

MINUTES
Main Street Board
Meeting of July 22, 2013

The Main Street Development and Preservation Board of the City of Cedar Hill, Texas, met on Monday, July 22, 2013, at 6:00 pm. in Conference Room D-106 of the Cedar Hill Government Center, 285 Uptown Blvd., Cedar Hill, Texas.

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

I. Call the meeting to order.

Chairman Russell Read called the meeting to order at 6:00 pm declaring it an open meeting with notice of the meeting duly posted and a quorum present.

II. Approve the Minutes of the June 24, 2013 Regular Meeting.

Randy Moon made a motion, seconded by Albert Mack, to approve the minutes of the June 24, 2013 Regular Meeting. The motion was approved unanimously.

III. Introductions and Welcome to new and returning board members.

The board welcomed new members Gabriel Allred, Alice Atchison and Gary Reed and reappointed members Norman Patten and Russell Read.

The board deviated from the agenda order to hear item **V. Receive Update of City Center 2** facilitated by City Planner, Don Gore.

V. Receive Update of City Center 2.

For the benefit of newly appointed board members, Mr. Gore briefly outlined the purpose of the City Center 2 plan. Highlights include the desire to:

- Transition from auto- to pedestrian-oriented practice
- Create a sense of place
- Serve as a 'people' place
- Become more people-oriented
- Establish a culture of development that features:
 - Human scale
 - Multi-purpose venues
 - A variety of transportation/mobility options
 - Mixed use construction
 - Walkability
 - Allowances for future mass transit opportunities

Mr. Gore previewed the PowerPoint presentation from the most recent City Center 2 meeting, with special emphasis on those elements specific to Historic Downtown. Board members provided the following comments on the proposed development plan:

Belt Line Village (Old Town Corridor) – W. Belt Line Road from the U.S. Highway 67 service road west to the BNSF railroad crossing:

- Corridor generally unappealing
 - Simply part of a route to another place
 - Speed is deterrent to visibility/recognition of existing business
 - Development is inconsistent, lacking cohesive theme/identity
- Henderson Street/Lovers Lane comparison (Henderson model identified as more appropriate for this application) – dialogue, unless otherwise noted, refers to preferred comparison model as it would apply to the Belt Line Corridor:
 - On-street parking is desirable and would serve to calm traffic
 - Slower pace would set the tone for entering Historic Downtown
 - Availability of vacant land conducive to transitional development between Historic Downtown and Midtown sub-districts
 - Compatible/complimentary construction on south side with increased scale on north side toward Midtown
 - Rear entry or cluster development opportunities exist on both sides of the corridor with Hood St. to the north and Texas St. to the south
 - Would reduce the number of access points required on W. Belt Line
 - Reducing the thoroughfare from four-lanes divided (flush median) to two lanes:
 - Allows for on-street parking
 - Creates possibility of bicycle lanes
 - Facilitates expansion of sidewalks to create a more pedestrian-friendly space
- Downtown Community (Old Town) – W. Belt Line to the north, U.S. Highway 67 to the east, Tidwell to the south and a line from approximately the intersection of Tidwell and Houston street northerly along the path of the communication towers to the west:
 - Preliminary City Center 2 proposed development misses the mark
 - Suggested review of existing plans
 - Doesn't address the Phillips' tracts
 - Too many assumptions regarding development of southernmost vacant land tracts
 - General urban mindset presented needs to change
 - Revise the 'senior' label in favor of more multi-generational development model
 - Create more diverse development opportunities
 - The neighborhood example previewed is too traditional
 - Parks and open spaces need to be more integrated, not tacked on as an afterthought
 - Plan west of the railroad needs to feature more mixed use development strategies/opportunities
 - Retail/Mixed Use anchor opportunities at intersection of U.S. Highway 67 and Tidwell appears to have been overlooked/underutilized
 - Overall, more diversity, variety, pedestrian opportunities could be explored