

CITY OF LEWISVILLE

OLD TOWN TRANSIT ORIENTED DEVELOPMENT

Master Plan



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Prepared for the City of Lewisville Texas



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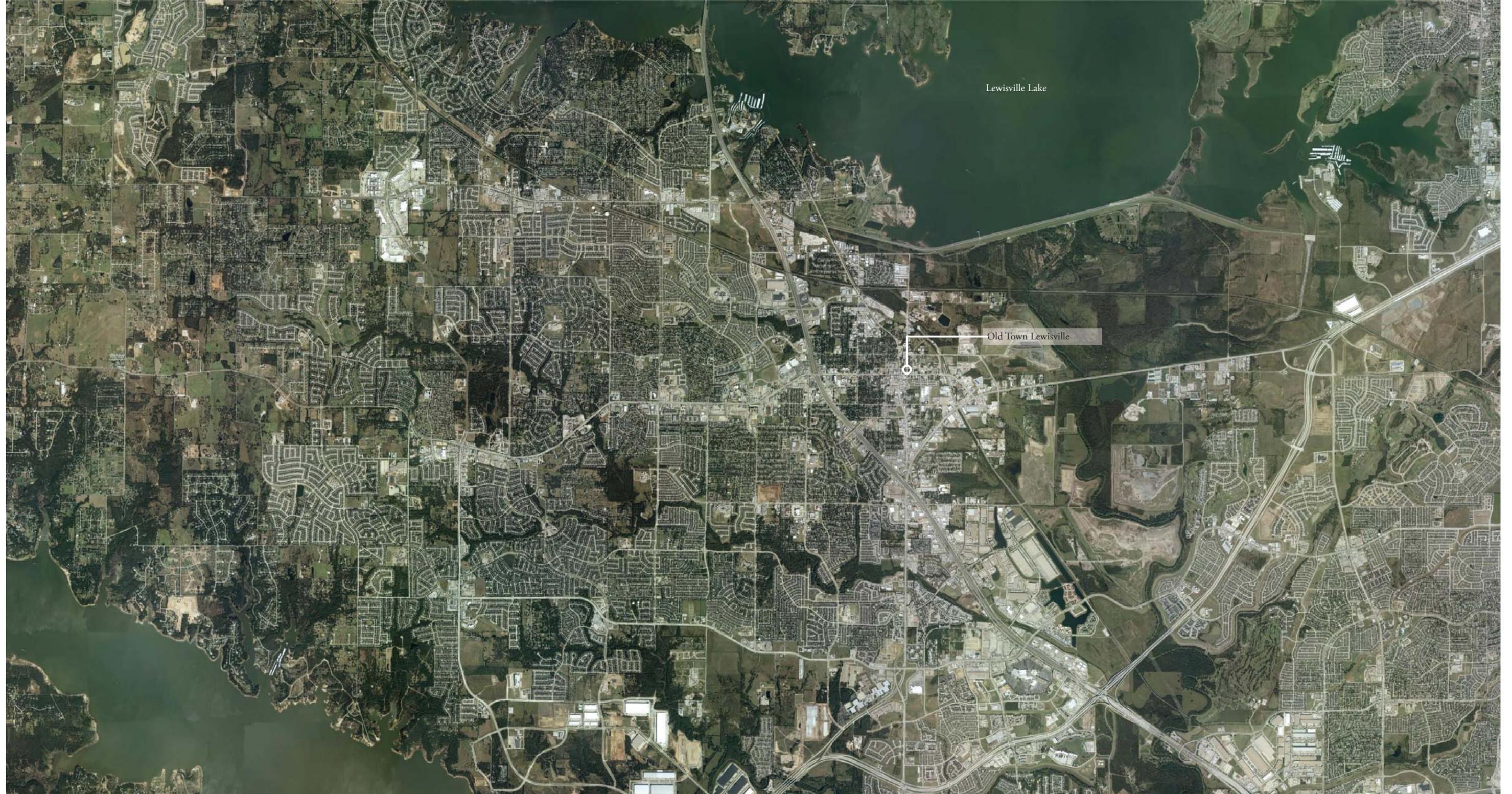
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CHAPTER ONE

INTRODUCTION



Context

Location

Located 20 minutes northwest of Dallas within Denton County, the City of Lewisville has experienced rapid growth over the last 10 years. The current population of 95,250 is projected to increase by 20% over the next 20 years, thereby increasing residential and commercial demand. Denton County Transit Authority (DCTA) master plan envisions a commuter rail that will connect the City of Denton, to the north, to the area of Trinity Hills to the south. At this last station, the commuter rail known as the A-Train, will connect with Dallas Area Rapid Transit (DART). The City of Lewisville will receive three transit stations along the proposed corridor, opening in 2010. Located immediately east of Old Town Lewisville, the Old Town Station will be the largest of the three stations, providing access to the Dallas Metroplex through public transit, while also providing significant development and redevelopment opportunities in Lewisville.

Forecasted growth of 42% new housing units expected in the Transit Oriented Development (TOD) area as identified by the economic and financial report by CDS Spillette (2007), signifies a direct impact to Lewisville and Old Town. The proposed station is within a ten-minute walk of Old Town and the new City Hall. The typical TOD boundaries of a five-minute walking distance, or 1,500 feet from the station, were expanded for this project due to the unique proximity of the City Hall and Old Town. The vision for this plan must compliment and enhance Old Town, while serving the area adjacent to the proposed station.

It is anticipated that the development and redevelopment surrounding the station will bring an increase in pedestrian activity and vibrancy to both areas. These impacts should be appropriately accommodated for in the master plan. The entire study area of 333 acres, presents the opportunity to address and design for a development with urban character driven by market realities. These plans are intended to harness the increase in activity to create a sustainable community node recognized throughout the state.



Context

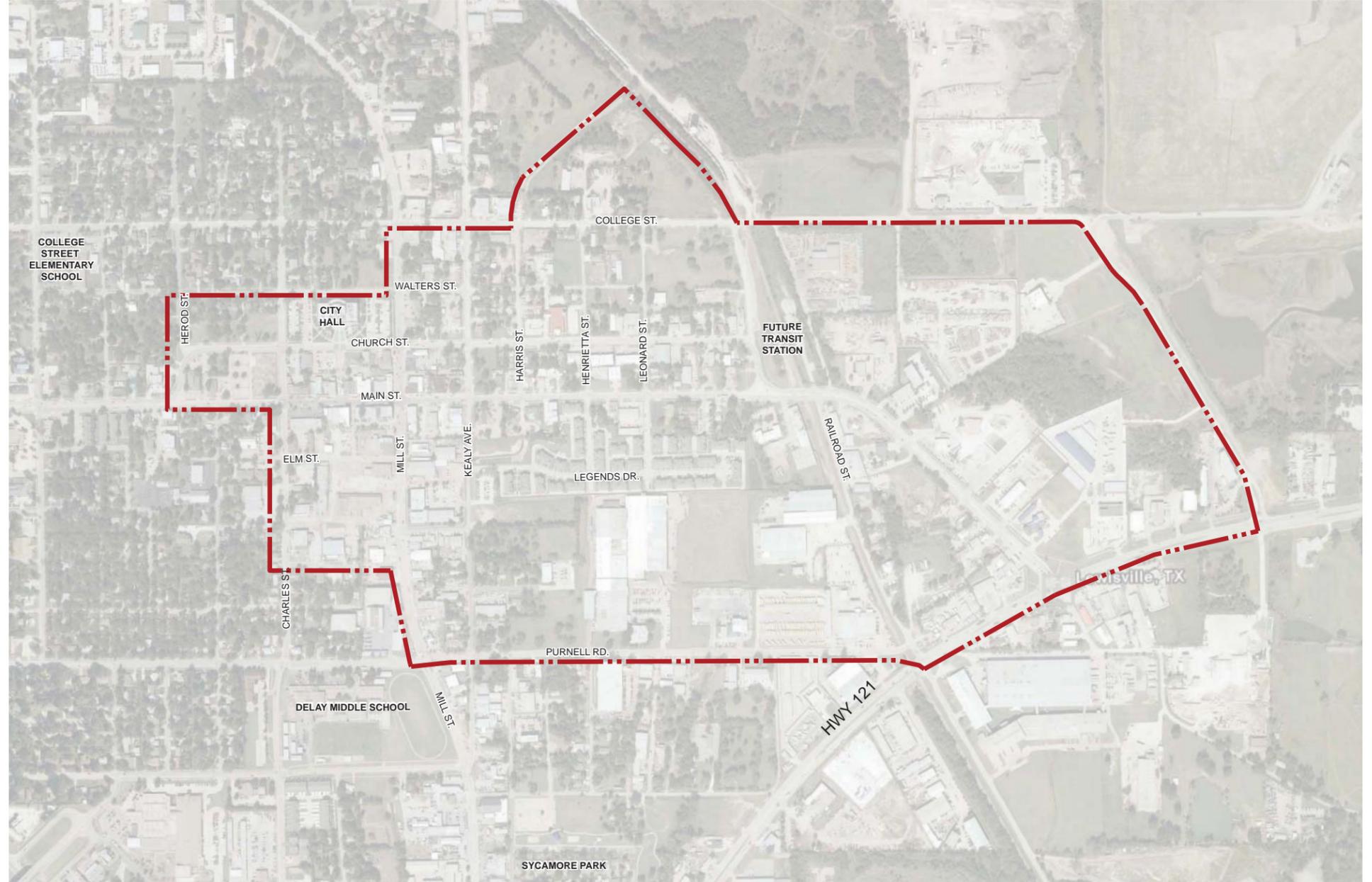
Project Boundaries

The project boundary for the TOD study was carefully identified in order to consider significant influences in the area. College Street is the northern most boundary of the study area. This street includes recent traffic improvements at the rail crossing and accesses the 1200 space parking lot adjacent to the Old Town Station. A large, under-utilized parcel just north of College Street was included because it provides development opportunities in proximity to the station.

Valley Ridge Boulevard, the most eastern boundary of the project, will be expanded to connect Highway 121 Business northwest to I-35. Buffering of uses are critical in this area because of its proximity to the landfill located just east of the study area. The large parcels between Valley Ridge Boulevard and the rail line consist of industrial uses that will likely see redevelopment due to their proximity to the station.

To the south, the Purnell Street boundary incorporates large parcels of land currently used for light industrial uses. Purnell Street connects residential neighborhoods and Mill Street to Highway 121 Business. The existing intersection of Purnell Street and Highway 121 Business is anticipated to be reconfigured to create a safe 90 degree intersection, west of the railroad.

The western boundaries incorporate the capital improvement projects of the Lewisville Center for the Creative Arts, City Hall, and Old Town Plaza. The boundary jogs around under-utilized properties that present redevelopment opportunities associated with Old Town and the Old Town Station.



Project Boundary



Vision

The vision of the Old Town TOD is to provide accessibility from Old Town to the Old Town Station, while creating an environment where residents can live, work, and play without sole reliance on a vehicle. Design considerations account for a phased approach that will enable development and redevelopment to occur in a way that buffers and screens incompatible uses. It is intended that the TOD will utilize public investments to help spur private development and position Lewisville to seek grant funds based on buildable and realistic plans.

Critical Success Factors

Critical Success Factors, items that are absolutes in order to consider the project successful, were identified by the City of Lewisville for the project:

- Provide accessibility from Old Town to the Old Town Station;
- Design an implementable plan;
- Create an environment where residents can live, work and play without reliance on a vehicle;
- Utilize public investment to help spur private development;
- Help position Lewisville to obtain grant funds; and
- Provide sufficient screening/separation/traffic control from the incompatible nearby uses (e.g. the landfill, concrete companies, etc.).

Process

The City of Lewisville engaged Design Workshop to create the Old Town TOD Plan. Early in the process the consultants worked with City Staff, DCTA and utility providers to gain a thorough understanding of the site conditions and surrounding issues. Communication networks were estab-

lished to ensure a clear, transparent, and efficient process. Throughout the planning and design process, an intensive outreach program engaged the community and key stakeholders.

Dilemma

The largest commuter station of three within Lewisville, the Old Town Station will provide access for the community to public transit, but runs the risk of negatively impacting the vitality of Old Town. New development around the station could draw pedestrian activity and popularity, potentially harming Old Town with a loss of commercial and economic development. Without the appropriate urban character in the development plan that defines both centers jointly, Old Town runs the risk of being transformed to a thoroughfare.

Thesis

The TOD plan should create synergy between Old Town and the Old Town Station. Better connectivity and circulation between vehicles, bicycles, and pedestrian will allow ease of access and mobility to support the growing uses. Innovative and sustainable strategies will be integrated to the streetscape design to create attractive and pedestrian friendly environment linking Old Town and the Old Town Station. A well defined urban character with a range of residential product types will attract residences to live in Old Town. A dynamic and rich environment will extend from Old Town to the Old Town Station, ensuring the wholistic vitality of the area.



Proposed infill redevelopment perspective surrounding the Main Street and Church Street couplet, immediately west of the Old Town Station.



CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

CHAPTER TWO

**INVENTORY AND
ANALYSIS**



CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

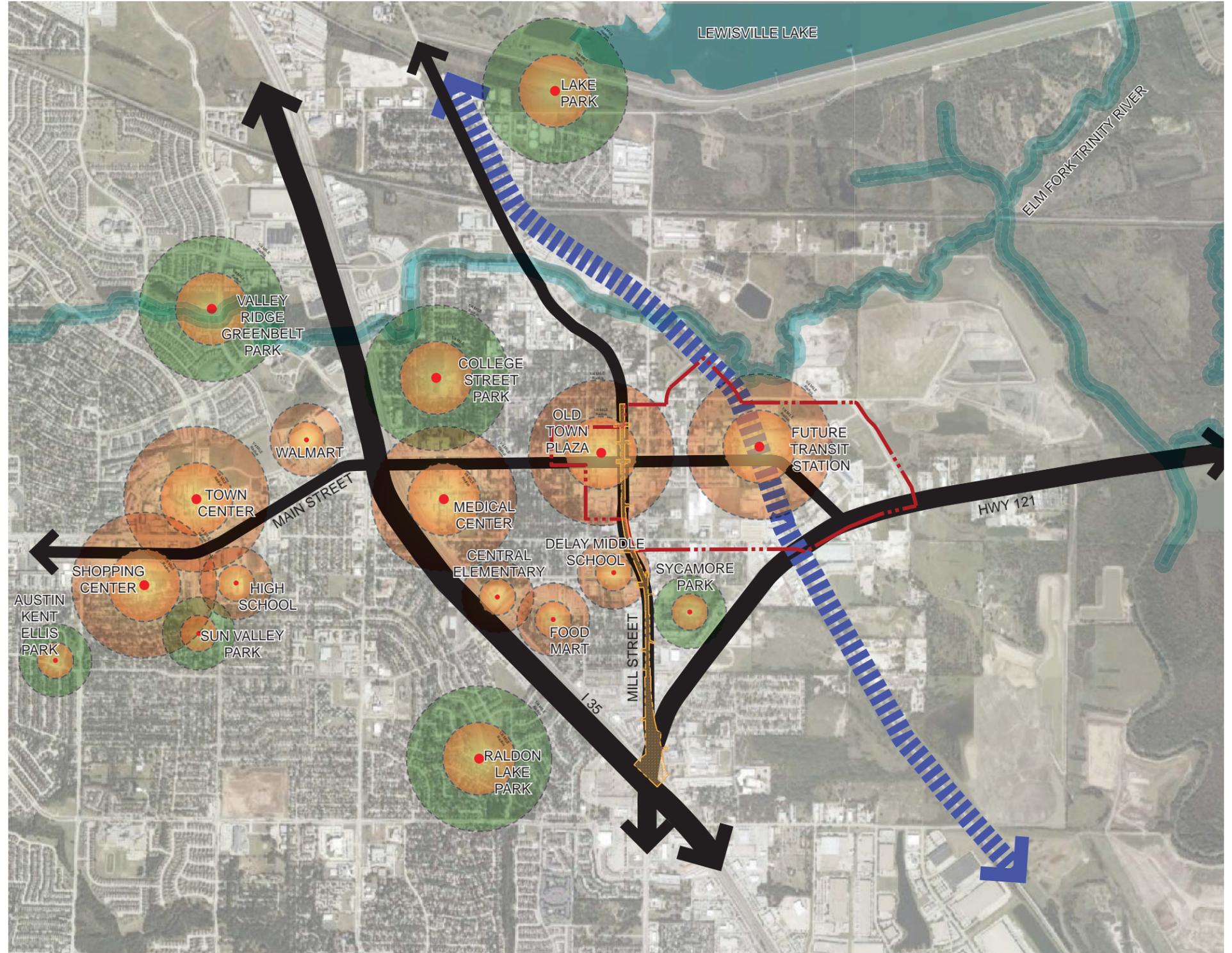
Analysis

Surrounding Context

I-35 and Highway 121 Business are the two major highway thoroughfares providing access in and around Lewisville. Main Street provides the east/west link between Highway 121 Business and I-35 while extending west toward Flower Mound. Mill Street extends north from the I-35 and Highway 121 Business interchange, through Old Town, towards Highland Village and Lewisville Lake. Amenity centers such as the Medical Center, Old Town Plaza and the Old Town Station provide increased vehicular and pedestrian energy along Main Street. These centers attract pedestrian and vehicular traffic. Employment opportunities in the area will create synergies between the major centers located along Main Street and the Old Town Station. This will continue to grow as Old Town prospers.

Access to parks and open space amenities is important in maintaining a healthy and quality environment for residents and visitors. Existing parks ranging in size and scale support neighborhoods outside of Old Town, but are lacking within the TOD study boundaries. As redevelopment occurs it is important to ensure adequate access to parks is provided that take advantage of the trail network expansion along the rail corridor and throughout the area.

- Legend
-  TOD Study Boundary
 -  Mill Street Study Boundary
 -  Amenity Centers
 -  Parks
 -  Railroad
 -  Major Streets and Highways
 -  Water



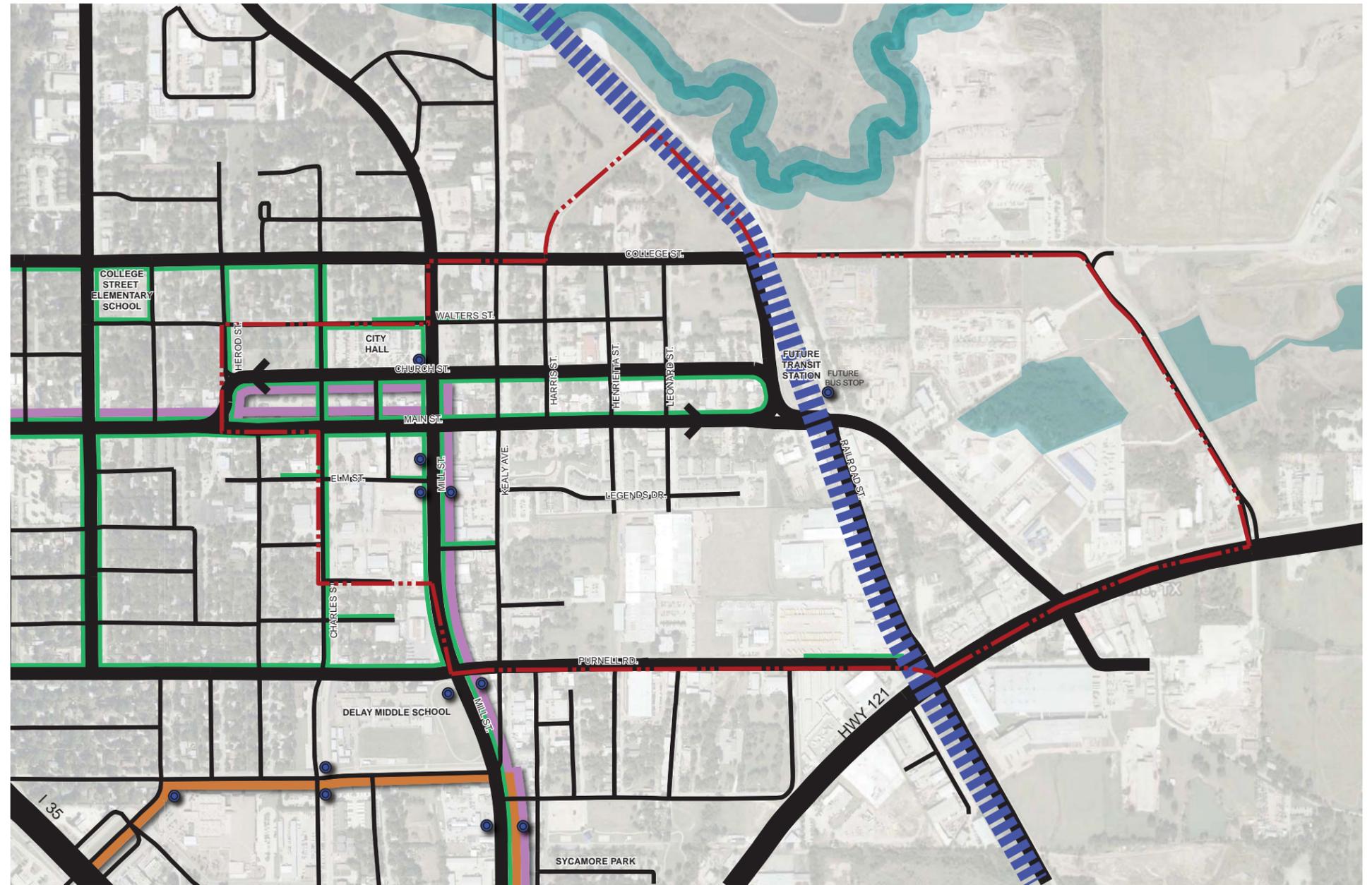
Surrounding Context Diagram

Analysis

Circulation

The primary routes for vehicular circulation and access through the Old Town TOD are Mill Street (north-south) and the one way couplet of Main Street (east) and Church Street (west). Current bus routes run along Mill Street and the Main Street/Church Street couplet west of Mill Street. Future plans indicate expanded routes along the couplet east of Mill Street. This extension of service will provide bus transfers for users from the rail station west linking to major employment and service destinations such as Old Town, City Hall, and the Medical Center. Currently, there are no bus routes extensions planned east of the station.

