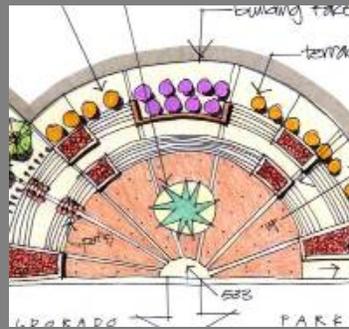


TOWN CENTER

LITTLE ELM, TEXAS



19 February 2008

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Little Elm

Town Center

BACKGROUND

The Town of Little Elm is currently undergoing extraordinary changes. Regional growth has begun to surround it—

- The North Dallas Tollway has been extended up to Highway 380;
- West Eldorado is being upgraded to a 6-lane divided thoroughfare by TxDOT,
- The NTTA is building a bridge across Lake Lewisville to connect I-35W to Eldorado (and the North Dallas Tollway), and
- Major development is already occurring along Hwy 380 and north.

These changes will take Little Elm from being a relatively isolated community after the creation of Lake Lewisville, to having great regional access. Combine these changes with the amenity of the Lake, and there is an unparalleled opportunity to further the

creation of a unique community in the northern part of the Dallas-Fort Worth area.

This also opens up a market that can help support a Town Center for Little Elm where residents can meet, dine, shop and enjoy entertainment in a pedestrian-oriented, mixed use townscape of walkable streets, human-scaled architecture, eye-catching detail, public spaces and urban amenities. At the same time, the Town is looking for a site to build a major community center.

Town leaders saw this opportunity and began actively planning to enhance the design of West Eldorado Boulevard and to work with property owners and the community to make a viable Town Center a reality. A significant step was to secure approval for the construction of a generous below-grade gateway to facilitate pedestrian movement from the north side of Eldorado to the south and the waterfront.

Town Centers in the Region



SITE ANALYSIS

Key conclusions from the Site Analysis include:

- Little Elm's geographic positioning is unique in the region, offering the potential for a mixed-use Town Center development that takes advantage of its lakefront location and views.
- There is a compact concentration of largely vacant and redevelopable land in the vicinity of Main and Eldorado.
- Large tracts of land in this area are under single ownership.
- There are extraordinary opportunities to take advantage of views and connections to the Lake.
- There are opportunities to connect the Town Center area into the Town's existing and future parks and trail system.
- There are flood plain and Army Corps of Engineers ownership issues adjacent to the lake which secures a public access to the lake, but somewhat limits development. Parking, however, can be located within the 100 year flood plain and on Corps of Engineers land (if it is deemed for recreation purposes).
- West Eldorado cuts through the development area impacting the ability of pedestrians to cross, and limiting vehicular circulation due to the number of planned signalized intersections and the creation of medians (which could also be considered a pedestrian and environmental amenity).
- Modifications to TxDOT construction plans for West Eldorado should be made in order to improve access to the future Town Center in this location.
- The historic water tower could serve as an important landmark feature for the Town Center.

Site Analysis



THE CONCEPT

DISTINCTIVE DESTINATION IN THE REGION

In order to truly capitalize on this opportunity, the Town Center must have some key attributes—

1. **Mixed Use.** There must be a mixture of uses including urban residential and some office in addition to retail, restaurant and personal service uses. This will help ensure an active environment during days, evenings and weekends.
2. **Parking.** On-street parking should be maximized, and the balance of parking should be largely structured (and masked with liner buildings) to reduce the large foot-print of surface parking lots. Parking must be easily accessed by community and regional visitors.
3. **Multi-use Streets.** Streets must be designed for use by pedestrians and bicycles as well as cars. Sidewalks should be shaded with street trees and awnings, and be lined with active uses to help slow vehicular traffic.
4. **Knit Into the Community.** Streets and sidewalks should connect to surrounding developments and neighborhoods so that the Town Center is easily accessible.
5. **Safe.** Visitors must feel safe at all times. This has implications for land uses and the design of buildings to ensure there are “eyes” on the street and a sense of ownership of public areas.
6. **Distinctive Architecture.** Little Elm’s location along the shores of Lake Lewisville provide an opportunity to provide a “lighter”

and more “energetic” form of waterfront resort architecture and style that is more prevalent in the coastal communities of California, Florida and the Carolinas.

7. **Community Activities.** Both programmed and non-programmed activities bring the community together. This includes programming activities for the plazas and including a community center and a recreation center.
8. **A Place that is More Than the Sum of its Parts.** The Town Center must be more than a mixture of buildings and uses; it must work together with public and private areas to create a living and vital destination for Little Elm.



