

MEDIAN PLAN

4. MEDIAN PLAN

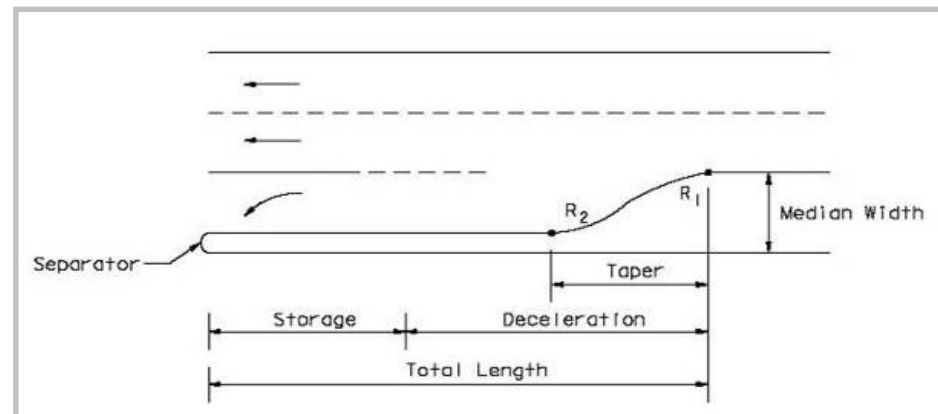
As part of the Urban Design Study & Median Plan study, Kimley-Horn and Associates, Inc. (KHA) was hired by Townscape Inc. to plan for a raised median to replace the two-way left turn lane on Southlake Blvd. (FM 1709) and Davis Blvd. (FM 1738). The limits of this project are from Pearson Lane to State Highway 114; also, Davis Blvd. from the south City limit line to Southlake Blvd. The City of Southlake partnered with Texas Department of Transportation (TxDOT) to plan for a balanced system offering the maximum number of openings for business, safety for vehicles and pedestrians, circulation for vehicles at future signals and drives, and landscaping to beautify the corridor.

Prioritization of Openings:	1. Signalized Intersections 2. Public Streets 3. Private Drives
Speed:	45 mph
Speed Differential:	0 – 10 mph
Deceleration Length:	345 ft
Minimum Storage Length:	100 ft
Taper Length:	100 ft
Minimum distance between signalized intersections:	1,000 ft

The plan was then modified based on public input at two SPIN meetings, Urban Design Work Group input, City of Southlake Staff input, and TxDOT.

The turn bay length (deceleration length + storage length) was a governing factor in determining the number and location of median openings. Synchro™ was used to model the operation of the corridor and determine the minimum storage lengths of each turn bay. Exceptions to the turn bay length were made where the turning demand was great, sight distance was adequate, and a speed differential greater than 10 mph could be assumed.

TxDOT’s Roadway Design Manual was used to establish the design criteria for the Median Plan because TxDOT owns and maintains both facilities. The Roadway Design Manual has guidelines and standards for the prioritizations of median openings, deceleration length and storage length of the turn bays, and minimum distance between signalized intersections. The following guidelines were used to make the “first cut” at the median plan:



DESIGN CONCEPT AND PALETTE

Once the number and location of the median openings was determined the type of median treatment was chosen based on the safety of the turning movements allowed. The palette of median treatments is shown below. For specific locations of these openings, please refer to the overall median concept plan in Appendix A.

A few key issues arose during this median planning process. The first was whether a full opening would be allowed in front of the

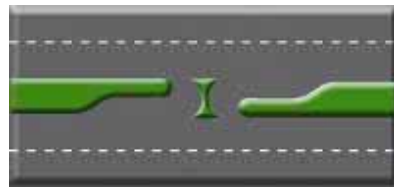
Georgetown Office Park. It was decided that it would be unsafe to allow vehicles to make a left turn out of the office park, so a hooded left is shown in the Median Plan. Also, TxDOT's spacing standards for a full median could not be met. The second issue was whether the section between Village Center and Carroll could be transitioned to 11' lanes and a 20' median from 12' lanes and a 14' median, elsewhere. The 11' lanes would create a safer crossing distance for the high volume of pedestrian traffic between the two activity

centers of the Town Square. The 20' median would provide space for enhanced landscaping including shade trees, instead of ornamental trees, to further alert traffic that they have entered a special district of Southlake. For a detailed analysis and layout for medians and median breaks, please refer to Appendix A.