The existing street network throughout the study area generally creates a traditional grid pattern, except where impacted by large industrial parcels. These large parcels fragment the neighborhoods and impact accessibility for pedestrian, bicycle, and automobile traffic.



Existing Circulation Diagram

- Legend
- TOD Study Boundary
- Pedestrian Path
- Bus Route 23
- Bus Route 22
- Major Streets and Highways
- Railroad



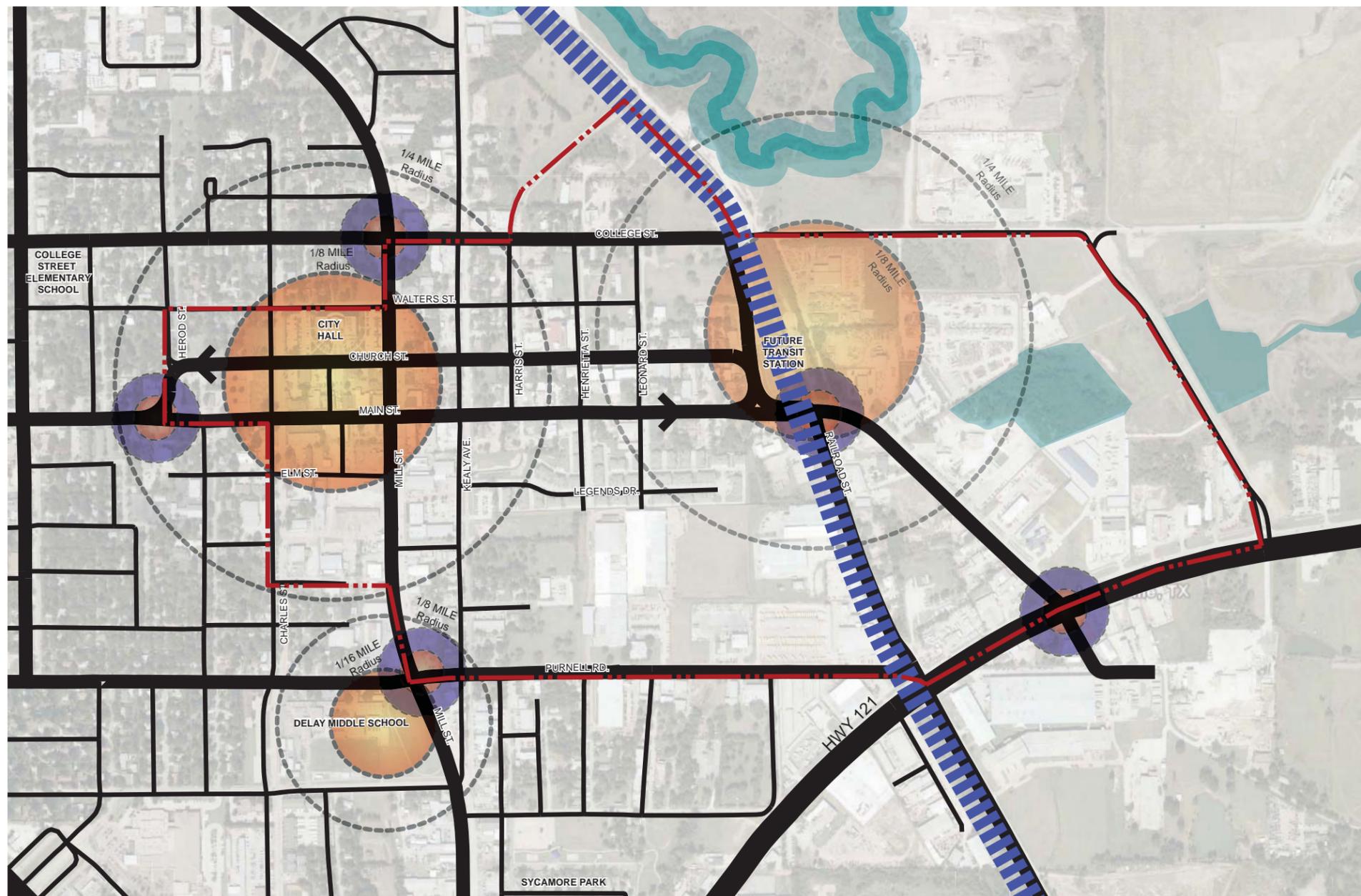
Analysis

Centers

Planners and designers generally agree that development within a five minute walking radius of a transit station will be occupied by more transit-dependent residents. This results in lower vehicle ownership numbers. To accommodate this non-standard market, a more intense development pattern is possible and desirable within the TOD boundaries. The normal five minute walking distance used for a development around a transit station was used for both Old Town and the Old Town Station. Their proximity will create a synergy between the centers; therefore, a five-minute walking radius (1/4 mile) is used on centers of activity in order to focus efforts in such a way that is mutually enhancing. Old Town should focus on reinforcing existing economic development efforts, while the center around the Old Town Station should focus on transit-compatible redevelopment opportunities.

Gateway and Entries

Five possible gateways into the study area were identified based on vehicular circulation and access. Mill Street and Purnell Street create a southern gateway entry, while Mill Street and College Street create a northern gateway. At the western couplet in Old Town, a gateway currently exists because of the unique collection of roads as Main Street intersects Church Street. East Main Street and the rail road reflects the point of arrival entry into the Old Town Station. The Highway 121 Business and East Main Street intersection creates the southeast gateway opportunity into the TOD.



Activity Centers and Gateways Diagram

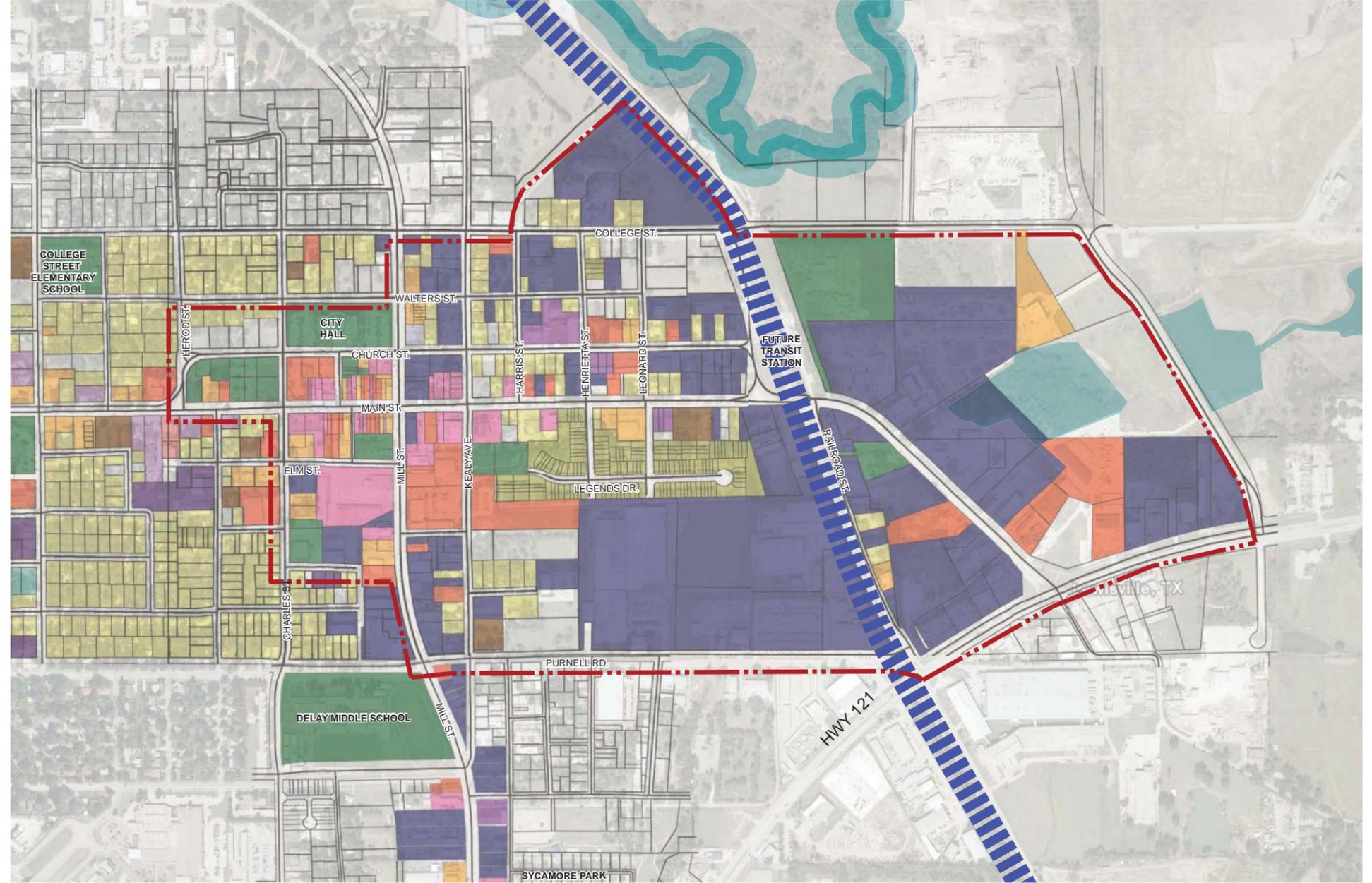
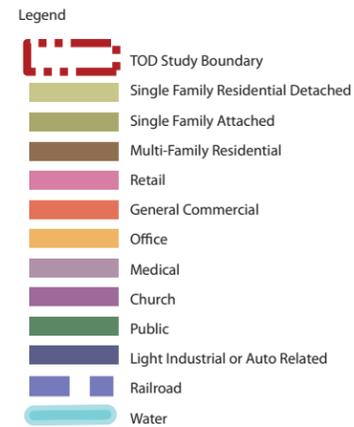
- Legend
- TOD Study Boundary
 - Energy Centers
 - Potential Gateway
 - Major Streets and Highways
 - Railroad
 - Water



Analysis

Existing Land Uses

The predominant land uses found along the rail corridor are typical of uses associated with freight, shipping, and warehousing goods. Industrial uses are more prevalent in the eastern portion of the study area. These large industrial parcels present the greatest opportunity for large infill and redevelopment projects. Large parcels are easily conducive to redevelopment, as they offer more flexibility for developers. The western portions of the study area include more residential and retail land uses. These typically have smaller blocks sizes and a denser street grid. Smaller scale development is more feasible as parcels are consolidated over time. Currently, some infill has started to occur, evident in the newer townhome development of Main Street Village, just south of Main Street, centered on Legends Drive. Infill and redevelopment should continue to extend the street grid pattern and connect neighborhoods.



Land Use Diagram



Analysis

Existing Views

The landscape within the study areas is diverse. In areas, large parcels with underutilized land uses follow major streets. An example is shown in images D and I of East Main Street. The current overall scale and massing is inappropriate to support the future TOD, and will likely transform with redevelopment. On-street parking, vehicular circulation, and pedestrian connections require significant improvements. Likewise wayfinding and signage would benefit from more clarity and hierarchy. In other areas, existing infrastructure and natural systems are heavily engineered and lack environmental sensitivity, as shown in image E. Existing residential areas with detached sidewalks and pedestrian scale streetscape environments are found within the project boundaries (image F) and should be enhanced. Signage and wayfinding elements also currently exists (image H) and should be enhanced to promote the identity and character of Lewisville. Storage and industrial uses are set back and lack a streetscape presence (images A and B). Older single family residences are a predominant use (image C) and do not address a pedestrian friendly streetscape (image G). Large surface parking areas at key intersections lack separation and definition for an urban scale and character (image J).



Storage and industrial uses along major collector



Industrial land uses along rail corridor



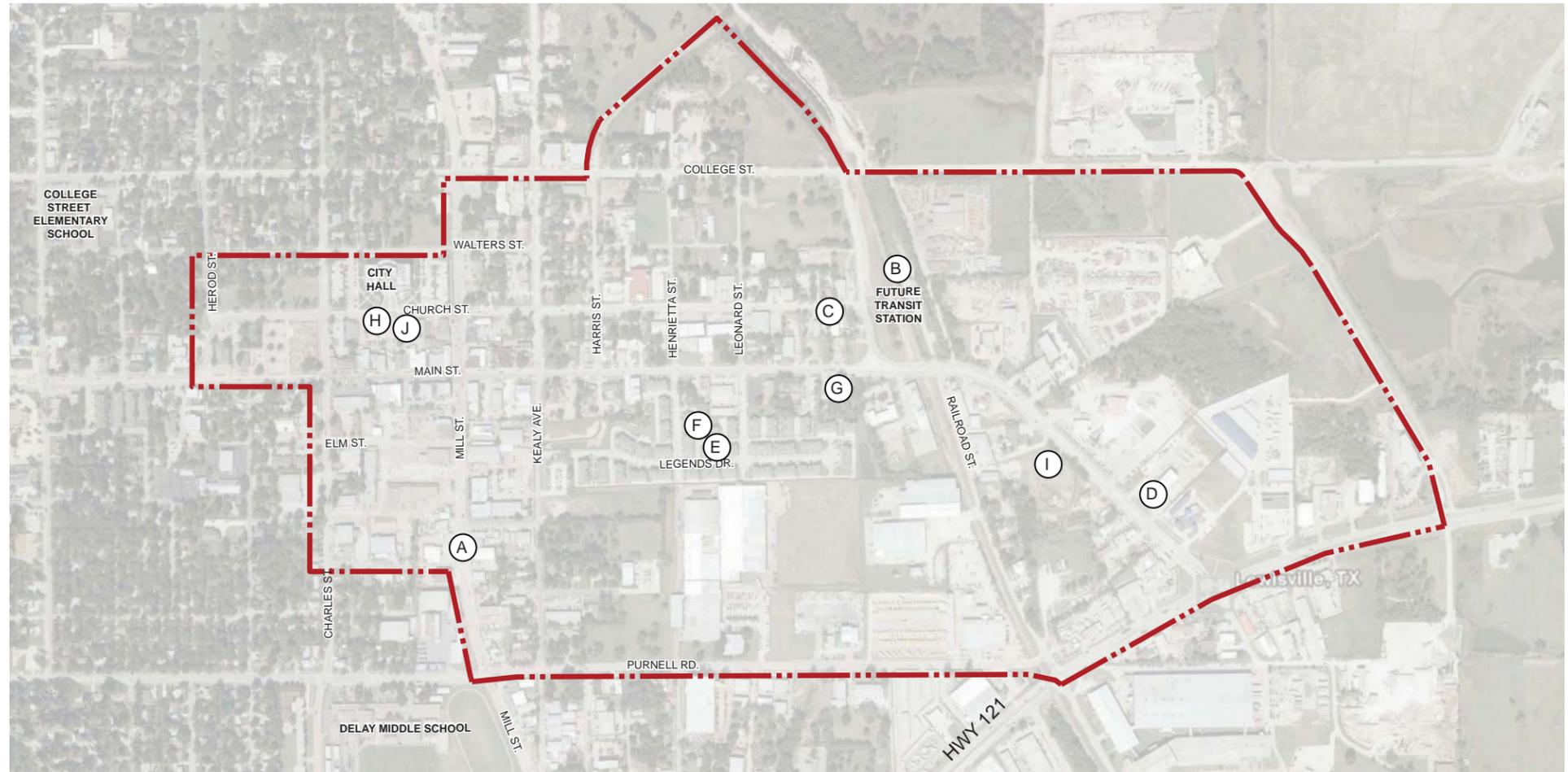
Aged single family residential buildings along major streets



Heavy industrial, apartments and office uses together at major intersection



Drainage ditch at the back of new homes



Existing new residential community



Buildings back to streets



Existing signage and wayfinding elements



Medium industrial along major collector with poor sidewalk and parking

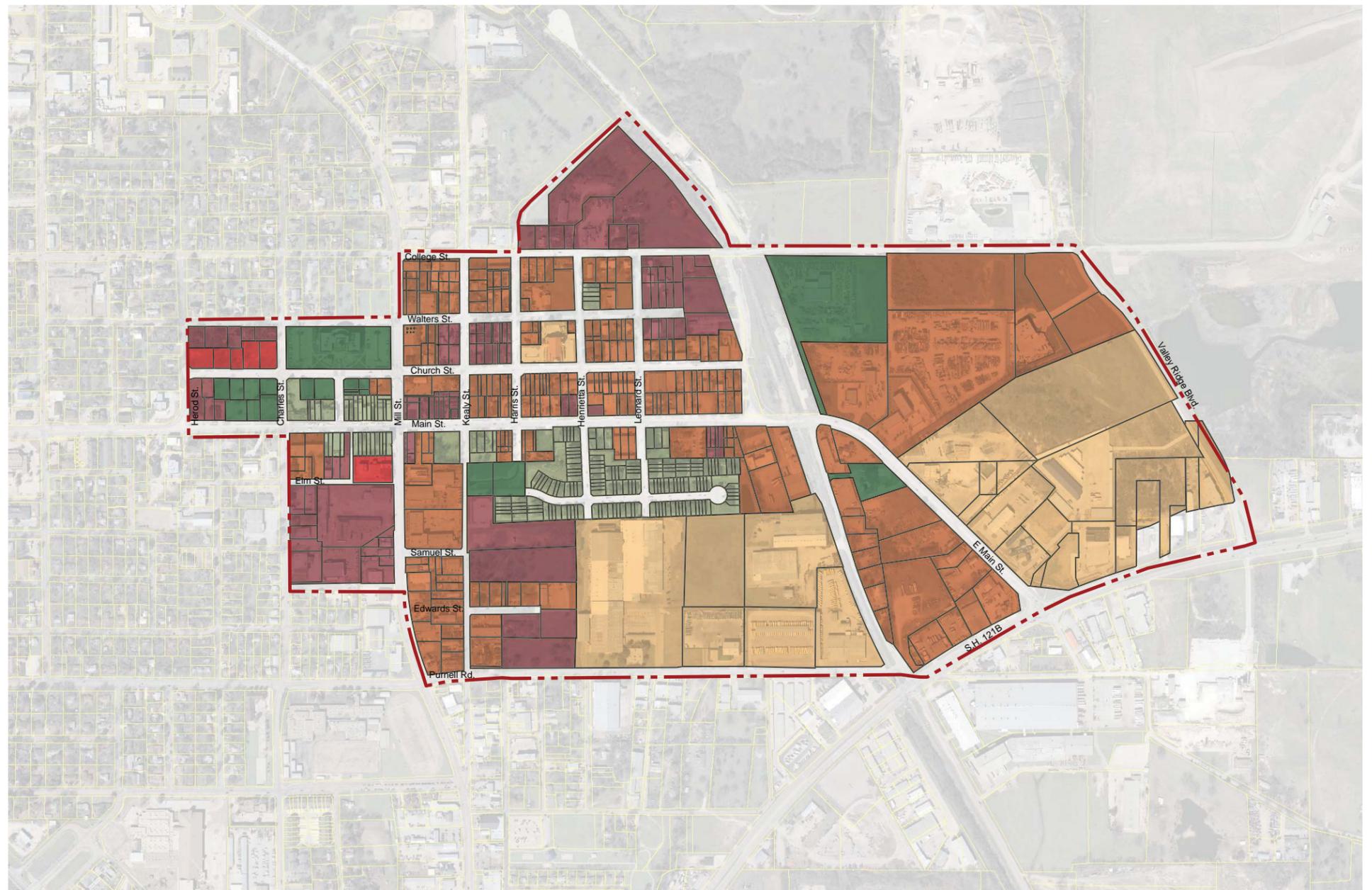


Large surface parking lot along major road lacking separation from the pedestrian.