FRAMEWORK

The following are recommendations to create a functional and flexible development framework for the Town Center:

- The intersection of Main and Eldorado should be moved to the western edge of Beard Park in order to provide improved access to both the park and lakefront development.
- Realign Lakeshore to tie into Clark Street at Main in order to improve access to Eldorado via a signalized intersection.
- Extend King Street from Main to Eldorado to facilitate access and create flexible blocks for future development.
- Loop an extension of Button Street between Main and Lakeshore to provide improved circulation opportunities.
- Extend the Park Road northward across Main Street to loop into the Button extension.
- Locate the Town's future Community Center within a ¼ mile of the Town Center and with easy access to the lake shore pedestrian trail.
- Preserve the Delilah King Learning Academy location and relocate its parking from the south side of Main Street to the campus.
- The by-passed section of Lakeshore could serve as a safe and controlled area for student drop-off and pickup.
- Modify the design of West Eldorado to—
 - ~ Relocate the Main Street intersection west in order to provide shared access to Beard Park and the southern part of the Town Center.
 - ~ Signalize the Main Street intersection.
 - ~ Accommodate a grade separated pedestrian gateway linking both sides of West Eldorado.
- Add a new street linking West Eldorado and Main which terminates at the school in order to improve pedestrian and vehicular circulation and to create developable blocks.
- Provide a grade-separated Pedestrian Gateway connecting both sides of West Eldorado



