Urban Quality Consulting
SIDEWALK FLOWERS

Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY.
(a) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for the following uses is:
(3) Fee for landscaping and appurtenant irrigation systems: $1,000.

STREET CAFÉS

Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY.
(b) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for uses other than those listed in Subsection (a) is $1,000 or is calculated in accordance with one of the following formulas, whichever is greater:
(1) Fee for use of public right-of-way, including but not limited to sidewalk cafes: area X market value X 85% X 12%.

AWNINGS & ARCADES

Dallas Development Code. SEC. 43-115. ANNUAL FEE FOR USE OF PUBLIC RIGHT-OF-WAY.
(a) Except as provided in Section 43-115.1, the annual fee for a license to use a public right-of-way for the following uses is:
(4) Fee for awnings and canopies: $1,000 per awning or canopy.
Potential Infrastructure Improvements

- King’s Highway Permanent Plaza with additional amenities
Oak Cliff plaza proposal gains backing of city board

By Roy Appleton/Reporter
rappleton@dallasnews.com | Bio
10:56 AM on Tue., Dec. 13, 2011 | Permalink

Creation of a public plaza near Davis and Tyler streets in north Oak Cliff has moved a step closer to reality.

The board of the Davis-Garden Tax-Increment Financing District on Monday unanimously endorsed the project, among other public improvements in the area, including a so-called bicycle boulevard along Seventh Street.

The proposal calls for developing what's being called Kings Plaza on the angular, block-long stretch of Kings Highway between Davis and Tyler. The TIF board supported spending up to $442,492 on the plaza. But when it would be built, what it would include and what it would cost remains to be seen. The project requires City Council approval.

Possible additions to the area include plantings, benches and new paving, said Karl Stundins, a redevelopment manager for the city's economic development office. The concept may be presented to the City Council's economic development committee as early as next month, he said.

And if there's no objection, the project will move ahead with design, drawing on the ideas and any concerns of surrounding residents, businesses and property owners, Stundins said. "We want to make sure they have a voice," he said.

Jason Roberts, Andrew Howard and Luis Salcedo proposed the plaza months ago. Roberts and Howard presented their concept to the TIF board Monday. They suggest three 30-day demonstrations that would first calm motor vehicle traffic through the plaza area, then reduce traffic flow and temporarily close the block entirely.

"It would be an engagement period to see what works," Roberts said.

The Seventh Street bicycle boulevard supported Monday would include lane stripings, signs, planters, trees and a traffic circle. Estimated cost: $85,844. Previously, the TIF board backed funding for...
What makes up a Better Block?

1) Safety
2) Shared
3) Stay Power
Better Block / Incremental Planning Approach

- Commit to physical change in days, not years
- Out of the townhall, onto the street
- Take away a zero / Lighter, Quicker, Cheaper
- Co-Responsibility / Community Partners
The Better Block Project
Dallas
SWA Group, Sansefio, CA and Streetscape Collaborative

Existing Site: In 2010, local landscape architects and community activists formed a collaborative to create a plan for The Better Block Project. The site chosen for the temporary intervention is located on a major vehicular artery of the Oak Cliff neighborhood. Despite the high visibility of these buildings, most of the retail spaces are currently for lease.

Project Statement
Over the past several decades, designers and city officials have struggled to create and maintain interest from local communities in long-term urban modifications. Images of an ideal future urban condition seem to run counter to the economic, social, and ecological reality of many of these communities. The Better Blocks Project, by working with communities to create a one-day urban intervention, demonstrates that better urban design can potentially alter the economic, social, and ecological reality of these communities.
How to get started?

- Invite us to your city for a free Better Block evaluation

- Training webinar on Jan. 24th betterblock.org/training
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