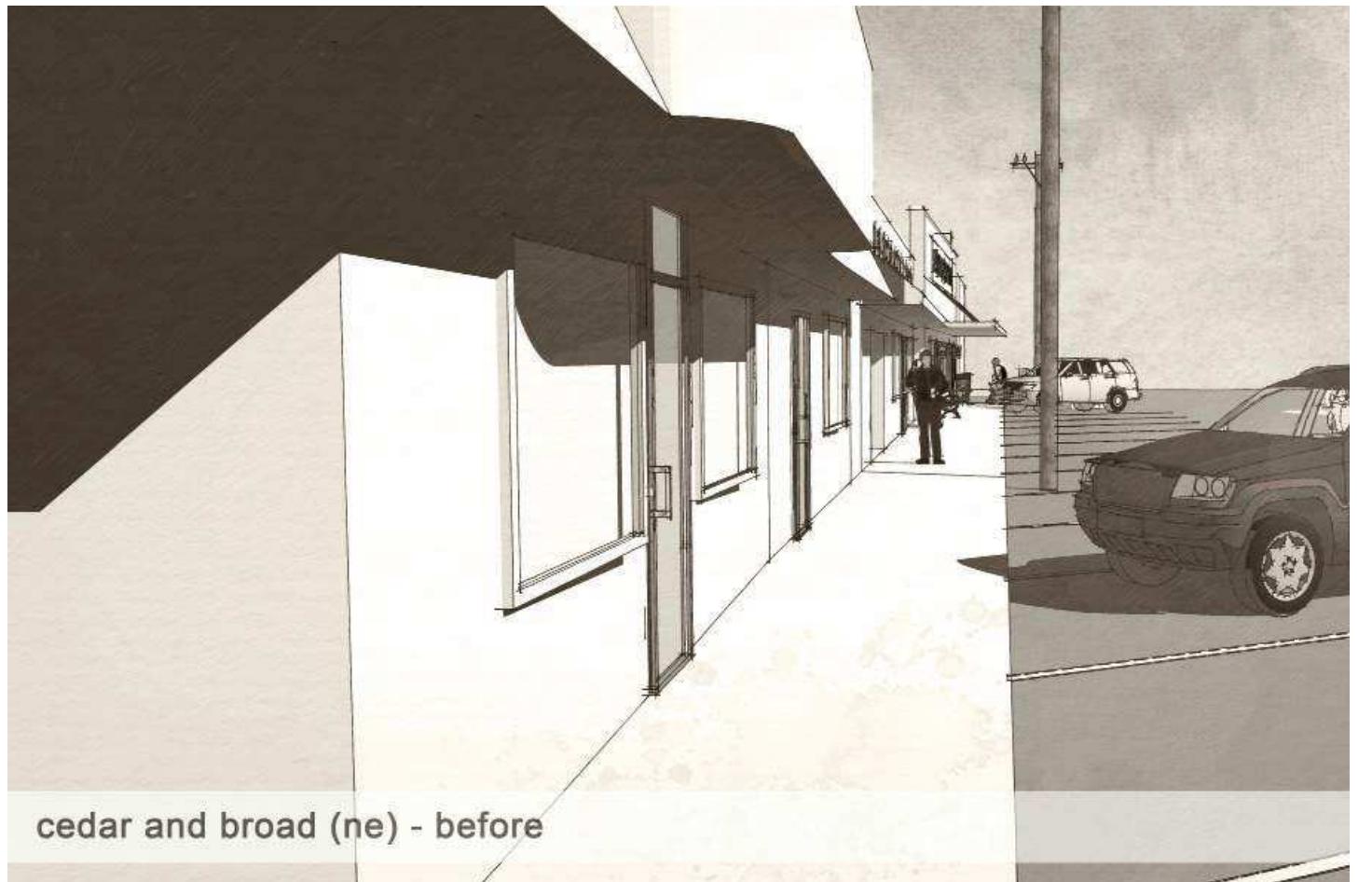
1. Streets and their right-of-ways are community character defining space. They are public space that can be great places for everyone.
2. Streets make up a large percentage of city-owned land. How this land is used is a direct reflection of community character and values.
3. Strengthening and maintaining the character of downtown is directly dependent on the design of the public space within the street right-of-ways.
4. Streets can foster economic development. Creating inviting environments and experiences patrons are encouraged to linger and return often.
5. Streets can support alternative transportation. By equitably designing for pedestrians, bicyclists, future transit, and motor vehicle users. Transportation options become available to all of the community.
5. Streets with lower design speeds are safer for all users. Reduced speeds can be encouraged through design.
6. Streets can provide healthy transportation options by encouraging walking and supporting bicycling
7. Streets lined with healthy trees supply shade, reduce ambient temperatures, improve air quality, and provide beauty.
8. Streets are downtowns primary stormwater conduit. With a large percentage of impervious pavement, trees and vegetated areas help reduce stormwater and provide local groundwater recharge.



# 2

## Sidewalks

If pedestrians are the lifeblood  
of vibrant downtowns then  
sidewalks are the veins.



## Sidewalk Design Principles

Sidewalks are where downtown becomes alive. They are where people are enticed by the aroma of the local coffee shop, friends and neighbors meet and greet each other as they pass by, and the life of downtown takes place. Proposed downtown sidewalk zones will range in width from 20' at it's widest to traditional 5' in neighborhood areas. The following principles foster and encourage liveliness for these zones.

1. **Accessibility.** Sidewalks are for everyone, regardless of age or ability. Continuous travelways at comfortable widths and unobstructed sight lines are essential.
2. **Vibrant.** Engaging store fronts with inviting entrances, public art, and furnishings that include awnings, benches, trash receptacles, and landscape all make significant contributions to the pedestrian environment.
3. **Comfort.** Human scale elements such as lighting and landscaping help soften built environments. Elements that provide shade and protection from adverse weather must also be present.
4. **Management.** Stormwater needs diversion to soil or permeable surfaces when possible. Visual intrusion of engineered infrastructure shall be minimized and not create a safety hazard.
5. **Maintenance.** Time tested materials should be durable and aesthetically coordinated. Maintenance responsibilities of the sidewalk zone should be established between the city and adjacent property owners prior to construction.
6. **Smart.** The sidewalk zone should be outfitted with intelligent and efficient technology. This includes updating evolving small cell and wireless technology. Sensors and tags should be aesthetically integrated into the design environment. Energy efficient features should be utilized when possible.

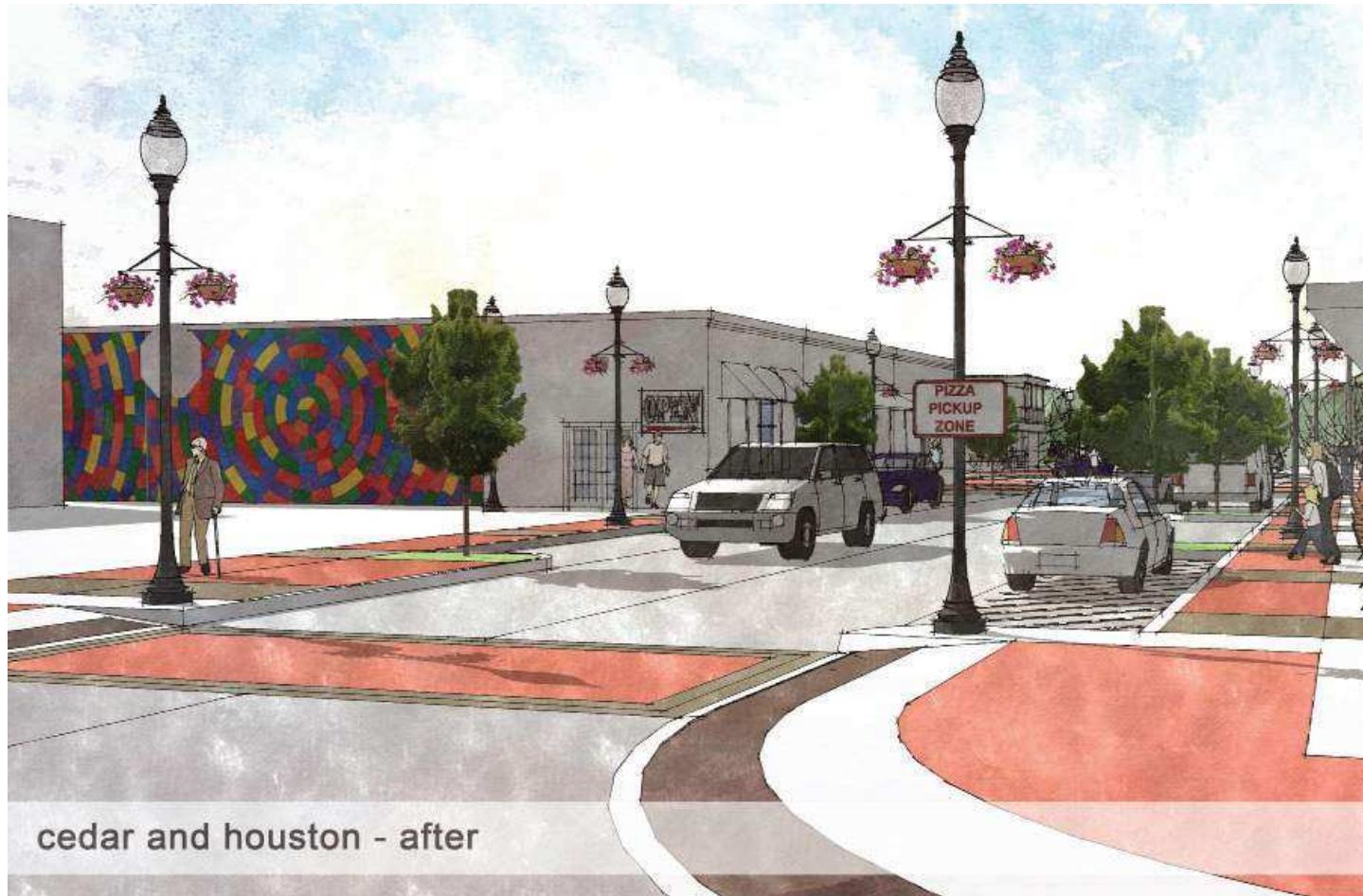
# 3

## Roadways

**Rebalancing modes  
transportation provides  
equitable options for all users.**



cedar and houston - before



cedar and houston - after

## Roadway Design Principles

Roadways do the heavy lifting of downtown, both figuratively and literally. As a result they have come to dominate downtowns. In doing so the vibrancy of downtowns has diminished. Roadways will vary in lane width from 14' at their widest for one way streets to 11' at their narrowest for two way traffic. These design principles recognize the importance of roadways without compromising other users.

1. **Multimodal.** Needs of pedestrians, bicyclists, transit users, and motor vehicles must be balanced. Travel lanes and parking spaces shall use minimum widths to accommodate non-motorized users. Opportunities to exchange road width for sidewalk width, trails, or bike lanes shall be utilized. Overall width of streets shall not be reduced less than 14'.
2. **Safe.** Roadway speed limits are directly correlated with street safety. Shared use streets in pedestrian heavy commercial areas should not exceed 15 MPH. Speeds in residential neighborhoods located adjacent to downtown should be limited to 20 mph. Speed tables, mid-block neckdowns, or enhanced paving treatments shall be used to improve pedestrian safety.
3. **Intersections.** Intersections must be identified by a change in texture and color. Crosswalks shall be integrated into the intersection design.
4. **Smart.** Roadway elements such as signals, lights, and signs should be optimized and consolidated for efficiency and to minimize visual clutter. Opportunities to utilize small cell technology or monitoring sensors should be implemented.

# 4

## Public Space

**Everything within the public right-of-way contributes to public space. Dedicated pedestrian only public spaces provide reasons to linger and a respite from stresses of the day.**

# Public Space Design Principles

Changing the mindset of right-of-ways as roadways only to right-of-ways as public space is an important step for downtown. These design principles are intentionally broad in nature in an effort to broaden the views and definitions of public space.

1. **Flexible.** For the purposes of the downtown masterplan public space is defined as space within the right-of-way. Streets within the right-of-way shall be designed in such a way to support community events such as Country Day on the Hill as well as other uses. Dedicated pedestrian space shall be designed for passive and unprogrammed recreation.
2. **Accessible.** Accessibility is intended to be inclusive. This is defined as regardless of age, ability, ethnicity, gender, religious beliefs, or otherwise.
3. **Smart.** Opportunities to utilize small cell and wireless technology.
4. **Safe.** Visibility shall be a primary design consideration. This is applicable to pedestrian sight lines as well as non-daylight hours. Public space shall be lit at a minimum of 4 foot-candles at finished grade.



# 5

## Implementation

**Informed phasing and identifying fiduciary responsibility will expedite full implementation of the downtown masterplan.**

# Implementation

Downtown Cedar Hill has evolved through the opportunities and constraints of a city with a strong mix of historic and modern construction. Applying Complete Streets concepts to the roadways, sidewalks, and public spaces of this challenging context will take teamwork and determination. These principles help guide and prioritize that process.

1. **Focused.** Target revitalization efforts on areas that improve access to downtown commercial areas.
2. **Transparency.** Keep public informed and engaged throughout the process. This will maintain momentum and active vested interests.
3. **Collaboration.** Inter-departmental cooperation and teamwork will expedite implementation.
4. **Construction.** It is important that the community see progress. Build projects in a timely manner to continue generating and maintaining interest.
5. **Mindful.** Keep all the elements and principles of complete streets in mind throughout the design and implementation process.

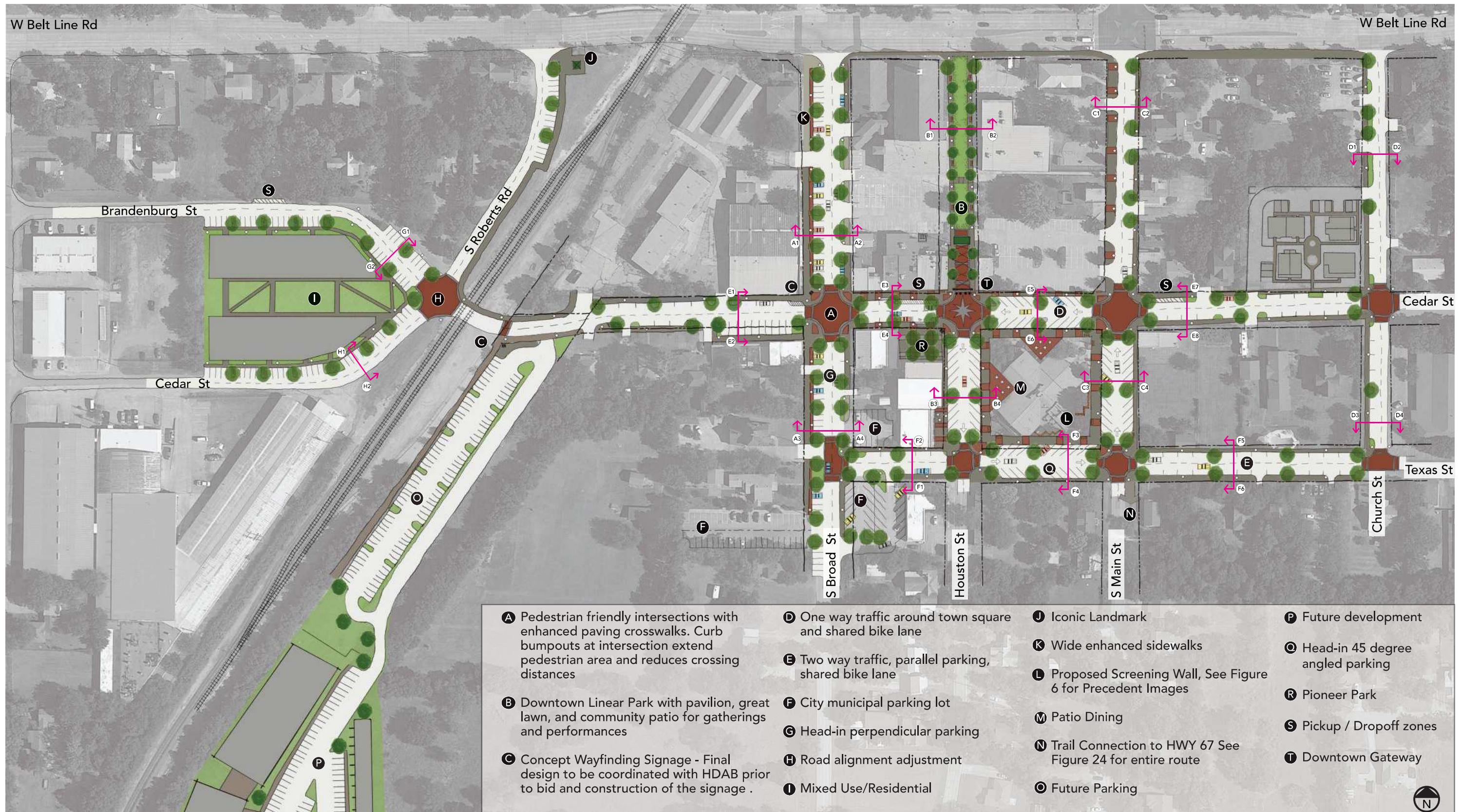


# 6

## Masterplan

**Downtown masterplan and  
corresponding sections**

## Complete Streets Master Plan



Note:

1. After Phase II, all on-street parking areas shown on this plan will be coordinated with adjacent property owners during the Construction Design Phase for each street section.
2. Downtown Linear Park and Pioneer Park design will be coordinated with Historic Downtown Advisory Board (HDAB) during the Construction Design Phase.
3. Refuse containers will be coordinated with Staff, Waste Management, and adjoining property owners during the Construction Design Phase for each street section.