Analysis

Likelihood of Redevelopment

Based on City staff knowledge, analysis of current ownership, and confirmation through stakeholder meetings, a redevelopment opportunity map was established. This map reveals a possible baseline for potential phasing of future redevelopment and opportunities to consolidate parcels of land for more feasible project opportunities. The categories were determined first by locating public facilities and new development areas that would likely not redevelop during the horizon of this plan. Larger parcels of land were identified as “Likely to Redevelop”. The land uses, typically industrial become incompatible with long term redevelopment near the Old Town Station. The “More Likely to Redevelop” properties were identified based on proximity to the station and parcel-by-parcel analysis with owners and city staff. The “Most Likely to Redevelop” parcels were identified as greatly underutilized and the current interest for redevelopment opportunities identified by City staff and owners. The City-Owned properties present immediate opportunities for redevelopment.



Likelihood of Redevelopment Diagram



CHAPTER THREE

DEVELOPMENT
OF ALTERNATIVES



CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

Community Outreach

Buy-in from key stakeholders and the community is important to the future success of the Old Town Station and surrounding Transit Oriented Development Master Plan. This buy-in started early in the process and became an integral part of the master plan. The charrette intended to establish consensus among all parties involved and built social capital around the project.

Charrette Stakeholder Process

To implement the TOD will require partnerships with the community, property owners, businesses, City of Lewisville, and other appropriate agencies and utility companies. The process was specifically developed to create successful outcomes, gain valuable input and build consensus among the public and stakeholder interest groups.

The charrette process allowed for public and stakeholder groups to be involved over the course of the five-day event, concluding with a public open house. Stakeholder meetings were concurrently conducted with the following groups:

- Departments of Economic Development, Engineering, and Community Development
- Parks Department
- Events Department

- Old Town Business Association
- Businesses Property Owners
- Residential Property Owners
- Denton County Transit Authority (Staff and Board)
- Texas Department of Transportation (TXDOT)
- Art Community
- Lewisville Planning and Zoning Commission and Parks Board
- Mill Street Corridor Business and Property Owners
- General Community Workshop

Each stakeholder meeting lasted approximately 75 minutes. A brief presentation was provided describing the projects and identifying “national best practices” for the TOD. The purpose of the presentation was to familiarize the stakeholder group with the project, identify the process and rules for the work session, and to help the group generate discussion points. After the presentation, discussion focused on the issues of the particular stakeholder group. For example, during the meeting with business owners on Main Street, conversations were focused on maintaining the vibrancy of Old Town and ensuring retail around the station does not draw away current customers. Simultaneously, while these meetings occurred, the team created design and planning concepts that could be tested against one another using comments received from the community.

Charrette Week Overview

At the charrette, ideas were developed that offered a balance between the needs of all interest groups. Planning concepts were tested against other proposed alternatives for consideration. Concepts for the TOD were communicated through plans, sections, details, sketches, and elevations. Loose hand graphics were used to create two TOD alternatives and communicate the proposed land uses, parks, open space systems, circulation systems, and street configurations. Street sections with the proposed character and environment were also developed.

At the charrette, all members of the team were involved in the process for quality assurance purposes and to ensure all applicable areas of planning and design were being considered for elements affecting the TOD.

Development of Alternatives

The two alternatives developed at the charrette proposed uniquely different concepts. The Employment District Alternative maintained some light industrial uses, while introducing office and other opportunities for employment. The surrounding area would redevelop with residential uses around the station. The concentration of retail uses near the station would support the planned employment. Live-work product types would reinforce the synergy planned between Old Town and the Old Town Station.

The Lifestyle Community Alternative introduced a residential neighborhood east of the Old Town Station, with higher densities and mix of uses around the Old Town Station and opportunities for entertainment and commercial uses to occur. Both alternatives ensured neighborhood commercial uses in Old Town.



Stakeholder Work Session



Participants Reviewing Concepts and Comments



Charrette Open House

Charrette Conclusion

At the end of the charrette process, the design team presented the findings of all the key stakeholder meetings, site inventory and analysis, and drawings created through the process at an Open House. This open house allowed key stakeholders and citizens to review the alternatives created during the charrette. The team explained the planning and design objectives and concepts while comments were gathered. The open house allowed the community another opportunity to bring forth comments and ideas before moving forward with the design process. The participants were asked to fill out a questionnaire during the open house. Results were used to determine support for the concepts.

Community Comments Gathered on Employment District Alternative

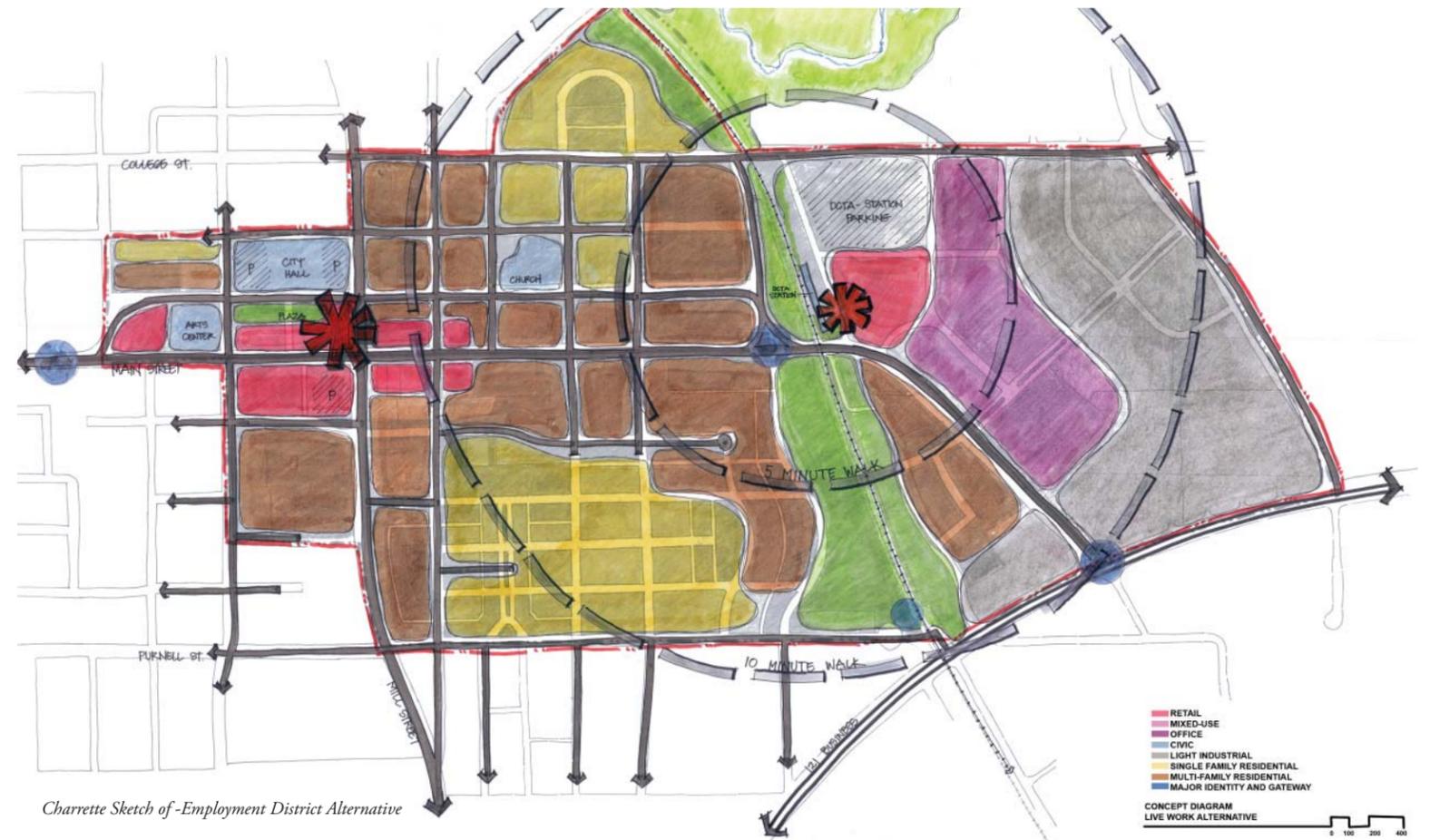
- The connection to transit (rail) should be #1 priority (once established).
- The infill lifestyle is wonderful, but will take too long to complete.
- Include more affordable housing scenarios and senior citizen housing.
- Multi-family residential located no more than 2 stories above retail which would be located on Main Street. More residential located away from Main Street.
- Keep industrial near landfill.
- No more apartments. More single family!
- Prefer a mixture of both roundabouts, specialty paver stones, and enhanced walkways/medians.
- Mixed use for young urban and empty nesters will be vital to high density retail.
- Like the park space.
- Make street pedestrian crossing over railroad.
- Remove roundabout.



Design Team Creating TOD Alternatives



Open House Display



Charrette Sketch of -Employment District Alternative

CommunityCommentsGatheredonLifestyleAlternative

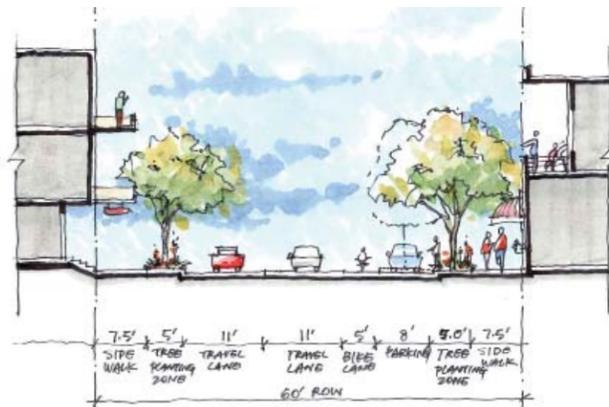
- Need to add gateway feature at Main Street and Highway 121 Business similar to Mill Street.
- Alternative allows more vision to the plaza concept.
- Offers more diversity. Would like to see more retail all along Main Street between rail station and City Hall.
- Need more parking!
- Maximizes the space around train station.
- Relocate light industrial.
- Get rid of all industry so that the area can attract more visitors.
- Seems like too much residential. Eliminate some residential near square and replace with mixed use.



Community Involvement at Open House



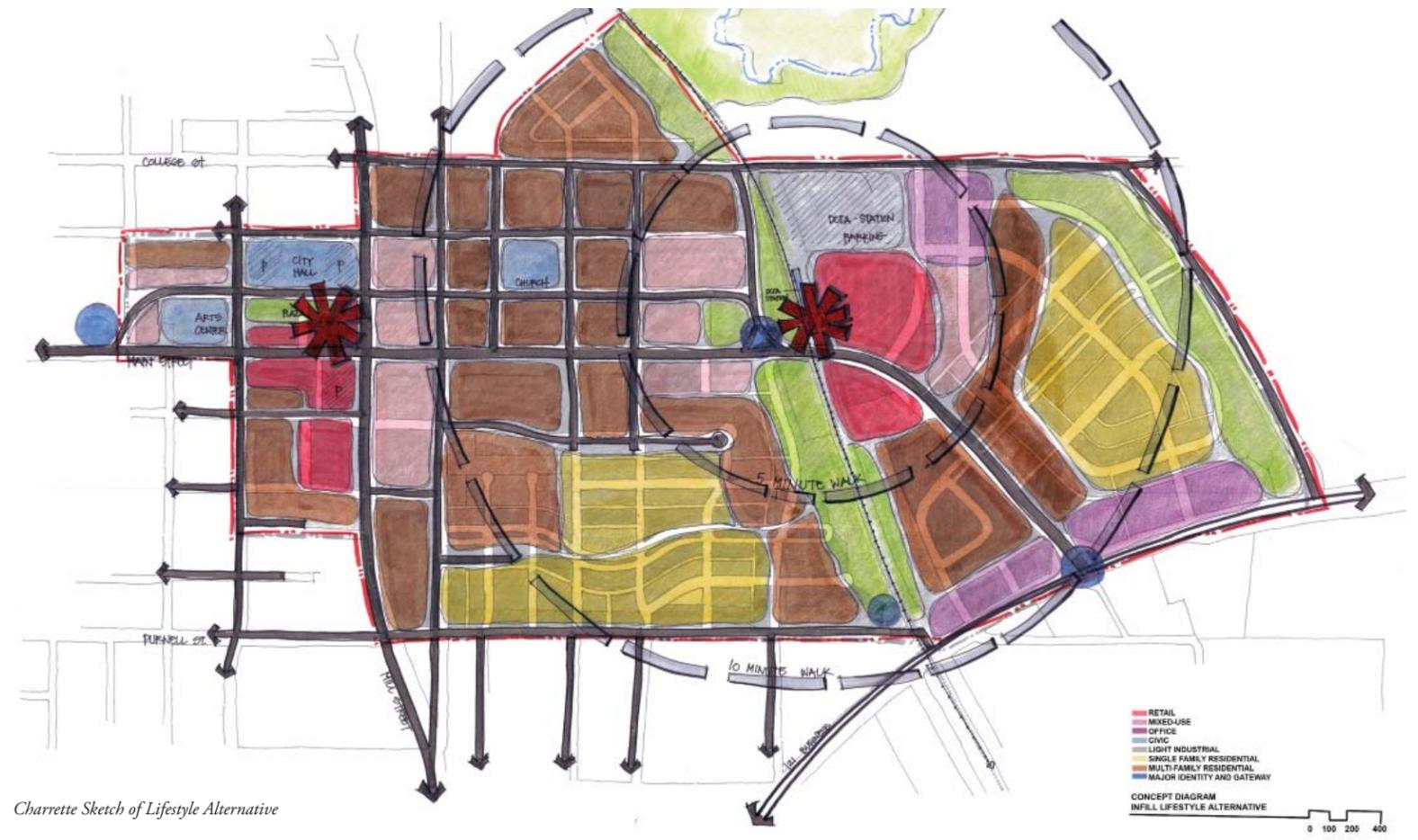
Open House Display



Church & Main Street Character



East Main Street Character



Charrette Sketch of Lifestyle Alternative

Employment District Alternative Character

After the open house, the Employment District Alternative was refined with consideration of comments from the community. The program and design characteristics were elaborated with imagery that illustrated the development character for the alternative.

Residential

A variety of residential unit types and ranging densities are intended for the employment base centered around the Old Town Station.

- Multi Family
- Single Family
- Increased Density
- Mixed Use Residential



Employment Center

Surrounding the Old Town Station, job-based uses such as offices are supported by limited retail. The district serves as a day time center for the surrounding commercial and residential uses.

- Hotel
- Job Services
- Restaurant - Fast Quality
- Retail Shops
- Athletic Club / Gyms
- Day Care



Parks and Open Space

Community and regional parks support the higher densities, while neighborhood scale parks service those areas with lower densities and single family residences.

- Large Central Spine & Community Park
- Neighborhood Parks

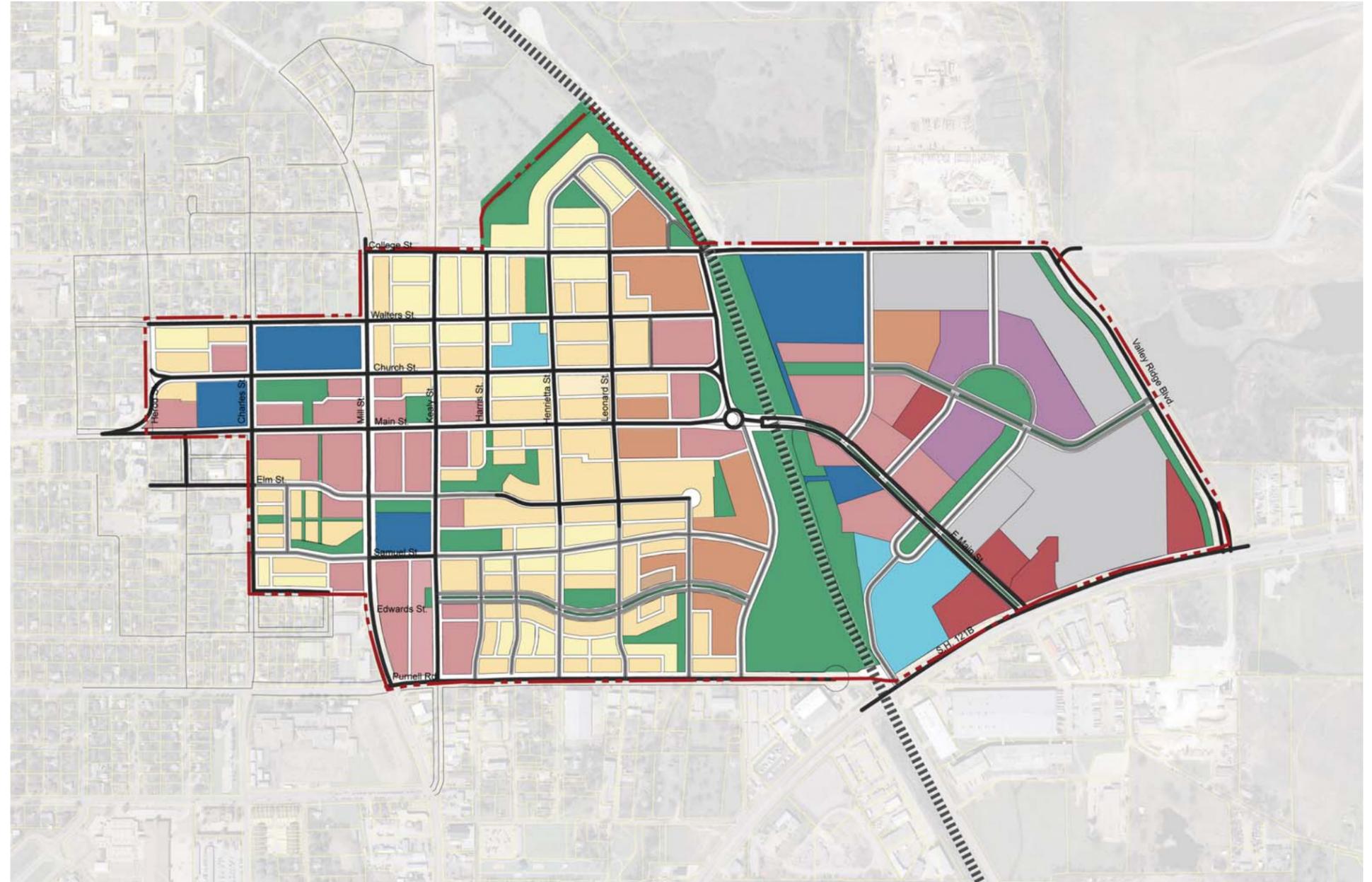
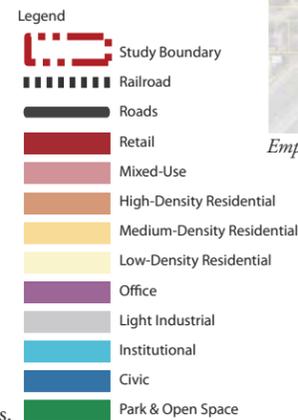


Employment District Alternative

Refinement of the employment alternative included a detail program of land uses by quantifying densities and diagramming the parks, open space, and transportation systems. This alternative slightly reduces the overall residential unit counts while increasing higher densities that support the larger quantity of jobs and commercial uses. The proposed unit counts meet the recommendations of absorption from the 2007 Economic and Financial Report (1,700 units). With the reduced unit count compared to the Lifestyle Community Alternative, parks and open space were also reduced and placed to support surrounding density and uses.

Proposed Residential Units	# of Units
High Density	564-846a
Medium Density	508-762
Low Density	141-254
Total	1213-1862
Proposed Commercial Acreage	
Mixed-Use	*
Retail	23.68
Office	20.34
Light Industrial	32.78
Total	76.80
Proposed Institutional Acreage	
Institutional	9.34
Proposed Civic Acreage	
Civic	18.08
Proposed Park & Open Space Acreage	
Parks and Open Space	50.75

*Mixed-Use areas were broken out within residential, retail, and office uses.



Employment District Land Use Alternative

Circulation

Many of the key circulation components are found in this alternative as well as the Lifestyle Community Alternative. The southern portions of the study area takes advantage of the large industrial land for redevelopment but maintains walkability by connecting to the existing street grid in the surrounding area. Block sizes 200-350 feet in length create ideal pedestrian walkability. Green streets are intentionally placed to create pedestrian connections to parks and link landscaping to existing stormwater systems.

East of the Old Town Station, this alternative contains a more sparse network of roads to suit the office and light industrial uses proposed. This network creates efficient circulation and connectivity to the Old Town Station. Street placement closely considered existing parcel ownership.