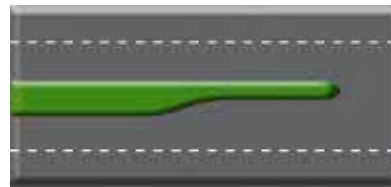
For a detailed analysis of the effect a raised median will have on the signal operations along Southlake Blvd., please refer to the U-Turn Analysis in Appendix B.



Hooded Left



Dual Hooded Left



Full Opening



Full Opening

5. PRIVATE DEVELOPMENT RECOMMENDATIONS

In addition to recommendations on median landscaping and hardscaping, entry features, public art, wayfinding, corridor identity and other elements, this report includes some recommendations for private development.

STATE HIGHWAY 114

Special consideration should be given to S.H. 114 with respect to both the public and private realms. The SH 114 Corridor is over 200 feet wide and traffic travels an average of over 60 mph. This means that the City's development identity must be shaped with bold strokes which can readily be discerned by a person driving at a high speed with limited peripheral vision.



Existing development along S.H. 114

In addition, the elevation of the road changes dramatically in relationship to adjacent and distant land parcels which provides views into some adjacent properties.

Given the scale and impact of the highway facility on the city's existing fabric, creating a sense of place along its corridor is challenging with just public realm improvements. Private development can, where appropriate, complement and enhance the investments in the public right-of-way. To this end, the following are specific recommendations for private development along the S.H. 114 corridor:

- Preserve existing natural view corridors where appropriate. Specifically, tree stands along the highway should be preserved when they terminate views from the highway.
- In order to maximize regional access and limit the impact of strip retail development, retail and restaurant development should be concentrated at interchanges in 1-2 storey buildings with higher intensity office and institutional uses at mid block locations.
- Establish appropriate scale and bulk standards for buildings along the highway, specifically at mid-block locations. Buildings should be 4 – 6 stories tall and step down as they move away from the highway corridor. Buildings over three stories should be articulated along the first three floors. Materials on the lower floors should be brick, stone or other approved masonry. Low-profile, single storey pad buildings that tend to blend into the background and have limited visibility from the highway are discouraged.
- All windows on buildings should be vertically oriented and be articulated with a 4-inch reveal to avoid solid, flat walls, and to create shadow lines and surface texture. Glass curtain walls and facades with more than 60% glass along any elevation shall be discouraged. Along retail store fronts, 1' – 2' high knee walls shall limit the amount of glass along each façade visible from public streets.
- The view of surface parking from the highway should be limited. Surface parking lots should be designed to be in smaller pods (no more than 200 parking spaces) with increased landscaping and pedestrian accessways.

PRIVATE DEVELOPMENT RECOMMENTATIONS



View of the recommended design for parking lots with canopy trees, pavers, and pedestrian walkways.

- Structured parking is encouraged over surface parking. Specifically, shared parking is also encouraged between adjoining complementary land uses. Special attention should be given to the design of parking garages to avoid plain facades with views of parked cars from adjoining properties and rights-of-ways. Façade details, vertical and horizontal courses such as cornices, lintels, sills, and water courses should be used to add interest along facades. To the extent possible, parking garages should be located behind principal structures to limit views from the highway.



Discouraged design for parking garages



Examples of parking garages with façade detailing to create interest.

- All developments greater than 10 acres should be broken up into blocks which can provide easy circulation by cars, people and emergency vehicles, and which interconnect with adjacent properties where possible. This will also facilitate reinvestment and possible redevelopment in future years.
- Master planning of larger tracts or multiple tracts is encouraged over piece-meal development. In addition, the master plan applications should include all the elements of the built environment such as building design, site design, wayfinding and building signage, landscaping, treatment of natural features, bridges, streets, street lighting, etc. Every effort should be made to incorporate recommended urban design elements into the project design.