## Complete Streets Master Plan

Figure 1: Perspective of the Downtown Patio from Cedar Street looking North on Houston Street including downtown gateway landmark.



## Complete Streets Master Plan

Figure 2: Perspective of the Downtown Patio from West Belt Line Road looking South on Houston Street.



## Complete Streets Master Plan

Figure 3: Cedar St Pedestrian Railroad Crossing & Corresponding Images



- Ⓐ Pedestrian Trail/Sidewalk
- Ⓑ Pedestrian Crosswalk
- Ⓒ Railroad Crossing Signage
- Ⓓ Traffic signage
- Ⓔ Railroad Crossing Warning Striping
- Ⓕ Detectable Warning Paving
- Ⓖ Railroad Crossing Vehicular Gate
- Ⓗ Railroad Crossing Pedestrian Gate
- Ⓘ Enhanced Intersection
- Ⓙ Pedestrian Light Post

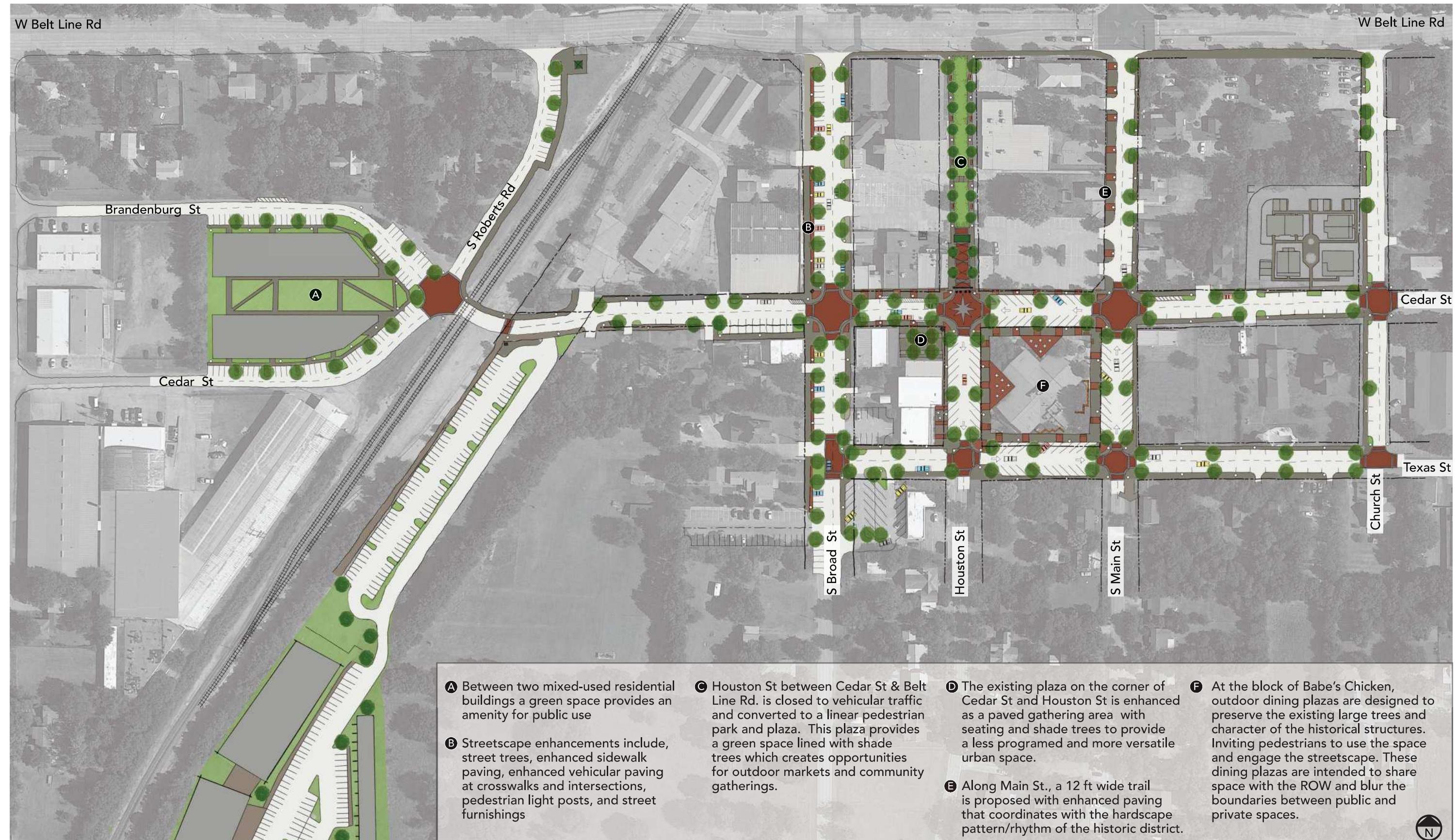


Detectable Warning Paving



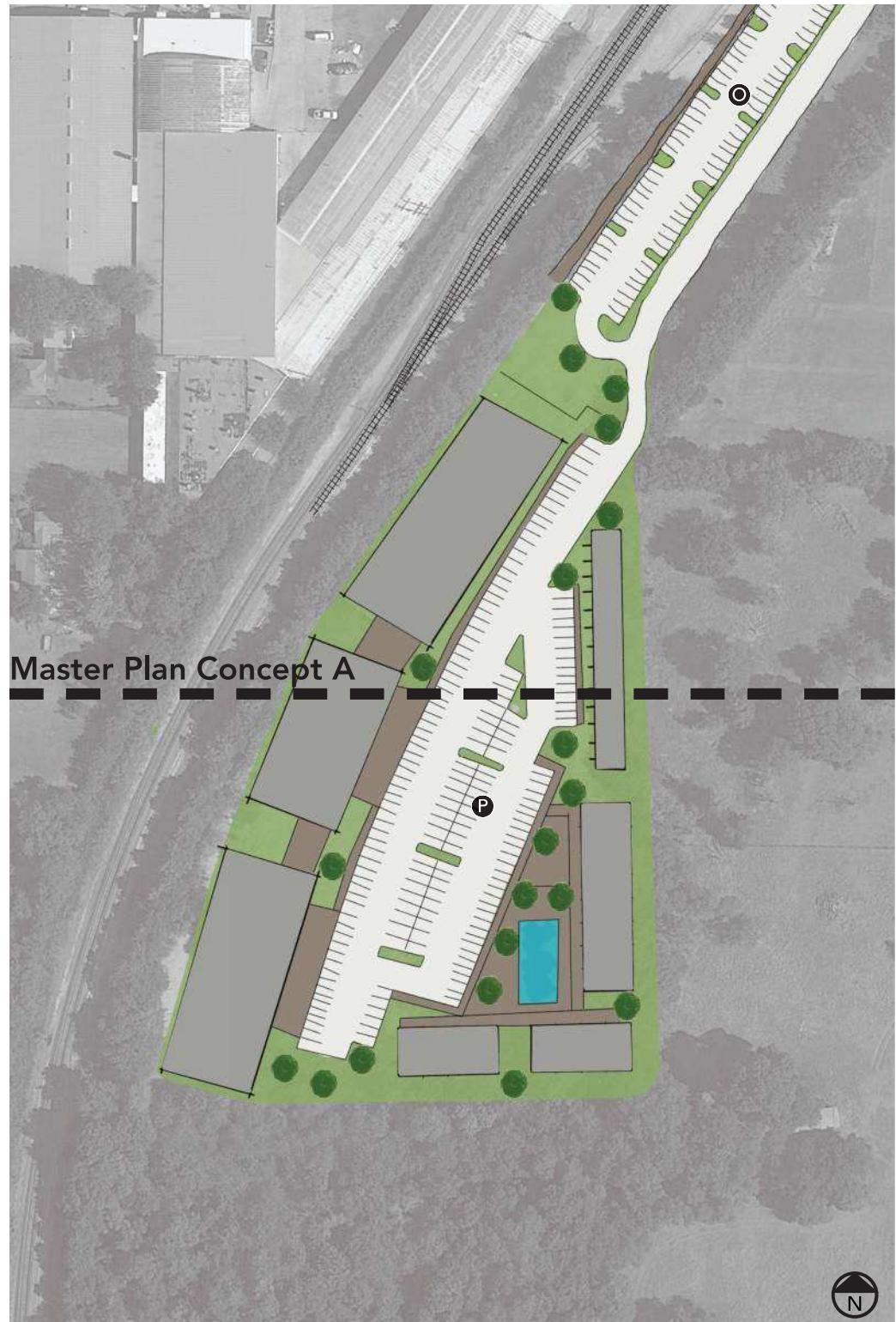
## Complete Streets Master Plan

Figure 4: Programmable Outdoor Space



## Complete Streets Master Plan

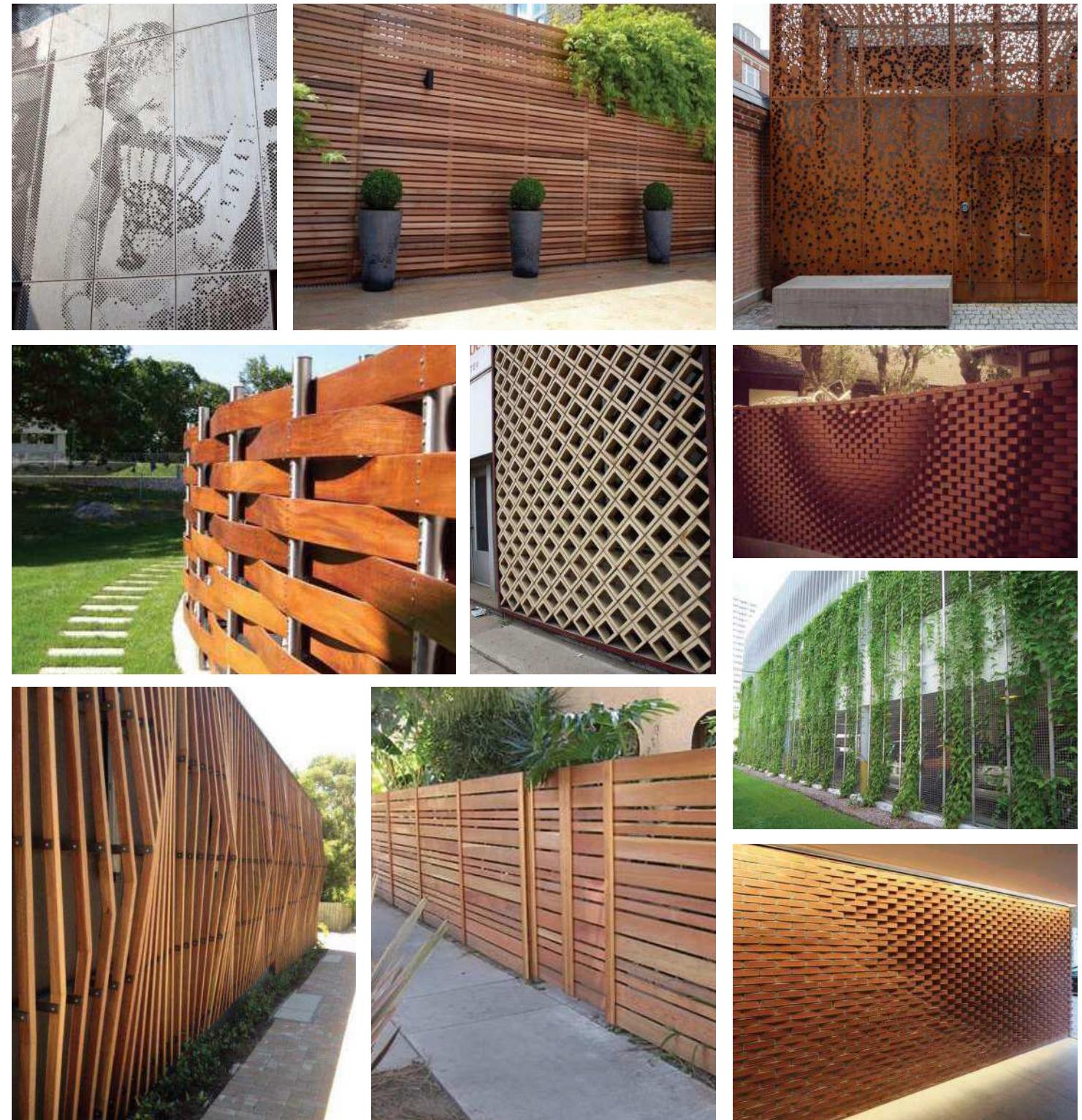
Figure 5: Future Transit Oriented Development



○ Future Parking

● Future development

Precedent Images for screening wall @ Babe's Chicken



## Complete Streets Master Plan

Figure 6: Downtown Patio & Great Lawn + Cedar Street & Houston St Intersection



- Ⓐ Enhanced Intersection
- Ⓑ Enhanced Pedestrian Crossings
- Ⓒ Pavilion
- Ⓓ Bollards
- Ⓔ Plaza w/Enhanced Paving
- Ⓕ Houston Street Green
- Ⓖ Ornamental Planting
- Ⓗ Canopy Tree
- Ⓘ Seating
- JKLMNOP Pedestrian Light Post
- ₭ Pioneer Park
- Ⓛ Wayfinding Sign
- Ⓜ Downtown Gateway Arch