Source: HNTB



TOWN OF LITTLE ELM

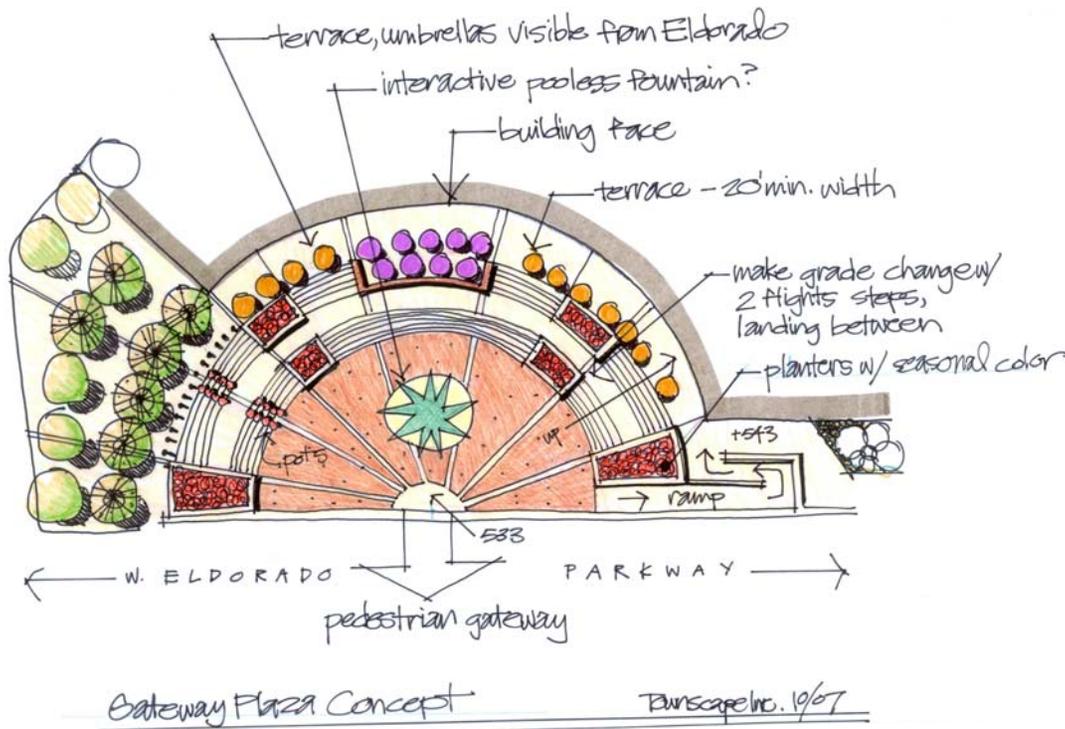
TOWN CENTER CONCEPT STUDY

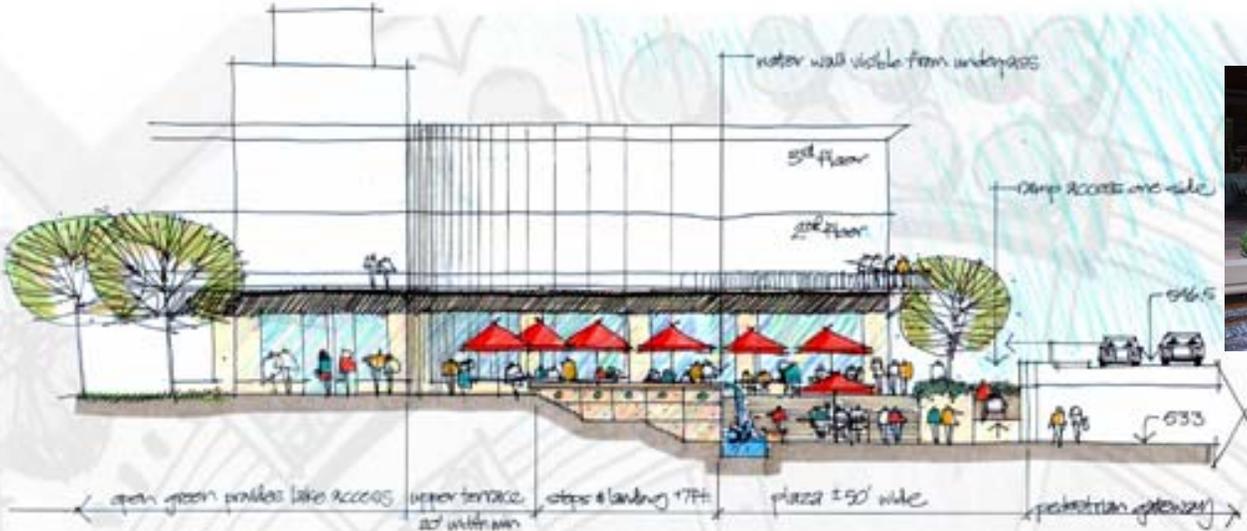
DEVELOPMENT

PEDESTRIAN GATEWAY AND PLAZAS.

- Construct a pedestrian gateway below street grade connecting two lower level plazas that transition up to street level.
- Ensure that the gateway is generous enough for pedestrians to feel safe and to provide enticing views of the plazas beyond. For example, when heading toward the lake, a water wall could invoke waterfront imagery; and when heading north, a programmed, pool-less fountain could animate the space.

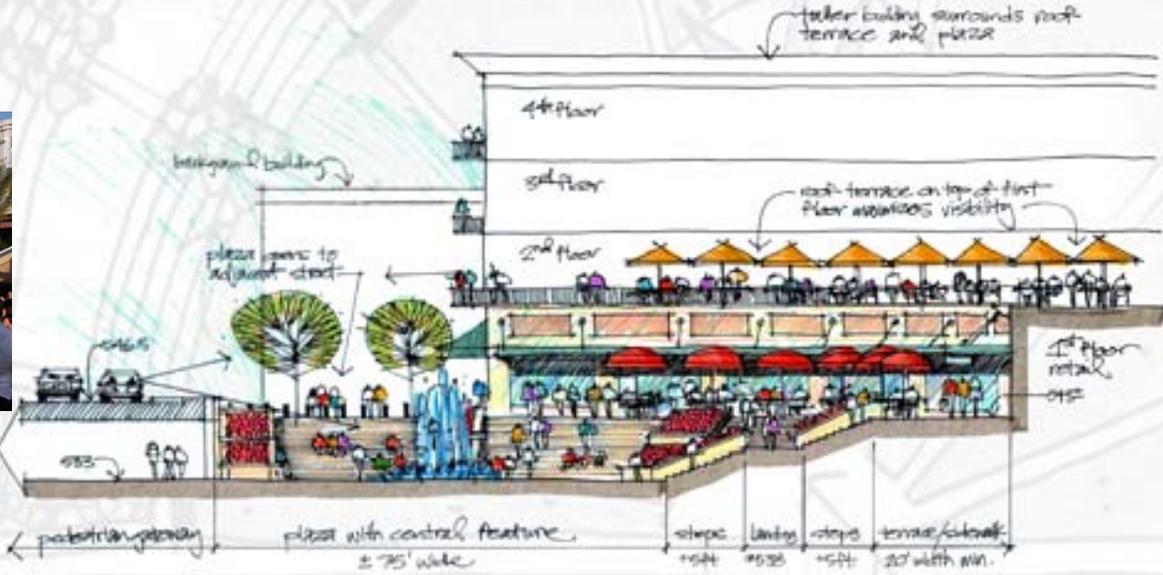
- Due to topography, the north plaza would be larger and could provide a multi-use area for community events and celebrations; whereas the south plaza would be smaller and more intimate, providing a draw to the waterfront.
- Both plazas could be at least partially viewed by people traveling on Eldorado, and could be defined and enhanced by the form and height of buildings around them.