- Legend
-  Railroad
 -  Existing Roads
 -  Proposed Roads
 -  Proposed Boulevard / Green Street
 -  Alley
 -  Bus Routes (Existing & Proposed)
 -  Bike Paths



Employment District Alternative Circulation Diagram



A well defined commercial streetscape uses street trees, landscaping, awnings, windows, and buildings.

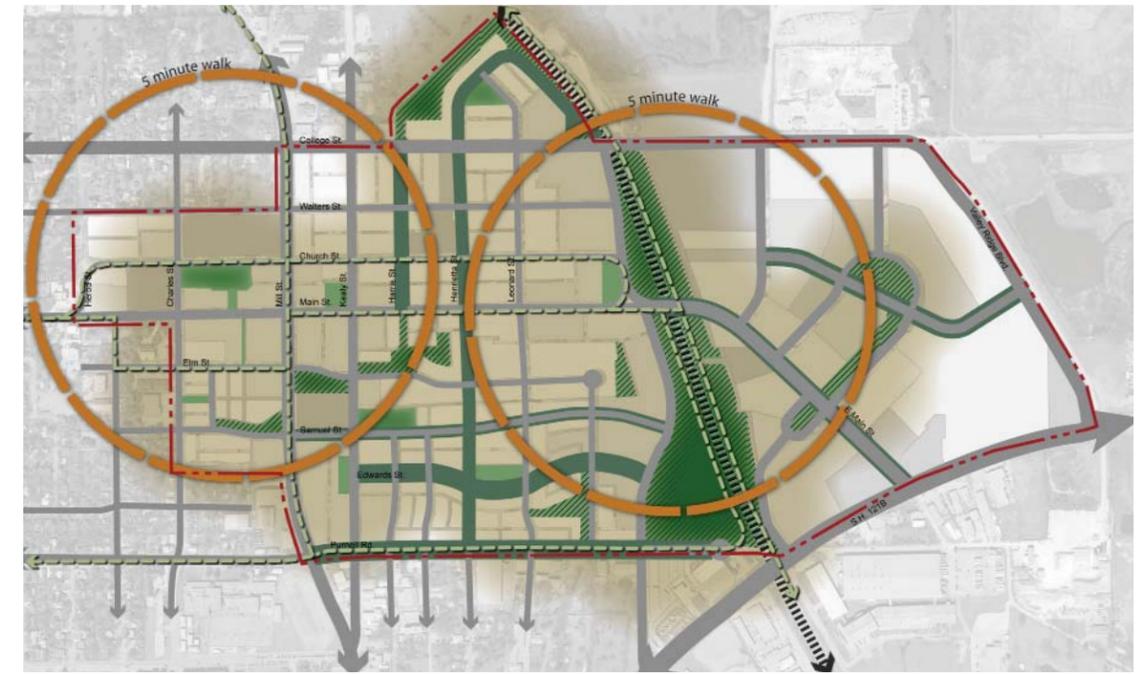
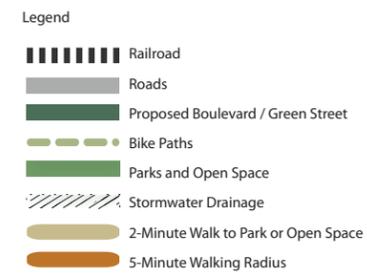


Larger buildings with a mix of uses are discretely buffered by large street trees.

Employment District Alternative

Parks and Open Space

The Employment District Alternative proposes greater densities surrounding the Old Town Station and along major thoroughfares compared to the Lifestyle Alternative. Therefore, the focus for parks is on the larger central green spine that is connected to the community by green streets. Smaller neighborhood parks are located closer to the areas with lower densities and detached units for single family residences. Parks are incorporated within the employment areas. Nature has proven to provide health benefits including stress reduction leading to higher corporate productivity and competitiveness. Extensive studies find that spending time in nature reduces stress. It is therefore important to provide access to, and opportunities for, green open space to all users.



Employment District Alternative Park and Open Space Distribution Diagram



Natural vegetation local to the area enhances the character of parks.



Play amenities for children can range in style and function.

Lifestyle Community Alternative Character

After the open house, the Lifestyle Community Alternative was refined with consideration of comments from the community. The program and design characteristics were elaborated with photo imagery that illustrated the development character for the alternatives.

Residential

The character of the residential areas reflects a traditional neighborhood scale and character.

- Single-Family
- Multi-Family
- Neighborhood Centers



Transit Retail Shopping

Retail uses surrounding the Old Town Station would create a destination for both daytime uses and night time activities. The character would be an active and vibrant entertainment center where people could live, shop, and play.

- Theatre
- Grocery
- Retail Shops
- Restaurants Sit-down



Parks and Open Space

Neighborhood parks are provided for recreational opportunities within all neighborhoods. A regional park acts as the central spine along the rail line providing park amenities and trails for the higher densities.

- Neighborhood Parks
- Regional Park Access



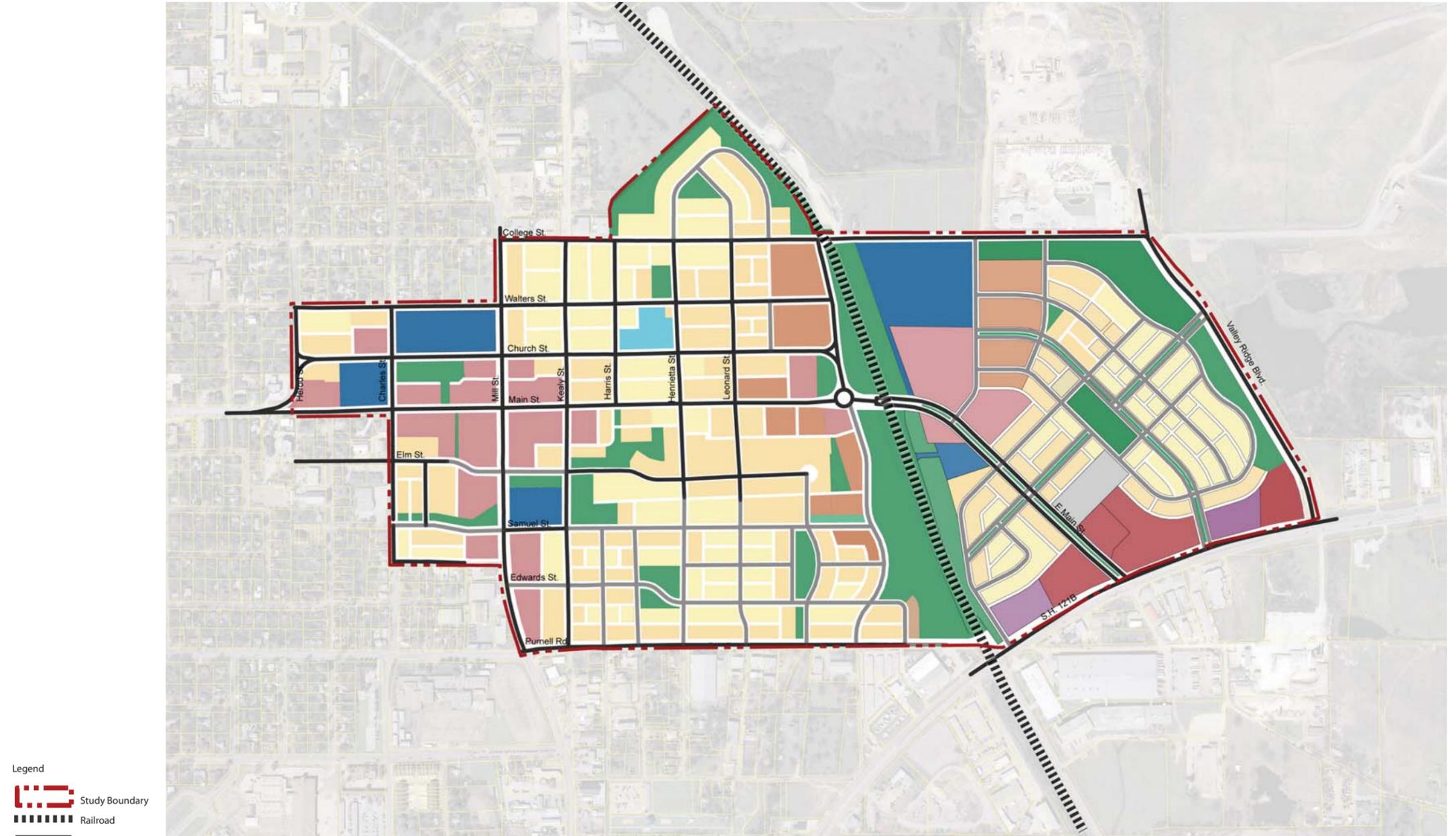
Lifestyle Community Alternative Land Use

The land use plan was quantified taking total acreage to determine unit counts and densities. This analysis for the alternative was compared to recommendations of the 2007 Economic and Financial Report that projected a total unit count of 1,700 units. With over 500,000 square feet of retail uses and additional supporting office and industrial uses between the TOD and Old Town, the ratios of this alternative support a lifestyle concept with standard acreage for a large regional center.

With an average household size of 2.58 for the city, new residential units could signify an increase in population of over 4,300. This alternative proposed over 50 acres of park and open space, surpassing the National Recreation and Parks Association (1990) guidelines for 6.25 - 10.5 acres per 1,000 population.

Proposed Residential Units	# of Units
High Density	405-608
Medium Density	617-924
Low Density	256-460
Total	1277-1993
Proposed Commercial Acreage	
Mixed-Use	*
Retail	13.39
Office	9.18
Light Industrial	2.58
Total	25.09
Proposed Institutional Acreage	
Institutional	1.68
Proposed Civic Acreage	
Civic	18.02
Proposed Park & Open Space Acreage	
Parks and Open Space	56.06

*Mixed-Use areas were broken out within residential, retail, and office uses.



Lifestyle Community Land Use Plan Alternative

Legend

- Study Boundary
- Railroad
- Roads
- Retail
- Mixed-Use
- High-Density Residential
- Medium-Density Residential
- Low-Density Residential
- Office
- Light Industrial
- Institutional
- Civic
- Park & Open Space

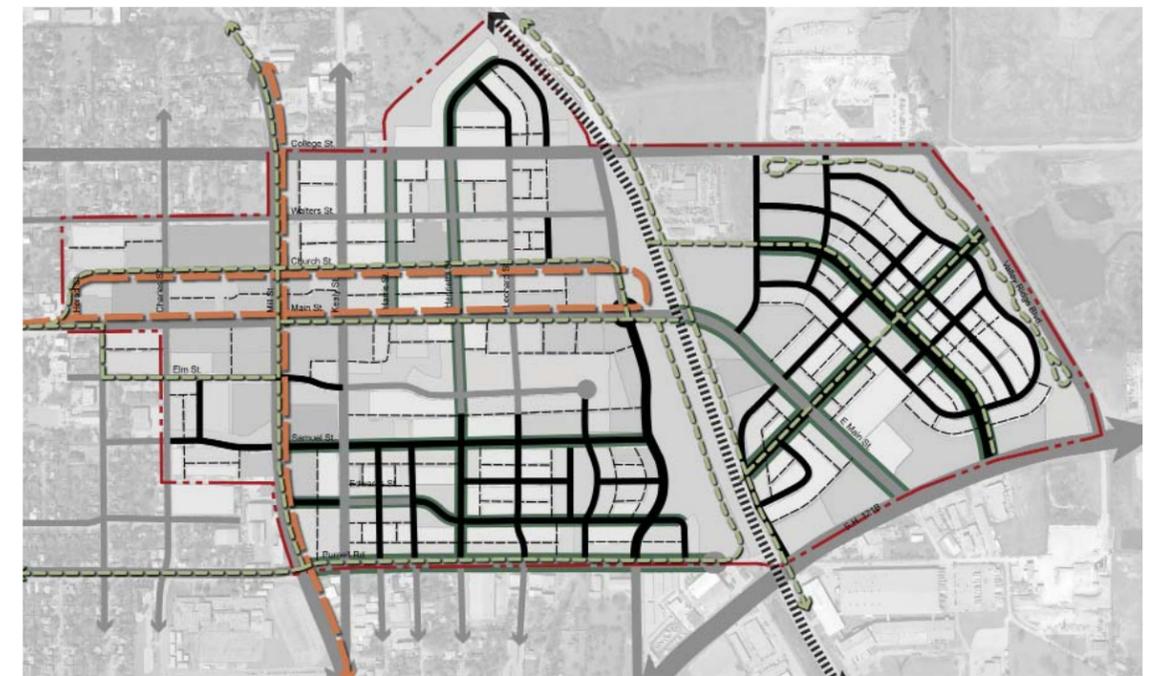
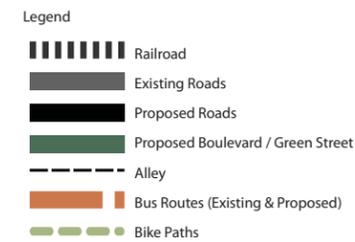


Lifestyle Community Alternative

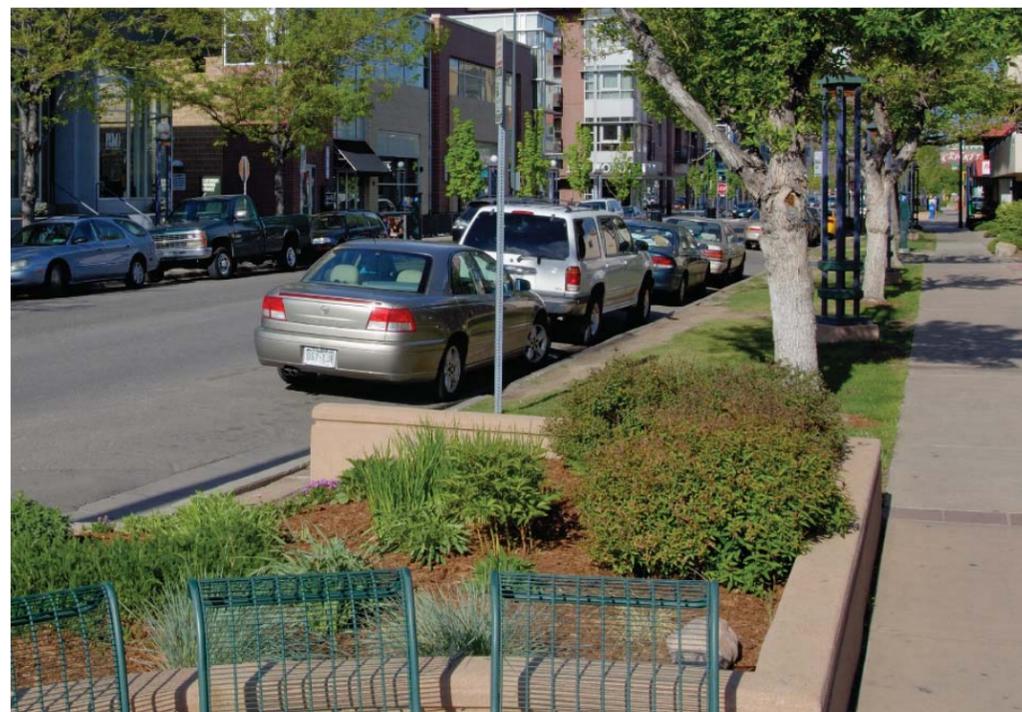
Circulation

The Lifestyle Community Alternative includes a well-connected street grid that accommodates multiple transportation modes and encourages mobility between the Old Town Station and Old Town. To link the two districts together, streets are extended to create a broader street grid network. Large blocks with long lots are broken up with new proposed streets to create a network of smaller blocks that is more pedestrian-scaled and walkable. A desired block size of 200-350 feet in length created for ease of pedestrian access and mobility. Along existing streets, the ROW's were upgraded to include more enhanced pedestrian improvements, bicycle facilities and storm-water filtration.

In the north central area, the plan primarily identified opportunities for updating the existing conditions of streets to new complete street standards. In the area east of the rail line, many new streets were created to lay the foundation for the development of a new residential district that is walkable to the Old Town Station. The southern portion of the plan introduces new streets that integrate it into the existing street network at a scale that supports the proposed residential and mixed-use developments. Green streets are placed at key locations to provide pedestrian connections to parks and linking landscaping and stormwater systems.



Lifestyle Community Circulation Diagram



Street trees and seating amenities create a pedestrian friendly streetscape.



Street trees and on-street parking help enclose a space and enhance the street grid.

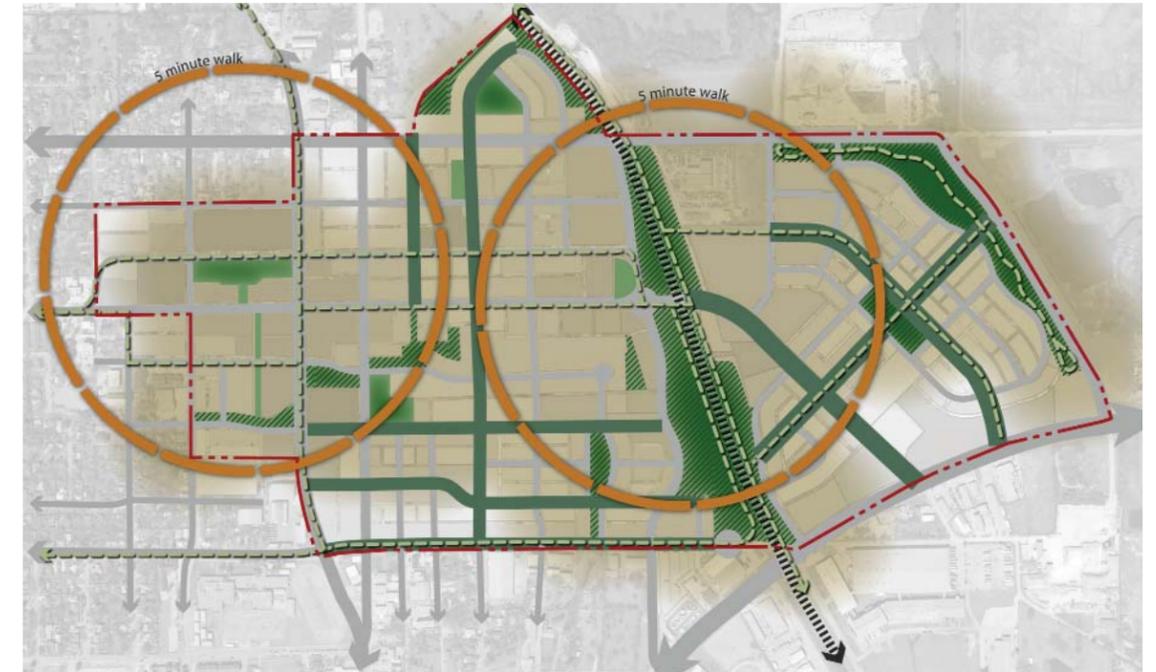
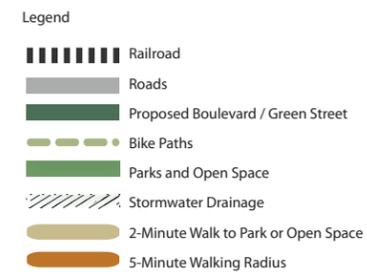
Lifestyle Community Land Use Alternative

Parks and Open Space

The Lifestyle Community Alternative incorporates multiple parks to provide accessible open space and recreational opportunities for all residents. Besides providing recreational and outdoor opportunities to residents, parks provide significant economic benefits or ‘hedonic value’. The greatest of these is derived from higher sales prices and property taxes resulting from willingness of people to pay more for homes near parks and natural areas. The resulting higher prices and taxes represent a direct immediate and ongoing economic return to the city. On average, properties adjacent to parks and open space experience a 10-15 percent increase in value. The Lifestyle Community Alternative proposes parks to be located within a two-minute walking distance for all residents. From the two main centers of Old Town and the Old Town Station, there are multiple parks within a five-minute walking distance. Based upon the proposed densities, neighborhood and community parks are distributed to service their immediate neighborhoods but are within close proximity to be readily accessible to all and increase the hedonic values across the project area.

The programming needs for parks vary by user type. Residential neighborhoods that are less dense are typically comprised of single-family homes on larger lots that will have larger households. This scale of development is best served by neighborhood parks that are smaller and tend to have one or two key programmatic functions in addition to passive recreation. In the plan, neighborhood parks are distributed across the study area so that they are within a two-minute walking distance for most people.

Residential neighborhoods with higher densities typically consist of attached housing units with smaller households. This scale of development is better served by community-based parks that are larger in size and have multiple active programmatic functions that cannot be provided in neighborhood parks. In the plan, similar to the higher density development, the community parks are located at Old Town Plaza and near the Old Town Station. These are within a five-minute walking distance for a majority of residents.



Lifestyle Community Alternative Park and Open Space Distribution Diagram



Unique programming of parks can include community farms and gardens.



CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

CHAPTER FOUR

PREFERRED
ALTERNATIVE

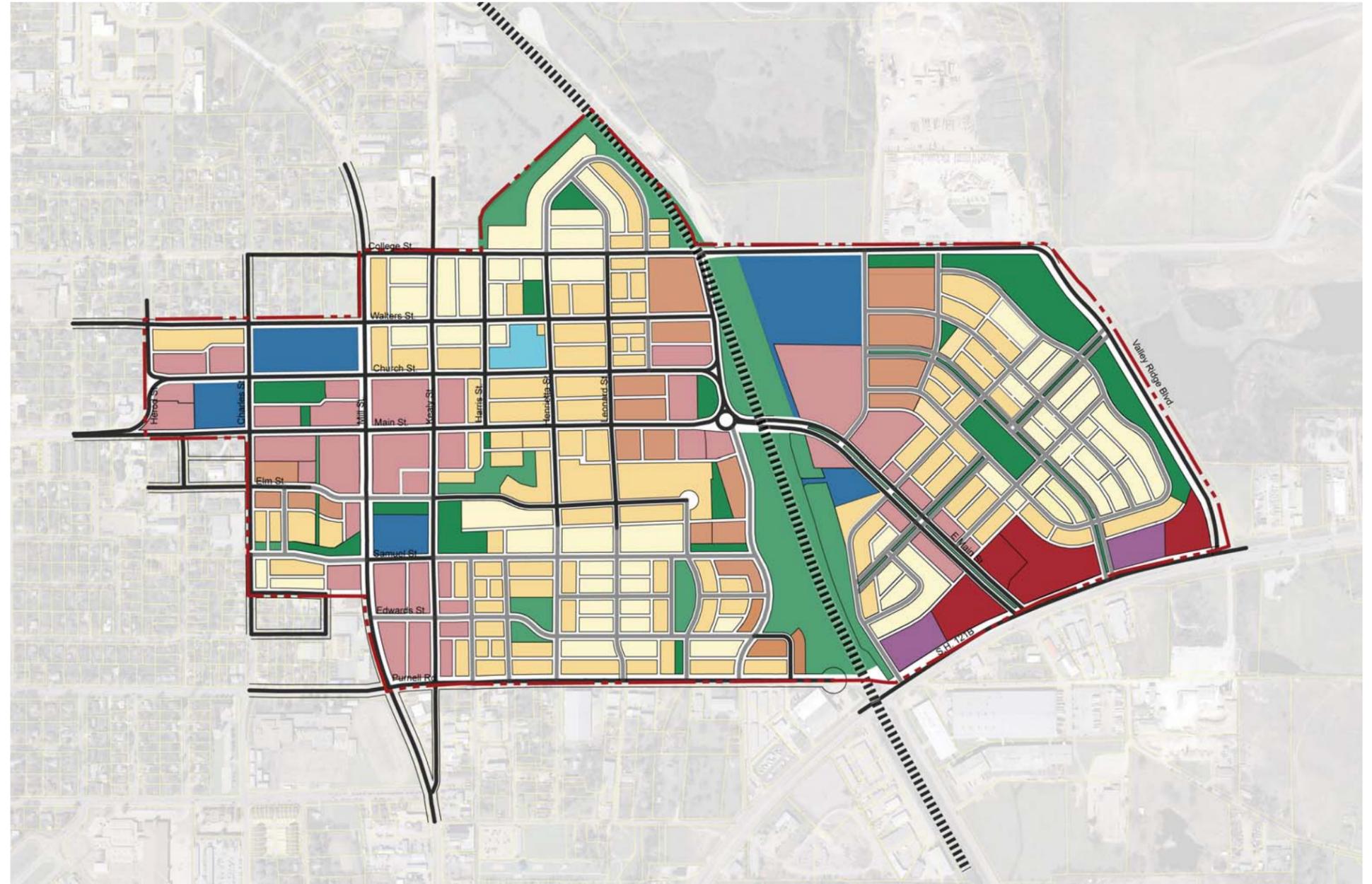
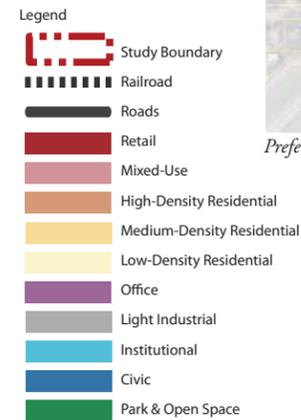


CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

Preferred Alternative

The Preferred Alternative was defined through multiple work sessions with City staff and City Council. Key elements of the Preferred Alternative include office and retail uses that can support a level of job creation. Mixed-use and commercial uses are focused around the intersection of Mill Street and Main Street, while a smaller destination, food and beverage, and entertainment use is located at the Old Town Station. Diversity of housing types are integrated throughout the plan while ensuring that park and open space amenities are accessible within two-minutes of all units. A large central park spine along the railroad serves as a buffer and amenity, and ties directly to the regional stormwater management strategy and DCTA regional trail system. The integration of the stormwater systems with green space and streets creates a more environmentally sustainable streetscape environment. Alleys are used to buffer varying uses and densities. The proposed ratios of the Preferred Alternative would create a strong residential community and over 16 acres of retail land use that would be shared between Old Town and the Old Town Station. At the high end of proposed units, and with a current household size of 2.58, a population increase of 5,392 would be provided with sufficient park and open space as recommended by national standards.

Proposed Residential Units	# of Units
High Density	514-774
Medium Density	632-948
Low Density	207-372
Total	1352-2090
Proposed Commercial Acreage	
Mixed-Use	*
Retail	16.67
Office	10.91
Light Industrial	-
Total	27.59
Proposed Institutional Acreage	
Institutional	1.68
Proposed Civic Acreage	
Civic	18.02
Proposed Park & Open Space Acreage	
Parks and Open Space	52.90



Preferred Alternative Land Use Plan



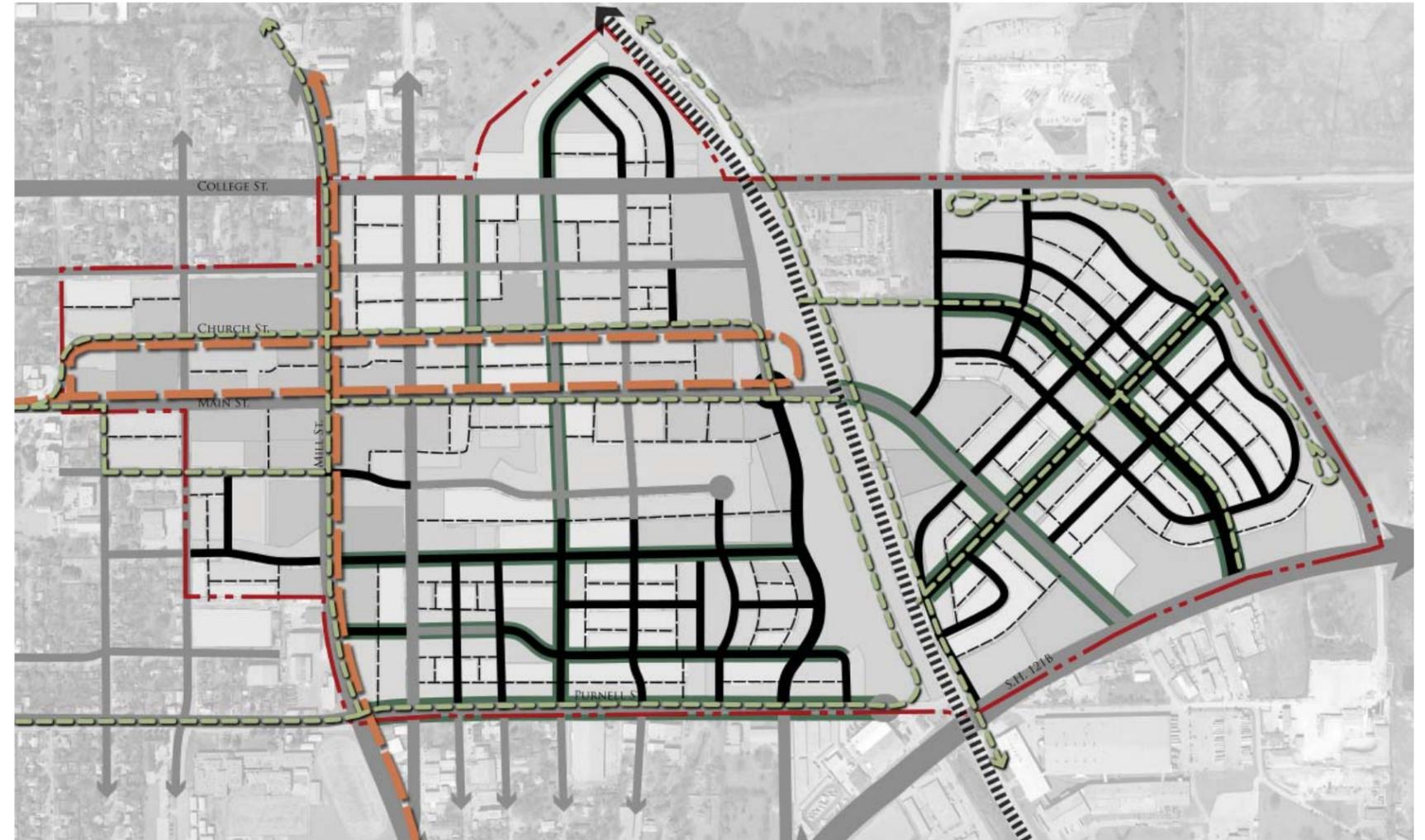
*Mixed-Use areas were broken out within residential, retail, and office uses.

Preferred Alternative

Circulation

The Preferred Alternative devises a well-connected street grid that accommodates multiple transportation modes to ensure that mobility between Old Town and the Old Town Station are possible. To link the two districts together, existing streets were extended to create a broader street grid connecting the surrounding neighborhood fabric into a cohesive whole. Large blocks are broken up with new proposed streets to create a network of smaller blocks that are more pedestrian-scaled and walkable. A desired block size of 200-350 feet, and preferably not more than 400 feet creates a modest walking distance and allows pedestrians substantial freedom in choice of routes and mobility. It also is an effective way to reduce vehicle speeds as intersections prevents cars from building up speeds. An ideal developable block size length that allows for easy building placement is 350 feet. Along existing streets the ROW's were upgraded for more enhanced pedestrian improvements, bicycle facilities, and stormwater filtration.

Immediately east of the Old Town Station, a large block structure is maintained to provide large lots suited for office, employment, and mixed-use development around the station. The primary streets provide efficient circulation to the rail station and major thoroughfares. In the north central area, the plan updates existing conditions of streets to new complete street standards. The southern portion of the plan introduces new streets that integrate into the existing street network at a scale that supports the proposed residential and mixed-use developments. Green streets are placed at key locations to provide pedestrian connections to parks and link landscaping to stormwater systems.



Preferred Alternative Circulation Diagram

- Legend
-  Railroad
 -  Existing Roads
 -  Proposed Roads
 -  Proposed Boulevard / Green Street
 -  Alley
 -  Bus Routes (Existing & Proposed)
 -  Bike Paths



Preferred Alternative

Parks and Open Space

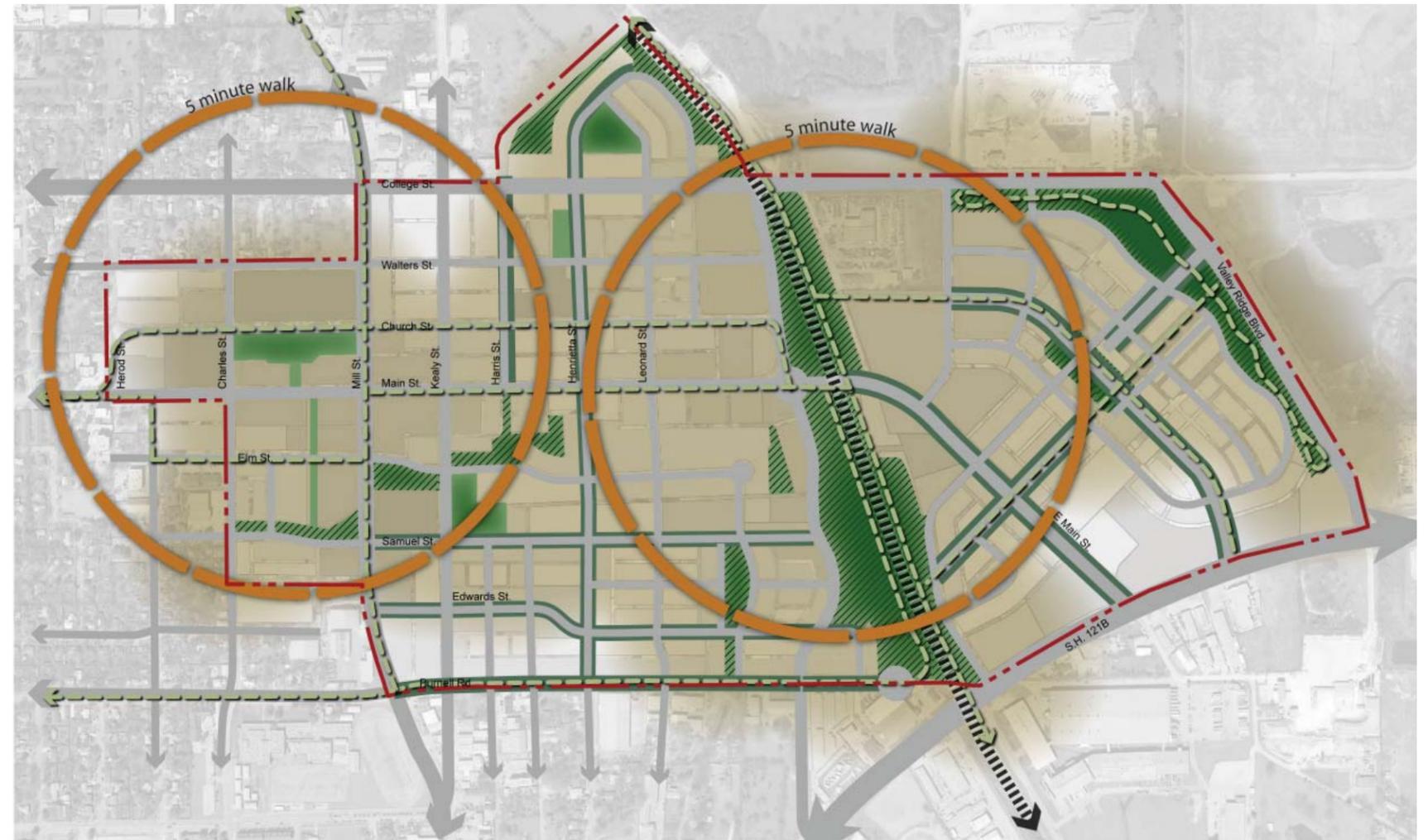
The Preferred Alternative incorporates multiple parks to provide open space and recreational opportunities that are accessible to all residents within a two-minute walk. Research has found that both children and adults with open space near their homes lowers levels of behavioral disorders, anxiety, and depression. The value of nature on a community’s economic and physical health is immense. The hedonic value and economic growth around parks has been recognized for many years, with properties often experiencing a 20 percent increase in value. From the two main centers of Old Town and the Old Town Station, there are multiple parks within a five-minute walking distance.

Residential neighborhoods that are less dense and comprised of single-family homes will typically have larger households and will be better served by neighborhood parks that are smaller and tend to have one or two key programmatic functions in addition to passive recreation. For these reasons, Neighborhood Parks are placed primarily in areas with single-family development, while Community Parks are placed in proximity to higher density residential uses. Residential neighborhoods with higher densities with attached housing units and smaller households will be better served by community based parks that are larger in size and have multiple active programmatic functions.

“A local park of suitable size, location, and character, and of which the proper public maintenance is reasonable assured, adds more to the value of the remaining land in the residential area which it serves than the value of the land withdrawn to create it” (Frederick Law Olmsted Jr. 1919).

Employment districts also benefit from the addition of parks and are known to reduce stress and increase productivity. Parks provide green space between developments and establish a district character and an amenity as incentive for development. The Preferred Alternative establishes green streets and a network of parks to provide green space for employment uses.

Stormwater drainage is mitigated within open space areas while still serving as an amenity and connecting to the larger regional system. The benefits of open space have direct impacts on water and air quality. Permeable surfaces allow water to filter through the soils and reduce impacts on storm drains. Greater tree canopies reduce effects of air pollution.



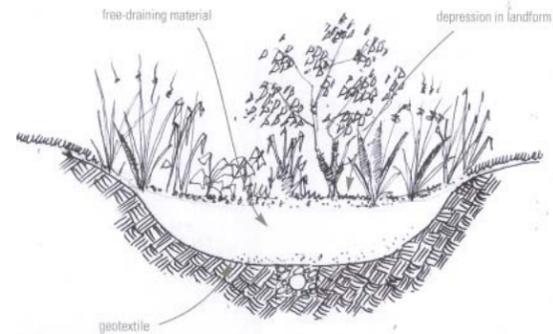
Preferred Alternative Parks and Open Space Diagram

- Legend
- ▬▬▬▬▬▬ Railroad
- ▬▬▬▬▬▬ Roads
- ▬▬▬▬▬▬ Proposed Boulevard / Green Street
- ▬▬▬▬▬▬ Bike Paths
- ▬▬▬▬▬▬ Parks and Open Space
- ▬▬▬▬▬▬ Stormwater Drainage
- 2-Minute Walk to Park or Open Space

Stormwater Approach

Bioretention

Bioretention is a land-based practice that uses the chemical, biological and physical properties of plants, microbes and soils to control both quality of water and the quantity of water within a landscape. Bioretention uses a simple model for run-off infiltration, filtration, storage, and for uptake by vegetation. This system is integrated to the Preferred Alternative to mitigate impacts of stormwater and drainage. The diagram below illustrates how bioretention captures and filters excess rainwater through soil. Once the soil is saturated, water begins to pool on the surface, and is either able to infiltrate back down into the natural soil overtime, or is drained away.



source: Nigel Dunnett

Control of Stormwater quantity

The main purpose of the water-sensitive landscape within the proposed parks and open space is to reduce or eliminate the amount of excess run-off leaving the property or site—in so doing, pollutants held within the water are also contained within that landscape. Terms often used to describe four strategies to control stormwater quantity are:

- **Interception:** the collection or capture of rainfall or run-off by plant leaves and stems, or soils, and the subsequent collection and pooling of that water in the bioretention feature.
- **Infiltration:** the downward movement of water

through soil—this is one of the main functions of a bioretention feature.

- **Evaporation:** evaporation of water back into the atmosphere from plant and soil surfaces, and from pooled water. (Bioretention features aim for shallow pooling of water to encourage maximum evaporation.)
- **Transpiration:** the evaporation through leaves of water that is taken up by the plants is transpired back to the atmosphere.

Landscape Swales

Landscape swales are vegetated channels and linear depressions that can be integrated within streetscapes and development areas. Swales temporarily store and move run-off water, reducing total run-off and flow rate from small to moderate storms. They have some pollutant filtering capacity. Swales are shallow, long, low depressions in the ground that are designed to collect and move stormwater run-off. As well as being a means of transporting water, one of their main functions is to allow water to infiltrate into the ground and to enable pollutants to settle and filter out. The aim is for them not to be permanently full of water, but to encourage accumulation of rainfall during storms and to hold it for a few hours or days while it infiltrates down into the soil, and /or is transported further to a detention pond or basin. Diverse planting of shrubs, trees, perennials and wildflower meadows along their edges allows evaporation of water from swales, and the swale also provides irrigation for the plants.

Vegetated swales have the primary function of promoting infiltration and can be richly planted with trees, shrubs, and perennial plants. Grassy swales are better suited where water flow needs to be encouraged. In both types of swale native grasses and wildflowers are recommended. Swales should be designed not to require mowing. Where mowing is essential, it should not be done more than once a year—a natural

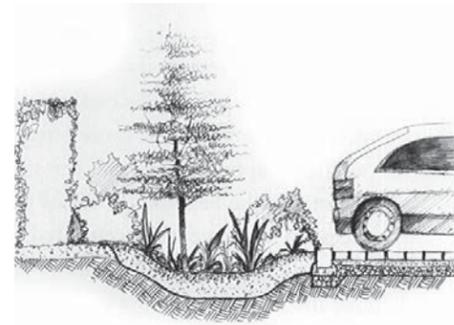
looking swale is no less effective than one that is manicured. Maintenance may be required to remove litter and debris in a public setting. Swales vegetated with meadow-like mixture of native grasses and flowering plants showed to retain up to 40% of the water that flows through them, whereas identical swales vegetated with short turf grasses only retained an average of 20% of flow. Similarly, pollutant capture is also increased in swales with native vegetation removing upwards of 80% of the solids in water compared to 70% in turf grass swales.