Seating



Enhanced Paving



Plaza w/Enhanced Paving



Enhance Intersection



Bollards

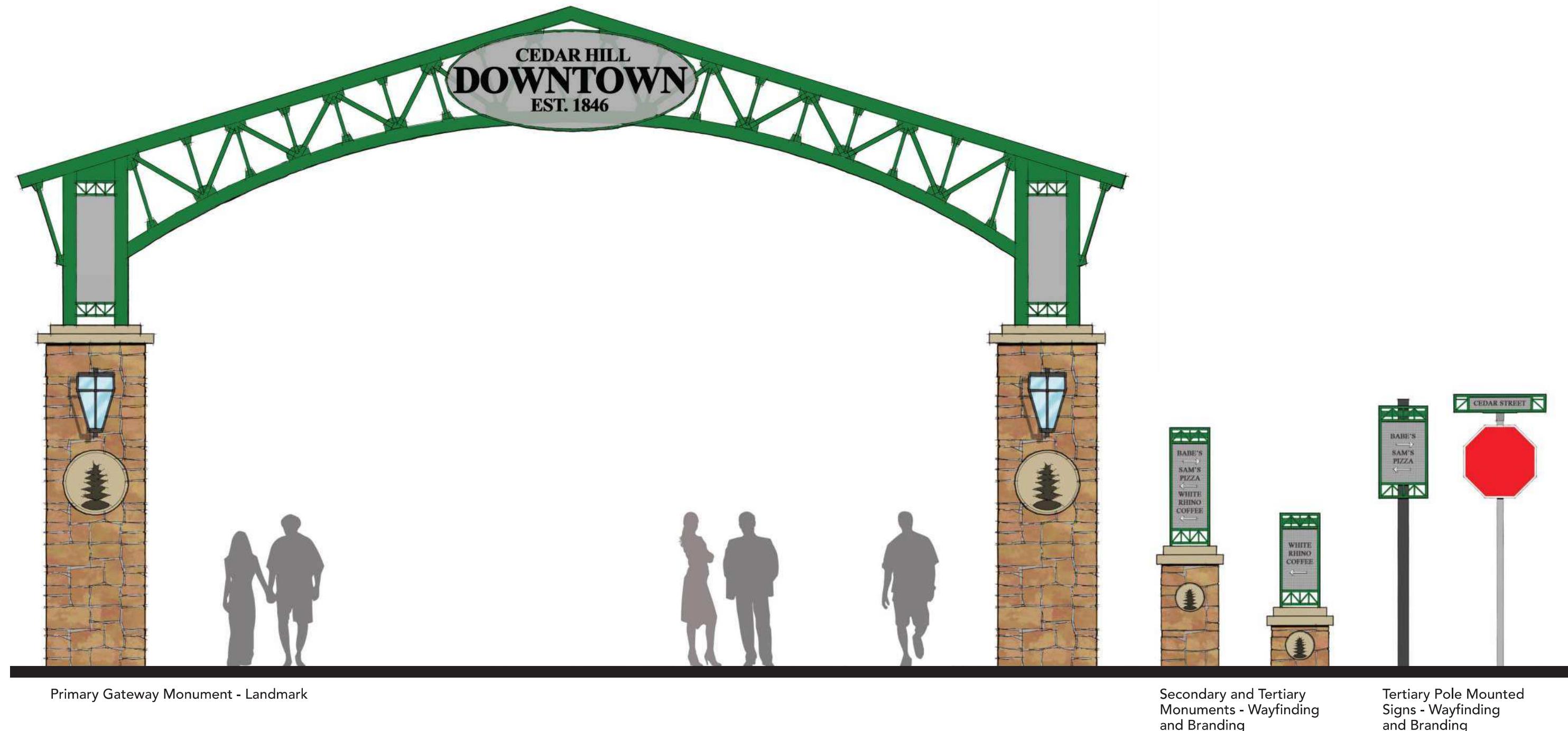


Ornamental Planting



## Complete Streets Master Plan

Figure 7: Wayfinding Monumentation and Signage



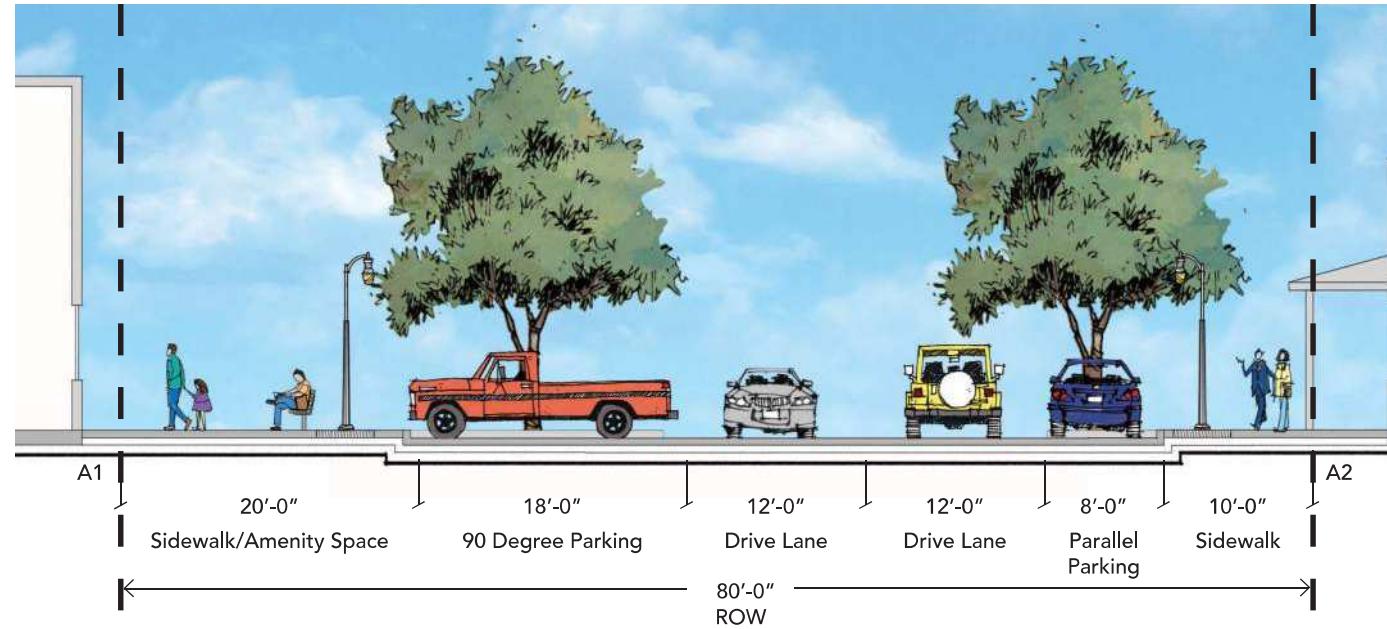
## Complete Streets Master Plan

Figure 8: Wayfinding Monumentation and Signage Locator



## Complete Streets Master Plan

Figure 9: S Broad St - Section A1 - A2

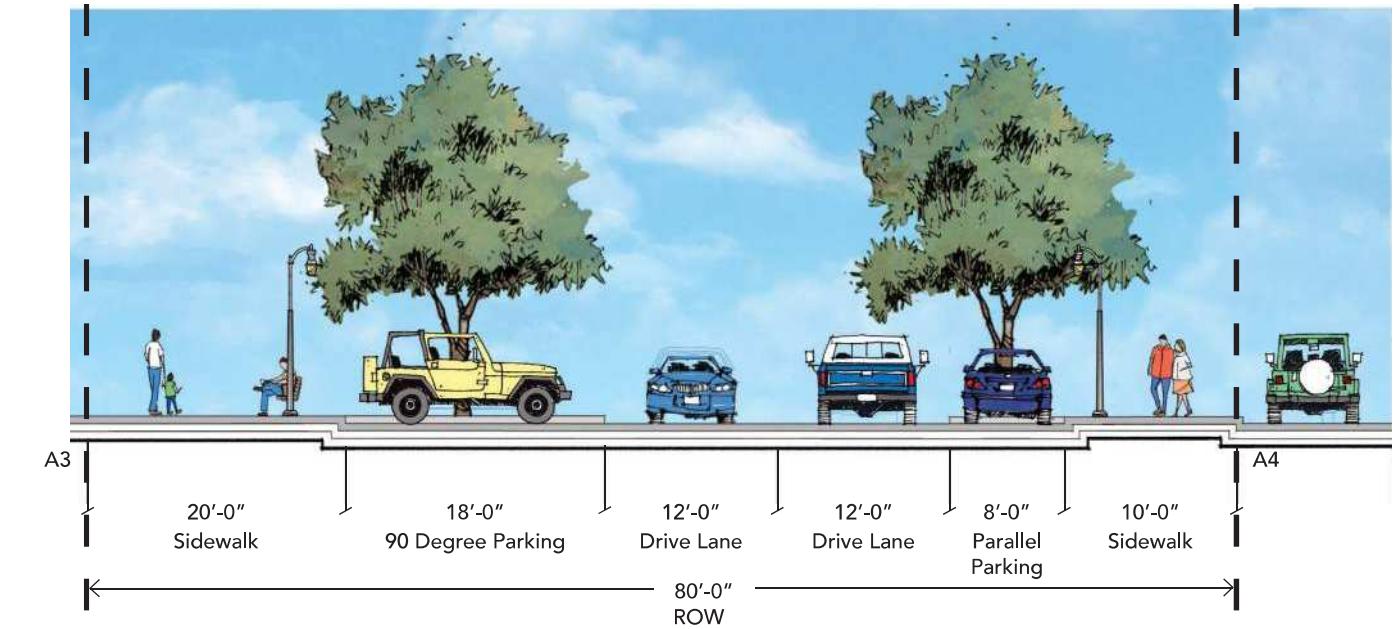


- A: Parking - 90 degree
- B: Parking - Parallel
- C: Planting Island

- D: Sidewalk
- E: Sidewalk/Amenity Space
- F: Two-Way Traffic

- G: Street Light
- H: Bench
- I: Planter Area

Figure 10: S Broad St - Section A3 - A4



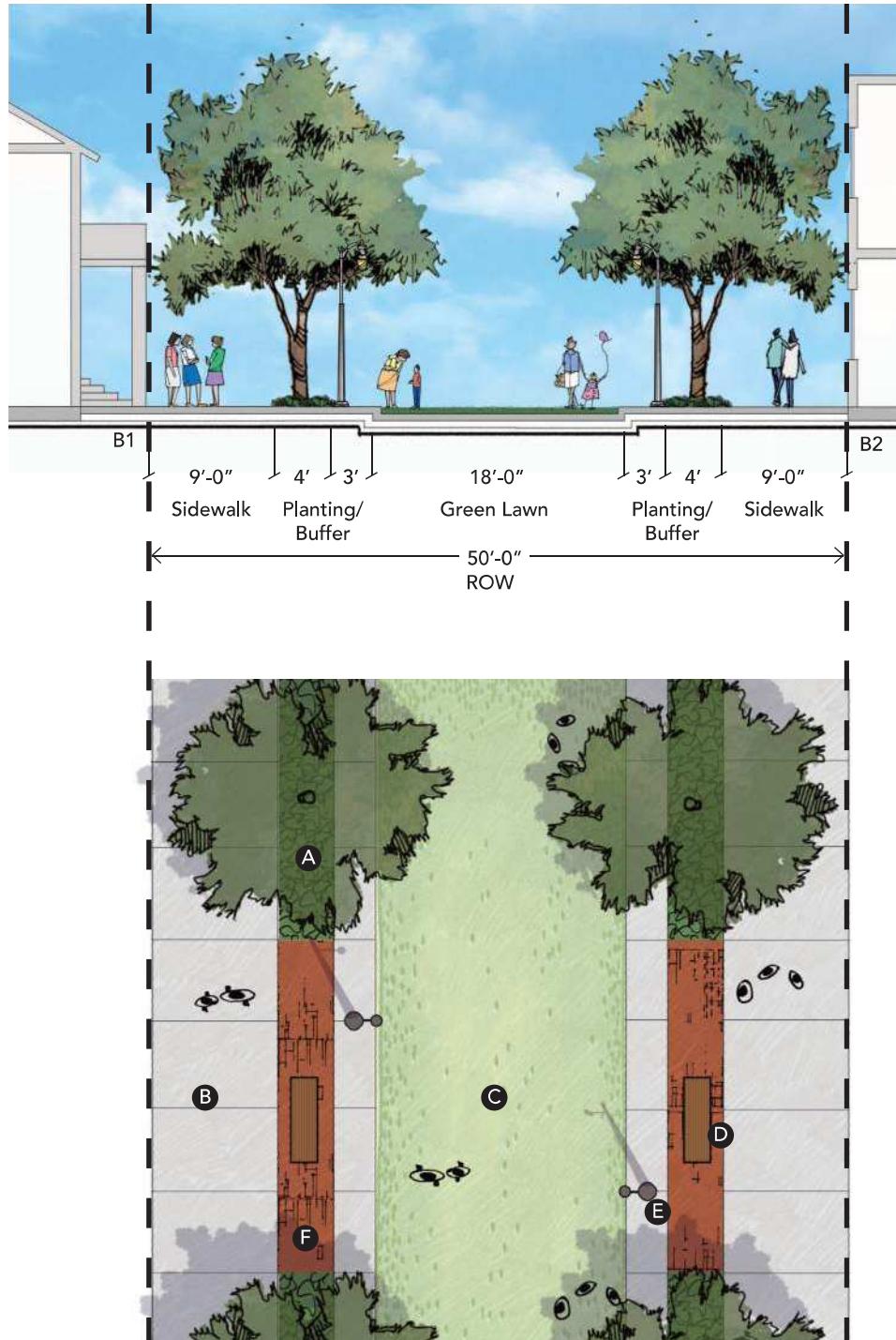
- A: Parking - 90 degree
- B: Drive Approach
- C: Planting Island

- D: Sidewalk
- E: Sidewalk/Amenity Space
- F: Two-Way Traffic

- G: Street Light
- H: Bench
- I: Planter Area

## Complete Streets Master Plan

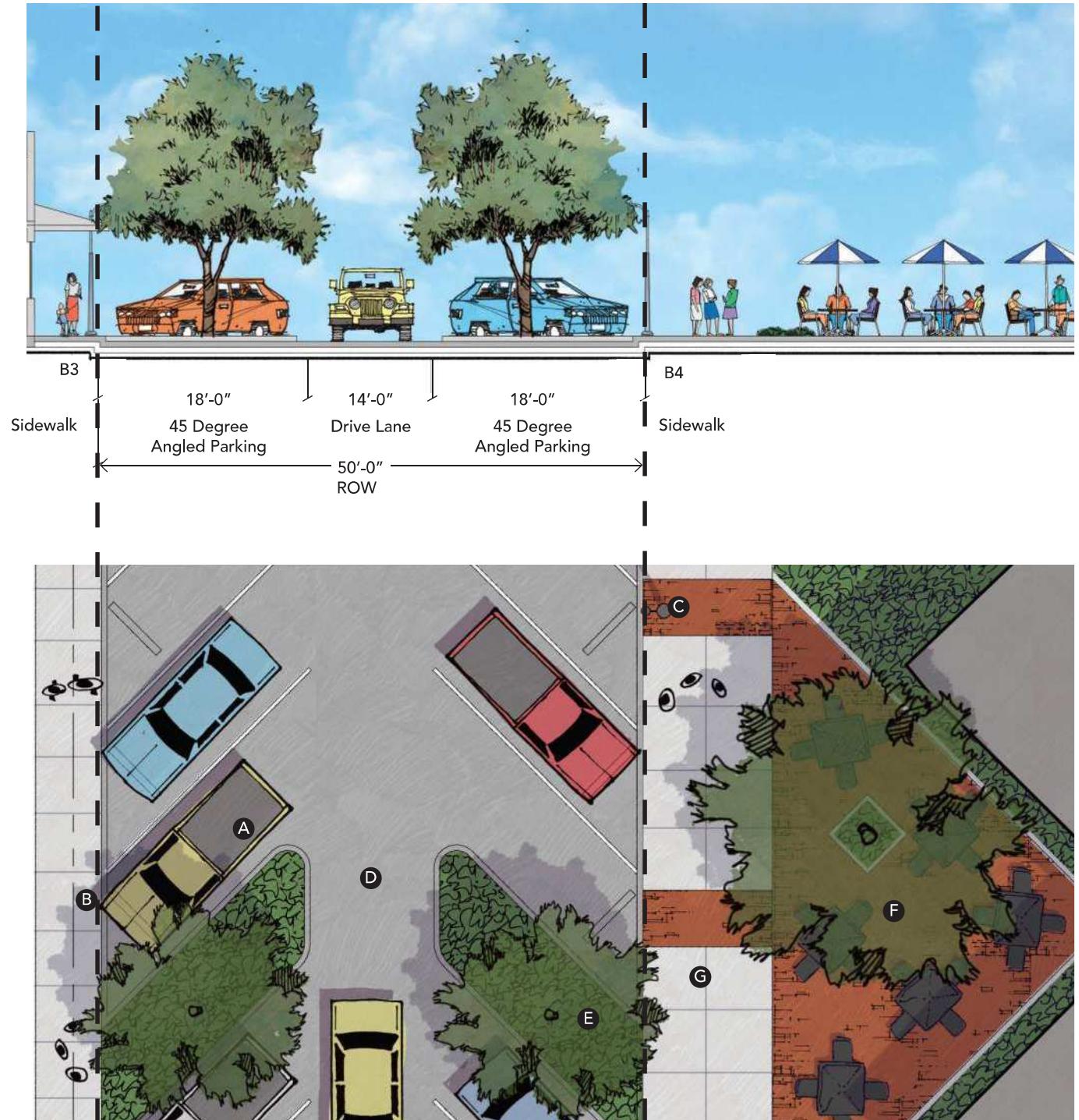
Figure 11: Houston St - Section B1 - B2



- A** Planting Buffer
- B** Sidewalk
- C** Green Lawn

- D** Bench
- E** Pedestrian Light Post
- F** Enhanced Paving

Figure 12: Houston St - Section B3 - B4



- A** Parking - 45 Degree Angled Parking
- B** Sidewalk
- C** Pedestrian Light Post