Gateway Plaza - south side of road facing west

Transcape Inc. 1/07



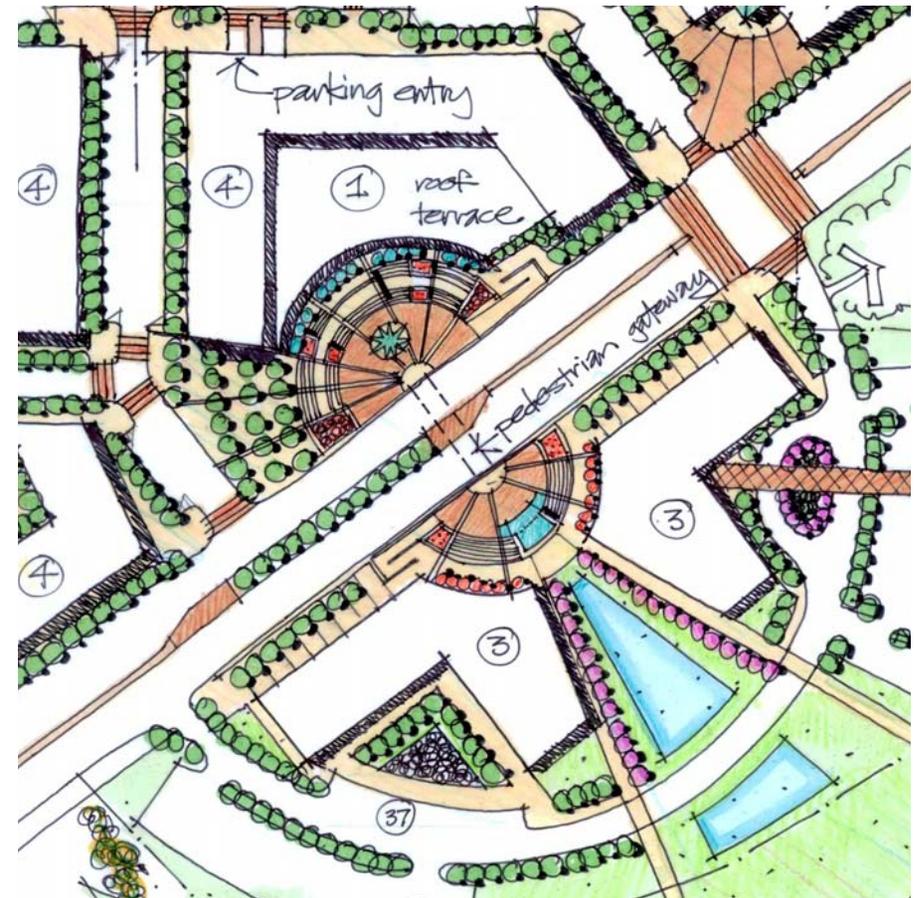
Gateway Plaza - north side of road facing west