Street Swales

Street swales are small-scale landscaped swales designed to take run-off water from the street. They provide great benefit to filter contaminants that collect on streets from vehicular traffic and have been integrated within proposed streetscapes.

Parking Swales

Most parking lots divide parking rows with raised curbed islands, often containing trees. These can be replaced by a depressed planted swales allowing water from large paved parking areas to flow into the swales. Vegetation in the swales then filters contaminants from paved areas. Trenches lined with limestone chippings can also be used to trap any oil and other leaked fluids before the water enters the swale. Similarly, parking swales can be installed alongside domestic driveways and parking areas in front of gardens and yards.



source: Nigel Dunnett



Bulb-outs are designed with rain gardens and bioswales to filter contaminants from the street.



Rain gardens along a commercial street reduce stormwater flows to municipal systems and enhance the streetscape.



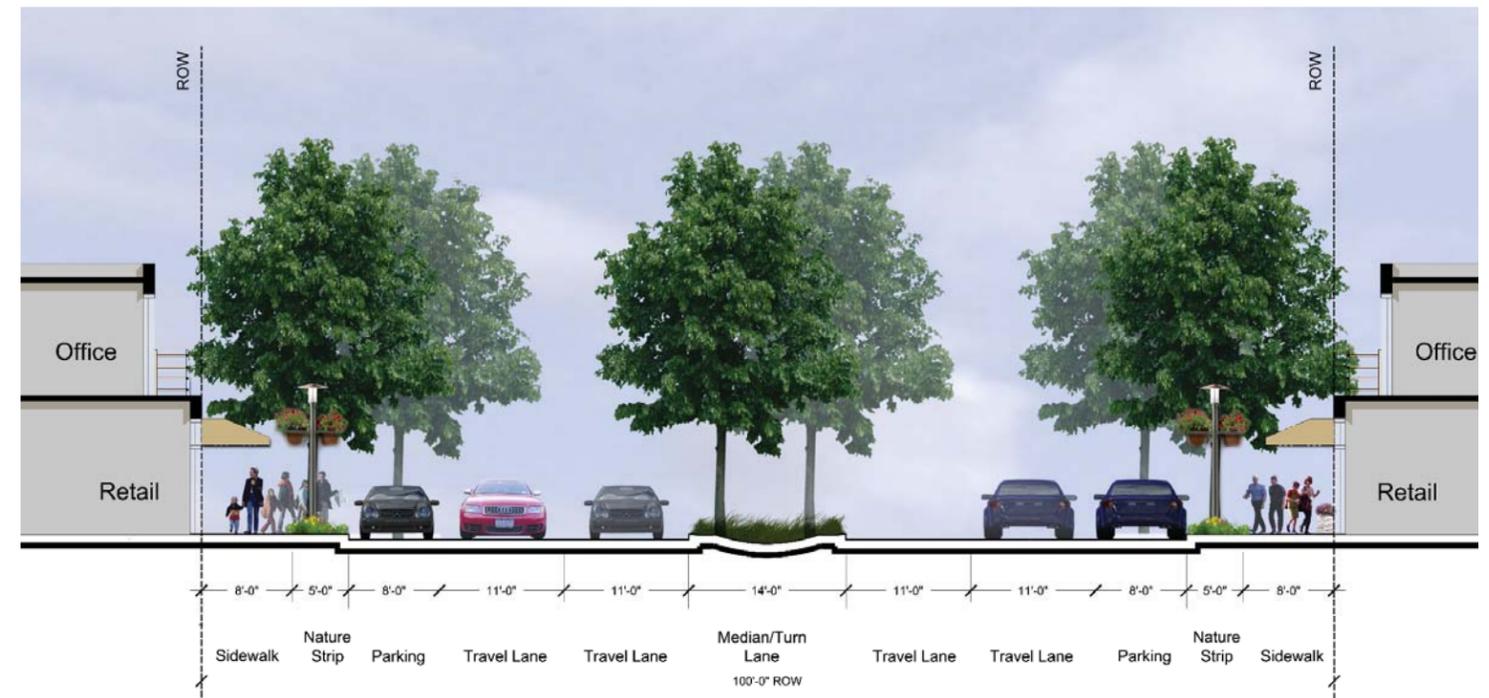
Bioswales in residential bulb-outs become an extension of the front yard amenity.

Streetscape Character

The following streetscape cross sections illustrate the intended character of the streets in order to establish a cohesive identity for the study area. These sections identify proper dimensions for travel lanes, nature strips, and sidewalks for a pedestrian-friendly environment. For a street to draw large numbers of pedestrians to walk a street, people must live within walking distance, and highly attractive destinations must draw people from one area to the other. Consequently, as pedestrian activity increases it is crucial that the environment is comfortable, safe, and at a human scale. That is, the streetscape does not make the pedestrian feel insignificant or over expose them.

East Main Street / FM 1171

East Main Street / FM 1171 has a 100' ROW organized as a two-way street with a planted median that transitions to a turn lane. Each direction has two travel lanes and one parking lane. The 14'-0" median has low plantings and street trees in the center. The pedestrian environment is organized with an 8'-0" sidewalk and a 5'-0" nature strip. Street trees should be planted in all nature strips and bulb-outs at 25'-45' on center. The pedestrian zone is characterized by canopies at retail frontage, planter pots, pedestrian lighting with hanging baskets, low planting, and street trees buildings should preferably be two or more stories to create a pedestrian scale.



East Main Street / FM 1171 Streetscape Cross Section



Medians with vegetation separate and define the drive lanes.

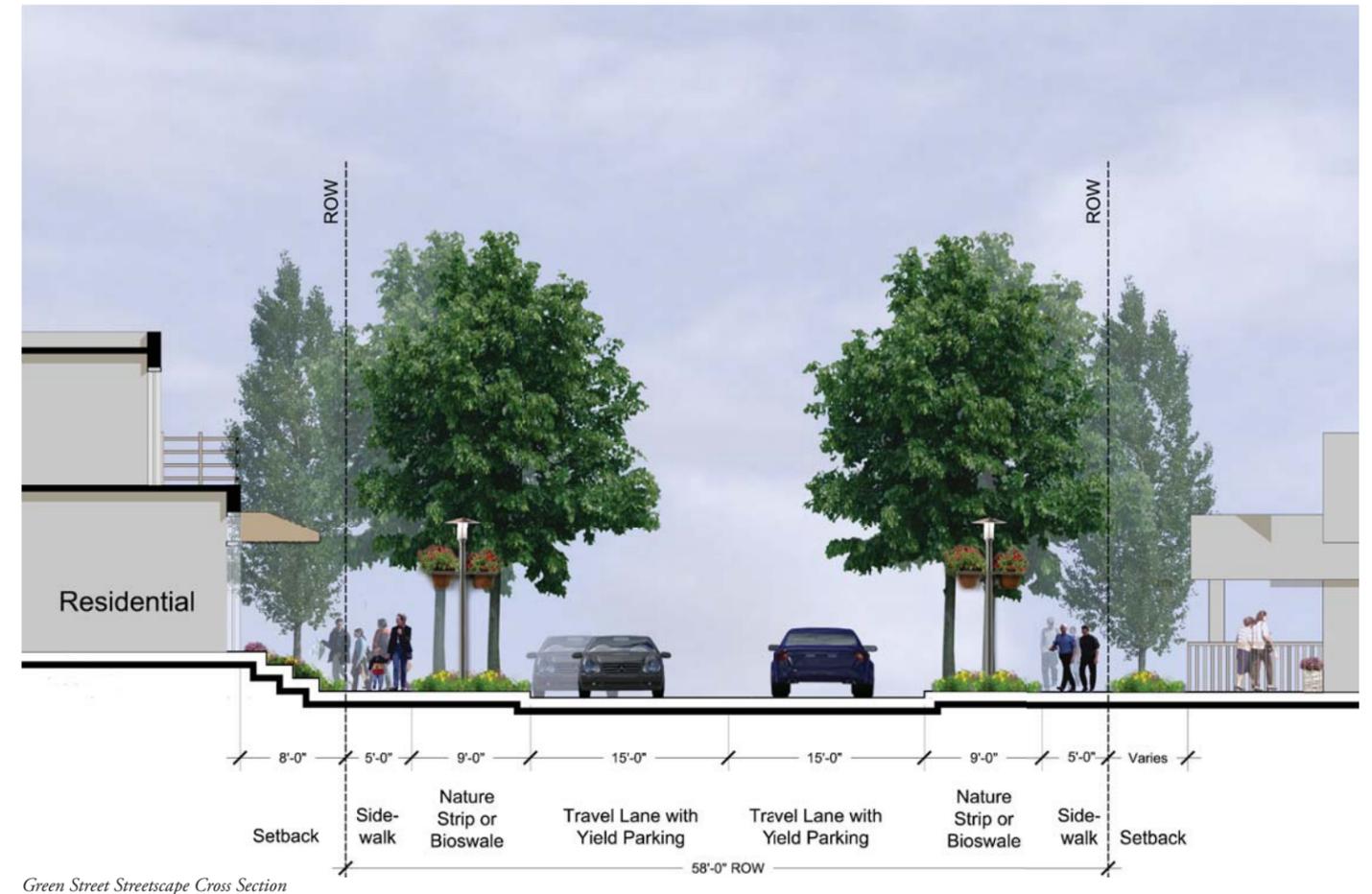


Commercial streets are enhanced by street trees and vegetation.

Streetscape Character

Green Street

A prototype Green Street has a 58'-0" ROW organized as a two-way street. Each direction has one travel lane with yield parking. Yield parking allows ultimate flexibility without specific striped travel lanes. On-coming vehicles are required to yield to allow through traffic around on-street parking. The pedestrian environment is organized with a 5'-0" sidewalk and a 9'-0" nature strip that can also function as a bioswale. These streets follow existing stormsewer lines that can be integrated with bioswales, or they link parks with a sustainable water detention facility. Bioswales and rain gardens should be designed to not allow standing water for more than 36 hours to avoid mosquito issues. Street trees should be planted in all nature strips and bulb-outs at 25'-45' on center. The pedestrian zone should be enhanced along the intersections of Main Street and Church Street by pedestrian scale lighting, hanging baskets, low planting and street trees. Units are close to the street for community engagement and to enhance the human scale of the streetscape.



Nature strips are transformed into bioswales.

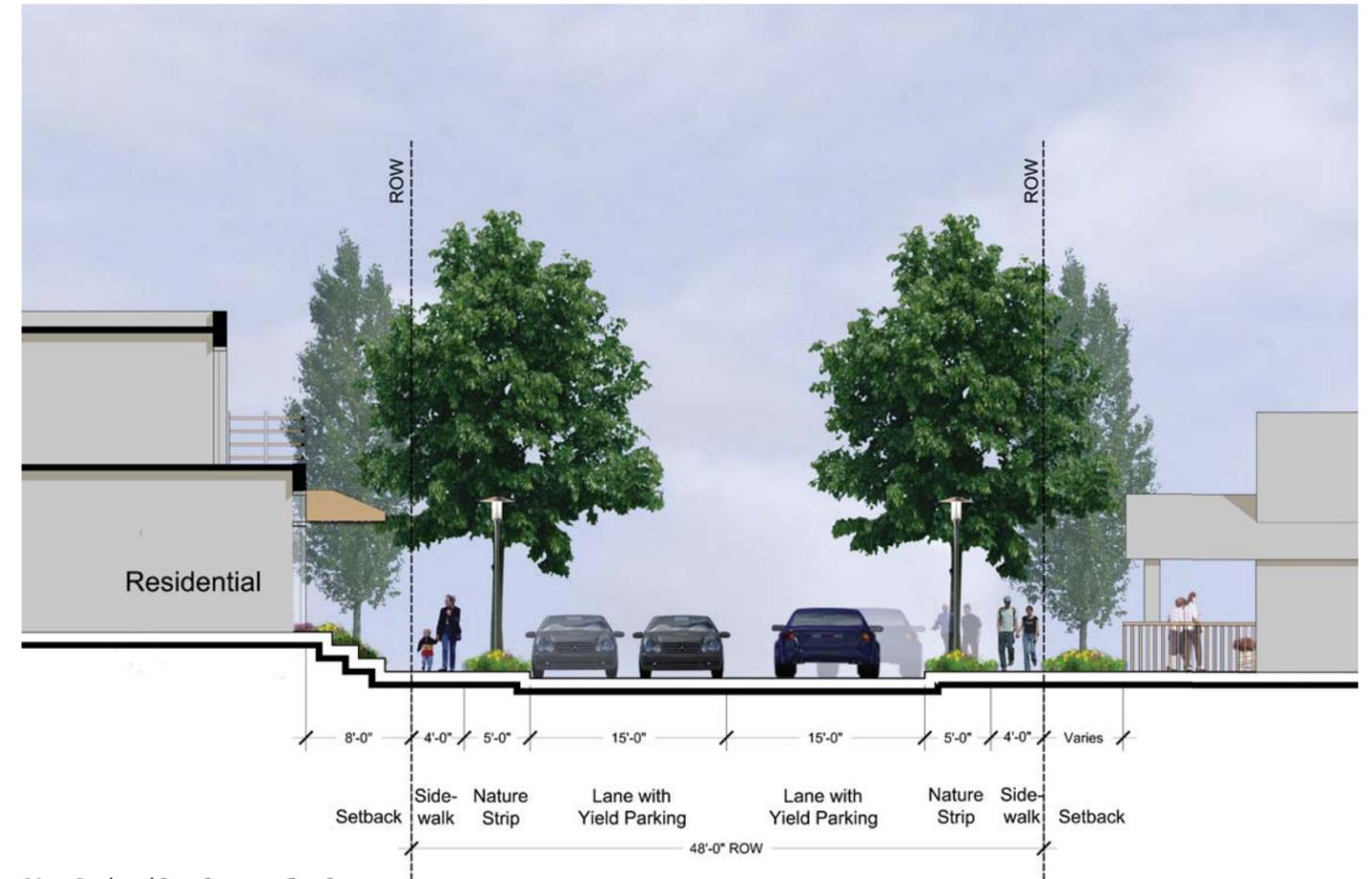


Bulb-outs are designed with bioswales to filter contaminants from the street.

Streetscape Character

Minor Residential Street

A prototype Minor Residential Street has a 48'-0" ROW organized as a two-way street. Each direction has one travel lane with yield parking. Parking occurs naturally and requires through traffic to yield. The pedestrian environments include a 4'-0" sidewalk and a 5'-0" nature strip. Street trees should be planted in all nature strips and bulb-outs at 25'-45' on center. The pedestrian zone is characterized by pedestrian lighting, low planting and street trees. The narrow street and yield parking functions to slow traffic for increased safety in residential neighborhoods.



Historic neighborhoods also have minor residential street characteristics.



Residential streets are purposely tight in scale.

Streetscape Character

Purnell Street

Purnell Street has a 80'-0" ROW organized as a two-way street. Upgrading this street to a collector is important to the TOD to ensure circulation and access functionality by vehicles and bicyclist who may commute to and from the station. Each direction has one travel lane and a parking lane. A bike lane is added between the travel and parking lanes on one side of the street as part of the bicycle circulation system. The pedestrian environment includes a 6'-0" sidewalk and a 10'-0" nature strip. Street trees shall be planted in all nature strips and bulb-outs at 25'-45' on center. The pedestrian zone is characterized by pedestrian scale lighting, hanging baskets, low plantings and street trees.



Purnell Street Streetscape Cross Section



Residential units front a neighborhood park.

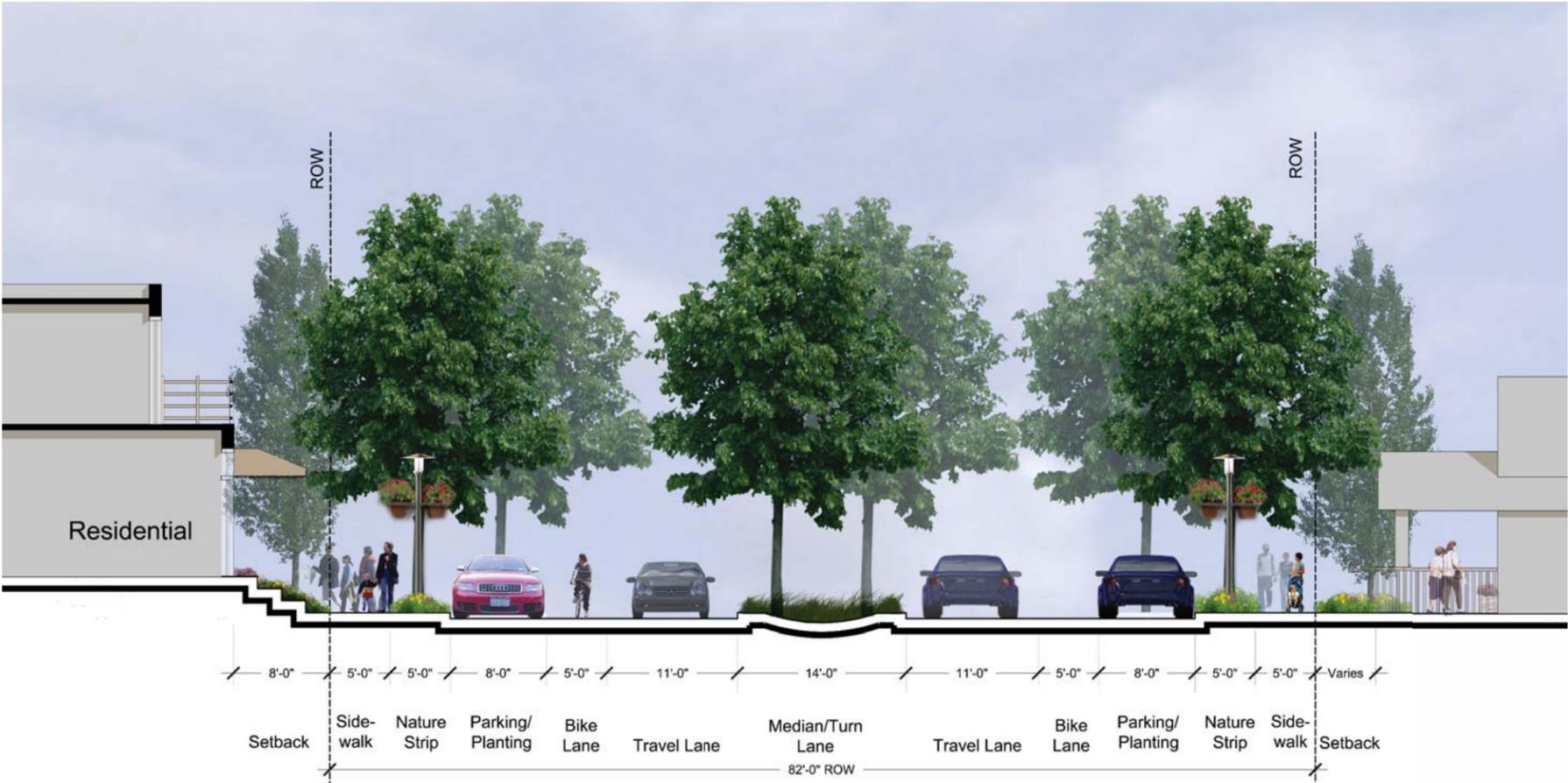


Collector streets with bicycle lanes help to create transportation alternatives.

Streetscape Character

Residential Boulevard

A prototypical Residential Boulevard has a 82'-0" ROW organized as a two-way street with a median and/or turn lane. Each way has one travel lane and a parking/planting lane were bulb-outs provide safe pedestrian crossings and define parallel parking. A bike lane is added between the travel and parking lanes on both side of the street. The 14'-0" median has low planting and street trees in the center and provides turn lane opportunities. The pedestrian environments includes a 5'-0" sidewalk and a 5'-0" nature strip. Street trees shall be planted in all nature strips and bulb-outs at 25'-45' on center. The pedestrian environment is characterized by pedestrian scale lighting, hanging baskets, low planting and street trees along the nature strip.



Residential Boulevard Street Streetscape Cross Section



Boulevards and parks should be connected with one another.



Homes sit proud on a boulevard.

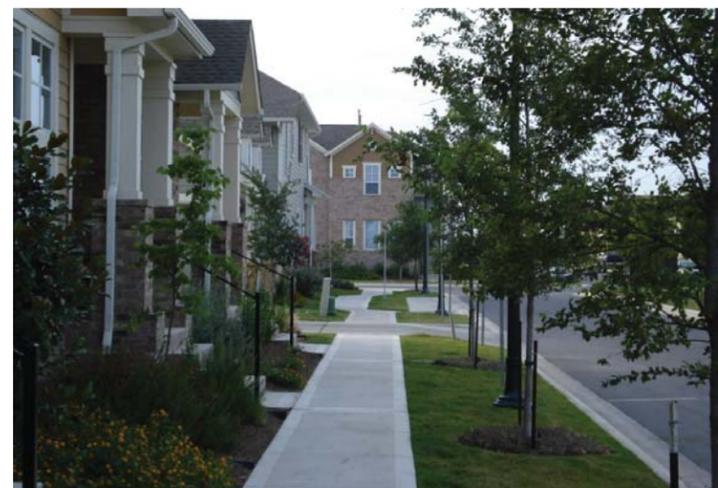
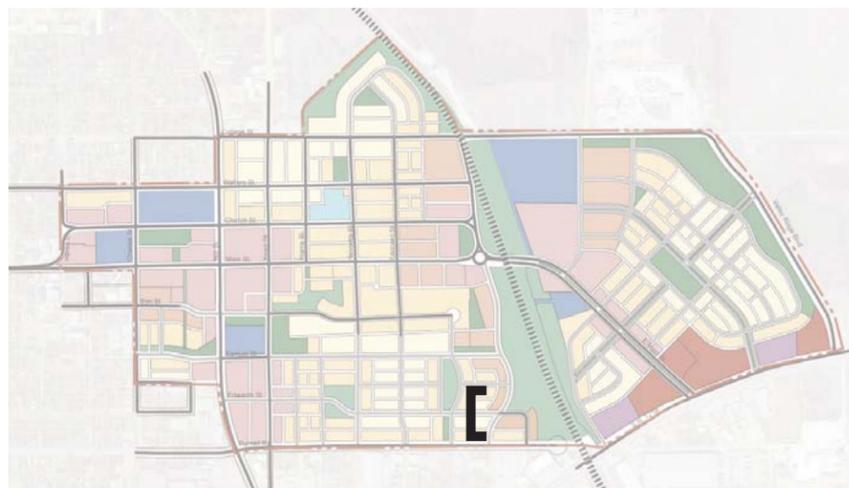
Streetscape Character

Typical Street

A Typical Street has a 60'-0" ROW organized as a two-way street. Each way has one travel lane and a parking lane. The pedestrian environments include a 6'-0" sidewalk and a 5'-0" nature strip. Street trees shall be planted in all nature strips at 25'-45' on center. Bulb-outs can be used to define the parallel parking areas and enhance the pedestrian crossings. Street trees and units close to the street enclose the streetscape for a more pedestrian scale neighborhood street.



Typical Street Streetscape Cross Section



Buildings are brought close to the sidewalk to encourage community interaction.



Typical residential streets should provide walkable and safe pedestrian environments.

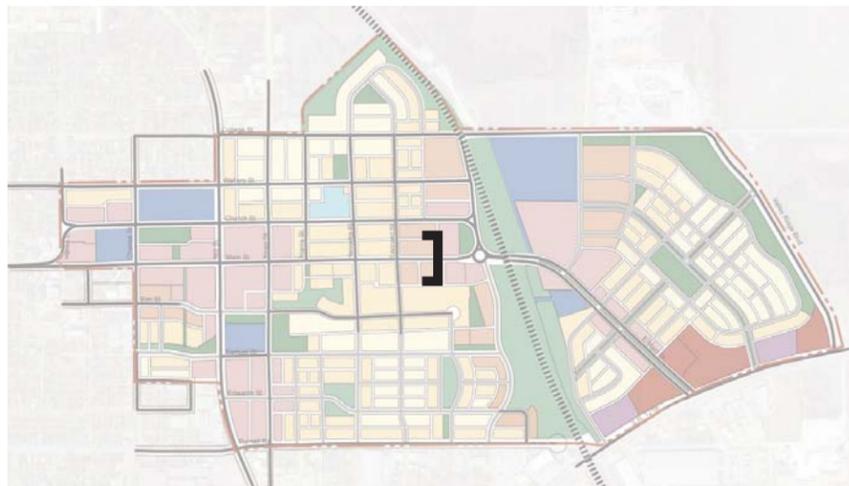
Streetscape Character

Main Street (Commercial Zone)

Main Street, through the commercial areas, have a 80'-0" ROW organized as a one-way street. The vehicular zone has two travel lanes and one parking lane that can transition to bulb-outs and plantings on each side. A bike lane is added between the travel and parking lanes on one side of the street for the bicycle circulation between Old Town and the Old Town Station. The 18'-6" sidewalk allows for expanded pedestrian space along retail areas for outdoor patios and cafes, and is characterized by tree canopies planted in tree grates at 25'-45' on center, retail frontages with large window displays and entries, pedestrian scale lighting, hanging baskets, banners, and signage to identify the area.



Main Street (Commercial Zone) Street Streetscape Cross Section



Banners and signage are contribute significant to the identity and character of a street.

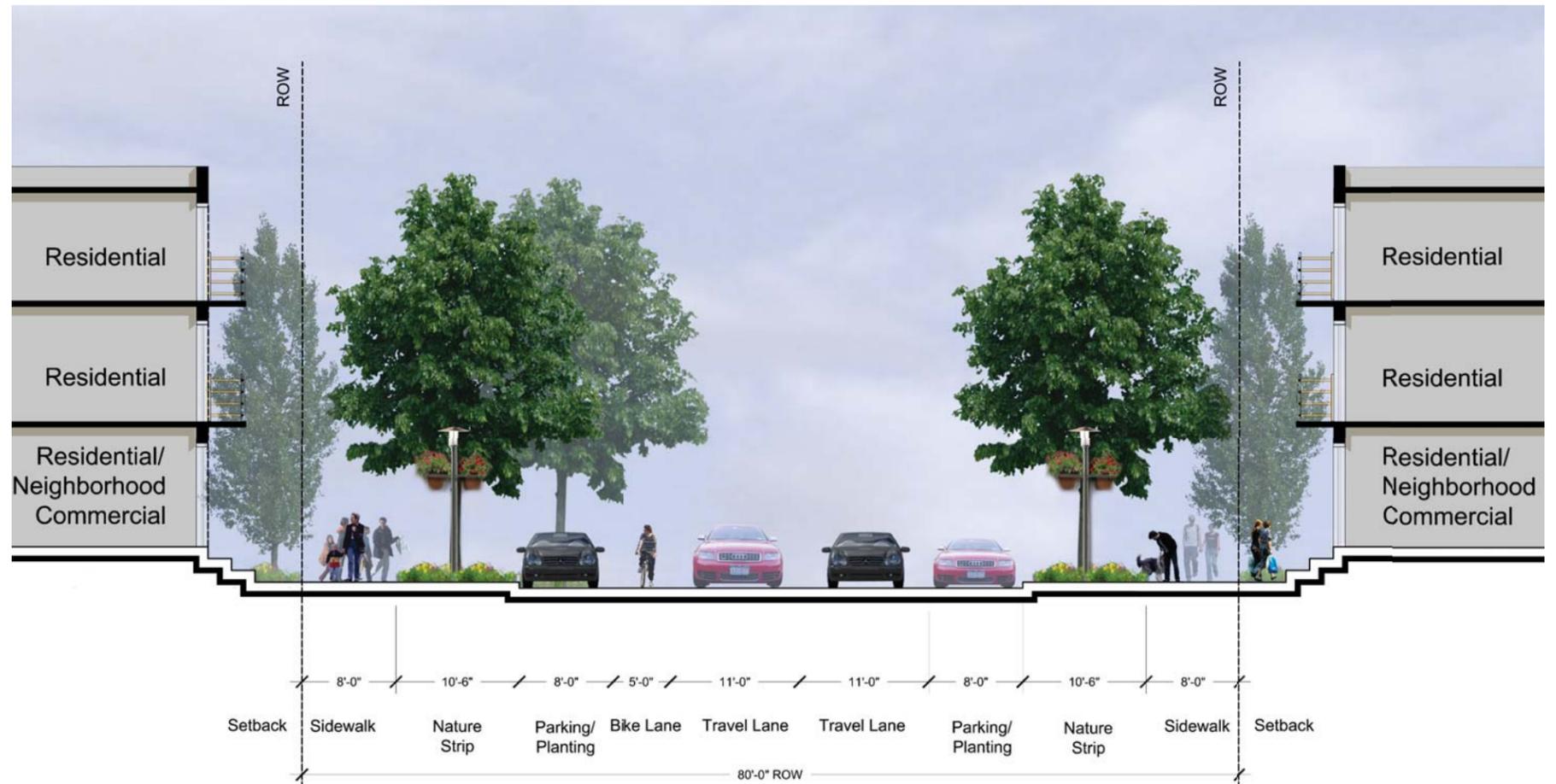


Outdoor patios and seating create a vibrant and active streetscape.

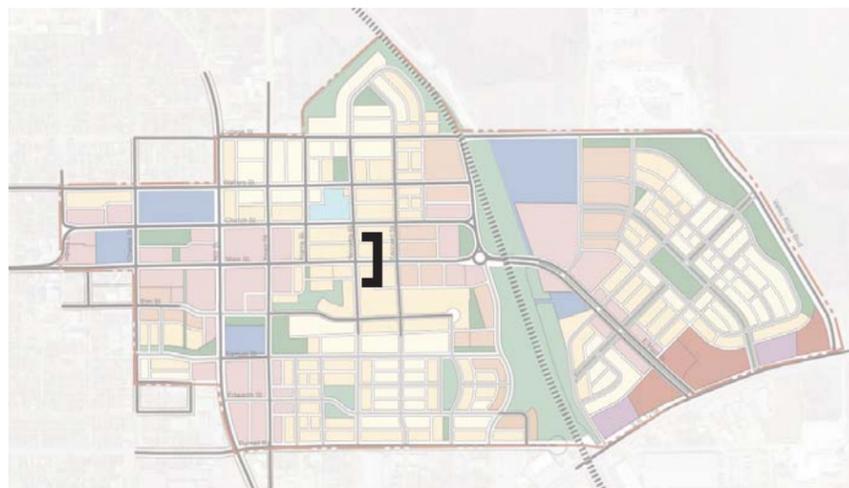
Streetscape Character

Main Street (Residential Zone)

Main Street, through the Residential Zone, has an 80'-0" ROW organized as a one-way street that connects Old Town to the Old Town Station. The vehicular zone has two travel lanes and parking lanes on each side. A bike lane is added between the travel and parking lanes on one side of the street to continue a complete bicycle network. The pedestrian environment includes an 8'-0" sidewalk and a 10'-6" nature strip. The large nature strip with street trees planted at 25'-45' on center distinguishes the residential uses in the area and buffers them from the street while providing immediate access to green space for residents



Main Street (Residential Zone) Street Streetscape Cross Section



Taller buildings can contain a space and create an identifying character.



Buildings face the street and are brought close to the sidewalk.

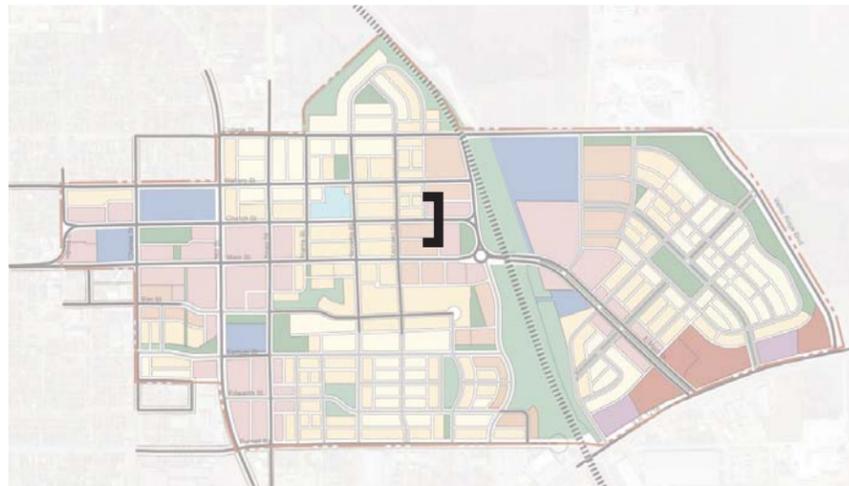
Streetscape Character

Church Street (Commercial Zone)

Church Street, through the Commercial Zone, has a 60'-0" ROW organized as a one-way street that connects the Old Town Station to Old Town. The vehicular zone has two travel lanes and a parking lane that can transition to bulb-outs and plantings at street intersections. A bike lane is added between the travel and parking lanes on one side of the street as part of the complete bicycle network. The 12'-6" sidewalk is characterized by street trees planted in tree grates at 25'-45' on center and allows for retail uses on the ground floor such as cafes and other outdoor uses. The first floor uses would address the pedestrian environment with large windows, canopies to enclose the space, and street trees. Pedestrian scale lighting, hanging baskets, banners and signage can identify the vertical mixed use character of the area.



Church Street (Commercial Zone) Street Streetscape Cross Section



Landscaping, paving materials and awnings contribute to the character of the pedestrian environment.

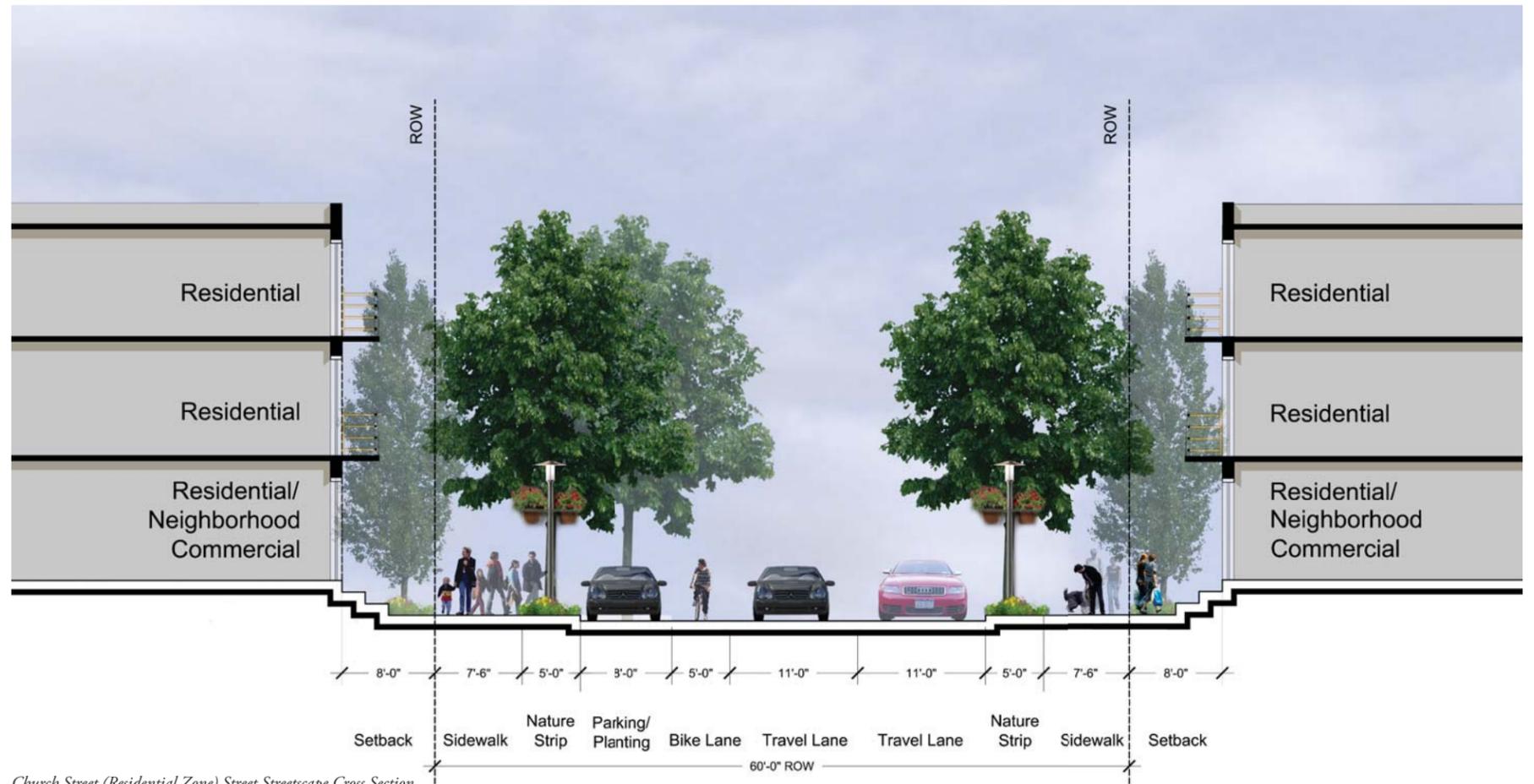


First floor commercial uses should provide large windows for pedestrian interest.

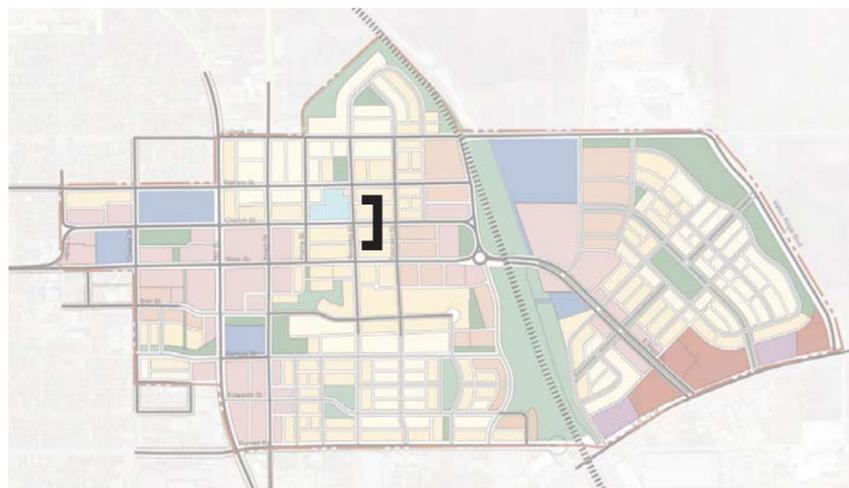
Streetscape Character

Church Street (Residential Zone)

Church Street, through the Residential Zone, has a 60'-0" ROW organized as a one-way street. The vehicular zone has two travel lanes and one parking lane that can transition to bulb-outs for tree plantings and pedestrian crossings. A bike lane is added between the travel and parking lanes on one side of the street continuing the bicycle network. The pedestrian environment includes a 7'-6" sidewalk and a 5'-0" nature strip that provides a separation of the traffic from the pedestrian. The pedestrian area is characterized by pedestrian scale lighting, hanging baskets, low planting and street trees planted at 25'-45' on center in the nature strip.



Church Street (Residential Zone) Street Streetscape Cross Section



Residential units close to the street are designed as walk-up units for privacy and separation.



Use of two or three materials adds to the character of a streetscape.

Old Town Master Plan

The Old Town Master Plan, adopted on June 2, 2003 identifies Sub-Areas that fall within the project boundaries of the TOD plan in this document. The three areas that pertain to this study are Sub-Area 2, Sub Area 3, and Sub-Area 4. The following recommendations were identified within the Old Town Master Plan for each Sub-Area and compared for consistency with the Preferred Alternative of this plan.

Sub-Area 2

- Encourage the relocation of industrial type land uses such as construction yards and automobile storage facilities to appropriately zoned areas.

The Preferred Alternative also encourages the relocation of industrial uses including those east of the Old Town Station.

- With Church Street becoming a main thoroughfare, encourage the redevelopment of adjacent properties for mixed-use developments that utilize commercial, office and higher density residential land uses, including first floor retail and upper floors offices and apartments.

Such development is supported on the Preferred Alternative on the east end, at the intersection of North Railroad Street, and as Church Street nears the Old Town core.

- Encourage the redevelopment of properties on the south side of East College Street and along North Railroad Street for office and higher density residential development.

The Preferred Alternative likewise places redevelopment opportunities of higher density residential along College Street and North Railroad Street; however it deviates in excluding office redevelopment in this area. Residential unit counts would more appropriately support retail surrounding the two centers.

- Continue the development of a sidewalk system to improve pedestrian access and support higher density developments improving access to commercial areas along Main Street and the Central Core area.

The Preferred Alternative and associated street sections place sidewalks along all streets for pedestrian access to support

proposed development of uses.

- Extend the proposed streetscape improvements along Main Street eastward from the Central Core.

Proposed street sections of the Preferred Alternative extend improvements along Main Street and Church Street, connecting the station to the Central Core.

Sub-Area 3

- Encourage redevelopment of existing residential housing east of Milton Street as higher density housing in the form of townhouses and well-planned apartment complexes.

The shopping center redevelopment south of Elm Street is identified for a variety of residential housing including higher density and mixed-use development.

- Continue the development of a sidewalk system to improve pedestrian access within neighborhoods as well as access to commercial areas along Main Street and the Central Core area.

The Preferred Alternative and associated street sections maintains circulation for pedestrians through the consistent sidewalk system accessing neighborhoods and commercial areas.

- Encourage the redevelopment of existing commercial and residential development along the south side of Main Street for mixed-use developments that utilize commercial, office and higher density residential land uses.