- D** One-Way Traffic
- E** Planting Island
- F** Public Patio w/ Existing Tree

- G** Sidewalk w/Enhanced Paving

## Complete Streets Master Plan

Figure 13: S Main St - Section C1 - C2

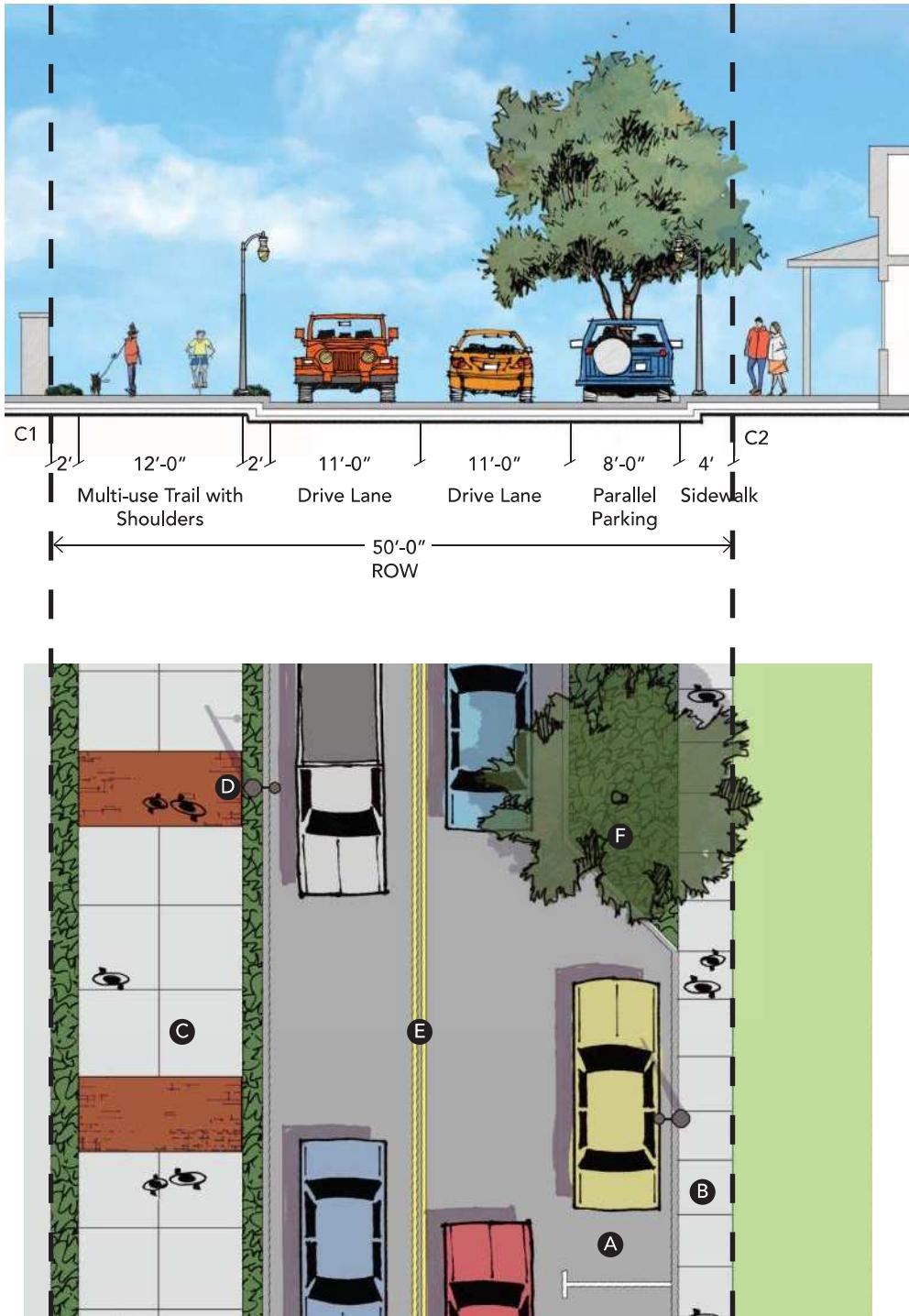
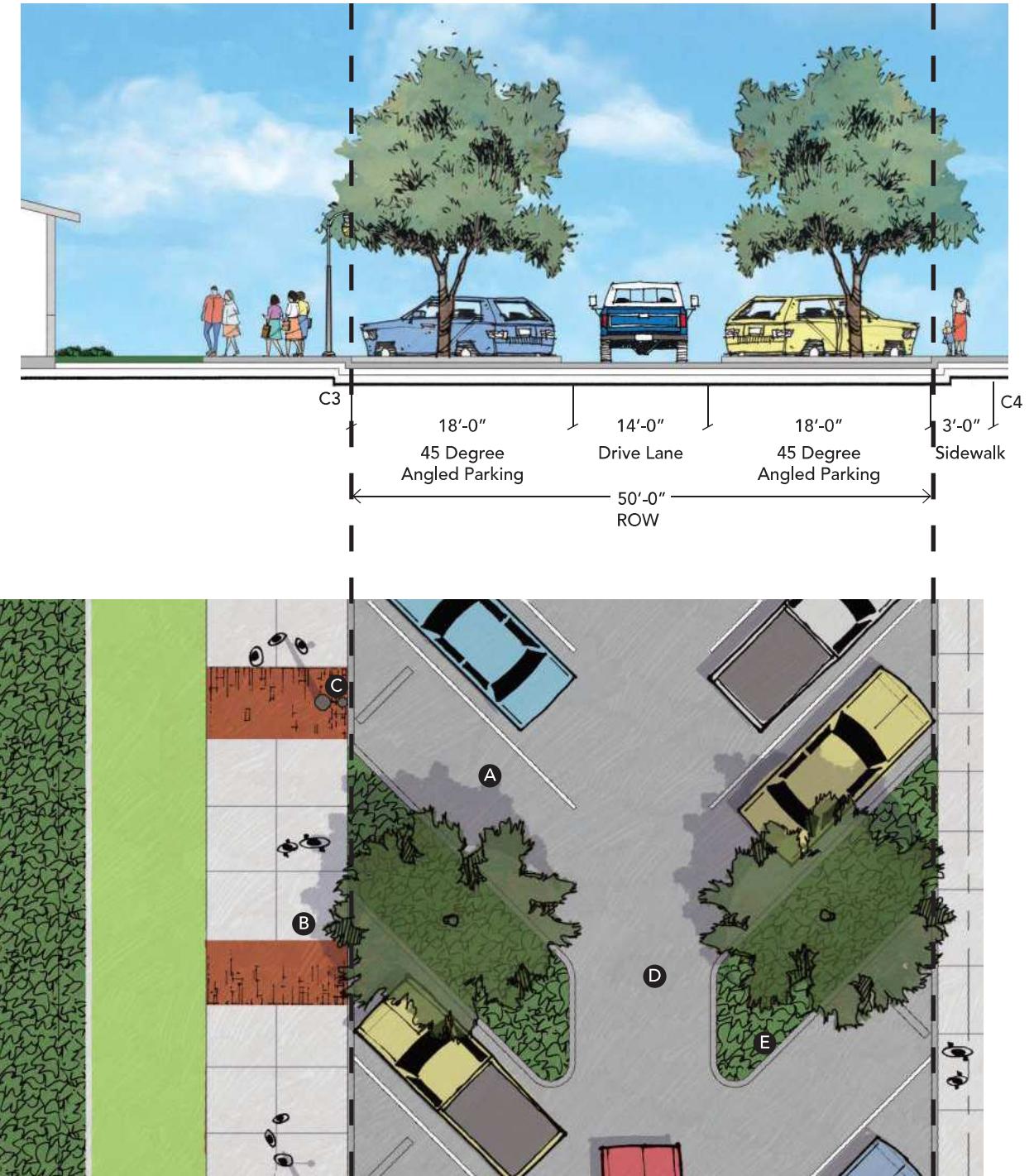


Figure 14: S Main St - Section C3 - C4



**A** Parking - Parallel

**B** Sidewalk

**C** Multi-use Trail w/Shoulders

**D** Pedestrian Light Post

**E** Two-Way Traffic

**F** Planting Island

**A** Parking - 45 Degree Angled Parking

**B** Enhanced Sidewalk

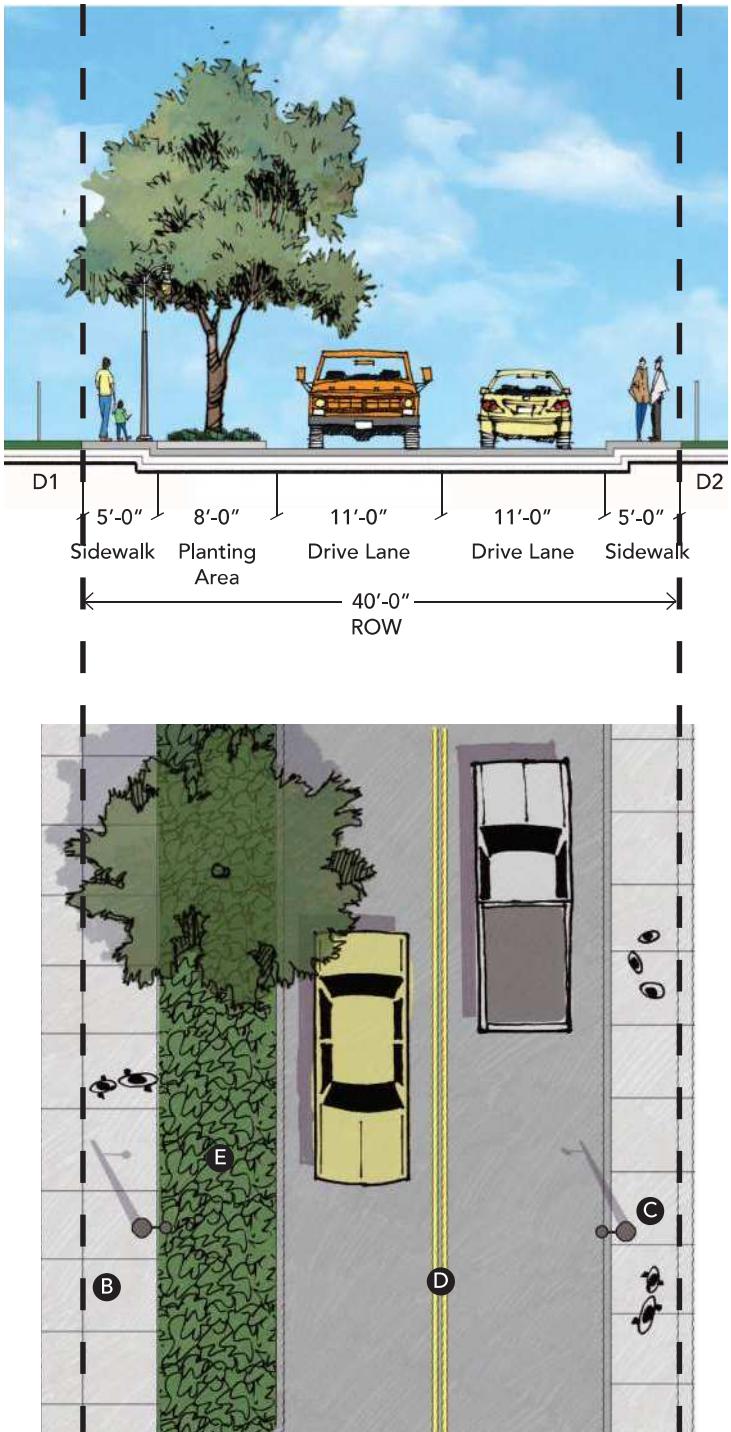
**C** Pedestrian Light Post

**D** One-Way Traffic

**E** Planting Island

## Complete Streets Master Plan

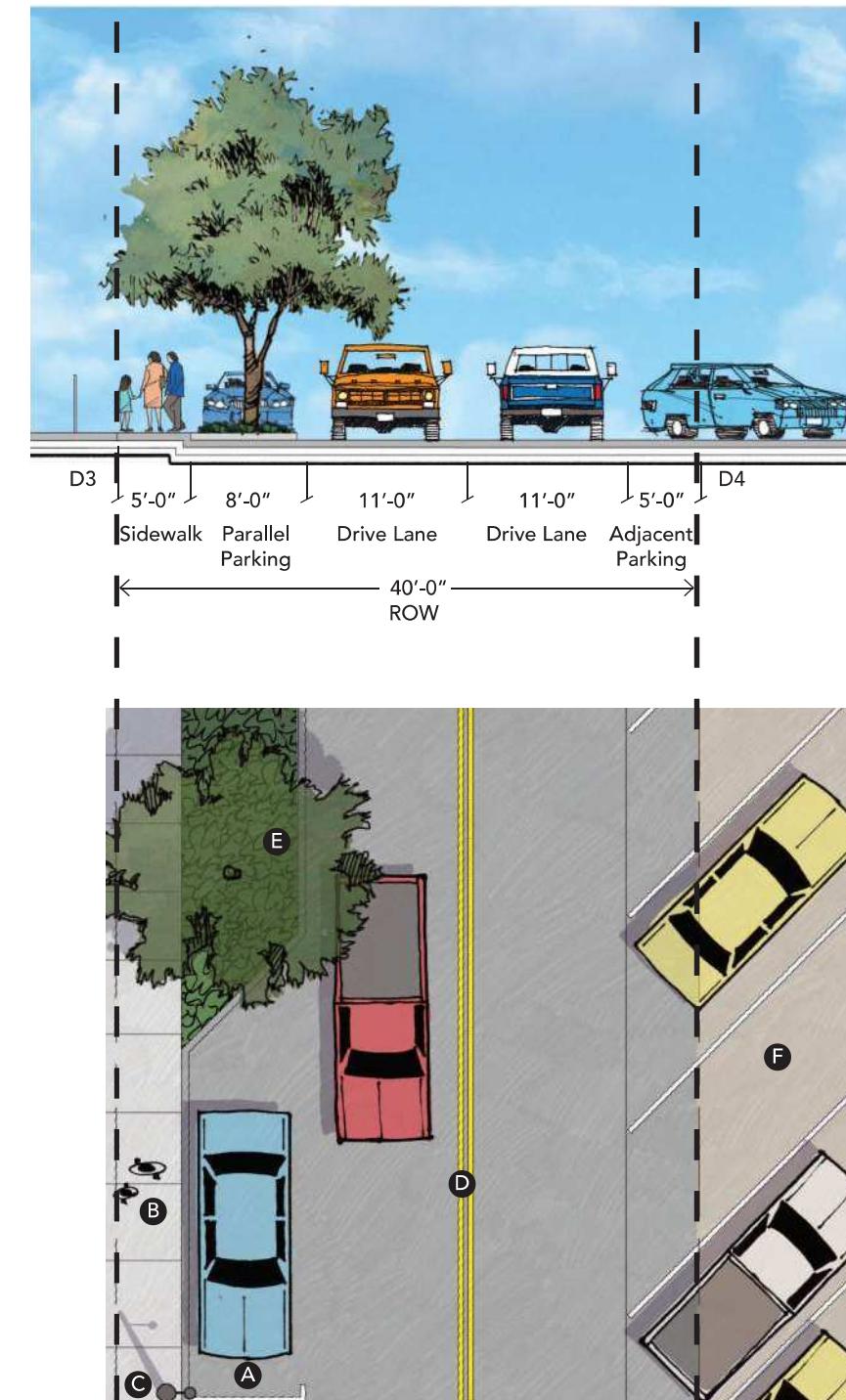
Figure 15: Church St - Section D1 - D2



- Ⓐ Parking - Parallel
- Ⓑ Sidewalk
- Ⓒ Pedestrian Light Post

- Ⓓ Two-Way Traffic
- Ⓔ Planting Area

Figure 16: Church St - Section D3 - D4



- Ⓐ Parking - Parallel
- Ⓑ Sidewalk
- Ⓒ Pedestrian Light Post
- Ⓓ Two-Way Traffic
- Ⓔ Planting Island
- Ⓕ Private Angled Parking