View of recently approved Southlake Regional Medical Center on S.H. 114



SOUTHLAKE BOULEVARD (F.M. 1709) AND F.M. 1938

Southlake Boulevard is the city's premier commercial corridor with intense commercial uses east of Carroll Avenue. West of Carroll however, contains a significant amount of residential neighborhood adjacency.

The recommendations in this plan address the improvements to the public realm based on specific character of the corridor. Private development standards along the corridor should also reinforce this nuanced treatment of the corridor. Specifically, the following recommendations for private development are made for Southlake Boulevard:

- Reinforce and enhance the distinct "Estate Residential zone" character by recommending the planting of 6 – 8 foot high shrubs along residential fences that require frequent maintenance along the corridor. This would not only screen existing residential uses from the busy roadway, but also create green edges along the roadway.
- New residential neighborhood fencing should be limited to masonry, stone and wrought-iron style fencing materials, with tree and shrubbery planting in a naturalistic manner on the parkway side of the fence.

- Preserve and reinforce the existing character of the estate residential with parkway plantings and trail amenities as recommended in the plan.
- Master planning of larger residential or commercial tracts, or multiple tracts, is encouraged over piece-meal development. In addition, the master plan applications should include all the elements of the built environment such as building design, site design, wayfinding and building signage, landscaping, treatment of natural features, bridges, streets, street lighting, etc. Every effort should be made to incorporate recommended urban design elements into the project design.

PLAN FOR UNDERGROUNDING UTILITY LINES

Implementation of the recommended corridor improvements will considerably improve the visual appearance of the city's major corridors. However, the presence of overhead utility lines and utility poles along the city's major corridors will continue to limit this effort. To this end, the burying of overhead utility lines is a critical complement to the recommended design improvements.

Based on existing development and the potential for future development, this plan recommends a prioritization plan for burying overhead utility lines. Although the cost of burying overhead utility lines can be fairly

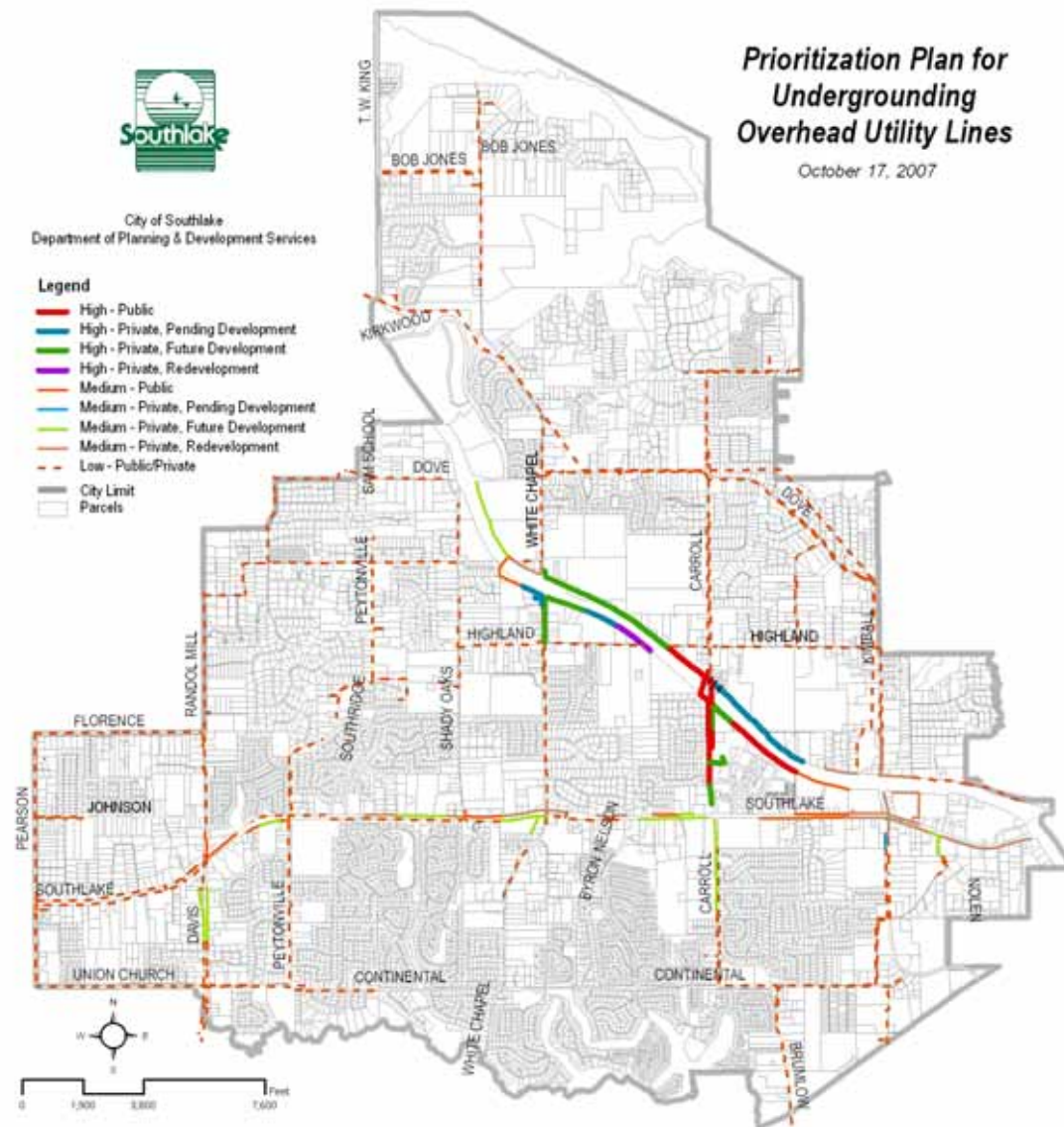
expensive, they can be offset by the aesthetic benefits that will ultimately increase property values, benefiting both adjacent property owners and the city in the long run.