Redevelopment of existing commercial and residential with mixed-use development is developed in the Preferred Alternative.

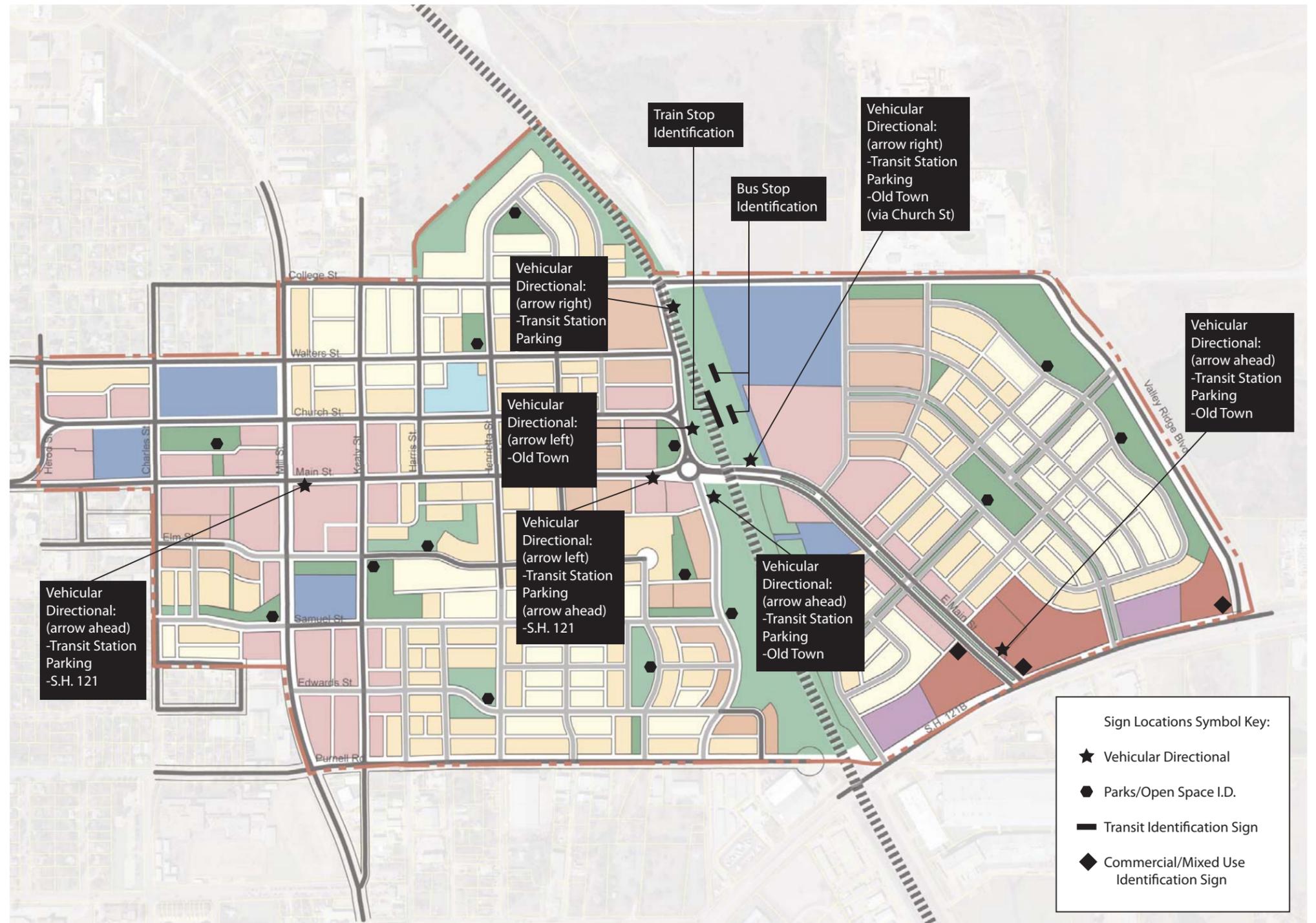
Sub-Area 4

The general recommendations for Sub-Area 4 are to introduce commercial and office development with lofts on second floors to support the commercial redevelopment. This development pattern will take advantage of the proximity to the Old Town Station, Central Core, and Medical Center. The plan does not support single-family detached housing on typical subdivision lots in this sub-area. The Preferred Alternative of this document places a variety of residential uses within this sub-area ranging from higher densities closer to the Old Town Station, and transition to lower densities closer to existing neighborhoods. Upgrades to street infrastructure remain constant in both plans. The second direction proposed for the sub-area 4 plan is to rezone the entire area for commercial and higher density housing uses. This deviates from the preferred plan since commercial uses are limited to the intersection of Main Street with Railroad Street and closer to Old Town.

Signage

Master Plan

Identity and Wayfinding signage for the Transit Oriented Development consists of Vehicular Identification and Directional signs. It is intended that the signs within the TOD will be designed in a more contemporary manner based on the future architecture and streetscape design. Both the transit station and bus stops will be identified by the station name and bus stop lines. Vehicular Directionals facilitate traffic circulation to parking, Highway 121 Business and Old Town. While the signs located on Main Street and Mill Street, the directional signs from the rail station east should have a more contemporary design that is more appropriate to the TOD. Parks and Open Space should also be identified with a consistent sign design. Commercial and mixed-use identification signs are anticipated to be more vertical and larger in scale to be viewed from Highway 121 Business. It is also anticipated that a maximum of four major commercial tenants will be included on the identification sign.



Signage and Wayfinding Master Plan

Utilities and Infrastructure

Water Infrastructure Plan

The western side of the study area is currently served by water lines on nearly every street. Since the focus of road and utility infrastructure in this part of the study area connects directly with the existing network, the logical extension of water service is recommended. Using the proposed block structure of the Preferred Alternative, the existing lines would extend to new development using 8" water lines.

The eastern side of the study area is currently under-served with water. This is primarily a result of the existing large parcel development. Primary water lines exist along the railroad, Main Street, and College Street. Therefore, when the redevelopment of the Old Town Station occurs, investment in utility infrastructure will need to be significantly considered. The concept plan anticipates 8" and 10" lines extending from the existing main lines to serve the future residential and other uses.



Water Infrastructure Plan

REVISIONS	DATE	NATHAN D. MAIER CONSULTING ENGINEERS, INC. <small>TEXAS REGISTERED PROFESSIONAL ENGINEERS</small> www.ndmce.com	CONCEPTUAL WATER PLAN LEWISVILLE OLD TOWN PLAZA CITY OF LEWISVILLE, DENTON COUNTY, TEXAS		SHEET NO. 1 3
			Two Northpark 8080 Park Lane Suite 600 Dallas, Texas 75231 214.739.4741	DESIGN: NDMACE CHECK: NDMACE SCALE: 1"=200' DATE: 2009-10-14 NOTES:	JOB NUMBER: 08-00-464-A

Utilities and Infrastructure

Stormsewer System

The proposed storm sewer system takes advantage of existing drainage patterns and underground utilities. The primary drain lines west of the railroad tracks release stormwater into the large regional park that runs north to south on that side of the tracks. The purpose of the regional park is to provide an area for stormwater discharge utilizing bioswales, wetlands and detention as a means of measuring water quality and storage. At the northern most point of the study another discharge is proposed into an existing drain outlet. The Preferred Alternative proposes that this drainage outflow, as well as other concrete based outflows, be redesigned to use natural erosion and water quality techniques such as bioswales, wetlands, and erosion matting. This type of treatment has been proven to work throughout Texas and has resulted in less erosion, higher water quality and habitat.

The eastern edge of the study area has one primary discharge into a second park space. This park space, along Valley Ridge Boulevard creates a buffer against the land fill while providing ample space for an environmental approach to stormwater management.



Stormsewer System

REVISIONS	DATE	NATHAN D. MAIER CONSULTING ENGINEERS, INC. 214.739.4741 www.ndmaier.com	CONCEPTUAL SANITARY SEWER PLAN LEWISVILLE OLD TOWN PLAZA CITY OF LEWISVILLE, DENTON COUNTY, TEXAS		SHEET NO.				
			DESIGN: NDMAIE	DRAWN: NDMAIE	SCALE: 1/4"=20'	DATE: 2009-10-14	NOTES:	2	
		Two Northpark 8080 Park Lane Suite 600 Dallas, Texas 75231 214.739.4741		DESIGNER:	DRAWN:	SCALE:	DATE:	NOTES:	3
				NDMAIE	NDMAIE	1/4"=20'	2009-10-14		08-01-046A

Utilities and Infrastructure

Sanitary System

The proposed sanitary sewer system connects directly to the main sanitary mains found throughout the study area. The block structure set forth in the Preferred Alternative allows for the logical extension of sanitary lines, generally flowing the natural slope of the land. The study area west of the railroad tracks will connect into an existing trunk line that runs south along the railroad corridor through existing laterals along Main Street and Purnell Street.

The eastern side of the study area takes advantage of an existing line running along East Main Street, which heads east along Highway 121 Business. The conceptual sanitary sewer plan takes advantage of the layout of the proposed mixed use and residential development in this area by providing secondary laterals that ultimately connect to the trunk line.



Sanitary System

REVISIONS	DATE	NDM NATHAN D. MAIER CONSULTING ENGINEERS, INC. <small>1500 W. RIVERVIEW BLVD. SUITE 1000</small> <small>WWW.NDMCE.COM</small>	CONCEPTUAL STORM SEWER PLAN LEWISVILLE OLD TOWN PLAZA CITY OF LEWISVILLE, DENTON COUNTY, TEXAS	SHEET NO.
				3
		Two Northpark 8080 Park Lane Suite 600 Dallas, Texas 75231 214.739.4741	DESIGN: NDMACE CHECK: NDMACE SCALE: 1"=200' DATE: 2009-10-14	JOB NUMBER: 08400-046A

Character of Land Uses

The land uses proposed for the Preferred Alternative follow the City’s code. The matrix below defines the proposed land use and density type with the associated zoning districts.

Mixed-Use

Residential - High Density : 16-24 Units/Acre
 Residential - Medium Density: 10-15 Units/Acre

Associated Zoning Districts

- Old Town Mixed Use 1 District (OTMU1)
- Minimum: 20 Units/Acre
- Old Town Mixed Use 2 District (OTMU2)
- Minimum: 20 Units/Acre



High Density Residential

Density : 16-24 Units/Acre

Associated Zoning Districts

- Townhouse Residential District (TH)
- Townhouse Two Residential District (TH-2)
- Multi-Family One Residential District (MF-1)
- Multi-Family Two Residential District (MF-2)
- Multi-Family Three Residential District (MF-3)



Medium Density Residential

Density: 10-15 Units/Acre

Associated Zoning Districts

- Duplex Residential District (DU)
- Estate Townhouse Residential District (ETH)



Single-Family Residential

Residential - Medium Density: 10-15 Units/Acre
 Residential - Single Family: 6-9 Units/Acre

Associated Zoning Districts

- Single Family Residential District - 7,500 s.f (R-7.5)
- Single Family Residential District - 6,000 s.f (R-9)
- Single Family Residential District - 5,000 s.f (R-5)



Retail

Associated Zoning Districts

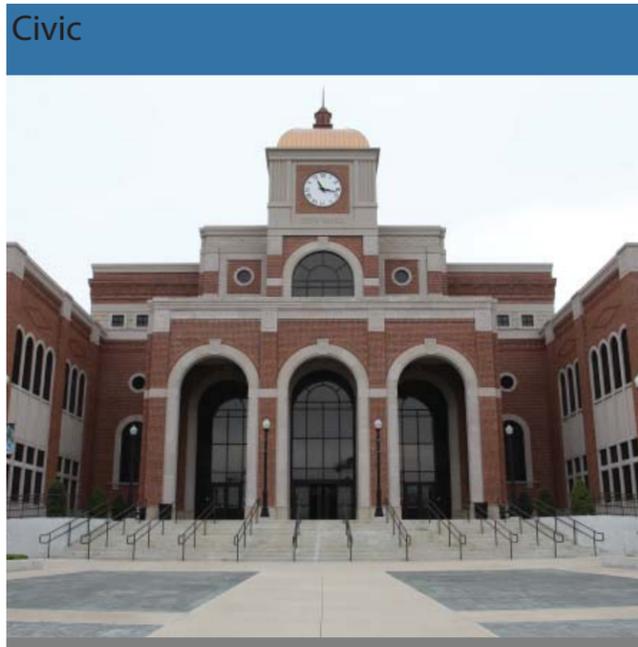
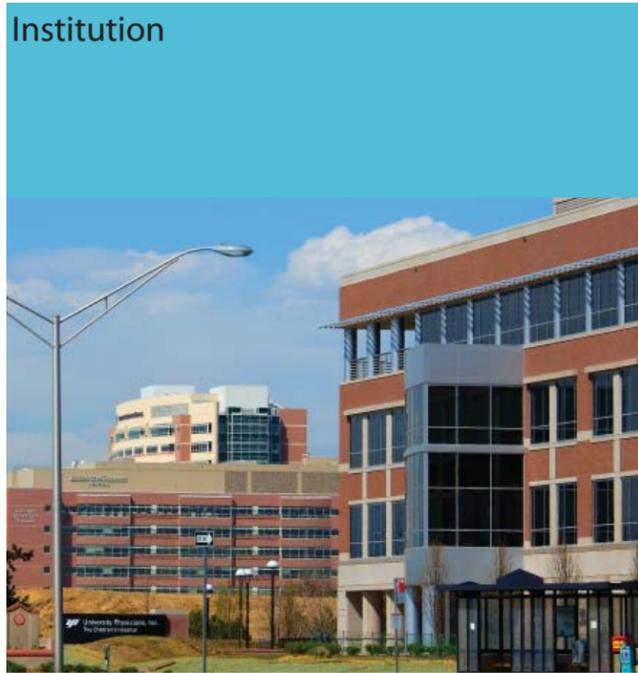
- Local Commercial District (LC)
- General Business District (GB)
- General Business-#2 District (GB-2)
- Old Town Center Business District (OTC)
- Old Town Mixed Use 1 District (OTMU1)
- Old Town Mixed Use 2 District (OTMU2)



Office

Associated Zoning Districts

- Office District (OD)
- Local Commercial District (LC)
- General Business District (GB)
- General Business-#2 District (GB-2)
- Old Town Center Business District (OTC)
- Old Town Mixed Use 1 District (OTMU1)
- Old Town Mixed Use 2 District (OTMU2)



Park & Open Space



Park & Open Space



CHAPTER FIVE

PROJECT
OPPORTUNITIES



CITY OF LEWISVILLE OLD TOWN TRANSIT ORIENTED DEVELOPMENT

Project Opportunities

Three key project opportunities have been identified to serve as catalyst projects for redevelopment. These projects are intended to serve both Old Town and the Old Town Station by initiating redevelopment interest around both centers of activity. The project opportunities take advantage of City-owned property, underutilized parcels of land near the Mill Street streetscape improvements, and future development around the Old Town Station. These projects serve to entice development interest and directly reflect the desired intent of anticipated and encouraged redevelopment. Conceptual plans and perspectives illustrate the expected and supported character. Detailed and refined studies would be required of redevelopment projects.



Multi family residential development with streetscape enhancements would benefit from the regional park and trail amenity along the rail corridor.

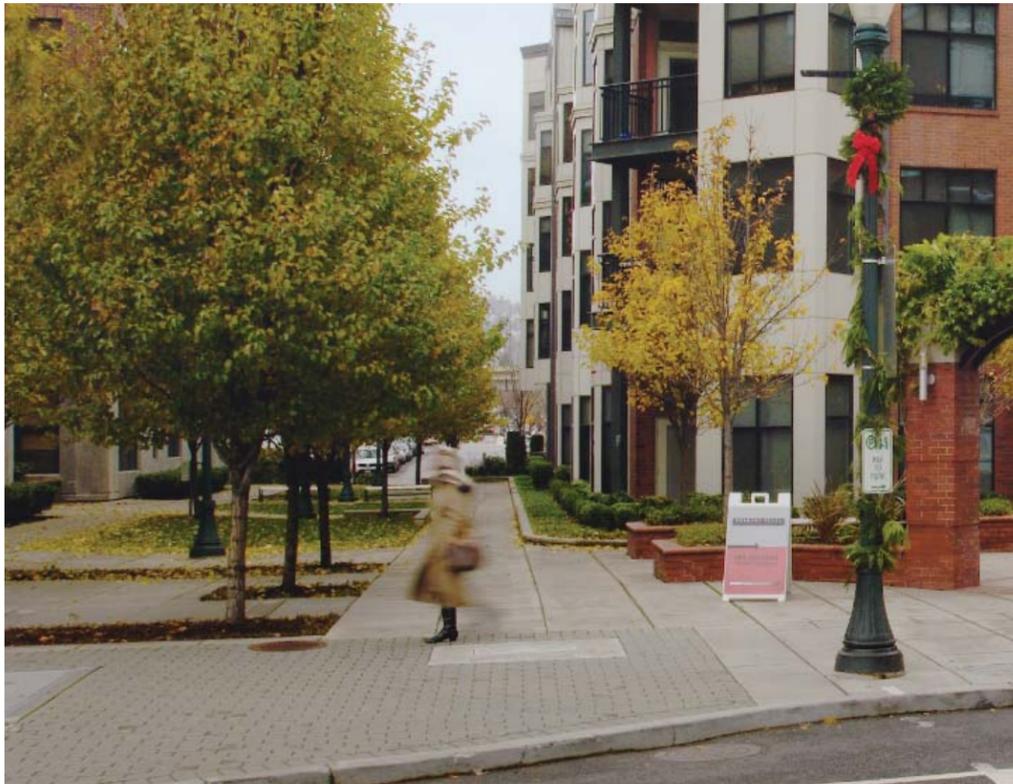
Old Town Center for the Creative Arts Townhomes

Old Town Center for the Creative Arts Townhomes project opportunity takes advantage of the City owned property across from City Hall and the future Center for the Creative Arts. A mixed-use building defines the corner with retail on the first floor that would look diagonally across at the wildflower meadow and children's play area in the Old Town Plaza. On the corner, a small plaza would allow retailers a space for outdoor seating. Large window displays would attract visitors of the Center for the Creative Arts Center. On the floors above, residential units with balconies enjoy views of the Center for the Creative Arts, City Hall and the Old Town Plaza. West of the mixed-use building, walk-up townhomes transition to the residential character of the surrounding neighborhood. Units behind the front townhomes are turned sideways fronting green courts and are accessed by the shared alley and driveways. The green courtyards separate the blocks and are intended to serve as pocket parks for the surrounding residential units while also buffering the parking and retail uses from the townhomes.



The conceptual plan illustrates the proposed development. Note the proximity to the new Center for the Creative Arts and Old Town Plaza, making this a desirable location for urban infill redevelopment.





Proposed mixed-use redevelopment and streetscape enhancements on Church Street across from the Center for the Creative Arts.

Old Town Strip Mall Redevelopment

South of Elm Street, an exhausted shopping center is prime for redevelopment. The large block allows for various residential product types to function with internal circulation and parking. Two mixed-use buildings build from the proposed Mill Street streetscape improvements. A park provides buffering and open space amenities to the townhome and single family units facing south. This east/west green space takes into consideration the storm drainage easement and transforms the underground drainage to a surface amenity that sustainably mitigates stormwater runoff in a visually enhanced park amenity. A north/south residential street provides access to the residential units and will be very pedestrian-friendly. Parallel to this internal muse, a green linear courtyard connects the Old Town Plaza and Main Street to the green space of the stormwater detention.



Parking

The conceptual site plan anticipates a mixed density and mixed use product. Located only one block from Main Street; and two blocks from Old Town Plaza and the Center for the Creative Arts, this site has access to numerous amenities.





A range of product types transition from Mill Street to the surrounding residential character and incorporate sustainable stormwater technologies in green space and streetscapes.



Old Town Station Development

Development around the Old Town Station will have greater density and variety of uses. An internal street corridor with the opportunity for a small art house theatre serves as an anchor for surrounding regional center. A grocery is also introduced to support the residential units in the area. Franchises such as the Alamo Draft House generally house seven screens within 20,000 square feet of space and a seating capacity of 1,300. Such theatre concept is used in lifestyle centers and would function well with the station for shared parking. The grocery is proposed at 25,000 square feet for a smaller grocers such as Sprouts.



(A) An array of residential units would benefit from the regional park running along the railroad corridor.



The redevelopment of land adjacent to the Old Town Station will include a range of commercial, housing and open space opportunities. The retail center is anchored by a new grocery store and art house. The art house makes for an ideal shared parking use with the DCTA park and ride facility.



B Buildings and plazas should activate key intersections to create an urban environment.



C The Old Town Station would energize activity for commercial uses adjacent to the station.



D An art house or movie theatre could provide an anchor use to develop a destination and entertainment district.



E Mixed used development east of the Old Town Station platform would become a highly activated lifestyle center with various retail, office and residential opportunities.