## Complete Streets Master Plan

Figure 17: Cedar St - Section E1 - E2

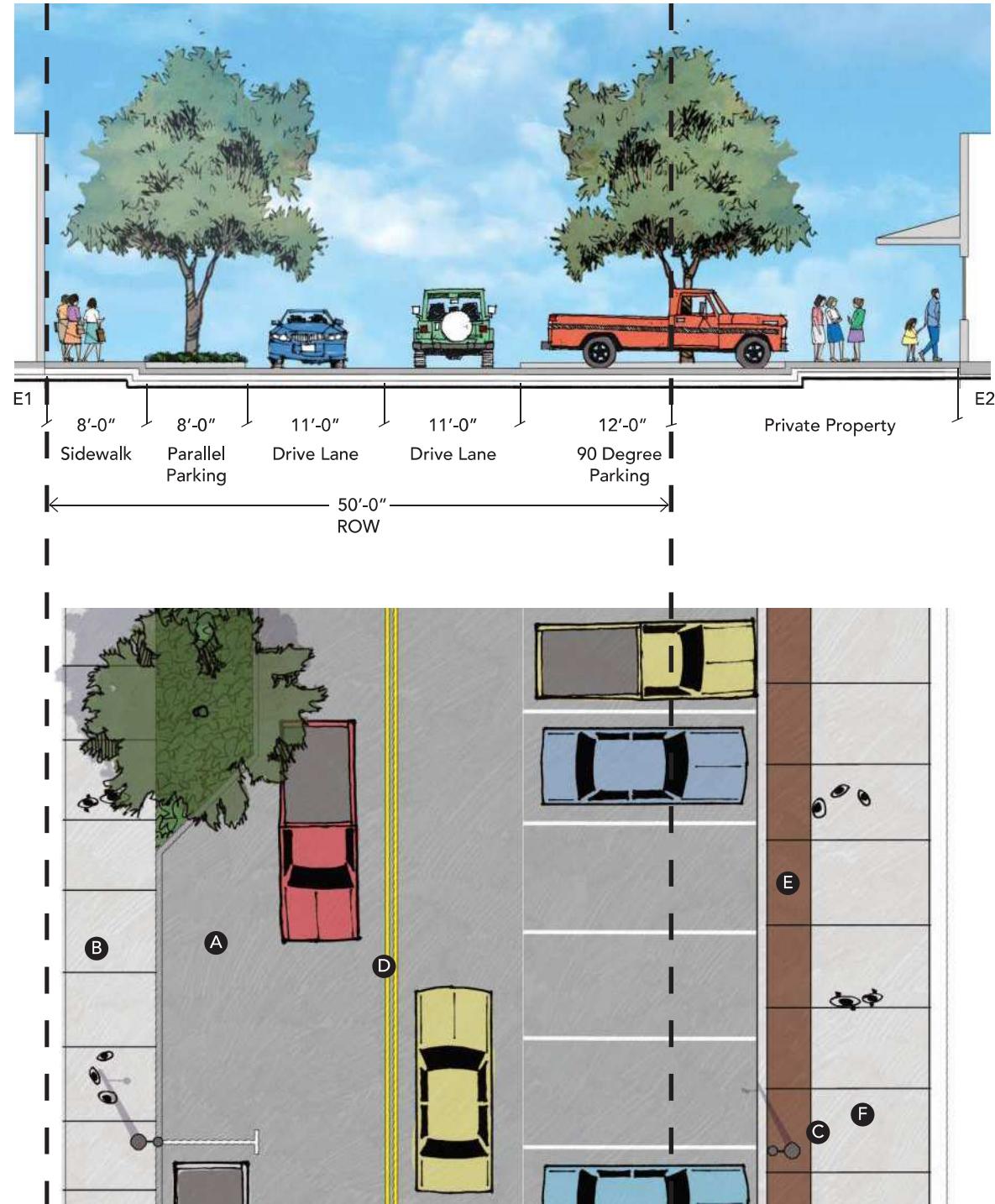
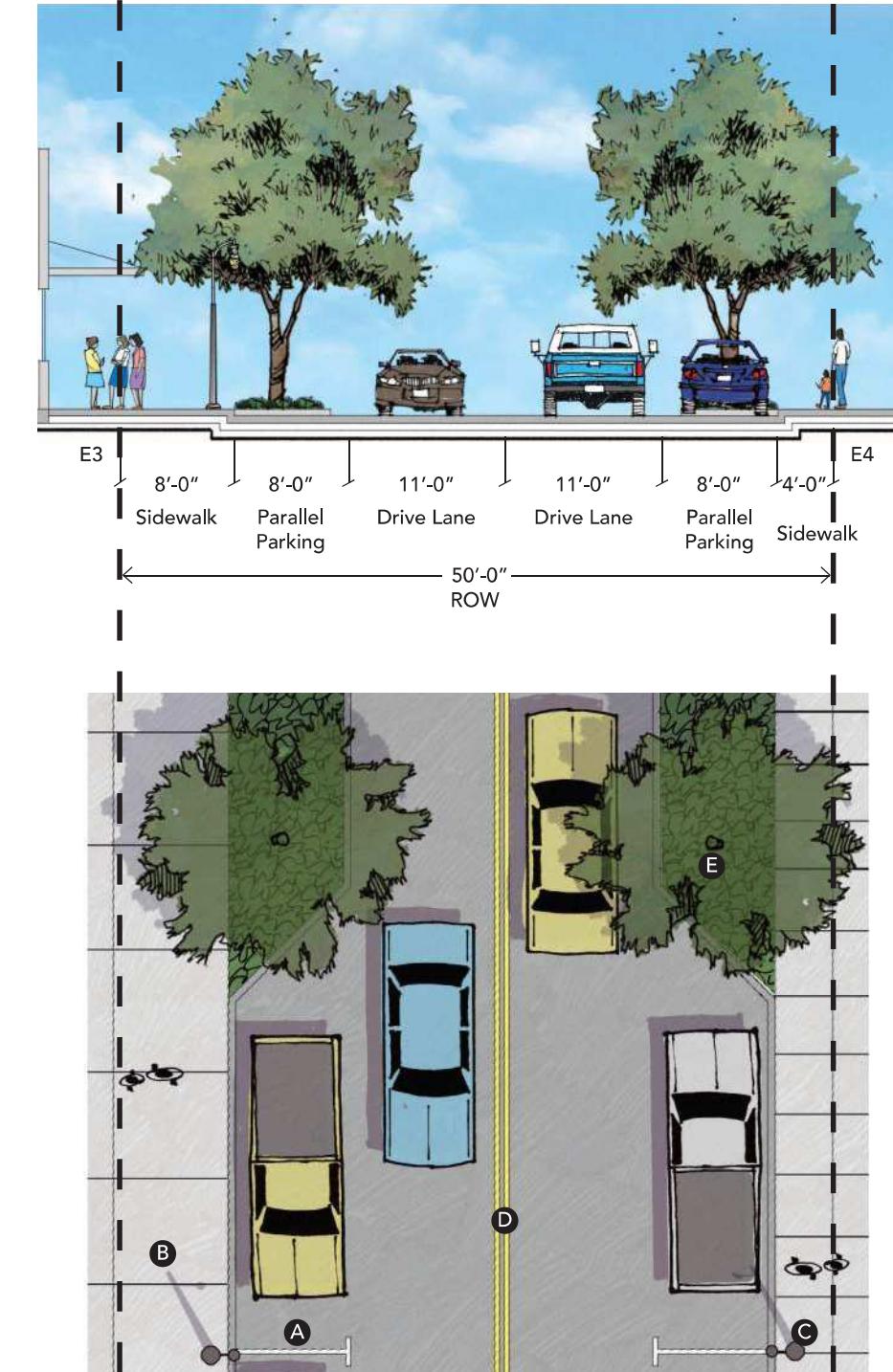


Figure 18: Cedar St - Section E3 - E4



- A** Parking - Parallel
- B** Sidewalk
- C** Pedestrian Light Post

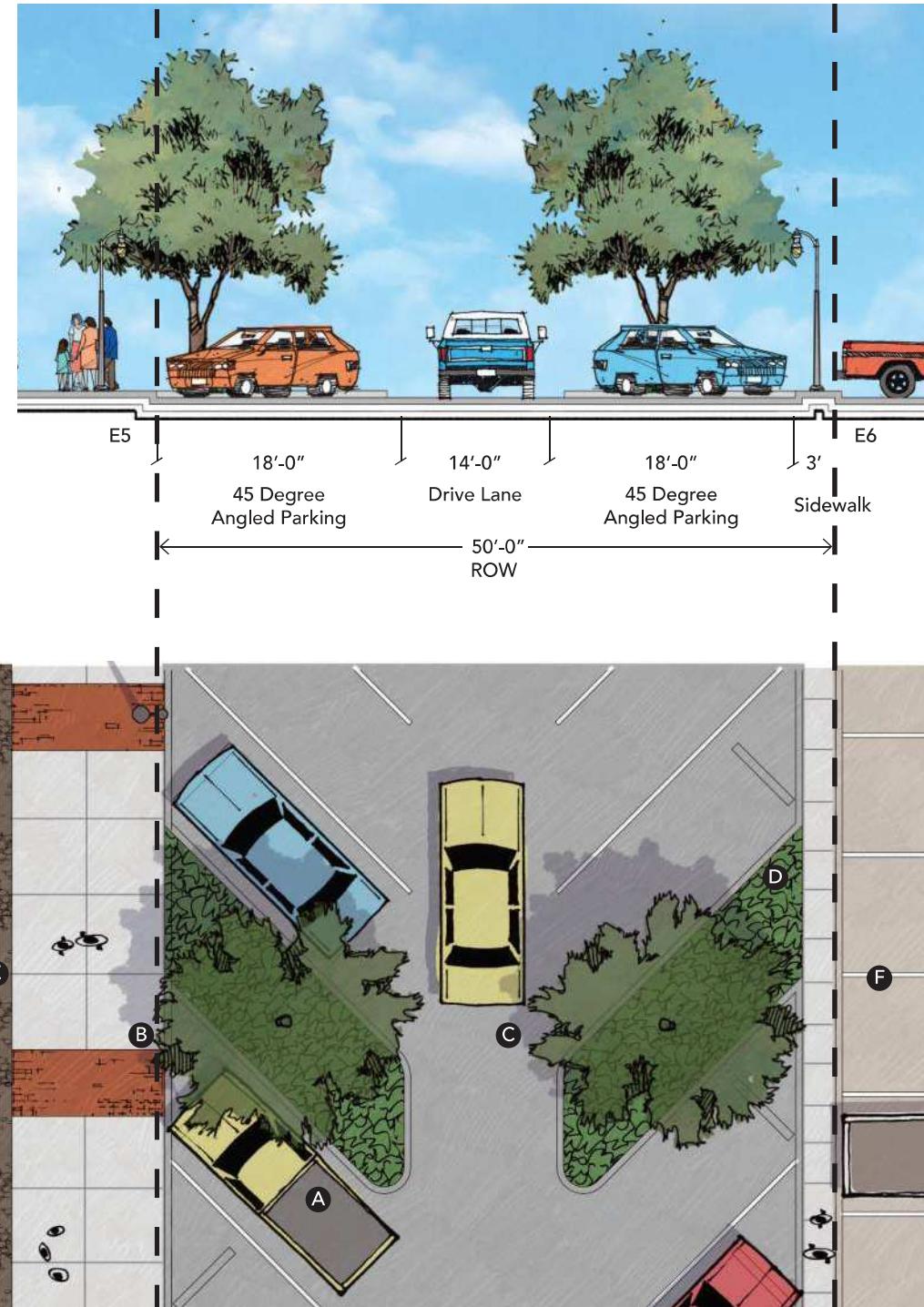
- D** Two-Way Traffic
- E** Stamped Concrete
- F** Sidewalk

- A** Parking - Parallel
- B** Sidewalk
- C** Pedestrian Light Post

- D** Two-Way Traffic
- E** Planting Island

## Complete Streets Master Plan

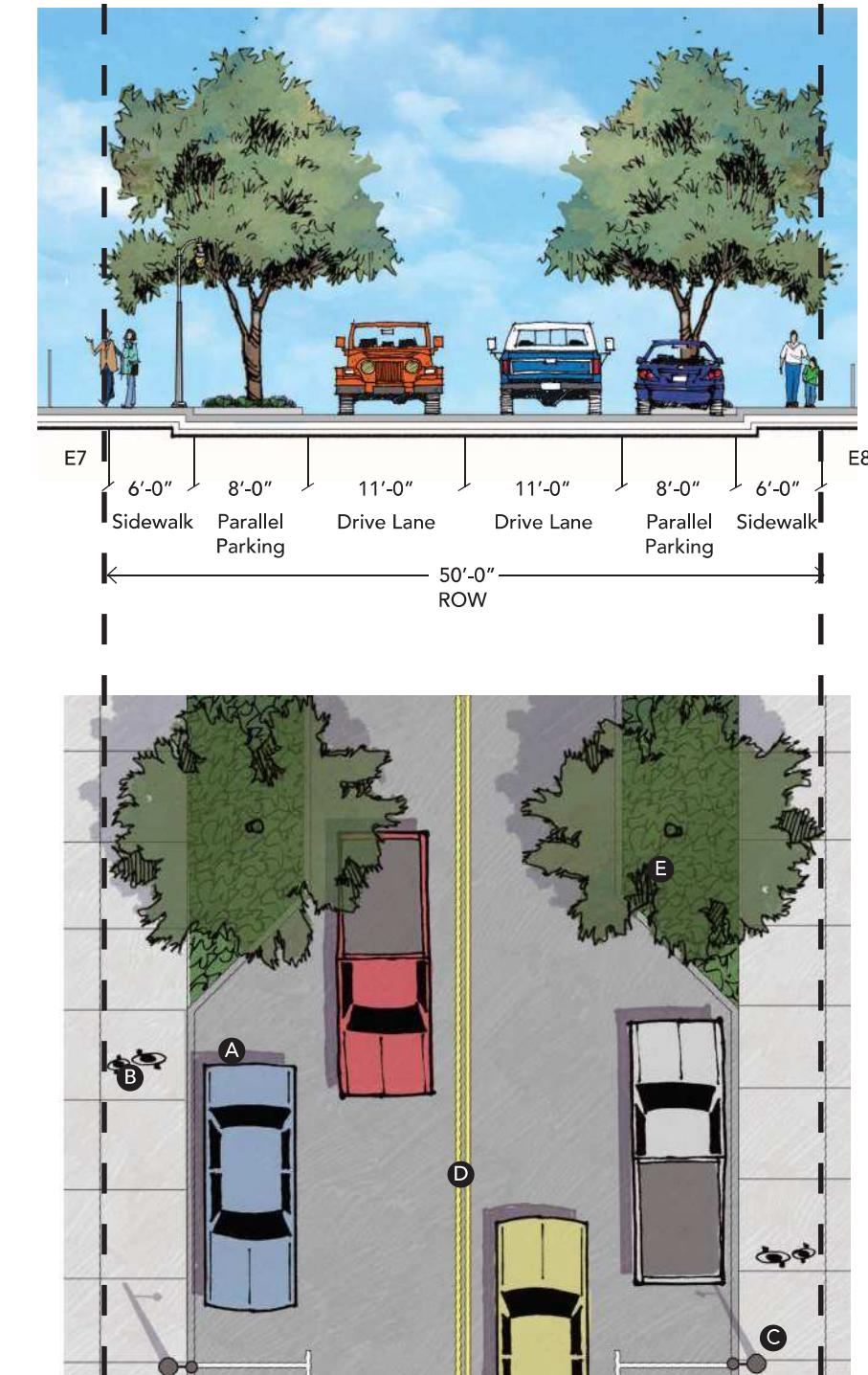
Figure 19: Cedar St West - Section E5 - E6



- A Parking - 45 Degree Angled Parking
- B Enhanced Sidewalk
- C One-Way Traffic

- D Planting Island
- E Babe's Stone Wall
- F Private Parking Lot

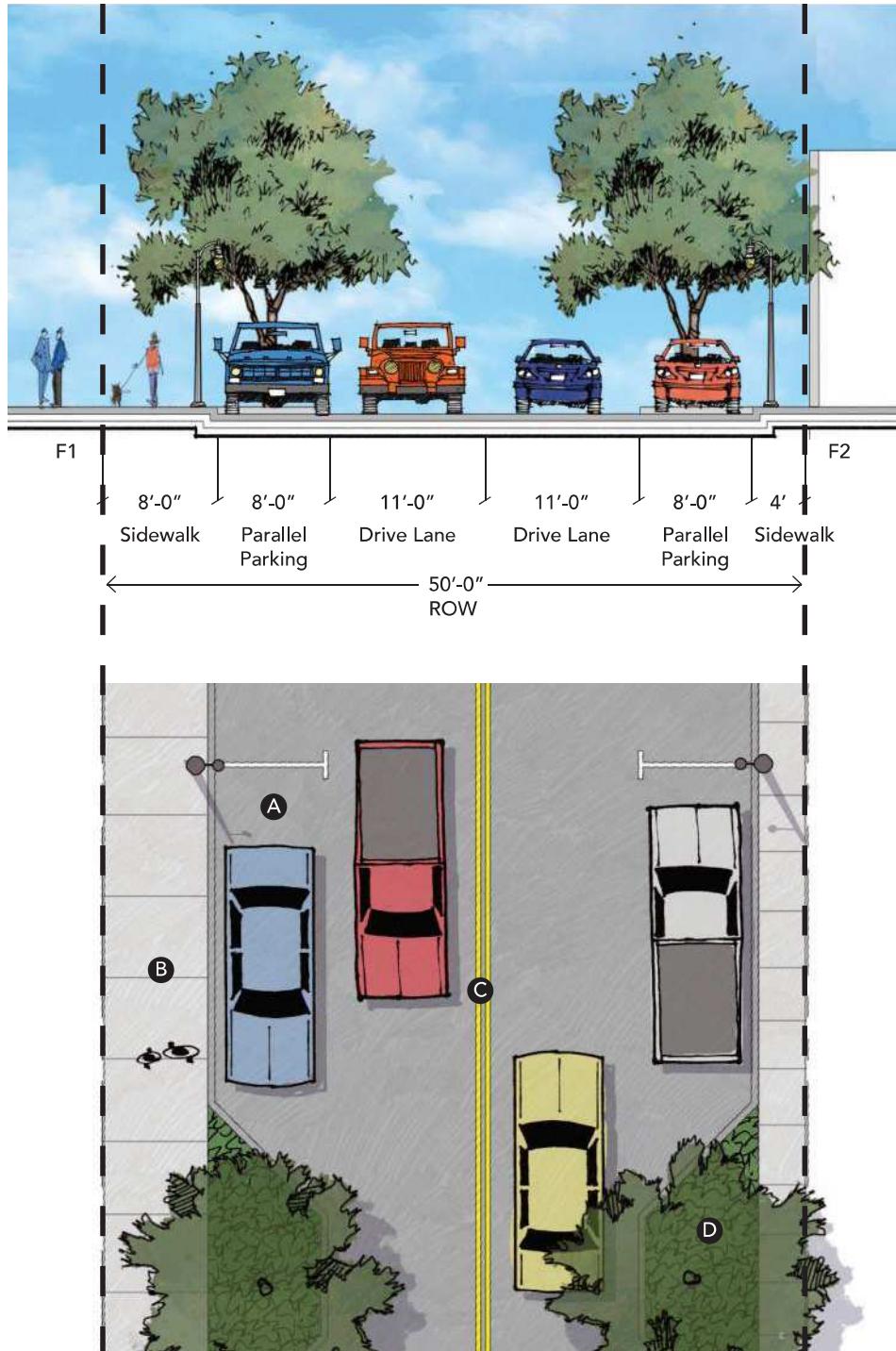
Figure 20: Cedar St East - Section E7 - E8