Transcape Inc. 1/07



BUILDINGS

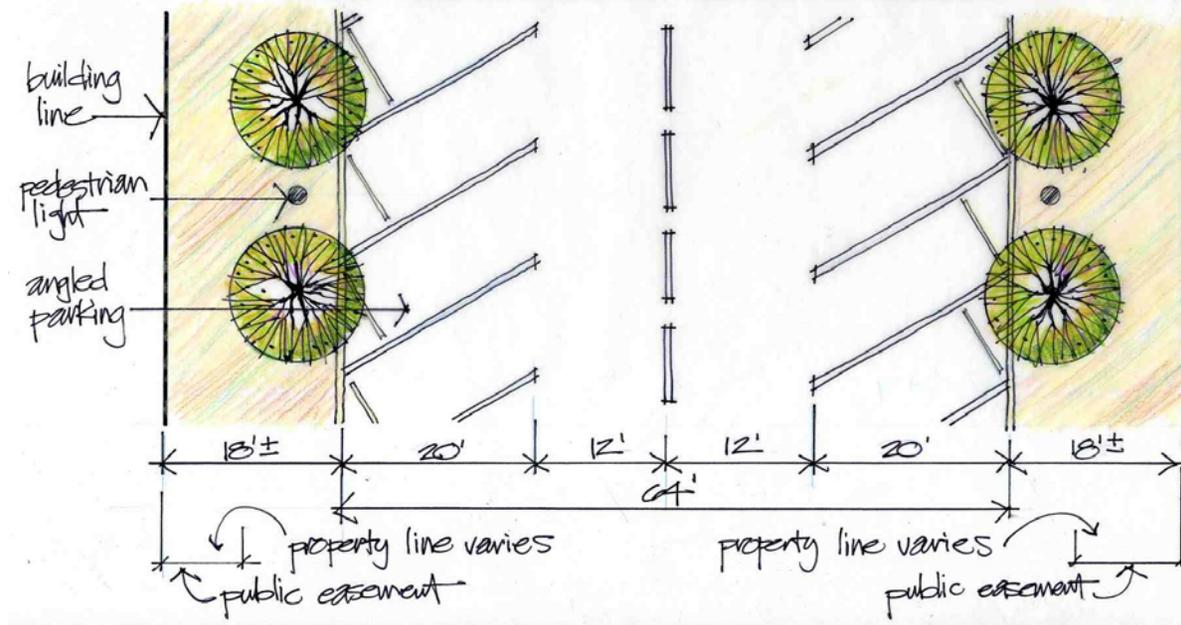
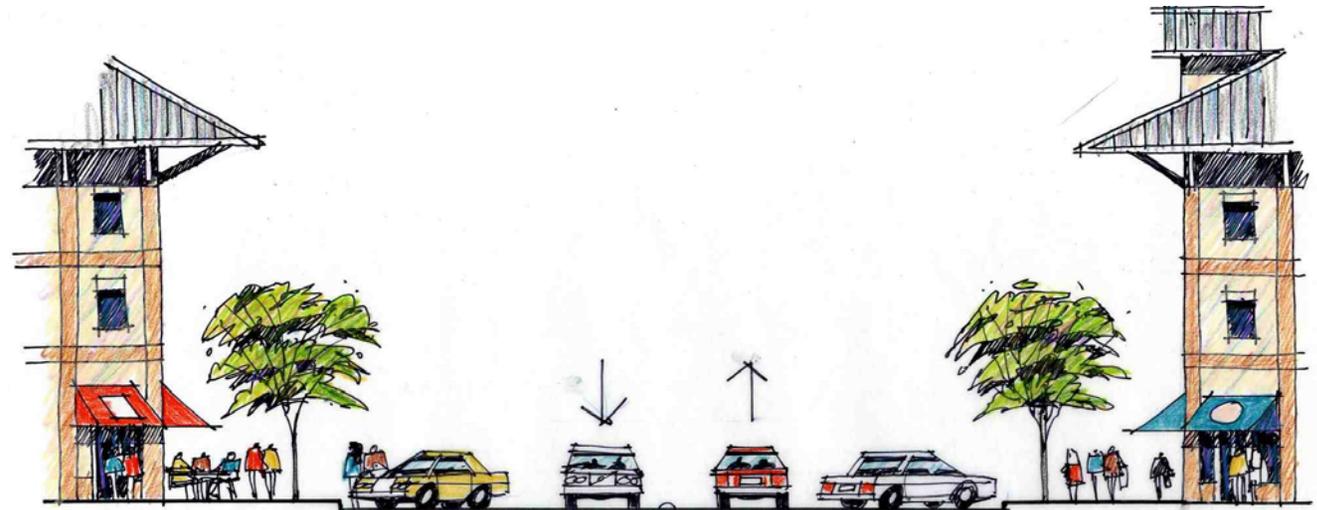
- In general, buildings in the Town Center should be two to four stories in height. Buildings on the north side adjacent to West Eldorado could include 1 or 2 taller structures, especially for hotel or residential uses. They could provide landmarks for the Center and take advantage of lake views without impacting surrounding neighborhoods.
- Buildings on the south side should be designed in a way that maximizes lake views without walling off views from the north side. This can be accomplished by identifying specific view corridors that can be preserved.
- All buildings adjacent to a sidewalk or plaza should contain windows and entries to businesses. When residential is at grade, all units adjacent to a sidewalk should have a front door entry, windows and possible a small outdoor patio. The entry and patio however should be elevated at least 2 feet above sidewalk level to provide a distinction between public and private space.

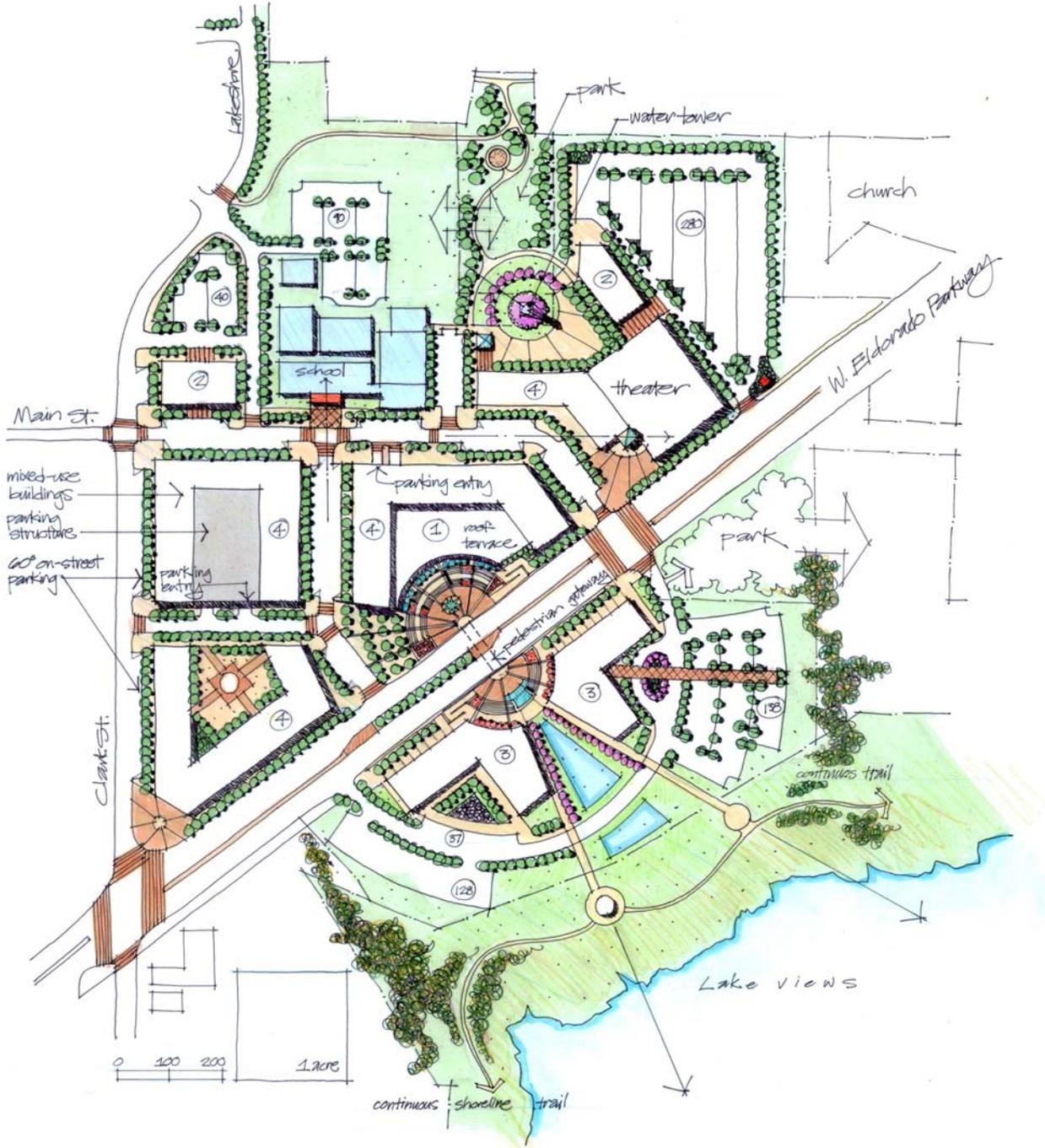


STREETS

New streets should be laid out and designed to provide—

- Attractive view opportunities for pedestrian and motorists.
- A maximum number of on-street parking spaces.
- Traffic speed that does not exceed 25 mph so that pedestrians, bicyclists and vehicles can safely share the roadway.
- Shade for pedestrians through the use of canopy trees along the sidewalks.
- Street furniture such as pedestrian level lighting, benches, orientation maps and litter containers.



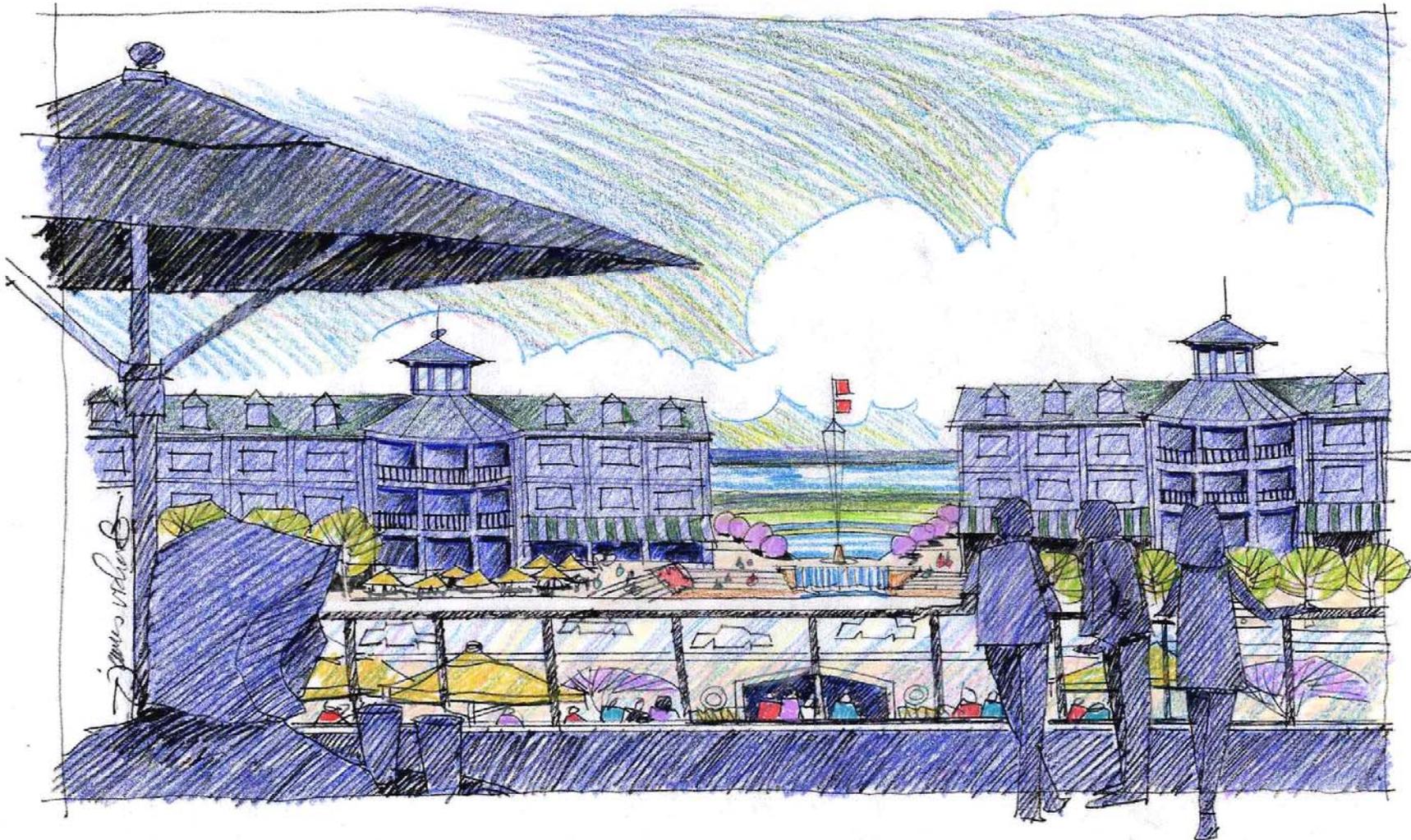




Aerial View to the South



View Down Main Street



View from Terrace to Lake

ARCHITECTURALLY DISTINCTIVE

There is an opportunity to create a Town Center that is architecturally unique and memorable within the region by utilizing distinctive architectural features common to waterfront locations. This includes—

- The use of landmark towers which evoke lighthouses and widow's walks;
- Conveying a resort flavor utilizing decks, verandas and towers that take advantage of views;
- Placing window openings to create to create a lively visual rhythm for the street wall;
- Utilizing shade features such as trees, awnings and canopies;
- Constructing with materials such as glass, metal, Hardiplank, stucco and stone;
- Employing a palette of light cool colors; and
- Integrating water features throughout.
- Evoking a waterfront theme with vertical landmarks, public art, and plentiful plantings in the public realm.







IMPLEMENTATION

FORM BASED CODE

Zone the Town Center to strict form-based code standards that will ensure high quality, pedestrian-oriented mixed use development.

STREET INFRASTRUCTURE

Secure the following street infrastructure improvements to provide for flexibility in future development of the Town Center:

- Reconstruct Main Street to the standards and alignment established in the Town Center Concept Plan.
- Secure the right-of-way and construct the Lakeshore/Clark Street connector.
- Secure the right-of-way for the extension of King Street from Main to West Eldorado.
- Loop an extension of Button Street between Main and Lakeshore.
- Extend the Park Road northward across Main Street to loop into the Button extension.
- Add a new street linking West Eldorado and Main which terminates at the school.
- Modify the design of West Eldorado to—
 - ~ Relocate the Main Street intersection west in order to provide shared access to Beard Park and private development.

- ~ Signalize the Main Street intersection.
- ~ Accommodate a grade separated pedestrian gateway linking both sides of West Eldorado.

TAX REINVESTMENT ZONE (TRZ)

Create a TRZ for property in the Town Center area before year end 2009 in order to capture the tax increment on investment that will be made as a result of infrastructure improvements and rezoning.

PROPERTY FOR SHARED PARKING

Secure property for shared parking in the Town Center. Ensure that sites are large enough to accommodate “liner” buildings to conceal a structured parking garage, and that the sites have easy access to and from West Eldorado.

PARKING MANAGEMENT DISTRICT

Create a Parking Management District that can own and manage parking throughout the Town Center for the benefit and efficiency of the entire district.

PARKING MANAGEMENT

Once long term parking is secured, impose and enforce a 2-hour parking zone in the Town Center to free up convenient on-street customer parking. This will also encourage employees to use the off-street parking spaces.

FUNDING SOURCES

Identify funding sources for the programs listed above, which may include TRZ bonds, a Public Improvement District, Capital Improvement Funds, EDC funding and Town bonding for construction of the parking structures.



APPENDIX A. YIELD ESTIMATE

LITTLE ELM CONCEPT YIELD ESTIMATES

5-Dec-07

Building	Ground Flr	2 Story	3 Story	4 Story
A	44,800	228,400	89,600	385,400
B	49,000	98,000	147,000	196,000
C	58,600	117,200	175,800	234,400
D	11,200	22,400	33,600	44,800
E	20,000	40,000	60,000	80,000
F	35,700	0	0	0
G	9,100	18,200	27,300	36,400
H	24,000	50,400	48,000	100,800
I	<u>26,400</u>	<u>52,800</u>	<u>79,200</u>	105,600
Total	278,800	486,200	729,300	972,400

Possible North Side Parking:

- 420 On-street
- 320 Surface lots, excluding school (90 at school)
- 320 Clark Street Structure (80/level @ 4 levels)
- 250 Central Plaza underground structure (125/level @ 2 levels)

Total 1,310

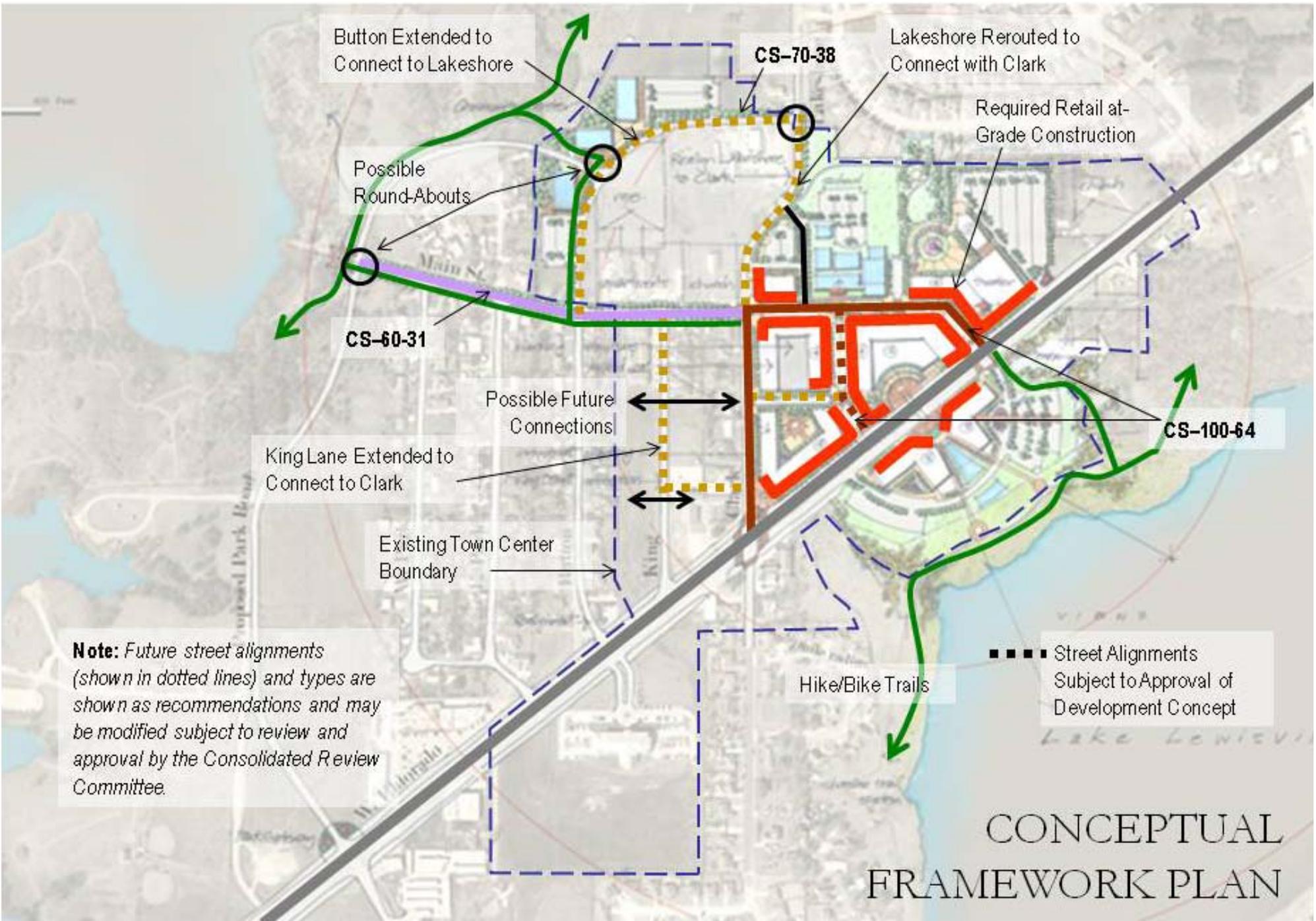
Possible South Side Parking:

- 303 Surface parking lots

*** Note: Site and parking yields may vary depending on further site investigation and conditions.**

Little Elm Downtown
Building and Parking Key Diagram





Button Extended to Connect to Lakeshore

CS-70-38

Lakeshore Rerouted to Connect with Clark

Possible Round-Abouts

Required Retail at-Grade Construction

CS-60-31

Possible Future Connections

CS-100-64

King Lane Extended to Connect to Clark

Existing Town Center Boundary

Note: Future street alignments (shown in dotted lines) and types are shown as recommendations and may be modified subject to review and approval by the Consolidated Review Committee.

■■■■ Street Alignments Subject to Approval of Development Concept

Hike/Bike Trails

CONCEPTUAL FRAMEWORK PLAN