Due to limitations on the city's ability to regulate utility companies and the placement of utility lines, this plan recommends a public-private partnership approach to addressing this critical issue of burying utility lines.

The City's participation to offset the difference in costs between overhead and underground utilities could include a range of options including zoning entitlements such as mix and intensity of uses, developer's agreements, economic development agreements, TIF reimbursements, and other incentives.

During this planning effort, all overhead utility lines along major roadway corridors were identified. Based on existing, pending, and future development, a prioritization plan was developed. The plan on the following page categorizes the burying of overhead utilities.

- Priority should be placed on the frontages of Southlake Boulevard, Carroll Avenue, and S.H. 114 in the immediate vicinity of the Town Center area.
- Large, undeveloped tracts along the S.H. 114 corridor should be prioritized. Due to the visibility and high profile nature of development along this corridor, this plan recommends a public-private partnership approach based on new development proposals.
- Coordinate and prioritize the burying of overhead utility lines along Carroll Avenue from F.M. 1709 to S.H. 114 in the city's CIP.
- Bury overhead utility lines in conjunction with roadway improvements to take advantage of cost savings that may be available due to the need to move utilities.
- Along corridor segments with existing development, prioritize and coordinate the burying of utility lines with major redevelopment of the parcels.



6. IMPLEMENTATION

Implementation is a critical part of any plan's success. Specifically, the urban design study makes several recommendations for improvements in the public realm and for private development. A large part of the implementation strategy in this plan is identifying possible funding sources for the proposed improvements and establishing community priorities. Listed in this section are several funding sources and the corresponding improvements that are appropriate to be funded.