- A Parking - Parallel
- B Sidewalk
- C Pedestrian Light Post
- D Two-Way Traffic
- E Planting Island

## Complete Streets Master Plan

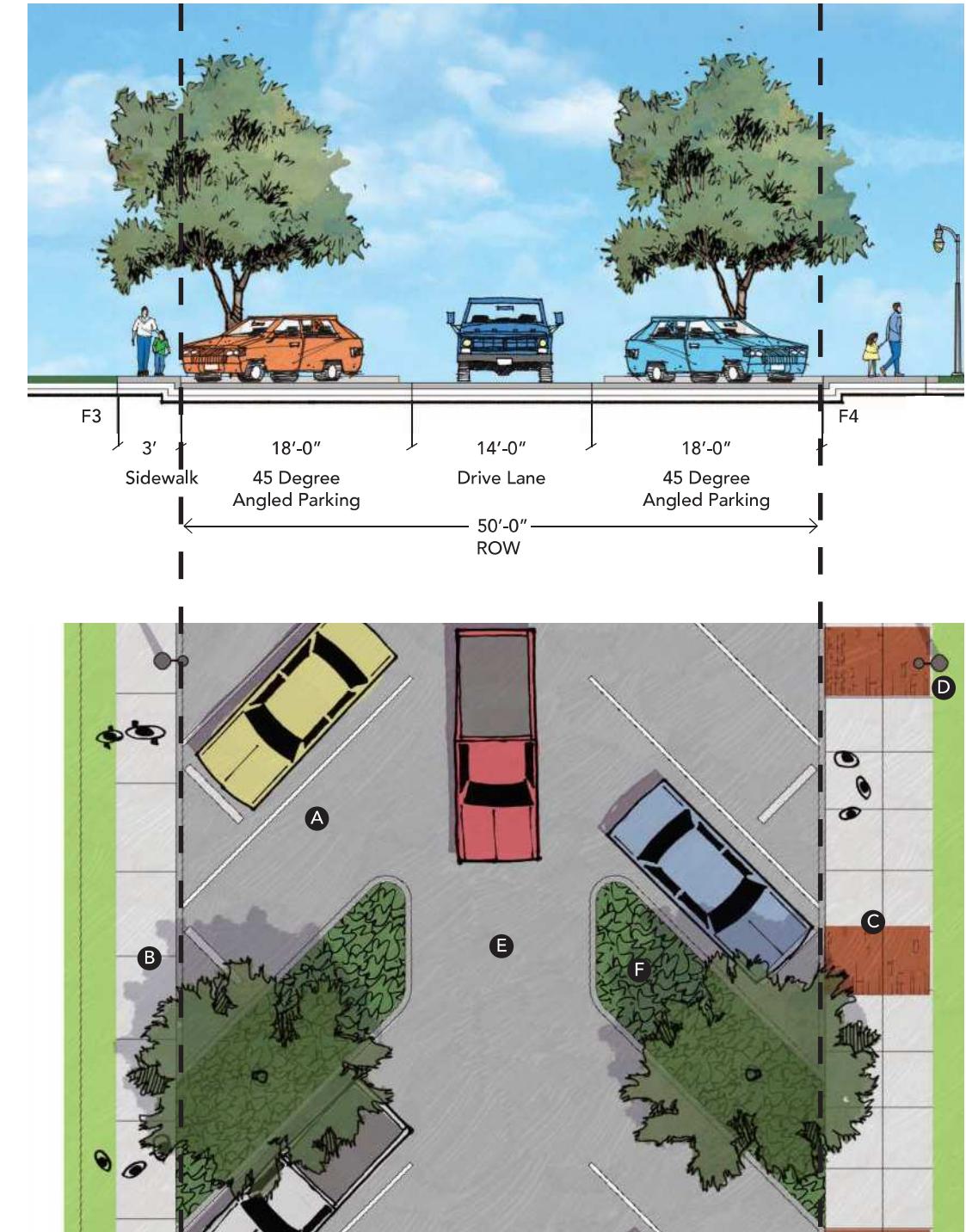
Figure 21: Texas St. - Section F1 - F2



- A** Parking - Parallel
- B** Sidewalk

- C** Two-Way Traffic
- D** Planting Island

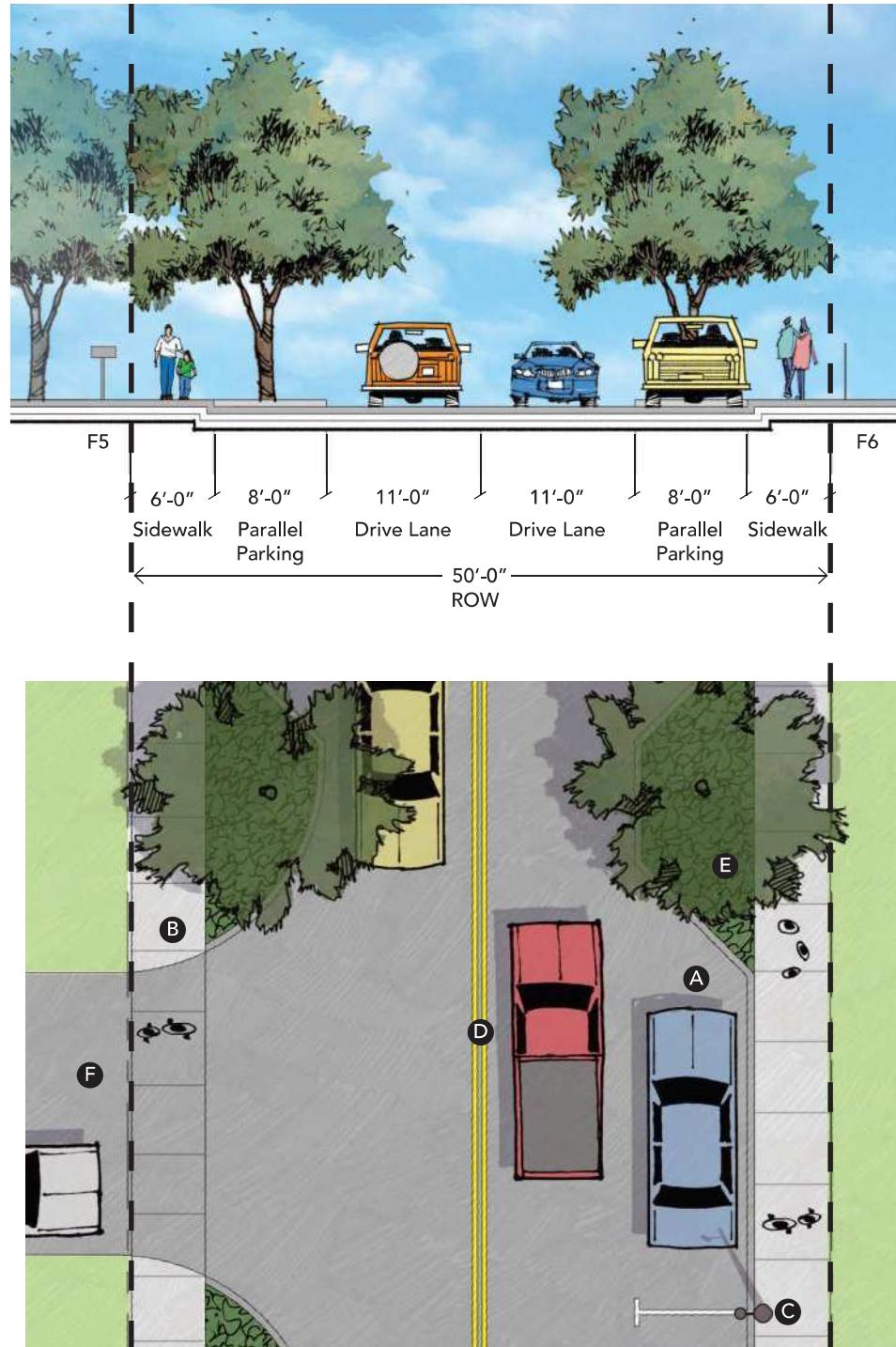
Figure 22: Texas St. - Section F3 - F4



- A** Parking - 45 Degree Angled Parking
- B** Sidewalk
- C** Sidewalk w/Enhanced Paving
- D** Pedestrian Light Post
- E** One-Way Traffic
- F** Planting Island

## Complete Streets Master Plan

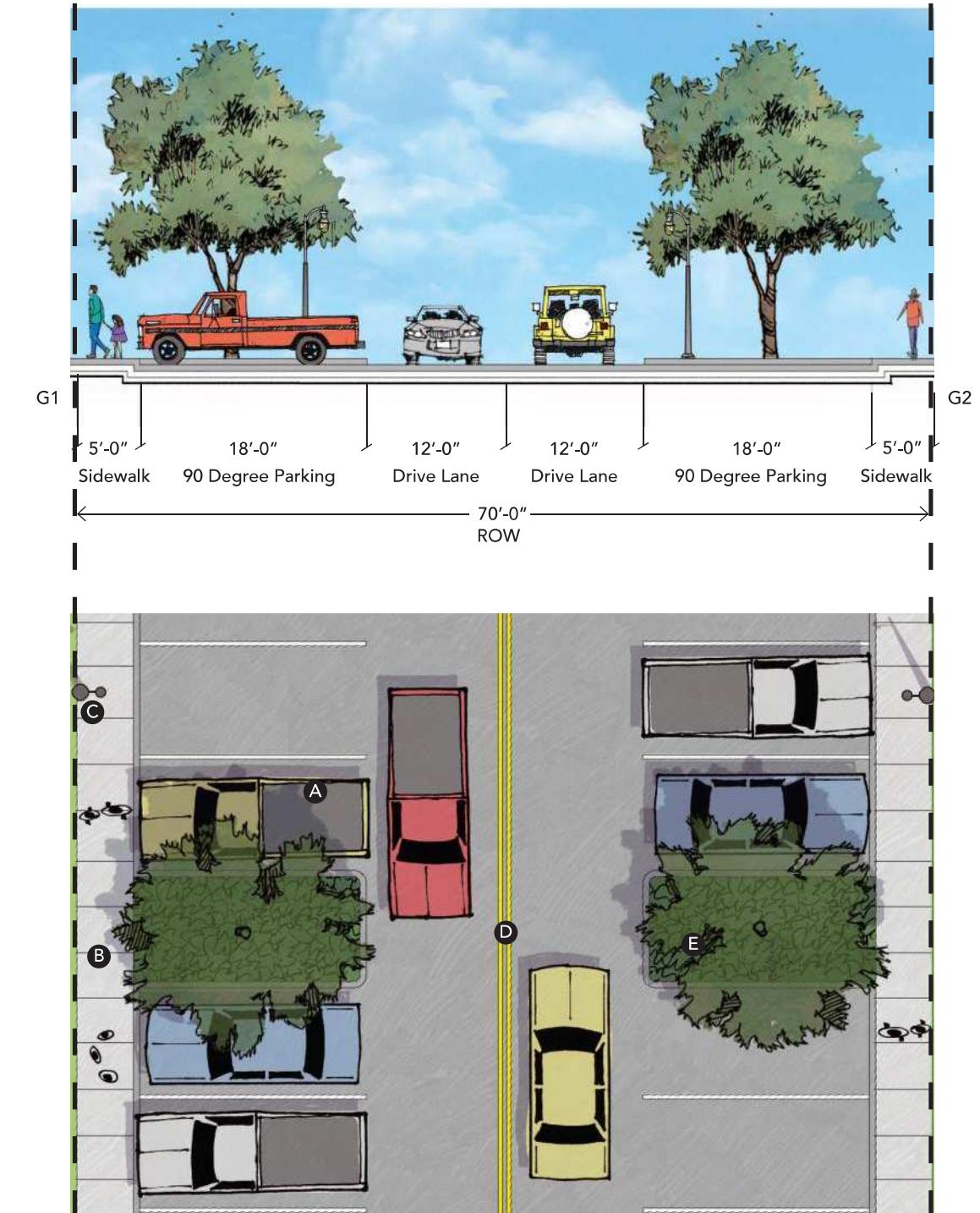
Figure 23: Texas St. - Section F5 - F6



- A** Parking - Parallel
- B** Sidewalk
- C** Pedestrian Light Post

- D** Two-Way Traffic
- E** Planting Island
- F** Drive Approach

Figure 24: Brandenburg St - Section G1 - G2

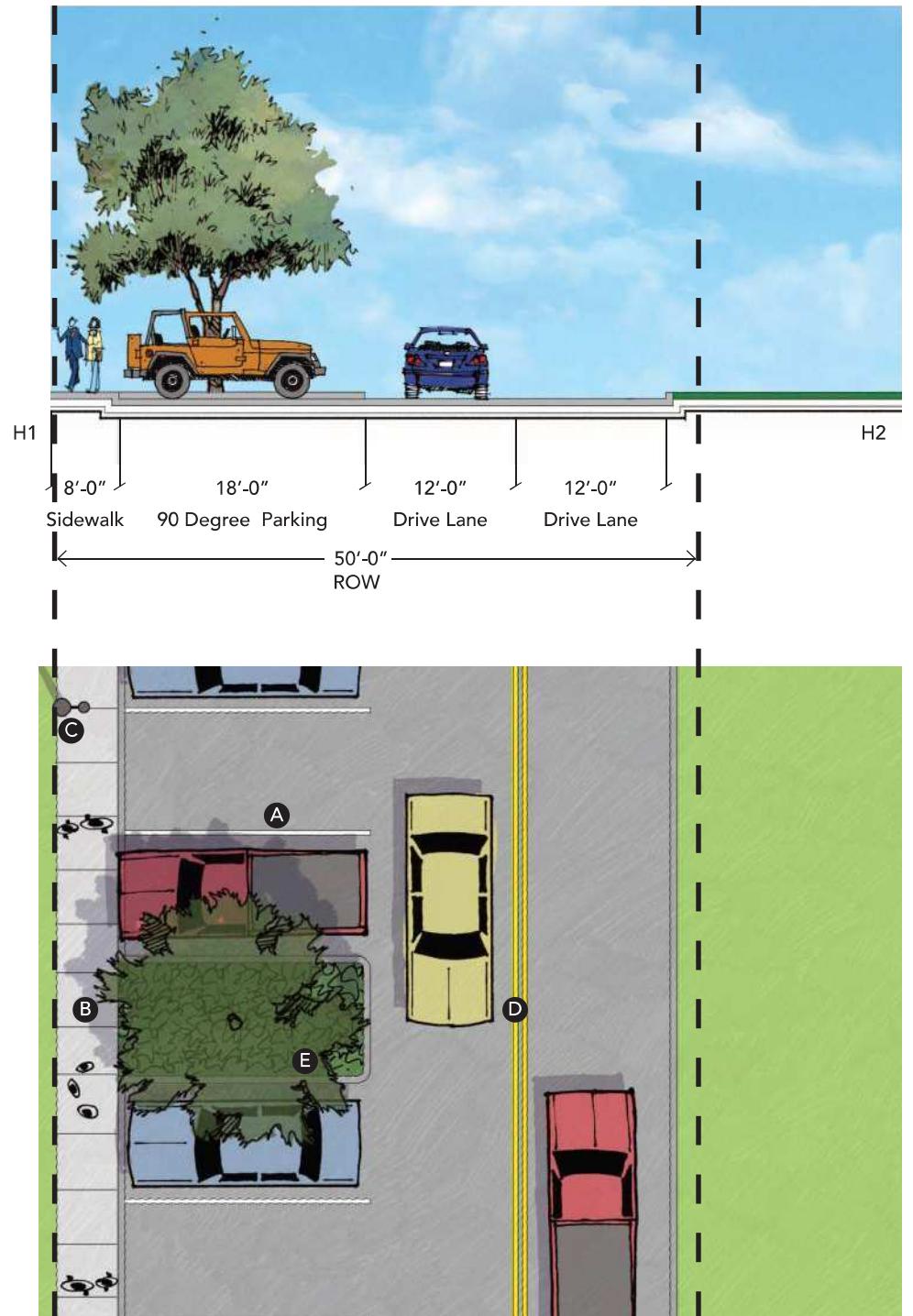


- A** Parking - 90 Degree
- B** Sidewalk
- C** Pedestrian Light Post

- D** Two-Way Traffic
- E** Planting Island

## Complete Streets Master Plan

Figure 25: Cedar St. West - Section H1 - H2



**A** Parking - 90 degree

**D** Two-Way Traffic

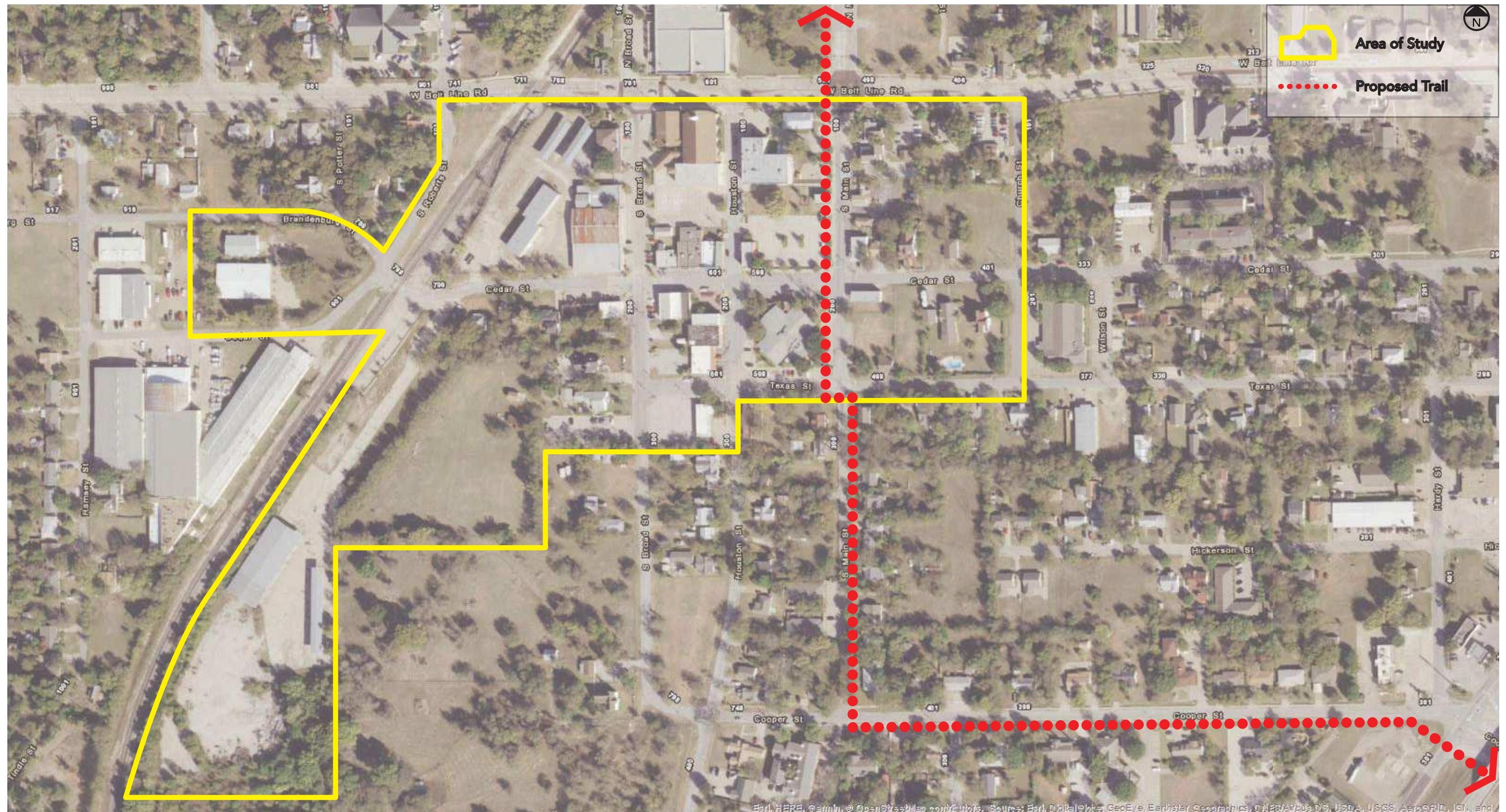
**B** Sidewalk

**E** Planting Island

**C** Pedestrian Light Post

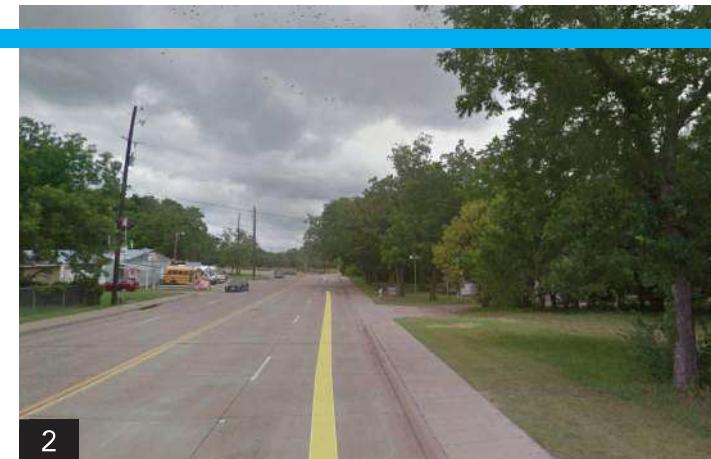
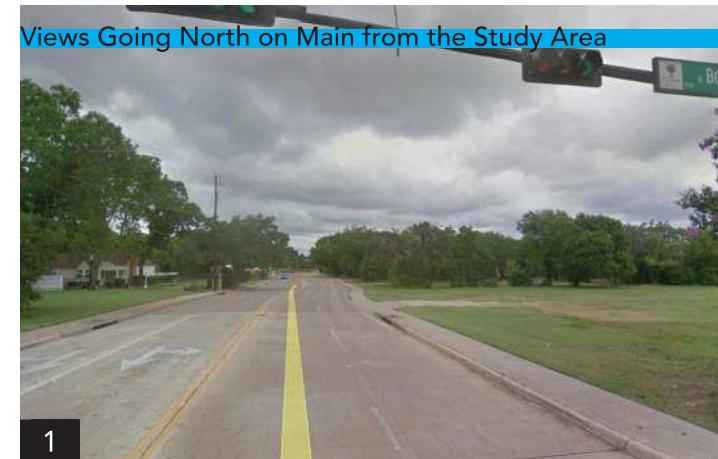
## Complete Streets Master Plan

Figure 26: Trail Connection to 67



## Complete Streets Master Plan

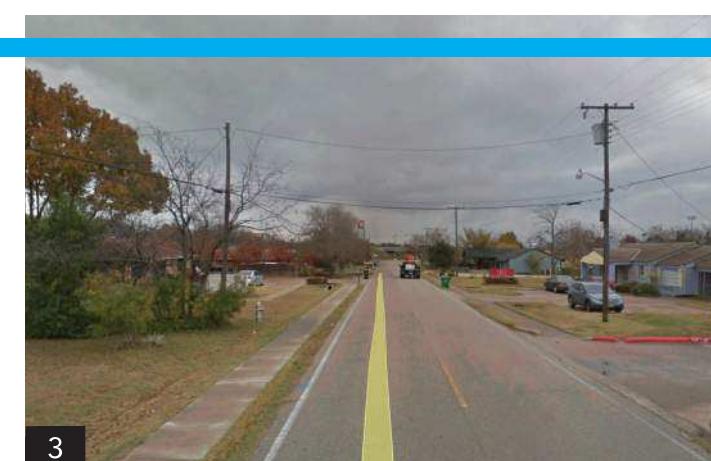
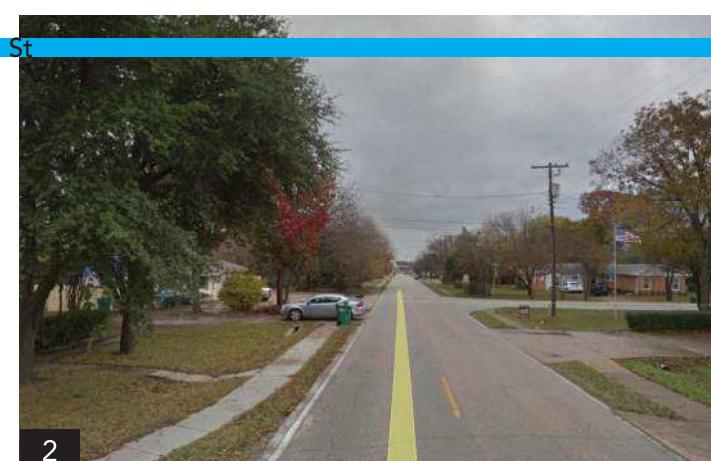
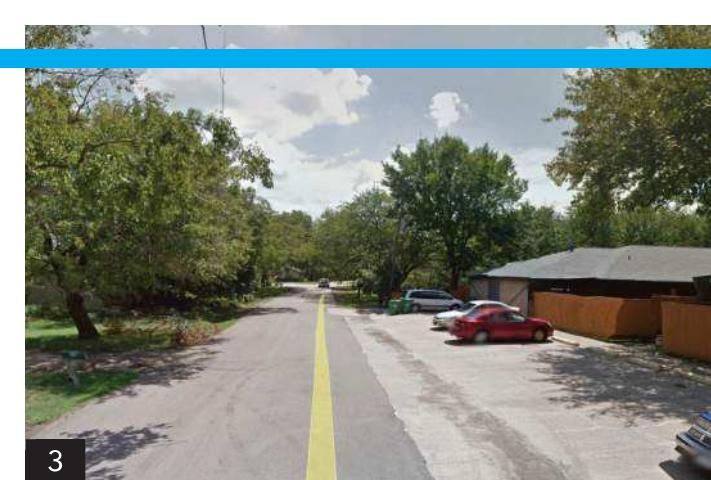
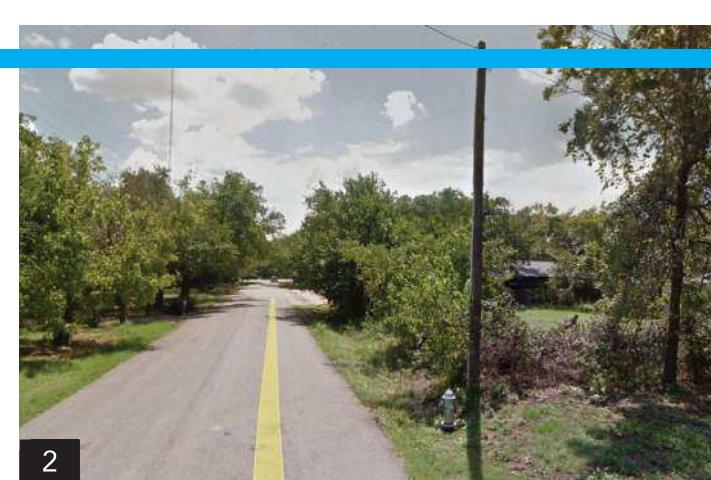
Figure 27: Streetview Images of Proposed Trail Route



### Trail Route

The images to the left show the proposed trail corridor through the study area and beyond, connecting HWY 67 to Midtown. Conflicts existing on both sides of the street by way of driveways, utilities, drainage ditches, etc.

Depending on what cross section is selected and concept direction, ROW maybe needed but not required (as they can be shared use) along Main Street north of Beltline and also at Cedar St from Main to Beltline.

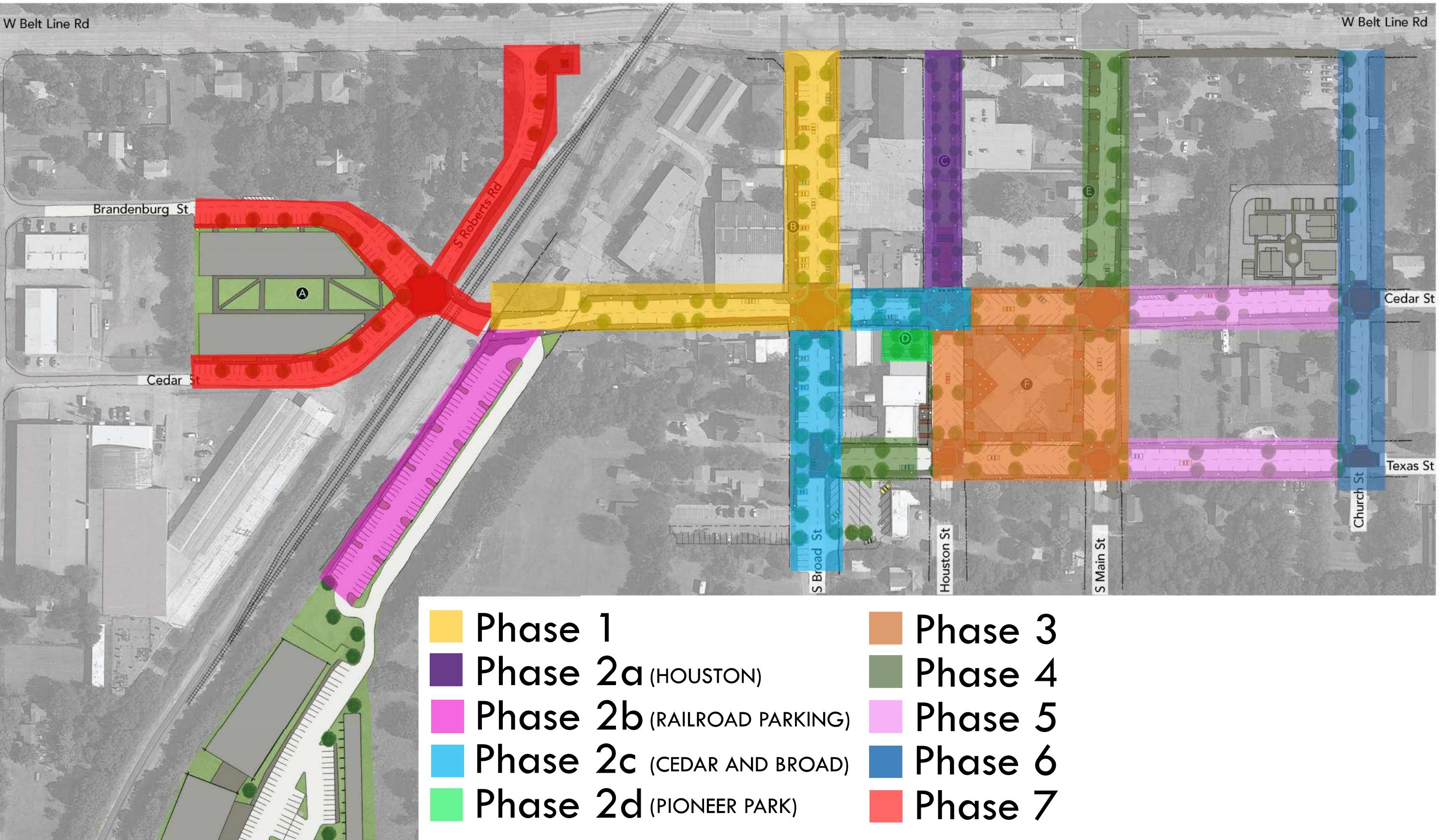


# 7

## Appendices

**Phasing and Public Input  
Summaries**

# Future Phasing





City of Cedar Hill

# Complete Streets Design Charrette

Summary of Results

May 2019



## Summary

A design charrette with participants representing Downtown stakeholders was organized by LaShondra Stringfellow, Director of Planning, and Maria Peña, Cedar Hill Senior Planner, for the purpose of gathering input from members of the community. The meeting was facilitated by Nick Nelson and Eric Wilhite of Pacheco Koch. Linda Pavlik and Kate Lattimore Norris of Pavlik and Associates, sub-consultant to Pacheco Koch, were also in attendance. Members of Cedar Hill (CH) staff, the Economic Development Corporation, the Historical Downtown Advisory Board (HDAB), and elected officials were present to observe and answer questions. An additional session with the Mayor's Teen Council was also facilitated at a later date.