- **TxDOT Funding:** The state has identified funding for the medians along Southlake Boulevard. This funding is intended to cover the design based on TxDOT's standard design with any enhancements to be at the city's cost. The next step in the implementation of this study would be the undertaking of a preliminary engineering design of the medians and associated landscaping. That plan would also develop preliminary cost estimates that can be used to establish the city's share of funding the median improvements.
- **City Funds – General Fund:** The City's general fund consists of funding from ½-cent sales tax and property taxes. This

fund essentially pays for a bulk of all city government operations and the Capital Improvement Program (CIP). It is approximately 42% of the city's annual budget. Approximately \$2 million has been earmarked over the next five years for the implementation of this plan in the city's Capital Improvement Program. Included in this plan is a list of immediate steps after plan adoption, including a priority list for all proposed improvements. Since the improvements proposed are a "kit of parts"; they can be implemented in phases and in varying sequences without impacting the overall outcome. General fund monies may be used for any and all improvements within the public realm.

- **City Funds – Southlake Parks & Development Corporation Funds (SPDC):** The use of these funds is limited to parks, recreation, and trail facilities within the city. In addition to City Council approval, the use of these funds requires approval from the SPDC Board. Based on the recommended improvements, only the trail elements may be eligible for funding under these monies. In addition, the use of SPDC funds may be limited due to the higher priority placed on the development

of Bicentennial Park, and other park facilities in the future years.

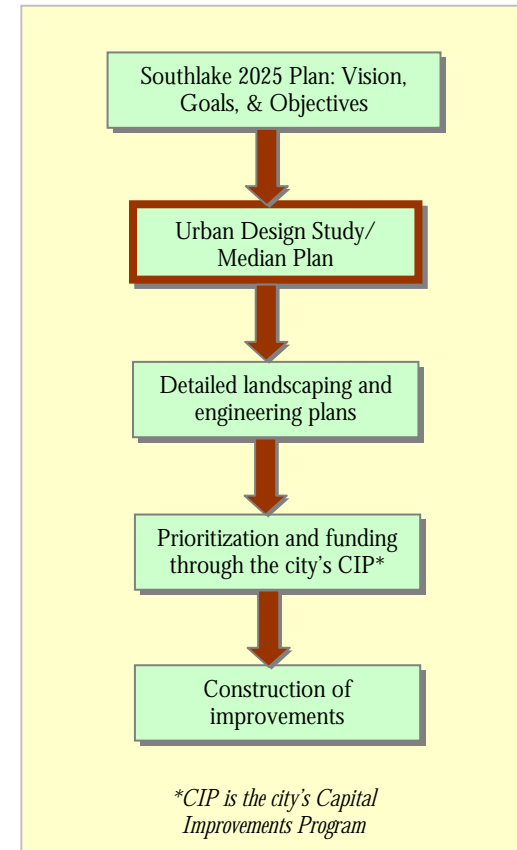
- **City Funds – Hotel Occupancy Tax:** Due to the addition of a hotel use tax in 2007, the city has an additional source of funding through hotel occupancy tax revenues. These funds are limited to the promotion of tourism and the convention and hotel industry. The city plans on implementing a trolley circulator during 2008 to promote retail and entertainment destinations in the vicinity of Southlake Town Square. The Urban Design Study recommends the incorporation of trail or transit amenities as a part of the design elements for the F.M. 1709 corridor. Specific locations and design for a trolley stop are included in the plan. The Hotel Occupancy Tax could provide supplemental funding for these improvements based on availability, timing, and Council priorities. In addition, a plan for wayfinding signage and its implementation may also be eligible for funding under this source.
- **City Funds – Bond Election:** In 1999, the voters approved a bond program that included three propositions for traffic management projects throughout the city.

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Specifically, proposition 2 included \$2,150,000 for enhancements to S.H. 114. Based on bonds sold, expenditures, and available balances, some of the improvements included in this plan may be eligible for funding through the TMB. In addition, the city has the option, based on Council priorities, to call for another comprehensive bond election to fund the highest priority items in this plan with General Fund dollars providing for funding gaps.

- **TIF District:** Tax Increment Financing districts are a popular method for financing public improvements. Public improvements are generally funded by allocating a portion of the increased future tax revenues that can be expected. TIFs are a mechanism to capture the increases in future property values by funding public improvements today. The assumption is that the public improvements will increase property values and correspondingly increase tax revenues. The city has a TIF district established for Southlake Town Square with specific performance standards and triggers as it relates to this development. Any future TIFs established for large development projects, for example, the Aventerra site, could potentially include the funding of improvements identified in this plan as it relates to the public realm.

- **State and Federal Grants (Transportation Enhancements, SRTS, CMAQ, other call for projects):** Several federal and state funding opportunities come available every year and the city has been aggressive in pursuing these opportunities. Some critical transportation improvements such as a U-turn bridge at Carroll Avenue and S.H. 114 could facilitate the implementation of the bridge façade treatments recommended in this plan. Although the funding available through the State Transportation Enhancement Program (STEP) in 2006 did not materialize, future opportunities through the STEP program should be pursued for the improvements recommended in this plan. In addition, some pedestrian improvements may be eligible for funding through federal Congestion Mitigation and Air Quality (CMAQ) funds.
- **Sponsor based funding:** Several communities have explored the idea of sponsor based funding of public improvements. This increases community ownership and buy-in for the projects. Community/citizen sponsored improvements could include public art and trail/pedestrian amenities. Such a sponsor-based program could be designed in conjunction with a marketing and promotion campaign for the branding initiative.



Urban Design Plan process showing prioritization as a critical step in implementation.

PLAN PRIORITIES

Establishing priorities for improvements will help guide the decision-making during the city's Capital Improvements Program (CIP) process each year. Based on the work group input, the following table establishes the priorities and implementation steps for each recommended element in the plan. The table outlines the specific element, implementation steps, responsible entity, potential funding sources, and priorities as established by the work group. These plan priorities may change as the community grows and matures. Plan priorities will be reevaluated each year during the Capital Improvement Program process that precedes the city's budget adoption.

Based on the work group input, improvements in the Town Center area should be prioritized over other area improvements unless dedicated funding is available for any of the other improvements including high priority items such as the Northwest Highway bridge/funnel reconstruction, roundabouts, wayfinding signage, and amending development regulations for S.H. 114 & F.M. 1709.

URBAN DESIGN PLAN PRIORITIES

The following tables reflect the city's established priorities with respect to implementation of the Urban Design Plan. The tables summarize the implementation steps involved, responsible entity for implementation, potential funding sources, and established priority. The first table includes projects that may be completed by city staff and will not require additional funding; the second table includes opportunistic projects that may be eligible for state funding or grants, and the third table includes projects that will be primarily funded through city funds and public/private partnerships. All three tables will be reviewed by City Council on an annual basis in conjunction with the development of the Capital Improvements Program.

CS = Community Services Department

ED = Economic Development Department

PDS = Planning & Development Services Department

PW = Public Works Department

Table 1: City Staff Projects (No additional funding required)

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
1	Development standards for F.M. 1709 & F.M. 1938	<ol style="list-style-type: none"> 1. Evaluate existing development standards 2. Prepare amendments to corresponding development standards 3. Use Urban Design Plan to review development applications as part of Comprehensive Plan review 	* City - PDS	None	
2	Development standards for S.H. 114	<ol style="list-style-type: none"> 1. Evaluate existing development standards 2. Prepare amendments to corresponding development standards 3. Use Urban Design Plan to review development applications as part of Comprehensive Plan review 	* City - PDS	None	

Table 2: Opportunistic Projects (Projects that may be eligible for state funding or grants)

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
1	Median Plan for F.M. 1709 (Southlake Boulevard)	<ol style="list-style-type: none"> 1. Preliminary review by TxDOT 2. Preliminary design for medians 3. Landscape plan for medians and parkways including preliminary cost estimates 4. Design Exception review by TxDOT 5. Final TxDOT review and approval 6. Construction 	<ul style="list-style-type: none"> * TxDOT * City - PW 	<ul style="list-style-type: none"> * TxDOT funds (State) * General fund 	Preliminary TxDOT review to occur in FY08. Completion of medians (including landscaping) anticipated in FY12.
2	S.H. 114 Landscaping	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<ul style="list-style-type: none"> * City – CS, PDS, & PW * Keep Southlake Beautiful 	<ul style="list-style-type: none"> * Federal transportation funds (STEP) * Public/ Private partnership * Governor’s Community Achievement Award (includes prize funds of \$95,000 for landscaping projects) 	Potential for an “adopt-a-spot” program.

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Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
3	NW Highway Bridge improvements over S.H. 114, including repainting/staining, replacing signage, replacing railing, and adding end cap treatments	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<ul style="list-style-type: none"> * TxDOT * City – PW 	<ul style="list-style-type: none"> * General fund * TMB *Federal transportation funds (STEP) 	Coordinate with Funnel Project improvements.
4	Carroll Avenue Bridge improvements over S.H. 114, including repainting/staining, replacing signage, replacing the railing, and adding end cap treatments	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<ul style="list-style-type: none"> * TxDOT * City - PW 	<ul style="list-style-type: none"> * General fund * TMB * Federal transportation funds (STEP) 	There is also the possibility of the addition of a Texas u-turn at Carroll Avenue due to increased traffic from the planned Gateway Church campus and other future developments along the westbound S.H. 114 access road.
5	Kimball Avenue Bridge improvements at S.H. 114, including repainting/staining, replacing signage, replacing the railing, and adding end cap treatments	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<ul style="list-style-type: none"> * TxDOT * City - PW 	<ul style="list-style-type: none"> * General fund * TMB * Federal transportation funds (STEP) 	

Table 3: City-Funded Projects

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
1	Roundabout concepts , including landscaping, public art, and hardscape improvements	<ol style="list-style-type: none"> 1. Establish design themes for roundabouts 2. Develop design concepts with committee/ community input 3. Preliminary design and cost estimates 4. Identify funding 5. Incorporation into the CIP 	* City – PDS, CS, & PW	<ul style="list-style-type: none"> * General fund * Public/ Private partnership 	
2	Town Center Trolley Stop & Trail Amenities	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates for trolley stop locations (including property acquisition, utility relocation, drainage, and other considerations) 2. Identify funding sources, including potential public-private partnerships 3. Incorporate into the CIP 	* City – PDS, CS, ED, & PW	<ul style="list-style-type: none"> * General fund * Hotel Occupancy Tax * SPDC * Public/ Private partnership 	<p>Initial trolley stop locations have been identified by ED.</p> <p>Coordinate trolley stop amenity design with trolley stop signage design (planned for FY09).</p>
3	Funnel Project improvements , including overpass treatments, retaining wall treatments, signage, gateway tower/pylon, railing & barrier designs, and bridge support design	<ol style="list-style-type: none"> 1. Ensure input and participation with TxDOT during the design phase of the Southlake Blvd/114 interchange 2. Develop preliminary design and cost estimates 3. Establish city share of costs 4. Identify funding 5. Incorporation into CIP 	<ul style="list-style-type: none"> * City – PDS & PW * TxDOT 	<ul style="list-style-type: none"> * General fund * TMB * Public/ Private partnership (for gateway tower/pylon) 	

IMPLEMENTATION

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
4	<p>Intersection treatments in the Town Center area</p> <p>Intersections along Southlake Blvd. to receive treatments include:</p> <ol style="list-style-type: none"> 1. Carroll Ave. 2. Central Ave. 3. Village Center 	<ol style="list-style-type: none"> 1. Preliminary design for intersection paving treatments including preliminary cost estimates 2. Identify funding 3. Incorporation into the CIP 	<p>* City – PDS & PW</p> <p>* TxDOT (1709)</p>	<p>* General fund</p>	<p>Improvements to Carroll Ave. should occur first, followed by Central Ave. and then Village Center.</p>
5	<p>Tower identity feature at Town Square & S.H. 114</p>	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Identify funding 3. Incorporation into the CIP 	<p>* City – PDS & PW</p>	<p>* General fund</p> <p>* Public/ Private partnership</p>	<p>Coordinate construction with expansion of Town Square along S.H. 114.</p>
6	<p>Public art improvements at high-visibility/ opportunity sites</p>	<ol style="list-style-type: none"> 1. Establish design themes for different high profile sites 2. Develop design concepts with public art committee/ adjoining property owners/business owners 3. Preliminary design and cost estimates 4. Identify funding 5. Incorporation into the CIP 	<p>* City – PDS, CS, & PW</p>	<p>* General fund</p> <p>* Public/ Private partnership</p>	
7	<p>Wayfinding signage</p>	<ol style="list-style-type: none"> 1. Develop a wayfinding plan for the city including identifying major destinations, decision points and routes 2. Preliminary design and cost estimates 3. Identify funding & phasing 4. Incorporation into the CIP 	<p>* City – PDS, CS, ED, & PW</p> <p>* TxDOT</p>	<p>* General fund</p> <p>* Hotel Occupancy Tax</p> <p>* SPDC</p>	<p>Coordinate wayfinding signage with trolley stop signage (planned for FY09).</p>

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
8	<p>Intersection treatments in the Commercial Corridor area</p> <p>Intersections along Southlake Blvd. to receive treatments include:</p> <ol style="list-style-type: none"> 1. Kimball Ave. 2. Nolen Drive 3. Byron Nelson Parkway 4. White Chapel Blvd. 5. Shady Oaks Drive 6. Peytonville Ave. 7. Davis/Randol Mill 8. Pearson Ln. 	<ol style="list-style-type: none"> 1. Preliminary design for intersection paving treatments including preliminary cost estimates 2. Identify funding 3. Incorporation into the CIP 	<p>* City – PDS & PW</p> <p>* TxDOT (1709)</p>	* General fund	
9	<p>Intersection treatments in the Estate Residential area</p>	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<p>* City – PDS & PW</p> <p>* TxDOT (1709)</p>	* General fund	
10	<p>Tower identity feature at Southlake Blvd. and S.H. 114</p>	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	* City – PDS & PW	<p>* General fund</p> <p>* Public/ Private partnership</p>	
11	<p>Tower identity feature at S.H. 114 and Dove Street</p>	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	* City – PDS & PW	<p>* General fund</p> <p>* Public/ Private partnership</p>	

IMPLEMENTATION

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
12	<p>Low monument entry feature signs</p> <p>Locations include:</p> <ol style="list-style-type: none"> 1. S.H. 26 and Brumlow 2. S.H. 26 and Kimball Ave 3. Southlake Blvd and Pearson 4. Davis Blvd and Continental 5. Randol Mill and Southlake Blvd 	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	* City – PDS & PW	<p>* General fund</p> <p>* Public/ Private partnership</p>	
13	<p>Under and overpass embankment improvements at Dove & White Chapel, including embankment staining and landscaping</p>	<ol style="list-style-type: none"> 1. Preliminary design and cost estimates 2. Phasing plan 3. Identify funding 4. Incorporation into the CIP 	<p>* TxDOT</p> <p>* City – PW</p>	<p>* General fund</p> <p>* TMB</p>	

Rank	Element/Description	Implementation Steps	Responsible Entity/ Department	Potential Funding Sources	Notes
14	Estate Residential trail amenities – West Southlake Blvd.	<ol style="list-style-type: none"> 1. Prioritize trail amenity locations along West Southlake Boulevard with highest priority at Bicentennial Park and other park locations 2. Preliminary design and cost estimates (including property acquisition, utility relocation, drainage, and other considerations) 3. Identify funding sources, including potential public-private partnerships (with neighborhood HOAs and commercial developments) 4. Incorporate into the CIP 	* City – PDS, CS, & PW	<ul style="list-style-type: none"> * General fund * SPDC * Public/Private partnership 	
15	Commercial Corridor trail amenities – East Southlake Blvd	<ol style="list-style-type: none"> 1. Prioritize trail amenity locations along East Southlake Boulevard with highest priority at major destinations 2. Preliminary design and cost estimates (including property acquisition, utility relocation, drainage, and other considerations) 3. Identify funding sources, including potential public-private partnerships 4. Incorporate into the CIP 	* City – PDS, CS, & PW	<ul style="list-style-type: none"> * General fund * SPDC * Public/Private partnership 	