The goal of each meeting was for the project consultants to understand the context of CH, and hear about the community's needs, wants, and goals for Historic Downtown. Activities were informative and hands on, so participants remained engaged throughout the meeting. Comments and narratives were collected in both breakout, small group sessions and larger presentations and discussions.

Overall, consultants and staff believe that the Design Charrette was successful, and data obtained will lead to the creation of a complete streets plan that aligns with the community's vision for Downtown Cedar Hill. Participants were engaged and shared honest feedback, both positive and negative about Downtown. The general attitude of participants can be summarized by a direct quote of one participant, "We live here. We know what we need."

Input obtained at the charrettes is being incorporated into the Complete Streets plan, and preliminary designs reflecting this community consensus will be brought forth in the near future.



# Findings

The two primary design elements that were identified as most important. These were safety and parking. This became apparent through the complete streets design exercises preformed by the stakeholders.

Safety is a top concern for participants. This includes pedestrian safety. Existing sidewalks in Downtown are in disrepair, and there is little connectivity between blocks. This makes it impossible for pedestrians to move safely through Downtown. The lack of walkability has an economic impact on Downtown in that visitors do not come to Downtown and stay for entertainment.

Parking is an issue of concern for Downtown stakeholders. Some stakeholders want increased parking near their business so that patrons can get easily from their car to the establishment. Others are willing to have parking relocated in an effort to increase pedestrian traffic safety. Overall, participants do not want to see parking availability decreased. They assert that the number of parking spaces must either be maintained or increased. Aging infrastructure is a problem, as are drainage patterns.

By the end of the evening participants were willing to consider one-way streets if their inclusion increased pedestrian safety. Some participants were even willing to remove vehicular traffic all together on certain streets to create a pedestrian mall. These kind of measures illustrate the urgency and the ends to which members of the community will go in order to improve streets.

Striking a unifying chord, the stakeholders stated they would like to see increased green space that is cared for as well as amenities such as seating, tables, and shade. Sometimes it can be the simplest things that make the biggest difference, such as a seat in the shade. And perhaps that is how it should be summed up - Old Town Cedar Hill, as comfortable as a

good seat in the shade.

Overall, participants feel positive about Downtown and are optimistic about the area's potential. The Complete Streets planning effort demonstrates a positive effort towards realizing a vision where Downtown is a destination that reflects Cedar Hill's unique character—a place that offers historic charm with modern amenities and comforts.

In summary:

- Overall, participants perceive Downtown to be "historic." This is deemed positive.
- At the same time, words such as "old," "disrepair," and "stuck" are descriptive, indicating that Downtown could be unfavorably outdated. Generally, perceived updates are necessary.
- Participants identify priorities to be experiences such as food to eat and things to do. Participants envision Downtown Cedar Hill as an entertainment destination. Furthermore, Downtown should have multiple public gathering spaces.
- The top priority is walkability and pedestrian safety.
- Downtown is an economic opportunity for Cedar Hill.
- Participants are open to a variety of parking configurations.
- Participants are open to one-way roads.
- Participants feel that bike lanes should be included only after sidewalks and parking are created. Planning for bike lanes should take into account connectivity to lanes outside of Downtown.

- Outdate drainage and infrastructure is an issue in Downtown.
- Participants would like to see increased green space and places to sit/stay in Downtown.
- Participants agree that now is the time improvements to Downtown, and stakeholders are willing to work together towards this common cause.



# Complete Streets

After presentations explaining the background for the project and the concepts of Complete Streets Planning, participants were divided randomly into small groups. Each group was assigned one particular design element such as 10' sidewalks, bike lanes, parallel parking, one-way streets, etc. Each group also received a large aerial view of a hypothetical street. Instructions were to, at a minimum, include their one assigned design element and fill in with other design elements as possible.

The purpose of this exercise was for consultants to understand how participants prioritize certain design elements. Additionally, participants were to gain a deeper understanding of "tradeoffs" that occur in the planning process. For example, if participants would like to see bike lanes in Downtown Cedar Hill, then it might be necessary

to reduce sidewalk widths or implement one-way traffic flow.

## NOTES FROM PARTICIPANTS:

These notes were recorded from various participants throughout the duration of the exercise. While some of them may be contradictory to each other, they provide a candid snap shot and insight to the members of the community. More importantly they provide a point of comparison to the responses received from the survey questions.

There are concerns about bike lane connectivity; bike lanes need to connect throughout Downtown.



## Complete Streets (cont.)

### ADDITIONAL NOTES FROM PARTICIPANTS:

Bike lanes need to be looked at in a "macro" view rather than "micro," because bike lanes do not work without connectivity

Many areas around Downtown are gravel parking lots

Babe's already has a sidewalk; but sidewalks are important

Bicyclists have more of a presence going up Beltline

Head-in parking takes up a lot of room

Do not prefer one-way traffic (table consensus)

There is no reason for one way traffic b/c traffic flow and drainage are already slow

One-way traffic is a problem because grades undulate and the blocks are short so that drivers already have to drive more slowly

Unless there is a master trail plan in place to include a connection through Downtown, does not seem likely a bike lane should go in downtown

There is a study where cyclists prefer to ride on streets rather than bike paths

A shared two-way bike path might be a possibility (table consensus)

Wider sidewalks will help with retail and outdoor sales. More pedestrian and bike friendly. Less vehicular dominant

Public gathering spaces where people can hang out and stay in Downtown. Tables and chairs; pocket plaza areas

Downtown needs better walkability and

better crosswalks. It is currently not pedestrian friendly and, in some areas, dangerous. Babe's and Sam's customers take up all the parking.

10' sidewalks and bike lanes are not a priority

One-way streets are too confusing

One-way streets do not "gain" much space

A couple of streets in Downtown are currently one-way, so people are familiar with them

Waxahachie has one-way streets around the square, seems like a limiting plan

Need complete sidewalks throughout Downtown

Adding in bike lanes and parking is a big challenge

Pedestrian safety is a priority

Head-in parking could lead to a loss of parking

The square around Babe's should be one way

Sidewalks and bike lanes are useless without connectivity



## Visual Preference



Participants were given sets of red and green dots. They were presented with a series of 10 displays, each containing a number of options for different design components. Participants were invited to indicate their most preferred design with a green dot and their least preferred design with a red dot for each component. Components included lighting, paving, wayfinding signage, furnishings, and more. The purpose of this exercise was for planners to understand preferences for general design direction (i.e. historic/antique vs. modern traditional vs. industrial).

These preferences will be applied to the planning process. There was some group discussion during the process.

### NOTES FROM PARTICIPANTS:

Downtown needs overhead lights, but none of the options presented "inspired" the participant

The amount of light in Downtown should be maximized to increase safety

Lights should only light the ground, not the sky. Would like to minimize light pollution so that visitors can still see the red lights on the towers ("Christmas all year round")

String lights are popular in other Towns, but they are too much for Cedar Hills

Babe's has really high curbs around it, making accessibility an issue. This makes it impossible for older individuals and those with mobility issues to visit Downtown.

There are no speed bumps to slow traffic, making Downtown unsafe for pedestrians who walk slowly

Cracked sidewalks and those in disrepair are dangerous

Green space that exists should be cared for; grass on the corner of Cedar and Broad is unkempt

# Written Survey

A short survey was distributed to all attendees upon arrival and collected at dinner break, giving participants approximately an hour to complete it during and in between presentations. This survey focused participants on the topics to be discussed and to gather unfiltered input and generate further discussion. 31 surveys were returned.

Overall, participants perceive Downtown to be "historic." This is deemed positive. At the same time, words such as "old," "disrepair," and "stuck" are used, indicating that Downtown could be unfavorably outdated. Generally, respondents perceived updates as necessary.

Downtown's highest marks were received for historic ambiance, overall appearance, and public perception. These were followed closely by traffic, building condition, retail environment, and parking. Parks and open space, visitor attractions, public spaces, and lastly sidewalks received the lowest ratings.

Participants identified priorities to be experiences such as food to eat and things to do rather than improvements to physical space such as fountains and playgrounds. However it should not be lost that physical improvements are needed in order to facilitate the experiences previously indicated. Some participants envision Downtown Cedar Hill as an entertainment destination.

The top ten downtown experiences were ranked in the following priority:

1. Food to eat
2. Place to sit
3. People to meet
4. Culture to experience
5. Music to listen to
6. Art to engage
7. Employment
8. History to learn
9. Fountains
10. Playgrounds





## Written Survey (cont.)

When asked to describe downtown in one word, the list was as follows:

- challenged
- historic
- help
- lacking
- good
- minimalistic
- ancient
- aged
- divided
- old
- needy
- opportunity
- quaint
- slow
- lacking
- quaint
- historic
- stuck
- traditional
- inadequate
- waiting
- cute
- old
- disrepair
- average
- needy
- needy (2)
- Texas
- common
- rundown
- outdated
- quiet

The final question of the survey and perhaps the most insightful asked: If you could wave a magic wand and do anything you please to downtown, what would it be? The answers received were as follows -

- keep it Cedar Hill without a fake attraction
- remodel
- make good walkable & gathering spaces

- fix sidewalks & streets
- add a variety of food places, a winebar, wider sidewalks, additional parking
- entertainment options, music, food
- clean up, better lighting, general update
- live music, wine, & art; unity of business/residential
- murals!; sidewalks & crosswalks; dilapidated buildings fixed
- finish all phases of the Master Plan!
- small cute shops - cute small period housing
- create more building space for shops, restaurants, etc.
- better parking, signage, lighting ambiance, businesses
- event location for weddings, quilt shows, meetings
- more food & entertainment w/ comfortable outdoor seating
- expand
- more retail/food/less everything else
- manage traffic flow & parking
- create an atmosphere with something for everyone (young/old/family/singles)
- make it pleasing to walk around Downtown
- more historic buildings/more buildings for retail/service/business
- draw nightlife and more retail to the area.
- energize the area
- lighting, parking, public spaces
- add more land
- I would make it welcoming
- vibrant restaurants, outdoor walking, retail, ambiance
- bring more retailers/jobs



## Priorities for Improvement

In the written survey, participants were asked to rate specific components and attributes of Downtown Cedar Hill as it currently exists. The scale used was from 1 (poor) to 5 (excellent). The following is a list of the components and attributes, along with their corresponding average rating, in descending order.

1. Historic Ambience (avg. 3.16)
2. Overall Appearance (avg. 2.61)
3. Public Perception (avg. 2.58)
4. Traffic (avg. 2.53)
5. Building condition (avg. 2.39)
6. Retail environment (avg. 2.16)
7. Parking (avg. 2.06)
8. Parks and open space (avg. 2.06)
9. Visitor attractions (avg. 1.97)
10. Public spaces (avg. 1.95)
11. Sidewalks (avg. 1.48)

Participants highly rated historic ambience, the overall appearance of Downtown, and the public perception of Downtown. Sidewalks, public spaces, and visitors attractions present the greatest opportunities for improvements.

## Next Steps

The Cedar Hill elected officials, staff, Economic Development Corporation (EDC), Historic Downtown Advisory Board (HDAB), as well as project consultants Pacheco Koch and Pavlik and Associates appreciate all stakeholders who have taken time to share input and feedback in the Complete Streets planning process. Data summarized in this document will form the basis of a Complete Streets Plan for Downtown that celebrates the community's unique attributes, vibrant culture, and historic atmosphere, making it not only an entertainment destination, but also a lucrative economic driver for the entire City of Cedar Hill.

For questions, comments and more information about this summary or the Complete Streets Plan, contact the Cedar Hill Planning Department.

Several priorities for improvement were identified in the data collected throughout the charrette, including the written survey, formal exercises, and informal conversation. These priorities were determined through analysis of reoccurring themes in participant feedback and discussion.

Consultants will use these priorities to develop a plan that speaks to the concerns of Downtown stakeholders. In descending order of priority, these include:

1. Walkability / pedestrian safety.
2. Entertainment experiences (food, gathering spaces, music, art, retail).
3. Economic opportunity (space that allows for business growth).
4. Infrastructure improvement.
5. Parking.
6. Greenspace / general beautification.
7. Traffic flow / bike lanes.





City of Cedar Hill

# Complete Streets Stakeholder Update

Summary of Results

Aug 2019



## Summary

A downtown stakeholders update was organized by LaShondra Stringfellow, Director of Planning, and Maria Peña, Cedar Hill Senior Planner, for the purpose of gathering feedback on design options from members of the community. The meeting was facilitated by Nick Nelson and Eric Wilhite of Pacheco Koch. Members of Cedar Hill staff, the Economic Development Corporation, the Historical Downtown Advisory Board (HDAB), and elected officials participated and observed stakeholders responses.

This meeting consisted of the following goal: present design options for the downtown masterplan for community feedback. It was important to confirm if needs, wants, and goals of the community were being met. Activities continued to be informative and hands on in nature. Participants engaged throughout the presentation providing comments and insights. This information was again collected throughout the presentation and discussions.

The stakeholder update was successful. Impacted stakeholders were present and able to share their compliments and concerns. The data collected will further refine the complete streets plan ensuring that it aligns with the community's vision for Downtown Cedar Hill. Honest feedback continued, providing both positive and negative comments about Downtown. These plans were also made available on LetsTalkCedarHill from August 1st to August 13th for public review and additional input.

Input obtained from these exercises will be incorporated into the Downtown Masterplan in an effort to reflect community consensus.



# Feedback



Participants were given post-it notes do provide location specific comments. Conversations and commentary was also documented to the best of the consultants ability. The following is a comprehensive summary of stakeholder feedback:

- Patio green area is very important- make it part of the destination, a reason to stay downtown
- Like the green area, worried about church taking it over
- Drainage ditch at mixed-use.
- Sam's parking: consider angled, remove parking across the street.
- Leave Sam's parking as is, remove parking across the street.
- Like the one-way traffic around the square
- Concerned one way streets will make it hard to get around such a small area.
- Downtown is an economic opportunity for Cedar Hill.
- Parallel Parking sounds like a bad idea.
- Need more of a plan for the square. This should be heart of the town
- Pioneer Park: Instagram moments, arbor, pergola?, murals.
- Public dining spaces: Who maintains?, Possible food truck use?
- Gateway overhead signage on Beltline needed Main & Broad?
- Parallel parking slows traffic flow, eliminate parking on 600 block of Cedar
- One way traffic around the square is great!
- Consider making area at Houston & Cedar where could be closed off for events - don't like park
- Food pick-up spots for Sam's
- Park area obstructing flow of take out
- Cedar st. between Main & Houston parallel parking on North side with one way traffic pattern.
- Section c1-c2 remove 2' from west side of row and add to side walk on East side due to grade differences
- Approximately when will phase II start?

Design alternate specific feedback:

- Flesh out pioneer park: shade structure connection permanent seating
- Wayfinding to city parking
- Houses: PL at Front Porch at 12' trail near
- Moving hall at Babes taking down part of it
- Pick up and drop off at Sam's
- Parking at "O" seems weird and not connected
- Safety at railroad
- Main St. F2 gate to parking patio- wine garden & bike station (fix a flat)
- City must move quickly to construct the plan beyond phase I

## Complete Streets Alternates

In summary the majority of the stakeholders expressed their support for one way traffic and angled parking around the square. It was also important to maintain parking on Cedar street on the block located between Broad and Houston streets. Most were also in favor of closing down Houston street to make a public park space and patio.

Stakeholders were also supportive of the additional parking adjacent to the railroad tracks and preferred the parking lot with the bypass option as opposed to traffic flowing through the parking lot. More design and structure to Pioneer park and the town square around Babe's restaurant was also encouraged. It was decided that bicyclists would not need a dedicated bike lane with lower design speeds. With the confirmation of direction based on this feedback the consultants will implement the direction received to complete the downtown masterplan.





City of Cedar Hill

Oct 2019

# Community Wide Review of the Preliminary Complete Streets Masterplan

Summary of Results



## Summary

The Preliminary Complete Street Master Plan was displayed at the Euro Caffe, on Cedar Street, during the 2019 Country Day Festivities. City staff sent out 289 notices to stakeholders and surrounding property owners and invited them to view the plan on LetsTalkCedarHill and to come to Country Day. Overall, the community's response to the preliminary Complete Streets Master Plan was positive and optimistic.

- Downtown needed a face lift.
- Hope these efforts help clean up the adjacent neighborhoods.
- Long time waiting, would love to spend my money here and not have to travel elsewhere.
- Love the street trees and the outdoor patio area.

Many downtown stakeholders who participated in previous meetings came by to see if their voices had been heard. The plans were also seen by members of the community and visitors who had not yet seen the plans. They were excited about the progress taking place.

The plan was available on LetsTalkCedarHill from October 12, 2019 to October 31, 2019 for the community to provide any additional feedback. Only one question was submitted regarding the ability of this effort to draw new permanent retail and new food concept establishments to area.



Provided by:

